State of Nebraska

1999 Traffic Accident Facts Annual Report

Prepared By
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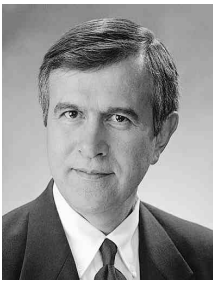
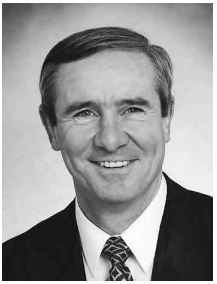


Mike Johanns



John L. Craig

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,

Mike Johanns
Governor

John L. Craig
Director

TABLE OF CONTENTS

(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 Accidents.....The total number of reportable motor vehicle accidents including fatal, injury or property damage.

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

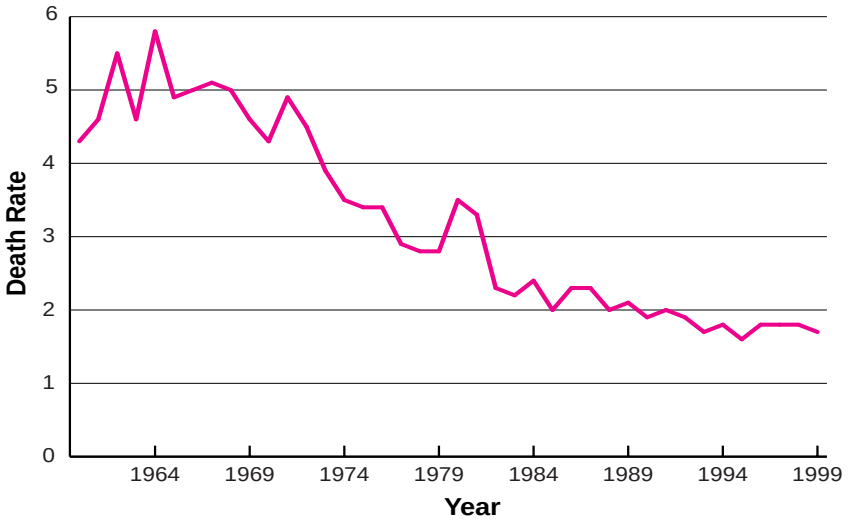
Injury Accident.....Motor vehicle accident that results in injuries, other than fatal, to one or more persons.

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

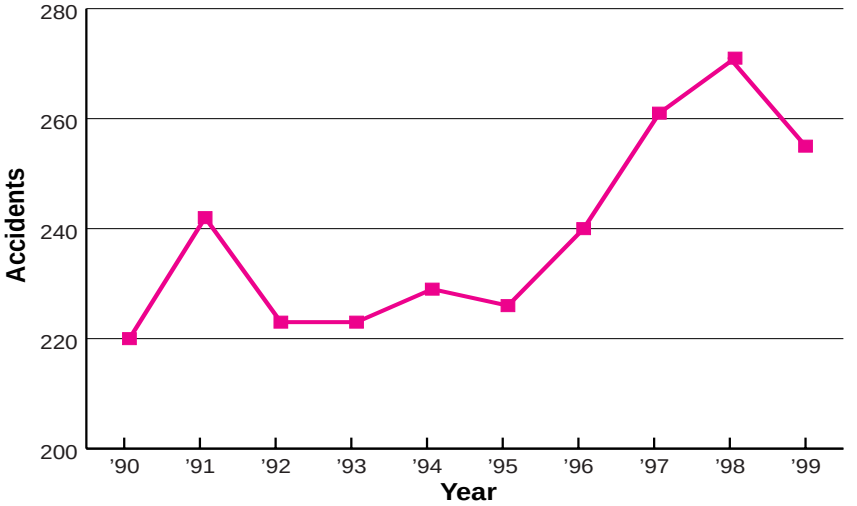
Death Rate Per 100 Million Vehicle Miles (1960-1999)

(Figure 1)



Ten Year Trend in Fatal Accidents

(Figure 2)

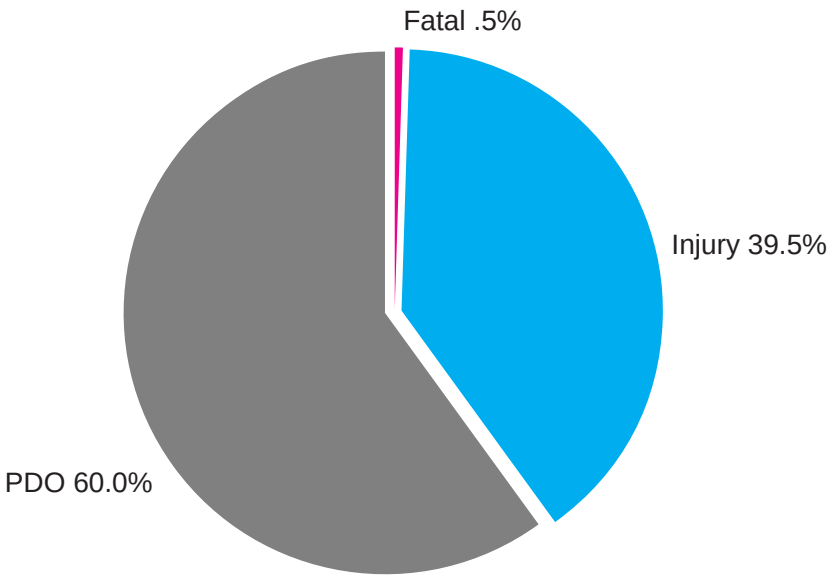


In 1999, the death rate on Nebraska roadways was 1.7 persons killed per 100 million vehicle miles traveled. The death rate in Nebraska, from 1960 to 1999 is represented in Figure 1 (Page 2). Even though the death rate fluctuates from year to year, there has been a general downward trend. Much of this 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 255 fatal accidents in 1999, sixteen less than were recorded in 1998.

