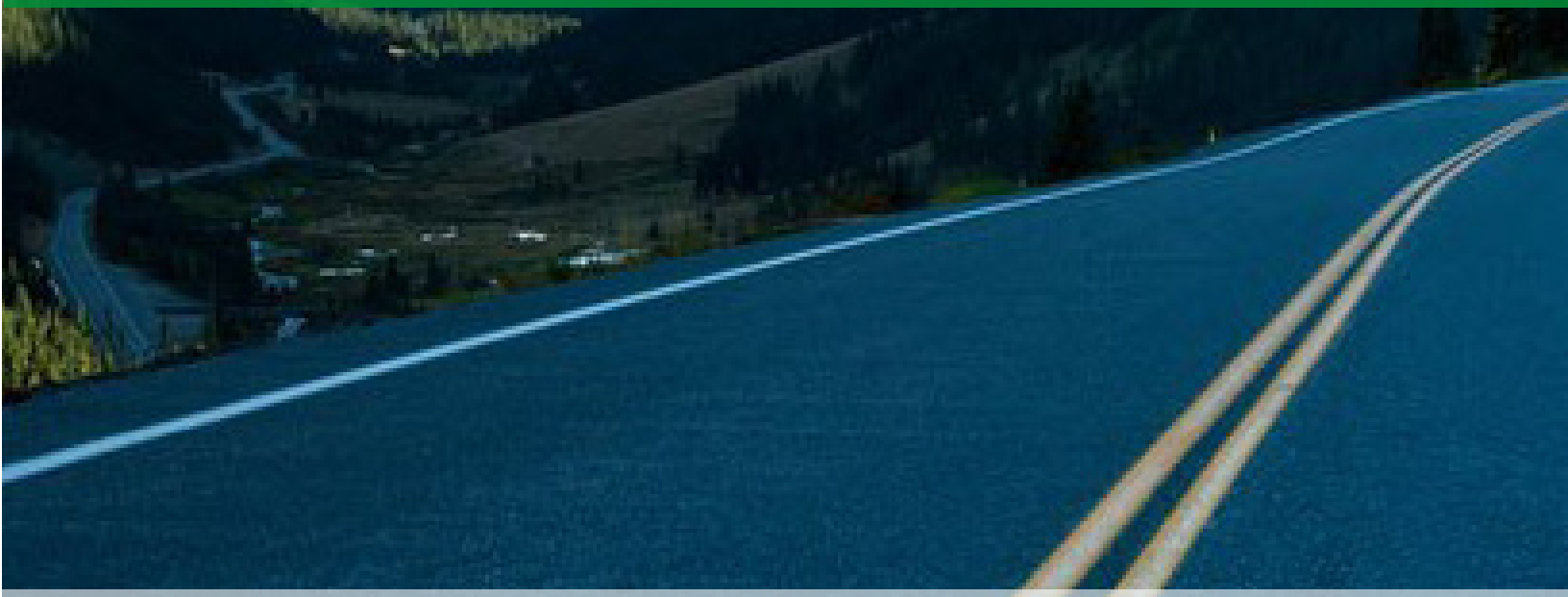
Colorado Problem Identification Report

Colorado Department of Transportation

Fiscal Year 2016



COLORADO
Department of Transportation
Office of Transportation
Safety & Risk Management

TABLE OF CONTENTS

Executive Summary	1
Report Highlights	2
Introduction	5
Mission of the Office of Transportation Safety – Highway Safety Office	5
Overview of the 2014 Problem Identification Report	5
Data Sources	6
Acknowledgements	7
Statewide Perspective	8
Fatal Crashes and Fatalities	9
Injury Crashes and Injuries	12
Mode of Transportation	18
Occupant Protection	22
Seat Belt Compliance	24
Child and Youth Passenger Safety	25
Impaired Driving	26
Speed Enforcement	30
Motorcycle Safety	32
Young Drivers	35
Pedestrian and Bicycle Safety	38
Distracted Driving	41
Older Drivers	44
Regional Emergency Medical and Trauma Advisory Council Fact Sheets	46
Central Mountains	46
Foothills	50
Mile-High	54
Northeast	58
Northwest	62
Plains to Peak	66
San Luis Valley	70
Southeastern	74
Southern	78
Southwest	82
Western	86
County Fact Sheets	90
Adams	90
Alamosa	94
Arapahoe	98
Archuleta	102

Baca	106
Bent	110
Boulder	114
Broomfield	118
Chaffee	122
Cheyenne	126
Clear Creek	130
Conejos	134
Costilla	138
Crowley	142
Custer	146
Delta	150
Denver	154
Dolores	158
Douglas	162
Eagle	166
El Paso	170
Elbert	174
Fremont	178
Garfield	182
Gilpin	186
Grand	190
Gunnison	194
Hinsdale	198
Huerfano	202
Jackson	206
Jefferson	210
Kiowa	214
Kit Carson	218
La Plata	222
Lake	226
Larimer	230
Las Animas	234
Lincoln	238
Logan	242
Mesa	246
Mineral	250
Moffat	254
Montezuma	258
Montrose	262
Morgan	266
Otero	270
Ouray	274
Park	278
Phillips	282
Pitkin	286

Prowers	290
Pueblo	294
Rio Blanco	298
Rio Grande	302
Routt	306
Saguache	310
San Juan	314
San Miguel	318
Sedgwick	322
Summit	326
Teller	330
Washington	334
Weld	338
Yuma	342

State Performance Measures by County 346

Glossary of Acronyms 348

Definitions 349

EXECUTIVE SUMMARY

Although Colorado has consistently held lower motor vehicle fatality rates compared to the nation as a whole, Colorado's motor vehicle involved fatalities have increased steadily from 474 in 2012 to 488 in 2014. Efforts to determine the modifiable risk factors associated with fatal crashes are needed to determine effective and efficient prevention efforts. This document serves as a tool to support community-based approaches to improve Colorado Road Health.

The Colorado Department of Transportation's 2016 Integrated Safety Plan sets benchmarks for the state achieve to reduce the number of fatalities and serious injuries involving motor vehicles. Based on the crashes that took place on Colorado roadways during 2014, the following factors comprised the majority of fatalities:

- **Speeding**
- **Unrestrained passenger vehicle occupants**
- **Alcohol impaired drivers**

In 2014, speeding-related fatalities, unrestrained passenger vehicle occupant fatalities, and fatalities with a driver impaired by alcohol accounted for the three largest proportions of the 488 motor vehicle involved fatalities at 168 (34 percent), 164 (33 percent), and 160 (33 percent), respectively. The five year trend data indicate that all three factors are increasing. Unrestrained passenger motor vehicle occupant fatalities increased slightly from 162 in 2010 to 164 in 2014. Speeding-related fatalities increased by almost one percent from 162 in 2010 to 168 in 2014. Alcohol-related fatalities increased by more than seven percent in this time period from 120 in 2010 to 137 in 2014. The data indicates these three factors are mostly exclusive of one another. In 2014, there were 95 fatalities in alcohol-related crashes where one or more person(s) in the crash was not restrained, 93 people died in speeding-related crashes while unrestrained and 78 people died in alcohol-related and speeding-related crashes. Lastly, 57 people died in both types (alcohol and speed) of crashes while not restrained. Thus, intervention efforts that address these factors will provide the greatest opportunity to impact the total number of fatalities.

Additionally, this report identifies an emerging area of interest for Colorado**.**

- **Driving while impaired by marijuana:** In 2013, voters approved a state constitutional amendment ending the prohibition on the recreational use of marijuana for people at least 21 years old in Colorado. Since recreational marijuana sales began January 1, 2014, Coloradans are concerned about the impacts of driving while impaired by drugs. While there is minimal data on driving while impaired by drugs available to present in this report, and none specific to marijuana, the Colorado Department of Transportation is actively monitoring this issue.

The traffic safety problems identified in this report guide the Colorado Department of Transportation's Highway Safety Office in the distribution of resources and development of prevention programs.

2014 TRAFFIC SAFETY DATA HIGHLIGHTS

Fatal Crashes

In 2014 there were:

- 451 fatal crashes; 20 crashes higher than occurred in 2013.
- 488 persons were fatally injured; a 1.5 percent increase from 2013.
- 168 speeding-related fatalities; comprising 34 percent of all fatalities.

The counties with the highest number of traffic fatalities were: Weld (54), El Paso (53), Jefferson (44), Denver, (42), and Adams (33).

In 2014, there were twenty-four counties with a fatality rate (per 100,000 population) two times higher than the 2014 state rate of 9.3: Archuleta, Alamosa, Bent, Cheyenne, Custer, Eagle, Grand, Gunnison, Huerfano, Kit Carson, Lincoln, Logan, Montezuma, Morgan, Ouray, Park, Phillips, Prowers, San Juan, San Miguel, Sedgwick, Washington, Weld, and Yuma.

In 2014, there were sixteen counties where the number of fatal injuries exceeded (by more than three people) what would be expected based on the state average: Eagle, Fremont, Garfield, Lincoln, Mesa, Montrose, Montrose, Morgan, Park, Prowers, Pueblo, Saguache, San Miguel, Washington, Weld, and Yuma.

Injury Crashes

In 2014 there were:

- 12,323 injury crashes, a 28 percent increase from 2013;
- 7,304 serious injury crashes;
- 3,224 serious injuries from crashes, a 2.9 percent decrease from 2013.

The counties with the highest number of serious injuries were: Denver (610), Arapahoe (382), El Paso (293), Jefferson (257), Adams (243), Weld (206), Larimer (164), and Boulder (180).

In 2014, there were seventeen counties with a serious injury rate (per 100,000 population) two times higher than the 2014 state rate of 61: Cheyenne, Clear Creek, Conejos, Costilla, Dolores, Gilpin, Hinsdale, Huerfano, Jackson, Kiowa, Kit Carson, Lincoln, Mineral, Park, Saguache, San Juan, and Washington.

In 2014, there were thirty-two counties where the number of serious injuries exceeded (by more than three people) what would be expected based on the state average: Arapahoe, Archuleta, Bent, Boulder, Chaffee, Conejos, Costilla, Custer, Delta, Denver, Eagle, Elbert, Gilpin, Gunnison, Kiowa, Kit Carson, Lake, La Plata, Lincoln, Mesa, Mineral, Montezuma, Montrose, Morgan, Otero, Park, Phillips, Rio Grande, Saguache, Teller, Washington, and Weld.

Occupant Protection

- 164 of the 319 (51 percent) motor vehicle occupants who died in a fatal crash in 2014 were not using seat belts or other restraints.
- 530 of the 1,941 (27 percent) motor vehicle occupants who were seriously injured in a crash in 2014 were not using seat belts or other restraints.
- The estimate of overall statewide seat belt usage for all vehicle types in 2014 was 82.4 percent, a slight increase from 82.1 percent in 2013.
- In 2014, the counties with the highest number of unrestrained passenger vehicle occupant fatalities were: Weld (22), El Paso (18), Arapahoe (12), Jefferson (12), and Adams (11).
- Of the 29 counties in the 2014 Statewide Seat Belt Survey, observed seat belt use was below the 2015 state goal of 84.0 percent for the following counties: Pueblo (63.4%), Delta (69.1%), Boulder (74.5%), Montrose (75.2%), Fremont (76.2%), Eagle (76.7%), and El Paso (80.1%).

Impaired Driving

- In 2014, there were 160 estimated fatalities where a driver had a blood alcohol content (BAC) ≥ 0.08; corresponding to a thirteen percent increase from 2013.
- In 2014, the counties with the highest number of fatalities in crashes involving a driver or motorcycle operator with a BAC ≥ 0.08 were: El Paso (18), Jefferson (14), Denver (13), Weld (12), and Adams (12).

Motorcycles

- Of the 488 fatalities in 2014, 94 were among motorcyclists, corresponding to a 8.05 percent increase from 2013.
- Motorcyclists accounted for 19.3 percent of the 488 fatalities in 2014.
- 63.8 percent of the motorcyclists killed in 2014 were not wearing helmets, a 20 percent increase from 2013.
- In 2014, there were 517 seriously injured motorcyclists.
- Seriously injured motorcyclists accounted for 16 percent of all individuals seriously.
- Of the 517 seriously injured motorcyclists 54 percent (281) were not wearing a helmet.
- In 2014, the counties with the highest number of motorcycle fatalities were: El Paso (19), Jefferson (11), Adams (7), Denver (7), and Weld (7).
- In 2014, the counties with the highest number of unhelmeted motorcyclist fatalities were: El Paso (13), Denver (6), Jefferson (6), Adams (5), and Weld (4).

Speeding

- In 2014, there were 168 speeding related fatalities, corresponding to a 12 percent increase from 2013.
- Law enforcement officers indicated that speeding was the driver action, or specific law violation, leading to a crash in 7 percent of all crashes (fatal and serious injury) and 6 percent of all non-injury crashes in 2014.

- In 2014, the counties with the highest number of speeding related fatalities were: El Paso (18), Jefferson (17), Adams (16), Weld (14), and Denver (12).

Young Drivers

- 73 of the 684 drivers involved in fatal crashes in 2014 were aged 15 - 20 years old (10.7 percent), a 14 percent increase from 2013.
- In 2014, 28 of the 321 drivers fatally injured in fatal crashes were drivers aged 15 - 20 years old.
- In 2014, the counties with the highest number of drivers aged 15 - 20 years old involved in fatal crashes were: Weld (12), El Paso (9), Denver (6), Boulder (5), and five counties with four young driver fatal crashes: Adams, Arapahoe, Douglas, Jefferson, and Larimer.

Pedestrian and Bicycle Safety

- Of the 488 fatalities in 2014, 63 were pedestrians; corresponding with a 26 percent increase from 2013.
- In 2014, the counties with the highest number of pedestrian fatalities were: Denver (13), Adams (8), Arapahoe (8), Jefferson (7), and El Paso (5).
- 10 of the 488 fatalities were bicyclists in 2014, compared to 12 bicyclists in 2013.

Distracted Driving

- In 2014, 214,065 drivers were involved in a motor vehicle crash in Colorado. Law enforcement officers reported a human contributing factor for 61,820 (28.9 percent) of the drivers.
- Distraction is one of the specified human contributing factors and was recorded as the human contributing factor for 30,929 drivers; corresponding to 50 percent of drivers reported with a human contributing factor related to the motor vehicle crash.
- In 2013, the Institute of Transportation Management at Colorado State University conducted a distracted driver study in Colorado and found that 15.6 percent of over 24,000 observed drivers were distracted.

Older Drivers

- 78 of the 684 drivers involved in fatal crashes in 2014 were 65 years and older (11.4percent), a 17 percent decrease from 2013.
- In 2014, 41 of the 321 drivers fatally injured in fatal crashes were drivers aged 65 years and older.
- In 2014, the counties with the highest number of drivers aged 65 years and older involved in fatal crashes were: Jefferson (11), Larimer (6), Weld (5), Arapahoe (4), Denver (4), and El Paso (4).

INTRODUCTION

Mission of the Office of Transportation Safety-Highway Safety Office

The mission of the Highway Safety Office [HSO within the Office of Transportation Safety (OTS)] at the Colorado Department of Transportation (CDOT) is to partner and collaborate with traffic safety stakeholders to reduce the number and severity of traffic crashes in Colorado, as well as the economic and human loss associated with crashes. To achieve this mission, the HSO administers state and federal funds to a broad range of partners, including law enforcement, local traffic safety coalitions, nonprofit organizations, health and prevention professionals, and other stakeholders. These partners develop and implement education and enforcement programs targeted at reducing high-risk driving behaviors (e.g., impaired driving) and delivering impactful messaging to high-risk drivers (e.g., teens). In order for the HSO to direct its limited resources in the most efficient and effective manner, the HSO conducts an annual analysis of Colorado crash and traffic safety data, which is published in the Problem Identification Report and disseminated to stakeholders.

Overview of the 2016 Problem Identification Report

The FY2016 Problem Identification Report provides an annual description of motor vehicle crash characteristics for crashes within the state. This document is used by CDOT along with law enforcement, local agencies, nonprofit organizations, and public health and prevention professionals to identify traffic safety problems and target areas for the development of prevention programs. The reader is cautioned against utilizing one-year of data to draw conclusions; but instead is advised to evaluate trends over time, such as percent change over five-years.

The first section of the report contains aggregate state data organized by emphasis areas and core performance measures in the CDOT 2016 Integrated Safety Plan. The second section contains regional data based on Colorado's 11 Regional Emergency Medical and Trauma Advisory Council regions. Finally, each county has a section to highlight their performance over time and current problems. Please note the location of the crash is based upon the county in which the crash happened. The crash data (fatal, serious injury, and property damage) occurred in 2014. Final data on 2015 events will be available in mid-2016, after the federal deadline for this Problem Identification report.

What is new in the 2016 Problem Identification Report?

- Driver factors associated with crash by fault status
- Older drivers
- Comparison of injury severity according to seat belt status among occupant motor vehicle crashes
- Comparison of injury severity by crash type (motorcycle crash, impaired driver crash, young driver crash, older driver crash, pedestrian crash, bicyclist crash)
- Comparison of injury severity within crash type according to person type (motorcyclist, impaired driver, distracted driver, young driver, older driver, pedestrian, bicyclist)

Data Sources for the FY 2016 Problem Identification Report

Colorado Performance Measures and Statewide Goals for 2016

This information comes from the 2016 Colorado Integrated Safety Plan by the Colorado Department of Transportation.

Countermeasures That Work

Countermeasures that have a 3-5 star effectiveness rating for select performance measures are summarized from *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, Eighth Edition, published in 2015 and available on the website of the Governors Highway Safety Association.

Electronic Accident Reporting System (EARS)

EARS provides crash data, defined as an incident where at least one motor vehicle in motion on a traffic way (public road) resulted in an injury or unintentional property damage. This data tracking system originates from the Colorado Department of Revenue.

Distracted Driver

This information comes from a 2013 observational survey conducted by the Institute of Transportation Management at Colorado State University and posted on the Colorado Department of Transportation website.

Fatality Analysis Reporting System (FARS)

FARS provides data of persons who died within 30 days of the crash, including motorcyclists, motor vehicle drivers, motor vehicle passengers, pedestrians, and bicyclists involved in fatal motor vehicle crashes.

FARS SAS data files are obtained from the National Highway Traffic Safety Administration (NHTSA) website. This report includes fatalities that occurred in 2014. Final data on fatalities in 2015 will be available in mid-2016, after the federal deadline for this Problem Identification report.

Hospital Discharge Data

Hospital discharge data provides data where injury was mentioned as a discharge diagnosis and the mechanism of injury was motor vehicle, traffic for Colorado residents treated in non-federal acute care hospitals (years 2004 through 2014) as reported to the Colorado Hospital Association (CHA). This data source is referenced as “CHA Discharge Data” in figures in this report.

Population Estimates

State and county population estimates come either from the Colorado Department of Local Affairs (DOLA) through their website or through the Colorado Health Information Dataset website. This data is referenced as DOLA data in the figures of this report. Population estimates for the United States were obtained from the U.S. Census website.

Restraint Use

The prevalence of seat belt use, car seat use, and booster seat use for 2013 come from observational surveys conducted by the Institute of Transportation Management at Colorado State University and posted on the Colorado Department of Transportation website.

Vehicle Miles Traveled (VMT)

VMT data come from the Office of Highway Policy Information, Highway Statistics Series at the U.S. Department of Transportation (USDOT) Federal Highway Administration (FHA) and are referenced as "USDOT FHA" in figures in this report.

Acknowledgements

CDOT-OTS contracted with the Colorado Department of Public Health and Environment (CDPHE) to prepare the FY2016 Problem Identification Report. CDPHE would like to gratefully acknowledge the leadership and contributions of the following individuals:

Darrell Lingk
OTS Director
Darrell.lingk@state.co.us
(303) 757-9465

Glenn Davis, M.Ed
Highway Safety Manager

Carol Gould
Highway Safety Manager
State DRE Coordinator

Alisa Babler, PE
Traffic and Safety Engineer
TSM&O, Staff Traffic

STATEWIDE PERSPECTIVE

In Colorado, sizeable reductions in traffic-related fatalities and injuries occurred over the past decade. Still, lives continue to be lost and individuals are left with devastating injuries that affect not only the individual in a crash, but their family, friends, and community. Colorado is not a uniform state. It is urban and rural with varying geography and populations. Given the diversity in Colorado, one approach will not prevent all crashes. It is helpful for policy-makers, community organizations, and individuals to review information from recent traffic crash reports to know where and how to focus prevention efforts.

The following report presents statewide information on motor vehicle crashes in Colorado to identify areas for intervention. Table 1 shows crash data at from 2010-2014. One-year and five-year changes in performance measures are listed in the last two columns. Green font indicates improvement and red font indicates declines. The ↑ sign indicates a percent increase in the number, rate, or percent and the ↓sign indicates a percent decrease for the number, rate, or percent.

Table 1. Colorado traffic information and crash outcomes at a glance, 2010-2014

	2010	2011	2012	2013	2014	1-year %Δ	5-year %Δ
Total crashes (*n*)	99,715	103,195	101,533	108,238	114,752	↑6.02	↑3.57
Colorado population (millions)	5.05	5.12	5.19	5.26	5.35	↑1.71	↑1.45
Licensed drivers (millions)	3.78	3.67	3.81	3.73	3.79	↑1.61	↑0.07
Seat belt use (%)	82.90	82.10	80.70	82.10	82.40	↑0.37	↓0.15
Core Performance Measures:							
Fatalities (*n*)	450	447	474	481	488	↑1.46	↑2.05
Serious injuries (*n*)	3,187	3,334	3,305	3,319	3,224	↓2.86	↑0.29
Injuries (*n*)	12,328	12,664	12,564	12,324	12,570	↑2.00	↑0.49
Fatalities (*n*/100 million vehicle miles traveled)	0.96	0.96	1.01	1.02	1.00	↓1.96	↑1.03
Motor vehicle occupant fatalities, unrestrained all seat positions (*n*)	162	185	158	177	164	↓5.7	↑0.20
Fatalities in crashes where driver/motorcycle operator has blood alcohol content ≥0.08+ (*n*)	120	160	134	142	160	↑12.68	↑7.46
	104	138	109	100	137	↑37.00	↑7.13
Speeding-related fatalities (*n*)	162	183	164	150	168	↑12.00	↑0.91
Motorcyclist fatalities (*n*)	82	78	79	87	94	↑8.05	↑3.47
Unhelmeted motorcyclist fatalities (*n*)	55	49	53	50	60	↑20.00	↑2.20
Driver 15-20 years old in fatal crashes (*n*)	64	63	67	57	73	↑28.07	↑3.34
Pedestrian fatalities (*n*)	36	45	76	50	63	↑26.00	↑15.02
Bicyclist fatalities (*n*)	8	8	13	12	10	↓5.74	↑16.67
Driver 65+ years old in fatal crashes (*n*)	74	64	74	94	78	↓17.02	↑1.32
Distracted drivers in fatal crashes (*n*)	57	75	90	76	59	↓22.37	↑0.87

+To remedy the problem of missing Blood Alcohol Content (BAC) test results, the National Center for Statistics and Analysis uses methods to impute missing BAC values. Imputation is a process of replacing missing data with a probable value based on other available data. The alcohol-related performance measure in Table 1 is broken into two rows. The top row is the number of alcohol fatalities based on the National Highway Traffic Safety Administration's multiple imputation method. The bottom row is based on the actual BAC data that is reported to the Colorado Department of Transportation (CDOT) and is only preliminary as more reports are being submitted to CDOT.

Fatal Crashes and Fatalities

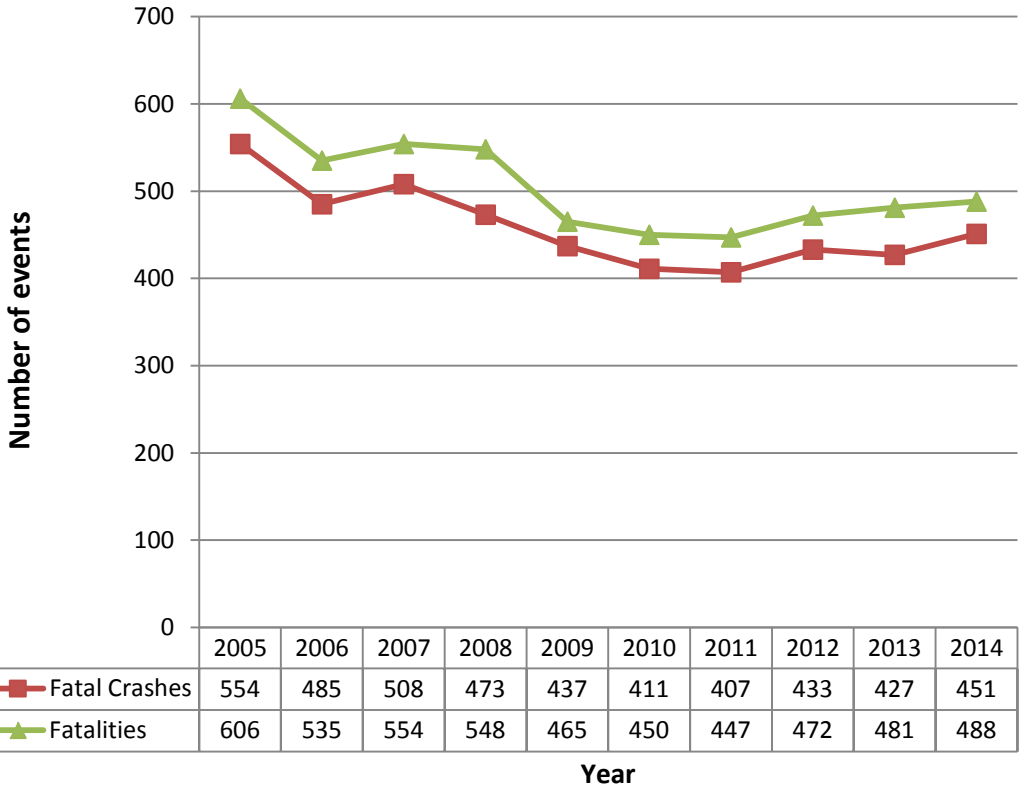
Core Performance Measure (C-1): Reduce the number of traffic fatalities.

C-1 Top Five Counties

Weld - 54 fatalities
El Paso - 53 fatalities
Jefferson - 44 fatalities
Denver - 42 fatalities
Adams - 33 fatalities

Between 2013 and 2014, the number of fatal crashes increased by 5.6 percent and the number of traffic fatalities increased by 1.5 percent in Colorado. This increase follows the upward trend of the previous three years, after positive declines in fatalities and fatal crashes between 2009 and 2011. The number of fatal crashes and fatalities in Colorado from 2005 through 2014 is plotted in Figure 1. Fatalities and fatal crashes across the nation decreased between 2013 and 2014. Specifically, there were 32,719 deaths in United States in 2013 and 32,675 in 2014 (a 0.1 percent decrease). This corresponds to almost a one-quarter percent decrease in fatal crashes (30,057 vs. 29,989, respectively).[1] In Colorado, few fatal crashes had more than one death. In 2014, 351 (93.1%) of the fatal crashes in Colorado resulted in one death, 23 (6.1%) crashes resulted in two deaths, and three (0.8%) crashes resulted in three deaths.

Figure 1. Fatal crashes and fatalities in Colorado, 2005-2014



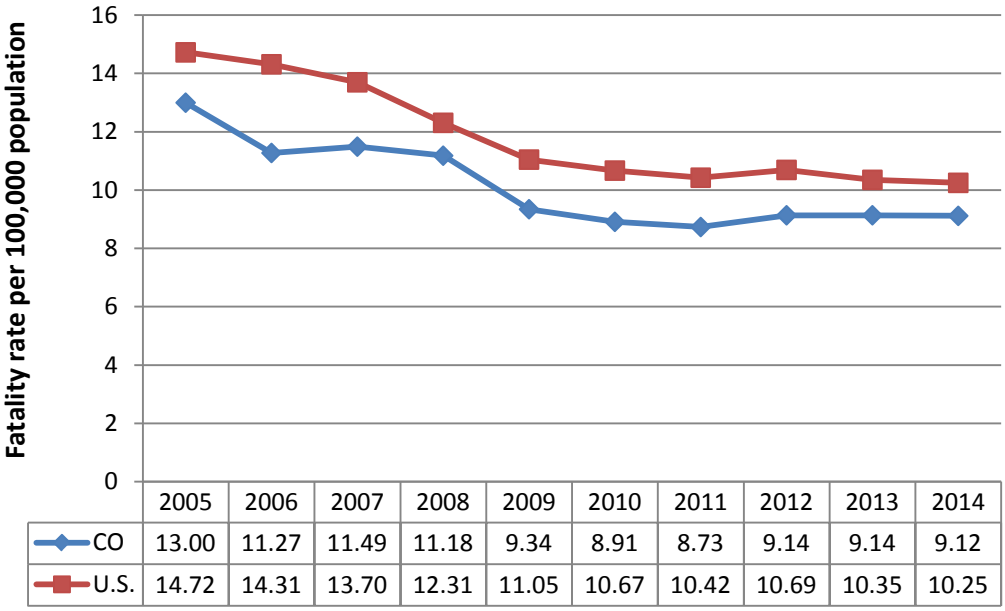
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	554	485	508	473	437	411	407	433	427	451
Fatalities	606	535	554	548	465	450	447	472	481	488

Source: FARS

[1] http://www-fars.nhtsa.dot.gov/Main/index.aspx Last accessed January 28, 2016

Colorado's motor vehicle fatality rate remained stable between 2013 and 2014. In both years, 9.1 persons per 100,000 Colorado residents died in motor vehicle crashes. Colorado has consistently held a lower motor vehicle fatality rate compared to the national average for the past 10 years (Figure 2).

Figure 2. Motor vehicle fatality rate per 100,000 population in Colorado and the United States, 2005-2014



Source: FARS, DOLA ,and US Census Bureau

Table 2 describes who died as a result of a motor vehicle crash. A comparison is made between two time periods: 2009-2011 and 2012-2014. Between these two time periods there was a 5.8 percent increase in traffic fatalities, meaning 79 more people died during 2012-2014. During 2012-2014 there was a consistent difference between males and females across all age groups. For every one female killed in a traffic crash during 2012-2014, 2.6 males died. The greatest difference between male and female fatalities during 2012-2014 was among the 35-54 age group, where 235 more males died than females.

Table 2. Traffic fatalities in Colorado, by age and sex

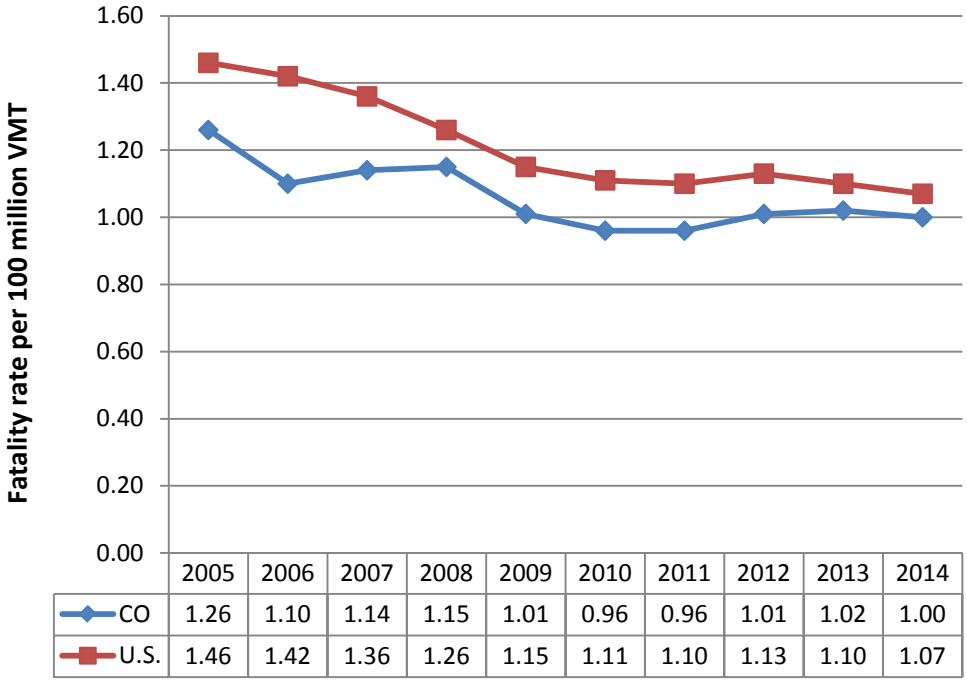
	2009-2011 Fatalities			2012-2014 Fatalities		
Age Group	**Male**	**Female**	**Total**	**Male**	**Female**	**Total**
<5	6	6	**12**	5	8	**13**
5-8	6	6	**12**	7	3	**10**
9-14	17	7	**24**	16	7	**23**
15-20	92	54	**146**	107	48	**155**
21-34	261	105	**366**	297	96	**393**
35-54	307	104	**411**	324	89	**413**
55-64	152	45	**197**	151	61	**212**
65+	111	83	**194**	137	85	**222**
All Ages	952	410	**1,362**	1,044	397	**1,441**

Source: FARS

Core Performance Measure (C-3): Reduce the number of fatalities per Vehicle Miles Traveled (VMT)

In addition to reporting the observed number of fatalities, it is useful to divide the fatalities by the number of vehicle miles traveled (VMT). This approach takes into account changes in the population, as well as changes in driving habits and distances driven. Thus, fatalities per 100 million VMT can be fairly compared over time and geography. Colorado's goal, reported in the 2014 Colorado Integrated Safety Plan, was to reduce the fatality rate per VMT to 0.94 per 100 million in 2014. Figure 3 shows the rate of fatalities per 100 million VMT. Though the fatality rate per 100 million VMT has decreased over the last decade, there was a light increase in the rate during 2010-2014.

Figure 3. Fatalities per 100 million vehicle miles traveled (VMT) in Colorado and in the United States, 2005-2014



	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
CO	1.26	1.10	1.14	1.15	1.01	0.96	0.96	1.01	1.02	1.00
U.S.	1.46	1.42	1.36	1.26	1.15	1.11	1.10	1.13	1.10	1.07

Source: FARS and USDOT FHWA

Injury Crashes and Injuries

Core Performance Measure (C-2): Reduce the number of serious injuries in traffic crashes

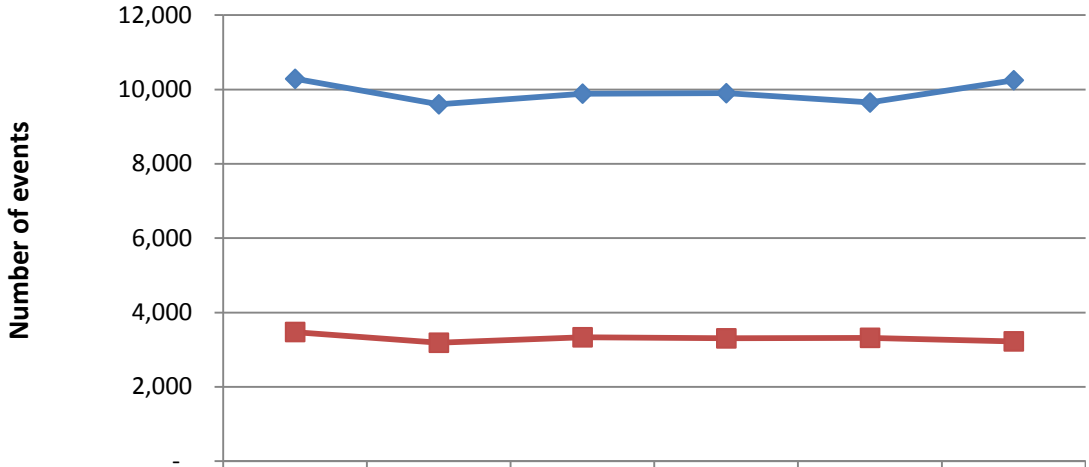
C-2 Top Five Counties

Denver - 2,154 injuries
Arapahoe - 1,284 injuries
El Paso - 1,248 injuries
Jefferson - 1,101 injuries
Adams - 1,046 injuries

Traffic safety initiatives prevent fatalities and injuries. Therefore, crashes resulting in injuries are an important component of traffic safety data (Figures 4 and 5). In this report, injury includes two types of injuries: "evident non-incapacitating" or "evident incapacitating". "Evident incapacitating injury" is also called serious injury and includes any injury, other than a fatal injury, that prevents the injured person from walking, driving, or normally continuing the activities previously capable of performing prior to being injured.

There were 600 more injury crashes in 2014 than in 2013. Despite the increase, there were fewer seriously injured people (2013: 3,319 vs. 2014: 3,224). The proportion of seriously injured people was stable during 2009-2014. Approximately, 26 percent of injured people sustained a serious injury. The ratio of serious injuries for every injury crash has also remained relatively stable. On average, there are three seriously injured people for every one injury crash. The rate of injuries per 100,000 Colorado residents remained stable between 2013 and 2014 (234.1 injuries per 100,000 in 2013 vs. 234.8 injuries per 100.000 in 2014). This nominal change is a reflection of the increase in the Colorado population by almost two percent. The US average injury rate was also stable, with a slight increase from the previous year (731.7 injuries per 100,000 in 2013 vs. 733.2 injuries per 100.000 in 2014). Because the number of seriously injured people in Colorado decreased in 2014 and the population increased, the serious injury rate decreased slightly from 63.0 serious injuries per 100,000 in 2013 to 60.2 serious injuries per 100,000 in 2014.

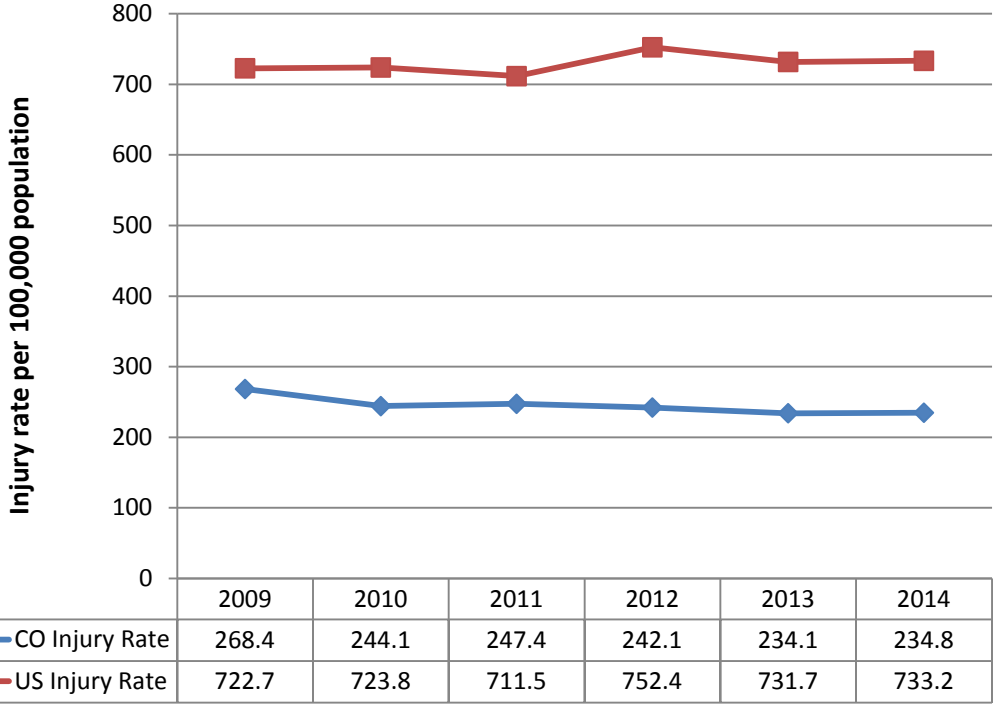
Figure 4. Injury crashes and serious injuries in Colorado, 2009-2014



	2009	2010	2011	2012	2013	2014
Injury Crashes	10,287	9,601	9,888	9,900	9,649	10,249
Serious Injuries	3,476	3,187	3,334	3,305	3,319	3,224

Source: EARS

Figure 5. Injury rate per 100,000 population in Colorado and the United States, 2009-2014



Source: EARS, GES, DOLA ,and US Census Bureau

Table 4 describes people seriously injured in crashes in Colorado during 2014. The percent of males and females within each age group are shown, and then the percent injured by age group. Across all age groups, a greater percentage of males than females sustained a serious injury. Almost 60 percent of those seriously injured in 2014 crashes were male. There was some variation in serious injury by age group, where increasing age corresponded with a greater number injured.

Table 4. Serious injuries [%(*n*)] due to motor vehicle crashes in 2014 in Colorado, by age and sex

Age Group	*Male*	*Female*	*Unknown*	*% of all ages*
<5	58.6 (95)	41.4 (67)	0.0 (0)	**1.3 (162)**
5-8	57.2 (103)	42.8 (77)	0.0 (0)	**1.5 (180)**
9-15	56.2 (311)	43.8 (242)	0.0 (0)	**4.6 (553)**
16-20	56.7(887)	43.3 (678)	0.0 (0)	**12.9 (1,565)**
21-34	58.2 (2,419)	41.7 (1,552)	0.1 (1)	**32.7 (3,972)**
35-54	61.0 (1,975)	39.0 (1,347)	0.1 (1)	**27.4 (3,323)**
55-64	59.3 (792)	40.7 (505)	0.0 (0)	**10.7 (1,297)**
65+	54.9 (599)	45.1 (492)	0.1 (1)	**9.0 (1,092)**
All Ages	59.1 (7,181)	40.8 (4,960)	0.02 (3)	**100 (12,144)**

Source: 2014 EARS

A different picture appears when the number of serious injuries is adjusted for population size compared to evaluating percentages. Based on the Colorado population distribution by age and sex, persons aged 16-20 years have a higher frequency of serious injuries from motor vehicle crashes for every 1,000 persons in this age group. The serious injury rate per 1,000 2014 Colorado population by age group and sex is shown in Table 5.

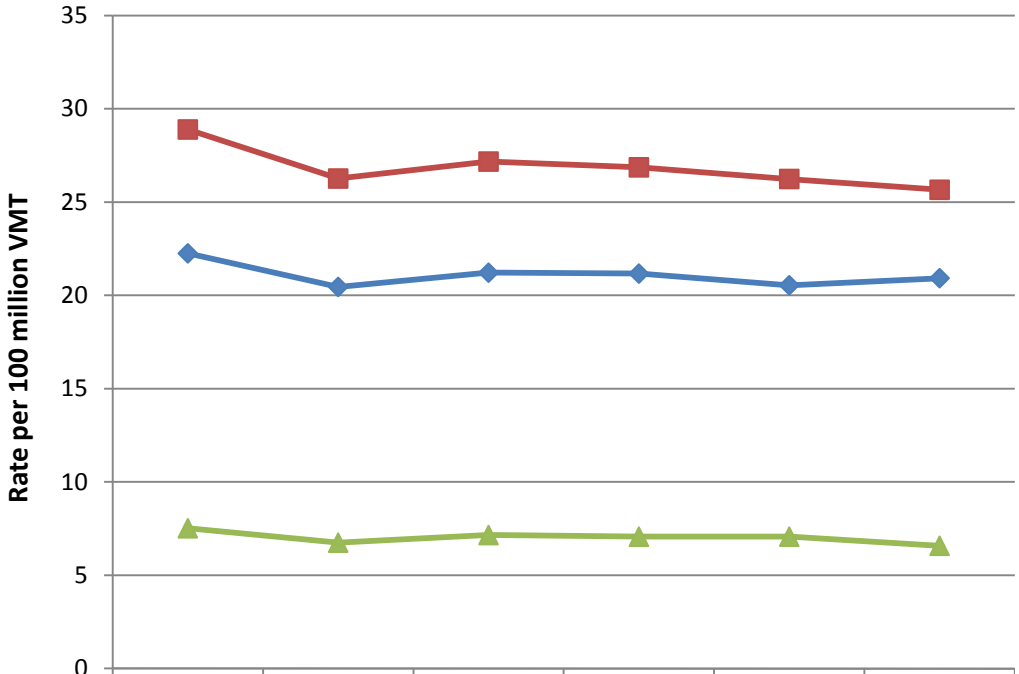
Table 5. Rate of serious injuries per 1,000 population due to motor vehicle crashes in 2014 in Colorado, by age and sex

Age Group	*Male*	*Female*	*Rate for age group*
<5	0.55	0.41	**0.48**
5-8	0.70	0.55	**0.63**
9-15	1.21	0.98	**1.10**
16-20	4.69	3.83	**4.27**
21-34	4.50	3.06	**3.80**
35-54	2.68	1.87	**2.28**
55-64	2.40	1.47	**1.92**
65+	1.94	1.32	**1.60**
All Ages	2.68	1.85	**2.27**

Source: 2014 EARS

The injury crash rate per 100 million VMT in Colorado declined overall between 2009 and 2013 but increased between 2013 and 2014 by almost two percent (Figure 6). Both the overall injury rate and serious injury rate decreased between 2009 and 2014. Between 2013 and 2014, the overall injury and serious injury rates decreased by roughly two percent and seven percent, respectively.

Figure 6. Injury crash rate and injury rate per 100 million vehicle miles traveled (VMT) in Colorado, 2009-2014

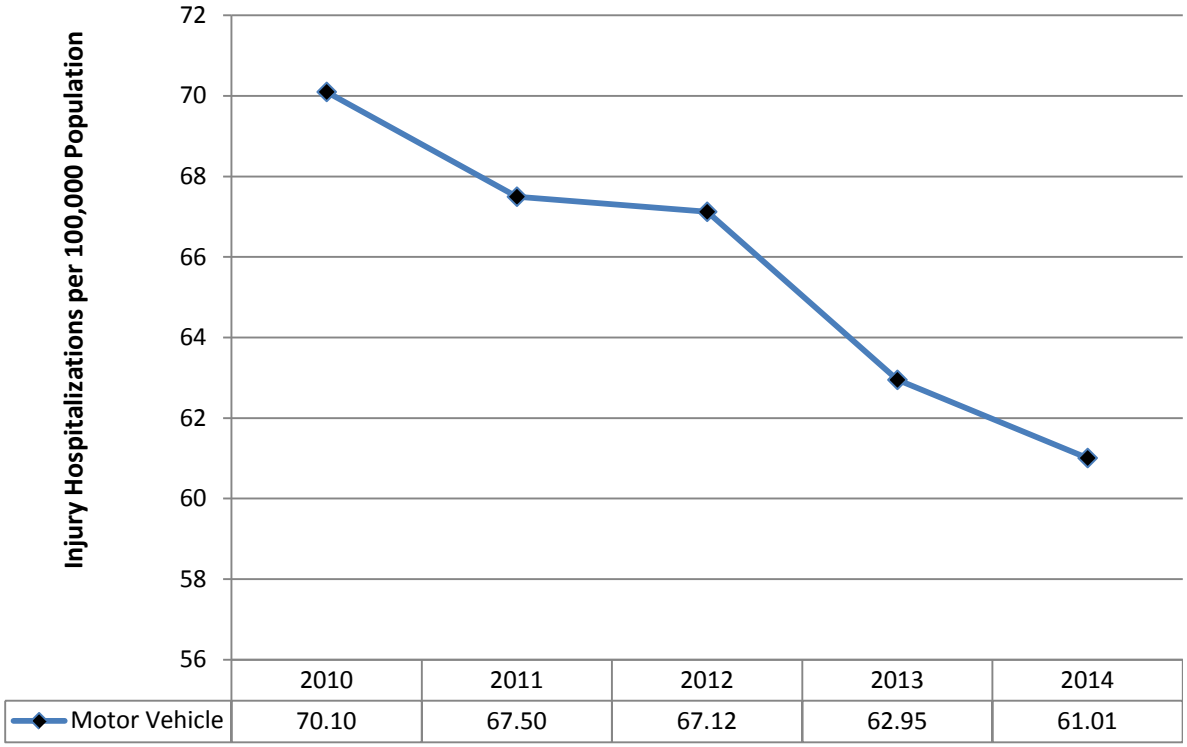


	2009	2010	2011	2012	2013	2014
Injury Crash Rate	22.25	20.45	21.22	21.17	20.54	20.92
Injury Rate	28.89	26.26	27.17	26.86	26.24	25.66
Serious Injury Rate	7.52	6.75	7.15	7.07	7.07	6.58

Source: EARS and USDOT FHWA

The Colorado Hospital Association hospital discharge data can identify the number of Colorado residents with injuries sustained in motor vehicle crashes and hospitalized in Colorado at non-federal, acute care hospitals. The age-adjusted rates of hospitalizations for Colorado residents injured in motor vehicle crashes declined by 13 percent since 2010 (Figure 7).

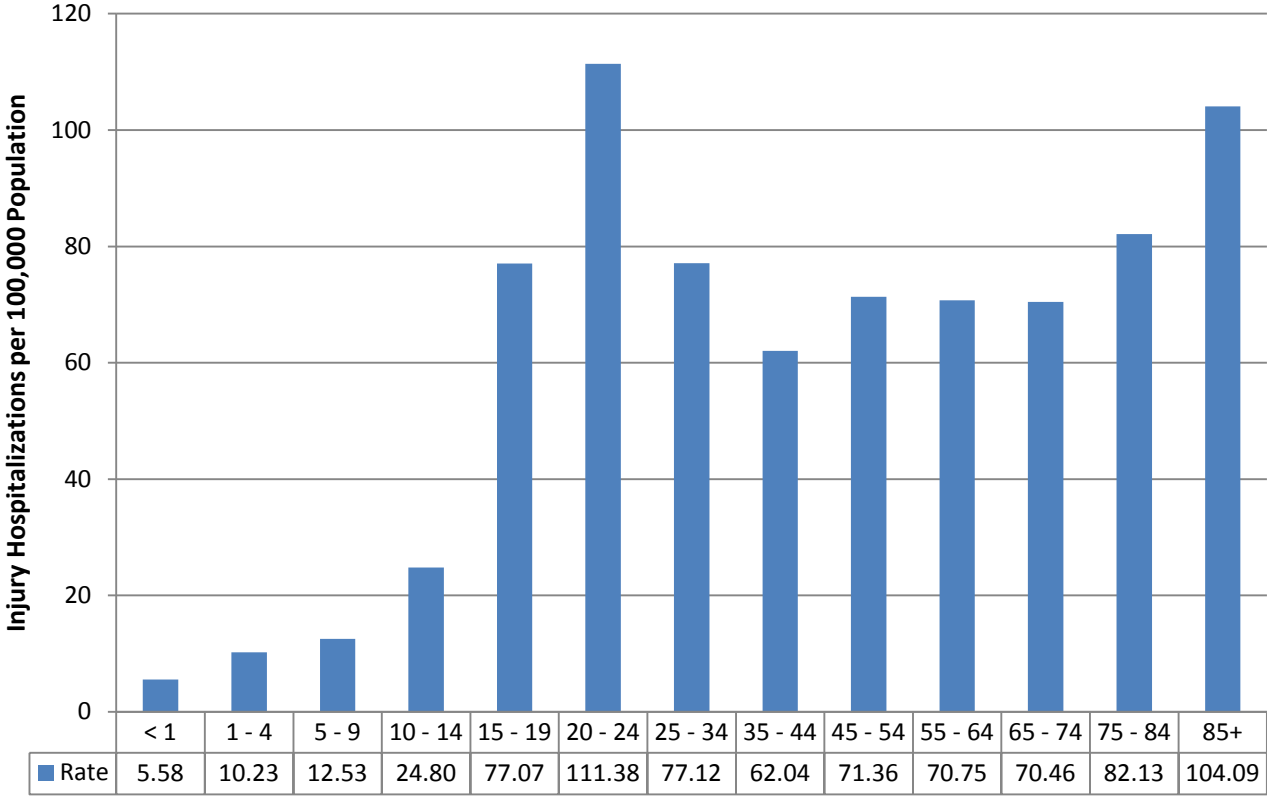
Figure 7.
Motor vehicle injury hospitalization rates over five years among Colorado residents, 2010-2014 (*N*=157,152)



Source: Colorado Hospital Association, Hospital Discharge

Between 2012 and 2014, there were 10,069 hospital discharges after injuries in motor vehicles crashes among Coloradans. Figure 8 shows the number of injury hospital discharges related to motor vehicle crashes by age group.

Figure 8. Motor vehicle injury hospitalization rate by age group among Colorado residents, 2012 -2014 (*N*=10,069)

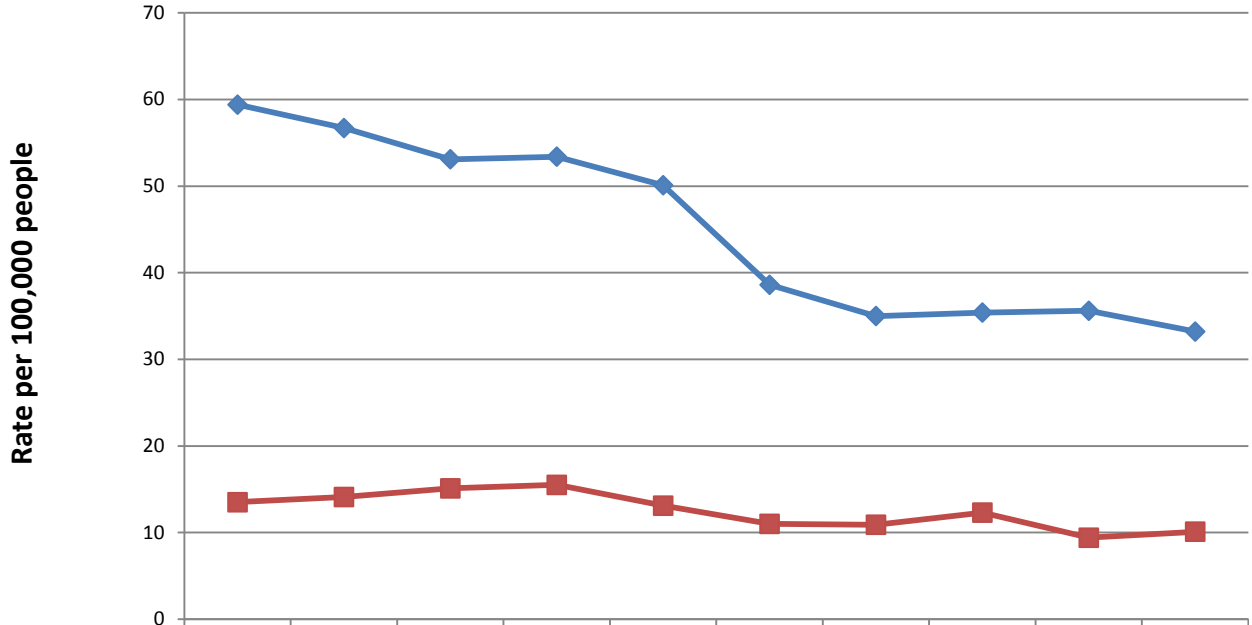


Source: Colorado Hospital Association, Hospital Discharge

The age-adjusted rate of hospitalization for Colorado residents sustaining injuries in motor vehicle crashes varied. Per 100,000 Colorado residents in each age group, persons between 20 and 24, and 85 years and older exhibited the highest hospitalization rates related to motor vehicle injuries, between 2012 and 2014 (Figure 8). Reasons for the variation by age group are related to biological risk for injury due to chronological age, propensity for risk taking, driver experience, and degree to which persons are active on the roadway at peak risk times.

Between 2005 and 2014, the rate of hospitalizations due to riding in a motor vehicle decreased by 44 percent (Figure 9). The rate decreased by 25 percent among persons riding a motorcycle. This decrease is an encouraging trend. However, those that are hospitalized are persons that experienced an injury that enabled them to survive. Thus, evaluation of trends in hospitalizations in the context of changes in injuries and fatalities is vital to determine if a decrease in one area is occurring similarly with a decrease in another related area.

Figure 9. Age-adjusted hospitalization rates for Colorado residents injured in motor vehicle crashes by person type and year, 2005-2014



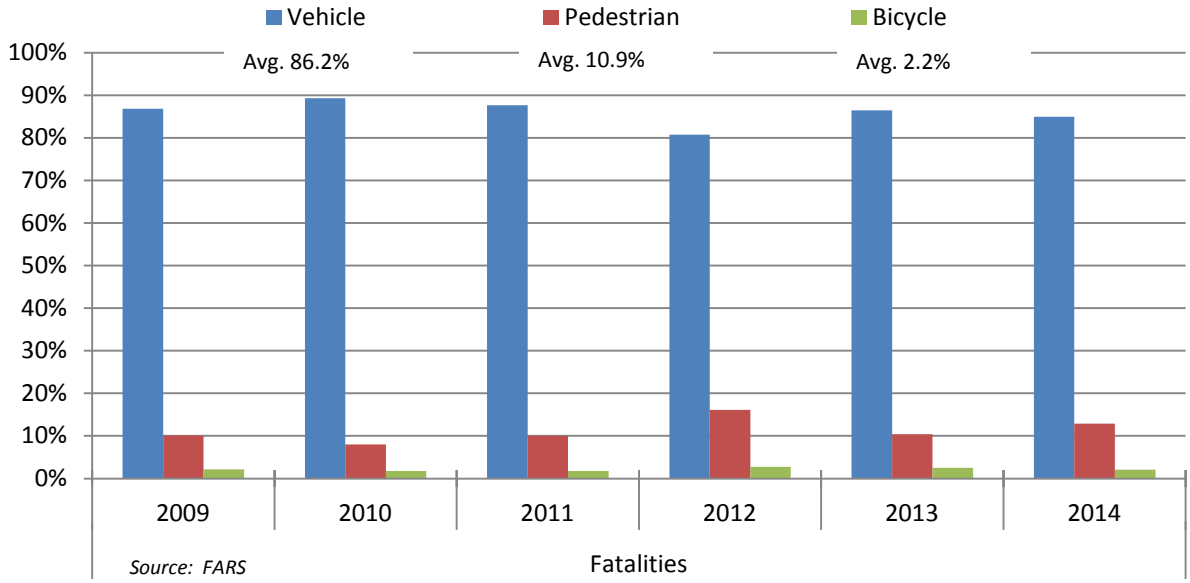
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
MV Occupant	59.4	56.7	53.1	53.4	50.1	38.6	35.0	35.4	35.6	33.2
Motorcyclist	13.5	14.1	15.1	15.5	13.1	11.0	10.9	12.3	9.4	10.1

Source: Colorado Hospital Association, Hospital Discharge

Mode of Transportation

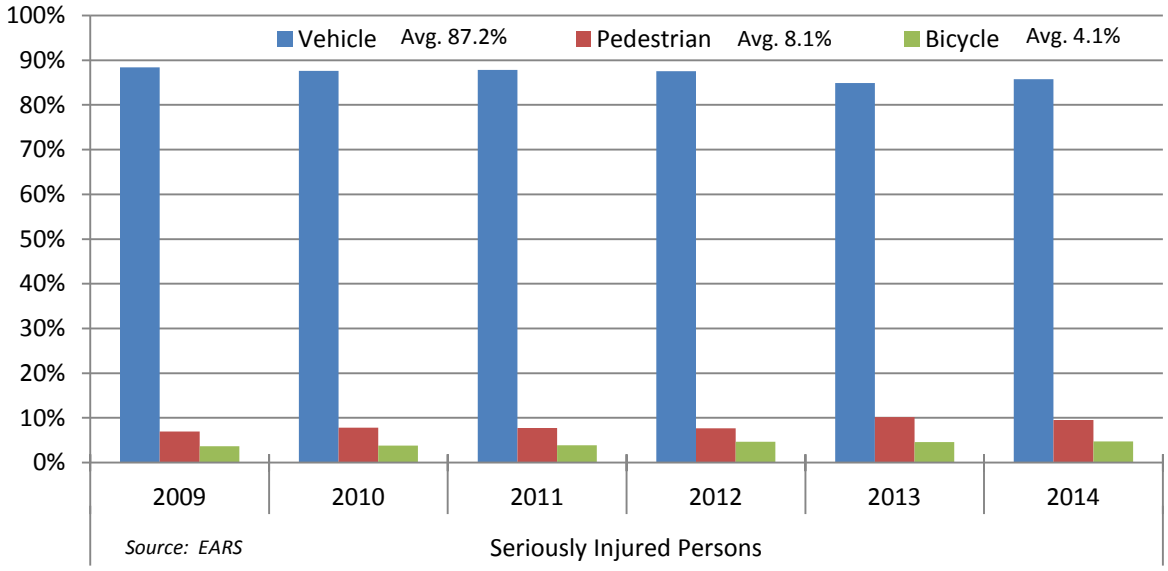
In Colorado, persons traveling in motor vehicles made up 86 percent of the motor vehicle-related fatalities between 2009 and 2014 (Figure 10a). Pedestrians accounted for 11 percent, while bicyclists comprised two percent. In 2014, pedestrians accounted for two percent more of the fatalities. Bicycles maintained the same proportion, while motor vehicles dropped by one percentage point.

Figure 10a. Transportation mode, Colorado fatalities 2009-2014



The mode of transportation when serious injuries occur remained similar over the past six years. Approximately 87 percent of injured persons occupied a motor vehicle; eight percent were pedestrians, and bicyclists comprised four percent of the injuries (Figure 10b).

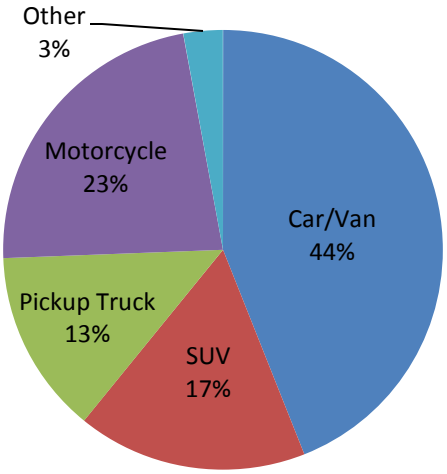
Figure 10b. Transportation mode, Colorado serious injuries 2009-2014



Motor vehicle occupants account for the majority of motor vehicle-related fatalities (85 percent) and serious injuries (86 percent). A motor vehicle can be a car/van, motorcycle, pickup truck, SUV, or other type of vehicle (i.e. large truck, motor home, bus, all terrain vehicle, snowmobile, and farm or construction equipment other than truck). In 2014, a car/van was occupied in 44 percent of the motor

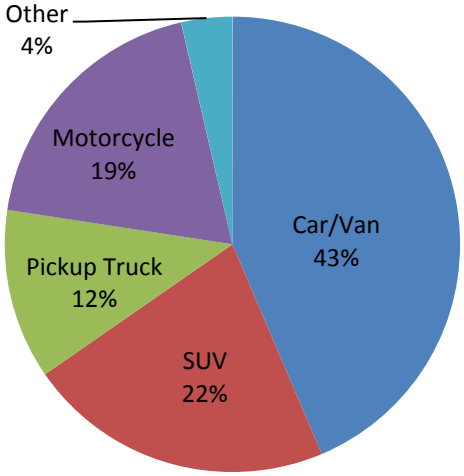
vehicle crashes resulting in a fatality (Figure 11) and more than two-fifths (43 percent) of the motor vehicle crashes resulting in a serious injury (Figure 12).

Figure 11. Type of motor vehicle individuals were riding in when fatally injured, Colorado, 2014



Source: FARS

Figure 12. Type of motor vehicle individuals were riding in when seriously injured, Colorado, 2014



Source: EARS

Tables 6 shows the frequency for each motor vehicle type occupied when fatally injured, by rural vs. urban areas, and Colorado overall for each time period. In urban areas, a greater proportion of fatalities occur in cars and vans. In rural areas, fatalities occur more often in pickup trucks and SUVs. The frequency between time periods is similar for Colorado overall. However, for rural areas there were fewer fatalities in pickup trucks during 2012-2014, and more fatalities for car/van, SUV, and other type of motor vehicles. Time-related changes were found for pickup trucks within urban counties with more occurring during 2012-2014.

Table 6. Frequency (%) of type of motor vehicle occupied when fatally injured in Colorado, 2009-2014						
Vehicle type	**Rural**		**Urban**		**Colorado**	
	2009-2011 *n* = 421	**2012-2014** *n* = 393	**2009-2011** *n* = 777	**2012-2014** *n* = 818	**2009-2011** *n* = 1,198	**2012-2014** *n* = 1,211
Car/Van	150 (35.6%)	153 (38.9%)	341 (43.9%)	342 (41.8%)	491 (41.0%)	495 (40.9%)
SUV	86 (20.4%)	87 (22.1%)	148 (19.1%)	139 (17.0%)	234 (19.5%)	226 (18.7%)
Pickup Truck	106 (25.2%)	70 (17.8%)	81 (10.4%)	121 (14.8%)	187 (15.6%)	191 (15.8%)
Motorcycle	60 (14.3%)	61 (15.5%)	188 (24.2%)	199 (24.3%)	248 (20.7%)	260 (21.5%)
Other	19 (4.5%)	22 (5.6%)	19 (2.5%)	17 (2.1%)	38 (2.7%)	39 (3.2%)

Source: FARS

Between the two time periods, there was an overall increase in proportion of serious injuries in car/vans, SUVs, and slightly for motorcycles. There are similar distributions within rural and urban counties across time.

Table 7. Frequency (%) of type of motor vehicle occupied when seriously injured in Colorado, 2009-2014						
Vehicle type	**Rural**		**Urban**		**Colorado**	
	2009-2011 *n* = 2,575	**2012-2014** *n* =2,261	**2009-2011** *n* = 6,170	**2012-2014** *n* = 6,178	**2009-2011** *n* = 8,745	**2012-2014** *n* = 8,439
Car/Van	951 (36.9%)	792 (35.0%)	3,187 (51.7%)	3,086 (50.0%)	4,138 (47.3%)	3,878 (50.0%)
SUV	532 (20.7%)	476 (21.1%)	1,108 (18.0%)	1,196 (19.4%)	1474 (16.0%)	1,672 (19.8%)
Pickup Truck	472 (18.3%)	393 (17.4%)	616 (10.0%)	542 (8.8%)	1216 (13.0%)	985 (11.7%)
Motorcycle	517 (20.1%)	479 (21.2%)	1,107 (17.9%)	1,131 (18.3%)	1,624 (18.6%)	1,610 (19.1%)
Other	103 (4.0%)	121 (5.4%)	152 (2.7%)	173 (2.8%)	255 (2.9%)	294 (3.5%)

Source: EARS

Occupant Protection

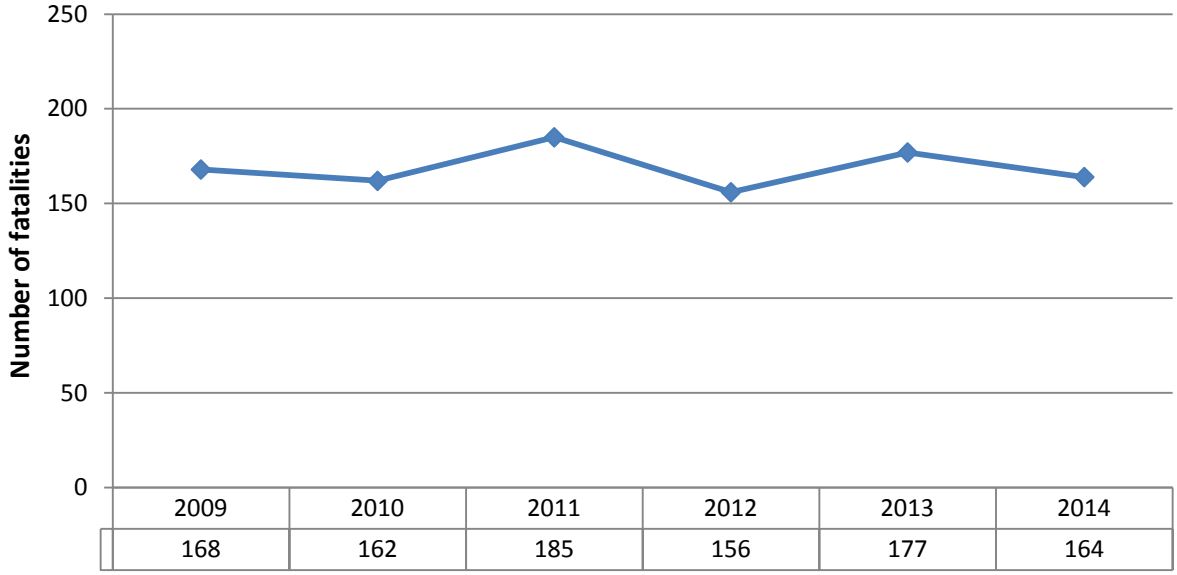
Core Performance Measure (C-4): Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions.

C-4 Top Five Counties

Weld- 22 fatalities
El Paso- 18 fatalities
Arapahoe- 12 fatalities
Jefferson- 12 fatalities
Adams - 11 fatalities

Between 2009 and 2014, the number of unrestrained passenger vehicle occupant fatalities varied but resulted in an overall 0.2 percent decrease. In 2014, 164 unrestrained fatalities occurred, an decrease of 13 deaths (5.7 percent decrease), compared to 2013 (Figure 13). In 2014, approximately 51 percent of the 319 passenger vehicle occupant fatalities were not using a restraint system and 27 percent of motor vehicle occupants seriously injured in a crash were not using restraints.

Figure 13. Unrestrained passenger vehicle occupant fatalities in Colorado, all seat positions, 2009-2014



Source: FARS

Table 8 shows the number of unrestrained fatalities and person seriously injured in Colorado for 2009-2011 to 2012-2014, by age and sex. The number of unrestrained fatalities and serious injuries decreased between the two time periods.

In addition to the number of unrestrained fatalities and injuries, analyzing the percent of all fatalities and injuries that were unrestrained suggests target groups for countermeasures. These data are found in Table 6 in the **'Unrestrained/Total'** row within each age group. The percent of unrestrained fatalities out of all passenger vehicle occupant fatalities either decreased or was comparable across age groups between the two time periods. Within each age group, there was a consistent disparity in restraint use between males and females for each time period.

Table 8. Unrestrained fatalities and persons seriously injured in Colorado, by age and sex					
		2009-2011		2012-2014	
Age Group	**Sex**	**Unrestrained Fatalities**	**Unrestrained Serious Injuries**	**Unrestrained Fatalities**	**Unrestrained Serious Injuries**
<5	Male	2	19	0	19
	Female	4	16	2	14
	Unrestrained/Total	**6/10 (60%)**	**35/80 (43.8%)**	**2/11 (18.2%)**	**33/79 (41.8%)**
5-8	Male	3	18	1	12
	Female	2	21	0	9
	Unrestrained/Total	**5/10 (50%)**	**39/102 (38.2%)**	**1/5 (20.0%)**	**21/79 (26.6%)**
9-14	Male	9	57	8	25
	Female	6	52	2	46
	Unrestrained/Total	**15/23 (65.2%)**	**109/268 (43.8%)**	**10/18 (55.6%)**	**71/215 (33.0%)**
15-20	Male	59	256	54	178
	Female	30	141	26	128
	Unrestrained/Total	**89/139 (64.0%)**	**397/981 (40.5%)**	**80/135 (59.3%)**	**306/744 (41.1%)**
21-34	Male	179	475	172	478
	Female	56	261	56	246
	Unrestrained/Total	**235/344 (68.3%)**	**736/2,001 (36.8%)**	**228/322 (70.8%)**	**724/1,913 (37.8%)**
35-54	Male	200	297	163	225
	Female	63	178	46	139
	Unrestrained/Total	**263/379 (69.4%)**	**475/1,757 (27.0%)**	**209/317 (65.9%)**	**364/1,706 (21.3%)**
55-64	Male	81	76	65	69
	Female	17	55	14	34
	Unrestrained/Total	**98/174 (56.3%)**	**131/660 (19.9%)**	**79/158 (50.0%)**	**103/672 (15.3%)**
65+	Male	43	39	46	50
	Female	26	35	20	40
	Unrestrained/Total	**69/173 (39.9%)**	**74/584 (12.7%)**	**66/178 (37.1%)**	**90/666 (13.5%)**
All Ages	Male	576	1,262	509	1,056
	Female	204	767	166	656
	Unrestrained/Total	**780/1,252 (62.3%)**	**2,029/6,517 (31.1%)**	**675/1,144 (59.0%)**	**1,712/6,074 (28.2%)**

Source: FARS and EARS

Table 9 shows the distribution of injuries according to seat belt use among 2014 occupant vehicle crashes. Of importance for public health and public safety concerns is the difference between these groups. The assumption is that those who wear a seat belt and those who do not wear a seat belt are different in terms of factors related to injury risk. A way to intervene to reduce the injury is to influence social norms through policy such as primary seat belt laws. The data shows that among people who wore a seat belt when they were in a crash, only 0.1 percent died. In comparison, 1.4 percent of those that did not wear a seat belt died. This means, people in a crash that do not wear a seat belt are fatally injury 14 times more than people who wore a seat belt. Additionally, people that did not wear a seat belt experienced an incapacitating injury at 7.8 times the frequency to those that did wear a seat belt.

Table 9. Injuries in an occupant vehicle crash according to seat belt use status, Colorado roadway crashes, 2014					
Injury type	**None**	**Complaint**	**Non-incapacitating**	**Incapacitating**	**Fatal**
Seat belt used (*n*=229,351)	87.1% (199,848)	9.8% (22,378)	2.4% (5,577)	0.6% (1,418)	0.1% (130)
Seat belt not used (*n*=11,322)	73.1% (8,273)	12.0% (1,357)	8.9% (1,005)	4.7% (532)	1.4% (155)

Seat Belt Compliance

Behavioral Performance Measure (B-1): Increase the observed seat belt use for passenger vehicles.

A major initiative of the Office of Transportation Safety (OTS) is to increase seat belt use. Each year, OTS funds an observational survey of occupant protection use statewide. Figure 14 shows the steady increase in seat belt use from 2006 to 2015. Beginning in 2012, the survey methodology changed to include observation of seat belt use in commercial vehicles 10,000 pounds and under. In 2015, Colorado's seat belt use rate was 85.2 percent, below the nationwide use of 87 percent.

Historically, fewer occupants in light trucks wear seat belts compared to occupants in other passenger vehicles. In 2006, 69 percent of light truck occupants wore seat belts. Over the past 10 years this increased to roughly 78 percent (11 percent increase). Despite this improvement, light truck occupants still lag behind other motor vehicle occupants (85 percent overall seat belt use).

Countermeasures that Work

Increase seat belt use:

Targeting Adults:

Seat Belt Use Laws

- State primary enforcement belt use laws
- Local primary enforcement belt use laws
- Increased belt use law penalties

Seat Belt Law Enforcement

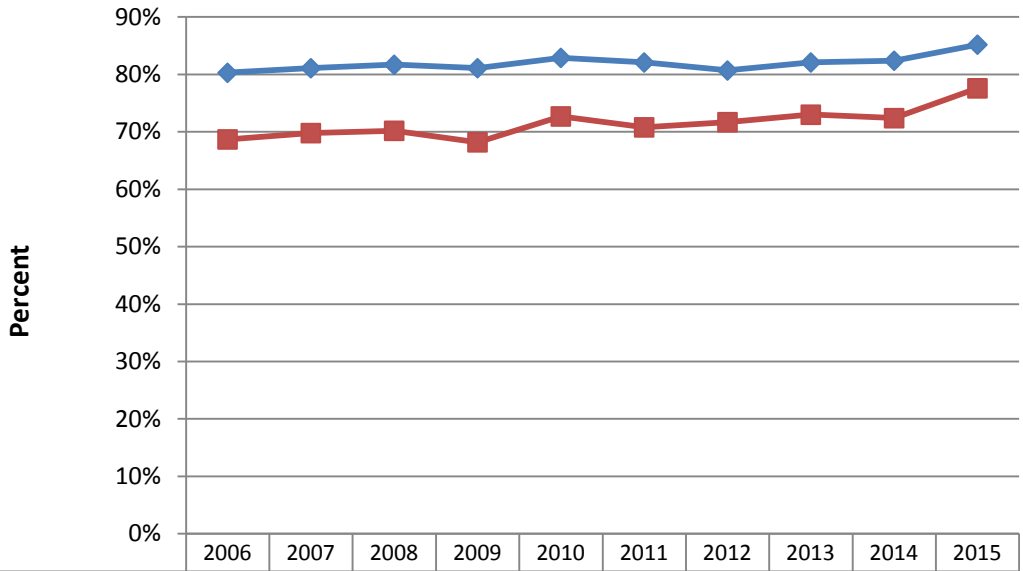
- Short high-visibility belt law enforcement
- Combined enforcement, nighttime
- Sustained enforcement

Communications & Outreach

- Supporting enforcement
- Strategies for low-belt-use groups

Listed have a 3-5 star effectiveness rating. For all countermeasures, visit hhttp://www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf

Figure 14. Statewide overall and light truck seat belt use in Colorado, 2006-2015



	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
CO overall seat belt use	0.803	0.811	0.817	0.811	0.829	0.821	0.807	0.821	0.824	0.852
Light truck seat belt use	0.687	0.698	0.702	0.682	0.727	0.708	0.717	0.73	0.724	0.776

Source: Institute of Transportation Management at CSU

Child and Youth Passenger Safety

A seat belt survey for children and youth was not conducted in 2015. The information below provides survey results for 2014. Observations of child (ages 0-4) restraint use in the front or rear of the vehicle varied between 83 and 95 percent for the past decade. In 2014, the estimated combined front/rear child restraint use hit a high of 95 percent. This is 11 percentage points higher than in 2012. Since 2005, child restraint use exceeded 90 percent only twice: in 2013 and 2014.Child booster restraint use, combining front and rear observations, was 66 percent when first observed in 2011. Since 2011, booster restraint use increased to 75 percent, but remains lower than other child restraint systems. Juvenile (ages 5-15) front/rear seat belt use was 85 percent in 2014, an increase from 78 percent in 2013. Seat belt use for this age group was 80 percent or more in 2011, 2012, and 2014.Teen drivers and teen front seat outboard passengers of non-commercial vehicles seat belt use has steadily improved to a high of 84.8 percent in 2013 and 84.2 percent in 2014 (Figure 15).

Countermeasures that Work
To increase seat belt use:

Targeting Children and Youth:

Child/Youth Occupant Restraint Laws

- Strengthening child/youth occupant restraint laws

Child Restraint/Booster Seat Law Enforcement

- Short high-visibility child restraint law enforcement

Communications and Outreach

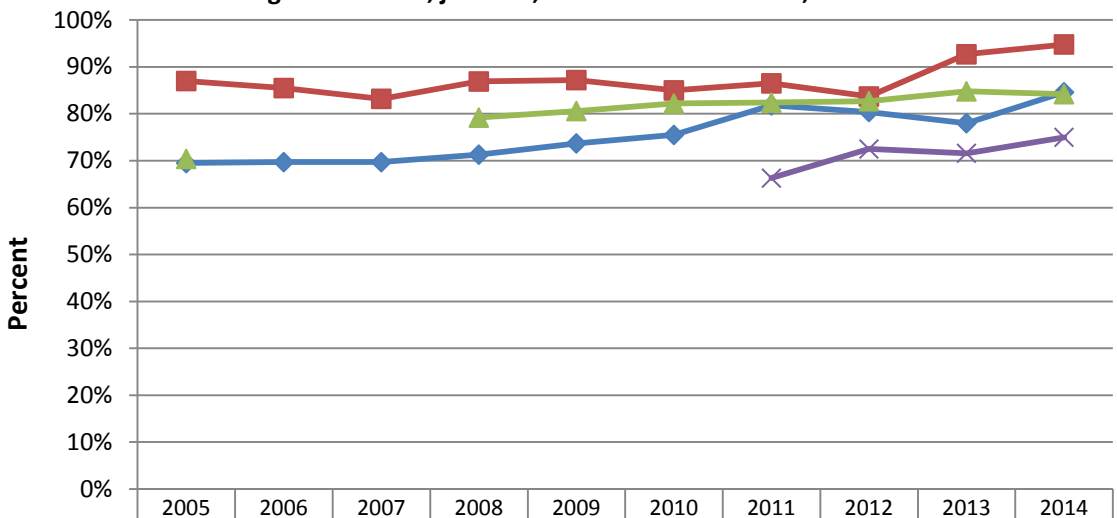
- Strategies for Older Children

Other Strategies

- School programs

Listed have a 3-5 star effectiveness rating. For all countermeasures, visit hhttp://www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf

Figure 15. Child, juvenile, and teen restraint use, 2005-2014



	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Child restraint	87.0%	85.5%	83.2%	86.9%	87.2%	85.0%	86.5%	83.7%	92.7%	94.8%
Child Booster							66.3%	72.5%	71.6%	75.0%
Juvenile seat belt	69.5%	69.7%	69.7%	71.3%	73.7%	75.5%	81.8%	80.4%	78.0%	84.6%
Teen seat belt	70.4%			79.2%	80.6%	82.2%	82.4%	82.7%	84.8%	84.2%

Source: Institute of Transportation Management at CSU

Impaired Driving

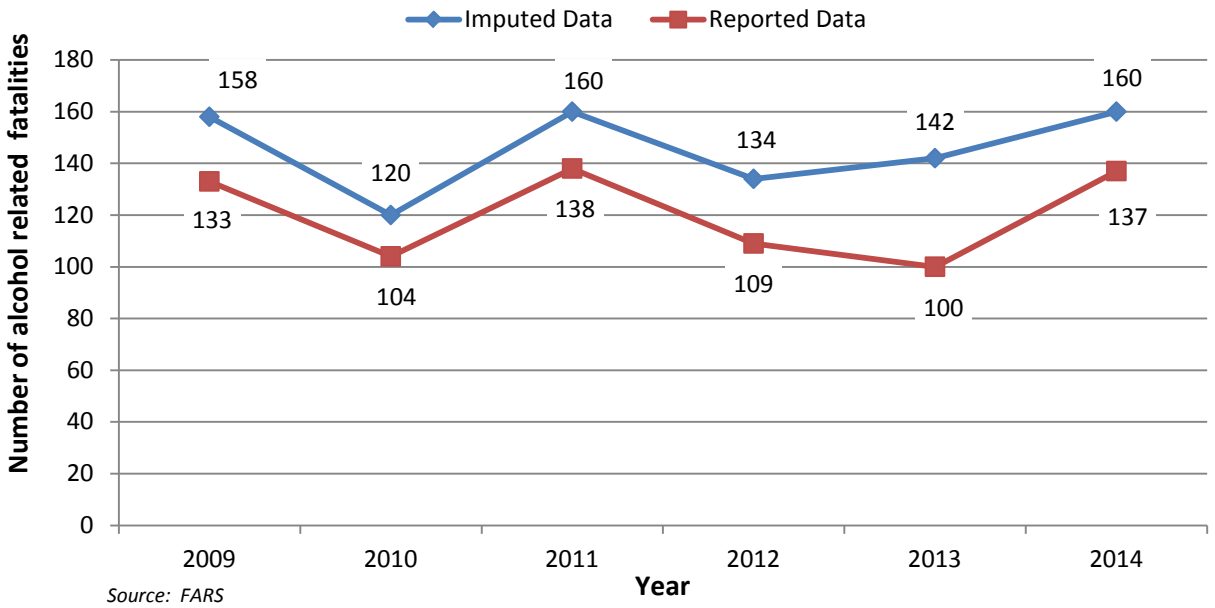
Core Performance Measure (C-5): Reduce the number of fatalities in crashes involving a driver or motorcycle operator with Blood Alcohol Content (BAC) of ≥0.08.

C-5 Top Five Counties

El Paso- 18 fatalities
Jefferson-14 fatalities
Denver- 13 fatalities
Weld- 12 fatalities
Adams- 12 fatalities

Information regarding driving while impaired in Colorado is complex. In fatal crashes, all fatalities are to be tested for alcohol and/or drugs. An arrested driver is required to take a chemical test of their breath or blood if the law enforcement officer has probable cause to believe that the driver's impairment is from alcohol or another impairing substance. Though arrested drivers are required to be tested, they can refuse and have driver's license consequences for refusal. Despite best efforts, results are often missing. In non-fatal crashes, the law enforcement officer's opinion of alcohol/drug involvement is the only data available on crash reports. To remedy missing test results on BAC, the National Center for Statistics and Analysis uses methods to impute missing BAC values. Imputation is a process of replacing missing data with a probable value based on other available data. The alcohol-related performance measure in Figure 16 is displayed two ways: 1) the number of alcohol fatalities based on imputation; and, 2) the number of alcohol fatalities based on actual BAC data reported to the CDOT, recognizing CDOT does not receive all BAC values for a variety of reasons.

Figure 16. Fatalities in Colorado crashes involving a driver or motorcycle operator with a BAC ≥ 0.08, 2009-2014



Source: FARS

During 2009-2011, there were 1,841 crashes that resulted in a fatal injury. During 2012-2014, there were 100 more crashes (*n*=1,941) (Table 10). Among the drivers involved in these fatal crashes roughly 19 percent and 16 percent met DUI *per se* criteria for during both time periods. Within each time period, the proportion of alcohol intoxicated drivers varied by age and sex. Across time periods, the proportion changed, but not dramatically.

For serious injury crashes, the alcohol and drug data is based on the law enforcement officer's opinion at time of crash, not lab values. During 2012-2014, a greater proportion of drivers were suspected of alcohol impairment compared to 2009-2011; and fewer were suspected of drug impairment. Younger age groups were suspected of drug or alcohol impairment more during 2012-2014 than 2009-2011. Disparities by age and sex were consistent within crash types and between time periods.

Countermeasures that Work

To reduce alcohol- and drug-impaired driving:

Deterrence

1) Laws
- Administrative license revocation/suspension
- Open containers
- High-BAC sanctions
- BAC test refusal penalties
- Alcohol-impaired driving law review

2) Enforcement
- Publicized sobriety checkpoints
- High visibility saturation patrols
- Preliminary breath test devices
- Passive alcohol sensors
- Integrated enforcement

3) Prosecution and Adjudication
- DWI Courts
- Limits on diversion and plea agreements
- Court monitoring

4) DWI offender treatment, monitoring, control
- Alcohol problem assessment, treatment
- Alcohol ignition interlocks
- Vehicle and license plate sanctions
- DWI offender monitoring
- Lower BAC limit for repeat offenders

Prevention, intervention, communications & outreach
- Alcohol screening and brief intervention
- Mass-media campaigns

Underage drinking & alcohol-impaired driving
- Minimum drinking age 21 laws
- Zero-tolerance law enforcement
- Alcohol vendor compliance checks
- Other minimum legal drinking age 21 law enforcement

Drugged Driving
- Enforcement of drug-impaired driving

Listed have a 3-5 star effectiveness rating. For all countermeasures, visit hhttp://www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdfl

Table 10. Time period comparison of drivers with blood alcohol content ≥ 0.08 and drivers where the investigating officer suspects alcohol and drugs among fatal and serious injury crashes in Colorado, by impaired driver age and sex							
		2009-2011			2012-2014		
Age	Sex	Fatal crashes (*n* = 1,841)	Serious injury crashes (*n* = 23,233)		Fatal crashes (*n* = 1,941)	Serious injury crashes (*n* = 17,812)	
Driver		BAC ≥ 0.08	Alcohol	Drug(s)	BAC ≥ 0.08	Alcohol	Drug(s)
9-14	Male	0	2	1	0	7	3
	Female	0	1	0	0	1	1
	Total	0/2 (0.0%)	3/1,171 (0.3%)	1/1,171 (0.1%)	0/2 (0.0%)	8/1,084 (0.7%)	4/1,084 (0.4%)
15-20	Male	20	144	50	26	143	48
	Female	8	32	11	7	45	13
	Total	28/189 (14.8%)	176/3,019 (5.8%)	61/3,019 (2.0%)	33/195(16.9%)	188/2,509 (7.5%)	61/2,509 (2.4%)
21-34	Male	130	564	97	116	609	145
	Female	25	154	53	24	185	44
	Total	155/553 (28.0%)	718/6,098 (11.8%)	150/6,098 (2.5%)	140/580(24.1%)	794/6,425 (12.4%)	189/6,425(2.9%)
35-54	Male	107	359	72	90	383	67
	Female	19	100	25	12	129	32
	Total	126/637 (19.8%)	459/5,912 (7.8%)	97/5,912 (1.6%)	102/605(16.9%)	512/5,909 (8.7%)	99/5,909(1.7%)
55-64	Male	26	88	21	24	81	20
	Female	3	17	9	5	16	10
	Total	29/246 (11.8%)	105/2,073 (5.1%)	30/2,073 (1.4%)	29/288 (10.1%)	97/2,251 (4.3%)	30/2,251 (1.3%)
65+	Male	7	20	5	9	28	5
	Female	0	0	2	3	3	4
	Total	7/199 (3.5%)	20/1,580 (1.3%)	7/1,580 (0.4%)	12/246 (4.9%)	31/1,828 (1.7%)	9/1,828 (0.5%)
All Ages	Male	290	1,199	254	265	1,251	288
	Female	55	307	101	51	379	104
	%crashes	345/1,841 (18.7%)	1,506/23,233 (6.5%)	355/23,233 (3.3%)	316/1,941 (16.3%)	1,630/17,812 (9.2%)	392/17,812 (2.2%)

Source: FARS and EARS Abbreviations: Unk, Unknown; BAC, Blood Alcohol Content

In 2014, there were 5,256 motor vehicle crashes involving a driver that law enforcement officers believed was impaired. A total of 11,378 people were impacted by a crash involving an impaired driver. The percentage of people who were injured as a result of being in this type of crash was higher compared to crashes not involving an impaired driver. Table 11 shows the frequency of injuries among people involved in a crash with impaired driver(s) compared to those in crashes that do not involve an impaired driver.

Table 11. Injuries: comparison by impaired driver crash and non-impaired driver crash, Colorado roadway crashes, 2014					
Injury type	**None**	**Complaint**	**Non-incapacitating**	**Incapacitating**	**Fatal**
Impaired driver crash (*n*=11,378)	73.4% (8,349)	12.8% (1,452)	9.5% (1,082)	3.8% (436)	0.4% (47)
Non-impaired crash (*n*=272,997)	86.4% (235,841)	9.3% (25,248)	3.0% (8,265)	1.0% (2,788)	0.2% (441)

Compared to non-impaired driver crashes, those involved in an impaired driver crash have a higher percent of non-incapacitating, incapacitating, and fatal injuries. Those in an impaired driver crash had twice the percent of fatal injuries compared to non-impaired driver crashes. For incapacitating injuries, it was about four times the percent.

Impaired drivers also sustained more injuries in the crash compared to the other people involved in the crash. Table 12 displays the percent of injury among the 11,378 people impacted by the impaired driver crash. An equal percent of impaired drivers and other people involved died. However, a higher percentage of impaired drivers sustained non-incapacitating (2.5) and incapacitating (1.6) injuries compared to others involved.

Table 12. Impaired driver crash: Comparison of injuries between impaired drivers and other people involved in the crash, Colorado roadway crashes, 2014

Injury type	None	Complaint	Non-incapacitating	Incapacitating	Fatal
Impaired driver (*n*=5,275)	69.0% (3,642)	11.7% (617)	14.1% (742)	4.8% (252)	0.4% (20)
Others involved (*n*=6,103)	77.1% (4,707)	13.7% (835)	5.6% (340)	3.0% (184)	0.4% (27)

Speed Enforcement

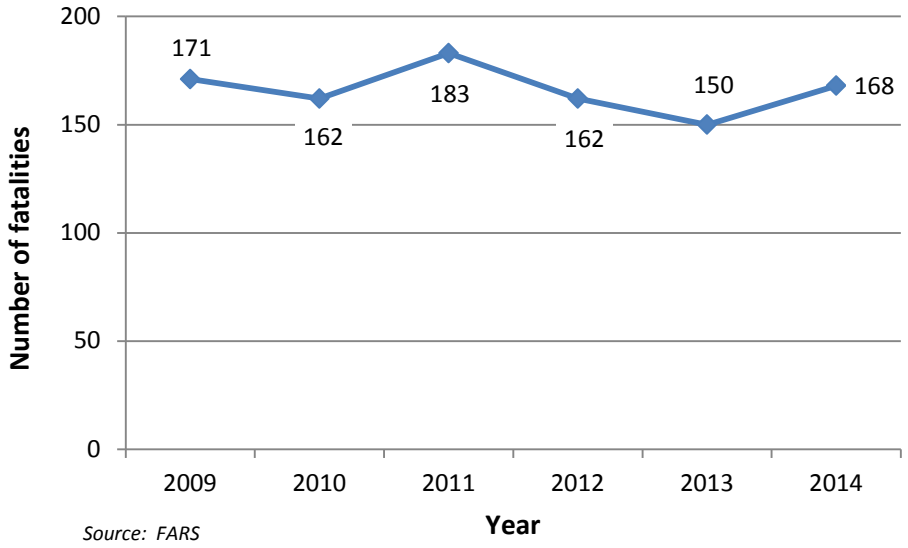
Core Measure (C-6): Reduce the number of speeding related fatalities.

In 2014, speeding related fatalities decreased to 168 from 171 in 2009, representing almost a two percent decrease (Figure 17). Speeding contributed to 34 percent of all fatalities in 2014. Law enforcement officers indicated that speeding was the driver action, or specific law violation, leading to a crash in seven percent of all crashes (fatal and non-fatal) and six percent of all non-injury crashes in 2014.

C-6 Top Five Counties

El Paso- 18 fatalities
Jefferson- 17 fatalities
Adams- 16 fatalities
Weld- 14 fatalities
Denver- 12 fatalities

Figure 17. Speeding Related Fatalities in Colorado, 2009-2014



Source: FARS

Countermeasures that Work

Reduce aggressive driving & speeding:

Laws
- Speed Limits

Enforcement
- Automated enforcement

Communications & Outreach
- Public information supporting enforcement

Listed have a 3-5 star effectiveness rating. For all countermeasures, visit hhttp://www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf

Table 13 compares the number of drivers noted to be speeding, which entails exceeding the safe or posted speed, in fatal or serious injury crashes between two time periods: 2009-2011 and 2012-2014. The latest time period shows an overall decrease in percent of drivers speeding in fatal crashes and a decrease in absolute number for both crash types. Speeding contributes a greater amount of fatal crashes than injury crashes. People aged 21 to 54 years contribute the most for speeding driver related crashes. Disparities by age and sex are consistent across years and crash types.

Table 13. Speeding drivers among fatal and serious injury crashes in Colorado, by speeding driver age and sex

		2009-2011		2012-2014	
		Speeding drivers		Speeding drivers	
Age Group	Sex	Fatal crash (*n* = 1,841)	Serious Injury Crash (*n* = 23,233)	Fatal crash (*n* = 1,941)	Serious Injury Crash (*n* = 17,812)
9 - 14	Male	0	3	1	11
	Female	0	2	0	9
	% Driver	**0/606 (0.0%)**	**5/1,016 (0.5%)**	**1/590 (0.2%)**	**20/848 (2.4%)**
15 - 20	Male	55	107	52	80
	Female	29	58	24	52
	% Driver	**84/616 (13.9%)**	**165/1,016 (16.2%)**	**76/590 (12.9%)**	**132/848 (15.6%)**
21 - 34	Male	171	277	192	246
	Female	50	97	43	84
	% Driver	**221/616 (36.5%)**	**374/1,016 (36.8%)**	**235/590 (39.8%)**	**330/848 (38.9%)**
35 - 54	Male	165	217	133	167
	Female	43	81	29	65
	% Driver	**208/606 (34.3%)**	**298/1,016 (29.3%)**	**162/590 (27.5%)**	**232/848 (27.4%)**
55 - 64	Male	45	81	48	55
	Female	13	31	14	18
	% Driver	**58/606 (9.6%)**	**112/1,016 (11.0%)**	**62/590 (10.5%)**	**73/848 (8.6%)**
65+	Male	23	44	41	42
	Female	12	18	13	19
	% Driver	**35/606 (5.8%)**	**62/1,016 (6.1%)**	**54/590 (9.2%)**	**61/848 (7.2%)**
All	Male	459	729	467	601
	Female	147	287	123	247
	% Crash	**606/1,841 (32.9%)**	**1,016/23,233 (4.4%)**	**590/1,941 (30.4%)**	**848/17,812 (4.8%)**

Source: FARS and EARS; Abbreviations: Unk, Unknown. NOTE: Sum in last row may not equal total number of crashes due to missing data. Totals include unknown sex when age is missing. Thus, total may not equal sum of column.

Motorcycle Safety

Core Performance Measure (C-7): Reduce the number of motorcyclist fatalities.

Motorcyclist fatalities have increased by 6.8 percent since 2009. In 2009, there were 88 fatalities and in 2014 there were 94 (Figure 18). The 94 motorcyclist fatalities in 2014 account for 19 percent of the total motor vehicle fatalities. Among motorcycle fatalities, almost 64 percent were not wearing a helmet, an 11 percent increase from 2013. Motorcyclists accounted for 11 percent of total motor vehicle injuries in 2014 and 16 percent of serious injuries.

C-7 Top Five Counties

El Paso- 19 fatalities
Jefferson- 11 fatalities
Adams- 7 fatalities
Denver- 7 fatalities
Weld- 7 fatalities

A higher percentage of those involved in a motorcycle crash sustained serious injuries and fatal injuries (Table 14) compared to people involved in non-motorcycle crashes. Notably, the percent of non-incapacitating and incapacitating injuries is 6.7 and 11.7 times the percent of the respective injures in non-motorcycle crashes. The percent of a fatal injury in a motorcycle crash was 21 times the prevalence of a fatal injury from non-motorcycle crashes.

Countermeasures that Work

Improve motorcycle safety:

Motorcycle Helmets

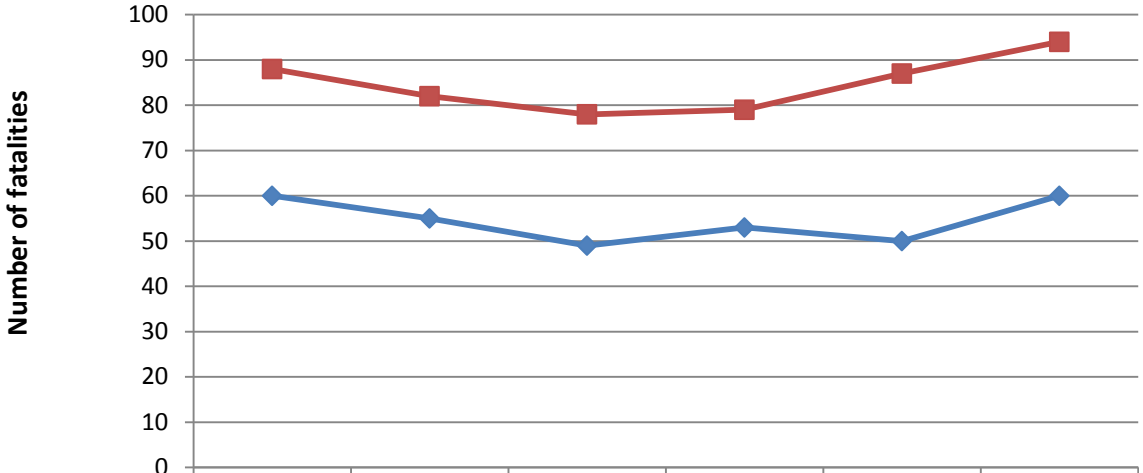
- Universal coverage State motorcycle helmet use laws

Alcohol Impairment

- Alcohol impairment: detection, enforcement, & sanctions

Listed have a 3-5 star effectiveness rating. For all countermeasures, visit http://www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf

Figure 18. Motorcyclist fatalities in Colorado, 2009-2014



	2009	2010	2011	2012	2013	2014
Unhelmeted	60	55	49	53	50	60
Total	88	82	78	79	87	94

Source: FARS

Table 14. Injuries among people involved in a motorcycle crash compared to non-motorcycle crashes, Colorado roadway crashes, 2014					
Injury type	**None**	**Complaint**	**Non-incapacitating**	**Incapacitating**	**Fatal**
Motorcycle crash (*n*=4,622)	53.7% (2,482)	11.4% (525)	20.0% (923)	11.7% (539)	2.1% (99)
Non-motorcycle crash (*n*=279,764)	86.4% (241,717)	9.4% (26,117)	3.0% (8,424)	1.0% (2,685)	0.1% (389)

Among those involved in a motorcycle crash (*n*=4,622), the type injuries sustained by the motorcycle rider was different than the type of injuries sustained by the other people involved in the crash (Table 15). The motorcycle driver experienced a higher percent of serious and fatal injuries compared to others involved in the crash.

Table 15. Motorcycle crash: Comparison of injuries among motorcycle riders and other people invovled in the crash, Colorado roadway crashes, 2014					
Injury level	**None**	**Complaint**	**Non-incapacitating**	**Incapacitating**	**Fatal**
Motorcycle driver (*n*=2,641)	25.4% (672)	17.4% (459)	33.6% (888)	19.8% (524)	3.6% (94)
Others in crash (*n*=1,981)	91.4% (1,810)	3.3% (66)	1.8% (35)	0.8% (15)	0.3% (5)

Approximately 95 percent of the deaths due to a crash involving a motorcycle rider were comprised of motorcycle riders. The percent of fatalities by a motorcycle rider is 12 times the percent by the other people involved in the motorcycle crash. The percent of non-incapacitating and incapacitating injuries by the motorcycle rider was 18 and 24 times the percent of the respective injuries among others involved in the motorcycle crash.

Core Performance Measure (C-8): Reduce the number of unhelmeted motorcyclist fatalities.

Of the 94 motorcyclist fatalities, 64 percent were not wearing helmets (Figure 18). Between 2009 and 2014, the percent of motorcyclists who died each year and were not wearing helmets ranged between 68 and 64 percent.

C-8 Top Five Counties

El Paso- 13 fatalities
Denver- 6 fatalities
Jefferson- 6 fatalities
Adams- 5 fatalities
Weld- 4 fatalities

Table 16 compares the number of motorcyclists (operators and/or passengers) killed or seriously injured in crashes between 2009-2011 and 2012-2014. People between 21 and 34 years experienced more serious injuries in the later time period compared to the earlier. Consistent between the two time periods is the persistent disparity in fatalities and injuries by age and sex. Overall, the majority of the fatally injured did not wear a helmet and a little more than 50 percent for those seriously injured wore one.

Table 16. Motorcyclist fatalities and serious injuries in Colorado, by sex and age group

		2009-2011				2012-2014			
		Motorcyclist Fatalities		Motorcyclist Serious Injuries		Motorcyclist Fatalities		Motorcyclist Serious Injuries	
Age Group	**Sex**	**No helmet**	**Total**	**No helmet**	**Total**	**No helmet**	**Total**	**No helmet**	**Total**
9-14	Male	1	1	5	12	1	1	3	9
	Female	0	0	0	2	0	0	1	4
	Total	**1(100.0%)**	**1**	**5 (35.7%)**	**14**	**1 (100%)**	**1**	**4 (30.8%)**	**13**
15-20	Male	8	12	30	55	5	7	22	54
	Female	1	2	11	16	0	0	7	12
	Total	**9 (64.3%)**	**14**	**41 (57.8%)**	**71**	**5 (71.4%)**	**7**	**29 (43.9%)**	**66**
21-34	Male	31	48	146	291	31	60	219	407
	Female	3	3	32	59	2	4	51	73
	Total	**34 (66.7%)**	**51**	**178 (50.9%)**	**350**	**33 (51.6%)**	**64**	**270 (56.3%)**	**480**
35-54	Male	75	88	366	571	73	101	280	491
	Female	16	18	81	158	6	10	72	112
	Total	**91 (85.6%)**	**106**	**447 (61.3%)**	**729**	**79 (71.2%)**	**111**	**352 (55.9%)**	**630**
55-64	Male	39	53	126	243	34	50	118	233
	Female	4	7	13	35	0	2	12	39
	Total	**43 (71.7%)**	**60**	**139 (50.0%)**	**278**	**34 (65.4%)**	**52**	**130 (47.8%)**	**272**
65+	Male	9	12	22	77	10	24	38	95
	Female	1	1	5	10	1	1	2	8
	Total	**10 (76.9%)**	**13**	**27 (31.0%)**	**84**	**11 (44.0%)**	**25**	**40 (38.8%)**	**103**
All Ages	Male	163	214	697	1,258	141	243	680	1,289
	Female	25	31	144	282	11	17	145	275
	Total	**188 (76.7%)**	**245**	**841 (54.6%)**	**1,540**	**152 (62.3%)**	**260**	**825 (52.7%)**	**1,564**

Source: FARS and EARS

Young Drivers

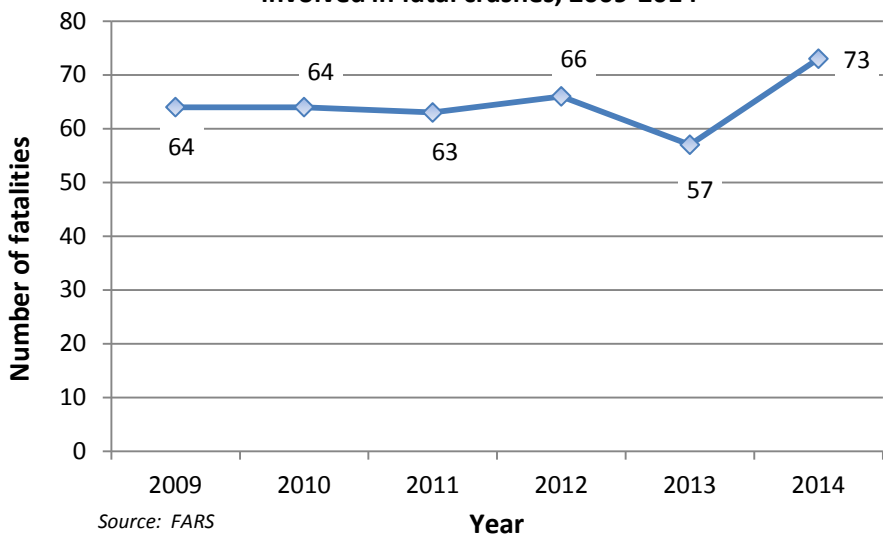
Core Performance Measure (C-9): Reduce the number of drivers age 20 or younger involved in fatal crashes.

C-9 Top Five Counties

Weld - 12 fatalities
El Paso - 9 fatalities
Denver- 6 fatalities
Boulder- 5 fatalities
Adams- 4 fatalities

The number of drivers 15-20 years old involved in a fatal crash increased by 28 percent between 2009 and 2014. Approximately three (3.34 percent) more drivers, aged 15-20 years, were involved in a fatal crash in 2014 compared to 2009 (Figure 19). From 2013 to 2014, the number of fatalities among people 15-20 years old decreased by 16 percent (Figure 20).

Figure 19. Drivers in Colorado, age 15-20 years old involved in fatal crashes, 2009-2014



Source: FARS

Countermeasures that Work

Improve young-driver safety:

Graduated Driver Licensing (GDL)

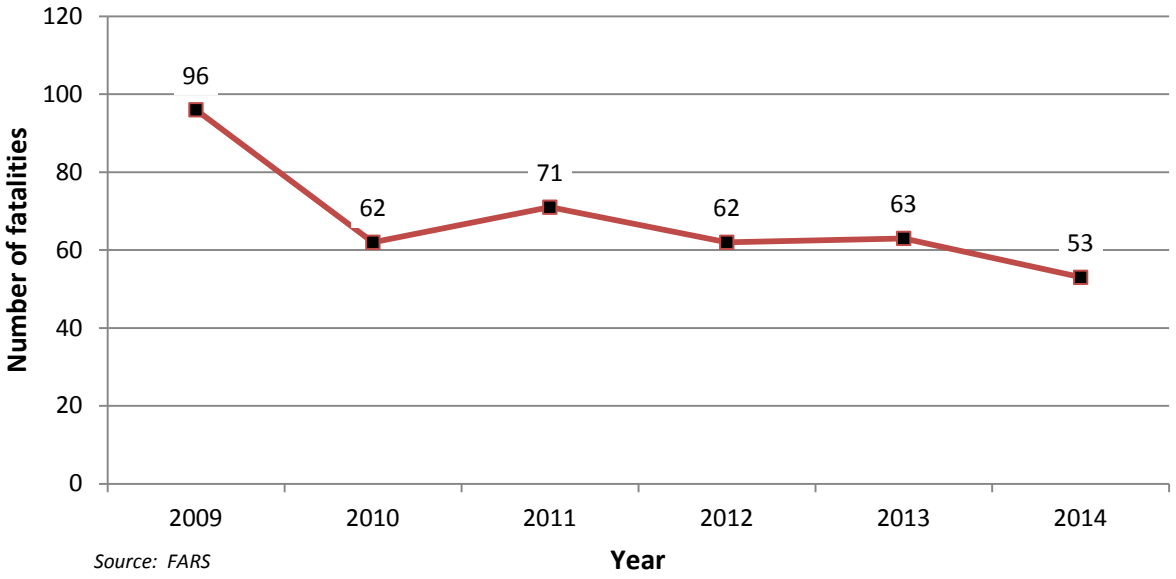
- Learner's permit length, supervised hours
- Intermediate-nighttime restrictions
- Intermediate- passenger restrictions

Traffic Law Enforcement

- Enforcement of GDL & zero-tolerance laws

Listed have a 3-5 star effectiveness rating. For all countermeasures, visit hhttp://www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf

Figure 20. Motor Vehicle Fatalities among persons aged 15-20 years old, Colorado 2009-2014



Source: FARS

Table 17 compares the number of drivers aged 15-20 years in a fatal or serious injury crash between 2009-2011 and 2012-2014. Young drivers represented about 10 percent of drivers in a fatal crash and 7 percent of drivers in an injury crash for both time periods. Between 2009 and 2011, a greater percent of 15-year olds were involved in a serious injury crash compared to 2012-2014. Otherwise, the number by age group was consistent between the two time periods for each crash type. For each time period there were disparities by age and sex.

Table 17. Young drivers in fatal crashes and serious injury crashes, by age and sex of driver

		2009-2011		2012-2014	
Age Group	**Sex**	**Young Drivers**		**Young Drivers**	
		Fatal crash *n* = 1,841	**Serious injury crash** *n* = 23,233	**Fatal crash** *n* = 1,941	**Serious injury crash** *n* = 17,812
15	Male	1	24	3	12
	Female	2	13	0	11
	% driver	**3/189 (1.6%)**	**37/1,556 (2.4%)**	**3/195 (1.5%)**	**23/1,300(1.8%)**
16-17	Male	33	255	35	200
	Female	19	183	17	165
	% driver	**52/189 (27.5%)**	**438/1,556 (28.1%)**	**52/195 (26.7%)**	**365/1,300 (28.1%)**
18-20	Male	83	675	94	560
	Female	51	406	46	352
	% driver	**134/189 (70.9%)**	**1,081/1,556 (69.5%)**	**140/195 (71.8%)**	**912/1,300 (70.2%)**
Total: 15-20	Male	117	954	132	772
	Female	72	602	63	528
	% crash	**189/1,841 (10.3%)**	**1,556/23,233 (6.7%)**	**195/1,941 (10.0%)**	**1,300/17,812 (7.3%)**

Of the young drivers involved in fatal and serious injury crashes during 2009-2011 approximately 79 percent were at fault for fatal crashes and 73 percent were at fault for serious injury crashes (Table 18). Of the young drivers in fatal and serious injury crashes during 2012-2014, about 74 percent were at fault for fatal crashes and 69 percent were at fault for serious injury crashes. There were fewer young drivers at fault in serious injury crashes during 2012-2014 compared to 2009-2011. The 18-20 year-old age group represented a greater percent of at fault drivers during 2012-2014 for both types of crashes.

Table 18. Young drivers at fault in fatal crashes and serious injury crashes, by age and sex of driver

		2009-2011		2012-2014	
Age Group	**Sex**	**Young Drivers at fault**		**Young Drivers at fault**	
		Fatal crash *n* = 1,841	**Serious injury crash** *n* = 23,233	**Fatal crash** *n* = 1,941	**Serious injury crash** *n* = 17,812
15	Male	1	18	2	11
	Female	0	11	0	6
	% driver	**1/149 (0.7%)**	**29/1,126 (2.6%)**	**2/144 (1.4%)**	**17/897 (1.9%)**
16-17	Male	29	205	24	152
	Female	16	135	12	113
	% driver	**56/149 (37.6%)**	**340/1,126 (30.2%)**	**36/144 (25.0%)**	**265/897 (29.5%)**
18-20	Male	67	488	76	400
	Female	36	269	30	215
	% driver	**103/149 (69.1%)**	**757/1,126 (67.2%)**	**106/144 (73.6%)**	**615/897 (68.6%)**
Total: 15-20	Male	97	711	102	563
	Female	52	415	42	334
	% crash	**149/1,841 (8.1%)**	**1,126/23,233 (4.8%)**	**144/1,941 (7.4%)**	**897/17,812 (5.0%)**

In 2014, there were 20,934 crashes that involved a driver aged 15 to 20 years old. A total of 57,673 people were involved in these crashes. The types of injuries among these 57,673 people were similar compared to people involved in non-young driver crashes (Table 19).

Table 19. Injuries among people in young driver crashes and crashes not involving a young driver, Colorado roadway crashes, 2014

Type of Injury	None	Complaint	Non-incapacitating	Incapacitating	Fatal
Young driver crash (*n*=57,673)	86.2% (49,690)	9.7% (5,601)	3.1% (1,799)	0.8% (475)	0.1% (74)
Non-young driver crash (*n*=226,702)	85.8% (194,500)	9.3% (21,099)	3.3% (7,548)	1.2% (2,794)	0.2% (414)

Table 20 shows the type of injury sustained by the young driver and the other people involved in the young driver crash. The information in Table 20 shows that both young drivers and people involved in the young driver crash had similar frequencies in injury severity.

Table 20. Young driver crash: Comparison of injuries for young drivers and other people involved in the crash, Colorado roadway crashes, 2014

Type of Injury	None	Complaint	Non-incapacitating	Incapacitating	Fatal
Driver 15-20 years (*n*=22,427)	87.9% (19,711)	17.4% (459)	3.4% (760)	0.7% (159)	0.1% (26)
Other people involved in crash (*n*=35,246)	85.1% (29,979)	10.9% (3,833)	3.0% (1,039)	0.9% (316)	0.1% (48)

Pedestrian and Bicycle Safety

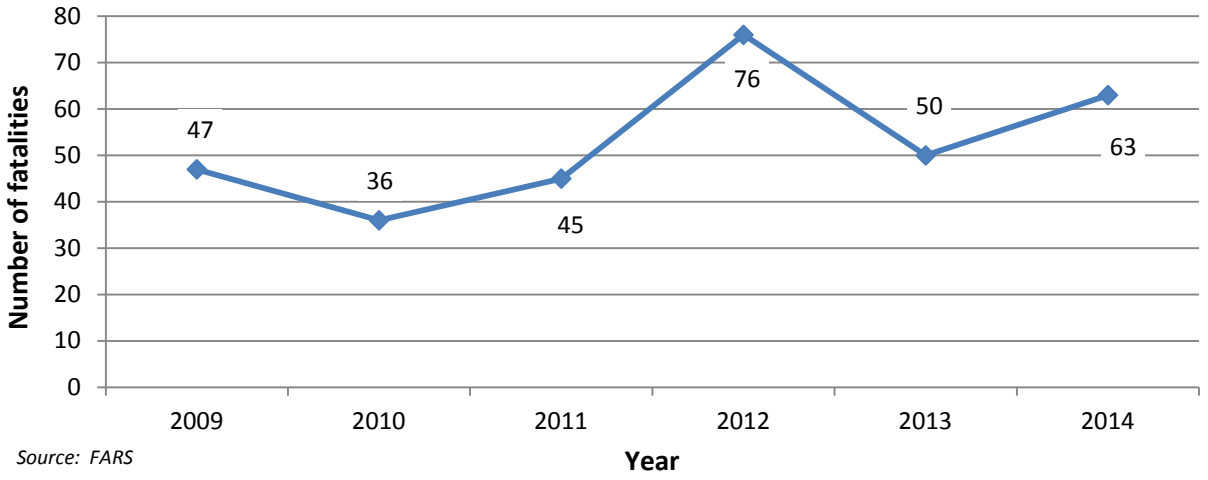
Core Performance Measure (C-10): Reduce the number of pedestrian fatalities.

Pedestrian fatalities increased in 2014. Sixty-three pedestrians died in 2014, a 26 percent increase from the previous year (Figure 21). The 63 pedestrian fatalities in 2014 account for 13 percent of all fatalities. In 2014, seven percent (824/12,570) of all motor vehicle-related injuries happened to pedestrians and 10 percent of serious injuries.

C-10 Top Five Counties

Denver- 13 fatalities
Adams- 8 fatalities
Arapahoe- 8 fatalities
Jefferson- 7 fatalities
El Paso- 5 fatalities

Figure 21. Pedestrian fatalities in Colorado, 2009-2014



Source: FARS

In 2014, there were 1,524 crashes that involved a pedestrian. A total of 3,645 people were involved in this type of crash. Table 21 shows the frequency of injuries among people involved in a pedestrian crash compared to non-pedestrian crashes.

Table 21. Injuries among people inovlved in pedestrian-invovled crashes compared to non-pedestrian crashes, Colorado roadway crashes, 2014

Type of Injury	None	Complaint	Non-incapacitating	Incapacitating	Fatal
Pedestrian crash (*n*=3,645)	58.4% (2,127)	13.7% (500)	14.5% (529)	8.7% (317)	1.8% (64)
Non-pedestrian crash (*n*=280,741)	86.2% (242,072)	9.3% (26,202)	3.1% (8,818)	1.0% (2,907)	0.2% (424)

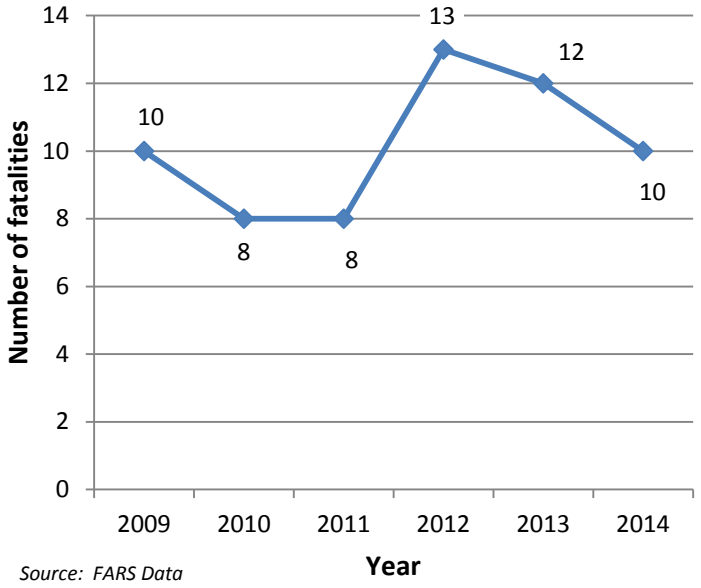
People involved in crashes involving pedestrians have different frequencies of injuries compared to people involved in non-pedestrian crashes. A greater percent of people in pedestrian crashes sustained serious and fatal injuries.

Among those involved (*n*=3,645), 100 percent of the fatalities (64) were among pedestrians. Among the 1,614 pedestrians involved in a crash, 19 percent had an incapacitating injury compared to 0.4 percent of the 2,031 other people involved. Another 32 percent of pedestrians had a non-incapacitating injury, whereas 0.6 percent of the other people had a non-incapacitating injury.

Bicycle Crashes

Bicyclist fatalities fell slightly in 2014 (Figure 22). Bicyclist fatalities account for two percent of all fatalities. Among injuries, bicyclists account for about six percent (702/12,570) and among those seriously injured, bicyclists represented roughly five percent (152/3,224).

Figure 22. Bicyclist fatalities in Colorado, 2009-2014



Source: FARS Data

Countermeasures that Work

Improve pedestrian and bicycle safety:

Pedestrian

School-aged Children

- Elementary-age child pedestrian training

All Pedestrians

- Pedestrian safety zones
- Reduce and enforce speed limits
- Conspicuity enhancement
- Targeted enforcement

Bicycle

Children

- Bicycle helmet laws for children

Adult Bicyclists

- Bicycle helmet laws for adults

All Bicyclists

- Active lighting and rider conspicuity

Listed have a 3-5 star effectiveness rating. For all countermeasures, visit hhttp://www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf

In 2014, there were 1,396 crashes that involved a bicyclist. A total of 3,109 people were involved in this cash type. The injuries among people involved in a bicyclist crash are different from non-bicyclist crashes (Table 22).

Table 22. Injuries among people involved in a bicyclist crash compared to a non-bicyclist crash, Colorado roadway crashes, 2014

Type of Injury	None	Complaint	Non-incapacitating	Incapacitating	Fatal
Bicyclist crash (*n*=3,109)	61.3% (1,905)	13.4% (416)	18.2% (566)	4.9% (153)	0.3% (10)
Non-bicyclist crash (*n*=280,741)	86.1% (242,294)	9.4% (26,286)	3.1% (8,781)	1.1% (3,071)	0.2% (478)

A higher percent of injuries among people involved in bicyclist crashes were seriously and fatally injured compared to non-bicyclist crashes. People involved in a bicyclist crash have a higher percent (6x higher) of non-incapacitating injuries compared to those in a non-bicyclist crash. The occurrence of an incapacitating and fatal injury is 4.5 and 1.5 times higher for people in a bicyclist crash compared to a non-bicyclist crash.

The injuries among people in a bicyclist crash (*n*=3,645) is not evenly dispersed according to whether the person is a bicyclist (*n*=1,404) or other person involved (*n*=1,705). 100 percent of the fatalities (10) in the crash were among the bicyclists. Among all the bicyclists roughly 11 percent had an incapacitating injury compared to 0.6 percent of the other people involved. A little less than 40 percent of the bicyclists experienced a non-incapacitating injury compared to 0.9 percent of the other people involved.

Table 23 shows pedestrian and bicyclist fatalities and serious injuries due to crashes for each age and sex group in 2009-2011 and 2012-2014. A "Total" row within each age group shows the total number of fatalities or serious injuries in that age group and the percent of all ages (last row). Pedestrian fatalities and serious injuries increased during 2012-2014 compared to 2009-2011. Pedestrian fatalities increased for 15-20 and 35-54 year olds and injuries increased for 21-34 year olds. Otherwise, similar percents occurred across time and age groups. A consistent age and sex gap remained within each time period. For 5-8 year olds, a greater percent had a serious injury during 2009-2011 compared to 2012-2014; for 9-14 year olds, there were more fatal injuries during 2009-2011. A higher number of fatalities and serious injuries for older people (aged 55+) occurred during 2012-2014 compared to 2009-2011. Otherwise, the number of injuries was similar between the two time periods. Both time periods show a consistent disparity by age and sex.

Table 23. Pedestrian and bicyclist fatalities and serious injuries in Colorado, by sex and age group and percent of total injury type for each age group

		Pedestrians				Bicyclists			
		2009-2011		2012-2014		2009-2011		2012-2014	
Age Group	Sex	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries
<5	Male	2	7	1	6	0	0	0	1
	Female	0	2	1	4	0	1	1	0
	Total	**2 (1.6%)**	**9 (1.2%)**	**2 (1.1%)**	**10 (1.1%)**	**0 (0.0%)**	**1 (0.2%)**	**1 (2.9%)**	**1 (0.2%)**
5-8	Male	0	18	4	21	0	13	1	5
	Female	1	7	0	6	0	3	0	4
	Total	**1 (0.8%)**	**25 (3.4%)**	**4 (2.1%)**	**27 (3.1%)**	**0 (0.0%)**	**16 (4.0%)**	**1 (2.9%)**	**9 (2.0%)**
9-14	Male	1	44	4	40	1	40	0	30
	Female	0	29	1	37	3	7	0	11
	Total	**1 (0.8%)**	**73 (9.9%)**	**5 (2.7%)**	**77 (8.8%)**	**4 (15.4%)**	**47 (11.7%)**	**0 (0.0%)**	**41 (9.1%)**
15-20	Male	6	61	15	47	0	26	1	25
	Female	0	38	2	32	1	11	0	11
	Total	**6 (4.7%)**	**99 (13.4%)**	**17 (9.0%)**	**79 (9.0%)**	**1 (3.9%)**	**37 (9.2%)**	**1 (2.9%)**	**36 (8.0%)**
21-34	Male	22	90	31	136	2	77	7	96
	Female	9	62	10	81	0	28	1	30
	Total	**31 (24.2%)**	**152 (20.6%)**	**41 (21.7%)**	**217 (24.7%)**	**2 (7.7%)**	**105 (26.2%)**	**8 (22.7%)**	**126 (27.9%)**
35-54	Male	32	143	52	166	10	103	11	105
	Female	5	65	11	90	0	31	0	32
	Total	**37 (28.9%)**	**208 (28.2%)**	**63 (33.3%)**	**256 (29.1%)**	**10 (38.5%)**	**134 (33.4%)**	**11 (31.4%)**	**137 (30.3%)**
55-64	Male	20	55	20	74	5	32	7	56
	Female	5	32	8	35	1	7	2	8
	Total	**25 (19.5%)**	**87 (11.8%)**	**28 (14.8%)**	**109 (12.4%)**	**6 (23.1%)**	**39 (9.7%)**	**9 (25.7%)**	**64 (14.2%)**
65+	Male	12	36	19	43	3	14	3	17
	Female	13	31	10	32	0	1	2	4
	Total	**25 (19.5%)**	**67 (9.1%)**	**29 (15.3%)**	**75 (8.5%)**	**3 (11.5%)**	**15 (3.7%)**	**5 (14.3%)**	**21 (4.6%)**
All	Male	95	465	146	549	21	311	29	351
	Female	33	273	43	330	5	90	6	101
	Total	**128**	**738**	**189**	**879**	**26**	**401**	**35**	**452**

Source: FARS and EARS
Some age is missing and thus total may not equal sum of age groups.

Distracted Driving

There were 108,238 crashes in 2014 involving 214,065 drivers. Law enforcement officers reported a human contributing factor for 61,820 (29 percent) of all drivers involved in all crashes. Figure 23a shows the percent of drivers with contributing factors recorded by law enforcement officer out of all drivers in an injury and/or fatal crashes, and out of all drivers in property damage only crashes. Picking one contributing factor is a challenge because: 1) a driver may fall into one or more categories; 2) the law enforcement officer may mark 'Other Factor' and describe this selection in the narrative; and, 3) a driver may not fully reveal their behavior at the time of the crash.

