



# NEBRASKA COMPREHENSIVE HIGHWAY SAFETY PLAN 2006







# **2006 Nebraska Comprehensive Highway Safety Plan**

**January 2006**



## **Nebraska Interagency Safety Leadership Committee**

**Nebraska Department of Roads  
Department of Motor Vehicles/Office of Highway Safety  
Nebraska State Patrol  
Nebraska Department of Health & Human Services  
Nebraska Association of County Officials  
Nebraska League of Municipalities**

## **Nebraska Interagency Safety Working Committee**

**Nebraska Department of Roads  
Department of Motor Vehicles/Office of Highway Safety  
Nebraska State Patrol  
Nebraska Department of Health & Human Services**

## **Federal Advisors**

**Federal Highway Administration  
National Highway Traffic Safety Administration  
Federal Motor Carrier Safety Administration**



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# Introduction

## INTRODUCTION

The development, preparation, and implementation of the Nebraska Comprehensive Highway Safety Plan is the responsibility of the Governor of Nebraska. To accomplish this, the Governor has delegated this task to four agency directors that serve at the Governor's pleasure.

These directors are the Director of the Nebraska Department of Roads, the Director of the Nebraska Department of Motor Vehicles, the Director of Nebraska Health and Human Services, and the Superintendent of the Nebraska State Patrol. Each of these individuals have been and are responsible for the annual development, preparation, and implementation of three different U.S. Department of Transportation federal grant programs that require the annual submission of a Plan. Each will continue to do that annual process.

The Director of the Department of Roads is responsible for the state's Surface Transportation Program in compliance with the Federal Highway Administration (FHWA) guidelines. The Director of the Department of Motor Vehicles, who also serves as the Governor's Highway Safety Representative, is responsible for the Nebraska's Performance-Based Strategic Highway Safety Plan as administered by the National Highway Traffic Safety Administration (NHTSA). The Director of Nebraska Health and Human Services oversees regulatory programs involving health care and environmental issues that impact public health. Finally, the Superintendent of the Nebraska State Patrol is responsible for the state's Motor Carrier Safety Assistance Plan as administered by the Federal Motor Carrier Safety Administration (FMCSA).

In accordance with new provisions in the Safe, Accountable, Flexible, and Efficient Transportation Equity Act—A Legacy for Users (SAFETEA—LU), each state, under the direction of the Governor, is required to develop, prepare, submit, and implement a comprehensive highway safety plan that combines the current three federally funded highway safety-related programs. While each agency will continue to submit their annual required plans, this comprehensive highway safety plan will provide an opportunity to limit duplication and maximize resources to more effectively impact traffic safety on Nebraska roadways. This plan is a product of that effort.

Under the direction and leadership of these four agency heads, a planning process, utilizing multiple partners from local and state government agencies; local and state non-profit organizations; and federal agencies, have worked together to complete the plan. After an extensive review and discussion, a method of problem identification has established a consensus of Critical Emphasis Areas (CEA). Utilizing available traffic records data (Background), this collaborative group has established highway safety goals and objectives for 2006 Comprehensive Highway Safety Plan. Also included are descriptions of the strategies and activities that these organizations will be employing to reach those goals and objectives. Each CEA section also provides time frames.

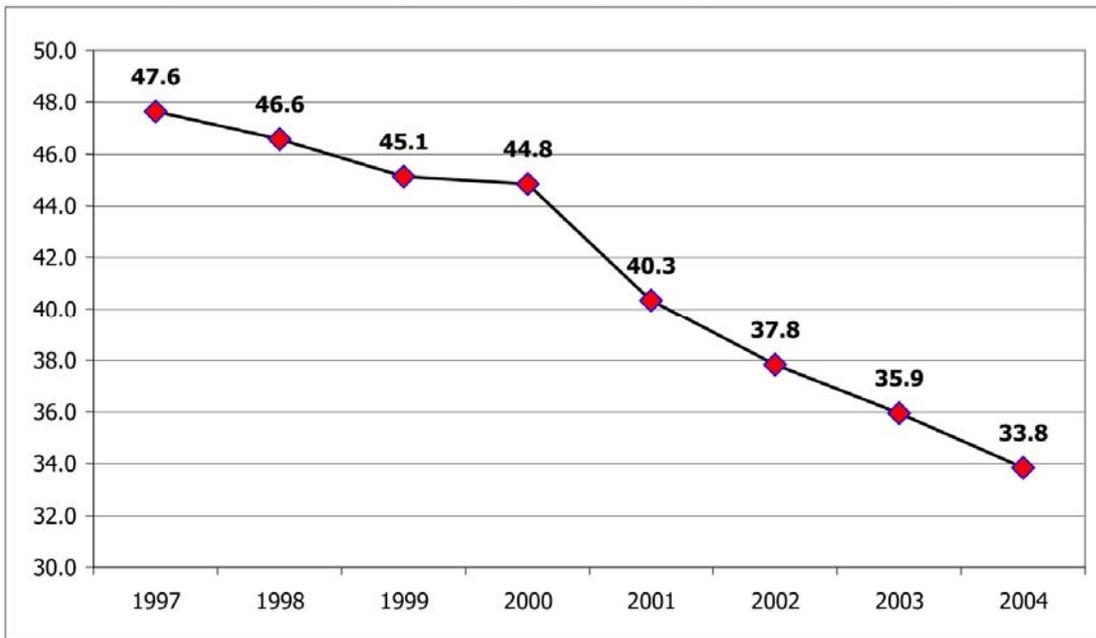


## **Critical Emphasis Areas for 2006**

- ❖ Reduce the number of alcohol-related crashes on all Nebraska roads.
- ❖ Reduce young drivers' involvement in fatal and injury crashes.
- ❖ Increase occupant restraint use statewide.
- ❖ Reduce the number of speed-related crashes statewide.
- ❖ Improve the accuracy, timeliness and completeness of traffic records.
- ❖ Reduce the number of run-off-the-road crashes on the state highway system.
- ❖ Improve the safety of highway intersections.
- ❖ Increase work zone safety.
- ❖ Increase commercial motor vehicle safety.

## NEBRASKA FATAL, A and B CRASHES\*

Year	*Fatal, A & B Crashes	Vehicle Miles (Millions)	Crash Rate Per 100 Million Miles
1997	7,999	16,791	47.6
1998	8,016	17,219	46.6
1999	7,930	17,570	45.1
2000	7,908	17,637	44.8
2001	7,237	17,940	40.3
2002	6,916	18,281	37.8
2003	6,682	18,592	35.9
2004	6,305	18,630	33.8



- \* Fatal Crash which results in one or more fatalities.
- \* A Injury Crash in which there is one or more disabling injuries.
- \* B Injury Crash results when there is one or more evident but not disabling injuries.



# **Alcohol-Related Crashes**

## **Alcohol-Related Fatal, A and B Injury Crashes**

### Background:

Alcohol was known to be involved in 81 (32%) of the 254 fatal crashes that occurred in Nebraska in 2004. Alcohol was involved in 667 (11%) of the 6,076 A (disabling) and B (evident) type injury crashes.

Arrest and conviction totals for Driving Under the Influence continued to rise (13,154, 13,415 and 14,148 arrests and 9,778, 10,639, and 11,016 convictions) from 2002 to 2004.

The reduction of fatal and injury crashes requires the continued combined efforts of an informed public and dedicated government officials willing to address alcohol issues. A good working relationship, including resources and support for local officials, businesses, and others in the community is essential for improved compliance of impaired driving laws.

### Goal/Objective:

The goal is to reduce alcohol-related fatal, A and B injury crashes by 4% (721) in 2006 by increasing public knowledge and motivating law enforcement agencies about the importance of enforcement of alcohol laws to increase the number of alcohol-related arrests by 5%.

