# 2026 Colorado Statewide Seat Belt Study Results

*Prepared for the*

*Colorado Department of Transportation*

August 24, 2026







COLORADO
Department of Transportation

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# EXECUTIVE SUMMARY

In June 2026, Atélior, LLC conducted the annual statewide seat belt usage study on behalf of the Colorado Department of Transportation (CDOT). This report presents the findings from the statewide observational survey, including overall seat belt usage across all vehicle categories as well as detailed analyses by vehicle type, roadway classification, speed, occupant characteristics, and the twenty-six counties included in the study.

**Atélior Research Team**

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In June 2026, Atélior LLC conducted the annual statewide observational seat belt survey on behalf of the Colorado Department of Transportation (CDOT). The survey measured front-seat occupant restraint use across Colorado using the methodology approved by the National Highway Traffic Safety Administration (NHTSA). Observations were collected at **744 sites** throughout **26 counties**, representing **105,891 vehicles** and **125,870 front-seat occupants**, including both drivers and front-seat passengers. Vehicles were classified into five categories: passenger cars, vans, sport utility vehicles (SUVs), pickup trucks, and commercial vehicles with a gross vehicle weight of 10,000 pounds or less.

The 2026 statewide seat belt usage rate was **90.8%**, representing a slight increase of **0.11 percentage points** from the 2025 estimate of **90.69%**. This corresponds to a relative increase of **0.12%**, indicating that seat belt use has remained statistically stable and continues to exceed 90 percent for the second consecutive year.

Historical trends demonstrate substantial long-term improvement in occupant restraint use across Colorado. Since 2016, statewide seat belt use has increased by **6.80 percentage points**, representing an **8.1% improvement** overall. Every vehicle category experienced gains during the past decade. Commercial vehicle occupants recorded the largest increase, improving **17.3 percentage points (25.36%)**, followed by pickup truck occupants, whose usage increased **10.1 percentage points (13.27%)**. Although SUVs and vans continue to exhibit the highest restraint use, the greatest long-term improvements have occurred among the vehicle groups that historically demonstrated lower compliance.

Vehicle-specific analyses showed continued high restraint use across all passenger vehicle categories. SUVs and Vans recorded the highest overall occupant usage rate both standing at (**93.3%**), followed by passenger cars (**90.1%**). Pickup trucks (**86.2%**) and commercial vehicles (**85.5%**) remained below the statewide average but continued their long-term upward trend. Importantly, each vehicle category exceeded its respective five-year moving average in 2026, suggesting that statewide restraint use continues to improve despite minor year-to-year fluctuations.

Passenger seat belt use also remained high. Overall passenger restraint use reached **91.91%**, with van passengers (**95.0%**) and SUV passengers (**94.7%**) demonstrating the highest compliance. Car passengers stood at **90.5%.** Truck passengers (**87.80%**) and commercial vehicle passengers (**76.6%**) continued to report the lowest usage rates, indicating these populations remain important targets for future occupant protection efforts.

Behavioral patterns were also evident across roadway environments. Seat belt use increased with posted speed limits, rising from **86.98%** on roads posted at 30 mph or below to **91.50%** on roads posted above 50 mph. Similarly, restraint use remained consistently high across all roadway classifications, ranging from **89.22%** on local roads to

**90.88%** on primary highways. These findings suggest that motorists perceive greater crash risk on higher-speed facilities while exhibiting slightly lower compliance during lower-speed, local travel.

County-level analyses revealed considerable geographic variation. Seat belt usage ranged from **73.92%** in Pueblo County to **98.81%** in Grand County. Several counties, including Douglas, La Plata, Fremont, Montezuma, Boulder, Eagle, and Garfield, exceeded **96%** compliance. Conversely, Pueblo, Jefferson, Otero, Costilla, Las Animas, and Mesa counties reported substantially lower usage rates, indicating opportunities for targeted education, outreach, and high-visibility enforcement.




D. Todd Donavan, Ph.D.
Principal Investigator, Atélior

## Seat Belt Usage Across the Five Vehicle Categories

Atélior, LLC has now completed the 2026 Colorado Statewide seat belt study. This report provides an overview of the results as shown in Table 1.0 below. We found an overall seat belt usage rate of 90.8% which is the highest usage rate in the last fifteen years. The rate is an absolute increase of .11% since the 2025 study which is a percentage increase of .12%, that is ((90.8-90.69)/90.69).

When considering the difference between various vehicle types, (i.e., cars, trucks, SUVs, Vans and Commercial vehicles), we find the order from highest to lowest did not change from the previous year. The breakdown from highest to lowest is the following:

- **SUVs** 93.3% (C.I. 93.08% to 93.52%), this was a decrease of 0.05% for a percentage decrease of .05%. Last year's confidence interval for SUVs stood at 93.15% to 93.55. Hence, the confidence interval remains steady at about the same numbers. When we consider the meaning of the confidence interval, we are 95% confident that the percentage of seat belt usage is at least 93.08%.
- **Vans** 93.3% increased by .42% with a percentage increase of .45%. The lower bound on the Vans confidence interval also exceeded the 90% mark: (92.52% to 94.08%).
- **Cars,** 90.1%, stood in third place and increased by .27 percent, with the lower and upper bounds of the confidence intervals both moving slightly up (C.I. 89.67% to 90.53%).
- **Trucks** stood at 86.2% (C.I. 85.73% to 86.67%), which shows a slight improvement.
- **Commercial Vehicles** stood at 85.5%, (C.I. 84.62% to 86.38%), which represents a decrease of 1.29% for a percentage drop of 1.48% since 2025.

The overall rate of 90.8% is the highest rate we've observed over the years of this study. The rate across all vehicle classes has remained strong since 2018. Throughout these years, the overall rate has stayed above 85%. The 2026 confidence interval stands at 90.64% to 90.96%. Hence, we are 95% confident that the overall rate, if we took an infinitely large number of samples, would be between 90.64% and 90.96%.

Table 1.0 presents statewide seat belt usage rates by vehicle type for 2026. Overall, an estimated **90.8%** of vehicle occupants were observed wearing seat belts statewide (95% CI = 90.64%–90.96%), indicating a high level of compliance.

Seat belt use was highest among **SUV occupants (93.3%)**, and **van occupants (93.3%)** which tied. **Car occupants** also demonstrated a relatively high usage rate at **90.1%**, slightly below the statewide average. In contrast, **pickup trucks (86.2%)** and **commercial vehicles (85.5%)** had the lowest seat belt usage rates, both falling approximately four to five percentage points below the statewide average.

The estimates for all vehicle categories are precise, as reflected by the small standard errors, low coefficients of variation, and narrow 95% confidence intervals. These findings suggest that while seat belt use remains consistently high across Colorado, targeted education and enforcement efforts may be most beneficial for occupants of **pickup trucks and commercial vehicles**, where compliance continues to lag behind that of passenger cars, SUVs, and vans.

**Table 1.0**

**2026 Statewide Seat Belt Usage by Vehicle Type**

| | | # of Sites | Estimate % | Std Error | CV % | Lower 95% Limit | Upper 95% Limit |
|---|---|---|---|---|---|---|---|
| 1 | SUVs | 744 | 93.3% | .11037 | .1183 | 93.08 | 93.52 |
| 2 | Vans | 744 | 93.3% | .39671 | .4252 | 92.52 | 94.08 |
| 3 | Cars | 744 | 90.1% | .2180 | .24196 | 89.67 | 90.53 |
| 4 | Trucks | 744 | 86.2% | .2387 | .2768 | 85.73 | 86.67 |
| 5 | Commercial | 744 | 85.5% | .4474 | .5232 | 84.62 | 86.38 |
| | Overall | 744 | 90.8% | .0815 | .0897 | 90.64 | 90.96 |

## Statewide Seat Belt Survey

Sampling Methodology

We continue to survey seven-hundred forty-four (744) statewide sites across 26 counties. Seven-hundred thirty-eight (738) original sites and 6 alternate sites provide survey data for this study performed during a 2-week period from June 7th to June 20th, 2026. In selecting the sample, stratification by county was employed as well as an unequal weighting by road class. Each county had either 12 or 48 sites chosen for observation.

