

State of Nebraska

2018

Annual Report

Traffic Crash Facts



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NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



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The *Traffic Crash Facts* booklet provides statistics and information on traffic crash trends that occurred in Nebraska during 2018. The report is designed to heighten awareness about traffic safety issues while allowing interested individuals to identify areas where safety programs may be focused in an effort to reduce traffic-related injuries and deaths. Information is compiled from traffic crash reports submitted to the Nebraska Department of Transportation (NDOT) by state and local law enforcement agencies.

Safety is, and always will be, a top priority in how NDOT does business. The agency is committed to providing the safest possible driving environment for the residents and visitors who travel in our state each year. We are focused on utilizing partnerships with law enforcement, health and education agencies, as well as private advocacy groups and businesses, to improve driving behaviors and ultimately save lives. Traffic crashes are largely avoidable, including those that result in personal injury or loss of life.

Every life matters and Nebraska continues to aim “Toward Zero Deaths” with zero fatalities on all Nebraska roadways as our traffic safety goal. Although much progress in traffic safety has been made over the years, far too many Nebraskans—friends, neighbors, and loved ones—are still being killed or seriously injured in crashes. Improving the situation begins with setting a good example for youth by always buckling up, keeping our hands on the wheel and our eyes on the road, and putting away the cell phone while driving.

Pete Ricketts
Governor

Kyle Schneweis, P.E.
Director

Nebraska Strategic Highway Safety Plan

The Nebraska Interagency Safety Committee, comprised of leaders from the Department of Transportation, State Patrol, Department of Motor Vehicles, Health & Human Services System, Local Technical Assistance Program, League of Municipalities, and Association of County Officials, last updated the Nebraska Strategic Highway Safety Plan (SHSP) for 2017-2021. The objective of the plan is to significantly reduce traffic deaths and serious injuries in the state. To accomplish this objective, the Committee selected five Critical Emphasis Areas, based on the crash data, on which to concentrate their efforts. These five Critical Emphasis Areas were:

1. Increasing Seat Belt Usage

The use of seat belts is an effective way to prevent serious injuries and fatalities in traffic crashes. While surveys indicate that over 85% of Nebraskans wear their seat belts, about two-thirds of the vehicle occupants killed in crashes were not using belts. Reaching the remaining 15% of Nebraskans who avoid restraint use is a difficult problem. Overtime enforcement operations emphasizing safety belt compliance such as “Click It or Ticket” are one method used to fight the problem.

2. Reducing Roadway Departure Crashes

Many of our rural fatalities are the result of Roadway Departure crashes. The term “Roadway Departure” includes crashes where vehicles run-off-the-road and collide with fixed objects (trees, guardrail, poles, etc.) or where vehicles overturn. It also includes crashes where vehicles leave the portion of the road designed for them to drive on, such as head-on and cross-median crashes. The Department of Transportation has implemented the use of shoulder and centerline rumble strips as countermeasures for these types of crashes on state highways.

3. Reducing Impaired Driving Crashes

Crashes involving drinking and driving continue to significantly contribute to the state’s fatality total. Although Nebraska is among the nation’s leading states in effective public policy countermeasures, this factor remains a challenging one. While the long-term trend in alcohol-involved crashes is down, over 15% of the drivers involved in 2018 fatal crashes had been drinking. Increasing sobriety checkpoints, periodic impaired driver enforcement crackdowns, new prosecution strategies, and public information campaigns are among the countermeasures used to combat the problem.

4. Reducing Intersection Crashes

Since these are the places where vehicles cross paths, a large percentage of traffic crashes naturally occur at intersections. The Department of Transportation is constantly reviewing intersection operations to look for improvements that can be made. Adding turn lanes, adjusting signal timing, and improving marking and signing are just a few ways intersection operations can be improved. The Department is also committed to using newer types of intersections, such as roundabouts and restricted crossing U-turns, which have been proven to reduce crashes.

5. Reducing Young Driver Crashes

The continuing over-involvement of young, inexperienced drivers in crashes and especially fatal crashes is disturbing. Although they made up less than 8% of registered drivers in the state, in 2018 drivers aged 16 to 20 were involved in over 15% of the crashes. Effective programs aimed at reducing younger driver crashes are offered by several agencies, both public and private.

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

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

Definitions

- Reportable Crash** A crash which involves death, injury, or property damage in excess of \$1,000.00 to the property of any one person.
- All Crashes** The total number of reportable motor vehicle crashes including fatal, injury or property damage.
- Fatal Crash** Motor vehicle crash that results in fatal injuries to one or more persons.
- Injury Crash** Motor vehicle crash that results in injuries, other than fatal, to one or more persons.
- Property Damage Only Crash (PDO)** Motor vehicle crash in which there is no injury to any person, but only damage to a motor vehicle, or to other property, including injury to domestic animals.

Part I
Overview

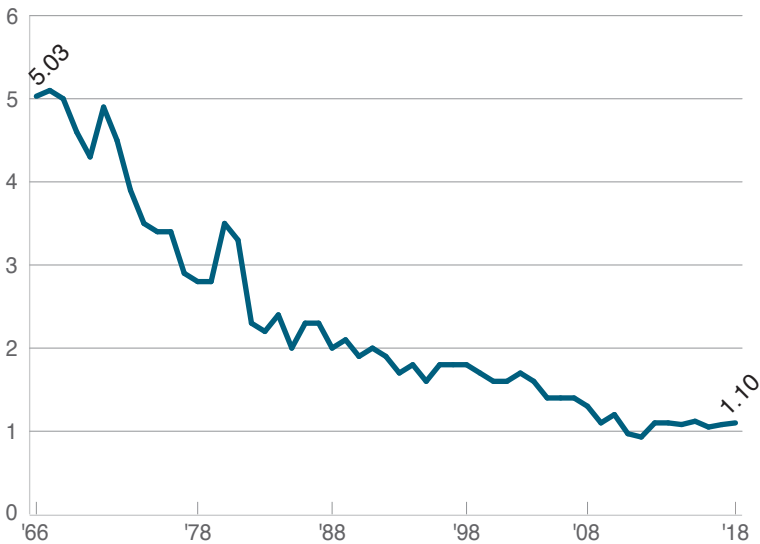
Fatality Rate

The fatality rate on Nebraska roadways for 2018 was 1.10 persons killed per 100 million vehicle miles traveled, up slightly from the 2017 rate of 1.09. Despite this increase, the long-term trend in fatality rate, shown in Figure 1, is significantly downward. Much of this reduction is the result of improvements in vehicle design, roadway engineering, emergency medical services, specific safety programs, enforcement, and improved driver awareness.

Figure 2 depicts the number of fatal crashes per year for the last 10 years. In 2018, there were 201 fatal crashes, a decrease of 9 from 2017.

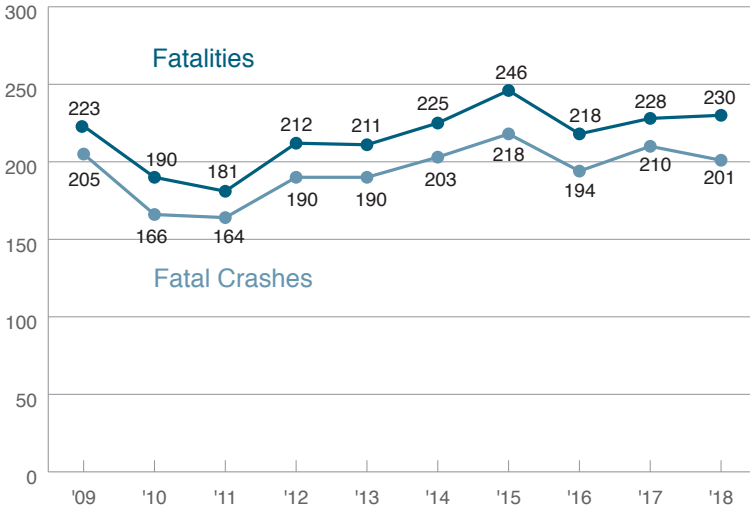
Fatal crashes make up only a small portion of the total crashes in Nebraska. Property damage only (PDO) crashes make up the majority. Figure 3 shows the percentage distribution of all crash types. In 2018, there were 201 fatal crashes, 1,128 serious injury crashes, 12,259 total injury crashes, and 23,657 property damage only crashes. Fatal crashes made up .6% of all crashes, serious injury crashes made up 3.1%, and total injury and PDO crashes made up 33.9% and 65.5%, respectively.