### Strategies:

A review will involve the study of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural type of surface, etc. Crashes can be further analyzed in terms of time, day and month; age and sex of the driver, primary contributing factors; and usage of safety equipment.

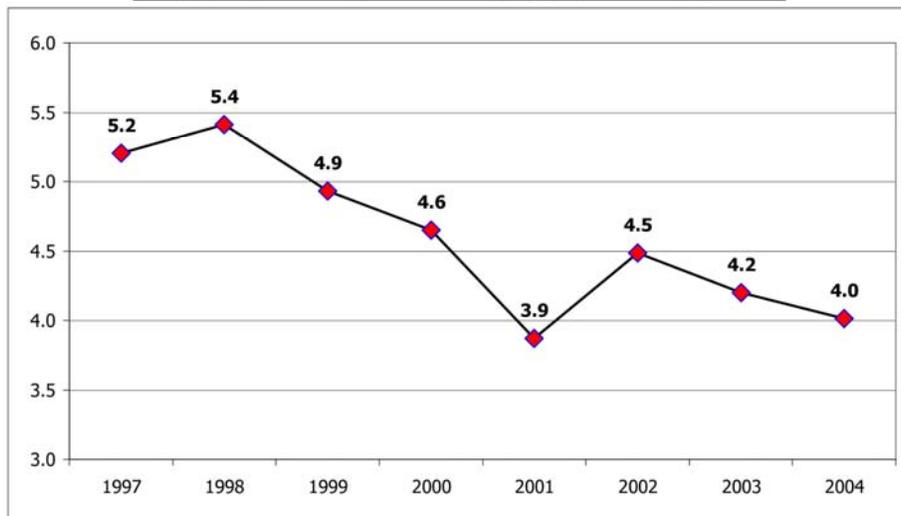
The highway safety crash problem is to identify “an identifiable subgroup of drivers, pedestrians, vehicles or roadways that is proportionately higher in crash experience compared to normal expectations.” The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

The final annual report will focus on performance goals, both short and long-term, which evolve from the problem identification process. Identified emphasis areas are selected from this process and reviewed to assure that they are consistent with the guidelines and emphasis areas established by the U.S. Department of Transportation, National Highway Traffic Safety

Administration. A final annual report will be prepared in developing the 2007 Comprehensive Highway Safety Plan.

## NEBRASKA ALCOHOL-RELATED FATAL, A and B CRASHES

Year	Alcohol-Related *Fatal, A & B Crashes	Vehicle Miles (Millions)	Alcohol-Related Crash Rate Per 100 Million Miles
1997	874	16,791	5.2
1998	932	17,219	5.4
1999	866	17,570	4.9
2000	820	17,637	4.6
2001	694	17,940	3.9
2002	820	18,281	4.5
2003	781	18,592	4.2
2004	748	18,630	4.0



- \* Fatal Crash which results in one or more fatalities.
- \* A Injury Crash in which there is one or more disabling injuries.
- \* B Injury Crash results when there is one or more evident but not disabling injuries.

### EFFECTIVE DATE OF NOTEWORTHY HIGHWAY SAFETY LEGISLATION

- \*January 1, 1993      Administrative License Revocation (ALR) Law
- \*January 1, 1994      .02 BAC (Zero Tolerance) Under 21 Drivers
- \*August 28, 1999    Open Container Law
- \*September 1, 2001   .08 BAC Law
- \*1993                    Interlock Device Law
- \*1999                    Repeat Intoxicated Driver Law

Concerning commercial motor vehicle drivers, Federal Motor Carrier Safety Regulations prohibit commercial motor vehicle drivers from using alcohol or being under the influence of

alcohol within four hours before going on duty or operating a commercial motor vehicle, from having alcohol in their possession, and Commercial Drivers License (CDL) drivers from having an alcohol concentration of 0.04 or greater. Motor carriers with high driver safety violations are targeted for compliance reviews.

Activities:

Nebraska Office of Highway Safety (NOHS) Expected Activities:

During FY 2006, the NOHS will be dedicating coordination support staff and assistance for a variety of alcohol-related and impaired driving projects and activities. Providing technical assistance, data, attending workshops, scheduling the Breath Alcohol Testing (BAT) Mobile Unit, and providing presentations are all part of the NOHS staff coordination support. More specifically, NOHS will provide:

- Impaired driving public information and education is an annual dedicated role and responsibility of NOHS. The NOHS annually purchases impaired driving related audio visual materials for it's free audio visual lending library. Purchase related printed material for free distribution. Mail alcohol enforcement mobilization materials to all law enforcement and community organizations. Produce and distribute impaired driving radio and television ads. Partner with Blue Cross/Blue Shield to put up 48 impaired driving billboards during the Thanksgiving, Christmas, and New Years holiday period.
- 300 alcohol preliminary breath testing (PBT) instruments to local law enforcement agencies. NOHS will provide 90, 000 PBT mouth pieces.
- 10 alcohol evidentiary breath testing instruments to local law enforcement agencies. NOHS will provide 35,000 evidentiary mouth pieces and other related material.
- Funding support to the Nebraska Law Enforcement Training Center for law enforcement Standard Field Sobriety Training (SFST) to train 150 officers.
- Funding support for Drug Recognition Expert (DRE) training for 24 new Nebraska State Patrol and local law enforcement DRE candidates.
- Funding to obtain 150 in-car camera recording systems for local law enforcement agencies.
- Award 200 mini-grant contracts to the Nebraska State Patrol and 75 local law enforcement agencies to provide 18,000 hours of alcohol selective enforcement utilizing alcohol license compliance checks, saturation patrols, sobriety check points and underage alcohol enforcement.

- Funding support to the Attorney General’s Office for staff attorneys to handle administrative license revocation (ALR) appeals.
- Funding support to Nebraska MADD to develop and implement a court monitoring program in targeted counties.
- Funding assistance to the Court Administrator’s office for continued impaired driving judicial education opportunities.
- Funding assistance to the County Attorney’s Association for the development of a new DWI charging manual and online website, in addition to support for continued impaired driving related prosecution training opportunities.

Nebraska Department of Motor Vehicles (DMV) Activities:

- DMV Legal Division will receive nearly 14,000 sworn reports of arrest for driving under the influence or refusing the chemical test under the provisions of the administrative license revocation (ALR) law. They will schedule nearly 6,000 hearings and revoke over 11,000 driver’s licenses under the ALR law.

Nebraska State Patrol (NSP) Activities:

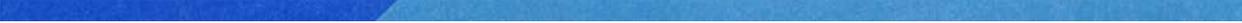
- The NSP Traffic Services Division will increase Driving While Intoxicated (DWI)/Driving Under the Influence (DUI) enforcement activities:
  - Conduct at least 12 sobriety checkpoints in the counties with high alcohol-related crashes
  - Conduct 12 alcohol-related selective enforcement initiatives during daylight hours
  - Conduct selective enforcement activities in conjunction with and simultaneously with multiple Troop Areas
  - Assist local law enforcement to address alcohol violations during annual location celebrations.
- The NSP Carrier Enforcement Division, in conjunction with the Federal Motor Carrier Safety Administration (FMCSA) will continue to focus on preventing alcohol-related crashes. Prevention activities include traffic enforcement, roadside inspections, and compliance reviews. Any driver found to be in violation shall be placed out-of-service for 24 hours and any motor carrier found during a compliance review to have used a driver under the influence of alcohol will likely have a civil penalty imposed upon them.



- The Nebraska State Patrol will prepare safety announcements targeted at alcohol-related crashes and conduct demonstrations/programs using fatal vision goggles.

Time Frame:

An administrative evaluation will be completed in December 2006 to measure the actual outcomes as well as the total expenditures incurred.