### Observers

Atélior hires mostly retired Colorado State Highway Patrol Officers to conduct the data. Due to their extensive experience/familiarity with the interstate, and state highway system, as well as safety procedures, potential safety and location problems are reduced or eliminated. Most observers have worked on this study for a number of years which increases the validity and reliability of the results.

In the study, an emphasis in training and certification with observers on the definition of belted, unbelted, and unknown.
According to regulations, 1340.7(d) states:

(d) *Occupant coverage.* Data shall be collected by direct observation of all drivers and right front passengers, including right front passengers in booster seats, but excluding right front passengers in child safety seats. Observers shall record a person as—

(1) Belted if the shoulder belt is in front of the person's shoulder.
(2) Unbelted if the shoulder belt is not in front of the person's shoulder.
(3) Unknown if it cannot reasonably be determined whether the driver or right-front passenger is belted.

"Unobservable" vehicles (i.e., vehicles with tinted windshields) should be included in the sample and recorded as "unknown" belt status if the observer cannot reasonably determine if the driver or right front passenger is belted or unbelted.

# SURVEY DESIGN AND METHODOLOGY

The 2026 Colorado Statewide Seat Belt Usage Survey was designed to meet all requirements established by the Uniform Criteria for State Observational Surveys of Seat Belt Use issued by the National Highway Traffic Safety Administration (NHTSA) Final Rule, Federal Register, Vol. 76, No. 63, April 1, 2011.

1. Samples were probability-based on population road segments within each county and were therefore representative of seat belt usage for the State's driver and outboard front seat passenger population for vehicles falling within the parameters of the study.

2. The sample data were collected through direct observation of seat belt usage at the pre-determined sites by qualified and trained observers. Observation times were assigned and rescheduled if weather interfered, or other conditions existed which made observations at a particular site unsafe.

3. The population of interest was the driver and outboard front seat passenger of cars, vans, SUVs, light trucks, and select commercial vehicles 10,000 pounds and under.

4. Observations were conducted in daylight hours from June 7th to June 20th, 2026 between the hours of 7:00 AM and 6:00 PM.

5. Observations start times were staggered to obtain a representative sample from rush hour and non-rush hour time frames.

6. Observational data were recorded on IPADS. The data were then transferred to a digital record and entered into the SPSS (Statistical Package for the Social Sciences) program for data reduction.

As required by the "Final Rule," the counties that account for 85% of the crash-related fatalities in the state are to be included in the survey sample. As shown in Appendix 1, 26 of the 64 counties accounted for 85% of the fatalities for the period of 2015-2019. These counties thus comprise the sample frame and were used as strata for sampling road segments.

The research design involved a stratified systemic PPS sample of data collection sites described below.

1. Fatality Analysis Reporting System (FARS) data for the period of 2015 to 2019 were used to determine the average number of crash-related fatalities per county. It was determined that 26 counties accounted for 85% of Colorado's total crash-related fatalities. In this Statewide study, we observed vehicles in all 26 selected counties.

2. Road segments were selected systematically with probability proportional to size (PPS) from all segments in the stratified counties. The road segments were serpentine sorted by latitude and longitude within counties, which makes the sampling spatially more uniform within counties.

For the purposes of this survey, an observational site was defined as a specific road intersection or interstate ramp where observations take place. Observations were conducted at each site for 40 minutes of each hour between the hours of 7:00 a.m. and 6:00 p.m. Twenty minutes were allowed for recording data and moving to the next observation site.

**Determination of Sample Size**

Sample size determination was, in large measure, governed by time constraints and the precision requirement of the study (the coefficient of variation %: standard error divided by the parameter estimate*100 <=2.5). A decision as to how many roadways to select and assign for observation during the observation period required a balance between issues of statistical reliability and observer productivity. There was a practical need to select an optimal number of road segments for study so that observers would not spend an inordinate amount of time traveling from site to site. With all those issues in mind, as well as the needs of the contracting organization, a total sample of 744 observational time periods and sites were selected.

**Estimation**

The basic estimate derived from this Colorado State-wide Seat Belt Usage Survey is the estimate of seat belt usage for all drivers and outboard front seat occupants of cars, vans, sport utility vehicles (SUVs), light trucks, and select commercial vehicles 10,000 pounds and under.

The seat belt usage rate of 90.8% for Colorado was determined by using a survey sampling methodology to obtain information about a large population of Colorado drivers and outboard front seat passengers by selecting and measuring a sample of that population. Fundamental to the analysis of this survey is the concept of cluster analysis, a collection of statistical methods that can be used to assign cases to groups (clusters). Group members share certain properties in common, and it is therefore assumed that the resultant classifications will provide insight into seat belt usage for the State of Colorado.

## Analysis

The SPSS Program was used to perform statistical analysis of the survey data. This analytical procedure considers the design used to select the sample. The sample design was a complex design that incorporated stratification and unequal weighting. The program computes ratio estimates and provides standard errors and confidence intervals for the ratios and for any specified domain analysis, such as road class.

Using this procedure, seat belt usage rates in Colorado were estimated along with a determination of the standard errors and coefficients of variation. The survey sample size was large enough to allow estimates of usage rates for various domains of vehicles, speed, and local versus major roads. The estimates for all domains, their standard errors, coefficients of variation (CV) and confidence intervals are shown in Table 1.0.

## Analysis Methodology

Data from observing both drivers and passengers was combined with site characteristic data to create the input data file. Sampling weights were derived and utilized in the analysis. The data were analyzed using SPSS (Statistical Package for the Social Sciences).

Sample Characteristics

- 744 of 744 sites surveyed.
- 105,891 vehicles were observed.
- 125,870 occupants (both drivers and front seat passengers) were observed.
- 5,125 occupants were surveyed as "unable to be observed" (4761 of these were drivers)
    - This represents 4.07% of all individuals surveyed (observable + non-observable)
    - Non-observable rates by vehicle type (includes both drivers and front seat passengers)
- The table below indicates the unobservable rates among the five vehicle types. Trucks 7.8% were the most likely to be unobservable, followed by Cars at 4.3%, Commercial vehicles 3.1%, SUVs 2.7% and Vans at 1.8%.

| Vehicle Type | 2026 |
|---|---|
| Truck | 7.8% |
| Car | 4.3% |
| Commercial | 3.1% |
| SUV | 2.7% |
| Van | 1.8% |
| Overall | 4.07% |

# RESULTS

**Statewide Survey Results**

Table 2.0 shows that statewide seat belt use has generally increased over the past 12 years, with the overall usage rate rising from **85.2% in 2015** to **90.8% in 2026**. Although year-to-year fluctuations occurred, particularly in 2020, the long-term trend reflects continued improvement in seat belt compliance across all vehicle types.

**Table 2.0**
**Historical Statewide Usage Rates (%)**

| | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Car** | 85.2 | 83.9 | 83.7 | 86.0 | 88.3 | 86.1 | 87.0 | 87.6 | 88.8 | 87.53 | 89.83 | 90.1 |
| **Van** | 89.2 | 89.5 | 87.2 | 88.0 | 90.1 | 90.2 | 88.1 | 89.0 | 90.0 | 89.35 | 92.88 | 93.3 |
| **SUV** | 89.9 | 89.2 | 88.5 | 90.8 | 92.0 | 90.9 | 85.9 | 90.3 | 91.4 | 91.16 | 93.35 | 93.3 |
| **Truck** | 77.6 | 76.1 | 76.5 | 80.1 | 82.6 | 78.3 | 88.1 | 78.5 | 82.9 | 82.92 | 85.68 | 86.2 |
| **Commercial** | 73.9 | 68.2 | 70.8 | 74.7 | 75.8 | 74.8 | 76.2 | 79.2 | 83.5 | 83.59 | 86.79 | 85.5 |
| **Total** | 85.2 | 84.0 | 83.8 | 86.3 | 88.3 | 86.3 | 86.6 | 87.0 | 88.6 | 88.19 | 90.69 | 90.8 |

Cars maintained consistently high usage throughout the period, increasing from **85.2% in 2015** to **90.1% in 2026**, surpassing the 90% mark for the first time in 2026. Vans also demonstrated strong compliance, remaining above 87% every year and reaching **93.3% in 2026** adding to its previous high of **92.88% in 2025**.