Fatality Rate Per 100 Million Vehicle Miles
(1966 - 2018)



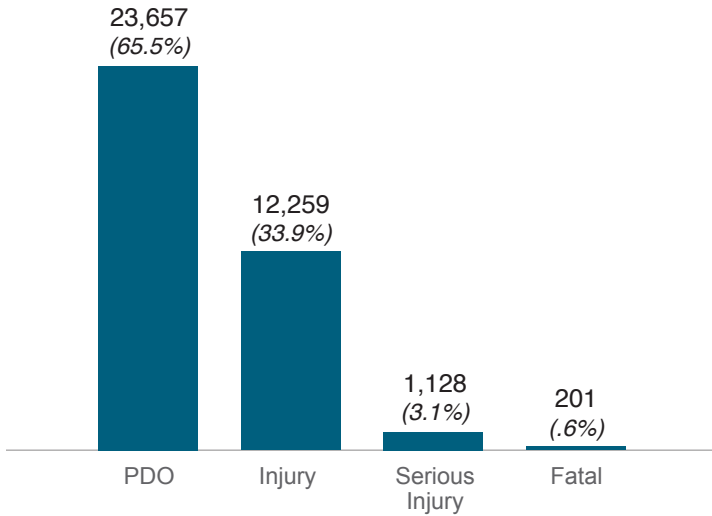
(Figure 1)

Ten-Year Trend in Fatal Crashes and Fatalities (2009 - 2018)



(Figure 2)

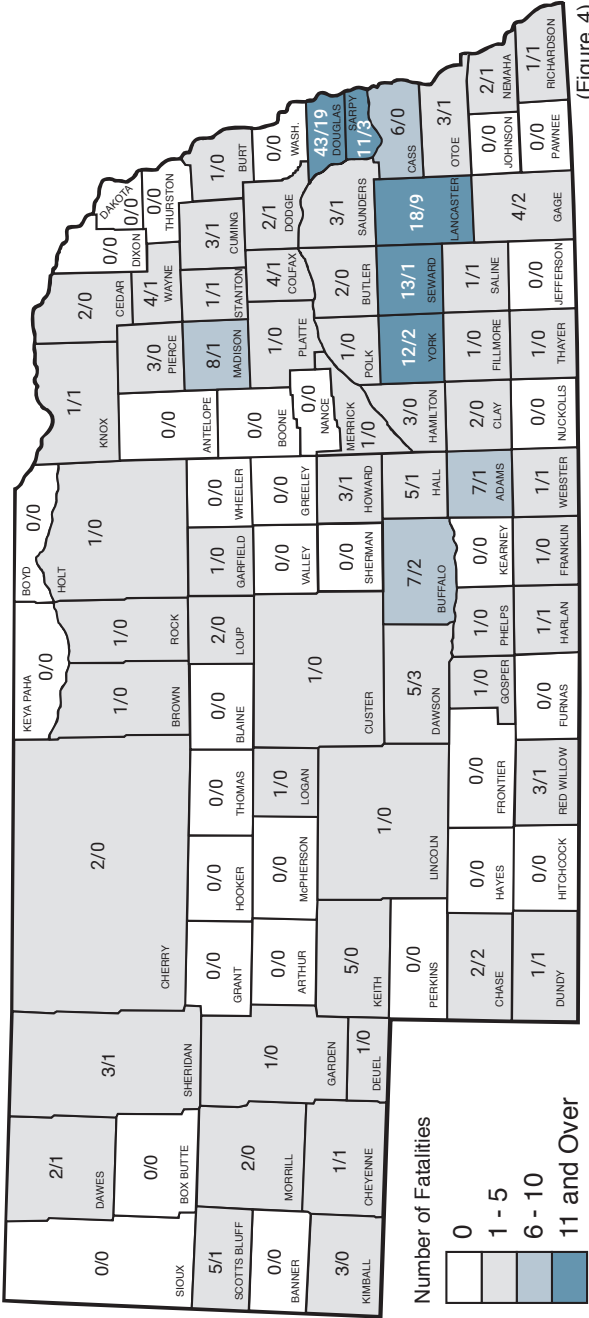
All Crashes in Nebraska



(Figure 3)

Geographic Summary of Traffic Fatalities by County in 2018

Total Traffic Fatalities - 230 / Traffic Fatalities with Apparent Alcohol Involvement - 66



(Figure 4)

Douglas County, which includes Omaha, the state's largest city, had the highest number of traffic fatalities with 43, followed by Lancaster County with 18. Thirty-two counties experienced no fatalities in 2018.

2018 Crash Data by County

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Adams	564	6	135	423	7	202
Antelope	87	0	21	66	0	30
Arthur	4	0	0	4	0	0
Banner	28	0	12	16	0	19
Blaine	5	0	2	3	0	2
Boone	75	0	11	64	0	13
Box Butte	153	0	41	112	0	58
Boyd	9	0	1	8	0	1
Brown	54	1	9	44	1	12
Buffalo	969	6	291	672	7	439
Burt	86	1	22	63	1	27
Butler	101	2	33	66	2	64
Cass	353	6	122	225	6	163
Cedar	79	2	24	53	2	41
Chase	36	2	14	20	2	24
Cherry	84	1	23	60	2	28
Cheyenne	162	1	33	128	1	50
Clay	76	2	22	52	2	27
Colfax	144	3	47	94	4	76
Cuming	132	3	46	83	3	59
Custer	165	1	51	113	1	61
Dakota	297	0	94	203	0	126
Dawes	165	1	34	130	2	45
Dawson	469	3	100	366	5	162
Deuel	55	1	11	43	1	14
Dixon	45	0	12	33	0	20
Dodge	644	2	241	401	2	357
Douglas	12624	40	4440	8144	43	6194
Dundy	29	1	12	16	1	19
Fillmore	46	1	17	28	1	26
Franklin	40	1	8	31	1	12
Frontier	66	0	15	51	0	21
Furnas	60	0	21	39	0	28
Gage	357	4	101	252	4	132
Garden	42	1	5	36	1	7
Garfield	14	1	4	9	1	7
Gosper	45	1	15	29	1	20
Grant	9	0	1	8	0	1
Greeley	25	0	7	18	0	7
Hall	1361	5	419	937	5	633
Hamilton	195	3	53	139	3	95
Harlan	56	1	15	40	1	22
Hayes	11	0	0	11	0	0
Hitchcock	51	0	17	34	0	27
Holt	124	1	26	97	1	42
Hooker	6	0	2	4	0	3

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Howard	80	2	17	61	3	20
Jefferson	127	0	24	103	0	32
Johnson	64	0	16	48	0	22
Kearney	73	0	22	51	0	29
Keith	211	5	57	149	5	99
Keya Paha	8	0	1	7	0	1
Kimball	85	2	20	63	3	29
Knox	71	1	23	47	1	38
Lancaster	6606	18	2714	3874	18	3978
Lincoln	851	1	233	617	1	330
Logan	7	1	4	2	1	8
Loup	5	1	0	4	2	1
Madison	642	8	203	431	8	319
McPherson	7	0	1	6	0	1
Merrick	127	1	39	87	1	50
Morrill	114	2	26	86	2	31
Nance	24	0	7	17	0	9
Nemaha	85	2	27	56	2	43
Nuckolls	37	0	8	29	0	9
Otoe	190	2	51	137	3	83
Pawnee	73	0	22	51	0	30
Perkins	53	0	22	31	0	29
Phelps	136	1	45	90	1	63
Pierce	79	2	27	50	3	49
Platte	737	1	194	542	1	283
Polk	80	1	19	60	1	28
Red Willow	203	2	44	157	3	49
Richardson	97	1	25	71	1	29
Rock	9	1	3	5	1	3
Saline	227	1	64	162	1	91
Sarpy	2456	9	951	1496	11	1454
Saunders	234	3	91	140	3	136
Scotts Bluff	623	5	212	406	5	315
Seward	366	8	105	253	13	166
Sheridan	91	2	21	68	3	38
Sherman	36	0	13	23	0	20
Sioux	17	0	5	12	0	5
Stanton	58	1	21	36	1	29
Thayer	79	1	19	59	1	33
Thomas	13	0	3	10	0	5
Thurston	46	0	13	33	0	18
Valley	52	0	19	33	0	27
Washington	276	0	65	211	0	86
Wayne	122	4	35	83	4	58
Webster	43	1	10	32	1	12
Wheeler	12	0	5	7	0	8
York	283	7	83	193	12	114
Totals	36117	201	12259	23657	230	17726

Part II
2018 Data

Summary Number of Traffic Crashes

All Crashes	36,117
Property Damage Only (PDO)	23,657
Injury Crashes	12,259
<i>Persons Injured</i>	17,726
Fatal Crashes	201
<i>Fatalities</i>	230
Number of Registered Vehicles in Nebraska	2,471,317
Number of Licensed Drivers in Nebraska	1,459,064
Number of Vehicles in Crashes*	66,324
Number of Drivers in Crashes*	59,756

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

During 2018:

One crash occurred every 15 minutes.
Forty-nine persons were injured each day.
One person was killed every 38 hours.

