

# Nebraska Vulnerable Road User Assessment

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# WHO IS A VULNERABLE ROAD USER?

- Anyone who walks, bikes, or rolls on or across Nebraska roads



# GOALS OF THIS ASSESSMENT

Nebraska Strategic Highway Safety Plan



### Crashes Involving Non-Motorists

**How Significant Is The Problem?**  
On Nebraska roadways, there were 623 fatal and serious injury crashes during 2016-2020 that involved a non-motorist. These crashes resulted in a 636 fatalities and serious injuries, which is an average of 127 fatalities and serious injuries per year. This accounts for 8% (636 of 8,302) of all traffic fatalities and serious injuries during the five year period.

**What is Nebraska's Goal?**  
To achieve Nebraska's fatality and serious injury goals, the number of annual non-motorist fatalities needs to be reduced by 2. The number of non-motorist serious injuries needs to be reduced by 18 per year.

**What are the Contributing Factors?**

**Road and Area Type**


- Non-motorist fatalities and serious injuries were primarily in urban areas (534 of 636, 84%).
- Local roads accounted for the greatest number of non-motorist fatalities and serious injuries (437 of 636, 69%). Highways accounted for 27% of non-motorist fatalities and serious injuries. Four percent (26 of 636) of non-motorist fatalities were on interstate routes.

Jurisdiction Classification	Rural	Urban
Interstates	2%	2%
Highways	7%	21%
Local Roads	8%	61%
<b>Total by Area Type</b>	<b>16%</b>	<b>84%</b>

September 2022

Guidance 2022-2026

EDUCATION  
ENFORCEMENT  
ENGINEERING  
EMS





8%

OF FATALITIES AND  
SERIOUS INJURIES

**Location**

- 49% (310 of 363) of non-motorist fatalities and serious injuries occurred at an intersection.
- The top 3 counties represent 65% (412 of 363) of non-motorist fatalities and serious injuries in Nebraska.

Top 3 Counties	Fatalities	Serious Injuries
Douglas	34 (33%)	220 (41%)
Lancaster	13 (13%)	105 (20%)
Sarpy	6 (6%)	34 (6%)

**Crash Type**

- 78% (498 of 636) non-motorist fatal and serious injuries were pedestrians. The second most frequent fatal and serious injuries were bicyclists (134 of 636, 21%).

Non-Motorist Type	Fatalities	Serious Injuries
Pedestrian	95 (93%)	1,145 (29%)
Bicyclist	6 (6%)	372 (13%)
Other Non-Motorist	1 (1%)	198 (7%)
<b>Total</b>	<b>102 (100%)</b>	<b>534 (100%)</b>

**Contributing Factors**

- The top 3 non-motorist locations prior to impact for non-motorist fatal and serious injury crashes were:

Top 3 Non-Motorist Locations Prior To Impact	Fatalities	Serious Injuries
In Roadway	54 (53%)	244 (46%)
Marked Crosswalk At Intersection	12 (12%)	87 (16%)
At Intersection But No Crosswalk	7 (7%)	39 (7%)