SUV occupants tied with Van occupants with a rate of 93.3%. Usage increased from **89.9% in 2015** to **93.3% in 2026**, despite a temporary decline in 2021. Since 2022, SUV seat belt use has consistently exceeded 90%.

Truck occupants exhibited one of the largest improvements over time. Usage increased from **77.6% in 2015** to **86.2% in 2026**, reflecting substantial gains despite several fluctuations during the study period. Commercial vehicle occupants also experienced notable improvement, rising from **73.9% in 2015** to **85.5% in 2026**, representing the greatest overall increase among the vehicle categories.

Overall, the historical data indicate a sustained upward trend in statewide seat belt use over the past decade. While usage rates have improved across every vehicle type, SUVs and vans continue to report the highest compliance, whereas trucks and commercial vehicles have made the greatest long-term gains, narrowing the gap with passenger vehicles.

The results of this observational study demonstrate similar results as found in recent years. As mentioned, the overall rate across all vehicle categories stands at 90.8%, which is slightly higher than the 2025 results of 90.69%, a .11% increase and a percentage increase of .12%. (Percentage increase is the calculated difference between the two years divided by the first year under consideration).

Three of the five vehicle categories increased from last year: Cars up to 90.1% from 89.83% in 2025 and Trucks at 86.2% up from 85.68% last year, and Vans moved from 92.88% to the 93.3%. The two remaining vehicle categories dropped slightly from last year. SUVs dropped from 93.35% to 93.3%, and Commercial dropped from 86.79% to 85.5%. Table 2.0 provides the historical data for the past twelve years.

**Five-Year Moving Average**

We also calculated the five-year moving average across the five vehicle categories. The 2026 average for each vehicle category is above their five-year moving average, which indicates they are moving in an upward/positive direction. For comparisons, here are the current rates and five-year moving average for each category.

- **Cars:** (90.1%) with a five-year moving average of 88.77%.
- **Vans:** (93.3%) has a five-year moving average of 90.91%.
- **SUVs:** (93.3%) had a five-year moving average of 91.9%.
- **Trucks:** (86.2%) with the five-year moving average of 83.24%.
- **Commercial vehicles:** (85.5%) with a five-year moving average of 83.72%.
- **All vehicles:** (90.80%) with a five-year moving average of 89.06%

## Seat Belt Usage Since 2016

Table 3.0 illustrates substantial improvements in seat belt use across all vehicle types over the past decade, reflecting continued progress in occupant safety throughout Colorado. Overall statewide seat belt usage increased by **6.8 percentage points**, representing an **8.1% improvement** between 2016 and 2026.

The greatest gains were observed among **commercial vehicle occupants**, whose seat belt use increased by **17.3 percentage points**, a **25.36% increase** over the ten-year period. **Pickup truck occupants** also demonstrated significant improvement, with usage rising **10.1 percentage points** (**13.27%**), indicating that historically lower-use vehicle categories have made the most substantial progress.

Among passenger vehicles, **cars** experienced an increase of **6.2 percentage points** (**7.39%**), while **SUVs** and **vans** recorded more modest but meaningful gains of **4.1 percentage points (4.6%)** and **3.8 percentage points (4.24%)**, respectively. These smaller percentage increases are largely attributable to the fact that these vehicle types already maintained relatively high seat belt usage rates at the beginning of the study period, leaving less room for improvement.

Overall, the findings demonstrate that while seat belt use has increased across every vehicle category, the most notable progress has occurred among commercial vehicles and pickup trucks—groups that historically exhibited lower compliance rates. These results suggest that sustained enforcement, education, and public awareness efforts over the past decade have been particularly effective in improving seat belt use among populations where the greatest safety gains were possible.

**Table 3.0**
**Increases in Seat Belt Usage in Past Ten Years (%)**

| Vehicle Type | Absolute Increase | Percentage Increase (2016 to 2026) |
|---|---|---|
| Car | 6.2 | 7.39% |
| Van | 3.8 | 4.24% |
| SUV | 4.1 | 4.6% |
| Truck | 10.1 | 13.27% |
| Commercial | 17.3 | 25.36% |
| Overall | 6.80 | 8.1% |

## Seat Belt Usage by Passengers

Table 4.0 presents statewide passenger seat belt usage rates by vehicle type from 2021 through 2026. Overall passenger seat belt use remained consistently high throughout the six-year period, increasing from **87.57% in 2021** to **91.91% in 2026**.

Passenger vehicle types exhibited different usage patterns. **Van passengers** consistently recorded the highest seat belt usage rates, reaching **95.0% in 2026**, the highest rate among all vehicle categories. **SUV passengers** also demonstrated strong compliance, increasing steadily from **88.38% in 2021** to **94.7% in 2026**. **Car passengers** showed a substantial improvement over the six-year period, rising from **85.56% in 2021** to **90.50% in 2026**, despite a modest decline from the 2025 rate of **91.2%**.

**Truck passengers** consistently reported lower seat belt usage than occupants of cars, vans, and SUVs. After dropping to **82.05% in 2022**, truck passenger use gradually recovered, reaching **87.80% in 2026**, although it remained below the statewide average throughout the study period.

**Commercial vehicle passengers** continued to exhibit the lowest seat belt usage rates of any vehicle category. While usage improved from **72.33% in 2021** to **80.19% in 2024**, rates declined over the following two years to **76.6% in 2026**. This category also displayed the greatest year-to-year variability, suggesting less consistent seat belt use among commercial vehicle occupants.

Overall, the findings indicate that passenger seat belt use in Colorado has remained consistently high since 2021, with particularly strong compliance among van and SUV passengers. In contrast, truck and commercial vehicle passengers continue to lag behind other vehicle types, highlighting these groups as potential targets for future occupant protection education and enforcement efforts.

**Table 4.0**
**Statewide Passenger Usage Rate by Vehicle Type**

| Vehicle Type | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|---|---|---|---|---|
| Car | 85.56 | 88.20 | 88.80 | 88.80 | 91.20 | 90.50 |
| Van | 93.13 | 99.17 | 91.05 | 92.70 | 93.80 | 95.00 |
| SUV | 88.38 | 92.88 | 90.14 | 92.67 | 94.60 | 94.70 |
| Truck | 88.41 | 82.05 | 82.95 | 86.16 | 87.50 | 87.80 |
| Commercial | 72.33 | 74.64 | 71.91 | 80.19 | 80.0 | 76.60 |
| Overall | 87.57% | 89.72% | 87.88% | 90.17% | 91.94% | 91.91% |

## Seat Belt Usage and Speed

Table 5.0 shows that seat belt use increased as vehicle speed increased. Occupants traveling on roads with posted speeds of **0–30 mph** had the lowest observed seat belt usage rate at **86.98%**. Usage increased to **90.13%** on roads with posted speeds of **31–50 mph**, representing an increase of more than three percentage points. The highest usage rate was observed on roads with speed limits **greater than 50 mph**, where **91.50%** of occupants were wearing seat belts.

The estimates are highly reliable, as reflected by the very small standard errors and coefficients of variation (CVs), all of which were well below 1%. The narrow 95% confidence intervals further indicate a high level of precision in the statewide estimates. Overall, the findings suggest that motorists are more likely to wear seat belts when traveling at higher speeds, likely reflecting a greater perceived risk of injury on faster roadways. Conversely, lower compliance on slower-speed roads indicates that some occupants may underestimate the importance of wearing a seat belt during lower-speed trips, despite the fact that serious crashes can occur at any speed.