The economic loss in terms of dollars was \$4,957,788,600**

***Federal Highway Administration Research Report Number, FHWA-SA-17-071, Crash Costs for Highway Safety Analysis, January 2018, Nebraska Department of Transportation Crash Data 2013-2017.*

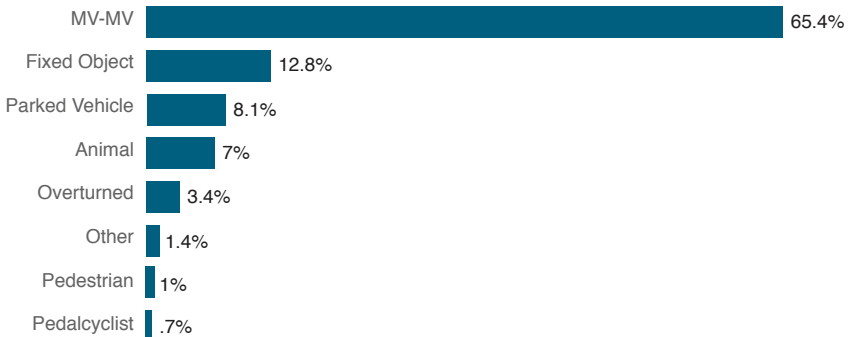
First Harmful Event

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 over-representation in fatal crashes as compared to all crashes.

All Crashes

(Figure 5)



Fatal Crashes

(Figure 6)

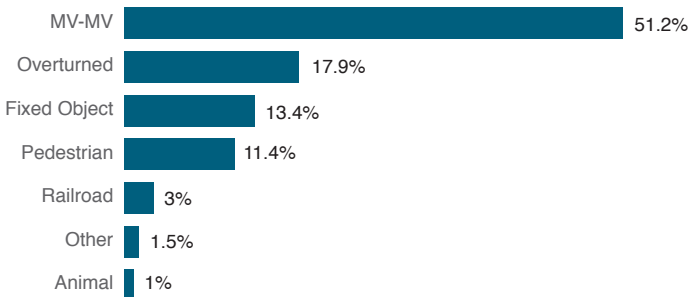


Table 1 provides the number of crashes in each category listed in Figures 5 and 6 on the previous page.

FIRST HARMFUL EVENT (Current Year)		2018								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	PDO	KILLED	NON-FATAL INJURIES			
							TOTAL	A★	B★	C★
COLLISION INVOLVING	Pedestrian	357	23	333	1	24	350	74	132	144
	Motor vehicle in transport	23610	103	9085	14422	125	13915	803	3081	10031
	Parked motor vehicle	2940	1	252	2687	1	312	27	131	154
	Railroad train	36	6	16	14	6	19	6	7	6
	Pedalcyclist	238	0	233	5	0	236	15	134	87
	Animal	2543	2	203	2338	2	236	19	75	142
	Fixed object	4634	27	1314	3293	30	1593	225	617	751
	Other object	230	1	31	198	1	41	5	10	26
Noncollision overturned		1233	36	738	459	39	963	205	383	375
Other noncollision		271	2	50	219	2	57	14	21	22
Unknown		25	0	4	21	0	4	1	2	1
— TOTALS —		36117	201	12259	23657	230	17726	1394	4593	11739

(Table 1)

- ★ = Injury severity codes
- A = Suspected Serious Injury
- B = Visible Injury (not disabling)
- C = Possible Injury (not visible)
- PDO = Property Damage Only

FIRST HARMFUL EVENT		2017								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	PDO	KILLED	NON-FATAL INJURIES			
							TOTAL	A★	B★	C★
COLLISION INVOLVING	Pedestrian	400	19	379	2	20	406	77	173	156
	Motor vehicle in transport	22917	83	8875	13959	92	13591	762	2843	9986
	Parked motor vehicle	2803	5	225	2573	5	266	24	109	133
	Railroad train	22	2	6	14	3	7	2	2	3
	Pedalcyclist	261	3	255	3	3	263	30	124	109
	Animal	2558	3	221	2334	3	269	27	86	156
	Fixed object	4128	47	1324	2757	47	1591	268	613	710
	Other object	217	0	46	171	0	57	12	19	26
Noncollision overturned		1418	46	876	496	53	1155	258	443	454
Other noncollision		236	2	64	170	2	78	17	30	31
Unknown		39	0	7	32	0	8	1	5	2
— TOTALS —		34999	210	12278	22511	228	17691	1478	4447	11766

(Table 2)

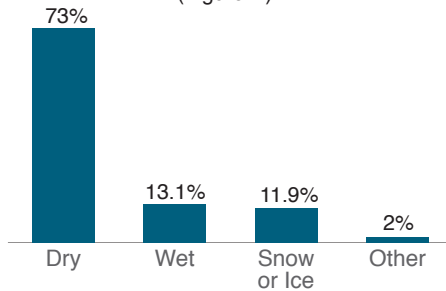
Table 2 provides 2017 data for comparison to 2018. The number of fatal crashes decreased by nine, but the number of fatalities increased by two, indicating that there were more multi-fatality crashes in 2018. Similarly, the number of injury crashes declined by 19, but the number of injuries went up by 35. The largest increase was in property damage only crashes, which rose by 1,146.

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, since there are many more dry days than wet days. Crashes on wet roads increased by 28% during 2018.

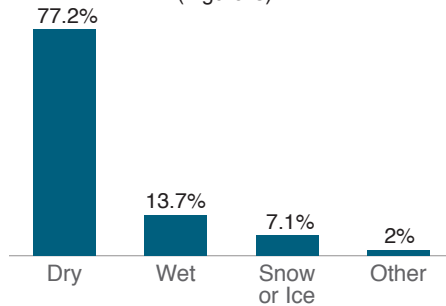
All Crashes

(Figure 7)



Fatal Crashes

(Figure 8)



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

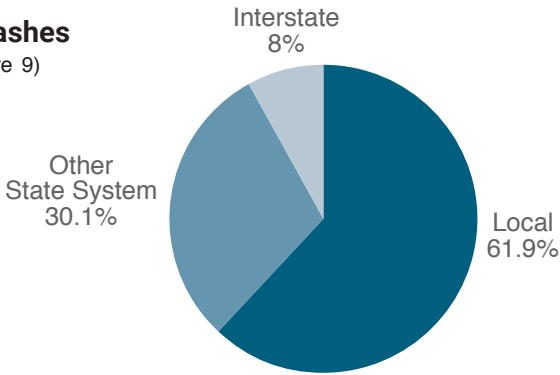
ROAD SURFACE CONDITION	TOTAL	FATAL	INJURY	PDO
Dry	25816	152	9198	16466
Wet	4636	27	1596	3013
Snowy or icy	4213	14	1100	3099
Other	718	4	252	462
Not stated	734	4	113	617
— TOTALS —	36117	201	12259	23657

(Table 3)

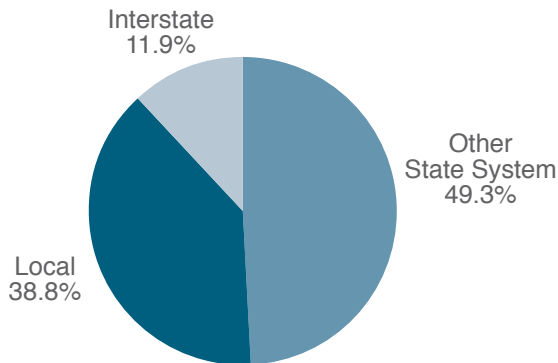
Type of Roadway

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 other state highways is larger than the percent of all crashes that occur on the interstate and other state highways. Crashes on interstate and other state highways tend to occur at higher speeds, accounting for their increased severity.

