



State of Nebraska

1998

Traffic Accident Facts

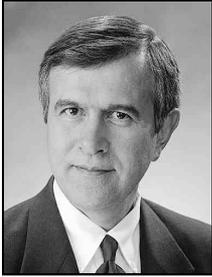
Annual Report

Prepared By
Highway Safety Division
Nebraska Department of Roads

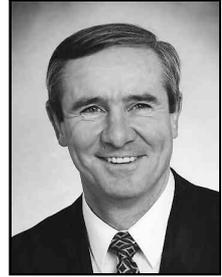
Mike Johanns
Governor

John L. Craig
Director

Nebraska
Department of Roads



Mike Johanns



John L. Craig

Dear Reader,

The Highway Safety Division 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%.)

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.

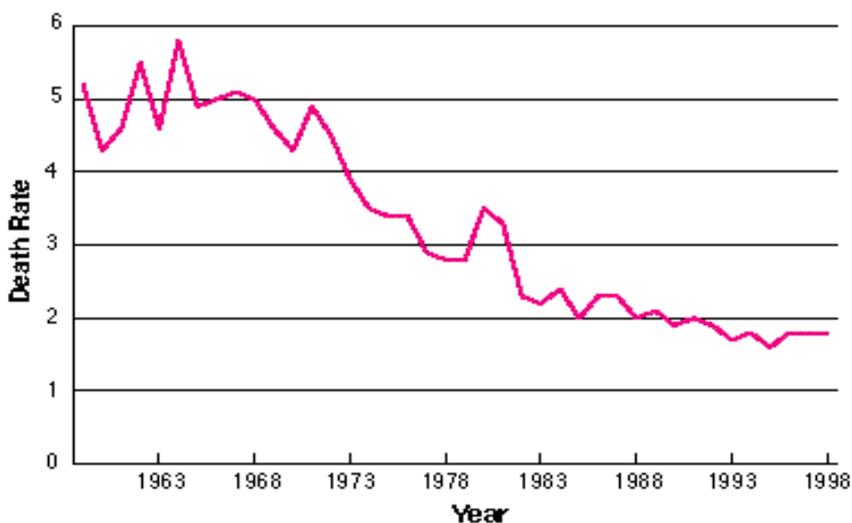
Injury AccidentMotor vehicle accident that results in injuries, other than fatal, to one or more persons.

Property Damage

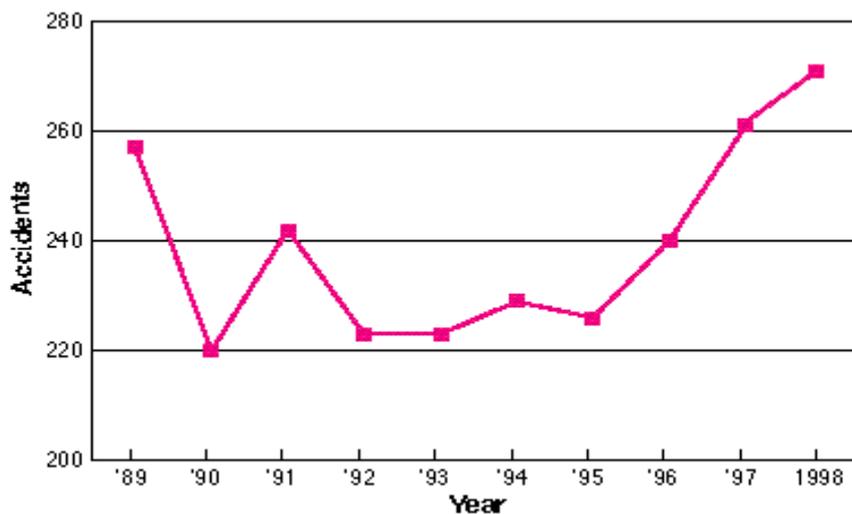
Only Accident (PDO).....Motor vehicle accident in which there is no injury to any person, but only damage to a motor vehicle, or to other property, including injury to domestic animals.

Part I
Overview

Death Rate Per 100 Million Vehicle Miles (1959-1998)
(Figure 1)



Ten Year Trend in Fatal Accidents
(Figure 2)



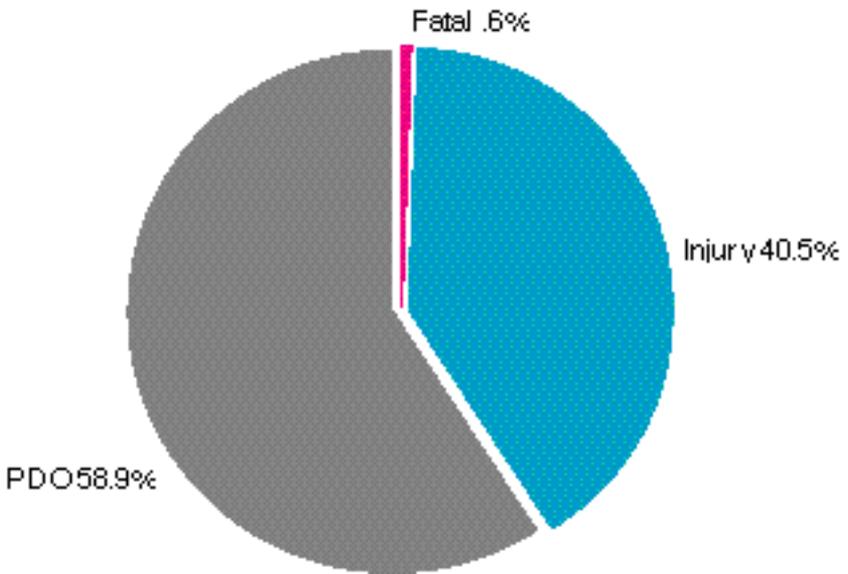
In 1998, the death rate on Nebraska roadways was 1.8 persons killed per 100 million vehicle miles traveled. The death rate in Nebraska, from 1959 to 1998 is represented in Figure 1 (Page 2). Even though the death rate fluctuates from year to year, there has been a general downward trend. Much of this 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 271 fatal accidents in 1998, ten more than were recorded in 1997.

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 1998, there were 271 fatal accidents, 19,534 injury accidents and 28,378 property damage only accidents. Fatal accidents made up .6% of all accidents, and injury and PDO accidents made up 40.5% and 58.9%, respectively.