**Table 5.0**
**Statewide Seat Belt Usage by Vehicle Speed**

| | # of Sites | Estimate % | Std Error | CV % | Lower 95% Limit | Upper 95% Limit |
|---|---|---|---|---|---|---|
| *0-30 mph* | 213 | 86.98 | .3755 | .4317 | 86.24 | 87.72 |
| *31-50 mph* | 257 | 90.13 | .1490 | .1654 | 89.83 | 90.42 |
| *> than 50 mph* | 274 | 91.498 | .1211 | .1324 | 91.26 | 91.74 |

## Seat Belt Usage and Road Class

Table 6.0 shows that statewide seat belt usage was consistently high across all road classifications, with rates near 90% regardless of road type. Primary roads (S1100) had the highest observed usage rate at **90.88%**, followed closely by secondary roads (S1200) at **90.73%**. Local roads (S1400) had a slightly lower usage rate of **89.22%**.

The differences among road classes were relatively small, with less than a two-percentage-point difference between the highest and lowest estimates. The narrow 95% confidence intervals for each road class indicate that the estimates are precise and reliable. Primary roads had a confidence interval of **90.55% to 91.21%**, secondary roads ranged from **90.49% to 90.96%**, and local roads ranged from **88.66% to 89.78%**.

Overall, the findings suggest that seat belt use remains consistently high across Colorado's roadway system, although drivers and passengers traveling on local roads exhibited slightly lower restraint use than those traveling on primary and secondary roads. This pattern may reflect differences in travel speed, trip purpose, or enforcement levels across road classifications.

**Table 6.0**
**Statewide Seat Belt Usage by Road Class**

| | # of Sites | Estimate % | Std Error | CV % | Lower 95% Limit | Upper 95% Limit |
|---|---|---|---|---|---|---|
| Primary S1100 | 89 | 90.88% | .16953 | .18654 | 90.55 | 91.21 |
| Secondary S1200 | 398 | 90.726% | .11798 | .13004 | 90.49 | 90.96 |
| Local S1400 | 257 | 89.22% | .28495 | .31938 | 88.66 | 89.78 |

## Seat Belt Usage by County

Seat belt use varied substantially across Colorado counties in 2026, ranging from 73.92% in Pueblo County to 98.81% in Grand County, a difference of nearly 25 percentage points. While most counties reported usage rates above 90%, several counties exhibited considerably lower rates, suggesting opportunities for targeted occupant protection efforts.
The highest seat belt usage rates were observed in:

- Grand County (98.81%)
- Douglas County (98.28%)
- La Plata County (98.09%)
- Montezuma County (97.62%)
- Fremont County (97.06%)

Several additional counties, including Boulder (96.72%), Eagle (96.86%), and Garfield (96.41%), also demonstrated exceptionally high compliance, all exceeding 96%.
Among the state's **more populous** urban counties, seat belt use remained generally high. Douglas County (98.28%) recorded the highest rate, followed by Boulder (96.72%), Arapahoe (95.00%), Weld (94.65%), Denver (93.90%), Adams (93.07%), and Larimer (92.05%). El Paso County (90.13%) remained above 90%, while Jefferson County (78.21%) was a notable outlier with one of the lowest observed usage rates in the state.

The lowest seat belt usage rates were found in:

- Pueblo County (73.92%)
- Jefferson County (78.21%)
- Otero County (84.30%)
- Costilla County (85.01%)
- Las Animas County (85.03%)
- Mesa County (85.97%)

These counties fall well below the statewide average and represent areas where education and enforcement initiatives may have the greatest potential to improve restraint use.
Precision of the estimates was generally high. Counties with 48 observation sites typically produced smaller standard errors and narrower 95% confidence intervals than counties with only 12 sites, reflecting the greater precision associated with larger sample sizes. Even so, confidence intervals were reasonably narrow across all counties, indicating reliable county-level estimates.
Overall, the findings show that seat belt use is consistently high across much of Colorado, with many counties exceeding 95% compliance. However, the substantial differences observed among counties indicate that seat belt use remains uneven, and focused interventions in lower-performing counties could further increase statewide restraint use.

**Table 7.0 Statewide Seat Belt Usage by County**

| Counties | # of sites | Estimate % | n | Std. error | CV% | Lower 95% limit | Upper 95% limit |
|---|---|---|---|---|---|---|---|
| Adams | 48 | 93.07 | 6838 | 0.3071 | 0.3300 | 92.47 | 93.67 |
| Arapahoe | 48 | 95.00 | 9209 | .2271 | .2391 | 94.55 | 95.45 |
| Boulder | 48 | 96.72 | 6040 | .2292 | .2370 | 96.27 | 97.17 |
| Chaffee | 12 | 94.17 | 1664 | .5744 | .6100 | 93.04 | 95.30 |
| Costilla | 12 | 85.01 | 794 | 1.2669 | 1.49024 | 82.53 | 87.49 |
| Delta | 12 | 88.37 | 1487 | .8314 | .94077 | 86.74 | 90.00 |
| Denver | 48 | 93.90 | 7428 | .2777 | .29573 | 93.36 | 94.44 |
| Douglas | 48 | 98.28 | 8858 | .1381 | .14056 | 98.01 | 98.55 |
| Eagle | 12 | 96.86 | 1910 | .3990 | .41198 | 96.08 | 97.64 |
| El Paso | 48 | 90.13 | 4530 | .4431 | .49167 | 89.26 | 91.00 |
| Fremont | 12 | 97.06 | 1630 | .4184 | .43108 | 96.24 | 97.88 |
| Garfield | 12 | 96.41 | 2205 | .3962 | .41094 | 95.63 | 97.19 |
| Grand | 12 | 98.81 | 925 | .3565 | .36083 | 98.11 | 99.51 |
| Jefferson | 48 | 78.21 | 16143 | .3249 | .41544 | 77.57 | 78.85 |
| La Plata | 12 | 98.09 | 1259 | .3858 | .39327 | 97.33 | 98.85 |
| Larimer | 48 | 92.05 | 6115 | .3459 | .37581 | 91.37 | 92.73 |
| Las Animas | 12 | 85.03 | 715 | 1.3343 | 1.56918 | 82.41 | 87.65 |
| Logan | 12 | 88.32 | 642 | 1.2676 | 1.43524 | 85.84 | 90.80 |
| Mesa | 48 | 85.97 | 5988 | .4488 | .52205 | 85.09 | 86.85 |
| Montezuma | 12 | 97.62 | 925 | .5012 | .51339 | 96.64 | 98.60 |
| Montrose | 12 | 90.34 | 1968 | .6659 | .73712 | 89.03 | 91.65 |
| Morgan | 12 | 93.12 | 1105 | .7614 | .8177 | 91.63 | 94.61 |
| Otero | 12 | 84.30 | 898 | 1.2140 | 1.44012 | 81.92 | 86.68 |
| Park | 48 | 95.11 | 2987 | .3946 | .41488 | 94.34 | 95.88 |
| Pueblo | 48 | 73.92 | 3090 | .7899 | 1.06855 | 72.37 | 75.47 |
| Weld | 48 | 94.65 | 5777 | .2961 | .3128 | 94.07 | 95.23 |