All Crashes
(Figure 9)



Fatal Crashes
(Figure 10)



ROADWAY		CRASHES				PERSONS	
		TOTAL	FATAL	INJURY	PDO	KILLED	INJURED
URBAN	Interstate	1513	4	502	1007	4	639
	Other State System Highways	6368	21	2446	3901	22	3669
	Local Roads and Streets	19234	32	6395	12807	34	9044
	URBAN SUBTOTAL	27115	57	9343	17715	60	13352
RURAL	Interstate	1367	20	353	994	27	553
	Other State System Highways	4509	78	1357	3074	93	2102
	Local Roads and Streets	3126	46	1206	1874	50	1719
	RURAL SUBTOTAL	9002	144	2916	5942	170	4374
— TOTALS —		36117	201	12259	23657	230	17726

(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 2018. 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	0.5	18.4	43.0	61.9
Other State Highways	1.1	43.0	78.8	123.0
Local Roads and Streets	1.0	101.4	195.8	298.3

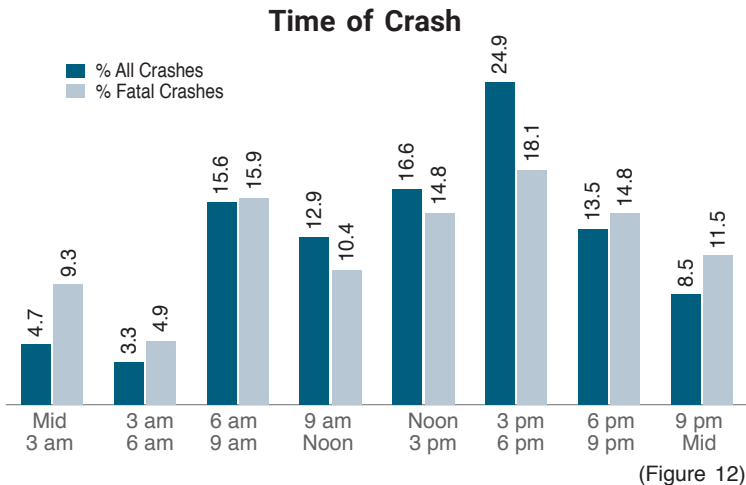
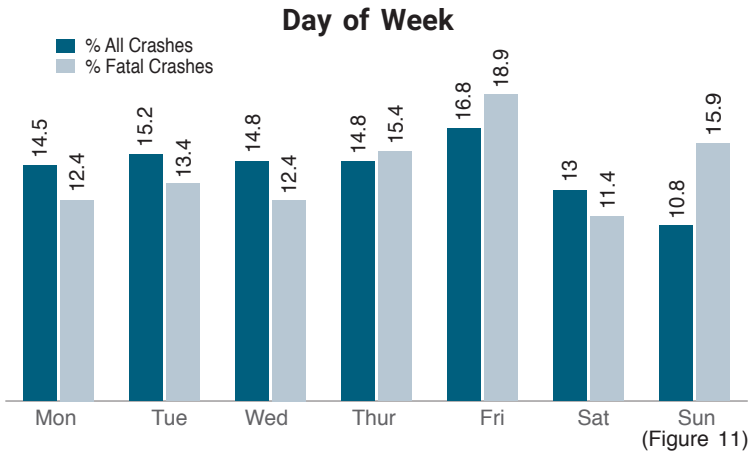
(Table 5)

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

Day and Time

Crashes can occur at any time, but they tend to be more frequent during certain times of the day. Crash frequency follows the daily activity cycle, increasing from a low in the early morning hours to a peak in the late afternoon. The highest three-hour time period for crashes in 2018 was from 3:00 - 6:00 p.m., when 24.9% of all crashes occurred. Fatal crashes were most prevalent in the afternoon or early evening, as 47.7% of them took place between noon and 9:00 p.m.

Friday was the highest day for both crashes (6,072) and fatal crashes (38) during 2018. Sunday had the fewest crashes, but was second in fatal crashes (32). Traditionally, more fatal crashes occur on the weekends when more recreational driving takes place.

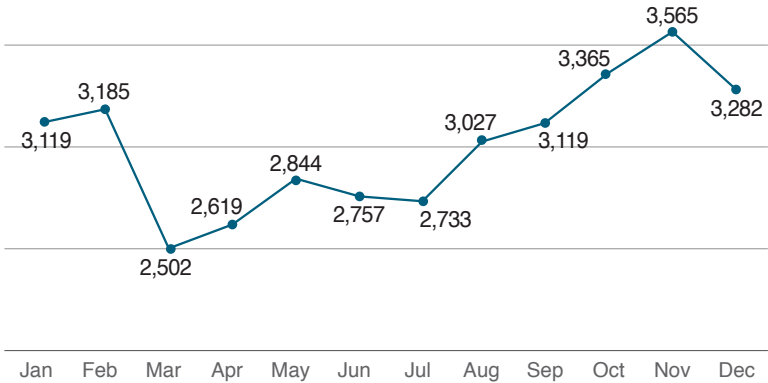


Month

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.

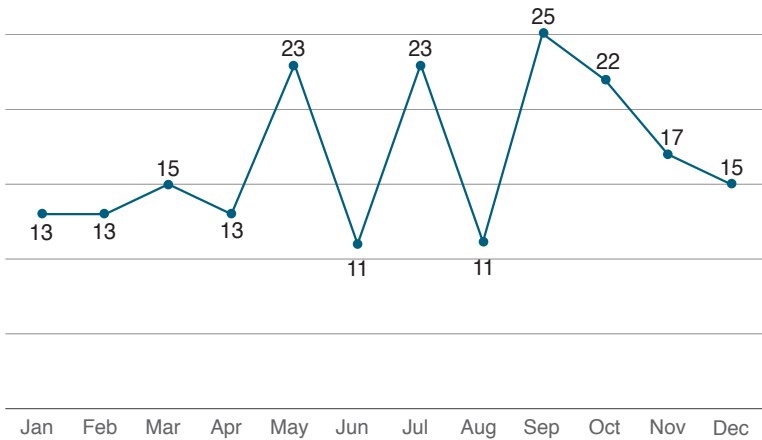
All Crashes by Month

(Figure 13)



Fatal Crashes by Month

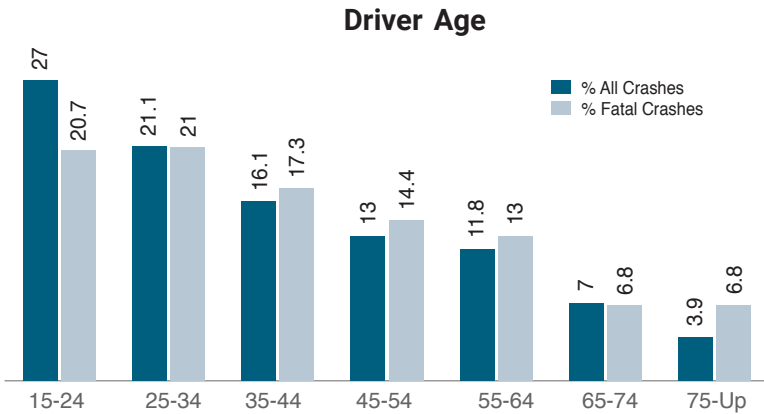
(Figure 14)



Age of Driver

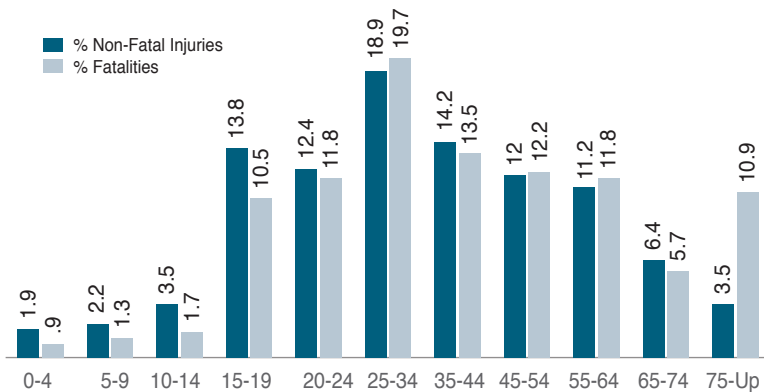
Younger drivers are involved in a disproportionate number of crashes. In 2018, 48.1% of the drivers involved in crashes were age 34 or younger. Drivers in the youngest age bracket, ages 15 to 24, which included 15.6% of all drivers, had the highest percentage involvement of all age groups in all crashes, 27%. In 2018, these drivers were also involved in 20.7% of fatal crashes.