All Accidents in Nebraska (1998)

(Figure 3)



1998 Accident Data by County

County	Accidents				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Adams	854	8	242	604	9	392
Antelope	172	1	42	129	1	69
Arthur	17	1	5	11	1	7
Banner	26	0	14	12	0	19
Blaine	14	0	6	8	0	10
Boone	131	2	35	94	2	55
Box Butte	332	2	114	216	2	184
Boyd	42	1	10	31	1	17
Brown	68	1	24	43	1	39
Buffalo	1,346	11	461	874	16	671
Burt	156	3	56	97	5	83
Butler	167	2	64	101	2	106
Cass	553	9	179	365	10	328
Cedar	157	1	43	113	1	63
Chase	62	0	25	37	0	43
Cherry	116	6	36	74	8	63
Cheyenne	230	3	80	147	3	116
Clay	133	2	38	93	2	62
Colfax	241	2	78	161	2	103
Cuming	239	1	66	172	1	91
Custer	269	5	97	167	5	142
Dakota	410	3	159	248	3	254
Dawes	264	1	76	187	1	113
Dawson	682	12	214	456	14	356
Deuel	78	3	32	43	3	60
Dixon	92	1	37	54	1	49
Dodge	922	9	343	570	9	517
Douglas	14,737	30	7,178	7,529	33	11,211
Dundy	57	0	17	40	0	32
Fillmore	131	1	43	87	1	60
Franklin	90	0	22	68	0	39
Frontier	85	3	26	56	3	45
Furnas	136	2	24	110	2	37
Gage	787	2	245	540	2	409
Garden	43	1	13	29	2	16
Garfield	31	0	4	27	0	4
Gosper	62	0	18	44	0	36
Grant	14	1	3	10	2	10
Greeley	47	2	16	29	2	27
Hall	1,808	7	614	1,187	7	994
Hamilton	322	4	111	207	4	181
Harlan	109	0	31	78	0	48
Hayes	30	0	14	16	0	21
Hitchcock	46	1	9	36	1	13
Holt	245	3	86	156	3	124
Hooker	13	0	5	8	0	6

County	Accidents				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Howard	144	4	60	80	7	110
Jefferson	259	2	63	194	2	91
Johnson	133	2	30	101	2	46
Kearney	132	2	47	83	3	77
Keith	309	0	81	228	0	133
Keya Paha	12	1	6	5	1	10
Kimball	119	1	45	73	1	61
Knox	131	1	39	91	1	64
Lancaster	8,192	24	3,711	4,457	27	5,716
Lincoln	1,187	2	414	771	2	652
Logan	31	2	13	16	3	18
Loup	28	0	9	19	0	12
Madison	1,117	2	420	695	2	611
McPherson	7	1	3	3	1	8
Merrick	181	4	50	127	7	100
Morrill	164	1	42	121	1	57
Nance	86	1	21	64	4	36
Nemaha	234	2	63	169	2	105
Nuckolls	117	3	32	82	3	51
Otoe	361	2	139	220	2	232
Pawnee	109	0	20	89	0	31
Perkins	47	2	18	27	2	33
Phelps	237	2	77	158	3	113
Pierce	148	1	59	88	1	102
Platte	1,026	5	331	690	7	524
Polk	115	4	40	71	4	70
Red Willow	332	1	97	234	1	168
Richardson	217	3	52	162	3	81
Rock	42	0	8	34	0	13
Saline	319	2	96	221	2	147
Sarpy	2,317	6	1,068	1,243	7	1,735
Saunders	392	7	158	227	9	262
Scotts Bluff	927	11	351	565	11	545
Seward	482	5	160	317	6	258
Sheridan	172	3	52	117	3	80
Sherman	79	0	30	49	0	51
Sioux	37	0	10	27	0	12
Stanton	130	1	43	86	2	60
Thayer	165	0	52	113	0	75
Thomas	19	1	9	9	1	12
Thurston	113	3	39	71	4	62
Valley	96	1	24	71	2	32
Washington	386	3	143	240	3	208
Wayne	222	1	78	143	1	117
Webster	112	0	31	81	0	38
Wheeler	22	0	6	16	0	11
York	410	5	139	266	7	226
Total	48,183	271	19,534	28,378	315	30,581

Part II
1998 Data

Summary Number of Traffic Accidents

All Accidents.....	48,183
Property Damage Only (PDO).....	28,378
Injury Accidents.....	19,534
<i>Persons Injured</i>	30,581
Fatal Accidents.....	271
<i>Fatalities</i>	315
Number of Registered Vehicles in Nebraska.....	1,867,071
Number of Licensed Drivers in Nebraska.....	1,202,539
Number of Vehicles in Accidents*	82,987
Number of Drivers in Accidents*	79,807

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

During 1998:

One accident occurred every 11 minutes
84 persons were injured each day
One person was killed every 28 hours

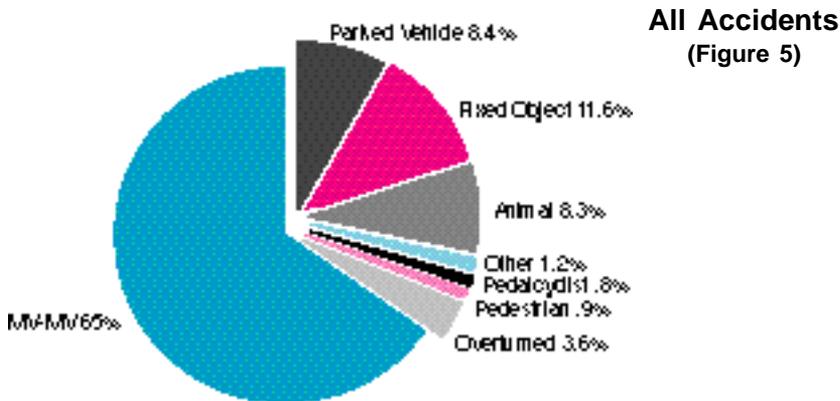
The economic loss in terms of dollars was \$2,225,200,400**

*** 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)

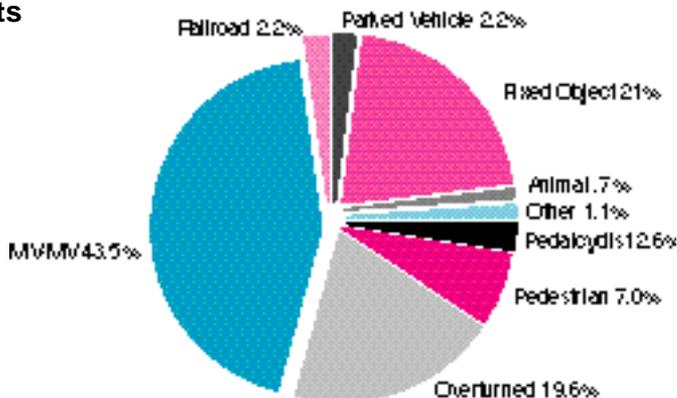


Table 1 provides the number of accidents in each category listed in Figures 5 and 6 on the previous page.

