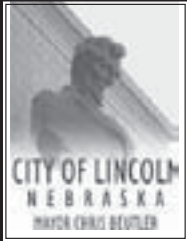
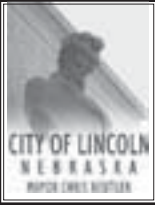


## Section 2 | Historical Crash Trends

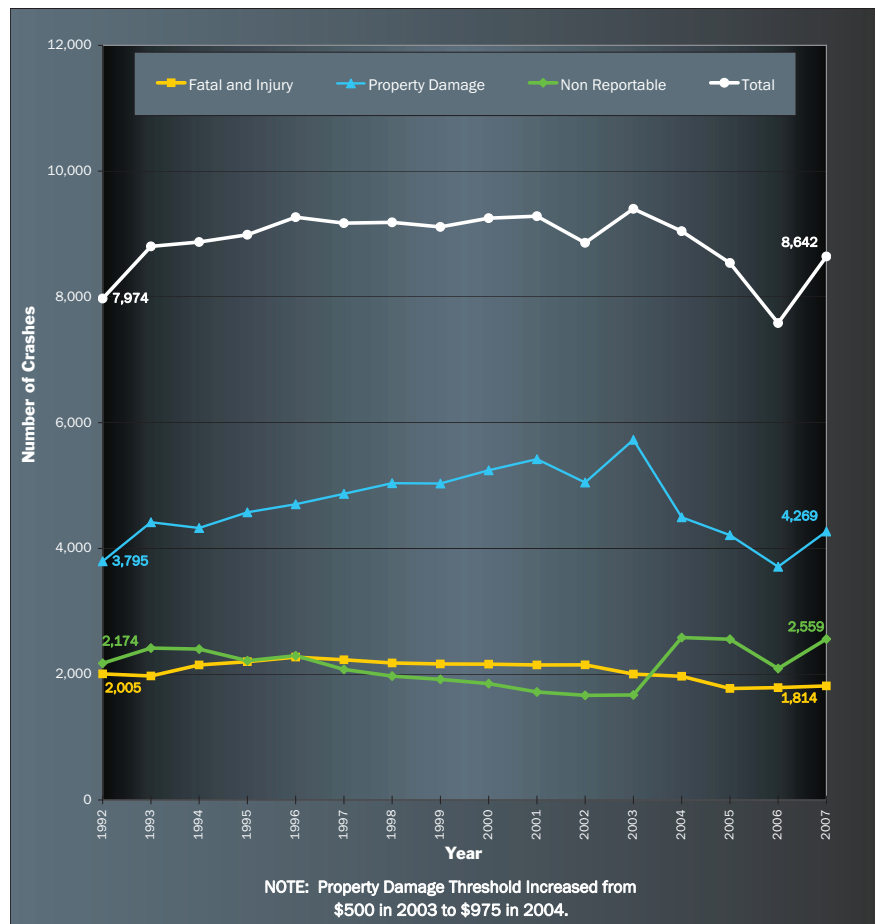




## All Crash Trends

The City of Lincoln's total crashes have remained generally constant during the period between 1993 and 2007, with a steady decline between 2003 and 2006 as illustrated in Figure 2.

There has been no significant change in the number of fatal and injury crashes in the City of Lincoln since 1992. Although the total number of crashes in the City remained generally constant during the period of 1993 to 2007, the number of daily vehicle miles traveled (DVMT) has been increasing steadily at 2%-3% per year.



**Figure 2 - Crash Trends by Severity**

The total number of crashes in Lincoln have remained relatively constant between 1993 and 2003. Between 2003 and 2007, the number of crashes declined by 8%.