Figure 16 represents percentages of nonfatal and fatal injuries by age groups. Persons aged 75 and over are overrepresented in fatal injuries as compared to nonfatal injuries. Persons between the ages of 15 and 44 suffered 59.3% of all injuries.



(Figure 15)

Age of Casualties



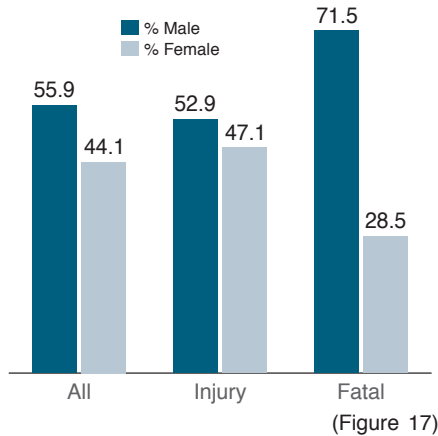
(Figure 16)

Sex of Driver

Figure 17 shows the difference between male and female drivers' involvement in motor vehicle traffic crashes. Males represented 55.9% of the drivers in all crashes in Nebraska in 2018, and were involved in 71.5% of all fatal crashes. At least a part of this difference can be attributed to the fact that males may drive more miles than females and, thus, have greater exposure to crashes.

More females than males, however, are victims of motor vehicle crashes. Females made up 54.7% of the persons injured or killed in motor vehicle crashes in 2018. (See Table 7).

Sex of Driver in Crashes



SEX OF DRIVER	TOTAL	FATAL	INJURY	PDO
Male	33161	251	11862	21048
Female	26177	100	10569	15508
Not stated	418	3	140	275
– TOTALS –	59756	354	22571	36831

(Table 6)

AGE AND SEX	ALL CRASHES						ALCOHOL-RELATED CRASHES					
	KILLED			INJURED			KILLED			INJURED		
	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F
0-4 years	2	2	0	328	142	186	0	0	0	16	7	9
5-9 years	3	3	0	380	190	190	1	1	0	13	6	7
10-14 years	4	3	1	613	266	347	2	2	0	18	6	12
15-19 years	24	14	10	2379	1012	1367	8	3	5	135	60	75
20-24 years	27	22	5	2146	947	1199	8	5	3	200	121	79
25-34 years	45	32	13	3260	1437	1823	20	14	6	240	150	90
35-44 years	31	20	11	2454	1087	1367	14	9	5	157	98	59
45-54 years	28	20	8	2074	959	1115	12	8	4	124	77	47
55-64 years	27	18	9	1943	949	994	9	7	2	90	55	35
65-74 years	13	11	2	1102	496	606	3	2	1	35	27	8
75 and older	25	13	12	598	282	316	0	0	0	16	11	5
Age not stated	1	1	0	181	80	101	0	0	0	8	2	6
– TOTALS –	230	159	71	17458	7847	9611	77	51	26	1052	620	432

(Table 7)

Restraint Use

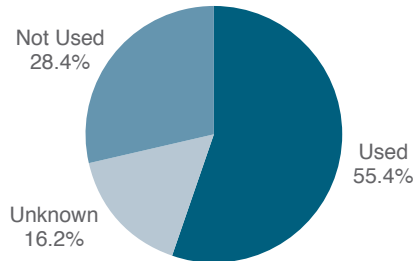
Restraint usage is the best available means of preventing fatalities and injuries in motor vehicle crashes. Passive restraints, such as air bags, which require no occupant action to be put in use, are standard equipment for drivers and front seat passengers in newer vehicles. For these passive systems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

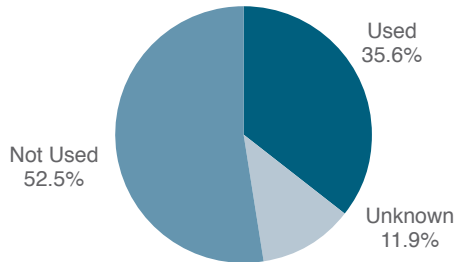
The most accurate measure of safety belt usage in Nebraska comes from the results of surveys conducted by the NDOT Highway Safety Office and approved by the National Highway Traffic Safety Administration (NHTSA). In 2018, the observed statewide safety belt usage rate was 86%.

Usage rates have risen in recent years primarily due to increased law enforcement efforts and media campaigns, however, there is still room for improvement. Belt use is particularly low in accidents which result in the most severe injuries. Only 35.6% of those vehicle occupants who died and 55.4% of those who suffered suspected serious injuries in 2018 crashes were belted.

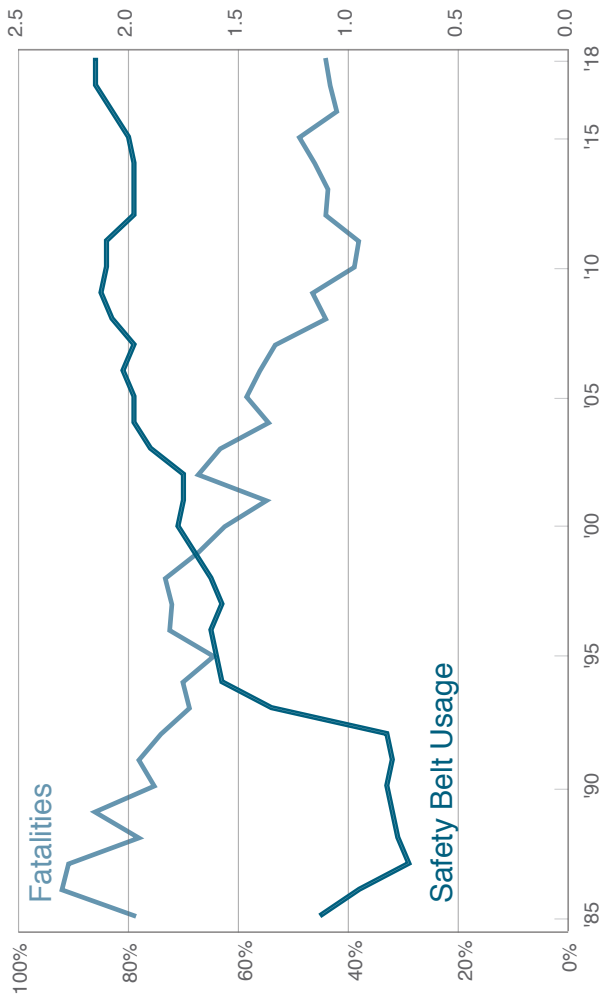
Restraint Use for Suspected Serious Injuries
(Figure 18)



Restraint Use for Fatal Injuries
(Figure 19)



Nebraska Safety Belt Usage Rate vs. Fatality Rate *Per 100 Million Miles Traveled*



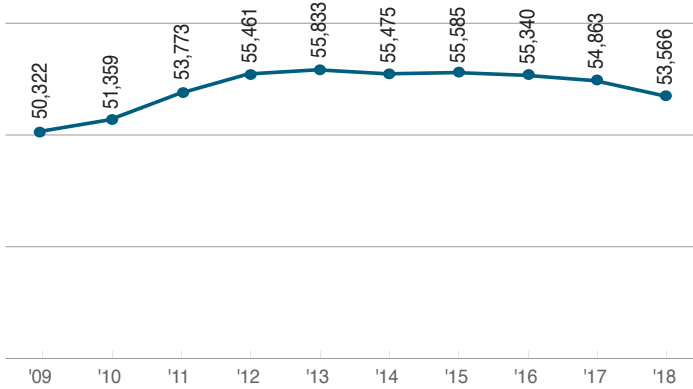
(Figure 20)

Motorcycle Crashes

After trending sharply upwards earlier in the decade, motorcycle registrations plateaued during the last few years. Total motorcycle crashes decreased to 470 in 2018, while fatal crashes remained the same at 22.