FIRST HARMFUL EVENT (Current Year)		1998								
		ACCIDENTS				PERSONSKILLEDORINJURED				
		TOTAL	FATAL	INJURY	** PDO	KILLED	NON-FATALINJURIES			
							TOTAL	A*	B*	C*
COLLISION INVOLVING	Pedestrian	450	19	431	0	19	484	108	187	189
	Motor vehicle in transport	31327	118	14276	16933	147	23542	1427	5036	17079
	Parked motor vehicle	4083	6	374	3703	6	501	44	204	253
	Railroad train	50	6	27	17	9	31	10	16	5
	Pedalcyclist	391	7	381	3	7	410	48	234	128
	Animal	4004	2	391	3611	2	501	21	165	315
	Fixed object	5609	57	2447	3105	66	3335	543	1538	1254
	Other object	141	0	31	110	0	44	4	23	17
Noncollisions overturned		1719	53	1055	611	55	1587	280	752	555
Other noncollision		385	3	115	267	4	137	24	70	43
Unknown		24	0	6	18	0	9	6	3	0
— TOTALS —		48183	271	19534	28378	315	30581	2515	8228	19838

(Table 1)

- ★ = Injury severity codes
- A = Disabling injury
- B = Visible injury (not disabling)
- C = Possible injury (not visible)

**PDO = Property damage only

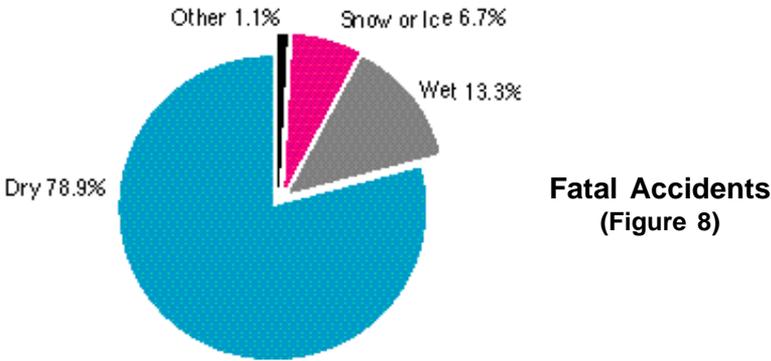
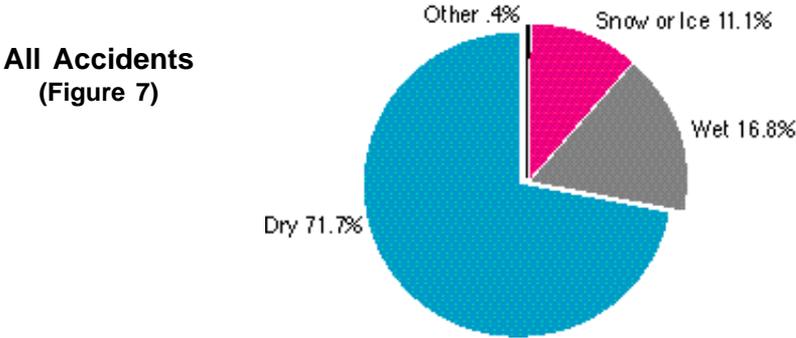
FIRST HARMFUL EVENT (Current Year)		1997								
		ACCIDENTS				PERSONSKILLEDORINJURED				
		TOTAL	FATAL	INJURY	** PDO	KILLED	NON-FATALINJURIES			
							TOTAL	A*	B*	C*
COLLISION INVOLVING	Pedestrian	525	14	509	2	14	560	130	240	190
	Motor vehicle in transport	30719	127	14041	16551	156	23121	1443	4971	16707
	Parked motor vehicle	4040	2	393	3645	2	503	37	206	260
	Railroad train	65	9	23	33	9	27	10	10	7
	Pedalcyclist	403	7	387	9	7	415	51	258	106
	Animal	3917	3	376	3538	4	486	21	141	324
	Fixed object	5878	52	2406	3420	59	3282	497	1442	1343
	Other object	132	1	29	102	1	41	4	18	19
Noncollisions overturned		1893	41	1140	712	44	1728	309	781	638
Other noncollision		421	5	119	297	6	145	23	71	51
Unknown		24	0	2	22	0	2	0	1	1
— TOTALS —		48017	261	19425	28331	302	30310	2525	8139	19646

(Table 2)

Table 2 provides 1997 data for comparison to 1998. There were 10 more fatal accidents in 1998, as compared to 1997, and the number of deaths resulting from these accidents increased by thirteen. Both injury accidents and injuries increased, by 109 and 271 respectively. The number of PDO accidents increased by 47.

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 1998 as it was in 1997.



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

ROAD SURFACE CONDITION	TOTAL	FATAL	INJURY	PDO
Dry	33778	213	13793	19772
Wet	7937	36	3624	4277
Snowy or icy	5222	18	1822	3382
Other	186	3	77	106
Not stated	1060	1	218	841
— TOTALS —	48183	271	19534	28378

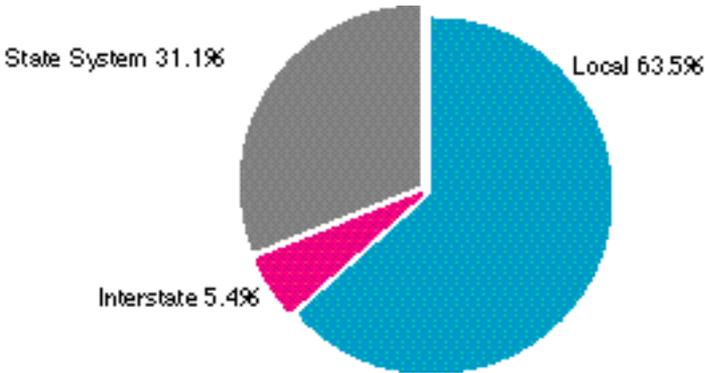
(Table 3)

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.

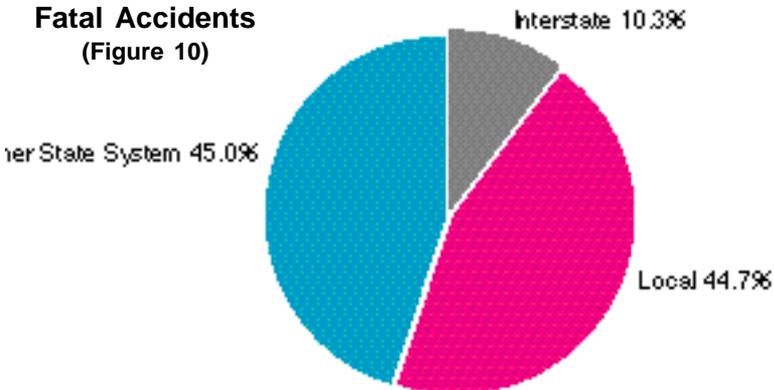
All Accidents

(Figure 9)



Fatal Accidents

(Figure 10)



ROADWAY		ACCIDENTS				PERSONS	
		TOTAL	FATAL	INJURY	PDO	KILLED	INJURED
URBAN	Interstate	1133	2	547	584	2	774
	Other State System Highways	8699	21	4152	4526	23	6702
	Local Roads and Streets	24795	43	9734	15018	44	14755
	URBAN SUBTOTAL	34627	66	14433	20128	69	22231
RURAL	Interstate	1475	26	549	900	33	947
	Other State System Highways	6304	101	2086	4117	124	3559
	Local Roads and Streets	5777	78	2466	3233	89	3844
	RURAL SUBTOTAL	13556	205	5101	8250	246	8350
— TOTALS —		48183	271	19534	28378	315	30581

(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 1998. These rates are based on accidents per 100 million vehicle miles driven.