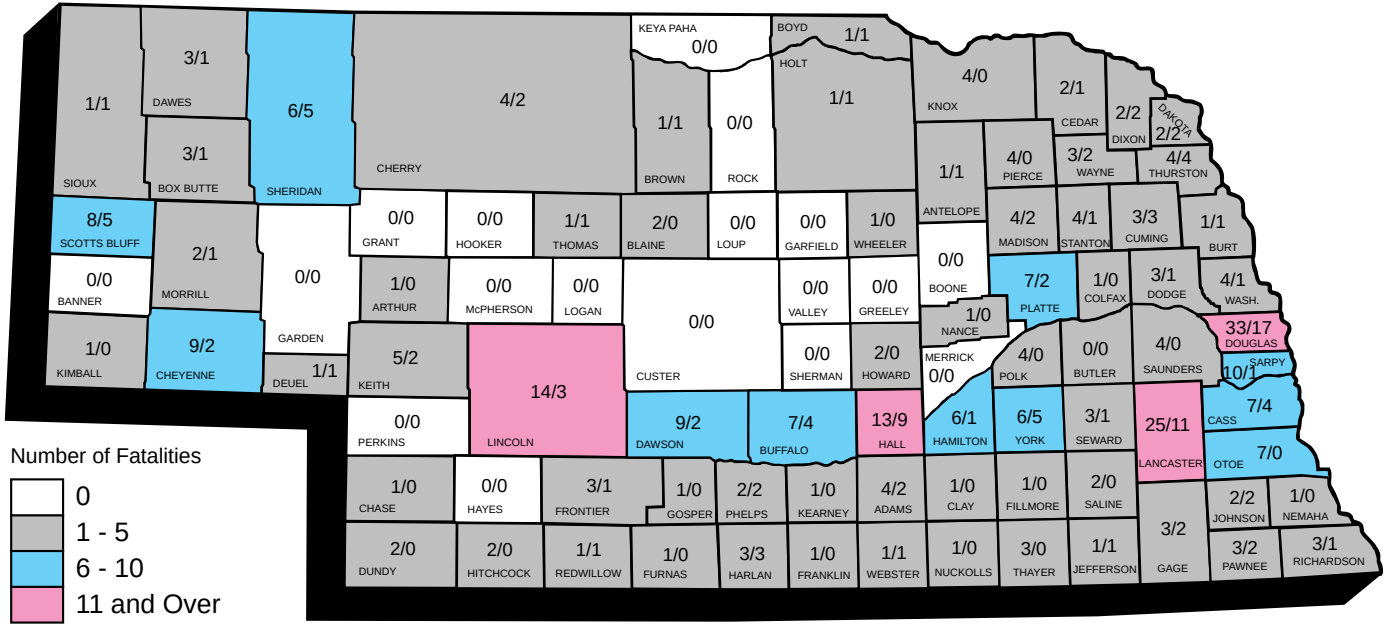
Fatal accidents make up only a small portion of the total accidents in Nebraska. Property damage only (PDO) accidents make up the majority. Figure 3 shows the percentage distribution of all accident types. In 1999, there were 255 fatal accidents, 19,032 injury accidents and 28,930 property damage only accidents. Fatal accidents made up .5% of all accidents, and injury and PDO accidents made up 39.5% and 60.0%, respectively.

All Accidents in Nebraska (1999)
(Figure 3)



1999
Geographic Summary of Traffic Fatalities by County

Total Traffic Fatalities - 295 / Traffic Fatalities with Apparent Alcohol Involvement - 124



Douglas County, which contains Omaha, the state's largest city, had the highest number of traffic fatalities with 33, followed by Lancaster County with 25, and Lincoln County with 14. Nineteen counties experienced no fatalities in 1999.

1999 Accident Data by County

County	Accidents				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Adams	969	4	277	688	4	414
Antelope	152	1	50	101	1	62
Arthur	10	1	2	7	1	3
Banner	34	0	11	23	0	15
Blaine	10	1	1	8	2	1
Boone	108	0	33	75	0	51
Box Butte	324	3	113	208	3	164
Boyd	35	1	7	27	1	8
Brown	73	1	18	54	1	28
Buffalo	1,360	5	469	886	7	732
Burt	141	1	44	96	1	73
Butler	171	0	72	99	0	110
Cass	631	7	208	416	7	345
Cedar	171	2	67	102	2	112
Chase	61	1	25	35	1	40
Cherry	109	4	43	62	4	64
Cheyenne	265	7	101	157	9	152
Clay	153	1	40	112	1	64
Colfax	190	1	56	133	1	103
Cuming	232	2	65	165	3	108
Custer	247	0	60	187	0	101
Dakota	412	1	165	246	2	278
Dawes	275	3	58	214	3	101
Dawson	628	9	193	426	9	325
Deuel	58	1	29	28	1	50
Dixon	89	2	27	60	2	38
Dodge	1,075	3	371	701	3	591
Douglas	14,613	30	6,891	7,692	33	10,800
Dundy	47	2	20	25	2	25
Fillmore	116	1	50	65	1	73
Franklin	96	1	18	77	1	37
Frontier	93	3	33	57	3	48
Furnas	136	1	40	95	1	57
Gage	828	3	223	602	3	311
Garden	35	0	12	23	0	16
Garfield	25	0	11	14	0	19
Gosper	52	1	12	39	1	23
Grant	12	0	4	8	0	8
Greeley	54	0	17	37	0	21
Hall	1,781	9	596	1,176	13	933
Hamilton	308	5	93	210	6	146
Harlan	110	2	31	77	3	50
Hayes	25	0	8	17	0	15
Hitchcock	61	2	23	36	2	39
Holt	236	1	91	144	1	121
Hooker	19	0	8	11	0	12

County	Accidents				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Howard	135	2	47	86	2	81
Jefferson	243	1	50	192	1	89
Johnson	152	2	27	123	2	38
Kearney	133	1	47	85	1	65
Keith	322	4	122	196	5	206
Keya Paha	18	0	5	13	0	6
Kimball	117	1	46	70	1	79
Knox	146	3	43	100	4	67
Lancaster	8,251	21	3,679	4,551	25	5,653
Lincoln	1,220	12	431	777	14	714
Logan	14	0	3	11	0	6
Loup	19	0	7	12	0	7
Madison	1,050	4	350	696	4	575
McPherson	8	0	4	4	0	11
Merrick	219	0	77	142	0	115
Morrill	149	2	54	93	2	83
Nance	86	1	21	64	1	41
Nemaha	240	1	73	166	1	110
Nuckolls	110	1	28	81	1	41
Otoe	384	5	128	251	7	214
Pawnee	100	3	22	75	3	29
Perkins	59	0	25	34	0	40
Phelps	222	2	77	143	2	125
Pierce	137	3	47	87	4	78
Platte	988	5	305	678	7	451
Polk	113	3	41	69	4	75
Red Willow	297	1	78	218	1	122
Richardson	250	2	56	192	3	86
Rock	39	0	9	30	0	13
Saline	339	2	73	264	2	105
Sarpy	2,224	10	938	1,276	10	1,526
Saunders	408	4	152	252	4	251
Scotts Bluff	855	5	317	533	8	501
Seward	524	3	160	361	3	268
Sheridan	162	5	61	96	6	113
Sherman	75	0	24	51	0	34
Sioux	40	1	20	19	1	28
Stanton	94	2	42	50	4	74
Thayer	179	2	55	122	3	79
Thomas	24	1	9	14	1	14
Thurston	108	4	44	60	4	76
Valley	104	0	29	75	0	49
Washington	415	2	149	264	4	238
Wayne	211	3	69	139	3	101
Webster	122	1	35	86	1	50
Wheeler	24	1	12	11	1	17
York	458	6	155	297	6	225
Total	**48,217**	**255**	**19,032**	**28,930**	**295**	**29,856**