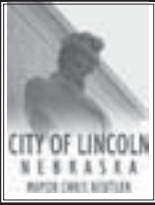
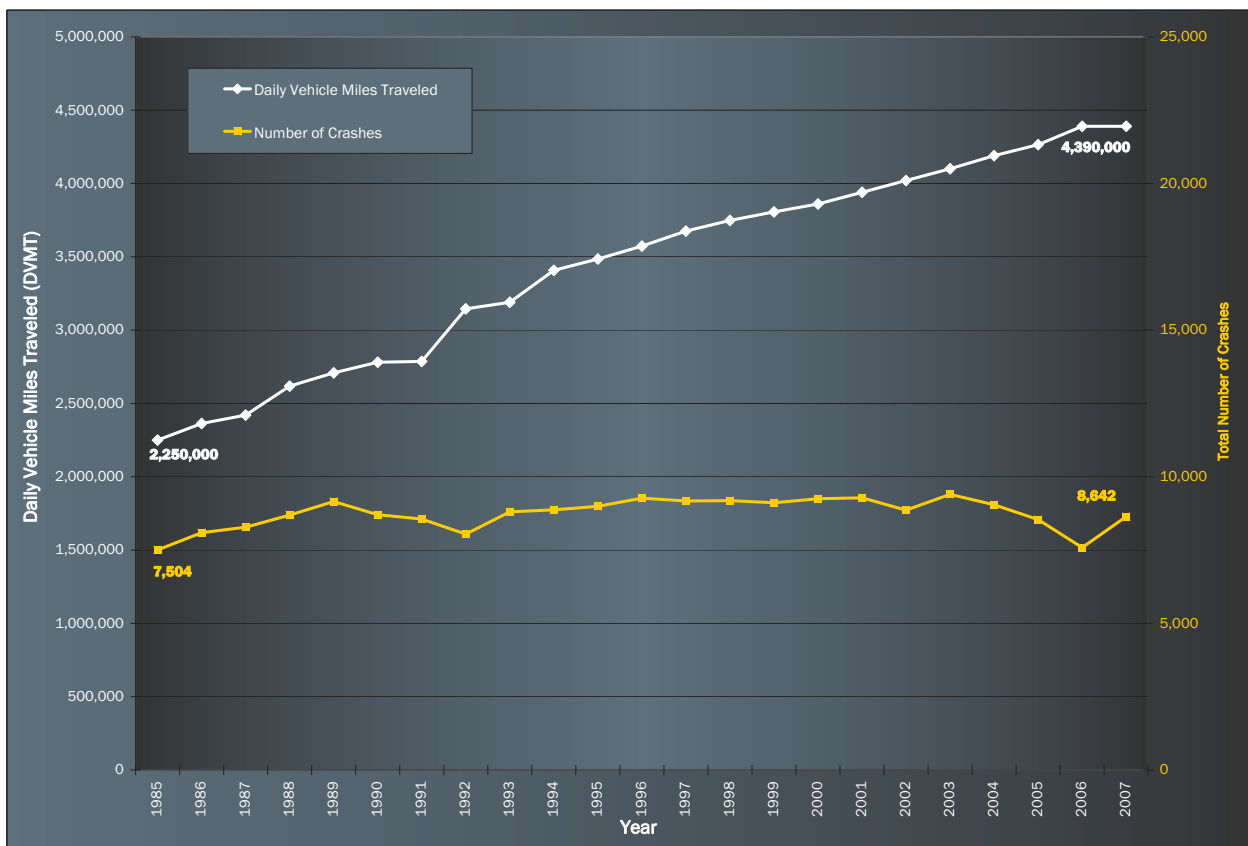


Figure 3 shows the trend of Daily Vehicle Miles Traveled (DVMT) in the City over the past 23 years.

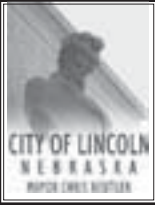
As the city grows (83.3 square miles in 2008 vs. 60.7 square miles in 1988) and the number of vehicle miles traveled increase, the number

of crashes would be expected to increase due to increased exposure and traffic volumes. However, the total number of crashes has decreased and the number of injury crashes has remained constant since the mid-1980s.