# Younger Drivers

## Younger Drivers Fatal, A and B Injury Crashes

### Background:

There were 124,683 licensed young drivers (ages 16 through 20) in Nebraska in 2004. These drivers accounted for 9% of the total licensed drivers in the state. However, this age group was highly over represented in crash involvement as the following table demonstrates.

<b>Age of Driver</b>	<b>2004 Fatal, A and B Type Crashes</b>	<b>2004 Fatal, A and B Type A/R* Crashes</b>
16 – 20 Year Old	2,040	177
All Drivers	6,305	748
Proportion involving 16-20 Year Old Drivers	32%	24%

\*Alcohol-Related

Young drivers were also over-represented in traffic violations. Convictions in 2004 for traffic violations for this age group comprised approximately 11% of DUI convictions, 25% of safety belt convictions, and 19% of speeding convictions.

The reduction of fatal and injury traffic crashes requires the continued combined efforts of an informed public and dedicated safety officials willing to address youth issues. A good working relationship, including resources and support for local officials, businesses, and others in the community, is essential for improved compliance of motor vehicle laws by youth.

The Federal Motor Carrier Safety Regulations prohibit anyone from driving a commercial motor vehicle less than the age of 21 in interstate commerce and less than the age of 18 in intrastate commerce.

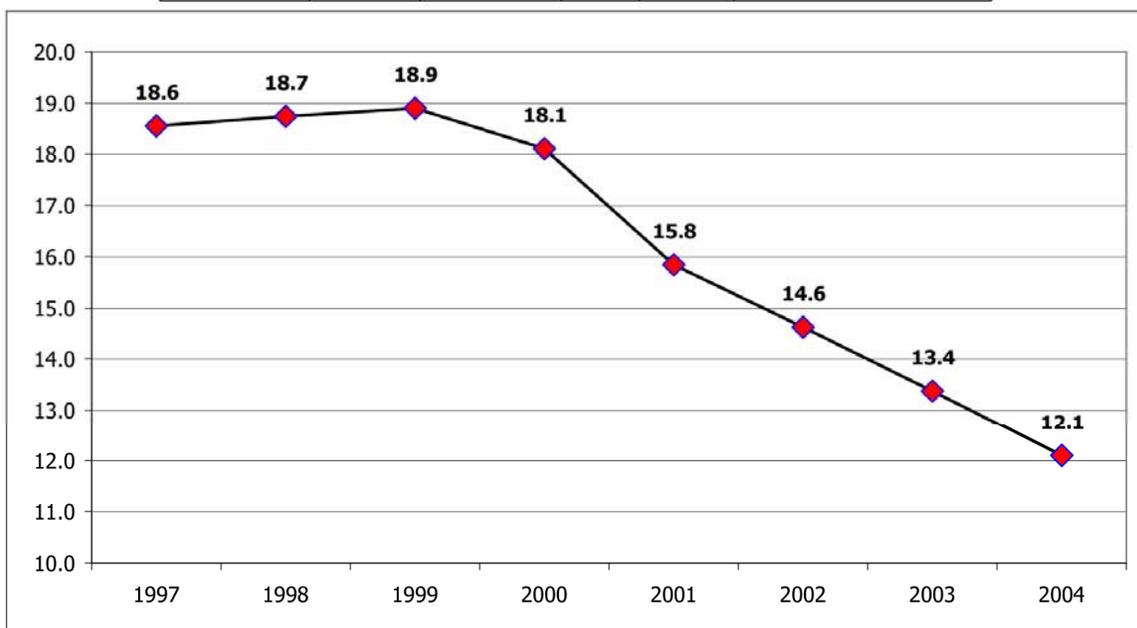
### Goals/Objectives:

The goal is to reduce Youth-Involved Fatal, A and B Injury Crashes, ages 16 through 20, by 4% (1,869) while the objective is to increase young driver knowledge and motivate law enforcement about the importance of proactive enforcement of alcohol, safety belt, and speeding laws so that the number of youth-related arrests increases by 5%.

# NEBRASKA

## YOUTH-INVOLVED FATAL, A and B CRASHES

Year	^Youth-Involved *Fatal, A & B Crashes	Vehicle Miles (Millions)	^Youth-Involved Crash Rate Per 100 Million Miles
1997	3,115	16,791	18.6
1998	3,226	17,219	18.7
1999	3,320	17,570	18.9
2000	3,193	17,637	18.1
2001	2,841	17,940	15.8
2002	2,672	18,281	14.6
2003	2,486	18,592	13.4
2004	2,253	18,630	12.1



- ^ Includes ages 16 through 20.
- \* Fatal Crash which results in one or more fatalities.
- \* A Injury Crash in which there is one or more disabling injuries.
- \* B Injury Crash results when there is one or more evident but not disabling injuries.

## Activities:

### Nebraska Office of Highway Safety (NOHS) Activities:

- Provide funding for a full time officer with the Omaha Police Department for a project (Project Nite Life) that targets drivers ages 15 to 19, with special emphasis on those holding Provisional Operator's Permits (POP).
- Distribute 30,000 "Getting Your Driver's License In Nebraska" workbooks through Nebraska public and private schools. Every 15 year old will receive the booklet that are to be distributed through science, health, or math classes, not driver training.
- Purchase and distribute approximately 25,000 young driver related brochures and posters for distribution.
- Provide funding to support Project Extra Mile (PEM), a statewide community coalition that addresses underage drinking prevention including underage impaired driving prevention. Support includes providing funding for training of adults and young people in public policy and prevention activities, including law enforcement support.
- Provide funding for selective traffic enforcement mini-grants that target young driver problem crash locations. These grants will provide 3,000 hours of additional enforcement to 25 local law enforcement agencies.

### Nebraska State Patrol (NSP) Activities:

- Participate in youth-related activities including safety expositions, programs to driver's education classes, pre-prom presentations on alcohol-related issues, and participation in addressing community safety problems.
- Increase Minor in Possession of Alcoholic Beverage arrests.
- The NSP Traffic Services Division will conduct demonstrations and programs at schools, civic groups and communication organizations across the state. Activities will include demonstrations/programs, including 20 Roll-Over demonstrations per month, presentations using fatal vision goggles, attendance at annual safety events like Kids Explore and Safety Expos, and presentations to Drivers Education classes.
- In addition, the NSP Traffic Services Division will prepare public safety announcements targeted at young drivers.
- The NSP Carrier Enforcement Division, in conjunction with the Federal Motor Carrier Safety Administration, will continue to focus on the prevention of underage commercial

motor commercial motor vehicle drivers with traffic enforcement, roadside inspections, and compliance reviews. Any driver found to be in violation shall be placed out-of-service and any motor carrier found during a compliance review to have used an underage driver will have a civil penalty imposed upon them.

Time Frame:

An administrative evaluation will be completed in December 2006 to measure the actual outcomes as well as the total expenditures incurred.







# Occupant Restraint Use

## Occupant Restraint Use

### Background:

Nebraska has a secondary enforcement seat belt law that has been in effect since 1993. Additionally, the Federal Motor Carrier Safety Regulations requires that a commercial motor vehicle not be driven unless the driver has properly restrained himself/herself with a seat belt.

The Nebraska Office of Highway Safety uses statewide observation surveys to determine safety belt usage for drivers and front seat passengers. Usage during the years 2002-2005 was observed at 69.7%, 76.1%, 79.2% and 79.2%. Child safety belt usage surveys conducted in 2002-2004 observed 69.6%, 86.2% and 87.7% usage. Although usage rose, child safety seat check-up events show the average misuse rate of child safety seats at 92%.