Part II
1999 Data

Summary
Number of Traffic Accidents

All Accidents.....48,217

Property Damage Only (PDO).....28,930

Injury Accidents.....19,032

Persons Injured.....29,856

Fatal Accidents.....255

Fatalities.....295

Number of Registered Vehicles in Nebraska.....1,933,349

Number of Licensed Drivers in Nebraska.....1,218,077

Number of Vehicles in Accidents* 82,410

Number of Drivers in Accidents* 79,160

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

During 1999:

One accident occurred every 11 minutes
82 persons were injured each day
One person was killed every 30 hours

The economic loss in terms of dollars was $2,149,177,200**

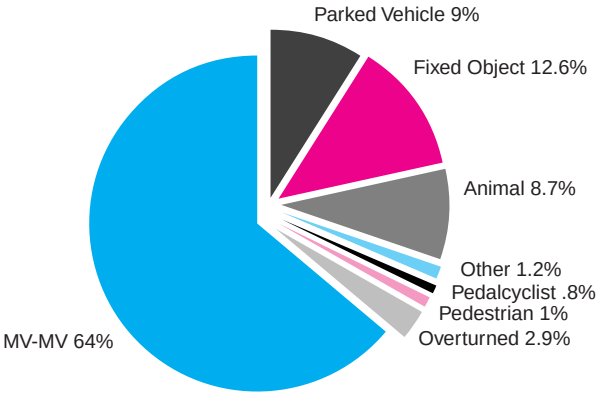
******_Economic loss figures are derived from the Federal Highway Administration's publication No. FHWA-RD-91-055 dated October 1991._

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.

All Accidents
(Figure 5)



Fatal Accidents
(Figure 6)

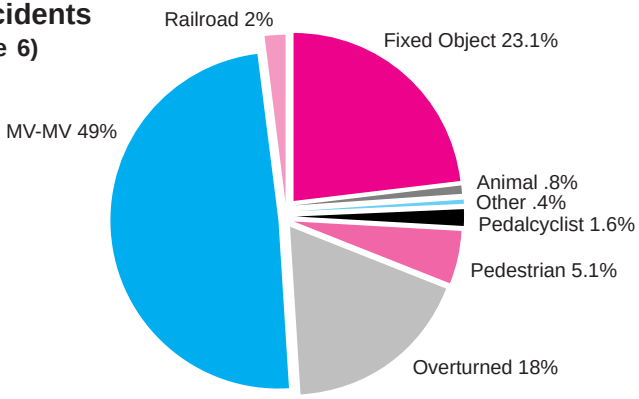


Table 1 provides the number of accidents in each category listed in Figures 5 and 6 on the previous page.

FIRST HARMFUL EVENT (Current Year)		1999								
		ACCIDENTS				PERSONSKILLEDORINJURED				
		TOTAL	FATAL	INJURY	★★ PDO	KILLED	NON-FATALINJURIES			
							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 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)		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
Noncollision 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

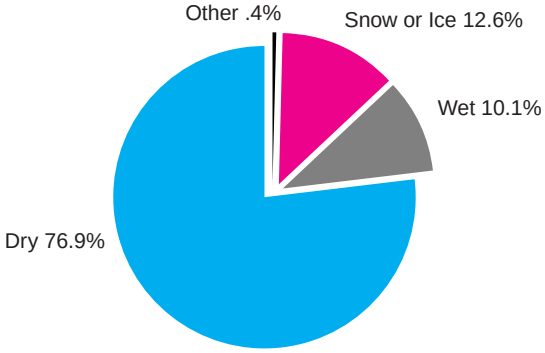
(Table 2)

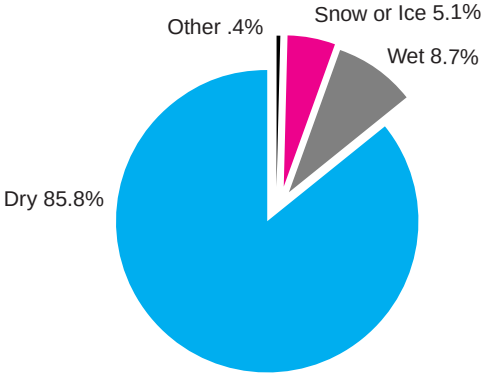
Table 2 provides 1998 data for comparison to 1999. There were 16 less fatal accidents in 1999, as compared to 1998, and the number of deaths resulting from these accidents decreased by 20. Both injury accidents and injuries decreased, by 502 and 725 respectively. The number of PDO accidents increased by 552.

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 1999 as it was in 1998.

All Accidents
(Figure 7)





Fatal Accidents
(Figure 8)

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

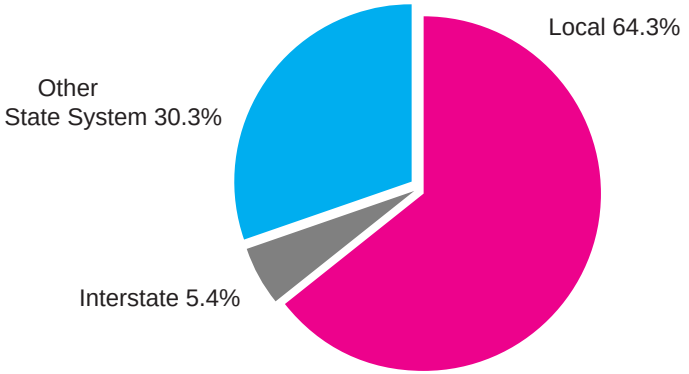
ROAD SURFACE CONDITION	TOTAL	FATAL	INJURY	PDO
Dry	36025	217	14516	21292
Wet	5925	13	2606	3306
Snowy or icy	4721	22	1595	3104
Other	194	1	71	122
Not stated	1352	2	244	1106
— TOTALS —	48217	255	19032	28930

(Table 3)

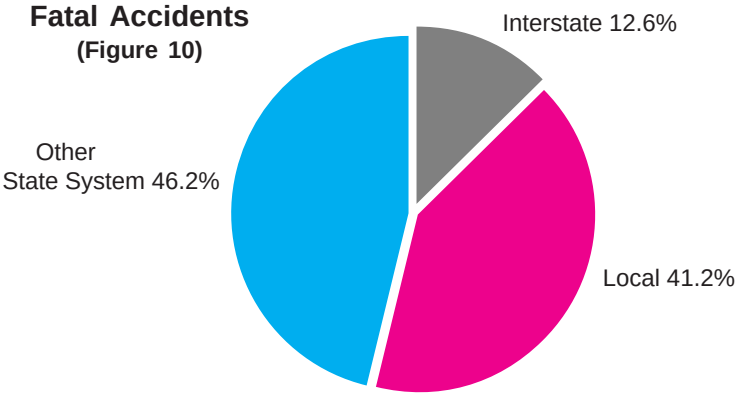
Type of Roadway

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	1061	4	504	553	5	721
URBAN	Other State System Highways	8514	27	3940	4547	28	6309
URBAN	Local Roads and Streets	25036	26	9479	15531	27	14452
URBAN	URBAN SUBTOTAL	34611	57	13923	20631	60	21482
RURAL	Interstate	1538	28	595	915	33	1100
RURAL	Other State System Highways	6090	91	2050	3949	113	3415
RURAL	Local Roads and Streets	5978	79	2464	3435	89	3859
RURAL	RURAL SUBTOTAL	13606	198	5109	8299	235	8374
— TOTALS —		48217	255	19032	28930	295	29856