Countermeasures that Work

Reduce distracted and drowsy driving:

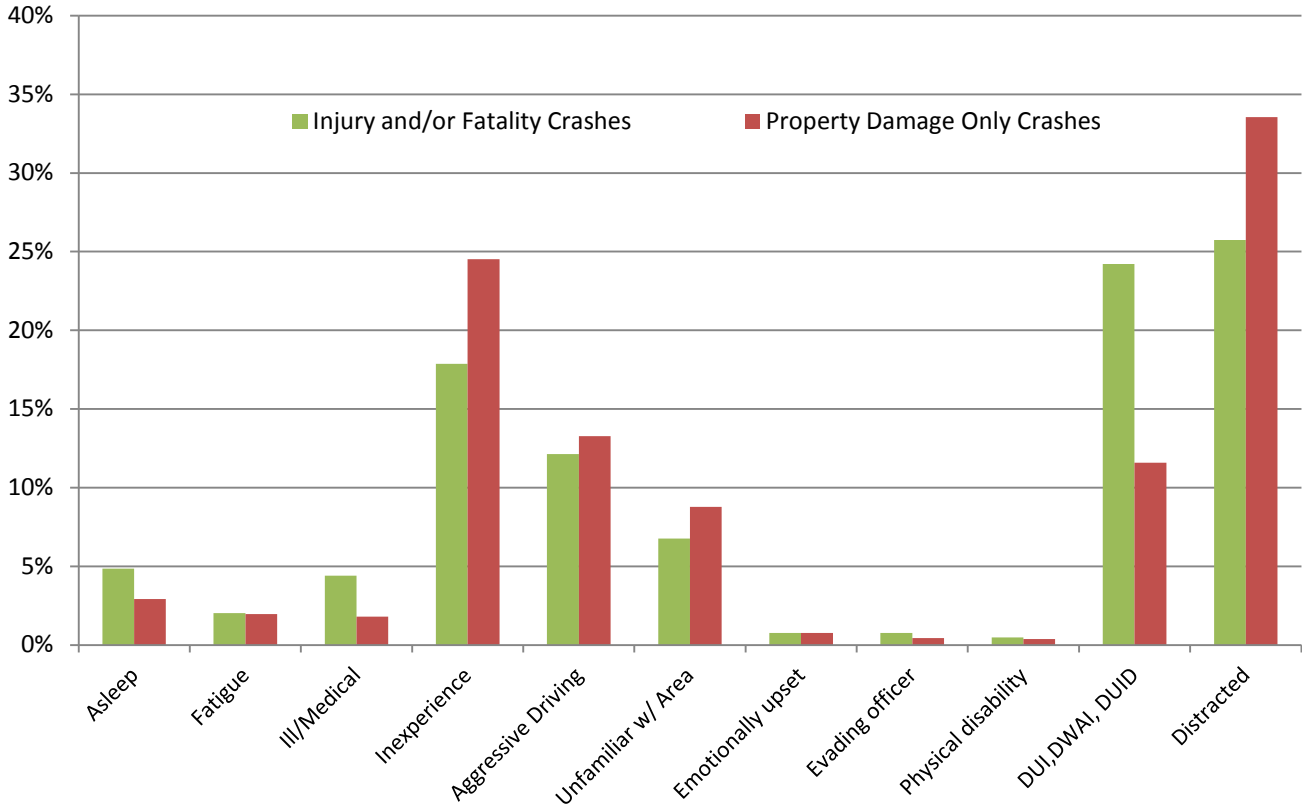
Laws and Enforcement

- GDL requirements for beginning drivers
- High visibility cell phone/text messaging enforcement

Listed have a 3-5 star effectiveness rating. For all countermeasures, visit hhttp://www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf

In 2014, 24 percent of drivers in all crashes were noted as distracted. When the "other" category is removed approximately 32 percent of drivers were distracted. Figure 23 shows the driver factors associated with a crash according to the type of crash. (Note: this does not include the other category). Driver distraction was the most frequently noted behavioral factor for property damage only crashes. Among injury/fatal crashes, driving while impaired and distracted was almost equally reported. The frequency for the remaining factors was similar between crash types.

Figure 23. Factors associated with cause of the crash by crash type, Colorado 2014



The behavioral factors associated with an injury/fatal crash differed according to whether the driver was at fault for the crash. Figure 24 compares the driver factors according to driver fault among injury/fatal crashes in 2014. The percent asleep at the wheel was greater for at fault than not at fault drivers (5 vs. 2.5 percent). Slightly more at fault drivers were ill or had a medical condition (4 vs. 3.4 percent) or were unfamiliar with the area (7 vs. 5 percent). Otherwise, the factors were relatively equal by at fault status. This indicates that interventions to address those with and without a history of causing a crash (in past 12 months) may equally benefit from interventions.

Figure 24. Comparison of driver factors associated with a crash by crash fault: injury and fatal crashes, Colorado 2014

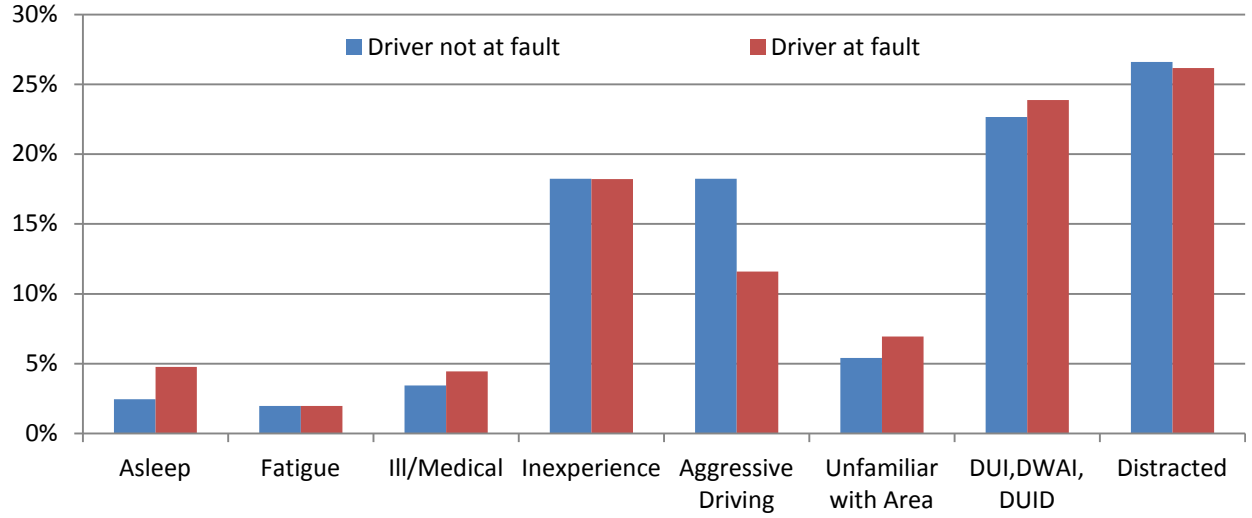


Figure 25 compares the top seven types of driver factors noted in injury/fatal crashes for 2013 and 2014. Compared to 2013, law enforcement officers noted a smaller percent of drivers were distracted in 2014. In 2013, impaired driving was the most frequently reported factor. Despite a decrease in the proportion for each of the top seven factors in 2014, the factors follow similar patterns for both 2013 and 2014.

Figure 25. Comparison of driver factors associated with cause of crash by year of crash: injury and fatal crashes, Colorado 2013 and 2014

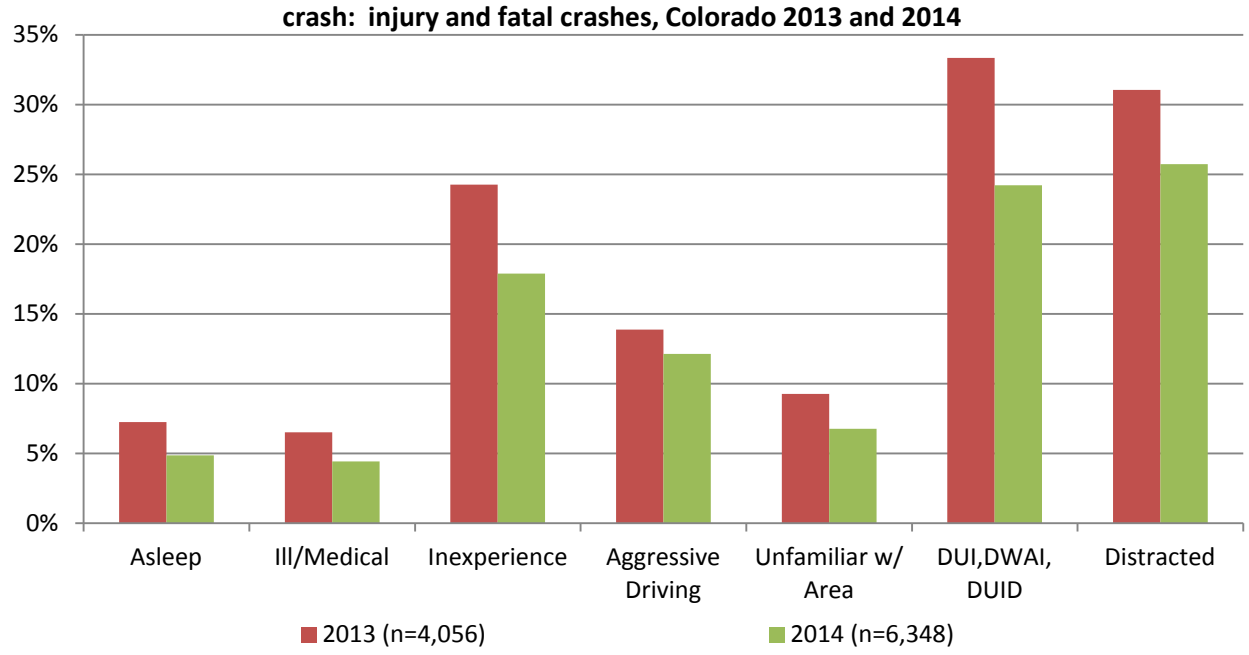


Table 24 shows the number of distracted drivers in all crashes by age and sex of the driver between 2009-2011 and 2012-2014. Overall, the number of distracted drivers increased (seven percent) during 2012-2014. The number of 15-20 year old distracted drivers decreased by nine percent. However, this could not offset the increases for the other four age groups.

Table 24. Comparsion between time periods in the number of distracted drivers by driver sex and age group, all types of motor vehicle crashes in Colorado

Age Group	Sex	2009-2011	2012-2014	%Δ between time periods
15- 20	Male	4,559	4,214	
	Female	4,062	3,615	
	Total	**8,621**	**7,829**	**9.2% decrease**
21 - 34	Male	7,687	8,856	
	Female	6,517	7,531	
	Total	**14,204**	**16,387**	**15.4% increase**
35 - 54	Male	6,158	6,747	
	Female	5,371	5,341	
	Total	**11,529**	**12,088**	**4.8% increase**
55 - 64	Male	1,934	2,359	
	Female	1,731	1,873	
	Total	**3,665**	**4,232**	**15.5% increase**
65+	Male	1,434	1,730	
	Female	1,432	1,570	
	Total	**2,866**	**3,300**	**15.1% increase**
All	Male	21,772	23,906	
	Female	19,113	19,930	
	Total	**40,885**	**43,836**	**7.2% increase**

Source: EARS

In 2014, there were 14,587 motor vehicle crashes that involved a distracted driver. Among this type of crash there were 40,480 people impacted. The injuries among people in distracted driver crashes compared to non-distracted driver crashes follow a similar pattern, except slightly more people reported a complaint of injury in distracted driving crashes (11.5 percent vs. 9 percent).

There were 14,800 drivers involved in the distracted driving crashes (*n*=14,587). The injury severity between distracted drivers and others involved in the distracted driver crash were similar (Table 25). Both groups had similar percentages of incapacitating or fatal injuries. However, distracted drivers had 1.3 times a higher percent of non-incapacitating injuries compared to non-distracted drivers.

Table 25. Distracted driver crash: Comparison of injuries by distracted driver and other people involved in the crash, Colorado roadway crashes, 2014

Type of Injury	None	Complaint	Non-incapacitating	Incapacitating	Fatal
Distracted driver (*n*=14,800)	88.6% (13,107)	7.0% (1,029)	3.4% (504)	0.9% (135)	0.1% (16)
Others in crash (*n*=25,680)	82.2% (21,110)	14.2% (3,634)	2.7% (680)	0.9% (224)	0.1% (22)

Older Drivers

Between 2009 and 2014, the number of drivers aged 65 years and older involved in a fatal crash varied (Figure 26). This variation reflects a 1.3 percent increase between 2010 and 2014, and roughly a 17 percent decrease between 2013 and 2014.

In 2014, there were 15,143 motor vehicle crashes that involved a driver 65 years and older. Of these crashes, there were 40,206 people involved. Table 26 shows the type of injuries sustained in a crash that involved an older driver compared to non-older driver crashes. The percentage of injuries within each type of crash indicates the injury severity is similar.

Top Five Counties

Jefferson - 11 fatalities
Larimer- 6 fatalities
Weld - 5 fatalities
Arapahoe- 4 fatalities
Denver- 4 fatalities
El Paso-4 fatalities

Countermeasures that Work

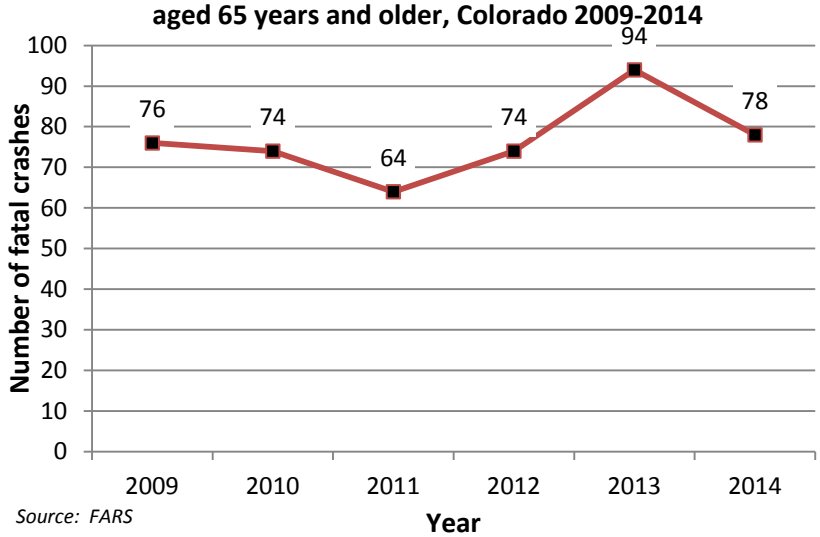
Improve older driver safety:

Licensing
- License screening & testing
- Referring older drivers to DMVs
- License restrictions

Traffic Law Enforcement
- Law enforcement roles

Listed have a 3-5 star effectiveness rating. For all countermeasures, visit hhttp://www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf

Figure 26. Motor Vehicle Fatal Crashes among drivers aged 65 years and older, Colorado 2009-2014



Source: FARS

Table 26. Injuries among people in an older driver crash compared to people in a non-older driver crash, Colorado roadway crashes, 2014

Type of Injury	None	Complaint	Non-incapacitating	Incapacitating	Fatal
Older driver crash (*n*=40,206)	84.8% (34,102)	10.4% (4,195)	3.3% (1,344)	1.2% (464)	0.2% (74)
Non-older driver crash (*n*=244,169)	86.4% (201,088)	9.2% (22,505)	3.3% (8,003)	1.1% (2,760)	0.2% (414)

Looking specifically at the older driver crash, older drivers (*n*=16,021) had similar percentages of injuries compared to other people involved in the older driver crash (Table 27). However, there were a slightly higher percentage of older drivers that were fatally injured.

Table 27. Older driver crash: Injuries among older drivers compared to others in the crash, Colorado roadway crashes, 2014

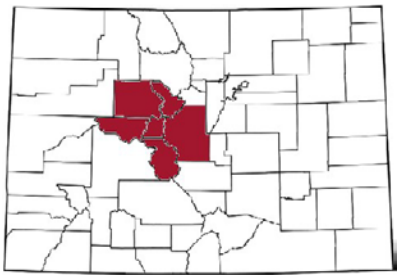
Type of Injury	None	Complaint	Non-incapacitating	Incapacitating	Fatal
Older drivers (*n*=16,021)	84.6% (13,558)	10.0% (1,608)	3.8% (610)	1.3% (202)	0.3% (41)
Others in crash (*n*=24,185)	85.0% (20,544)	10.7% (2,587)	3.0% (734)	1.1% (262)	0.1% (33)

This new section of the Colorado problem identification report provides descriptive information for fatal crashes involving older drives that took place between 2012 and 2014. Public safety and health issues to address in order support the health and safety of the aging US population concern the increase risk in more severe motor vehicle crash outcomes among older people, disparities by age and sex, as well as the prevalence and diversity of drugs used among older drivers.

Appendix I. Descriptive characteristics of fatal crashes involving older drivers, Colorado roadway crashes 2012-2014				
	Drivers in crash (*n*=414)		**Drivers at fault in crash (*n*=228)**	
Age				
15-20	3% (12)		3% (6)	
21-34	11% (47)		9% (21)	
35-54	16% (68)		9% (20)	
55-64	10% (42)		6% (13)	
65+	58% (245)		73% (168)	
Sex				
Male	72% (298)		72% (62)	
Female	28% (116)		28% (64)	
Fatal injuries among people involved in crash (*n*=640)			**39% (250)**	
Age of people with fatal injuries (*n*=250)		**9-14**	1% (2)	
		15-20	4% (9)	
		21-34	6% (15)	
		35-54	12% (30)	
		55-64	7% (17)	
		65+	71% (177)	
Age of older driver with fatal injuries that were at fault for crash (*n*=145)			**65-69 (*n*=44)**	78% (35)
			70-74 (*n*=26)	85% (22)
			75-79 (*n*=31)	84% (26)
			80-84 (*n*=21)	81% (17)
			85-89 (*n*=16)	69% (11)
			90-95 (*n*=6)	83% (5)
Sex of people with fatal injuries (*n*=250)		**Male**	67% (167)	
		Female	33% (83)	
Sex of older driver with fatal injuries that were at fault for crash (*n*=145)			**Male (*n*=105)**	81% (85)
			Female (*n*=40)	78% (31)

There were 640 people involved in 454 older driver fatal crashes in Colorado during 2012 and 2014, including 414 drivers. The majority were older drivers and male. There were 228 at fault drivers in the 454 older driver fatal crashes. Among the at fault drivers, 73 percent were older drivers and 72 percent were male. Almost 40 percent of the 640 people involved in these crashes sustained fatal injuries. Although people aged 65 years and older made up less than two-thirds of those involved in the crash, this age group comprised 71 percent of those that sustained fatal injuries. More men sustained fatal injuries (67 percent). Among older drivers that sustained fatal injuries, 80 percent were at fault for the crash. The percent of older drivers at fault for the crash that died did not vary tremendously by 5-year age groups. The upper age range of older drivers that sustained fatal injuries was 95 years old. Despite more male older drivers, there was an approximately equal percent of male and female older drivers that died in the crash who were at fault for the crash (male: 81 percent vs. female: 78 percent).

Central Mountains RETAC



Counties: Eagle, Summit, Pitkin, Lake, Park, and Chaffee.

Table 28. Central Mountains RETAC Demographics, 2014

Age Group	Female	Male	Total
<5	3,649	3,752	7,401
5-8	3,319	3,548	6,867
9-15	5,682	5,900	11,582
16-20	3,474	3,746	7,221
21-34	11,258	14,648	25,906
35-54	20,284	23,795	44,079
55-64	10,112	10,889	21,001
65+	8,744	9,259	18,004
Total	**66,523**	**75,538**	**142,061**

Data source: 2014 DOLA

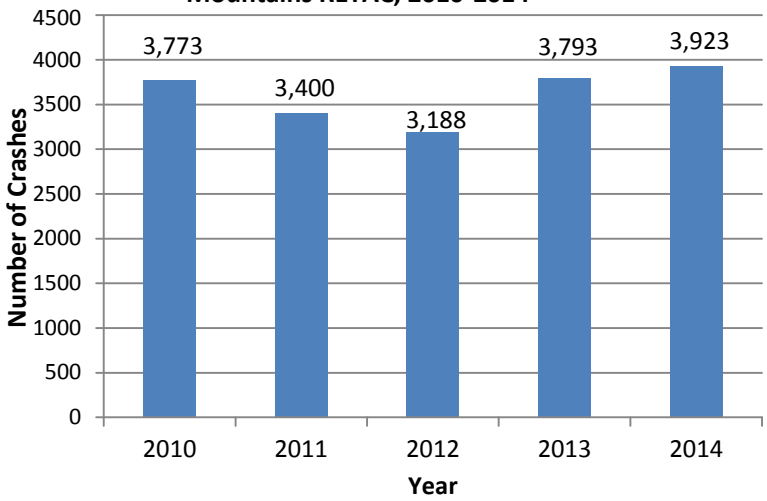
TABLE 29: CENTRAL MOUNTAINS RETAC TREND ANALYSIS 2010-2014

Performance Measure Reduce the number of:	CO 5-Year Crude Rate Event/100,000 people	RETAC Numbers By Year					RETAC 5-Year Crude Rate Event/100,000 people	5-Year % Change^
		2010	2011	2012	2013	2014		
Traffic fatalities	9.0	21	25	18	14	25	14.4	↑4.5%
Serious injuries in traffic crashes	63.3	96	108	123	98	121	78.2	↑5.8%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	9	10	3	7	7	5.2	↓6.1%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	8	5	4	3	3	3.3	↓21.7%
Speeding-related fatalities	3.2	11	11	8	5	8	6.2	↓7.7%
Motorcyclist fatalities	1.6	4	4	3	3	3	2.4	↓6.9%
Unhelmeted motorcyclist fatalities	1.0	3	3	0	1	1	1.1	↓24.0%
Drivers age 20 or younger in fatal crashes	1.3	3	4	2	0	3	1.7	0.0%
Pedestrian fatalities	1.0	0	1	3	1	4	1.3	↑100.0%

^Green cells represent a reduction in the RETAC's numbers for each performance measure from 2010 to 2014, indicating where the RETAC is doing well. Red cells represent an increase in the RETAC's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

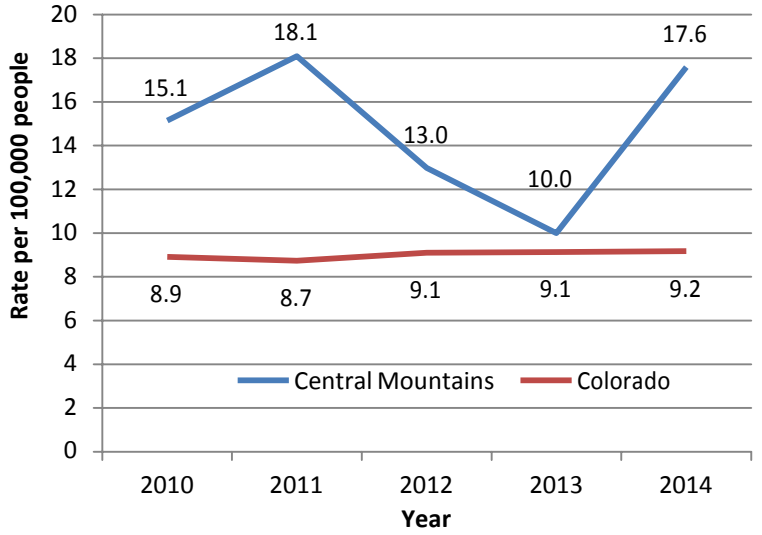
Figure 27: Total number of crashes in Central Mountains RETAC, 2010-2014



Fatal Crashes

In 2014, there were 24 fatal crashes, resulting in 25 deaths. The number of fatalities per 100,000 population increased in the Central Mountains RETAC during 2010-2014.

Figure 28: Fatality rate in Central Mountains RETAC and Colorado, 2010-2014



Injury Crashes

In 2014, 121 persons were seriously injured in 248 injury crashes that occurred in the counties of the Central Mountains RETAC. The serious injury rate increased between 2010 and 2014. In 2014, there were 85 serious injuries per 100,000 population.

Impaired Driving

Of the 25 fatalities in 2014, 3 (12%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 17% of injury and fatal crashes and 27% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 5% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there were 3 drivers age 20 and younger in fatal crashes.

Source: FARS

Motorcycle Safety

There were 3 motorcyclist fatalities in 2014 and 33% (1/3) were unhelmeted.

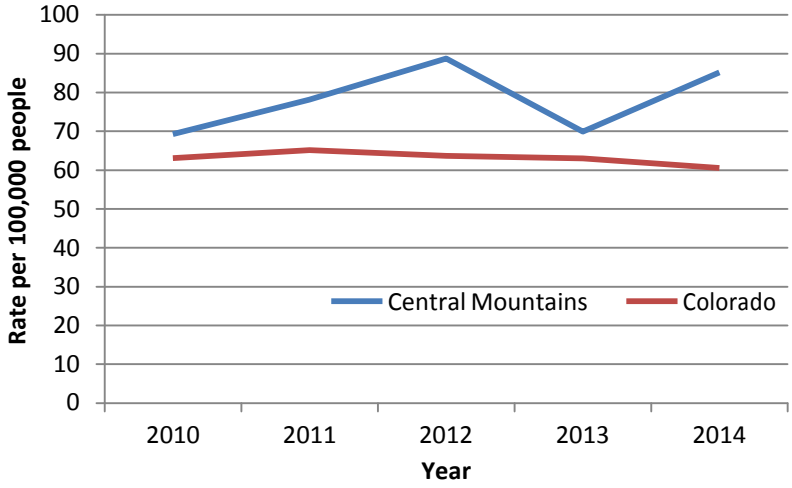
Source: FARS

Pedestrian and Bicycle Safety

4 pedestrians and no bicyclists were killed in 2014.

Source: FARS

Figure 29: Serious injury rate in Central Mountains RETAC and Colorado, 2010-2014



Occupant Protection

In 2014, 7 of the 18 (39%) motor vehicle occupant fatalities and 21 of the 87 (24%) motor vehicle occupants seriously injured in a crash were not using seat belts or other restraints.

County seat belt use in 2014: 76.7% in Eagle
85.7% in Park
98.4% in Summit

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 30. Central Mountains RETAC total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

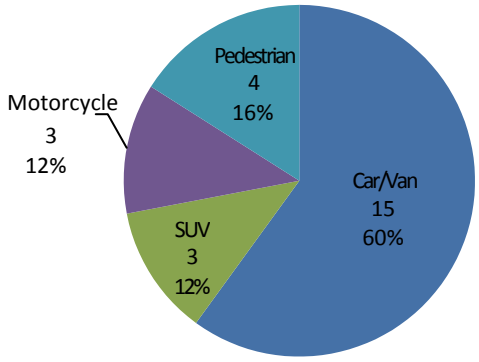
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	1	0	0	0	1	0	0
5-8	0	0	0	0	0	0	*
9-15	2	2	0	0	0	0	7
16-20	1	1	0	0	0	0	20
21-34	17	9	2	1	5	0	53
35-54	20	10	3	5	2	0	61
55-64	8	2	4	2	0	0	29
65+	8	7	0	1	0	0	33
Total	**57**	**31**	**9**	**9**	**8**	**0**	**204**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 18 of the 25 fatalities in 2014.

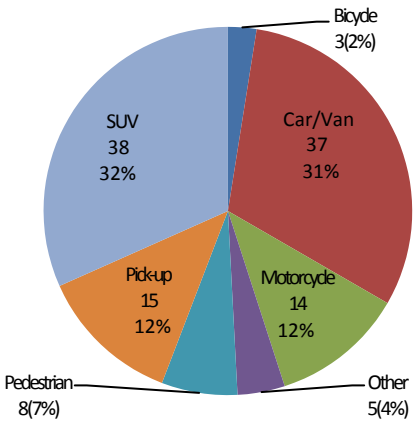
Figure 30: Mode of transportation of fatalities in Central Mountains RETAC, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 109 of the 121 serious injuries.

Figure 31: Mode of transportation of seriously injured individuals in Central Mountains RETAC, 2014

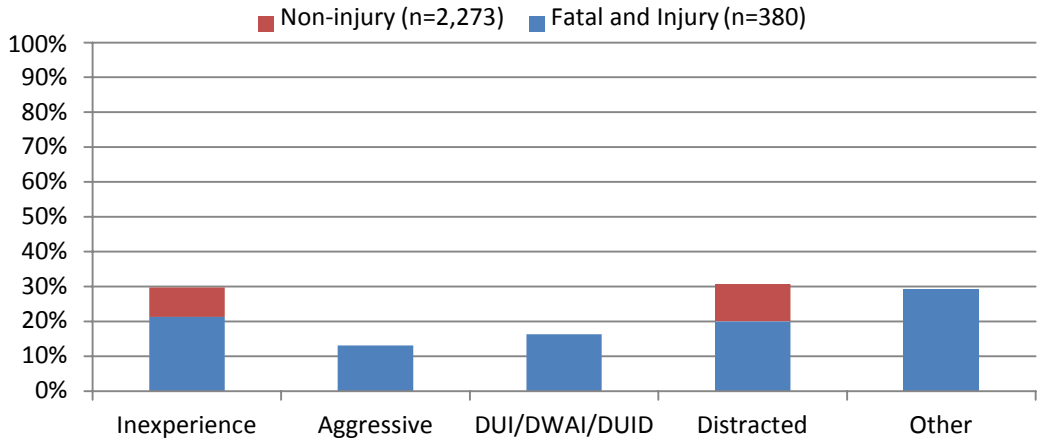


Source: EARS

Contributing Factors

There were a total of 3,923 crashes in Central Mountains RETAC in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 2,653 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 32).

Figure 32. Contributing factors among drivers in Central Mountains RETAC 2014, (N=2,653)

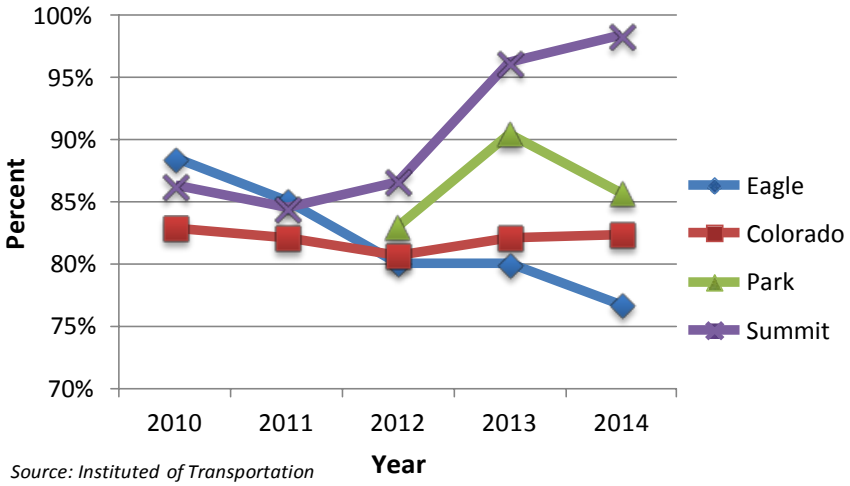


Source: EARS; Distracted=Passenger, Radio, Cell phone, Food, Objects, Pets, etc.

Occupant Protection

Seat belt use in the counties of the Central Mountains RETAC is shown below for the counties and years when estimates are available. Seat belt use in the counties in the Central Mountains RETAC varied between 2010 and 2014. Use in Summit County has increased since 2011.

Figure 33: Seat belt use in Central Mountains RETAC and Colorado, 2010-2014



Source: Instituted of Transportation Management at CSU

Foothills RETAC

Counties: Grand, Boulder, Gilpin, Clear Creek, and Jefferson.

Table 31. Foothills RETAC Demographics, 2014

Age Group	Female	Male	Total
<5	22,367	23,380	45,748
5-8	20,220	21,012	41,232
9-15	37,734	39,560	77,293
16-20	31,943	33,821	65,764
21-34	77,926	86,675	164,601
35-54	125,838	124,517	250,355
55-64	66,971	64,179	131,150
65+	68,717	56,868	125,585
Total	**451,716**	**450,012**	**901,728**

Data source: 2014 DOLA

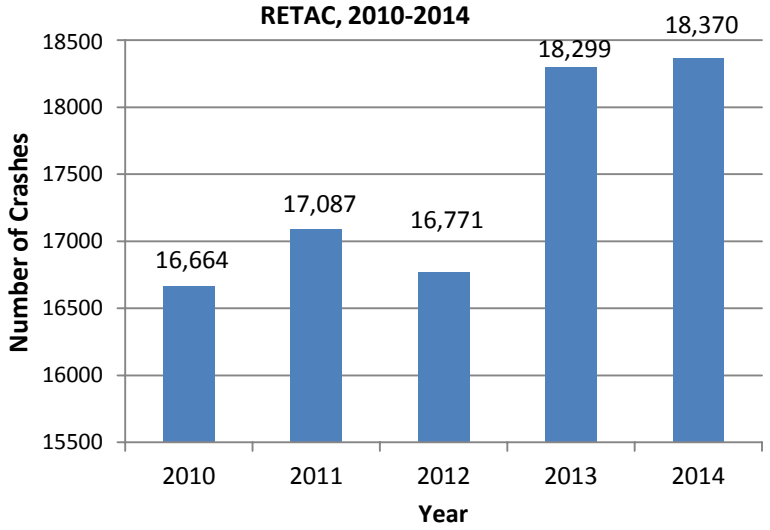
TABLE 32: FOOTHILLS RETAC TREND ANALYSIS 2010-2014

Performance Measure Reduce the number of:	CO 5-Year Crude Rate Event/100,000 people	RETAC Numbers By Year					RETAC 5-Year Crude Rate Event/100,000 people	5-Year % Change^
		2010	2011	2012	2013	2014		
Traffic fatalities	9.0	60	54	60	65	62	6.9	↑0.8%
Serious injuries in traffic crashes	63.3	482	460	518	508	479	55.5	↓0.2%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	15	17	15	24	15	2.0	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	15	13	17	17	19	1.8	↑6.1%
Speeding-related fatalities	3.2	23	17	25	27	22	2.6	↓1.1%
Motorcyclist fatalities	1.6	13	8	16	13	19	1.6	↑10.0%
Unhelmeted motorcyclist fatalities	1.0	5	3	9	9	9	0.8	↑15.8%
Drivers age 20 or younger in fatal crashes	1.3	8	8	9	2	9	0.8	↑4.4%
Pedestrian fatalities	1.0	8	10	7	4	8	0.8	0.0%

^Green cells represent a reduction in the RETAC's numbers for each performance measure from 2010 to 2014, indicating where the RETAC is doing well. Red cells represent an increase in the RETAC's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

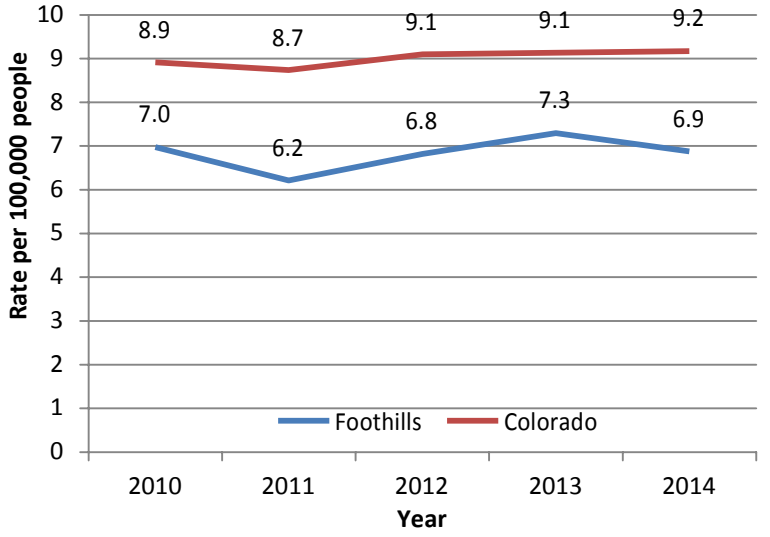
Figure 34: Total number of crashes in Foothills RETAC, 2010-2014



Fatal Crashes

In 2014, there were 58 fatal crashes, resulting in 62 deaths. The number of fatalities per 100,000 population slightly increased in Foothills RETAC during 2010-2014.

Figure 35: Fatality rate in Foothills RETAC and Colorado, 2010-2014



Injury Crashes

In 2014, 479 persons were seriously injured in the 1,082 injury crashes that occurred in the counties of the Foothills RETAC. The serious injury rate remained relatively stable between 2010 and 2014. In 2014, there were 53 serious injuries per 100,000 population.

Impaired Driving

Of the 62 fatalities in 2014, 19 (31%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 6% of injury and fatal crashes and 6% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 4% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there were 9 drivers age 20 and younger in fatal crashes.

Source: FARS

Motorcycle Safety

There were 19 motorcyclist fatalities in 2013 and 47% (9/19) were unhelmeted.

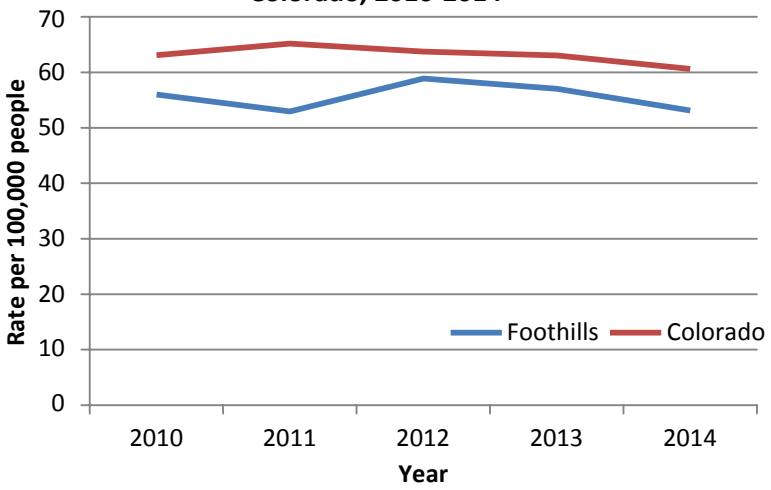
Source: FARS

Pedestrian and Bicycle Safety

8 pedestrians and 1 bicyclist were killed in 2014.

Source: FARS

Figure 36: Serious injury rate in Foothills RETAC and Colorado, 2010-2014



Occupant Protection

In 2014, 15 of the 33 (45%) motor vehicle occupant fatalities and 60 of the 248 (24%) motor vehicle occupants seriously injured in a crash were not using seat belts or other restraints.

County seat belt use in 2014: 74.5% in Boulder 82.8% in Jefferson

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 33. Foothills RETAC total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

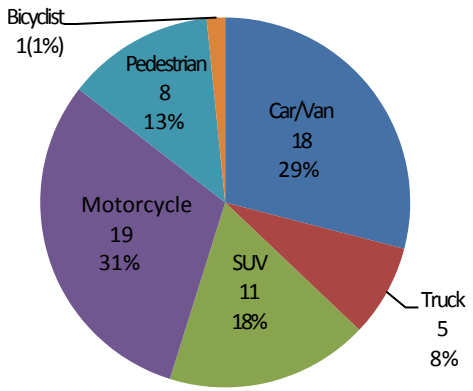
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	*
5-8	1	1	0	0	0	0	11
9-15	3	0	1	0	2	0	28
16-20	13	10	0	1	2	0	121
21-34	45	19	6	16	2	1	356
35-54	59	17	9	22	7	4	399
55-64	36	15	6	9	3	3	226
65+	30	23	3	0	3	1	243
Total	**187**	**85**	**25**	**48**	**19**	**9**	**1,385**

Source: FARS and CHA Discharge Data. Note: person and vehicle type missing is not shown.

Mode of Transportation

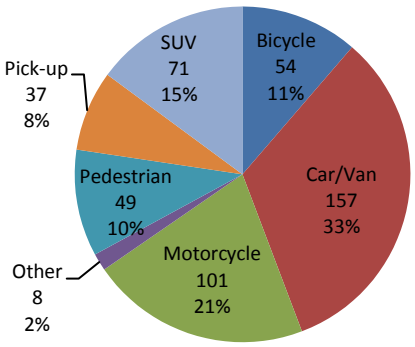
Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 34 of the 62 fatalities in 2014.
Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 374 of the 479 serious injuries.

Figure 37: Mode of transportation of fatalities in Foothills RETAC, 2014



Source: FARS

Figure 38: Mode of transportation of seriously injured individuals in Foothills RETAC, 2014

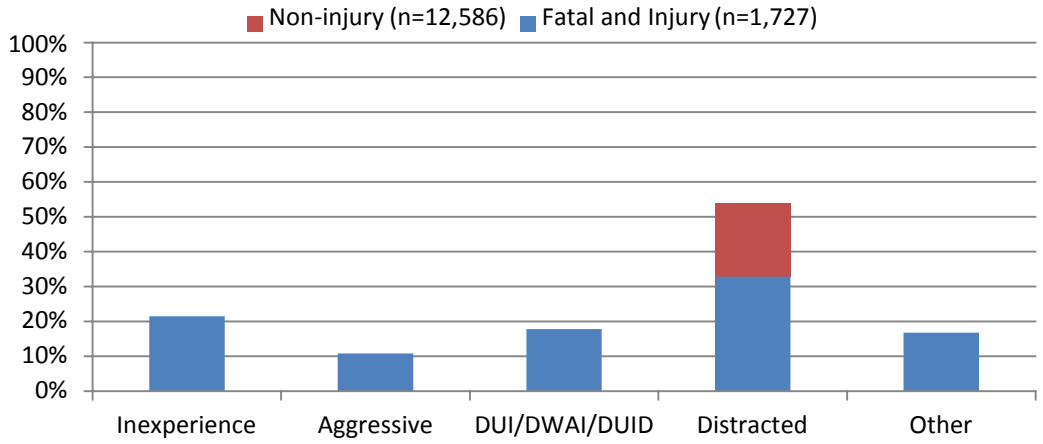


Source: EARS

Contributing Factors

There were a total of 18,370 crashes in Foothills RETAC in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 14,313 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 39).

Figure 39. Contributing factors among drivers in Foothills RETAC 2014, (N=14,313)

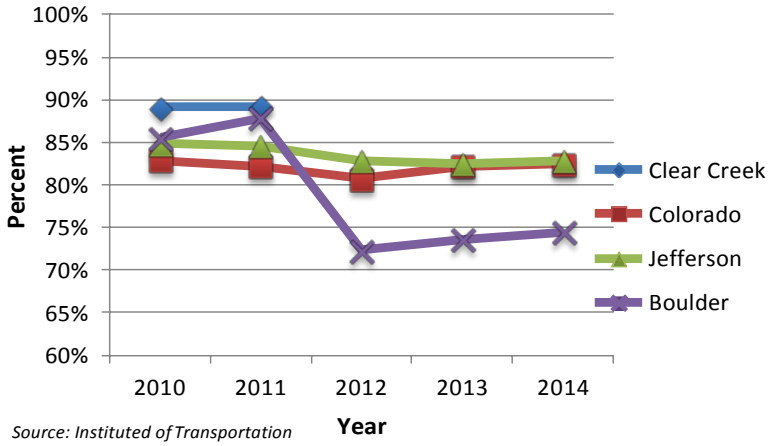


Source: EARS;Distracted=Passenger, Radio, Cell phone, Food, Objects, Pets, etc.

Occupant Protection

Seat belt use in the counties of the Foothills RETAC is shown below for the counties and years when estimates are available. In 2014, the seat belt use in Boulder County was lower than the estimated statewide use.

Figure 40: Seat belt use in Foothills RETAC and Colorado, 2010-2014



Source: Instituted of Transportation Management at CSU

Mile-High RETAC

Counties: Broomfield, Adams, Denver, Arapahoe, Douglas, and Elbert.

Table 34. Mile-High RETAC Demographics, 2014

Age Group	Female	Male	Total
<5	71,653	74,931	146,585
5-8	60,483	63,888	124,371
9-15	104,572	108,436	213,009
16-20	67,696	70,288	137,984
21-34	221,596	223,439	445,035
35-54	306,302	311,937	618,239
55-64	124,748	118,486	243,234
65+	131,129	103,854	234,983
Total	**1,088,180**	**1,075,260**	**2,163,440**

Data source: 2014 DOLA

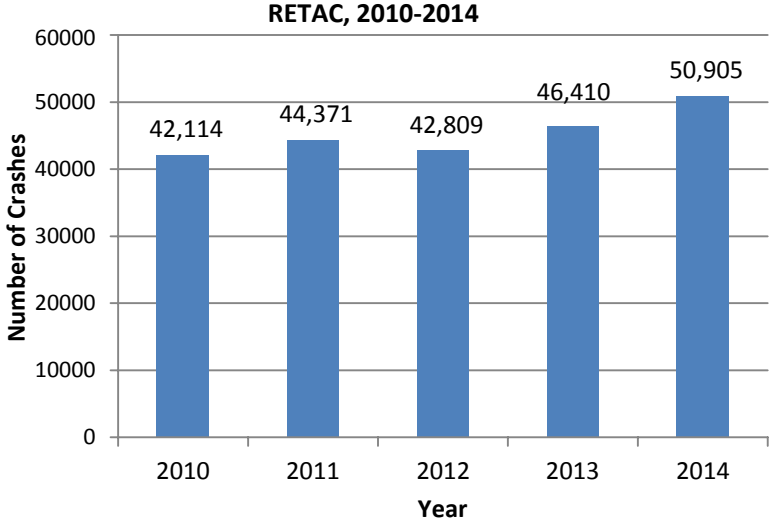
TABLE 35: MILE-HIGH RETAC TREND ANALYSIS 2010-2014

Performance Measure Reduce the number of:	CO 5-Year Crude Rate Event/100,000 people	RETAC Numbers By Year					RETAC 5-Year Crude Rate Event/100,000 people	5-Year % Change^
		2010	2011	2012	2013	2014		
Traffic fatalities	9.0	108	105	115	113	124	5.5	↑3.5%
Serious injuries in traffic crashes	63.3	1,194	1,357	1,284	1,429	1,369	65.7	↑3.5%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	32	35	23	33	38	1.6	↑3.7%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	27	32	21	19	38	1.3	↑9.6%
Speeding-related fatalities	3.2	36	42	37	31	47	1.9	↑6.9%
Motorcyclist fatalities	1.6	19	20	16	20	20	0.9	↑1.3%
Unhelmeted motorcyclist fatalities	1.0	15	13	10	11	15	0.6	0.0%
Drivers age 20 or younger in fatal crashes	1.3	16	15	21	17	19	0.9	↑4.4%
Pedestrian fatalities	1.0	13	23	42	26	33	1.3	↑26.2%

^Green cells represent a reduction in the RETAC's numbers for each performance measure from 2010 to 2014, indicating where the RETAC is doing well. Red cells represent an increase in the RETAC's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

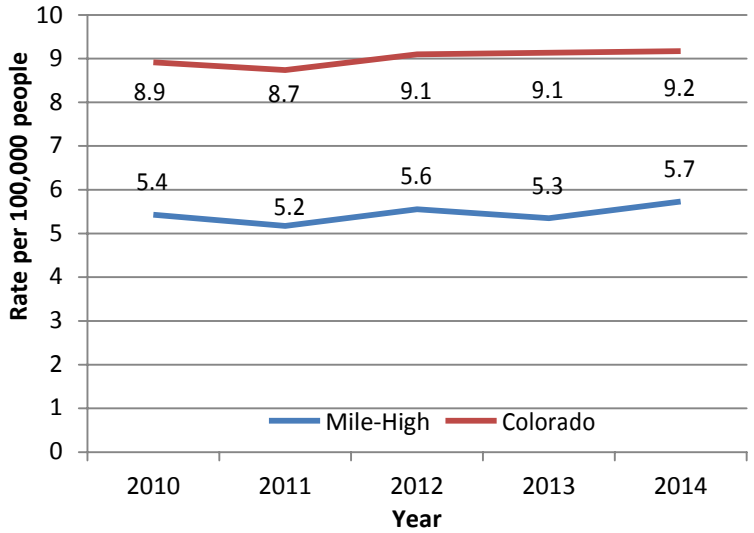
Figure 41: Total number of crashes in Mile-High RETAC, 2010-2014



Fatal Crashes

In 2014, there were 120 fatal crashes, resulting in 124 deaths. The number of fatalities per 100,000 population in Mile-High slightly increased during 2010-2014.

Figure 42: Fatality rate in Mile-High RETAC and Colorado, 2010-2014



Injury Crashes

In 2014, 1,369 persons were seriously in the 3,239 injury crashes that occurred in the counties of the Mile-High RETAC. The serious injury rate varied overall but moderately increased between 2010 and 2014. In 2014, there were 63 serious injuries per 100,000 population.

Impaired Driving

Of the 124 fatalities in 2014, 38 (31%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 3% of injury and fatal crashes and 3% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 5% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there were 19 drivers age 20 and younger in fatal crashes.

Source: FARS

Motorcycle Safety

There were 20 motorcyclist fatalities in 2014 and 75% (15/20) were unhelmeted.

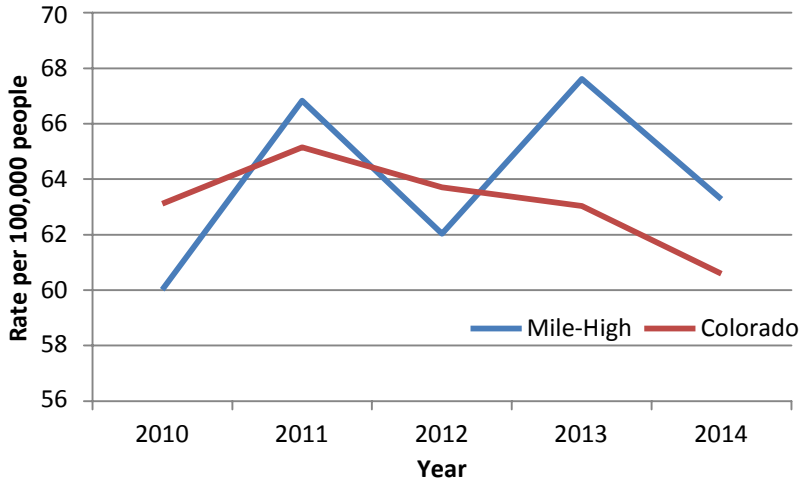
Source: FARS

Pedestrian and Bicycle Safety

33 pedestrians and 5 bicyclists were killed in 2014.

Source: FARS

Figure 43: Serious injury rate in Mile-High RETAC and Colorado, 2010-2014



Occupant Protection

In 2014, 38 of the 65 (58%) motor vehicle occupant fatalities and 172 of the 776 (22%) motor vehicle occupants seriously injured in a crash were not using seat belts or other restraints.

2014 Occupant Protection Usage:
86.5% in Adams County 83.7% in Arapahoe County 83.1% in Denver County 86.8% in Douglas County
82.0% in Elbert County

Source: Institute of Transportation

Fatalities and Injury Hospitalizations

Table 36. Mile-High RETAC total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

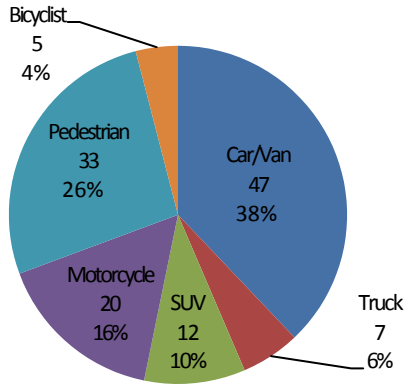
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	4	2	1	0	1	0	37
5-8	3	0	0	0	3	0	36
9-15	4	1	1	0	2	0	98
16-20	40	26	4	2	8	0	276
21-34	96	45	10	17	20	4	875
35-54	112	34	7	29	37	5	898
55-64	51	18	10	5	16	2	412
65+	42	21	2	3	14	1	416
Total	**352**	**147**	**35**	**56**	**101**	**12**	**3,048**

Source: FARS and CHA Discharge Data. Note: person and vehicle type missing is not shown.

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 66 of the 124 fatalities in 2014.

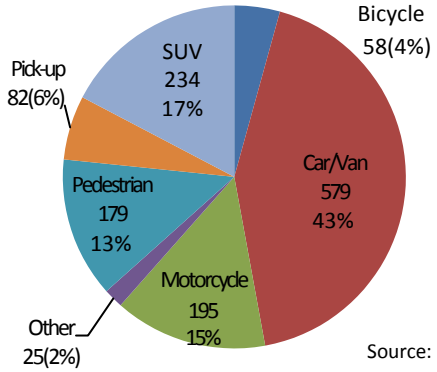
Figure 44: Mode of transportation of fatalities in Mile-High RETAC, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 1,115 of the 1,369 serious injuries.

Figure 45: Mode of transportation of seriously injured individuals in Mile-High RETAC, 2014

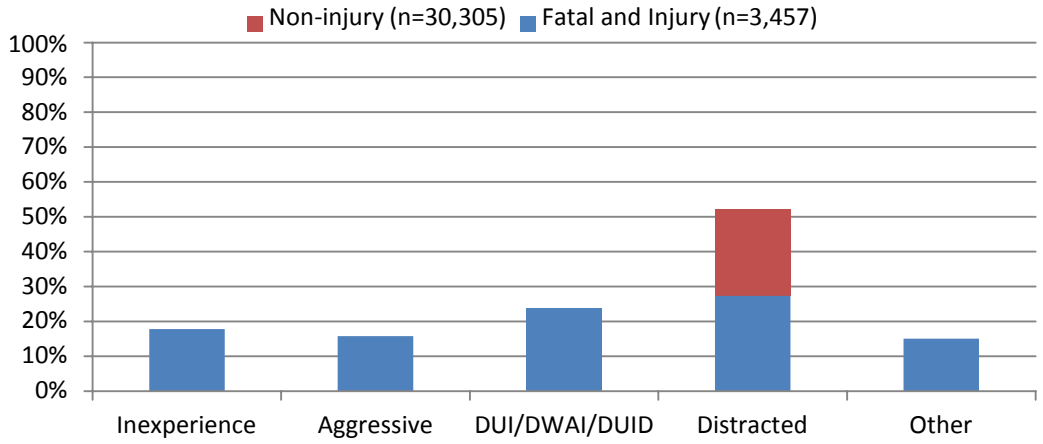


Source: EARS

Contributing Factors

There were a total of 50,905 crashes in Mile-High RETAC in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 33,762 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 46).

Figure 46. Contributing factors among drivers in Mile-High RETAC 2014, (N=33,762)

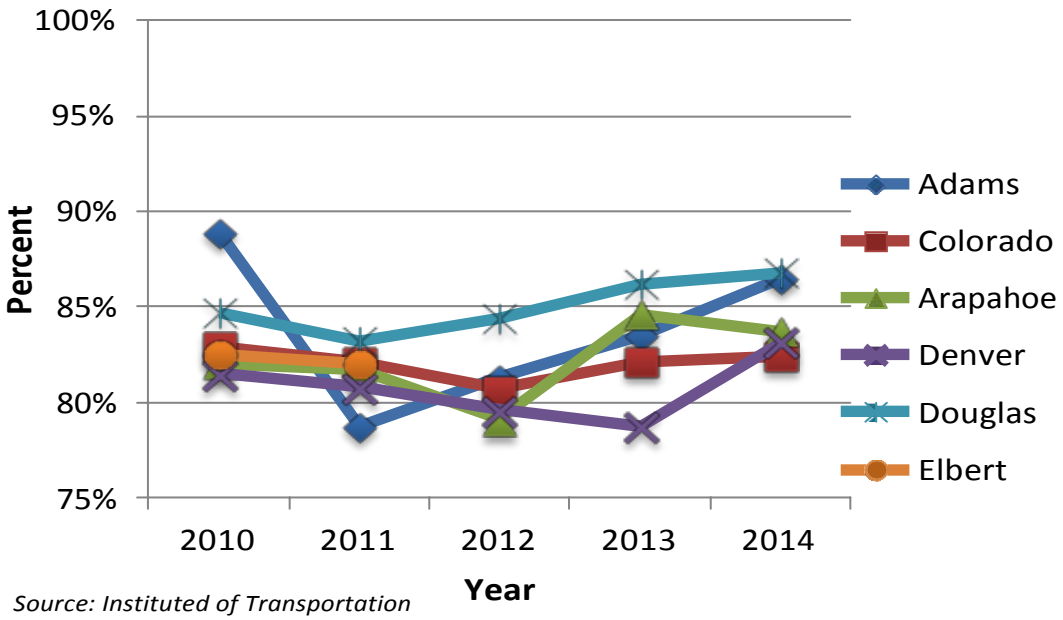


Source: EARS; Distracted=Passenger, Radio, Cell phone, Food, Objects, Pets, etc.

Occupant Protection

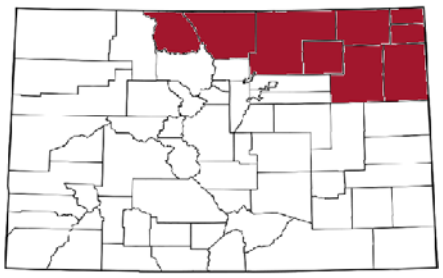
Seat belt use in the counties of the Mile-High RETAC is shown below for the counties and years when estimates are available. Seat belt use in the Mile-High RETAC varied between 2010 and 2014. In general, seat belt use was highest in Douglas, compared to the other counties and the state. In 2014, the seat belt use in Adams and Douglas was higher than the statewide use.

Figure 47: Seat belt use in Mile-High RETAC and Colorado, 2010-2014



Source: Instituted of Transportation Management at CSU

Northeast RETAC



Counties: Jackson, Larimer, Weld, Morgan, Logan, Washington, Yuma, Phillips, and Sedgwick.

Table 37. Northeast RETAC Demographics, 2014

Age Group	Female	Male	Total
<5	20,033	20,820	40,853
5-8	16,904	17,879	34,784
9-15	30,066	31,015	61,081
16-20	25,046	25,701	50,747
21-34	64,028	64,870	128,898
35-54	81,312	82,931	164,243
55-64	40,088	38,761	78,848
65+	44,327	37,283	81,610
Total	**321,805**	**319,259**	**641,064**

Data source: 2014 DOLA

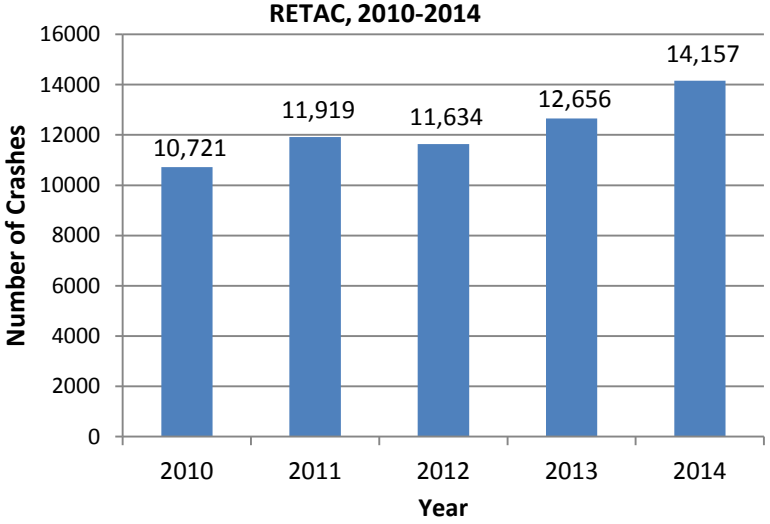
TABLE 38: NORTHEAST RETAC TREND ANALYSIS 2010-2014

Performance Measure Reduce the number of:	CO 5-Year Crude Rate Event/100,000 people	RETAC Numbers By Year					RETAC 5-Year Crude Rate Event/100,000 people	5-Year % Change^
		2010	2011	2012	2013	2014		
Traffic fatalities	9.0	72	69	83	76	101	12.4	↑8.8%
Serious injuries in traffic crashes	63.3	370	395	373	388	431	61.0	↑3.9%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	33	32	40	31	39	5.4	↑4.3%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	21	24	24	12	21	3.2	0.0%
Speeding-related fatalities	3.2	23	28	22	25	27	3.9	↑4.1%
Motorcyclist fatalities	1.6	13	6	16	12	13	1.9	0.0%
Unhelmeted motorcyclist fatalities	1.0	9	6	15	8	7	1.4	↓6.1%
Drivers age 20 or younger in fatal crashes	1.3	14	10	13	13	18	2.1	↑6.5%
Pedestrian fatalities	1.0	3	1	3	2	4	0.4	↑7.5%

^Green cells represent a reduction in the RETAC's numbers for each performance measure from 2010 to 2014, indicating where the RETAC is doing well. Red cells represent an increase in the RETAC's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

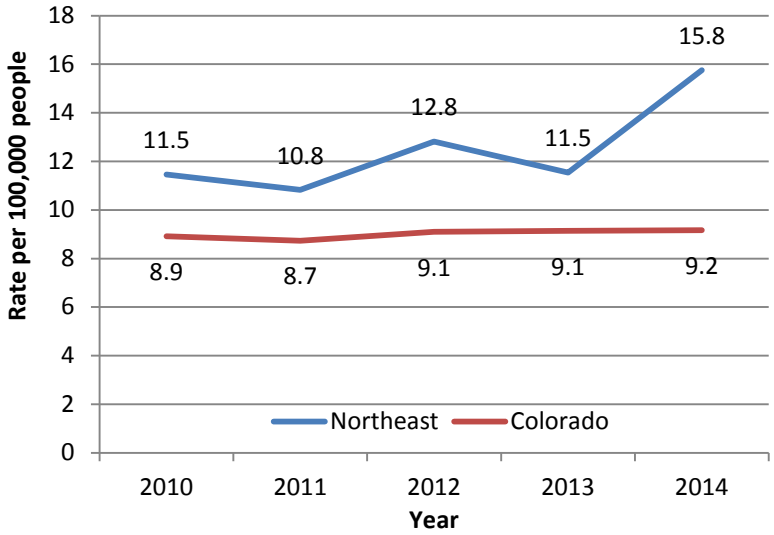
Figure 48: Total number of crashes in Northeast RETAC, 2010-2014



Fatal Crashes

In 2014, there were 90 fatal crashes, resulting in 101 deaths. The number of fatalities per 100,000 population increased in Northeast RETAC during 2010-2014.

Figure 49: Fatality rate in Northeast RETAC and Colorado, 2010-2014



Injury Crashes

In 2014, 431 people were seriously injured in the 935 injury crashes that occurred in the counties in the Northeast RETAC. The serious injury rate steadily increased between 2010 and 2014. In 2014, there were 67 serious injuries per 100,000 population.

Impaired Driving

Of the 101 fatalities in 2014, 21 (21%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 11% of injury and fatal crashes and 9% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 6% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there were 18 drivers age 20 and younger in fatal crashes.

Source: FARS

Motorcycle Safety

There were 13 motorcyclist fatalities in 2014 and 54% (7/13) were unhelmeted.

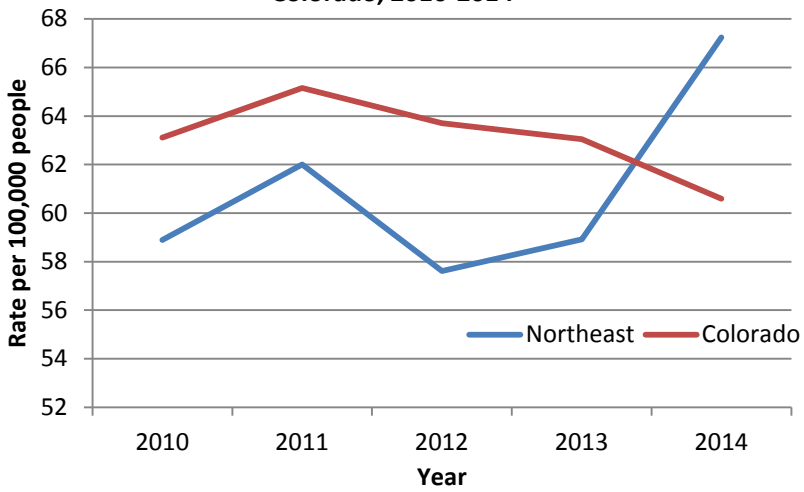
Source: FARS

Pedestrian and Bicycle Safety

4 pedestrians and 2 bicyclists were killed in 2014.

Source: FARS

Figure 50: Serious injury rate in Northeast RETAC and Colorado, 2010-2014



Occupant Protection

In 2014, 39 of the 82 (48%) motor vehicle occupant fatalities and 126 of the 304 (41%) motor vehicle occupants seriously injured in a crash were not using seat belts or other restraints.

2014 Occupant Protection Usage:
90.3% in Larimer County
86.8% in Morgan County
85.1% in Weld County

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 39. Northeast RETAC total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

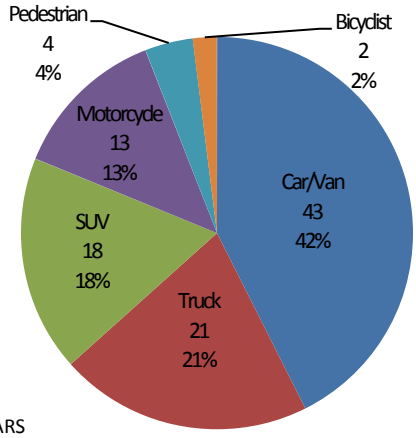
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	4	4	0	0	0	0	8
5-8	2	2	0	0	0	0	9
9-15	6	4	1	1	0	0	43
16-20	32	24	5	1	1	1	133
21-34	66	44	17	3	1	1	315
35-54	74	35	16	19	3	1	296
55-64	35	15	5	12	2	1	137
65+	41	24	8	5	2	2	155
Total	**260**	**152**	**52**	**41**	**9**	**6**	**1,096**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 82 of the 101 fatalities in 2014.

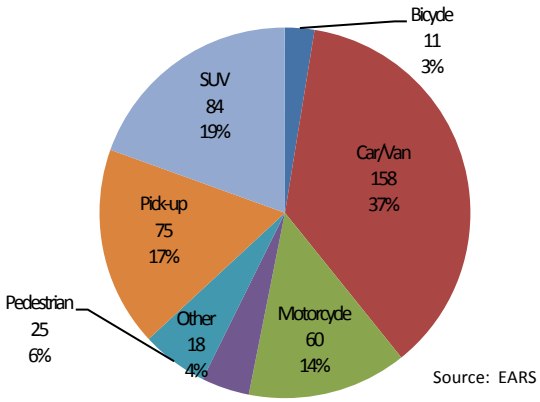
Figure 51: Mode of transportation of fatalities in Northeast RETAC, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 395 of the 431 serious injuries.

Figure 52: Mode of transportation of seriously injured individuals in Northeast RETAC, 2014

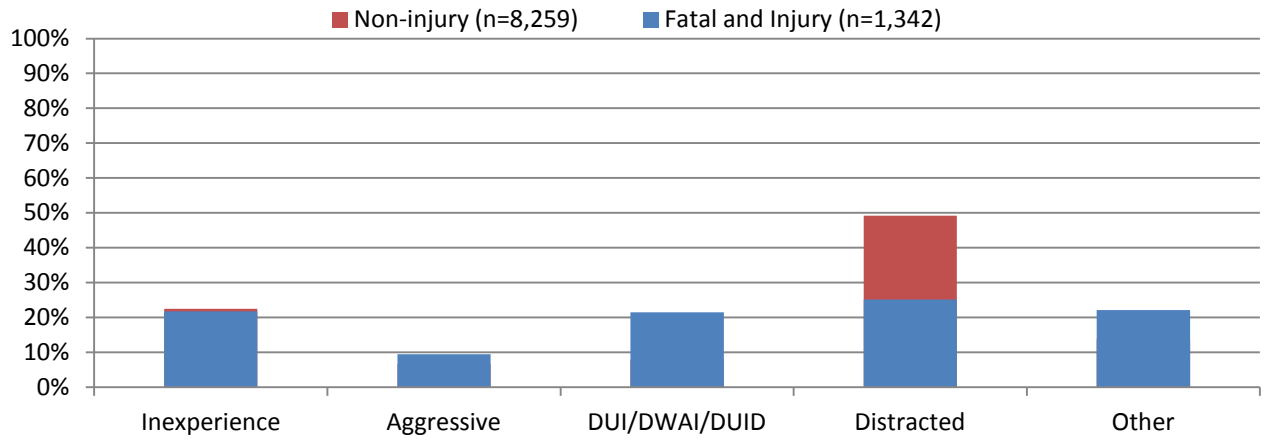


Source: EARS

Contributing Factors

There were a total of 14,157 crashes in Northeast RETAC in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 9,601 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 53).

Figure 53. Contributing factors among drivers in Northeast RETAC 2014, (N=9,601)

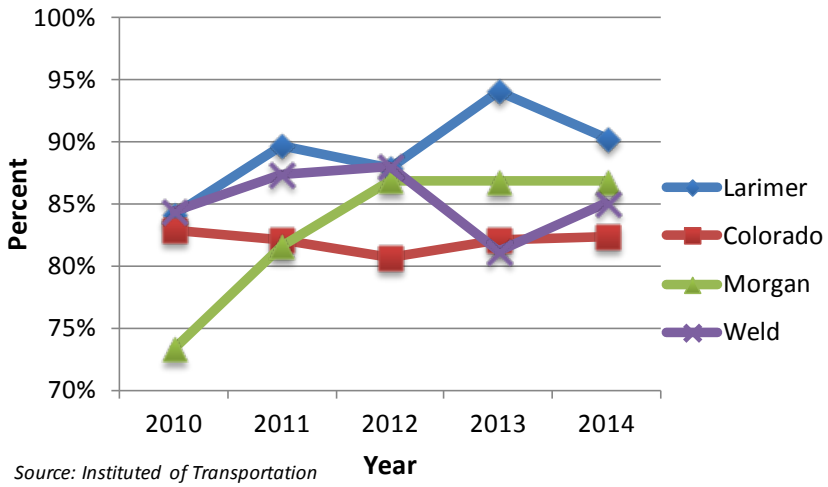


Source: EARS; Distracted=Passenger, Radio, Cell phone, Food, Objects, Pets, etc.

Occupant Protection

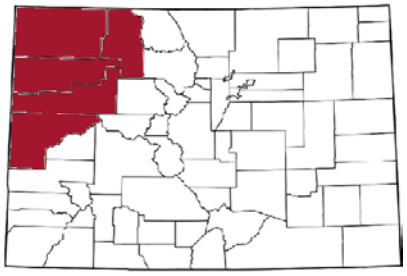
Seat belt use in the counties of the Northeast RETAC is shown below for the counties and years when estimates are available. Overall seat belt use in Northeast RETAC varied between 2010 and 2014. The seat belt use observed in Larimer and Morgan Counties was significantly higher than the statewide seat belt use in 2014.

Figure 54: Seat belt use in Northeast RETAC and Colorado, 2010-2014



Source: Instituted of Transportation Management at CSU

Northwest RETAC



Counties: Moffat, Routt, Rio Blanco, Garfield, and Mesa.

Table 40. Northwest RETAC Demographics, 2014

Age Group	Female	Male	Total
<5	7,673	8,115	15,787
5-8	6,849	6,978	13,827
9-15	11,276	11,971	23,247
16-20	7,672	8,294	15,965
21-34	21,813	23,767	45,580
35-54	31,418	32,760	64,178
55-64	17,337	17,311	34,649
65+	19,268	16,767	36,035
Total	123,306	125,963	249,269

Data source: 2014 DOLA

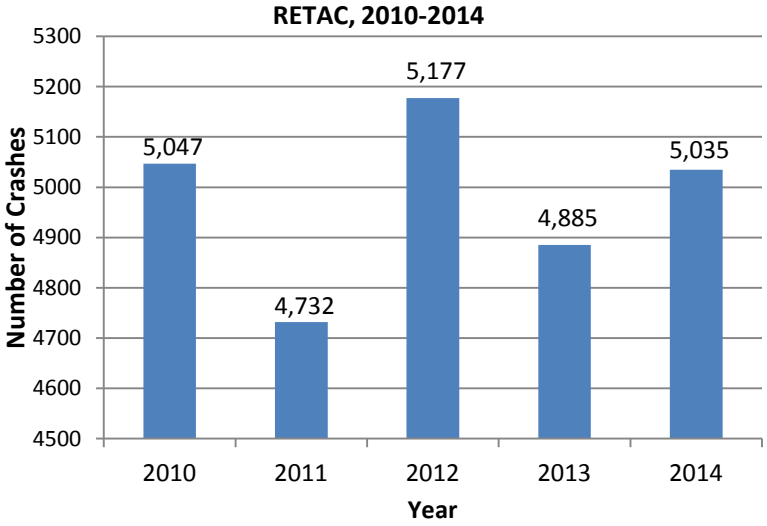
TABLE 41: NORTHWEST RETAC TREND ANALYSIS 2010-2014

Performance Measure Reduce the number of:	CO 5-Year Crude Rate Event/100,000 people	RETAC Numbers By Year					RETAC 5-Year Crude Rate Event/100,000 people	5-Year % Change^
		2010	2011	2012	2013	2014		
Traffic fatalities	9.1	33	37	31	30	24	12.5	↓7.7%
Serious injuries in traffic crashes	63.1	190	182	202	124	135	60.9	↓8.2%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	12	18	14	7	13	5.2	↑2.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.8	6	15	9	9	10	4.0	↑13.6%
Speeding-related fatalities	3.2	15	17	10	5	8	4.4	↓14.5%
Motorcyclist fatalities	1.6	6	6	3	10	2	2.2	↓24.0%
Unhelmeted motorcyclist fatalities	1.0	3	4	1	5	2	1.2	↓9.6%
Drivers age 20 or younger in fatal crashes	14.9	5	3	4	3	4	1.5	↓5.4%
Pedestrian fatalities	1.0	2	1	2	2	4	0.9	↑18.9%

^Green cells represent a reduction in the RETAC's numbers for each performance measure from 2010 to 2014, indicating where the RETAC is doing well. Red cells represent an increase in the RETAC's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

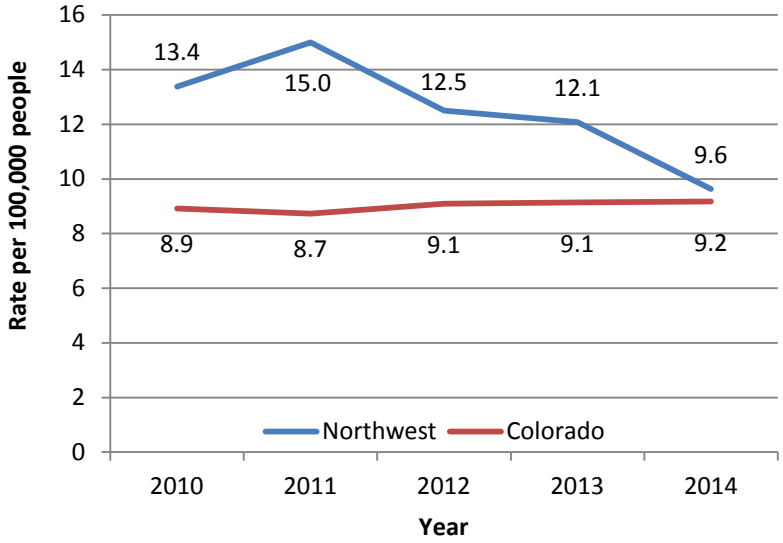
Figure 55: Total number of crashes in Northwest RETAC, 2010-2014



Fatal Crashes

In 2014, there were 22 fatal crashes, resulting in 24 deaths. The number of fatalities per 100,000 population decreased in Northwest RETAC during 2010-2014.

Figure 56: Fatality rate in Northwest RETAC and Colorado, 2010-2014



Injury Crashes

In 2014, 135 people were seriously injured in the 291 injury crashes that occurred in the counties in the Northwest RETAC. The serious injury rate declined between 2010 and 2014. In 2014, there were 54 serious injuries per 100,000 population.

Impaired Driving

Of the 24 fatalities in 2014, 10 (42%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 19% injury and fatal crashes and 10% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 4% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there were 4 drivers age 20 and younger in fatal crashes.

Source: FARS

Motorcycle Safety

There were 2 motorcyclist fatalities in 2014 and 100% (2/2) were unhelmeted.

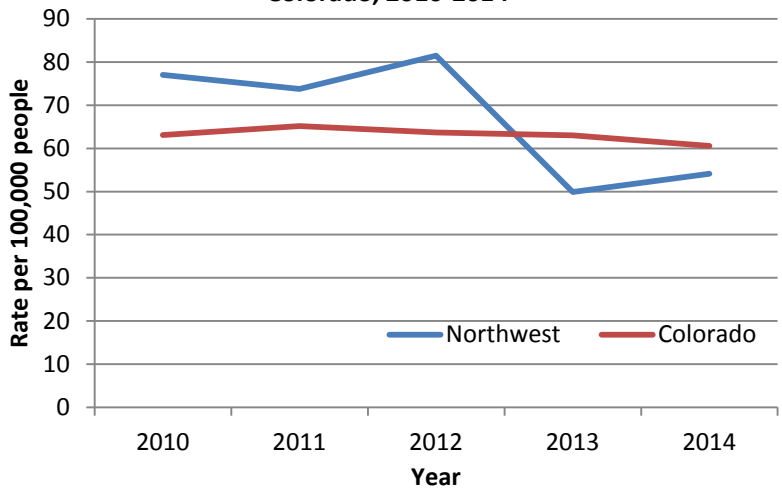
Source: FARS

Pedestrian and Bicycle Safety

4 pedestrians and 0 bicyclists were killed in 2014.

Source: FARS

Figure 57: Serious injury rate in Northwest RETAC and Colorado, 2010-2014



Occupant Protection

In 2014, 13 of the 18 (72%) motor vehicle occupant fatalities and 19 of the 67 (28%) motor vehicle occupants seriously injured in a crash were not using seat belts or other restraints.

2014 Occupant Protection Usage:
91.1% in Garfield County
88.7% in Mesa County
89.6% in Routt County

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 42. Northwest RETAC total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

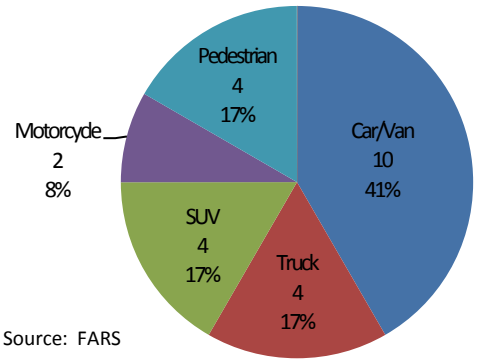
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	3
5-8	0	0	0	0	0	0	6
9-15	0	0	0	0	0	0	8
16-20	15	10	3	1	1	0	33
21-34	27	18	4	1	3	1	97
35-54	13	7	2	3	1	0	109
55-64	11	4	1	6	0	0	59
65+	19	12	0	4	3	0	59
Total	**85**	**51**	**10**	**15**	**8**	**1**	**374**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 18 of the 24 fatalities in 2014.

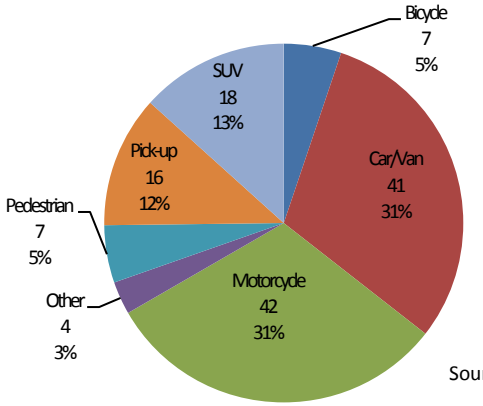
Figure 58: Mode of transportation of fatalities in Northwest RETAC, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 121 of the 135 serious injuries.

Figure 59: Mode of transportation of seriously injured individuals in Northwest RETAC, 2014

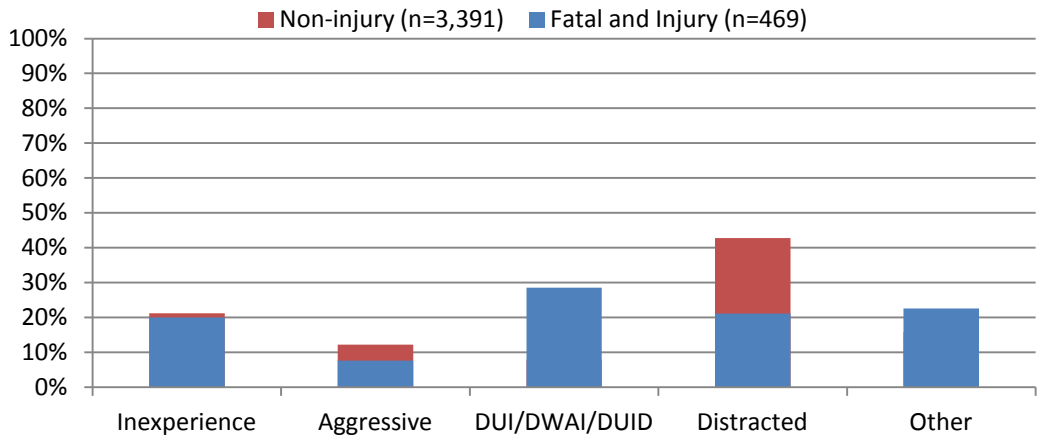


Source: EARS

Contributing Factors

There were a total of 5,035 crashes in Northwest RETAC in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 3,860 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 463).

Figure 60. Contributing factors among drivers in Northwest RETAC 2014, (N=3,860)

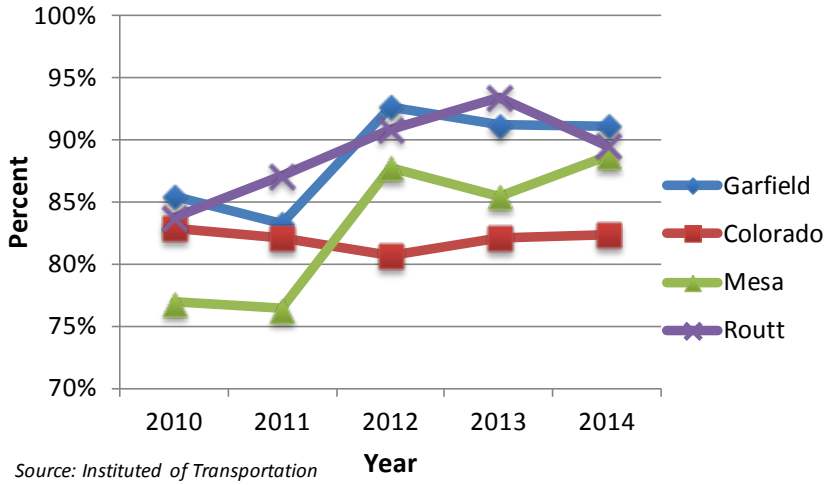


Source: EARS; Distracted=Passenger, Radio, Cell phone, Food, Objects, Pets, etc.

Occupant Protection

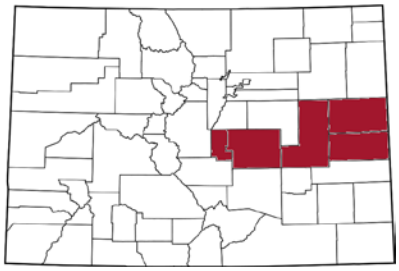
Seat belt use in the counties of the Northwest RETAC is shown below for the counties and years when estimates are available. Overall seat belt use in the counties of the Northwest RETAC increased between 2010 and 2014. In general, seat belt use was higher than the statewide use, including in 2014.

Figure 61 Seat belt use in Northwest RETAC and Colorado, 2010-2014



Source: Instituted of Transportation Management at CSU

Plains to Peaks RETAC



Counties: Teller, El Paso, Lincoln, Kit Carson, and Cheyenne.

Table 43. Plains To Peaks RETAC Demographics, 2014

Age Group	Female	Male	Total
<5	23,656	24,689	48,344
5-8	19,350	20,338	39,688
9-15	35,152	34,932	70,084
16-20	24,031	28,669	52,700
21-34	69,570	73,508	143,079
35-54	91,052	89,832	180,884
55-64	44,658	40,164	84,822
65+	46,780	37,279	84,059
Total	**354,250**	**349,410**	**703,660**

Data source: 2014 DOLA

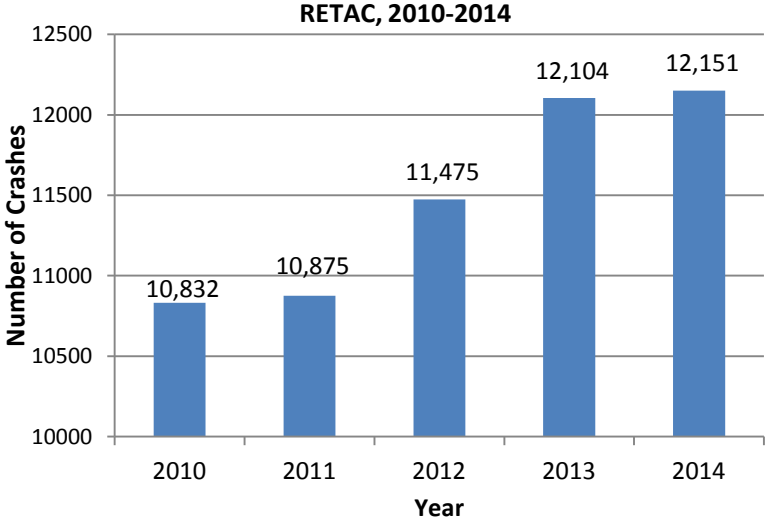
TABLE 44: PLAINS TO PEAKS RETAC TREND ANALYSIS 2010-2014

Performance Measure Reduce the number of:	CO 5-Year Crude Rate Event/100,000 people	RETAC Numbers By Year					RETAC 5-Year Crude Rate Event/100,000 people	5-Year % Change^
		2010	2011	2012	2013	2014		
Traffic fatalities	9.0	58	59	58	83	65	9.5	↑2.9%
Serious injuries in traffic crashes	63.3	397	384	385	383	333	55.0	↓4.3%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	22	26	18	37	22	3.7	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	16	13	13	19	19	2.3	↑4.4%
Speeding-related fatalities	3.2	23	25	13	26	23	3.2	0.0%
Motorcyclist fatalities	1.6	8	16	12	13	19	2.0	↑24.1%
Unhelmeted motorcyclist fatalities	1.0	6	8	8	6	13	1.2	↑21.3%
Drivers age 20 or younger in fatal crashes	1.3	6	14	4	12	11	1.4	↑16.4%
Pedestrian fatalities	1.0	3	1	14	7	6	0.9	↑18.9%

^Green cells represent a reduction in the RETAC's numbers for each performance measure from 2010 to 2014, indicating where the RETAC is doing well. Red cells represent an increase in the RETAC's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

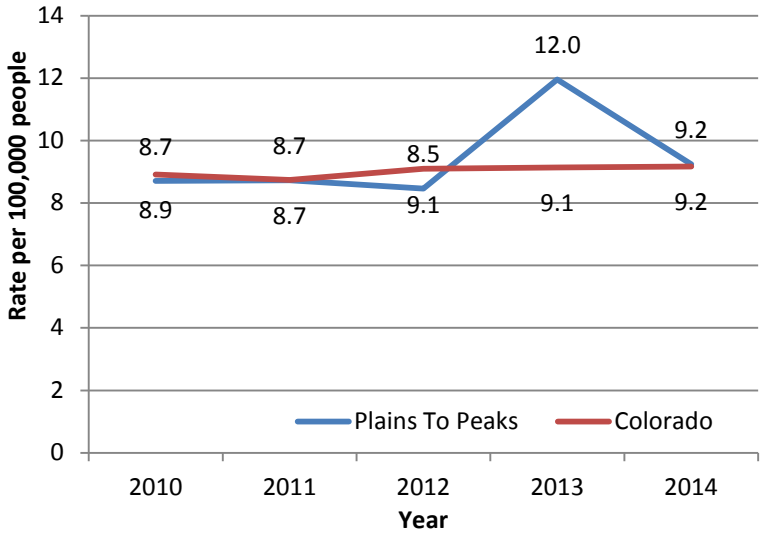
Figure 62: Total number of crashes in Plains To Peaks RETAC, 2010-2014



Fatal Crashes

In 2014, there were 60 fatal crashes, resulting in 65 deaths. The number of fatalities per 100,000 population increased in Plains to Peaks RETAC in 2014 during 2010-2014.

Figure 63: Fatality rate in Plains To Peaks RETAC and Colorado, 2010-2014



Injury Crashes

In 2014, 333 people were seriously injured in the 788 injury crashes that occurred in the counties in the Plains to Peaks RETAC. The serious injury rate steadily decreased between 2010 and 2014. In 2014, there were 47 serious injuries per 100,000 population.

Impaired Driving

Of the 65 fatalities in 2014, 19 (29%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 9% of injury and fatal crashes and 4% of non-injury crashes involved speeding drivers.

Source: EARS and FARS

Distracted Driving

In 2014, law enforcement reported that 4% of injury or fatal crashes involved distracted drivers.

Source: EARS and FARS

Young Drivers

In 2014, there were 11 drivers age 20 and younger in fatal crashes.

Source: FARS

Motorcycle Safety

There were 19 motorcyclist fatalities in 2014 and 68% (13/19) were unhelmeted.

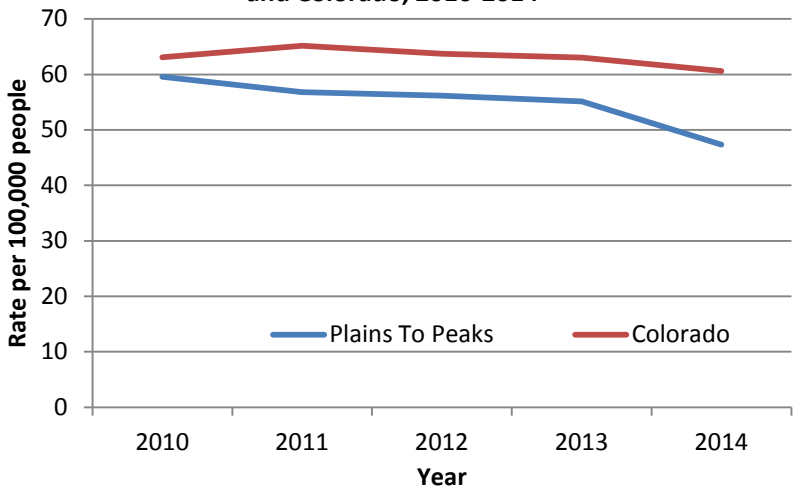
Source: FARS

Pedestrian and Bicycle Safety

6 pedestrians and 2 bicyclists were killed in 2014.

Source: FARS

Figure 64: Serious injury rate in Plains To Peaks RETAC and Colorado, 2010-2014



Occupant Protection

In 2014, 22 of the 38 (58%) motor vehicle occupant fatalities and 55 of the 214 (26%) motor vehicle occupants seriously injured in a crash were not using seat belts or other restraints.

2014 Occupant Protection Usage:
80.1% in El Paso
86.3% in Lincoln

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 45. Plains To Peaks RETAC total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

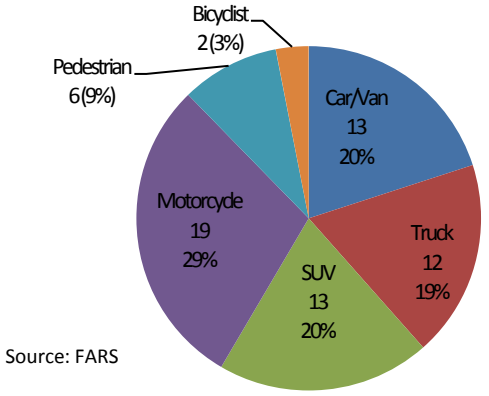
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	2	2	0	0	0	0	10
5-8	1	0	0	0	1	0	10
9-15	7	5	0	0	2	0	33
16-20	17	13	1	1	2	0	102
21-34	70	34	9	20	7	0	317
35-54	65	23	16	17	9	0	322
55-64	18	9	2	3	2	2	143
65+	26	13	6	3	4	0	170
Total	**206**	**99**	**34**	**44**	**27**	**2**	**1,107**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 38 of the 65 fatalities in 2014.

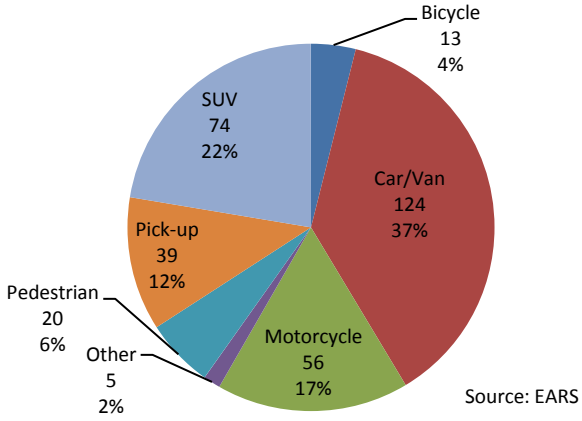
Figure 65: Mode of transportation of fatalities in Plains to Peaks RETAC, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 298 of the 333 serious injuries.

Figure 66: Mode of transportation of seriously injured individuals in Plains To Peaks RETAC, 2014

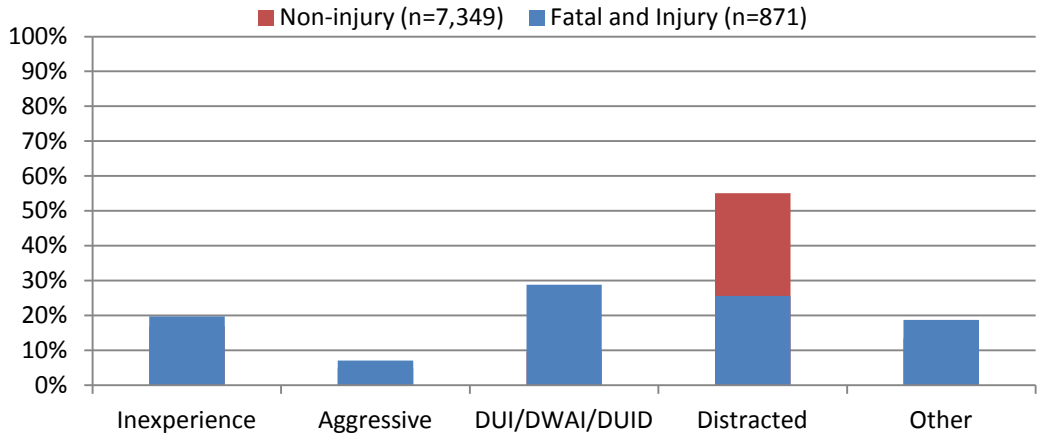


Source: EARS

Contributing Factors

There were a total of 12,151 crashes in Plains to Peaks RETAC in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 8,220 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 67).

Figure 67. Contributing factors among drivers in Plains To Peaks RETAC 2014, (N=8,220)

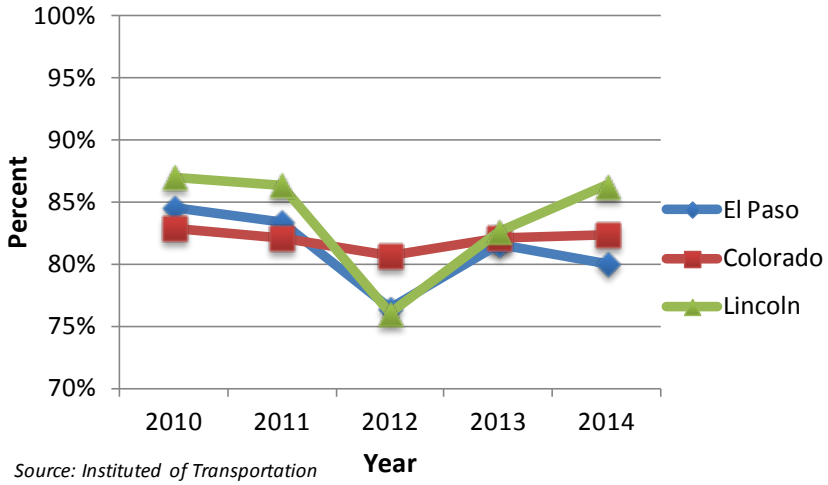


Source: EARS; Distracted=Passenger, Radio, Cell phone, Food, Objects, Pets, etc.

Occupant Protection

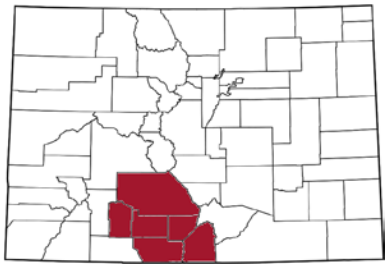
Seat belt use in the counties of the Plains to Peaks RETAC is shown below for the counties and years when estimates are available. Overall seat belt use in Plains to Peaks RETAC varied between 2010 and 2014.

Figure 68: Seat belt use in Plains to Peaks RETAC and Colorado, 2010-2014



Source: Instituted of Transportation Management at CSU

San Luis Valley RETAC



Counties: Saguache, Mineral, Rio Grande, Alamosa, Conejos, and Costilla.

Table 46. San Luis Valley RETAC Demographics, 2014

Age Group	Female	Male	Total
<5	1,511	1,514	3,025
5-8	1,280	1,342	2,621
9-15	2,200	2,234	4,434
16-20	1,636	1,703	3,339
21-34	3,642	3,828	7,470
35-54	5,304	5,260	10,564
55-64	3,345	3,429	6,775
65+	4,077	3,827	7,904
Total	**22,995**	**23,137**	**46,132**

Data source: 2014 DOLA

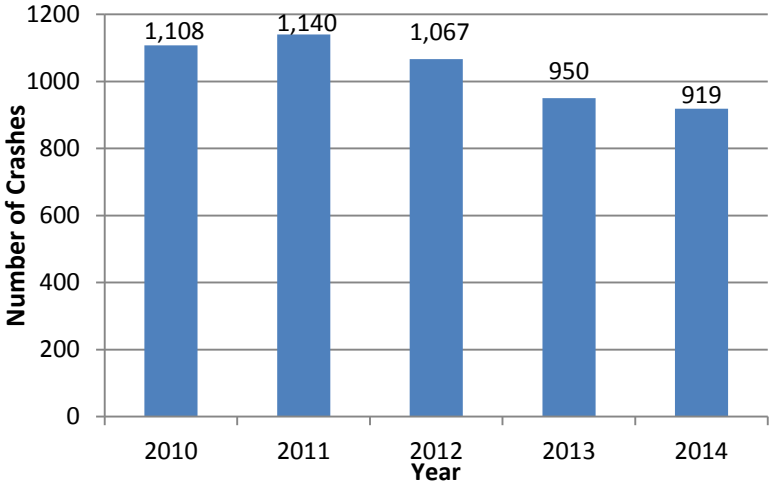
TABLE 47: SAN LUIS VALLEY RETAC TREND ANALYSIS 2010-2014

Performance Measure Reduce the number of:	CO 5-Year Crude Rate Event/100,000 people	RETAC Numbers By Year					RETAC 5-Year Crude Rate Event/100,000 people	5-Year % Change^
		2010	2011	2012	2013	2014		
Traffic fatalities	9.0	18	12	13	9	10	26.8	↓13.7%
Serious injuries in traffic crashes	63.3	66	60	56	52	59	124.8	↓2.8%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	11	6	7	3	4	13.4	↓22.3%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	7	2	1	2	5.6	↑18.9%
Speeding-related fatalities	3.2	10	7	5	5	1	12.1	↓43.8%
Motorcyclist fatalities	1.6	0	2	0	1	1	1.7	↑100.0%
Unhelmeted motorcyclist fatalities	1.0	0	2	0	1	1	1.7	↑100.0%
Drivers age 20 or younger in fatal crashes	1.3	4	1	1	2	1	3.9	↓29.3%
Pedestrian fatalities	1.0	1	0	0	0	0	0.4	↓100.0%

^Green cells represent a reduction in the RETAC's numbers for each performance measure from 2010 to 2014, indicating where the RETAC is doing well. Red cells represent an increase in the RETAC's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

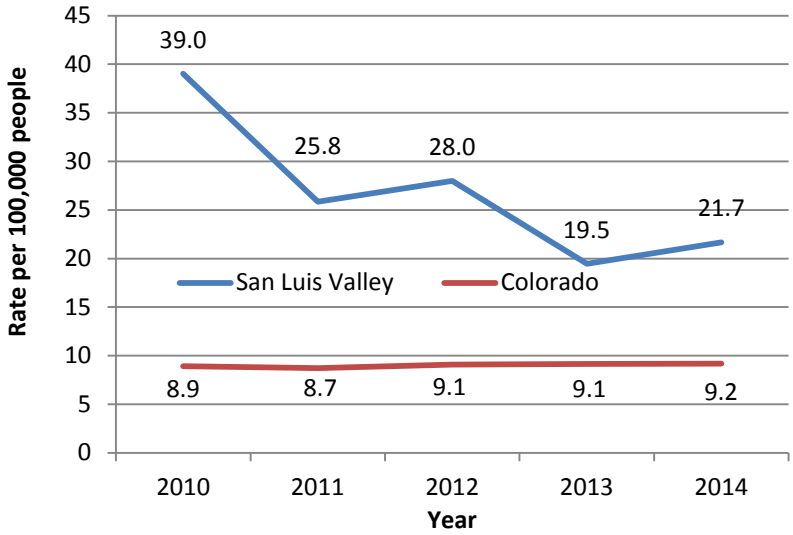
Figure 69 : Total number of crashes in San Luis Valley RETAC, 2010-2014



Fatal Crashes

In 2014, there were 8 fatal crashes, resulting in 10 deaths. The number of fatalities per 100,000 population decreased in San Luis Valley RETAC during 2010-2014.

Figure 70: Fatality rate in San Luis Valley RETAC and Colorado, 2010-2014



Injury Crashes

In 2014, 59 people were seriously injured in the 95 injury crashes that occurred in the counties in the San Luis Valley RETAC. The serious injury rate varied with an overall decrease between 2010 and 2014. In 2014, there were 128 serious injuries per 100,000 population.

Impaired Driving

Of the 10 fatalities in 2014, 2 (20%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 10% of injury and fatal crashes and 15% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 7% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there was 1 driver age 20 and younger in a fatal crash.

Source: FARS

Motorcycle Safety

There was 1 motorcyclist fatality in 2014 and 100% (1/1) was unhelmeted.

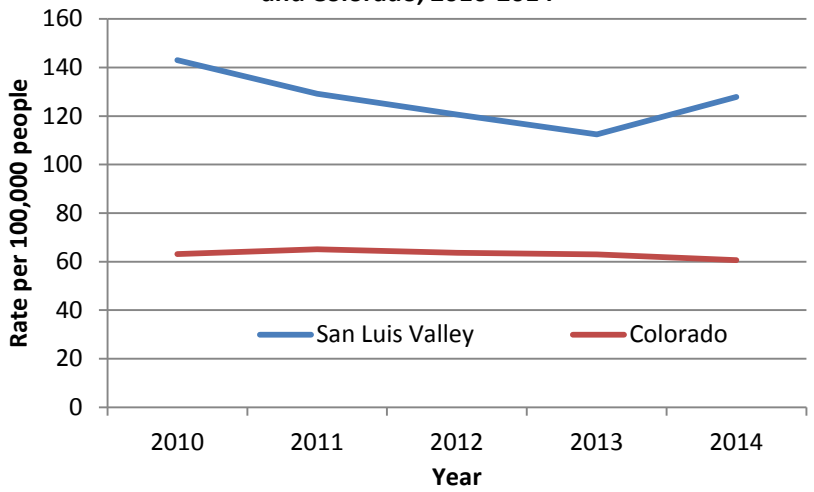
Source: FARS

Pedestrian and Bicycle Safety

0 pedestrians and 0 bicyclists were killed in 2014.

Source: FARS

Figure 71: Serious injury rate in San Luis Valley RETAC and Colorado, 2010-2014



Occupant Protection

In 2014, 4 of the 9 (44%) motor vehicle fatalities and 24 of the 52 (46%) motor vehicle occupants seriously injured in a crash were not using seat belts or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations

Table 48. San Luis Valley RETAC total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

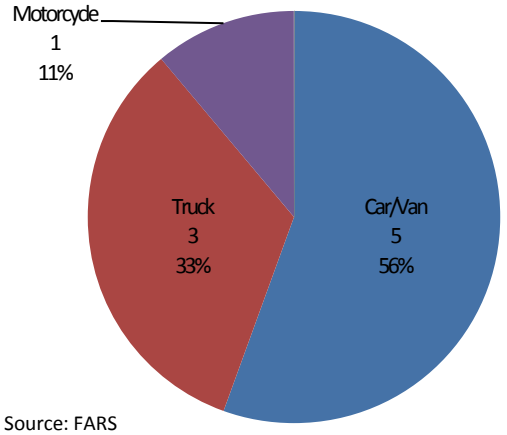
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	*
5-8	0	0	0	0	0	0	*
9-15	0	0	0	0	0	0	4
16-20	4	3	0	0	0	0	10
21-34	5	2	3	0	0	0	36
35-54	12	7	5	0	0	0	32
55-64	7	5	0	2	0	0	22
65+	4	3	1	0	0	0	19
Total	**32**	**20**	**9**	**2**	**0**	**0**	**126**

Source: FARS and CHA Discharge Data. Note: person and vehicle type missing is not shown.

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 8 of the 10 fatalities in 2014.

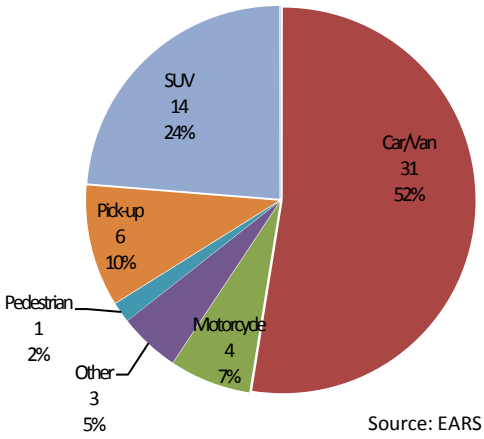
Figure 72: Mode of transportation of fatalities in San Luis Valley RETAC, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 58 of the 59 serious injuries.

Figure 73: Mode of transportation of seriously injured individuals in San Luis Valley RETAC, 2014

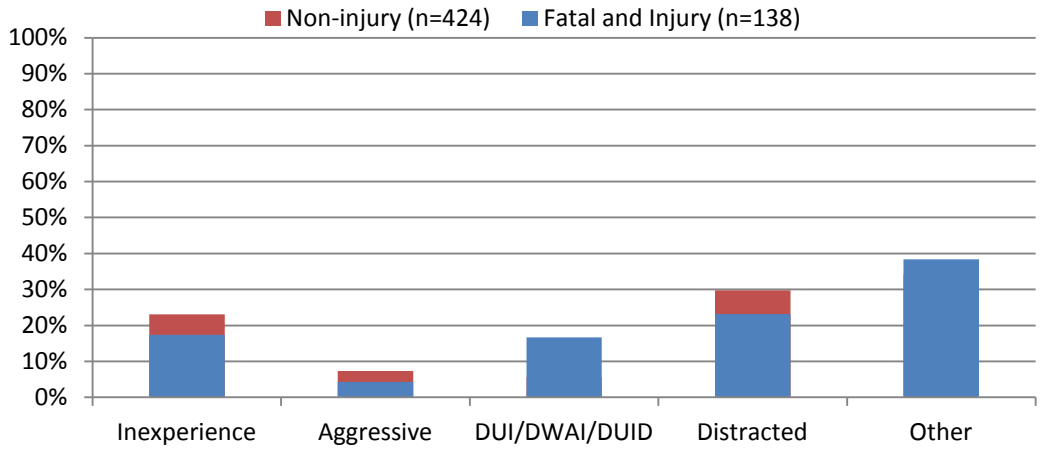


Source: EARS

Contributing Factors

There were a total of 919 crashes in San Luis Valley RETAC in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 562 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 74).

Figure 74. Contributing factors among drivers in San Luis Valley RETAC 2014, (N=562)

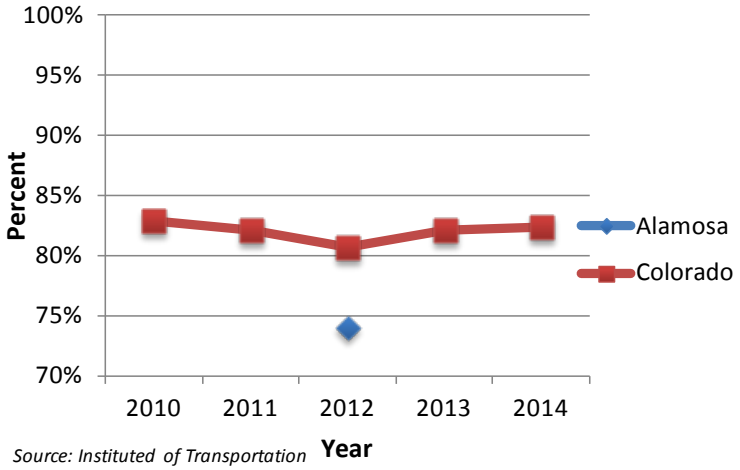


Source: EARS; Distracted=Passenger, Radio, Cell phone, Food, Objects, Pets, etc.

Occupant Protection

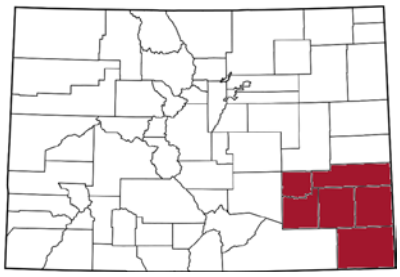
The observational study of seat belt use was conducted once in a county of the San Luis Valley RETAC. Overall seat belt use in Alamosa County in 2012 was 74.0 percent, which was below the statewide use of 80.7 percent of the observed motor vehicle occupants.

Figure 75: Seat belt use in San Luis Valley RETAC and Colorado, 2010-2014



Source: Instituted of Transportation Management at CSU

Southeastern RETAC



Counties: Crowley, Kiowa, Otero, Bent, Prowers, and Baca.

Table 49. Southeastern RETAC Demographics, 2014

Age Group	Female	Male	Total
<5	1,288	1,312	2,601
5-8	1,114	1,149	2,263
9-15	1,995	2,159	4,154
16-20	1,214	1,461	2,675
21-34	3,013	4,938	7,951
35-54	4,958	6,809	11,767
55-64	3,049	3,480	6,529
65+	4,610	3,916	8,525
Total	**21,242**	**25,222**	**46,464**

Data source: 2014 DOLA

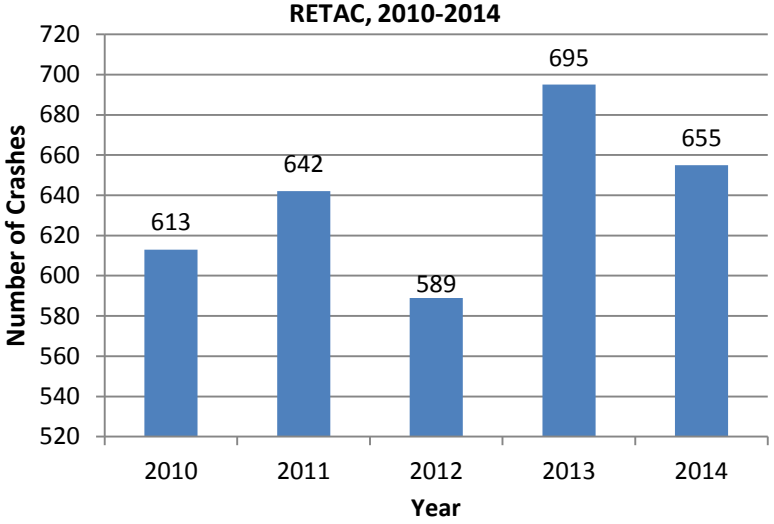
TABLE 50: SOUTHEASTERN RETAC TREND ANALYSIS 2010-2014

Performance Measure Reduce the number of:	CO 5-Year Crude Rate Event/100,000 people	RETAC Numbers By Year					RETAC 5-Year Crude Rate Event/100,000 people	5-Year % Change^
		2010	2011	2012	2013	2014		
Traffic fatalities	9.0	13	13	9	13	8	26.1	↓11.4%
Serious injuries in traffic crashes	63.3	28	37	36	32	35	66.8	↑6.1%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	6	9	5	6	3	13.7	↓15.9%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	2	6	0	2	3	6.2	↑10.7%
Speeding-related fatalities	3.2	5	6	4	4	4	10.9	↓5.4%
Motorcyclist fatalities	1.6	1	0	0	3	1	2.4	0.0%
Unhelmeted motorcyclist fatalities	1.0	1	0	0	2	1	1.9	0.0%
Drivers age 20 or younger in fatal crashes	1.3	2	1	0	1	3	3.8	↑10.7%
Pedestrian fatalities	1.0	0	1	0	0	0	0.5	0.0%

^Green cells represent a reduction in the RETAC's numbers for each performance measure from 2010 to 2014, indicating where the RETAC is doing well. Red cells represent an increase in the RETAC's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

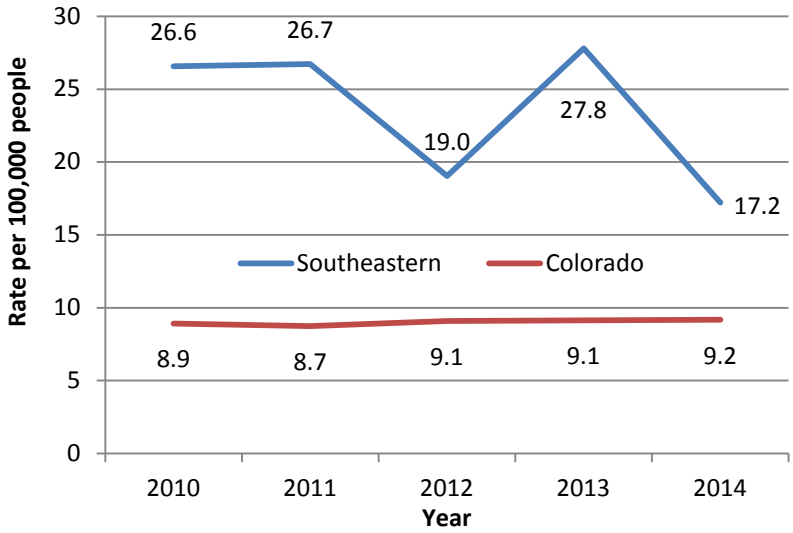
Figure 76: Total number of crashes in Southeastern RETAC, 2010-2014



Fatal Crashes

In 2014, there were 7 fatal crashes, resulting in 8 deaths. The number of fatalities per 100,000 population decreased during 2010-2014.

Figure 77: Fatality rate in Southeastern RETAC and Colorado, 2010-2014



Injury Crashes

In 2014, 35 people were seriously injured in the 77 injury crashes that occurred in the counties in the Southeastern RETAC. The serious injury rate steadily increased between 2010 and 2014. In 2014, there were 75 serious injuries per 100,000 population.

Impaired Driving

Of the 8 fatalities in 2014, 3 (38%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 8% of injury and fatal crashes and 16% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 2% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there were 3 drivers age 20 and younger in fatal crashes.

Source: FARS

Motorcycle Safety

There was 1 motorcyclist fatality in 2014 and 100% (1/1) was unhelmeted.

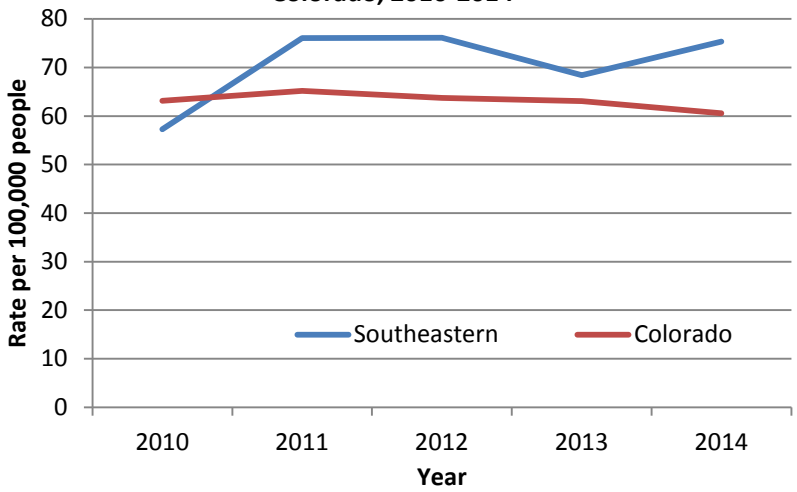
Source: FARS

Pedestrian and Bicycle Safety

0 pedestrians and 0 bicyclists were killed in 2014.

Source: FARS

Figure 78: Serious injury rate in Southeastern RETAC and Colorado, 2010-2014



Occupant Protection

In 2014, 3 of the 7 (43%) motor vehicle occupant fatalities and 9 of the 29 (31%) motor vehicle occupants seriously injured in a crash were not using seat belts or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations

Table 51. Southeastern RETAC total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

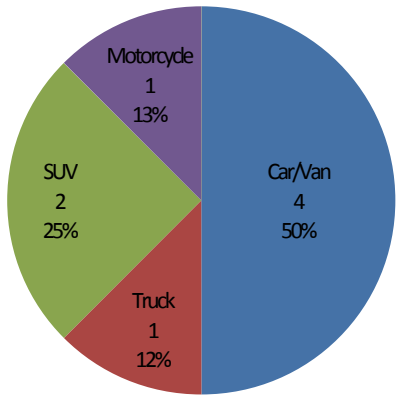
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	1	1	0	0	0	0	*
5-8	1	1	0	0	0	0	0
9-15	0	0	0	0	0	0	4
16-20	6	5	0	1	0	0	14
21-34	8	5	3	0	0	0	31
35-54	9	3	3	3	0	0	16
55-64	5	2	3	0	0	0	21
65+	0	0	0	0	0	0	17
Total	**30**	**17**	**9**	**4**	**0**	**0**	**104**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 7 of the 8 fatalities in 2014.

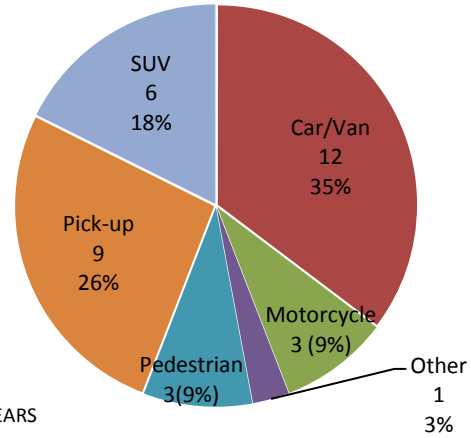
Figure 79: Mode of transportation of fatalities in Southeastern RETAC, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 31 of the 35 serious injuries.

Figure 80: Mode of transportation of seriously injured individuals in Southeastern RETAC, 2014

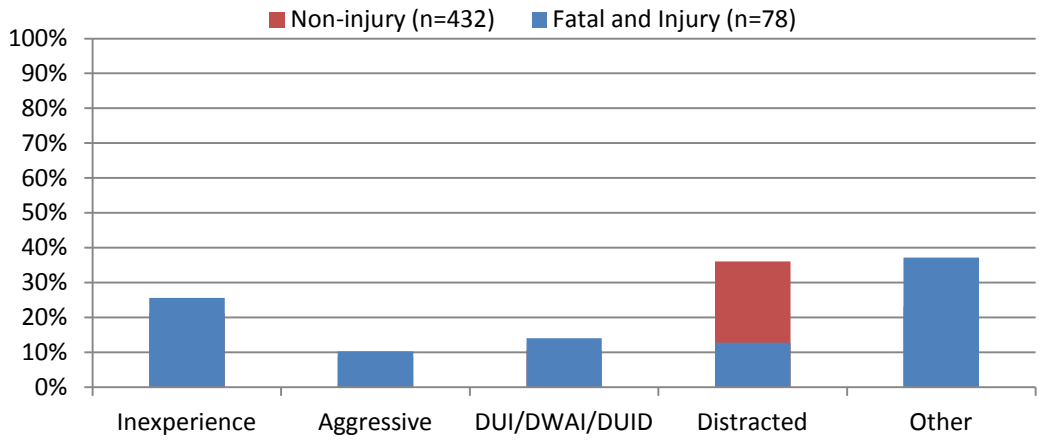


Source: EARS

Contributing Factors

There were a total of 655 crashes in Southeastern RETAC in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 510 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 81).

Figure 81. Contributing factors among drivers in Southeastern RETAC 2014, (N=510)

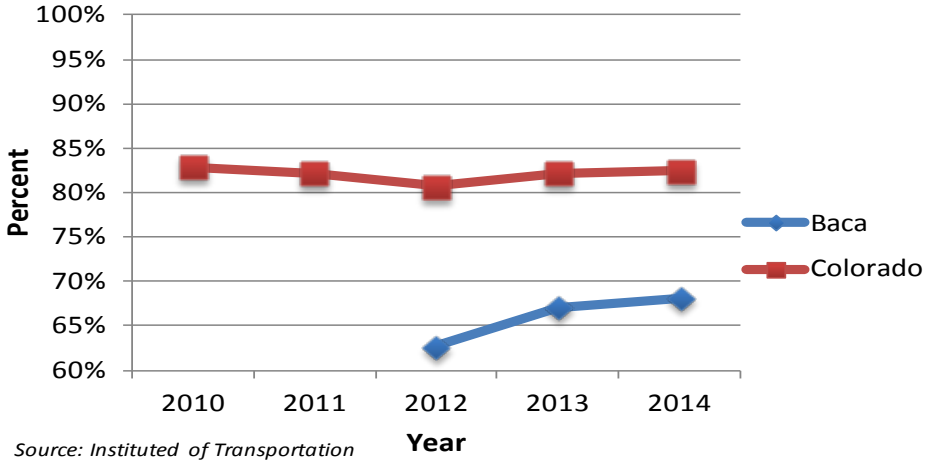


Source: EARS; Distracted=Passenger, Radio, Cell phone, Food, Objects, Pets, etc.

Occupant Protection

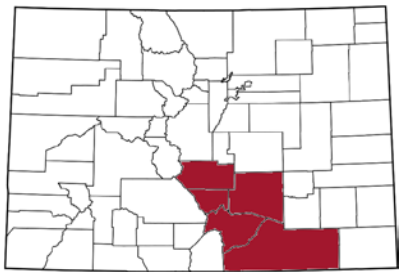
Seat belt use in the counties of the Southeastern Colorado RETAC is shown below for the counties and years when estimates are available. Seat belt use in Baca County was 62.7 percent in 2012, 67.0 percent in 2013, and 68.1 percent in 2014. For the same period, the Colorado use ranged from 80.7 percent to 82.4 percent.

Figure 82: Seat belt use in Southeastern Colorado RETAC and Colorado, 2010-2014



Source: Instituted of Transportation Management at CSU

Southern RETAC



Counties: Fremont, Custer, Pueblo, Huerfano, and Las Animas.

Table 52. Southern RETAC Demographics, 2014

Age Group	Female	Male	Total
<5	6,041	6,416	12,457
5-8	5,523	5,792	11,315
9-15	10,052	10,381	20,434
16-20	7,194	7,735	14,929
21-34	17,686	21,755	39,440
35-54	27,238	30,451	57,689
55-64	16,731	16,155	32,885
65+	23,596	20,191	43,787
Total	**114,061**	**118,876**	**232,937**

Data source: 2014 DOLA

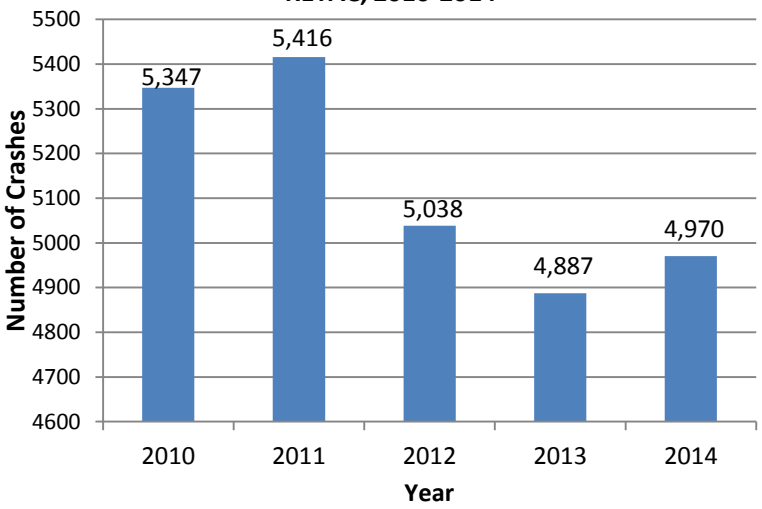
TABLE 53: SOUTHERN RETAC TREND ANALYSIS 2010-2014

Performance Measure Reduce the number of:	CO 5-Year Crude Rate Event/100,000 people	RETAC Numbers By Year					RETAC 5-Year Crude Rate Event/100,000 people	5-Year % Change^
		2010	2011	2012	2013	2014		
Traffic fatalities	9.0	39	39	43	32	33	16.0	↓4.1%
Serious injuries in traffic crashes	63.3	146	164	132	146	103	60.5	↓8.4%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	14	21	13	14	13	6.4	↓1.8%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	4	13	11	9	10	4.0	↑25.7%
Speeding-related fatalities	3.2	7	15	18	7	14	5.2	↑18.9%
Motorcyclist fatalities	1.6	9	5	5	4	7	2.6	↓6.1%
Unhelmeted motorcyclist fatalities	1.0	8	4	4	1	6	2.0	↓6.9%
Drivers age 20 or younger in fatal crashes	1.3	2	5	6	5	4	1.9	↑18.9%
Pedestrian fatalities	1.0	4	7	5	5	2	2.0	↓15.9%

^Green cells represent a reduction in the RETAC's numbers for each performance measure from 2010 to 2014, indicating where the RETAC is doing well. Red cells represent an increase in the RETAC's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

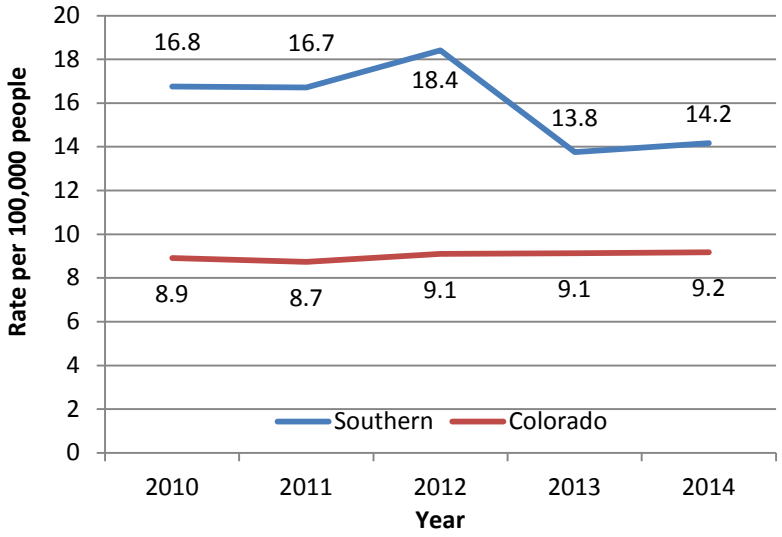
Figure 83: Total number of crashes in Southern RETAC, 2010-2014



Fatal Crashes

In 2014, there were 32 fatal crashes, resulting in 33 deaths. The number of fatalities per 100,000 population decreased in Southern Colorado RETAC during 2010-2014.