Violations for “No Occupant Protection” (no safety belt) resulted in 8,353, 8,062, and 6,398 convictions in 2002-2004. In addition, violations for “No Child Restraint” resulted in 1,728, 2,063, and 1,854 convictions in 2002-2004.

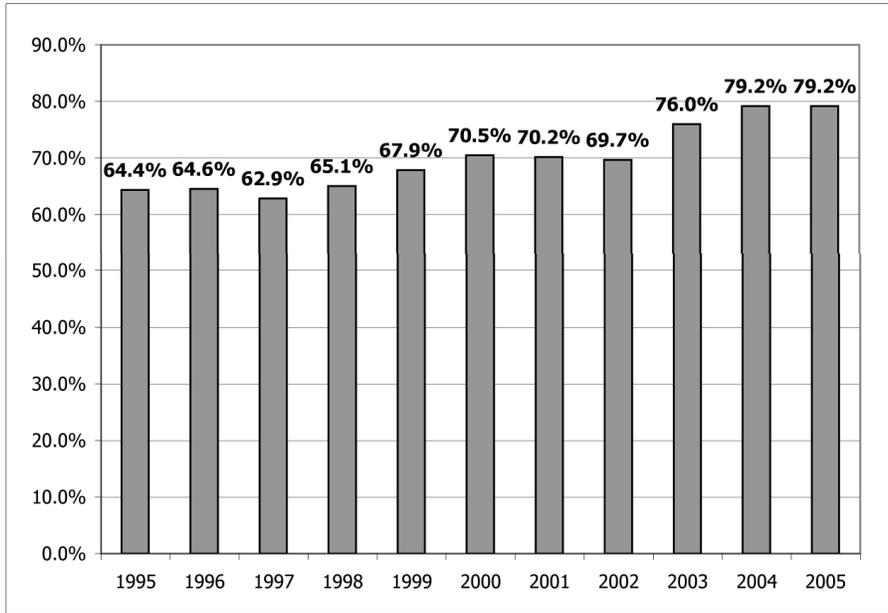
In the calendar year 2003, the commercial motor vehicle driver was not wearing a safety belt in 25% of Nebraska’s large truck fatality crashes. The “Safety Belt Usage by Commercial Motor Vehicle Drivers” study was conducted by The Center for Applied Research, Inc. and Westat for the Federal Motor Carrier Safety Administration. The overall safety belt usage rate for commercial vehicles observed in the study was 48%.

The reduction of fatal and injury crashes requires the continued combined efforts of an informed public and dedicated safety officials willing to address the need to wear safety belts. A good working relationship, including resources and support for local officials, businesses and others in the community is essential for improved compliance of occupant protection laws.

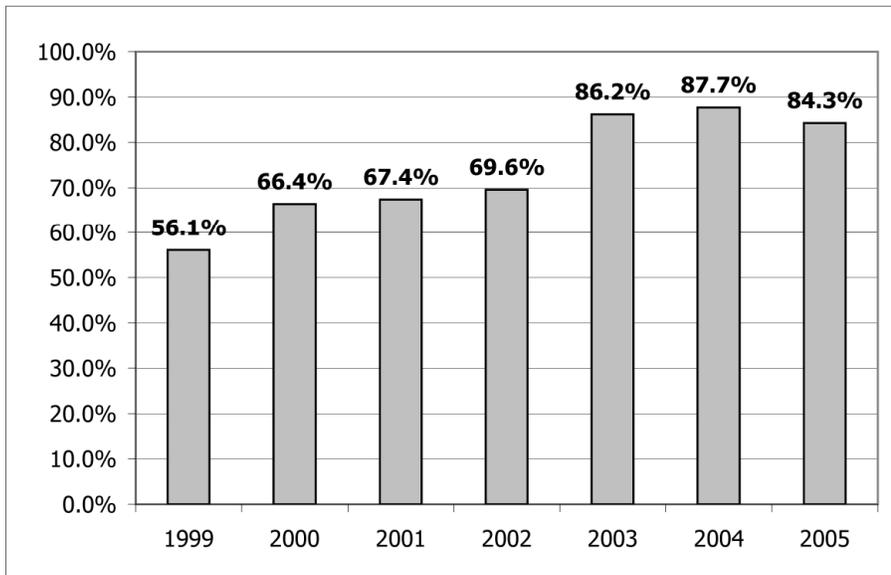
### Goals/Objectives:

The goal is to increase the occupant restraint use to 82.8%. The goal for the Federal Motor Carrier Safety Administration is to improve the commercial motor vehicle driver safety belt usage by 10%. The objectives are to increase public knowledge regarding occupant restraints and educate law enforcement about the importance of proactive enforcement of occupant restraint laws to increase by 5% the number of “No Child Restraint” and “No Occupant Protection” citations.

## NEBRASKA SAFETY BELT USAGE RATES



## NEBRASKA CHILD RESTRAINT USAGE RATES



## Activities:

### Nebraska Office of Highway Safety (NOHS) Activities:

- Provide staff coordination support and assistance to occupant restraint- related projects and activities, including the national and state occupant restraint mobilizations. Funding is provided for staff and associated expenses to conduct project site visits, participate in media events, conduct workshops, attend related conferences, and to create materials with data and information.
- Provide funding assistance to obtain 1,750 child safety seats to be provided to low income families.
- Funding will be provided to conduct 5 child passenger technician training workshops to train up to 125 new technicians.
- Provide funding to produce and run occupant restraint radio and television ads during the enforcement mobilization periods.
- Provide funding assistance to the statewide “Click It, Don’t Risk It” Coalition in support of increasing occupant restraint use in Nebraska via promotional activities and materials.
- Provide for a law enforcement occupant protection challenge competition where local law enforcement agencies will compete to have the highest restraint use in their jurisdiction or have the largest increase with the winning agencies receiving a fully equipped police motorcycle.
- Provide occupant protection enforcement mini-grants to the Nebraska State Patrol and 75 local law enforcement agencies for 10,000 additional hours of traffic enforcement with a special emphasis on safety belt and child restraint use violations.
- Provide funds for 50 individuals from agencies and organizations to attend local, state, and national conferences for occupant restraint related information and programs.
- Arrange to have a minimum of one scientifically conducted safety belt observation survey to determine actual statewide safety belt use rates.
- Arrange to have a minimum of one scientifically conducted child passenger restraint use observation survey to determine the actual statewide use of child passenger restraint use.

### Nebraska State Patrol (NSP) Activities:

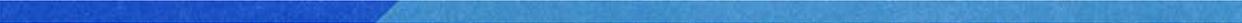
- Participate in national enforcement campaigns such as Click It or Ticket.
- They will also prepare public safety announcements regarding the use of occupant restraint systems and participate in national education campaigns such as the Click It or Ticket program.

- The NSP Traffic Services Division will conduct twenty roll-over demonstrations per month at locations across the state.



- All officers who are certified Child Safety Seat Technicians will conduct three child passenger seat check-points during the year.

- The NSP Carrier Enforcement Division will distribute a public service announcement to be aired on Nebraska radio stations regarding commercial motor vehicle seat belt use.

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- The NSP, in conjunction with the Federal Motor Carrier Safety Administration will continue to focus on seat belt enforcement with traffic enforcement and roadside inspections. Any driver found to be in violation shall be cited on the inspection report.

Time Frame

An administrative evaluation will be completed in December 2006 to measure the actual outcomes as well as the total expenditures incurred.



# **Speed-Related Crashes**

## Speed-Related Crashes Fatal, A and B Injury Crashes

### Background:

According to the National Highway Traffic Safety Association, speeding reduces a driver's ability to steer safely around curves or objects in the roadway, extends the distance necessary to stop a vehicle, and increases the distance a vehicle travels while the driver reacts to a dangerous situation.