(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 1999. 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	.9	31.9	42.6	75.7
Other State Highways	1.6	79.8	113.1	194.5
Local Roads and Streets	1.7	190.9	302.6	495.2

(Table 5)

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

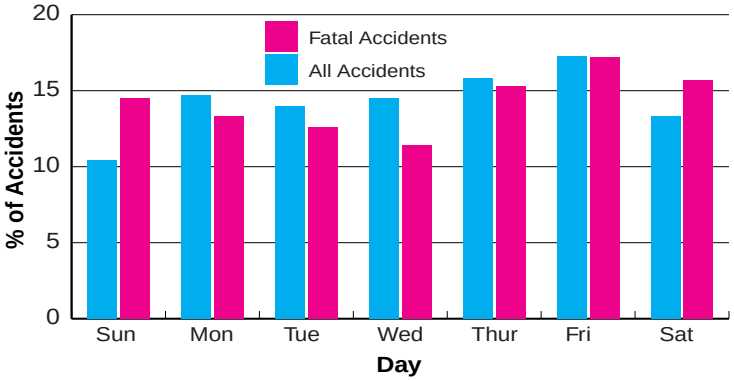
Day and Time

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 1999 was from 3:00 - 6:00 p.m., when 24.8% 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 1999, more accidents happened on Friday than on any other day. Friday was also the highest day for fatal accidents, recording 17.3% of the total.

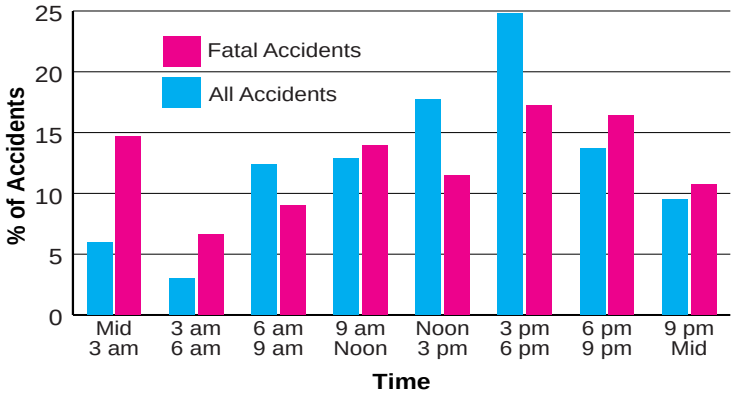
Day of Week

(Figure 11)



Time of Accident

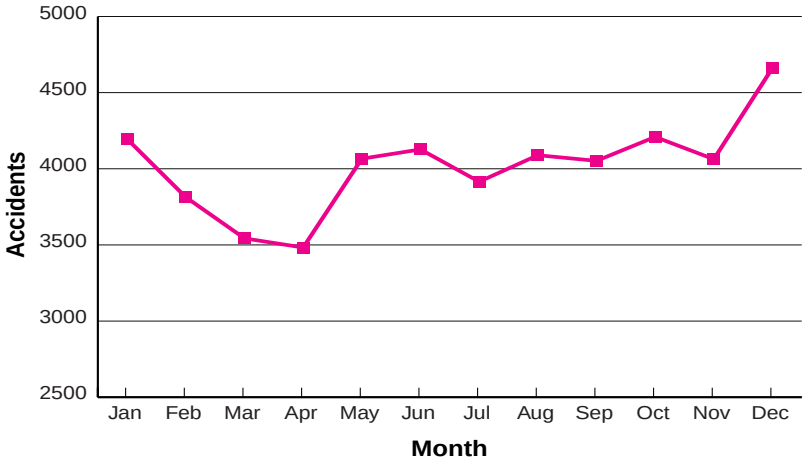
(Figure 12)



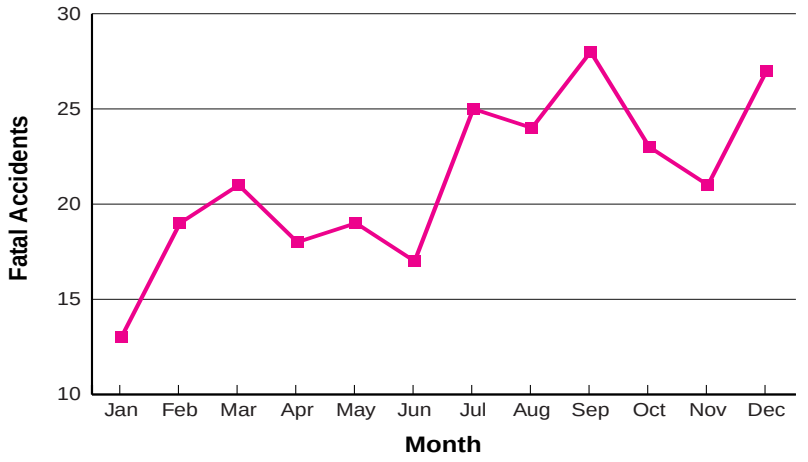
Month

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, 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)

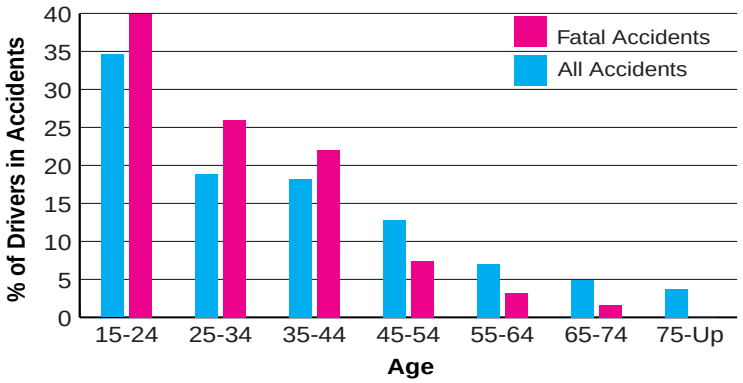


Age

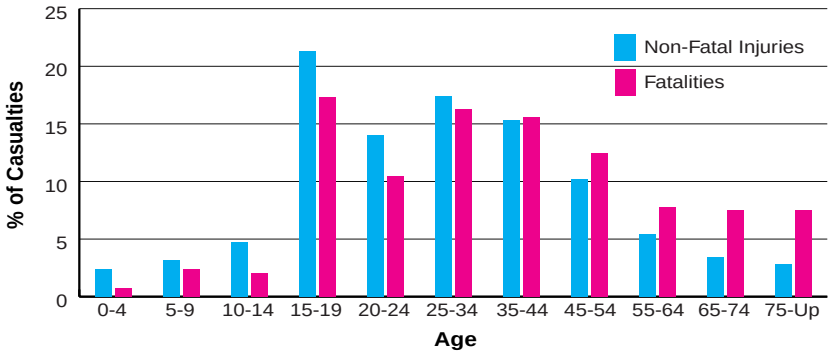
Younger drivers are involved in a disproportionate number of accidents. In 1999, 53.5% of the drivers involved in accidents were age 34 or younger. Drivers in the youngest age bracket, ages 15 to 24, had the highest percentage involvement of all age groups in both all accidents (34.6%) and fatal accidents (39.9%) during 1999.