Accidents Per 100 Million Vehicle Miles

(Vehicle miles traveled used in this table are preliminary.)

	ACCIDENT SEVERITY			
	FATAL	INJURY	PDO	TOTAL
Interstate	0.8	33.8	45.7	80.3
Other State Highways	1.7	86.6	119.9	208.3
Local Roads and Streets	1.9	192.5	288.1	482.5

(Table 5)

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

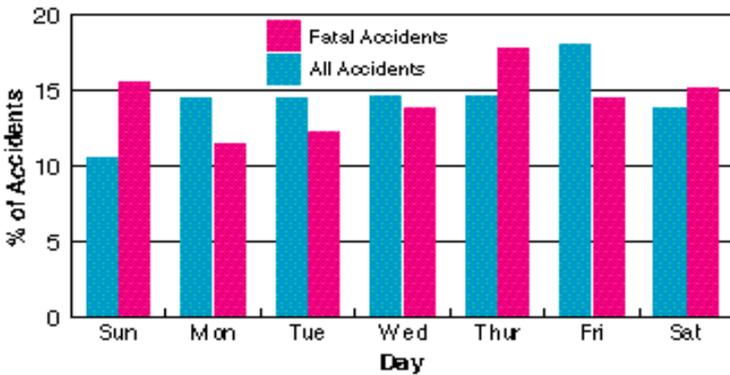
Day and Time

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 1998 was from 3:00 - 6:00 p.m., when 25.1% of all accidents occurred. Fatal accidents are also most common during the afternoon peak. Traditionally, fatal accidents have been high during the late night and early morning hours, but this trend has been weakening in recent years, as alcohol-related fatalities have declined.

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 1998, more accidents happened on Friday than on any other day. However, the highest percentage of fatal accidents, 17.7%, occurred on Thursday.

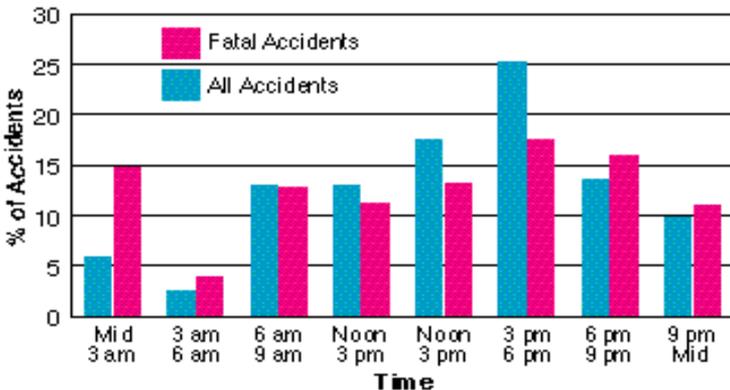
Day of Week

(Figure 11)



Time of Accident

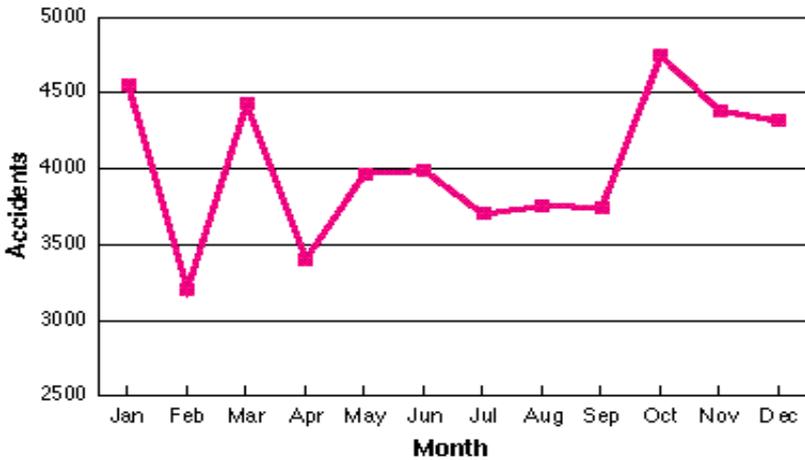
(Figure 12)



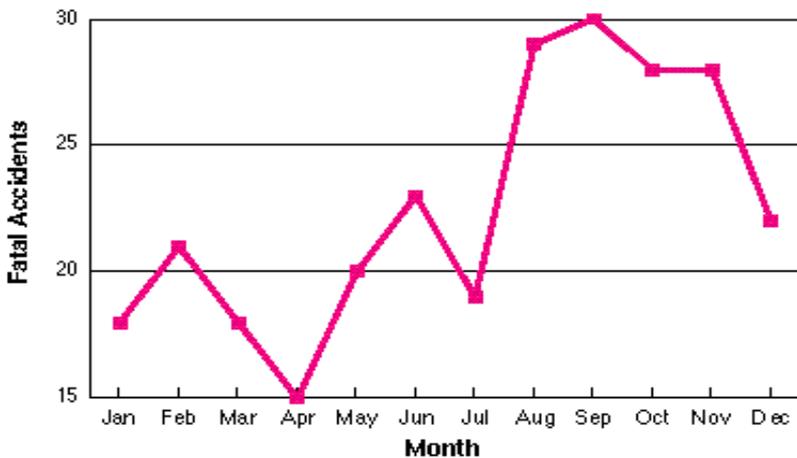
Month

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, however, tend to decrease during bad weather conditions, once motorists adjust to less than perfect driving conditions.

All Accidents by Month
(Figure 13)



Fatal Accidents by Month
(Figure 14)

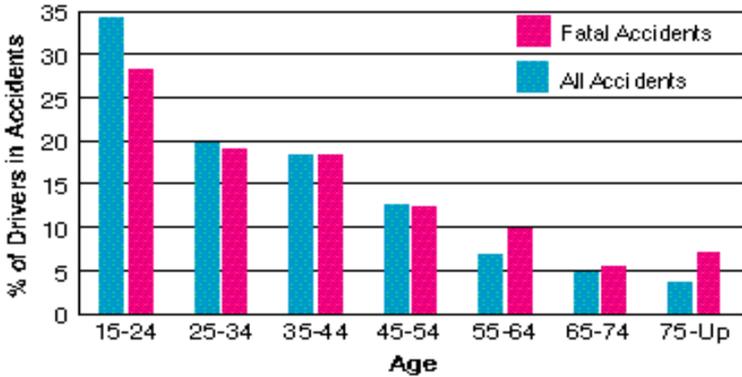


Age

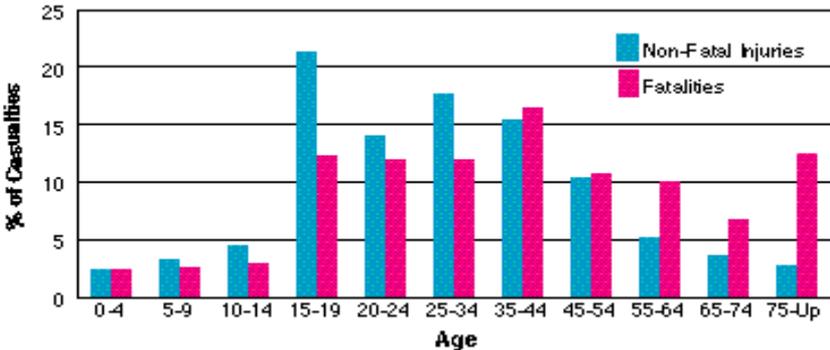
Younger drivers are involved in a disproportionate number of accidents. In 1998, 54.0% of the drivers involved in accidents were age 34 or younger. Drivers in the youngest age bracket, ages 15 to 24, had the highest percentage involvement of all age groups in both all accidents (34.2%) and fatal accidents (28.3%) during 1998.