Figure 84: Fatality rate in Southern RETAC and Colorado, 2010-2014



Injury Crashes

In 2014, 103 people were seriously injured in the 210 injury crashes that occurred in the counties in the Southern Colorado RETAC. The serious injury rate varied but overall declined between 2010 and 2014. In 2014, there were 44 serious injuries per 100,000 population.

Impaired Driving

Of the 33 fatalities in 2014, 10 (30%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 10% of injury and fatal crashes and 8% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 7% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there were 4 drivers age 20 and younger in fatal crashes.

Source: FARS

Motorcycle Safety

There were 7 motorcyclist fatalities in 2014 and 86% (6/7) were unhelmeted.

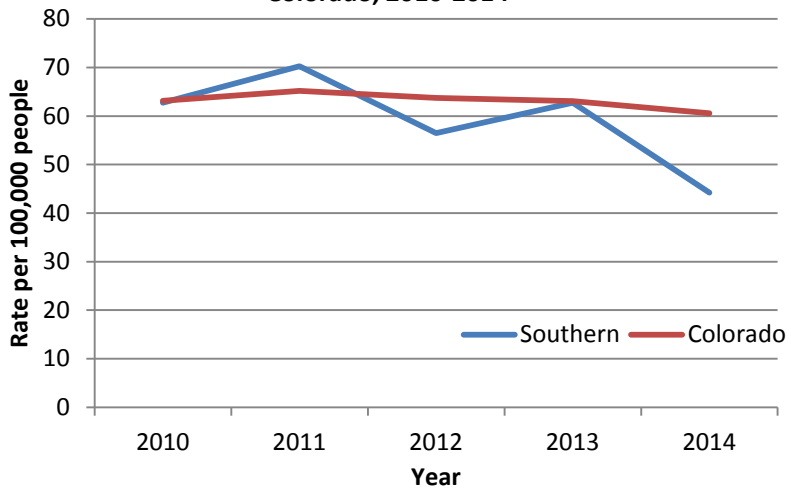
Source: FARS

Pedestrian and Bicycle Safety

2 pedestrians and 0 bicyclists were killed in 2014.

Source: FARS

Figure 85: Serious injury rate in Southern RETAC and Colorado, 2010-2014



Occupant Protection

In 2014, 13 of the 24 (54%) motor vehicle occupant fatalities and 14 of the 65 (22%) motor vehicle occupants seriously injured in a crash were not using seat belts or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations

Table 54. Southern RETAC total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

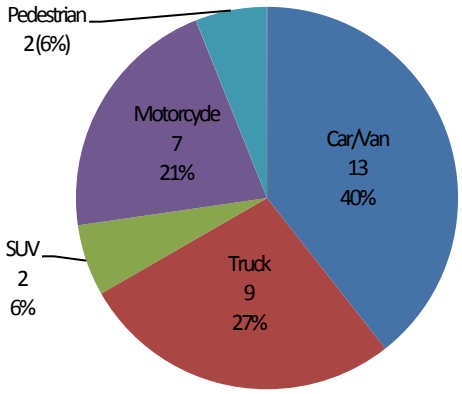
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	6
5-8	0	0	0	0	0	0	3
9-15	5	4	0	0	1	0	21
16-20	15	11	3	0	1	0	39
21-34	21	10	5	4	2	0	118
35-54	28	10	9	5	3	1	130
55-64	18	4	7	4	3	0	80
65+	21	10	6	3	2	0	82
Total	**108**	**49**	**30**	**16**	**12**	**1**	**479**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 24 of the 33 fatalities in 2014.

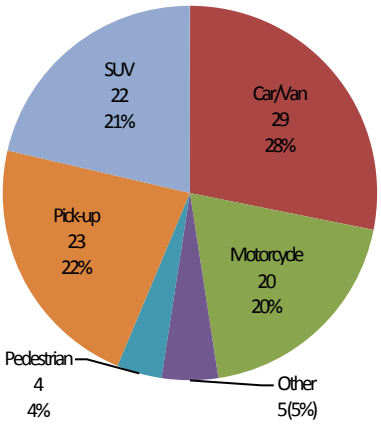
Figure 86: Mode of transportation of fatalities in Southern RETAC, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 99 of the 103 serious injuries.

Figure 87: Mode of transportation of seriously injured individuals in Southern RETAC, 2014

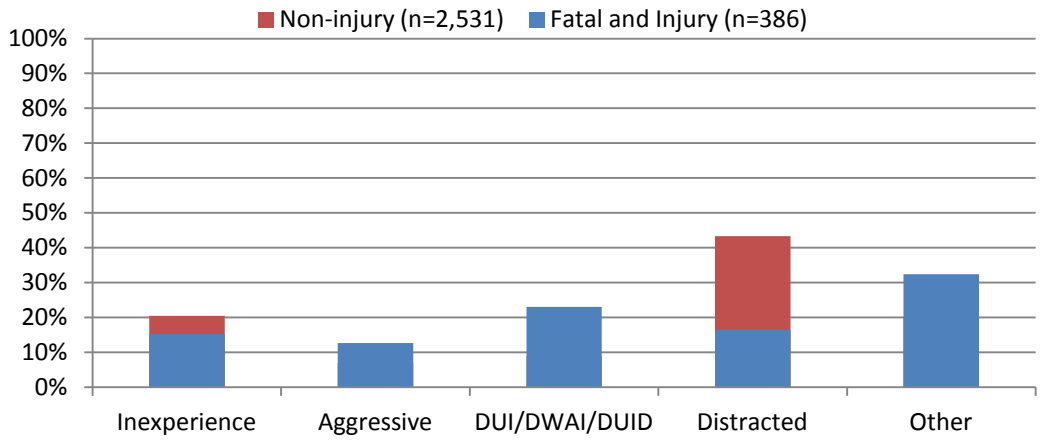


Source: EARS

Contributing Factors

There were a total of 4,970 crashes in Southern Colorado RETAC in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 2,917 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 88).

Figure 88. Contributing factors among drivers in Southern RETAC 2014, (N=2,917)

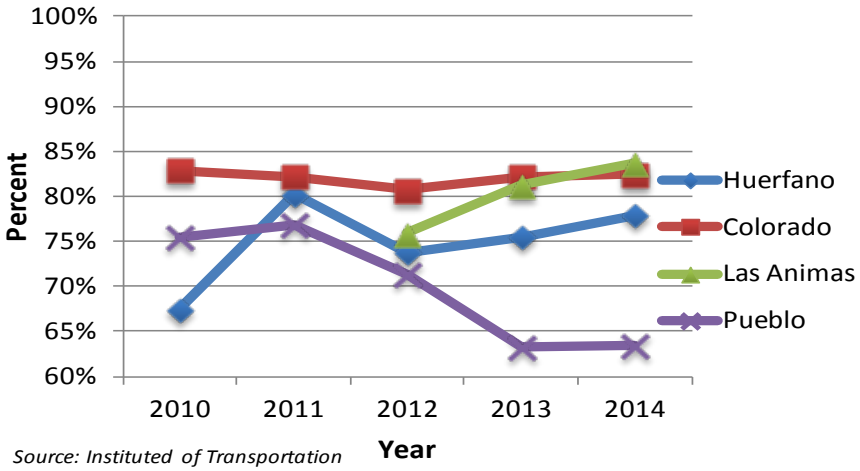


Source: EARS; Distracted=Passenger, Radio, Cell phone, Food, Objects, Pets, etc.

Occupant Protection

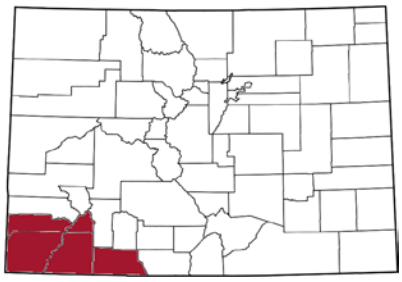
Seat belt use in the counties of the Southern Colorado RETAC is shown below for the counties and years when estimates are available. Overall seat belt use in Southern Colorado RETAC varied between 2010 and 2014. Southern RETAC's seat belt use was generally lower than the statewide seat belt use, though use in Huerfano and Las Animas Counties increased from 2012 to 2014.

Figure 89: Seat belt use in Southern Colorado RETAC and Colorado, 2010-2014



Source: Instituted of Transportation Management at CSU

Southwest RETAC



Counties: Dolores, San Juan, Montezuma, La Plata, and Archuleta.

Table 55. Southwest RETAC Demographics, 2014

Age Group	Female	Male	Total
<5	2,468	2,618	5,086
5-8	2,135	2,327	4,461
9-15	3,727	3,998	7,725
16-20	2,987	3,251	6,238
21-34	7,849	8,429	16,277
35-54	11,869	11,823	23,692
55-64	7,700	7,336	15,036
65+	8,278	7,932	16,209
Total	**47,012**	**47,714**	**94,726**

Data source: 2014 DOLA

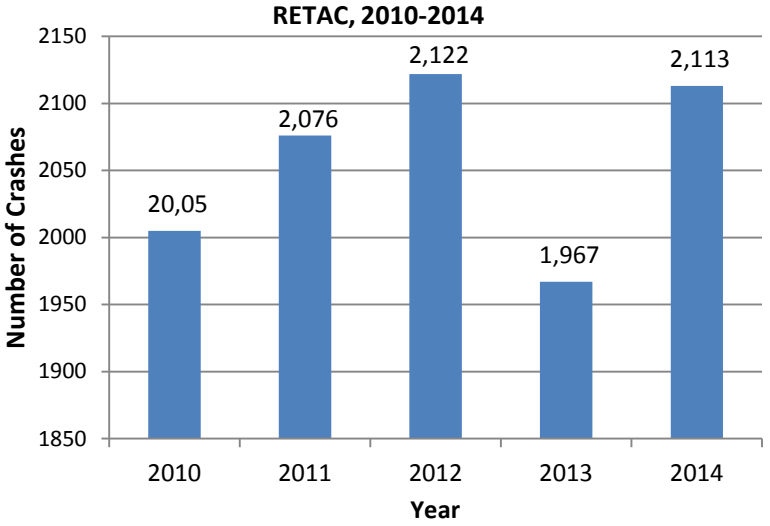
TABLE 56: SOUTHWEST RETAC TREND ANALYSIS 2010-2014

Performance Measure Reduce the number of:	CO 5-Year Crude Rate Event/100,000 people	RETAC Numbers By Year					RETAC 5-Year Crude Rate Event/100,000 people	5-Year % Change^
		2010	2011	2012	2013	2014		
Traffic fatalities	9.0	17	19	24	26	16	22.0	↓ 1.5%
Serious injuries in traffic crashes	63.3	122	115	117	94	90	110.8	↓ 7.3%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	3	7	11	10	5	7.7	↑13.6%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	5	6	4	2	3.7	↑100.0%
Speeding-related fatalities	3.2	4	4	12	7	5	6.9	↑5.7%
Motorcyclist fatalities	1.6	6	4	4	3	4	4.5	↓9.6%
Unhelmeted motorcyclist fatalities	1.0	4	2	3	2	2	2.8	↓15.9%
Drivers age 20 or younger in fatal crashes	1.3	1	2	3	0	1	1.5	0.0%
Pedestrian fatalities	1.0	2	0	0	1	1	0.9	↓15.9%

^Green cells represent a reduction in the RETAC's numbers for each performance measure from 2010 to 2014, indicating where the RETAC is doing well. Red cells represent an increase in the RETAC's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

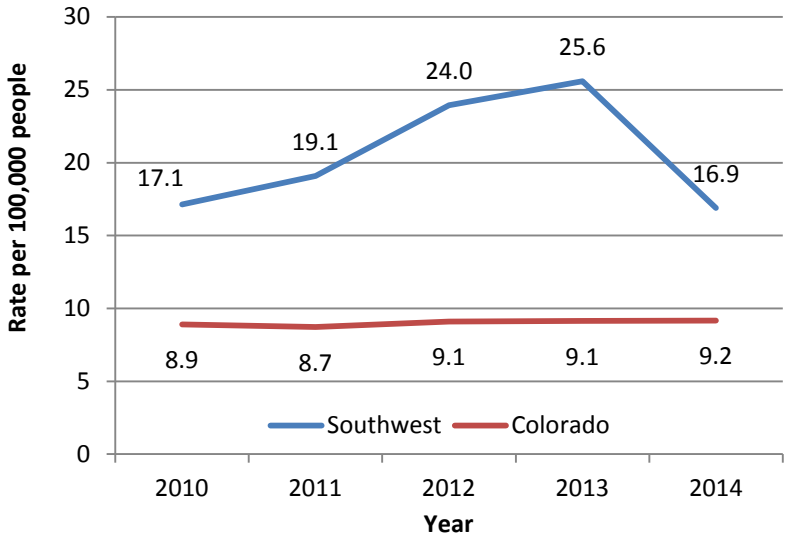
Figure 90: Total number of crashes in Southwest RETAC, 2010-2014



Fatal Crashes

In 2014, there were 12 fatal crashes, resulting in 16 deaths. The number of fatalities per 100,000 population decreased in Southwest RETAC during 2010-2014.

Figure 91: Fatality rate in Southwest RETAC and Colorado, 2010-2014



Injury Crashes

In 2014, there were 200 injury crashes, resulting in 90 persons seriously injured. The injury rate steadily decreased during 2010-2014. In 2014, there were 95 serious injuries per 100,000 population.

Impaired Driving

Of the 16 fatalities in 2014, 2 (13%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 7% of injury and fatal crashes and 9% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 5% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there was 1 driver age 20 and younger in a fatal crash.

Source: FARS

Motorcycle Safety

There were 4 motorcyclist fatalities in 2014 and 50 percent (2/4) were unhelmeted.

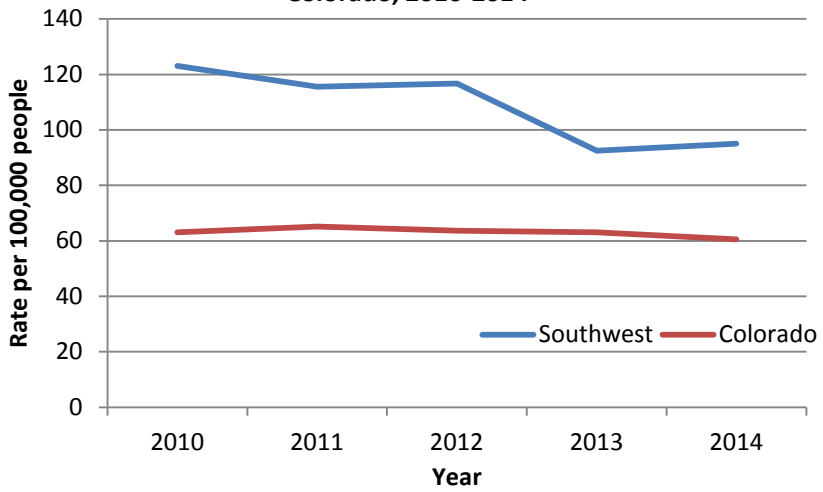
Source: FARS

Pedestrian and Bicycle Safety

1 pedestrian and 0 bicyclists were killed in 2014.

Source: FARS

Figure 92: Serious injury rate in Southwest RETAC and Colorado, 2010-2014



Occupant Protection

In 2014, 5 of the 11 (45%) motor vehicle fatalities and 19 of the 59 (32%) motor vehicle occupants seriously injured in a crash were not using seat belts or other restraints.

Source: FARS, and EARS

Fatalities and Injury Hospitalizations

Table 57. Southwest RETAC total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

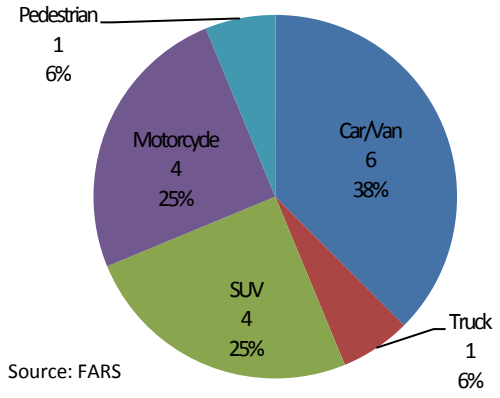
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	*
5-8	0	0	0	0	0	0	*
9-15	0	0	0	0	0	0	6
16-20	5	4	1	0	0	0	11
21-34	20	14	3	1	1	1	46
35-54	15	5	4	5	1	0	43
55-64	8	6	1	1	0	0	23
65+	18	12	1	4	0	0	22
Total	**66**	**41**	**10**	**11**	**2**	**1**	**154**

Source: FARS and CHA Discharge Data. Note: person and vehicle type missing is not shown.

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 11 of the 16 fatalities in 2014.

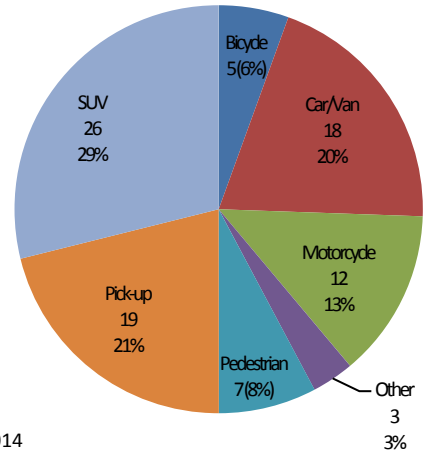
Figure 93: Mode of transportation of fatalities in Southwest RETAC, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 78 of the 90 serious injuries.

Figure 94: Mode of transportation of seriously injured individuals in Southwest RETAC, 2014

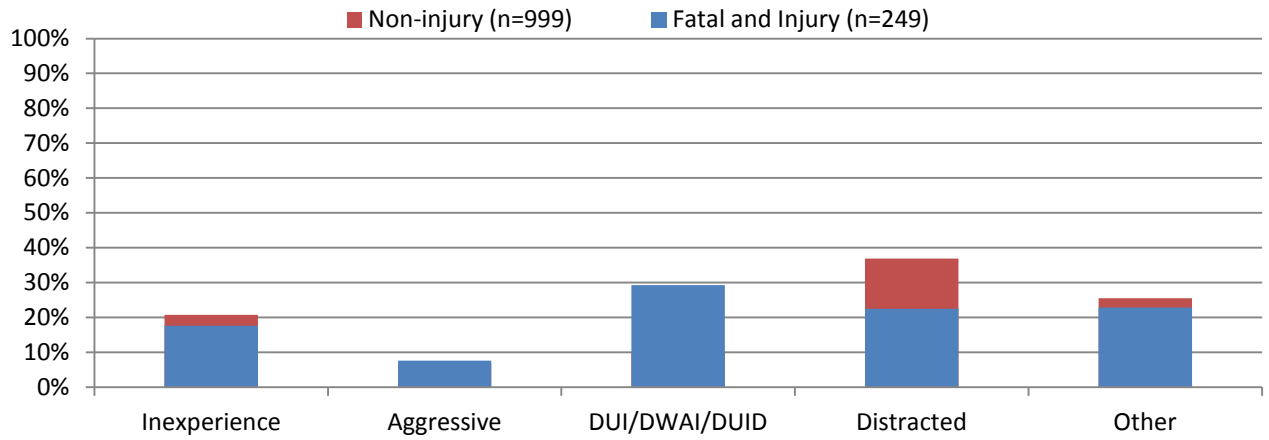


Source: 2014

Contributing Factors

There were a total of 2,113 crashes in Southwest RETAC in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 1,248 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 95).

Figure 95. Contributing factors among drivers in Southwest RETAC 2014, (N=1,248)

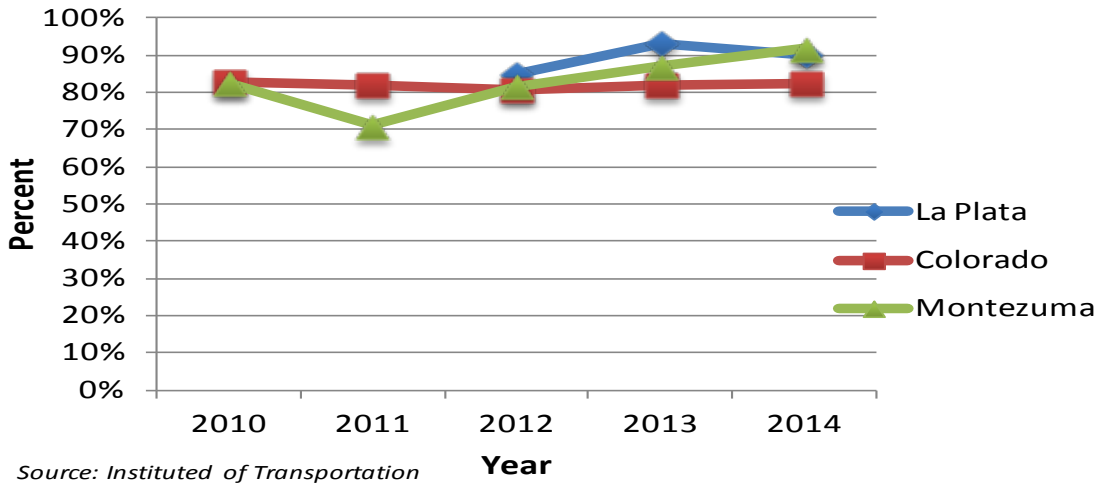


Source: 2014 Distracted=Passenger, Radio, Cell phone, Food, Objects, Pets, etc.

Occupant Protection

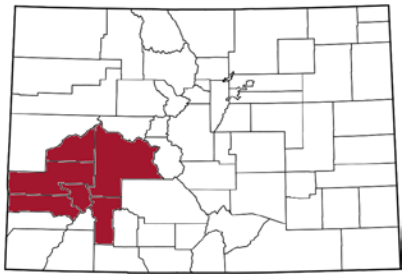
Overall seat belt use in Southwest RETAC varied between 2010 and 2014. Southwest RETAC's seat belt use was higher than the statewide seat belt use in 2014.

Figure 96: Seat belt use in Southwest RETAC and Colorado, 2010-2014



Source: Instituted of Transportation Management at CSU

Western RETAC



Counties: Delta, Gunnison, Montrose, San Miguel, Ouray, and Hinsdale.

Table 58. Western RETAC Demographics, 2014

Age Group	Female	Male	Total
<5	2,597	2,735	5,332
5-8	2,285	2,484	4,769
9-15	4,285	4,408	8,694
16-20	3,348	3,678	7,026
21-34	6,873	8,141	15,014
35-54	12,320	12,694	25,014
55-64	7,560	7,365	14,925
65+	9,934	9,063	18,997
Total	**49,203**	**50,567**	**99,770**

Data source: 2014 DOLA

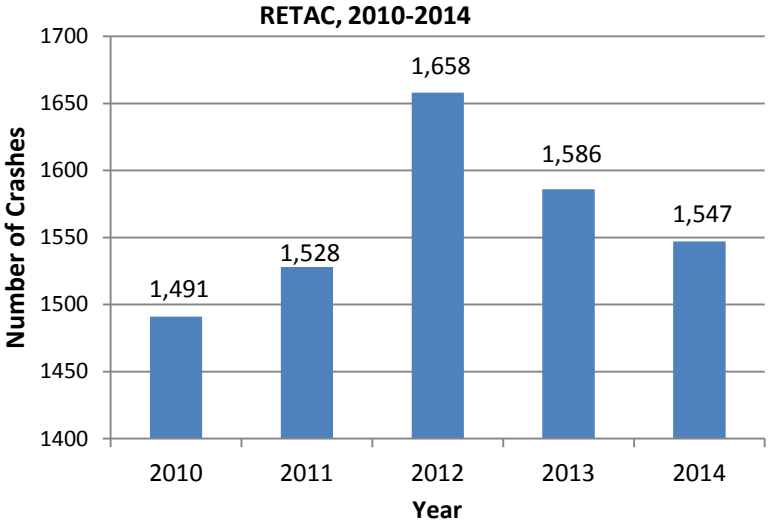
TABLE 59: WESTERN RETAC TREND ANALYSIS 2010-2014

Performance Measure Reduce the number of:	CO 5-Year Crude Rate Event/100,000 people	RETAC Numbers By Year					RETAC 5-Year Crude Rate Event/100,000 people	5-Year % Change^
		2010	2011	2012	2013	2014		
Traffic fatalities	9.0	11	15	18	20	20	16.9	↑16.1%
Serious injuries in traffic crashes	63.3	96	72	79	65	69	73.7	↓7.9%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	5	4	7	5	5	5.2	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	4	5	2	5	10	5.2	↑25.7%
Speeding-related fatalities	3.2	5	11	8	8	9	8.2	↑15.8%
Motorcyclist fatalities	1.6	3	7	4	5	5	4.8	↑13.6%
Unhelmeted motorcyclist fatalities	1.0	1	4	3	4	3	3.0	↑31.6%
Drivers age 20 or younger in fatal crashes	1.3	2	0	2	2	0	1.4	↓100.0%
Pedestrian fatalities	1.0	0	0	0	2	1	0.6	↑100.0%

^Green cells represent a reduction in the RETAC's numbers for each performance measure from 2010 to 2014, indicating where the RETAC is doing well. Red cells represent an increase in the RETAC's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

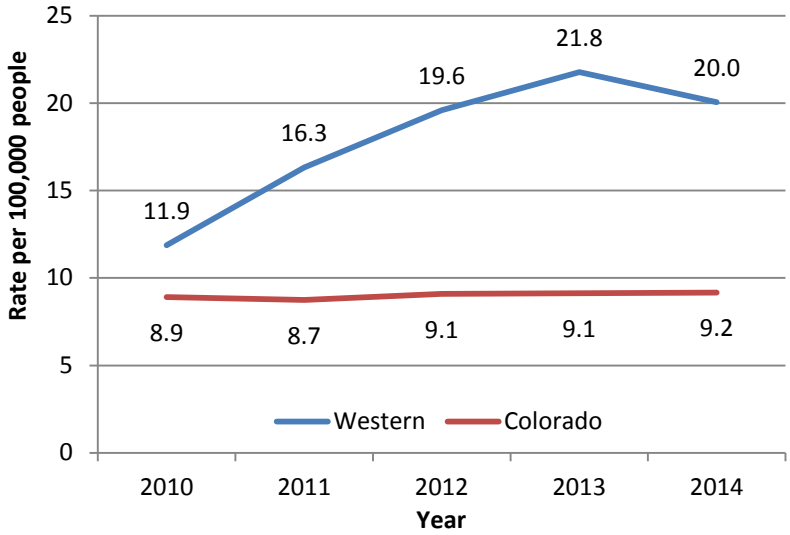
Figure 97: Total number of crashes in Western RETAC, 2010-2014



Fatal Crashes

In 2014, there were 18 fatal crashes, resulting in 20 deaths. The number of fatalities per 100,000 population increased in Western RETAC during 2010-2014.

Figure 98: Fatality rate in Western RETAC and Colorado, 2010-2014



Injury Crashes

In 2014, 69 people were seriously injured in the 139 injury crashes that occurred in the counties in the Western RETAC. The serious injury rate varied with an overall decrease between 2010 and 2014. In 2014, there were 69 serious injuries per 100,000 population.

Impaired Driving

Of the 20 fatalities in 2014, 10 (50%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 13% of injury and fatal crashes and 13% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 5% of injury or fatal crashes involved distracted.

Source: FARS and EARS

Young Drivers

In 2014, there were 0 drivers age 20 and younger in fatal crashes.

Source: FARS

Motorcycle Safety

There were 5 motorcyclist fatalities in 2014 and 60% (3/5) were unhelmeted.

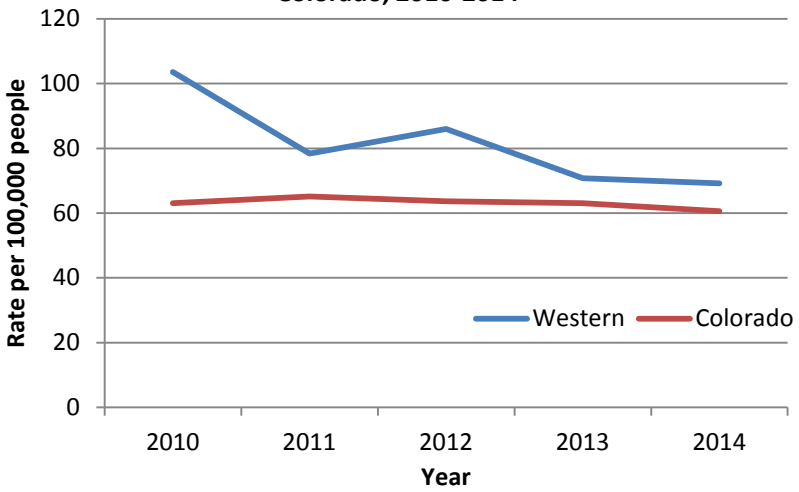
Source: FARS

Pedestrian and Bicycle Safety

1 pedestrian and 0 bicyclists were killed in 2014.

Source: FARS

Figure 99: Serious injury rate in Western RETAC and Colorado, 2010-2014



Occupant Protection

In 2014, 5 of the 14 (36%) motor vehicle occupant fatalities and 11 of the 40 (28%) motor vehicle occupants seriously injured in a crash were not using seat belts or other restraints.

2014 Occupant Protection Usage:
69.1% in Delta County
75.2% in Montrose County
2012 Occupant Protection Usage:
76.1% in Gunnison County

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 60. Western RETAC total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

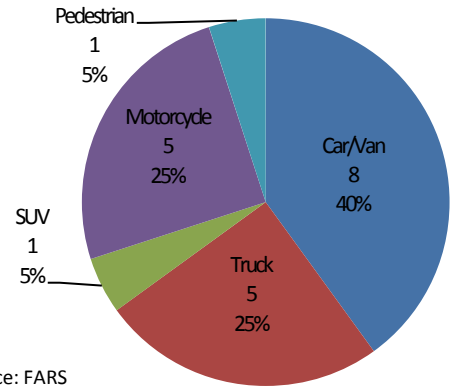
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	1	1	0	0	0	0	*
5-8	2	1	0	0	0	1	0
9-15	0	0	0	0	0	0	*
16-20	3	2	1	0	0	0	10
21-34	18	22	6	1	0	0	32
35-54	6	3	0	3	0	0	57
55-64	15	4	0	8	2	1	30
65+	13	7	2	2	1	1	32
Total	**58**	**29**	**9**	**14**	**3**	**3**	**165**

Source: FARS and CHA Discharge Data

Mode of Transportation

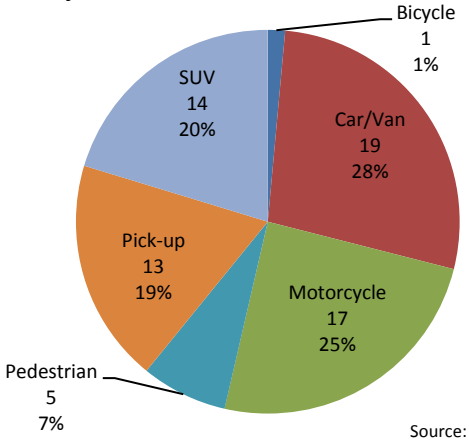
Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 14 of the 20 fatalities in 2014.
Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 63 of the 69 serious injuries.

Figure 100: Mode of transportation of fatalities in Western RETAC, 2014



Source: FARS

Figure 101: Mode of transportation of seriously injured individuals in Western RETAC, 2014

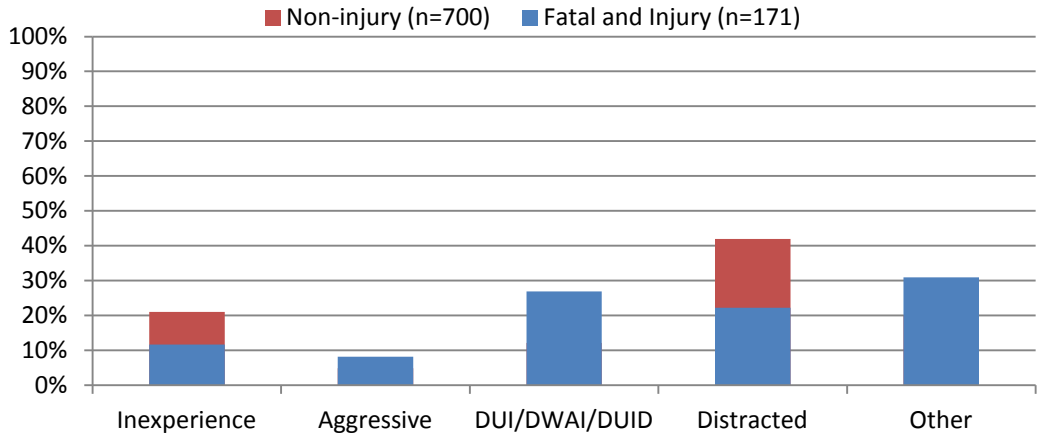


Source: EARS

Contributing Factors

There were a total of 1,547 crashes in Western RETAC in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 871 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 102).

Figure 102. Contributing factors among drivers in Western RETAC, 2014 (N=871)

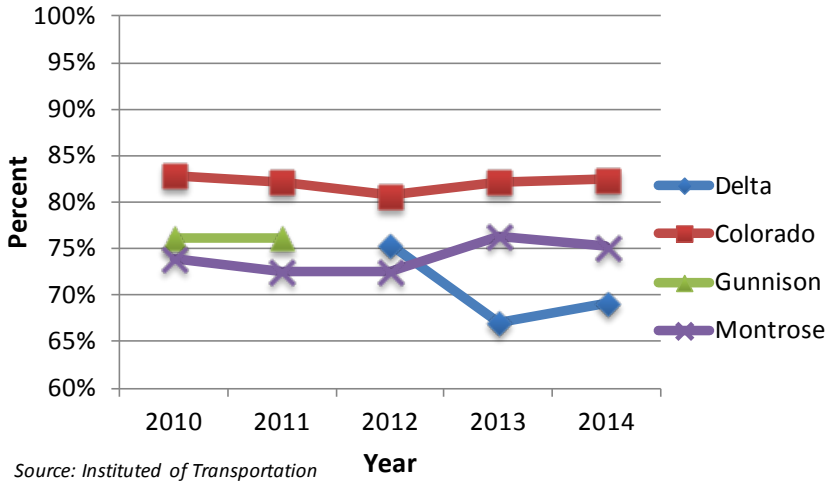


Source: EARS; Distracted=Passenger, Radio, Cell phone, Food, Objects, Pets, etc.

Occupant Protection

Seat belt use in the counties of the Western RETAC is shown below for the counties and years when estimates are available. Overall seat belt use in Western RETAC was lower than the statewide seat belt use.

Figure 103: Seat belt use in Western RETAC and Colorado, 2010-2014



Source: Instituted of Transportation Management at CSU

ADAMS COUNTY

Table 61. Adams County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	17,777	18,765	36,542
5-8	15,297	16,127	31,424
9-15	25,872	26,905	52,777
16-20	16,185	16,999	33,184
21-34	47,514	49,253	96,767
35-54	65,292	68,471	133,763
55-64	24,971	24,273	49,244
65+	26,002	20,613	46,616
Total	238,911	241,406	480,317

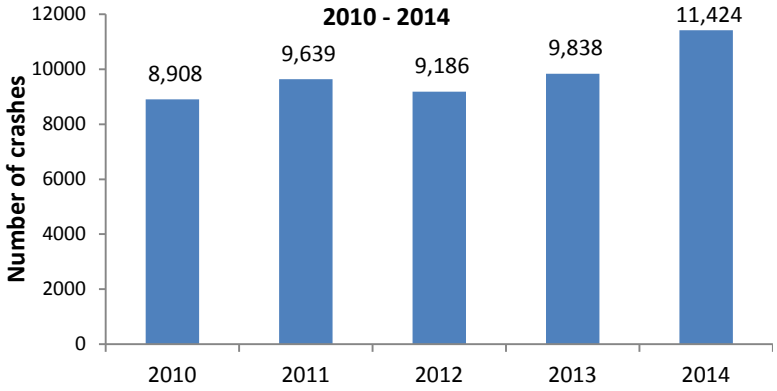
Data source: 2014 DOLA

TABLE 62: ADAMS COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Adams County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	29	29	27	33	32	6.5	↑2.5%
Serious injuries in traffic crashes	63.3	235	274	242	291	243	58.2	↑0.8%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	10	9	10	12	11	2.3	↑2.4%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	8	8	4	5	12	1.6	↑10.7%
Speeding-related fatalities	3.2	9	12	6	8	16	2.2	↑15.5%
Motorcyclist fatalities	1.6	6	5	3	4	7	1.1	↑3.9%
Unhelmeted motorcyclist fatalities	1.0	5	5	3	3	5	0.9	0.0%
Drivers age 20 or younger in fatal crashes	1.3	3	3	4	7	4	0.9	↑7.5%
Pedestrian fatalities	1.0	2	5	10	7	8	1.4	↑41.4%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

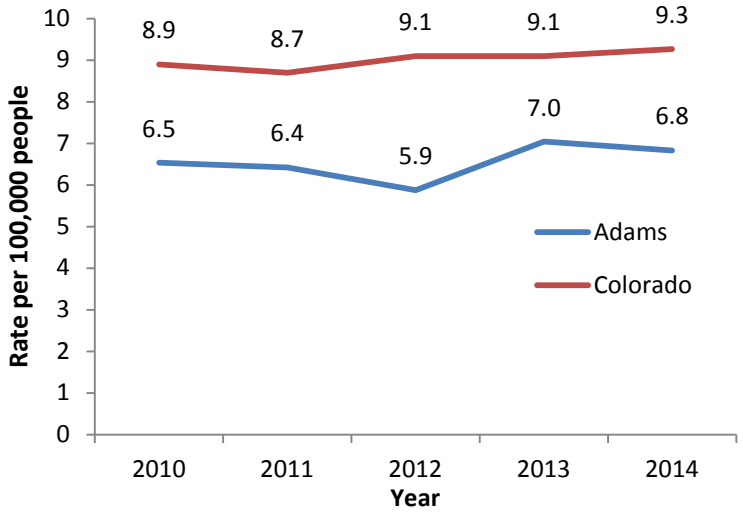
Figure 104: Total number of crashes in Adams county, 2010 - 2014



Fatal Crashes

In 2014, there were 32 fatal crashes, resulting in 32 deaths. The number of fatalities per 100,000 population decreased in Adams County.

Figure 105: Fatality rate in Adams county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 243 people were seriously injured in the 538 injury crashes that occurred in Adams County. The serious injury rate remained relatively stable during 2010-2014. In 2014, there were 52 serious injuries per 100,000 population.

Impaired Driving

Of the 32 fatalities in 2014, 12 (38%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 5% of injury and fatal crashes and 3% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 4% injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, 4 drivers age 20 and younger were in fatal crashes.

Source: FARS

Motorcycle Safety

There were 7 motorcyclist fatalities in 2014 and 71 percent (5/7) were unhelmeted.

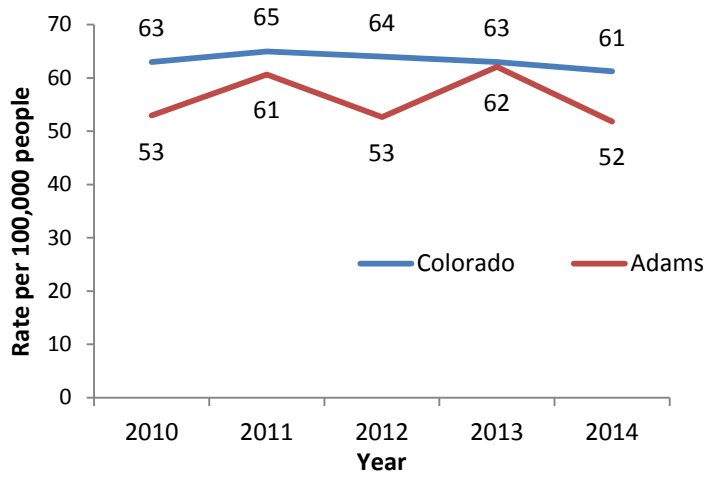
Source: FARS

Pedestrian and Bicycle Safety

8 pedestrians and 0 bicyclists were killed in 2014.

Source: FARS

Figure 106: Serious injury rate in Adams county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 11 of the 17 (65%) motor vehicle occupant fatalities and 48 of the 142 (34%) motor vehicle occupants seriously injured in a crash were not using seat belts or other restraints.

2014 Adams County Occupant Protection Usage:
Overall seat belt: 86.5%
Teen seat belt: 70.4%
Front/rear seat (0-4 years): 95.7%
Front/rear booster: 82.1%
Juvenile (5-15 years): 69.8%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 63. Adams County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

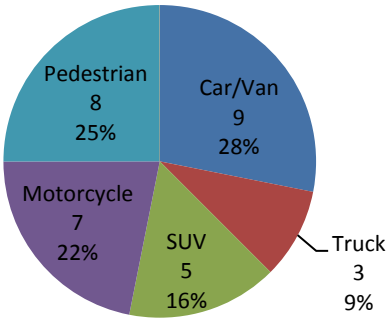
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	2	1	1	0	0	0	9
5-8	0	0	0	0	0	0	13
9-15	2	1	0	0	1	0	28
16-20	12	6	3	1	2	0	75
21-34	31	17	4	2	7	1	221
35-54	29	9	2	8	10	0	228
55-64	7	2	1	2	1	1	83
65+	9	3	0	1	4	0	84
Total	**92**	**39**	**11**	**14**	**25**	**2**	**741**

Source: FARS and CHA Discharge Data. Note: Total includes missing person/vehicle type.

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 17 of the 32 fatalities in 2014.

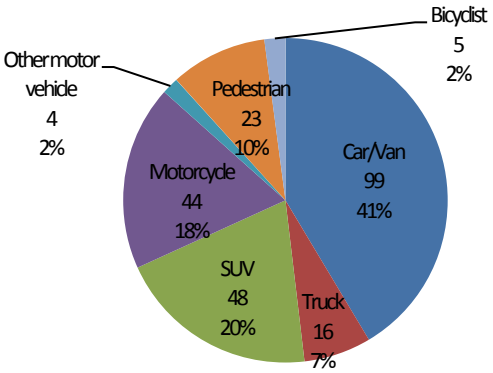
Figure 107: Mode of transportation in Adams County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 142 of the 243 serious injuries.

Figure 108: Mode of transportation of seriously injured individuals in Adams County, 2014

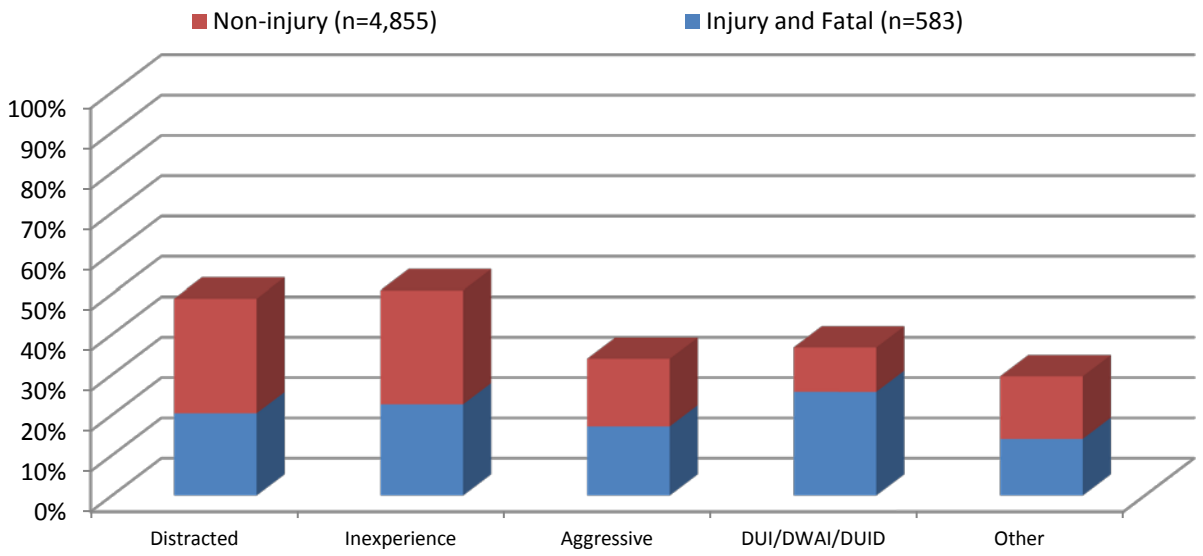


Source: EARS

Contributing Factors

There were a total of 11,424 crashes in Adams County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 5,438 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 109).

Figure 109: Contributing factors among drivers in Adams County, 2014 (N=5,438)

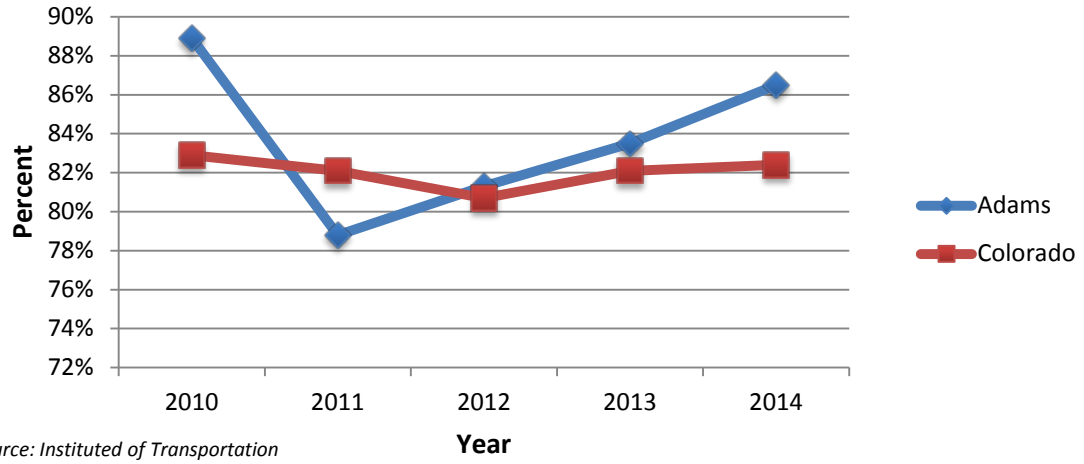


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall seat belt use in Adams County varied between 2010 and 2014. Adams County's seat belt use was higher than the statewide seat belt use in 2014.

Figure 110: Seat belt use in Adams County and Colorado, 2010-2014



Source: Instituted of Transportation Management at CSU

ALAMOSA COUNTY

Table 64. Alamosa County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	564	570	1,134
5-8	485	475	961
9-15	687	740	1,428
16-20	767	821	1,589
21-34	1,545	1,663	3,208
35-54	1,718	1,743	3,461
55-64	1,004	998	2,002
65+	1,106	982	2,088
Total	7,878	7,992	15,870

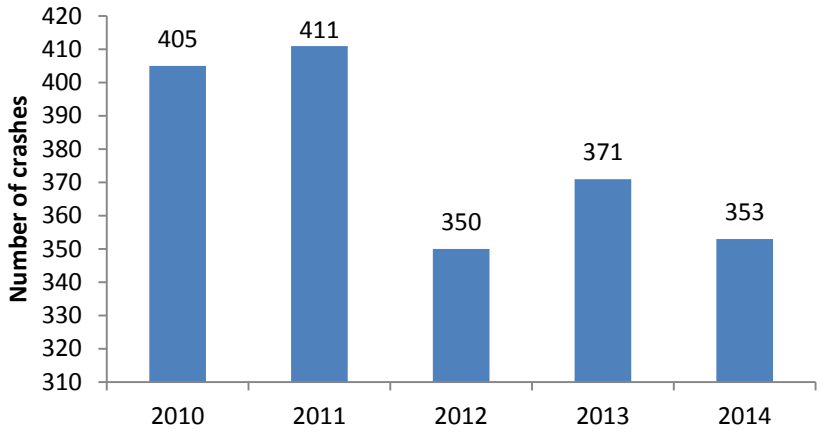
Data source: 2014 DOLA

TABLE 65: ALAMOSA COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Alamosa County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	6	4	4	2	3	24.3	↓15.9%
Serious injuries in traffic crashes	63.3	13	22	14	14	11	94.5	↓4.1%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	3	3	2	0	2	12.8	↓12.8%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	2	0	0	1	5.1	0.0%
Speeding-related fatalities	3.2	3	2	2	0	1	10.2	↓24.0%
Motorcyclist fatalities	1.6	0	1	0	0	0	1.3	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	1	0	0	0	1.3	0.0%
Drivers age 20 or younger in fatal crashes	1.3	3	1	1	0	0	6.4	↓100.0%
Pedestrian fatalities	1.0	1	0	0	0	0	1.3	↓100.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

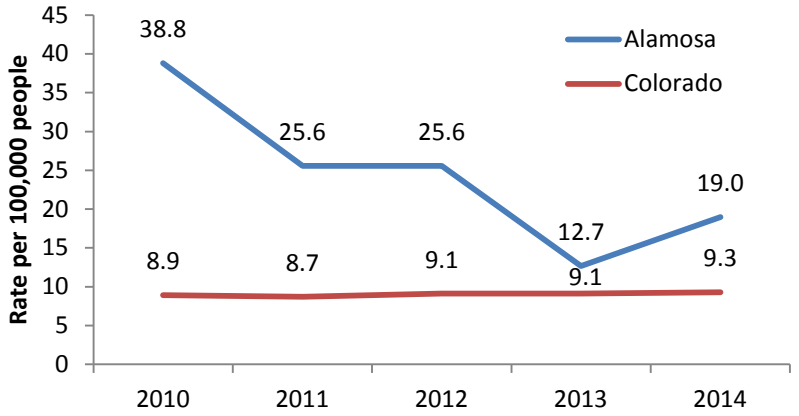
Figure 111: Total number of crashes in Alamosa county, 2010 - 2014



Fatal Crashes

In 2014, there were 2 fatal crashes, resulting in 3 deaths. The number of fatalities per 100,000 population varied in Alamosa County between 2010 and 2014, but increased between 2013 and 2014.

Figure 112: Fatality rate in Alamosa county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 11 people were seriously injured in the 18 injury crashes that occurred in Alamosa County. The serious injury rate declined between 2010 and 2014. In 2014, there were 70 serious injuries per 100,000 population.

Impaired Driving

Of the 3 fatalities in 2014, 1 (33%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 10% of injury and fatal crashes and 5% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 5% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there were 0 drivers age 20 and under in a fatal crash.

Source: FARS

Motorcycle Safety

There were 0 motorcyclist fatalities in Alamosa County in 2014.

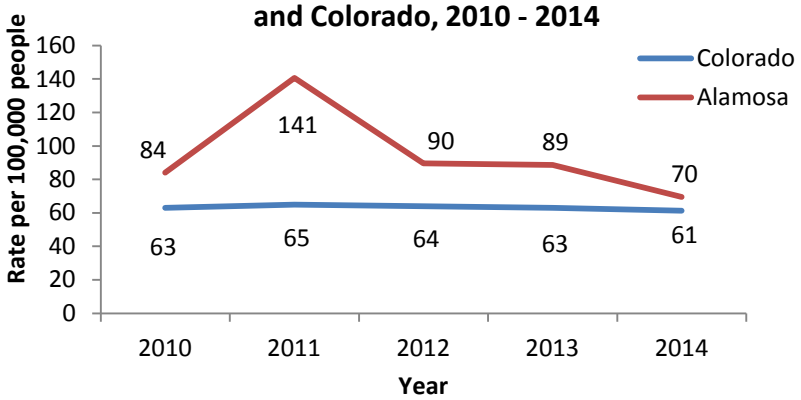
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 113: Serious injury rate in Alamosa county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 2 of the 3 (67%) motor vehicle occupant fatalities and 3 of the 8 (38%) motor vehicle occupants seriously injured were not using seat belts or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations

Table 66. Alamosa County total fatalities by person and vehicle type, and hospitalizations by age group, 2012 - 2014

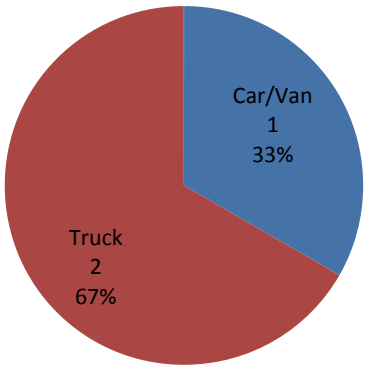
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	2
16-20	1	1	0	0	0	0	2
21-34	1	0	1	0	0	0	15
35-54	5	3	2	0	0	0	7
55-64	1	1	0	0	0	0	4
65+	1	0	1	0	0	0	6
Total	**9**	**5**	**4**	**0**	**0**	**0**	**36**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for all 3 of the fatalities in 2014.

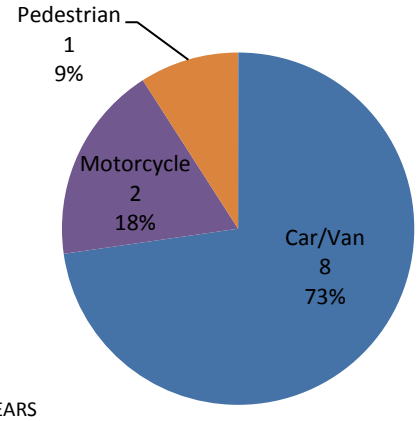
Figure 114: Mode of transportation in Alamosa County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 8 of 11 serious injuries in 2014.

Figure 115: Mode of transportation of seriously injured individuals in Alamosa County, 2014

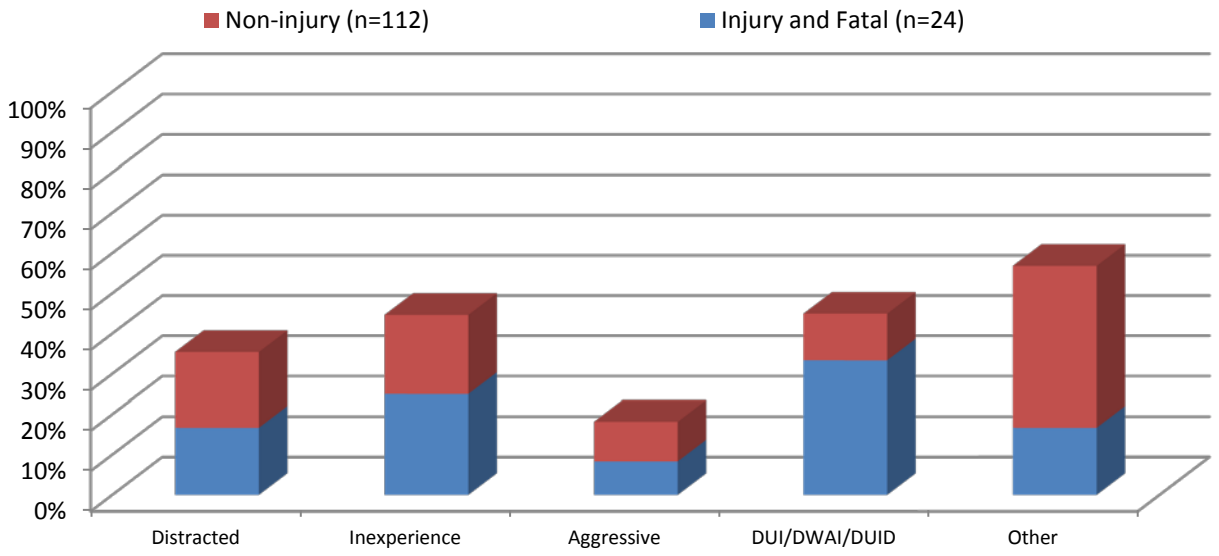


Source: EARS

Contributing Factors

There were a total of 353 crashes in Alamosa County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 136 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 116).

Figure 116: Contributing factors among drivers in Alamosa County, 2014 (N=136)

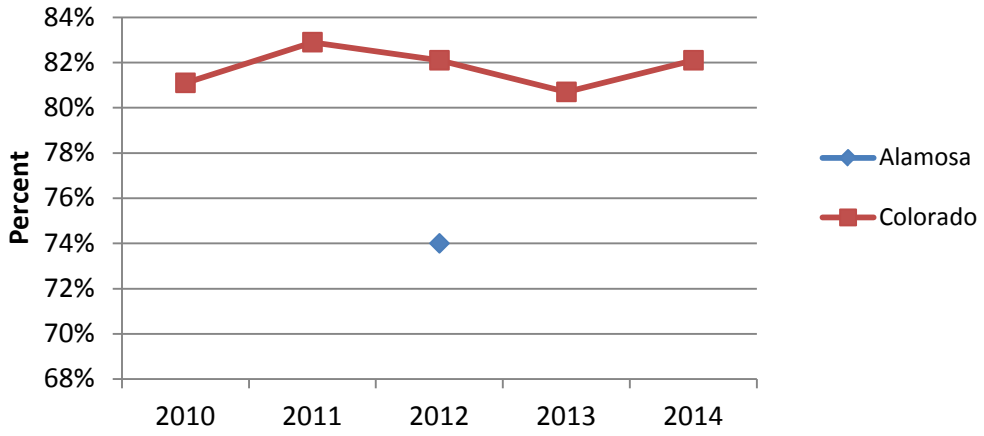


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Alamosa County was observed in the Statewide Seat Belt Survey in 2012. That year, their seat belt use was lower than the statewide seat belt use rate. There is no survey information available for 2013 or 2014.

Figure 117: Seat belt use in Alamosa County and Colorado, 2010-2014



Source: Instituted of Transportation Management at CSU

ARAPAHOE COUNTY

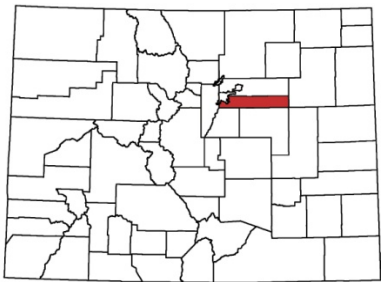


Table 67. Arapahoe County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	19,595	20,448	40,044
5-8	16,628	17,725	34,352
9-15	29,398	30,778	60,176
16-20	19,847	20,857	40,704
21-34	59,557	60,288	119,846
35-54	88,48	85,346	173,833
55-64	39,979	36,196	76,175
65+	41,157	32,055	73,211
Total	314,649	303,692	618,341

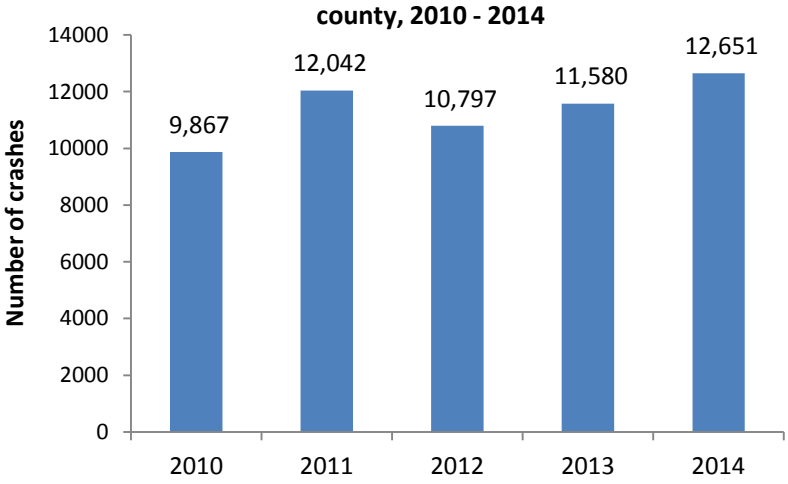
Data source: 2014 DOLA

TABLE 68: ARAPAHOE COUNTY TREND ANALYSIS 2010-2014								
Performance Measure **Reduce the number of:**	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Arapahoe County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
		2010	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	19	27	29	21	30	4.2	↑12.1%
Serious injuries in traffic crashes	63.3	280	460	385	409	382	65.4	↑8.1%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	8	10	7	4	12	1.4	↑10.7%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	5	8	8	2	9	1.1	↑15.8%
Speeding-related fatalities	3.2	8	13	6	4	10	1.4	↑5.7%
Motorcyclist fatalities	1.6	2	7	6	6	3	0.8	↑10.7%
Unhelmeted motorcyclist fatalities	1.0	2	3	3	3	2	0.4	0.0%
Drivers age 20 or younger in fatal crashes	1.3	3	3	4	4	4	0.6	↑7.5%
Pedestrian fatalities	1.0	3	6	7	5	8	1.0	↑27.8%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells indicate performance areas that need improvement. Red cells represent an increase in the county's numbers for each performance measure from 2010 to 2014, indicating where the county needs to improve.

Total Crashes

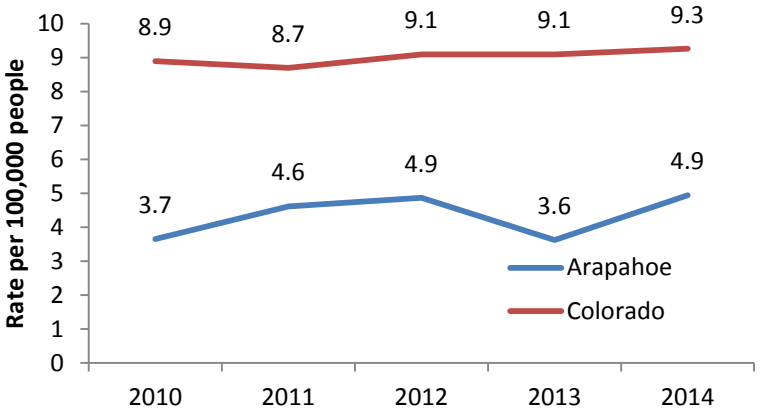
Figure 118: Total number of crashes in Arapahoe county, 2010 - 2014



Fatal Crashes

In 2014, there were 29 fatal crashes, resulting in 30 deaths. The number of fatalities per 100,000 population has fluctuated over the last 5 years in Arapahoe county.

Figure 119: Fatality rate in Arapahoe county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 382 people were seriously injured in the 913 injury crashes that occurred in Arapahoe County. The serious injury rate increased since 2010. In 2014, there were 63 serious injuries per 100,000 population.

Impaired Driving

Of the 30 fatalities in 2014, 9 (30%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 3% of injury and fatal crashes and 3% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 6% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, 4 drivers age 20 and under were involved in fatal crashes.

Source: FARS

Motorcycle Safety

There were 3 motorcyclist fatalities in 2014 and 67 percent (2/3) were unhelmeted.

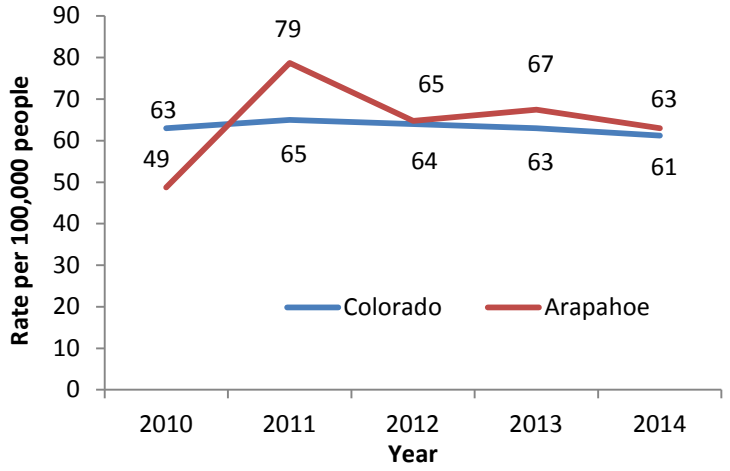
Source: FARS

Pedestrian and Bicycle Safety

8 pedestrians and 2 bicyclists were killed in 2014.

Source: FARS

Figure 120: Serious injury rate in Arapahoe county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 12 of the 17 (71%) motor vehicle occupant fatalities and 57 of the 232 (25%) motor vehicle occupants seriously injured were not using seat belts or other restraints.

2014 Arapahoe Occupant Protection:
Overall seat belt: 83.7%
Teen seat belt: 84.5%
Front/rear seat (0-4 years): 82.1%
Front/rear booster: 47.7%
Juvenile (5-15 years): 77.1%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 69. Arapahoe County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

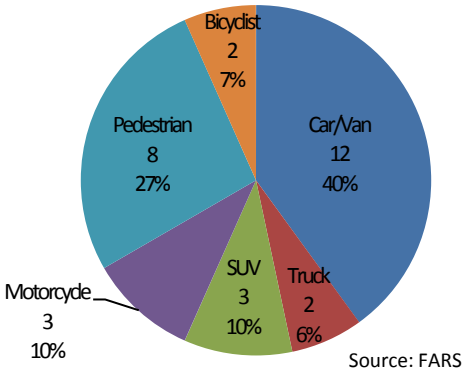
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	14
5-8	0	0	0	0	0	0	9
9-15	0	0	0	0	0	0	34
16-20	6	5	0	0	1	0	76
21-34	25	11	3	5	6	0	257
35-54	24	7	1	8	5	3	251
55-64	17	4	5	2	5	1	108
65+	8	5	0	0	3	0	128
Total	**80**	**32**	**9**	**15**	**20**	**4**	**877**

Source: FARS and CHA Discharge Data. Note: Total includes missing person/vehicle type.

Mode of Transportation

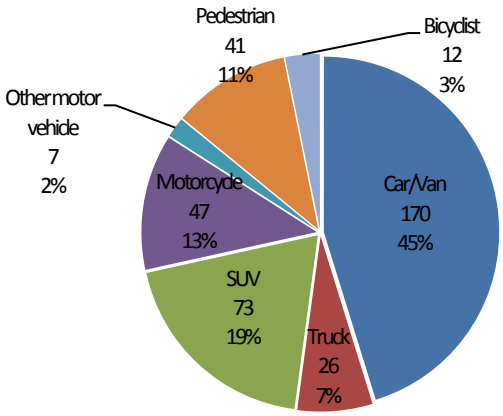
Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 17 of the 30 fatalities in 2014.

Figure 121: Mode of transportation in Arapahoe County fatalities, 2014



Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) were 232 of the382 serious injuries in 2014.

Figure 122: Mode of transportation of seriously injured individuals in Arapahoe County, 2014

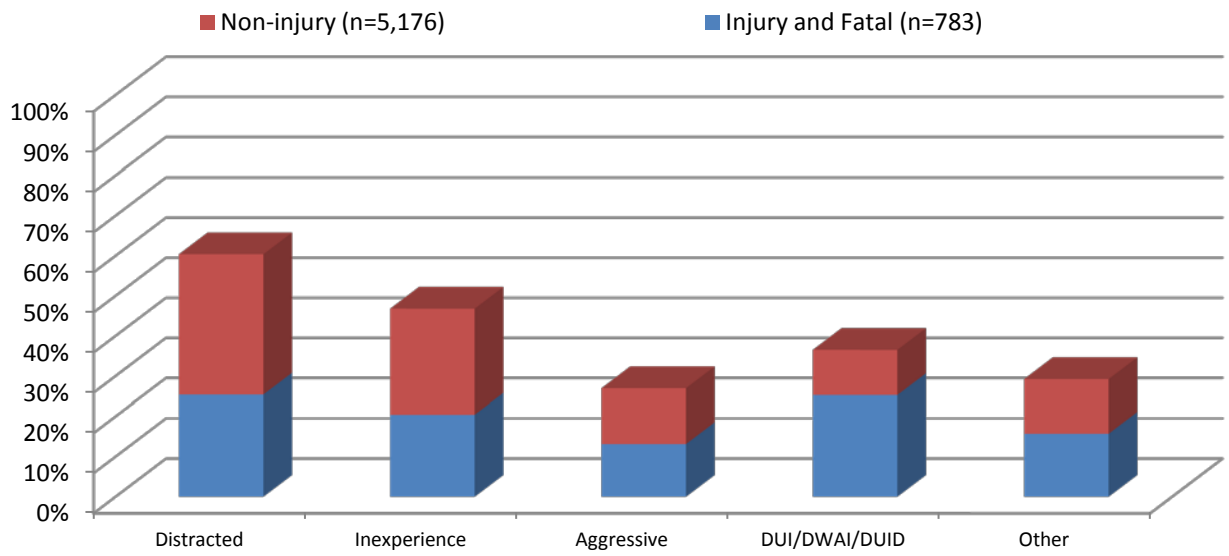


Source: EARS

Contributing Factors

There were a total of 12,651 crashes in Arapahoe County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 5,959 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 123).

Figure 123: Contributing factors among drivers in Arapahoe County, 2014 (N=5,959)

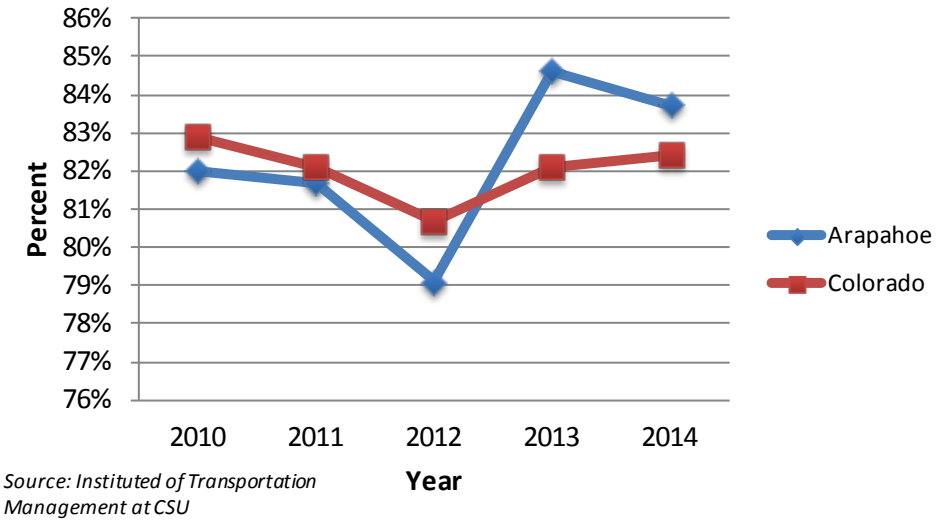


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall, seat belt use in Arapahoe County varied between 2010 and 2014. Arapahoe County's seat belt use remains above the state average rate, despite having decreased between 2013 and 2014.

Figure 124: Seat belt use in Arapahoe County and Colorado, 2010-2014



Source: Instituted of Transportation Management at CSU

ARCHULETA COUNTY

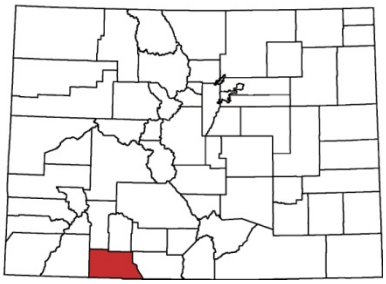


Table 70. Archuleta County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	276	308	584
5-8	239	270	509
9-15	449	484	933
16-20	295	338	633
21-34	706	727	1,433
35-54	1,492	1,419	2,911
55-64	1,202	1,148	2,350
65+	1,436	1,459	2,895
Total	6,095	6,154	12,249

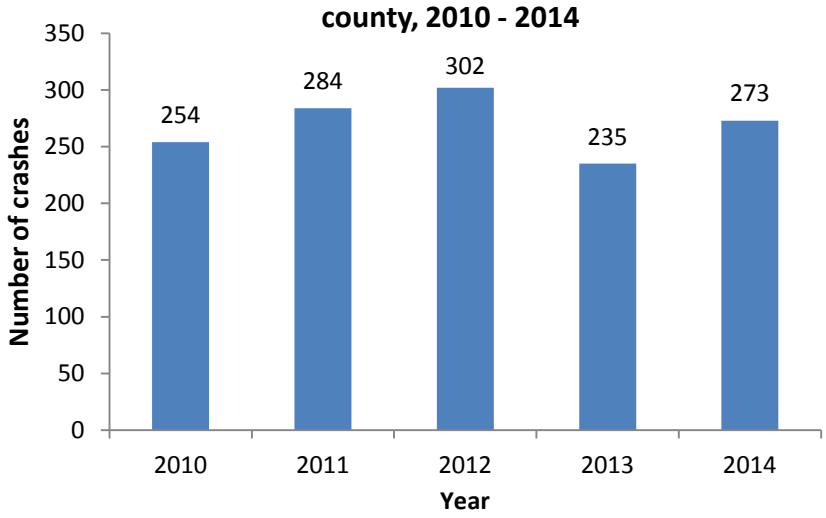
Data source: 2014 DOLA

TABLE 71: ARCHULETA COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Archuleta County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	1	3	1	2	4	18.2	↑41.4%
Serious injuries in traffic crashes	63.3	19	13	10	23	14	151.8	↓7.4%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	0	2	1	2	0	8.3	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	2	0	1	0	5.0	0.0%
Speeding-related fatalities	3.2	0	0	0	2	1	5.0	↑100.0%
Motorcyclist fatalities	1.6	0	1	0	0	1	3.3	↑100.0%
Unhelmeted motorcyclist fatalities	1.0	0	1	0	0	1	3.3	↑100.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	0.0%
Pedestrian fatalities	1.0	0	0	0	0	1	1.7	↑100.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells indicate performance areas that need improvement. Red cells represent an increase in the county's numbers for each performance measure from 2010 to 2014, indicating where the county needs to improve.

Total Crashes

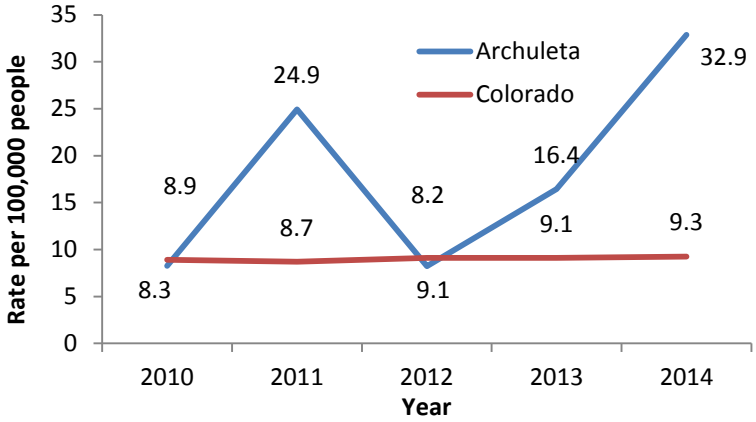
Figure 125: Total number of crashes in Archuleta county, 2010 - 2014



Fatal Crashes

In 2014, there were 3 fatal crashes, resulting in 4 deaths. The number of fatalities per 100,000 population varied in Archuleta County between 2010 and 2014.

Figure 126: Fatality rate in Archuleta county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 14 people were seriously injured in the 30 injury crashes that occurred in Archuleta County. The serious injury varied since 2010. In 2014, there were 115 serious injuries per 100,000 population.

Impaired Driving

Of the 4 fatalities in 2014, 0 involved a driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 9% of injury and fatal crashes and 21% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 3% injury or fatal crashes involved distracted drivers

Source: EARS

Young Drivers

In 2014, there were no drivers age 20 and under in fatal crashes.

Source: FARS

Motorcycle Safety

There was 1 motorcyclist fatality in 2014 and the person was not wearing a helmet.

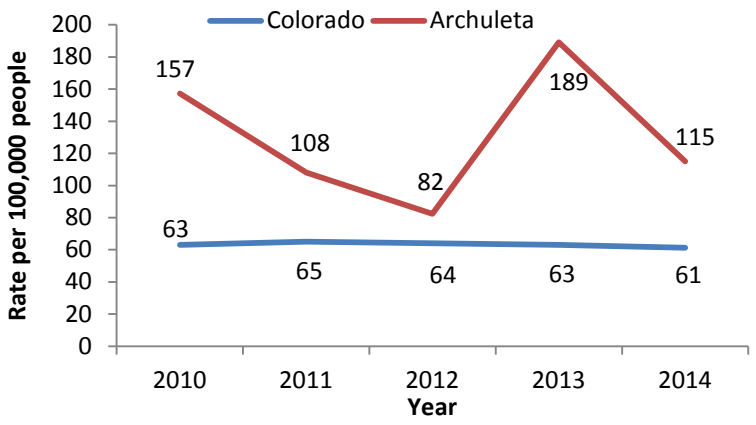
Source: FARS

Pedestrian and Bicycle Safety

There was 1 pedestrian fatality and no bicyclist fatalities in 2014.

Source: FARS

Figure 127: Serious injury rate in Archuleta county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 0 of the 2 (0%) motor vehicle fatality and 3 of the 12 (25%) motor vehicle occupants seriously injured were not using seat belts or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations by

Table 72. Archuleta County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

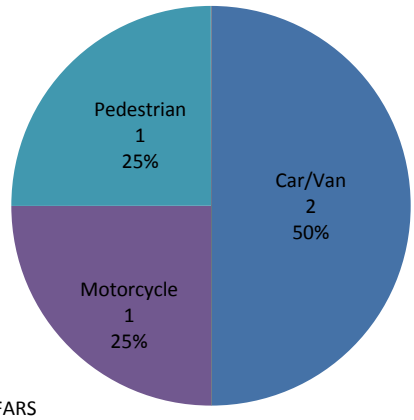
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	*
16-20	0	0	0	0	0	0	*
21-34	0	0	0	0	0	0	7
35-54	1	0	0	0	1	0	5
55-64	2	2	0	0	0	0	5
65+	4	3	0	1	0	0	*
Total	**7**	**5**	**0**	**1**	**1**	**0**	**21**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 3 of the 4 fatalities in 2014.

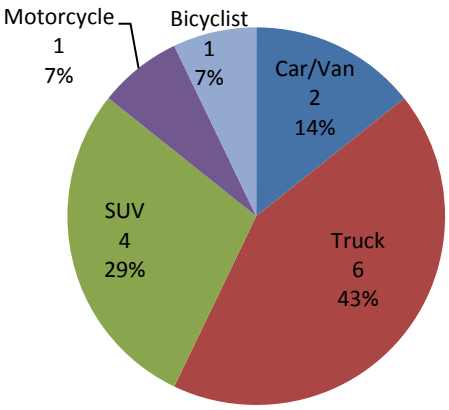
Figure 128: Mode of transportation in Archuleta County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 12 of the 14 injuries in 2014.

Figure 129: Mode of transportation of seriously injured individuals in Archuleta County, 2014

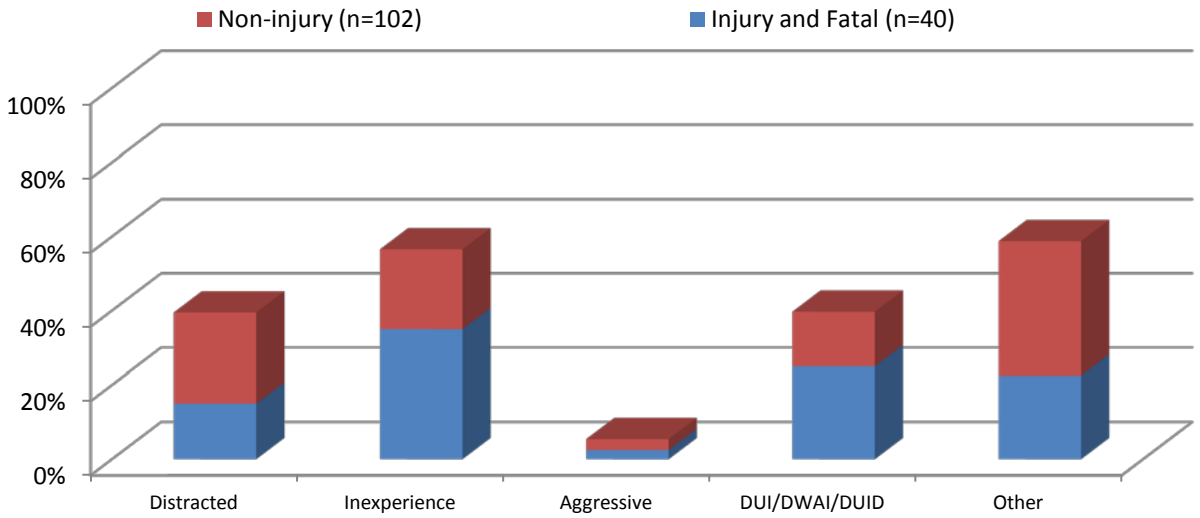


Source: EARS

Contributing Factors

There were a total of 273 crashes in Archuleta County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 142 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 130).

Figure 130: Contributing factors among drivers in Archuleta County, 2014 (N=142)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Archuleta County.

BACA COUNTY

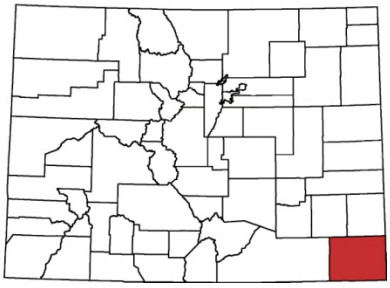


Table 73. Baca County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	108	109	217
5-8	91	85	175
9-15	143	136	279
16-20	100	122	222
21-34	217	237	454
35-54	393	425	818
55-64	272	275	547
65+	505	406	912
Total	1,829	1,795	3,624

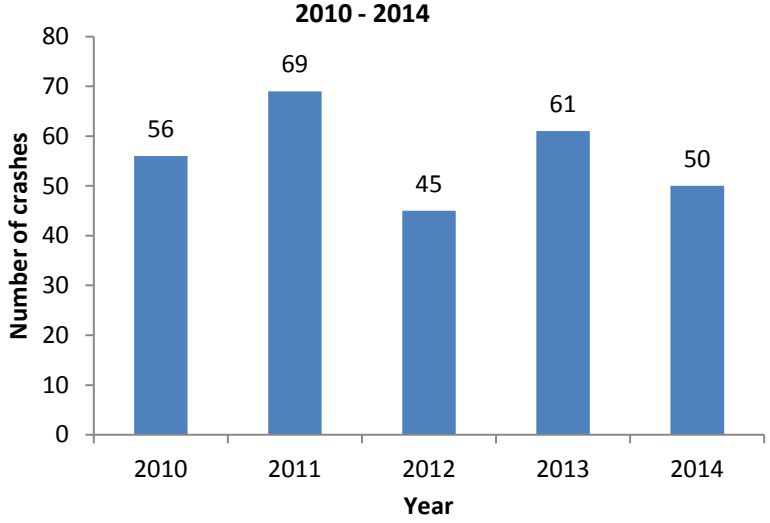
Data source: 2014 DOLA

TABLE 74: BACA COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Baca County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	6	2	2	2	0	64.4	↓100.0%
Serious injuries in traffic crashes	63.3	0	3	5	0	2	26.9	↑100.0%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Mile Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	2	2	2	1	0	37.6	↓100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	2	1	0	1	0	21.5	↓100.0%
Speeding-related fatalities	3.2	3	0	1	1	0	26.9	↓100.0%
Motorcyclist fatalities	1.6	0	0	0	0	0	0.0	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	1	1	0	0	0	10.7	↓100.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

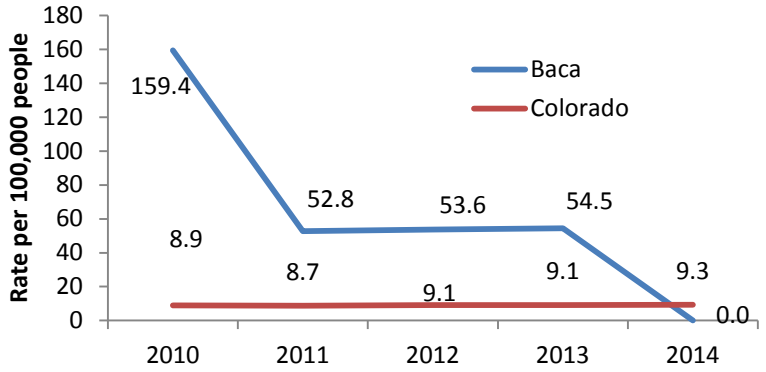
Figure 131: Total number of crashes in Baca county, 2010 - 2014



Fatal Crashes

In 2014, there were no fatal crashes.

Figure 132: Fatality rate in Baca county and Colorado, 2010 - 2014



Injury Crashes

In 2014, there were 5 injury crashes in Baca County, and 2 people were seriously injured. The serious injury rate has varied between 2010 and 2014.

Impaired Driving

There were no fatalities in 2014, and thus none involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 0% of injury and fatal crashes and 6% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 0% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there were no drivers age 20 and under in fatal crashes.

Source: FARS

Motorcycle Safety

There were no motorcyclist fatalities in 2014.

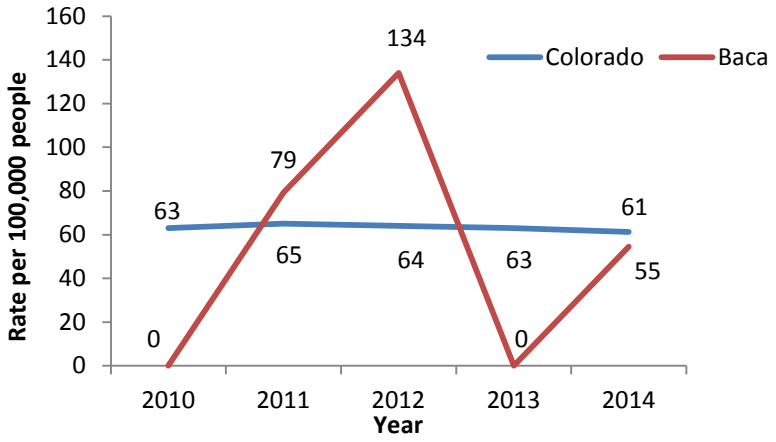
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 133: Serious injury rate in Baca county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 50% (1/2) seriously injured motor vehicle occupants were not wearing seat belt.

2014 Baca County Occupant Protection Usage:

Overall seat belt: 68.1%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 75. Baca County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

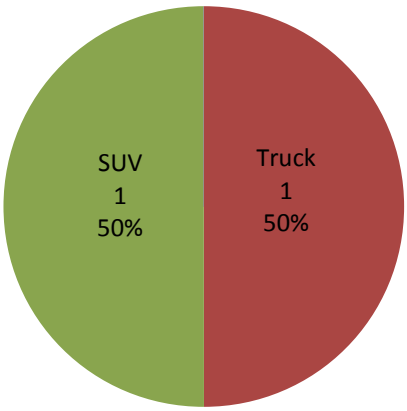
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	*
21-34	2	1	1	0	0	0	5
35-54	2	1	1	0	0	0	0
55-64	0	0	0	0	0	0	*
65+	0	0	0	0	0	0	0
Total	**4**	**2**	**2**	**0**	**0**	**0**	**7**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for both serious injuries in 2014.

Figure 134: Mode of transportation of seriously injured individuals in Baca County, 2014

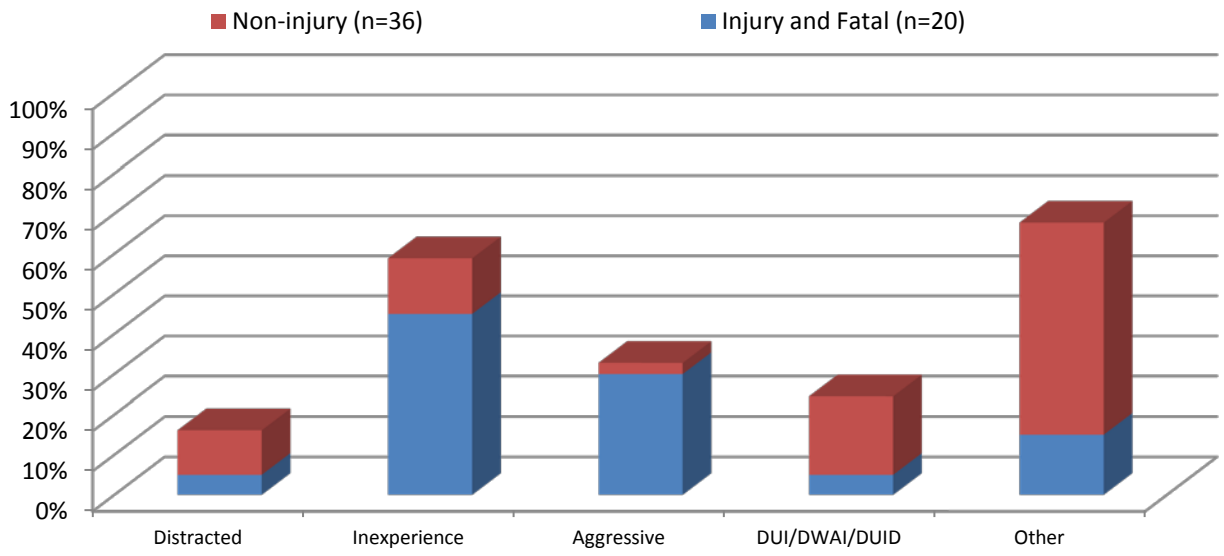


Source: EARS

Contributing Factors

There were a total of 50 crashes in Baca County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 56 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 135).

Figure 135: Contributing factors among drivers in Baca County, 2014 (N=56)

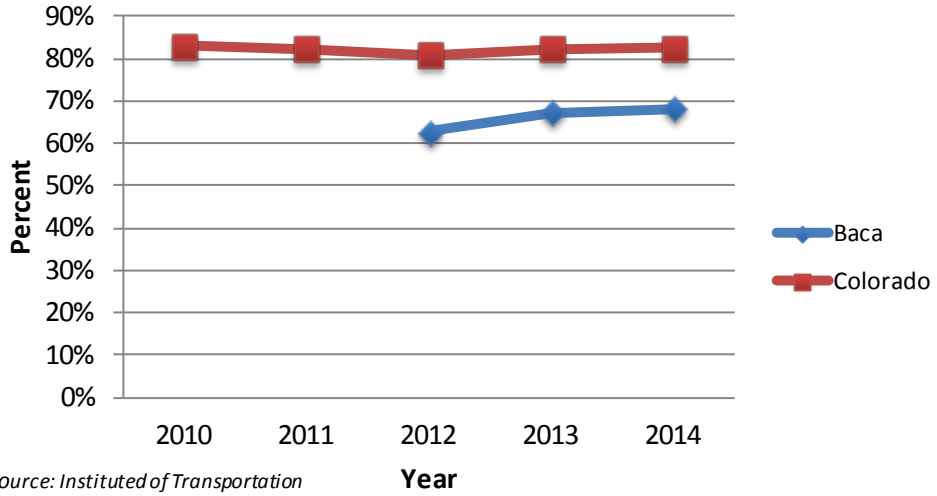


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Baca County's observed seat belt use increased from 2012 to 2014, but remained lower than the statewide seat belt use in 2013.

Figure 136: Seat belt use in Baca County and Colorado, 2010-2014



Source: Instituted of Transportation Management at CSU

BENT COUNTY

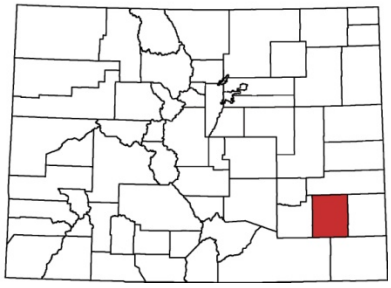


Table 76. Bent County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	96	97	192
5-8	91	92	183
9-15	72	172	345
16-20	07	165	272
21-34	68	1,020	1,188
35-54	15	1,201	1,616
55-64	03	502	805
65+	43	495	938
Total	1,795	3,744	5,539

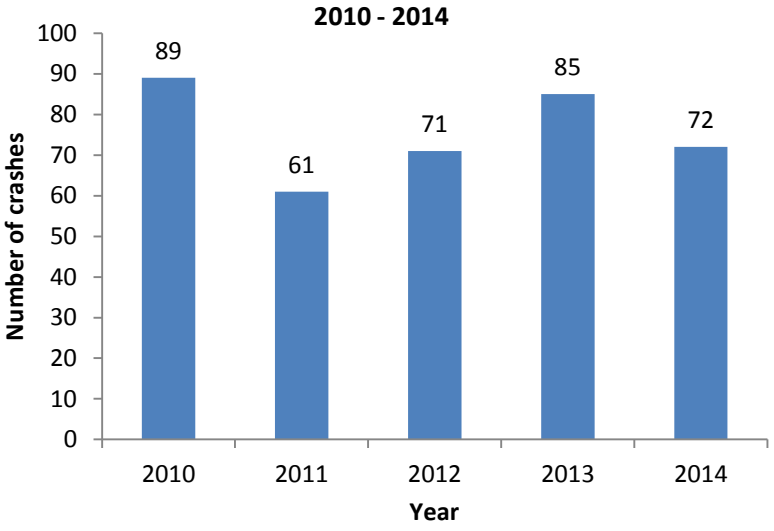
Data source: 2014 DOLA

TABLE 77: BENT COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Bent County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	1	0	0	3	1	16.7	0.0%
Serious injuries in traffic crashes	63.3	4	2	5	1	5	43.4	↑5.7%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	0	0	0	3	0	37.6	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	1	0	3.3	0.0%
Speeding-related fatalities	3.2	0	0	0	1	0	3.3	0.0%
Motorcyclist fatalities	1.6	1	0	0	0	0	3.3	↓100.0%
Unhelmeted motorcyclist fatalities	1.0	1	0	0	0	0	3.3	↓100.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	1	3.3	↑100.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

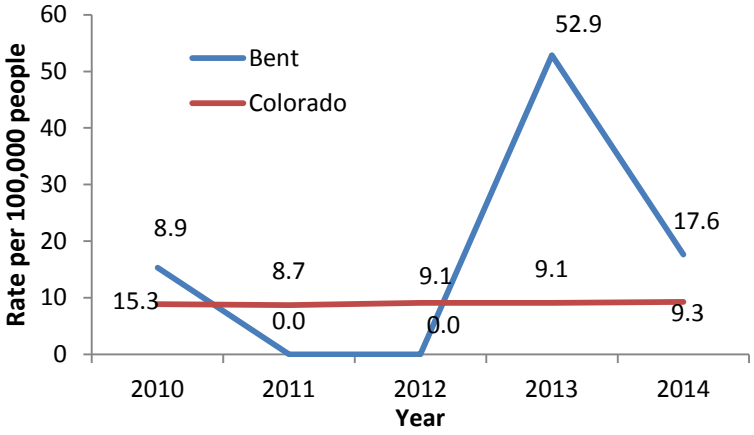
Figure 137: Total number of crashes in Bent county, 2010 - 2014



Fatal Crashes

In 2014, there was 1 fatal crash, resulting in 1 fatality. The number of fatalities per 100,000 population vary in Bent County because a change of one fatality has a large impact when the number of fatalities is low and the county population is small.

Figure 138: Fatality rate in Bent county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 5 people were seriously injured in the 9 injury crashes that occurred in Bent County. The serious injury rate has varied over the last five years.

Impaired Driving

The fatality did not involve at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 0% of injury and fatal crashes and 51% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 10% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there were no drivers age 20 and under in fatal crashes.

Source: FARS

Motorcycle Safety

There were no motorcyclist fatalities in 2014.

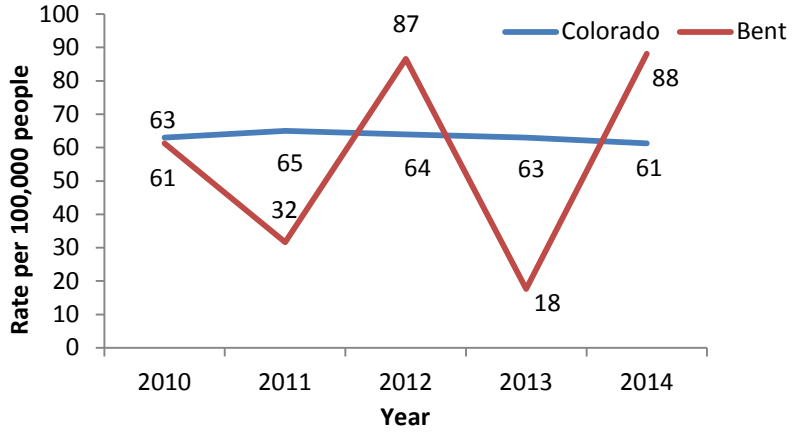
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 139: Serious injury rate in Bent county and Colorado, 2010 - 2014



Occupant Protection

In 2014, the person who died was wearing a seat belt. And all 4 motor vehicle occupants who were seriously injured in a crash were restrained.

Source: FARS and EARS

Fatalities and Injury Hospitalizations by Age Distribution

Table 78. Bent County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	1	1	0	0	0	0	*
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	2
16-20	0	0	0	0	0	0	*
21-34	1	1	0	0	0	0	4
35-54	0	0	0	0	0	0	*
55-64	2	1	1	0	0	0	*
65+	0	0	0	0	0	0	*
Total	**4**	**3**	**1**	**0**	**0**	**0**	**11**

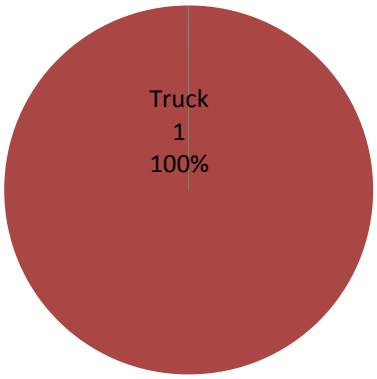
Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for the 1 fatality in 2014.

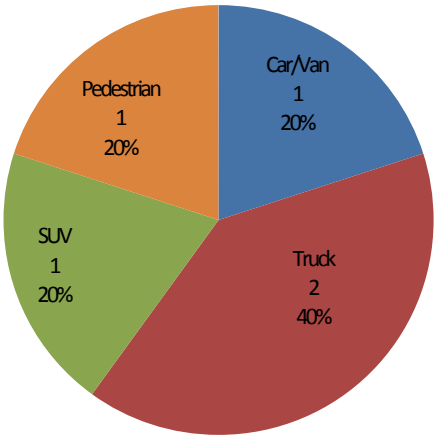
Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 4 of the 5 serious injuries.

Figure 140: Mode of transportation in Bent County fatalities, 2014



Source: FARS

Figure 141: Mode of transportation of seriously injured individuals in Bent County, 2014

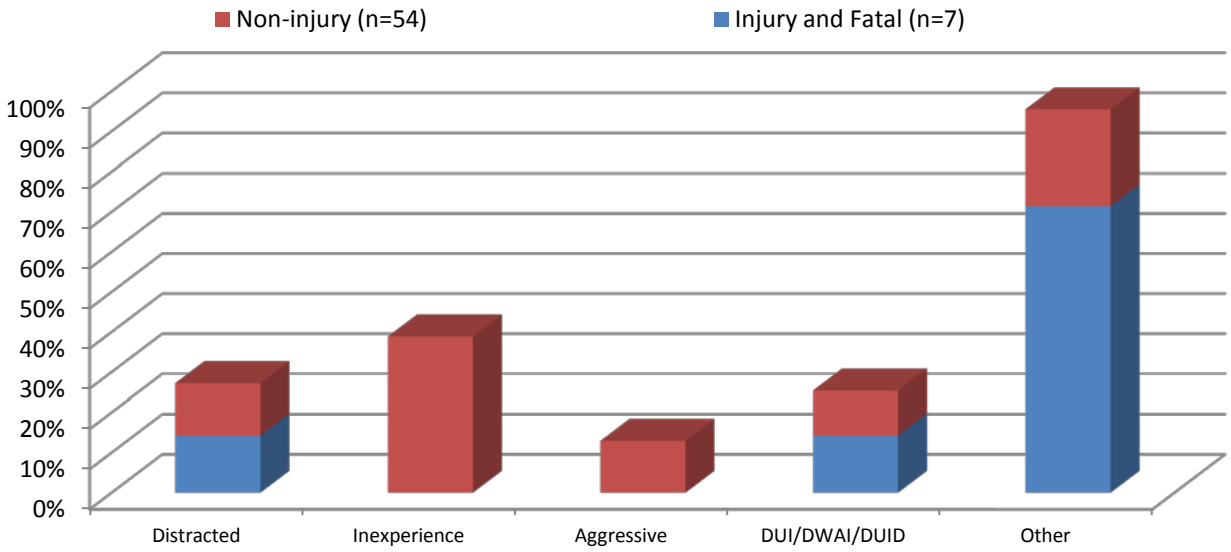


Source: EARS

Contributing Factors

There were a total of 72 crashes in Bent County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 61 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 142).

Figure 142: Contributing factors among drivers in Bent County, 2014 (N=61)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Bent County.

BOULDER COUNTY

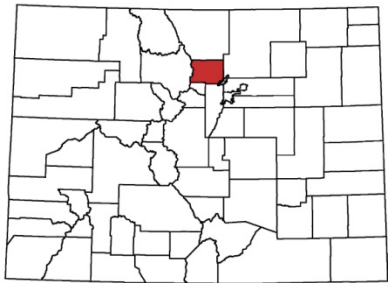


Table 79. Boulder County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	7,524	7,924	15,448
5-8	7,074	7,315	14,390
9-15	13,333	13,872	27,205
16-20	13,749	14,192	27,941
21-34	29,694	33,562	63,256
35-54	43,220	43,046	86,266
55-64	21,094	20,364	41,458
65+	20,554	17,192	37,746
Total	156,242	157,466	313,708

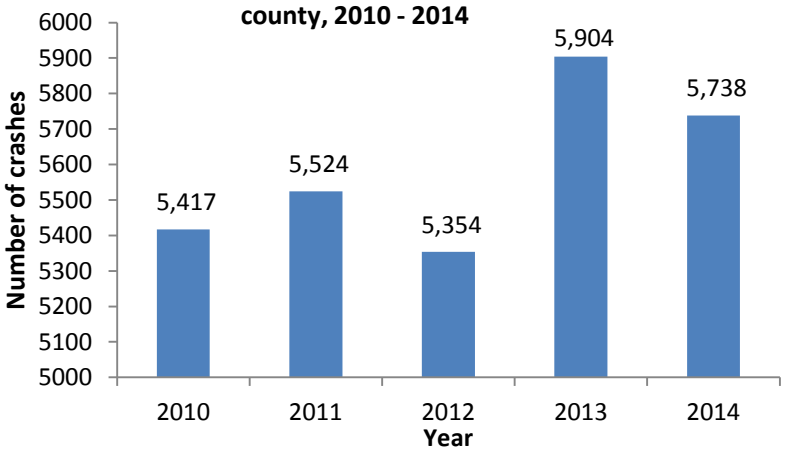
Data source: 2014 DOLA

TABLE 80: BOULDER COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Boulder County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	20	17	26	12	16	6.0	↓5.4%
Serious injuries in traffic crashes	63.3	180	208	231	234	180	68.1	0.0%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	4	5	6	6	2	1.5	↓15.9%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	4	2	5	6	4	1.4	0.0%
Speeding-related fatalities	3.2	6	3	11	7	4	2.0	↓9.6%
Motorcyclist fatalities	1.6	5	1	7	1	5	1.2	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	4	1	2	0.5	↑100.0%
Drivers age 20 or younger in fatal crashes	1.3	5	0	4	0	5	0.9	0.0%
Pedestrian fatalities	1.0	3	5	3	0	1	0.8	↓24.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

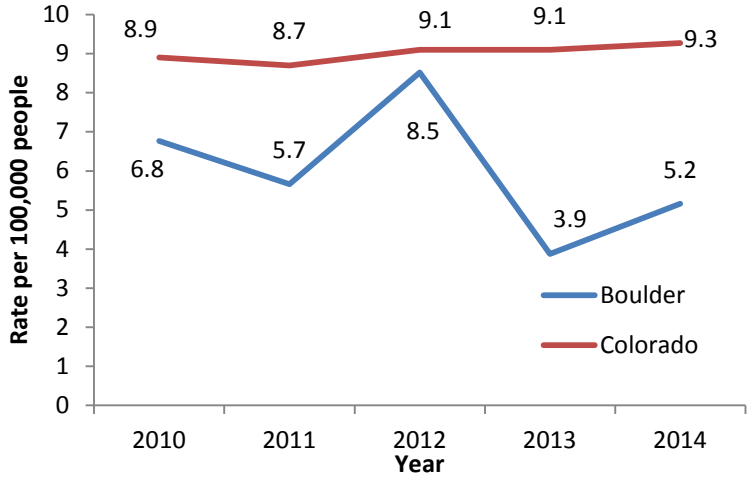
Figure 143: Total number of crashes in Boulder county, 2010 - 2014



Fatal Crashes

In 2014, there were 14 fatal crashes, resulting in 16 deaths. The number of fatalities per 100,000 population increased in Boulder County in 2014.

Figure 144: Fatality rate in Boulder county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 180 people were seriously injured in the 435 injury crashes that occurred in Boulder County. The serious injury rate decreased from 2010. The rate of serious injuries in 2014 was injuries per 58 100,000 population.

Impaired Driving

Of the 16 fatalities in 2014, 4 (25%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 3% of injury and fatal crashes and 5% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 3% of injury or fatal crashes involved distracted drivers..

Source: FARS and EARS

Young Drivers

There were 5 young driver fatal crashes in 2014.

Source: EARS

Motorcycle Safety

There were 5 motorcyclist fatalities in 2014. 40% (2/5) were not wearing a helmet.

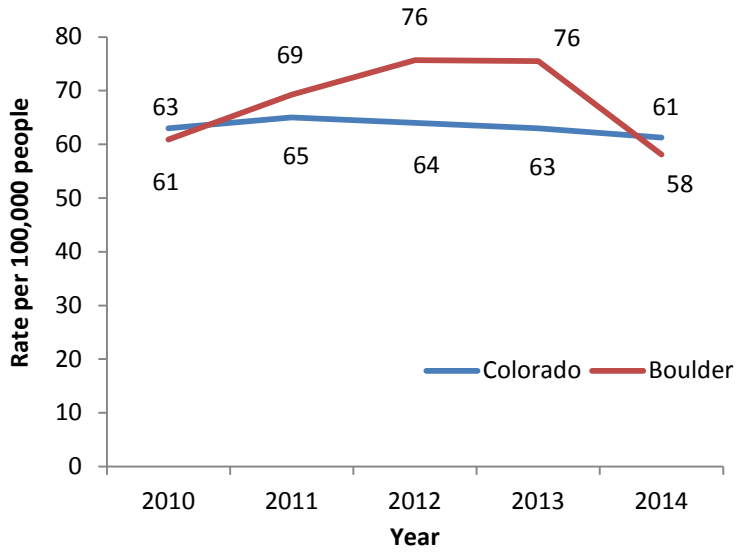
Source: FARS

Pedestrian and Bicycle Safety

1 pedestrian was killed and 0 bicyclists were killed in 2014.

Source: FARS

Figure 145: Serious injury rate in Boulder county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 2 of the 10 (20%) motor vehicle occupant fatalities and 19 of the 110 (17%) motor vehicle occupants seriously injured were not using seat belts or other restraints.

2014 Boulder Occupant Protection:
Overall seat belt: 74.5%
Teen seat belt: 87.9%
Front/rear seat (0-4 years): 97.4%
Front/rear booster: 80.1%
Juvenile (5-15 years): 92.2%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 81. Boulder County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	1	1	0	0	0	0	3
9-15	1	0	1	0	0	0	5
16-20	6	3	0	1	2	0	25
21-34	15	7	1	6	0	1	95
35-54	16	7	2	5	1	1	102
55-64	10	5	2	1	1	1	65
65+	5	5	0	0	0	0	64
Total	**54**	**28**	**6**	**13**	**4**	**3**	**359**

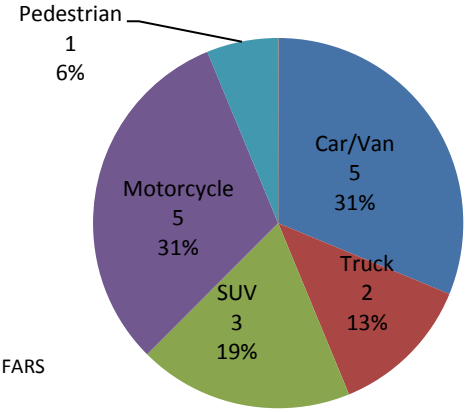
Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 10 of the 16 fatalities in 2014.

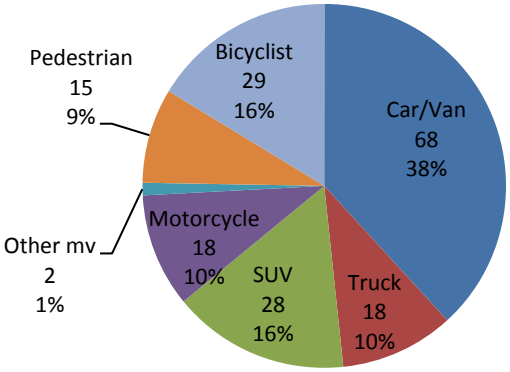
Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 110 of the 180 injuries.

Figure 146: Mode of transportation in Boulder County fatalities, 2014



Source: FARS

Figure 147: Mode of transportation of seriously injured individuals in Boulder County, 2014

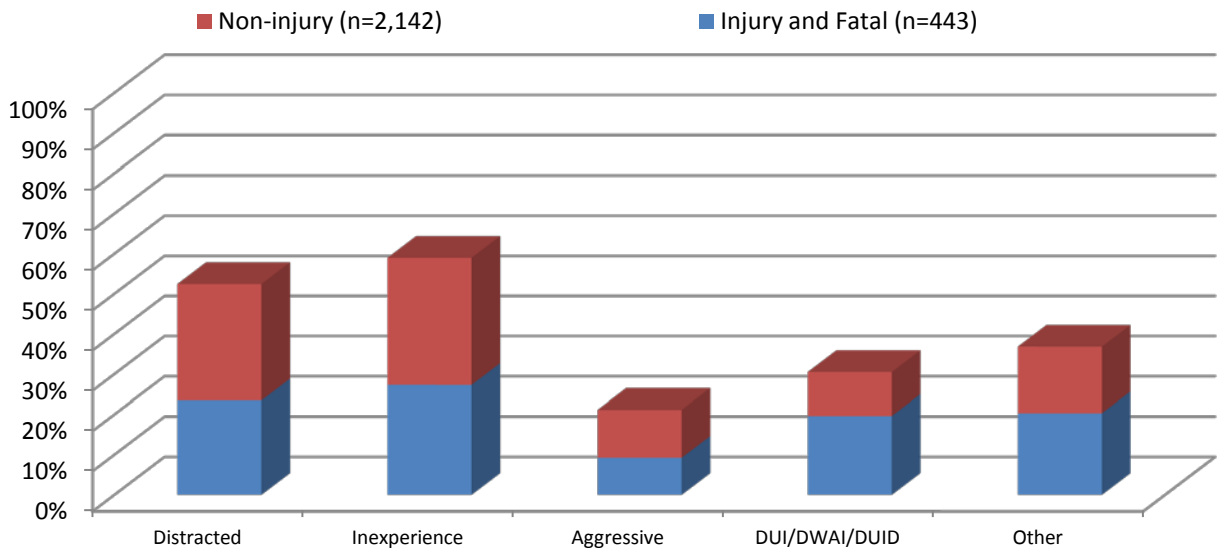


Source: EARS

Contributing Factors

There were a total of 5,768 crashes in Boulder County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 2,585 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 148).

Figure 148: Contributing factors among drivers in Boulder County, 2014 (N=2,585)

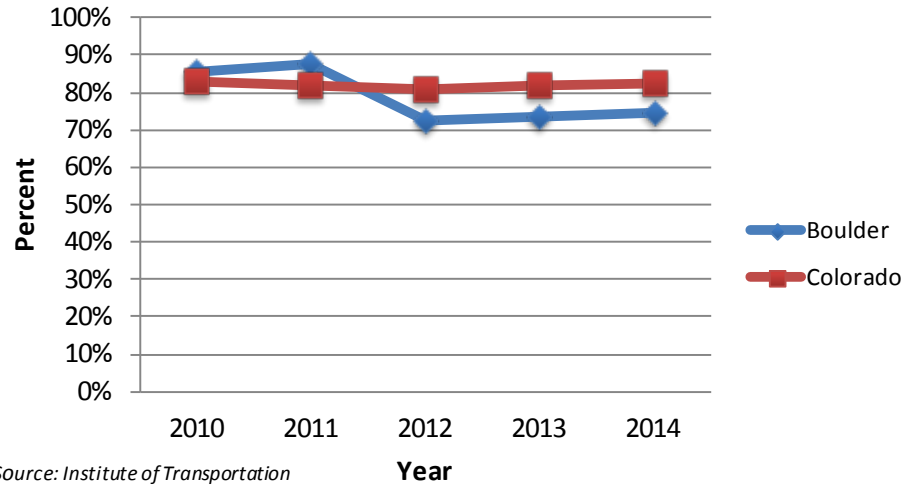


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall, seat belt use in Boulder County decreased between 2012 and 2014. However, Boulder County's seat belt increased by 3 percent between 2012 and 2014. Boulder County's observed seat belt use is lower than the statewide seat belt use.

Figure 149: Seat belt use in Boulder County and Colorado, 2010-2014



Source: Institute of Transportation Management at CSU

BROOMFIELD COUNTY

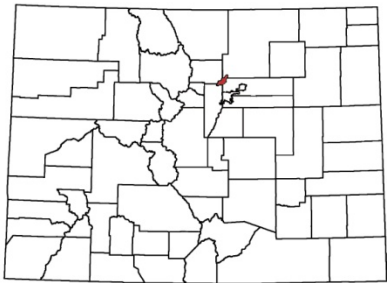


Table 82. Broomfield County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	1,735	1,841	3,576
5-8	1,734	1,747	3,480
9-15	3,187	3,330	6,517
16-20	2,122	2,111	4,233
21-34	5,239	5,707	10,947
35-54	9,447	9,310	18,757
55-64	3,721	3,613	7,334
65+	3,953	3,029	6,983
Total	31,138	30,688	61,826

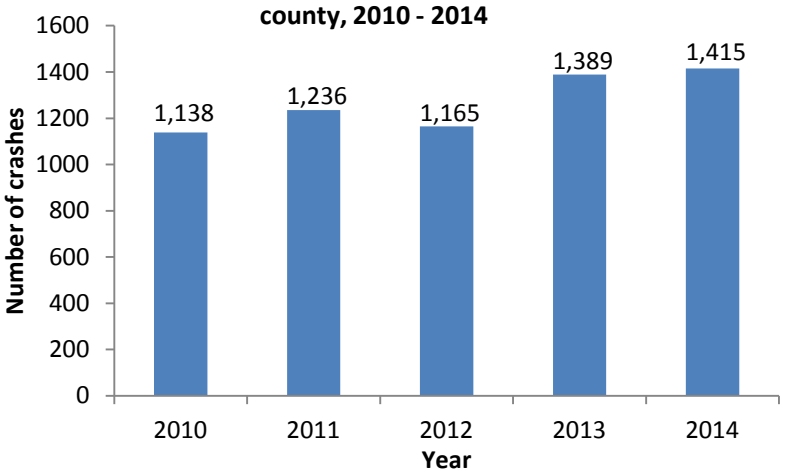
Data source: 2014 DOLA

TABLE 83: BROOMFIELD COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Broomfield County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	1	1	4	4	2	4.1	↑18.9%
Serious injuries in traffic crashes	63.3	38	26	36	40	29	59.5	↓6.5%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	1	0	0	2	1	1.4	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	0	1	0.3	↑100.0%
Speeding-related fatalities	3.2	0	0	0	2	2	1.4	↑100.0%
Motorcyclist fatalities	1.6	0	0	0	1	0	0.3	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	1	1	1	1.0	↑100.0%
Pedestrian fatalities	1.0	0	1	2	0	1	1.4	↑100.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

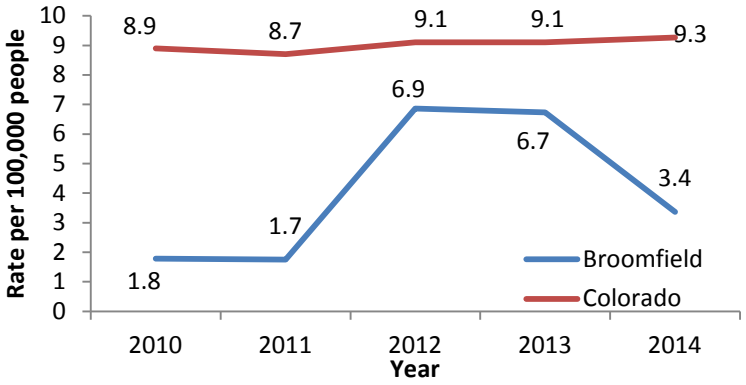
Figure 150: Total number of crashes in Broomfield county, 2010 - 2014



Fatal Crashes

In 2014, there were 2 fatal crashes, resulting in 2 deaths. The number of fatalities per 100,000 population declined in Broomfield County between 2013 and 2014.

Figure 151: Fatality rate in Broomfield county and Colorado, 2010 - 2014



Injury Crashes

In 2014, there were 68 injury crashes, resulting in 29 persons being seriously injured. The injury rate in Broomfield County oscillated from 2010-2014. In 2014, there were 68 serious injuries per 100,000 population.

Impaired Driving

One of the 2 fatalities in 2014 involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 3% of injury and fatal crashes and 2% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 4% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, one driver age 20 and under was involved in a fatal crash.

Source: FARS

Motorcycle Safety

There was no motorcyclist fatality in 2014.

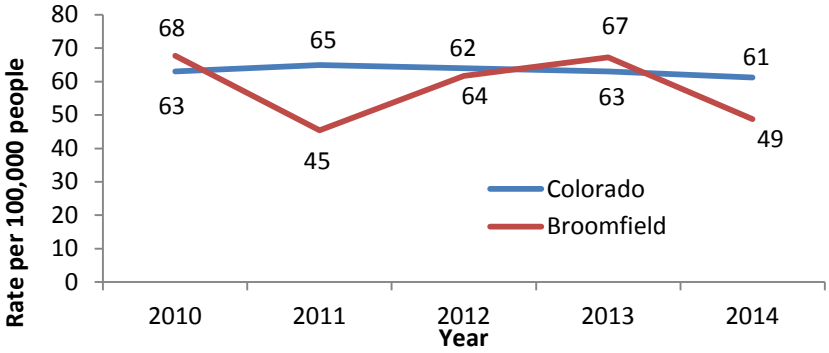
Source: FARS

Pedestrian and Bicycle Safety

One pedestrian and 0 bicyclists were killed in 2014.

Source: FARS

Figure 152: Serious injury rate in Broomfield county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 1 of the 1 (100%) motor vehicle occupant fatalities and 5 of the 16 (31%) motor vehicle occupants seriously injured in a crash were not using seat belts or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations by Age Distribution

Table 84. Broomfield County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

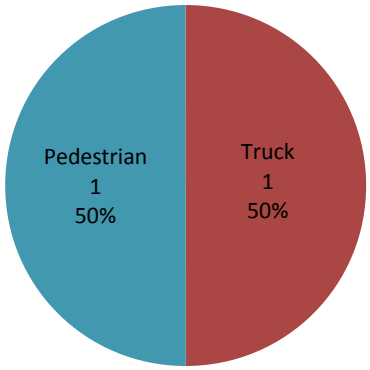
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	1	1	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	4
16-20	2	1	0	0	1	0	7
21-34	2	0	1	1	0	0	11
35-54	1	1	0	0	0	0	16
55-64	1	0	1	0	0	0	8
65+	3	1	0	0	2	0	14
Total	**10**	**4**	**2**	**1**	**3**	**0**	**60**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 1 of the 2 fatalities in 2014.

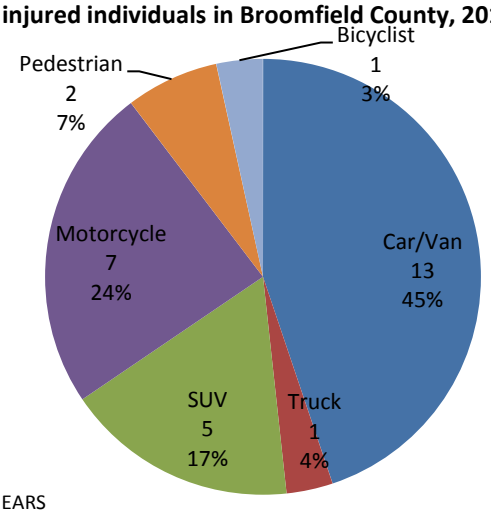
Figure 153: Mode of transportation in Broomfield County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 26 of the 29 serious injuries.

Figure 154: Mode of transportation of seriously injured individuals in Broomfield County, 2014

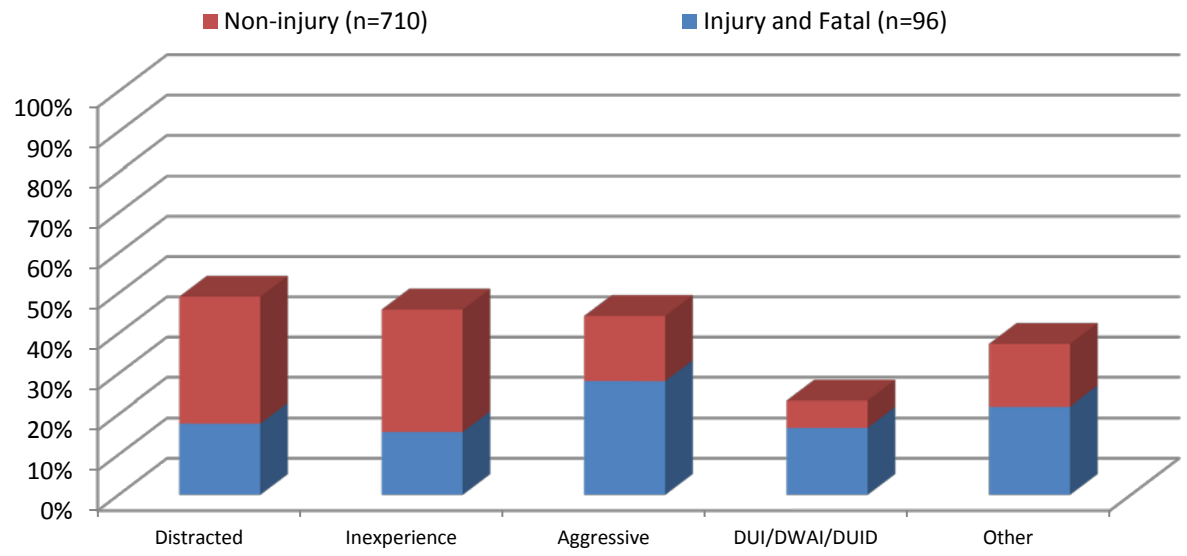


Source: EARS

Contributing Factors

There were a total of 1,415 crashes in Broomfield County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 806 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 156).

Figure 156: Contributing factors among drivers in Broomfield County, 2014 (N=806)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Broomfield County.

CHAFFEE COUNTY

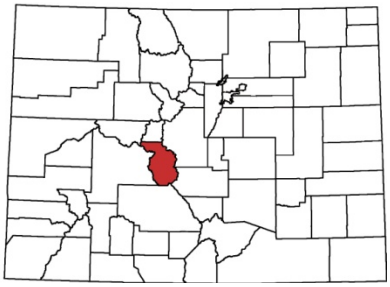


Table 85. Chaffee County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	372	385	757
5-8	319	353	672
9-15	636	610	1,246
16-20	423	556	979
21-34	1,110	1,749	2,860
35-54	2,077	2,577	4,654
55-64	1,560	1,505	3,065
65+	2,206	2,017	4,222
Total	8,702	9,752	18,454

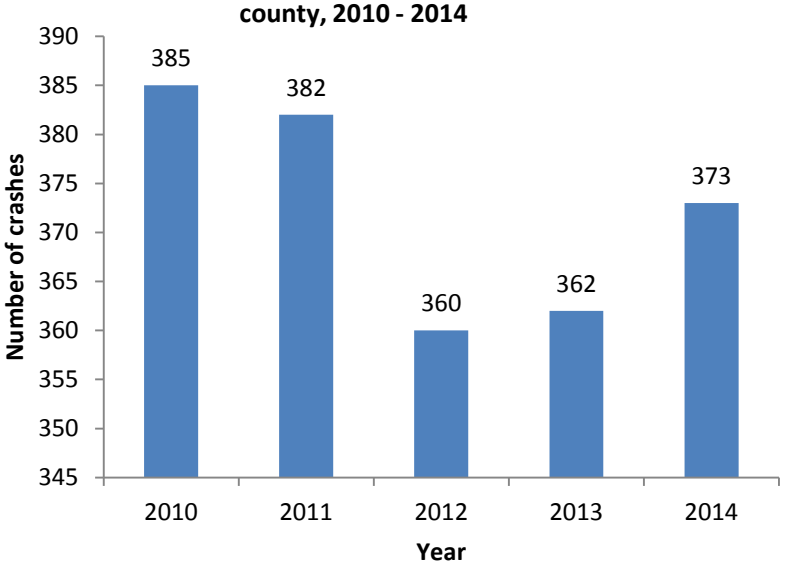
Data source: 2014 DOLA

TABLE 86: CHAFFEE COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Chaffee County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	4	7	4	1	2	19.9	↓15.9%
Serious injuries in traffic crashes	63.3	10	13	9	8	19	64.1	↑17.4%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	2	4	0	0	1	7.7	↓15.9%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	2	1	1	0	0	4.4	↓100.0%
Speeding-related fatalities	3.2	2	3	2	0	0	7.7	↓100.0%
Motorcyclist fatalities	1.6	0	0	2	1	1	4.4	↑100.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	1	1.1	↑100.0%
Drivers age 20 or younger in fatal crashes	1.3	1	1	0	0	0	2.2	↓100.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

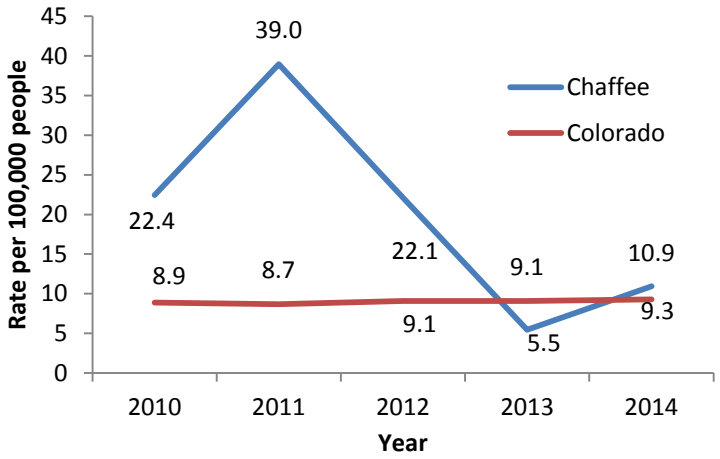
Figure 157: Total number of crashes in Chaffee county, 2010 - 2014



Fatal Crashes

In 2014, there was 2 fatal crashes, resulting in 2 deaths. The number of fatalities per 100,000 population have varied in Chaffee County over the past 5 years. Between 2013 and 2014 it increased.