Motorcycle Registrations

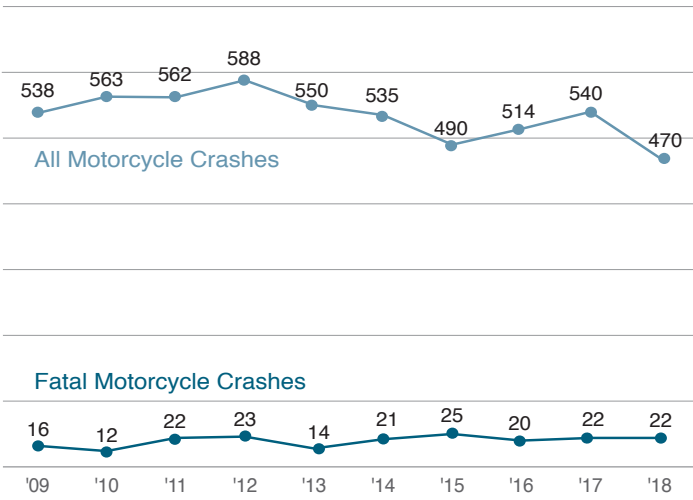
(2009- 2018)



(Figure 21)

All Motorcycle Crashes and Fatal Crashes

(2009 - 2018)



(Figure 22)

Vehicle Body Style

The major vehicle body styles involved in all crashes and fatal crashes are displayed in Figures 23 and 24. 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 Table 8.

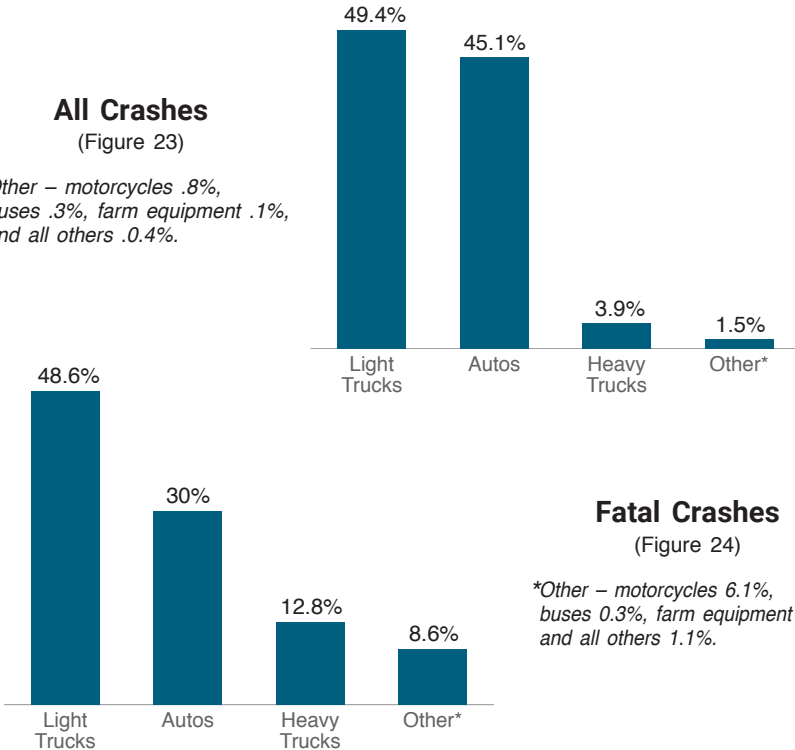
BODY STYLE OF CRASH VEHICLES	TOTAL	FATAL	INJURY	PDO
Bus	210	1	66	143
Semi-trailer truck	1331	21	407	903
Other heavy truck	1203	25	364	814
Automobile	29120	108	10497	18515
Van	3569	16	1325	2228
Utility vehicle	17623	83	6517	11023
Pickup truck	10681	76	3536	7069
Motorcycle	487	22	402	63
Motorhome	40	0	8	32
Farm equipment	51	4	16	31
Other	197	4	76	117
Unknown	1812	2	305	1505
— TOTALS —	66324	362	23519	42443

(Table 8)

All Crashes

(Figure 23)

*Other – motorcycles .8%, buses .3%, farm equipment .1%, and all others .0.4%.



Fatal Crashes

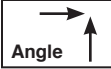

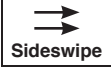

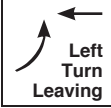


(Figure 24)

*Other – motorcycles 6.1%, buses 0.3%, farm equipment 1.1%, and all others 1.1%.

Intersection Crashes

2018 Type of Multi-Vehicle Collisions at Intersections*

Total Crashes: 17,821

	NUMBER OF CRASHES	% OF TOTAL INTERSECTION CRASHES	% RESULTING IN INJURY
 Angle	7,461	41.9	41.2
 Rear-end	5,773	32.4	42.0
 Sideswipe	1,511	8.5	19.7
 Sideswipe	146	.8	30.8
 Left Turn Leaving	2,491	14.0	50.5
 Head-on	51	.3	58.8
 Backing	383	2.1	8.4
Unknown	5	0	20.0
Total	17,821	100%	

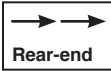

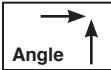


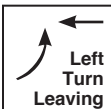

* Multi-vehicle crashes at intersections comprise 49.3% of all crashes.

Non-Intersection Crashes

2018

Type of Multi-Vehicle Collisions Not at Intersections*

Total Crashes: 5,789

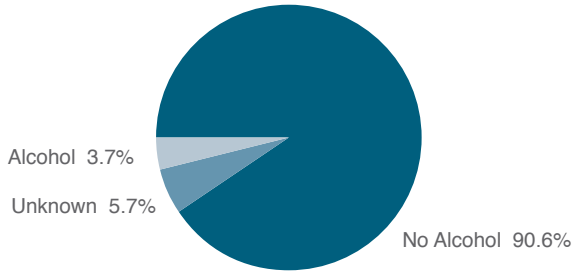
	NUMBER OF CRASHES	% OF TOTAL NON-INTERSECTION CRASHES	% RESULTING IN INJURY
 Rear-end	3,213	55.5	41.4
 Head-on	89	1.5	65.2
 Angle	138	2.4	37.0
 Sideswipe	1,540	26.6	20.7
 Sideswipe	470	8.1	47.2
 Left Turn Leaving	29	0.5	41.3
 Backing	302	5.2	9.3
Unknown	8	.1	37.5
Total	5,789	99.9%	

*Multi-vehicle crashes not at intersections comprise 16% of all crashes.

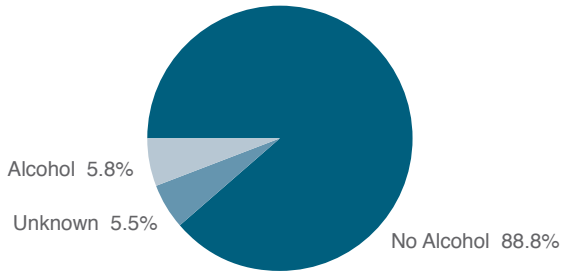
Alcohol Involvement

Figures 25, 26 and 27 show the relationship between alcohol involvement and crash severity. As crash severity increased, so did alcohol involvement. In 2018, 32.8% of Nebraska's fatal crashes were alcohol-involved, an increase from the 30% recorded in 2017. Since alcohol testing is only required in fatal crashes, the alcohol involvement listed for injury and PDO crashes is probably understated.