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. Over 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

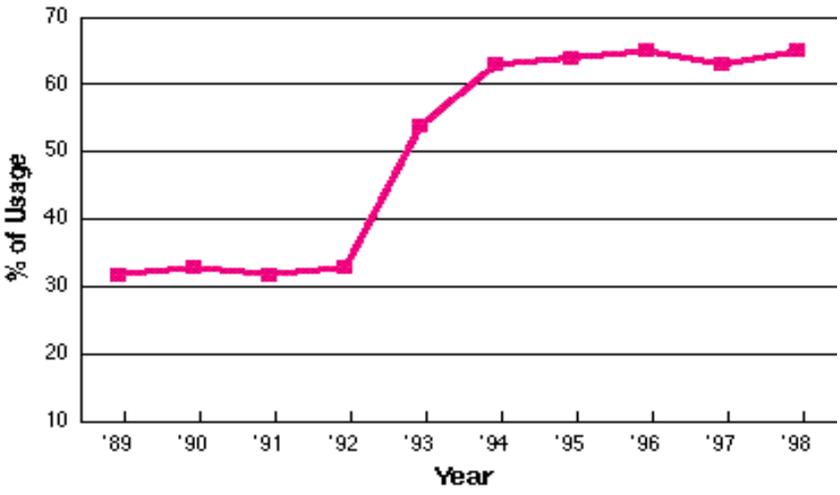
Restraint usage is the best available means of preventing fatalities and injuries in motor vehicle accidents. Passive restraints, such as air bags, which require no occupant action to be put in use, are becoming standard equipment for drivers and front seat passengers in newer vehicles. For these passive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

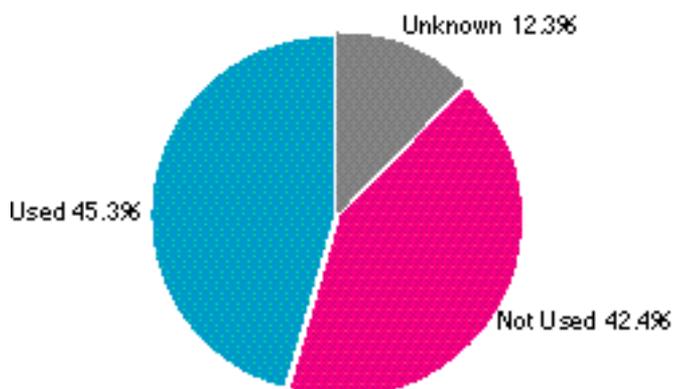
The most accurate measure of safety belt usage in Nebraska comes from the results of surveys conducted by the Nebraska Office of Highway Safety and approved by the National Highway Traffic Safety Administration (NHTSA). In 1998, the observed statewide safety belt usage rate was 65.1%.

Although usage rates have increased in recent years, there is still room for improvement. Belt use is particularly low in accidents which result in the most severe injuries. Only 25.4% of those vehicle occupants who died and 45.3% of those who suffered disabling injuries in 1998 accidents were confirmed as belted.

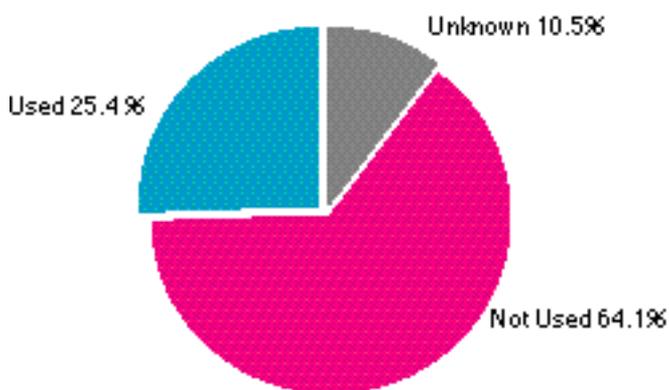
Statewide Safety Belt Usage Rate (1989-1998)
(Figure 17)



Restraint Use for Disabling Injuries (Figure 18)



Restraint Use for Fatal Injuries (Figure 19)



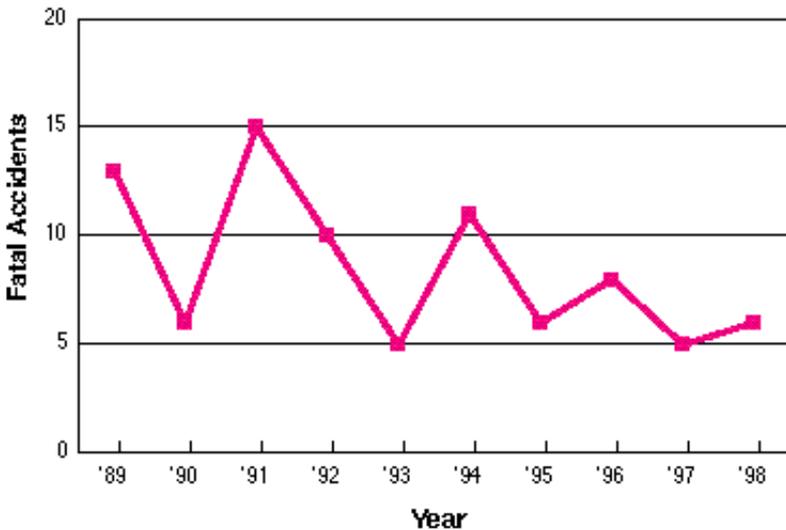
Motorcycle Accidents

In 1998, Nebraska recorded 270 motorcycle accidents. Seven of these were fatal accidents — two more than in 1997. A generally downward trend in motorcycle accidents has existed in recent years, aided by the passage of the mandatory helmet law in 1989. (See Figure 20).