Figure 158: Fatality rate in Chaffee county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 29 people were seriously injured in the 68 injury crashes that occurred in Chafee County. The serious injury rate varied between 2010 and 2014. In 2014, there were 104 serious injuries per 100,000 population.

Impaired Driving

The 2 fatalities in 2014 did not involve a driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 17% of injury and fatal crashes and 16% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 5% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there were no drivers age 20 and under in fatal crashes.

Source: FARS

Motorcycle Safety

There was 1 motorcyclist fatality in 2014. The motorcyclist was not wearing a helmet.

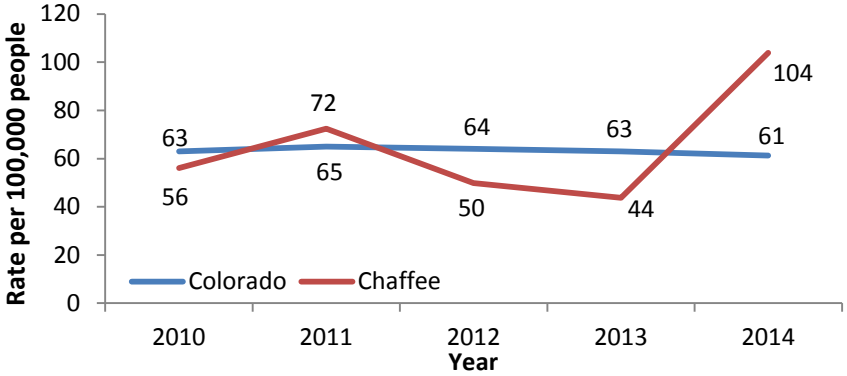
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 159: Serious injury rate in Chaffee county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 1 of the 1 (100%) motor vehicle occupant fatalities and 4 of the 11 (36%) motor vehicle occupants seriously injured were not using seat belts or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations

Table 87. Chaffee County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

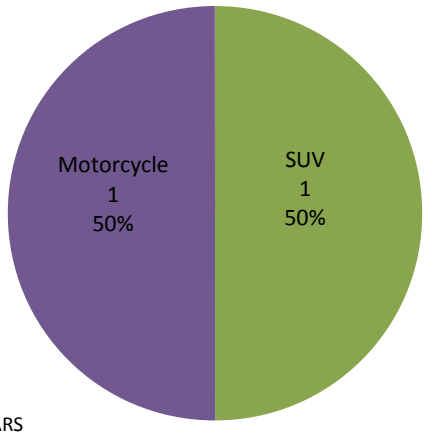
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	*
9-15	0	0	0	0	0	0	*
16-20	0	0	0	0	0	0	3
21-34	0	0	0	0	0	0	8
35-54	3	0	0	3	0	0	7
55-64	3	0	2	1	0	0	4
65+	1	1	0	0	0	0	8
Total	**7**	**1**	**2**	**4**	**0**	**0**	**33**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 2 of the 2 fatalities in 2014.

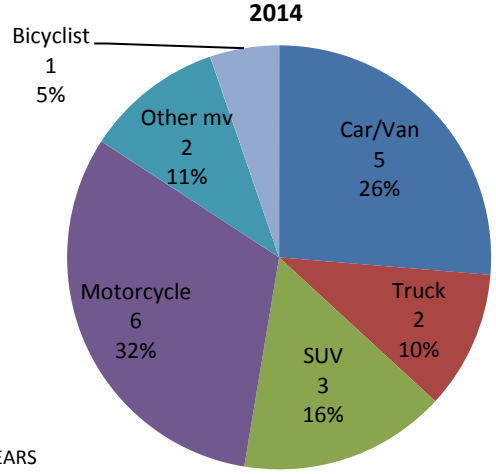
Figure 160: Mode of transportation in Chaffee County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 18 of the 19 serious injuries.

Figure 161: Mode of transportation of seriously injured individuals in Chaffee County, 2014

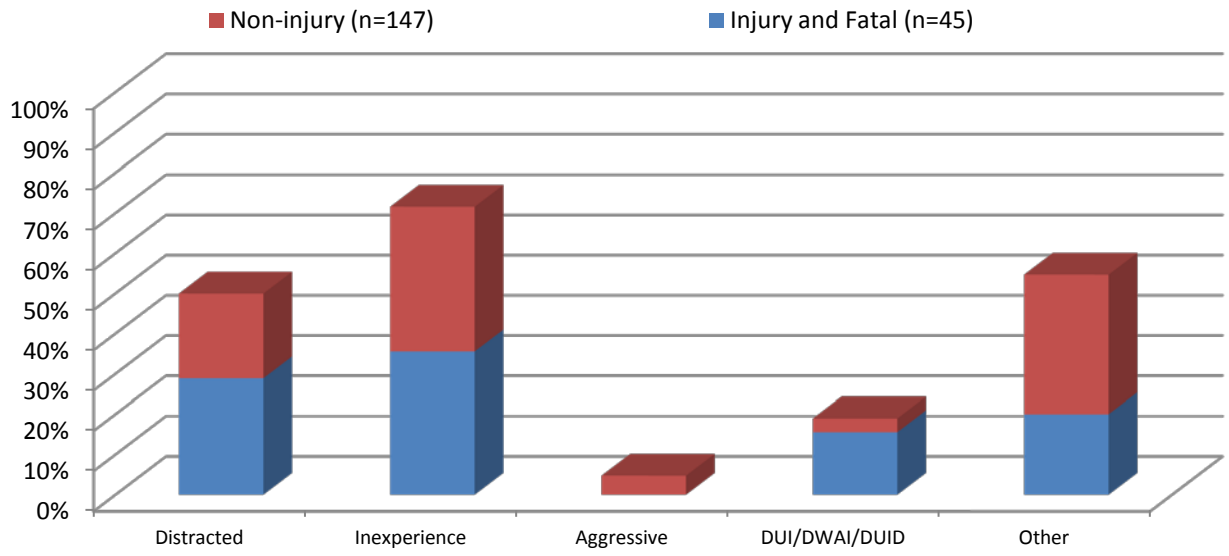


Source: EARS

Contributing Factors

There were a total of 373 crashes in Chaffee County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 182 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 162).

Figure 162: Contributing factors among drivers in Chaffee County, 2014 (N=192)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Chaffee County.

CHEYENNE COUNTY

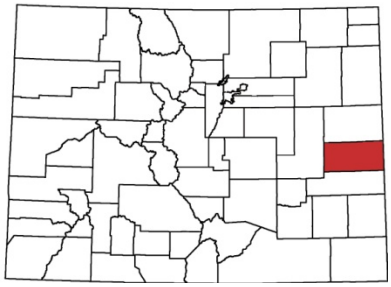


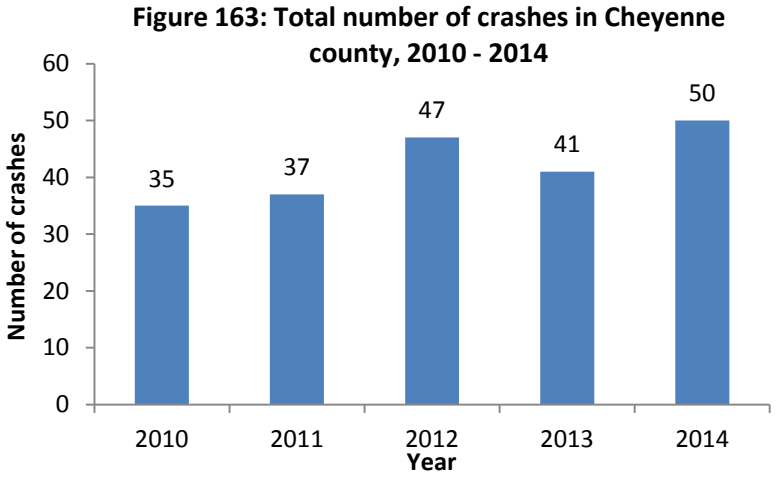
Table 88. Cheyenne County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	71	67	138
5-8	50	63	114
9-15	93	77	170
16-20	50	57	107
21-34	137	137	273
35-54	215	243	458
55-64	143	137	280
65+	186	144	331
Total	944	926	1,870

Data source: 2014 DOLA

TABLE 89: CHEYENNE COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Cheyenne County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	3	8	4	2	3	214.0	0.0%
Serious injuries in traffic crashes	63.3	3	9	7	1	3	181.9	0.0%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	3	8	0	0	2	139.1	↓9.6%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	1	0	1	1	32.1	↑100.0%
Speeding-related fatalities	3.2	0	7	0	0	0	74.9	0.0%
Motorcyclist fatalities	1.6	0	0	1	0	0	10.7	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	1	0	0	10.7	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	1	0	0	0	10.7	0.0%
Pedestrian fatalities	1.0	0	0	0	1	1	21.4	↑100.0%

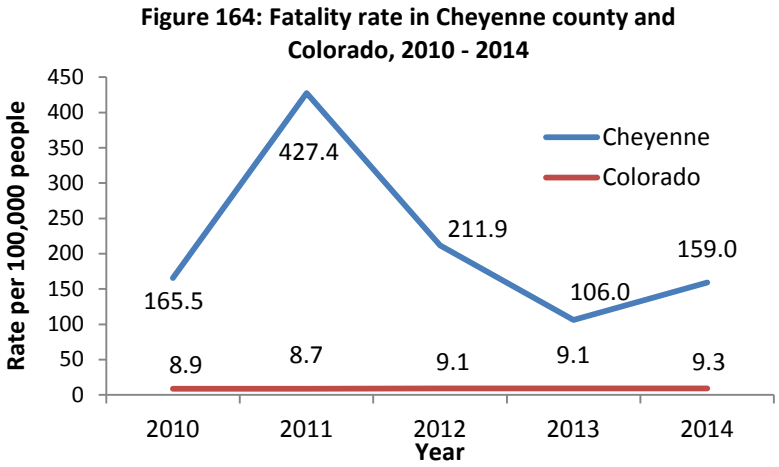
^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes



Fatal Crashes

In 2014, there were 3 fatal crashes, resulting in 3 deaths. The number of fatal crashes per 100,000 population decreased from 2011 to 2013 and increased in 2014 Cheyenne County.



Injury Crashes

In 2014, 3 people were seriously injured in the 8 injury crashes that occurred in Cheyenne County. The serious injury rate declined between 2011 and 2013. In 2014, there were 159 serious injuries per 100,000 population.

Impaired Driving

Of the 3 fatalities in 2014, 1 (33%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 9% of injury and fatal crashes and 16% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 0% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, no drivers age 20 and under were involved in fatal crashes.

Source: FARS

Motorcycle Safety

There were no motorcyclist fatalities in 2014.

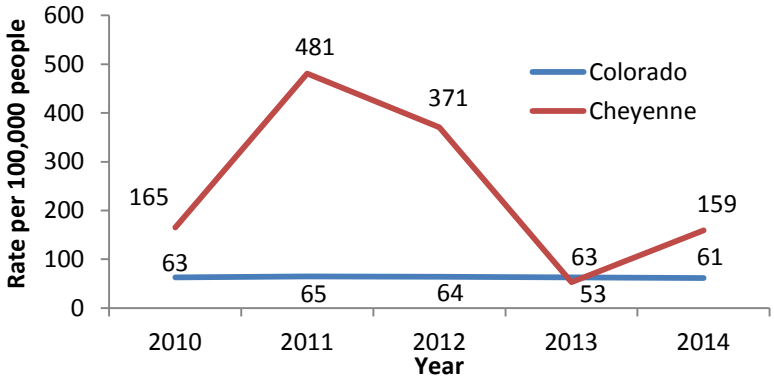
Source: FARS

Pedestrian and Bicycle Safety

One pedestrian and no bicyclist were killed in 2014.

Source: FARS

Figure 165: Serious injury rate in Cheyenne county and Colorado, 2010 - 2014



Occupant Protection

In 2014, the 100% (2/2) motor vehicle occupant fatalities were not using seat belt or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations

Table 90. Cheyenne County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

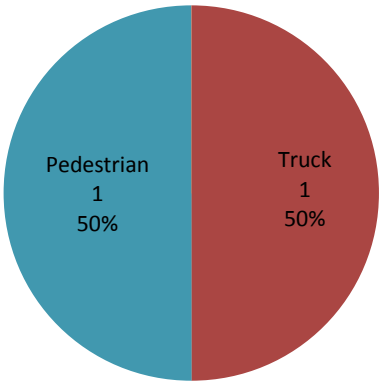
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	4	3	0	0	1	0	*
35-54	3	0	1	1	1	0	0
55-64	1	1	0	0	0	0	*
65+	1	1	0	0	0	0	*
Total	**9**	**5**	**1**	**1**	**2**	**0**	**4**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 2 of the 3 fatalities in 2014.

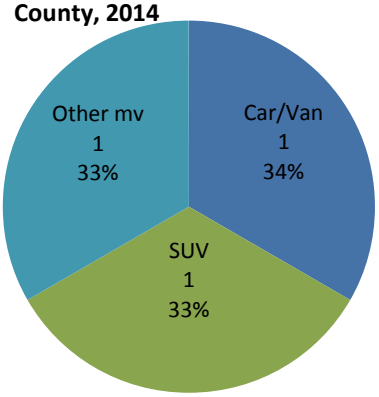
Figure 166: Mode of transportation in Broomfield County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) did not accounted for all 3 of the serious injuries in 2014.

Figure 167: Mode of transportation of seriously injured individuals in Cheyenne County, 2014

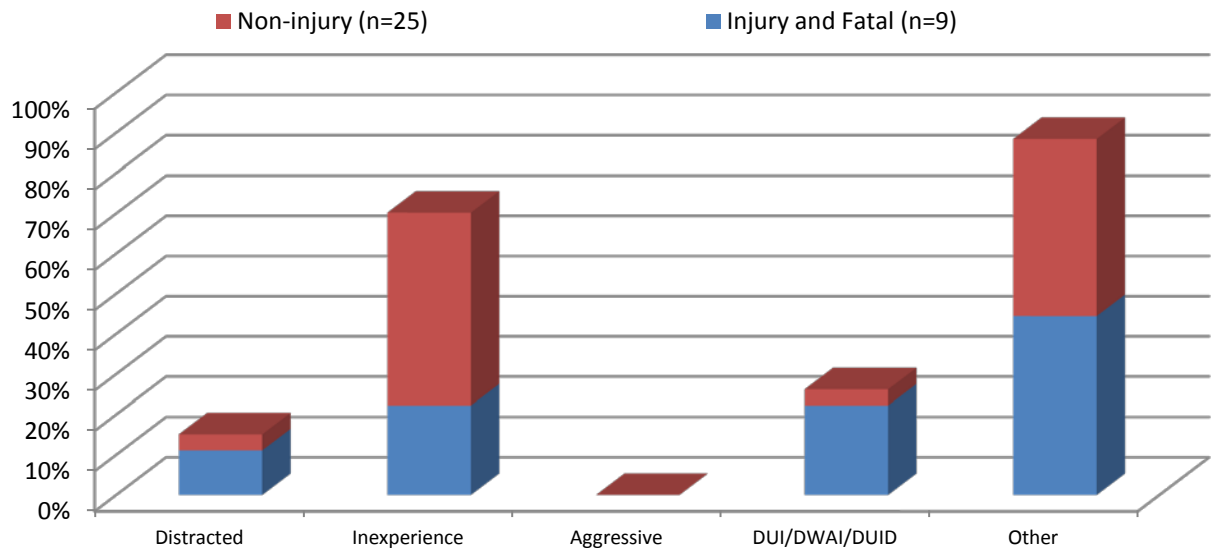


Source: EARS

Contributing Factors

There were a total of 50 crashes in Cheyenne County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 34 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 168).

Figure 168: Contributing factors among drivers in Cheyenne County, 2014 (N=34)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Cheyenne County.

CLEAR CREEK COUNTY

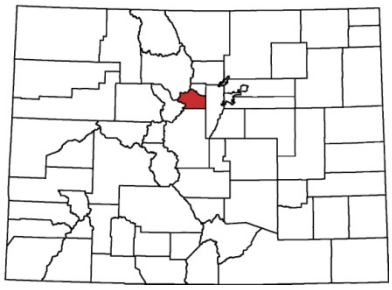


Table 91: Clear Creek County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	185	189	374
5-8	185	197	382
9-15	310	312	621
16-20	203	203	407
21-34	450	560	1,010
35-54	1,384	1,464	2,849
55-64	947	1,013	1,960
65+	741	809	1,550
Total	4,406	4,747	9,153

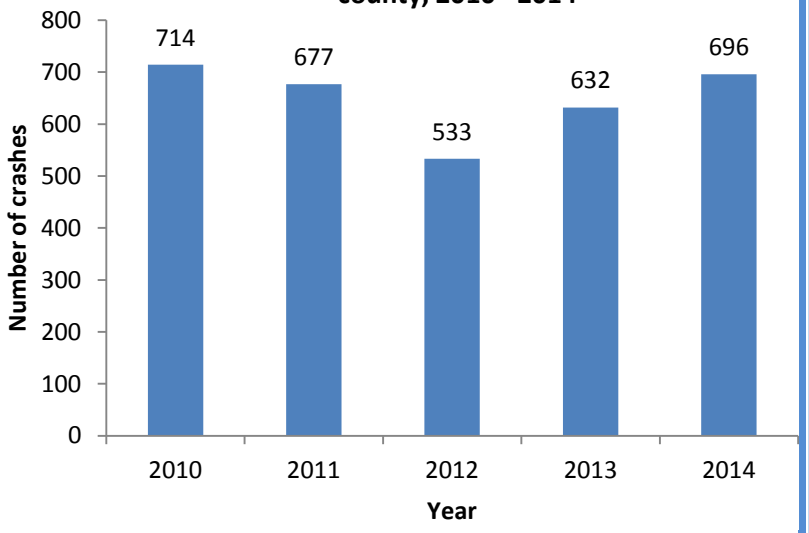
Data Source: 2014 DOLA Data

TABLE 92: CLEAR CREEK COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Clear Creek County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	2	2	2	8	0	31.0	↓100.0%
Serious injuries in traffic crashes	63.3	20	15	13	13	15	168.5	↓6.9%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	2	1	1	4	0	17.7	↓100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	0	1	0	0	4.4	↓100.0%
Speeding-related fatalities	3.2	1	1	2	5	0	20.0	↓100.0%
Motorcyclist fatalities	1.6	0	0	0	2	0	4.4	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	1	0	2.2	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	1	0	2.2	0.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

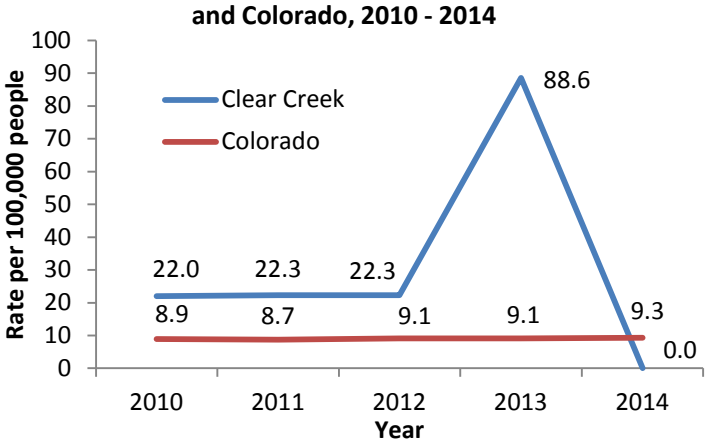
Figure 169: Total number of crashes in Clear Creek county, 2010 - 2014



Fatal Crashes

In 2014, there were 0 fatal crashes. This is the lowest number of fatalities per 100,000 population in Clear Creek County in the past five years.

Figure 170: Fatality rate in Clear Creek county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 15 people were seriously injured in the 33 injury crashes that occurred in Clear Creek County. The serious injury rate declined between 2010and 2014. In 2014, there were 144 serious injuries per 100,000 population.

Impaired Driving

There were no fatalities in 2014, thus none involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 18% of injury and 32% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 6% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, 0 drivers age 20 and under was involved in fatal crashes.

Source: FARS

Motorcycle Safety

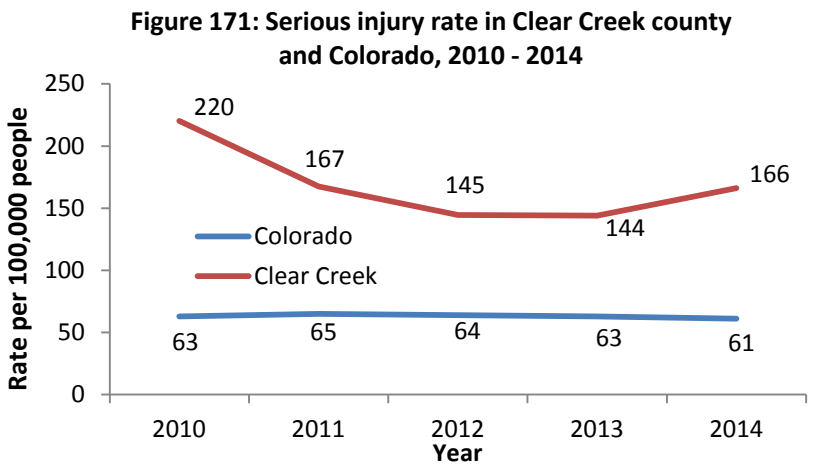
There were 0 motorcyclist fatalities in 2014.

Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS



Occupant Protection

In 2014, 3 of the 7 (43%) motor vehicle occupants seriously injured were not using seat belts or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations by Age Distribution

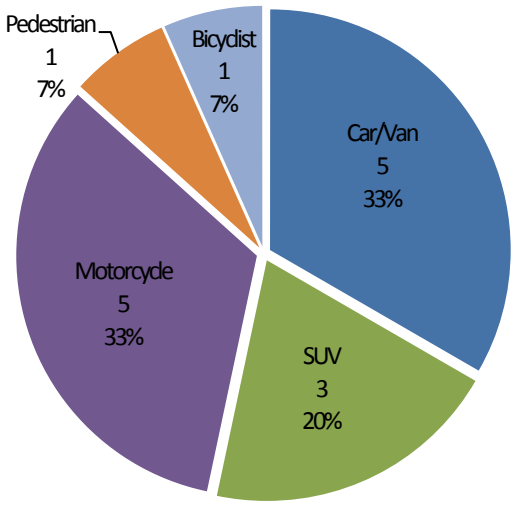
Table 93. Clear Creek County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	1	1	0	0	0	0	*
21-34	0	0	0	0	0	0	3
35-54	4	1	1	2	0	0	6
55-64	2	1	1	0	0	0	4
65+	3	3	0	0	0	0	3
Total	**10**	**6**	**2**	**2**	**0**	**0**	**17**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 13 of the 15 serious injuries in 2014.

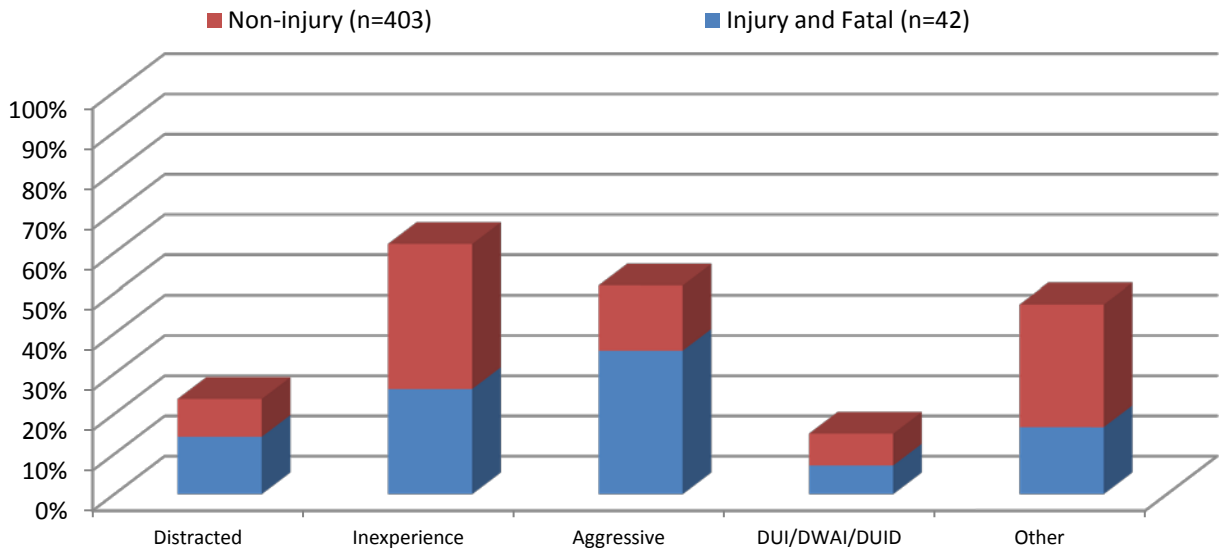


Source: EARS

Contributing Factors

There were a total of 696 crashes in Clear Creek County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 445 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 173).

Figure 173: Contributing factors among drivers in Clear Creek County, 2014 (N=445)

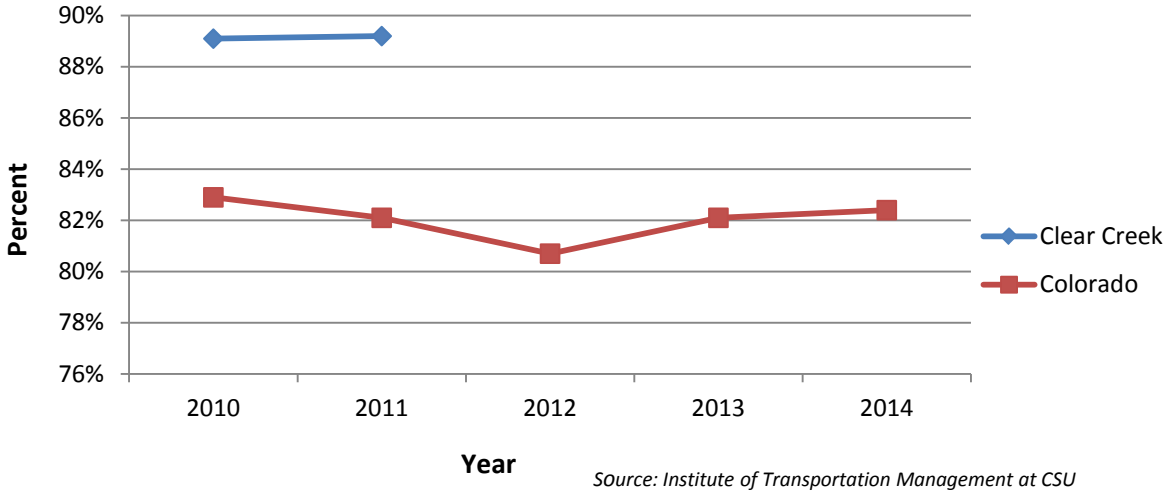


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall, seat belt use in Clear Creek County was above the statewide seat belt use between 2010 and 2011. However, seat belt use in Clear Creek County was not observed in the three most recent Statewide seat belt use surveys.

Figure 174: Seat belt use in Clear Creek County and Colorado, 2010-2014



Source: Institute of Transportation Management at CSU

CONEJOS COUNTY

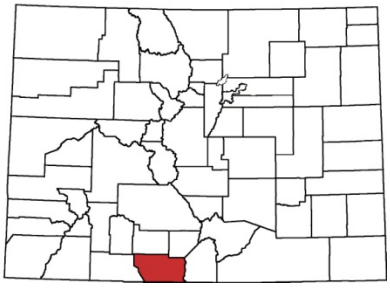


Table 94. Conejos County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	305	295	601
5-8	249	272	521
9-15	470	418	888
16-20	295	263	558
21-34	584	615	1,199
35-54	950	954	1,904
55-64	551	593	1,144
65+	753	660	1,414
Total	4,157	4,072	8,229

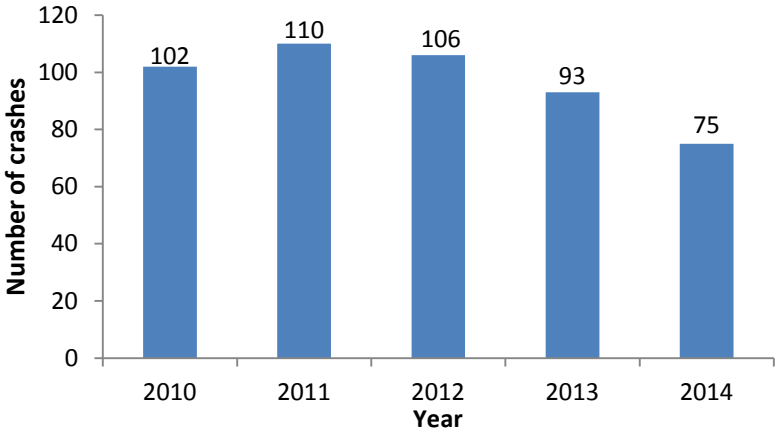
Data source: 2014 DOLA

TABLE 95: CONEJOS COUNTY TREND ANALYSIS 2010-2014								
Performance Measure **Reduce the number of:**	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Conejos County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
		2010	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	5	2	0	1	1	21.8	↓33.1%
Serious injuries in traffic crashes	63.3	12	5	8	10	12	118.9	0.0%
Fatalities per 100 million Vehicle Miles Traveled	County data not available for Vehicle Miles Traveled							
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	5	1	0	0	0	14.6	↓100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	1	0	0	0	2.1	0.0%
Speeding-related fatalities	3.2	4	1	0	0	0	12.1	↓100.0%
Motorcyclist fatalities	1.6	0	1	0	1	1	7.3	↑100.0%
Unhelmeted motorcyclist fatalities	1.0	0	1	0	1	1	7.3	↑100.0%
Drivers age 20 or younger in fatal crashes	1.3	1	0	0	1	0	4.9	↓100.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

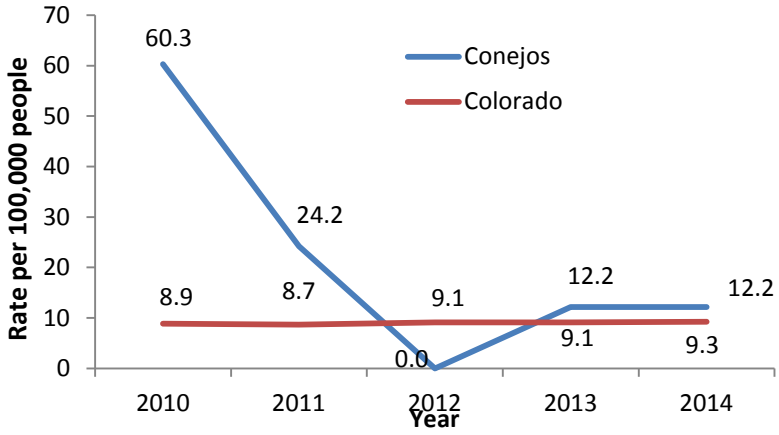
Figure 175: Total number of crashes in Conejos county, 2010 - 2014



Fatal Crashes

In 2014, there was 1 fatal crash. The number of fatal crashes per 100,000 population have varied in Conejos County over the past five years.

Figure 176: Fatality rate in Conejos county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 12 people were seriously injured in the 20 injury crashes that occurred in Conejos County. The serious injury rate varied between 2010 and 2014. It began into increase each year starting in 2012. In 2014, there were 146 serious injuries per 100,000 population.

Impaired Driving

The 1 fatality did not involve a driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 5% of injury and fatal crashes and 6% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 5% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, no driver age 20 and under was involved in a fatal crash.

Source: FARS

Motorcycle Safety

There was 1 motorcyclist fatality in 2014. The motorcyclist was not wearing a helmet.

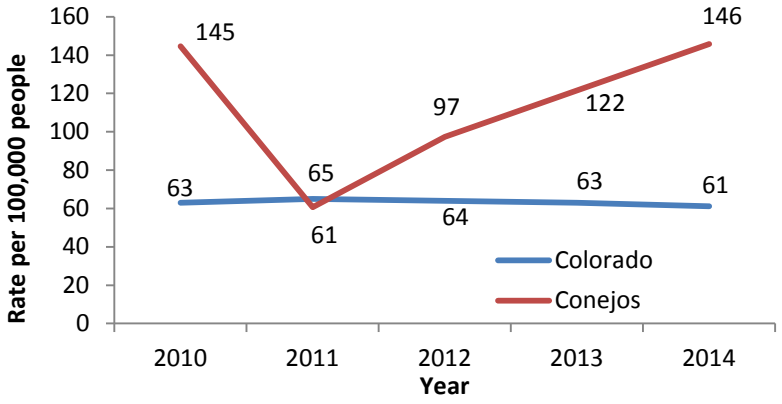
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 177: Serious injury rate in Conejos county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 0 of the 1 (0%) of the motor vehicle occupant fatalities and 3 of the 9 (33%) motor vehicle occupants seriously injured were not using seat belts or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations

Table 96. Conejos County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	*
21-34	0	0	0	0	0	0	12
35-54	0	0	0	0	0	0	8
55-64	2	0	0	2	0	0	*
65+	0	0	0	0	0	0	3
Total	**2**	**0**	**0**	**2**	**0**	**0**	**26**

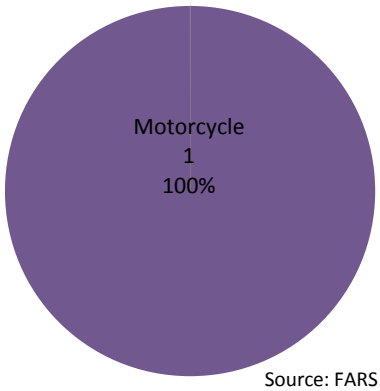
Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for the 1 fatality in 2014.

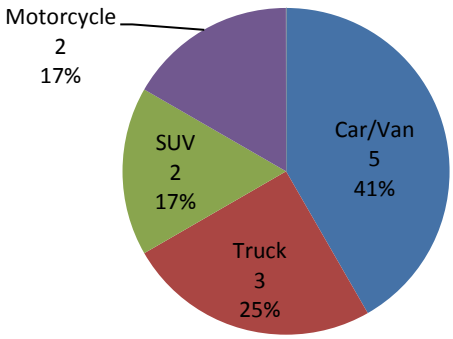
Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for all the serious injuries in 2014.

Figure 178: Mode of transportation in Conejos County fatalities, 2014



Source: FARS

Figure 179: Mode of transportation of seriously injured individuals in Conejos County, 2014

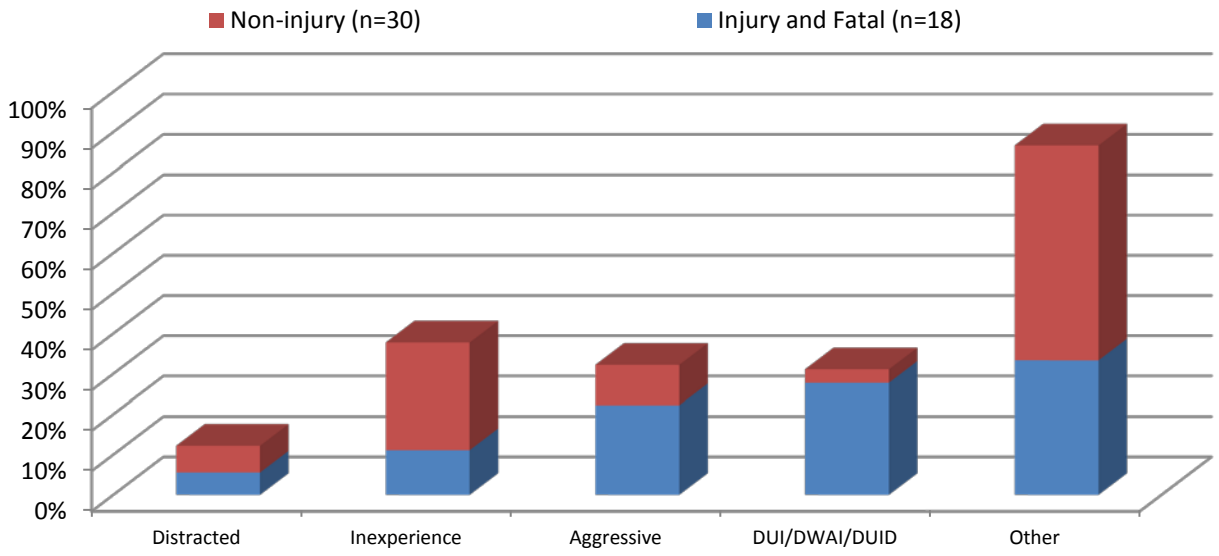


Source: EARS

Contributing Factors

There were a total of 75 crashes in Conejos County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 48 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 180).

Figure 180: Contributing factors among drivers in Conejos County, 2014 (N=48)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Conejos County.

COSTILLA COUNTY

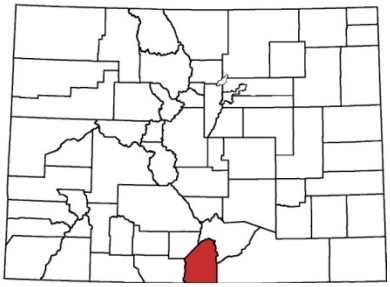


Table 97. Costilla County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	78	83	162
5-8	67	83	150
9-15	141	155	296
16-20	90	104	194
21-34	220	227	446
35-54	365	401	766
55-64	305	295	600
65+	461	481	942
Total	1,727	1,829	3,556

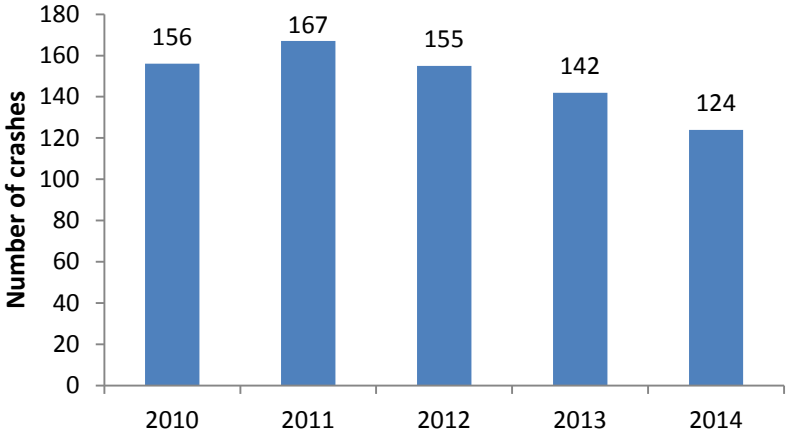
Data source: 2014 DOLA

TABLE 98: COSTILLA COUNTY TREND ANALYSIS 2010-2014								
Performance Measure **Reduce the number of:**	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Costilla County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
		2010	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	4	2	1	0	3	56.1	↓6.9%
Serious injuries in traffic crashes	63.3	3	7	6	4	10	157.1	↑35.1%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	2	1	0	0	1	22.4	↓15.9%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	2	0	0	1	16.8	↑100.0%
Speeding-related fatalities	3.2	2	0	1	0	0	16.8	↓100.0%
Motorcyclist fatalities	1.6	0	0	0	0	0	0.0	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	1	5.6	↑100.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

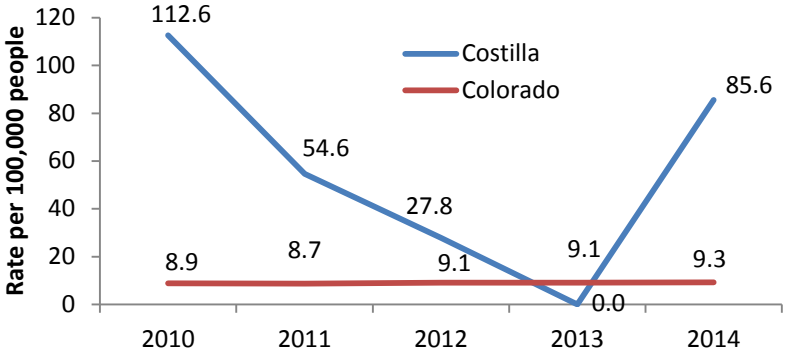
Figure 181: Total number of crashes in Costilla county, 2010 - 2014



Fatal Crashes

In 2014, there were 3 fatal crashes in Costilla County resulting in 3 fatalities. The number of fatalities per 100,000 population decreased in Costilla County over the past 4 years and increased in 2014.

Figure 182: Fatality rate in Costilla county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 10 people were seriously injured in the 12 injury crashes that occurred in Costilla County. In 2014, there were 285 serious injuries per 100,000 population.

Impaired Driving

There was 1 fatality in 2014 that involved a driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 20% of fatal and injury crashes and 23% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 0% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there was 1 driver age 20 and under in fatal crashes.

Source: FARS

Motorcycle Safety

There were 0 motorcyclist fatalities in 2014.

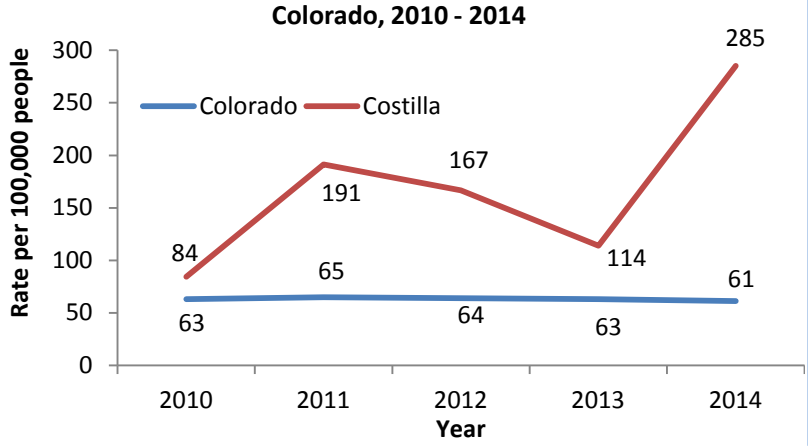
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 183: Serious injury rate in Costilla county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 1 of the 3 (33%) motor vehicle occupants seriously injured was not using a seat belt or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations

Table 99. Costilla County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

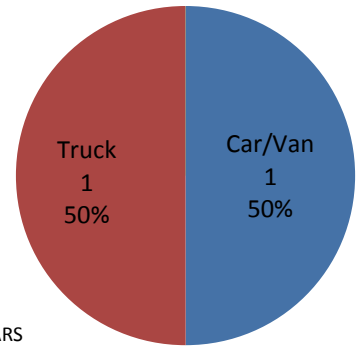
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	*
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	*
16-20	1	0	0	0	0	0	*
21-34	0	0	0	0	0	0	*
35-54	3	2	1	0	0	0	3
55-64	0	0	0	0	0	0	6
65+	0	0	0	0	0	0	4
Total	**4**	**2**	**1**	**0**	**0**	**0**	**19**

Source: FARS and CHA Discharge Data. Note: Total includes missing person/vehicle type.

Mode of Transportation

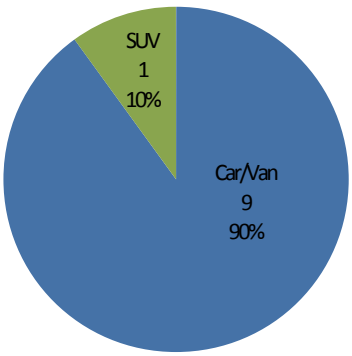
Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 2 of the 3 fatalities in 2014.
Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for all 10 of those seriously injured in 2014.

Figure 184: Mode of transportation in Costilla County fatalities, 2014



Source: FARS

Figure 185: Mode of transportation of seriously injured individuals in Costilla County, 2014

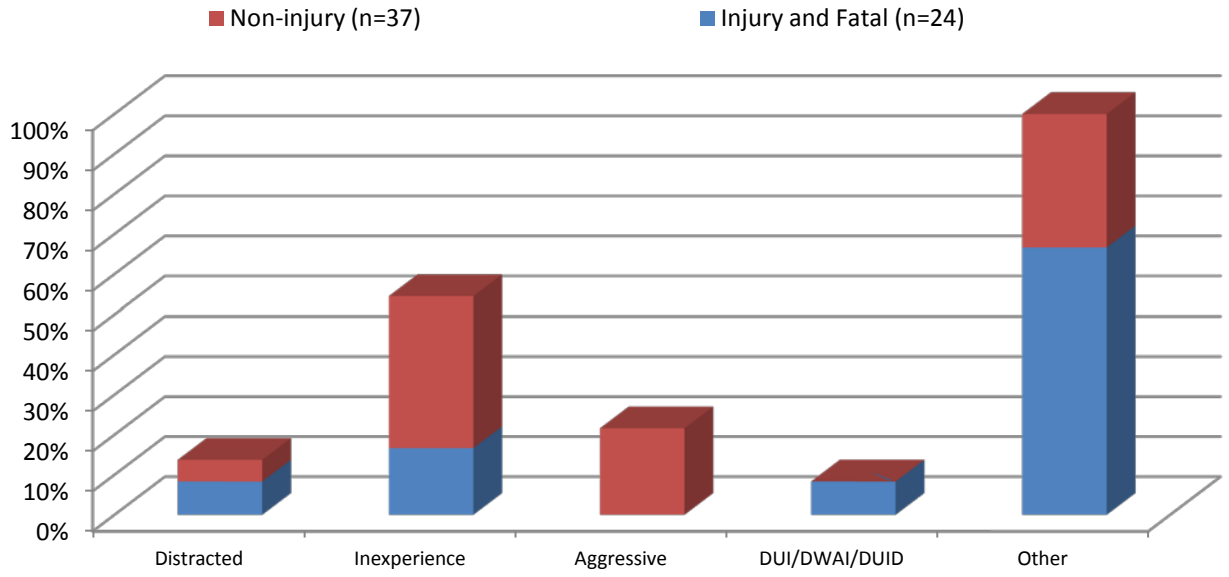


Source: EARS

Contributing Factors

There were a total of 124 crashes in Costilla County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 61 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 186).

Figure 186: Contributing factors among drivers in Costilla County, 2014 (N=61)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Costilla County.

CROWLEY COUNTY

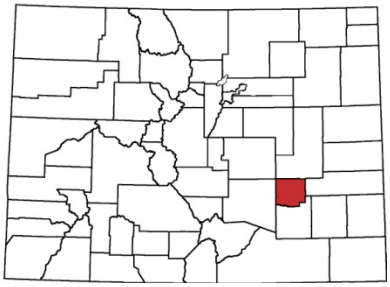


Table 100. Crowley County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	81	81	162
5-8	60	57	117
9-15	124	147	271
16-20	91	141	232
21-34	163	1,248	1,411
35-54	330	1,572	1,902
55-64	251	479	729
65+	368	359	727
Total	1,468	4,083	5,551

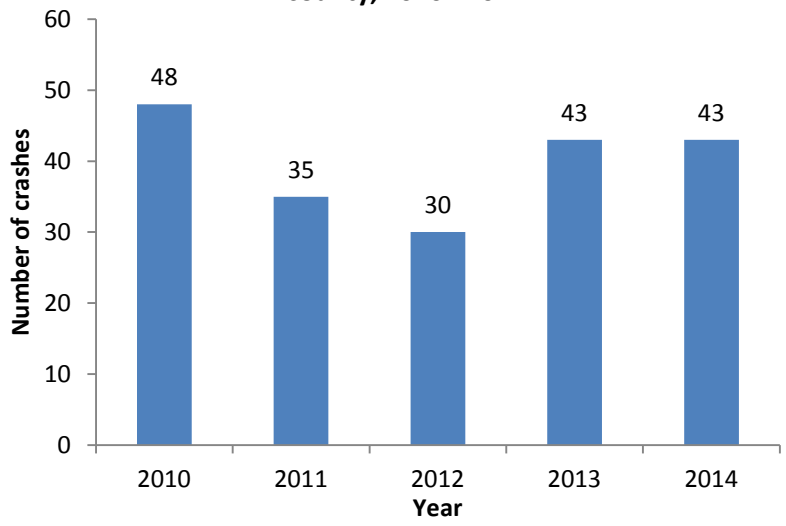
Data source: 2014 DOLA

TABLE 101: CROWLEY COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Crowley County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	0	0	0	1	0	3.6	0.0%
Serious injuries in traffic crashes	63.3	2	5	1	7	2	83.8	0.0%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	0	0	0	0	0	0.0	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	0	0	0.0	0.0%
Speeding-related fatalities	3.2	0	0	0	0	0	0.0	0.0%
Motorcyclist fatalities	1.6	0	0	0	0	0	0.0	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	0.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

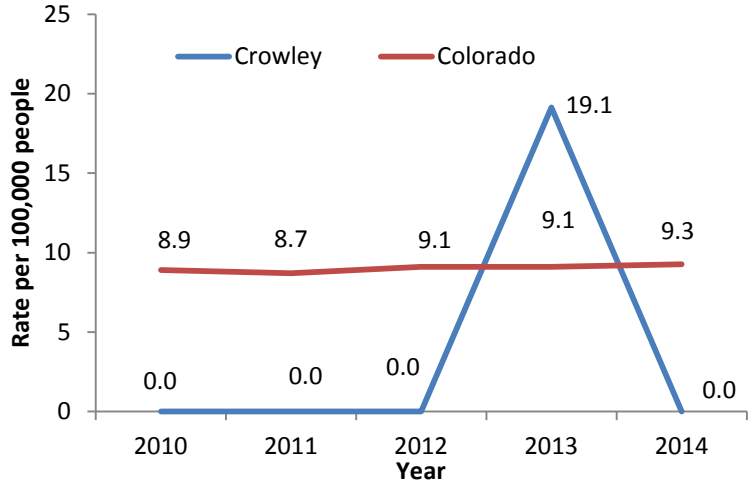
Figure 187: Total number of crashes in Crowley county, 2010 - 2014



Fatal Crashes

In 2014, there were no fatal crashes in Crowley County.

Figure 188: Fatality rate in Crowley county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 4 people were seriously injured in the 4 injury crashes that occurred in Crowley County. The serious injury rate fluctuated between 2010 and 2014. In 2014, there were 38 serious injuries per 100,000 population.

Impaired Driving

In 2014, there were no fatalities and thus did not involve a driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 0% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 0% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014 there were no drivers age 20 and under in fatal crashes.

Source: FARS

Motorcycle Safety

There were no motorcyclist fatalities in 2014.

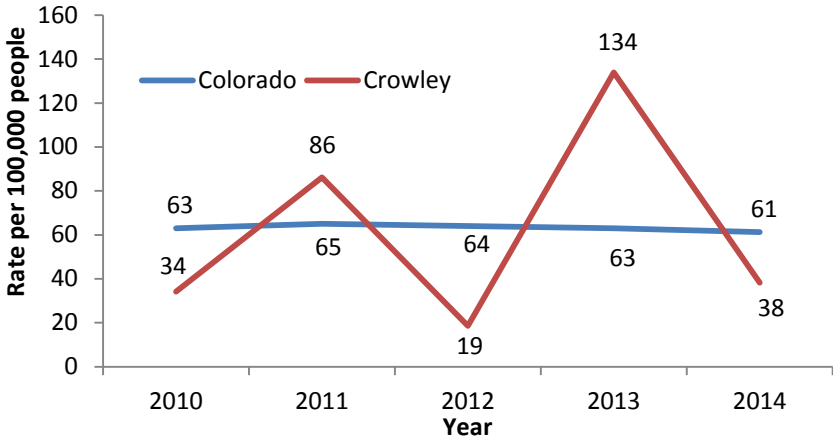
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 189: Serious injury rate in Crowley county and Colorado, 2010 - 2014



Occupant Protection

In 2014, none of the two occupants seriously injured were not using seat belts or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations

Table 102. Crowley County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

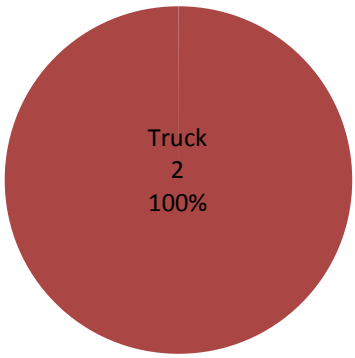
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	1	1	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	0	0	0	0	0	0	5
35-54	0	0	0	0	0	0	*
55-64	0	0	0	0	0	0	*
65+	0	0	0	0	0	0	*
Total	**1**	**1**	**0**	**0**	**0**	**0**	**10**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for all 2 of the injuries in 2014.

Figure 190: Mode of transportation of seriously injured individuals in Crowley County, 2014

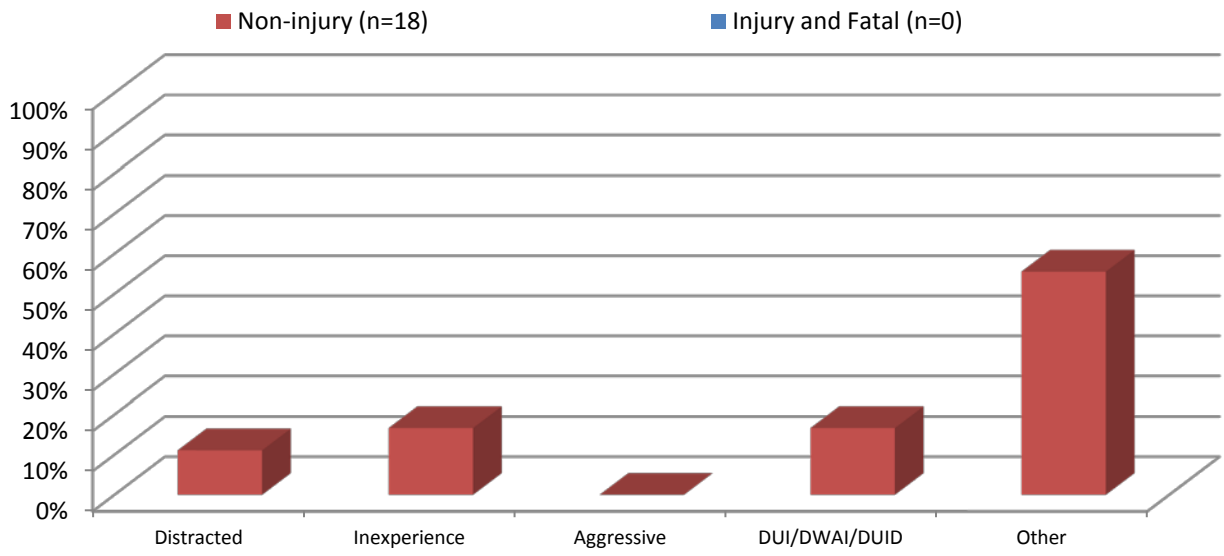


Source: EARS

Contributing Factors

There were a total of 43 crashes in Crowley County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 18 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 191).

Figure 191: Contributing factors among drivers in Crowley County, 2014 (N=18)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Crowley County.

CUSTER COUNTY

Table 103. Custer County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	67	64	130
5-8	68	59	128
9-15	155	142	297
16-20	126	126	252
21-34	176	231	407
35-54	448	493	940
55-64	491	454	945
65+	606	667	1,273
Total	2,136	2,237	4,373

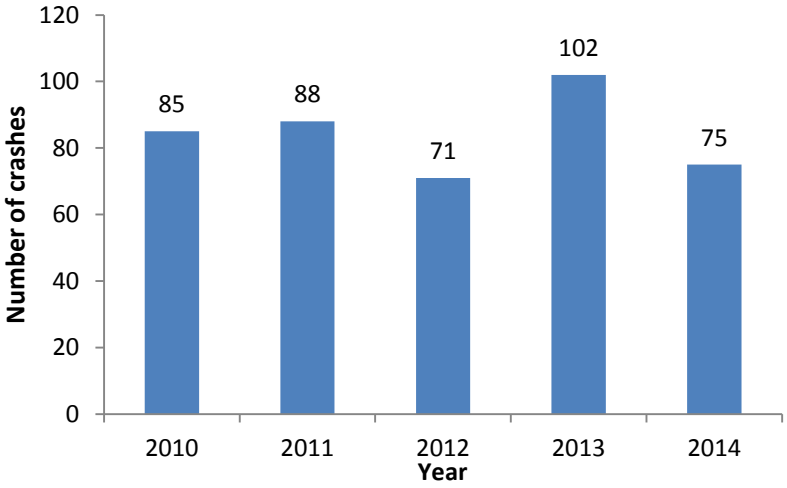
Data source: 2014 DOLA

TABLE 104: CUSTER COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Custer County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	1	1	3	0	2	32.9	↑18.9%
Serious injuries in traffic crashes	63.3	3	6	8	6	5	122.2	↑13.6%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	0	0	0	0	0	0.0	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	1	0	0	0	4.7	0.0%
Speeding-related fatalities	3.2	1	1	2	0	0	18.8	↓100.0%
Motorcyclist fatalities	1.6	1	1	0	0	2	18.8	↑18.9%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	1	4.7	↑100.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	0.0%
Pedestrian fatalities	1.0	0	0	1	0	0	4.7	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

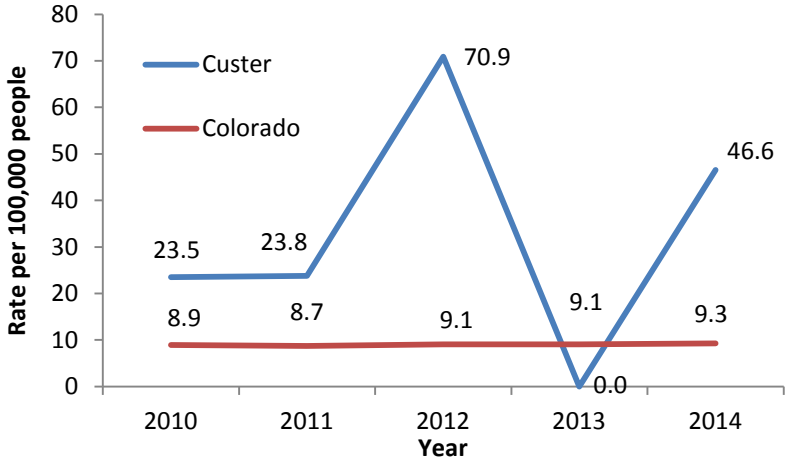
Total Crashes

Figure 192: Total number of crashes in Custer county, 2010 - 2014



Fatal Crashes

Figure 193: Fatality rate in Custer county and Colorado, 2010 - 2014



In 2014, there were two fatal crashes resulting in two fatalities in Custer County. The fatality rate per 100,000 population in Custer county was 46.6 for 2014.

Injury Crashes

In 2014, 5 people were seriously injured in the 8 injury crashes that occurred in Custer County. The serious injury rate varied between 2010 and 2014. In 2014, there were 116 serious injuries per 100,000 population.

Impaired Driving

There were no traffic fatalities that involved a driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 20% of injury and fatal crashes and 16% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 0% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there were no drivers age 20 and under in fatal crashes.

Source: FARS

Motorcycle Safety

There were twp motorcyclist fatalities in 2014.

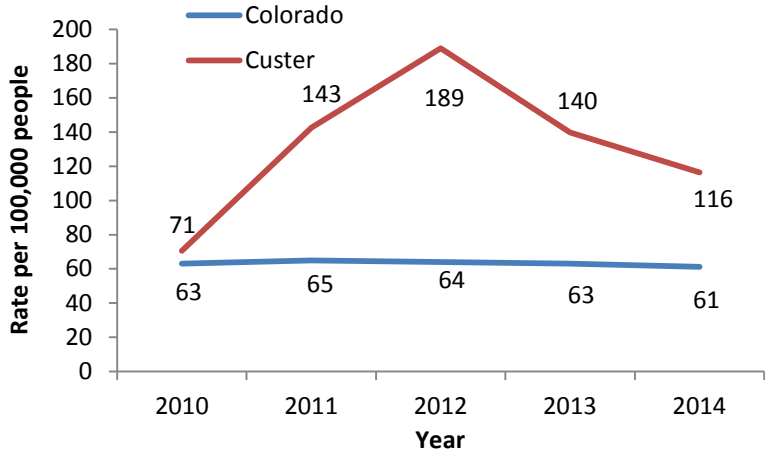
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS Data

Figure 194: Serious injury rate in Custer county and Colorado, 2010 - 2014



Occupant Protection

In 2014, there were no motor vehicle occupant fatalities. Restraint information for the 1 motor vehicle occupants seriously injured in a crash was missing.

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 105. Custer County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

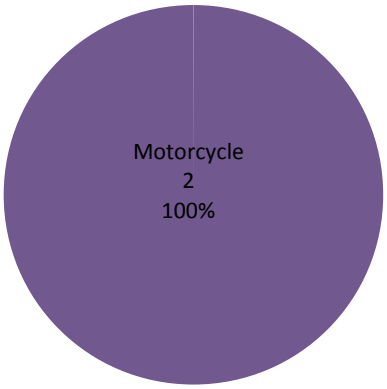
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	*
9-15	0	0	0	0	0	0	0
16-20	1	0	0	0	1	0	0
21-34	0	0	0	0	0	0	*
35-54	1	0	0	1	0	0	5
55-64	1	0	1	0	0	0	5
65+	2	1	0	1	0	0	8
Total	**5**	**1**	**1**	**2**	**1**	**0**	**20**

Source: FARS and CHA Discharge Data

Mode of Transportation

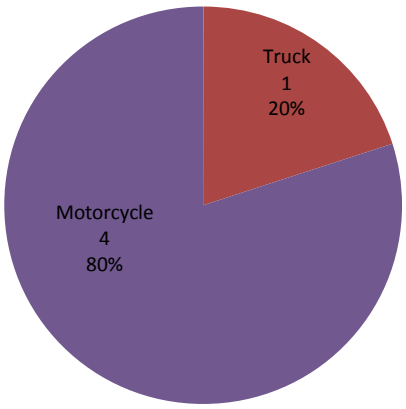
Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for none of the 2 fatalities in 2014.
Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 1 of the 5 serious injuries.

Figure 195: Mode of transportation in Custer County fatalities, 2014



Source: FARS

Figure 196: Mode of transportation of seriously injured individuals in Custer County, 2014

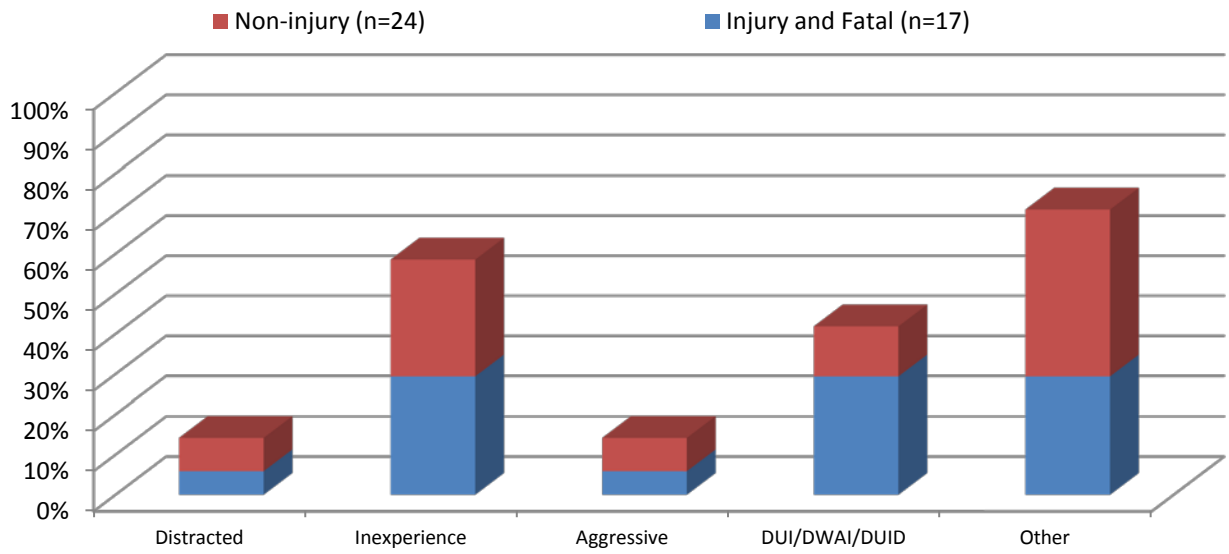


Source: EARS

Contributing Factors

There were a total of 75 crashes in Custer County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 41 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 197).

Figure 197: Contributing factors among drivers in Custer County, 2014 (N=41)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Custer County.

DELTA COUNTY

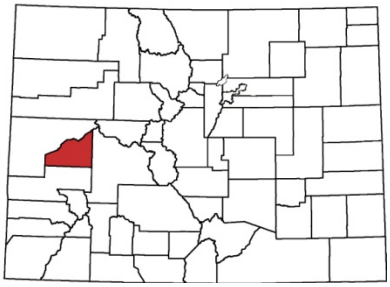


Table 106. Delta County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	785	823	1,608
5-8	680	695	1,375
9-15	1,257	1,300	2,557
16-20	909	983	1,891
21-34	1,834	2,162	3,996
35-54	3,371	3,500	6,871
55-64	2,385	2,303	4,688
65+	3,717	3,323	7,040
Total	14,939	15,088	30,027

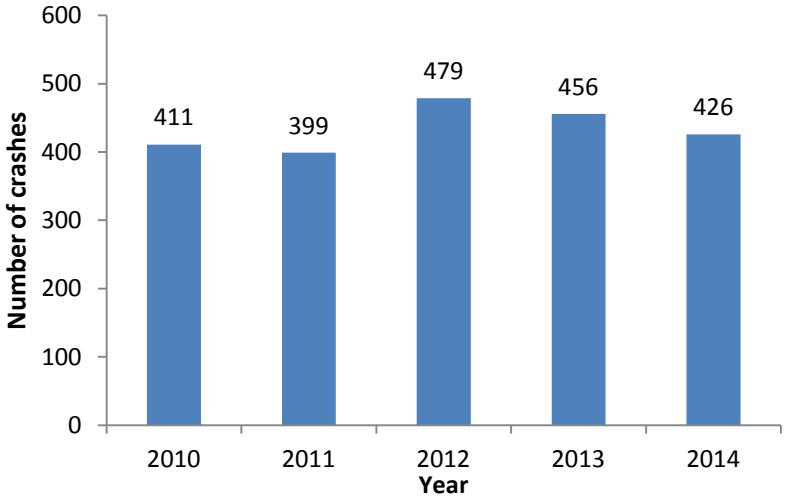
Data source: 2014 DOLA

TABLE 107: DELTA COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Delta County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	5	6	8	10	3	21.0	↓12.0%
Serious injuries in traffic crashes	63.3	20	16	18	23	15	63.6	↓6.9%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	3	2	2	2	3	7.9	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	2	3	1	1	2	5.9	0.0%
Speeding-related fatalities	3.2	1	5	3	2	2	8.5	↑18.9%
Motorcyclist fatalities	1.6	0	1	2	4	0	4.6	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	2	3	0	3.3	0.0%
Drivers age 20 or younger in fatal crashes	1.3	1	0	0	1	0	1.3	↓100.0%
Pedestrian fatalities	1.0	0	0	0	2	0	1.3	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

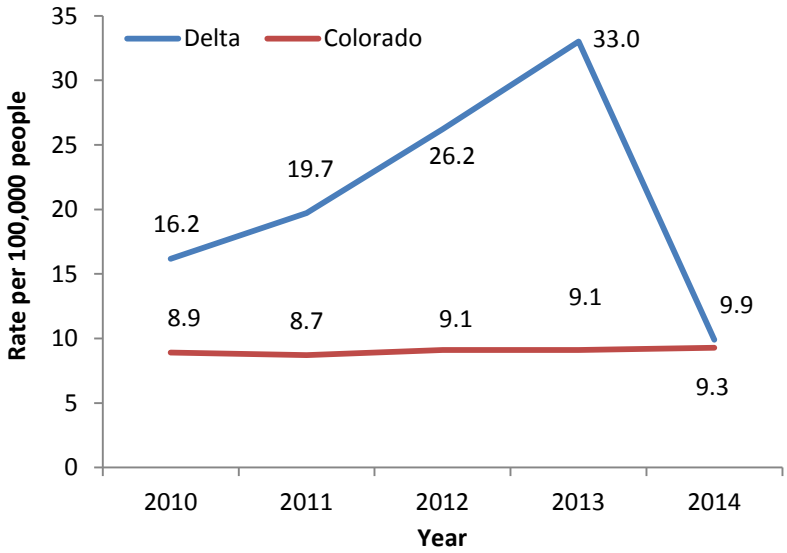
Figure 198: Total number of crashes in Delta county, 2010 - 2014



Fatal Crashes

In 2014, there were 3 fatal crashes, resulting in 3 deaths. 2014 is the first year since 2009 where the fatality rate decreased.

Figure 199: Fatality rate in Delta county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 15 people were seriously injured in the 29 injury crashes that occurred in Delta County. The serious injury rate fluctuated between 2010 and 2014. In 2014, there were 50 serious injuries per 100,000 population.

Impaired Driving

Of the 3 fatalities in 2014, 3 (100%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 13% of injury and fatal crashes and 8% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 13% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there were no drivers age 20 and under in a fatal crash.

Source: FARS

Motorcycle Safety

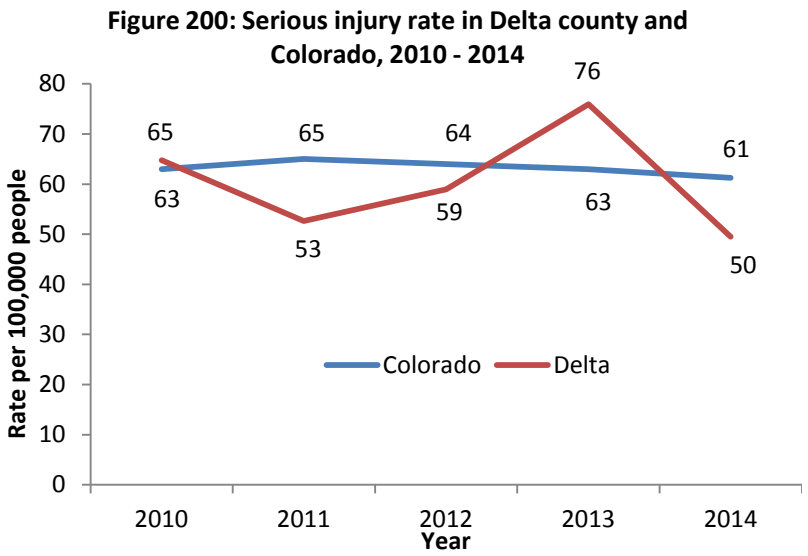
There were no motorcyclist fatalities in 2014.

Source: FARS

Pedestrian and Bicycle Safety

There were no pedestrians and no bicyclists killed in 2014.

Source: FARS



Occupant Protection

In 2014, 3 of the 3 (100%) motor vehicle occupant fatalities and 2 of the 6 (33%) motor vehicle occupants seriously injured were not using seat belts or other restraints.

2014 Delta County Occupant Protection Usage:
Overall seat belt: 69.1%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 108. Delta County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

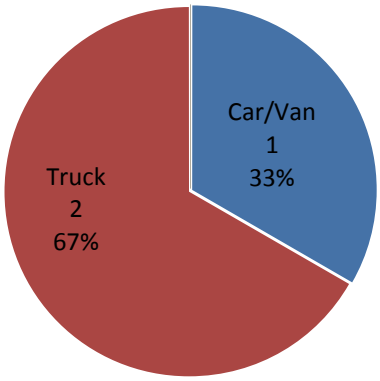
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	*
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	*
16-20	0	0	0	0	0	0	*
21-34	4	2	2	0	0	0	11
35-54	4	1	0	3	0	0	23
55-64	6	2	0	2	1	1	9
65+	7	4	1	1	1	0	11
Total	**21**	**9**	**3**	**6**	**2**	**1**	**57**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for all fatalities in 2014.

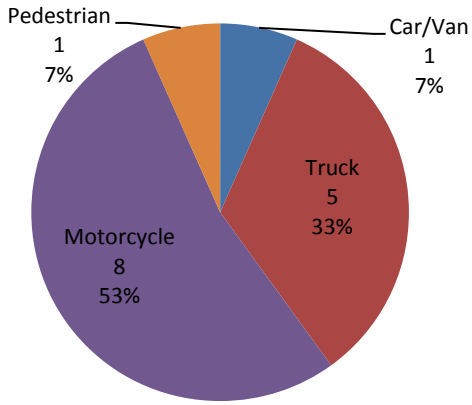
Figure 201: Mode of transportation in Delta County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 6 of the 15 serious injuries.

Figure 202: Mode of transportation of seriously injured individuals in Delta County, 2014

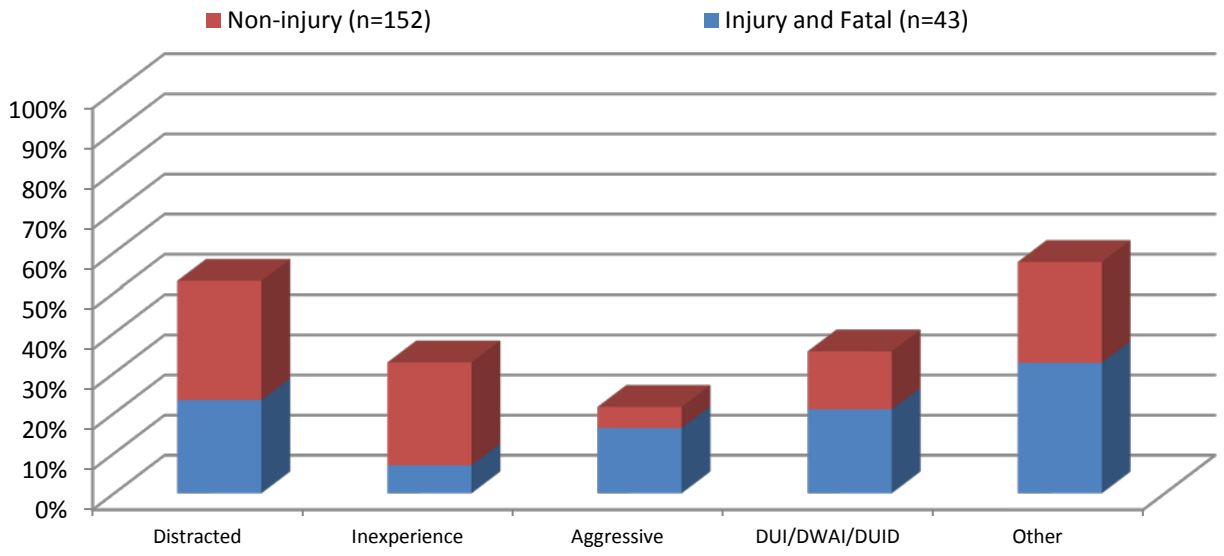


Source: EARS

Contributing Factors

There were a total of 426 crashes in Delta County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 195 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 203).

Figure 203: Contributing factors among drivers in Delta County, 2014 (N=195)

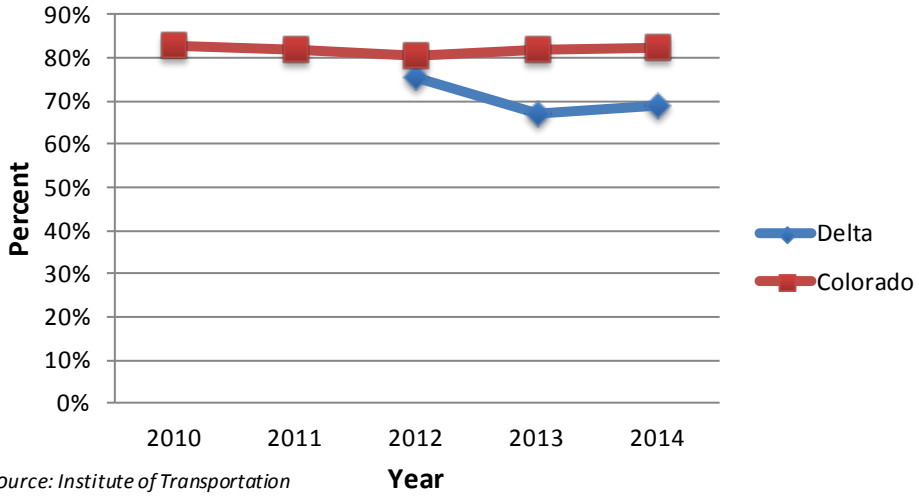


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall, seat belt use in Delta County was lower than statewide seat belt use in 2012 and 2014. Between these three years, Delta County's observed seat belt use decreased by approximately 8 percent.

Figure 204: Seat belt use in Delta County and Colorado, 2010-2014



Source: Institute of Transportation Management at CSU

DENVER COUNTY

Table 109. Denver County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	23,126	24,002	47,128
5-8	17,004	17,908	34,912
9-15	25,584	26,133	51,717
16-20	16,561	16,873	33,434
21-34	86,475	85,858	172,334
35-54	86,104	94,751	180,855
55-64	34,491	33,745	68,236
65+	42,893	32,711	75,604
Total	332,240	331,980	664,220

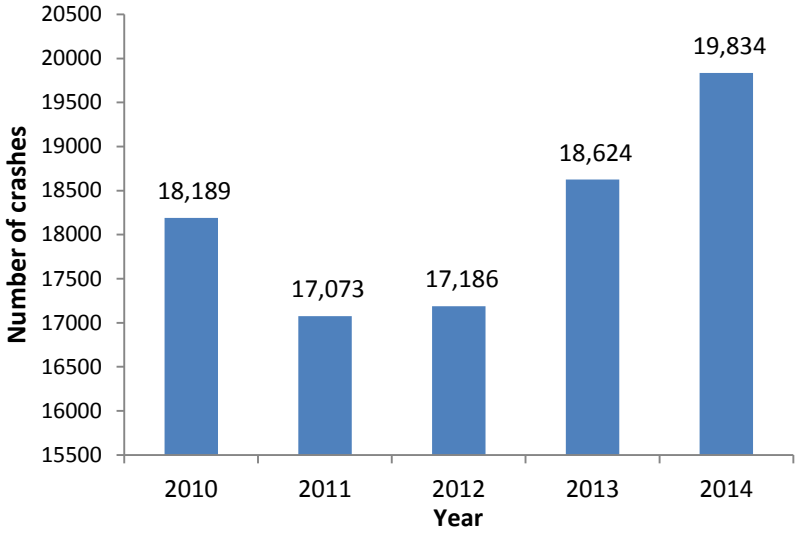
Data source: 2014 DOLA

TABLE 110: DENVER COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Denver County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	40	33	36	40	42	6.0	↑1.2%
Serious injuries in traffic crashes	63.3	539	504	502	597	610	90.1	↑3.1%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	6	13	4	7	7	1.2	↑3.9%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	9	11	5	8	13	1.5	↑9.6%
Speeding-related fatalities	3.2	10	14	15	13	12	2.0	↑4.7%
Motorcyclist fatalities	1.6	9	6	3	5	7	0.9	↓6.1%
Unhelmeted motorcyclist fatalities	1.0	7	4	2	4	6	0.7	↓3.8%
Drivers age 20 or younger in fatal crashes	1.3	7	4	5	3	6	0.8	↓3.8%
Pedestrian fatalities	1.0	8	11	18	14	13	2.0	↑12.9%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

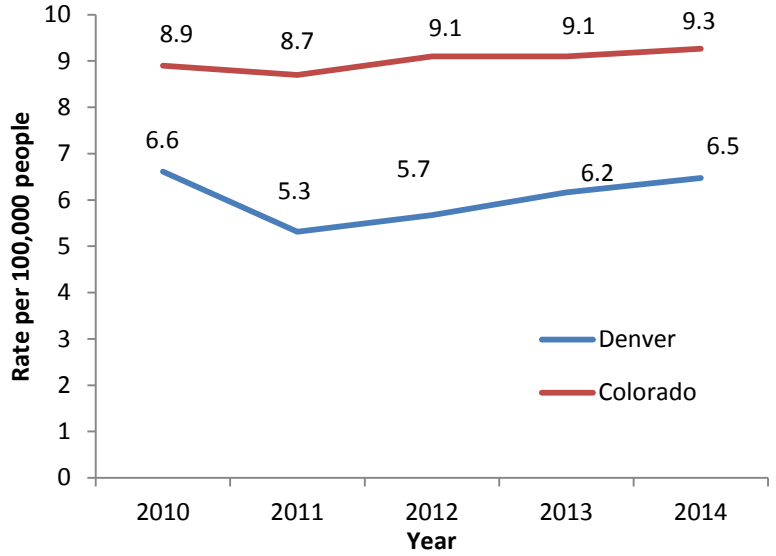
Figure 205: Total number of crashes in Denver county, 2010 - 2014



Fatal Crashes

In 2014, there were 40 fatal crashes, resulting in 42 deaths. The fatality rate increased slightly to 9.3 fatalities per 100,000 population.

Figure 206: Fatality rate in Denver county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 610 people were seriously injured in the 1,458 injury crashes that occurred in Denver County. The serious injury rate remained consistently higher than the state serious injury rate between 2010 and 2014. In 2014, there were 94 serious injuries per 100,000 population in Denver County.

Impaired Driving

Of the 42 fatal crashes in 2014, 13 (31%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 2% of injury and fatal crashes and 2% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 4% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, 6 drivers age 20 and under were involved in fatal crashes.

Source: FARS

Motorcycle Safety

Tin 2014, there were 7 motorcyclist fatalities and 86% (6/7) were unhelmeted.

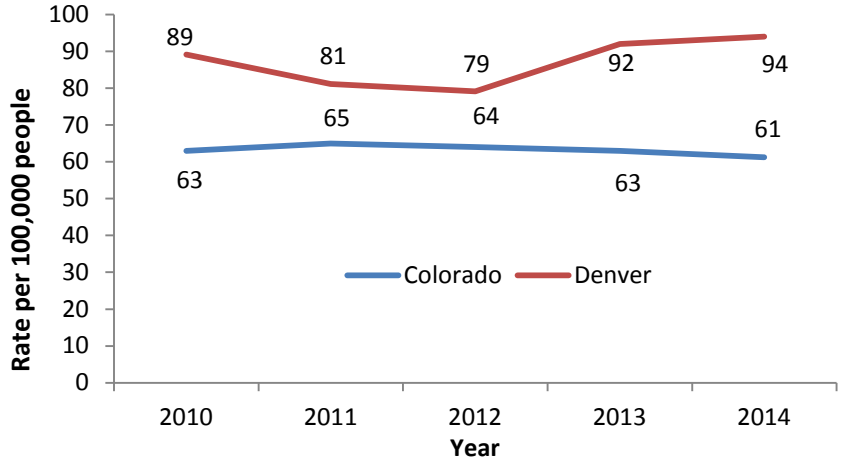
Source: FARS

Pedestrian and Bicycle Safety

13 pedestrians and 3 bicyclists were killed in 2014.

Source: FARS Data

Figure 207: Serious injury rate in Denver county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 7 of the 18 (39%) motor vehicle fatalities and 49 of the 320 (15%) motor vehicle occupants seriously injured were not using seat belts or other restraints.

2014 Denver County Occupant Protection Usage:
Overall seat belt: 83.1%
Teen seat belt: 75.3%
Front/rear seat (0-4 years): 96.7%
Front/rear booster: 73.8%
Juvenile (5-15 years): 71.1%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations by Mode of Transportation

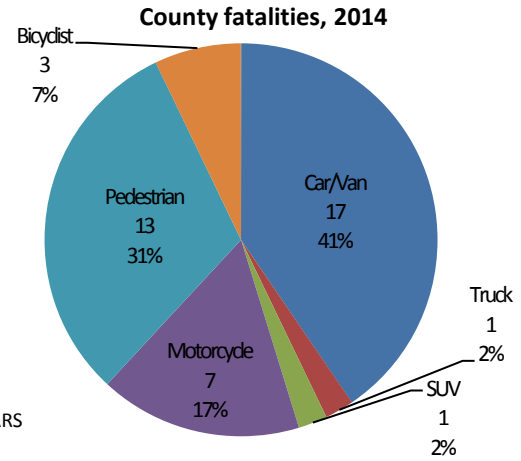
Table 111. Denver County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	1	0	0	0	1	0	13
5-8	2	0	0	0	2	0	12
9-15	2	0	1	0	1	0	25
16-20	14	10	0	0	4	0	88
21-34	30	13	1	8	5	3	322
35-54	33	7	1	7	17	1	285
55-64	21	8	3	0	10	0	149
65+	15	9	0	0	5	1	137
Total	**118**	**47**	**4**	**15**	**45**	**5**	**1,031**

Source: FARS and CHA Discharge Data

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 19 of the 42 fatalities in 2014.

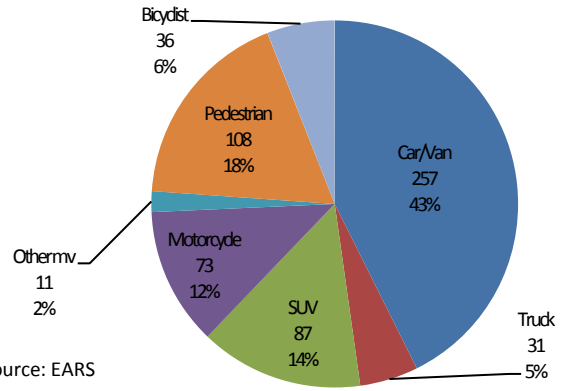
Figure 208: Mode of transportation in Denver County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) made up 386 of the 610 serious injuries in 2014.

Figure 209: Mode of transportation of seriously injured individuals in Denver County, 2014

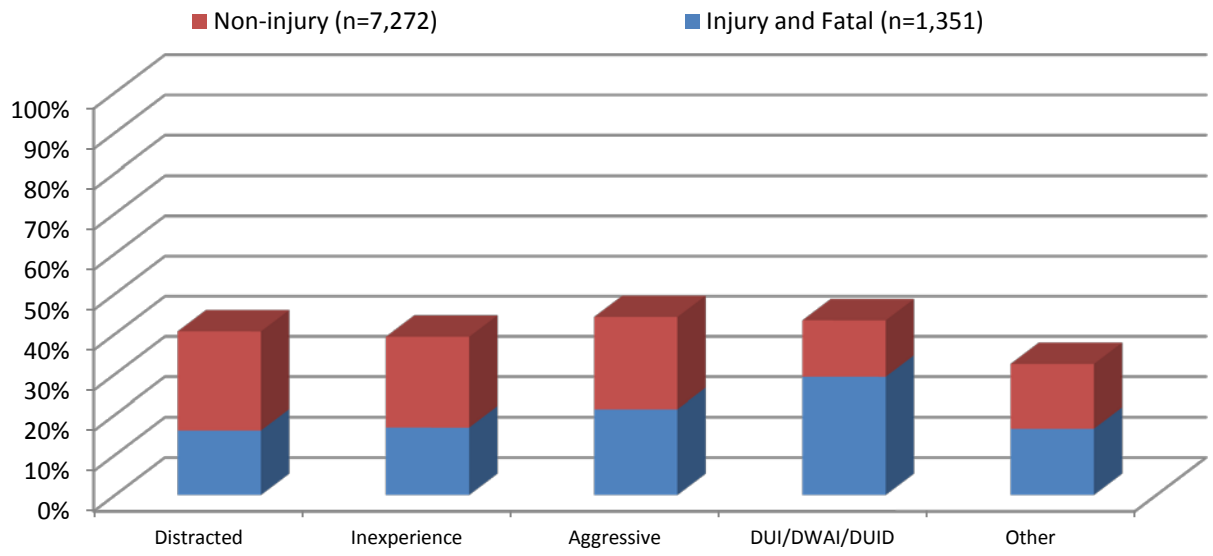


Source: EARS

Contributing Factors

There were a total of 19,834 crashes in Denver County in 2014. Of the drivers involved in these crashes, law enforcement reported human contributing factors for 8,623 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 210).

Figure 210: Contributing factors among drivers in Denver County, 2014 (N=8,623)

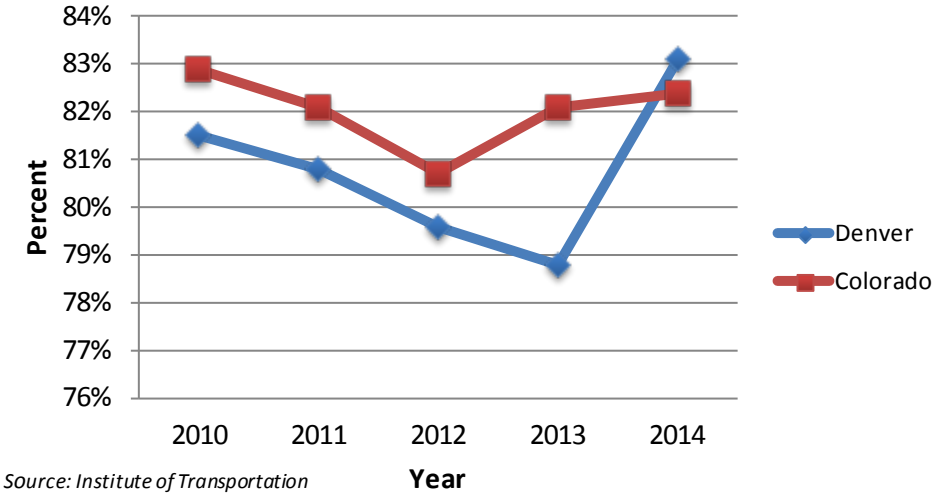


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall seat belt use in Denver County decreased between 2010 and 2013. However, seat belt use increased by 4 percent between 2013 and 2014. Denver County's seat belt use is now a half percentage point higher than the state average.

Figure 211: Seat belt use in Denver County and Colorado, 2009-2013



Source: Institute of Transportation Management at CSU

DOLORES COUNTY

Table 112. Dolores County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	50	45	95
5-8	60	50	110
9-15	84	83	167
16-20	48	71	119
21-34	116	123	239
35-54	241	259	500
55-64	145	154	299
65+	196	208	404
Total	941	992	1,933

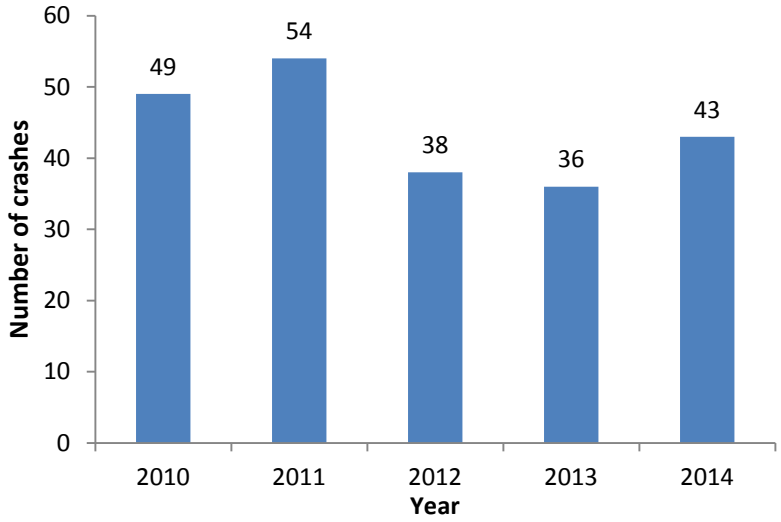
Data source: 2014 DOLA

TABLE 113: DOLORES COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Dolores County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	3	0	0	2	0	49.2	↓100.0%
Serious injuries in traffic crashes	63.3	3	4	0	4	3	177.3	0.0%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	0	0	0	2	0	19.7	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	0	0	0.0	0.0%
Speeding-related fatalities	3.2	0	0	0	1	0	9.8	0.0%
Motorcyclist fatalities	1.6	3	0	0	0	0	29.5	↓100.0%
Unhelmeted motorcyclist fatalities	1.0	1	0	0	0	0	9.8	↓100.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	0.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

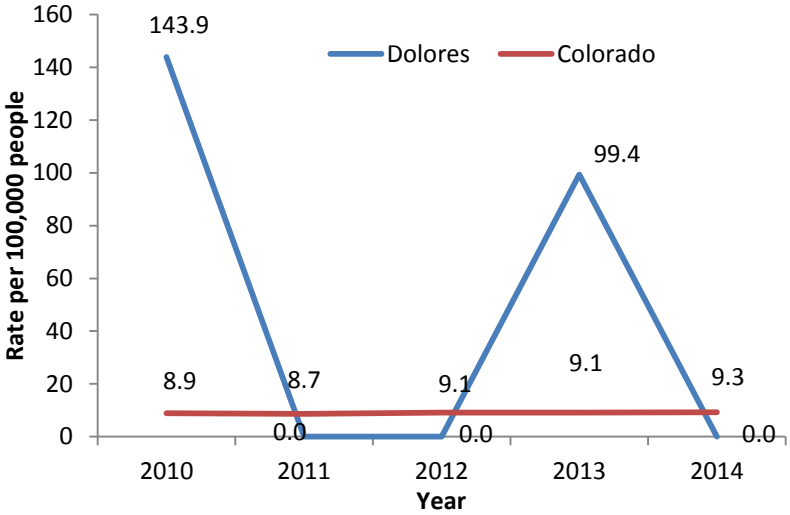
Figure 212: Total number of crashes in Dolores county, 2010 - 2014



Fatal Crashes

In 2014, there were no fatal crashes in Dolores County. The number of fatalities per 100,000 population has ranged between 0 and 3 over the last five years.

Figure 213: Fatality rate in Dolores county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 3 people were seriously injured in the 4 injury crashes that occurred in Dolores County. The serious injury rate varied over the last five years.

Impaired Driving

In 2014, no fatalities involved a driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 0% of injury and fatal crashes and 23% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 25% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, no drivers age 20 and under were involved in fatal crashes.

Source: FARS

Motorcycle Safety

There were 0 motorcyclist fatalities in 2014.

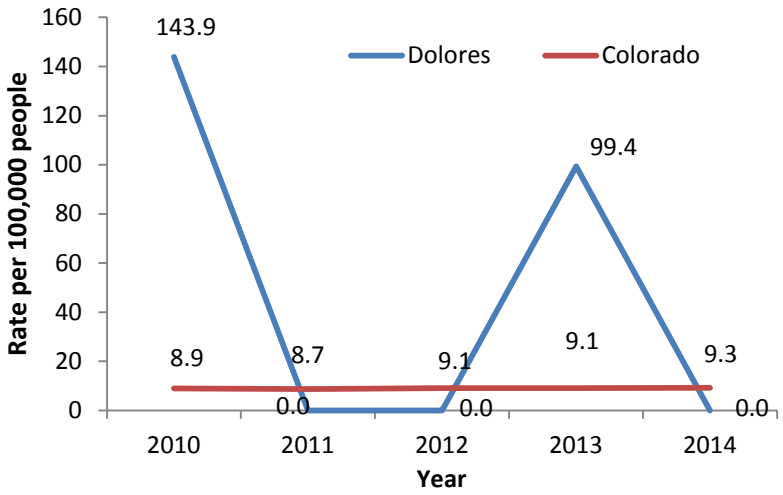
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 214: Fatality rate in Dolores county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 0 of the 2 (0%) motor vehicle occupant seriously injured were not using seat belts or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations

Table 114. Dolores County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

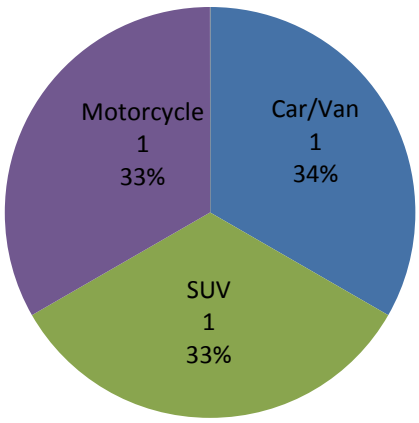
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	0	0	0	0	0	0	*
35-54	1	1	0	0	0	0	0
55-64	0	0	0	0	0	0	*
65+	1	0	1	0	0	0	0
Total	**2**	**1**	**1**	**0**	**0**	**0**	**3**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 2 of the 3 serious injuries in 2014.

Figure 215: Mode of transportation of seriously injured individuals in Dolores County, 2014

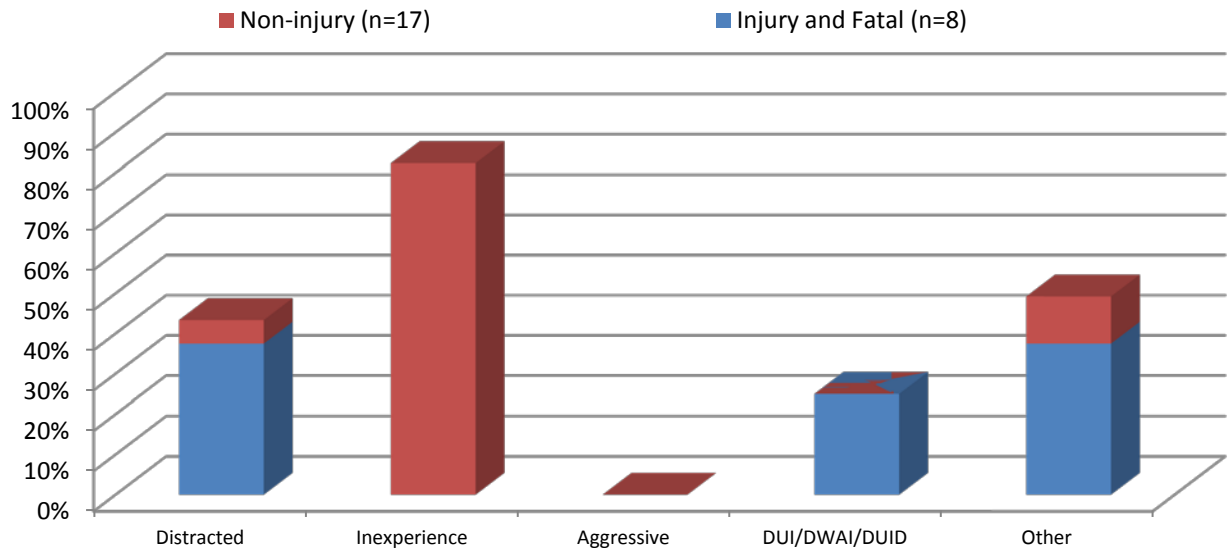


Source: EARS

Contributing Factors

There were a total of 43 crashes in Dolores County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 25 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 216).

Figure 216: Contributing factors among drivers in Dolores County, 2014 (N=25)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Dolores County.

DOUGLAS COUNTY

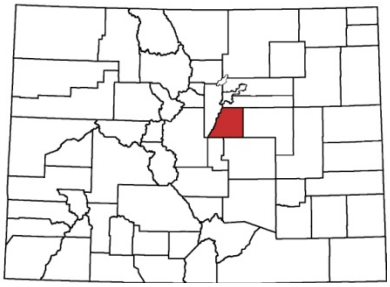


Table 115. Douglas County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	8,944	9,382	18,326
5-8	9,304	9,842	19,146
9-15	19,303	20,082	39,385
16-20	12,118	12,553	24,671
21-34	21,428	20,880	42,309
35-54	53,152	50,506	103,658
55-64	19,305	18,429	37,734
65+	15,566	13,797	29,363
Total	59,120	155,472	314,592

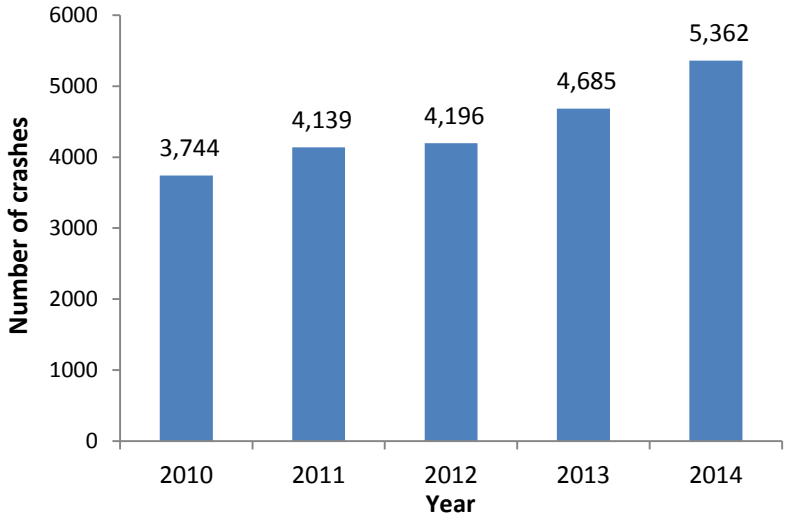
Data source: 2014 DOLA

TABLE 116: DOUGLAS COUNTY TREND ANALYSIS 2010-2014								
Performance Measure **Reduce the number of:**	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Douglas County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
		2010	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	13	12	15	12	17	4.6	↑6.9%
Serious injuries in traffic crashes	63.3	94	84	107	81	94	29.1	0.0%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	5	1	1	6	6	1.3	↑4.7%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	3	4	2	4	3	1.1	0.0%
Speeding-related fatalities	3.2	5	2	8	4	6	1.7	↑4.7%
Motorcyclist fatalities	1.6	2	2	2	3	3	0.8	↑10.7%
Unhelmeted motorcyclist fatalities	1.0	1	1	0	1	2	0.9	↑18.9%
Drivers age 20 or younger in fatal crashes	1.3	2	3	5	2	4	1.1	↑18.9%
Pedestrian fatalities	1.0	0	0	5	0	3	0.5	↑100.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

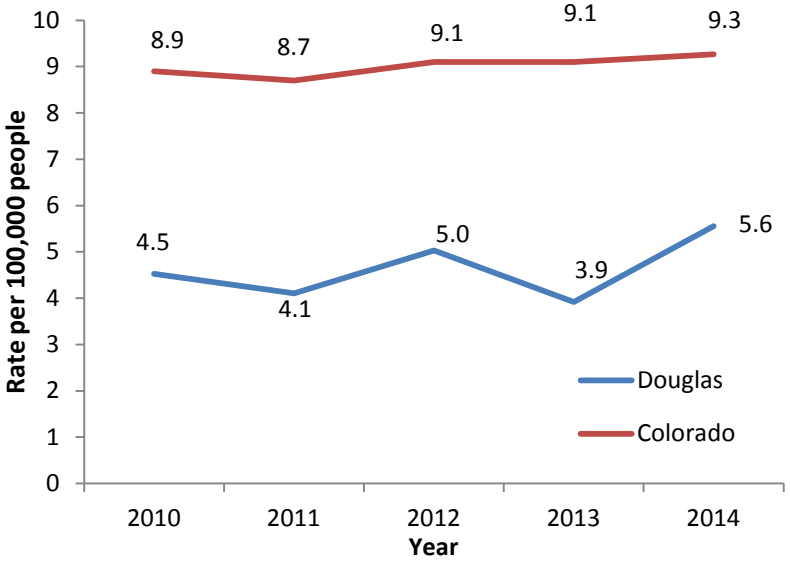
Figure 217: Total number of crashes in Douglas county, 2010 - 2014



Fatal Crashes

In 2014, there were 16 fatal crashes, resulting in 17 deaths. The number of fatalities per 100,000 population has remained relatively steady in Douglas County ranging between 4 and 5 fatalities per 100,000 populations since 2010.

Figure 218: Fatality rate in Douglas county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 94 people were seriously injured in the 248 injury crashes that occurred in Douglas County. The serious injury rate moderately fluctuated between 2010 and 2014. In 2014, there were 31 serious injuries per 100,000 population.

Impaired Driving

Of the 17 fatalities in 2014, 3 (18%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 5% of injury and fatal crashes and 4% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 7% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, four drivers age 20 and under were in fatal crashes.

Source: FARS

Motorcycle Safety

There were 3 motorcyclist fatalities in 2014 and 67 percent (2/3) were unhelmeted.

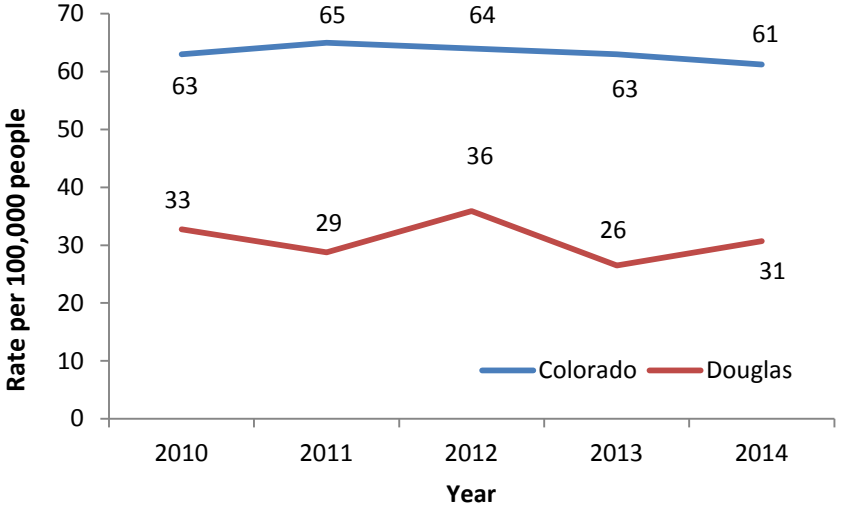
Source: FARS

Pedestrian and Bicycle Safety

Three pedestrians and no bicyclists were killed in 2014.

Source: FARS

Figure 219: Serious injury rate in Douglas county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 6 of the 11 (55%) motor vehicle occupant fatalities and 9 of the 57 (16%) motor vehicle occupants seriously injured were not using seat belts or other restraints.

2014 Douglas County Occupant Protection Usage:
Overall seat belt: 86.8%
Teen seat belt: 90.6%
Front/rear seat (0-4 years): 91.3%
Front/rear booster: 52.6%
Juvenile (5-15 years): 84.6%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations by Age Distribution

Table 117. Douglas County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	*
5-8	1	0	0	0	1	0	*
9-15	0	0	0	0	0	0	6
16-20	4	4	0	0	0	0	24
21-34	6	3	0	1	2	0	58
35-54	23	10	2	5	5	1	100
55-64	5	4	0	1	0	0	55
65+	5	3	1	1	0	0	46
Total	**44**	**24**	**3**	**8**	**8**	**1**	**292**

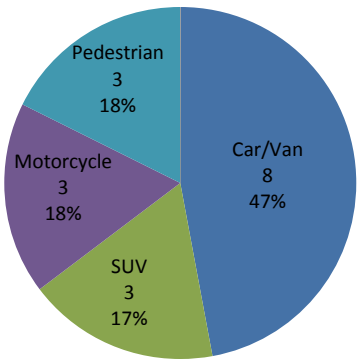
Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 11 of the 17 fatalities in 2014.

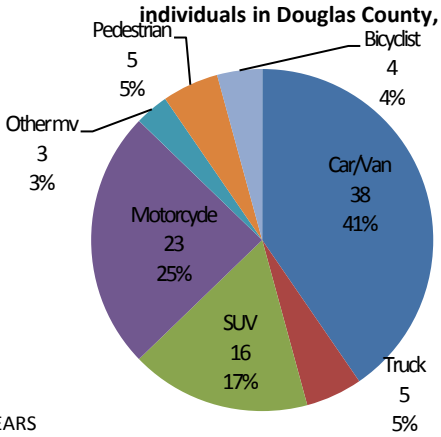
Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 62 of the 94 serious injuries.

Figure 220: Mode of transportation in Douglas County fatalities, 2014



Source: FARS

Figure 221: Mode of transportation of seriously injured individuals in Douglas County, 2014

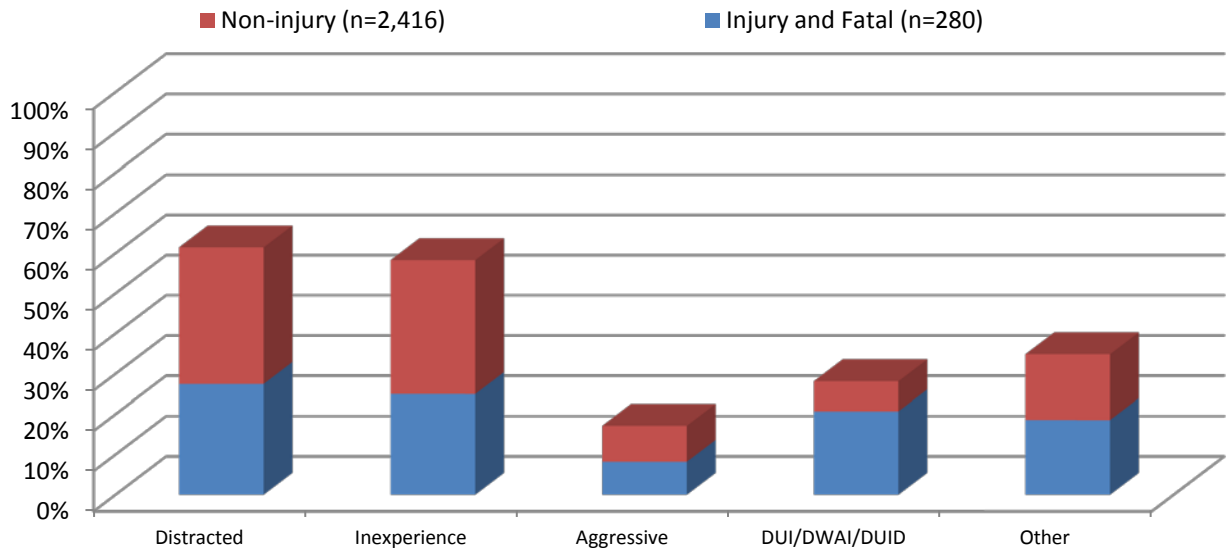


Source: EARS

Contributing Factors

There were a total of 5,362 crashes in Douglas County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 2,696 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 222).

Figure 222: Contributing factors among drivers in Douglas County, 2014 (N=2,696)

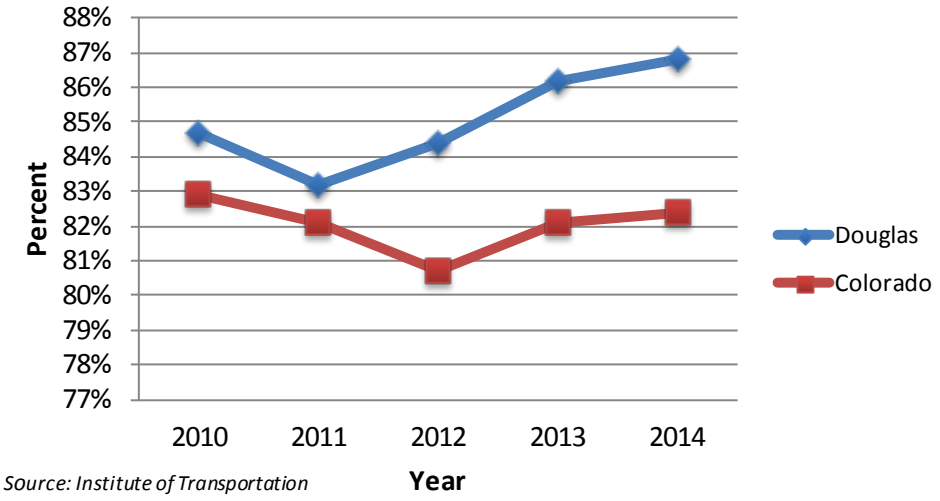


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall seat belt use in Douglas County reached 86.8 percent in 2014. Douglas County's observed seat belt use was higher than the statewide seat belt use the past five years.

Figure 223: Seat belt use in Douglas County and Colorado, 2010-2014



Source: Institute of Transportation Management at CSU

EAGLE COUNTY

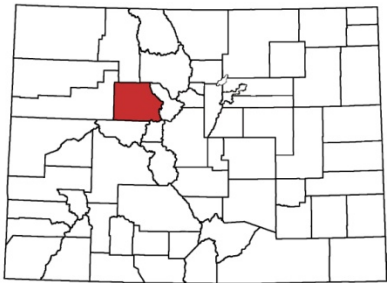


Table 118. Eagle County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	1,674	1,728	3,402
5-8	1,542	1,617	3,159
9-15	2,515	2,626	5,141
16-20	1,307	1,322	2,630
21-34	4,458	5,667	10,125
35-54	8,114	9,317	17,431
55-64	3,023	3,437	6,460
65+	2,188	2,296	4,483
Total	24,821	28,010	52,831

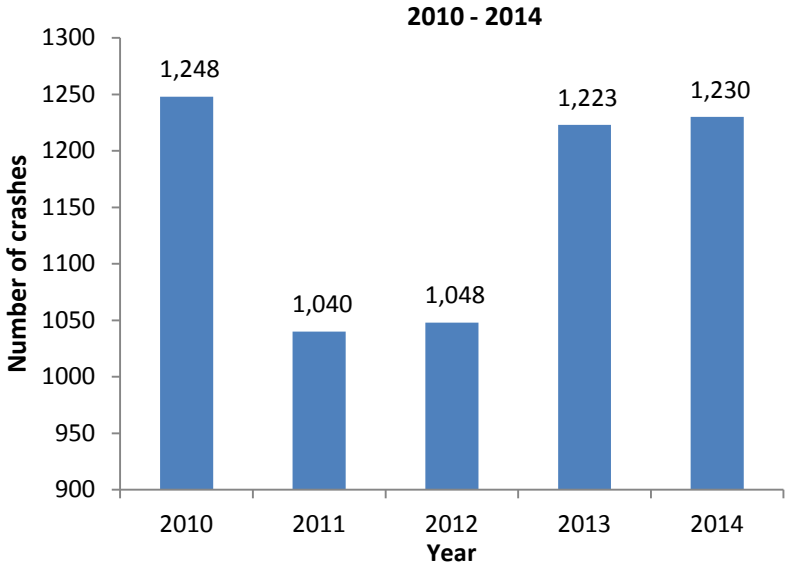
Data source: 2014 DOLA

TABLE 119: EAGLE COUNTY TREND ANALYSIS 2010-2014									
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Eagle County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	4	4	7	4	11	11.5	↑28.8%
Serious injuries in traffic crashes	63.3	27	24	40	32	33	56.8	↑5.1%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	3	1	1	1	5	4.2	↑13.6%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	1	0	1	3	2.3	↑31.6%
Speeding-related fatalities	3.2	2	1	3	1	5	4.6	↑25.7%
Motorcyclist fatalities	1.6	0	0	0	0	0	0.0	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	1	1	1	0	0	1.2	↓100.0%
Pedestrian fatalities	1.0	0	1	1	0	3	1.9	↑100.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

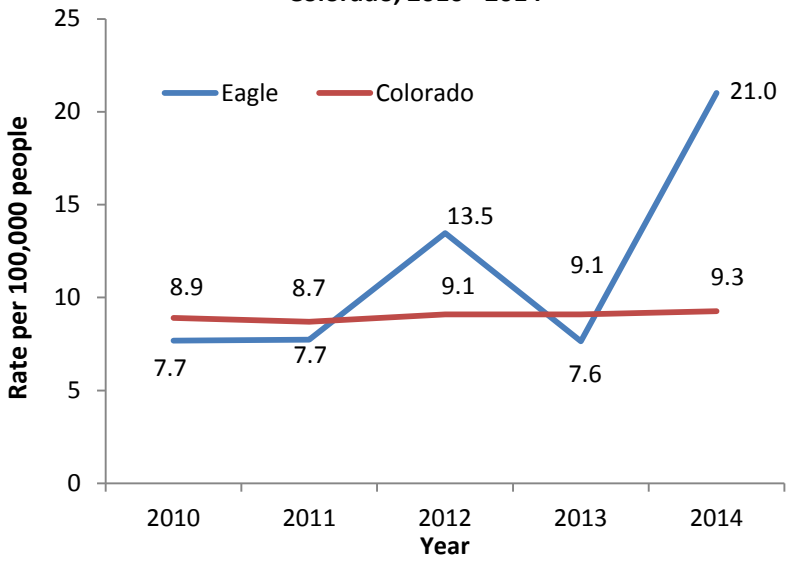
Figure 224: Total number of crashes in Eagle county, 2010 - 2014



Fatal Crashes

In 2014, there were 10 fatal crashes, resulting in 11 deaths. Resulting in a dramatic increase from 2013 in the fatality rate given the county population size.

Figure 225: Fatality rate in Eagle county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 33 people were seriously injured in the 66 injury crashes that occurred in Eagle County. In 2014, there were 63 serious injuries per 100,000 population.

Impaired Driving

One of the 11 fatalities in 2014, three involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 16% of injury and fatal crashes and 30% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 5% injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there were no drivers age 20 and under in fatal crashes.

Source: FARS

Motorcycle Safety

There were no motorcyclist fatalities in 2014.

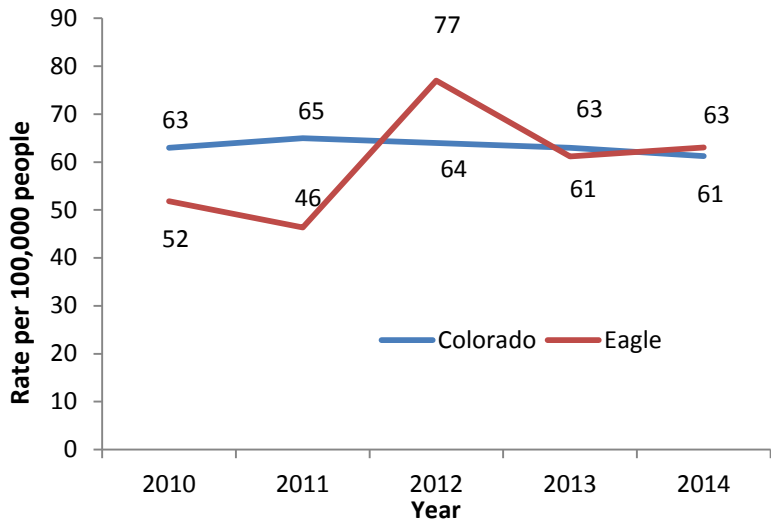
Source: FARS

Pedestrian and Bicycle Safety

Three pedestrians and no bicyclists were killed in 2014.

Source: FARS

Figure 226: Serious injury rate in Eagle county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 5 of the 8 (63%) motor vehicle occupant fatalities and 10 of the 25 (40%) motor vehicle occupants seriously injured were not using seat belts or other restraints.

2014 Eagle County Occupant Protection Usage:
Overall seat belt: 76.7%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations by Age Distribution

Table 120. Eagle County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

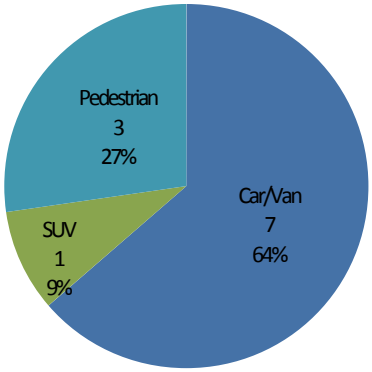
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	1	0	0	0	1	0	0
5-8	0	0	0	0	0	0	0
9-15	1	1	0	0	0	0	*
16-20	0	0	0	0	0	0	7
21-34	8	6	0	0	2	0	19
35-54	8	5	2	0	1	0	13
55-64	2	0	2	0	0	0	4
65+	2	2	0	0	0	0	6
Total	**22**	**14**	**4**	**0**	**4**	**0**	**51**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 8 of the 11 fatalities in 2014.

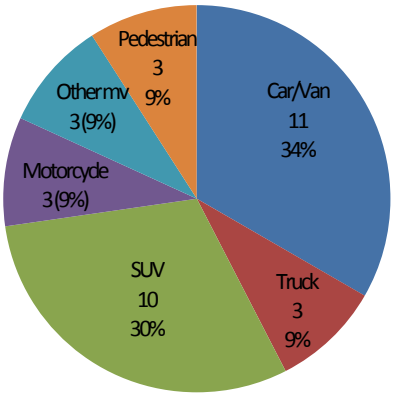
Figure 227: Mode of transportation in Eagle County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 27 of the 33 serious injuries.

Figure 228: Mode of transportation of seriously injured individuals in Eagle County, 2014

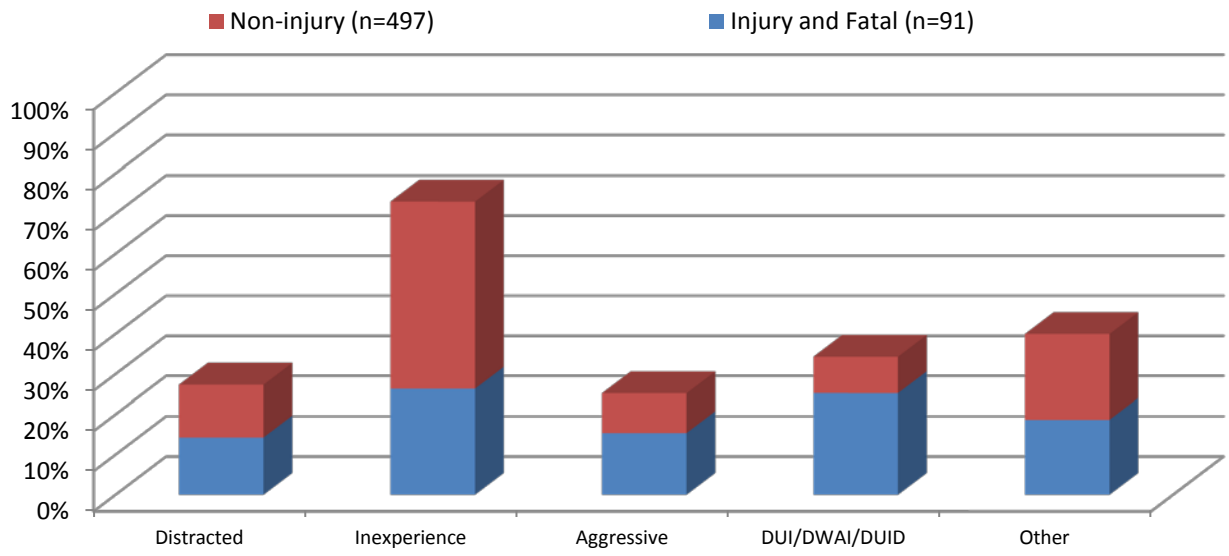


Source: EARS

Contributing Factors

There were a total of 1,230 crashes in Eagle County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 588 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 229).

Figure 229: Contributing factors among drivers in Eagle County, 2014 (N=588)

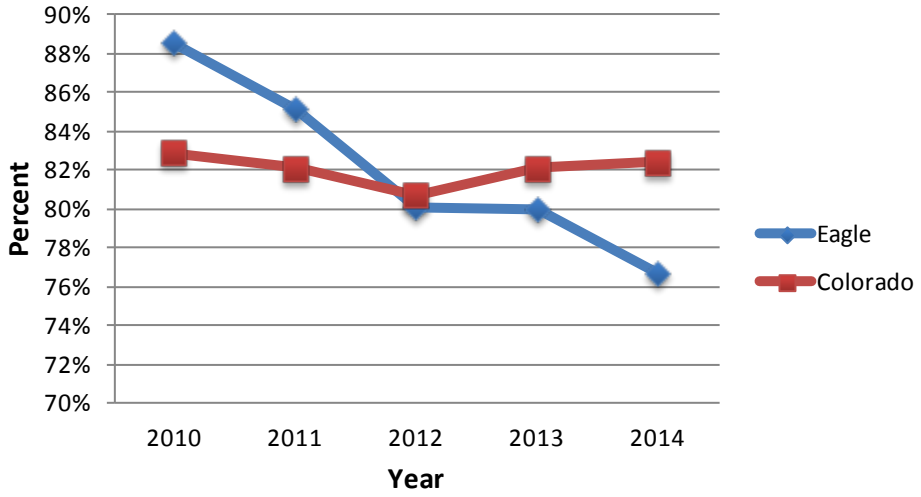


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use in Eagle County steadily decreased between 2010 and 2014. In 2010 and 2011, seat belt use in Eagle County was greater than the observed statewide seat belt use, but now falls 5.7 percentage points below the state.