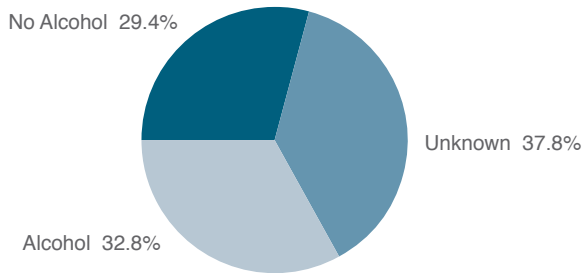
PDO Crashes
(Figure 25)



Injury Crashes
(Figure 26)

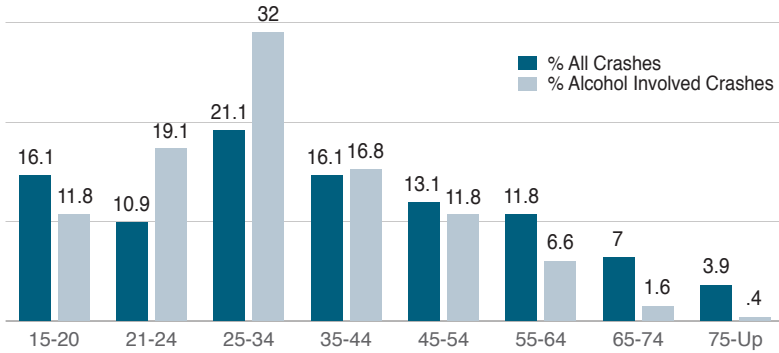


Fatal Crashes
(Figure 27)



Driver Age and Alcohol Involvement

The relationship between driver age and alcohol involvement in motor vehicle crashes is illustrated in Figure 28. Compared to their involvement in all crashes, drivers aged 21-34 are overrepresented in alcohol related crashes. In fact, these drivers are in 51.1% of alcohol involved crashes. By comparison, these drivers are only involved in 32% of total crashes. Note that drivers between the ages of 15 and 20 are in 11.8% of alcohol-related crashes, despite the fact that the legal drinking age in Nebraska is 21.



(Figure 28)

AGE OF DRIVER	TOTAL		FATAL		INJURY	
	ALL CRASHES	ALCOHOL INVOLVED	ALL CRASHES	ALCOHOL INVOLVED	ALL CRASHES	ALCOHOL INVOLVED
15 and younger	457	3	2	0	162	2
16	1730	10	3	1	619	3
17	1887	26	7	0	757	15
18	1900	36	11	1	728	18
19	1802	58	11	1	706	25
20	1779	56	8	1	651	23
21	1692	73	8	1	635	28
22	1700	76	11	2	650	32
23	1534	88	6	1	567	33
24	1521	68	6	2	556	23
25 to 34	12530	512	74	17	4788	209
35 to 44	9559	269	61	17	3661	109
45 to 54	7741	188	51	6	2973	93
55 to 64	7004	105	46	4	2708	51
65 to 74	4177	25	24	0	1533	12
75 and older	2305	7	24	0	781	4
Not stated	438	4	1	0	96	2
— TOTALS —	59756	1604	354	54	22571	682

(Table 9)

Driver Contributing Circumstances

In 2018, there were 36,117 reportable motor vehicle traffic crashes in Nebraska involving 59,756 drivers. The table below lists the driver contributing circumstances and the number of drivers involved in fatal, injury and property damage only crashes.

DRIVER CONTRIBUTING CIRCUMSTANCES	TOTAL	FATAL	INJURY	PDO
No improper driving	28923	156	10960	17807
Failed to yield right-of-way	5930	22	2516	3392
Disregarded traffic controls	1978	13	1005	960
Exceeded speed limit	115	9	60	46
Speed too fast for conditions	1962	6	630	1326
Made an improper turn	563	2	134	427
Followed too closely	4504	1	1835	2668
Leave lane/run off road	2022	30	626	1366
Operating in erratic manner	2718	20	1180	1518
Swerving or avoiding	671	3	227	441
Visibility obstructed	426	0	117	309
Inattention	3597	8	1217	2372
Mobile phone distraction	136	1	58	77
Distracted - other	636	2	243	391
Fatigued/asleep	317	2	136	179
Defective equipment	186	0	58	128
Other improper action	1436	18	467	951
Unknown	3636	61	1102	2473
— TOTALS —	59756	354	22571	36831

(Table 10)

While “Failed to yield right-of-way” was the most common contributing circumstance in all crashes, in fatal crashes “Leave lane/run off road” was the most frequent.

Part III
Crash Trends

Motor Vehicle Traffic Crash Data

The crash rate on Nebraska roads has remained fairly steady over the last few years. The state's fatality rate has been lower than the national rate in seven of the last ten years.

Year	Total Crashes	Persons Injured	Persons Killed	Crash Rate (per MVM)	Fatality Rate (per HMVM)	National Fatality Rate (per HMVM)
'01	47,894	26,751	246	2.67	1.37	1.51
'02	46,238	23,379	307	2.51	1.67	1.51
'03	46,602	21,984	293	2.51	1.58	1.48
'04	37,227	21,315	254	1.98	1.35	1.44
'05	35,739	19,827	276	1.89	1.46	1.46
'06	32,780	18,424	269	1.71	1.40	1.42
'07	35,875	18,983	256	1.87	1.33	1.36
'08	34,604	17,799	208	1.83	1.10	1.26
'09	34,665	17,775	223	1.81	1.17	1.15
'10	33,212	16,712	190	1.70	0.97	1.11
'11	32,302	16,108	181	1.69	0.95	1.10
'12	30,443	15,872	212	1.58	1.10	1.14
'13	31,377	16,083	211	1.62	1.09	1.10
'14	32,318	15,871	225	1.65	1.15	1.08
'15	33,988	16,806	246	1.68	1.22	1.15
'16	34,890	17,962	218	1.68	1.05	1.18
'17	34,999	17,691	228	1.67	1.09	1.17
'18	36,117	17,726	230	1.72	1.10	1.12*

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

**NHTSA estimate*

(Table 11)

Body Style

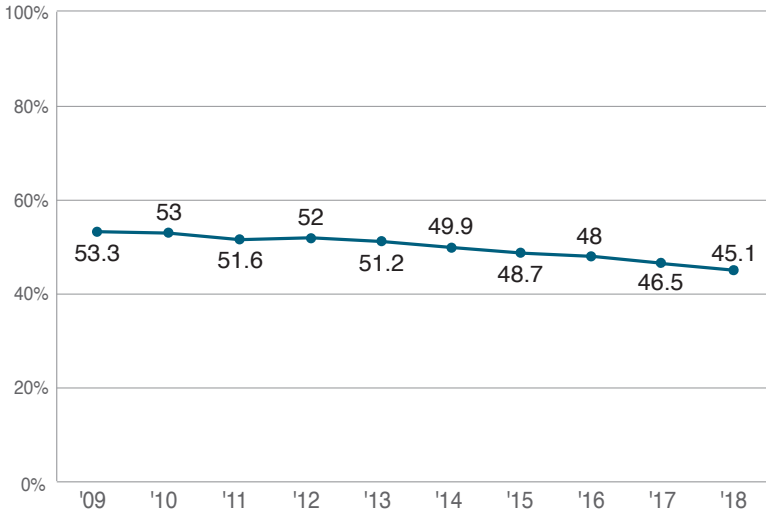
More passenger cars are involved in crashes than any other body style of vehicle. The percentage of automobiles in the total mix of vehicles in crashes, however, has been generally declining over the last decade. Figure 30 displays this trend.

Utility vehicles have been the fastest growing segment of the vehicle mix, surpassing pickup trucks and vans. The percentage of heavy trucks involved in crashes, on the other hand, has remained relatively steady. Figure 31 shows the trends in the percentage of various truck types involved in crashes during the last decade.

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.

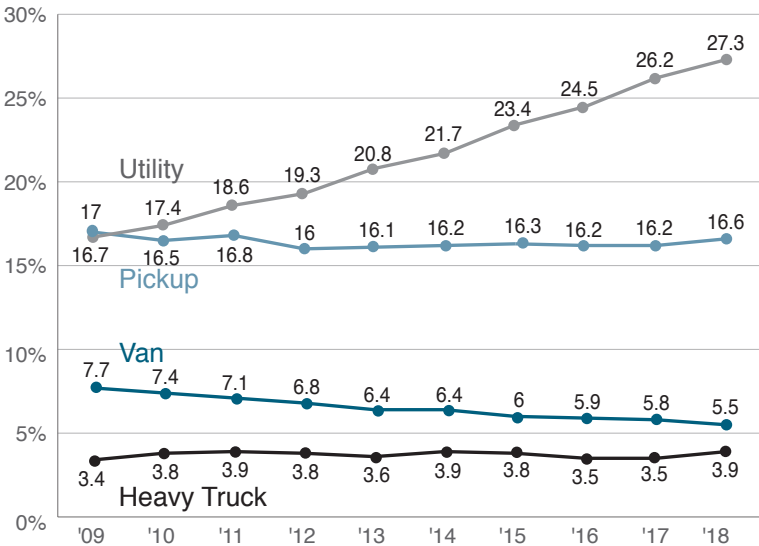
Passenger Cars in All Crashes

(Figure 29)