**Table 7.1**
**Statewide Seat Belt Usage by County**
**In Order from Highest Seat Belt Usage to Lowest**

| Counties | # of sites | Estimate % | n | Std. error | CV% | Lower 95% limit | Upper 95% limit |
|---|---|---|---|---|---|---|---|
| Grand | 12 | 98.81 | 925 | .3565 | .36083 | 98.11 | 99.51 |
| Douglas | 48 | 98.28 | 8858 | .1381 | .14056 | 98.01 | 98.55 |
| La Plata | 12 | 98.09 | 1259 | .3858 | .39327 | 97.33 | 98.85 |
| Montezuma | 12 | 97.62 | 925 | .5012 | .51339 | 96.64 | 98.60 |
| Fremont | 12 | 97.06 | 1630 | .4184 | .43108 | 96.24 | 97.88 |
| Eagle | 12 | 96.86 | 1910 | .3990 | .41198 | 96.08 | 97.64 |
| Boulder | 48 | 96.72 | 6040 | .2292 | .2370 | 96.27 | 97.17 |
| Garfield | 12 | 96.41 | 2205 | .3962 | .41094 | 95.63 | 97.19 |
| Park | 48 | 95.11 | 2987 | .3946 | .41488 | 94.34 | 95.88 |
| Arapahoe | 48 | 95.00 | 9209 | .2271 | .2391 | 94.55 | 95.45 |
| Weld | 48 | 94.65 | 5777 | .2961 | .3128 | 94.07 | 95.23 |
| Chaffee | 12 | 94.17 | 1664 | .5744 | .6100 | 93.04 | 95.30 |
| Denver | 48 | 93.90 | 7428 | .2777 | .29573 | 93.36 | 94.44 |
| Morgan | 12 | 93.12 | 1105 | .7614 | .8177 | 91.63 | 94.61 |
| Adams | 48 | 93.07 | 6838 | 0.3071 | 0.3300 | 92.47 | 93.67 |
| Larimer | 48 | 92.05 | 6115 | .3459 | .37581 | 91.37 | 92.73 |
| Montrose | 12 | 90.34 | 1968 | .6659 | .73712 | 89.03 | 91.65 |
| El Paso | 48 | 90.13 | 4530 | .4431 | .49167 | 89.26 | 91.00 |
| Delta | 12 | 88.37 | 1487 | .8314 | .94077 | 86.74 | 90.00 |
| Logan | 12 | 88.32 | 642 | 1.2676 | 1.43524 | 85.84 | 90.80 |
| Mesa | 48 | 85.97 | 5988 | .4488 | .52205 | 85.09 | 86.85 |
| Las Animas | 12 | 85.03 | 715 | 1.3343 | 1.56918 | 82.41 | 87.65 |
| Costilla | 12 | 85.01 | 794 | 1.2669 | 1.49024 | 82.53 | 87.49 |
| Otero | 12 | 84.30 | 898 | 1.2140 | 1.44012 | 81.92 | 86.68 |
| Jefferson | 48 | 78.21 | 16143 | .3249 | .41544 | 77.57 | 78.85 |
| Pueblo | 48 | 73.92 | 3090 | .7899 | 1.06855 | 72.37 | 75.47 |

# CONCLUSIONS

The 2026 Colorado Statewide Seat Belt Survey demonstrates that seat belt use remains consistently high across the state and continues the long-term pattern of increased occupant restraint use observed over the past decade. Observers recorded seat belt use among more than 125,000 front-seat occupants at 744 observation sites statewide, producing a statewide usage estimate of 90.8%. This represents a slight increase of 0.11 percentage points from the 2025 estimate of 90.69%, the difference is statistically negligible and indicates that Colorado has maintained a stable seat belt usage rate above 90 percent for the second consecutive year.

Historical trend analyses show that statewide seat belt use has increased substantially since 2016, with the overall rate improving by 6.80 percentage points (8.1%). Every vehicle category experienced long-term gains during this period, with commercial vehicles and pickup trucks demonstrating the largest improvements. In addition, all five vehicle categories exceeded their respective five-year moving averages in 2026, suggesting that the long-term trajectory for seat belt use remains positive despite the small year-to-year fluctuations observed in several categories.

While overall compliance remains high, differences among vehicle types continue to be evident. SUV and van occupants consistently reported the highest restraint use, while pickup truck and commercial vehicle occupants continued to record the lowest usage rates. These findings mirror national trends and suggest that these vehicle groups remain important audiences for future occupant protection education and enforcement efforts.

Passenger seat belt use also remained strong, reaching 91.91% statewide. Van and SUV passengers exhibited exceptionally high compliance, whereas truck and commercial vehicle passengers continued to lag behind other passenger vehicle categories. Commercial vehicle passengers, in particular, displayed greater year-to-year variability than other occupants, indicating an opportunity for additional outreach directed toward commercial transportation and occupational safety programs.

The study also identified meaningful behavioral differences based on roadway characteristics. Seat belt use increased as posted speed limits increased, suggesting that motorists are more likely to perceive the need for occupant protection on higher-speed roadways. Likewise, seat belt use remained consistently high across all roadway classifications, although slightly lower compliance was observed on local roads compared with primary and secondary highways.

County-level analyses revealed the greatest variation in seat belt use across the state. While many counties exceeded 95 percent compliance, others fell substantially below the statewide average. The nearly 25-percentage-point difference between the highest- and lowest-performing counties demonstrates that seat belt use is not uniform throughout Colorado. These geographic differences suggest that targeted education, high-visibility enforcement, and community-based occupant protection initiatives in lower-performing counties could produce meaningful improvements while allowing statewide resources to be deployed more efficiently.

Overall, the findings indicate that Colorado's occupant protection programs have been successful in producing sustained improvements in seat belt use over the past decade. Continued collaboration among the Colorado Department of Transportation, the Colorado State Patrol, local law enforcement agencies, and community safety partners will be essential to maintaining these gains. Future efforts should focus on populations and geographic areas with lower compliance—including pickup truck occupants, commercial

vehicle occupants, local road users, and counties with below-average usage rates—while continuing the education and enforcement strategies that have contributed to Colorado's consistently high statewide seat belt usage.

## Appendix 1

### Number of Segments Selected (n) by County and MTFCC

| County | MTFCC Code | | | Total |
|---|---|---|---|---|
| | Primary: S1100 | Secondary: S1200 | Local: S1400 | |
| Adams | 12 | 15 | 21 | 48 |
| Arapahoe | 6 | 17 | 25 | 48 |
| Boulder | 0 | 29 | 19 | 48 |
| Chaffee | 0 | 12 | 0 | 12 |
| Costilla | 0 | 12 | 0 | 12 |
| Delta | 0 | 12 | 0 | 12 |
| Denver | 9 | 17 | 22 | 48 |
| Douglas | 8 | 14 | 26 | 48 |
| Eagle | 5 | 7 | 0 | 12 |
| El Paso | 3 | 15 | 30 | 48 |
| Fremont | 0 | 12 | 0 | 12 |
| Garfield | 4 | 8 | 0 | 12 |
| Grand | 0 | 12 | 0 | 12 |
| Jefferson | 10 | 17 | 21 | 48 |
| La Plata | 0 | 12 | 0 | 12 |
| Larimer | 4 | 24 | 20 | 48 |
| Las Animas | 2 | 10 | 0 | 12 |
| Logan | 2 | 10 | 0 | 12 |
| Mesa | 9 | 23 | 16 | 48 |
| Montezuma | 0 | 12 | 0 | 12 |
| Montrose | 0 | 12 | 0 | 12 |
| Morgan | 3 | 9 | 0 | 12 |
| Otero | 0 | 12 | 0 | 12 |
| Park | 0 | 25 | 23 | 48 |
| Pueblo | 8 | 22 | 18 | 48 |
| Weld | 4 | 28 | 16 | 48 |