During 2004, a total of 78,831 convictions for speed-related offenses occurred in Nebraska. On average 80,419 convictions occur (baseline 2002-2004).

The reduction of fatal and injury traffic crashes requires the continued combined efforts of an informed public and dedicated safety officials willing to address the speed issue. A good working relationship, including resources and support for local officials, businesses, and others in the community is essential for improved compliance of speed-related laws.

In 2003, "driving too fast" was indicated as a driver-related factor in 25% of large truck crashes.

**Special Note:** With the change in the crash report form in 2002, crashes coded as speed-related have decreased by about 50%. Investigating officers appear to be using newly available data elements in cases coded as speed-related under the previous report form. These data elements include "Operating in erratic manner", "Inattention", and "Other." Thus, the speed factor is now under-reported in Nebraska crashes.

### Goal/Objective:

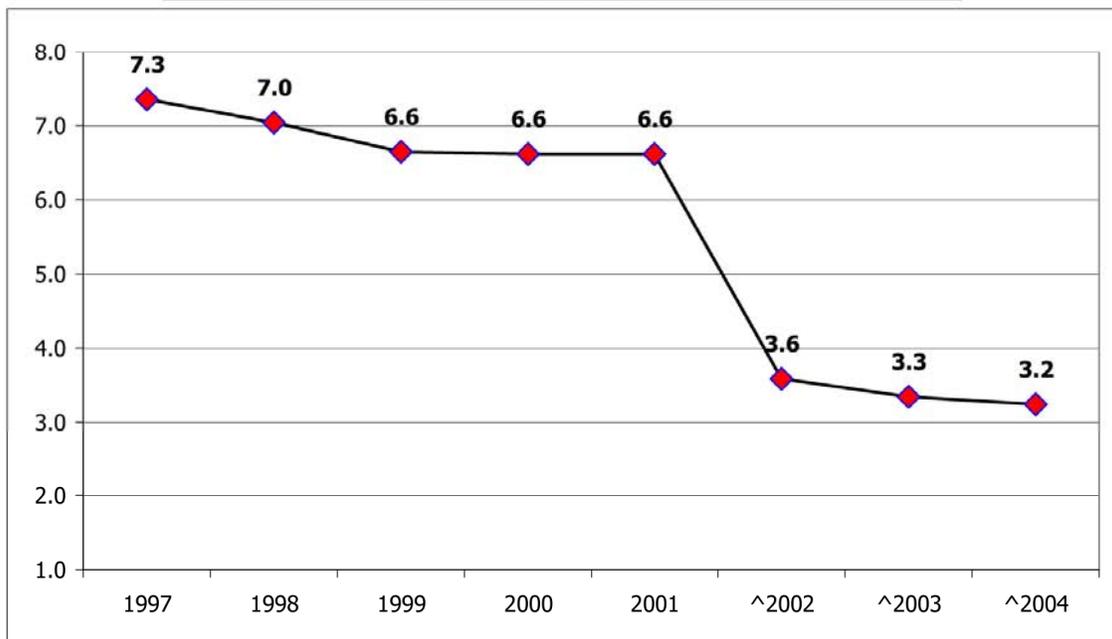
The goal is to reduce Speed-related Fatal, A and B injury crashes by 4% (449). For commercial motor vehicles, the goal is to reduce speed by 10%. The objective will be to increase public knowledge regarding speed-related information and to educate and motivate law enforcement about the importance of proactive enforcement of speed-related offenses so that the number of "Exceeding the Speed Limit" and "Speeding Too Fast for Conditions" arrests increases by 5%.

### Nebraska Office of Highway Safety (NOHS) Activities:

- Provide selective traffic enforcement mini-grants to the Nebraska State Patrol and 25 local law enforcement agencies for 4,000 hours of additional traffic/speed enforcement.

# NEBRASKA SPEED-RELATED FATAL, A and B CRASHES

Year	Speed-Related *Fatal, A & B Crashes	Vehicle Miles (Millions)	Speed-Related Crash Rate Per 100 Million Miles
1997	1,234	16,791	7.3
1998	1,212	17,219	7.0
1999	1,168	17,570	6.6
2000	1,167	17,637	6.6
2001	1,187	17,940	6.6
^2002	656	18,281	3.6
^2003	622	18,592	3.3
^2004	605	18,630	3.2



- \* Fatal Crash which results in one or more fatalities.
- \* A Injury Crash in which there is one or more disabling injuries.
- \* B Injury Crash results when there is one or more evident but not disabling injuries.
- ^ 2002 changes made to Crash Report affected speed-related crash data.

- Provide funding assistance for the purchase of 100 units of speed detection equipment (radar, laser, speed monitoring trailers) for local law enforcement agencies.

Nebraska State Patrol (NSP) Activities:

- The NSP Traffic Services Division will certify additional officers in the operation of LASER. The NSP will also use daytime and nighttime aerial patrols to provide more effective enforcement of laws governing the speed of vehicle travel on the highways. These aerial patrols will be conducted on state and rural highways for speed enforcement.
- The NSP Carrier Enforcement Division will continue to focus on commercial motor vehicle drivers who exceed the speed limits with traffic enforcement and roadside inspections. Any driver found to be in violation shall be cited on the inspection report.

Time Frame:

An administrative evaluation will be completed in December 2006 to measure the actual outcomes as well the total expenditures incurred.





# Traffic Records

## Traffic Records

### Background:

The linkage and automation of databases, such as crash records, driver records, hospital and medical data is critical for improved and more accurate information for goal setting and problem statements to assist in the reduction of motor vehicle fatalities and injuries. In order to improve the quality of future impact projects, Nebraska must link and automate all available traffic records information.

Nebraska has a multidisciplinary Traffic Records Coordinating Committee with a Traffic Records Strategic Plan. A new traffic records assessment will be performed as part of the application process for Section 408 State Traffic Safety Information System Improvements grants under SAFETEA-LU.

The Federal Motor Carrier Safety Administration (FMCSA) requires as a condition of Motor Carrier Safety Activities Program funding that electronic inspections be uploaded within 7 days and that crash reports be uploaded within 90 days. FMCSA also tracks the non-match rates for inspections and crashes to ensure the quality of the reports. Following are the requirements and rates attained in FY 2005:

FY 2005:	Inspection timeliness	5 days
	Crash timeliness	72 days
	Inspection non-match	0.98%
	Crash non-match	4.69%

### Goals/Objectives:

The goal of this system support is to improve the accuracy, accessibility, and integration of Nebraska's traffic records data and to conduct a statewide traffic records assessment. The second goal is to decrease the timeliness of crash report uploads by 10 days and the crash non-match rate by 3%.

### Scope:

Upgrading the traffic records system would ultimately resolve some of the problems with the current system, for example: inaccessibility of certain files, duplicate sets of data, inaccuracy of some of the data elements, and delays in data input.

In order to meet the overall goal of the reductions in fatal and injury crashes in 2006, decision makers need ready access to accurate and factual traffic safety information. If policy makers are to make changes to existing traffic laws, complete and accurate data is necessary.

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The final annual report will focus on performance goals, both short and long term, evolving from the problem identification process. Identified emphasis areas are selected from this process and reviewed to assure that they are consistent with the guidelines and emphasis areas established by the U.S. Department of Transportation, National Highway Traffic Safety Administration. A final annual report will be prepared in developing the 2007 Comprehensive Highway Safety Plan.

Activities:

Nebraska Office of Highway Safety (NOHS) Activities will provide:

- Funding assessment to conduct a statewide Traffic Records Assessment to determine the state's traffic records needs.
- Funding to the Department of Health and Human Services System to support the Crash Outcome Data Evaluation System (CODES) staff and activity.
- Mini-grant support to local public health departments to develop and initiate their own CODES activity.
- Funding support to 3 local law enforcement agencies for the purchase of Total Station technology for improved crash investigation and data collections.