Figure 230: Seat belt use in Eagle County and Colorado, 2010-2014



Source: Institute of Transportation Management at CSU

EL PASO COUNTY

Table 121. El Paso County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	22,733	23,740	46,474
5-8	18,529	19,464	37,993
9-15	33,716	33,342	67,059
16-20	22,917	27,415	50,332
21-34	67,379	70,368	137,747
35-54	86,194	84,217	170,411
55-64	41,230	36,634	77,865
65+	43,333	33,858	77,190
Total	336,032	329,038	665,070

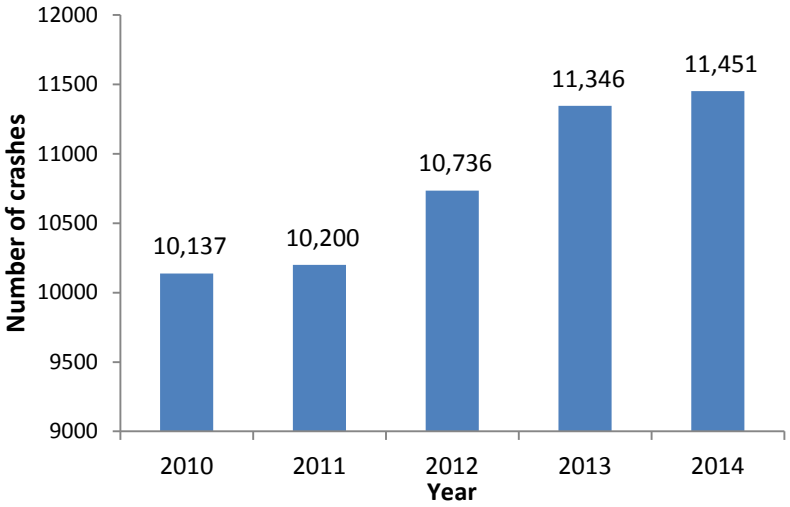
Data source: 2014 DOLA

TABLE 122: EL PASO COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**El Paso County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	41	43	43	63	53	7.5	↑6.6%
Serious injuries in traffic crashes	63.3	371	342	335	352	293	53.1	↓5.7%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	14	14	12	24	18	2.5	↑6.5%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	15	12	11	17	18	2.3	↑4.7%
Speeding-related fatalities	3.2	18	12	10	24	18	2.5	0.0%
Motorcyclist fatalities	1.6	8	15	11	12	19	2.0	↑24.1%
Unhelmeted motorcyclist fatalities	1.0	6	7	7	5	13	1.2	↑21.3%
Drivers age 20 or younger in fatal crashes	1.3	6	11	2	11	9	1.2	↑10.7%
Pedestrian fatalities	1.0	3	1	12	6	5	0.8	↑13.6%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

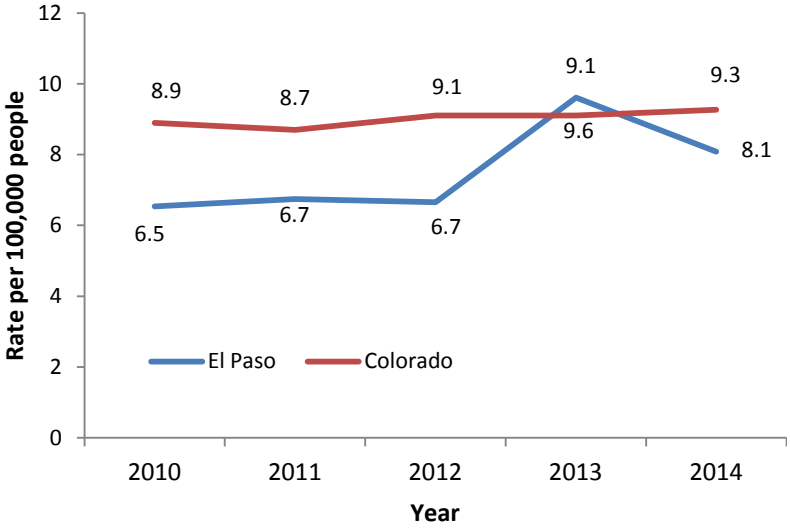
Figure 231: Total number of crashes in El Paso county, 2010 - 2014



Fatal Crashes

In 2014, there were 50 fatal crashes, resulting in 53 deaths. The number of fatalities per 100,000 population slightly decreased from 9.6 per 100,000 people in El Paso County in 2013 to 8.1 per 100,000 people in 2014.

Figure 232: Fatality rate in El Paso county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 293 people were seriously injured in the 711 injury crashes that occurred in El Paso County. The serious injury rate declined between 2010 and 2014. In 2014, there were 45 serious injuries per 100,000 population.

Impaired Driving

Of the 53 fatalities in 2014, 18 (34%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 7% of injury and fatal crashes and 4% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 4% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, nine drivers age 20 and under were in fatal crashes.

Source: FARS

Motorcycle Safety

In 2014, there were 19 motorcyclist fatalities and 68% (13/19) were unhelmeted.

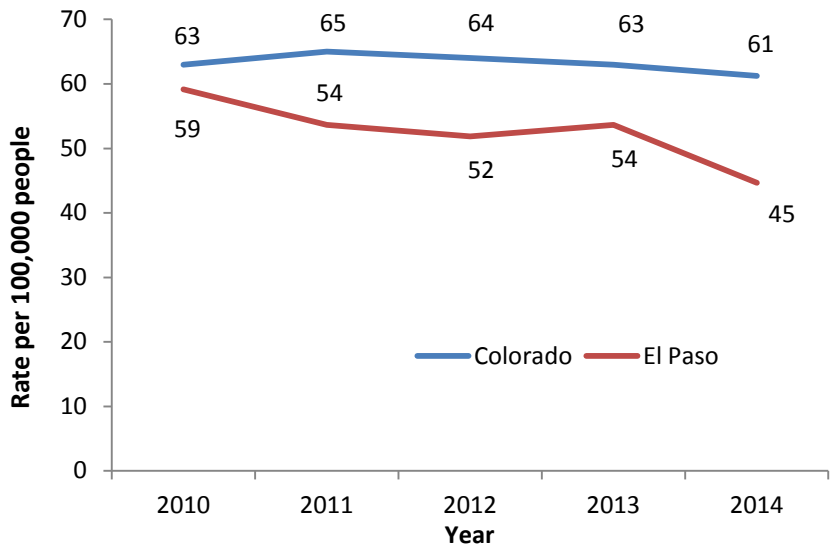
Source: FARS

Pedestrian and Bicycle Safety

In 2014, there were 5 pedestrians and 2 bicyclists killed.

Source: FARS

Figure 234: Serious injury rate in El Paso county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 18 of the 27 (67%) motor vehicle occupant fatalities and 4 of the 184 (22%) motor vehicle occupants seriously injured were not using seat belts or other restraints.

2014 El Paso County Occupant Protection Usage:
Overall seat belt: 80.1%
Teen seat belt: 86.2%
Front/rear seat (0-4 years): 91.8%
Front/rear booster: 81.0%
Juvenile (5-15 years): 88.8%

Source: Institute of Transportation Management at CSU, FARS and EARS

Fatalities and Injury Hospitalizations by Age Distribution

Table 123. El Paso County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

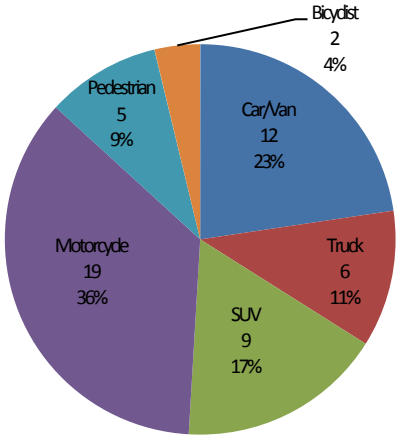
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	2	2	0	0	0	0	10
5-8	1	0	0	0	1	0	9
9-15	6	4	0	0	2	0	30
16-20	15	11	1	1	2	0	90
21-34	56	25	5	20	6	0	300
35-54	44	18	4	16	6	0	303
55-64	13	5	1	3	2	2	125
65+	22	11	5	2	4	0	157
Total	**159**	**76**	**16**	**42**	**23**	**2**	**1,024**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 39 of the 53 fatalities in 2014.

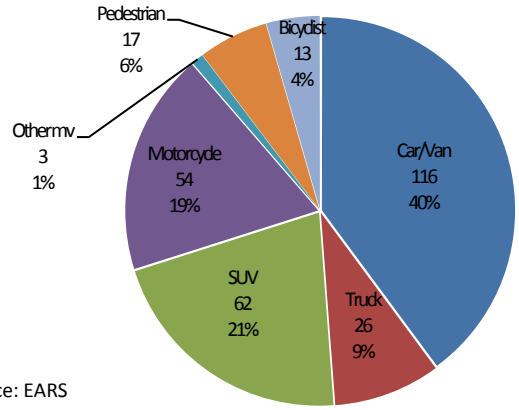
Figure 235: Mode of transportation in El Paso County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) made up 207of the 293 serious injuries.

Figure 236: Mode of transportation of seriously injured individuals in El Paso County, 2014

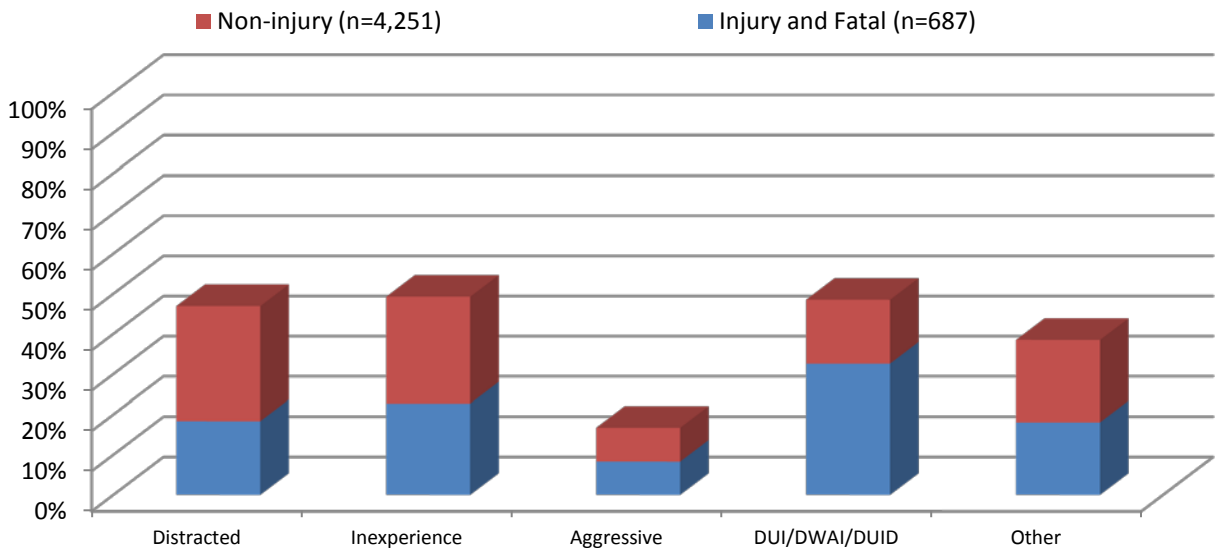


Source: EARS

Contributing Factors

There were a total of 11,451 crashes in El Paso County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 4,938 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 237).

Figure 237: Contributing factors among drivers in El Paso County, 2014 (N=4,938)

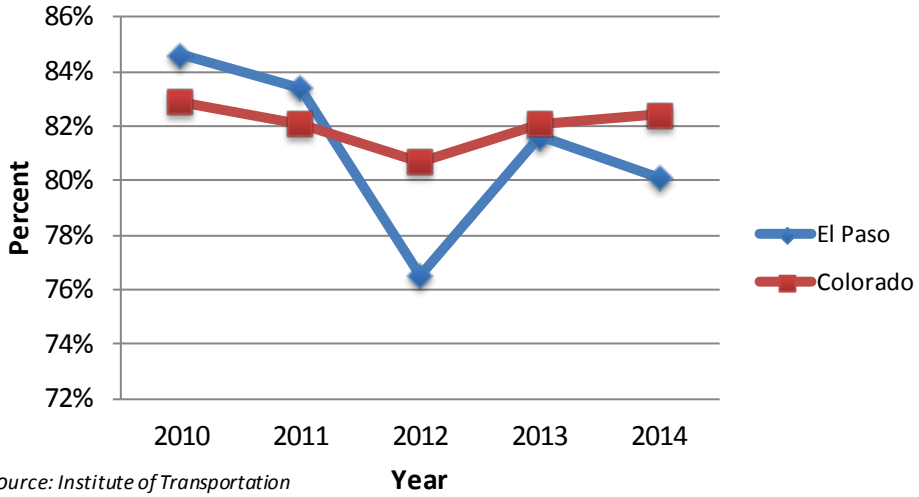


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall, seat belt use in El Paso County decreased by 4.5 percentage points between 2010 and 2014. Since 2012, El Paso County's seat belt use has been below statewide seat belt use.

Figure 238: Seat belt use in El Paso County and Colorado, 2010-2014



Source: Institute of Transportation Management at CSU

ELBERT COUNTY

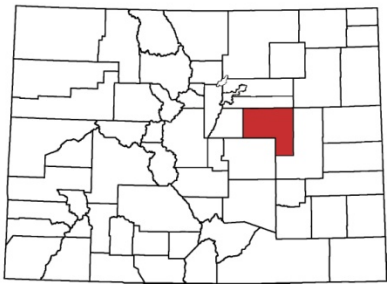


Table 124. Elbert County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	476	493	969
5-8	517	540	1,057
9-15	1,229	1,209	2,437
16-20	863	895	1,757
21-34	1,381	1,452	2,833
35-54	3,819	3,553	7,373
55-64	2,280	2,231	4,512
65+	1,558	1,649	3,206
Total	12,123	12,021	24,144

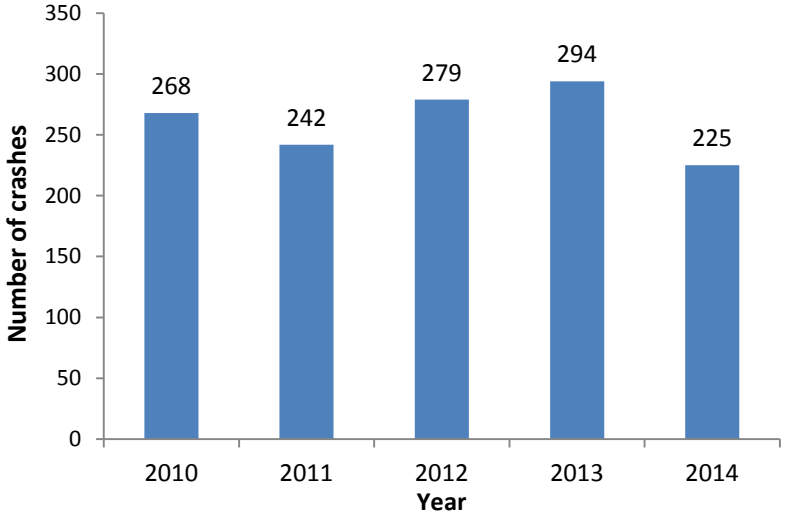
Data source: 2014 DOLA

TABLE 125: ELBERT COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Elbert County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	6	3	4	3	1	14.5	↓36.1%
Serious injuries in traffic crashes	63.3	8	9	12	11	11	42.8	↑8.3%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	2	2	1	2	1	6.0	↓15.9%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	2	1	2	0	0	5.1	↓100.0%
Speeding-related fatalities	3.2	4	1	2	0	1	6.8	↓29.3%
Motorcyclist fatalities	1.6	0	0	2	1	0	2.6	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	2	0	0	1.7	0.0%
Drivers age 20 or younger in fatal crashes	1.3	1	2	2	0	0	4.3	↓100.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

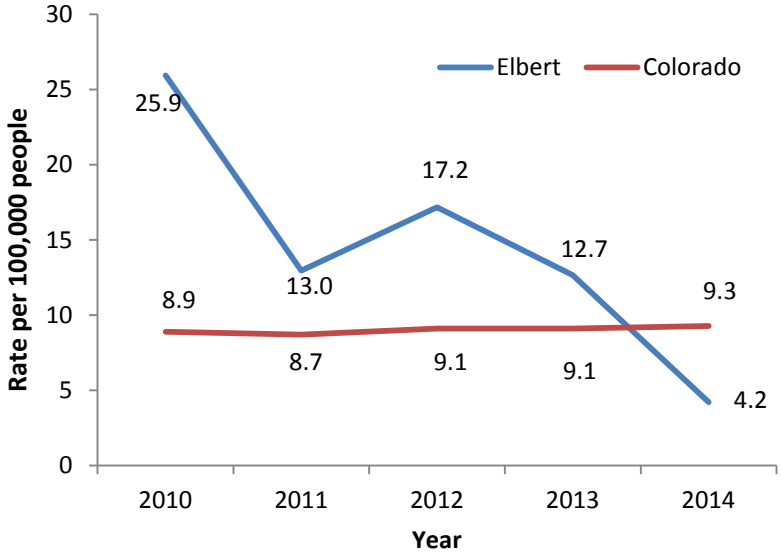
Figure 239: Total number of crashes in Elbert county, 2010 - 2014



Fatal Crashes

In 2014, there was 1 fatal crash, resulting in 1 death. The number of fatalities per 100,000 population decreased in Elbert County from 2010 to 2014.

Figure 240: Fatality rate in Elbert county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 11 people were seriously injured in the 14 injury crashes that occurred in Elbert County. The serious injury rate declined between 2010 and 2014. In 2014, there were 46 serious injuries per 100,000 population.

Impaired Driving

The 1 fatality in 2014 did not involve at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS Data

Speed Enforcement

In 2014, 40% of injury and fatal crashes and 26% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 0% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014 no drivers age 20 and under were involved in fatal crashes.

Source: FARS

Motorcycle Safety

There were no motorcyclist fatalities in 2014.

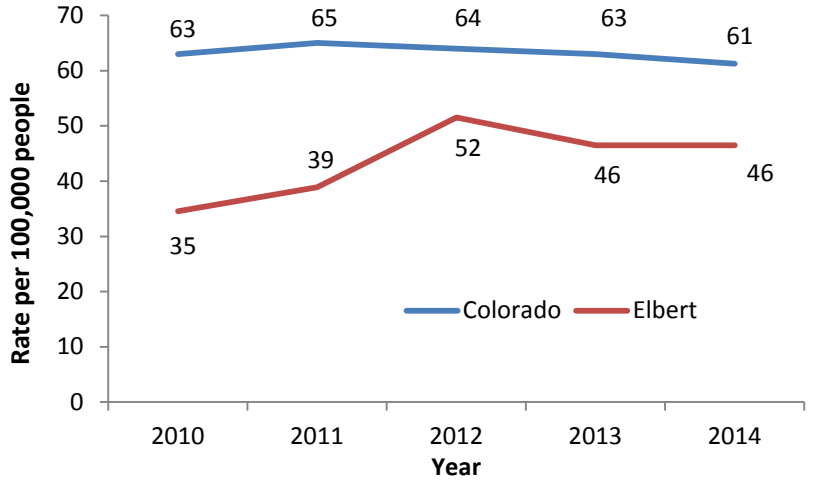
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 241: Serious injury rate in Elbert county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 1 of the 1 (100%) motor vehicle occupant fatalities and 4 of the 9 (44%) motor vehicle occupants seriously injured were not using seat belts or other restraints.

2014 Elbert County Occupant Protection Usage:
Overall seat belt: 82.0%

Source: Institute of Transportation Management at CSU, FARS and EARS

Fatalities and Injury Hospitalizations by Age Distribution

Table 126. Elbert County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

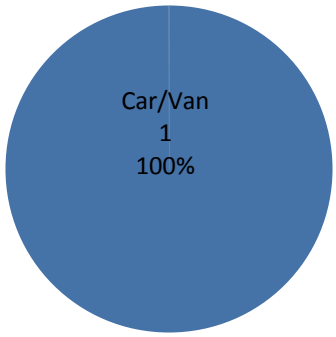
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	*
16-20	2	0	1	1	0	0	6
21-34	2	1	1	0	0	0	6
35-54	2	0	1	1	0	0	18
55-64	0	0	0	0	0	0	9
65+	2	0	1	1	0	0	7
Total	**8**	**1**	**4**	**3**	**0**	**0**	**47**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for the fatality in 2014.

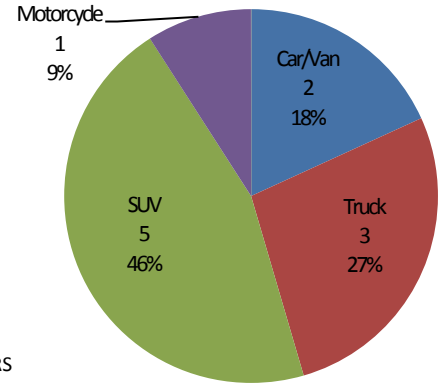
Figure 242: Mode of transportation in Elbert County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 10 of the 11 serious injuries.

Figure 243: Mode of transportation of seriously injured individuals in Elbert County, 2014

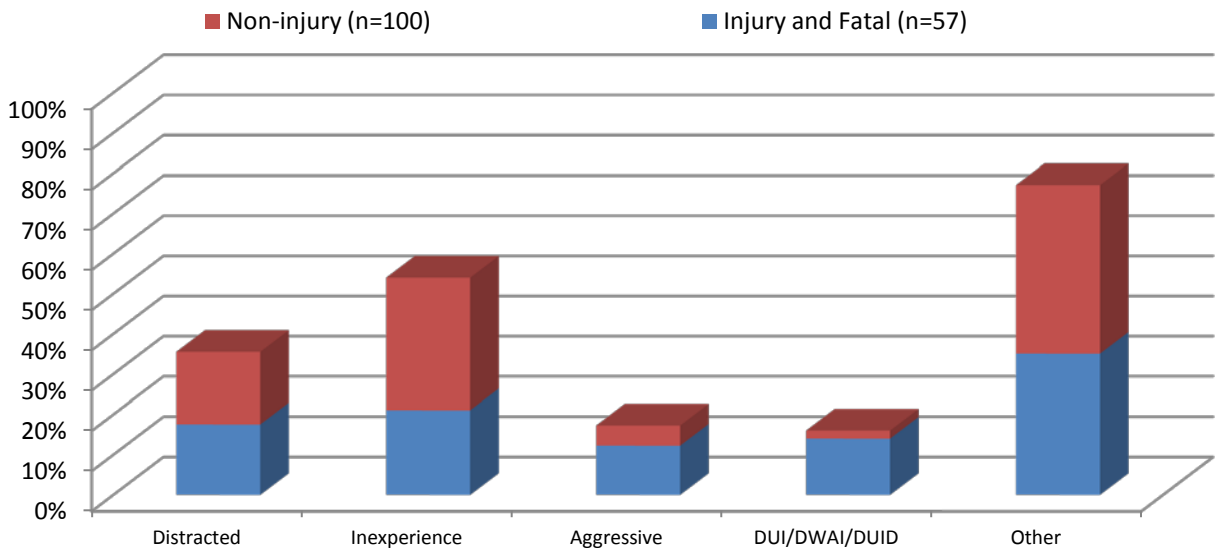


Source: EARS

Contributing Factors

There were a total of 225 crashes in Elbert County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 157 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 244).

Figure 244: Contributing factors among drivers in Elbert County, 2014 (N=157)

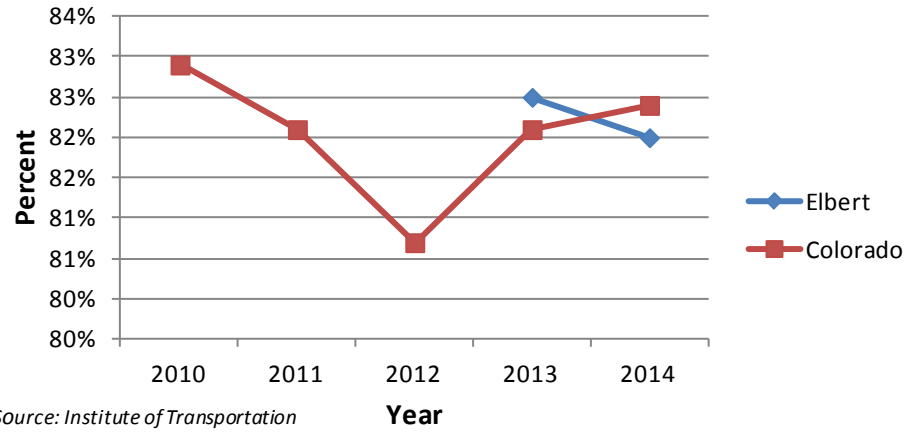


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use decreased in Elbert County from 82.5 percent in 2013 to 82.0 percent and is currently lower than statewide usage.

Figure 245: Seat belt use rate in Elbert County and Colorado, 2010-2014



Source: Institute of Transportation Management at CSU

FREMONT COUNTY

Table 127. Fremont County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	913	938	1,852
5-8	862	896	1,758
9-15	1,588	1,554	3,141
16-20	1,127	1,274	2,401
21-34	2,621	5,872	8,493
35-54	4,570	8,176	12,746
55-64	3,113	3,439	6,552
65+	4,883	4,468	9,350
Total	19,677	26,617	46,294

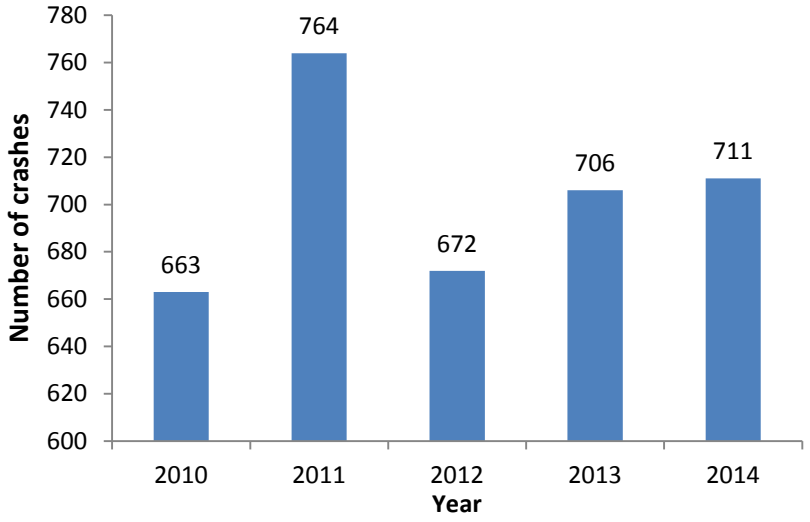
Data source: 2014 DOLA

TABLE 128: FREMONT COUNTY TREND ANALYSIS 2010-2014								
Performance Measure **Reduce the number of:**	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Fremont County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
		2010	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	6	9	6	8	7	15.4	↑3.9%
Serious injuries in traffic crashes	63.3	19	26	25	38	19	59.9	0.0%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	5	5	1	3	0	6.0	↓100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	2	2	4	3	4.7	↑100.0%
Speeding-related fatalities	3.2	1	4	4	0	1	4.3	0.0%
Motorcyclist fatalities	1.6	0	0	1	3	3	3.0	↑100.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	1	1	3	2.1	↑100.0%
Drivers age 20 or younger in fatal crashes	1.3	1	1	0	0	0	0.9	↓100.0%
Pedestrian fatalities	1.0	0	1	0	0	1	0.9	↑100.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

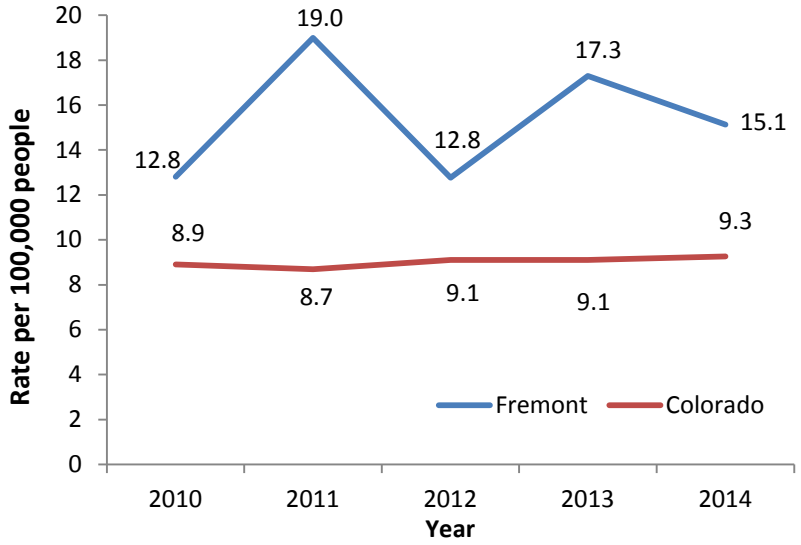
Figure 246: Total number of crashes in Fremont county, 2010 - 2014



Fatal Crashes

In 2014, there were 7 fatal crashes in Fremont County, resulting in 7 deaths. The annual number of fatalities per 100,000 people varied in Fremont County between 2010 and 2014.

Figure 247: Fatality rate in Fremont county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 19 people were seriously injured in the 34 injury crashes that occurred in Fremont County. The serious injury rate declined between 2010 and 2014. In 2014, there were 41 serious injuries per 100,000 population.

Impaired Driving

Of the 7 fatalities in 2014, 3 (43%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Source: FARS

Speed Enforcement

In 2014, 12% of injury and fatal crashes and 15% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 12% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, no drivers age 20 or younger were in a fatal crash.

Source: FARS

Motorcycle Safety

There were 3 motorcyclist fatalities in Fremont County in 2014 and 100 percent (3/3) were not wearing a helmet.

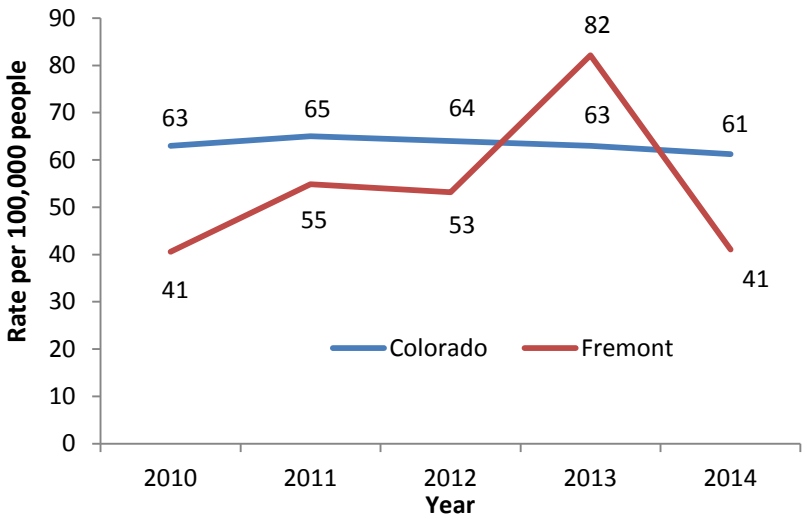
Source: FARS

Pedestrian and Bicycle Safety

One pedestrian and no bicyclists were killed in 2014.

Source: FARS

Figure 248: Serious injury rate in Fremont county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 0 of the 3 (0%) motor vehicle occupant fatalities and 0 of the 12 (0%) motor vehicle occupants who were seriously injured in a crash were not using seat belts or other restraints.

2014 Fremont County Occupant Protection Usage:
Overall seat belt usage: 76.2%
Front/rear seat (0-4 years): 95.7%
Front/rear booster: 84.2%
Juvenile (5-15 years): 88.3%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations by Age Distribution

Table 129. Fremont County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

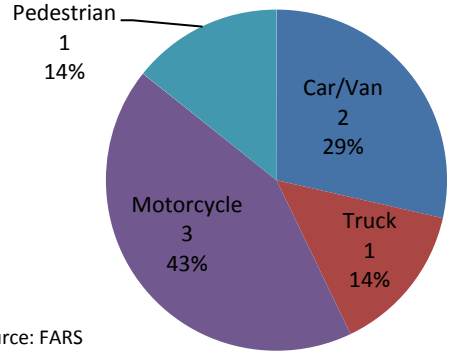
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	4
16-20	0	0	0	0	0	0	6
21-34	6	3	0	2	1	0	14
35-54	5	2	1	1	0	1	23
55-64	6	1	2	3	0	0	19
65+	4	2	1	1	0	0	14
Total	**21**	**8**	**4**	**7**	**1**	**1**	**80**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 3 of the 7 fatalities in 2014.

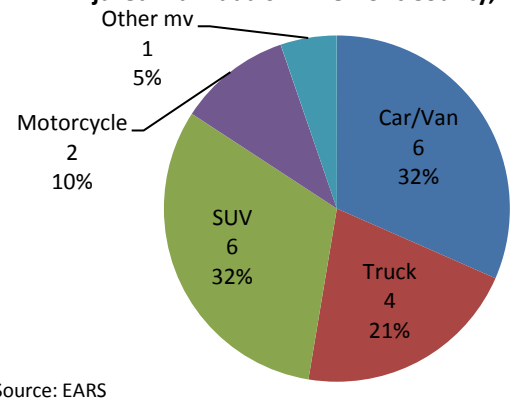
Figure 249: Mode of transportation in Fremont County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 17 of the 19 serious injuries.

Figure 250: Mode of transportation of seriously injured individuals in Fremont County, 2014

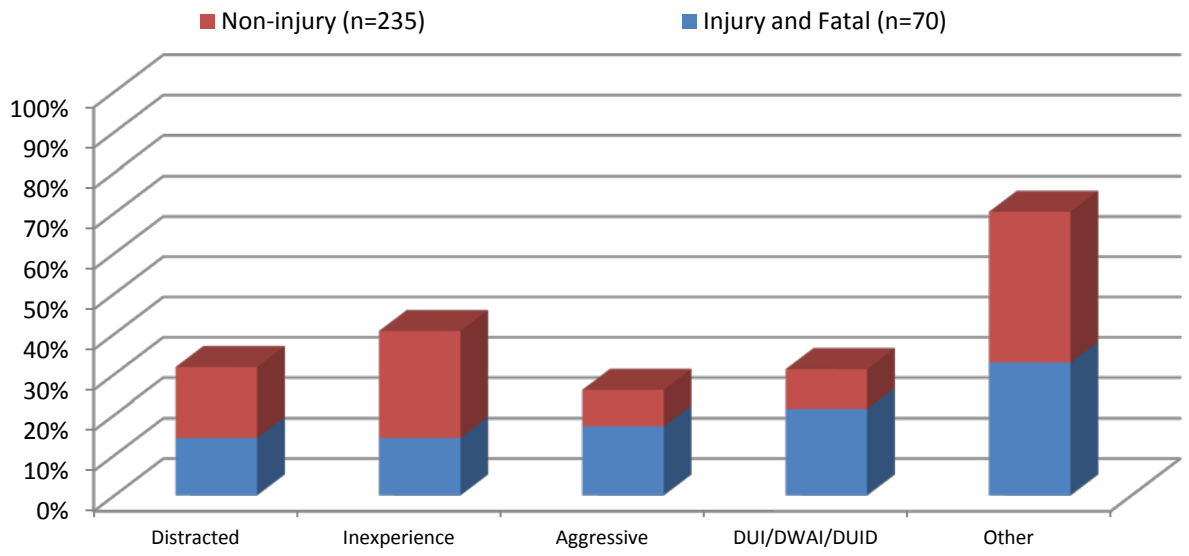


Source: EARS

Contributing Factors

There were a total of 711 crashes in Fremont County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 305 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 251).

Figure 251: Contributing factors among drivers in Fremont County, 2014 (N=305)

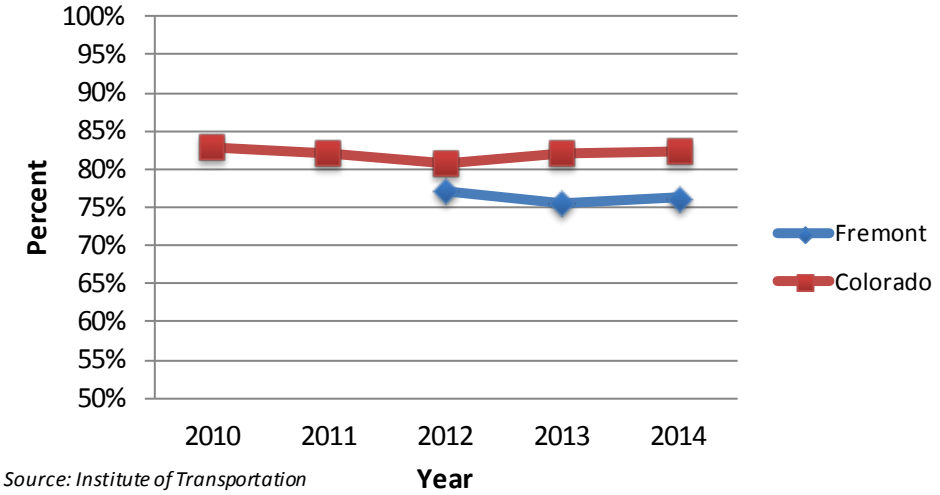


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Between 2012 and 2014, Fremont County's overall seat belt use decrease by about 1 percent and remains lower than statewide use.

Figure 252: Seat belt use in Fremont County and Colorado, 2010-2014



Source: Institute of Transportation Management at CSU

GARFIELD COUNTY

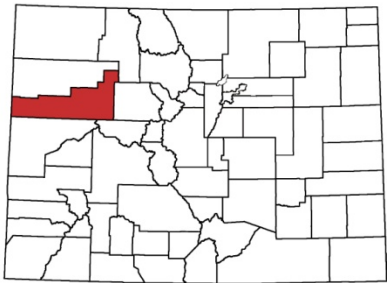


Table 130. Garfield County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	2,008	2,135	4,144
5-8	1,765	1,825	3,589
9-15	2,900	3,094	5,994
16-20	1,764	1,998	3,762
21-34	4,698	5,365	10,063
35-54	7,941	8,457	16,398
55-64	3,688	3,836	7,525
65+	3,141	2,933	6,074
Total	27,905	29,643	57,548

Data source: 2014 DOLA

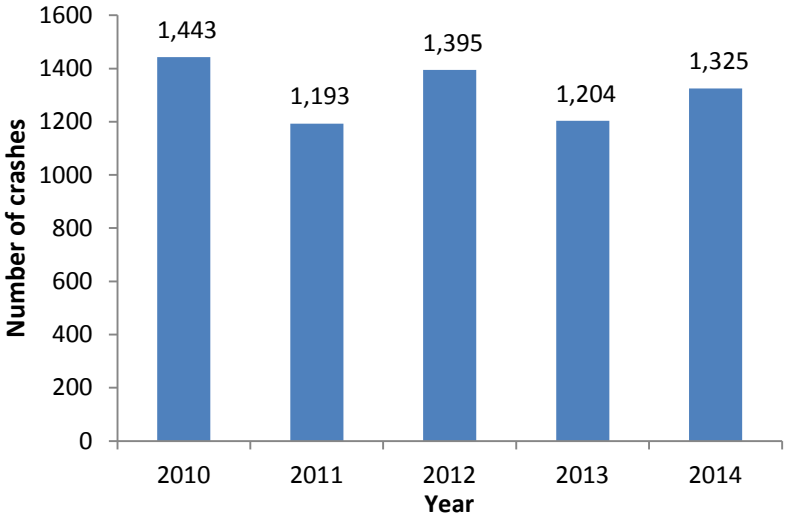
TABLE 131: GARFIELD COUNTY TREND ANALYSIS 2010-2014

Performance Measure **Reduce the number of:**	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Garfield County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
		2010	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	12	7	8	7	8	14.8	↓9.6%
Serious injuries in traffic crashes	63.3	44	32	44	37	32	64.1	↓7.7%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	3	4	4	3	3	6.0	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	3	1	3	3	2	4.2	↓9.6%
Speeding-related fatalities	3.2	6	2	5	0	4	6.0	↓9.6%
Motorcyclist fatalities	1.6	4	0	0	1	0	1.8	↓100.0%
Unhelmeted motorcyclist fatalities	1.0	2	0	0	1	0	1.1	↓100.0%
Drivers age 20 or younger in fatal crashes	1.3	1	1	1	2	0	1.8	↓100.0%
Pedestrian fatalities	1.0	0	0	0	1	2	1.1	↑100.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

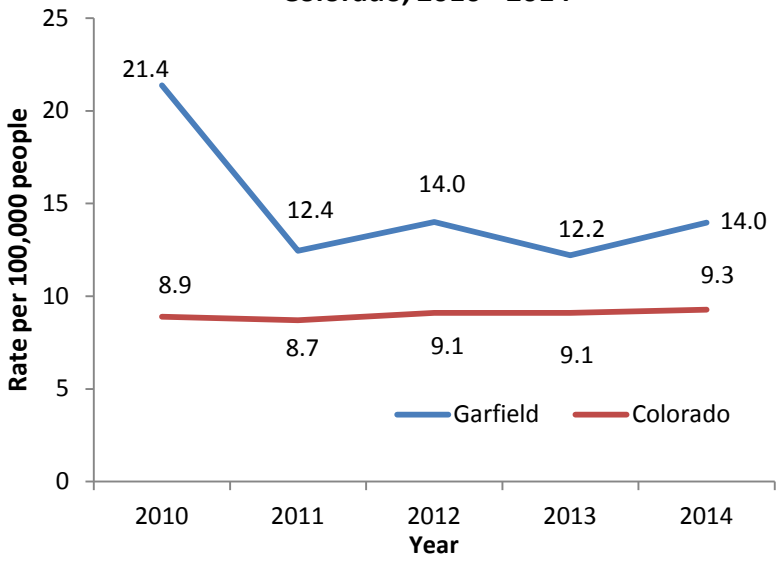
Figure 253: Total number of crashes in Garfield county, 2010 - 2014



Fatal Crashes

In 2014, there were 7 fatal crashes, resulting in 8 deaths. The annual number of fatalities per 100,000 people in Garfield County declined from 2010 to 2014.

Figure 254: Fatality rate in Garfield county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 32 people were seriously injured in the 84 injury crashes that occurred in Garfield County. The serious injury rate varied between 2010 and 2014. In 2014, there were 56 serious injuries per 100,000 population.

Impaired Driving

Of the 8 fatalities in 2012, 2 (25%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Source: FARS

Speed Enforcement

In 2014, 41% of injury and fatal crashes and 18% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 2% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there were no drivers age 20 and under in fatal crashes.

Source: FARS

Motorcycle Safety

There were no motorcyclist fatalities in 2014.

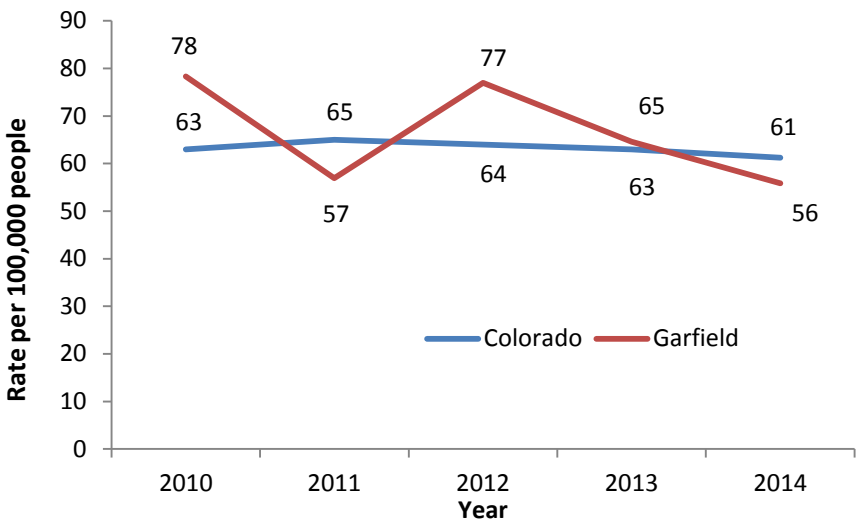
Source: FARS

Pedestrian and Bicycle Safety

There were 2 pedestrian and 0 bicyclists were killed in 2014.

Source: FARS

Figure 255: Serious injury rate in Garfield county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 3 of the 6 (50%) motor vehicle occupant fatalities and 2 of the 25 (8%) motor vehicle occupants who were seriously injured in a traffic crash were not using seat belts or other restraints.

2014 Garfield County Occupant Protection Usage:
Overall seat belt: 91.1%
Teen seat belt: 86.8%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations by Age Distribution

Table 132. Garfield County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

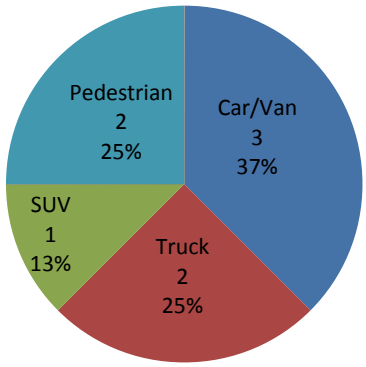
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	*
9-15	0	0	0	0	0	0	*
16-20	8	6	1	0	1	0	6
21-34	6	4	1	0	1	0	22
35-54	5	2	1	1	1	0	24
55-64	3	2	1	0	0	0	11
65+	1	1	0	0	0	0	10
Total	**23**	**15**	**4**	**1**	**3**	**0**	**76**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 5 of the 8 fatalities in 2014.

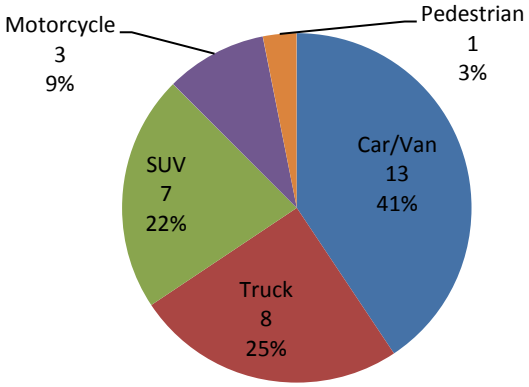
Figure 256: Mode of transportation in Garfield County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 27 of the 32 serious injuries.

Figure 257: Mode of transportation of seriously injured individuals in Garfield County, 2014

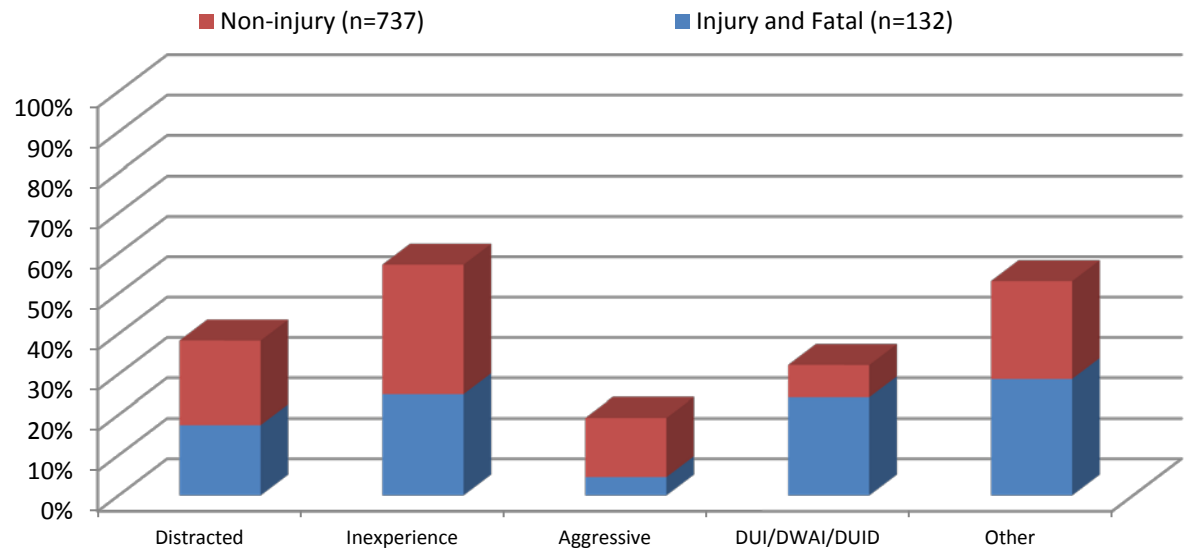


Source: EARS

Contributing Factors

There were a total of 1,325 crashes in Garfield County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 869 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 258).

Figure 258: Contributing factors among drivers in Garfield County, 2014 (N=869)

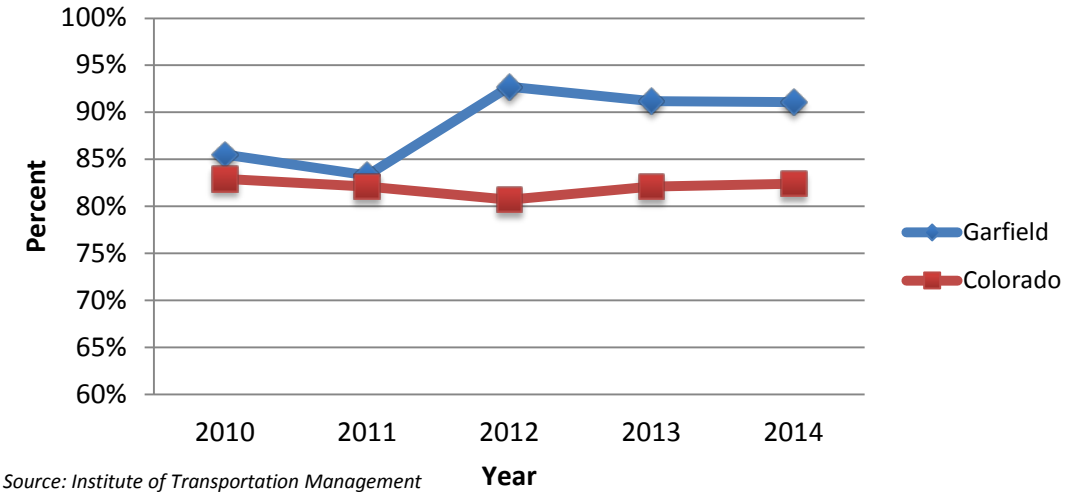


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall seat belt use in Garfield County increased between 2010 and 2014. In 2014, Garfield County's seat belt use was 91.1 percent, higher than the statewide rate of 82.4 percent.

Figure 259: Seat belt use in Garfield County and Colorado, 2010-2014



Source: Institute of Transportation Management at CSU

GILPIN COUNTY

Table 133. Gilpin County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	122	133	255
5-8	126	130	257
9-15	221	222	443
16-20	119	129	248
21-34	299	353	652
35-54	928	1,057	1,985
55-64	580	612	1,191
65+	370	428	798
Total	2,766	3,064	5,830

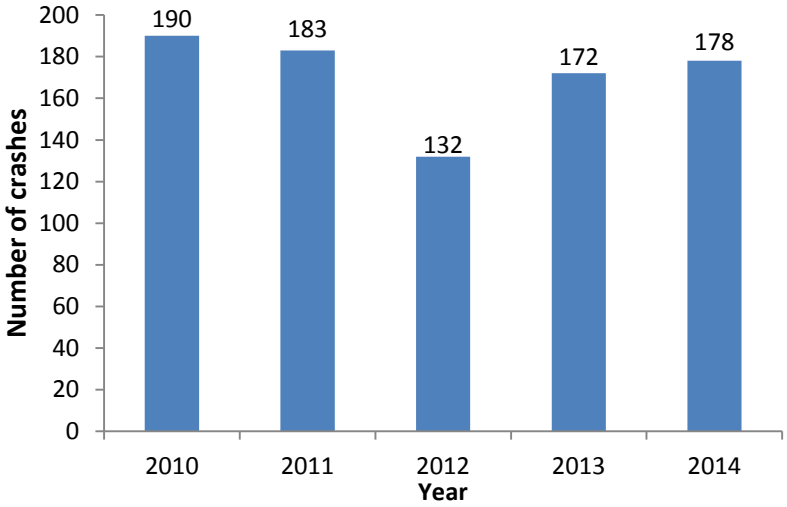
Data source: 2014 DOLA

TABLE 134: GILPIN COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Gilpin County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	0	1	0	1	1	10.9	↑100.0%
Serious injuries in traffic crashes	63.3	9	6	8	17	15	232.3	↑13.6%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	0	1	0	0	0	3.6	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	0	0	0.0	0.0%
Speeding-related fatalities	3.2	0	0	0	1	0	3.6	0.0%
Motorcyclist fatalities	1.6	0	0	0	1	1	7.3	↑100.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	0.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

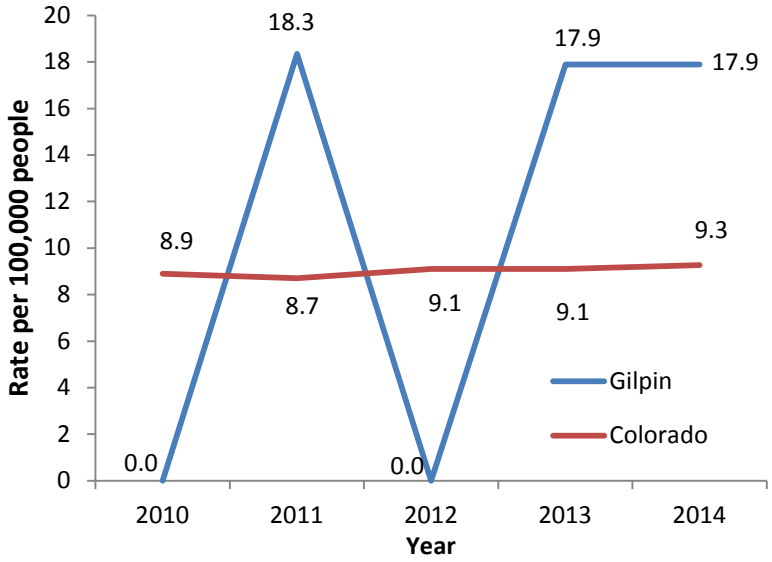
Figure 260: Total number of crashes in Gilpin county, 2010 - 2014



Fatal Crashes

In 2014, there was 1 fatal crash in Gilpin County. The number of fatalities per 100,000 population varies in Gilpin County because a change of one fatality has a large impact when the county population is small.

Figure 261: Fatality rate in Gilpin county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 15 people were seriously injured in the 33 injury crashes that occurred in Gilpin County. The serious injury rate increased between 2010 and 2014. In 2014, there were 268 serious injuries per 100,000 population.

Impaired Driving

In 2014, there was no fatality that involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Source: FARS

Speed Enforcement

In 2014, 18% of injury and fatal crashes and 33% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 6% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

Between 2010 and 2014, there were 0 drivers age 20 and under in fatal crashes.

Source: FARS

Motorcycle Safety

There was one motorcyclist fatalities in 2014. The operator rider was wearing a helmet.

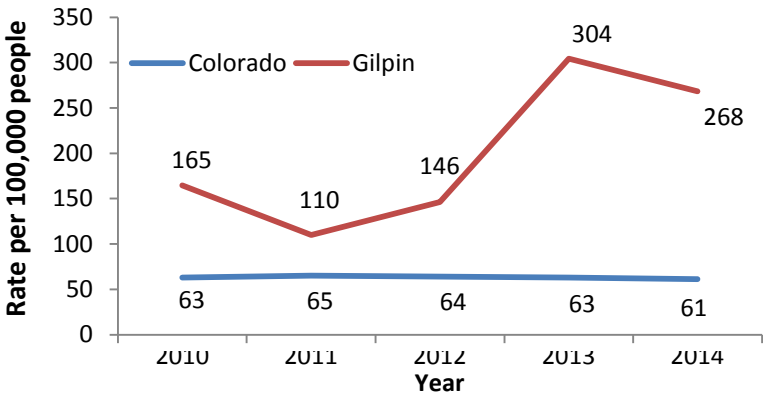
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 262: Serious injury rate in Gilpin county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 1 of the 5 (20%) motor vehicle occupants seriously injured in a crash was not using seat belts or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations by Age Distribution

Table 135. Gilpin County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

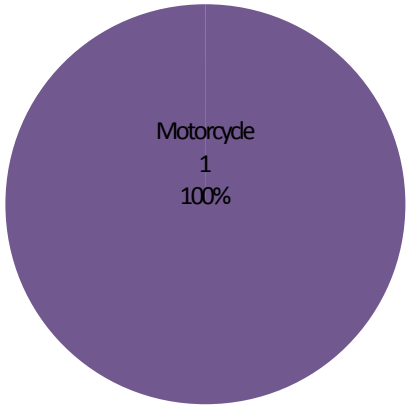
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	1	0	0	1	0	0	3
35-54	0	0	0	0	0	0	6
55-64	1	0	0	1	0	0	*
65+	0	0	0	0	0	0	*
Total	**2**	**0**	**0**	**2**	**0**	**0**	**12**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) did not account for the 1 fatality in 2014.

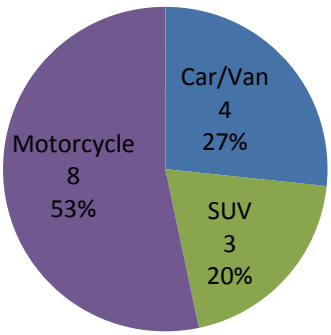
Figure 263: Mode of transportation in Gilpin County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 7 of the 15 serious injuries.

Figure 264: Mode of transportation of seriously injured individuals in Gilpin County, 2014

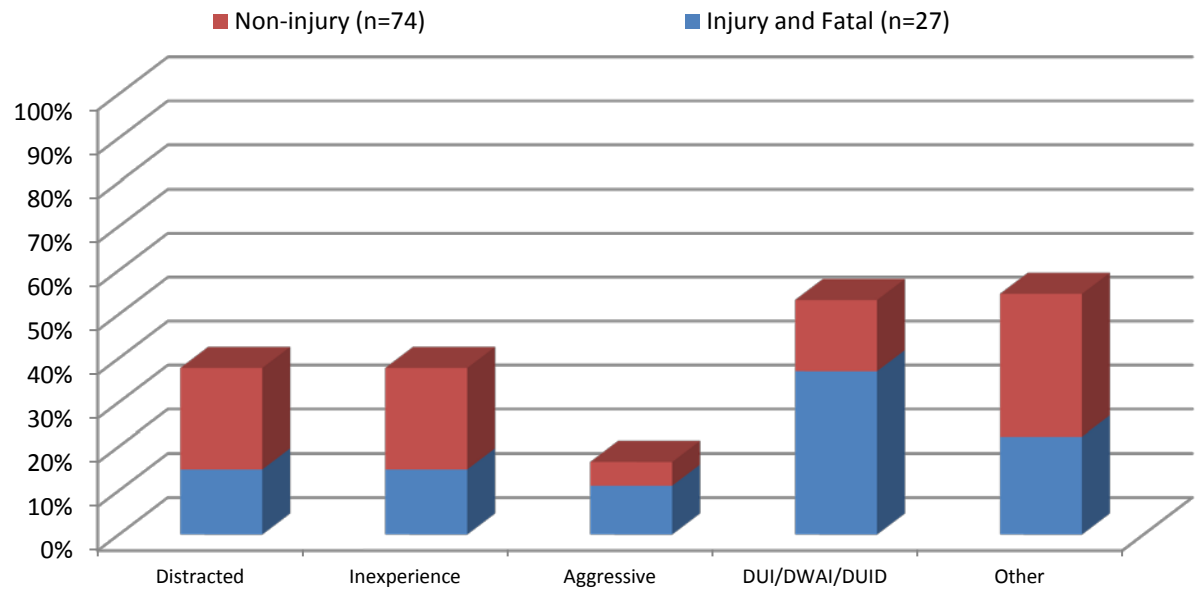


Source: EARS

Contributing Factors

There were a total of 178 crashes in Gilpin County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 101 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 265).

Figure 265: Contributing factors among drivers in Gilpin County, 2014 (N=101)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Gilpin County.

GRAND COUNTY

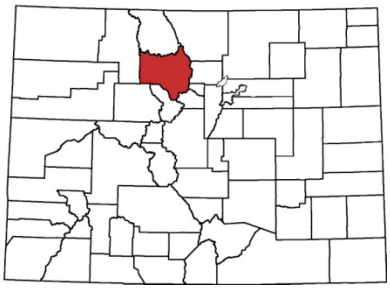


Table 136. Grand County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	297	302	599
5-8	331	328	659
9-15	585	602	1,188
16-20	368	377	745
21-34	960	1,236	2,196
35-54	2,019	2,251	4,270
55-64	1,266	1,433	2,699
65+	969	1,181	2,150
Total	6,794	7,711	14,505

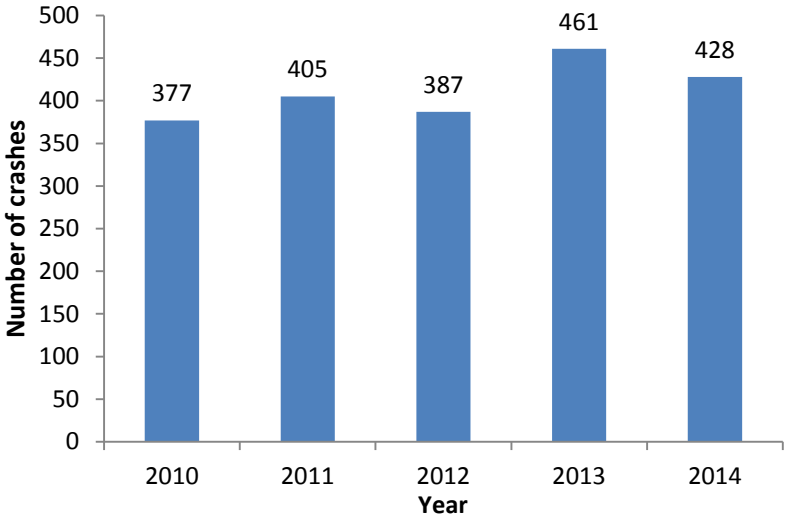
Data source: 2014 DOLA

TABLE 137: GRAND COUNTY TREND ANALYSIS 2010-2014								
Performance Measure **Reduce the number of:**	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Grand County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
		2010	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	3	2	0	1	3	12.5	0.0%
Serious injuries in traffic crashes	63.3	30	21	20	23	12	151.4	↓20.5%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	1	0	0	0	1	2.8	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	1	0	1	1	5.6	0.0%
Speeding-related fatalities	3.2	2	0	0	0	1	4.3	↓15.9%
Motorcyclist fatalities	1.6	0	1	0	0	2	4.3	↑100.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	1	1.4	↑100.0%
Drivers age 20 or younger in fatal crashes	1.3	1	0	0	0	0	1.4	↓100.0%
Pedestrian fatalities	1.0	0	0	0	1	0	1.4	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

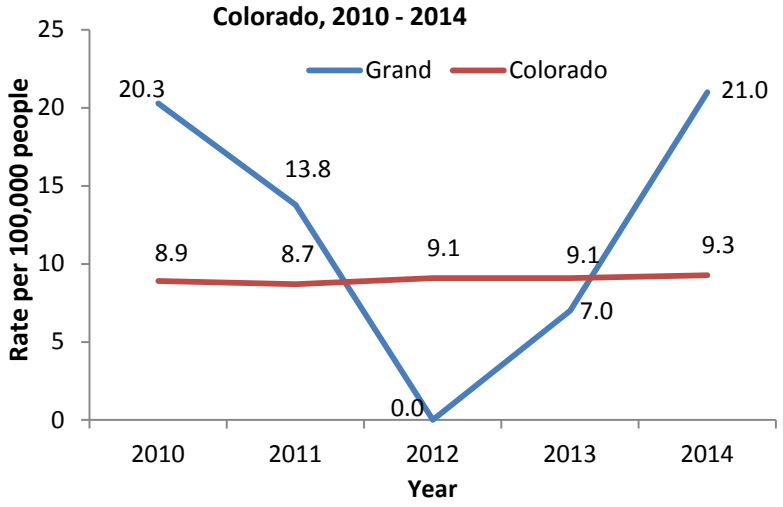
Figure 266: Total number of crashes in Grand county, 2010 - 2014



Fatal Crashes

In 2014, there were three fatal crashes in Grand County, resulting in three fatalities. The number of fatalities per 100,000 population has fluctuated over the past five years in Grand County.

Figure 267: Fatality rate in Grand county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 12 people were seriously injured in the 34 injury crashes that occurred in Grand County. The serious injury rate varied between 2010 and 2014, with a general decreasing trend. In 2014, there were 84 serious injuries per 100,000 population.

Impaired Driving

In 2014, 1 or the 3 fatalities involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Source: FARS

Speed Enforcement

In 2014, 5% of injury and fatal crashes and 25% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 0% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, 0 drivers age 20 and under were in fatal crashes.

Source: FARS

Motorcycle Safety

There were 2 motorcyclist fatalities in 2014. 1 was not wearing a helmet.

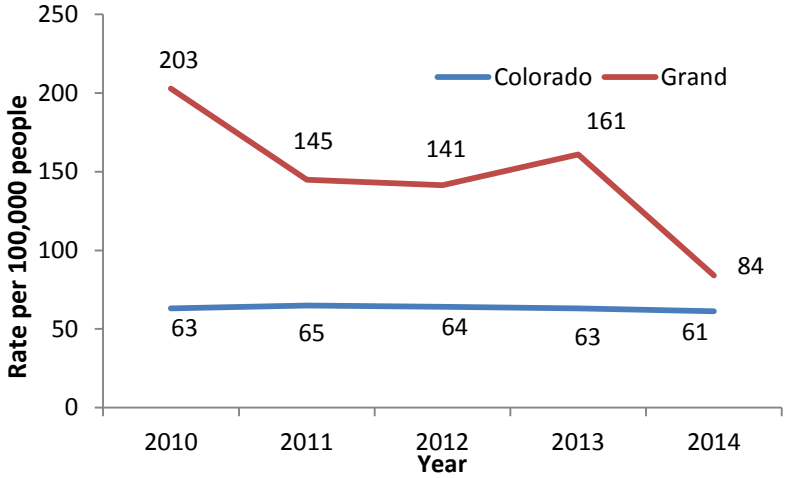
Source: FARS

Pedestrian and Bicycle Safety

There were no pedestrian or bicyclist fatalities in 2014.

Source: FARS

Figure 268: Serious injury rate in Grand county and Colorado, 2010 - 2014



Occupant Protection

In 2014, the one fatality was not wearing a seat belt. And 3 of the 8 (38%) motor vehicle occupants seriously injured in a crash were not using seat belts or other restraints.

2014 Grand County Occupant Protection Usage:
Overall seat belt usage: 91.4%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 138. Grand County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

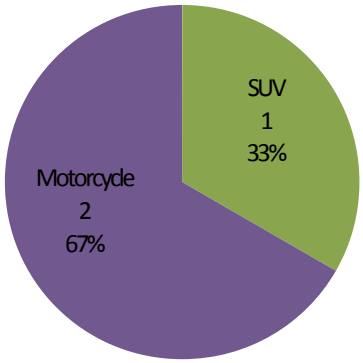
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	6
21-34	1	0	0	1	0	0	7
35-54	1	0	0	0	1	0	7
55-64	2	1	0	1	0	0	5
65+	0	0	0	0	0	0	5
Total	**4**	**1**	**0**	**2**	**1**	**0**	**30**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for one of the fatalities in 2014.

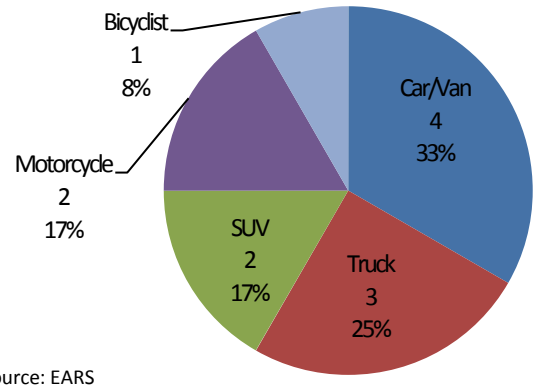
Figure 269: Mode of transportation in Grand County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 9 of the 12 serious injuries.

Figure 270: Mode of transportation of seriously injured individuals in Grand County, 2014

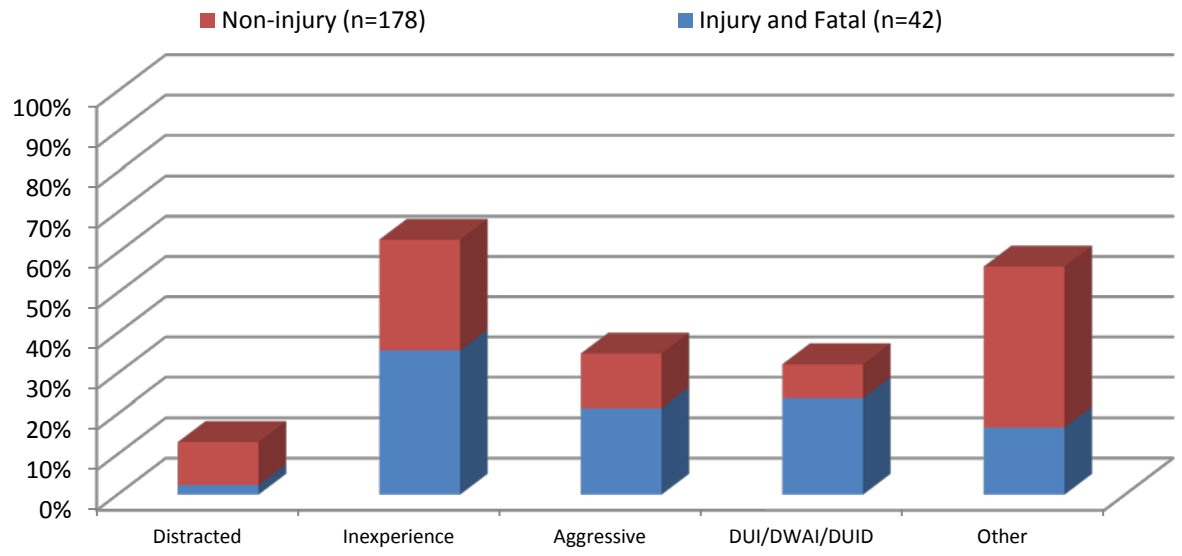


Source: EARS

Contributing Factors

There were a total of 428 crashes in Grand County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 220 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 271).

Figure 271: Contributing factors among drivers in Grand County, 2014 (N=220)

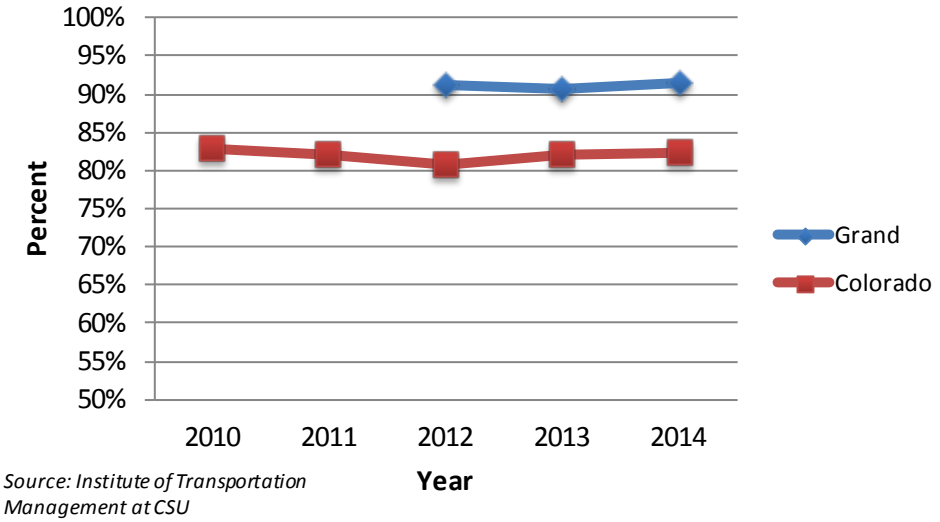


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Grand County's seat belt use (91.4 percent) was higher than Colorado's seat belt use (82.4 percent) in 2014.

Figure 272: Seat belt use in Grand County and Colorado, 2010-2014



Source: Institute of Transportation Management at CSU

GUNNISON COUNTY

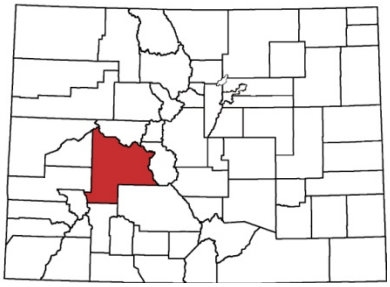


Table 139. Gunnison County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	382	401	783
5-8	276	367	642
9-15	609	566	1,175
16-20	716	905	1,621
21-34	1,396	1,998	3,394
35-54	2,026	2,266	4,292
55-64	969	1,075	2,044
65+	831	879	1,710
Total	7,205	8,455	15,660

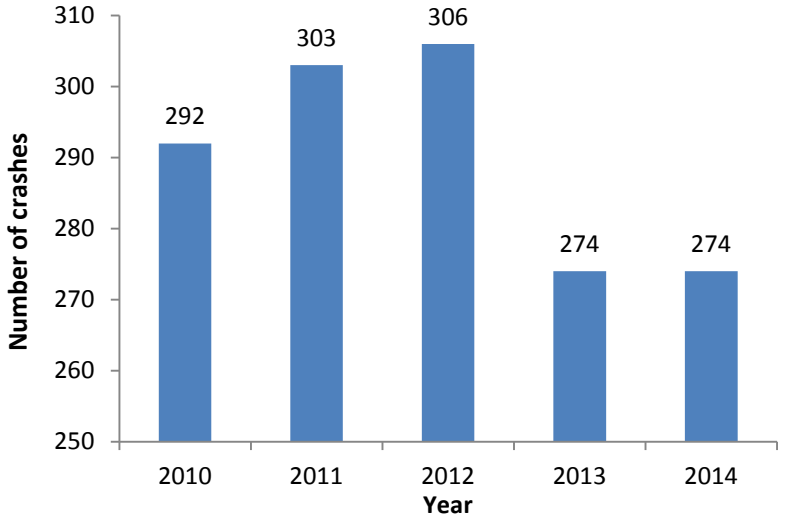
Data source: 2014 DOLA

TABLE 140: GUNNISON COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Gunnison County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	2	3	6	4	3	23.4	↑10.7%
Serious injuries in traffic crashes	63.3	25	23	15	20	12	129.8	↓16.8%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	0	1	2	0	0	3.9	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	1	0	1.3	0.0%
Speeding-related fatalities	3.2	2	1	2	3	1	11.7	↓15.9%
Motorcyclist fatalities	1.6	2	1	1	0	2	7.8	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	1	1	0	1	3.9	↑100.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	1	1	0	2.6	0.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

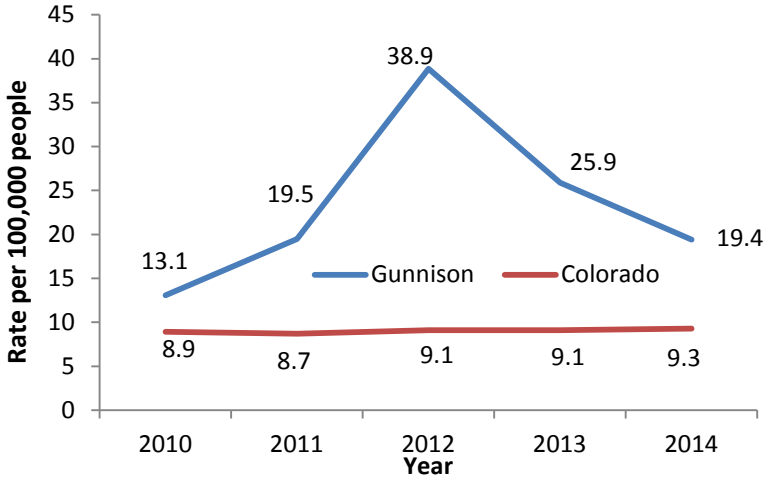
Figure 273: Total number of crashes in Gunnison county, 2010 - 2014



Fatal Crashes

In 2014, there were 3 fatal crashes, resulting in 3 deaths. The number of fatalities per 100,000 people varied in Gunnison County from 2010 to 2014.

Figure 274: Fatality rate in Gunnison county and Colorado, 2010 - 2014



Injury Crashes

In 2014 there were 25 crashes in Gunnison County that resulted in 12 people sustaining serious injuries. The injury rate declined between 2010 and 2014. In 2014, there were 78 injuries per 100,000 people.

Impaired Driving

Of the three fatalities in 2014, 0 (0%) involved a driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Source: FARS

Speed Enforcement

In 2014, 11% of injury and fatal crashes and 22% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 4% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there were no drivers age 20 and under in a fatal crash.

Source: FARS

Motorcycle Safety

There were 2 motorcyclist fatalities in 2014 and 50% percent (1/2) was unhelmeted.

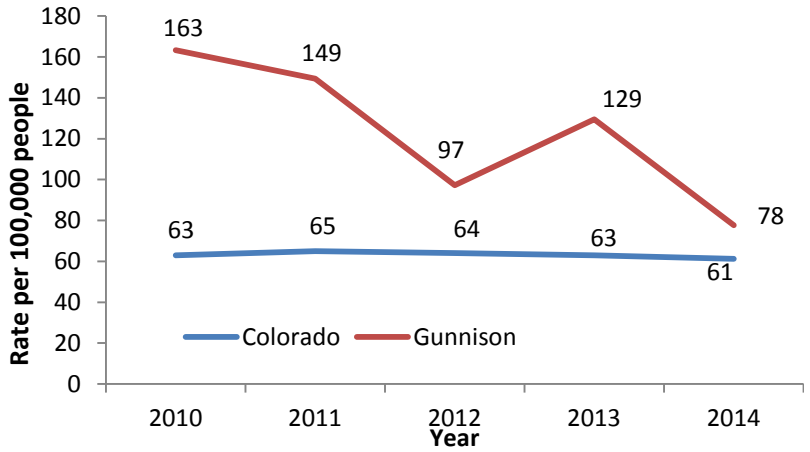
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians and 1 bicyclist were killed in 2014.

Source: FARS

Figure 275: Serious injury rate in Gunnison county and Colorado, 2010 - 2014



Occupant Protection

In 2014, the one occupant motor vehicle fatality and five of the occupant motor vehicle seriously injured in a crash were using seat belts or other restraints.

2014 Gunnison county Occupant Protection Usage:
Teen Seat Belt: 48.4%

Source: Institute of Transportation Management at CSU, FARS and EARS

Fatalities and Injury Hospitalizations by Age Distribution

Table 141. Gunnison County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

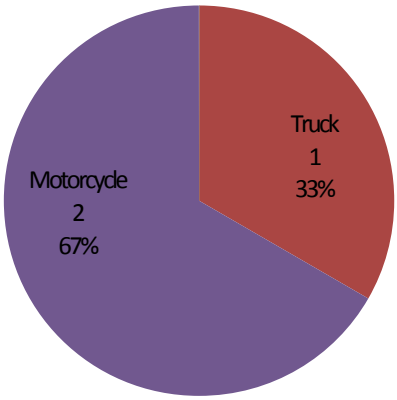
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	1	1	0	0	0	0	0
5-8	2	1	0	0	0	1	0
9-15	0	0	0	0	0	0	0
16-20	2	1	1	0	0	0	*
21-34	2	1	1	0	0	0	4
35-54	0	0	0	0	0	0	5
55-64	3	1	0	2	0	0	3
65+	3	0	1	1	0	1	*
Total	**13**	**5**	**3**	**3**	**0**	**2**	**16**

Source: FARS 2 and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 1 of the 3 fatalities in 2014.

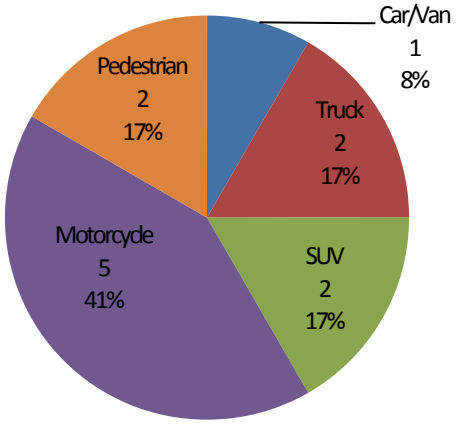
Figure 276: Mode of transportation in Gunnison County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 5 of the 12 serious injuries.

Figure 277: Mode of transportation of seriously injured individuals in Gunnison County, 2014

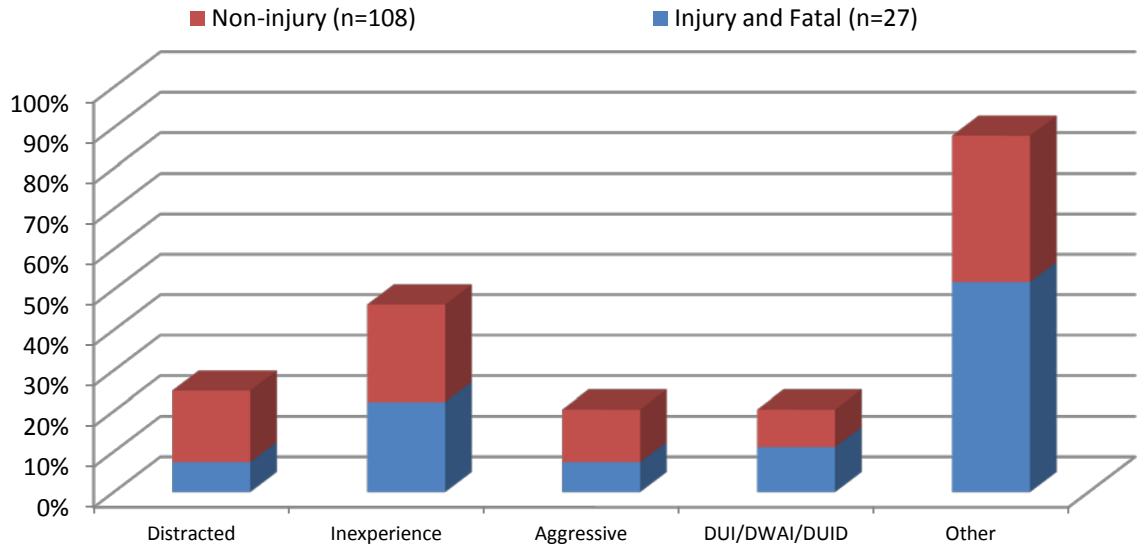


Source: EARS

Contributing Factors

There were a total of 274 crashes in Gunnison County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 135 drivers were in crashes. The specified top contributing factors are shown by type of crash (Figure 278).

Figure 278: Contributing factors among drivers in Gunnison County, 2014 (N=135)

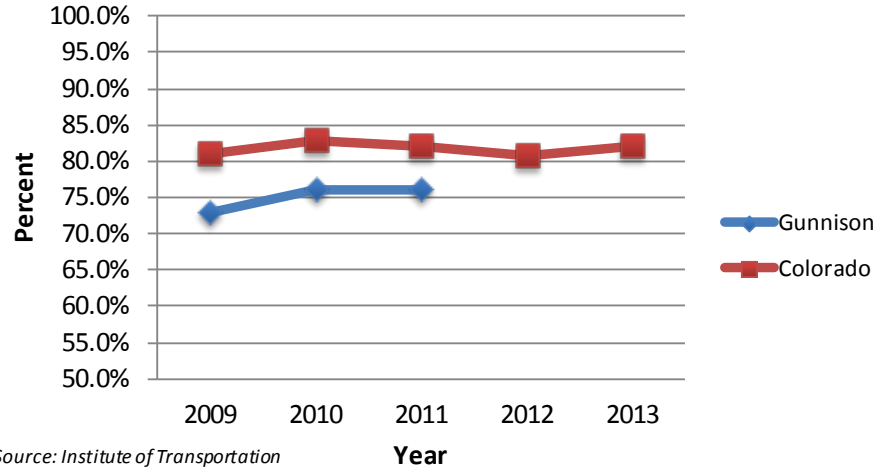


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall seat belt use in Gunnison County rose slightly from 72.9 percent in 2009 to 76.1 percent in 2011. Gunnison County was not in the statewide seat belt survey in 2012 or 2013.

Figure 279: Seat belt use in Gunnison County and Colorado, 2009-2013



Source: Institute of Transportation Management at CSU

HINSDALE COUNTY

Table 142. Hinsdale County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	17	21	38
5-8	23	20	44
9-15	30	38	68
16-20	12	22	34
21-34	47	43	90
35-54	87	90	178
55-64	72	73	144
65+	81	93	174
Total	369	400	769

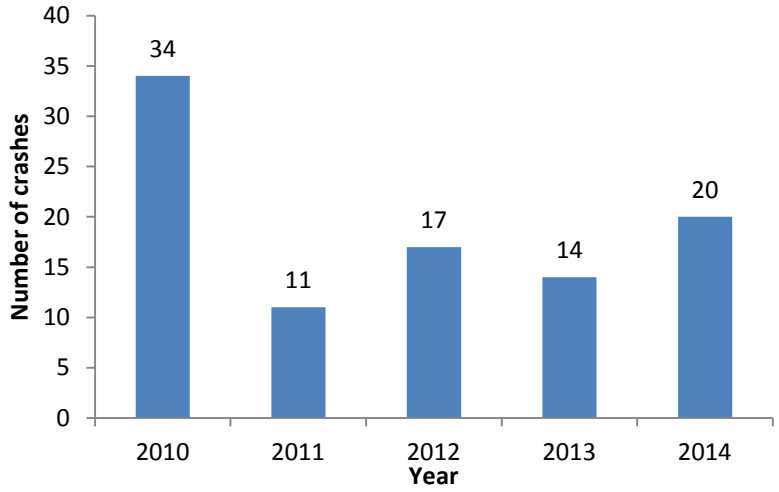
Data source: 2014 DOLA

TABLE 142: HINSDALE COUNTY TREND ANALYSIS 2010-2014								
Performance Measure **Reduce the number of:**	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Hinsdale County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
		2010	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	1	1	0	0	0	49.4	↓100.0%
Serious injuries in traffic crashes	63.3	3	3	0	0	2	123.5	↓9.6%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	1	0	0	0	0	24.7	↓100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	0	0	0	0	24.7	↓100.0%
Speeding-related fatalities	3.2	1	1	0	0	0	49.4	↓100.0%
Motorcyclist fatalities	1.6	1	0	0	0	0	24.7	↓100.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	0.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

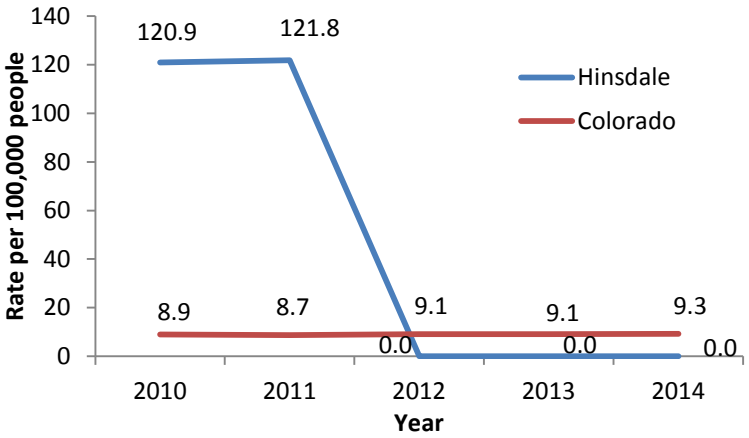
Figure 280: Total number of crashes in Hinsdale county, 2010 - 2014



Fatal Crashes

In 2014, there were 0 fatal crashes in Hinsdale County. The number of fatalities per 100,000 people varied widely over the past five years in Hinsdale County, because a change of one fatality has a large impact when population size is small.

Figure 281: Fatality rate in Hinsdale county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 2 people were seriously injured in the 3 injury crashes that occurred in Hinsdale County. The serious injury rate fluctuated between 2010 and 2014.

Impaired Driving

In 2014, no fatalities involved a driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 0% of injury crashes and 40% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 0% injury crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there were no drivers age 20 and under were in fatal crashes.

Source: FARS

Motorcycle Safety

There were no motorcyclist fatalities in 2014.

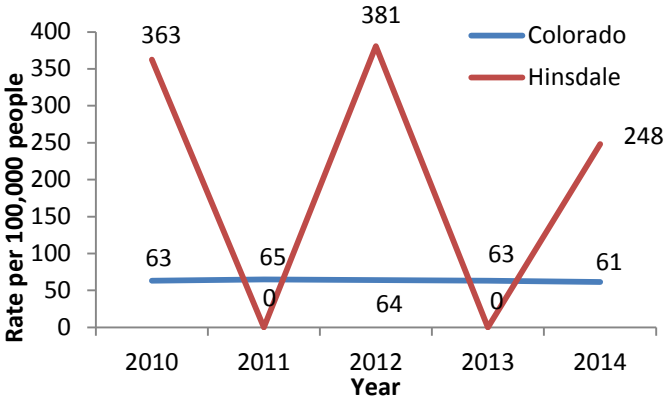
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 282: Serious injury rate in Hinsdale county and Colorado, 2010 - 2014



Occupant Protection

In 2014, no motor vehicle occupants were killed or seriously injured in a crash.

Source: FARS and EARS

Fatalities and Injury Hospitalizations

Table 143. Hinsdale County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

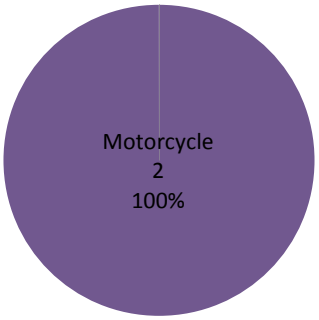
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	0	0	0	0	0	0	0
35-54	0	0	0	0	0	0	0
55-64	0	0	0	0	0	0	*
65+	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	*****

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for none of the 2 serious injuries in 2014.

Figure 283: Mode of transportation of seriously injured individuals in Hinsdale County, 2014

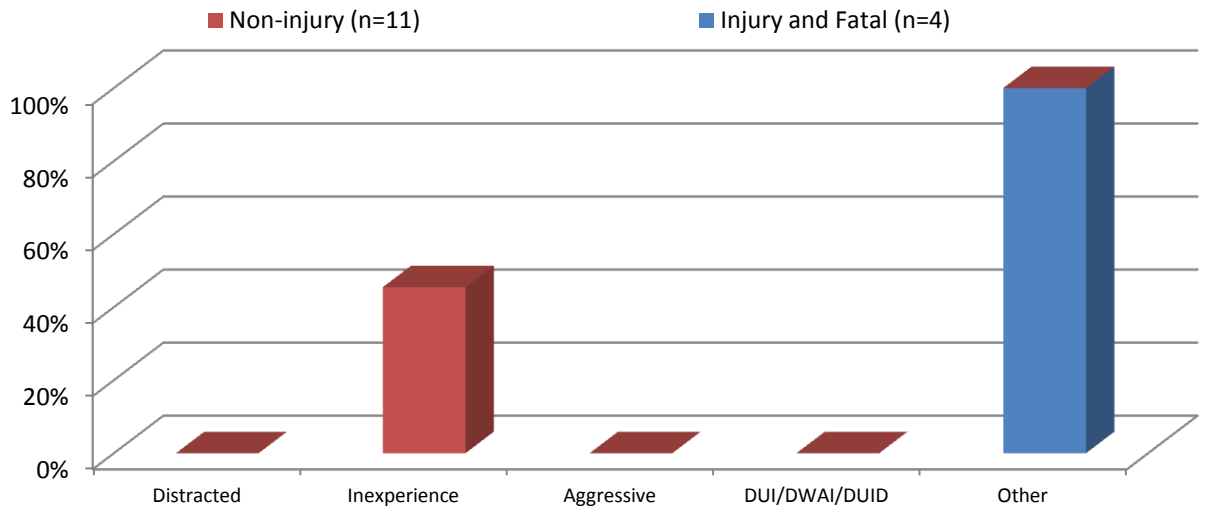


Source: EARS

Contributing Factors

There were a total of 20 crashes in Hinsdale County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 15 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 284).

Figure 284: Contributing factors among drivers in Hinsdale County, 2014 (N=15)



Source: 2014 Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Hinsdale County.

HUERFANO COUNTY

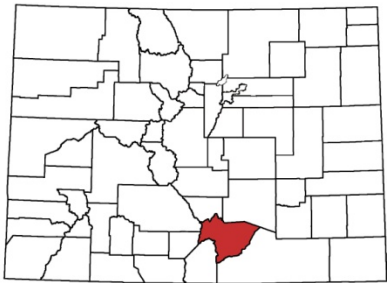


Table 144. Huerfano County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	126	130	255
5-8	106	117	224
9-15	215	233	448
16-20	156	144	300
21-34	355	364	719
35-54	685	703	1,387
55-64	620	565	1,185
65+	986	924	1,911
Total	3,249	3,179	6,428

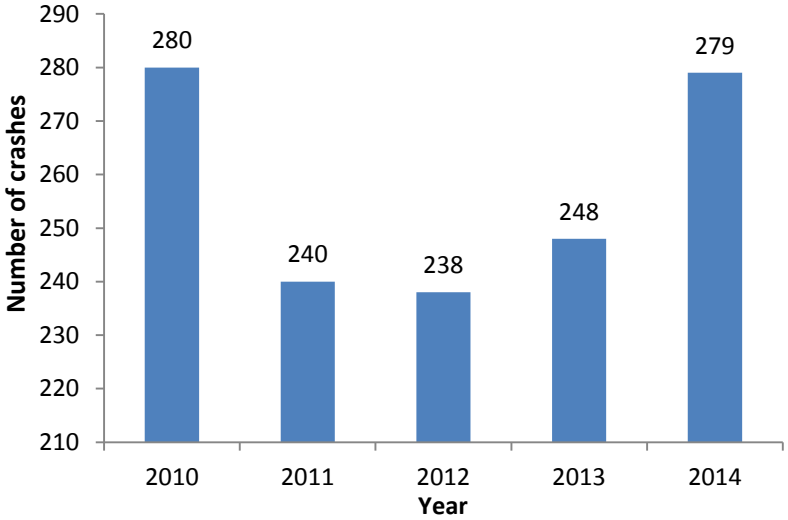
Data source: 2014 DOLA

TABLE 145: HUERFANO COUNTY TREND ANALYSIS 2010-2014								
Performance Measure **Reduce the number of:**	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Huerfano County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
		2010	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	5	3	2	1	3	42.9	↓12.0%
Serious injuries in traffic crashes	63.3	21	16	20	10	9	202.5	↓19.1%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	2	3	1	0	2	24.5	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	0	0	1	0	6.1	↓100.0%
Speeding-related fatalities	3.2	1	1	0	1	1	12.3	0.0%
Motorcyclist fatalities	1.6	0	1	0	0	0	0.0	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	1	0	1	0	1	9.2	0.0%
Pedestrian fatalities	1.0	1	0	0	0	0	3.1	↓100.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

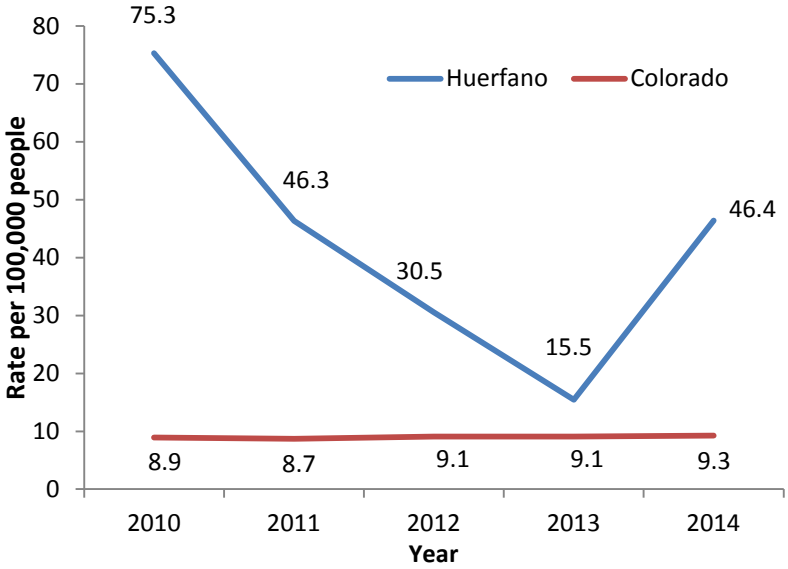
Figure 285: Total number of crashes in Huerfano county, 2010 - 2014



Fatal Crashes

In 2013, there was 3 fatal crashes, resulting in 3 deaths. The number of fatalities per 100,000 population declined in Huerfano between 2010 and 2014.County.

Figure 286: Fatality rate in Huerfano county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 9 people were seriously injured in the 23 injury crashes that occurred in Huerfano County. The serious injury rate declined between 2010 and 2014. In 2014, there were 115 serious injuries per 100,000 population.

Impaired Driving

None of the three fatalities in 2014 involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 4% of injury and fatal crashes and 30% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 0% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there was 1 driver age 20 and under in a fatal crash.

Source: FARS

Motorcycle Safety

There were no motorcyclist fatalities in 2014.

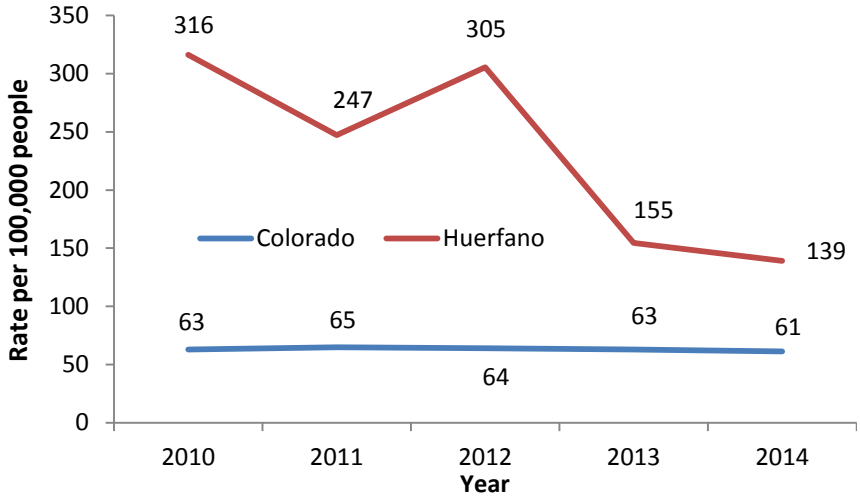
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 287: Serious injury rate in Huerfano county and Colorado, 2010 - 2014



Occupant Protection

In 2014, two of the three motor vehicle occupant fatalities were not restrained. None of the 7 (0%) motor vehicle occupants seriously injured in a crash were not using a seat belt or other restraints.

2014 Huerfano County Occupant Protection Usage:
Overall seat belt usage: 77.9%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations by Age Distribution

Table 146. Huerfano County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

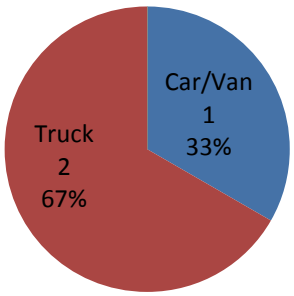
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	*
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	*
21-34	2	1	1	0	0	0	3
35-54	2	1	1	0	0	0	3
55-64	2	1	1	0	0	0	*
65+	0	0	0	0	0	0	0
Total	**6**	**3**	**3**	**0**	**0**	**0**	**9**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for all the fatalities in 2014.

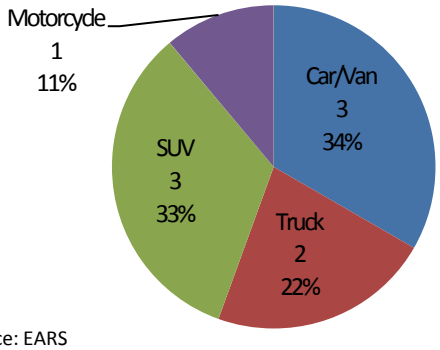
Figure 288: Mode of transportation in Huerfano County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 8 of the 12 serious injuries.

Figure 289: Mode of transportation of seriously injured individuals in Huerfano County, 2014

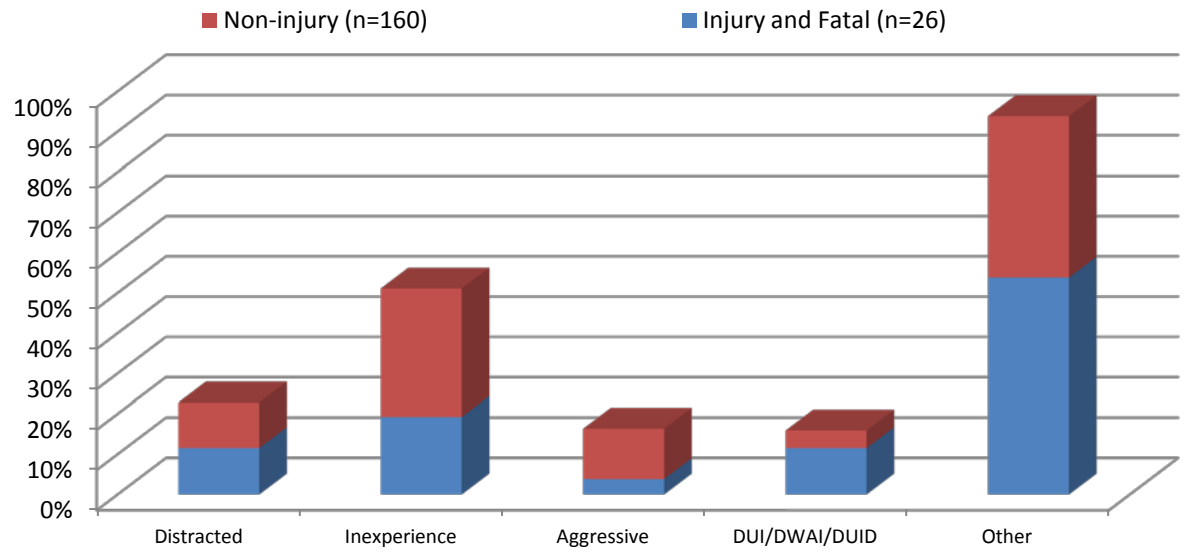


Source: EARS

Contributing Factors

There were a total of 279 crashes in Huerfano County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 186 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 290).

Figure 290: Contributing factors among drivers in Huerfano County, 2014 (N=186)

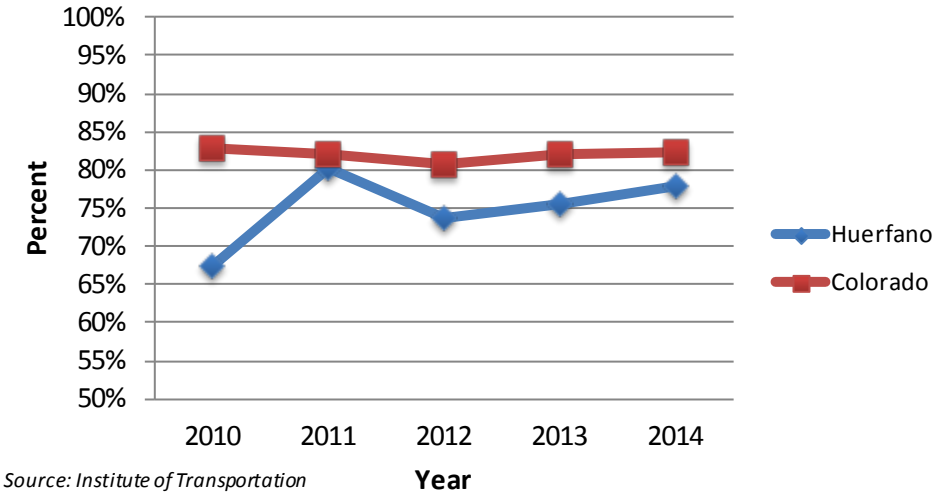


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall, seat belt use in Huerfano County ranged from 67 to 80 percent between 2010 and 2014. Huerfano County's seat belt use was consistently lower than statewide seat belt use during the last five years.

Figure 291: Seat belt use in Huerfano County and Colorado, 2010-2014



Source: Institute of Transportation Management at CSU

JACKSON COUNTY

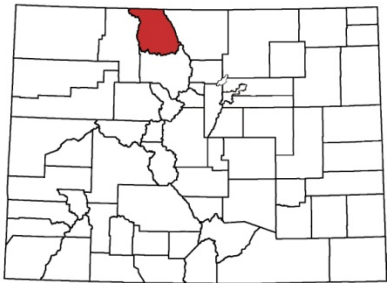


Table 147. Jackson County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	27	29	56
5-8	22	36	58
9-15	68	44	112
16-20	37	39	76
21-34	76	102	178
35-54	176	191	367
55-64	113	146	259
65+	141	141	282
Total	659	729	1,388

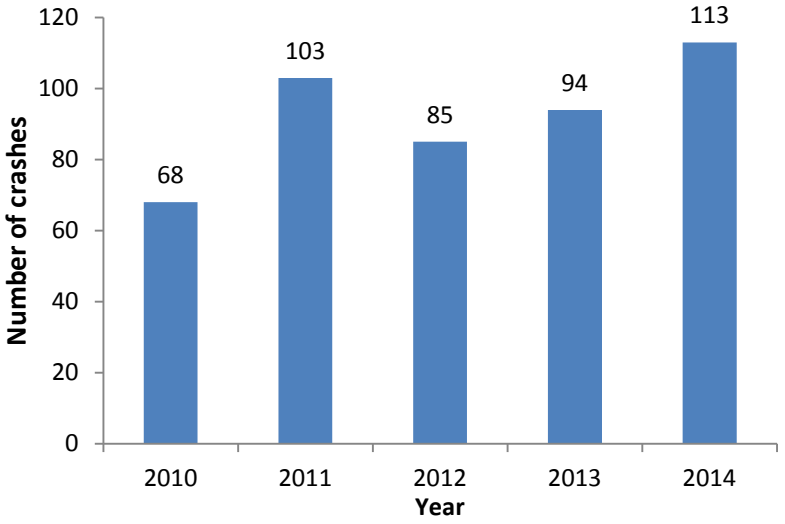
Data source: 2014 DOLA

TABLE 148: JACKSON COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Jackson County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	0	0	1	0	0	14.7	0.0%
Serious injuries in traffic crashes	63.3	6	11	4	9	3	557.6	↓15.9%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	0	0	1	0	0	14.7	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	0	0	0.0	0.0%
Speeding-related fatalities	3.2	0	0	0	0	0	0.0	0.0%
Motorcyclist fatalities	1.6	0	0	0	0	0	0.0	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	0.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

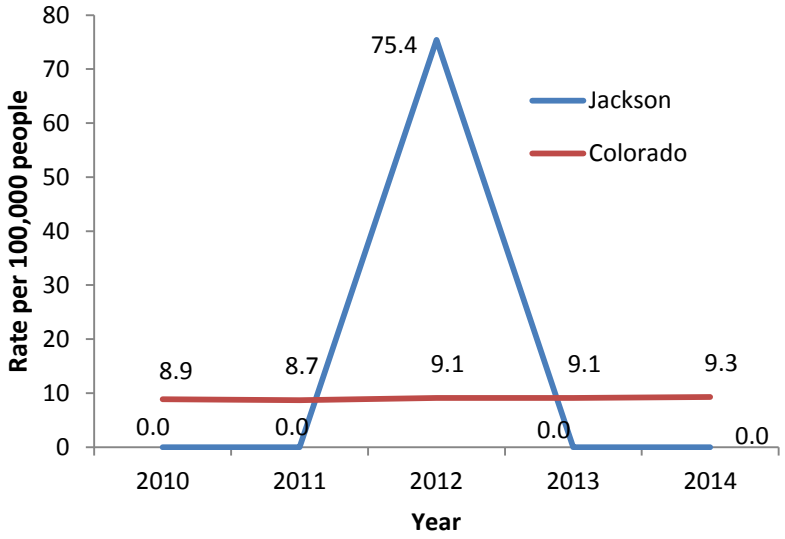
Figure 292: Total number of crashes in Jackson county, 2010 - 2014



Fatal Crashes

In 2014, there were no fatal crashes. The number of fatalities per 100,000 population did not vary greatly between 2010 and 2014.

Figure 293: Fatality rate in Jackson county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 3 people were seriously injured in the 4 injury crashes that occurred in Jackson County. The serious injury rate declined between 2010 and 2014. In 2014, there were 558 serious injuries per 100,000 population.

Impaired Driving

There were no fatalities in 2014 involving a driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 0% of injury and fatal crashes and 31% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 0% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

There were no drivers age 20 and under were in fatal crashes in 2014.

Source: FARS

Motorcycle Safety

There were no motorcyclist fatalities in 2014.

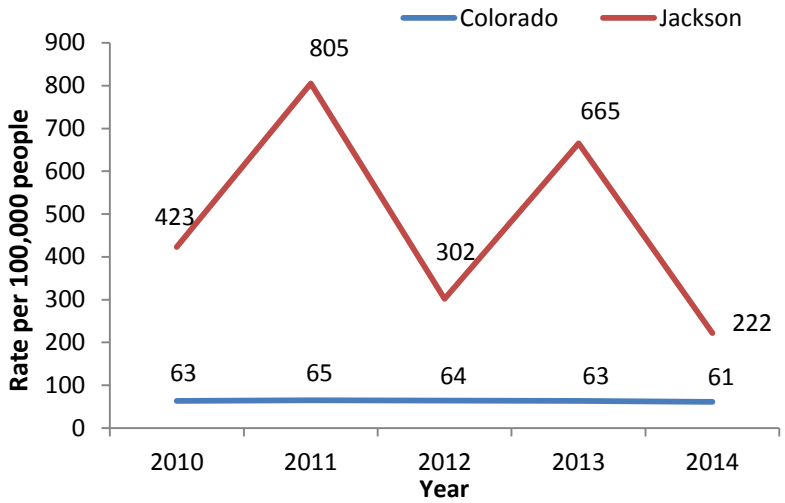
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 294: Serious injury rate in Jackson county and Colorado, 2010 - 2014



Occupant Protection

In 2014, the one motor vehicle occupant seriously injured in a crash was using a seat belt or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations by Age Distribution

Table 149. Jackson County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

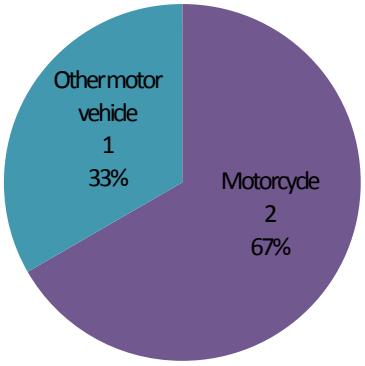
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	1	1	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	0	0	0	0	0	0	*
35-54	0	0	0	0	0	0	*
55-64	0	0	0	0	0	0	0
65+	0	0	0	0	0	0	3
Total	**1**	**1**	**0**	**0**	**0**	**0**	**5**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for all of the 3 serious injuries in 2014.

Figure 295: Mode of transportation of seriously injured individuals in Jackson County, 2014

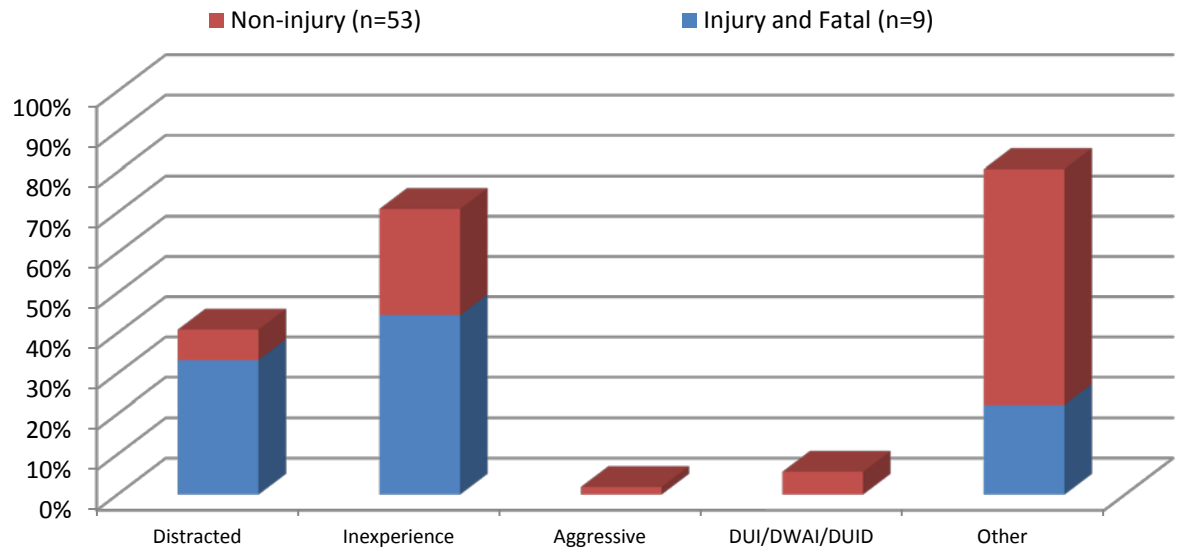


Source: EARS

Contributing Factors

There were a total of 113 crashes in Jackson County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 62 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 296).

Figure 296: Contributing factors among drivers in Jackson County, 2014 (N=62)



Source: 2014 EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Jackson County.

JEFFERSON COUNTY

Table 150. Jefferson County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	14,240	14,832	29,072
5-8	12,504	13,041	25,545
9-15	23,285	24,552	47,837
16-20	17,504	18,920	36,424
21-34	46,523	50,965	97,488
35-54	78,287	76,699	154,985
55-64	43,084	40,758	83,841
65+	46,083	37,257	83,340
Total	281,509	277,023	558,532

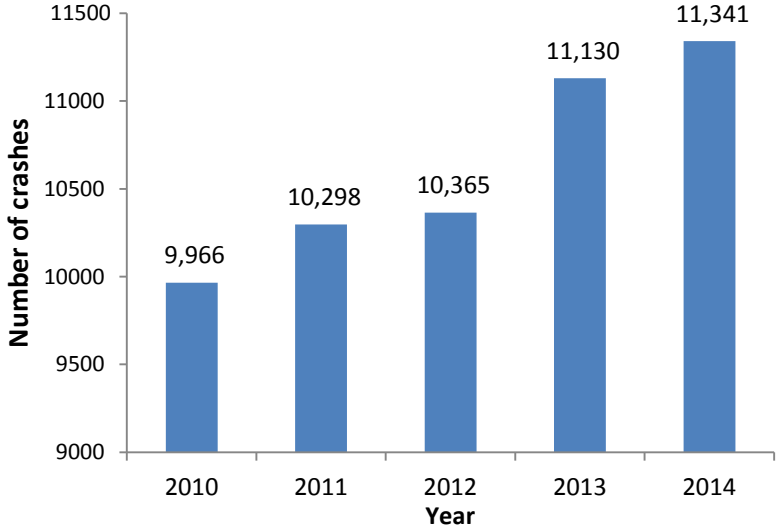
Data source: 2014 DOLA

TABLE 151: JEFFERSON COUNTY TREND ANALYSIS 2010-2014								
Performance Measure **Reduce the number of:**	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Jefferson County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
		2010	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	35	32	32	43	42	6.7	↑4.7%
Serious injuries in traffic crashes	63.3	243	210	246	221	257	42.2	↑1.4%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	8	10	8	14	12	1.9	↑10.7%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	9	10	11	10	14	2.0	↑11.7%
Speeding-related fatalities	3.2	14	13	12	14	17	2.6	↑5.0%
Motorcyclist fatalities	1.6	8	6	9	9	11	1.6	↑8.3%
Unhelmeted motorcyclist fatalities	1.0	5	3	5	7	6	1.0	↑4.7%
Drivers age 20 or younger in fatal crashes	1.3	2	8	5	1	4	0.7	↑18.9%
Pedestrian fatalities	1.0	5	5	4	3	7	0.9	↑8.8%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

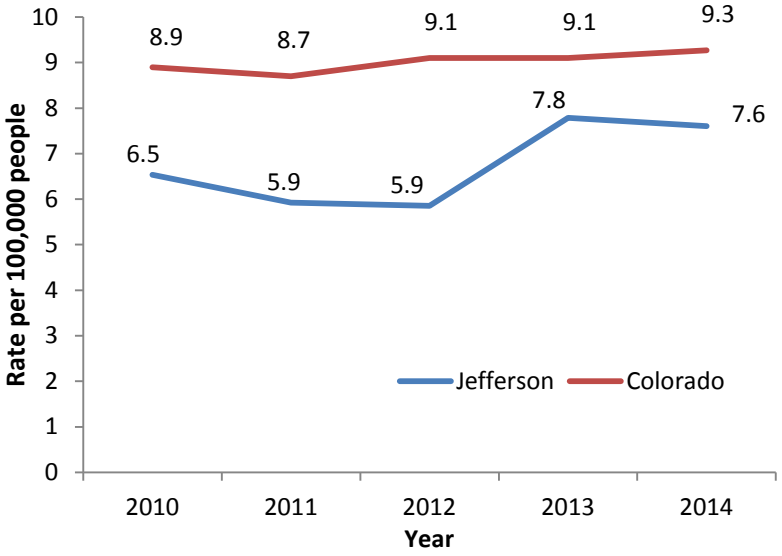
Figure 297: Total number of crashes in Jefferson county, 2010 - 2014



Fatal Crashes

In 2014, there were 40 fatal crashes, resulting in 42 deaths. The number of fatalities per 100,000 people increased in Jefferson County from 2010-2014.

Figure 298: Fatality rate in Jefferson county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 257 people were seriously injured in the 547 injury crashes that occurred in Jefferson County. The serious injury rate slightly inclined between 2010 and 2014. In 2014, there were 42 serious injuries per 100,000 population.

Impaired Driving

Of the 42 fatalities in 2014, 14 (33%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Source: FARS

Speed Enforcement

In 2014, 7% of injury and fatal crashes and 5% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 4% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

Between 2010 and 2014, the number of drivers age 20 and under in fatal crashes increased by 19%.

Source: FARS

Motorcycle Safety

There were 11 motorcyclist fatalities in 2014 and 6 (55%) were unhelmeted.

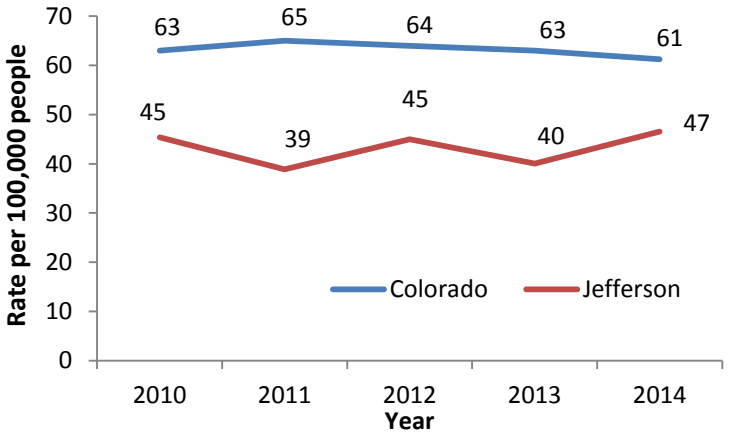
Source: FARS

Pedestrian and Bicycle Safety

Seven pedestrians and 1 bicyclist were killed in 2014.

Source: FARS

Figure 299: Serious injury rate in Jefferson county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 12 of the 22 (55%) motor vehicle occupant fatalities and 24 of the 118 (29%) occupants seriously injured in crashes were not using seat belts or other restraints.

2014 Jefferson County Occupant Protection Usage:
Overall seat belt usage: 82.8%
Teen seat belt: 79.7%
Front/rear seat (0-4 years): 99.5%
Front/rear booster: 84.4%
Juvenile (5-15 years): 82.6%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations by Age Distribution

Table 152. Jefferson County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

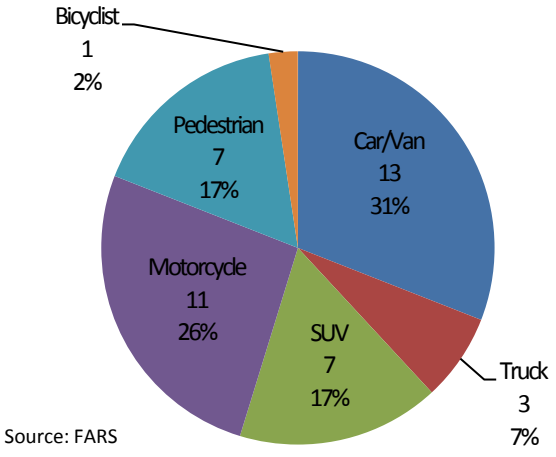
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	*
5-8	0	0	0	0	0	0	8
9-15	2	0	0	0	2	0	23
16-20	6	6	0	0	0	0	89
21-34	28	12	5	8	2	0	248
35-54	38	9	6	15	5	3	278
55-64	21	8	3	6	2	2	151
65+	22	15	3	0	3	1	169
Total	**117**	**50**	**17**	**29**	**14**	**6**	**967**

Source: FARS and CHA Discharge Data. Note: Total includes missing person/vehicle type.

Mode of Transportation

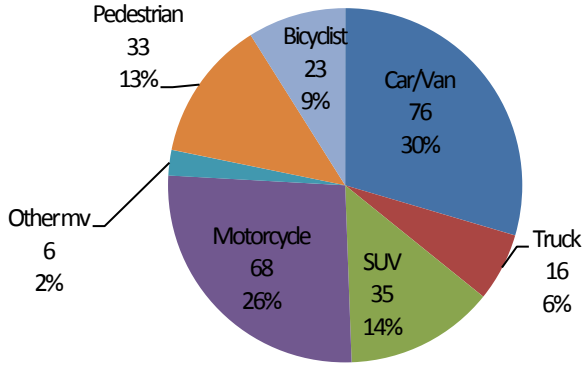
Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 23 of the 42 fatalities in 2014.
Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) made up 133 of the 257 serious injuries.

Figure 300: Mode of transportation in Jefferson County fatalities, 2014



Source: FARS

Figure 301: Mode of transportation of seriously injured individuals in Jefferson County, 2014

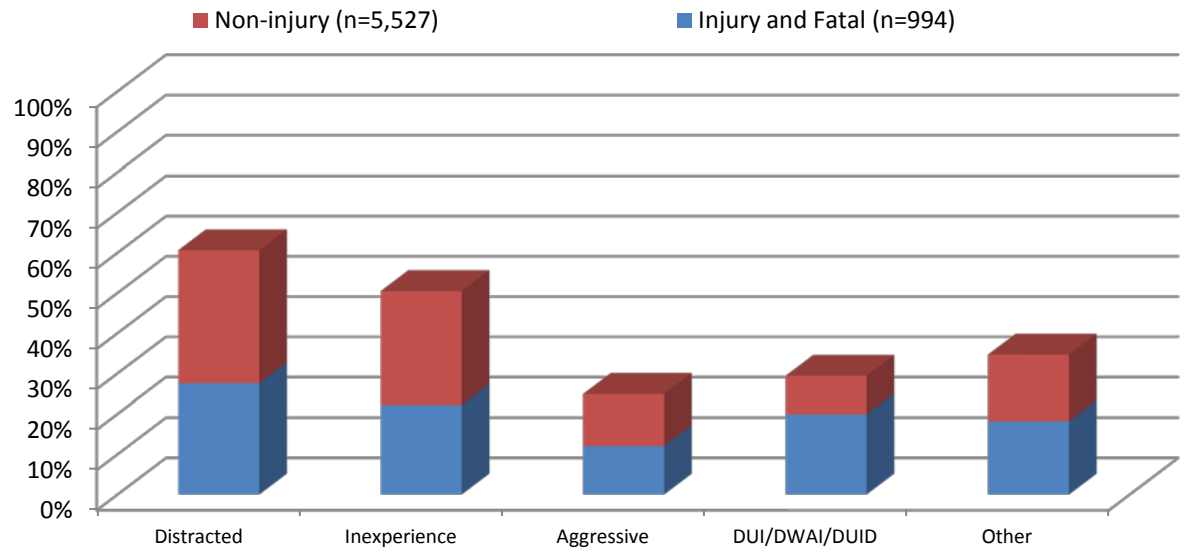


Source: EARS

Contributing Factors

There were a total of 11,341 crashes in Jefferson County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 6,521 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 302).

Figure 302: Contributing factors among drivers in Jefferson County, 2014 (N=6,521)

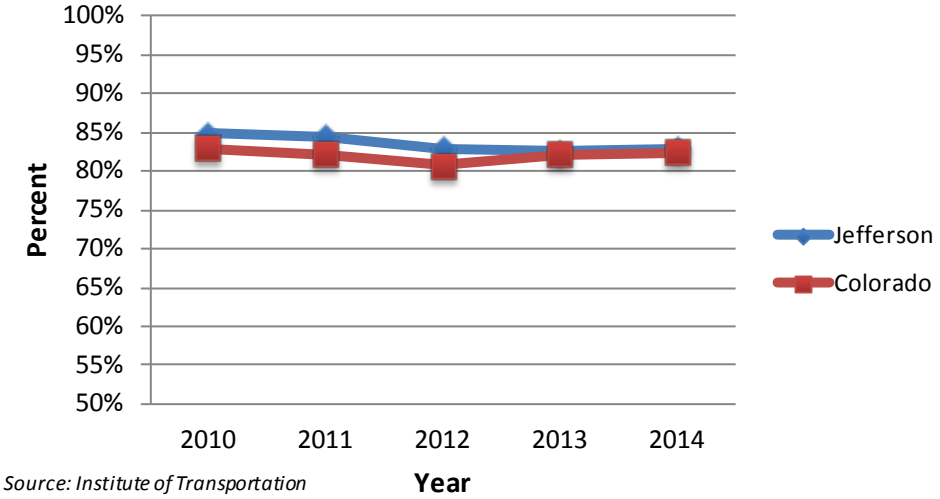


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall seat belt use in Jefferson County was stable and similar to the statewide seat belt use between 2010 and 2014.