# ZERO



**NEBRASKA**  
Good Life. Great Journey.

# SHARED RESPONSIBILITY

ROAD USERS AND ROAD STEWARDS

ACHIEVE ZERO FATALITIES TOGETHER

NEBRASKA

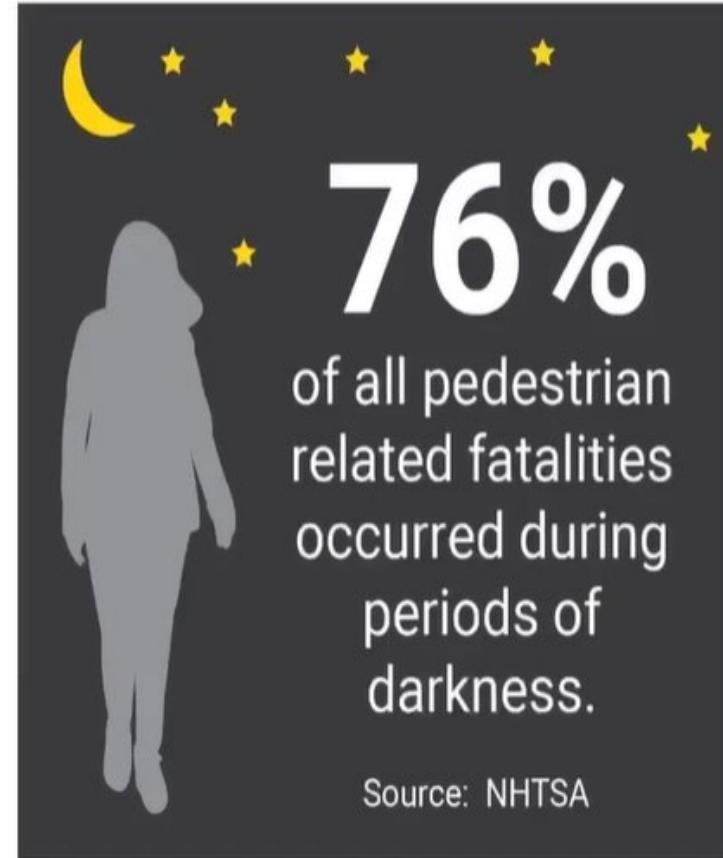
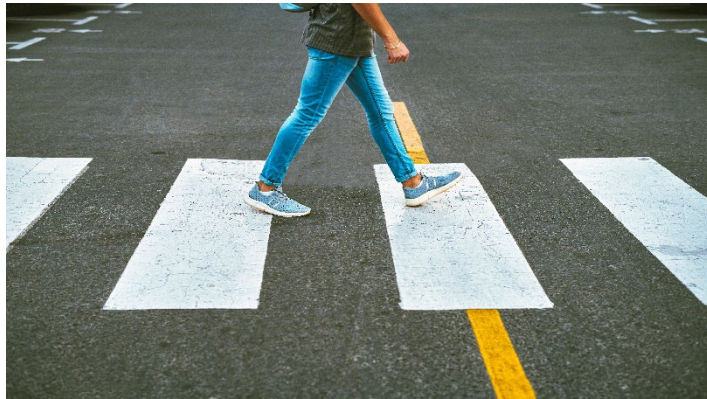
Good Life. Great Journey.

# VRU SAFETY TRENDS

NEBRASKA

Good Life. Great Journey.

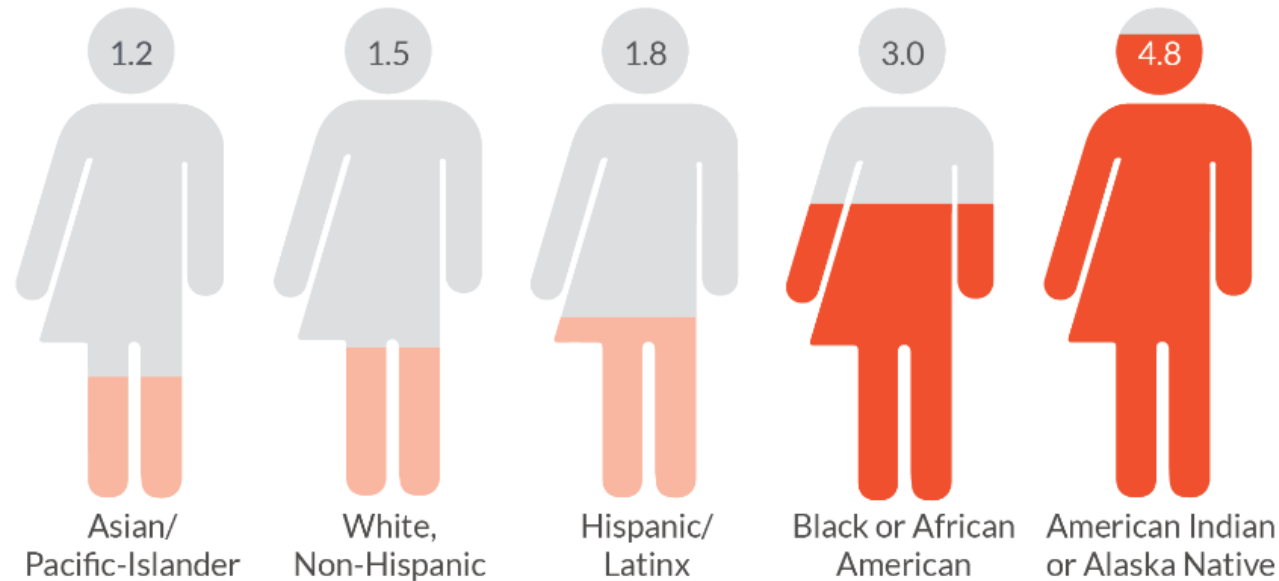
# CRASHES AT NIGHT



# CRASHES BY RACE & ETHNICITY

People of color, particularly Native and Black Americans, are more likely to die while walking than any other race or ethnic group