Nebraska Traffic Records Coordinating Committee Activities:

- Continue to participate with efforts to improve the state's traffic records system as it relates to drivers and vehicles.
- Update the Traffic Records Strategic Plan and initiate new projects for Section 408 State Traffic Safety Information System Improvements grants.

Nebraska State Patrol (NSP) Activities:

- Work with the Nebraska Department of Roads to improve crash data timeliness.
- Conduct in-depth search and resolve procedures on non-match crashes on a weekly basis.
- Implement a Computer Aided Dispatch (CAD) project to assist in more efficient deployment of personnel, based on real-time data.
- Continue to maintain a computer database of all enforcement action taken as the result of motor vehicle stops.

- Conduct Federal Motor Carrier Safety Administration (FMCSA) Commercial Vehicle Accident Reporting System training during core curriculum training for the NSP, local police departments and county sheriffs during their basic training.
- Distribute “Wading Thru the Model Minimum Uniform Crash Criteria” DVD to law enforcement agencies and distribute FMCSA Crash Data Collection visor cards to law enforcement agencies via Training Academy training and NOHS mailings.

Time Frame:

An administrative evaluation will be completed in December 2006 to measure the actual outcomes as well as the total expenditures incurred.



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# **Run-Off-Road Crashes**

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## **Run-Off Road Crashes**

### Background:

Single vehicle run-off-the-road (SVROR) crashes have accounted for about 40% or more of fatalities in Nebraska in recent years. In 2002-2004, respectively, there were 149, 116 and 104 SVROR fatalities on Nebraska roadways. This amounted to 48%, 40% and 41% of total fatalities, respectively.

To address SVROR crashes, the Nebraska Department of Roads (NDOR) initiated two projects in 2000-2001 to add milled shoulder rumble strips on I-80 from the Wyoming border east to Lincoln. It is estimated that the rumble strips saved six lives annually during 2002-2004.

SVROR crashes constitute a subcategory of roadway departure crashes, which also includes head-on and opposite direction sideswipe crashes. As indicated in the Fatal Analysis Report System (FARS) data, there were 152 roadway departure fatalities in Nebraska in 2004.

### Goal/Objective:

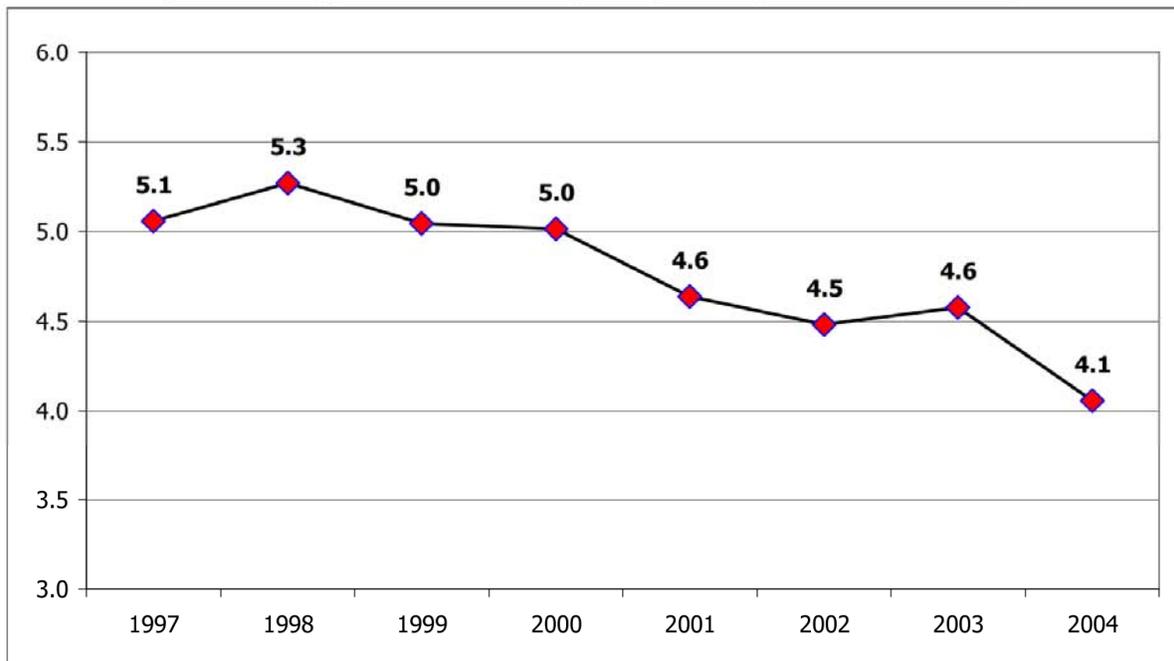
Complete review of roadway departure crashes with recommendations for countermeasures to reduce the number and severity of such crashes.

### Scope:

The review will focus on State highways, including the Interstate System. Locations and corridors with high incidences of roadway departure crashes will be identified. These locations and corridors will be analyzed and prioritized for possible corrective action. Proposed countermeasure could include, but not be limited to, guardrail, cable barrier systems, signs, pavement markings, shoulder and centerline rumble strips, enforcement, public information, and Intelligent Transportation Systems (ITS) features. A final report will be prepared for use in developing the 2007 Comprehensive Highway Safety Plan.

## NEBRASKA RUN-OFF-ROAD FATAL, A and B CRASHES

Year	^Run-Off-Road *Fatal, A & B Crashes	Vehicle Miles (Millions)	^Run-Off-Road Crash Rate Per 100 Million Miles
1997	849	16,791	5.1
1998	907	17,219	5.3
1999	886	17,570	5.0
2000	884	17,637	5.0
2001	832	17,940	4.6
2002	819	18,281	4.5
2003	851	18,592	4.6
2004	756	18,630	4.1



- \* Fatal Crash which results in one or more fatalities.
- \* A Injury Crash in which there is one or more disabling injuries.
- \* B Injury Crash results when there is one or more evident but not disabling injuries.
- ^ State Highway System Only

## Activities:

### Nebraska Department of Roads (NDOR) Activities

- NDOR, in conjunction with the Federal Highway Administration, Nebraska Division, will complete the roadway departure crashes review with recommended counter-measures.

### Nebraska Office of Highway Safety (NOHS) Activities:

- Provide funding for public information and education materials to raise the awareness of driver behavioral issues that contribute to run off the road incidents.

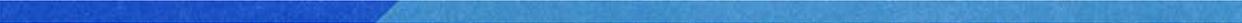
### Nebraska State Patrol (NSP) Activities:

- The NSP Traffic Services Division will continue to work with the Nebraska Department of Roads to address parking safety concerns at rest areas.
- The NSP Traffic Services Division will continue to target persons operating vehicles in a careless manner and take the appropriate enforcement action to prevent run-off-the-road crashes.

### Time Frame:

The roadway departure crashes review report will be completed by September 2006.





# Intersection Crashes

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## Intersection Crashes

### Background:

Intersection crashes have accounted for about one-fourth or more of fatalities in Nebraska in recent years. In 2002-2004, respectively, there were 71, 77 and 77 intersection fatalities on Nebraska roadways. This amounted to 23%, 26% and 30% of total fatalities, respectively.

Recent initiatives to address the intersection crash problem have included the construction of roundabouts and other intersection safety projects. A roundabout constructed in Lincoln in 2002, for example, has reduced total crashes by 71% and injury crashes by 93%. The project yielded a benefit-cost ratio of 22.

The intersection safety problem will be highlighted with the SAFETEA-LU requirement for each state to list the 5% of locations with most severe safety needs.