## Appendix 2

## Weights for the Colorado State Seat Belt Usage Observational Survey

| County | MTFCC | Sampling Weight | Selection Probability |
|---|---|---|---|
| ADAMS | S1400 | 1215.14286 | 0.000822949 |
| ADAMS | S1100/S1200 | 67.50794 | 0.014813073 |
| ARAPAHOE | S1400 | 950.21429 | 0.001052394 |
| ARAPAHOE | S1100/S1200 | 52.78968 | 0.018943096 |
| BOULDER | S1400 | 976.35714 | 0.001024215 |
| BOULDER | S1200 | 54.24206 | 0.018435877 |
| CHAFFEE | S1200 | 42.21429 | 0.023688663 |
| COSTILLA | S1200 | 24.78571 | 0.040345821 |
| DELTA | S1200 | 50.21429 | 0.019914652 |
| DENVER | S1400 | 1069.89286 | 0.000934673 |
| DENVER | S1100/S1200 | 59.43849 | 0.016824115 |
| DOUGLAS | S1400 | 639.03571 | 0.001564858 |
| DOUGLAS | S1100/S1200 | 35.50198 | 0.02816744 |
| EAGLE | S1100/S1200 | 71.85714 | 0.013916501 |
| EL PASO | S1400 | 1465.07143 | 0.000682561 |
| EL PASO | S1100/S1200 | 81.39286 | 0.01228609 |
| FREMONT | S1200 | 58.21429 | 0.017177914 |
| GARFIELD | S1100/S1200 | 87 | 0.011494253 |
| GRAND | S1200 | 46.78571 | 0.021374046 |
| JEFFERSON | S1400 | 1365.51786 | 0.000732323 |
| JEFFERSON | S1100/S1200 | 75.8621 | 0.013181812 |
| LA PLATA | S1200 | 73.42857 | 0.013618677 |
| LARIMER | S1400 | 1267.42857 | 0.000788999 |
| LARIMER | S1100/S1200 | 70.4127 | 0.014201984 |
| LAS ANIMAS | S1100/S1200 | 59.21429 | 0.016887817 |
| LOGAN | S1100/S1200 | 47.64286 | 0.020989505 |
| MESA | S1400 | 804.46429 | 0.001243063 |
| MESA | S1100/S1200 | 44.69246 | 0.022375139 |
| MONTEZUMA | S1200 | 76.28571 | 0.013108614 |
| MONTROSE | S1200 | 65.92857 | 0.015167931 |

| | | | |
|---|---|---|---|
| MORGAN | S1100/S1200 | 54.85714 | 0.018229167 |
| OTERO | S1200 | 89.64286 | 0.011155379 |
| PARK | S1400 | 400.17857 | 0.002498884 |
| PARK | S1200 | 22.23214 | 0.04497992 |
| PUEBLO | S1400 | 896.82143 | 0.001115049 |
| PUEBLO | S1100/S1200 | 49.82341 | 0.020070885 |
| WELD | S1400 | 1195.76786 | 0.000836283 |
| WELD | S1100/S1200 | 66.43155 | 0.015053089 |

## Appendix 3

**Weights for the Colorado State Seat Belt Usage Observational Survey by Survey Site**
**(NOTE: There are 6 Alternate Sites used for Survey. Site IDs greater than 744 reference those Alternate Sites from Reserve Pool)**

| Site | County | MTFCC | Sampling Weight | Selection Prob |
|---|---|---|---|---|
| ADAMS | | | | |
| 1 | ADAMS | Primary | 67.50793651 | 0.014813073 |
| 2 | ADAMS | Primary | 67.50793651 | 0.014813073 |
| 3 | ADAMS | Primary | 67.50793651 | 0.014813073 |
| 4 | ADAMS | Primary | 67.50793651 | 0.014813073 |
| 5 | ADAMS | Primary | 67.50793651 | 0.014813073 |
| 6 | ADAMS | Primary | 67.50793651 | 0.014813073 |
| 7 | ADAMS | Primary | 67.50793651 | 0.014813073 |
| 8 | ADAMS | Primary | 67.50793651 | 0.014813073 |
| 9 | ADAMS | Primary | 67.50793651 | 0.014813073 |
| 10 | ADAMS | Primary | 67.50793651 | 0.014813073 |
| 11 | ADAMS | Primary | 67.50793651 | 0.014813073 |
| 12 | ADAMS | Primary | 67.50793651 | 0.014813073 |
| 13 | ADAMS | Secondary | 67.50793651 | 0.014813073 |
| 14 | ADAMS | Secondary | 67.50793651 | 0.014813073 |
| 15 | ADAMS | Secondary | 67.50793651 | 0.014813073 |
| 16 | ADAMS | Secondary | 67.50793651 | 0.014813073 |
| 17 | ADAMS | Secondary | 67.50793651 | 0.014813073 |
| 18 | ADAMS | Secondary | 67.50793651 | 0.014813073 |
| 19 | ADAMS | Secondary | 67.50793651 | 0.014813073 |
| 20 | ADAMS | Secondary | 67.50793651 | 0.014813073 |
| 21 | ADAMS | Secondary | 67.50793651 | 0.014813073 |
| 22 | ADAMS | Secondary | 67.50793651 | 0.014813073 |
| 23 | ADAMS | Secondary | 67.50793651 | 0.014813073 |
| 24 | ADAMS | Secondary | 67.50793651 | 0.014813073 |
| 25 | ADAMS | Secondary | 67.50793651 | 0.014813073 |
| 26 | ADAMS | Secondary | 67.50793651 | 0.014813073 |
| 27 | ADAMS | Secondary | 67.50793651 | 0.014813073 |
| 28 | ADAMS | Local | 1215.142857 | 0.000822949 |
| 29 | ADAMS | Local | 1215.142857 | 0.000822949 |
| 30 | ADAMS | Local | 1215.142857 | 0.000822949 |
| 31 | ADAMS | Local | 1215.142857 | 0.000822949 |
| 32 | ADAMS | Local | 1215.142857 | 0.000822949 |
| 33 | ADAMS | Local | 1215.142857 | 0.000822949 |
| 34 | ADAMS | Local | 1215.142857 | 0.000822949 |
| 35 | ADAMS | Local | 1215.142857 | 0.000822949 |
| 36 | ADAMS | Local | 1215.142857 | 0.000822949 |
| 37 | ADAMS | Local | 1215.142857 | 0.000822949 |
| 38 | ADAMS | Local | 1215.142857 | 0.000822949 |

| | | | | |
|---|---|---|---|---|
| 39 | ADAMS | Local | 1215.142857 | 0.000822949 |
| 40 | ADAMS | Local | 1215.142857 | 0.000822949 |
| 41 | ADAMS | Local | 1215.142857 | 0.000822949 |
| 42 | ADAMS | Local | 1215.142857 | 0.000822949 |
| 43 | ADAMS | Local | 1215.142857 | 0.000822949 |
| 44 | ADAMS | Local | 1215.142857 | 0.000822949 |
| 45 | ADAMS | Local | 1215.142857 | 0.000822949 |
| 46 | ADAMS | Local | 1215.142857 | 0.000822949 |
| 47 | ADAMS | Local | 1215.142857 | 0.000822949 |
| 48 | ADAMS | Local | 1215.142857 | 0.000822949 |
| ARAPAHOE | | | | |
| 49 | ARAPAHOE | Primary | 52.78968254 | 0.018943096 |
| 50 | ARAPAHOE | Primary | 52.78968254 | 0.018943096 |
| 51 | ARAPAHOE | Primary | 52.78968254 | 0.018943096 |
| 52 | ARAPAHOE | Primary | 52.78968254 | 0.018943096 |
| 53 | ARAPAHOE | Primary | 52.78968254 | 0.018943096 |
| 54 | ARAPAHOE | Primary | 52.78968254 | 0.018943096 |
| 55 | ARAPAHOE | Secondary | 52.78968254 | 0.018943096 |
| 56 | ARAPAHOE | Secondary | 52.78968254 | 0.018943096 |
| 57 | ARAPAHOE | Secondary | 52.78968254 | 0.018943096 |
| 58 | ARAPAHOE | Secondary | 52.78968254 | 0.018943096 |
| 59 | ARAPAHOE | Secondary | 52.78968254 | 0.018943096 |
| 60 | ARAPAHOE | Secondary | 52.78968254 | 0.018943096 |
| 61 | ARAPAHOE | Secondary | 52.78968254 | 0.018943096 |
| 62 | ARAPAHOE | Secondary | 52.78968254 | 0.018943096 |
| 63 | ARAPAHOE | Secondary | 52.78968254 | 0.018943096 |
| 64 | ARAPAHOE | Secondary | 52.78968254 | 0.018943096 |
| 65 | ARAPAHOE | Secondary | 52.78968254 | 0.018943096 |
| 66 | ARAPAHOE | Secondary | 52.78968254 | 0.018943096 |
| 67 | ARAPAHOE | Secondary | 52.78968254 | 0.018943096 |
| 68 | ARAPAHOE | Secondary | 52.78968254 | 0.018943096 |
| 69 | ARAPAHOE | Secondary | 52.78968254 | 0.018943096 |
| 70 | ARAPAHOE | Secondary | 52.78968254 | 0.018943096 |
| 71 | ARAPAHOE | Secondary | 52.78968254 | 0.018943096 |
| 72 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |
| 73 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |
| 74 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |
| 75 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |
| 76 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |
| 77 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |
| 78 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |
| 79 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |
| 80 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |
| 81 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |
| 82 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |