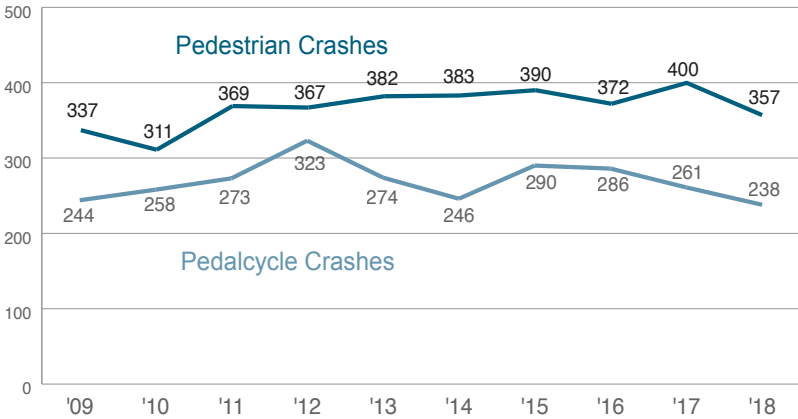
Truck Types in All Crashes

(Figure 30)

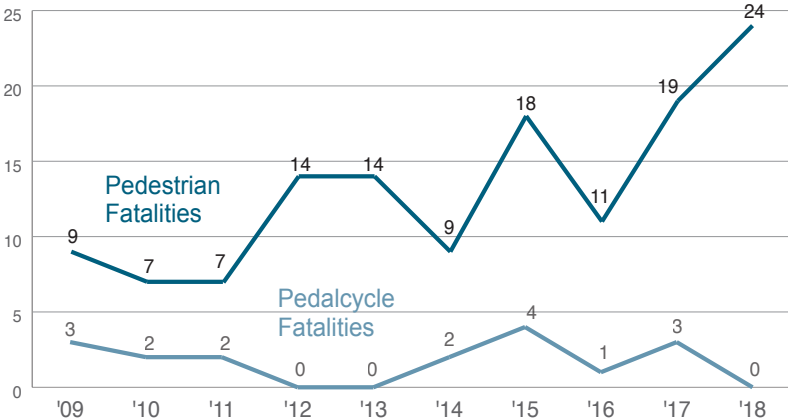


Pedestrian and Pedalcycle Crashes

Both pedestrian and pedalcyclist crashes declined significantly from 2017 to 2018. Pedestrian crashes fell from 400 to 357 and pedalcyclist crashes decreased from 261 to 238. Pedestrian fatalities, however, jumped to 24, the highest number in the last decade. There were no pedalcycle fatalities in 2018.



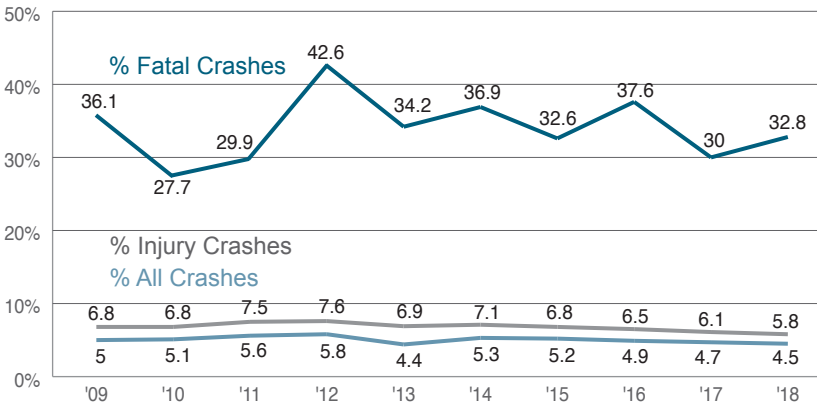
(Figure 31)



(Figure 32)

Alcohol Involvement in Crashes

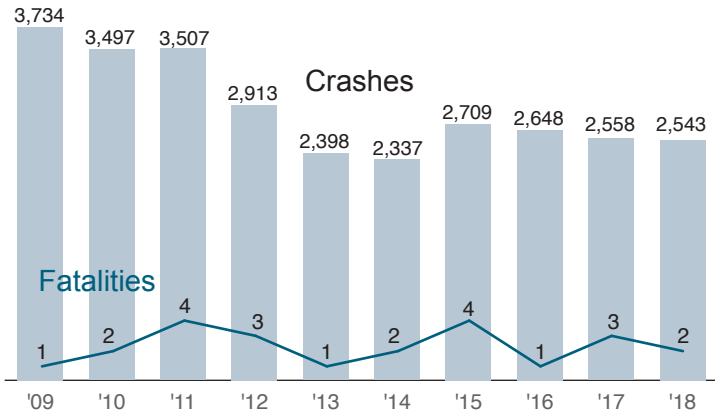
Figure 33 shows the percentage of alcohol involvement by crash severity type. Alcohol testing is mandatory in fatal crashes, but optional for injury and property damage only crashes. Thus the extent of alcohol's role in non-fatal crashes is likely understated. Alcohol involvement in fatal crashes increased from 30% in 2017 to 32.8% in 2018.



(Figure 33)

Animal Crashes

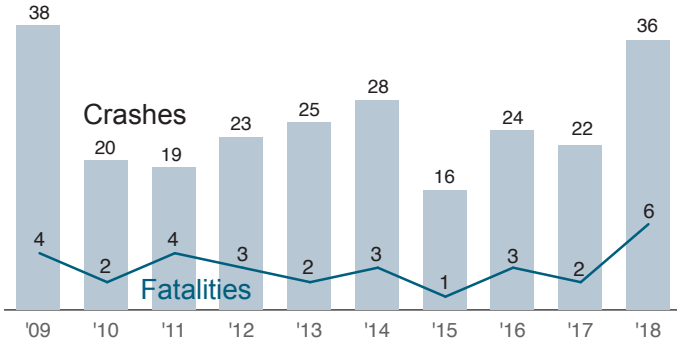
The number of crashes involving animals, over the last 10 years, is depicted in Figure 34. In 2018, animal crashes decreased from 2,558 to 2,543. Deer are the most frequently involved animals in motor vehicle/animal crashes. Animal crashes resulted in two fatalities during 2018.



(Figure 34)

Railroad Crashes

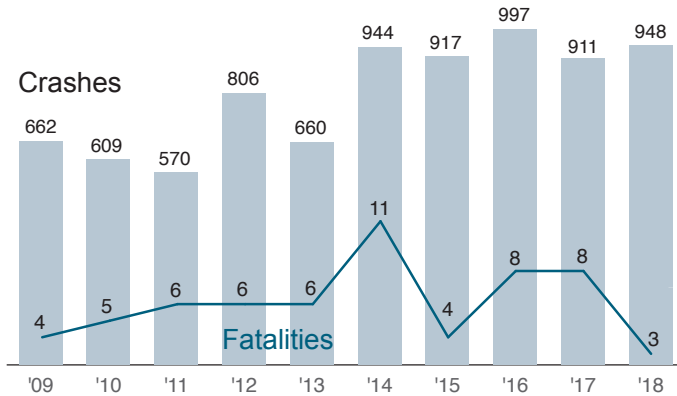
The number of motor vehicle/railroad crashes increased in 2018, from 22 to 36. Railroad fatalities also increased, from two to six, the highest number of the decade.



(Figure 35)

Work Zone Crashes

Drivers need to be particularly alert when going through highway work zones. When a road is not in its usual condition due to construction, it is a good idea to slow down. Fines for speeding double in work zones when workers are present. Work zone crashes are dangerous to both highway workers and motorists. Most work zone crashes are rear-end collisions, resulting from speeding or inattentive driving. Work zone crashes increased in 2018, from 911 to 948. In addition to the usual factors, the annual number of work zone crashes is also highly dependent on the amount and location of construction.



(Figure 36)



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

Nebraska Department of Transportation
Traffic Engineering Division
Highway Safety/Accident Records Section
PO BOX 94759
LINCOLN NE 68509-4759
402-479-4645

This report is also available on the NDOT website
dot.nebraska.gov

**Nebraska Department of Transportation
Highway Safety/Accident Records Section
1500 Highway 2
PO Box 94759
Lincoln NE 68509-4759
27-6900**