Another major initiative during 2006 will be the implementation of the new core Highway Safety Improvement Program (HSIP), including set-asides for railway-highway crossings and high risk rural roads.

### Goal/Objectives:

Reduce the number of intersection crashes by 10% in 2006. Prepare the 5% report of locations with most severe safety needs. Implement new core HSIP program.

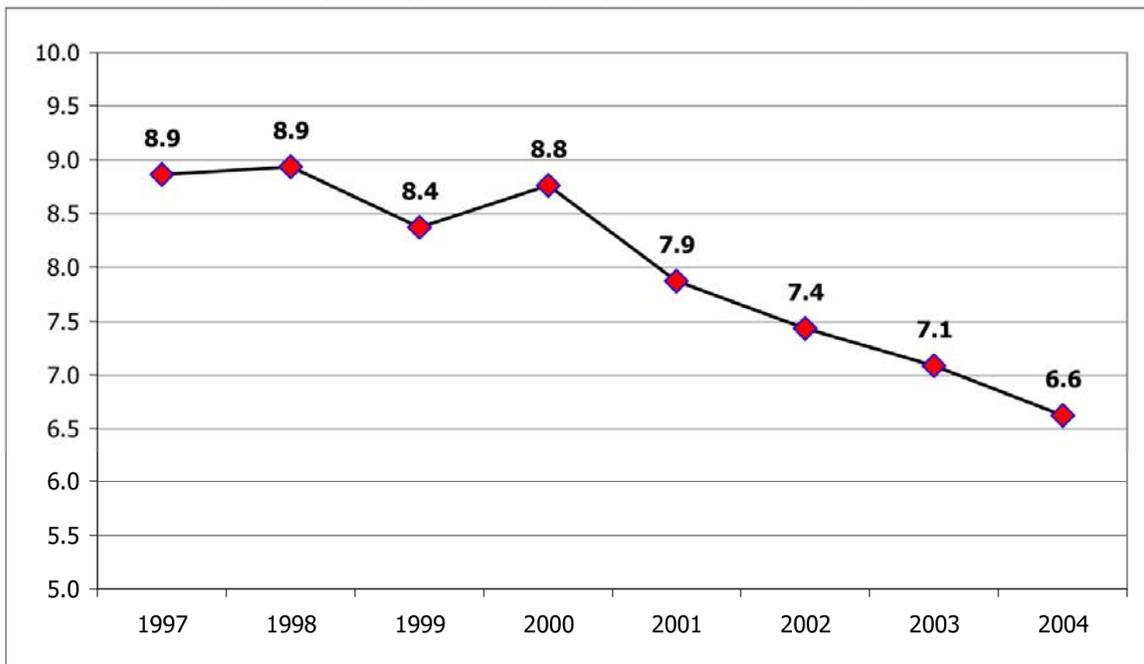
### Activities:

Nebraska Department of Roads Activities:

- Implement new core HSIP program.
- Initiate new roundabout and intersection improvement projects.
- Prepare 5% report of locations with most severe safety needs.

# NEBRASKA INTERSECTION FATAL, A and B CRASHES

Year	^Intersection *Fatal, A & B Crashes	Vehicle Miles (Millions)	^Intersection Crash Rate Per 100 Million Miles
1997	1,488	16,791	8.9
1998	1,538	17,219	8.9
1999	1,471	17,570	8.4
2000	1,545	17,637	8.8
2001	1,412	17,940	7.9
2002	1,358	18,281	7.4
2003	1,317	18,592	7.1
2004	1,234	18,630	6.6



- \* Fatal Crash which results in one or more fatalities.
- \* A Injury Crash in which there is one or more disabling injuries.
- \* B Injury Crash results when there is one or more evident but not disabling injuries.
- ^ State Highway System Only

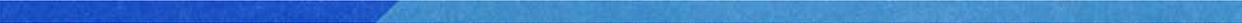
Nebraska Office of Highway Safety (NOHS) Activities:

- Provide selective traffic enforcement mini-grants to the Nebraska State Patrol and 25 local law enforcement agencies for 3,000 hours of additional enforcement priority problem locations with high fatal and serious injury crashes.

Nebraska State Patrol (NSP) Activities:

- The Nebraska State Patrol Traffic Services Division will increase enforcement of “200 code” violations (moving violations other than speed and alcohol violations) by 5% for the year.





# **Work Zone Crashes**

## Work Zone Crashes

### Background:

Safety of the driving public in construction work zones is a priority issue of the Nebraska Department of Roads. A consistent decline in crashes reflects improved safety management practices, as well as greater awareness by the driving public. (See chart on following page.)

### Goals/Objectives:

The 2006 national goal is to increase the average of work zone self-assessment scores and reduce the number and severity of work zone crashes.

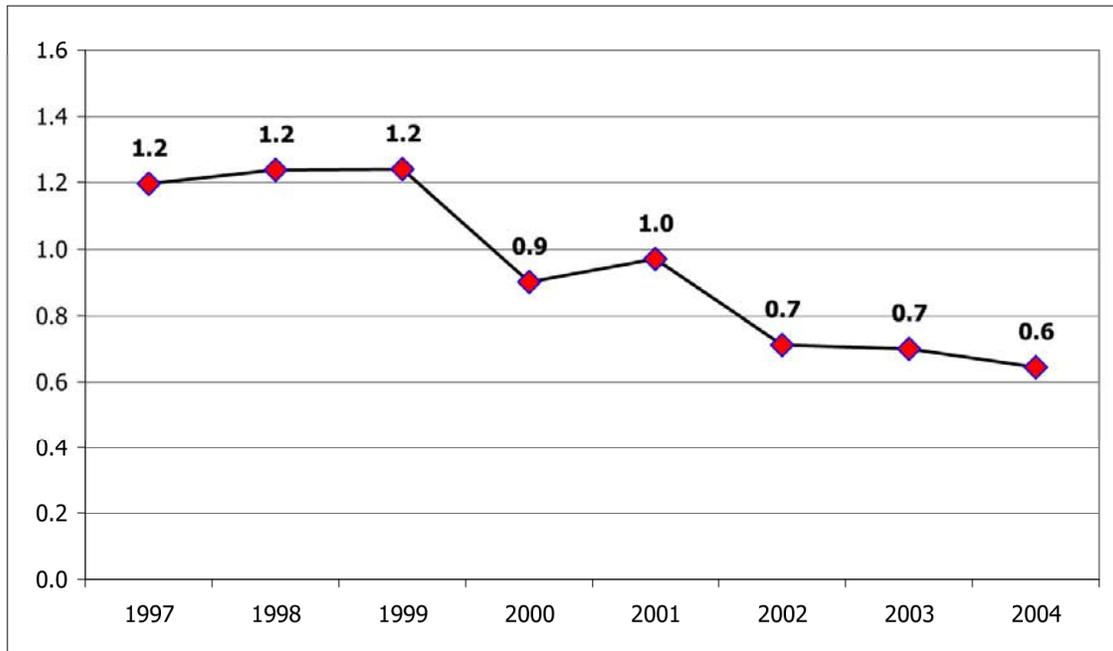
### Activities:

#### Nebraska Department of Roads (NDOR) Activities:

- Continue to send appropriate staff to flagger classes for certification.
- NDOR, in conjunction with FHWA, will continue to conduct annual Work Zone Reviews in each District.
- Systematically consider the safety and mobility impacts of work zones across project development, and the implementation of strategies that help manage these impacts during project delivery. This will be done in accordance with the Final Rule on Work Zone Safety and Mobility no later than October 12, 2007.
- Continue to notify District Engineers of work zone crashes in their District on a monthly basis so that the Districts can track and correct possible problems within their district.
- NDOR will begin construction of an automated work zone designed to be progressively more automated. The system will provide notification and alarms indicating roadway incidents. This will allow NDOR to provide a quicker response time, making the work zone safer and helping eliminate delays for the traveling public.