| | | | | |
|---|---|---|---|---|
| 83 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |
| 84 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |
| 85 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |
| 86 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |
| 87 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |
| 88 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |
| 89 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |
| 90 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |
| 91 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |
| 92 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |
| 93 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |
| 94 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |
| 95 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |
| 96 | ARAPAHOE | Local | 950.2142857 | 0.001052394 |
| BOULDER | | | | |
| 97 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 98 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 99 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 100 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 101 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 102 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 103 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 104 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 105 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 106 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 107 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 108 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 109 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 110 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 111 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 112 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 113 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 114 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 115 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 116 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 117 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 118 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 119 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 120 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 121 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 122 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 123 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 124 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 125 | BOULDER | Secondary | 54.24206349 | 0.018435877 |
| 126 | BOULDER | Local | 976.3571429 | 0.001024215 |

| | | | | |
|---|---|---|---|---|
| 127 | BOULDER | Local | 976.3571429 | 0.001024215 |
| 128 | BOULDER | Local | 976.3571429 | 0.001024215 |
| 129 | BOULDER | Local | 976.3571429 | 0.001024215 |
| 130 | BOULDER | Local | 976.3571429 | 0.001024215 |
| 131 | BOULDER | Local | 976.3571429 | 0.001024215 |
| 132 | BOULDER | Local | 976.3571429 | 0.001024215 |
| 133 | BOULDER | Local | 976.3571429 | 0.001024215 |
| 134 | BOULDER | Local | 976.3571429 | 0.001024215 |
| 135 | BOULDER | Local | 976.3571429 | 0.001024215 |
| 136 | BOULDER | Local | 976.3571429 | 0.001024215 |
| 137 | BOULDER | Local | 976.3571429 | 0.001024215 |
| 138 | BOULDER | Local | 976.3571429 | 0.001024215 |
| 139 | BOULDER | Local | 976.3571429 | 0.001024215 |
| 140 | BOULDER | Local | 976.3571429 | 0.001024215 |
| 141 | BOULDER | Local | 976.3571429 | 0.001024215 |
| 142 | BOULDER | Local | 976.3571429 | 0.001024215 |
| 143 | BOULDER | Local | 976.3571429 | 0.001024215 |
| 144 | BOULDER | Local | 976.3571429 | 0.001024215 |
| CHAFFEE | | | | |
| 145 | CHAFFEE | Secondary | 42.21428571 | 0.023688663 |
| 146 | CHAFFEE | Secondary | 42.21428571 | 0.023688663 |
| 147 | CHAFFEE | Secondary | 42.21428571 | 0.023688663 |
| 148 | CHAFFEE | Secondary | 42.21428571 | 0.023688663 |
| 149 | CHAFFEE | Secondary | 42.21428571 | 0.023688663 |
| 150 | CHAFFEE | Secondary | 42.21428571 | 0.023688663 |
| 151 | CHAFFEE | Secondary | 42.21428571 | 0.023688663 |
| 152 | CHAFFEE | Secondary | 42.21428571 | 0.023688663 |
| 153 | CHAFFEE | Secondary | 42.21428571 | 0.023688663 |
| 154 | CHAFFEE | Secondary | 42.21428571 | 0.023688663 |
| 155 | CHAFFEE | Secondary | 42.21428571 | 0.023688663 |
| 156 | CHAFFEE | Secondary | 42.21428571 | 0.023688663 |
| COSTILLA | | | | |
| 157 | COSTILLA | Secondary | 24.78571429 | 0.040345821 |
| 158 | COSTILLA | Secondary | 24.78571429 | 0.040345821 |
| 159 | COSTILLA | Secondary | 24.78571429 | 0.040345821 |
| 160 | COSTILLA | Secondary | 24.78571429 | 0.040345821 |
| 161 | COSTILLA | Secondary | 24.78571429 | 0.040345821 |
| 162 | COSTILLA | Secondary | 24.78571429 | 0.040345821 |
| 163 | COSTILLA | Secondary | 24.78571429 | 0.040345821 |
| 164 | COSTILLA | Secondary | 24.78571429 | 0.040345821 |
| 165 | COSTILLA | Secondary | 24.78571429 | 0.040345821 |
| 166 | COSTILLA | Secondary | 24.78571429 | 0.040345821 |
| 167 | COSTILLA | Secondary | 24.78571429 | 0.040345821 |
| 168 | COSTILLA | Secondary | 24.78571429 | 0.040345821 |
| DELTA | | | | |

| | | | | |
|---|---|---|---|---|
| 169 | DELTA | Secondary | 50.21428571 | 0.019914651 |
| 170 | DELTA | Secondary | 50.21428571 | 0.019914651 |
| 171 | DELTA | Secondary | 50.21428571 | 0.019914651 |
| 172 | DELTA | Secondary | 50.21428571 | 0.019914651 |
| 173 | DELTA | Secondary | 50.21428571 | 0.019914651 |
| 174 | DELTA | Secondary | 50.21428571 | 0.019914651 |
| 175 | DELTA | Secondary | 50.21428571 | 0.019914651 |
| 176 | DELTA | Secondary | 50.21428571 | 0.019914651 |
| 177 | DELTA | Secondary | 50.21428571 | 0.019914651 |
| 178 | DELTA | Secondary | 50.21428571 | 0.019914651 |
| 179 | DELTA | Secondary | 50.21428571 | 0.019914651 |
| 180 | DELTA | Secondary | 50.21428571 | 0.019914651 |
| DENVER | | | | |
| 181 | DENVER | Primary | 59.43849206 | 0.016824115 |
| 182 | DENVER | Primary | 59.43849206 | 0.016824115 |
| 183 | DENVER | Primary | 59.43849206 | 0.016824115 |
| 184 | DENVER | Primary | 59.43849206 | 0.016824115 |
| 185 | DENVER | Primary | 59.43849206 | 0.016824115 |
| 186 | DENVER | Primary | 59.43849206 | 0.016824115 |
| 187 | DENVER | Primary | 59.43849206 | 0.016824115 |
| 188 | DENVER | Primary | 59.43849206 | 0.016824115 |
| 189 | DENVER | Primary | 59.43849206 | 0.016824115 |
| 190 | DENVER | Secondary | 59.43849206 | 0.016824115 |
| 191 | DENVER | Secondary | 59.43849206 | 0.016824115 |
| 192 | DENVER | Secondary | 59.43849206 | 0.016824115 |
| 193 | DENVER | Secondary | 59.43849206 | 0.016824115 |
| 194 | DENVER | Secondary | 59.43849206 | 0.016824115 |
| 195 | DENVER | Secondary | 59.43849206 | 0.016824115 |
| 196 | DENVER | Secondary | 59.43849206 | 0.016824115 |
| 197 | DENVER | Secondary | 59.43849206 | 0.016824115 |
| 198 | DENVER | Secondary | 59.43849206 | 0.016824115 |
| 199 | DENVER | Secondary | 59.43849206 | 0.016824115 |
| 200 | DENVER | Secondary | 59.43849206 | 0.016824115 |
| 201 | DENVER | Secondary | 59.43849206 | 0.016824115 |
| 202 | DENVER | Secondary | 59.43849206 | 0.016824115 |
| 203 | DENVER | Secondary | 59.43849206 | 0.016824115 |
| 204 | DENVER | Secondary | 59.43849206 | 0.016824115 |
| 205 | DENVER | Secondary | 59.43849206 | 0.016824115 |
| 206 | DENVER | Secondary | 59.43849206 | 0.016824115 |
| 207 | DENVER | Local | 1069.892857 | 0.000934673 |
| 208 | DENVER | Local | 1069.892857 | 0.000934673 |
| 209 | DENVER | Local | 1069.892857 | 0.000934673 |
| 210 | DENVER | Local | 1069.892857 | 0.000934673 |
| 211 | DENVER | Local | 1069.892857 | 0.000934673 |
| 212 | DENVER | Local | 1069.892857 | 0.000934673 |