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

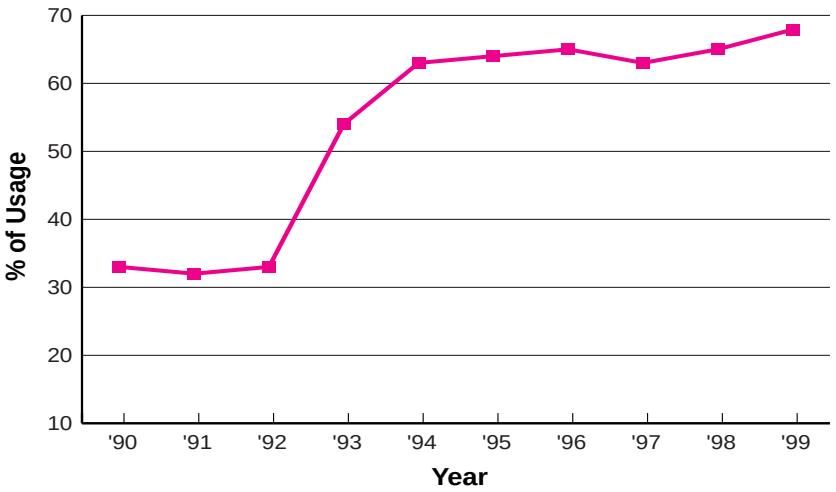
Restraint usage is the best available means of preventing fatalities and injuries in motor vehicle accidents. Passive restraints, such as air bags, which require no occupant action to be put in use, are becoming standard equipment for drivers and front seat passengers in newer vehicles. For these passive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

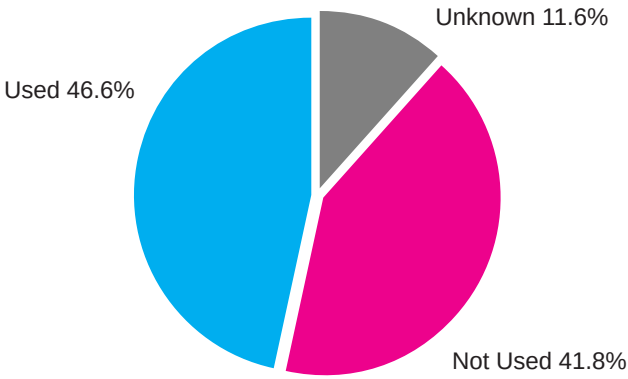
The most accurate measure of safety belt usage in Nebraska comes from the results of surveys conducted by the Nebraska Office of Highway Safety and approved by the National Highway Traffic Safety Administration (NHTSA). In 1999, the observed statewide safety belt usage rate was 67.9%.

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 19.3% of those vehicle occupants who died and 46.7% of those who suffered disabling injuries in 1999 accidents were confirmed as belted.

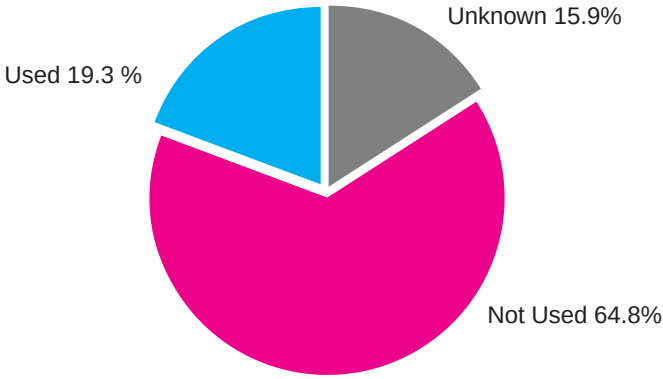
Statewide Safety Belt Usage Rate (1990 - 1999)
(Figure 17)



Restraint Use for Disabling Injuries
(Figure 18)



Restraint Use for Fatal Injuries
(Figure 19)



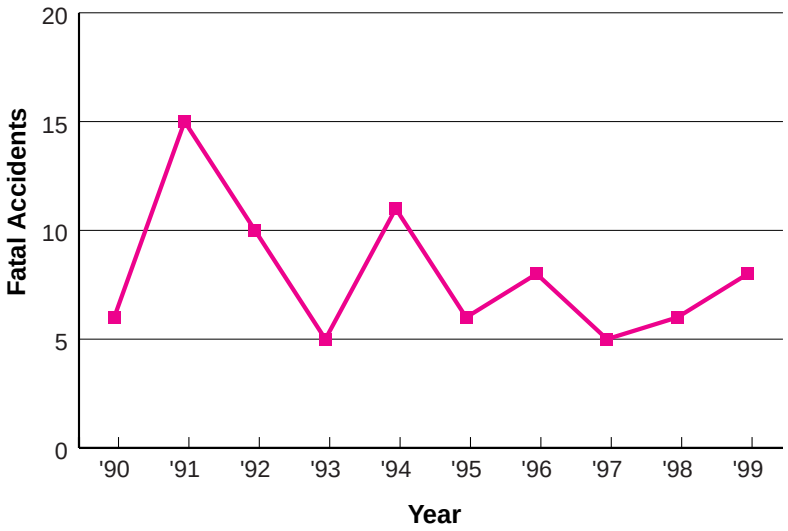
Motorcycle Accidents

In 1999, Nebraska recorded 271 motorcycle accidents. Eight of these were fatal accidents—one more than in 1998. 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 1990 to 1999, motorcycle registrations declined from 23,560 to 20,612, a reduction of 12.5%. (See Figure 21 on page 20). During this same time period, motorcycle accidents decreased by 45.4%. (See Figure 22 on page 20).