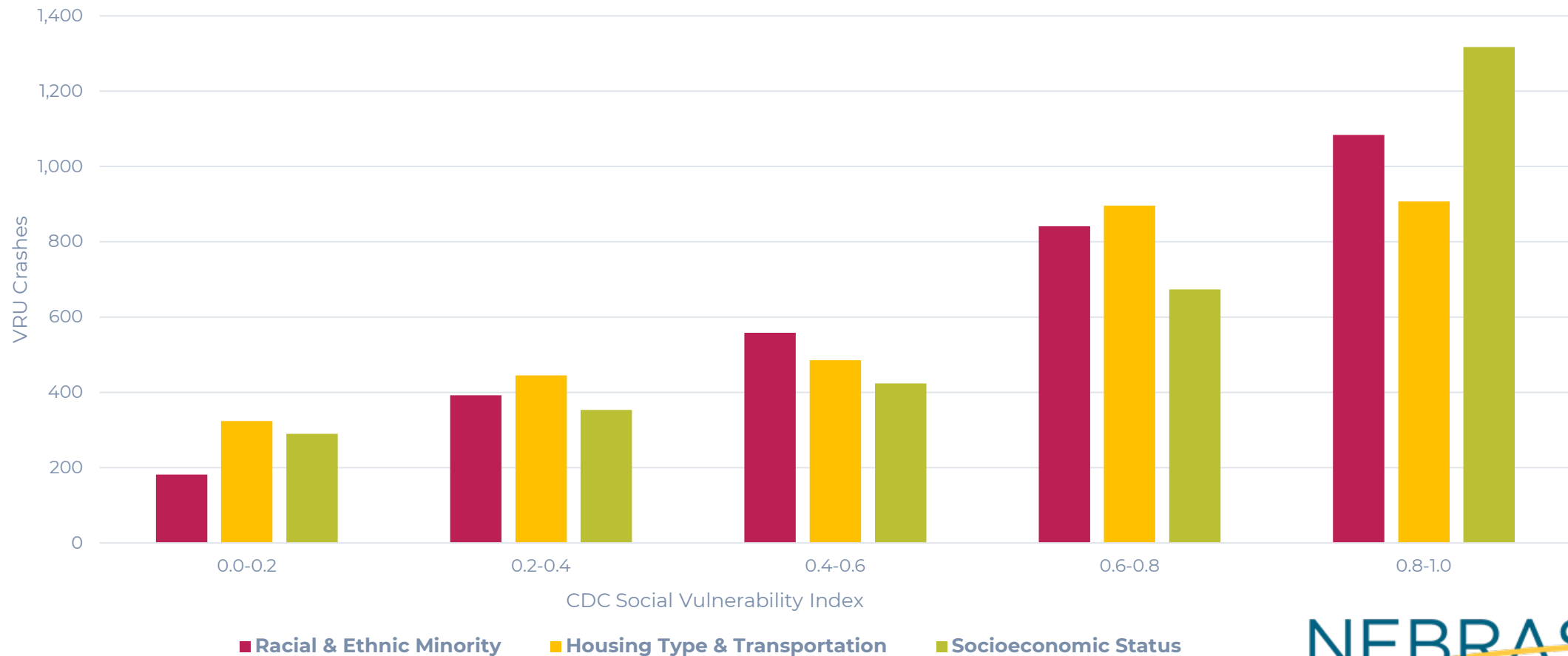
*Pedestrian deaths per 100,000 by race & ethnicity (2016-2020)*





# SOCIAL VULNERABILITY

Number of VRU Crashes by Socially Vulnerable Census Tracts



Source: Center for Disease Control and Prevention (CDC)