# NEBRASKA WORK ZONE FATAL, A and B CRASHES

Year	^Work Zone *Fatal, A & B Crashes	Vehicle Miles (Millions)	^Work Zone Crash Rate Per 100 Million Miles
1997	201	16,791	1.2
1998	213	17,219	1.2
1999	218	17,570	1.2
2000	159	17,637	0.9
2001	174	17,940	1.0
2002	130	18,281	0.7
2003	130	18,592	0.7
2004	120	18,630	0.6



- \* Fatal Crash which results in one or more fatalities.
- \* A Injury Crash in which there is one or more disabling injuries.
- \* B Injury Crash results when there is one or more evident but not disabling injuries.
- ^ State Highway System Only

Nebraska State Patrol (NSP) Activities:

- Conduct on selective enforcement activity in each work zone each month. They will also increase the presence of marked patrol cars in work zones.
- The NSP and Nebraska Department of Roads (NDOR) will continue to work together in the development of a Traffic Management Center in Omaha.
- The NSP Traffic Services Division will continue to participate in pre-construction meetings and update meetings while construction projects are active.
- The NSP Carrier Enforcement Division will continue to focus on commercial motor vehicle drivers who do not adhere to work zone safety laws with traffic enforcement and roadside inspections. Any driver found to be in violation shall be cited on the inspection report.



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# **Commercial Motor Vehicle Crashes**

## Commercial Motor Vehicle Safety

### Background:

The commercial vehicle fatality rate for 2004 was 1.6 per 100 million vehicle miles. The Nebraska State Patrol Carrier Enforcement (NSP CE) Division's main objective is to ensure compliance with the Federal Motor Carrier Safety and Hazardous Materials regulations focusing its efforts on crash reduction. The most effective means of impacting commercial motor vehicle crashes problems is to maintain an aggressive statewide inspection program while targeting extra efforts on the identified high risk areas and maintaining statewide general deterrence. Ten counties have been identified as having the highest concentration of commercial vehicle related crashes.

### Goals/Objectives:

The NSP CE goals is to reduce by 16 the number of fatality crashes in the top ten high crash counties by conducting inspections, traffic enforcement, MAPS selectives, and educating the industry. Additionally, the FMCSA goal is to reduce the large truck fatality rate to 1.65 fatalities per 100 million truck vehicle miles traveled by 2008.

### Activities:

#### Nebraska Department of Motor Vehicles Activities:

- DMV Examining and Motor Carrier Services Division will continue to partner with the Federal Motor Carrier Safety Administration (FMCSA), the Nebraska Trucking Association, and the Nebraska State Patrol to assure compliance with the federal motor carrier safety regulations.

#### Nebraska Office of Highway Safety (NOHS) Activities:

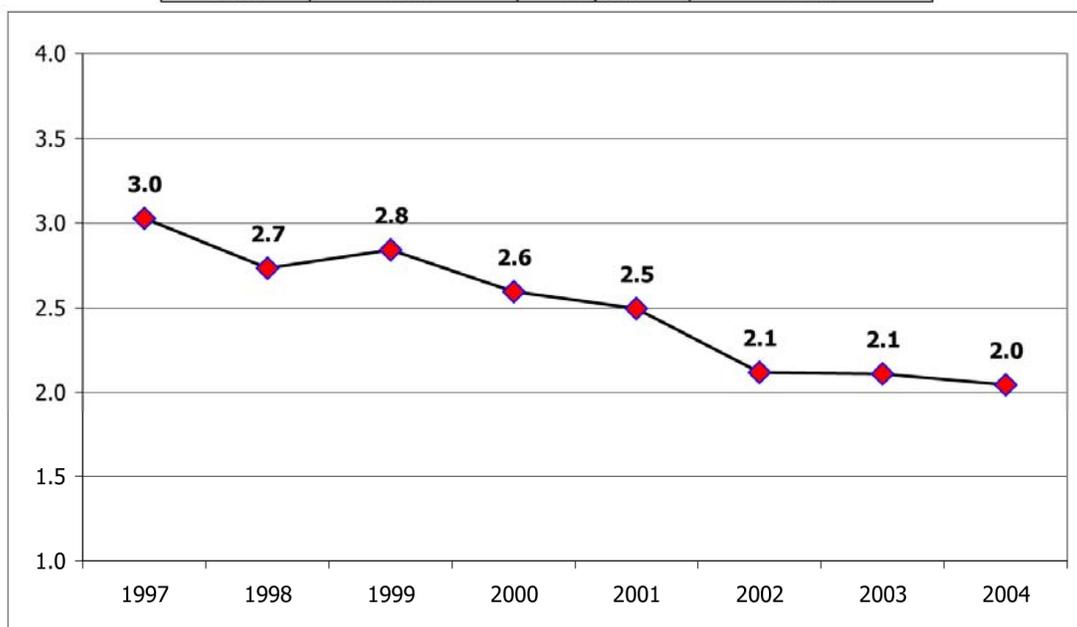
- NOHS will offer to coordinate local law enforcement special enforcement grant activity to coincide with special commercial vehicle enforcement operations.
- NOHS will work with the Nebraska Trucking Association on special motorist awareness campaigns.

#### Nebraska State Patrol (NSP) Activities:

- Conduct at least 3 Level III Driver Inspections on commercial motor vehicles per month.

## NEBRASKA COMMERCIAL VEHICLE FATAL, A and B CRASHES

Year	Commercial Vehicle *Fatal, A & B Crashes	Vehicle Miles (Millions)	Commercial Vehicle Crash Rate Per 100 Million Miles
1997	508	16,791	3.0
1998	470	17,219	2.7
1999	499	17,570	2.8
2000	457	17,637	2.6
2001	447	17,940	2.5
2002	387	18,281	2.1
2003	392	18,592	2.1
2004	381	18,630	2.0



- \* Fatal Crash which results in one or more fatalities.
- \* A Injury Crash in which there is one or more disabling injuries.
- \* B Injury Crash results when there is one or more evident but not disabling injuries.

- Continue to strive for a crash-free CMV environment and a reduction of the potential for hazardous materials incidents involving CMV's by performing driver and vehicle roadside inspections, compliance reviews, new entrant safety audits, MAPS selectives, civil penalty enforcement cases, and size and weight and traffic enforcement programs.
- Conduct eight (8) Town Hall Meetings throughout the state in an effort to help owners, truck drivers, and farmers understand and comply with Truck Regulations, and Federal Motor Carrier Safety/Hazardous Materials Regulations.
- The FMCSA will continue to administer the MCSAP grant program to fund the Patrol's enforcement of the Federal Motor Carrier Safety Regulations, the PRISM program to ensure all motor carriers registered in Nebraska have a DOT number and motor carriers under Federal Out of Service Orders do not operate in interstate commerce, oversee the CDL program to improve highway safety by ensuring that drivers of large trucks and buses are qualified to operate those vehicles and to remove unsafe and unqualified drivers from the highways, to enforce the Federal Motor Carrier Safety and Hazardous Materials Regulations, to conduct compliance reviews on high-risk motor carriers and those with high driver violations, to impose civil penalties on motor carriers and drivers who have acute and critical safety violations, to conduct roadside inspections, and to increase the likelihood that safety defects, driver deficiencies, and unsafe motor carrier practices will be detected and corrected before they become contributing factors to crashes.
- The FMCSA will fund and the NSP CE will continue to offer regulation education and aware seminars to the industry to ensure new motor carriers are knowledgeable about the Federal Motor Carrier Safety Regulations and are closely monitored for 18 months.