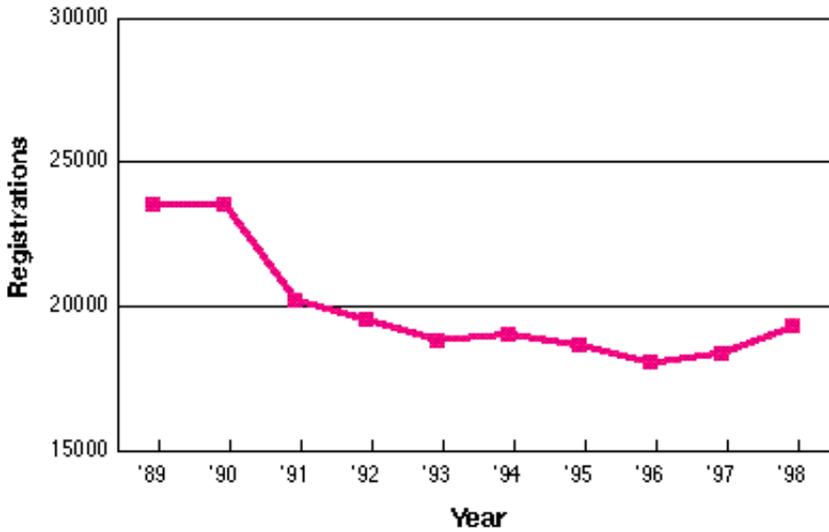
In addition to the helmet law, other factors must be considered in the accident reduction. During the period from 1989 to 1998, motorcycle registrations declined from 23,560 to 19,344, a reduction of 17.9%. (See Figure 21 on page 20). During this same time period, motorcycle accidents decreased by 49.9%. (See Figure 22 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.

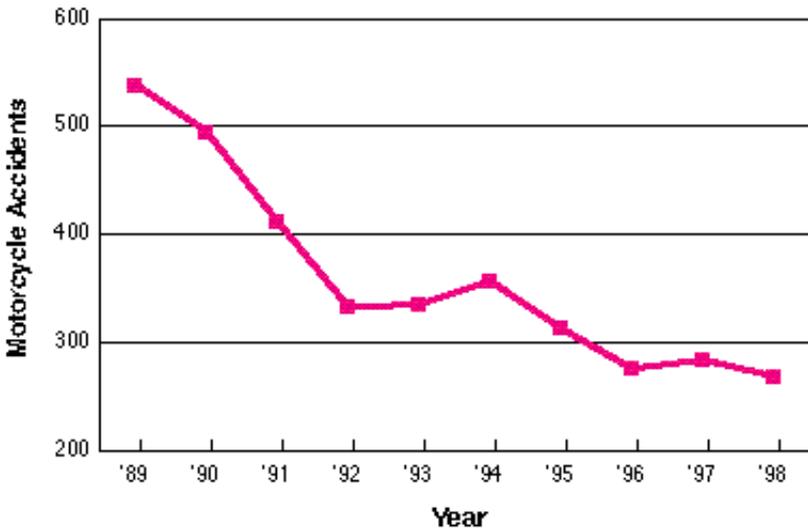
Fatal Motorcycle Accidents (1989 - 1998)
(Figure 20)



Motorcycles Registered (1989 - 1998)
(Figure 21)



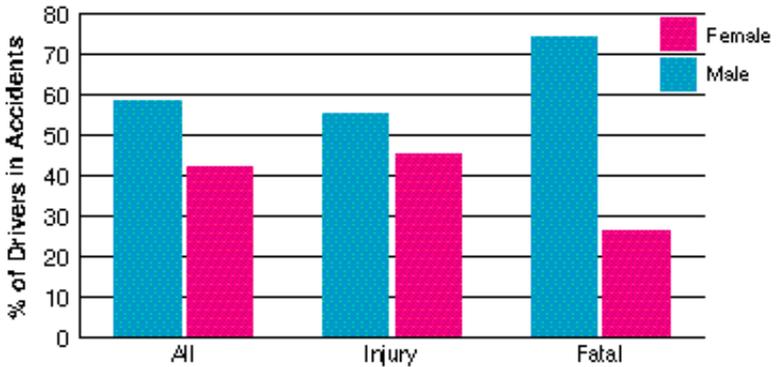
All Motorcycle Accidents (1989 - 1998)
(Figure 22)



Sex of Driver

Figure 23 shows the difference between male and female drivers' involvement in motor vehicle traffic accidents. Males represented 57.9% of the drivers in all accidents in Nebraska in 1998, yet they were involved in 74.2% 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	45868	294	19448	26126
Female	33334	102	15890	17342
Not stated	605	3	261	341
— TOTALS —	79807	399	35599	43809

(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	7	6	1	706	371	335	2	1	1	33	13	20
5-9 years	8	7	1	952	496	456	1	1	0	24	11	13
10-14 years	9	7	2	1341	643	698	0	0	0	36	24	12
15-19 years	38	24	14	6261	2767	3494	12	8	4	408	234	174
20-24 years	37	30	7	4149	2001	2148	25	21	4	406	274	132
25-34 years	37	29	8	5242	2601	2641	19	17	2	451	327	124
35-44 years	51	32	19	4541	2092	2449	22	16	6	318	204	114
45-54 years	33	23	10	3051	1400	1651	7	7	0	146	98	48
55-64 years	31	19	12	1520	671	849	11	7	4	60	36	24
65-74 years	21	9	12	1020	467	553	7	5	2	36	18	18
75 and older	39	18	21	811	377	434	4	4	0	16	8	8
Age not stated	1	1	0	745	351	394	0	0	0	56	34	22
— TOTALS —	312	205	107	30339	14237	16102	110	87	23	1990	1281	709

(Table 7)

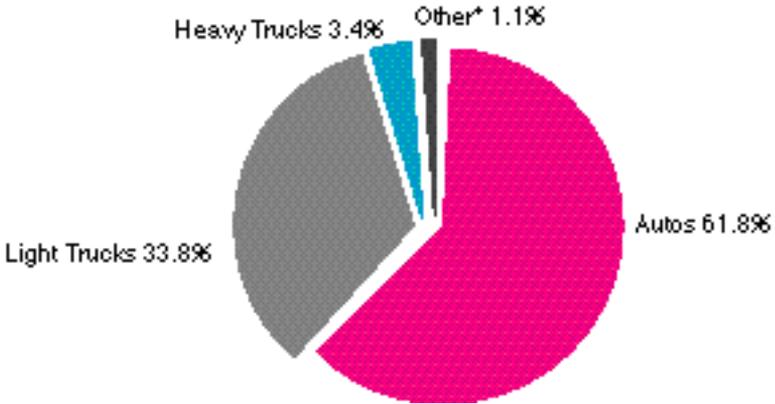
Body Style

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	225	1	88	136
Semi-trailer truck	1204	25	409	770
Other heavy truck	1531	17	572	942
Automobile	49735	198	22963	26574
Van	6297	28	2719	3550
Utility vehicle	5992	27	2649	3316
Pickup truck	14898	94	5896	8908
Motorcycle	274	6	242	26
Motorhome	65	1	16	48
Farm equipment	148	4	59	85
Other	147	1	53	93
Unknown	2471	1	603	1867
— TOTALS —	82987	403	36269	46315