### Figure 3 - Historic Daily Vehicle Miles Traveled and Crashes

Over the past 23 years, the number of daily vehicle miles traveled (DVMT) has steadily increased 2% to 3% per year. As vehicle miles traveled increases, normally the number of crashes would be expected to increase.



# Historical Crash Trends

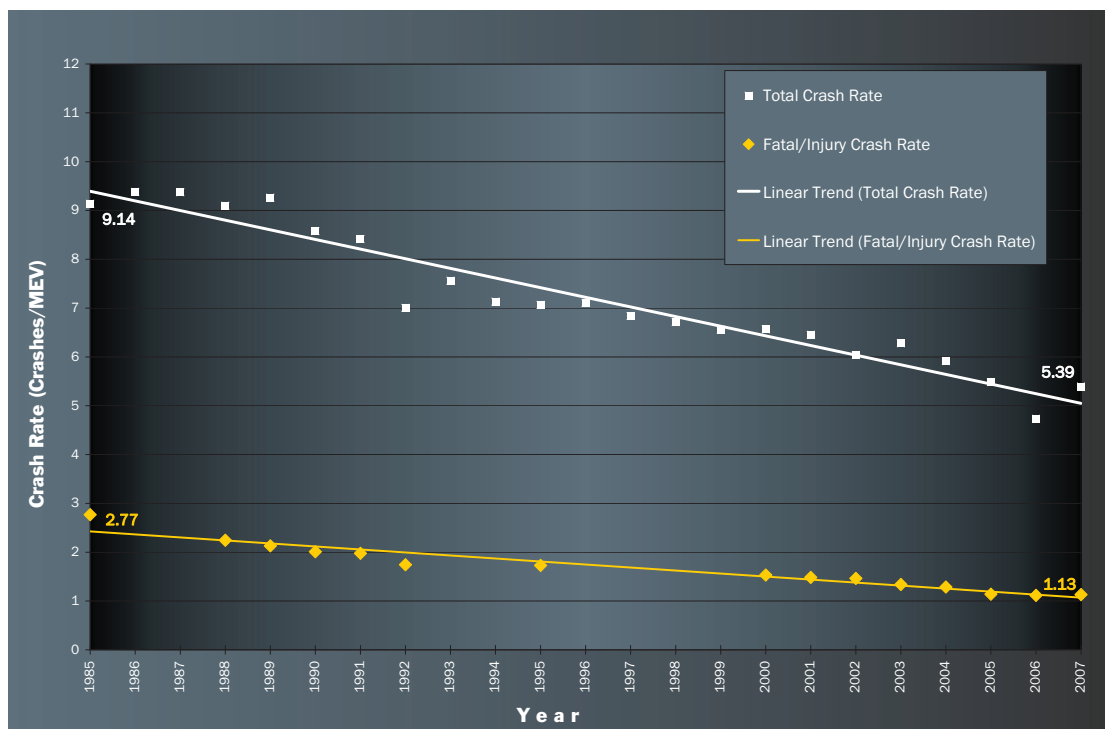
Figure 4 illustrates the downward trend of crash rates when the number of crashes is adjusted for traffic volumes. The decrease in the crash rates and total number of crashes can be attributed to a combination of factors involving engineering enhancements, education and enforcement.

Enhancements due to engineering include:

- Implementation of countermeasures from past crash studies
- Upgrades to the City's engineering standards for new construction

- Routine programs to incorporate the 2+1 concept in arterial street rehabilitation
- Improved (driveway) access management
- Improvements to signal timing
- Construction of roundabouts
- Installation of countdown pedestrian heads
- Improved signal displays
- Upgrades to signing and marking
- Congestion management during peak hours

Increased compliance with traffic laws (particularly the seat belt statute) are likely examples of education and enforcement measures that influence or reduce injury rates due to crashes.