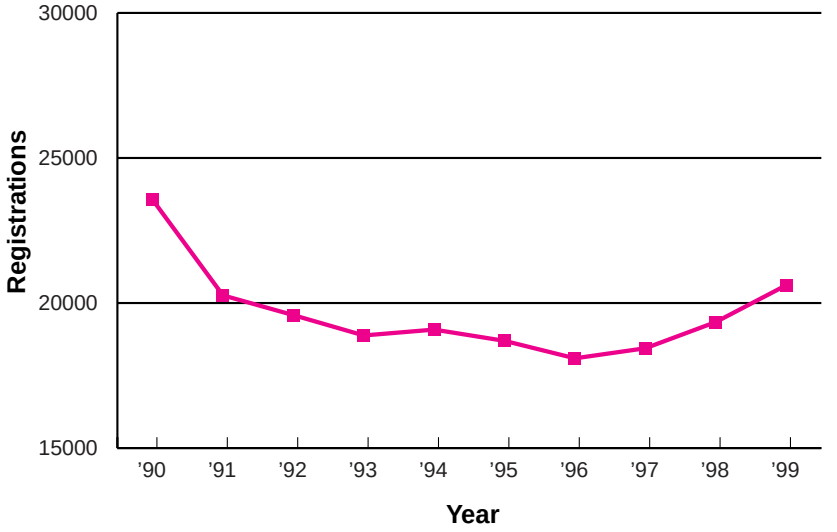
Educational efforts aimed at motorcyclists may also have contributed toward the accident reduction. These include the Motorcycle Safety Education Act and MAY (Motorcycle Awareness and You) Days. During May, Nebraska motorcyclists are encouraged to enhance their driving skills by completing various riding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

Fatal Motorcycle Accidents (1990 - 1999)
(Figure 20)



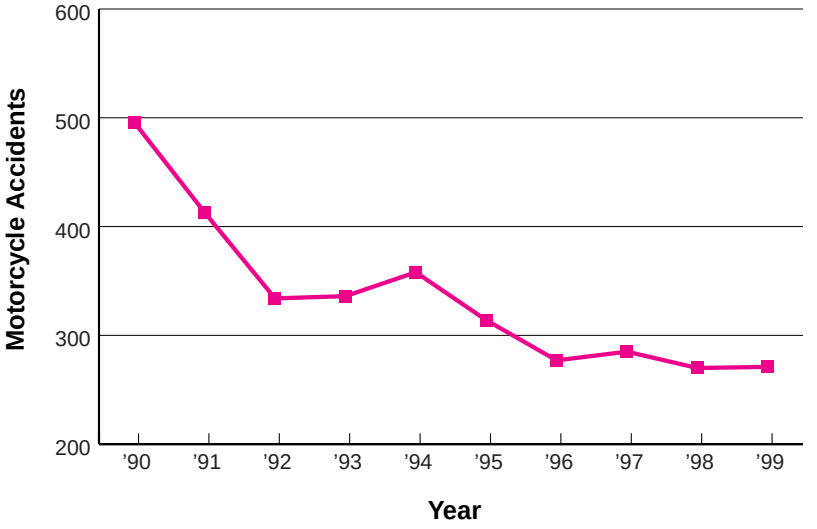
Motorcycles Registered (1990 - 1999)

(Figure 21)



All Motorcycle Accidents (1990 - 1999)

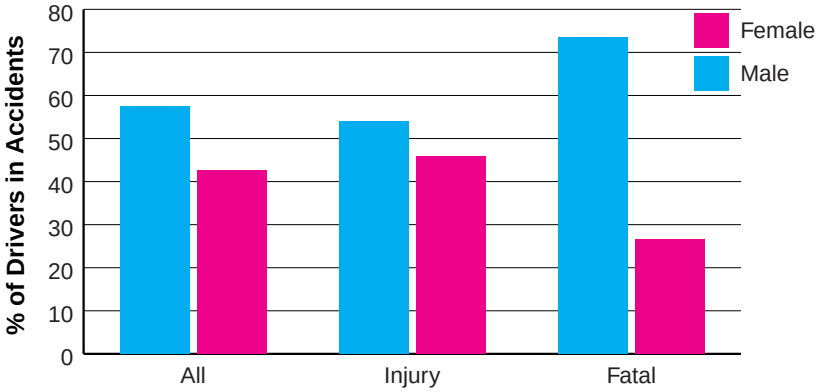
(Figure 22)



Sex of Driver

Figure 23 shows the difference between male and female drivers' involvement in motor vehicle traffic accidents. Males represented 57.4% of the drivers in all accidents in Nebraska in 1999, yet they were involved in 73.4% 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	45038	290	18544	26204
Female	33462	105	15708	17649
Not stated	660	2	275	383
— TOTALS —	79160	397	34527	44236

(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	2	2	0	694	345	349	1	1	0	21	11	10
5-9 years	7	5	2	924	450	474	2	2	0	21	12	9
10-14 years	6	2	4	1341	632	709	1	0	1	38	18	20
15-19 years	51	33	18	6140	2644	3496	17	14	3	402	226	176
20-24 years	31	21	10	4034	1933	2101	17	14	3	392	256	136
25-34 years	48	33	15	5019	2419	2600	28	24	4	383	263	120
35-44 years	46	36	10	4417	2007	2410	26	22	4	305	184	121
45-54 years	37	22	15	2949	1308	1641	19	17	2	140	80	60
55-64 years	23	13	10	1544	702	842	7	5	2	42	31	11
65-74 years	22	15	7	984	435	549	5	3	2	27	19	8
75 and older	22	14	8	801	353	448	1	0	1	7	4	3
Age not stated	0	0	0	729	391	338	0	0	0	51	33	18
— TOTALS —	295	196	99	29576	13619	15957	124	102	22	1829	1137	692

(Table 7)

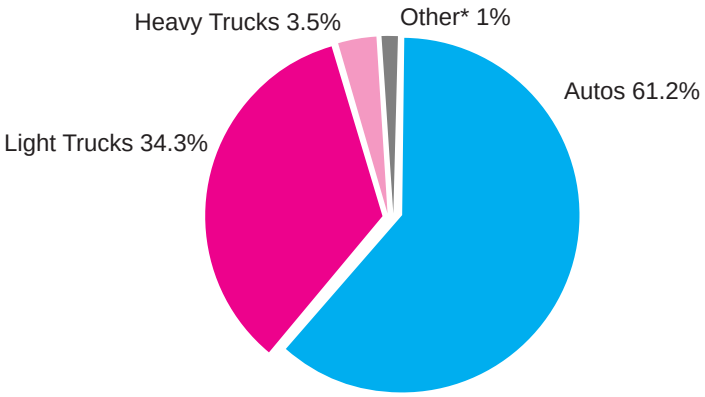
Body Style

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	199	1	61	137
Semi-trailer truck	1246	38	455	753
Other heavy truck	1577	22	559	996
Automobile	48815	179	22151	26485
Van	6483	26	2681	3776
Utility vehicle	5981	36	2641	3304
Pickup truck	14850	84	5637	9129
Motorcycle	278	8	236	34
Motorhome	51	2	7	42
Farm equipment	110	1	51	58
Other	125	3	46	76
Unknown	2695	1	603	2091
— TOTALS —	82410	401	35128	46881

