

CDPS CORE OBJECTIVES AND PERFORMANCE MEASURES

1. Traffic Safety¹

Objective: Reduce the number of serious crashes investigated by the Colorado State Patrol on Colorado Roadways.

Performance Measure	Outcome	CY 2005 Actual		CY 2006 Actual		CY 2007 Approp.		CY 2008 Request	
		Incidents	Change	Incidents	Change	Incidents	Change	Incidents	Change
Through an increased and more effective Patrol presence on highways, reduce by at least <i>two percent</i> annually the number of fatal and injury crashes investigated by CSP Officers	Benchmark	8,733	(2.0%)	8,078	(2.0%)	7,280	(2.0%)	7,124	(2.0%)
	Actual	8,243	(7.5%)	7,429	(9.9%)	7,280	(2.0%)	7,124	(2.0%)

Strategy:

<This section should include a brief discussion of how the department and/or relevant division will achieve the target outcome listed in the performance measure table above. This discussion can be in narrative or bullet form. The text below is an example strategy section.>

Sample: On July 1, 2002, the Patrol began an effort to reverse the trend of skyrocketing motor vehicle fatalities on the roads it covers by changing its *officer deployment strategy*. The current approach has three basic components:

- I. Targeting specific stretches of road (“safety zones”);
- II. Targeting specific driving behaviors that contribute to serious crashes (such as impaired driving); and
- III. Targeting a designated time period (“Colorado Target Zero”) in order to stop all traffic fatalities for four consecutive days.

Fundamentally, this strategic direction relies upon *trooper visibility* on Colorado’s roads in order to deter motorists from engaging in dangerous or criminal behavior. The Patrol has periodically concentrated its limited enforcement resources on some

¹ Example performance measure taken from the Colorado Department of Public Safety FY 2008-09 Strategic Plan, p. 1-13

of the “most dangerous” stretches of road through the judicious use of district-wide saturation patrol operations. The main premise for this strategy is that a strong law enforcement presence raises awareness in vehicle operators in order to gain voluntary compliance while a person is within striking distance of a peace officer. Today, Colorado residents strongly favor this effort. For instance, five out of every eight respondents “strongly support” saturation patrols and almost ninety-percent support them to some degree. ²

Evaluation of Prior Year Performance:

<This section should briefly report on prior year performance, including any relevant occurrences that affect this performance measure. Relevant occurrences may be programmatic changes, external factors, budget actions or other events. The table above depicts the performance measure in terms of raw data; this section should succinctly describe the performance measure in a broader context. >

Sample: This strategic direction and new deployment strategy has significantly reduced the number of fatal and injury crashes investigated by the Patrol since it began on July 1, 2002. In CY 2001, 12,304 fatal and injury crashes were investigated by the Patrol, compared to 8,278 fatal and injury crashes investigated in CY 2006. That is a 32.7 percent reduction compared to CY 2001. Specifically on targeted roads versus non-targeted roads, the Colorado State Patrol has improved traffic safety in Colorado significantly during the 2005 and 2006 calendar years. From January 1, 2005, to December 31, 2006, this agency has reduced the number of fatal and injury crashes on non-targeted roads by 8.6 percent. Reductions on targeted road segments (where saturation patrols were regularly conducted) were even greater, falling by 20.5 percent. This means that over the last two calendar years, high-visibility enforcement operations have reduced the number of serious crashes on targeted CSP roads at a rate of over two times faster than on non-targeted CSP roads. ³

Key Workload Indicators:

<These should be limited to the workload indicators most related to this particular performance measure. It is possible that department and division performance measures may have similar or identical workload measures, and they should be shown with each relevant performance measure. All workload measures that are not directly related to performance measures will be compiled in an appendix to the strategic plan. See the table on the following page for a sample workload measure chart.>

² Example strategy taken from the Colorado Department of Public Safety FY 2008-09 Strategic Plan, p. 1-13

³ Example strategy taken from the Colorado Department of Public Safety FY 2008-09 Strategic Plan, p. 1-13

Sample:

COLORADO STATE PATROL						
Category	Measure	January 1 st to December 31 st		Annual Change (%)	CY 2007 Projection	CY 2008 Projection
		CY 2005	CY 2006			
TRAFFIC SAFETY	Persons Killed	374	345	(7.8)	327	310
	Fatal Crashes	331	315	(4.8)	302	290
	Injury Crashes	8,889	7,963	(10.4)	7,644	7,338
	Property Damage Crashes	21,415	20,645	(3.6)	20,232	19,827
	DUI/DUID Caused Serious Crashes	1,114	1,019	(8.5)	978	939