

Nebraska

Speed Limits: 1994 and 2004

State	Limited Access Rural Interstates		Limited Access Urban Interstates		Other Limited Access Roads		Truck Speed (Y or N)
	1994	2004	1994	2004	1994	2004	
Nebraska	65	75	55	65	55	65	N

State officials can increase speed limits on two lane state highways from 60 mph to 65 mph upon request from the local county officials and after a satisfactory evaluation of that section of roadway. There is no separate speed limit for trucks.

Speeding-related Data

Nebraska collects speeding-related crash data from motor vehicle crash reports. Generally the speed and speed too fast for conditions data elements are used. The state also utilizes a number of monitoring stations to collect speed data. Nebraska does not collect speeding-related citation data or aggressive driving data. State statute does not define aggressive driving.

Proportion Speeding-related Crashes

Year	Speeding-related Fatal Crashes	Speeding-related Injury Crashes	Speeding Convictions Added to Driver Records File
2003	7.6%	5.7%	81,908
2002	8.0%	5.7%	80,515
2001	25.6%	16.1%	72,870

Nebraska analyzed crash data to determine whether the speed data show over representation by any specific geographic area, race, ethnic group, gender, age or other grouping. For 2001, 2002 and 2003, females made up 49.6 percent of the licensed population while accounting for approximately one-third of the speeding convictions. Males comprised 50.4 percent of the licensed population but represented nearly two-thirds of the speeding convictions. Drivers, ages 34 and younger made up 35.8 percent of the licensed population yet accounted for 56.6 percent of the speeding convictions.

Efforts to Reduce Excessive Speeding

For the past several years, Nebraska identified “speeding” as one of four major emphasis areas. As a result, the state implemented several countermeasure strategies to aid in reducing speeding-related crashes.

- Continued support for the latest speed detection equipment and training for state and local law enforcement agencies. It has been Nebraska’s long experience that new equipment generates significant increases in enforcement activity.
- Financial support for mini-grant (short-term) Selective Traffic Enforcement Program (STEP) activities to address speeding-related crashes. Agencies are required to identify high crash locations, utilizing specific time of day and day of week analyses.
- Requiring an accompanying media announcement by each funded agency, announcing the grant award and reason for the enforcement.
- Support for purchasing mobile speed monitoring trailers to aid in reducing speeding problems. Evaluations of the use of this equipment, combined with enforcement, have demonstrated reduced speeds in locations where they are used. Additionally the state added permanent electronic speed monitoring signs at identified hazardous locations and made significant public information and education efforts promoting the doubling of the speeding fines in work zone locations.

Nebraska committed 13.6 percent of federal highway safety funds received in 2003 for speeding-related activities, 7 percent in 2004, and 9 percent in 2005. Although specific dollar amounts were not available, some state funding is also utilized for speeding-related activities by the state patrol and the state roads department. Additionally, Nebraska receives donations from Nebraska AAA to help purchase speed monitoring trailers. Nearly 75 percent of the federal highway safety funded dollars committed to speeding are for STEP activities.

Nebraska reported success in programs/activities that address speeding. Crash data reflects a decrease in fatal and serious injury crashes where speeding was indicated as a major contributing circumstance.

Public Perception

Nebraska’s state highway safety office felt the motoring public believes police give a 5-7 mph cushion for highways in enforcing the posted speed limit. On urban/local roads the general belief is that up to 5 mph over the posted limit is safe.