Figure 303: Seat belt use in Jefferson County and Colorado, 2010-2014



Source: Institute of Transportation Management at CSU

KIOWA COUNTY

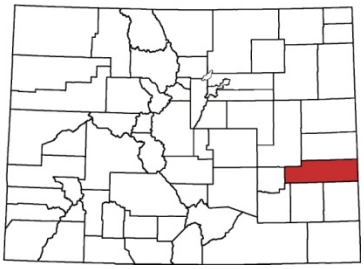


Table 153: Kiowa County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	38	34	72
5-8	39	25	64
9-15	58	72	130
16-20	40	44	84
21-34	83	99	182
35-54	171	154	326
55-64	109	118	227
65+	164	135	299
Total	703	682	1,385

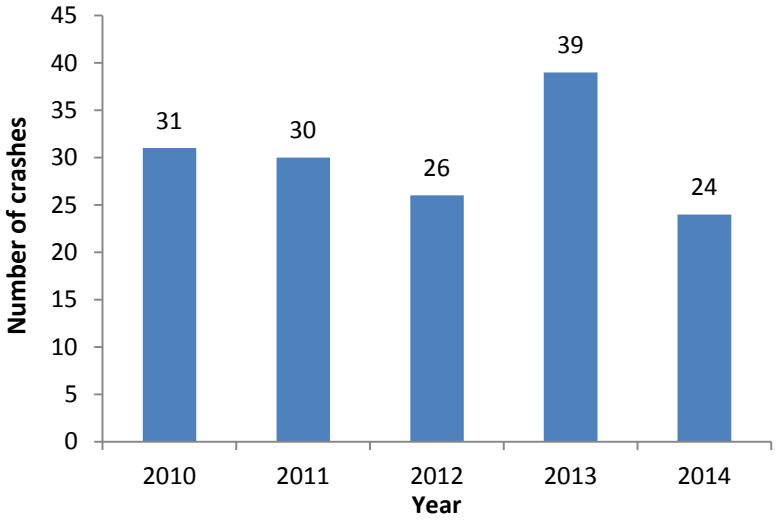
Data source: 2014 DOLA

TABLE 154: KIOWA COUNTY TREND ANALYSIS 2010-2014								
Performance Measure **Reduce the number of:**	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Kiowa County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
		2010	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	2	0	0	1	0	42.5	↓100.0%
Serious injuries in traffic crashes	63.3	2	3	1	3	4	212.2	↑18.9%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	2	0	0	0	0	28.3	↓100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	0	0	0.0	0.0%
Speeding-related fatalities	3.2	1	0	0	1	0	28.3	↓100.0%
Motorcyclist fatalities	1.6	0	0	0	0	0	0.0	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	1	0	0	0	0	14.2	↓100.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

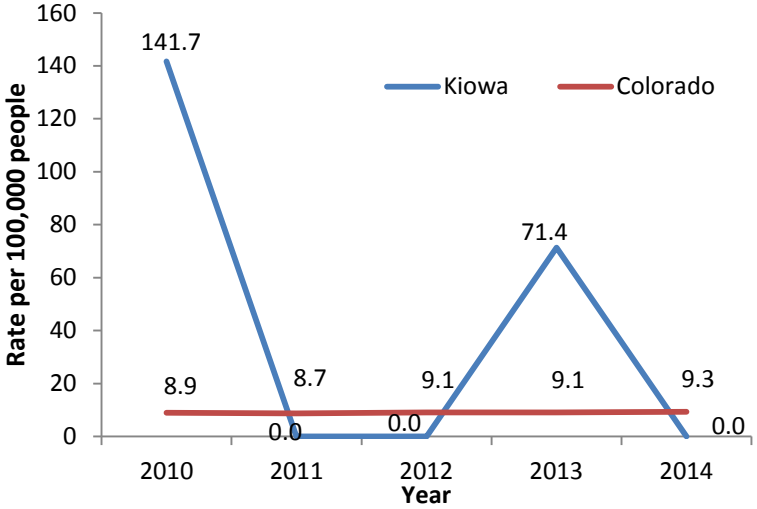
Figure 304: Total number of crashes in Kiowa county, 2010 - 2014



Fatal Crashes

In 2014, there were no fatal crashes. The number of fatalities per 100,000 people declined in Kiowa County between 2010 and 2014.

Figure 305: Fatality rate in Kiowa county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 4 people were seriously injured in the 5 injury crashes that occurred in Kiowa County. The serious injury rate increased between 2010 and 2014. In 2014, there were 212 serious injuries per 100,000 population.

Impaired Driving

In 2014, no fatalities involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 0% of injury and fatal crashes and 4% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 8% of fatal or injury crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

There were no drivers age 20 or under in fatal crashes in 2014.

Source: FARS

Motorcycle Safety

There were no motorcyclist fatalities in 2014.

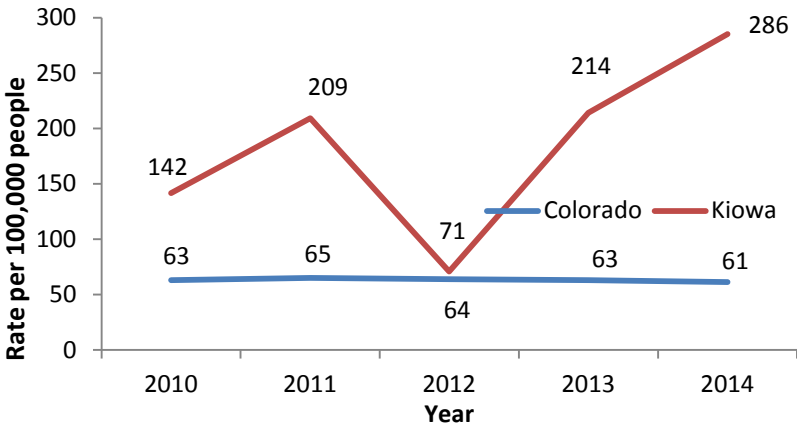
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 306: Serious injury rate in Kiowa county and Colorado, 2010 - 2014



Occupant Protection

In 2014, none of the 3 (0%) motor vehicle occupants seriously injured in a crash were not using a seat belt or other restraint.

Source: FARS and EARS

Fatalities and Injury Hospitalizations by Age Distribution

Table 155. Kiowa County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

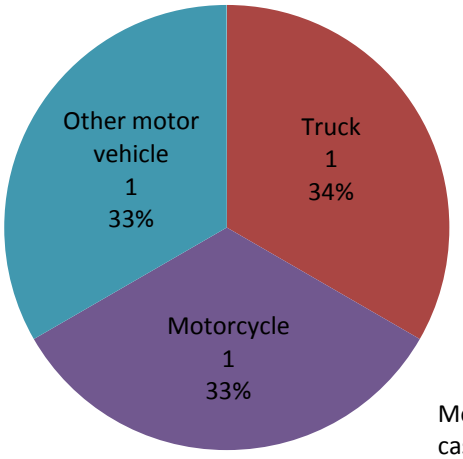
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	0	0	0	0	0	0	*
35-54	1	0	1	0	0	0	0
55-64	0	0	0	0	0	0	0
65+	0	0	0	0	0	0	*
Total	**1**	**0**	**1**	**0**	**0**	**0**	**3**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for the 2 of the 4 serious injuries in 2014.

Figure 307: Mode of transportation of seriously injured individuals in Kiowa County, 2014



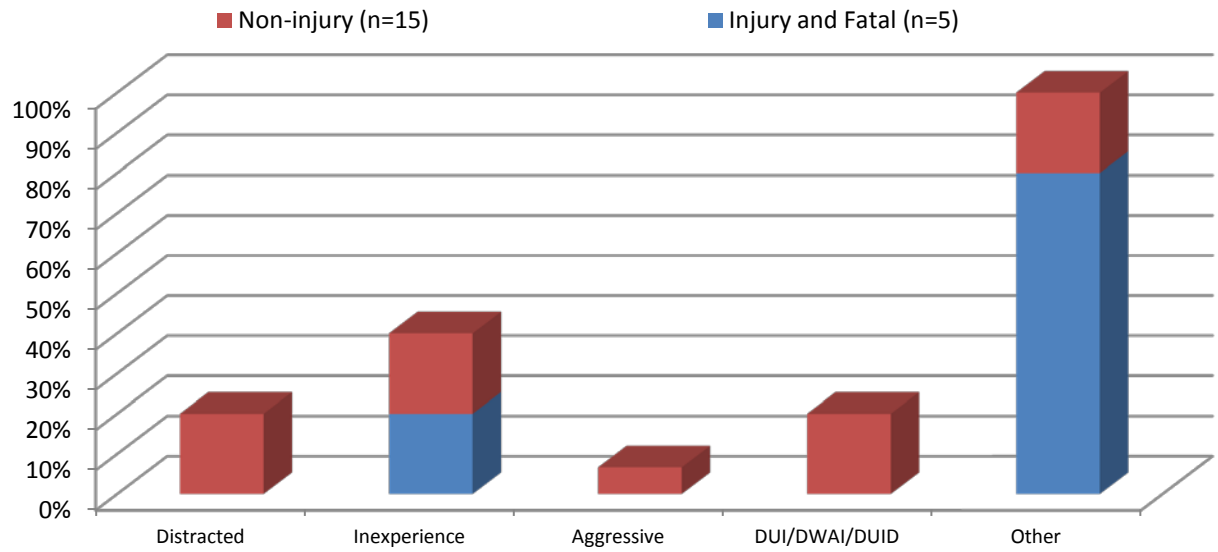
Source: EARS

Motor vehicle type is missing for one case

Contributing Factors

There were a total of 24 crashes in Kiowa County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 20 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 308).

Figure 308: Contributing factors among drivers in Kiowa County, 2014 (N=20)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Kiowa County.

KIT CARSON COUNTY

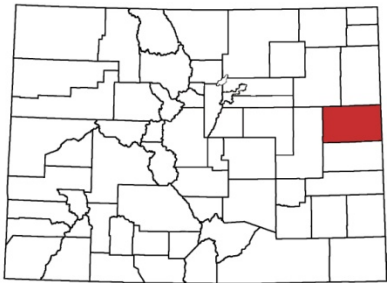


Table 156. Kit Carson County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	229	232	461
5-8	217	197	414
9-15	305	328	633
16-20	211	242	453
21-34	490	875	1,365
35-54	813	1,324	2,137
55-64	465	584	1,049
65+	687	618	1,305
Total	3,418	4,400	7,818

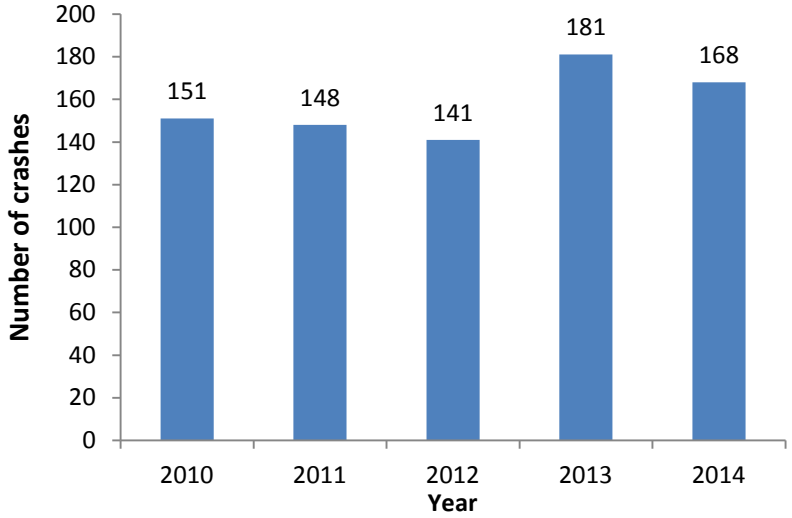
Data source: 2014 DOLA

TABLE 157: KIT CARSON COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Kit Carson County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	7	3	6	5	3	59.1	↓19.1%
Serious injuries in traffic crashes	63.3	5	9	5	7	11	96.0	↑28.1%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	1	1	4	4	1	27.1	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	0	1	0	0	4.9	↓100.0%
Speeding-related fatalities	3.2	0	2	2	1	2	17.2	↑100.0%
Motorcyclist fatalities	1.6	0	1	0	0	0	2.5	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	1	0	0	0	2.5	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	2	1	0	1	9.9	↑100.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

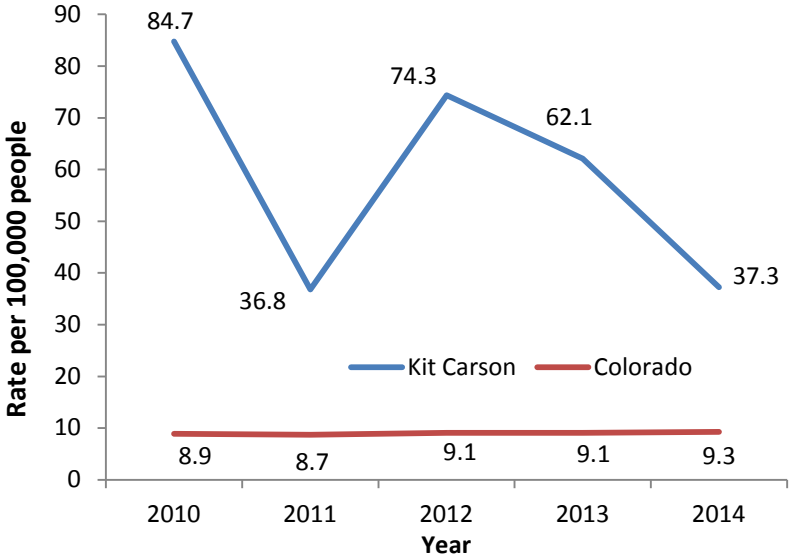
Figure 309: Total number of crashes in Kit Carson county, 2010 - 2014



Fatal Crashes

In 2014, there were 2 fatal crashes, resulting in 3 deaths. The number of fatalities per 100,000 people varied in Kit Carson County from 2010 to 2014.

Figure 310: Fatality rate in Kit Carson county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 11 people were seriously injured in the 28 injury crashes that occurred in Kit Carson County. The serious injury rate increased between 2010 and 2014. In 2014, there were 137 serious injuries per 100,000 population.

Impaired Driving

Of the 3 fatalities in 2014, 0 involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Source: FARS

Speed Enforcement

In 2014, 43% of injury and fatal crashes and 26% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 3% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there was 1 driver age 20 or younger involved in a fatal crash.

Source: FARS

Motorcycle Safety

There were no motorcyclist fatalities in 2014.

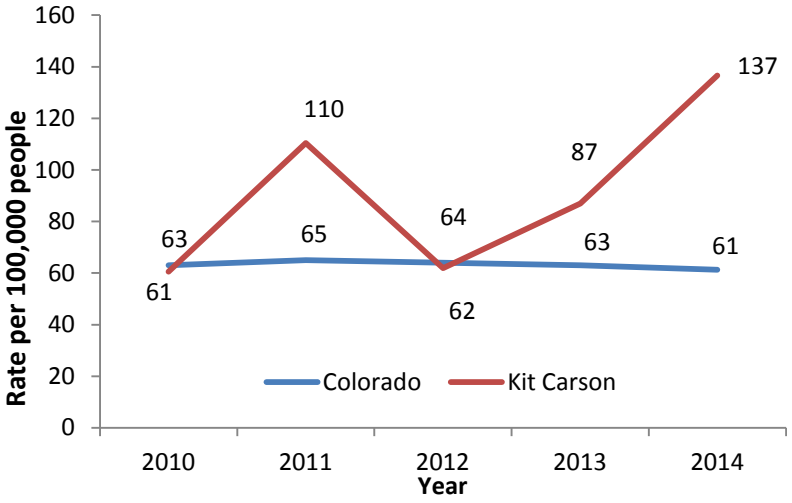
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 311: Serious injury rate in Kit Carson county and Colorado, 2010 - 2014



Occupant Protection

In 2014, the 1 of 3 motor vehicle occupant fatalities (33%) and 7 of the 9 (78%) motor vehicle occupants seriously injured were not using seat belts or other restraints.

2014 Kit Carson County Occupant Protection Usage:
Front/rear seat (0-4 years): 100.0%
Front/rear booster: 100.0%
Juvenile (5-15 years): 96.2%

Source: Institute of Transportation Management at CSU, FARS and EARS

Fatalities and Injury Hospitalizations by Age Distribution

Table 158. Kit Carson County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

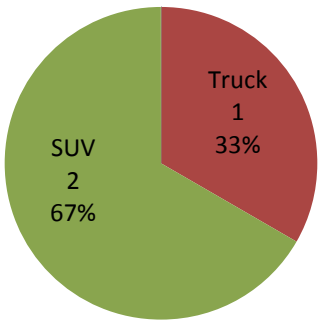
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	*
16-20	1	1	0	0	0	0	6
21-34	4	2	2	0	0	0	5
35-54	5	1	4	0	0	0	6
55-64	2	2	0	0	0	0	0
65+	2	1	1	0	0	0	*
Total	**14**	**7**	**7**	**0**	**0**	**0**	**19**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for all 3 of the fatalities in 2014.

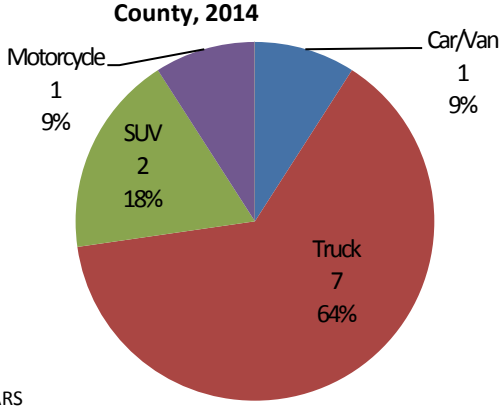
Figure 312: Mode of transportation in Kit Carson County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 10 of the 11 serious injuries.

Figure 313: Mode of transportation of seriously injured individuals in Kit Carson County, 2014

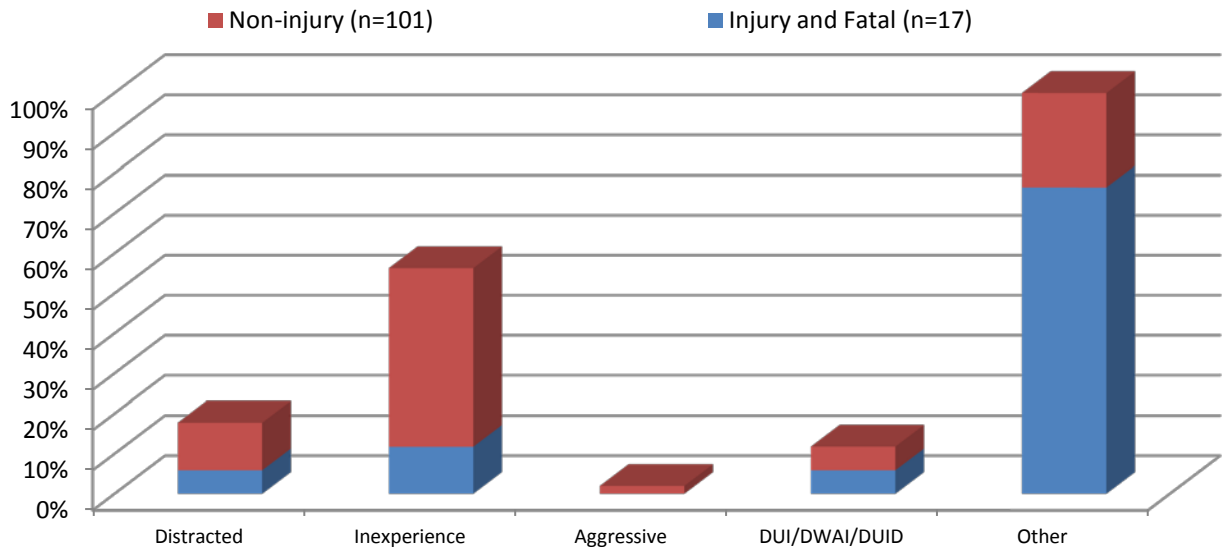


Source: EARS

Contributing Factors

There were a total of 168 crashes in Kit Carson County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 118 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 314).

Figure 314: Contributing factors among drivers in Kit Carson County, 2014 (N=118)

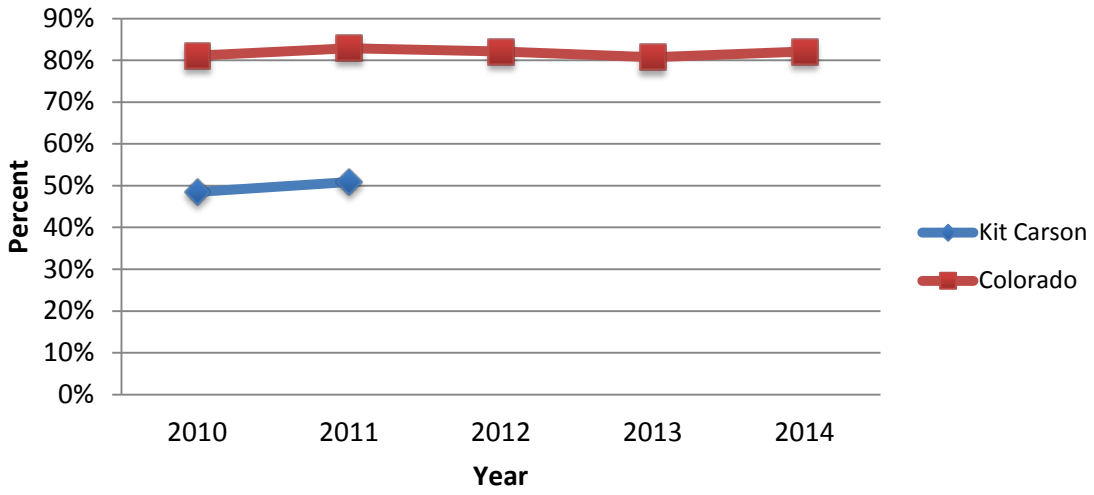


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall seat belt use in Kit Carson County increased between 2010 and 2011, though it was considerably below the statewide usage. Kit Carson County was not in the statewide seat belt survey in 2012-2014.

Figure 315: Seat belt use in Kit Carson County and Colorado, 2010-2014



Source: Institute of Transportation Management at CSU

LA PLATA COUNTY

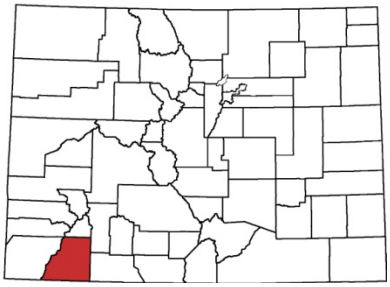


Table 159. La Plata County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	1,368	1,446	2,814
5-8	1,197	1,286	2,483
9-15	2,044	2,175	4,219
16-20	1,872	1,999	3,871
21-34	5,144	5,646	10,789
35-54	6,876	7,036	13,913
55-64	4,172	4,024	8,196
65+	3,909	3,821	7,729
Total	26,581	27,433	54,014

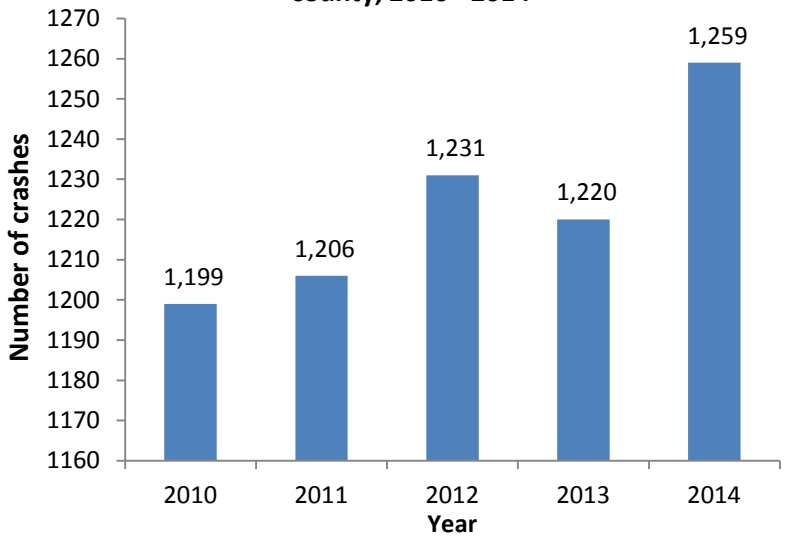
Data source: 2014 DOLA

TABLE 160: LA PLATA COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**La Plata County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	6	11	17	12	5	19.4	↓4.5%
Serious injuries in traffic crashes	63.3	50	66	55	38	51	92.5	↑0.5%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	1	4	6	3	2	6.1	↑18.9%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	3	5	3	0	4.2	0.0%
Speeding-related fatalities	3.2	1	3	8	3	0	5.7	↓100.0%
Motorcyclist fatalities	1.6	3	0	4	3	1	4.2	↓24.0%
Unhelmeted motorcyclist fatalities	1.0	3	0	3	2	0	3.0	↓100.0%
Drivers age 20 or younger in fatal crashes	1.3	1	1	2	0	1	1.9	0.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

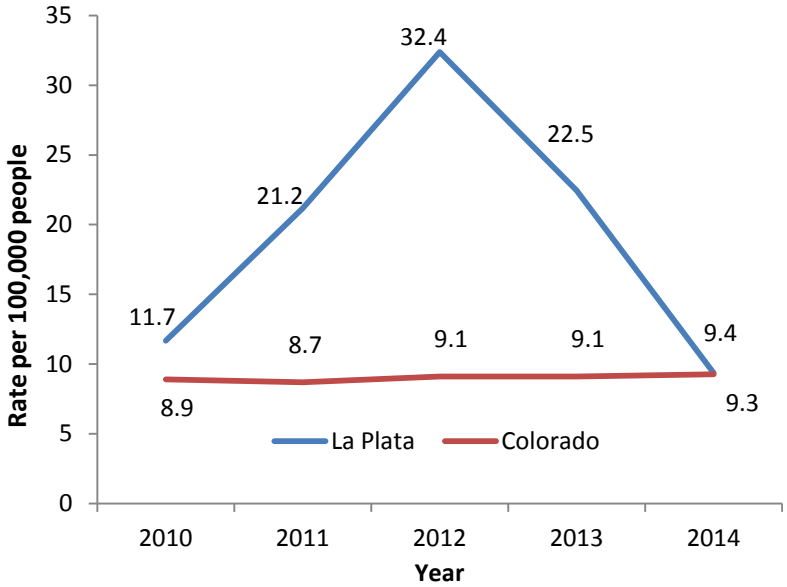
Figure 316: Total number of crashes in La Plata county, 2010 - 2014



Fatal Crashes

In 2014, there were 3 fatal crashes, resulting in 5 deaths. The number of fatalities per 100,000 population fluctuated over the past 5 years.

Figure 317: Fatality rate in La Plata county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 51 people were seriously injured in the 112 injury crashes that occurred in La Plata County. The serious injury rate slightly increased between 2010 and 2014. In 2014, there were 93 serious injuries per 100,000 population.

Impaired Driving

Of the 5 fatalities in 2014, 0 (0%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Source: FARS

Speed Enforcement

In 2014, 3% of injury and fatal crashes and 5% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 4% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there was 1 driver age 20 and under in a fatal crash.

Source: FARS

Motorcycle Safety

There was 1 motorcyclist fatality in 2014 and the rider was wearing a helmet.

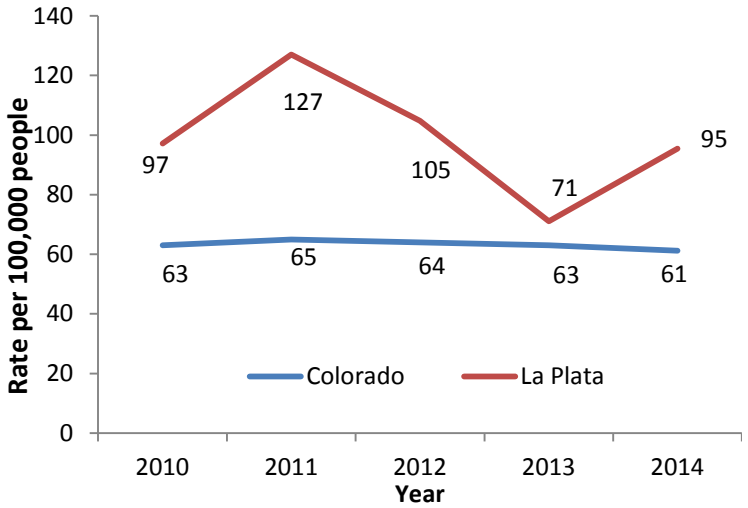
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 318: Serious injury rate in La Plata county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 2 of the 4 (50%) motor vehicle fatalities and 7 of the 28 (25%) motor vehicle occupants injured in a crash were not using seat belts or other restraints.

2014 La Plata Occupant Protection:
Overall seat belt usage: 90.3%
Teen seat belt: 87.5%
Front/rear seat (0-4 years): 92.0%
Front/rear booster: 9.6%
Juvenile (5-15 years): 88.9%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations by Age Distribution

Table 161. La Plata County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

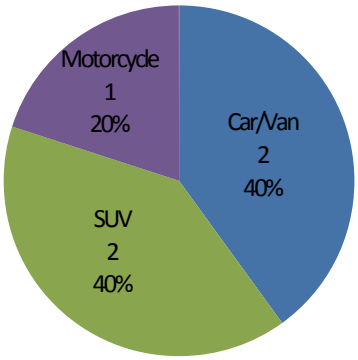
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	4
16-20	3	3	0	0	0	0	6
21-34	9	7	1	1	0	0	28
35-54	8	2	2	4	0	0	25
55-64	5	4	0	1	0	0	15
65+	9	7	0	2	0	0	17
Total	**34**	**23**	**3**	**8**	**0**	**0**	**95**

Source: FARS and CHA Discharge Data.

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 3 of the 5 fatalities in 2014.

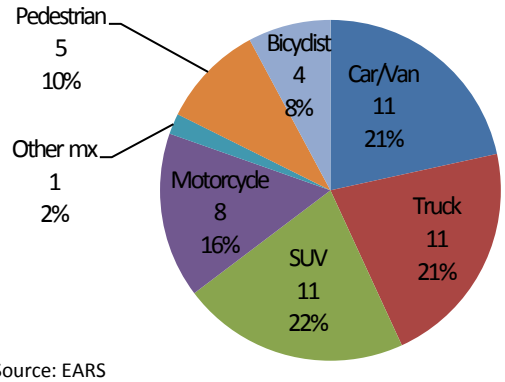
Figure 319: Mode of transportation in La Plata County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 34 of the 51 serious injuries.

Figure 320: Mode of transportation of seriously injured individuals in La Plata County, 2014

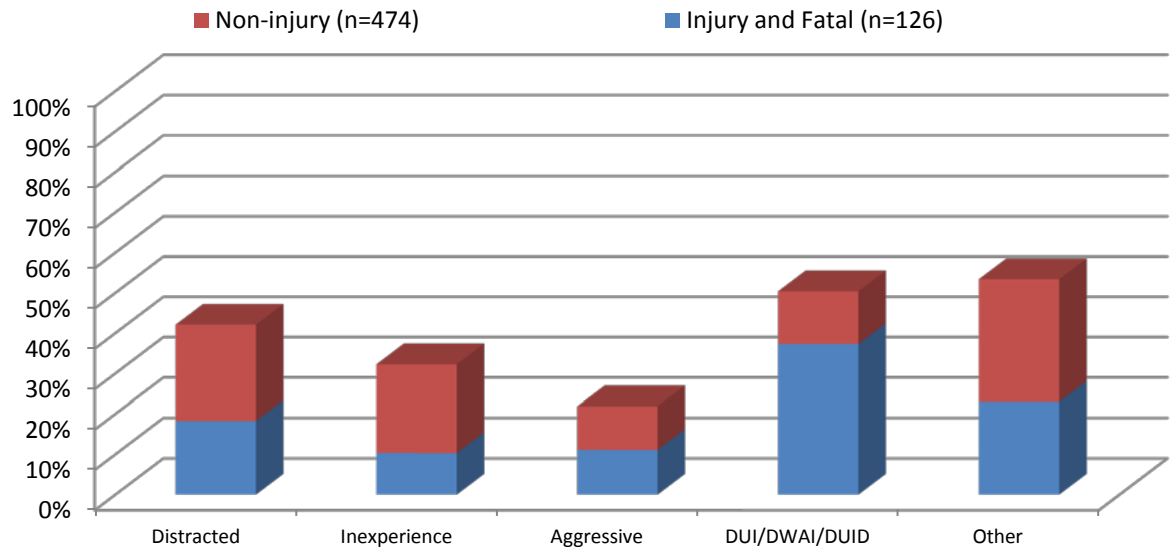


Source: EARS

Contributing Factors

There were a total of 1,259 crashes in La Plata County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 600 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 321).

Figure 321: Contributing factors among drivers in La Plata County, 2014 (N=600)

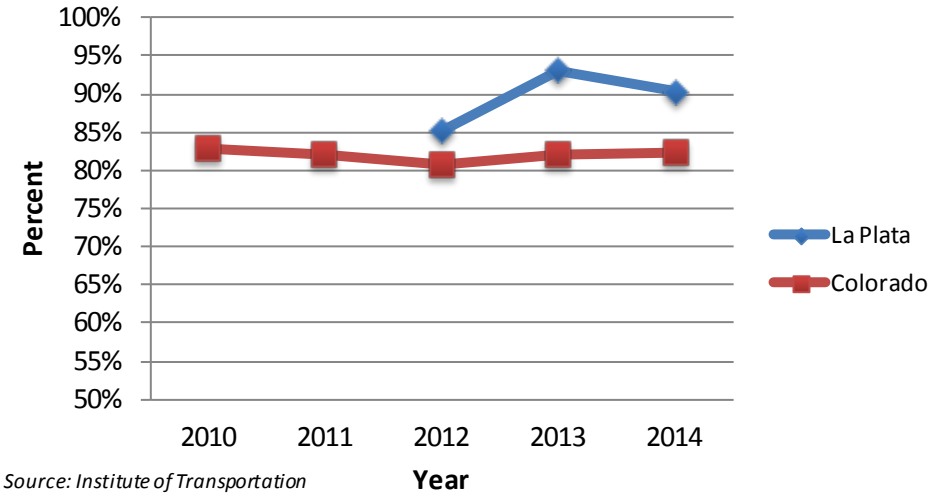


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

La Plata County was included in the statewide seat belt survey starting in 2012. La Plata County's seat belt use is above the statewide use and increased from 85.1 percent in 2012 to 90.3 percent in 2014.

Figure 322: Seat belt use in La Plata County and Colorado, 2010-2014



Source: Institute of Transportation Management at CSU

LAKE COUNTY

Table 162. Lake County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	225	229	454
5-8	221	227	448
9-15	349	350	698
16-20	243	252	495
21-34	622	811	1,433
35-54	953	1,119	2,072
55-64	442	527	969
65+	392	388	780
Total	3,447	3,902	7,349

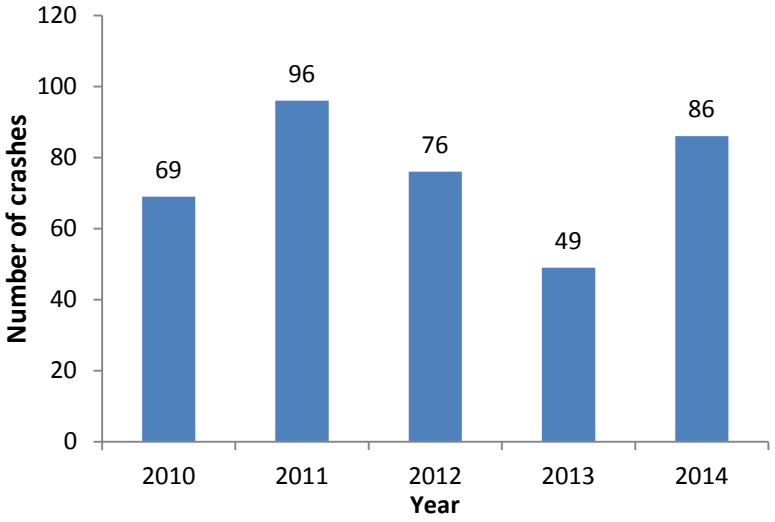
Data source: 2014 DOLA

TABLE 163: LAKE COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Lake County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	2	0	0	0	0	5.5	↓100.0%
Serious injuries in traffic crashes	63.3	4	5	5	2	6	51.9	↑10.7%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	1	0	0	0	0	2.7	↓100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	0	0	0	0	2.7	↓100.0%
Speeding-related fatalities	3.2	0	0	0	0	0	0.0	0.0%
Motorcyclist fatalities	1.6	1	0	0	0	0	2.7	↓100.0%
Unhelmeted motorcyclist fatalities	1.0	1	0	0	0	0	2.7	↓100.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	0.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

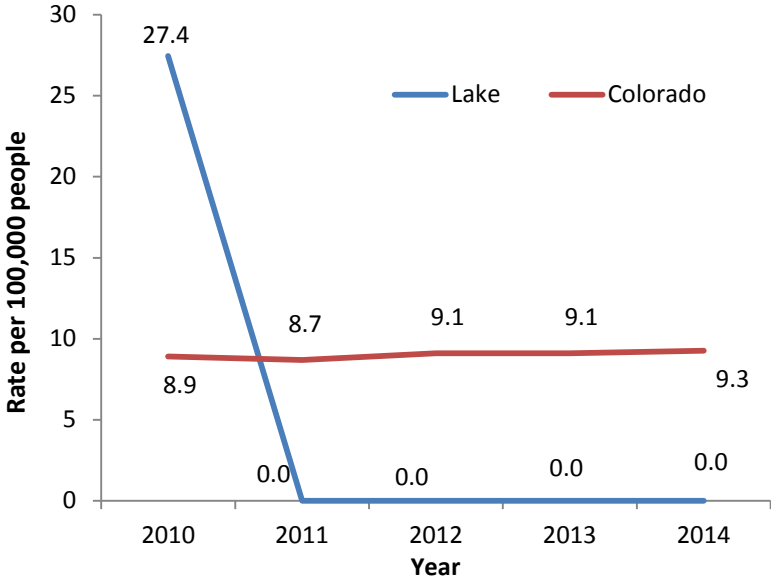
Figure 323: Total number of crashes in Lake county, 2010 - 2014



Fatal Crashes

In 2014, there were no fatal crashes in Lake. The number of fatalities per 100,000 people varied because a change of one fatality compared to the previous year had a large impact on the rate.

Figure 324: Fatality rate in Lake county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 6 people were seriously injured in the 13 injury crashes that occurred in Lake County. The serious injury rate increased between 2010 and 2014. In 2014, there were 52 serious injuries per 100,000 population.

Impaired Driving

In 2014 there were no fatalities that involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 15% of injury and fatal crashes and 34% of the non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 8% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

There were no drivers age 20 and under in fatal crashes in 2014.

Source: FARS

Motorcycle Safety

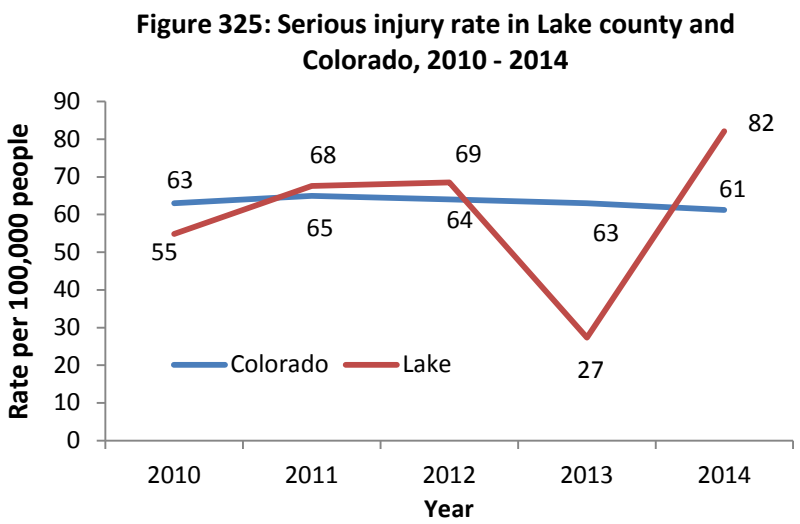
There were no motorcyclist fatalities in 2014.

Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS



Occupant Protection

In 2014, all of the six occupant motor vehicle riders that were seriously injured in a crash were using seat belts or other restraints.

Source: EARS

Fatalities and Injury Hospitalizations

Table 164. Lake County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

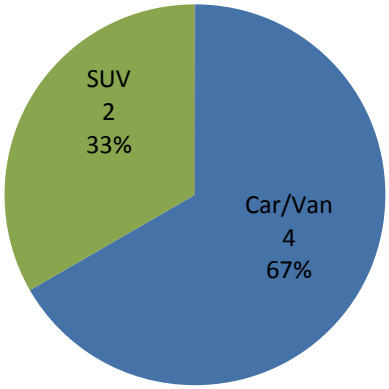
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	*
16-20	0	0	0	0	0	0	0
21-34	0	0	0	0	0	0	*
35-54	0	0	0	0	0	0	3
55-64	0	0	0	0	0	0	3
65+	0	0	0	0	0	0	*
Total	**0**	**0**	**0**	**0**	**0**	**0**	**11**

Source: FARS Data and CHA Discharge Data. *There were no fatalities in Lake County between 2012 and 2014.

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for all of the serious injuries in 2014.

Figure 326: Mode of transportation of seriously injured individuals in Lake County, 2014

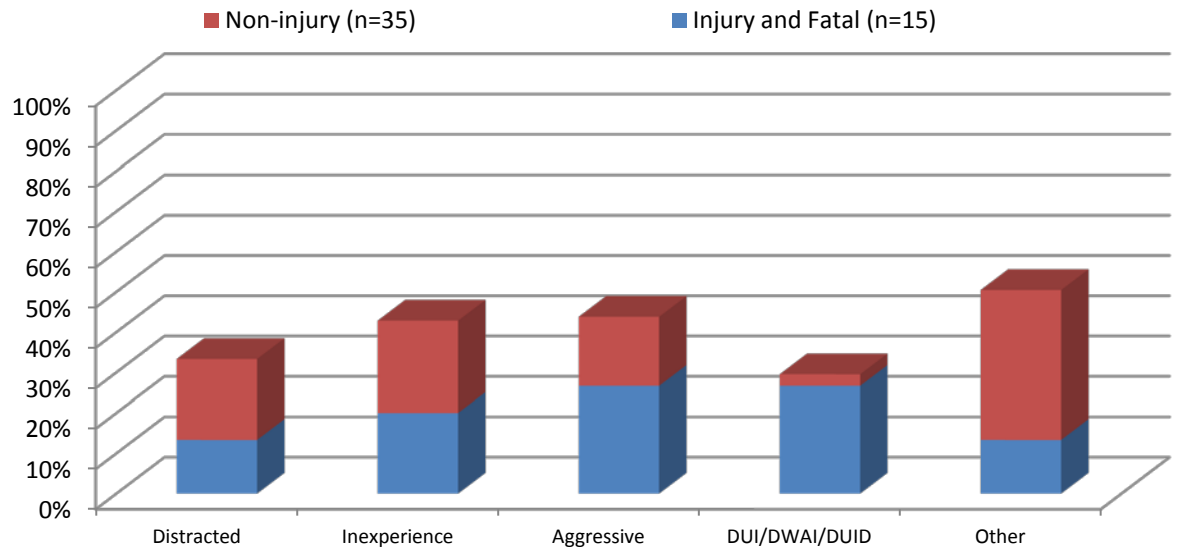


Source: EARS

Contributing Factors

There were a total of 86 crashes in Lake County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 50 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 327).

Figure 327: Contributing factors among drivers in Lake County, 2014 (N=50)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Lake County.

LARIMER COUNTY

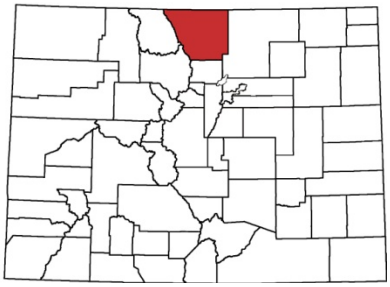


Table 165. Larimer County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	8,871	9,274	18,145
5-8	7,495	7,946	15,441
9-15	13,86	13,732	27,018
16-20	12,083	12,588	24,671
21-34	34,914	35,385	70,299
35-54	40,577	40,958	81,536
55-64	21,764	20,866	42,630
65+	24,110	20,012	44,123
Total	163,101	160,762	323,863

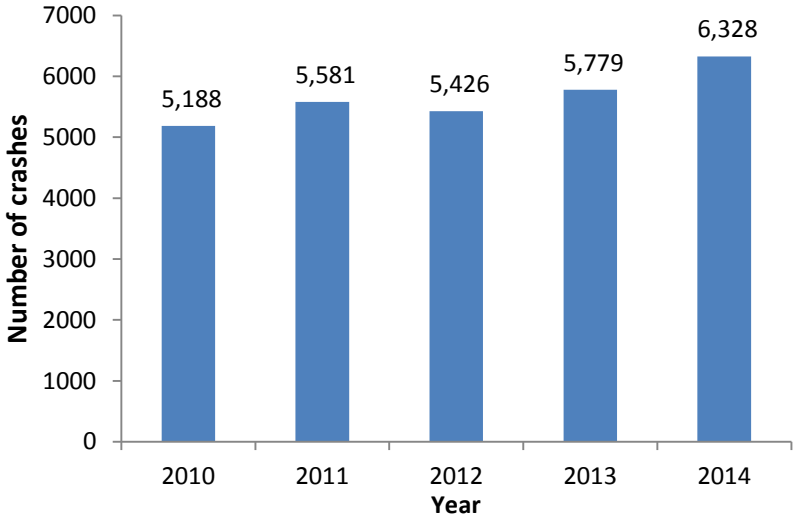
Data source: 2014 DOLA

TABLE 166: LARIMER COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Larimer County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	16	22	23	19	24	6.7	↑10.7%
Serious injuries in traffic crashes	63.3	162	165	163	182	164	55.2	↑0.3%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	7	11	12	8	6	2.8	↓3.8%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	5	6	8	4	3	1.7	↓12.0%
Speeding-related fatalities	3.2	5	9	7	5	9	2.3	↑15.8%
Motorcyclist fatalities	1.6	5	2	3	6	3	1.2	↓12.0%
Unhelmeted motorcyclist fatalities	1.0	1	2	2	3	1	0.6	0.0%
Drivers age 20 or younger in fatal crashes	1.3	3	3	0	5	4	1.0	↑7.5%
Pedestrian fatalities	1.0	1	0	3	0	0	0.3	↓100.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

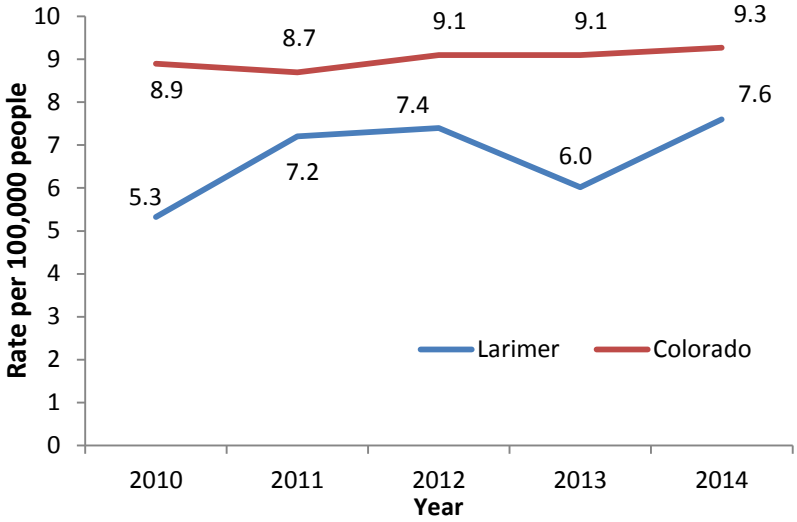
Figure 328: Total number of crashes in Larimer county, 2010 - 2014



Fatal Crashes

In 2014, there were 20 fatal traffic crashes in Larimer County, resulting in 24 deaths. The number of fatalities per 100,000 people per 100,000 people increased during 2010-2014. In 2014, there were 7 deaths per 100,000 population.

Figure 329: Fatality rate in Larimer county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 164 people were seriously injured in the 359 injury crashes that occurred in Larimer County. The serious injury rate slightly increased between 2010 and 2014. In 2014, there were 55 serious injuries per 100,000 population.

Impaired Driving

Of the 24 fatalities in 2014, 3 (13%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Source: FARS

Speed Enforcement

In 2014, 9% of injury and fatal crashes and 7% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 4% injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there were 4 drivers age 20 and under in fatal crashes.

Source: FARS

Motorcycle Safety

There were 3 motorcyclist fatalities in 2014 and 33% (1/3) were unhelmeted.

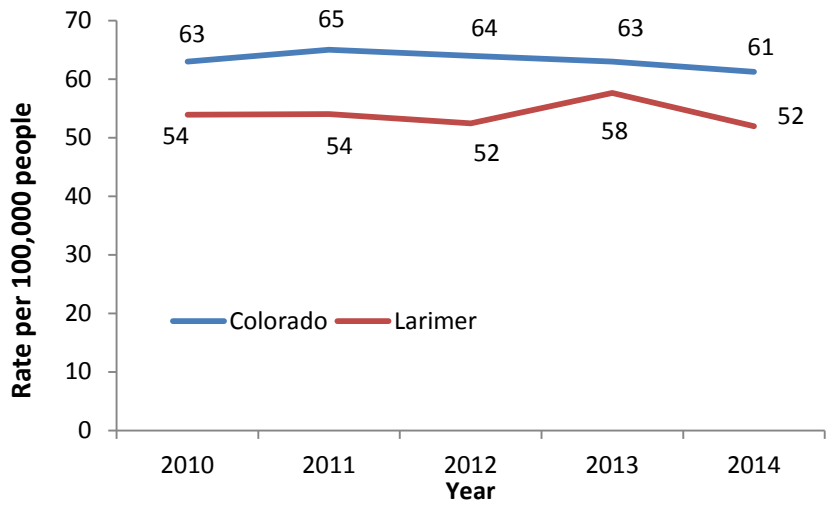
Source: FARS

Pedestrian and Bicycle Safety

No pedestrian but 1 bicyclist was killed in 2014.

Source: FARS

Figure 330: Serious injury rate in Larimer county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 6 of the 20 (30%) motor vehicle occupant fatalities and 40 of the 102 (39%) motor vehicle occupants seriously injured in crashes were not using seat belts or other restraints.

2014 Larimer County Occupant Protection Usage:
Overall seat belt usage: 90.3%
Teen seat belt: 94.6%
Front/rear seat (0-4 years): 98.1%
Front/rear booster: 84.2%
Juvenile (5-15 years): 98.3%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 167. Larimer County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

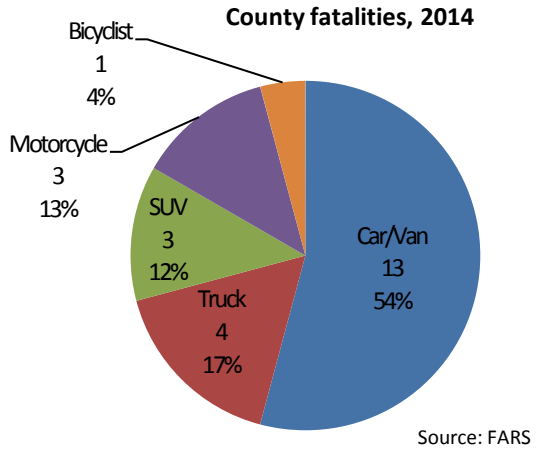
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	1	1	0	0	0	0	3
5-8	0	0	0	0	0	0	3
9-15	0	0	0	0	0	0	13
16-20	6	4	0	1	1	0	40
21-34	22	15	5	2	0	0	121
35-54	14	7	2	4	0	1	119
55-64	7	3	0	3	0	1	70
65+	16	10	1	2	2	1	73
Total	**66**	**40**	**8**	**12**	**3**	**3**	**442**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 20 of the 24 fatalities in 2014.

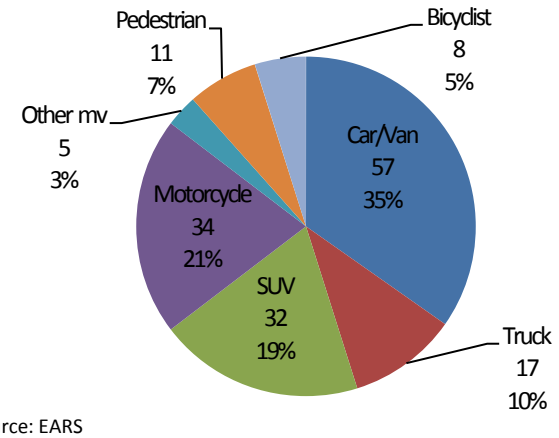
Figure 331: Mode of transportation in Larimer County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 111 of the 164 serious injuries.

Figure 332: Mode of transportation of seriously injured individuals in Larimer County, 2014

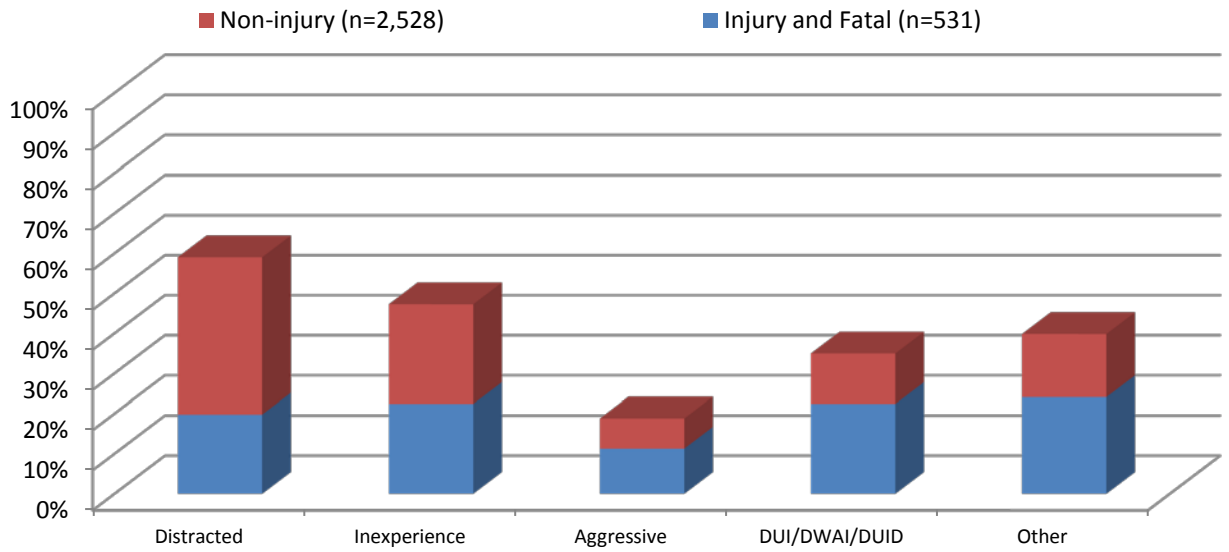


Source: EARS

Contributing Factors

There were a total of 6,328 crashes in Larimer County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 3,059 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 333).

Figure 333: Contributing factors among drivers in Larimer County, 2014 (N=3,059)

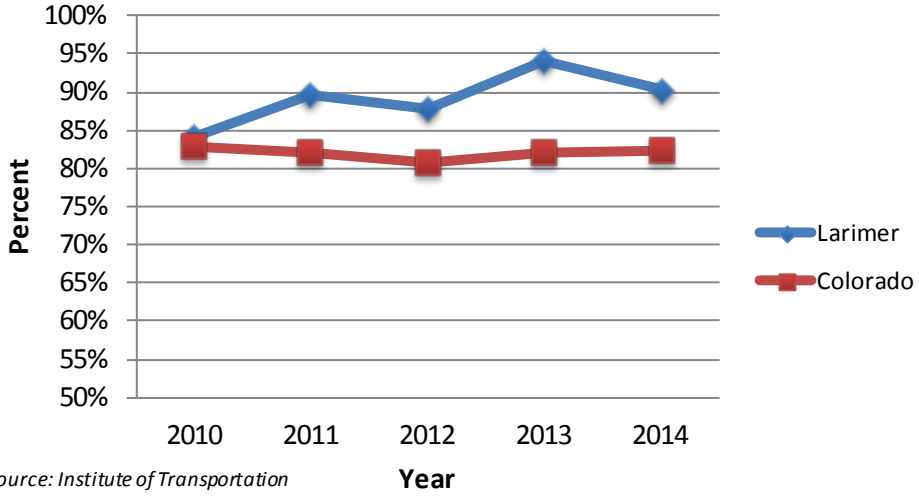


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall seat belt use in Larimer County ranged from 84.2 percent to 94.1 percent during 2010-2014. Over the past 5 years, Larimer County's observed overall seat belt use exceeded the statewide use.

Figure 334: Seat belt use in Larimer County and Colorado, 2010-2014



Source: Institute of Transportation Management at CSU

LAS ANIMAS COUNTY

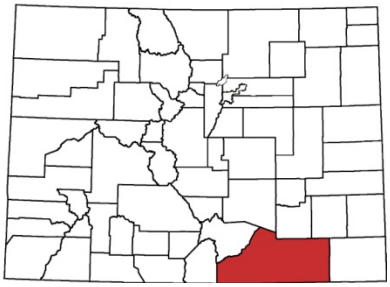


Table 168. Las Animas County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	316	354	670
5-8	305	339	644
9-15	595	545	1,140
16-20	354	366	719
21-34	902	1,233	2,135
35-54	1,557	1,682	3,239
55-64	1,170	1,231	2,402
65+	1,643	1,469	3,112
Total	6,841	7,219	14,060

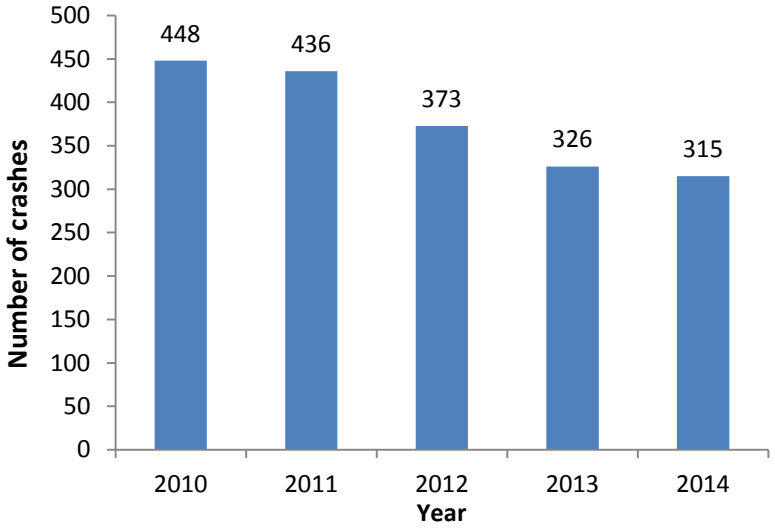
Data source: 2014 DOLA

TABLE 169: LAS ANIMAS COUNTY TREND ANALYSIS 2010-2014								
Performance Measure **Reduce the number of:**	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Las Animas County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
		2010	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	7	2	6	9	2	35.1	↓26.9%
Serious injuries in traffic crashes	63.3	17	18	11	22	6	114.8	↓22.9%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	5	1	1	3	1	14.9	↓33.1%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	0	0	0.0	0.0%
Speeding-related fatalities	3.2	3	0	0	2	2	9.5	↓9.6%
Motorcyclist fatalities	1.6	0	0	0	1	0	1.4	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	1	0	1.4	0.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

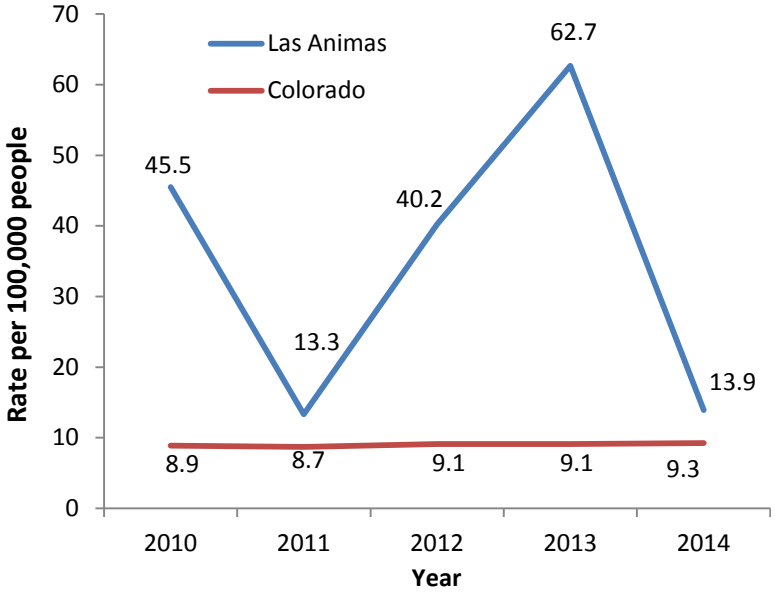
Figure 335: Total number of crashes in Las Animas county, 2010 - 2014



Fatal Crashes

In 2014, there were 2 fatal crashes, resulting in 2 deaths. The number of fatalities per 100,000 population decreased in Las Animas County between 2010 and 2014.

Figure 336: Fatality rate in Las Animas county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 6 people were seriously injured in the 11 injury crashes that occurred in Las Animas County. The serious injury rate declined between 2010 and 2014. In 2014, there were 42 serious injuries per 100,000 population.

Impaired Driving

Of the 2 fatalities in 2014, 0 (0%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Source: FARS

Speed Enforcement

In 2014, 31% of injury and fatal crashes and 21% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 0% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

There were no drivers age 20 and under in fatal crashes in 2014.

Source: FARS

Motorcycle Safety

There were no motorcyclist fatalities in 2014.

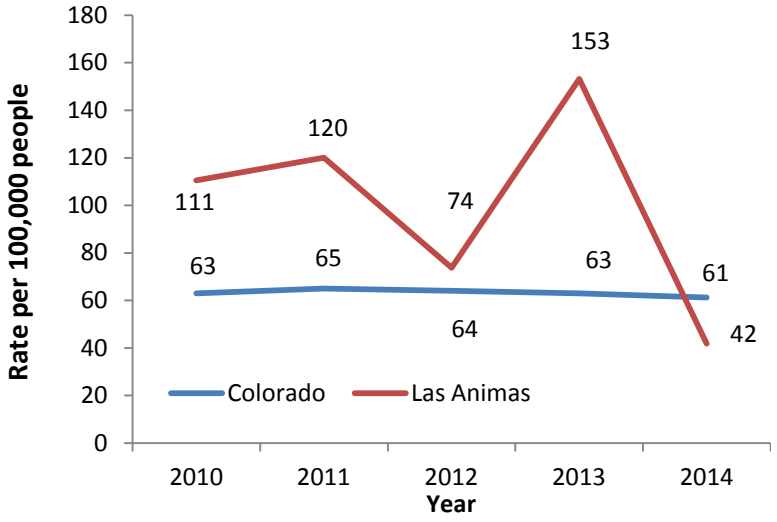
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 337: Serious injury rate in Las Animas county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 1 of the 2 (50%) motor vehicle occupant fatalities and 1 of the 5 (20%) motor vehicle occupants seriously injured in a crash were not using seat belts or other restraints.

2014 Las Animas Occupant Protection Usage:
Overall seat belt usage: 83.6%
Front/rear seat (0-4 years): 96.7%
Front/rear booster: 74.4%
Juvenile (5-15 years): 75.8%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 170. Las Animas County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

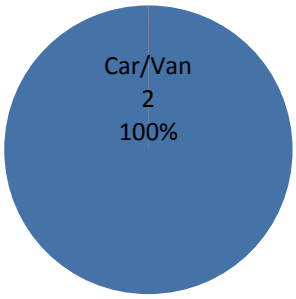
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	1	1	0	0	0	0	4
16-20	4	2	2	0	0	0	3
21-34	1	0	1	0	0	0	6
35-54	3	2	1	0	0	0	10
55-64	3	1	2	0	0	0	10
65+	5	4	0	1	0	0	5
Total	**17**	**10**	**6**	**1**	**0**	**0**	**38**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for all of the 2 fatalities in 2014.

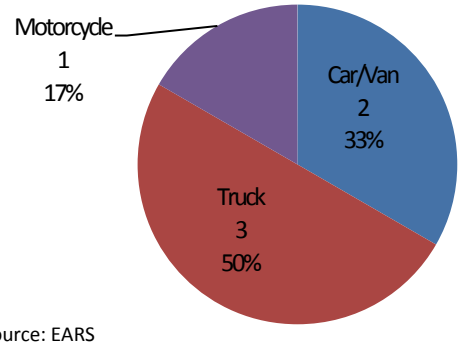
Figure 338: Mode of transportation in Las Animas County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 5 of the 6 serious injuries.

Figure 339: Mode of transportation of seriously injured individuals in Las Animas County, 2014

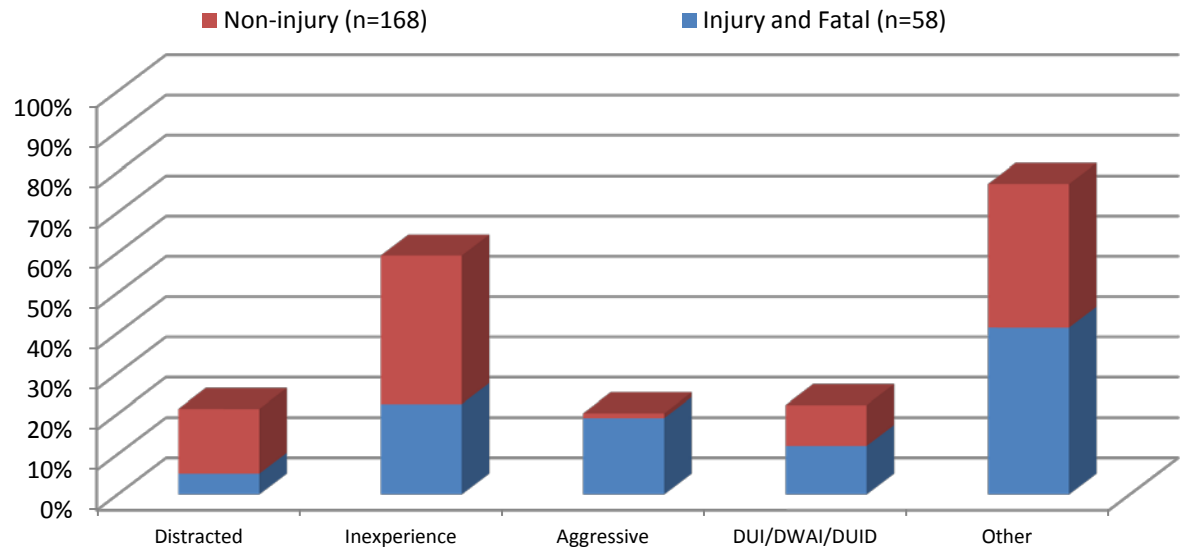


Source: EARS

Contributing Factors

There were a total of 315 crashes in Las Animas County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 226 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 340).

Figure 340: Contributing factors among drivers in Las Animas County, 2014 (N=226)

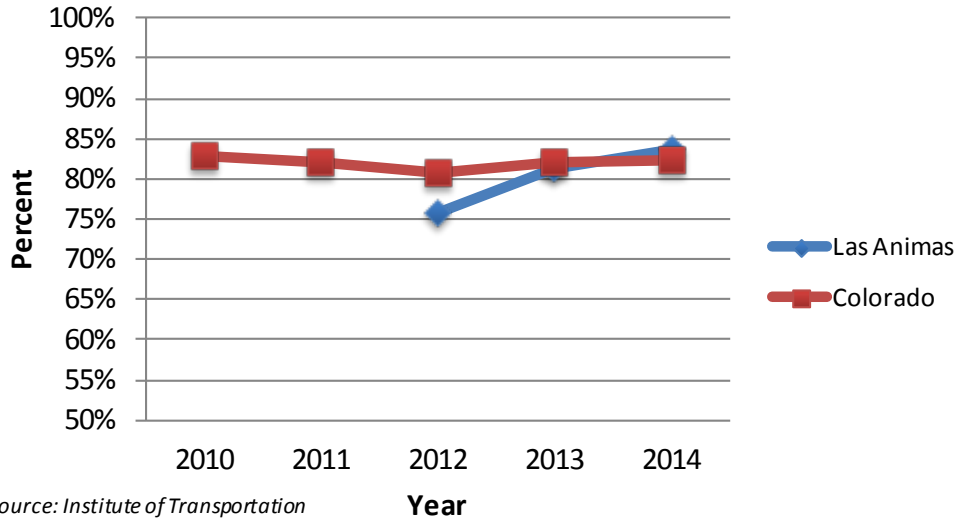


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

The observed seat belt use in Las Animas County increased and is now similar to the overall statewide belt use.

Figure 341: Seat belt use in Las Animas County and Colorado, 2010-2014



Source: Institute of Transportation Management at CSU

LINCOLN COUNTY

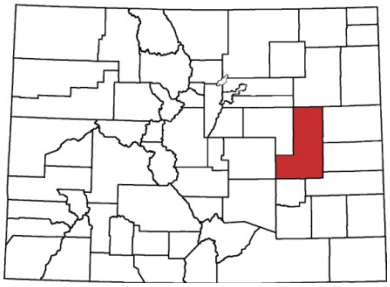


Table 171: Lincoln County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	143	160	302
5-8	112	141	253
9-15	205	183	388
16-20	136	175	311
21-34	334	757	1,091
35-54	558	929	1,486
55-64	324	420	744
65+	491	442	933
TOTAL	2,302	3,206	5,508

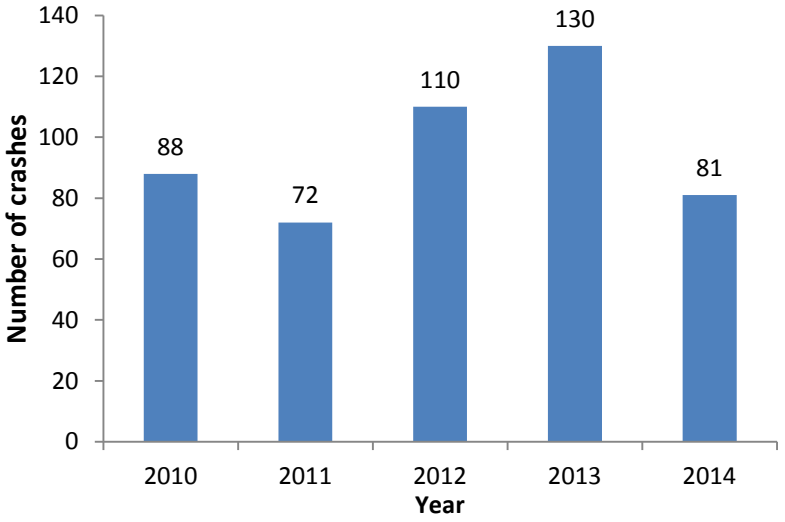
Data Source: 2014 DOLA Data

TABLE 172: LINCOLN COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Lincoln County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	5	4	4	8	4	92.0	↓5.4%
Serious injuries in traffic crashes	63.3	4	11	11	7	11	147.2	↑28.8%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	2	2	1	7	0	44.2	↓100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	0	0	0.0	0.0%
Speeding-related fatalities	3.2	3	3	0	1	2	33.1	↓9.6%
Motorcyclist fatalities	1.6	0	0	0	0	0	0.0	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	1	0	0	3.7	0.0%
Pedestrian fatalities	1.0	0	0	2	0	0	7.4	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

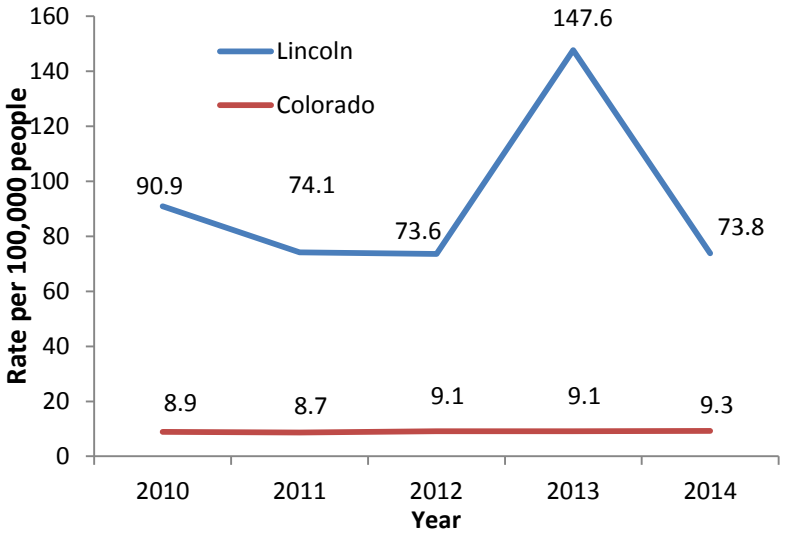
Figure 342: Total number of crashes in Lincoln county, 2010 - 2014



Fatal Crashes

In 2014, there were 3 fatal crashes, resulting in 4 deaths. The number of fatalities per 100,000 people varied in Lincoln County, because a change in one fatality has a large impact when the in a small county.

Figure 343: Fatality rate in Lincoln county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 11 people were seriously injured in the 14 injury crashes that occurred in Lincoln County. The serious injury rate varied between 2010 and 2014. In 2014, there were 203 serious injuries per 100,000 population

Impaired Driving

Of the 4 fatalities in 2014, 0 (0%) involved a driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 59% of injury and fatal crashes and 55% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 6% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

There were no drivers age 20 and under in fatal crashes in 2014.

Source: FARS

Motorcycle Safety

There were no motorcyclist fatalities in 2014.

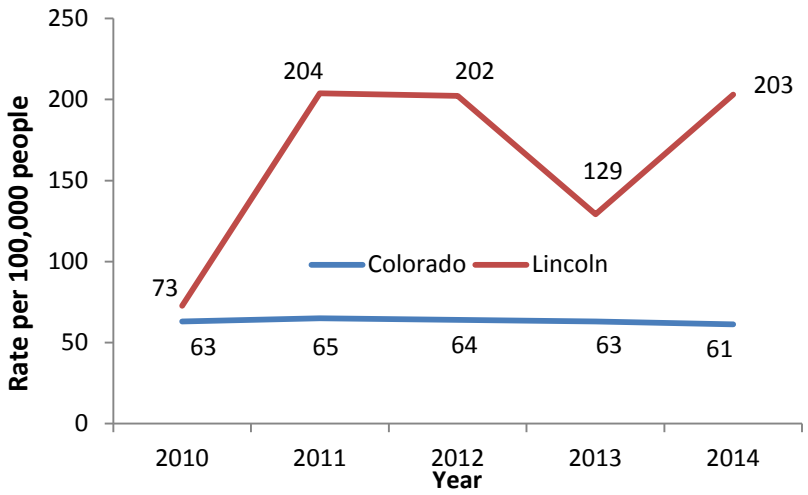
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 344: Serious injury rate in Lincoln county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 0 of the 4 (0%) motor vehicle occupant fatalities and 5 of the 10 (50%) motor vehicle occupants seriously injured were not using seat belts or other restraints.

2014 Lincoln County Occupant Protection Usage:
Overall seat belt : 86.3%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 173. Lincoln County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

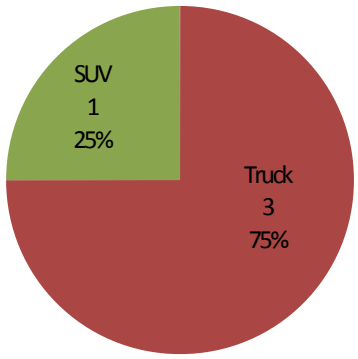
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	1	1	0	0	0	0	*
21-34	3	3	0	0	0	0	3
35-54	10	3	5	0	2	0	3
55-64	2	1	1	0	0	0	*
65+	0	0	0	0	0	0	3
Total	**16**	**8**	**6**	**0**	**2**	**0**	**11**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for all 4 of the fatalities in 2014.

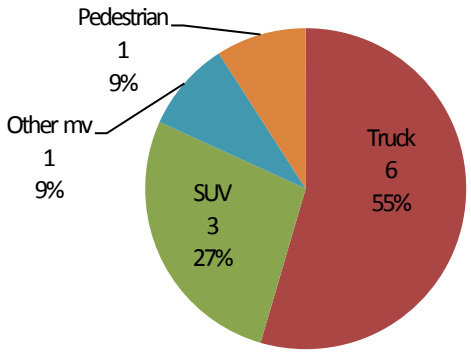
Figure 345: Mode of transportation in Lincoln County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 10 of the 11 serious injuries.

Figure 346: Mode of transportation of seriously injured individuals in Lincoln County, 2014

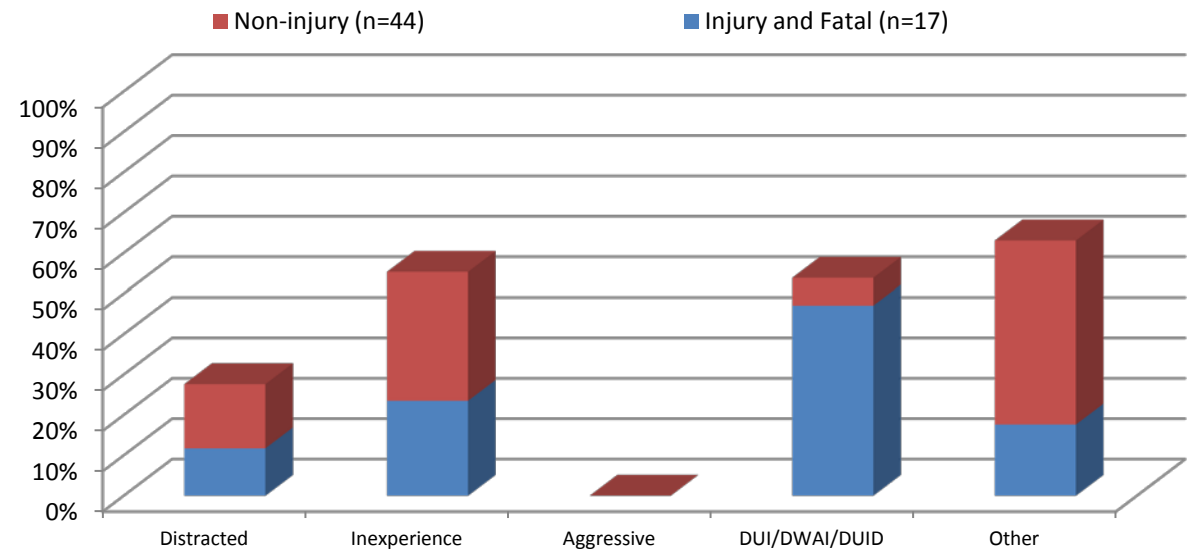


Source: EARS

Contributing Factors

There were a total of 81 crashes in Lincoln County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 61 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 347).

Figure 347: Contributing factors among drivers in Lincoln County, 2014 (N=61)

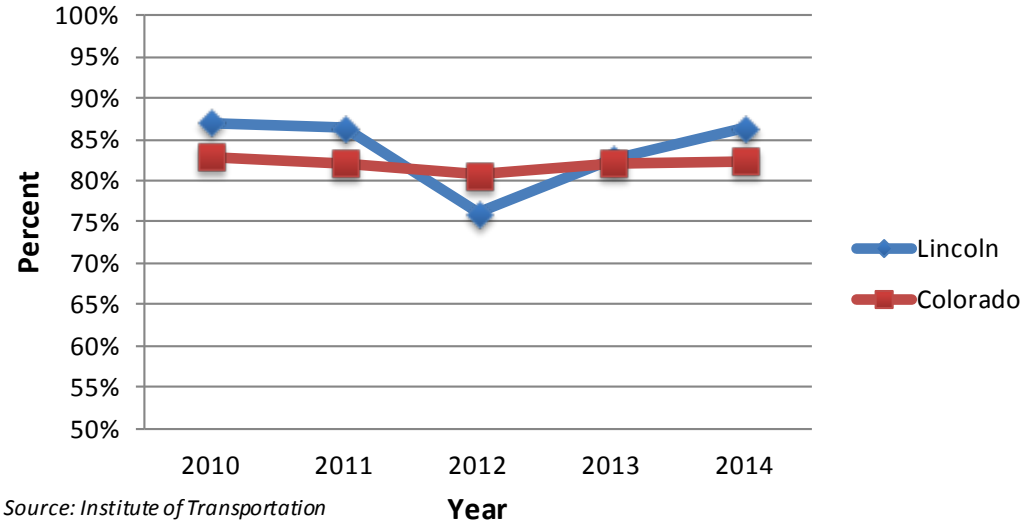


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall seat belt use in Lincoln County varied between 2010 and 2014. However, Lincoln County's seat belt use was similar to the statewide seat belt use.

Figure 348: Seat belt use in Lincoln County and Colorado, 2010-2014



Source: Institute of Transportation Management at CSU

LOGAN COUNTY

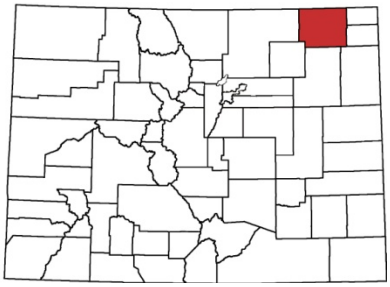


Table 174. Logan County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	557	602	1,159
5-8	482	464	946
9-15	812	907	1,719
16-20	519	648	1,167
21-34	1,514	3,230	4,744
35-54	2,248	3,490	5,738
55-64	1,373	1,703	3,076
65+	1,943	1,598	3,540
Total	9,447	12,641	22,088

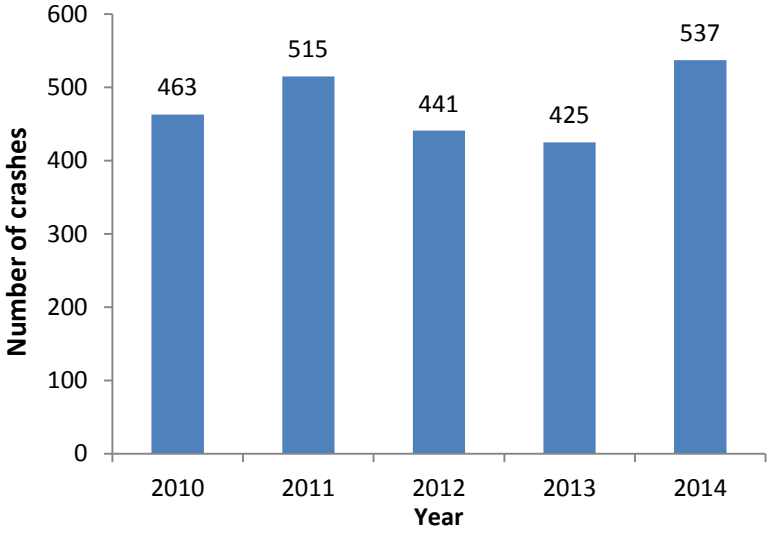
Data source: 2014 DOLA

TABLE 175: LOGAN COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Logan County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	1	2	2	6	5	14.5	↑49.5%
Serious injuries in traffic crashes	63.3	16	18	19	13	13	66.2	↓5.1%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	1	1	0	3	1	5.4	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	0	2	1.8	↑100.0%
Speeding-related fatalities	3.2	0	0	0	0	1	0.9	↑100.0%
Motorcyclist fatalities	1.6	0	0	0	0	3	2.7	↑100.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	2	1.8	↑100.0%
Drivers age 20 or younger in fatal crashes	1.3	1	0	3	2	1	6.3	0.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

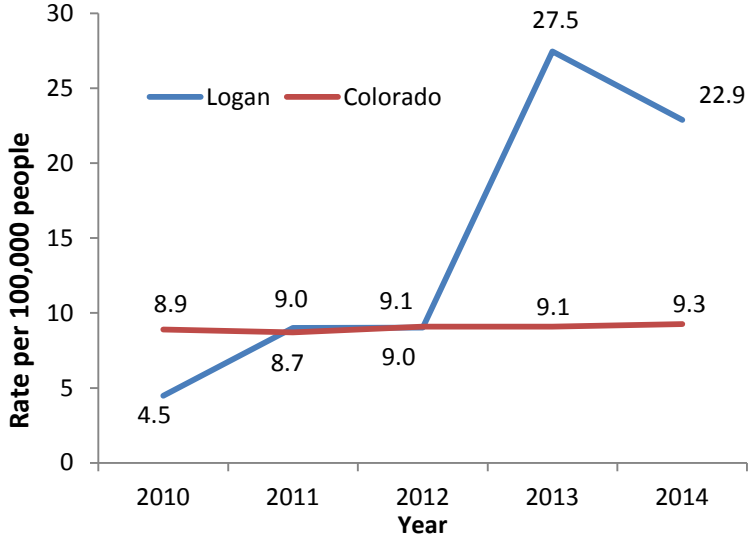
Figure 349: Total number of crashes in Logan county, 2010 - 2014



Fatal Crashes

In 2014, there were 5 fatal crashes resulting in 5 deaths. The number of fatalities per 100,000 people increased during 2010-2014. In 2014, there were and 15 fatalities per 100,000 people.

Figure 350: Fatality rate in Logan county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 13 people were seriously injured in the 28 injury crashes that occurred in Logan County. The serious injury rate decreased during 2010-2014. In 2014, there were 59 serious injuries per 100,000 population.

Impaired Driving

Of the 5 fatalities in 2014, 2 (40%) involved a driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 39% of injury and fatal crashes and 24% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 9% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

There was 1 driver age 20 and under in a fatal crash in 2014.

Source: FARS

Motorcycle Safety

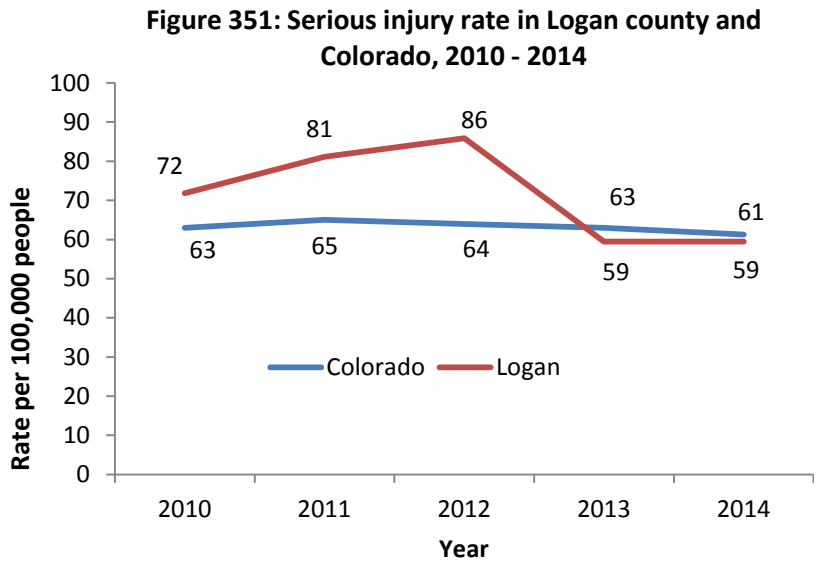
There were 3 motorcyclist fatalities in 2014 and 67% (2/3) were not wearing a helmet.

Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS



Occupant Protection

In 2014, 1 of the 2 (50%) motor vehicle occupational fatalities and 4 of the 10 (40%) motor vehicle occupants seriously injured in a crash were not using seat belts or other restraints.

2014 Logan County Occupant Protection Usage:
Overall seat belt usage: 87%
Teen seat belt: 76.9%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 176. Logan County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

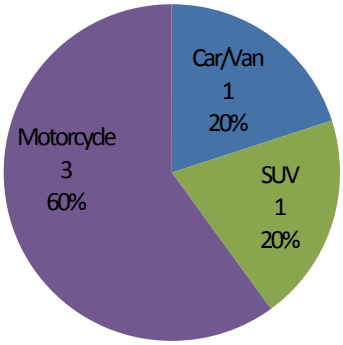
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	1	1	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	3	3	0	0	0	0	8
21-34	1	1	0	0	0	0	9
35-54	4	2	1	1	0	0	9
55-64	2	1	0	1	0	0	*
65+	2	1	0	1	0	0	3
Total	**13**	**9**	**1**	**3**	**0**	**0**	**30**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 2 of the 5 fatalities in 2014.

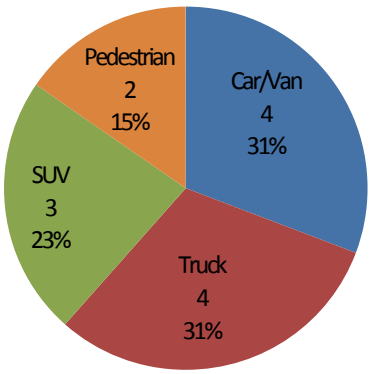
Figure 352: Mode of transportation in Logan County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 11 of the 13 serious injuries.

Figure 353: Mode of transportation of seriously injured individuals in Logan County, 2014

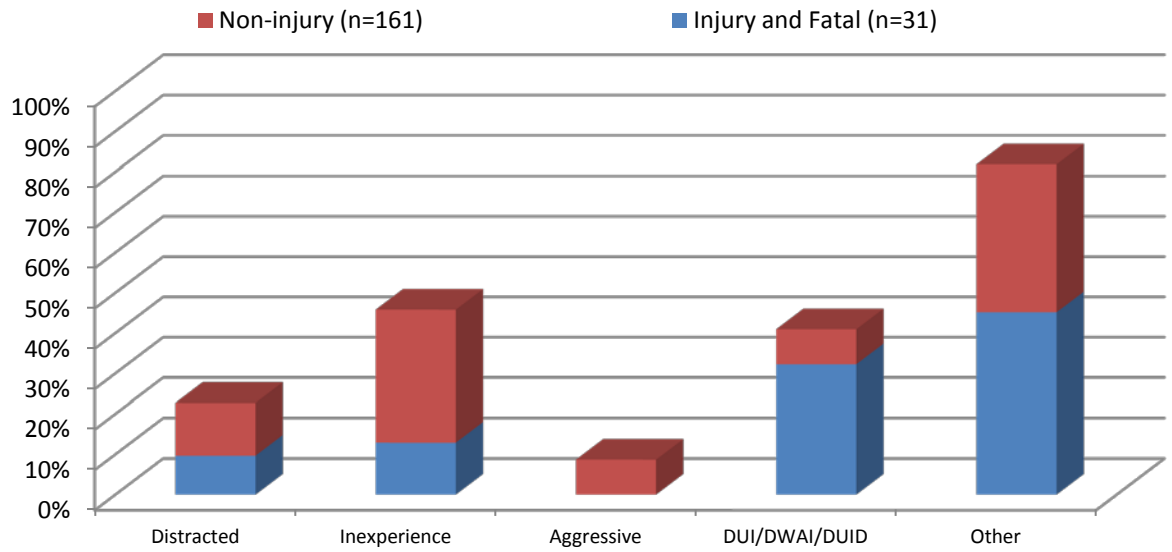


Source: EARS

Contributing Factors

There were a total of 537 crashes in Logan County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 192 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 354).

Figure 354: Contributing factors among drivers in Logan County, 2014 (N=192)

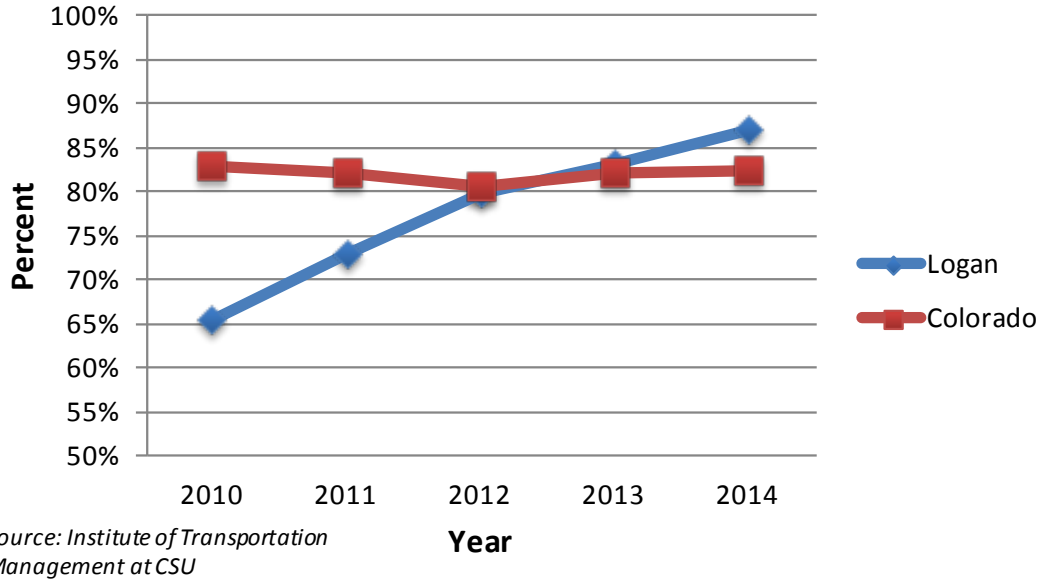


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall seat belt use in Logan County increased from 62.9 percent in 2010 to 87.0 percent 2014.

Figure 355: Seat belt use in Logan County and Colorado, 2010-2014



Source: Institute of Transportation Management at CSU

MESA COUNTY

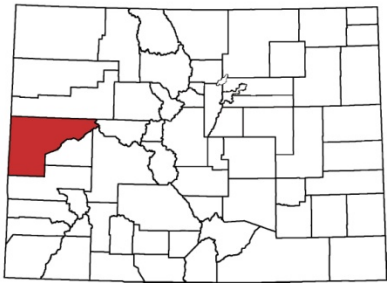


Table 177. Mesa County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	4,478	4,715	9,192
5-8	3,989	3,943	7,932
9-15	6,421	6,803	13,224
16-20	4,611	4,919	9,529
21-34	13,620	14,327	27,946
35-54	17,607	17,829	35,436
55-64	10,393	9,966	20,358
65+	13,516	11,213	24,729
Total	74,633	73,715	148,348

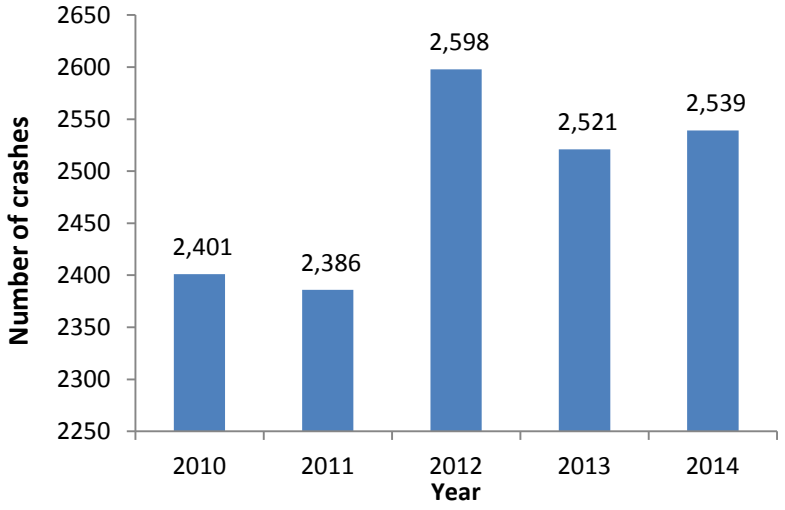
Data source: 2014 DOLA

TABLE 178: MESA COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Mesa County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	12	19	15	19	13	10.6	↑2.0%
Serious injuries in traffic crashes	63.3	114	112	111	66	73	58.4	↓10.5%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	6	7	6	4	8	4.2	↑7.5%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	2	7	5	5	8	3.7	↑41.4%
Speeding-related fatalities	3.2	5	6	3	5	3	3.0	↓12.0%
Motorcyclist fatalities	1.6	1	5	2	7	2	2.3	↑18.9%
Unhelmeted motorcyclist fatalities	1.0	1	3	1	4	2	1.5	↑18.9%
Drivers age 20 or younger in fatal crashes	1.3	3	1	3	1	2	1.4	↓9.6%
Pedestrian fatalities	1.0	1	1	2	1	2	0.9	↑18.9%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

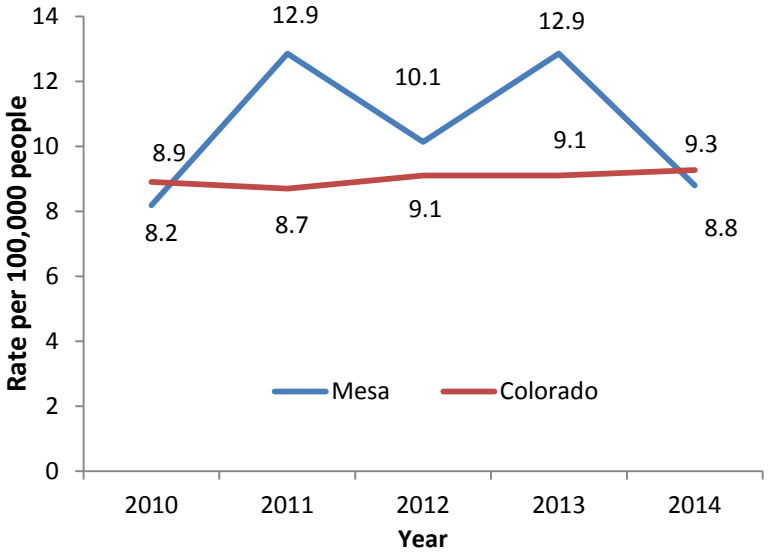
Figure 356: Total number of crashes in Mesa county, 2010 - 2014



Fatal Crashes

In 2014, there were 12 fatal crashes in Mesa County, resulting in 13 deaths. Overall, the number of fatalities per 100,000 people slightly increased in Mesa County from 2010 to 2014.

Figure 357: Fatality rate in Mesa county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 73 people were seriously injured in the 147 injury crashes that occurred in Mesa County. The serious injury rate declined between 2010 and 2014. In 2014, there were 49 serious injuries per 100,000 population.

Impaired Driving

Of the 13 fatalities in 2014, 8 (62%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Source: FARS

Speed Enforcement

In 2014, 11% of injury and fatal crashes and 3% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 3% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

There were 2 drivers age 20 or younger in fatal crashes in 2014.

Source: FARS

Motorcycle Safety

There were 2 motorcyclist fatalities in 2014, and 100% were unhelmeted.

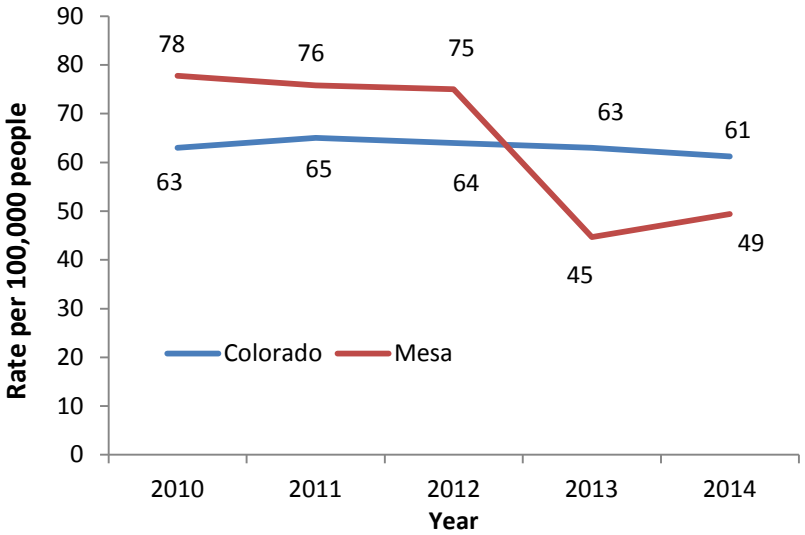
Source: FARS

Pedestrian and Bicycle Safety

2 pedestrians and no bicyclist were killed in 2014.

Source: FARS

Figure 358: Serious injury rate in Mesa county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 8 of the 9 (89%) motor vehicle occupant fatalities and 10 of the 25 (40%) motor vehicle occupants seriously injured in crashes were not using seat belts or other restraints.

2014 Mesa Occupant Protection:
Overall seat belt: 88.7%
Teen seat belt: 93%
Front/rear seat (0-4 years): 86.9%
Front/rear booster (0-4 years): 65.7%
Juvenile (5-15 years): 76.6%

Source: Institute of Transportation Management at CSU, FARS, & EARS

Fatalities and Injury Hospitalizations

Table 179. Mesa County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

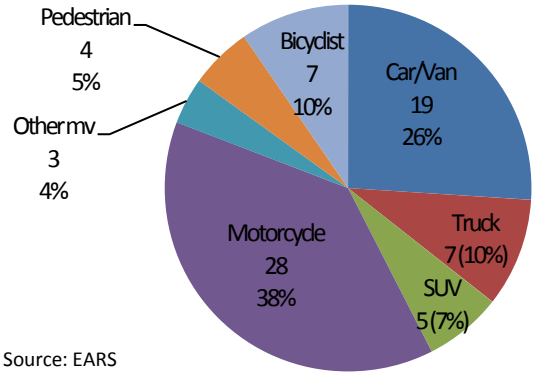
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	3
5-8	0	0	0	0	0	0	4
9-15	0	0	0	0	0	0	7
16-20	5	3	1	1	0	0	23
21-34	18	12	2	1	2	1	66
35-54	4	2	0	2	0	0	71
55-64	6	2	0	4	0	0	38
65+	14	8	0	3	3	0	45
Total	**47**	**27**	**3**	**11**	**5**	**1**	**257**

Source: FARS and CHA Discharge Data.

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 9 of the 13 fatalities in 2014.

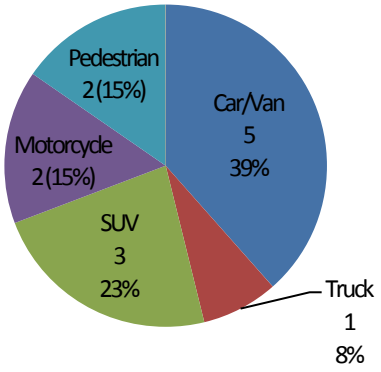
Figure 359: Mode of transportation of seriously injured individuals in Mesa County, 2014



Source: EARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 34 of the 73 serious injuries.

Figure 360: Mode of transportation in Mesa County fatalities, 2014

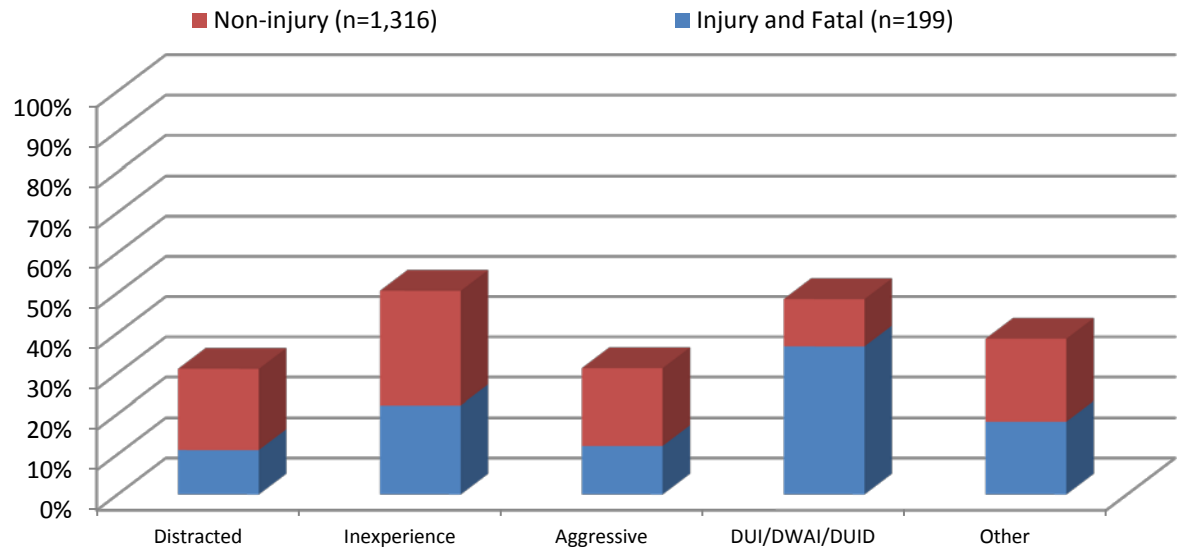


Source: FARS

Contributing Factors

There were a total of 2,539 crashes in Mesa County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 1,515 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 361).

Figure 361: Contributing factors among drivers in Mesa County, 2014 (N=1,515)

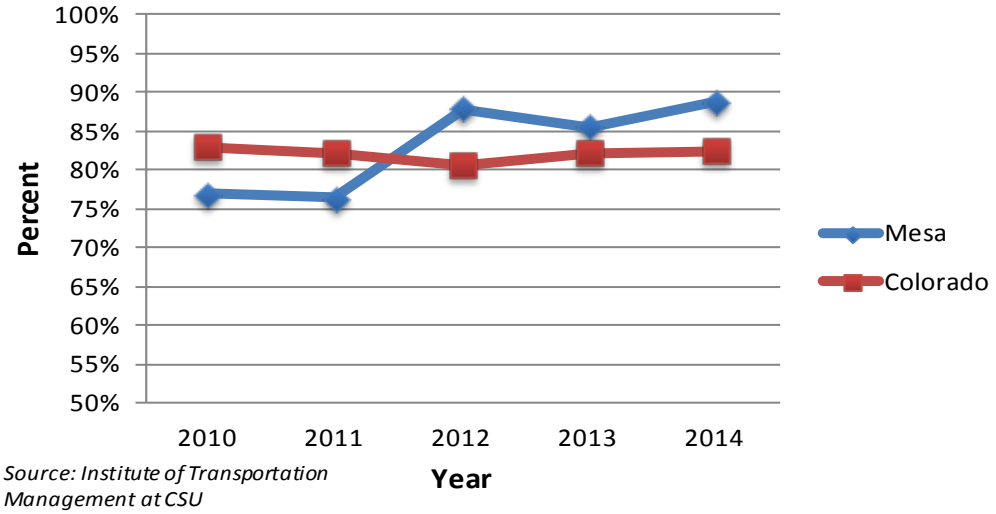


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall seat belt use in Mesa County was increased between 2010 and 2014. In 2014, Mesa County's seat belt use was 88.7 percent.

Figure 362: Seat belt use in Mesa County and Colorado, 2010-2014



Source: Institute of Transportation Management at CSU

MINERAL COUNTY

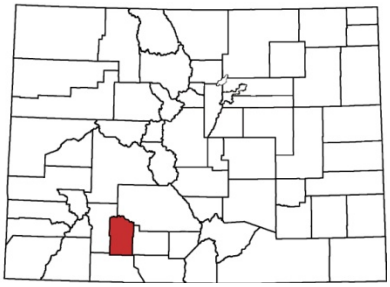


Table 180. Mineral County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	17	12	30
5-8	7	9	16
9-15	20	28	48
16-20	9	18	26
21-34	40	46	86
35-54	77	72	150
55-64	68	76	143
65+	109	90	199
Total	346	351	697

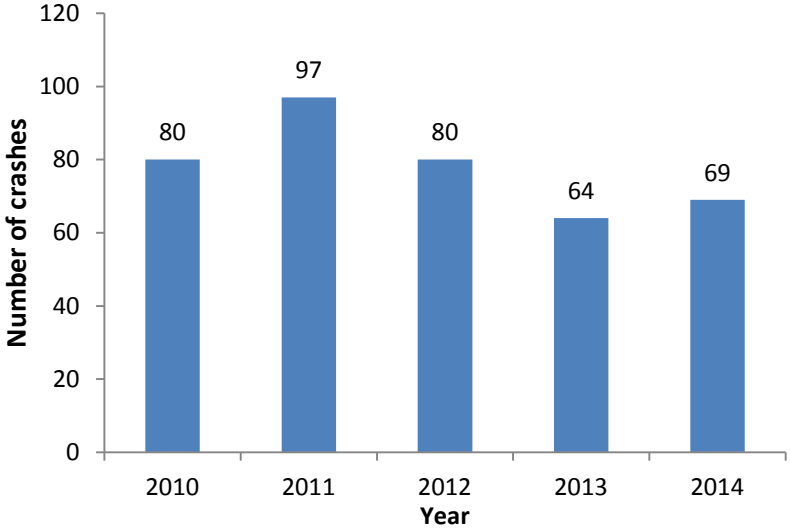
Data source: 2014 DOLA

TABLE 181: MINERAL COUNTY TREND ANALYSIS 2010-2014								
Performance Measure **Reduce the number of:**	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Mineral County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
		2010	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	1	1	0	0	0	55.8	↓100.0%
Serious injuries in traffic crashes	63.3	10	12	5	3	7	975.7	↓8.5%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	0	0	0	0	0	0.0	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	0	0	0.0	0.0%
Speeding-related fatalities	3.2	1	1	0	0	0	9.0	↓100.0%
Motorcyclist fatalities	1.6	0	0	0	0	0	0.0	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	0.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

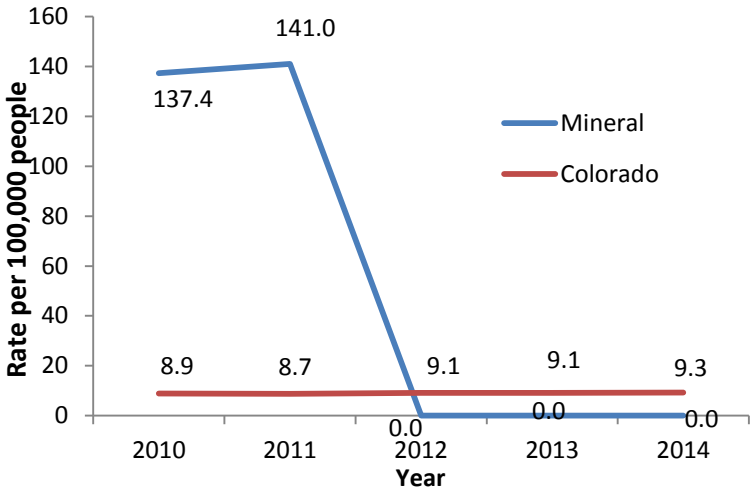
Figure 363: Total number of crashes in Mineral county, 2010 - 2014



Fatal Crashes

In 2014, there were 0 fatal crashes in Mineral County. One fatality represents a rate of approximately 140 fatalities per 100,000 people because of the small county size.

Figure 364: Fatality rate in Mineral county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 7 people were seriously injured in the 11 injury crashes that occurred in Mineral County. The serious injury rate declined between 2010 and 2014. In 2014, there were 971 serious injuries per 100,000 population.

Impaired Driving

There were no fatalities that involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 27% of injury and fatal crashes and 88% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 0% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, 0 drivers age 20 and under were in fatal crashes.

Source: FARS

Motorcycle Safety

There were 0 motorcyclist fatalities in 2014.

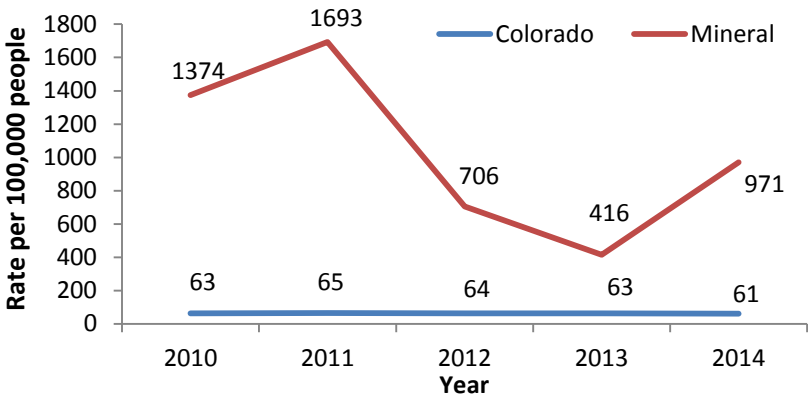
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 365: Serious injury rate in Mineral county and Colorado, 2010 - 2014



Occupant Protection

In 2014, there were 2 of 7 (29%) motor vehicle occupants who were seriously injured in crashes and not wearing seat belts or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations

Table 182. Mineral County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

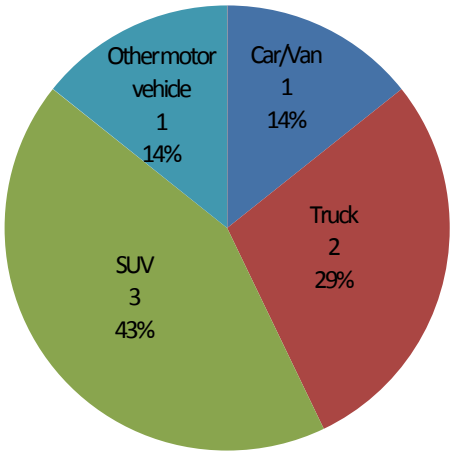
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	0	0	0	0	0	0	0
35-54	0	0	0	0	0	0	0
55-64	0	0	0	0	0	0	0
65+	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Source: FARS and CHA Discharge Data. *There were no fatalities in Mineral County between 2012 and 2014.

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for all of the 7 serious injuries in 2014.

Figure 366: Mode of transportation of seriously injured individuals in Mineral County, 2014

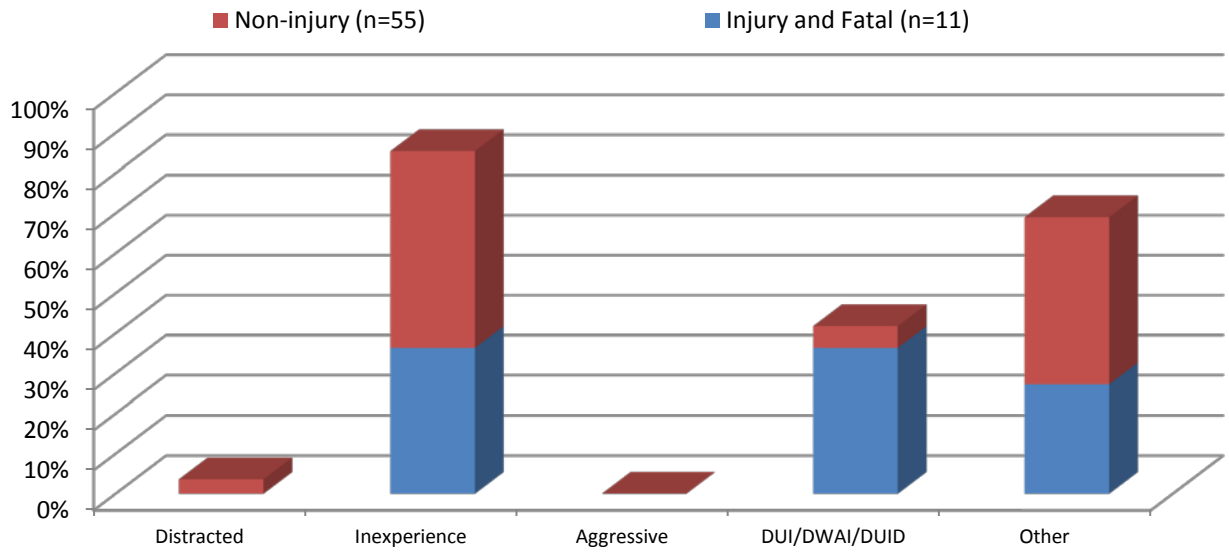


Source: EARS

Contributing Factors

There were a total of 69 crashes in Mineral County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 66 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 367).

Figure 367: Contributing factors among drivers in Mineral County, 2014 (N=66)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Mineral County.

MOFFAT COUNTY

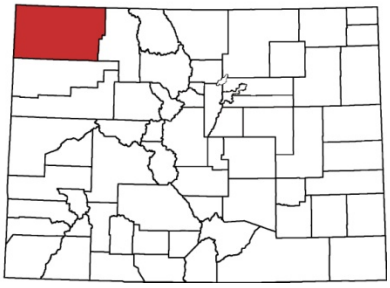


Table 183. Moffat County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	415	455	870
5-8	356	456	813
9-15	702	721	1,423
16-20	402	427	828
21-34	1,010	1,038	2,048
35-54	1,630	1,714	3,344
55-64	940	977	1,917
65+	845	781	1,626
Total	6,302	6,568	12,870

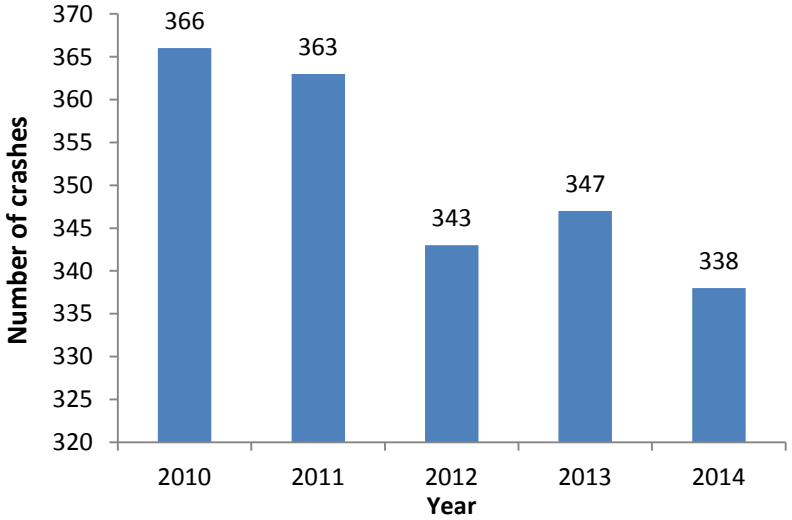
Data source: 2014 DOLA

TABLE 184: MOFFAT COUNTY TREND ANALYSIS 2010-2014								
Performance Measure **Reduce the number of:**	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Moffat County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
		2010	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	4	4	5	0	2	22.5	↓15.9%
Serious injuries in traffic crashes	63.3	12	13	12	5	10	67.6	↓4.5%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	2	1	1	0	1	7.5	↓15.9%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	2	0	0	0	3.0	0.0%
Speeding-related fatalities	3.2	2	3	1	0	0	9.0	↓100.0%
Motorcyclist fatalities	1.6	1	1	1	0	0	4.5	↓100.0%
Unhelmeted motorcyclist fatalities	1.0	0	1	0	0	0	1.5	0.0%
Drivers age 20 or younger in fatal crashes	1.3	1	1	0	0	1	4.5	0.0%
Pedestrian fatalities	1.0	1	0	0	0	0	1.5	↓100.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

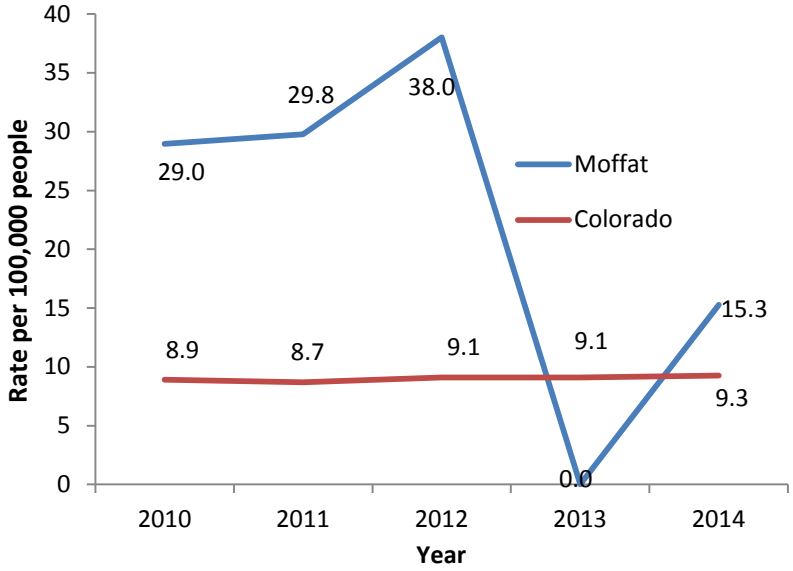
Figure 368: Total number of crashes in Moffat county, 2010 - 2014



Fatal Crashes

In 2014, there were 2 fatal crashes resulting in 2 deaths in Moffat County. The number of fatalities per 100,000 people decreased during 2010 to 2014. In 2014, there were 15 deaths per 100,000 population.

Figure 369: Fatality rate in Moffat county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 10 people were seriously injured in the 12 injury crashes that occurred in Moffat County. The serious injury rate declined between 2010 and 2014. In 2014, there were 76 serious injuries per 100,000 population.

Impaired Driving

In 2014 there was no fatality involving a driver in crashes that involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Source: FARS

Speed Enforcement

In 2014, 0% of injury and fatal crashes and 11% of non-injury crashes involved speeding drivers..

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 7% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there was 1 driver age 20 and under in fatal crashes.

Source: FARS Data

Motorcycle Safety

There were no motorcyclist fatalities in 2014.

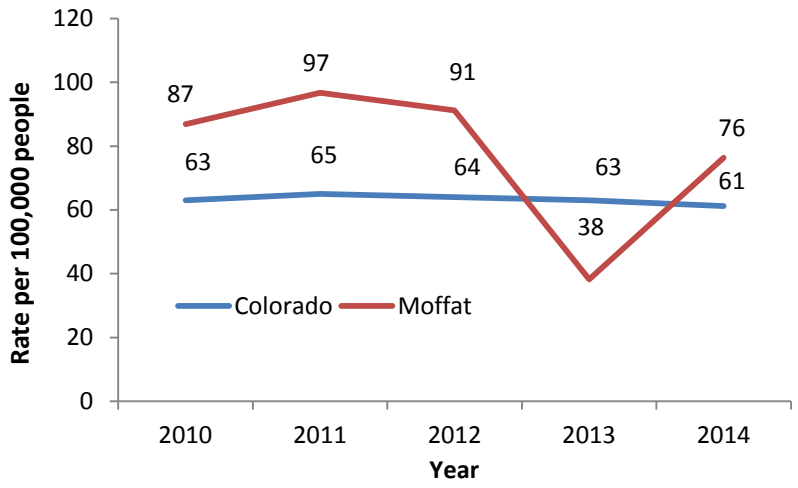
Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS Data

Figure 370: Serious injury rate in Moffat county and Colorado, 2010 - 2014



Occupant Protection

In 2014, there was 1 motor vehicle occupant fatality injured, and 1 out of 4 (25%) seriously injured not wearing seat belts or other restraints.

2014 Moffat Occupant Protection:
Front/rear seat (0-4 years):93.6%
Front/rear booster: 73.4%
Juvenile (5-15 years): 86.7%

Source: Institute of Transportation Management at CSU, FARS and EARS

Fatalities and Injury Hospitalizations

Table 185. Moffat County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	2	1	1	0	0	0	*
21-34	1	1	0	0	0	0	4
35-54	1	1	0	0	0	0	8
55-64	0	0	0	0	0	0	3
65+	3	2	0	1	0	0	*
Total	**7**	**5**	**1**	**1**	**0**	**0**	**18**

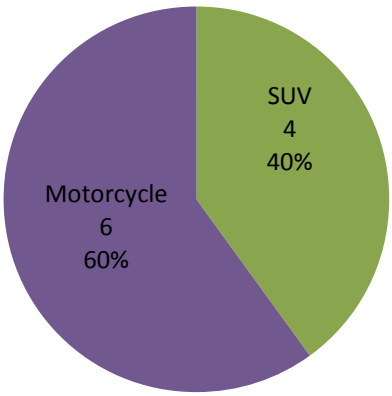
Source: FARS and CHA Discharge Data

Mode of Transportation

There were no fatalities in 2014.

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 4 of the 10 of the serious injuries in 2014.

Figure 371: Mode of transportation of seriously injured individuals in Moffat County, 2014

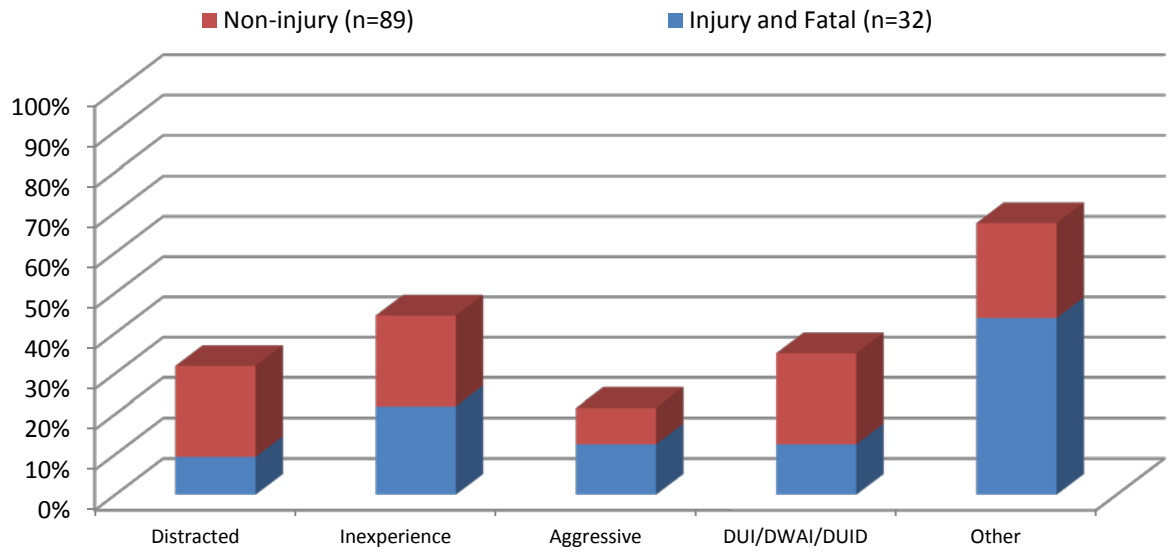


Source: EARS

Contributing Factors

There were a total of 338 crashes in Moffat County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 121 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 372).

Figure 372: Contributing factors among drivers in Moffat County, 2014 (N=121)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Moffat County.