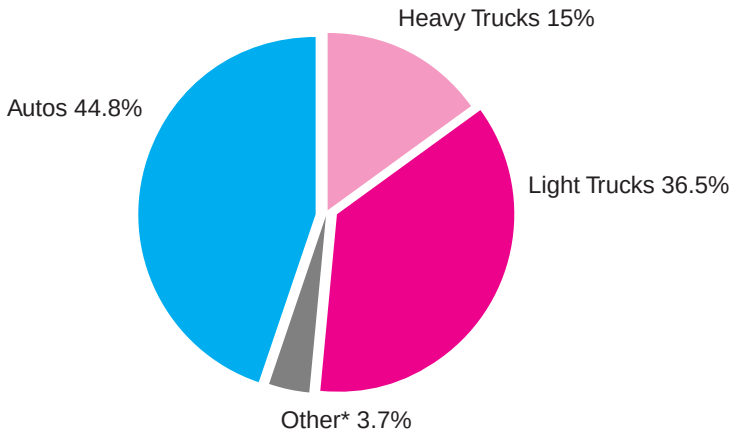
(Table 8)

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)



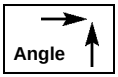
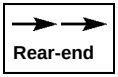
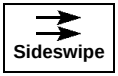
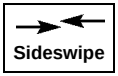
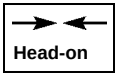
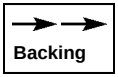
**Other includes: farm equipment .3%, motorcycles 2%, buses .3%, motor home .5%, and all others .8%.*

Intersection Accidents

1999

Type of Multi-Vehicle Collisions at Intersections*

Total Accidents: 23,419

	NUMBER OF ACCIDENTS	% OF TOTAL INTERSECTION ACCIDENTS	% RESULTING IN INJURY
	12,810	54.7	45.1
	7,334	31.3	53.4
	1,185	5.1	31.1
	121	.5	37.2
	1,099	4.7	56.2
	72	.3	52.8
	754	3.2	18.4
Unknown	44	.2	38.6
Total	**23,419**	**100%**	

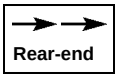
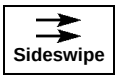
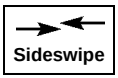
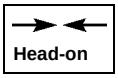
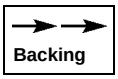
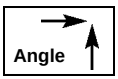
** Multi-vehicle accidents at intersections comprise 48.6% of all accidents.*

Non-Intersection Accidents

1999

Type of Multi-Vehicle Collisions Not at Intersections*

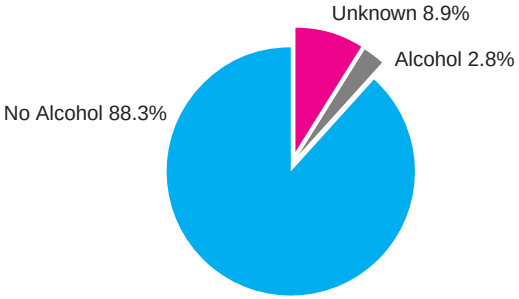
Total Accidents: 7,355

	NUMBER OF ACCIDENTS	% OF TOTAL NON-INTERSECTION ACCIDENTS	% RESULTING IN INJURY
 Rear-end	3,246	44.1	51.2
 Sideswipe	1,273	17.3	26.4
 Sideswipe	305	4.2	39.3
 Head-on	125	1.7	76.0
 Backing	681	9.3	11.5
 Angle	1,661	22.6	35.1
 Left Turn Leaving	31	.4	45.2
Unknown	33	.5	54.6
Total	**7,355**	**100%**	

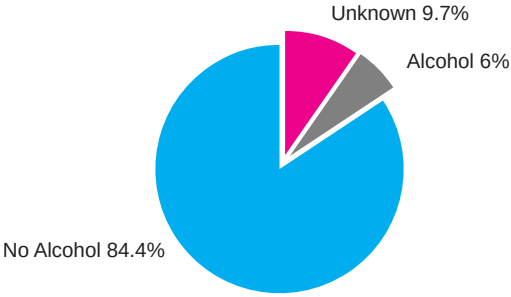
** Multi-vehicle accidents not at intersections comprise 15.3% of all accidents.*

Alcohol Involvement

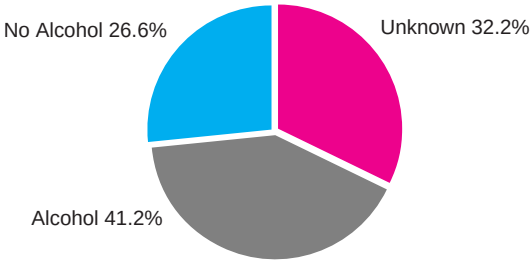
Figures 26, 27, and 28 show the relationship between alcohol involvement and accident severity. As accident severity increased, so did alcohol involvement. In 1999, 41.2% of the fatal accidents in Nebraska involved alcohol. This marks the second consecutive year that this figure has increased and is the highest percentage recorded since 1988. The National Highway Traffic Safety Administration reports that during 1998, 39% of fatal accidents nationally involved alcohol. The national trend has been consistently downward for many years. Although 1999 national figures are not yet available, it appears that Nebraska's rate of alcohol involvement in fatal crashes may exceed the national average for the first time. 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)

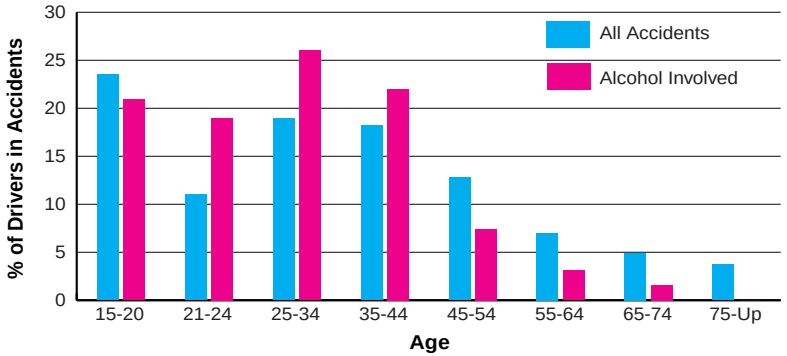


Fatal Accidents
(Figure 28)

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 45.0% of alcohol involved accidents. Drivers aged 25-34 are most overrepresented, being involved in 26.0% of alcohol related accidents but only 18.9% of all accidents. Note that drivers between the ages of 15 and 20 are in 20.9% 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	712	8	4	0	315	5
16	4363	37	16	4	1938	15
17	3865	75	10	3	1774	50
18	3716	96	13	2	1689	62
19	3140	108	16	3	1446	58
20	2703	105	11	4	1233	60
21	2495	142	10	6	1165	76
22	2249	97	6	3	1040	58
23	2018	79	11	4	891	36
24	1914	73	8	3	892	36
25 to 34	14799	534	74	23	6863	293
35 to 44	14307	451	89	25	6322	242
45 to 54	10011	151	50	17	4201	83
55 to 64	5484	65	35	4	2176	36
65 to 74	3815	33	26	3	1360	20
75 and older	2926	0	18	0	1056	0
Not stated	643	11	0	0	166	1
— TOTALS —	79160	2065	397	104	34527	1131

(Table 9)

Major Contributing Human Factor

In 1999, there were 48,217 reportable motor vehicle traffic accidents in Nebraska with 79,160 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 1999.