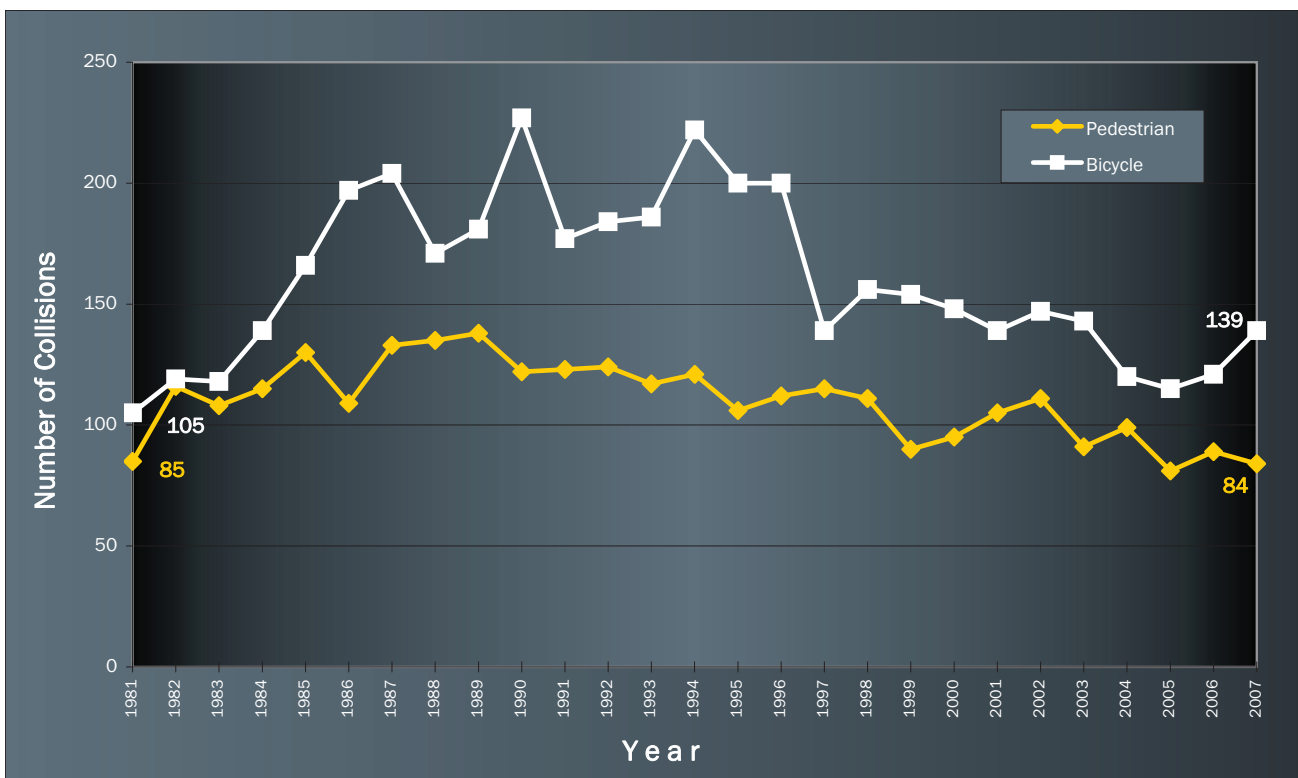
**Figure 4 - Citywide Trends in Crash Rates**

Despite an annual increase in the average number of vehicle miles traveled, the crash rate has steadily decreased.

## Pedestrian and Bicycle Crash Trends

The history of bicycle and pedestrian collisions was analyzed to determine trends over the past 25 years. The data is provided in Figure 5. The general trend indicates an increase in the number of bicycle related collisions between 1988 and 1996, with a decrease in recent years back to the level of collisions observed during

the early to mid 1980s. Over the past 25 years, the number of collisions involving pedestrians have gradually decreased even though the population, geographic area of the City and number of vehicle miles traveled has increased significantly.



**Figure 5 - Pedestrian and Bicycle Collision History**

Recent pedestrian and bicycle collision patterns generally reflect the trends observed in the 1980s.