MONTEZUMA COUNTY

Table 186. Montezuma County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	761	804	1,565
5-8	629	702	1,330
9-15	1,132	1,218	2,350
16-20	761	820	1,580
21-34	1,827	1,881	3,708
35-54	3,167	2,997	6,165
55-64	2,121	1,941	4,062
65+	2,679	2,372	5,052
Total	13,077	12,735	25,812

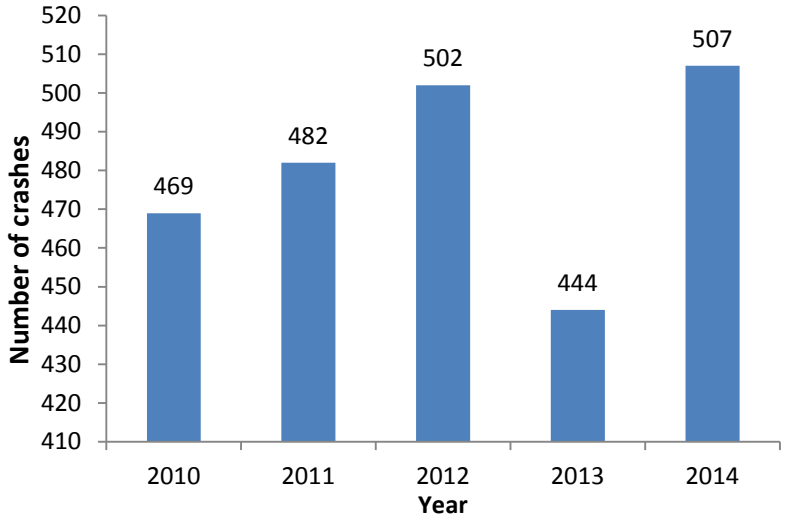
Data source: 2014 DOLA

TABLE 187: MONTEZUMA COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Montezuma County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	7	5	3	9	5	22.7	↓8.1%
Serious injuries in traffic crashes	63.3	46	30	46	29	21	121.4	↓17.8%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	2	1	2	3	2	7.8	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	0	2	1.6	↑100.0%
Speeding-related fatalities	3.2	3	1	2	0	2	6.3	↑9.6%
Motorcyclist fatalities	1.6	0	3	0	0	1	3.1	↑100.0%
Unhelmeted motorcyclist fatalities	1.0	0	1	0	0	1	1.6	↑100.0%
Drivers age 20 or younger in fatal crashes	1.3	0	1	0	0	0	0.8	0.0%
Pedestrian fatalities	1.0	2	0	0	1	0	2.4	↓100.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

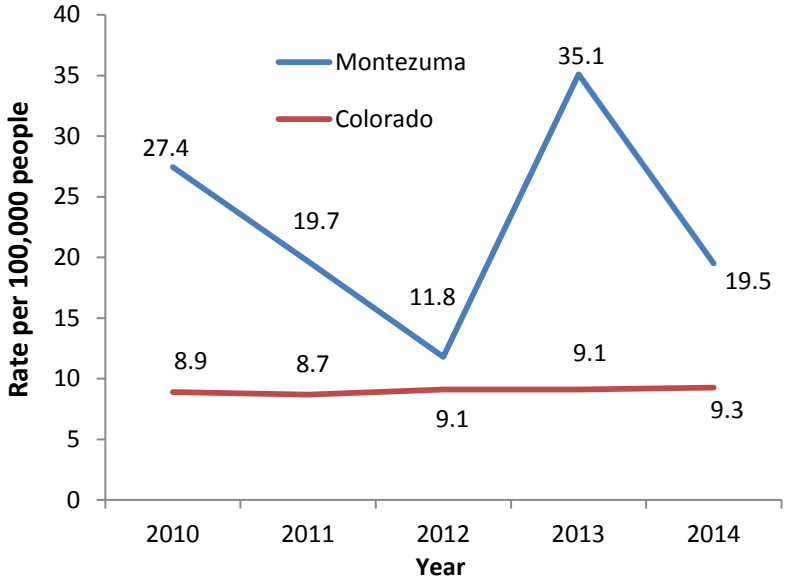
Figure 373: Total number of crashes in Montezuma county, 2010 - 2014



Fatal Crashes

In 2014, there were 4 fatal crashes in Montezuma County, resulting in 5 deaths. The number of fatalities per 100,000 people varied over time and decreased in 2014.

Figure 374: Fatality rate in Montezuma county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 21 people were seriously injured in the 52 injury crashes that occurred in Montezuma County. The serious injury rate declined between 2010 and 2014. In 2014, there were 82 serious injuries per 100,000 population.

Impaired Driving

Of the 5 fatalities in 2014, 2 (40%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Source: FARS

Speed Enforcement

In 2014, 9% of injury and fatal crashes and 8% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 5% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

There were no drivers age 20 or younger in fatal crashes in 2014.

Source: FARS

Motorcycle Safety

There was 1 motorcyclist fatality in 2014. The person was not wearing a helmet.

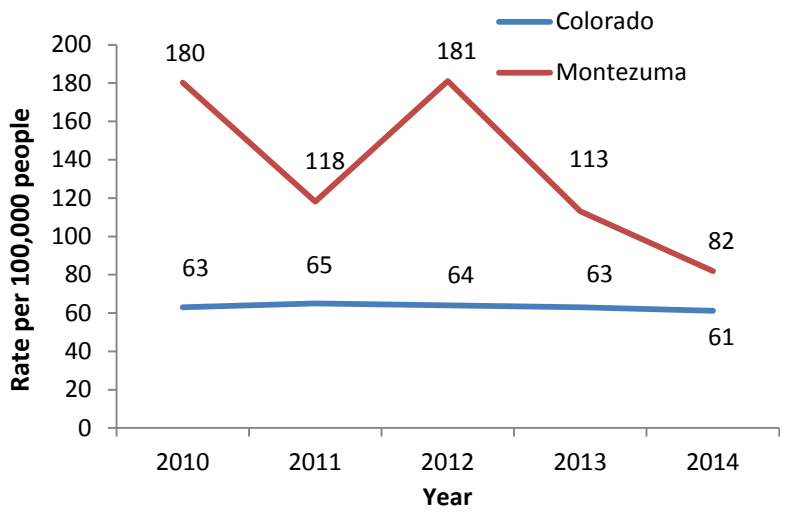
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians and no bicyclists were killed in 2014.

Source: FARS

Figure 375: Serious injury rate in Montezuma county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 2 of the 4 (50%) motor vehicle fatalities and 8 of the 216 (50%) motor vehicle occupants seriously injured in a crash were not using seat belts or other restraints.

2014 Montezuma Occupant Protection:
Overall seat belt use: 91.6%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 188. Montezuma County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

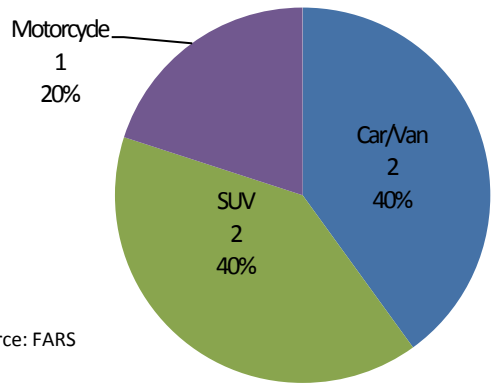
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	*
5-8	0	0	0	0	0	0	*
9-15	0	0	0	0	0	0	*
16-20	1	1	0	0	0	0	4
21-34	10	7	1	0	1	1	9
35-54	4	2	1	1	0	0	13
55-64	0	0	0	0	0	0	*
65+	2	1	0	0	0	0	*
Total	**17**	**11**	**2**	**1**	**1**	**1**	**33**

Source: FARS and CHA Discharge Data. Note: Total includes missing person/vehicle type.

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for all 4 of the 5 fatalities in 2014.

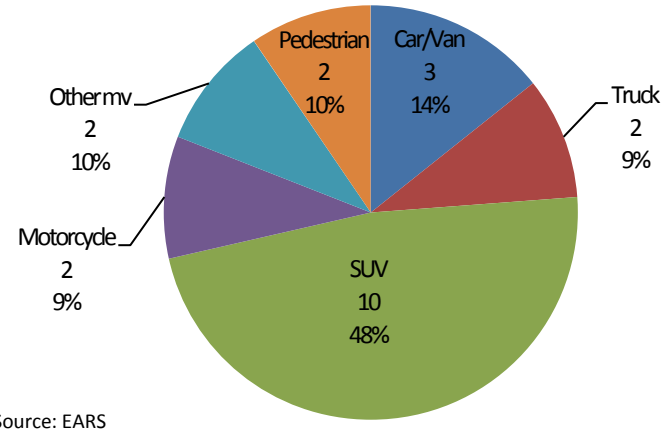
Figure 376: Mode of transportation in Montezuma County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 17 of the 21 serious injuries.

Figure 377: Mode of transportation of seriously injured individuals in Montezuma County, 2014

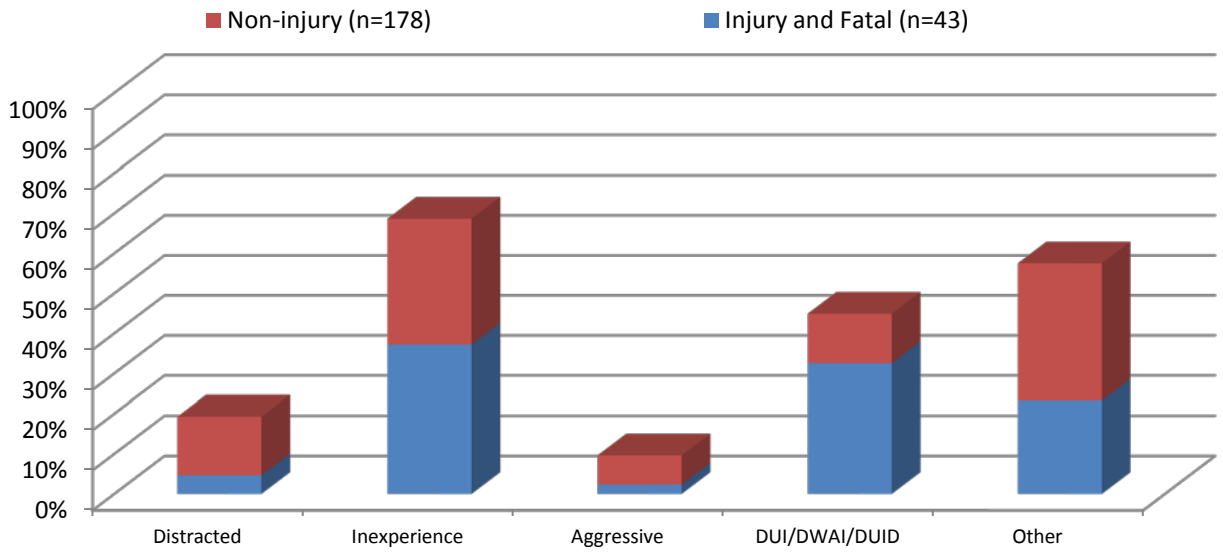


Source: EARS

Contributing Factors

There were a total of 507 crashes in Montezuma County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 221 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 378).

Figure 378: Contributing factors among drivers in Montezuma County, 2014 (N=221)

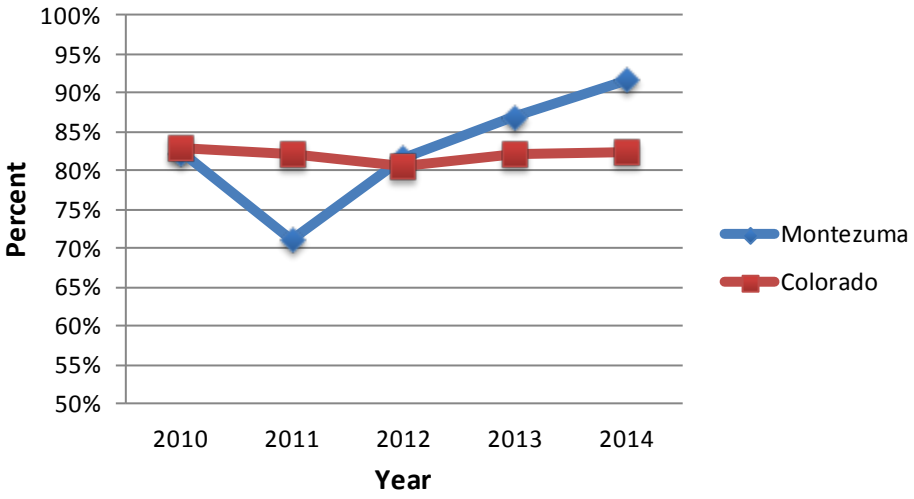


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall seat belt use in Montezuma County increased between 2010 and 2014. Montezuma County's seat belt use of 91.6 was higher than the statewide seat belt use in 2014.

Figure 379: Seat belt use in Montezuma County and Colorado, 2010-2014



MONTROSE COUNTY

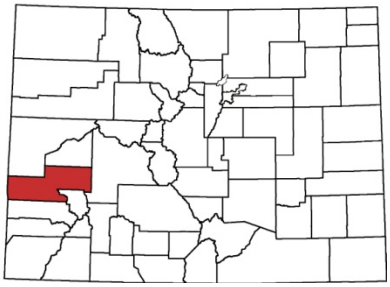


Table 189. Montrose County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	1,131	1,202	2,333
5-8	1,035	1,088	2,122
9-15	1,908	2,027	3,935
16-20	1,389	1,454	2,843
21-34	2,762	2,902	5,664
35-54	5,010	4,791	9,800
55-64	3,072	2,836	5,907
65+	4,464	3,835	8,299
Total	20,770	20,134	40,904

Data source: 2014 DOLA

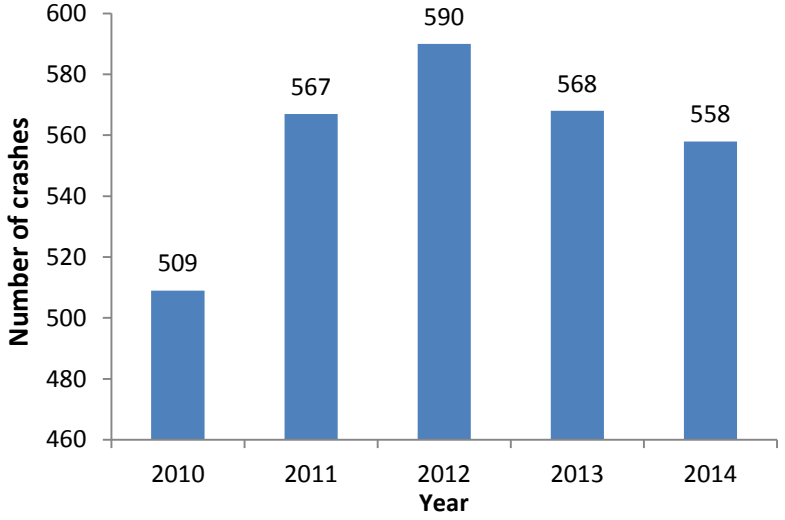
TABLE 190: MONTROSE COUNTY TREND ANALYSIS 2010-2014

Performance Measure **Reduce the number of:**	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Montrose County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
		2010	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	2	4	3	4	6	9.3	↑31.6%
Serious injuries in traffic crashes	63.3	31	18	21	16	34	56.2	↑2.3%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	1	1	3	2	1	3.9	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	2	1	2	3	4.4	↑31.6%
Speeding-related fatalities	3.2	1	4	3	2	2	5.9	↑18.9%
Motorcyclist fatalities	1.6	1	3	0	0	1	2.4	0.0%
Unhelmeted motorcyclist fatalities	1.0	1	2	0	0	1	2.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	1	0	1	0	0	1.0	↓100.0%
Pedestrian fatalities	1.0	0	0	0	0	1	0.5	↑100.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

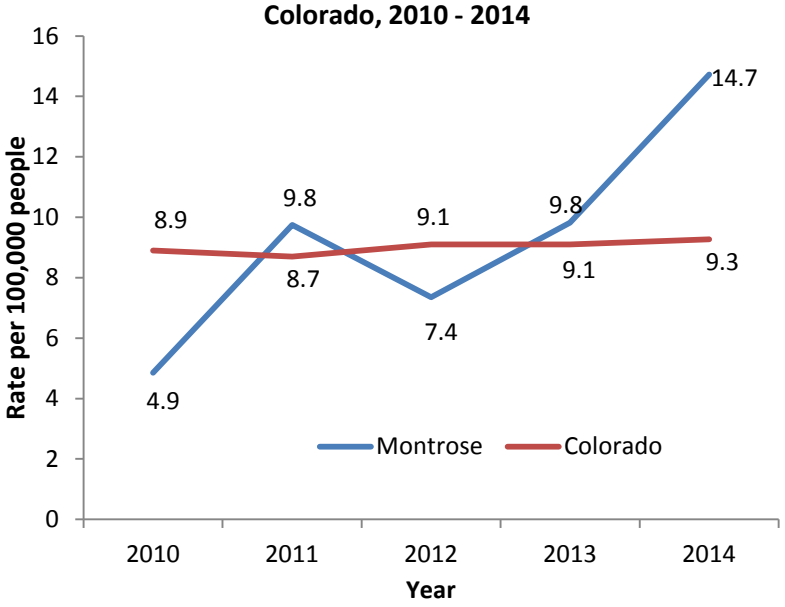
Figure 380: Total number of crashes in Montrose county, 2010 - 2014



Fatal Crashes

In 2014, there were 6 fatal crashes, resulting in 6 deaths in Montrose County. Overall, the number of fatalities per 100,000 population increased in Montrose County between 2010-2014.

Figure 381: Fatality rate in Montrose county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 34 people were seriously injured in the 70 injury crashes that occurred in Montrose County. The serious injury rate increased between 2010 and 2014. In 2014, there were 83 serious injuries per 100,000 population.

Impaired Driving

Of the 6 fatalities in 2014, 3 (50%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 9% of injury and fatal crashes and 7% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 1% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

There were no drivers age 20 and under in fatal crashes in 2014.

Source: FARS

Motorcycle Safety

There was 1 motorcyclist fatality in 2014. The person was not wearing a helmet.

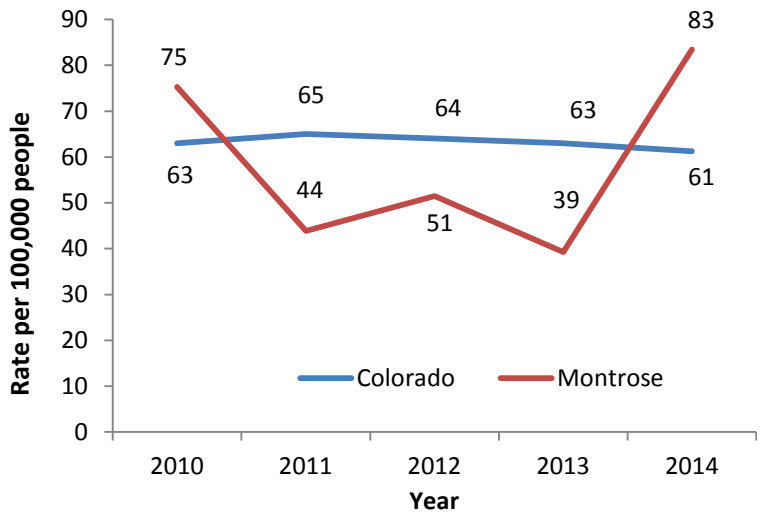
Source: FARS

Pedestrian and Bicycle Safety

There was 1 pedestrian and no bicyclists were killed in 2014.

Source: FARS

Figure 382: Serious injury rate in Montrose county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 1 of the 4 (25%) motor vehicle fatalities and 8 of the 24 (33%) motor vehicle occupants seriously injured in a crash were not using seat belts or other restraints.

2014 Montrose Occupant Protection:
Overall seat belt: 75.2%
Teen seat belt: 85%
Front/rear seat (0-4 years): 100%
Front/rear booster 65.4%
Juvenile (5-15 years): 80.9%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 191. Montrose County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

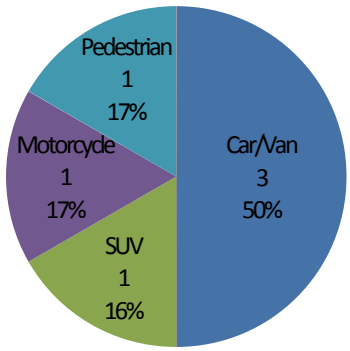
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	*
16-20	1	1	0	0	0	0	7
21-34	7	5	1	1	0	0	13
35-54	2	2	0	0	0	0	24
55-64	2	1	0	0	1	0	13
65+	1	1	0	0	0	0	17
Total	**13**	**10**	**1**	**1**	**1**	**0**	**76**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 4 of the 6 fatalities in 2014.

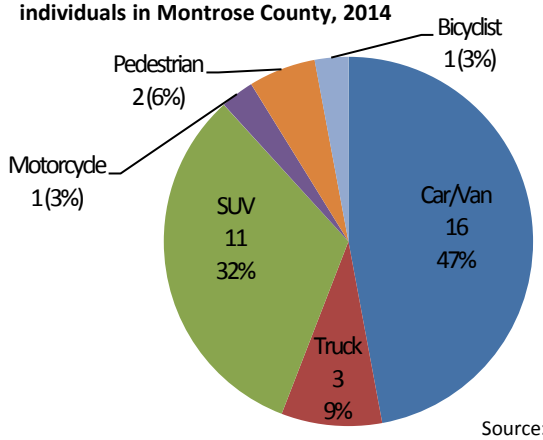
Figure 383: Mode of transportation in Montrose County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 30 of the 34 serious injuries.

Figure 384: Mode of transportation of seriously injured individuals in Montrose County, 2014

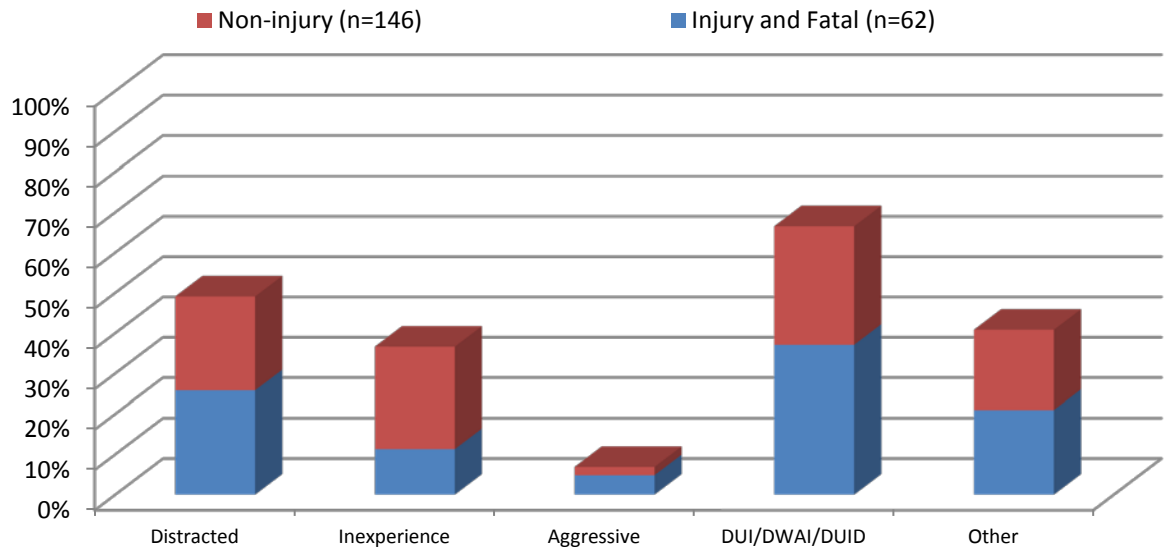


Source: EARS

Contributing Factors

There were a total of 558 crashes in Montrose County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 208 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 385).

Figure 385: Contributing factors among drivers in Montrose County, 2014 (N=208)

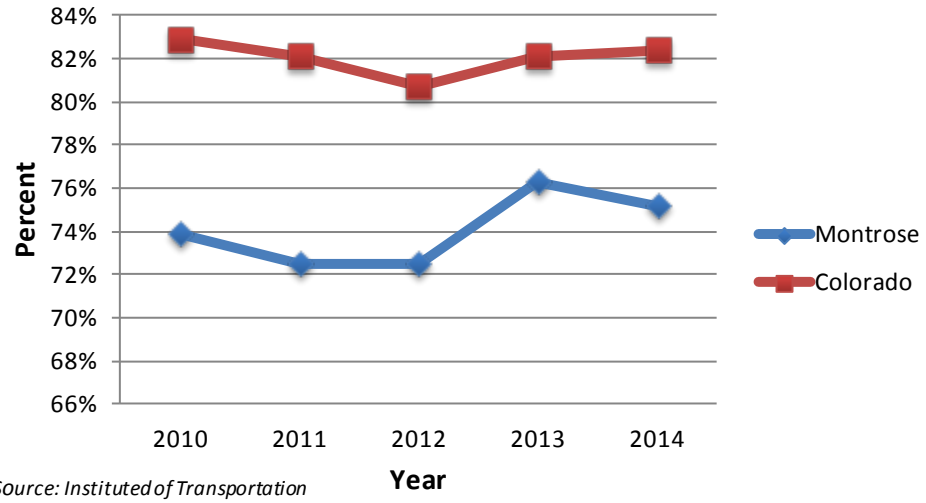


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall seat belt use in Montrose County remained approximately the same between 2010 and 2014. In 2014, Montrose County's seat belt use was lower than the statewide use.

Figure 386: Seat belt Use in Montrose County and Colorado, 2010-2014



Source: Instituted of Transportation Management at CSU

MORGAN COUNTY

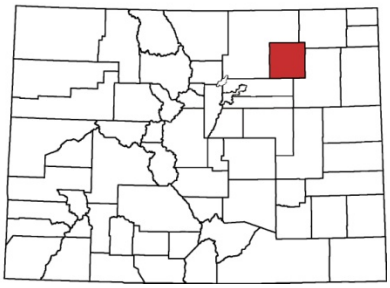


Table 192. Morgan County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	1,082	1,103	2,185
5-8	886	862	1,748
9-15	1,483	1,578	3,061
16-20	905	921	1,826
21-34	2,323	2,315	4,638
35-54	3,545	3,580	7,125
55-64	1,744	1,708	3,453
65+	2,323	1,895	4,219
Total	14,292	13,962	28,254

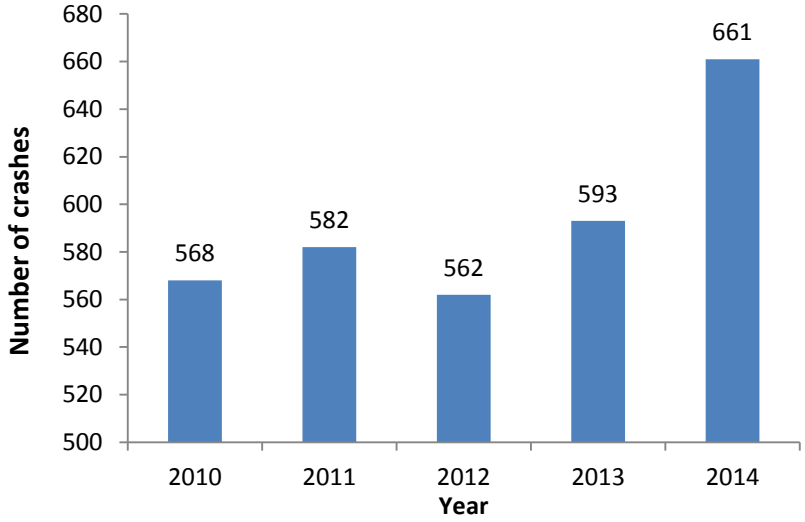
Data source: 2014 DOLA

TABLE 193: MORGAN COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Morgan County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	7	3	9	6	6	21.9	↓3.8%
Serious injuries in traffic crashes	63.3	23	24	28	20	26	79.9	↑3.1%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	4	1	6	3	2	11.3	↓15.9%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	2	3	2	0	2	6.4	0.0%
Speeding-related fatalities	3.2	2	3	2	0	0	5.0	↓100.0%
Motorcyclist fatalities	1.6	1	0	2	1	0	2.8	↓100.0%
Unhelmeted motorcyclist fatalities	1.0	1	0	2	1	0	2.8	↓100.0%
Drivers age 20 or younger in fatal crashes	1.3	1	2	0	2	1	4.2	0.0%
Pedestrian fatalities	1.0	0	0	0	0	1	0.7	↑100.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

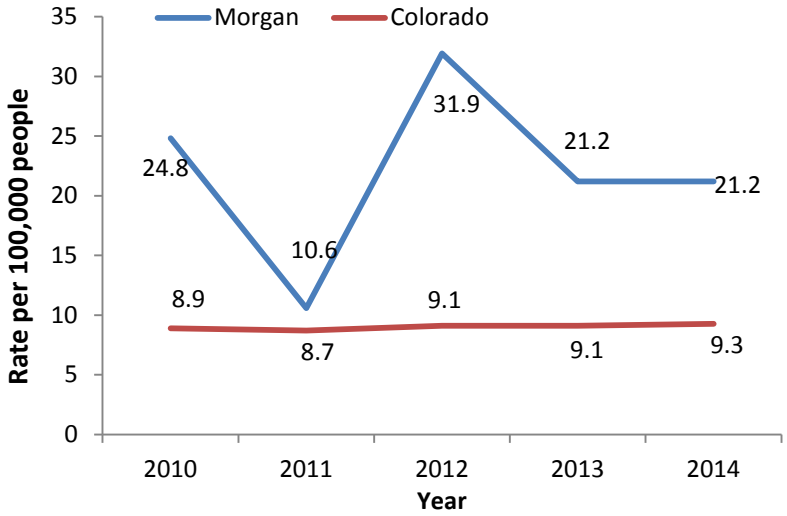
Figure 387: Total number of crashes in Morgan county, 2010 - 2014



Fatal Crashes

In 2014, there were 5 fatal crashes, resulting in 6 deaths. The number of fatalities per 100,000 population varied in Morgan County between 2010 and 2014 with an overall increase.

Figure 388: Fatality rate in Morgan county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 26 people were seriously injured in the 61 injury crashes that occurred in Morgan County. The serious injury rate increased between 2010 and 2014. In 2014, there were 92 serious injuries per 100,000 population.

Impaired Driving

Of the 6 fatalities in 2014, 2 (33%) were in crashed that involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Source: FARS

Speed Enforcement

In 2014, 21% of injury and fatal crashes and 11% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 15% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

There was 1 driver age 20 and under in a fatal crash in 2014.

Source: FARS

Motorcycle Safety

There was no motorcyclist fatality in 2014.

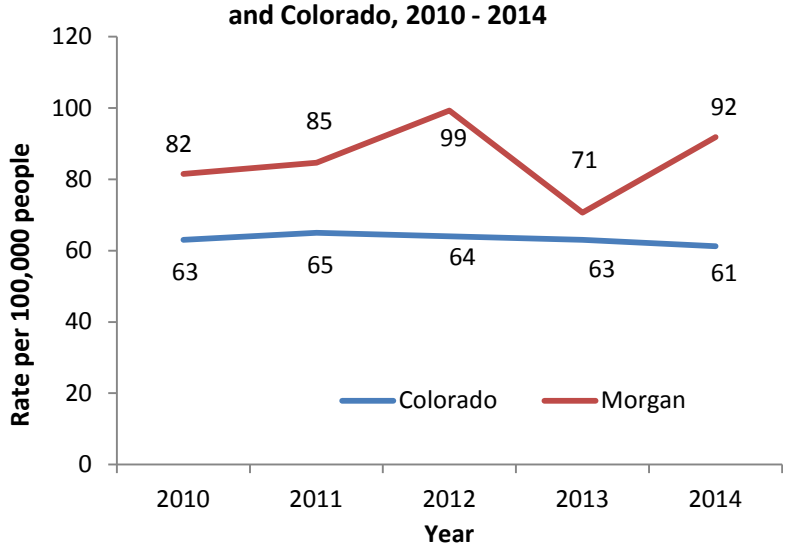
Source: FARS

Pedestrian and Bicycle Safety

There was 1 pedestrian and no bicyclist fatality in 2014.

Source: FARS

Figure 389: Serious injury rate in Morgan county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 2 of the 5 (40%) motor vehicle occupant fatalities and 11 of the 19 (58%) motor vehicle occupants seriously injured were not using seat belts or other restraints.

2014 Morgan County Occupant Protection Usage:
Overall seat belt: 86.8%
Teen seat belt: 90%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 194. Morgan County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

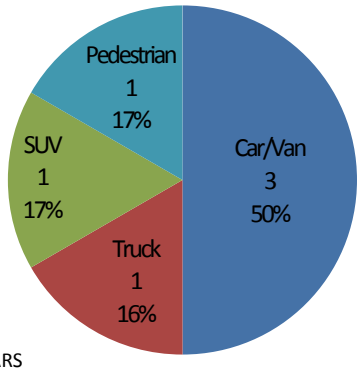
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	*
9-15	0	0	0	0	0	0	*
16-20	4	2	1	0	0	1	14
21-34	3	3	0	0	0	0	15
35-54	8	5	1	1	1	0	10
55-64	2	1	0	1	0	0	3
65+	4	3	0	1	0	0	11
Total	**21**	**14**	**2**	**3**	**1**	**1**	**56**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 5 of the 6 fatalities in 2014.

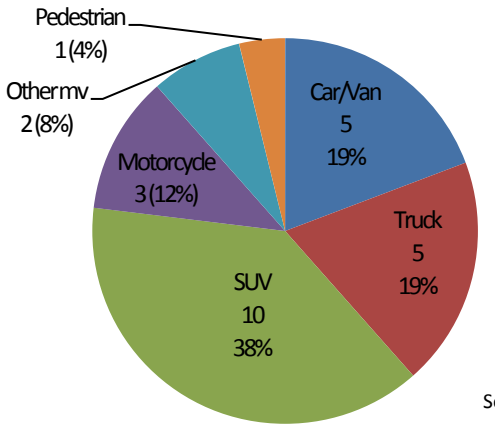
Figure 390: Mode of transportation in Morgan County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 22of the 26 serious injuries.

Figure 391: Mode of transportation of seriously injured individuals in Morgan County, 2014

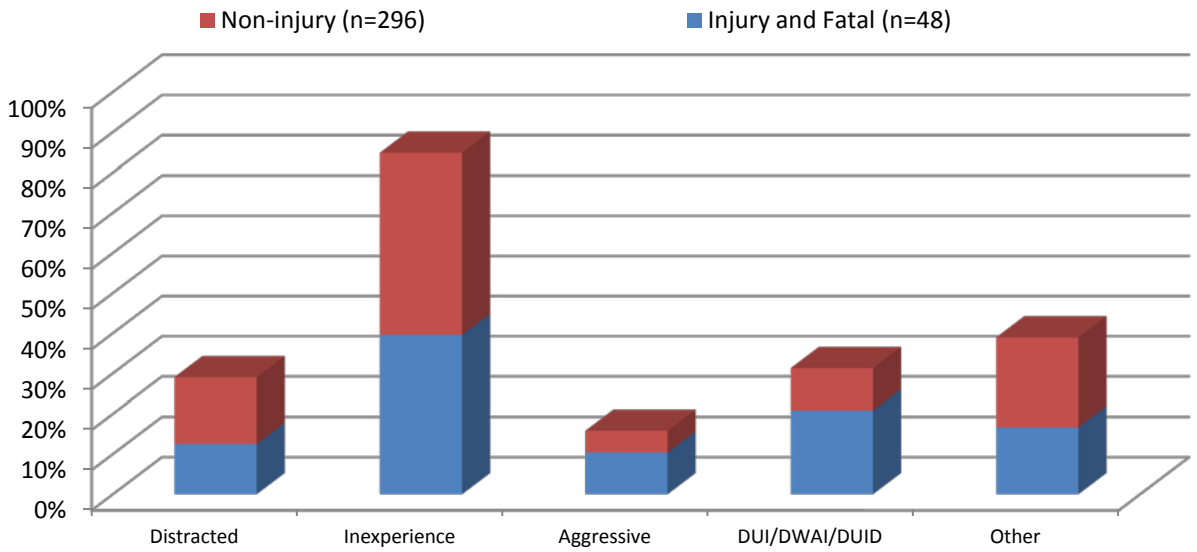


Source: EARS

Contributing Factors

There were a total of 661 crashes in Morgan County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 344 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 392).

Figure 392: Contributing factors among drivers in Morgan County, 2014 (N=344)

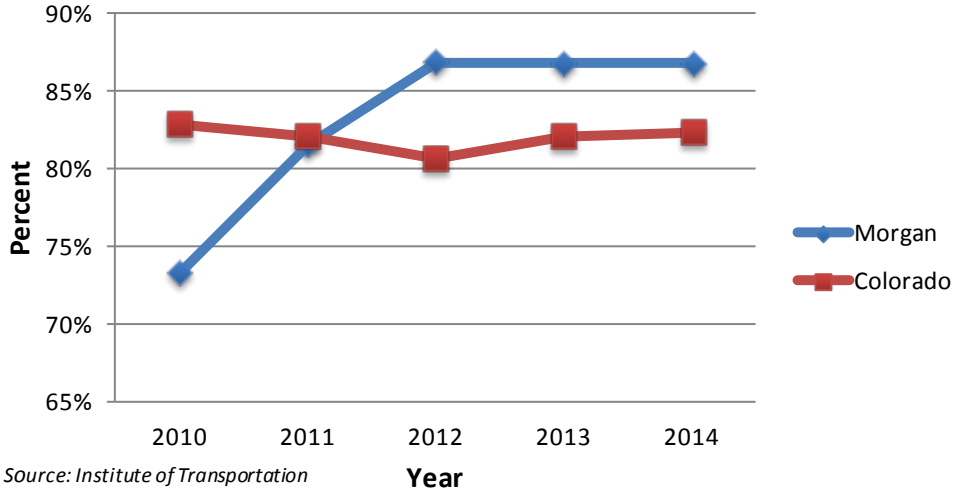


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall seat belt use in Morgan County stayed at almost 87 percent in 2014, the same as it was in 2012 and 2013. Morgan County's seat belt use has been above the statewide seat belt use for the past three seat belt surveys.

Figure 393: Seat belt Use in Morgan County and Colorado, 2010-2014



Source: Institute of Transportation Management at CSU

OTERO COUNTY

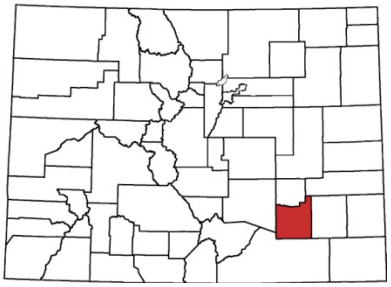


Table 195. Otero County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	572	575	1,147
5-8	474	492	965
9-15	877	963	1,840
16-20	506	598	1,105
21-34	1,439	1,376	2,815
35-54	2,201	2,065	4,266
55-64	1,284	1,303	2,588
65+	2,028	1,627	3,655
Total	9,381	8,999	18,380

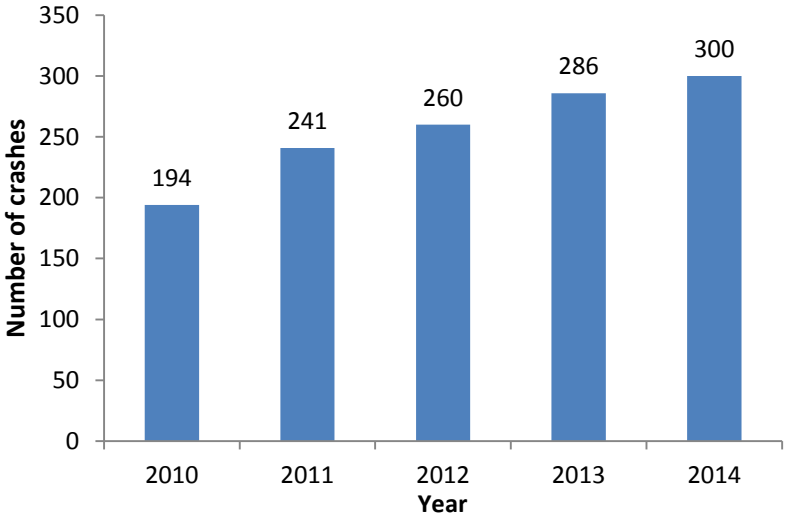
Data source: 2014 DOLA

TABLE 196: OTERO COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Otero County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	2	8	4	5	2	22.5	0.0%
Serious injuries in traffic crashes	63.3	16	16	15	13	16	79.1	0.0%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	2	5	2	1	2	12.8	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	3	0	0	0	3.2	0.0%
Speeding-related fatalities	3.2	0	5	2	1	0	8.6	0.0%
Motorcyclist fatalities	1.6	0	0	0	3	0	3.2	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	2	0	2.1	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	1	1	2.1	↑100.0%
Pedestrian fatalities	1.0	0	1	0	0	0	1.1	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

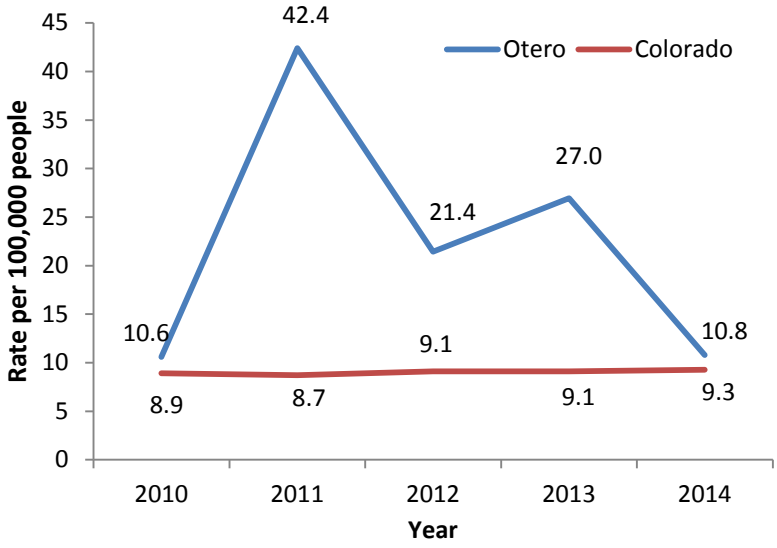
Figure 394: Total number of crashes in Otero county, 2010 - 2014



Fatal Crashes

In 2014, there were 2 fatal crashes, resulting in 2 deaths. The fatality rate remained steady during 2010-2014. In 2014, there were 11 deaths per 100,000 population.

Figure 395: Fatality rate in Otero county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 16 people were seriously injured in the 37 injury crashes that occurred in Otero County. The serious injury rate remained steady between 2010 and 2014. In 2014, there were 86 serious injuries per 100,000 population.

Impaired Driving

Of the 2 fatalities in 2014, 0 (0%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Source: FARS

Speed Enforcement

In 2014, 3% of injury and fatal crashes and 16% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 0% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

There was 1 driver age 20 and under in a fatal crash in 2014.

Source: FARS

Motorcycle Safety

There were no motorcyclist fatalities in 2014.

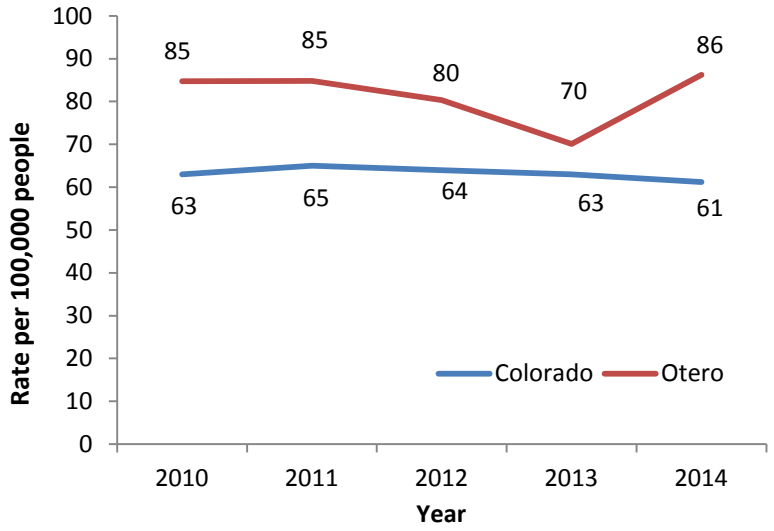
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 396: Serious injury rate in Otero county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 2 of the 2 (100%) motor vehicle occupant fatalities and 6 of the 14 (43%) motor vehicle occupants seriously injured were not using seat belts or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations

Table 197. Otero County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

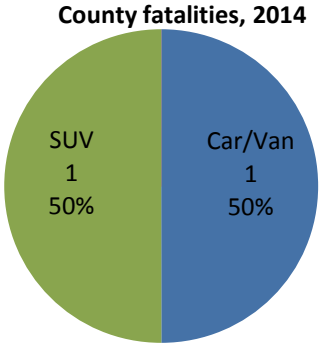
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	*
16-20	3	2	0	1	0	0	11
21-34	2	1	1	0	0	0	13
35-54	4	1	1	2	0	0	8
55-64	2	0	2	0	0	0	8
65+	0	0	0	0	0	0	7
Total	**11**	**4**	**4**	**3**	**0**	**0**	**49**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for all of the 2 fatalities in 2014.

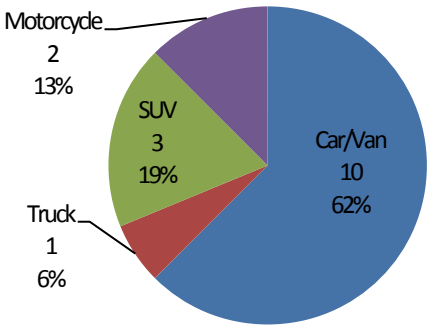
Figure 397: Mode of transportation in Otero County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 14 of the 16 serious injuries.

Figure 398: Mode of transportation of seriously injured individuals in Otero County, 2014

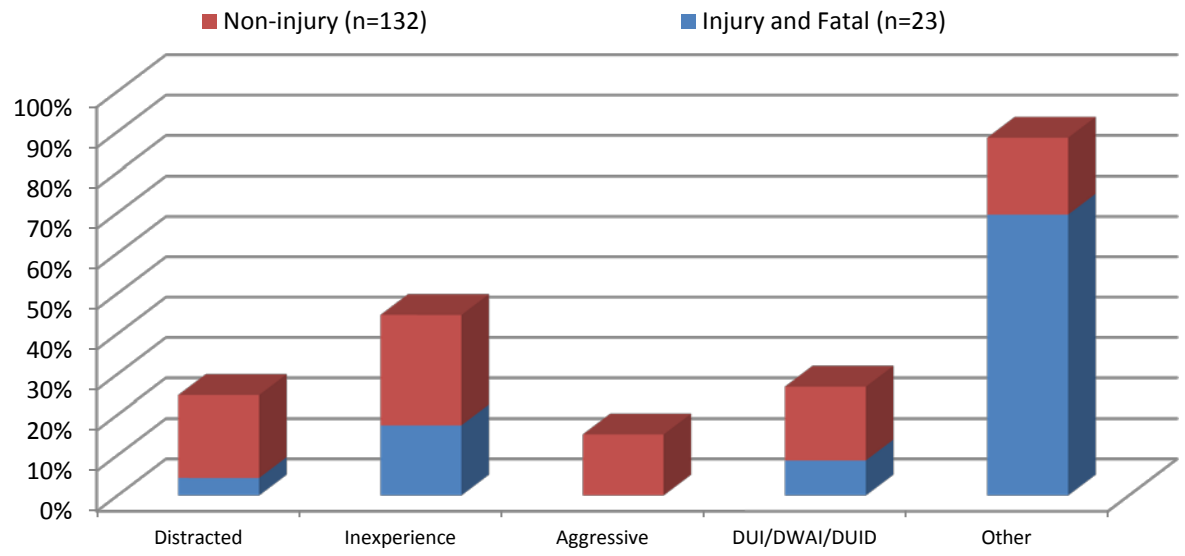


Source: EARS

Contributing Factors

There were a total of 300 crashes in Otero County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 155 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 399).

Figure 399: Contributing factors among drivers in Otero County, 2014 (N=155)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Otero County.

OURAY COUNTY

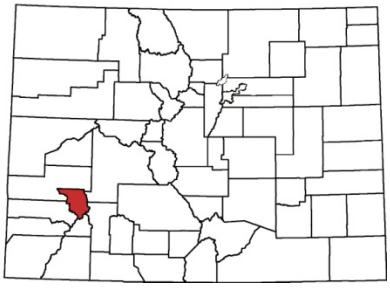


Table 198. Ouray County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	96	90	186
5-8	73	94	167
9-15	178	168	347
16-20	128	129	256
21-34	233	240	474
35-54	612	612	1,224
55-64	484	445	929
65+	498	505	1,004
Total	2,303	2,284	4,587

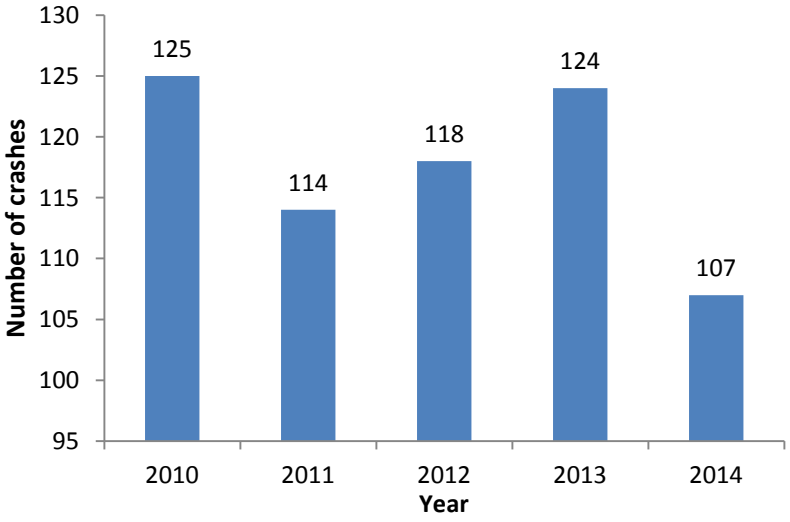
Data source: 2014 DOLA

TABLE 199: OURAY COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Ouray County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	1	0	0	0	2	13.4	↑18.9%
Serious injuries in traffic crashes	63.3	12	3	9	2	2	94.0	↓36.1%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	0	0	0	0	0	0.0	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	0	1	4.5	↑100.0%
Speeding-related fatalities	3.2	0	0	0	0	2	8.9	↑100.0%
Motorcyclist fatalities	1.6	0	0	0	0	1	4.5	↑100.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	1	0	0	0	0	4.5	↓100.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

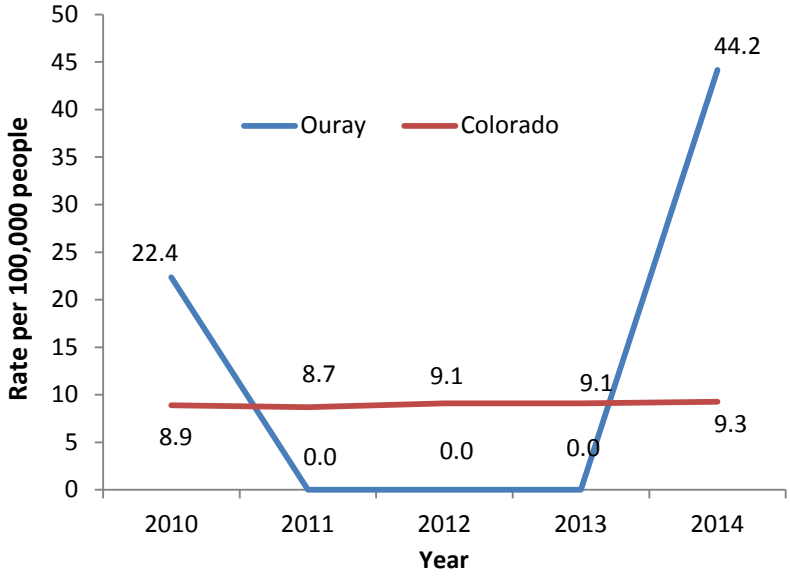
Figure 400: Total number of crashes in Ouray county, 2010 - 2014



Fatal Crashes

In 2014, there were 2 fatal crashes resulting in 2 deaths in Ouray County. The number of fatalities per 100,000 population increased during 2010 and 2014.

Figure 401: Fatality rate in Ouray county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 2 people were seriously injured in 3 injury crashes that occurred in Ouray County. The serious injury rate declined between 2010 and 2014. In 2014, there were 44 serious injuries per 100,000 population.

Impaired Driving

In 2014 there was 1 fatality involving at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 80% of injury and fatal crashes and 14% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 20% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

There were no drivers age 20 and under in fatal crashes in 2014.

Source: FARS

Motorcycle Safety

There was 1 motorcyclist fatality in 2014. The person was wearing a helmet.

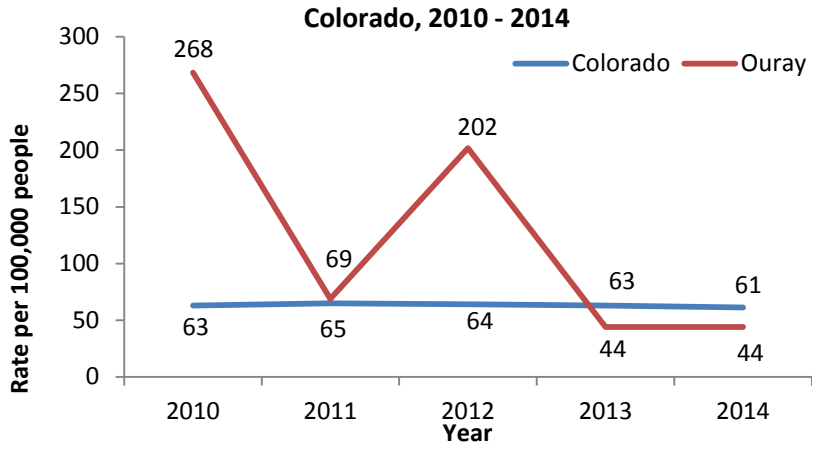
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 402: Serious injury rate in Ouray county and Colorado, 2010 - 2014



Occupant Protection

In 2014, the 1 occupant motor vehicle fatality and the 2 occupant motor vehicle seriously injured people were wearing a seat belt.

Source: FARS and EARS

Fatalities and Injury Hospitalizations

Table 200. Ouray County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

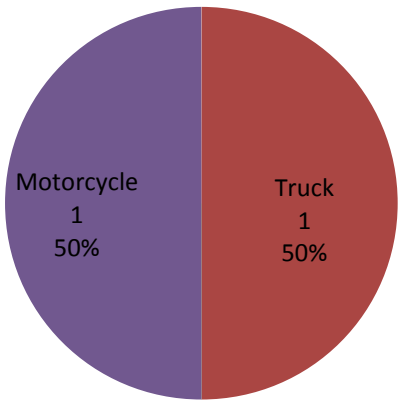
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	1	0	1	0	0	0	*
35-54	0	0	0	0	0	0	*
55-64	1	0	0	1	0	0	*
65+	0	0	0	0	0	0	0
Total	**2**	**0**	**1**	**1**	**0**	**0**	**5**

Source: FARS and CHA Discharge Data

Mode of Transportation

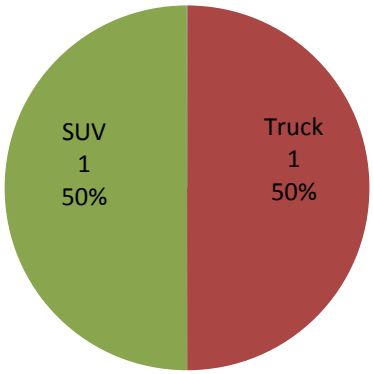
Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for all of the 2 fatalities in 2014.
Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for all of the 2 serious injuries.

Figure 403: Mode of transportation in Ouray County fatalities, 2014



Source: FARS

Figure 404: Mode of transportation of seriously injured individuals in Ouray County, 2014

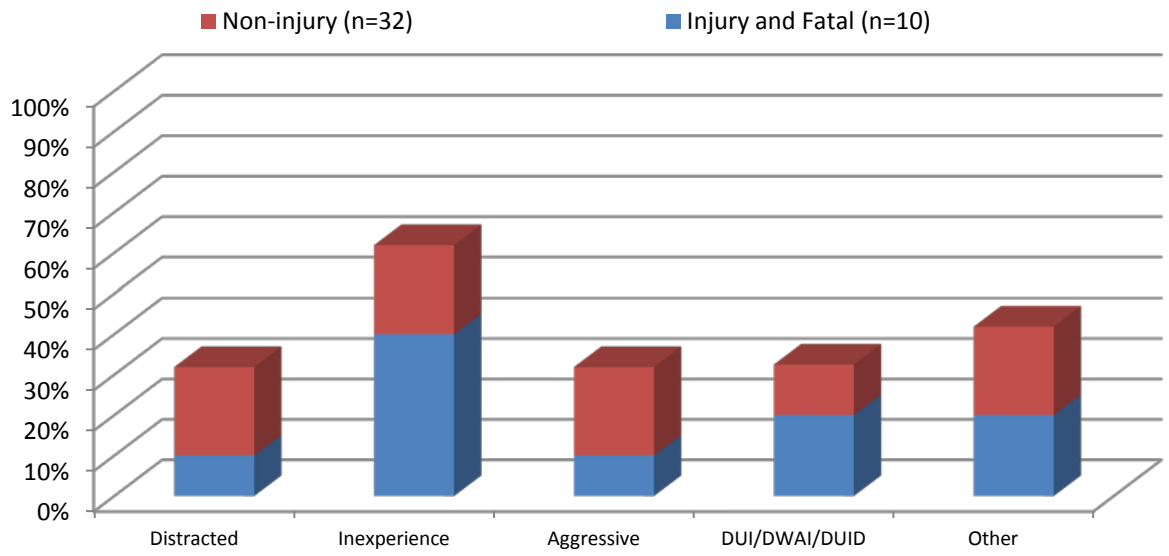


Source: EARS

Contributing Factors

There were a total of 107 crashes in Ouray County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 42 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 405).

Figure 405: Contributing factors among drivers in Ouray County, 2014 (N=42)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Ouray County.

PARK COUNTY

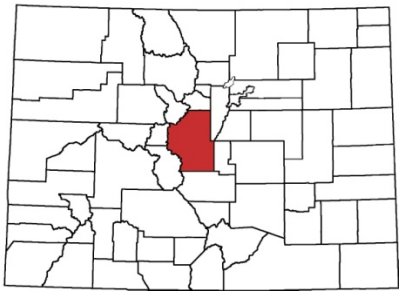


Table 201. Park County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	304	306	610
5-8	322	363	685
9-15	609	646	1,254
16-20	429	482	911
21-34	853	969	1,822
35-54	2,389	2,574	4,963
55-64	1,716	1,803	3,520
65+	1,223	1,395	2,618
Total	7,846	8,537	16,383

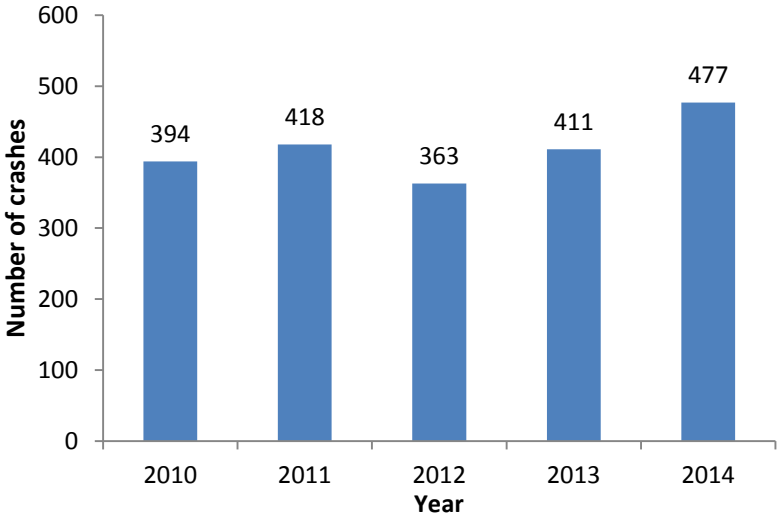
Data source: 2014 DOLA

TABLE 202: PARK COUNTY TREND ANALYSIS 2010-2014								
Performance Measure **Reduce the number of:**	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Park County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
		2010	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	4	3	3	6	7	28.5	↑15.0%
Serious injuries in traffic crashes	63.3	18	24	29	35	23	167.1	↑6.3%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	1	2	1	4	1	11.1	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	1	2	1	0	6.2	↓100.0%
Speeding-related fatalities	3.2	1	1	1	3	2	9.9	↑18.9%
Motorcyclist fatalities	1.6	1	1	1	2	1	7.4	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	1	0	1	0	2.5	0.0%
Drivers age 20 or younger in fatal crashes	1.3	1	0	0	0	2	3.7	↑18.9%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

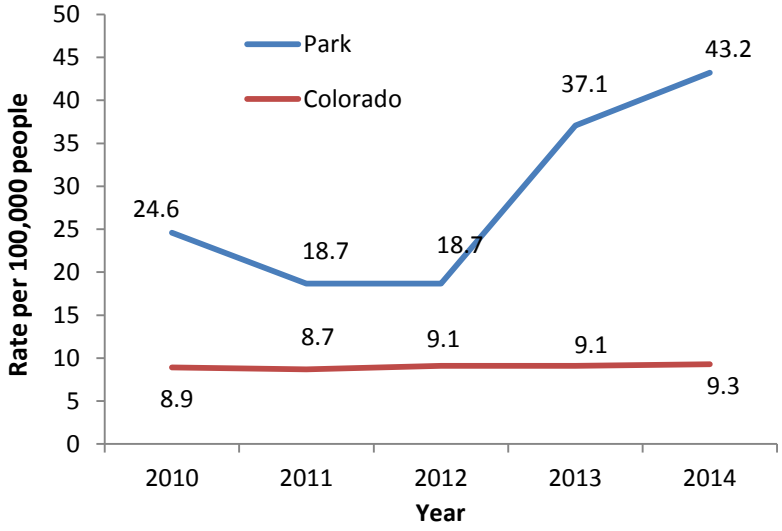
Figure 406: Total number of crashes in Park county, 2010 - 2014



Fatal Crashes

In 2014, there were 7 fatal crashes, resulting in 7 deaths. The number of fatalities per 100,000 population increased during 2010-2014. In 2014, there were 29 deaths per 100,000 population.

Figure 407: Fatality rate in Park county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 23 people were seriously injured in 62 injury crashes that occurred in Park County. The serious injury rate increased between 2010 and 2014. In 2014, there were 142 serious injuries per 100,000 population.

Impaired Driving

Of the 7 fatalities in 2014, 0 involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 14% of injury and fatal crashes and 46% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 4% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there were 2 drivers age 20 and under were in fatal crashes.

Source: FARS

Motorcycle Safety

There was 1 motorcyclist fatality in 2014, and 0 percent were unhelmeted.

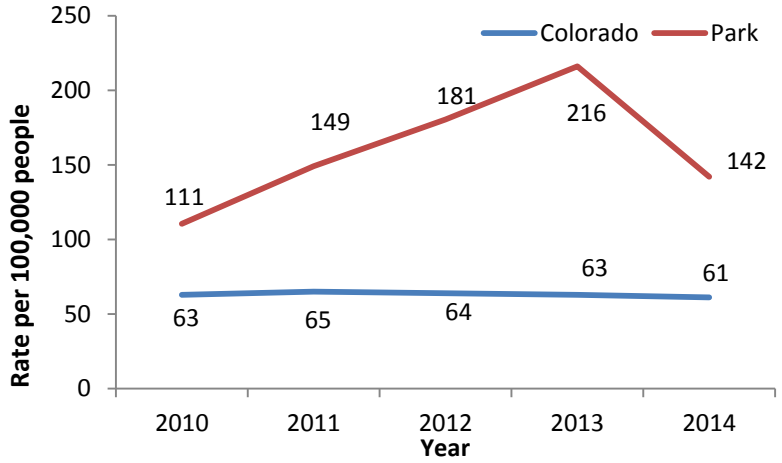
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 408: Serious injury rate in Park county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 1 of the 6 (17%) motor vehicle occupant fatalities and 2 of the 19 (11%) motor vehicle occupants injured in a crash were not using seat belts or other restraints.

2014 Park Occupant Protection:
Overall seat belt: 85.7%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 203. Park County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

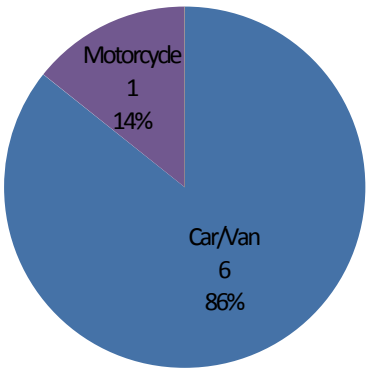
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	*
16-20	1	1	0	0	0	0	6
21-34	4	1	2	1	0	0	6
35-54	5	4	0	1	0	0	23
55-64	3	2	0	1	0	0	10
65+	3	2	0	1	0	0	9
Total	**16**	**10**	**2**	**4**	**0**	**0**	**55**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 6 of the 7 fatalities in 2014.

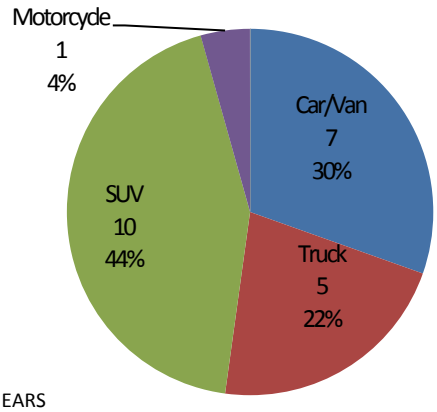
Figure 409: Mode of transportation in Park County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 22 of the 23 serious injuries.

Figure 410: Mode of transportation of seriously injured individuals in Park County, 2014

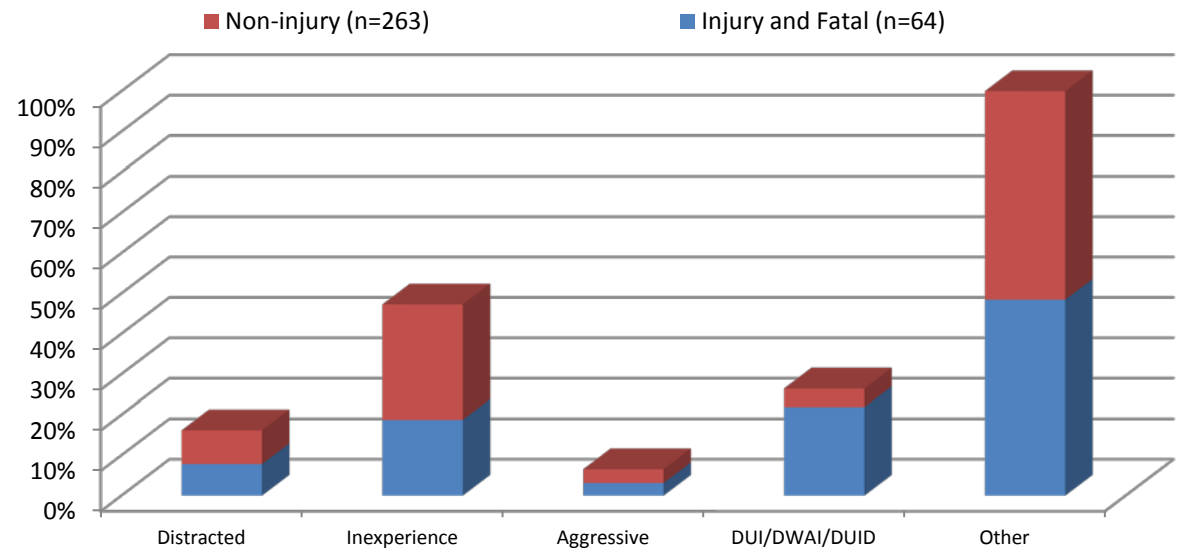


Source: EARS

Contributing Factors

There were a total of 477 crashes in Park County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 327 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 411).

Figure 411: Contributing factors among drivers in Park County, 2014 (N=327)

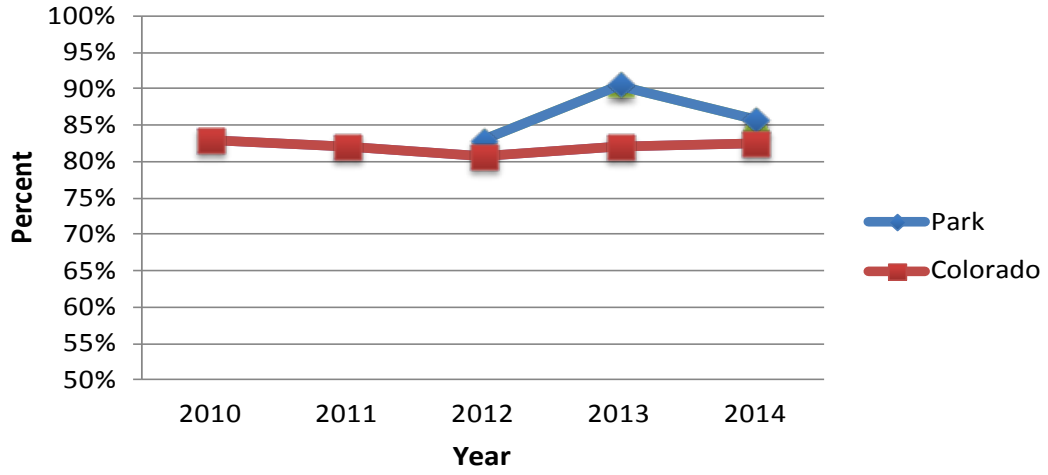


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data was not collected in Park County until 2012. Park County's seat belt use varied between 2012 and 2014.

Figure 412: Seat belt use in Park County and Colorado, 2010-2014



Source: Institute of Transportation Management at CSU

PHILLIPS COUNTY

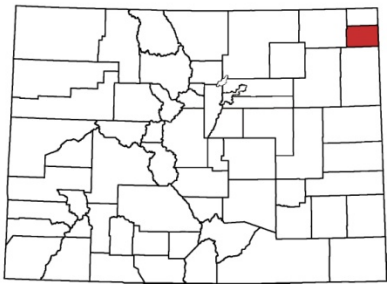


Table 204. Phillips County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	132	135	266
5-8	117	118	235
9-15	225	224	448
16-20	144	133	277
21-34	271	292	563
35-54	521	529	1,050
55-64	301	309	610
65+	517	414	930
Total	2,227	2,153	4,380

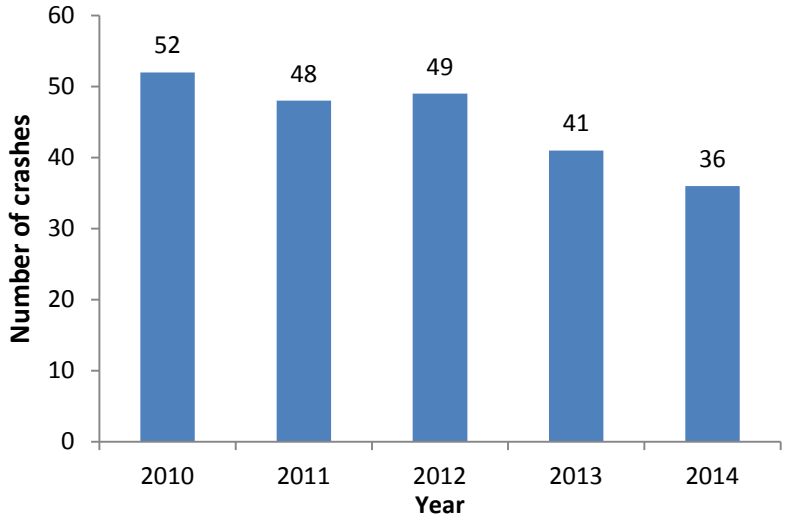
Data source: 2014 DOLA

TABLE 205: PHILLIPS COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Phillips County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	0	0	4	1	1	27.3	↑100.0%
Serious injuries in traffic crashes	63.3	5	0	3	3	5	72.9	0.0%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	0	0	4	1	1	27.3	↑100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	2	0	0	9.1	0.0%
Speeding-related fatalities	3.2	0	0	0	1	0	4.6	0.0%
Motorcyclist fatalities	1.6	0	0	0	0	0	0.0	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	0.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

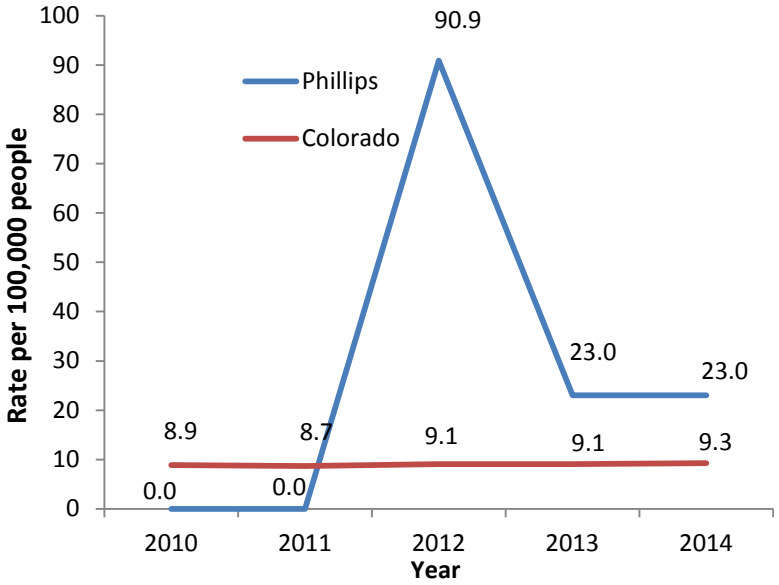
Figure 413: Total number of crashes in Phillips county, 2010 - 2014



Fatal Crashes

In 2014, there was 1 fatal crash, resulting in 1 death. The fatality rate was steady during 2010-2014.In 2014, there were 23 deaths per 100,000 population.

Figure 414: Fatality rate in Phillips county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 5 people were seriously injured in the 9 injury crashes that occurred in the Phillips County. The serious injury rate remained steady during 2010-2014. In 2014, there were 115 serious injuries per 100,000 population.

Impaired Driving

Of the 1 fatalities in 2014, 0 (0%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 0% of injury crashes and 21% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 10% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

There were no drivers age 20 and under were in fatal crashes in 2014.

Source: FARS

Motorcycle Safety

There were 0 motorcyclist fatalities in 2014.

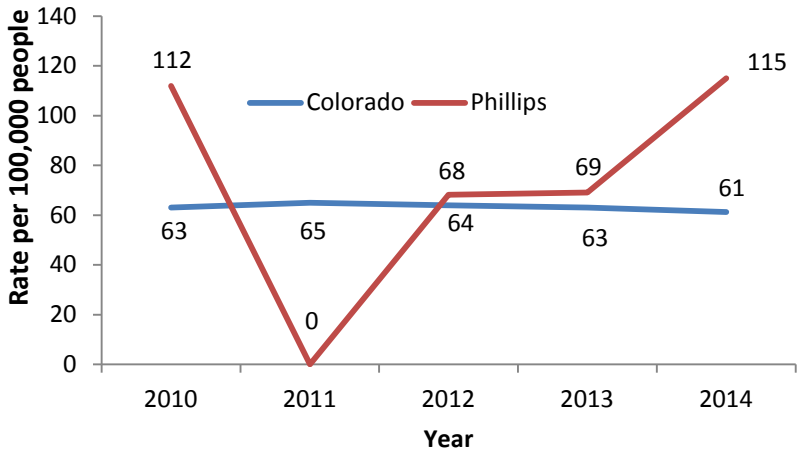
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 415: Serious injury rate in Phillips county and Colorado, 2010 - 2014



Occupant Protection

In 2014, the 1 (100%) motor vehicle occupant fatality and 4 of the 5 (80%) motor vehicle occupants seriously injured in a crash were not using seat belts or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations

Table 206. Phillips County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

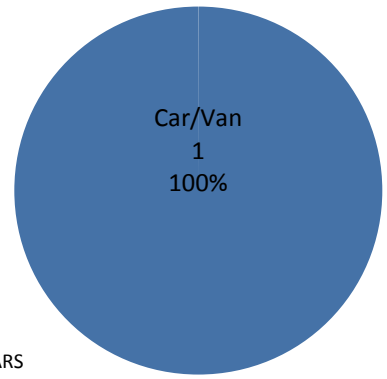
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	4	2	2	0	0	0	*
35-54	1	1	0	0	0	0	*
55-64	0	0	0	0	0	0	*
65+	1	1	0	0	0	0	3
Total	**6**	**4**	**2**	**0**	**0**	**0**	**7**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for the 1 fatality in 2014.

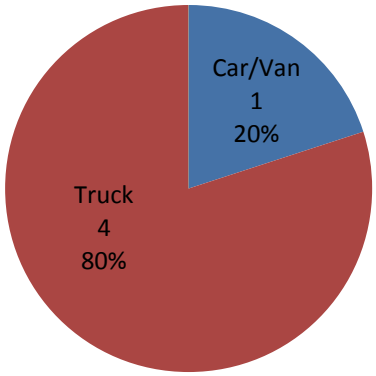
Figure 416: Mode of transportation in Phillips County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for all of the 5 serious injuries.

Figure 417: Mode of transportation of seriously injured individuals in Phillips County, 2014

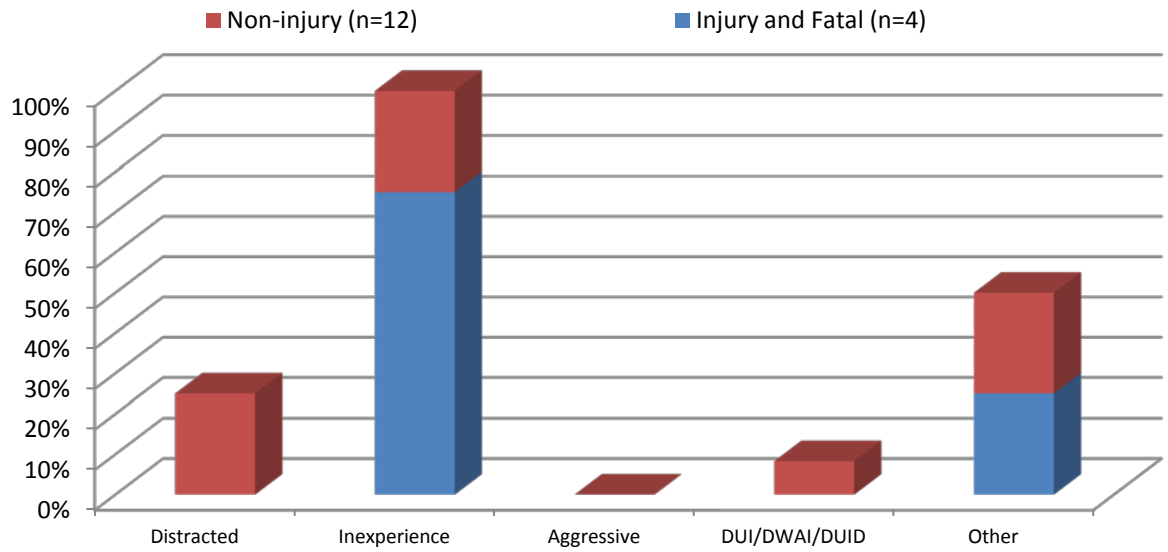


Source: EARS

Contributing Factors

There were a total of 36 crashes in Phillips County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 16 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 418).

Figure 418: Contributing factors among drivers in Phillips County, 2014 (N=16)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Phillips County.

PITKIN COUNTY

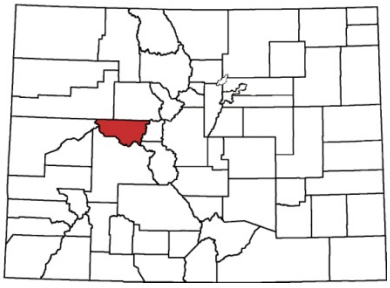


Table 207. Pitkin County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	370	381	750
5-8	311	339	650
9-15	599	651	1,250
16-20	448	432	881
21-34	1,364	1,628	2,992
35-54	2,593	2,935	5,528
55-64	1,431	1,511	2,943
65+	1,227	1,424	2,651
Total	8,344	9,301	17,645

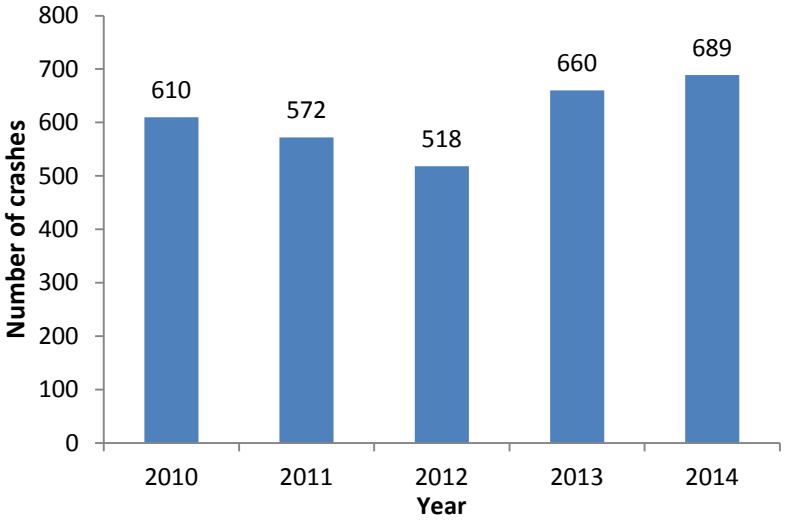
Data source: 2014 DOLA

TABLE 208: PITKIN COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Pitkin County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	2	3	1	2	2	11.6	0.0%
Serious injuries in traffic crashes	63.3	15	18	16	7	16	73.1	↑1.6%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	1	0	0	1	0	2.3	↓100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	2	0	0	1	0	3.5	↓100.0%
Speeding-related fatalities	3.2	1	0	0	0	0	1.2	↓100.0%
Motorcyclist fatalities	1.6	1	0	0	0	1	2.3	0.0%
Unhelmeted motorcyclist fatalities	1.0	1	0	0	0	0	1.2	↓100.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	0.0%
Pedestrian fatalities	1.0	0	0	1	1	0	2.3	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

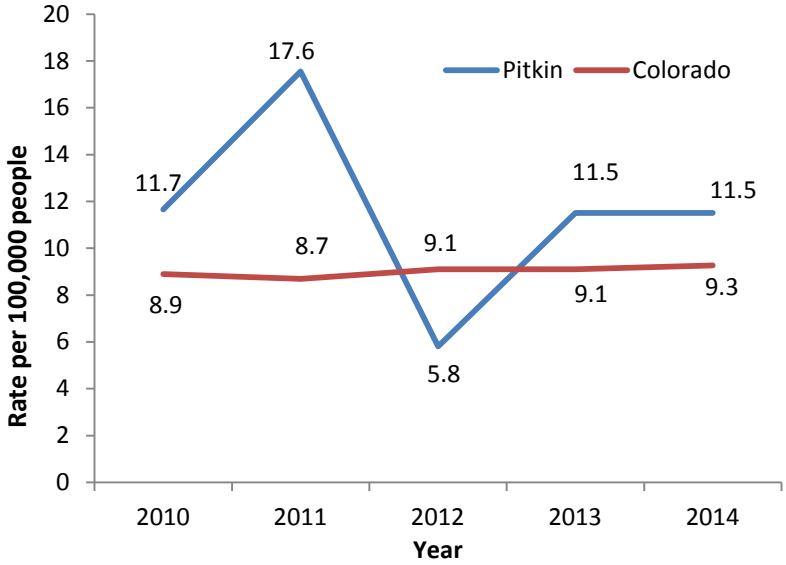
Figure 419: Total number of crashes in Pitkin county, 2010 - 2014



Fatal Crashes

In 2014, there were 2 fatal crashes, resulting in 2 deaths. The number of fatalities per 100,000 population remained steady in Pitkin County during 2010-2014. In 2014, there were 12 deaths per 100,000 population.

Figure 420: Fatality rate in Pitkin county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 16 people were seriously injured in the 24 injury crashes that occurred in Pitkin County. The serious injury rate increased during 2010-2014. In 2014, there were 92 serious injuries per 100,000 population.

Impaired Driving

Of the 2 fatalities in 2014, none involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 8% of injury or fatal crashes and 12% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 8% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014 there were no drivers age 20 and under in fatal crashes.

Source: FARS

Motorcycle Safety

There was 1motorcyclist fatality in 2014. The person was wearing a helmet.

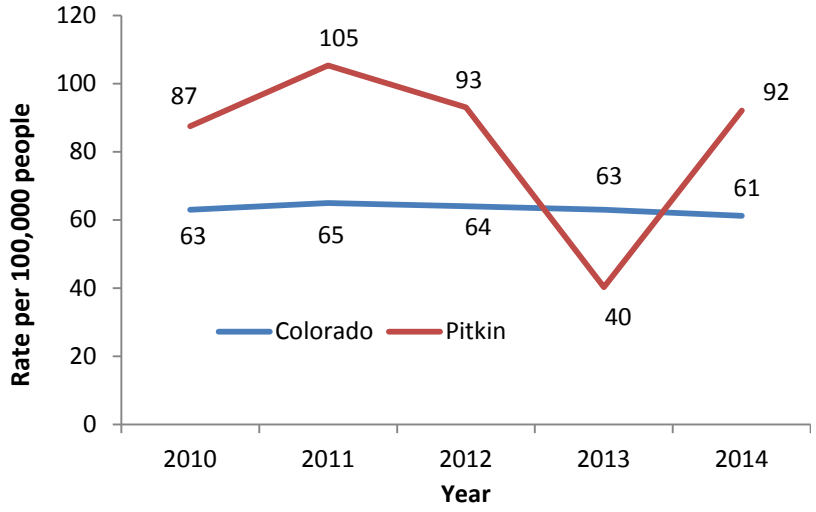
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians and no bicyclists were killed in 2014.

Source: FARS

Figure 421: Serious injury rate in Pitkin county and Colorado, 2010 - 2014



Occupant Protection

In 2014, the 1 motor vehicle occupant fatality was wearing a seat belt. Three of the 11 (27%) motor vehicle occupants seriously injured in a crash were not using seat belts or other restraints.

Source: FARS, and EARS

Fatalities and Injury Hospitalizations

Table 209. Pitkin County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

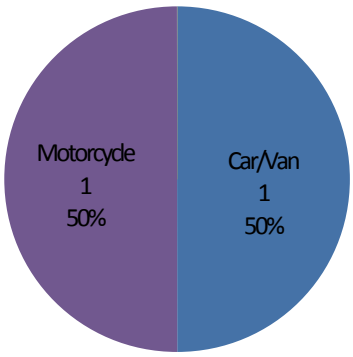
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	*
21-34	2	1	0	0	1	0	3
35-54	3	0	1	1	1	0	4
55-64	0	0	0	0	0	0	3
65+	0	0	0	0	0	0	3
Total	**5**	**1**	**1**	**1**	**2**	**0**	**14**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 1 of the 2 fatalities in 2014.

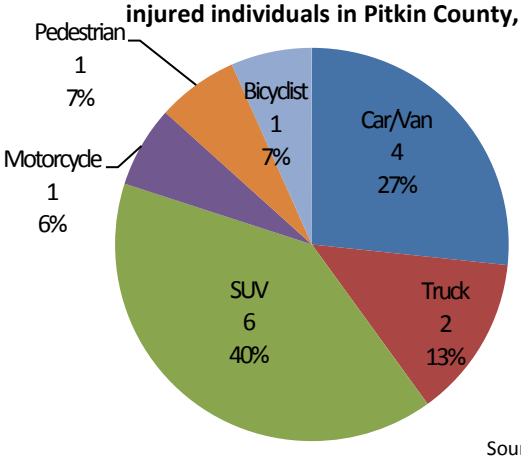
Figure 422: Mode of transportation in Pitkin County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 12 of the 16 serious injuries.

Figure 423: Mode of transportation of seriously injured individuals in Pitkin County, 2014

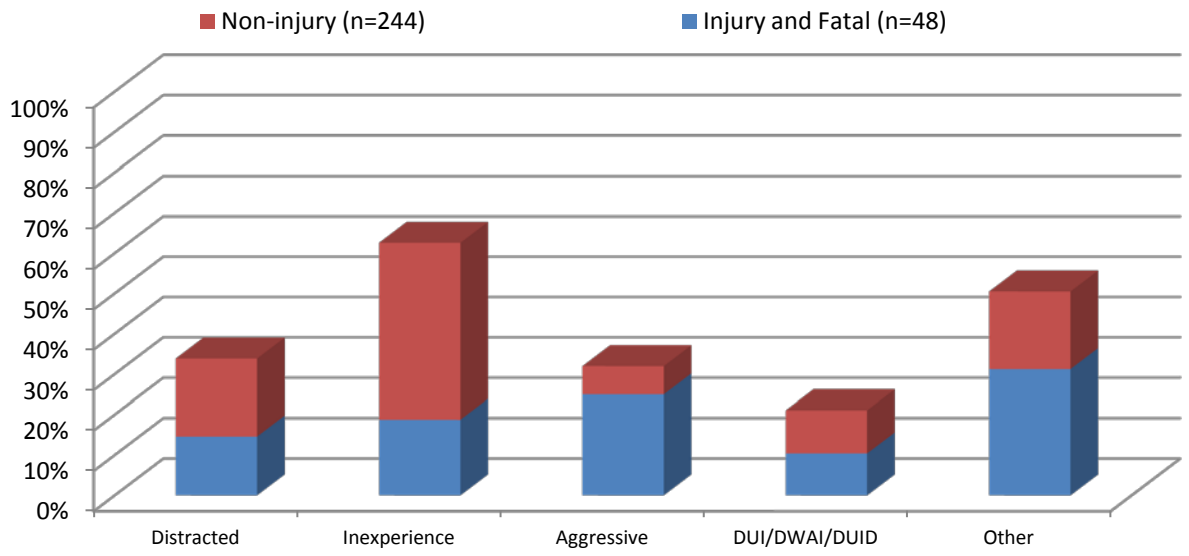


Source: EARS

Contributing Factors

There were a total of 689 crashes in Pitkin County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 292 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 424).

Figure 424: Contributing factors among drivers in Pitkin County, 2014 (N=292)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Pitkin County.

PROWERS COUNTY

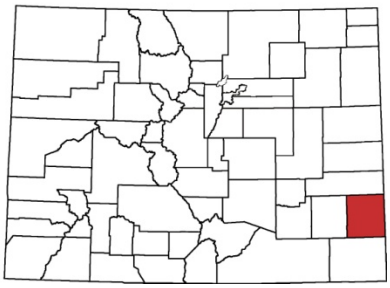


Table 210. Prowers County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	394	417	810
5-8	360	398	758
9-15	621	668	1,289
16-20	369	391	760
21-34	942	958	1,900
35-54	1,448	1,391	2,839
55-64	831	802	1,633
65+	1,102	894	1,996
Total	6,065	5,920	11,985

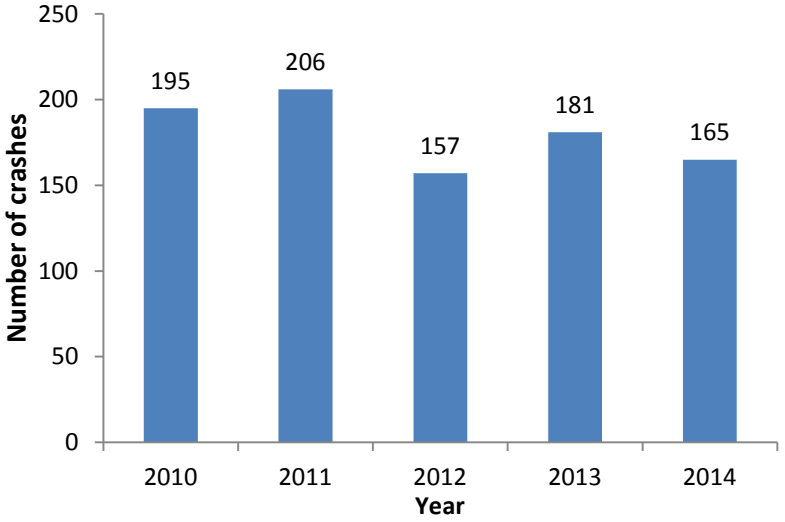
Data source: 2014 DOLA

TABLE 211: PROWERS COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Prowers County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	2	3	3	1	5	22.6	↑25.7%
Serious injuries in traffic crashes	63.3	4	8	9	8	6	54.9	↑10.7%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	0	2	1	1	1	8.1	↑100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	2	0	0	3	8.1	↑100.0%
Speeding-related fatalities	3.2	1	1	1	0	4	11.3	↑41.4%
Motorcyclist fatalities	1.6	0	0	0	0	1	1.6	↑100.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	1	1.6	↑100.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	1	0	1	3.2	↑100.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

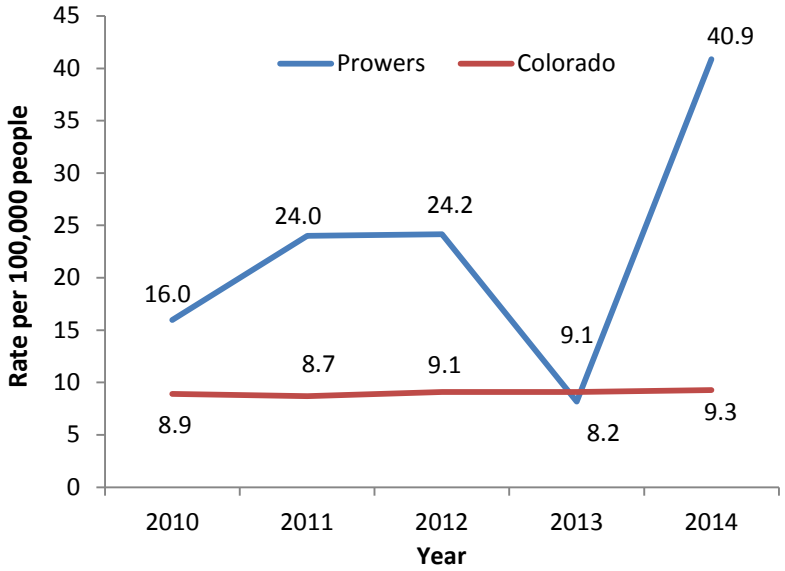
Figure 425: Total number of crashes in Prowers county, 2010 - 2014



Fatal Crashes

In 2014, there were 4 fatal crashes, resulting in 5 deaths. Overall, the number of fatalities per 100,000 people increased between 2010 and 2014. In 2014, there were 41 fatalities per 100,000 population.

Figure 426: Fatality rate in Prowers county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 6 people were seriously injured in 17 injury crashes that occurred in Prowers County. The serious injury rate increased during 2010-2014. In 2014, there were 49 serious injuries per 100,000 population.

Impaired Driving

In 2014, 3 of the 5 fatalities involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 29% of injury and fatal crashes and 5% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 5% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

There was 1 driver age 20 and under in a fatal crash in 2014.

Source: FARS

Motorcycle Safety

There was 1 motorcyclist fatality in 2014.

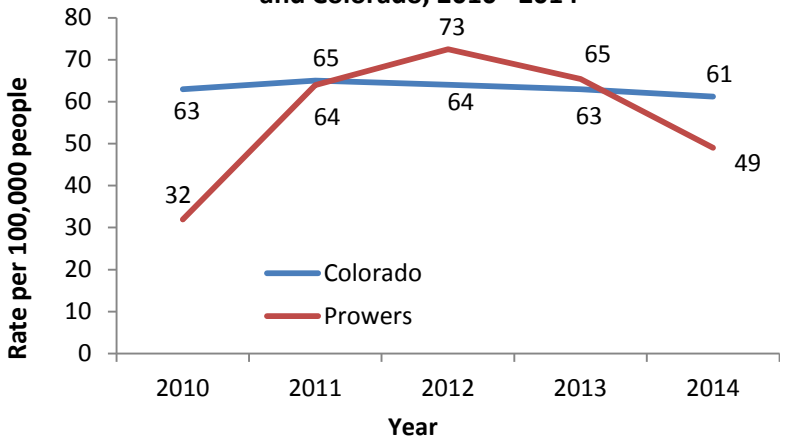
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 427: Serious injury rate in Prowers county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 1 of 4 (25%) motor vehicle occupant fatalities and 2 of the 4 (50%) motor vehicle occupants seriously injured were not using seat belts or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations

Table 212. Prowers County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

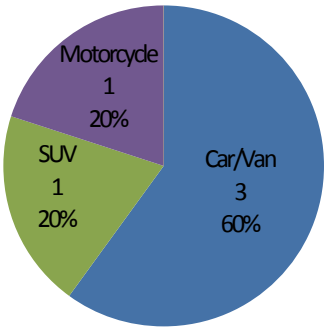
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	3	3	0	0	0	0	*
21-34	3	2	1	0	0	0	3
35-54	2	1	0	1	0	0	5
55-64	1	1	0	0	0	0	9
65+	0	0	0	0	0	0	6
Total	**9**	**7**	**1**	**1**	**0**	**0**	**24**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 4 of the 5 fatalities in 2014.

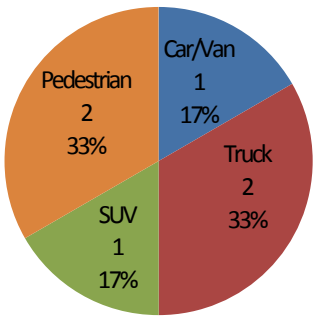
Figure 428: Mode of transportation in Prowers County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 4 of the 6 serious injuries.

Figure 429: Mode of transportation of seriously injured individuals in Prowers County, 2014

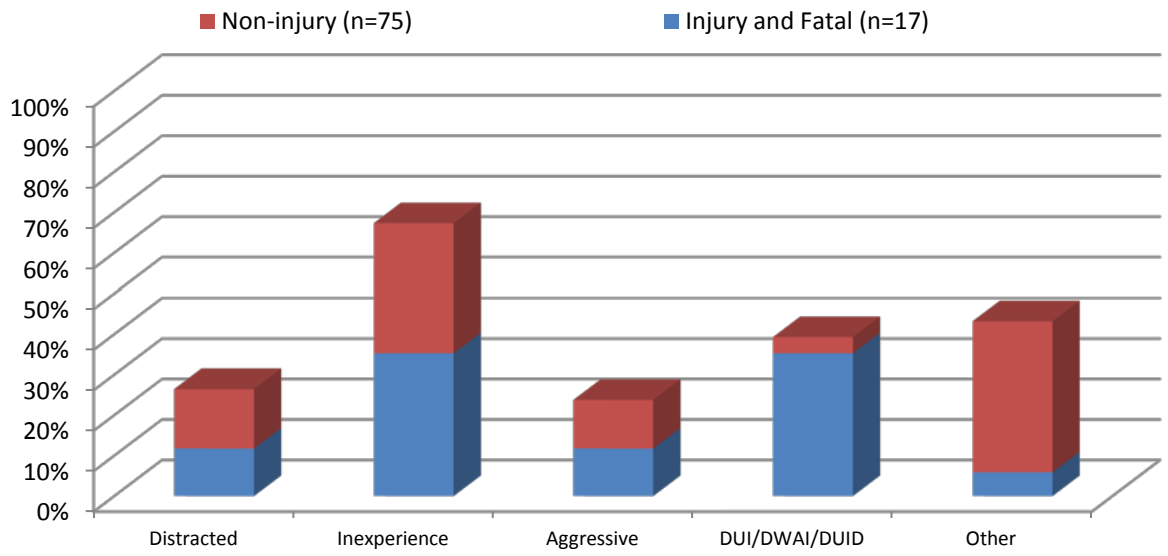


Source: EARS

Contributing Factors

There were a total of 165 crashes in Prowers County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 92 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 430).

Figure 430: Contributing factors among drivers in Prowers County, 2014 (N=92)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Prowers County.

PUEBLO COUNTY

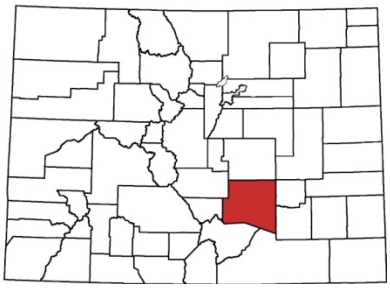


Table 213. Pueblo County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	4,620	4,930	9,550
5-8	4,181	4,380	8,561
9-15	7,500	7,908	15,408
16-20	5,432	5,825	11,257
21-34	13,632	14,054	27,686
35-54	19,979	19,398	39,377
55-64	11,336	10,466	21,802
65+	15,478	12,663	28,142
Total	82,158	79,624	161,782

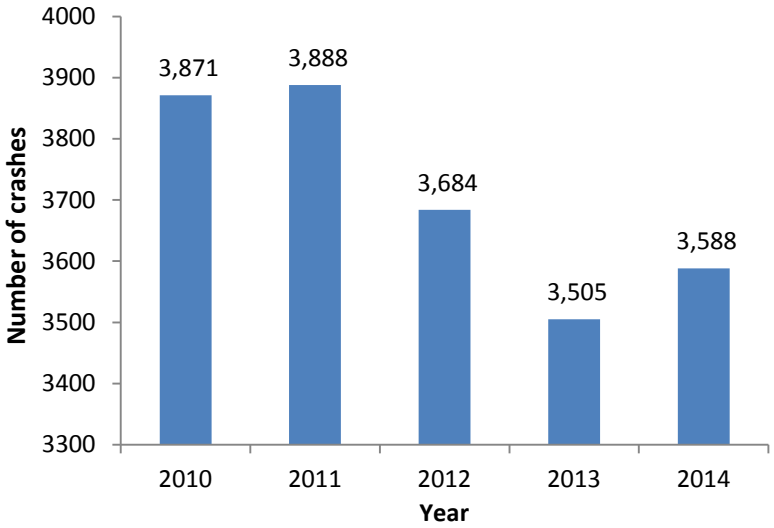
Data source: 2014 DOLA

TABLE 214: PUEBLO COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Pueblo County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	20	24	26	14	19	12.8	↓1.3%
Serious injuries in traffic crashes	63.3	86	98	68	70	64	48.3	↓7.1%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	2	12	10	8	10	5.2	↑49.5%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	3	10	9	4	7	4.1	↑23.6%
Speeding-related fatalities	3.2	1	9	12	4	10	4.5	↑77.8%
Motorcyclist fatalities	1.6	8	4	4	0	2	2.2	↓29.3%
Unhelmeted motorcyclist fatalities	1.0	8	4	3	0	2	2.1	↓29.3%
Drivers age 20 or younger in fatal crashes	1.3	0	4	5	4	3	2.0	↑100.0%
Pedestrian fatalities	1.0	3	6	4	5	1	2.4	↓24.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

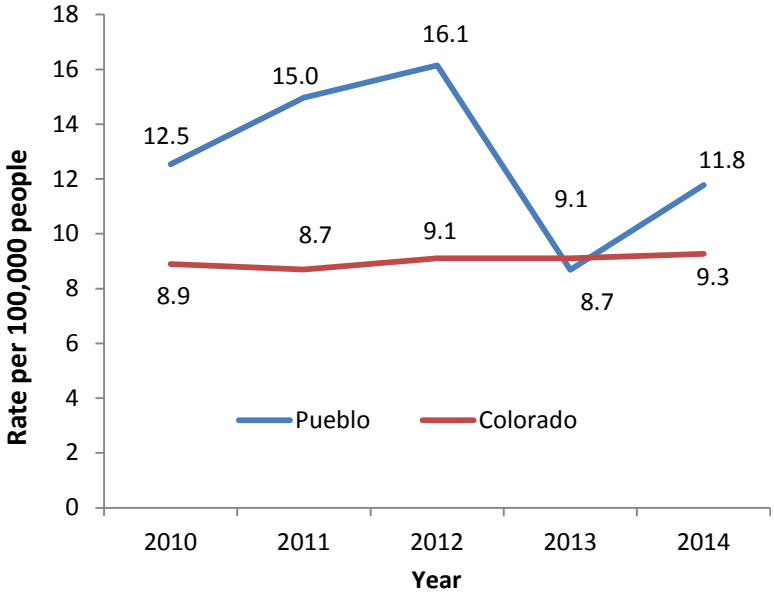
Figure 431: Total number of crashes in Pueblo county, 2010 - 2014



Fatal Crashes

In 2014, there were 18 fatal crashes, resulting in 19 deaths. The rate of fatalities in Pueblo County slightly declines during 2010-2014. In 2014, the rate declined to approximately 12 fatalities per 100,000 people.

Figure 432: Fatality rate in Pueblo county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 64 people were seriously injured in 134 injury crashes that occurred in Pueblo County. The serious injury rate declined between 2010 and 2014. In 2014, there were 40 serious injuries per 100,000 population.

Impaired Driving

Of the 19 fatalities in 2019, 7 (37%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 9% injury and fatal crashes and 5% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 7% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

There were 3 drivers age 20 and under in fatal in 2014.

Source: FARS

Motorcycle Safety

There were 2 motorcyclist fatalities in 2014. Neither of the riders were wearing a helmet.

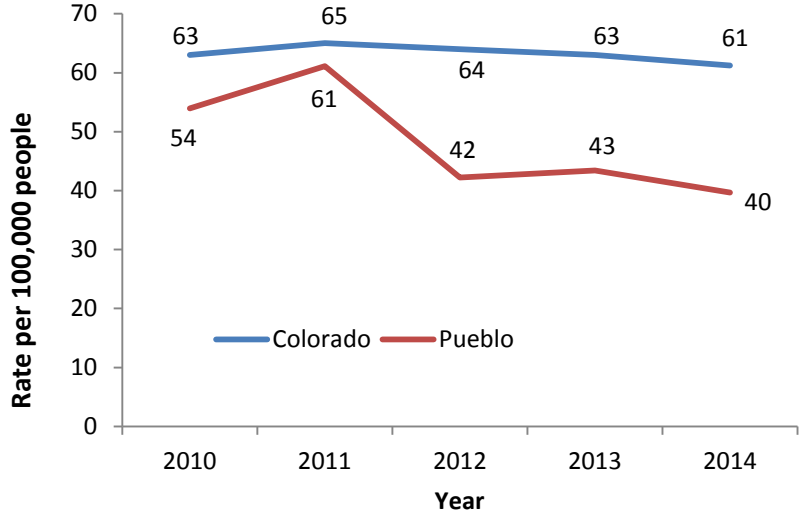
Source: FARS

Pedestrian and Bicycle Safety

1 pedestrian and 0 bicyclists were killed in 2014.

Source: FARS

Figure 433: Serious injury rate in Pueblo county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 10 of 16 (63%) of motor vehicle occupant fatalities and 13 of the 41 (32%) motor vehicle occupants seriously injured were not using seat belts or other restraints.

2014 Pueblo Occupant Protection:
Overall seat belt: 63.4%
Teen seat belt: 60.6%
Front/rear seat (0-4 years): 92.5%
Front/rear booster: 74.9%
Juvenile (5-15 years): 78.2%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 215. Pueblo County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

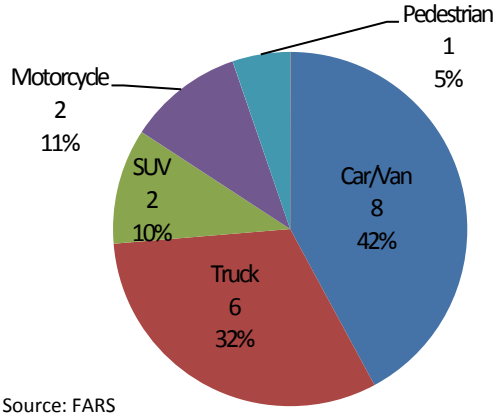
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	6
5-8	0	0	0	0	0	0	*
9-15	4	3	0	0	1	0	13
16-20	10	9	1	0	0	0	29
21-34	12	6	3	2	1	0	94
35-54	17	5	6	3	3	0	89
55-64	6	1	1	1	3	0	45
65+	10	3	5	0	2	0	55
Total	**59**	**27**	**16**	**6**	**10**	**0**	**332**

Source: FARS and CHA Discharge Data.

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 16 of the 19 fatalities in 2014.

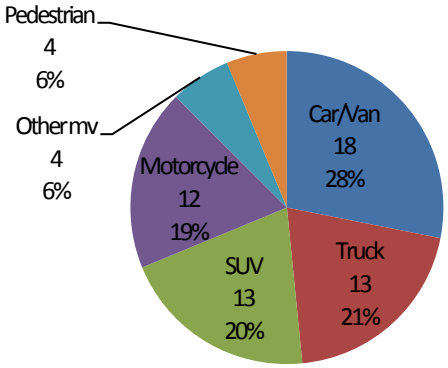
Figure 434: Mode of transportation in Pueblo County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 58 of the 64 serious injuries.

Figure 435: Mode of transportation of seriously injured individuals in Pueblo County, 2014

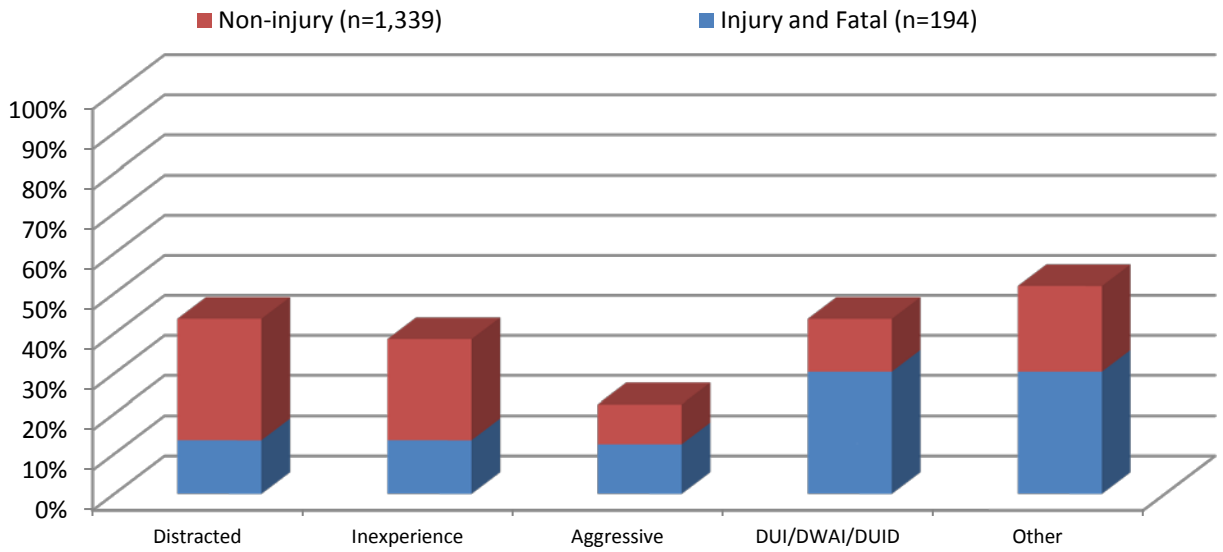


Source: EARS

Contributing Factors

There were a total of 3,588 crashes in Pueblo County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 1,533 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 436).

Figure 436: Contributing factors among drivers in Pueblo County, 2014 (N=1,533)

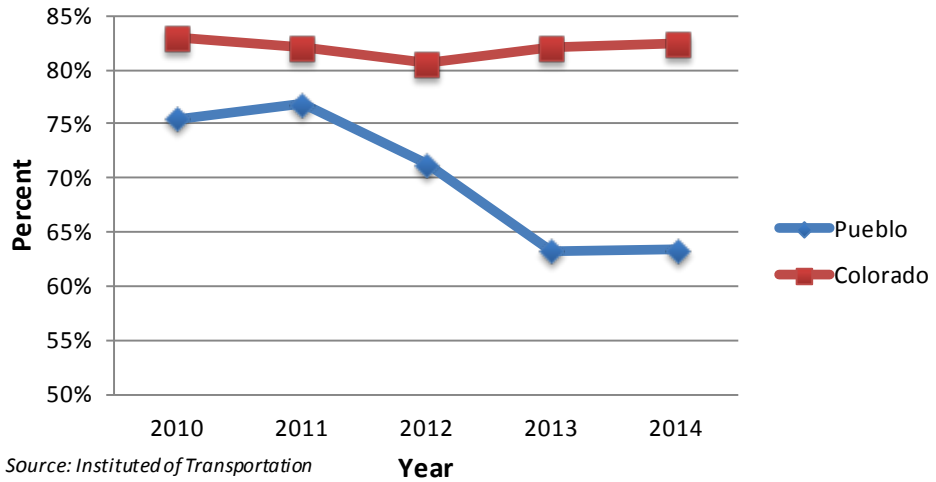


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall seat belt use in Pueblo County declined between 2011 and 2014. Pueblo County's seat belt use is consistently lower than Colorado's seat belt use and the difference is widening.

Figure 437: Seat belt use in Pueblo County and Colorado, 2010-2014



Source: Instituted of Transportation Management at CSU

RIO BLANCO COUNTY

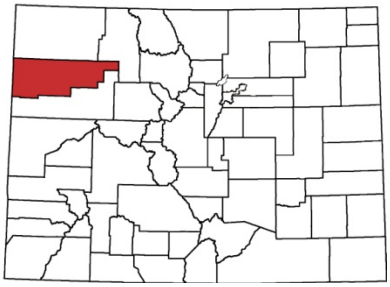


Table 216. Rio Blanco County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	199	225	424
5-8	199	196	394
9-15	283	320	603
16-20	208	224	432
21-34	578	638	1,215
35-54	818	868	1,686
55-64	455	479	933
65+	482	437	919
Total	3,221	3,386	6,607

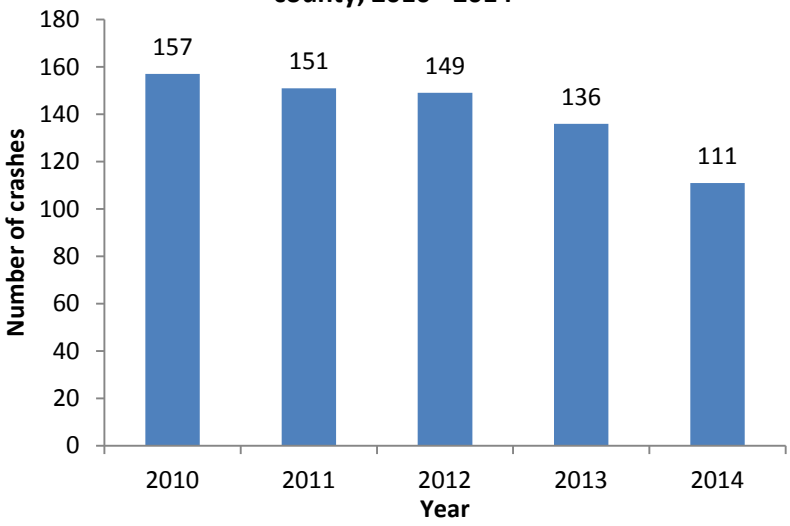
Data source: 2014 DOLA

TABLE 217: RIO BLANCO COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Rio Blanco County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	2	4	1	0	1	23.7	↓15.9%
Serious injuries in traffic crashes	63.3	6	9	15	2	5	71.1	↓4.5%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	0	4	1	0	1	17.8	↑100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	4	1	0	0	14.8	0.0%
Speeding-related fatalities	3.2	1	4	1	0	1	20.7	0.0%
Motorcyclist fatalities	1.6	0	0	0	0	0	0.0	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	1	3.0	↑100.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

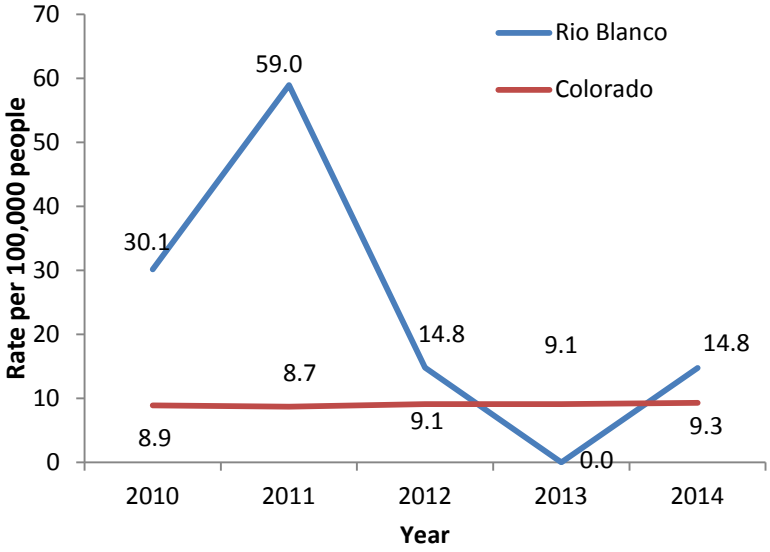
Figure 437: Total number of crashes in Rio Blanco county, 2010 - 2014



Fatal Crashes

In 2014, there was one death. The number of fatalities per 100,000 population decreased from 2010 to 2014 in Rio Blanco County.

Figure 438: Fatality rate in Rio Blanco county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 5 people were seriously injured in the 10 injury crashes that occurred in Rio Blanco County. The serious injury rate decreased between 2010 and 2014. In 2014, there were 74 serious injuries per 100,000 population.

Impaired Driving

In 2014, of the 1 fatality 0 involved a driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 9% of injury and fatal crashes and 20% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 45% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

There was 1 driver age 20 and under in a fatal crash in 2014.

Source: FARS

Motorcycle Safety

There were 0 motorcyclist fatalities in 2014.

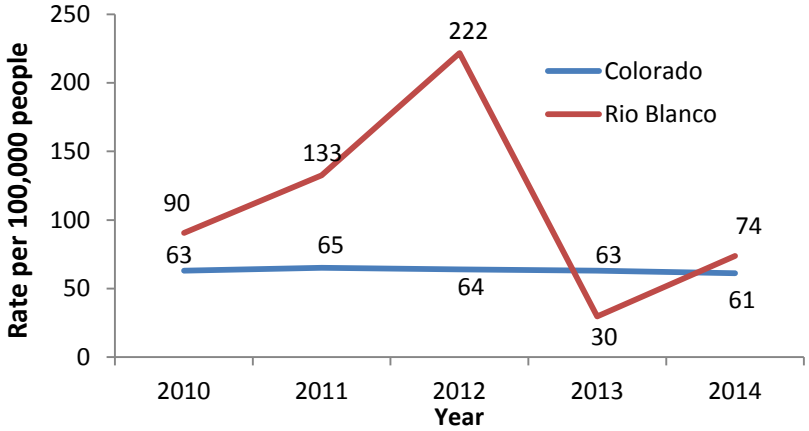
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 439: Serious injury rate in Rio Blanco county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 1 of the 1 (100%) motor vehicle occupants fatally injured and 2 out of 5 (40%) seriously injured in a crash were not using seat belts or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations

Table 218. Rio Blanco County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

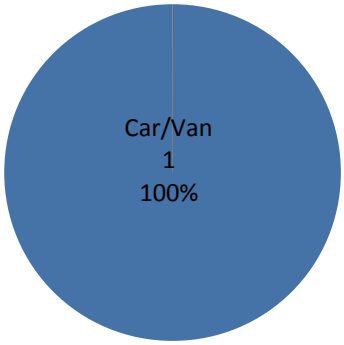
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	3
21-34	1	1	0	0	0	0	3
35-54	1	1	0	0	0	0	3
55-64	0	0	0	0	0	0	0
65+	0	0	0	0	0	0	*
Total	**2**	**2**	**0**	**0**	**0**	**0**	**10**

Source: FARS and CHA Discharge Data

Mode of Transportation

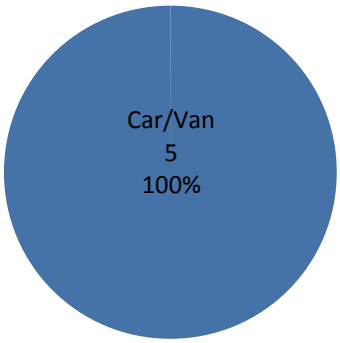
Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for the fatality in 2014.
Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for all 5 of the serious injuries.

Figure 440: Mode of transportation in Rio Blanco County fatalities, 2014



Source: FARS

Figure 441: Mode of transportation of seriously injured individuals in Rio Blanco County, 2014

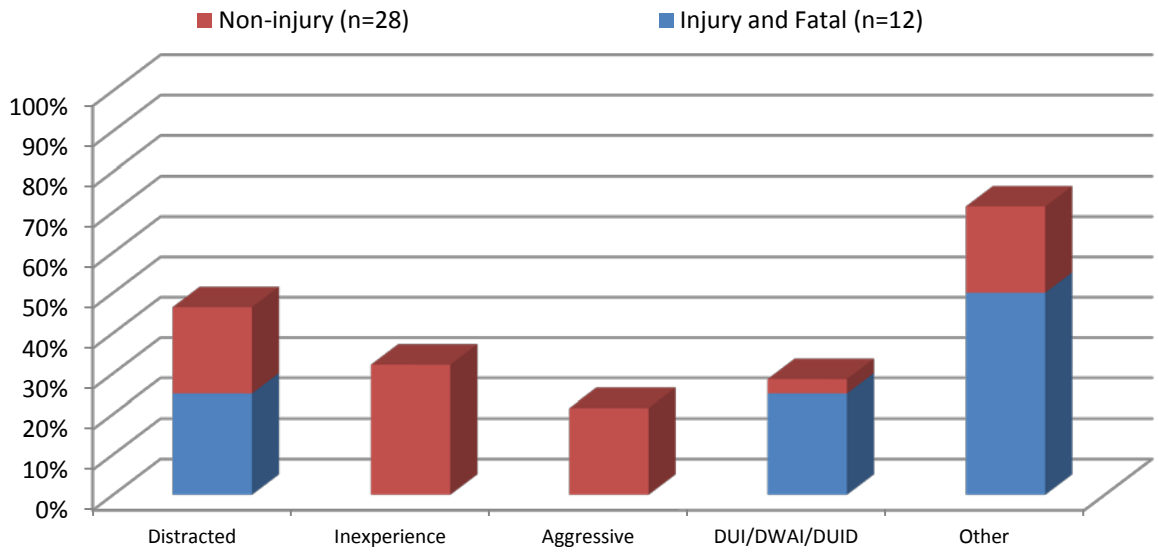


Source: EARS

Contributing Factors

There were a total of 111 crashes in Rio Blanco County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 40 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 442).

Figure 442: Contributing factors among drivers in Rio Blanco County, 2014 (N=40)



Source: 2014 DRCOG Data – Distracted: Passenger, Cell Phone, Radio, Food, Object, pet, etc.

Occupant Protection

Seat belt use data are not available for Rio Blanco County.

RIO GRANDE COUNTY

Table 219. Rio Grande County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	360	374	734
5-8	297	317	614
9-15	585	614	1,199
16-20	325	345	669
21-34	811	810	1,622
35-54	1,466	1,350	2,816
55-64	902	911	1,812
65+	1,092	1,016	2,108
Total	5,838	5,736	11,574

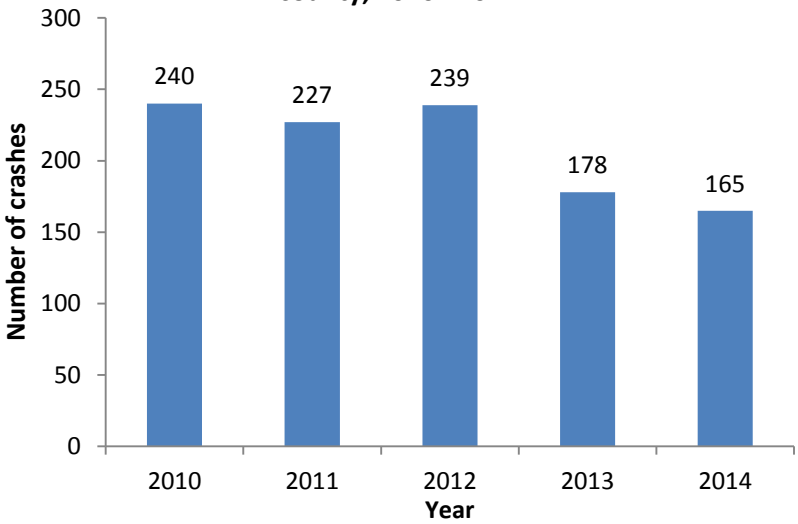
Data source: 2014 DOLA

TABLE 220: RIO GRANDE COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Rio Grande County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	2	1	3	4	2	20.2	0.0%
Serious injuries in traffic crashes	63.3	15	8	11	11	8	89.4	↓14.5%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	1	1	1	1	0	6.7	↓100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	1	0	0	0	1.7	0.0%
Speeding-related fatalities	3.2	0	1	0	4	0	8.4	0.0%
Motorcyclist fatalities	1.6	0	0	0	0	0	0.0	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	1	0	1.7	0.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

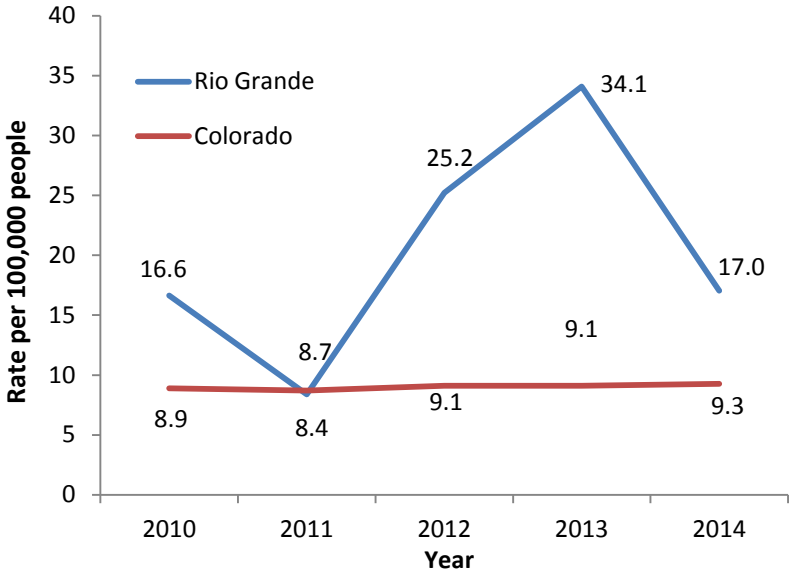
Figure 443: Total number of crashes in Rio Grande county, 2010 - 2014



Fatal Crashes

In 2014, there was 1 fatal crash, resulting in 2 deaths. The number of fatalities per 100,000 population remained steady from 2010 to 2014 in Rio Grande County.