MAJOR CONTRIBUTING HUMAN FACTOR	TOTAL	FATAL	INJURY	PDO
Speed too fast for condition	4101	39	1799	2263
Exceeding speed limit	480	19	229	232
Backing unsafely	2431	2	262	2167
Ran stop sign	942	14	504	424
Disregarded traffic signal	1956	9	1126	821
Failure to yield	9187	32	4285	4870
Following too closely	6557	2	3580	2975
Improper right turn on red	72	0	18	54
Other improper turn	1213	2	313	898
Improper / no turn signal	100	0	37	63
Wrong way in one-way	69	4	38	27
Improper lane change	1020	2	264	754
Drove left of center	864	42	386	436
Evasive action	1939	18	873	1048
Improper overtaking	639	5	187	447
Improper loading of cargo	118	1	34	83
Other	6070	36	2554	3480
None	10459	28	2543	7888
— TOTALS —	48217	255	19032	28930

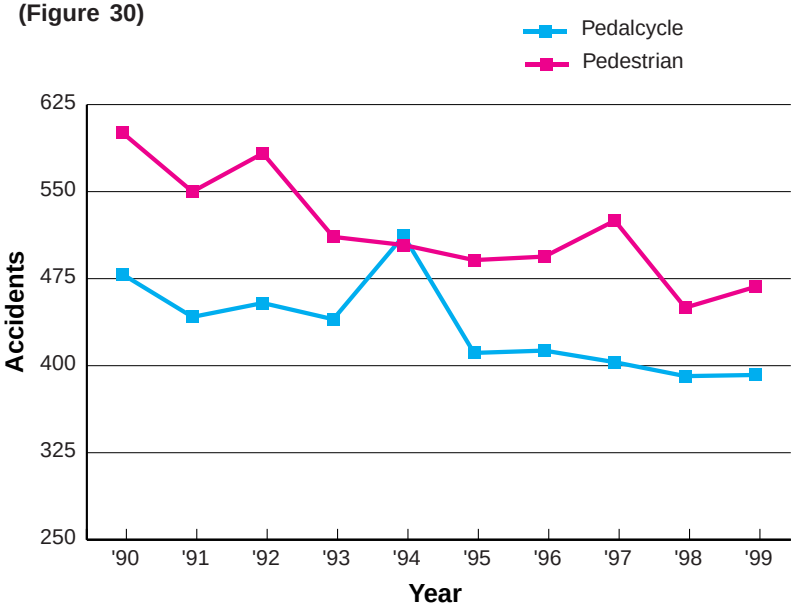
(Table 10)

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 rose from 450 in 1998 to 468 in 1999. In 1999, the number of fatal pedestrian accidents decreased to 13. Pedalcycle accidents increased slightly from 391 in 1998 to 392 in 1999. There were four fatal pedalcycle accidents in 1999, down from seven in 1998.

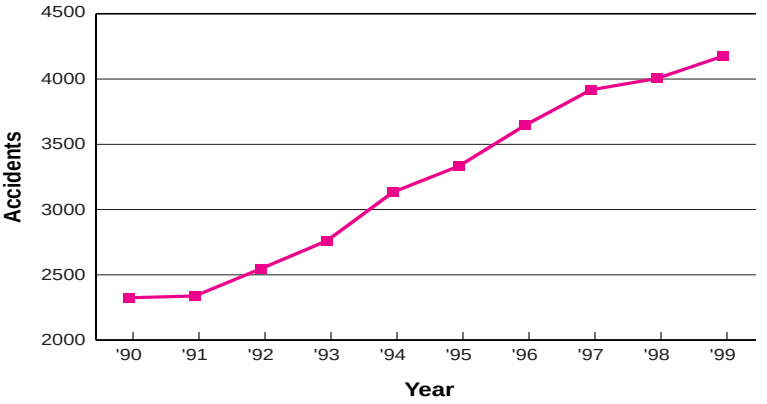
(Figure 30)



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 1999 animal accidents rose from 4,004 to 4,175. Deer are the most frequently involved animals in motor vehicle-animal accidents.

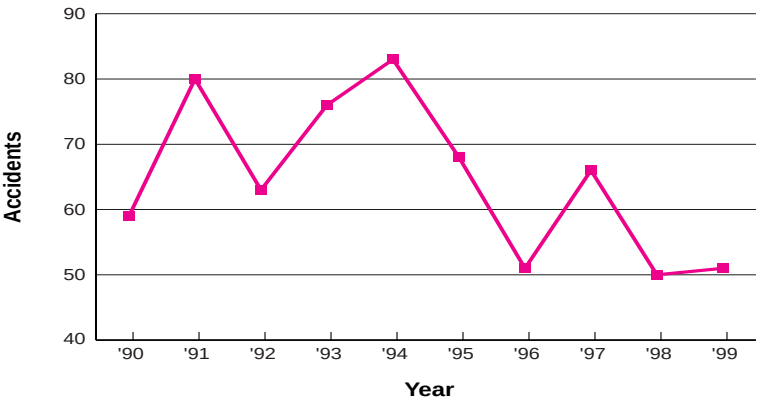
(Figure 31)



Railroad Accidents

The number of railroad accidents rose from 50 in 1998 to 51 in 1999. In 1999, 5 people died in motor vehicle/train accidents in Nebraska.

(Figure 32)



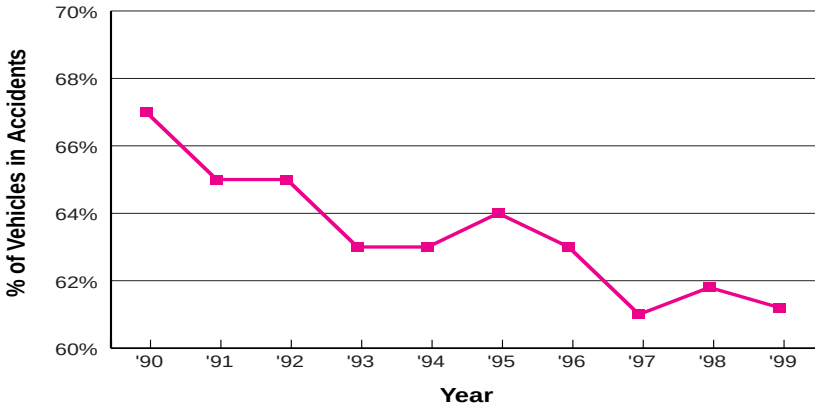
Body Style

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)