# LAND USE



- Transit Stops
- Parks
- Schools
- Social Services
- Urban Arterials





# WE HEARD FROM STAKEHOLDERS

# SURVEY OUTREACH EFFORTS

 **563** Survey responses

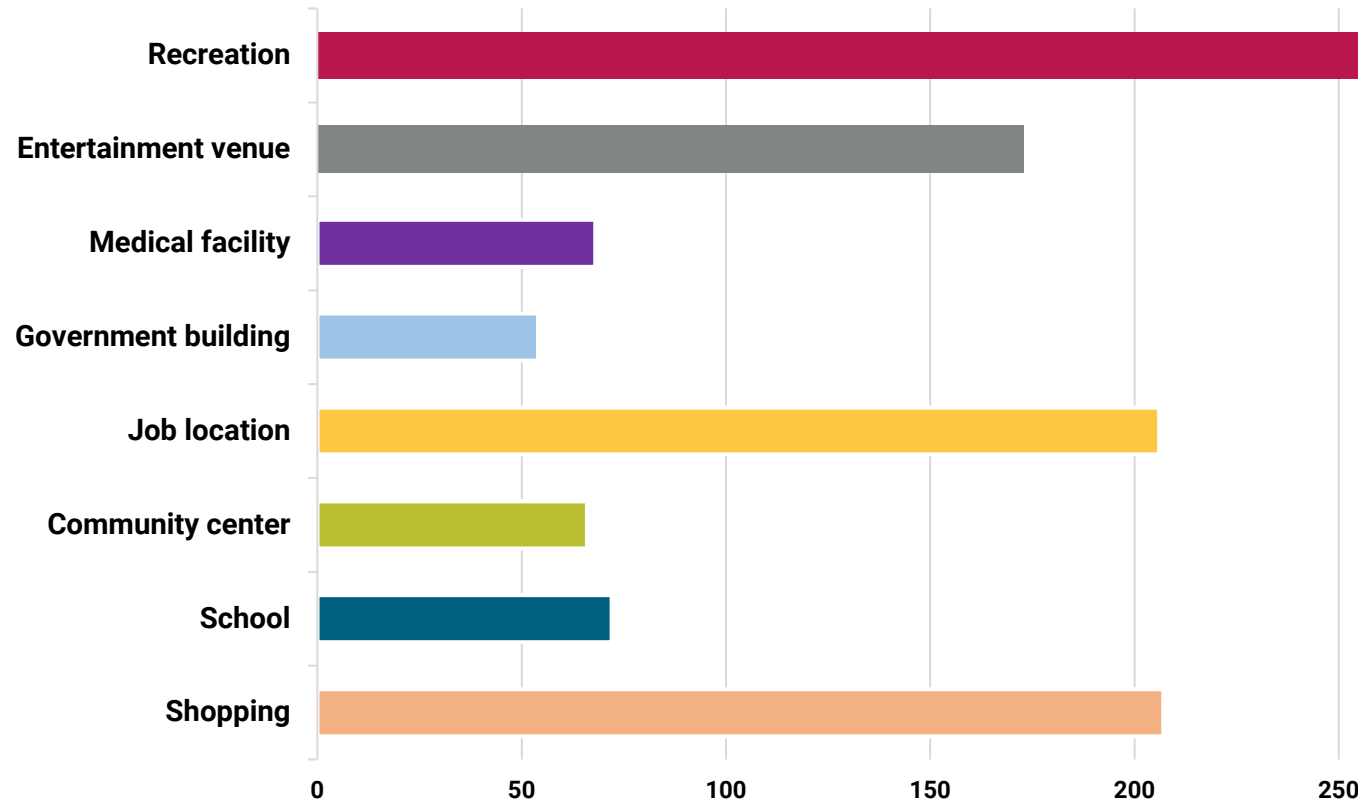
As a vulnerable road user, what barriers do you most often encounter?

Top **Respondent** choices:

- **Lack of or disconnected sidewalk or trail system**
- Sidewalks or trails in poor condition or missing segments
- **Bad driving behaviors (e.g., speeding, drivers parking on sidewalks, blocking ramps, failing to yield to pedestrians, distracted driving)**



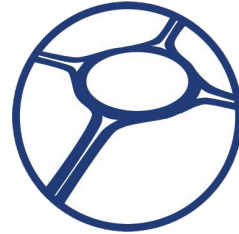
# AS A VRU, WHAT IS YOUR TYPICAL DESTINATION? SELECT ALL THAT APPLY.





# REPORT RESULTS

# FOCUS EXISTING STRATEGIES



- Transit, Parks, Schools, Social Services
- Higher Social Vulnerability Index
- Urban Arterials



# NEW STRATEGIES

- Leading Pedestrian Interval
- Update Pedestrian Lighting Standards
- Connecting Gaps in Sidewalk Networks
- Bicycle and Pedestrian Safety Education with Schools
- Support More Driver Education Program
- Enhanced Signs
- Right Turn On Red Restrictions
- Raised Medians on Multilane Urban Arterials
- Pedestrian Refuge Islands







**THANK YOU**