Figure 444: Fatality rate in Rio Grande county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 8 people were seriously injured in the 14 injury crashes that occurred in Rio Grande County. The serious injury rate decreased between 2010 and 2014. In 2014, there were 68 serious injuries per 100,000 population.

Impaired Driving

Of the 2 fatalities in 2014, 0 (0%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 7% of injury and fatal crashes and 16% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 27% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

There were no drivers age 20 and under in fatal crashes in 2014.

Source: FARS

Motorcycle Safety

There were 0 motorcyclist fatalities in 2014.

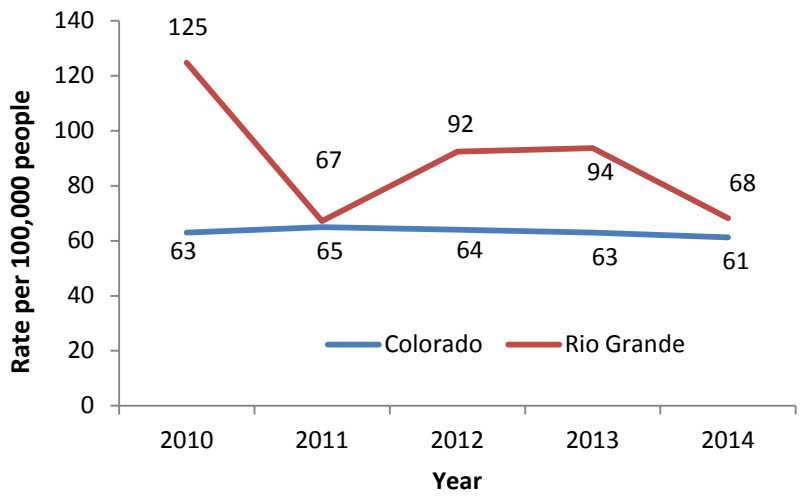
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 445: Serious injury rate in Rio Grande county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 0 of the 2 (0%) motor vehicle occupant fatalities and 3 of the 8 (38%) motor vehicle occupants injured in a crash were not using seat belts or other restraints.

2014 Rio Grande Occupant Protection:
Front/rear seat (0-4 years): 63.6%
Front/rear booster: 15.9%
Juvenile (5-15 years): 95.7%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 221. Rio Grande County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

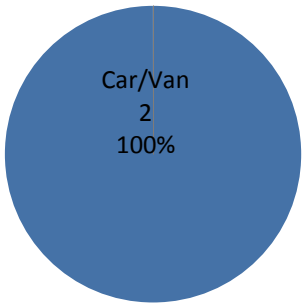
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	*
5-8	0	0	0	0	0	0	*
9-15	0	0	0	0	0	0	*
16-20	1	1	0	0	0	0	*
21-34	1	1	0	0	0	0	4
35-54	2	1	1	0	0	0	6
55-64	2	2	0	0	0	0	6
65+	3	3	0	0	0	0	5
Total	**9**	**8**	**1**	**0**	**0**	**0**	**25**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for all 2 of the fatalities in 2014.

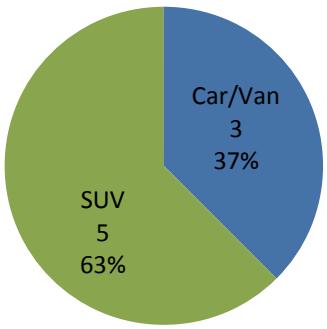
Figure 446: Mode of transportation in Rio Grande County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for all 8 of the serious injuries.

Figure 447: Mode of transportation of seriously injured individuals in Rio Grande County, 2014

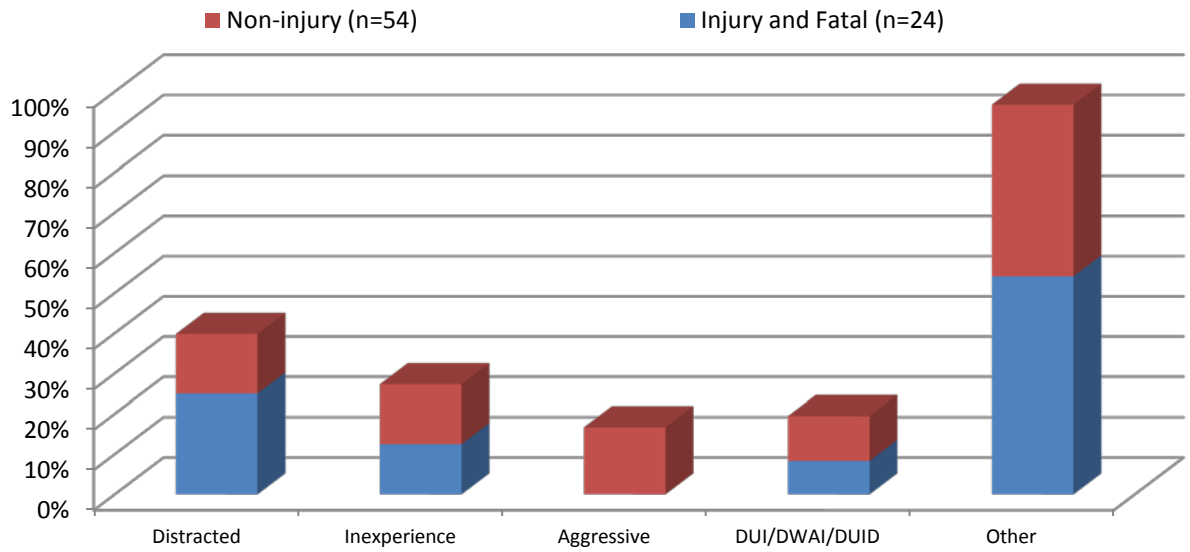


Source: EARS

Contributing Factors

There were a total of 165 crashes in Rio Grande County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 78 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 448).

Figure 448: Contributing factors among drivers in Rio Grande County, 2014 (N=78)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall seat belt use data are not available for Rio Grande County.

ROUTT COUNTY

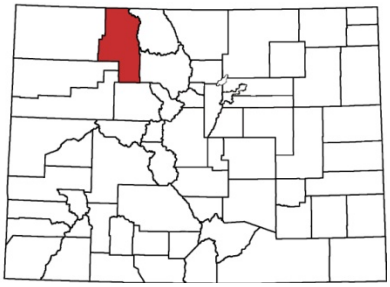


Table 222. Routt County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	573	585	1,157
5-8	540	559	1,099
9-15	969	1,033	2,003
16-20	688	726	1,414
21-34	1,908	2,399	4,307
35-54	3,422	3,893	7,315
55-64	1,861	2,054	3,915
65+	1,284	1,402	2,687
Total	11,245	12,651	23,896

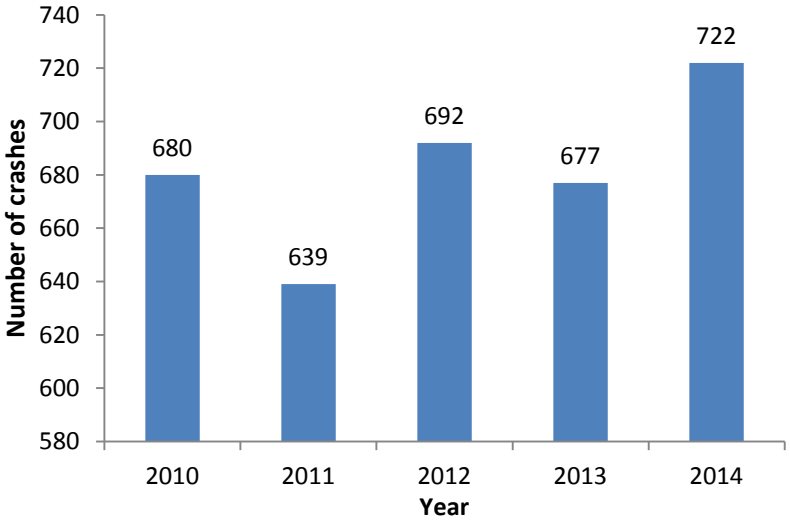
Data source: 2014 DOLA

TABLE 223: ROUTT COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Routt County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	3	3	2	4	0	10.3	↓100.0%
Serious injuries in traffic crashes	63.3	14	16	20	14	15	62.5	↑1.7%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	1	2	2	0	0	4.3	↓100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	1	0	1	0	2.6	↓100.0%
Speeding-related fatalities	3.2	1	2	0	0	0	2.6	↓100.0%
Motorcyclist fatalities	1.6	0	0	0	2	0	1.7	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	0.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

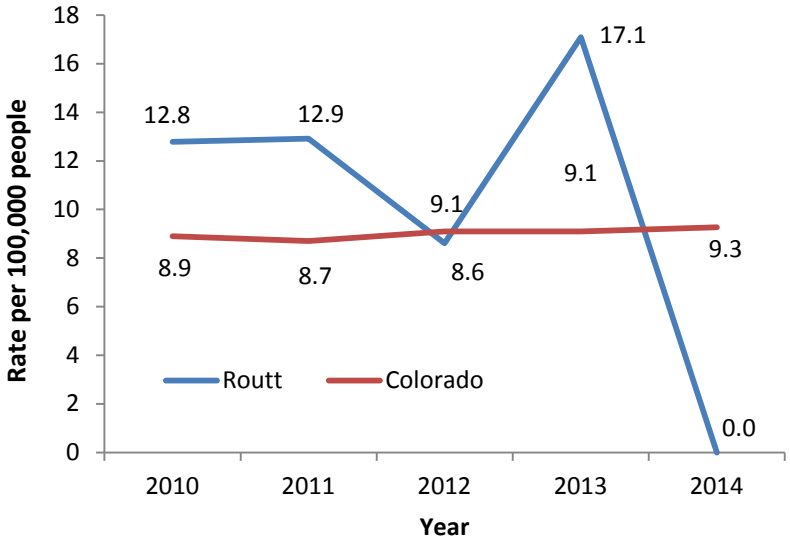
Figure 449: Total number of crashes in Routt county, 2010 - 2014



Fatal Crashes

In 2014, there were 0 fatal crashes. The number of fatalities per 100,000 population decreased between 2010 and 2013 in Routt County.

Figure 450: Fatality rate in Routt county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 15 people were seriously injured in the 38 injury crashes that occurred in Routt County. The serious injury rate declined between 2010 and 2014. In 2014, there were 64 serious injuries per 100,000 population.

Impaired Driving

There were no fatalities in 2014. And thus no outcomes involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 13% of injury and fatal crashes and 20% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 0% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

There were no drivers age 20 and under in fatal crashes in 2014.

Source: FARS

Motorcycle Safety

There were 0 motorcyclist fatalities in 2014.

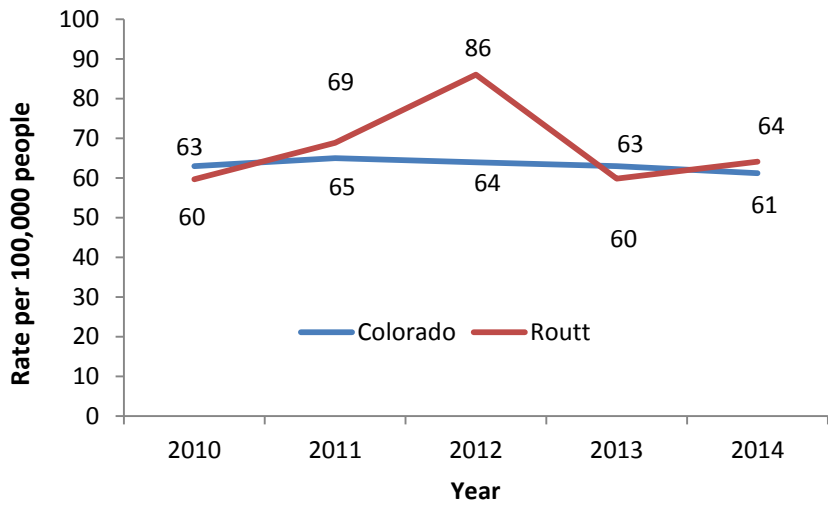
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclist were killed in 2014.

Source: FARS

Figure 451: Serious injury rate in Routt county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 4 of the 8 (50%) motor vehicle occupants seriously injured were not using seat belts or other restraints.

2014 Routt County Occupant Protection Usage:
Overall seat belt: 89.6%
Teen seat belt: 90.6%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 224. Routt County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	1	0	1	0	0	0	*
35-54	2	1	1	0	0	0	3
55-64	2	0	0	2	0	0	7
65+	1	1	0	0	0	0	*
Total	**6**	**2**	**2**	**2**	**0**	**0**	**13**

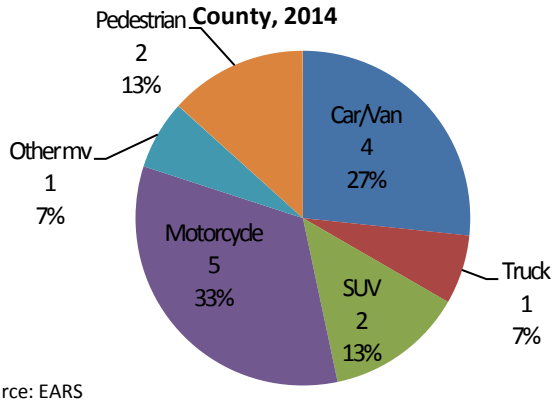
Source: FARS and CHA Hospital Discharge

Mode of Transportation

There were no motor vehicle occupants (cars/vans, pick-up trucks, SUVs) fatalities in 2014.

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 8 of the 15 serious injuries.

Figure 452: Mode of transportation of seriously injured individuals in Routt County, 2014

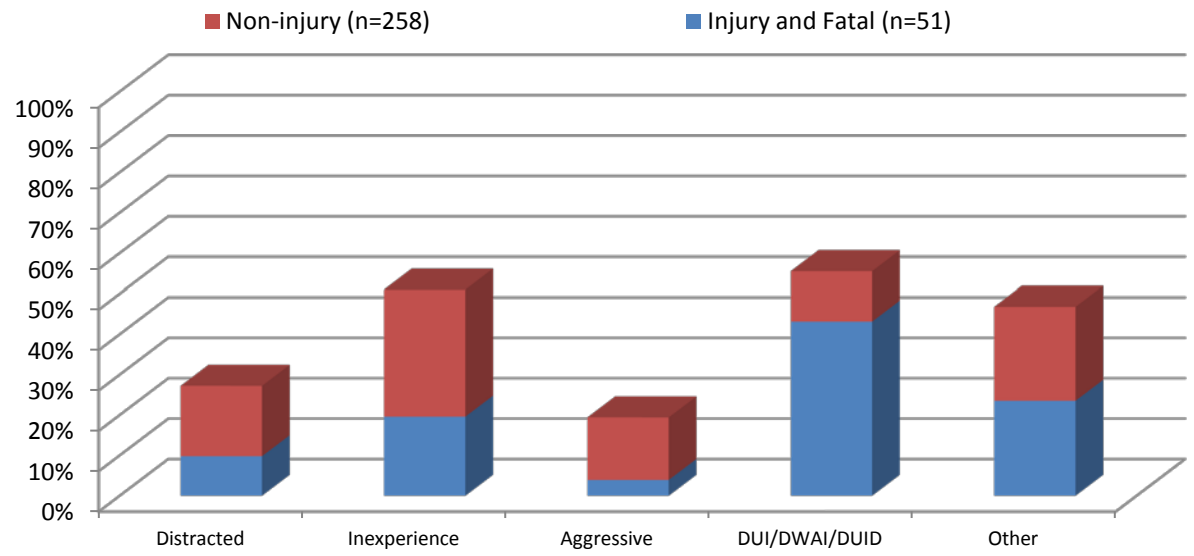


Source: EARS

Contributing Factors

There were a total of 722 crashes in Routt County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 309 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 453).

Figure 453: Contributing factors among drivers in Routt County, 2014 (N=309)

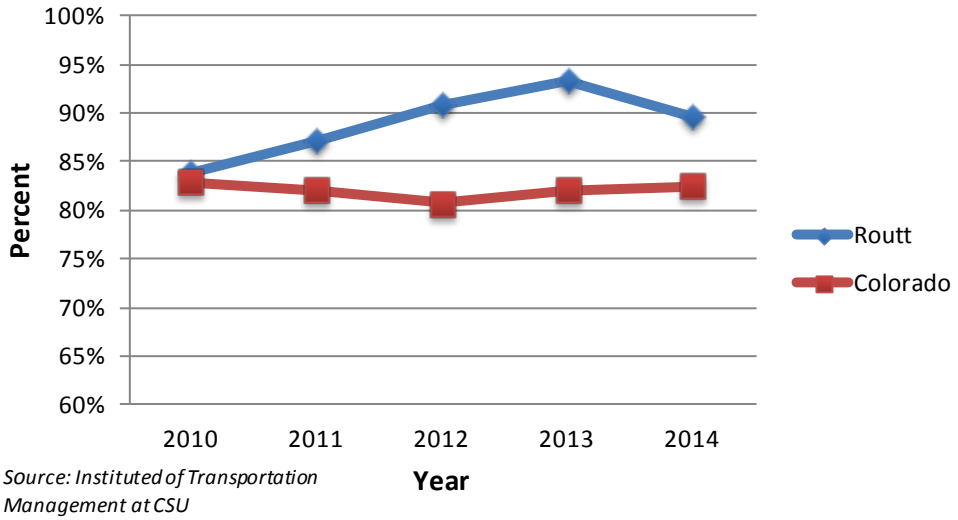


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall seat belt use in Routt County increased between 2010 and 2013. Despite a decline in 2014, Routt County's seat belt use exceeded statewide seat belt use.

Figure 454: Seat belt use in Routt County and Colorado, 2010-2014



Source: Instituted of Transportation Management at CSU

SAGUACHE COUNTY

Table 225. Saguache County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	185	180	365
5-8	174	185	359
9-15	298	278	576
16-20	150	153	303
21-34	442	467	909
35-54	727	739	1,466
55-64	516	558	1,074
65+	557	597	1,154
Total	3,049	3,158	6,206

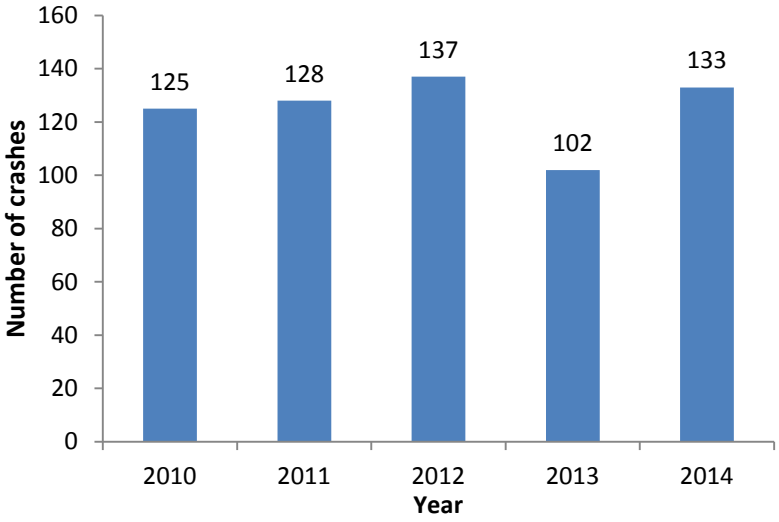
Data source: 2014 DOLA

TABLE 226: SAGUACHE COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Saguache County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	0	2	5	2	1	32.0	↑100.0%
Serious injuries in traffic crashes	63.3	13	6	12	10	11	160.2	↓4.1%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	0	0	4	2	1	22.4	↑100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	1	2	1	0	12.8	0.0%
Speeding-related fatalities	3.2	0	2	2	1	0	16.0	0.0%
Motorcyclist fatalities	1.6	0	0	0	0	0	0.0	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	0.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

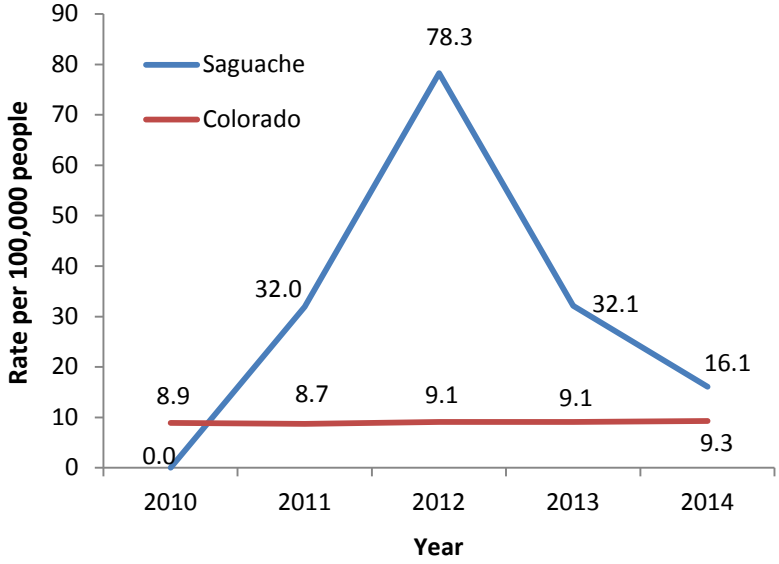
Figure 455: Total number of crashes in Saguache county, 2010 - 2014



Fatal Crashes

In 2014, there was 1 fatal crash, resulting in 1 death. The number of fatalities per 100,000 population remained steady in Saguache County during 2010-2014.

Figure 456: Fatality rate in Saguache county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 11 people were seriously injured in the 20 injury crashes that occurred in Saguache County. The serious injury rate declined between 2010 and 2014. In 2014, there were 177 serious injuries per 100,000 population.

Impaired Driving

Of the 1 fatalities in 2014, 0 (0%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Source: FARS

Speed Enforcement

In 2014, 0% of injury and fatal crashes and 16% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 5% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

There were no drivers age 20 and under in fatal crashes in 2014.

Source: FARS

Motorcycle Safety

There were 0 motorcyclist fatalities in 2014.

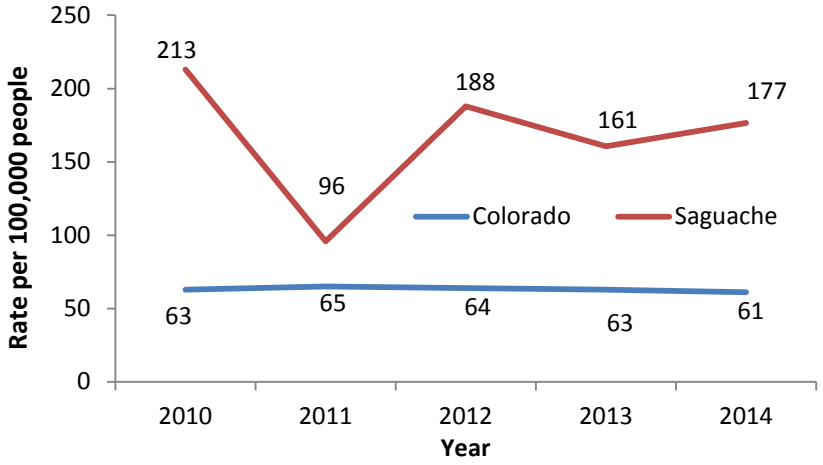
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 457: Serious injury rate in Saguache county and Colorado, 2010 - 2014



Occupant Protection

In 2014, the 1 motor vehicle occupant fatalities and 4 of the 10 (40%) motor vehicle occupants injured in a crash were not using seat belts or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations

Table 227. Saguache County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

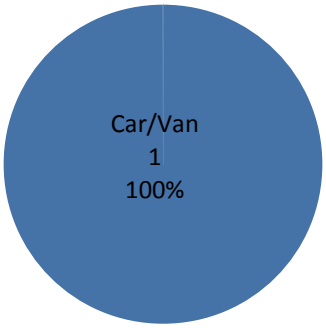
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	1	1	0	0	0	0	3
21-34	3	1	2	0	0	0	3
35-54	2	1	1	0	0	0	8
55-64	2	2	0	0	0	0	5
65+	0	0	0	0	0	0	*
Total	**8**	**5**	**3**	**0**	**0**	**0**	**20**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for the fatality in 2014.

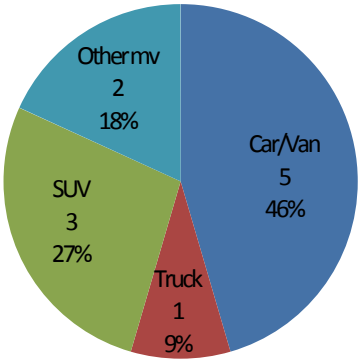
Figure 458: Mode of transportation in Saguache County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 9 of the 11 serious injuries.

Figure 459: Mode of transportation of seriously injured individuals in Saguache County, 2014

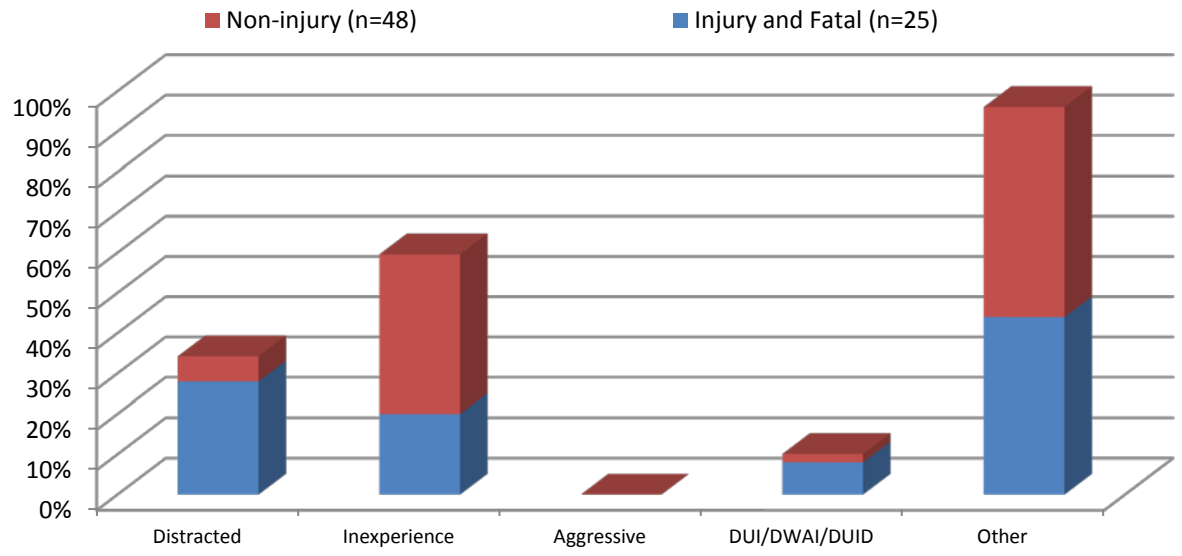


Source: EARS

Contributing Factors

There were a total of 133 crashes in Saguache County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 73 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 460).

Figure 460: Contributing factors among drivers in Saguache County, 2014 (N=73)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Saguache County.

SAN JUAN COUNTY

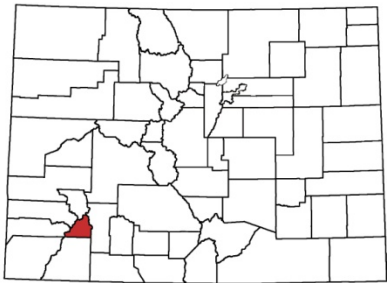


Table 228. San Juan County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	13	16	29
5-8	10	19	29
9-15	19	38	56
16-20	11	24	35
21-34	56	52	108
35-54	93	111	204
55-64	59	69	128
65+	57	72	129
Total	318	400	718

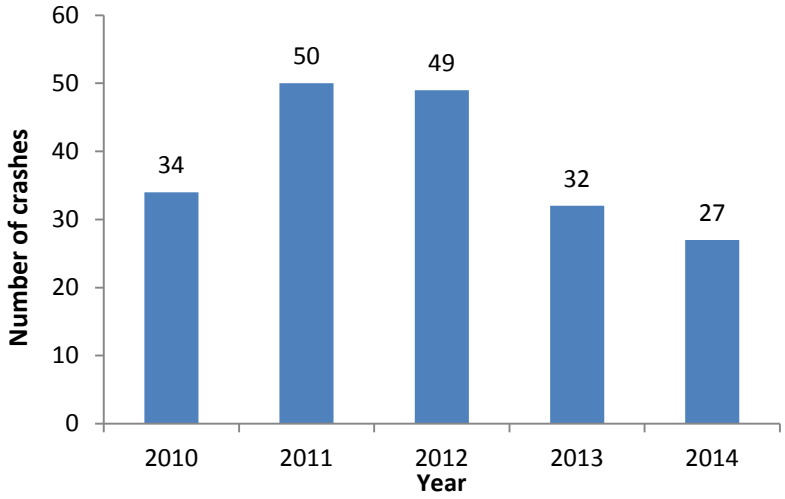
Data source: 2014 DOLA

TABLE 229: SAN JUAN COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**San Juan County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	0	0	3	1	2	173.4	↑100.0%
Serious injuries in traffic crashes	63.3	4	2	6	0	1	202.3	↓29.3%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	0	0	2	0	1	86.7	↑100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	1	0	0	28.9	0.0%
Speeding-related fatalities	3.2	0	0	2	1	2	144.5	↑100.0%
Motorcyclist fatalities	1.6	0	0	0	0	1	28.9	↑100.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	1	0	0	28.9	0.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

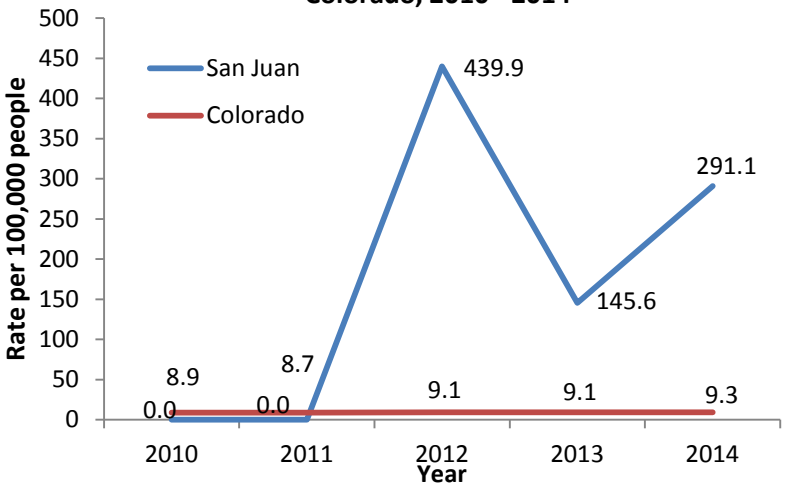
Figure 461: Total number of crashes in San Juan county, 2010 - 2014



Fatal Crashes

In 2014, there were 2 fatal crashes, resulting in 2 deaths. The number of fatalities per 100,000 population varied in San Juan County because a change of one fatality has a large impact when the county population is small.

Figure 462: Fatality rate in San Juan county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 1 was seriously injured in 1 injury crash that occurred in the San Juan County. The serious injury rate declined between 2010 and 2014.

Impaired Driving

Of the 1 fatality in 2014, 0 (0%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 100% of injury and fatal crashes and 40% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 0% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

There was no driver age 20 and under in a fatal crash in 2014.

Source: FARS

Motorcycle Safety

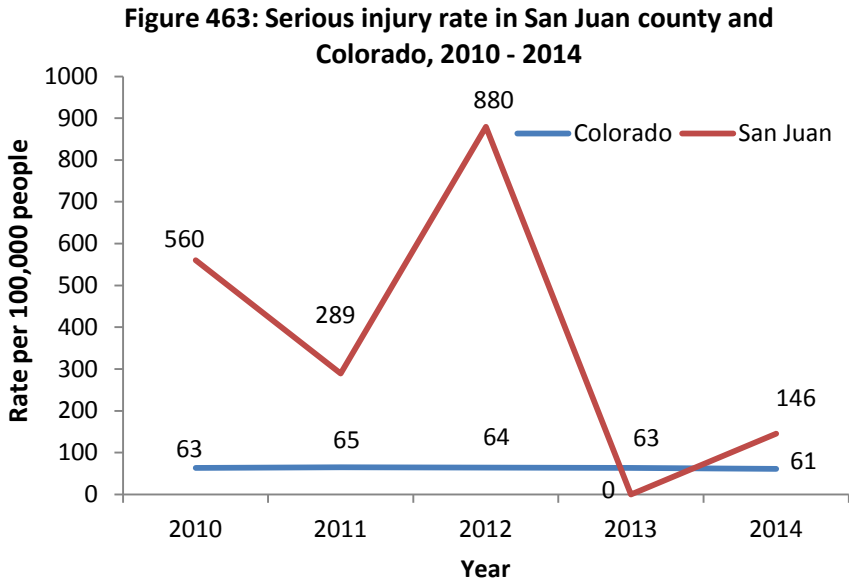
There were 0 motorcyclist fatalities in 2014.

Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS



Occupant Protection

In 2014, the 1 motor vehicle occupant fatality and the 1 motor vehicle occupant seriously injured did not use a seat belt or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations

Table 230. San Juan County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

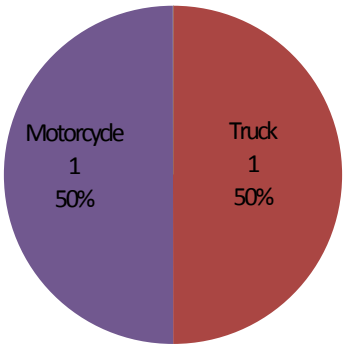
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	1	0	1	0	0	0	0
21-34	1	0	1	0	0	0	*
35-54	1	0	1	0	0	0	0
55-64	1	0	1	0	0	0	0
65+	2	1	0	1	0	0	*
Total	**6**	**1**	**4**	**1**	**0**	**0**	*****

Source: FARS and CHA Discharge Data

Mode of Transportation

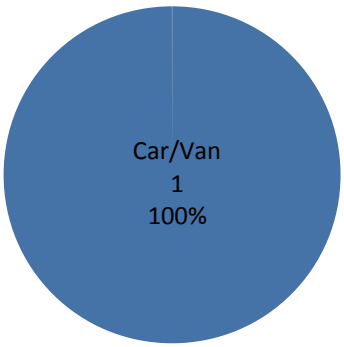
Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for the 1 of the 2 fatalities in 2014.
Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for the seriously injured person.

Figure 464: Mode of transportation in San Juan County fatalities, 2014



Source: FARS

Figure 465: Mode of transportation of seriously injured individuals in San Juan County, 2014

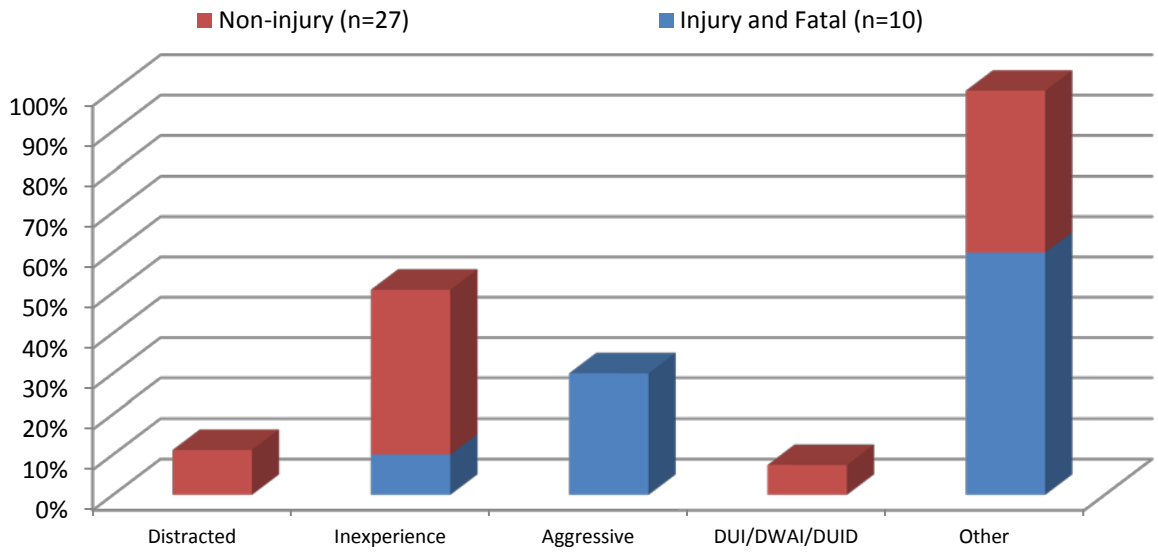


Source: EARS

Contributing Factors

There were a total of 27 crashes in San Juan County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 37 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 466).

Figure 466: Contributing factors among drivers in San Juan County, 2014 (N=37)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for San Juan County.

SAN MIGUEL COUNTY

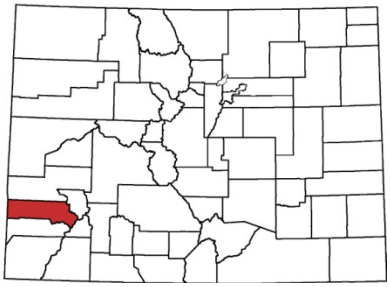


Table 231. San Miguel County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	185	198	383
5-8	197	221	418
9-15	303	310	613
16-20	195	185	380
21-34	602	795	1,397
35-54	1,214	1,435	2,649
55-64	579	633	1,212
65+	342	428	771
Total	3,617	4,206	7,823

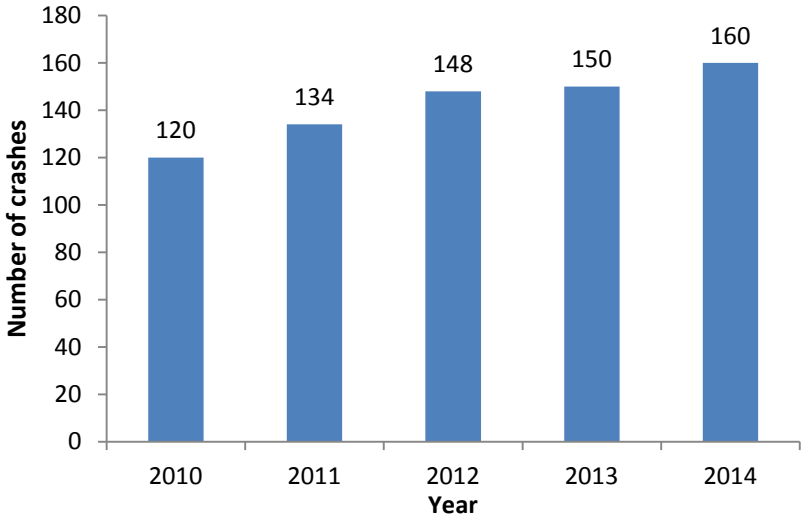
Data source: 2014 DOLA

TABLE 232: SAN MIGUEL COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**San Miguel County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	0	1	1	2	6	26.5	↑100.0%
Serious injuries in traffic crashes	63.3	5	12	13	4	4	76.7	↓5.4%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	0	0	0	1	1	5.3	↑100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	1	4	13.2	↑100.0%
Speeding-related fatalities	3.2	0	0	0	1	2	7.9	↑100.0%
Motorcyclist fatalities	1.6	0	1	1	1	1	10.6	↑100.0%
Unhelmeted motorcyclist fatalities	1.0	0	1	0	1	1	7.9	↑100.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	0.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

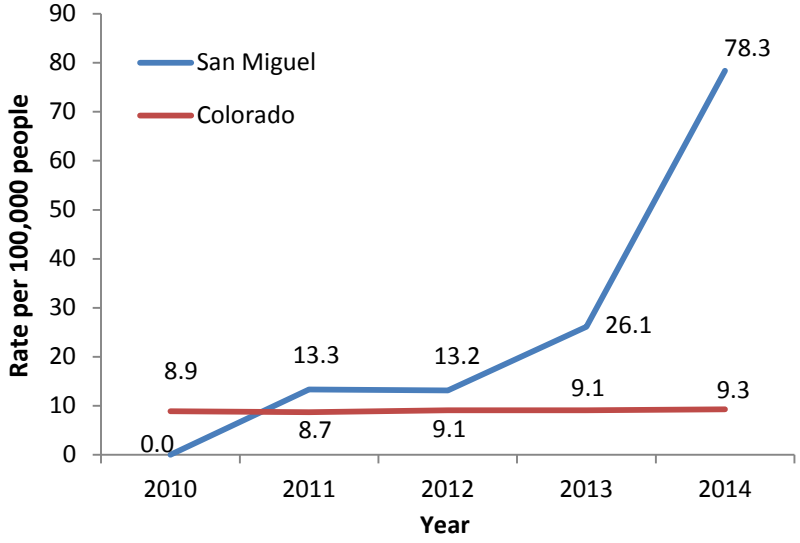
Figure 467: Total number of crashes in San Miguel county, 2010 - 2014



Fatal Crashes

In 2014, there were 4 fatal crashes, resulting in 6 deaths. The number of fatalities per 100,000 population varied between 2010 to 2014 in San Miguel County.

Figure 468: Fatality rate in San Miguel county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 4 people were seriously injured in the 9 injury crashes that occurred in San Miguel County. The serious injury rate decreased between 2010 and 2014. In 2014, there were 52 serious injuries per 100,000 population.

Impaired Driving

Of the 6 fatalities in 2014, 4 (67%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 15% of injury and fatal crashes and 28% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 8% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

There were no drivers age 20 and under in fatal crashes in 2014.

Source: FARS

Motorcycle Safety

There was 1 motorcyclist fatality in 2014, and this motorcyclist was unhelmeted.

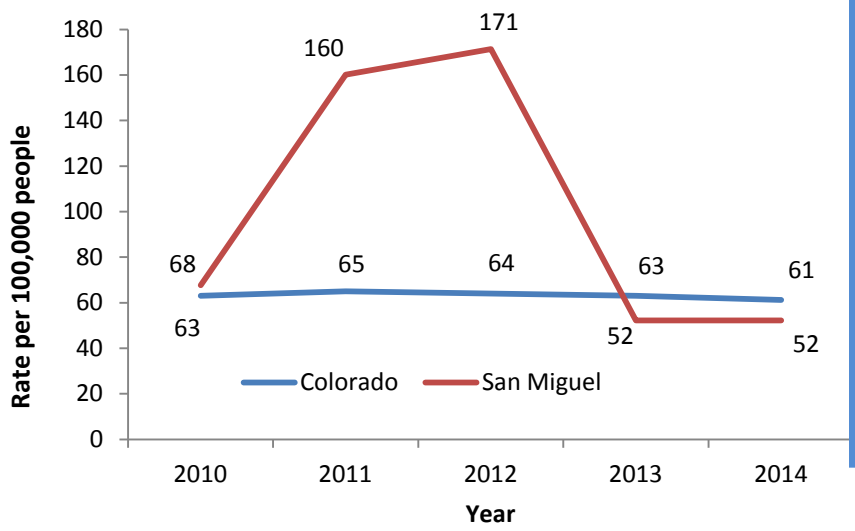
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 469: Serious injury rate in San Miguel county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 1 of the 5 (20%) motor vehicle occupant fatalities and 1 out of 3 (33%) motor vehicle occupants seriously injured was not using seat belts or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations

Table 233.San Miguel County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	4	3	1	0	0	0	*
35-54	0	0	0	0	0	0	3
55-64	3	0	0	3	0	0	3
65+	2	2	0	0	0	0	*
Total	**9**	**5**	**1**	**3**	**0**	**0**	**10**

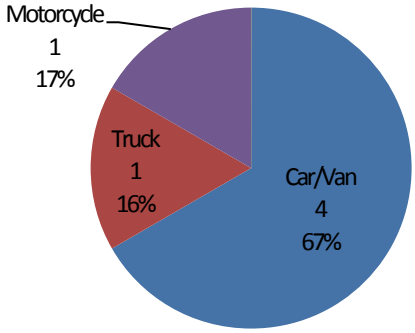
Source: FARS and CHA Hospital Discharge

Mode of Transportation

Motor vehicle occupant (cars/vans, pick-up trucks, SUVs) accounted for 5 of the 6 of the fatalities in 2014.

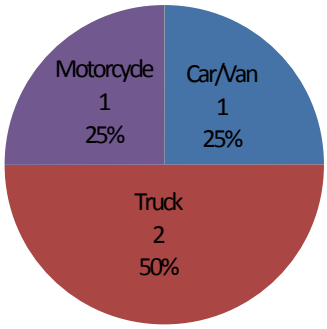
Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 3 of the 4 of the serious injuries.

Figure 470: Mode of transportation in San Miguel County fatalities, 2014



Source: FARS

Figure 471: Mode of transportation of seriously injured individuals in San Miguel County, 2014

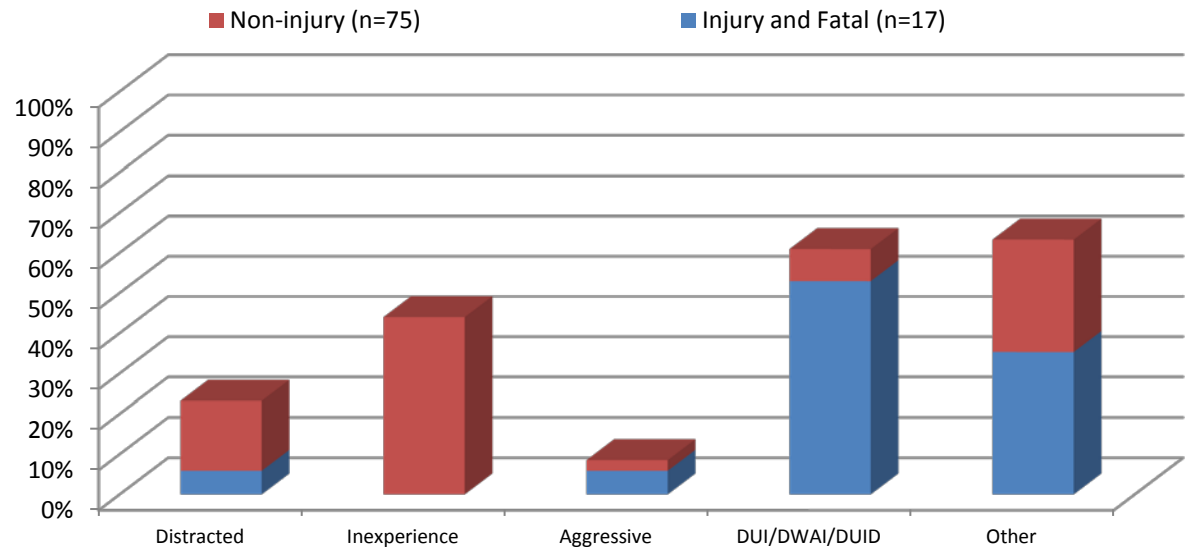


Source: EARS

Contributing Factors

There were a total of 160 crashes in San Miguel County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 92 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 472).

Figure 472: Contributing factors among drivers in San Miguel County, 2014 (N=92)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for San Miguel County.

SEDGWICK COUNTY

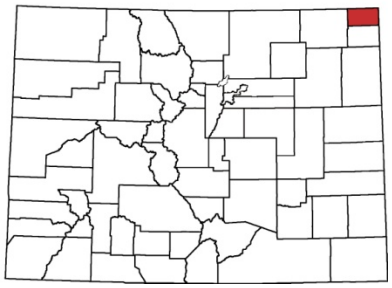


Table 234. Sedgwick County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	63	65	128
5-8	52	50	103
9-15	90	85	175
16-20	53	67	120
21-34	144	149	293
35-54	263	261	524
55-64	196	207	403
65+	320	266	586
Total	1,181	1,150	2,331

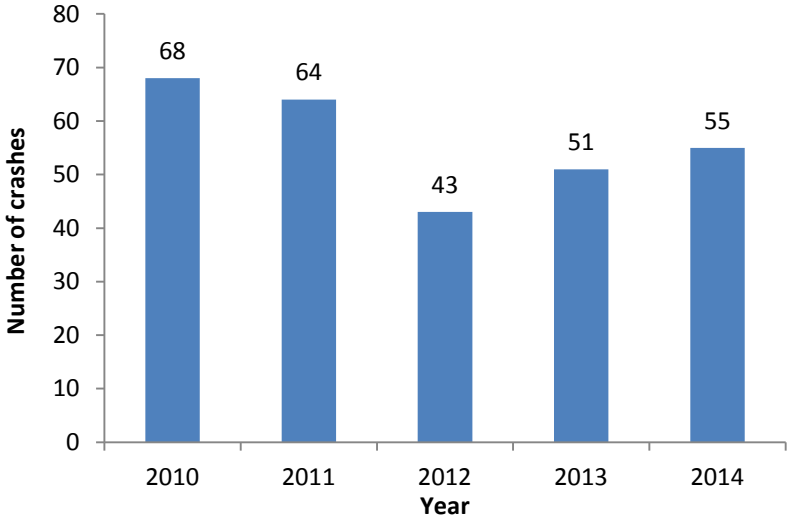
Data source: 2014 DOLA

TABLE 235: SEDGWICK COUNTY TREND ANALYSIS 2010-2014								
Performance Measure **Reduce the number of:**	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Sedgwick County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
		2010	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	1	0	0	3	2	50.9	↑18.9%
Serious injuries in traffic crashes	63.3	7	3	1	7	2	220.4	↓26.9%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	0	0	0	0	2	7.5	↑100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	0	1	8.5	↑100.0%
Speeding-related fatalities	3.2	0	0	0	0	1	8.5	↑100.0%
Motorcyclist fatalities	1.6	0	0	0	0	0	0.0	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	0.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

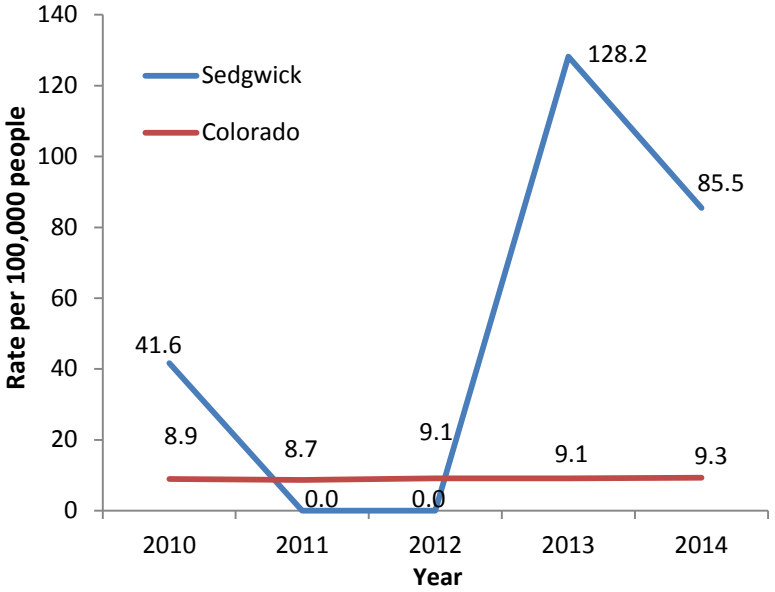
Figure 473: Total number of crashes in Sedgwick county, 2010 - 2014



Fatal Crashes

In 2014, there were 2 fatal crashes, resulting in 2 deaths. The number of fatal crashes per 100,000 population increased in during 2010-2014.

Figure 474: Fatality rate in Sedgwick county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 2 people were seriously injured in 2 injury crashes that occurred in Sedgwick County. The serious injury declined between 2010 and 2014. In 2014, there were 85 serious injuries per 100,000 population.

Impaired Driving

Of the 2 fatalities in 2014, both involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 100% of injury and fatal crashes and 32% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 0% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

There were no drivers age 20 and under in fatal crashes in 2014.

Source: FARS

Motorcycle Safety

There were 0 motorcyclist fatalities in 2014.

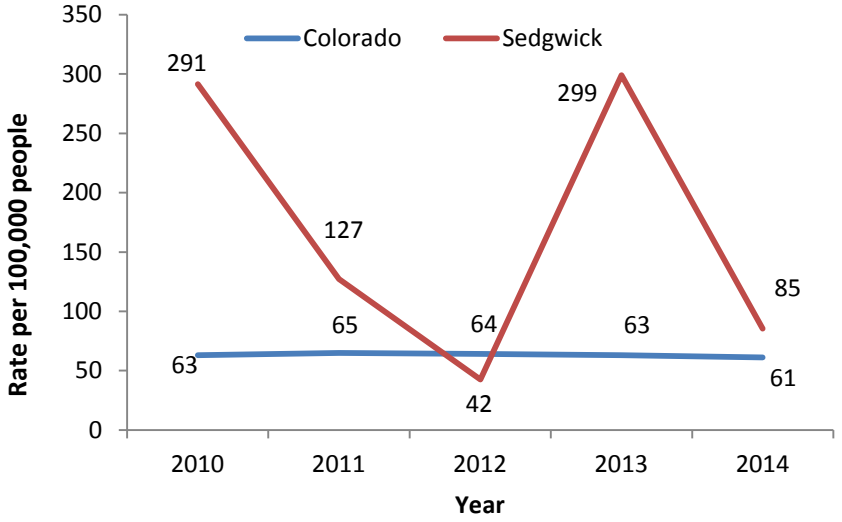
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 475: Serious injury rate in Sedgwick county and Colorado, 2010 - 2014



Occupant Protection

In 2014, the 2 motor vehicle occupant fatalities were not properly restrained. The one motor vehicle occupant seriously injured in a crash was using seat belts or other restraints.

Source: FARS, and EARS

Fatalities and Injury Hospitalizations

Table 236. Sedgwick County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

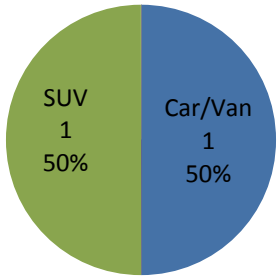
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	0	0	0	0	0	0	*
35-54	0	0	0	0	0	0	0
55-64	1	1	0	0	0	0	*
65+	4	1	3	0	0	0	*
Total	**5**	**2**	**3**	**0**	**0**	**0**	**4**

Source: FARS Data and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted all 2 of the fatalities in 2014.

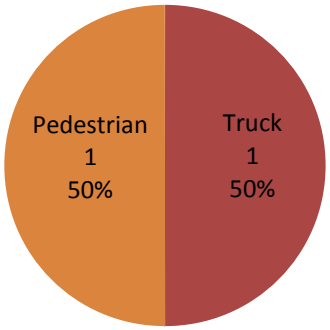
Figure 476: Mode of transportation in Sedgwick County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 1 of the 2 serious injuries.

Figure 477: Mode of transportation of seriously injured individuals in Sedgwick County, 2014

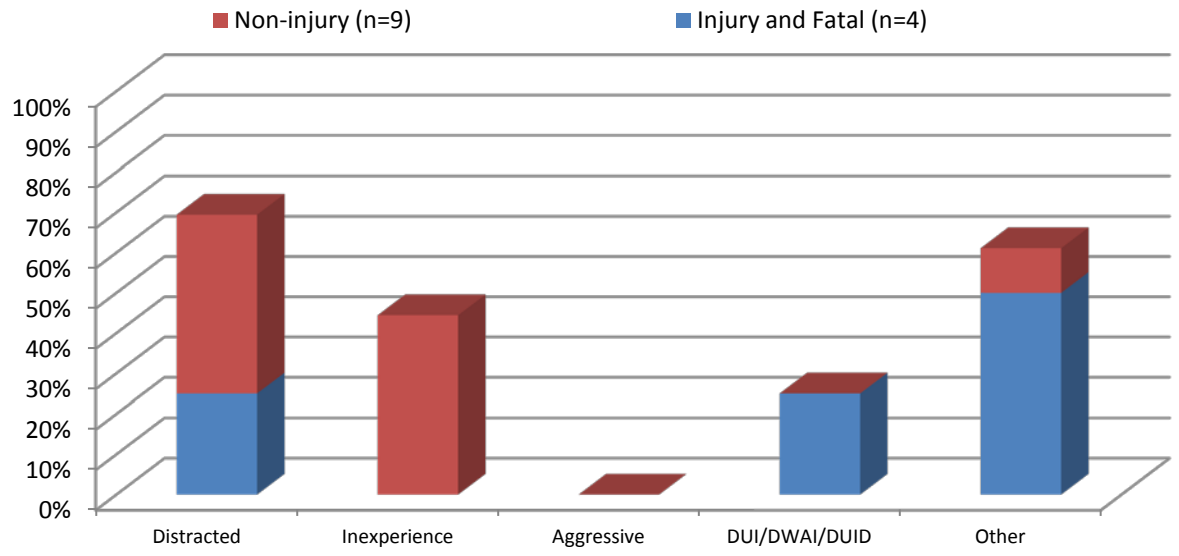


Source: EARS

Contributing Factors

There were a total of 55 crashes in Sedgwick County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 13 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 478).

Figure 478: Contributing factors among drivers in Sedgwick County, 2014 (N=13)

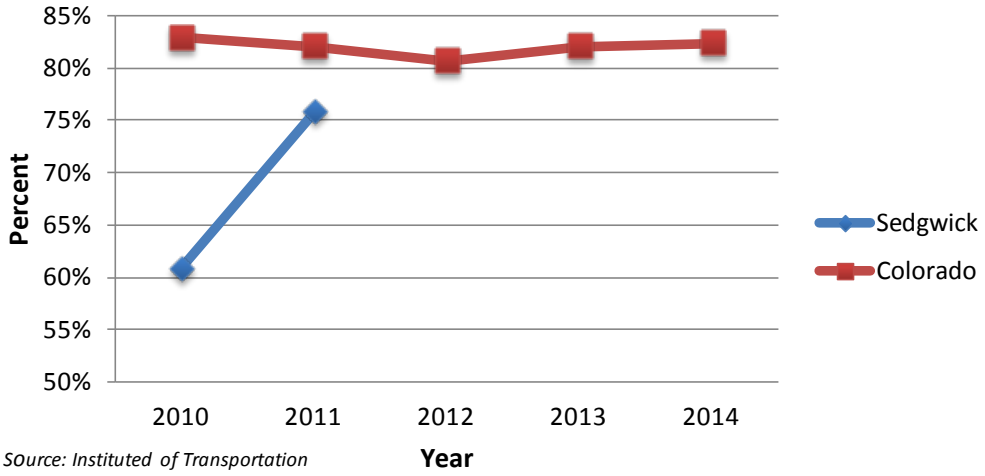


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall seat belt use in Sedgwick County increased from 2010 to 2011. Seat belt use data for Sedgwick County's is not available after 2011.

Figure 479: Seat belt Use in Sedgwick County and Colorado, 2010-2014



SOurce: Instituted of Transportation Management at CSU

SUMMIT COUNTY

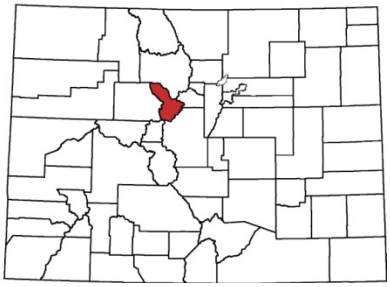


Table 237. Summit County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	704	724	1,428
5-8	604	649	1,253
9-15	975	1,017	1,992
16-20	624	703	1,327
21-34	2,851	3,823	6,674
35-54	4,159	5,273	9,432
55-64	1,939	2,105	4,044
65+	1,509	1,740	3,249
Total	13,363	16,036	29,399

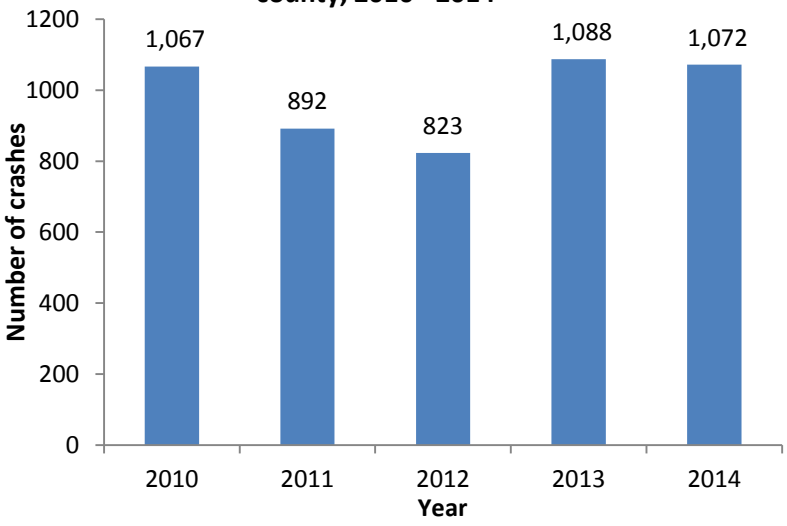
Data source: 2014 DOLA

TABLE 238: SUMMIT COUNTY TREND ANALYSIS 2010-2014								
Performance Measure **Reduce the number of:**	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Summit County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
		2010	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	5	8	3	1	3	14.1	↓12.0%
Serious injuries in traffic crashes	63.3	22	24	24	14	24	69.3	↑2.2%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	1	3	1	1	0	4.2	↓100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	2	1	0	0	2.8	↓100.0%
Speeding-related fatalities	3.2	5	6	2	1	1	10.6	↓33.1%
Motorcyclist fatalities	1.6	1	3	0	0	0	2.8	↓100.0%
Unhelmeted motorcyclist fatalities	1.0	1	2	0	0	0	2.1	↓100.0%
Drivers age 20 or younger in fatal crashes	1.3	0	2	1	0	1	2.8	↑100.0%
Pedestrian fatalities	1.0	0	0	1	0	1	0.7	↑100.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

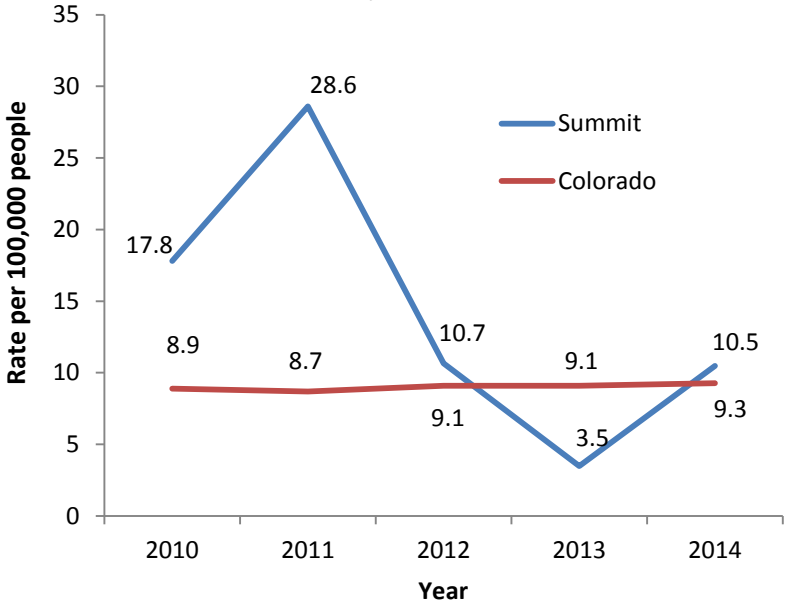
Figure 480: Total number of crashes in Summit county, 2010 - 2014



Fatal Crashes

In 2014, there were 3 fatal crashes, resulting in 3 deaths. The rate of fatalities in Summit County declined during 2010-2014.

Figure 481: Fatality rate in Summit county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 24 people were seriously injured in the 44 injury crashes that occurred in Summit County. The serious injury rate increased between 2010 and 2014. In 2014, there were 84 serious injuries per 100,000 population.

Impaired Driving

Of the 3 fatalities in 2014, 0 (0%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 26% of injury and fatal crashes and 32% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 2% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there was one driver age 20 and under in a fatal crash.

Source: FARS

Motorcycle Safety

There were 0 motorcyclist fatalities in 2014.

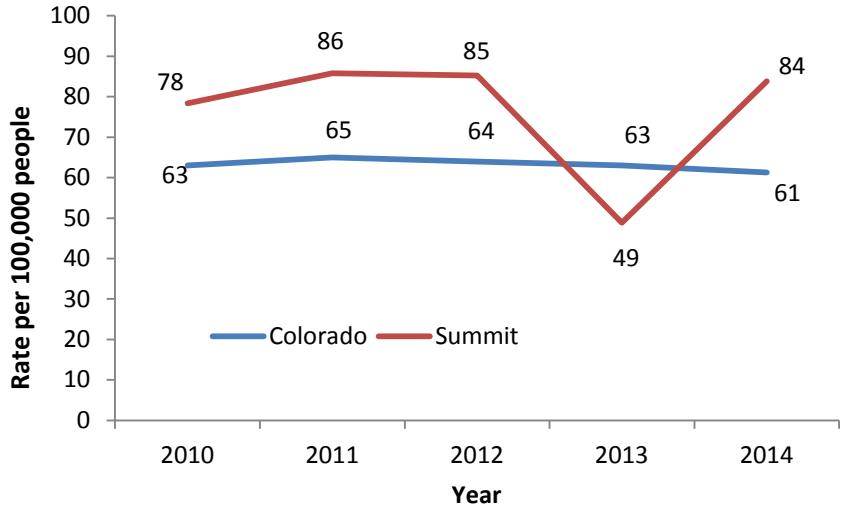
Source: FARS

Pedestrian and Bicycle Safety

One pedestrian was killed in 2014. There were no bicyclists killed in 2014.

Source: FARS

Figure 482: Serious injury rate in Summit county and Colorado, 2010 - 2014



Occupant Protection

In 2014, the 100% (2/2) of motor vehicle occupant fatalities and 2of the 15 (13%) motor vehicle occupants injured were not using seat belts or other restraints.

2014 Summit County Occupant Protection Usage:
Overall seat belt: 98.4%
Front/rear seat (0-4 years): 97.2%
Front/rear booster: 90.1%
Juvenile (5-15 years): 95.5%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

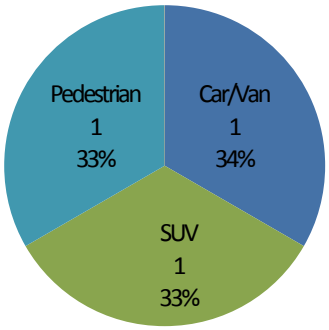
Table 239. Summit County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	1	1	0	0	0	0	0
16-20	0	0	0	0	0	0	3
21-34	3	1	0	0	2	0	15
35-54	1	1	0	0	0	0	11
55-64	0	0	0	0	0	0	5
65+	2	2	0	0	0	0	6
Total	**7**	**5**	**0**	**0**	**2**	**0**	**40**

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 2 of the 3 fatalities in 2014.

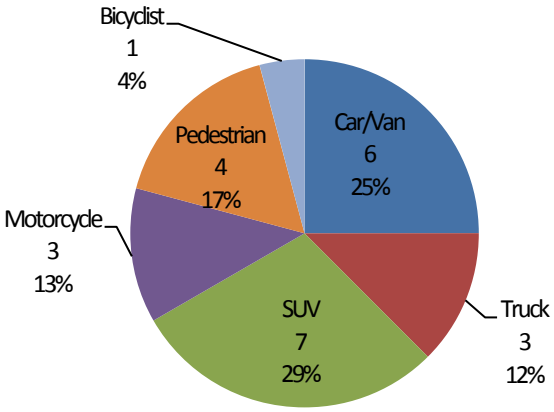
Figure 483: Mode of transportation in Summit County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 16 of the 24 serious injuries.

Figure 484: Mode of transportation of seriously injured individuals in Summit County, 2014

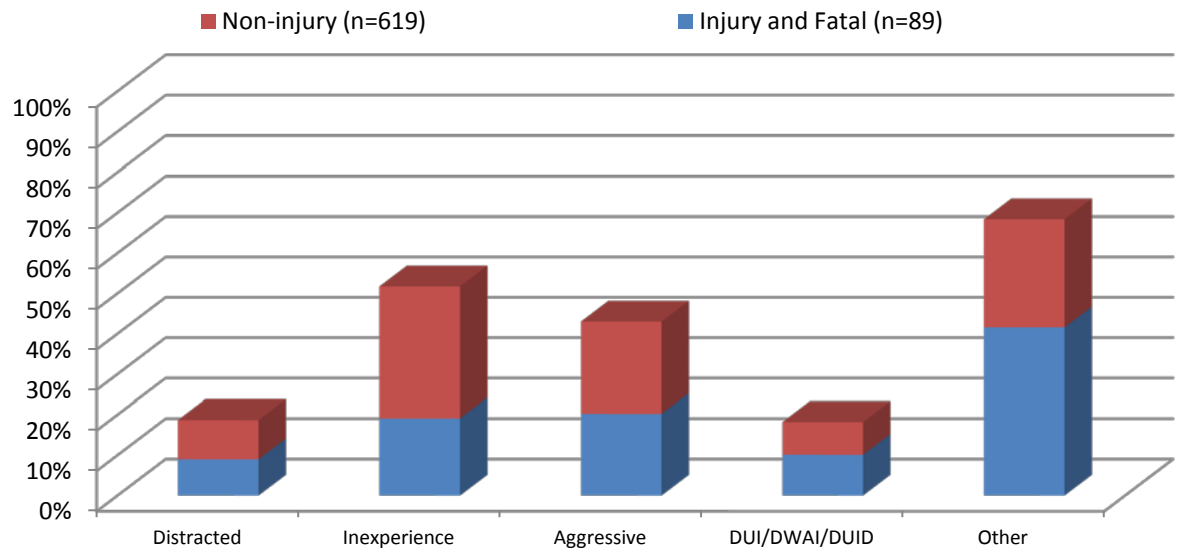


Source: EARS

Contributing Factors

There were a total of 1,072 crashes in Summit County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 708 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 485).

Figure 485: Contributing factors among drivers in Summit County, 2014 (N=708)

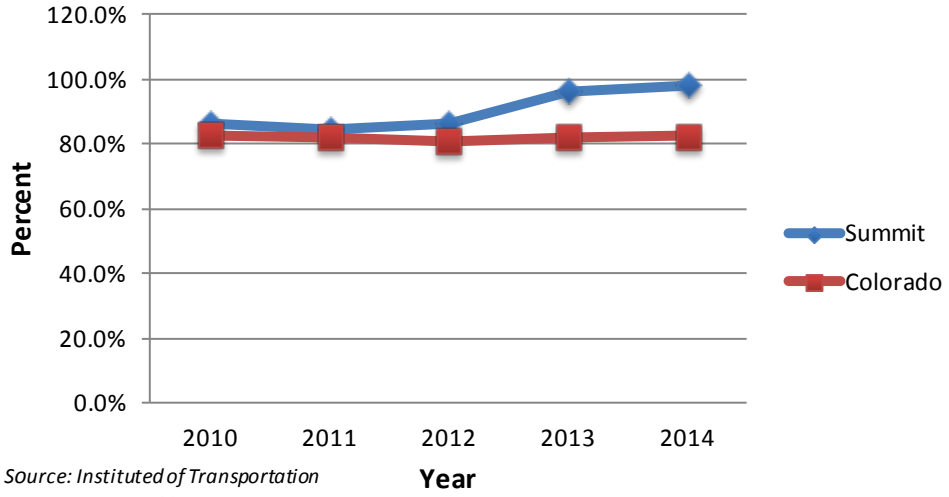


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Overall, seat belt use in Summit County increased between 2010 and 2014. Summit County's seat belt use was higher than statewide seat belt use in 2013 and 2014.

Figure 486: Seat belt use in Summit County and Colorado, 2010-2014



Source: Instituted of Transportation Management at CSU

TELLER COUNTY

Table 240. Teller County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	479	490	969
5-8	442	473	915
9-15	833	1,002	1,835
16-20	717	780	1,497
21-34	1,231	1,371	2,602
35-54	3,273	3,119	6,392
55-64	2,495	2,389	4,884
65+	2,084	2,216	4,300
Total	11,554	11,840	23,394

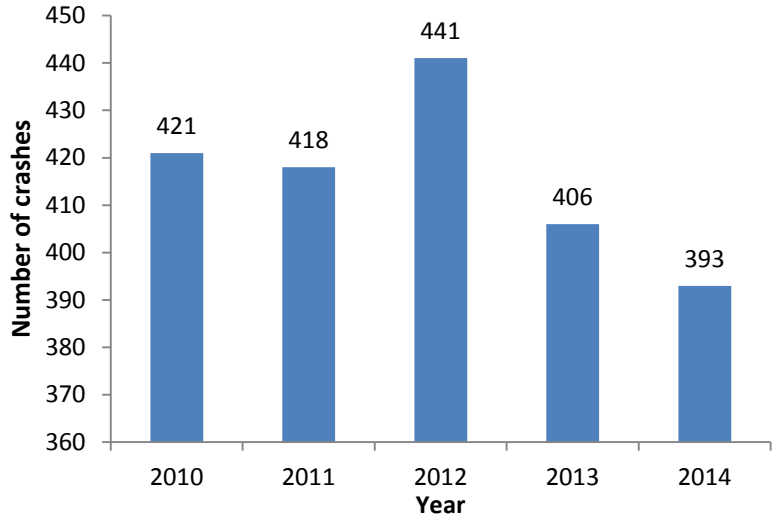
Data source: 2014 DOLA

TABLE 241: TELLER COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Teller County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	2	1	1	5	2	9.4	0.0%
Serious injuries in traffic crashes	63.3	14	13	27	16	15	63.4	↑1.7%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	2	1	1	2	1	6.0	↓15.9%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	1	1	0	1.7	0.0%
Speeding-related fatalities	3.2	2	1	1	0	1	4.3	↓15.9%
Motorcyclist fatalities	1.6	0	0	0	1	0	0.9	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	1	0	0.9	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	2	1	1	1	1.7	↑100.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

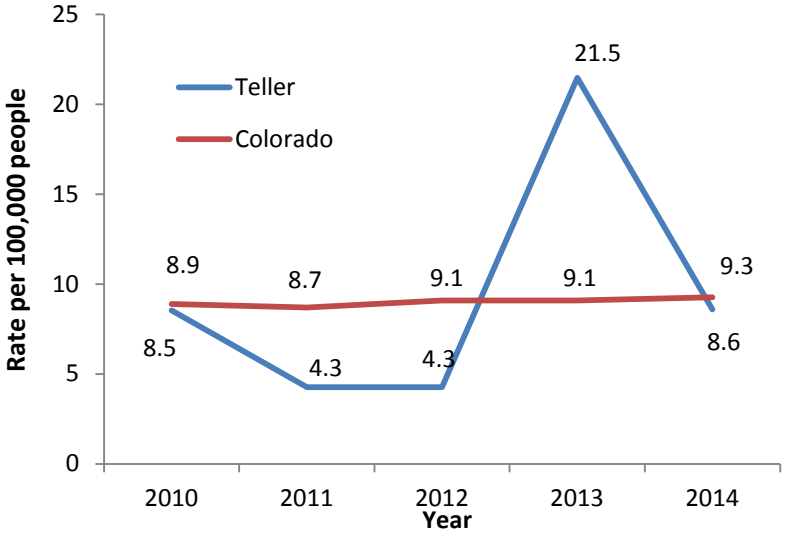
Figure 487: Total number of crashes in Teller county, 2010 - 2014



Fatal Crashes

In 2014, there were 2 fatal crashes, resulting in 2 deaths. The number of fatalities per 100,000 population remained steady from 2010 to 2014 in Teller County.

Figure 488: Fatality rate in Teller county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 15 people were seriously injured in the 27 injury crashes that occurred in Teller County. The serious injury rate slightly increased between 2010 and 2014. In 2014, there were 64 serious injuries per 100,000 population.

Impaired Driving

Of the 2 fatalities in 2014, 1 (50%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 3% of injury and fatal crashes and 14% of non-injury crashes were speeding.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 3% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there was 1 driver age 20 and under in a fatal crashes

Source: FARS

Motorcycle Safety

There was no motorcyclist fatality in 2014.

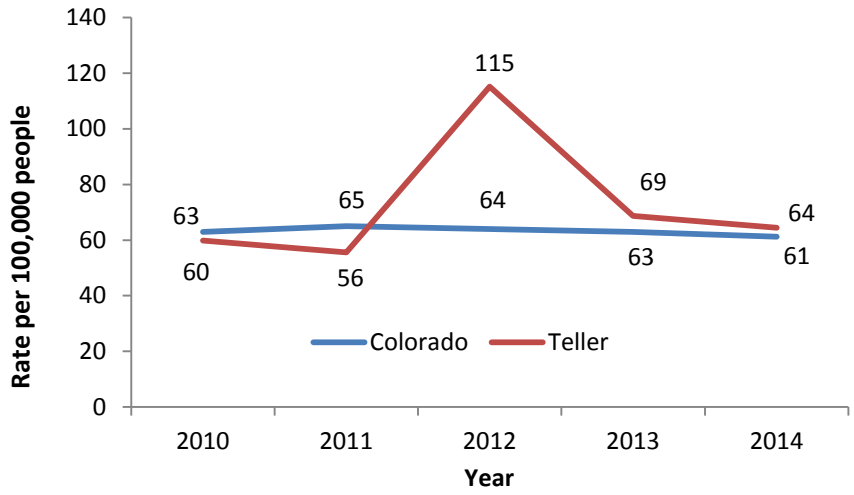
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 489: Serious injury rate in Teller county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 1 of the 2 (50%) motor vehicle occupant fatalities and 3 of the 9 (33%) motor vehicle occupants seriously injured were not using seat belts or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations

Table 242. Teller County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

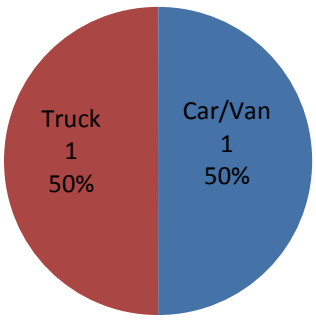
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	*
9-15	1	1	0	0	0	0	*
16-20	0	0	0	0	0	0	5
21-34	3	1	2	0	0	0	8
35-54	3	1	2	0	0	0	10
55-64	0	0	0	0	0	0	15
65+	1	0	0	1	0	0	8
Total	**8**	**3**	**4**	**1**	**0**	**0**	**49**

Source: FARS and CHA Discharge Data

Mode of Transportation

A motor vehicle occupant (cars/vans, pick-up trucks, SUVs) accounted for both of the 2 fatalities in 2014.

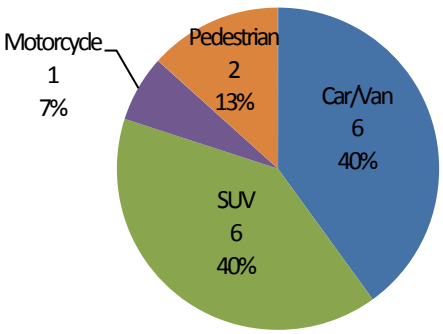
Figure 490: Mode of transportation in Teller County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 12 of the 15 serious injuries.

Figure 491: Mode of transportation of seriously injured individuals in Teller County, 2014

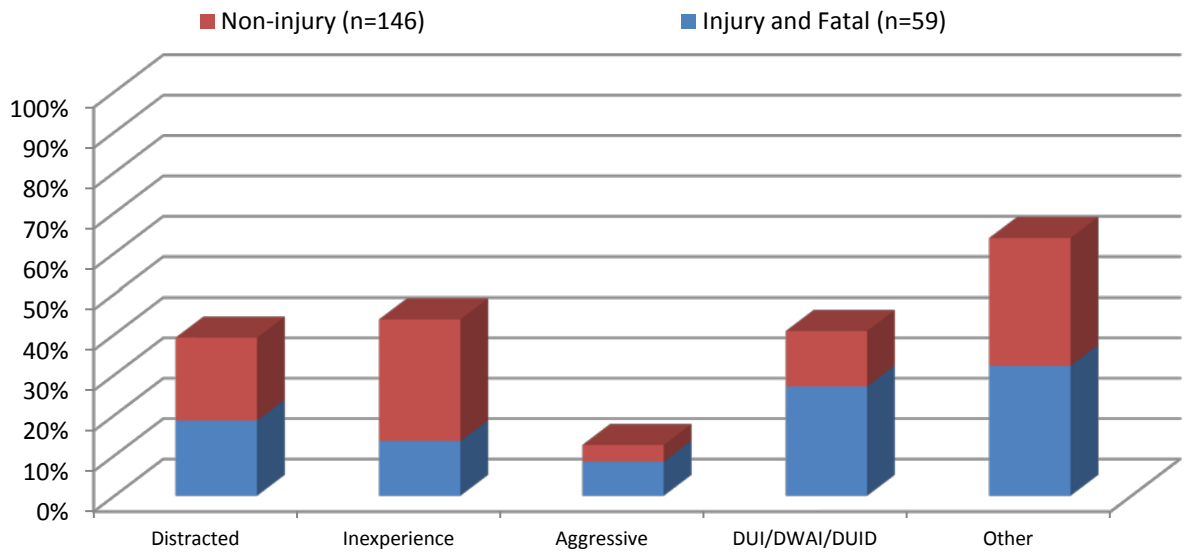


Source: EARS

Contributing Factors

There were a total of 393 crashes in Teller County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 205 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 492).

Figure 492: Contributing factors among drivers in Teller County, 2014 (N=205)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use are not available for Teller County.

WASHINGTON COUNTY

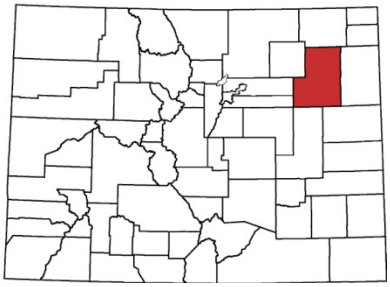


Table 243. Washington County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	107	117	224
5-8	107	121	228
9-15	209	227	435
16-20	146	134	280
21-34	294	369	663
35-54	550	634	1,184
55-64	387	382	769
65+	530	455	985
Total	2,330	2,439	4,769

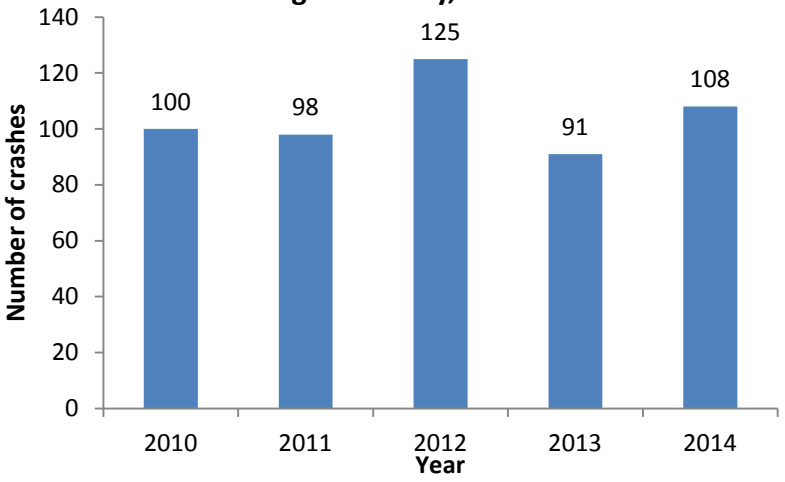
Data source: 2014 DOLA

TABLE 244: WASHINGTON COUNTY TREND ANALYSIS 2010-2014								
Performance Measure **Reduce the number of:**	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Washington County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
		2010	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	3	3	3	4	4	71.2	↑7.5%
Serious injuries in traffic crashes	63.3	5	4	1	7	7	125.7	↑8.8%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	3	2	2	3	2	50.3	↓9.6%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	1	0	4.2	0.0%
Speeding-related fatalities	3.2	1	1	0	2	0	16.8	↓100.0%
Motorcyclist fatalities	1.6	0	0	0	0	0	0.0	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	2	1	0	0	0	12.6	↓100.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

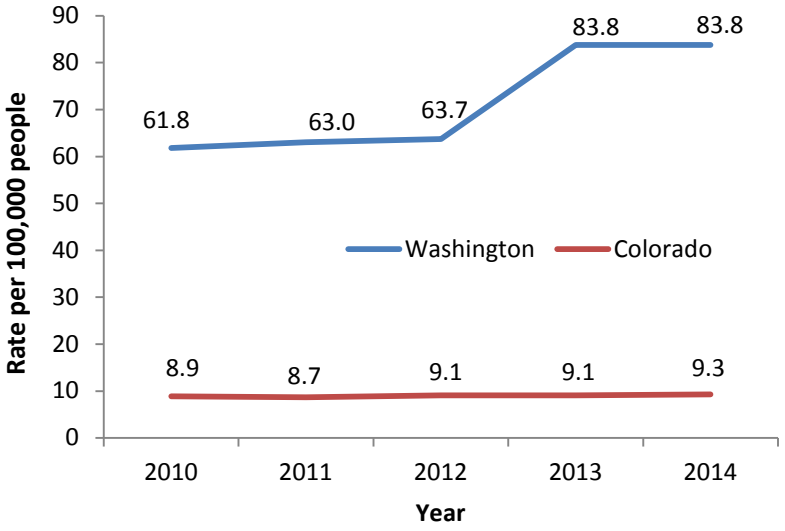
Figure 493: Total number of crashes in Washington county, 2010 - 2014



Fatal Crashes

In 2014, there were 4 fatal crashes, resulting in 4 deaths. The number of fatalities per 100,000 population increased in Washington County from 2010 to 2014.

Figure 494: Fatality rate in Washington county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 7 people were seriously injured in the 16 injury crashes that occurred in Washington County. The serious injury rate increased between 2010 and 2014. In 2014, there were 147 serious injuries per 100,000 population.

Impaired Driving

Of the 4 fatalities in 2014, none involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 10% of injury and fatal crashes and 8% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 5% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014 there were no drivers age 20 and under in fatal crashes.

Source: FARS

Motorcycle Safety

There were 0 motorcyclist fatalities in 2014.

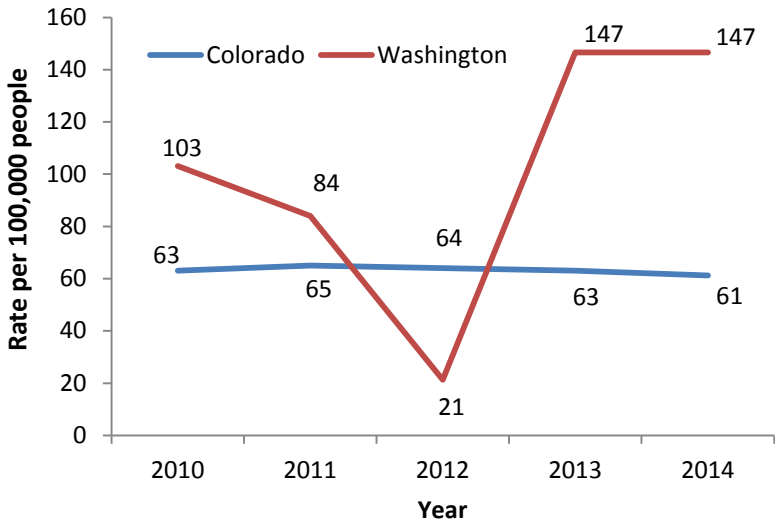
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 495: Serious injury rate in Washington county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 2 of the 4 (50%) motor vehicle fatalities and 4 of the 7 (57%) motor vehicle occupants injured were not using seat belts or other restraints.

Source: FARS and EARS

Fatalities and Injury Hospitalizations

Table 245.Washington County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

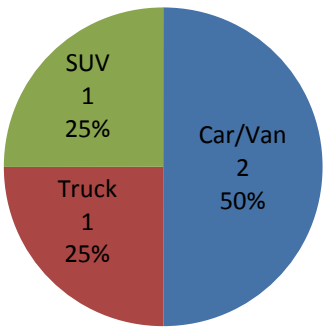
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	1	1	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	2	2	0	0	0	0	*
35-54	2	1	1	0	0	0	3
55-64	3	2	1	0	0	0	*
65+	3	3	0	0	0	0	0
Total	**11**	**9**	**2**	**0**	**0**	**0**	**6**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for all 4 of the fatalities in 2014.

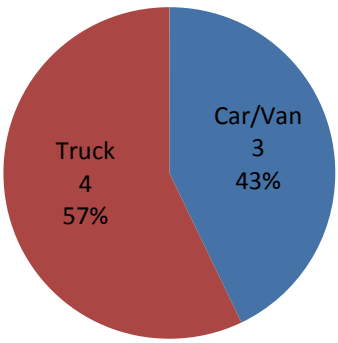
Figure 496: Mode of transportation in Washington County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for all of the 7 serious injuries.

Figure 497: Mode of transportation of seriously injured individuals in Washington County, 2014

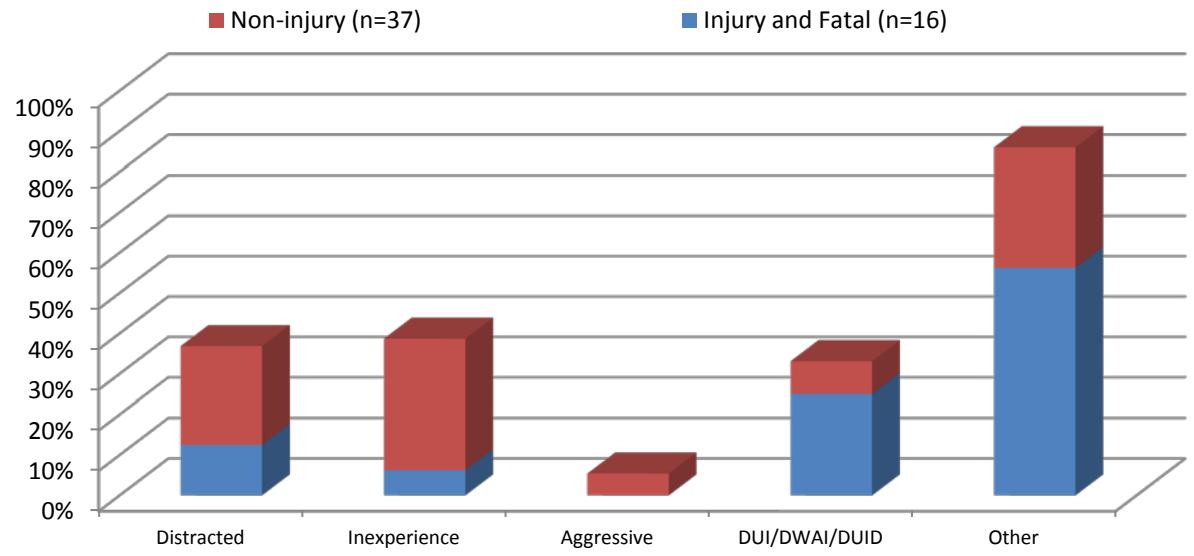


Source: EARS

Contributing Factors

There were a total of 108 crashes in Washington County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 53 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 498).

Figure 498: Contributing factors among drivers in Washington County, 2014 (N=53)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Washington County.

WELD COUNTY

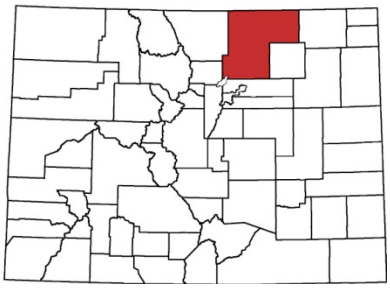


Table 246. Weld County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	9,751	10,097	19,849
5-8	8,224	8,747	16,971
9-15	14,706	15,125	29,831
16-20	11,678	11,818	23,496
21-34	26,006	26,259	52,265
35-54	35,680	36,778	72,457
55-64	15,584	15,141	30,725
65+	16,385	14,100	30,485
Total	138,014	138,065	276,079

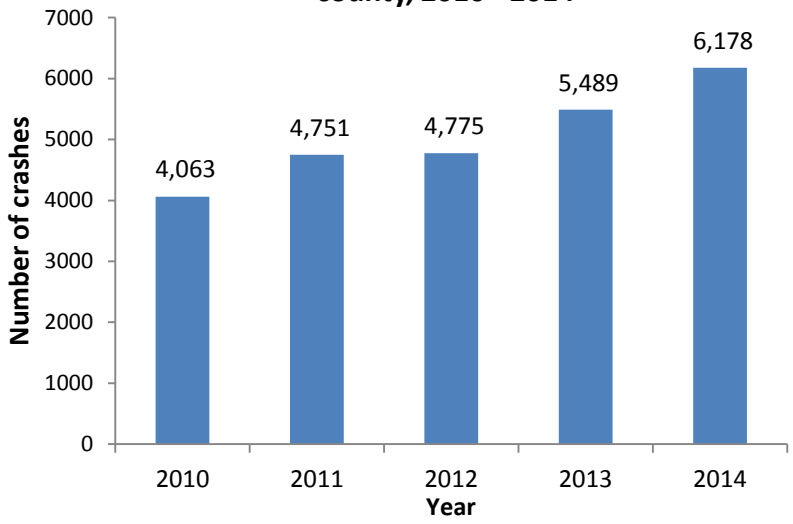
Data source: 2014 DOLA

TABLE 247: WELD COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Weld County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	41	36	39	35	55	15.7	↑7.6%
Serious injuries in traffic crashes	63.3	135	162	149	140	206	59.5	↑11.1%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	15	16	13	12	22	5.9	↑10.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	14	14	12	7	12	4.5	↓3.8%
Speeding-related fatalities	3.2	15	13	13	16	14	5.4	↓1.7%
Motorcyclist fatalities	1.6	7	4	11	5	7	2.6	0.0%
Unhelmeted motorcyclist fatalities	1.0	7	4	11	4	4	2.3	↓13.1%
Drivers age 20 or younger in fatal crashes	1.3	7	4	9	3	12	2.7	↑14.4%
Pedestrian fatalities	1.0	2	1	0	2	3	0.5	↑10.7%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

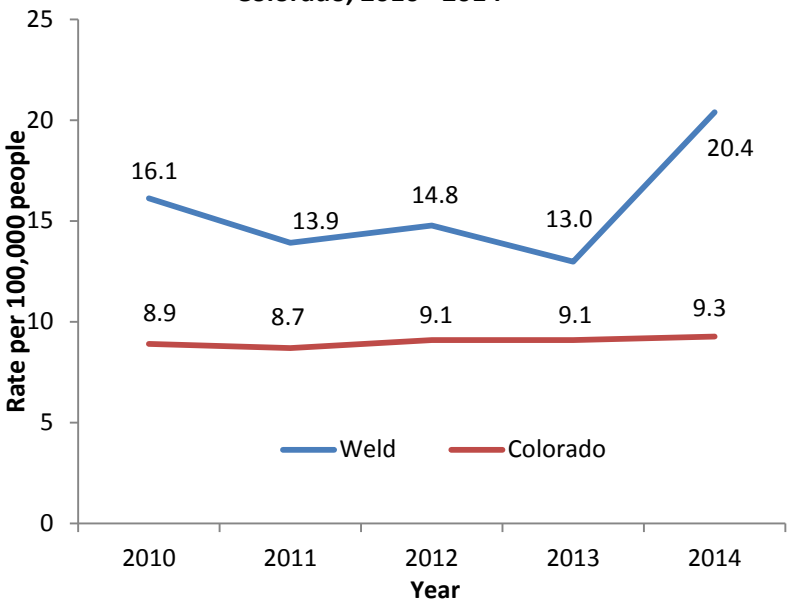
Figure 499: Total number of crashes in Weld county, 2010 - 2014



Fatal Crashes

In 2014, there were 49 fatal crashes, resulting in 55 deaths. From 2010 to 2014, the number of fatalities per 100,000 population increased in Weld County.

Figure 500: Fatality rate in Weld county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 206 people were seriously injured in the 443 injury crashes that occurred in Weld County. The serious injury rate increased between 2010 and 2014. In 2014, there were 76 serious injuries per 100,000 population.

Impaired Driving

Of the 55 fatalities in 2014, 12 (22%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 9% of injury and fatal crashes and 8% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported that 6% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there were 12 drivers age 20 and under in fatal crashes.

Source: FARS

Motorcycle Safety

There were 7 motorcyclist fatalities in 2014 and 57 percent (4/7) were unhelmeted.

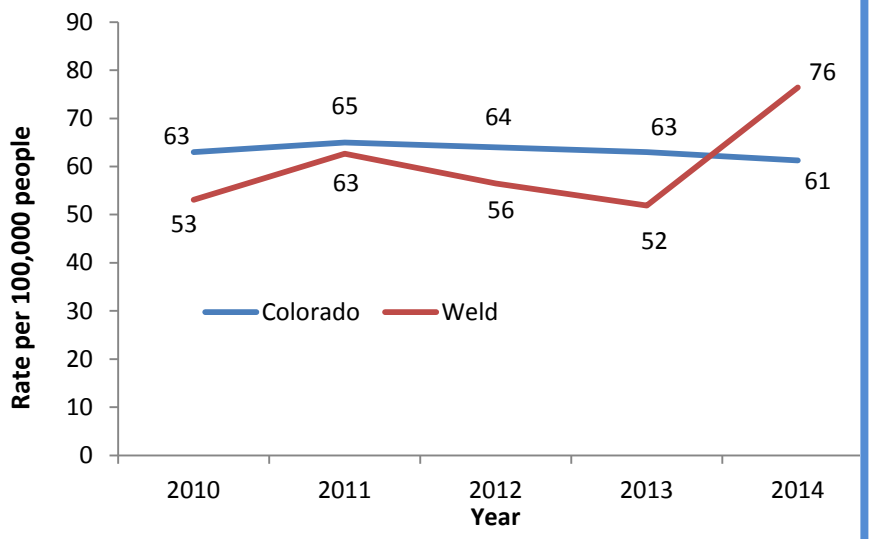
Source: FARS

Pedestrian and Bicycle Safety

3 pedestrians and 1 bicyclist were killed in 2014.

Source: FARS

Figure 501: Serious injury rate in Weld county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 22 of the 44 (50%) motor vehicle occupant fatalities and 60 of the 154 (39%) motor vehicle occupants seriously injured were not using seat belts or other restraints.

2014 Weld County Occupant Protection Usage:
Overall seat belt: 85.1%
Teen seat belt: 84.2%
Front/rear seat (0-4 years): 98.1%
Front/rear booster: 75.7%
Juvenile (5-15 years): 97.8%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 248. Weld County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

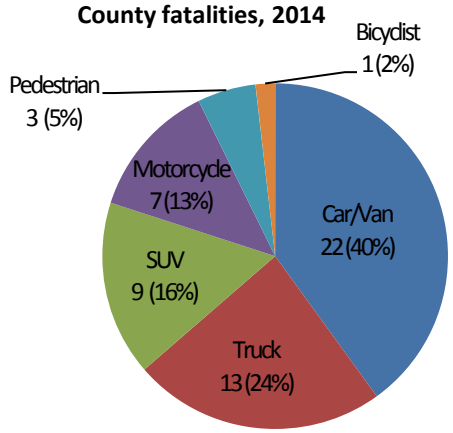
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	1	1	0	0	0	0	5
5-8	2	2	0	0	0	0	5
9-15	4	2	1	1	0	0	26
16-20	19	15	4	0	0	0	67
21-34	33	20	10	1	1	1	157
35-54	41	16	10	13	2	0	148
55-64	19	6	4	7	2	0	53
65+	10	5	3	1	0	1	58
Total	**129**	**67**	**32**	**23**	**5**	**2**	**519**

Source: FARS Data and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 44 of the 55 fatalities in 2014.

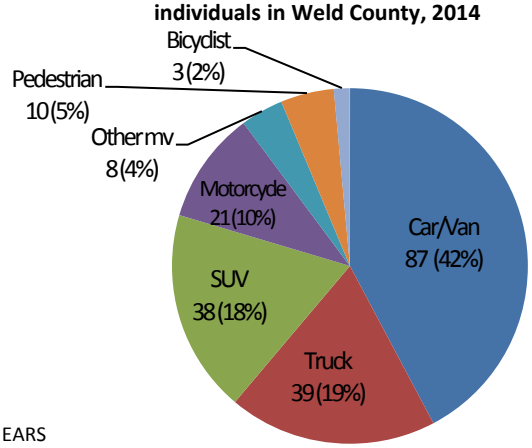
Figure 502: Mode of transportation in Weld County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for 172 of the 206 serious injuries.

Figure 503: Mode of transportation of seriously injured individuals in Weld County, 2014

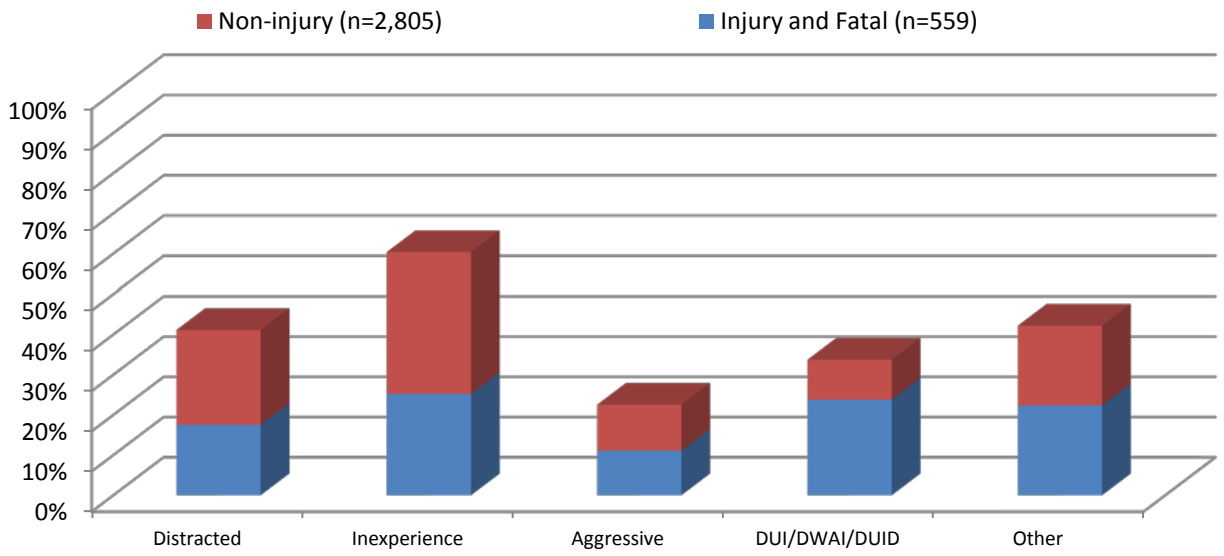


Source: EARS

Contributing Factors

There were a total of 6,178 crashes in Weld County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 3,664 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 504).

Figure 504: Contributing factors among drivers in Weld County, 2014 (N=3,364)

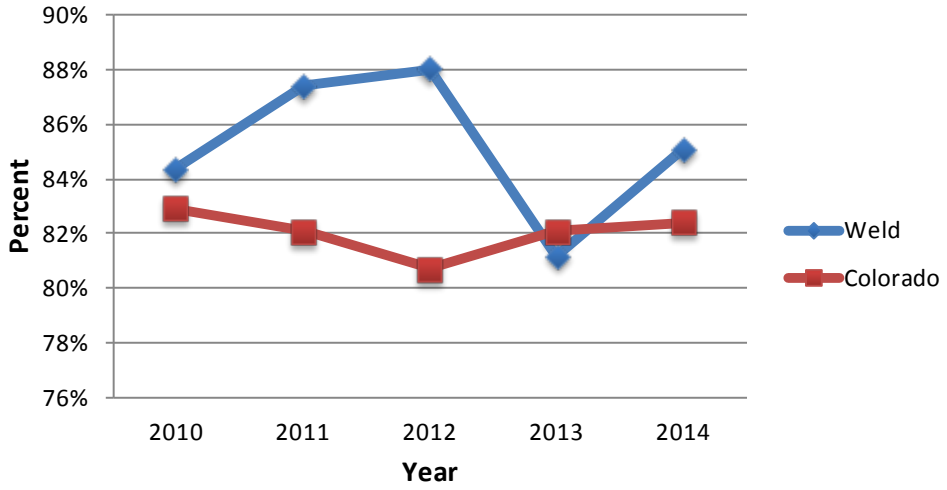


Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Between 2010 and 2014, overall seat belt use in Weld County varied between 81 and 88 percent. Seat belt use increased in 2014.

Figure 505: Seat belt Use in Weld County and Colorado, 2010-2014



Source: Instituted of Transportation Management at CSU

YUMA COUNTY

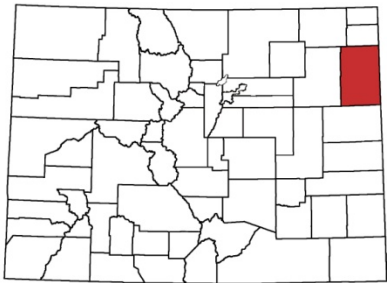


Table 249. Yuma County Demographics, 2014			
Age Group	**Female**	**Male**	**Total**
<5	367	363	730
5-8	367	292	659
9-15	507	501	1,008
16-20	294	312	605
21-34	747	829	1,576
35-54	1,204	1,316	2,519
55-64	657	634	1,291
65+	961	781	1,743
Total	5,104	5,028	10,132

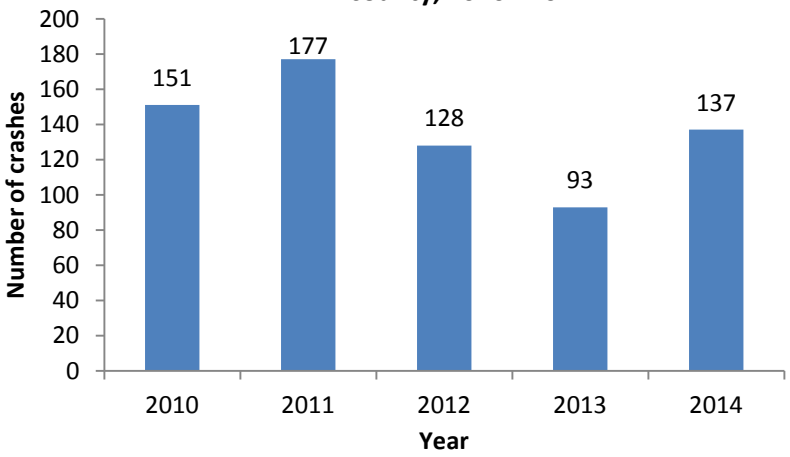
Data source: 2014 DOLA

TABLE 250: YUMA COUNTY TREND ANALYSIS 2010-2014								
Performance Measure	**CO 5 Year Crude Rate** Event/100,000 people	**County Numbers By Year**					**Yuma County Five Year Crude Rate** Event/100,000 people	**Five Year Percent Change^**
Reduce the number of:		**2010**	**2011**	**2012**	**2013**	**2014**		
Traffic fatalities	9.0	3	3	2	2	4	27.8	↑ 7.5%
Serious injuries in traffic crashes	63.3	11	8	5	7	5	75.5	↓ 17.9%
Fatalities per 100 million Vehicle Miles Traveled	Not available	County data not available for Vehicle Miles Traveled						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.3	3	1	2	1	3	19.9	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	1	0	0	1	4.0	↑100.0%
Speeding-related fatalities	3.2	0	2	0	1	2	9.9	↑100.0%
Motorcyclist fatalities	1.6	0	0	0	0	0	0.0	0.0%
Unhelmeted motorcyclist fatalities	1.0	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	1	1	0	4.0	0.0%
Pedestrian fatalities	1.0	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Total Crashes

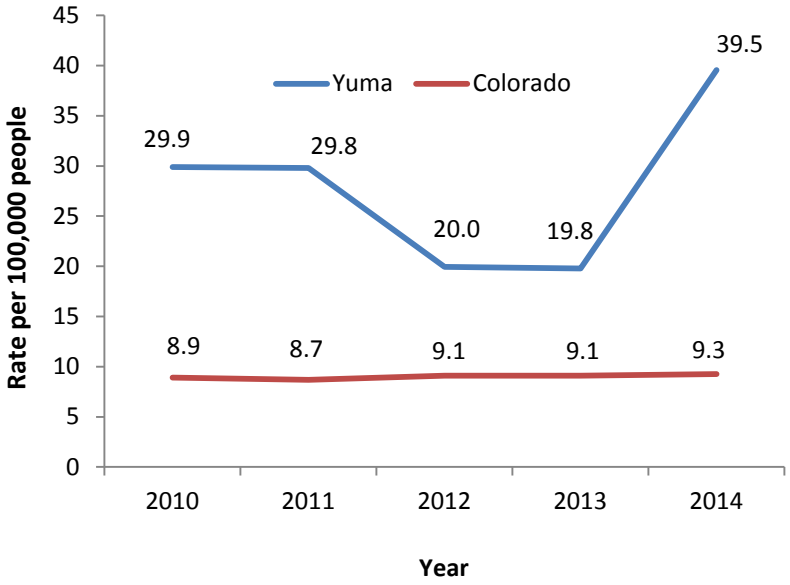
Figure 506: Total number of crashes in Yuma county, 2010 - 2014



Fatal Crashes

In 2014, there were 4 fatal crashes, resulting in 4 deaths. The number of fatalities per 100,000 population increased in Yuma County from 2010 to 2014.

Figure 507: Fatality rate in Yuma county and Colorado, 2010 - 2014



Injury Crashes

In 2014, 5 people were seriously injured in the 10 injury crashes that occurred in Yuma County. The serious injury rate declined between 2010 and 2014. In 2014, there were 49 serious injuries per 100,000 population.

Impaired Driving

Of the 4 fatalities in 2014, 1 (25%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Speed Enforcement

In 2014, 50% of injury and fatal crashes and 14% of non-injury crashes involved speeding drivers.

Source: FARS and EARS

Distracted Driving

In 2014, law enforcement reported 0% of injury or fatal crashes involved distracted drivers.

Source: FARS and EARS

Young Drivers

In 2014, there were no drivers age 20 and under was in a fatal crash.

Source: FARS

Motorcycle Safety

There were 0 motorcyclist fatalities in 2014.

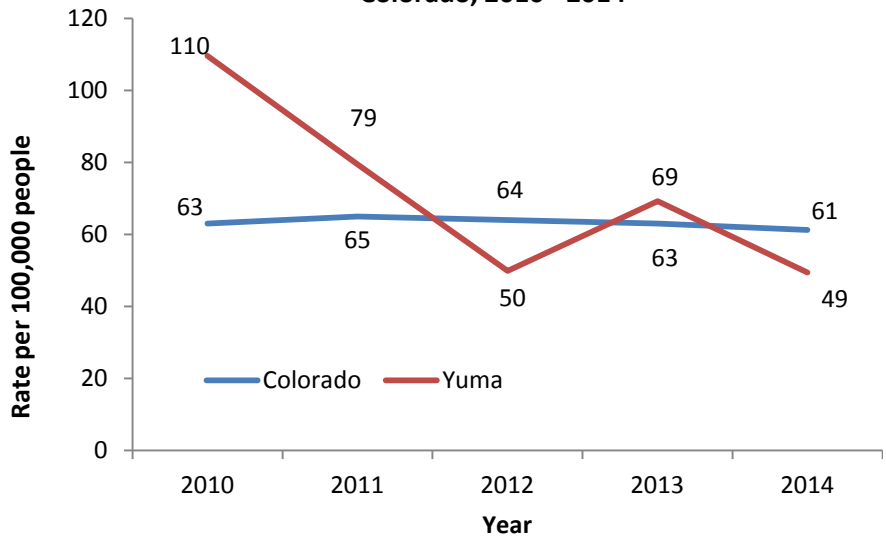
Source: FARS

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2014.

Source: FARS

Figure 508: Serious injury rate in Yuma county and Colorado, 2010 - 2014



Occupant Protection

In 2014, 3 of the 4 (75%) motor vehicle occupant fatalities and 3 of the 5 (27%) motor vehicle occupants seriously injured were not using seat belts or other restraints.

2014 Yuma County Occupant Protection Usage:
Front/rear seat (0-4 years): 97.2%
Front/rear booster: 80.8%
Juvenile (5-15 years): 77.2%

Source: Institute of Transportation Management at CSU, FARS, and EARS

Fatalities and Injury Hospitalizations

Table 251. Yuma County total fatalities by person and vehicle type, and hospitalizations by age group, 2012-2014

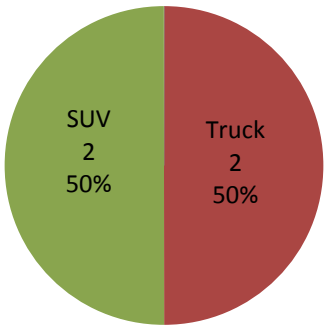
Age Group	Total	Car/SUV	Pickup/Truck	Motorcycle	Pedestrian	Bicyclist	Hospitalizations
<5	1	1	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	*
16-20	0	0	0	0	0	0	4
21-34	1	1	0	0	0	0	8
35-54	4	3	1	0	0	0	5
55-64	1	1	0	0	0	0	5
65+	1	0	1	0	0	0	3
Total	**8**	**6**	**2**	**0**	**0**	**0**	**27**

Source: FARS and CHA Discharge Data

Mode of Transportation

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted all 4 of the fatalities in 2014.

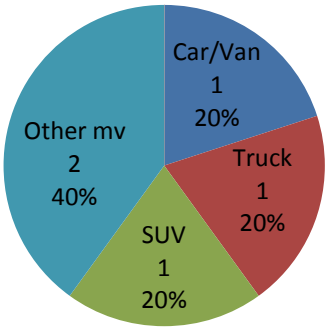
Figure 509: Mode of transportation in Yuma County fatalities, 2014



Source: FARS

Motor vehicle occupants (cars/vans, pick-up trucks, SUVs) accounted for all of the 5 serious injuries.

Figure 510: Mode of transportation of seriously injured individuals in Yuma County, 2014

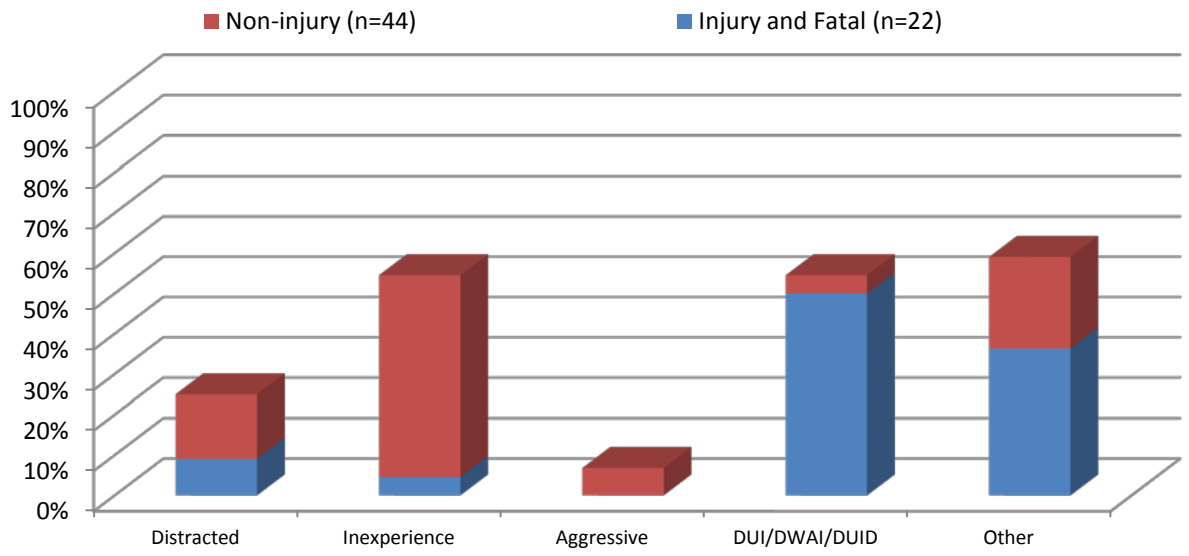


Source: EARS

Contributing Factors

There were a total of 137 crashes in Yuma County in 2014. Of the drivers involved in these crashes, law enforcement reported a human contributing factor for 66 drivers in crashes. The specified top contributing factors are shown by type of crash (Figure 511).

Figure 511: Contributing factors among drivers in Yuma County, 2014 (N=66)



Source: EARS Distracted = Passenger, Cell Phone, Radio Food, Objects, pet, etc.

Occupant Protection

Seat belt use data are not available for Yuma County.

Table 252: Colorado state performance measures by county, 2014

Performance Measures	Fatalities	Serious injuries	Occupant fatalities, unrestrained all seat positions	Fatalities in crashes where driver/ motorcycle operator has BAC ≥ 0.08	Speeding-related fatalities	Motorcyclist fatalities	Unhelmeted motorcyclist fatalities	Driver 15-20 years old in fatal crashes	Pedestrian fatalities
Colorado ISP Target	481	3,292	176	136	150	85	50	57	50
Colorado	**488**	**3,224**	**164**	**137**	**168**	**94**	**60**	**73**	**63**
Adams	32	243	11	12	16	7	5	4	8
Alamosa	3	11	2	1	1	0	0	0	0
Arapahoe	30	382	12	9	10	3	2	4	8
Archuleta	4	14	0	0	1	1	1	0	1
Baca	0	2	0	0	0	0	0	0	0
Bent	1	5	0	0	0	0	0	1	0
Boulder	16	180	2	4	4	5	2	5	1
Broomfield	2	29	1	1	2	0	0	1	1
Chaffee	2	19	1	0	0	1	1	0	0
Cheyenne	3	3	2	1	0	0	0	0	1
Clear Creek	0	15	0	0	0	0	0	0	0
Conejos	1	12	0	0	0	1	1	0	0
Costilla	3	10	1	1	0	0	0	1	0
Crowley	0	2	0	0	0	0	0	0	0
Custer	2	5	0	0	0	2	1	0	0
Delta	3	15	3	2	2	0	0	0	0
Denver	42	610	7	13	12	7	6	6	13
Dolores	0	3	0	0	0	0	0	0	0
Douglas	17	94	6	3	6	3	2	4	3
Eagle	11	33	5	3	5	0	0	0	3
El Paso	53	293	18	18	18	19	13	9	5
Elbert	1	11	1	0	1	0	0	0	0
Fremont	7	19	0	3	1	3	3	0	1
Garfield	8	32	3	2	4	0	0	0	2
Gilpin	1	15	0	0	0	1	0	0	0
Grand	3	12	1	1	1	2	1	0	0
Gunnison	3	12	0	0	1	2	1	0	0
Hinsdale	0	2	0	0	0	0	0	0	0
Huerfano	3	9	2	0	1	0	0	1	0
Jackson	0	3	0	0	0	0	0	0	0
Jefferson	42	257	12	14	17	11	6	4	7
Kiowa	0	4	0	0	0	0	0	0	0
Kit Carson	3	11	1	0	2	0	0	1	0
La Plata	5	51	2	0	0	1	0	1	0
Lake	0	6	0	0	0	0	0	0	0
Larimer	24	164	6	3	9	3	1	4	0
Las Animas	2	6	1	0	2	0	0	0	0
Lincoln	4	11	0	0	2	0	0	0	0
Logan	5	13	1	2	1	3	2	1	0
Mesa	13	73	8	8	3	2	2	2	2
Mineral	0	7	0	0	0	0	0	0	0
Moffat	2	10	1	0	0	0	0	1	0
Montezuma	5	21	2	2	2	1	1	0	0
Montrose	6	34	1	3	2	1	1	0	1
Morgan	6	26	2	2	0	0	0	1	1
Otero	2	16	2	0	0	0	0	1	0
Ouray	2	2	0	1	2	1	0	0	0
Park	7	23	1	0	2	1	0	2	0
Phillips	1	5	1	0	0	0	0	0	0
Pitkin	2	16	0	0	0	1	0	0	0
Prowers	5	6	1	3	4	1	1	1	0

Performance Measures	Fatalities	Serious injuries	Occupant fatalities, unrestrained all seat positions	Fatalities in crashes where driver/ motorcycle operator has BAC ≥ 0.08	Speeding-related fatalities	Motorcyclist fatalities	Unhelmeted motorcyclist fatalities	Driver 15-20 years old in fatal crashes	Pedestrian fatalities
Colorado ISP Target	**481**	**3,292**	**176**	**136**	**150**	**85**	**50**	**57**	**50**
Pueblo	19	64	10	7	10	2	2	3	1
Rio Blanco	1	5	1	0	1	0	0	1	0
Rio Grande	2	8	0	0	0	0	0	0	0
Routt	0	15	0	0	0	0	0	0	0
Saguache	1	11	1	0	0	0	0	0	0
San Juan	2	1	1	0	2	1	0	0	0
San Miguel	6	4	1	4	2	1	1	0	0
Sedgwick	2	2	2	1	1	0	0	0	0
Summit	3	24	0	0	1	0	0	1	1
Teller	2	15	1	0	1	0	0	1	0
Washington	4	7	2	0	0	0	0	0	0
Weld	55	206	22	12	14	7	4	12	3
Yuma	4	5	3	1	2	0	0	0	0

GLOSSARY OF ACRONYMS

ALR/ALS = Administrative License Restraint/Administrative License Suspension

BAC = Blood Alcohol Concentration

CDOT = Colorado Department Of Transportation

CDPHE=Colorado Department of Public Health and Environment

CHA = Colorado Hospital Association

CR=Child Restraint

CSU=Colorado State University

DOLA = Department Of Local Affairs

DOT=Department Of Transportation

DUI = Driving Under the Influence

DUID = Driving Under the Influence of Drugs

DWAI = Driving While Ability Impaired

EARS = Electronic Accident Reporting System

FARS = Fatality Analysis Reporting System

FHA=Federal Highway Administration

HSO= Highway Safety Office

GDL = Graduated Driver Licensing

MLDA = Minimum Legal Drinking Age

NHTSA = National Highway Traffic Safety Administration

OTS = Office of Transportation Safety

PBT = Preliminary Breath Test

RETAC = Regional Emergency Medical and Trauma Advisory Council

SUV = Sport Utility Vehicle

USDOT=United Stated Department of Transportation

VMT = Vehicle Miles Traveled

Definitions

County Urban or Rural status: Counties were classified as rural or urban based upon the Colorado Rural Health Facilities Definition. Counties classified as urban include: Adams, Arapahoe, Boulder, Broomfield, Clear Creek, Denver, Douglas, El Paso, Elbert, Jefferson, Larimer, Mesa, Park, Pueblo, Teller and Weld. The remaining 48 counties were classified as rural.
For more information, please visit:
http://coruralhealth.org/wp-content/uploads/2013/10/2014.CountyDesignations_facilities.pdf

Blood Alcohol Content (BAC): BAC levels fall on a continuum. The legal definition of alcohol intoxication begins with a BAC value of 0.08. There are variations in the units that BAC is reported. This report follows the convention of grams of alcohol per deciliter of blood; therefore, the value of 0.08 is in g/dL. Other agencies will report the BAC as a percent weight per volume; hence, the intoxicated legal limit is reported as a percent – 0.8%. Regardless, either unit used corresponds to the same limit for legally intoxicated by alcohol.
Gerson B. Alcohol *Clin Lab Med.* 1990;10(2):355-74.

Serious Injury: An injury where the officer marked the injury severity as: “evident incapacitating injury”.

Regional Emergency Medical and Trauma Advisory Councils (RETACs): Colorado has 11 authorized by statute to provide a coordinated approach to emergency medical and trauma care. Each RETAC consists of five or more counties that participate through a local advisory council, which is responsible for creating a regional implementation plan for delivering emergency medical and trauma care. Each RETAC has a coordinator, who provides support and services to the board and member counties. This report contains a factsheet that compiles data from the counties comprising each RETAC region.

GLOSSARY OF ACRONYMS

ALR/ALS = Administrative License Restraint/Administrative License Suspension

BAC = Blood Alcohol Concentration

CDOT = Colorado Department Of Transportation

CDPHE=Colorado Department of Public Health and Environment

CHA = Colorado Hospital Association

CR=Child Restraint

CSU=Colorado State University

DOLA = Department Of Local Affairs

DOT=Department Of Transportation

DUI = Driving Under the Influence

DUID = Driving Under the Influence of Drugs

DWAI = Driving While Ability Impaired

EARS = Electronic Accident Reporting System

FARS = Fatality Analysis Reporting System

FHA=Federal Highway Administration

HSO= Highway Safety Office

GDL = Graduated Driver Licensing

MLDA = Minimum Legal Drinking Age

NHTSA = National Highway Traffic Safety Administration

OTS = Office of Transportation Safety

PBT = Preliminary Breath Test

RETAC = Regional Emergency Medical and Trauma Advisory Council

SUV = Sport Utility Vehicle

USDOT=United Stated Department of Transportation

VMT = Vehicle Miles Traveled

Definitions

County Urban or Rural status: Counties were classified as rural or urban based upon the Colorado Rural Health Facilities Definition. Counties classified as urban include: Adams, Arapahoe, Boulder, Broomfield, Clear Creek, Denver, Douglas, El Paso, Elbert, Jefferson, Larimer, Mesa, Park, Pueblo, Teller and Weld. The remaining 48 counties were classified as rural.
For more information, please visit:
http://coruralhealth.org/wp-content/uploads/2013/10/2014.CountyDesignations_facilities.pdf

Blood Alcohol Content (BAC): BAC levels fall on a continuum. The legal definition of alcohol intoxication begins with a BAC value of 0.08. There are variations in the units that BAC is reported. This report follows the convention of grams of alcohol per deciliter of blood; therefore, the value of 0.08 is in g/dL. Other agencies will report the BAC as a percent weight per volume; hence, the intoxicated legal limit is reported as a percent – 0.8%. Regardless, either unit used corresponds to the same limit for legally intoxicated by alcohol.
Gerson B. Alcohol *Clin Lab Med.* 1990;10(2):355-74.

Serious Injury: An injury where the officer marked the injury severity as: “evident incapacitating injury”.

Regional Emergency Medical and Trauma Advisory Councils (RETACs): Colorado has 11 authorized by statute to provide a coordinated approach to emergency medical and trauma care. Each RETAC consists of five or more counties that participate through a local advisory council, which is responsible for creating a regional implementation plan for delivering emergency medical and trauma care. Each RETAC has a coordinator, who provides support and services to the board and member counties. This report contains a factsheet that compiles data from the counties comprising each RETAC region.