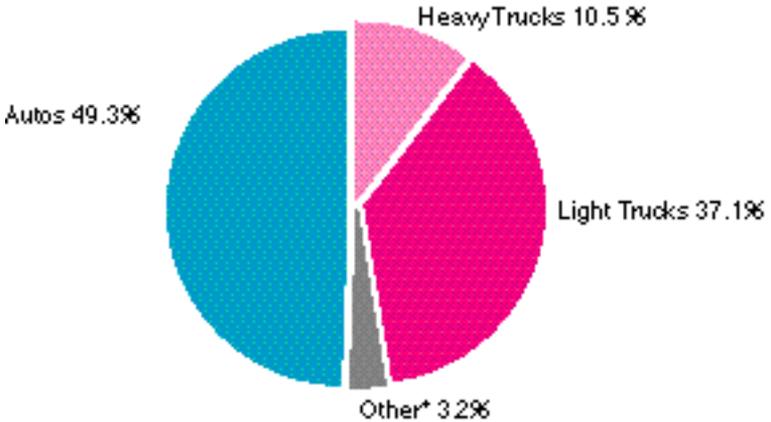
(Table 8)

Vehicle Body Style in All Accidents (Figure 24)



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

Vehicle Body Style in Fatal Accidents (Figure 25)



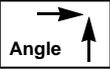
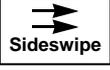
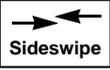
**Other includes: farm equipment 1%, motorcycles 1.5%, buses .2%, motor home .2%, and all others 0.2%.*

Intersection Accidents

1998

Type of Multi-Vehicle Collisions at Intersections*

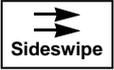
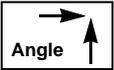
Total Accidents: 23,721

	NUMBER OF ACCIDENTS	% OF TOTAL INTERSECTION ACCIDENTS	% RESULTING IN INJURY
 Angle	11,876	50.1	46.2
 Rear-end	7,517	31.7	54.6
 Sideswipe	1,338	5.6	26.4
 Sideswipe	181	.8	37.0
 Left Turn Leaving	1,861	7.8	54.2
 Head-on	86	.4	54.7
 Backing	819	3.4	17.7
Unknown	43	.2	25.6
Total	23,721	100%	

* Multi-vehicle accidents at intersections comprise 49.2% of all accidents.

Non-Intersection Accidents

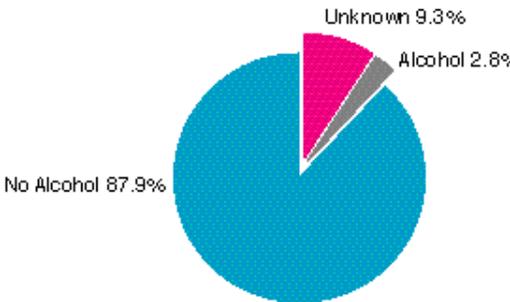
1998
Type of Multi-Vehicle Collisions Not at Intersections*
Total Accidents: 7,606

	NUMBER OF ACCIDENTS	% OF TOTAL NON-INTERSECTION ACCIDENTS	% RESULTING IN INJURY
 Rear-end	3,733	49.1	52.8
 Sideswipe	1,584	20.8	26.8
 Sideswipe	547	7.2	46.6
 Head-on	148	2.0	75.7
 Backing	636	8.3	12.9
 Angle	866	11.4	34.3
 Left Turn Leaving	37	.5	35.1
Unknown	55	.7	32.7
Total	7,606	100%	

* Multi-vehicle accidents not at intersections comprise 15.8% of all accidents.

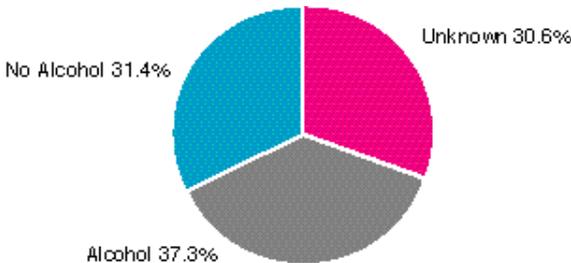
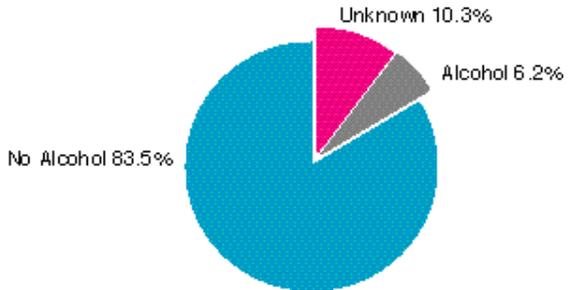
Alcohol Involvement

Figures 26, 27, and 28 show the relationship between alcohol involvement and accident severity. As accident severity increased, so did alcohol involvement. In 1998, 37.3% of the fatal accidents in Nebraska involved alcohol. This figure is up from the 30.6% registered in 1997, and represents the highest level reached since 1993. The National Highway Traffic Safety Administration reports that 38.6% of fatal traffic accidents in the United States, in 1997, involved alcohol. If you consider that some of the 30.6% of fatal accidents with unknown alcohol involvement in 1998 probably were alcohol related, then Nebraska's percentage may exceed the national average. (Alcohol testing is only required for fatal accidents, thus, actual alcohol involvement in injury and PDO accidents is probably also higher than is shown.)



PDO Accidents
(Figure 26)

Injury Accidents
(Figure 27)

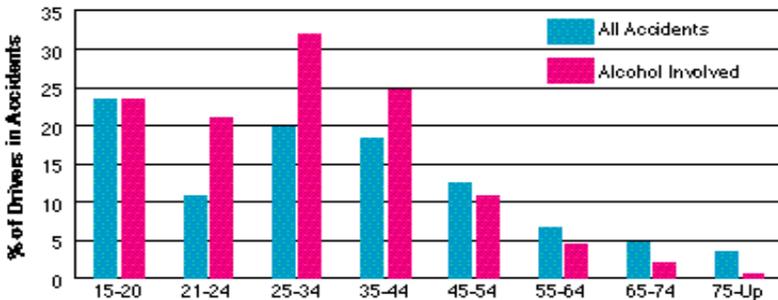


Fatal Accidents
(Figure 28)

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 52.8% of alcohol involved accidents. Drivers aged 25-34 are most overrepresented, being involved in 31.9% of alcohol related accidents but only 19.8% of all accidents. Note that drivers between the ages of 15 and 20 are in 23.4% 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	758	17	10	3	311	9
16	4430	34	14	0	2032	19
17	3921	61	8	1	1782	42
18	3555	102	13	5	1658	63
19	3119	109	14	5	1491	62
20	2740	88	17	6	1305	52
21	2456	101	8	5	1123	54
22	2170	92	7	2	1051	55
23	2039	100	13	5	963	55
24	1863	74	9	5	847	35
25 to 34	15654	562	76	26	7362	338
35 to 44	14527	434	73	15	6514	241
45 to 54	9950	191	49	7	4341	105
55 to 64	5336	81	39	10	2144	40
65 to 74	3762	37	21	4	1444	21
75 and older	2860	12	28	3	1037	2
Not stated	667	11	0	0	194	5
— TOTALS —	79807	2106	399	102	35599	1198

(Table 9)

Major Contributing Human Factor

In 1998, there were 48,183 reportable motor vehicle traffic accidents in Nebraska with 79,807 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 1998.

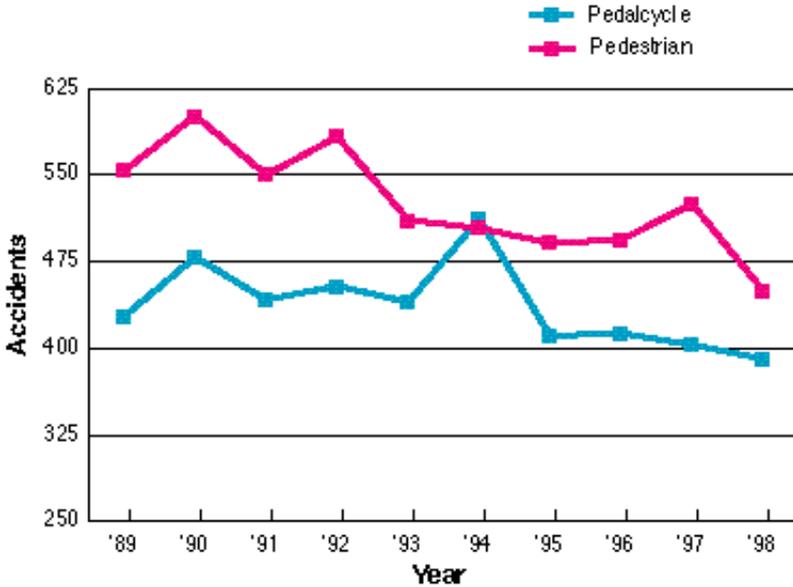
MAJOR CONTRIBUTING HUMAN FACTOR	TOTAL	FATAL	INJURY	PDO
Speed too fast for condition	4461	38	1969	2454
Exceeding speed limit	465	15	234	216
Backing unsafely	2317	0	254	2063
Ran stop sign	990	16	577	397
Disregarded traffic signal	1910	10	1127	773
Failure to yield	9192	37	4299	4856
Following too closely	6715	4	3791	2920
Improper right turn on red	69	0	11	58
Other improper turn	1268	3	343	922
Improper / no turn signal	90	0	27	63
Wrong way in one-way	69	1	31	37
Improper lane change	941	2	250	689
Drove left of center	874	38	392	444
Evasive action	1961	12	851	1098
Improper overtaking	702	7	252	443
Improper loading of cargo	111	1	20	90
Other	6160	51	2586	3523
None	9888	36	2520	7332
— TOTALS —	48183	271	19534	28378

(Table 10)

Part III
Accident Trends

Pedestrian and Pedalcycle Accidents

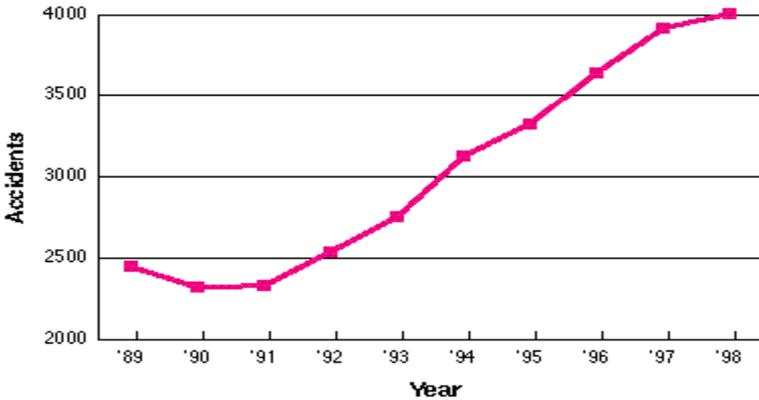
Figure 30 represents the number of accidents where a collision with a pedestrian or pedalcycle was the first harmful event. These accidents cover the last 10 years. Pedestrian accidents decreased from 525 in 1997 to 450 in 1998. In 1998, the number of fatal pedestrian accidents rose to 19. Pedalcycle accidents fell from 403 in 1997 to 391 in 1998. Fatal pedalcycle accidents remained at seven, the same number as in 1997.



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 1998 animal accidents rose from 3,917 to 4,004. Deer are the most frequently involved animals in motor vehicle-animal accidents.

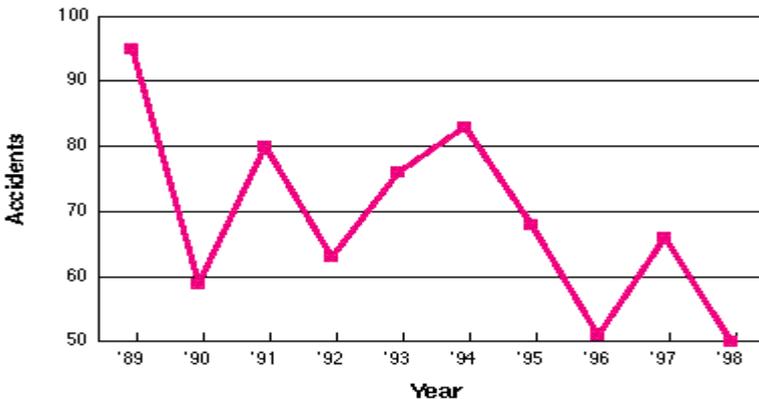
(Figure 31)



Railroad Accidents

The number of railroad accidents dropped from 66 in 1997 to 50 in 1998. In 1998, 9 people died in 50 motor vehicle/train accidents in Nebraska.

(Figure 32)



Body Style

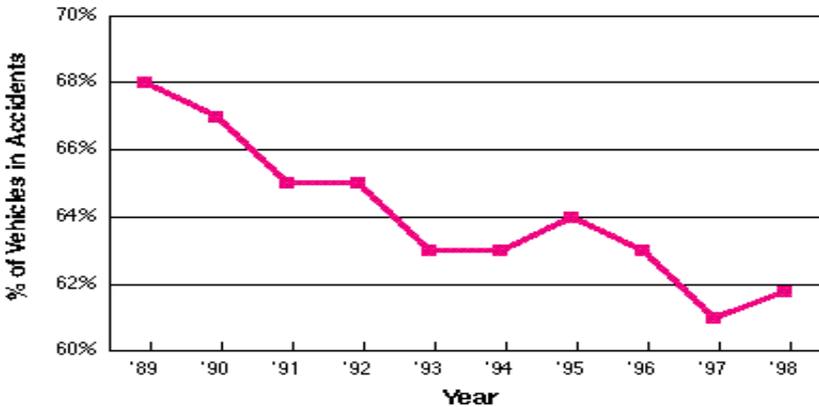
More passenger cars are involved in accidents than any other body style of vehicle. The percentage of automobiles in the total mix of vehicles in accidents, however, has been declining over the last decade. Figure 33 displays this trend.

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)