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|---|---|---|---|---|
| 213 | DENVER | Local | 1069.892857 | 0.000934673 |
| 214 | DENVER | Local | 1069.892857 | 0.000934673 |
| 215 | DENVER | Local | 1069.892857 | 0.000934673 |
| 216 | DENVER | Local | 1069.892857 | 0.000934673 |
| 217 | DENVER | Local | 1069.892857 | 0.000934673 |
| 218 | DENVER | Local | 1069.892857 | 0.000934673 |
| 219 | DENVER | Local | 1069.892857 | 0.000934673 |
| 220 | DENVER | Local | 1069.892857 | 0.000934673 |
| 221 | DENVER | Local | 1069.892857 | 0.000934673 |
| 222 | DENVER | Local | 1069.892857 | 0.000934673 |
| 223 | DENVER | Local | 1069.892857 | 0.000934673 |
| 224 | DENVER | Local | 1069.892857 | 0.000934673 |
| 225 | DENVER | Local | 1069.892857 | 0.000934673 |
| 226 | DENVER | Local | 1069.892857 | 0.000934673 |
| 227 | DENVER | Local | 1069.892857 | 0.000934673 |
| 228 | DENVER | Local | 1069.892857 | 0.000934673 |
| DOUGLAS | | | | |
| 229 | DOUGLAS | Primary | 35.50198413 | 0.02816744 |
| 230 | DOUGLAS | Primary | 35.50198413 | 0.02816744 |
| 231 | DOUGLAS | Primary | 35.50198413 | 0.02816744 |
| 232 | DOUGLAS | Primary | 35.50198413 | 0.02816744 |
| 233 | DOUGLAS | Primary | 35.50198413 | 0.02816744 |
| 234 | DOUGLAS | Primary | 35.50198413 | 0.02816744 |
| 235 | DOUGLAS | Primary | 35.50198413 | 0.02816744 |
| 236 | DOUGLAS | Primary | 35.50198413 | 0.02816744 |
| 237 | DOUGLAS | Secondary | 35.50198413 | 0.02816744 |
| 238 | DOUGLAS | Secondary | 35.50198413 | 0.02816744 |
| 239 | DOUGLAS | Secondary | 35.50198413 | 0.02816744 |
| 240 | DOUGLAS | Secondary | 35.50198413 | 0.02816744 |
| 241 | DOUGLAS | Secondary | 35.50198413 | 0.02816744 |
| 242 | DOUGLAS | Secondary | 35.50198413 | 0.02816744 |
| 243 | DOUGLAS | Secondary | 35.50198413 | 0.02816744 |
| 244 | DOUGLAS | Secondary | 35.50198413 | 0.02816744 |
| 245 | DOUGLAS | Secondary | 35.50198413 | 0.02816744 |
| 246 | DOUGLAS | Secondary | 35.50198413 | 0.02816744 |
| 247 | DOUGLAS | Secondary | 35.50198413 | 0.02816744 |
| 248 | DOUGLAS | Secondary | 35.50198413 | 0.02816744 |
| 249 | DOUGLAS | Secondary | 35.50198413 | 0.02816744 |
| 250 | DOUGLAS | Secondary | 35.50198413 | 0.02816744 |
| 251 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| 252 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| 253 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| 254 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| 255 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| 256 | DOUGLAS | Local | 639.0357143 | 0.001564858 |

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|---|---|---|---|---|
| 257 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| 258 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| 259 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| 260 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| 261 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| 262 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| 263 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| 264 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| 265 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| 266 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| 267 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| 268 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| 269 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| 270 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| 271 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| 272 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| 273 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| 274 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| 275 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| 276 | DOUGLAS | Local | 639.0357143 | 0.001564858 |
| EAGLE | | | | |
| 277 | EAGLE | Primary | 71.85714286 | 0.013916501 |
| 278 | EAGLE | Primary | 71.85714286 | 0.013916501 |
| 279 | EAGLE | Primary | 71.85714286 | 0.013916501 |
| 280 | EAGLE | Primary | 71.85714286 | 0.013916501 |
| 281 | EAGLE | Primary | 71.85714286 | 0.013916501 |
| 282 | EAGLE | Secondary | 71.85714286 | 0.013916501 |
| 283 | EAGLE | Secondary | 71.85714286 | 0.013916501 |
| 284 | EAGLE | Secondary | 71.85714286 | 0.013916501 |
| 285 | EAGLE | Secondary | 71.85714286 | 0.013916501 |
| 286 | EAGLE | Secondary | 71.85714286 | 0.013916501 |
| 287 | EAGLE | Secondary | 71.85714286 | 0.013916501 |
| 288 | EAGLE | Secondary | 71.85714286 | 0.013916501 |
| EL PASO | | | | |
| 289 | EL PASO | Primary | 81.39285714 | 0.01228609 |
| 290 | EL PASO | Primary | 81.39285714 | 0.01228609 |
| 291 | EL PASO | Primary | 81.39285714 | 0.01228609 |
| 292 | EL PASO | Secondary | 81.39285714 | 0.01228609 |
| 293 | EL PASO | Secondary | 81.39285714 | 0.01228609 |
| 294 | EL PASO | Secondary | 81.39285714 | 0.01228609 |
| 295 | EL PASO | Secondary | 81.39285714 | 0.01228609 |
| 296 | EL PASO | Secondary | 81.39285714 | 0.01228609 |
| 297 | EL PASO | Secondary | 81.39285714 | 0.01228609 |
| 298 | EL PASO | Secondary | 81.39285714 | 0.01228609 |
| 299 | EL PASO | Secondary | 81.39285714 | 0.01228609 |

| | | | | |
|---|---|---|---|---|
| 300 | EL PASO | Secondary | 81.39285714 | 0.01228609 |
| 301 | EL PASO | Secondary | 81.39285714 | 0.01228609 |
| 302 | EL PASO | Secondary | 81.39285714 | 0.01228609 |
| 303 | EL PASO | Secondary | 81.39285714 | 0.01228609 |
| 304 | EL PASO | Secondary | 81.39285714 | 0.01228609 |
| 305 | EL PASO | Secondary | 81.39285714 | 0.01228609 |
| 306 | EL PASO | Secondary | 81.39285714 | 0.01228609 |
| 307 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 308 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 309 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 310 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 311 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 312 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 313 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 314 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 315 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 316 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 317 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 318 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 319 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 320 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 321 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 322 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 323 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 324 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 325 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 326 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 327 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 328 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 329 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 330 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 331 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 332 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 333 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 334 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 335 | EL PASO | Local | 1465.071429 | 0.000682561 |
| 336 | EL PASO | Local | 1465.071429 | 0.000682561 |
| FREMONT | | | | |
| 337 | FREMONT | Secondary | 58.21428571 | 0.017177914 |
| 338 | FREMONT | Secondary | 58.21428571 | 0.017177914 |
| 339 | FREMONT | Secondary | 58.21428571 | 0.017177914 |
| 340 | FREMONT | Secondary | 58.21428571 | 0.017177914 |
| 341 | FREMONT | Secondary | 58.21428571 | 0.017177914 |
| 342 | FREMONT | Secondary | 58.21428571 | 0.017177914 |
| 343 | FREMONT | Secondary | 58.21428571 | 0.017177914 |

| | | | | |
|---|---|---|---|---|
| 344 | FREMONT | Secondary | 58.21428571 | 0.017177914 |
| 345 | FREMONT | Secondary | 58.21428571 | 0.017177914 |
| 346 | FREMONT | Secondary | 58.21428571 | 0.017177914 |
| 347 | FREMONT | Secondary | 58.21428571 | 0.017177914 |
| 348 | FREMONT | Secondary | 58.21428571 | 0.017177914 |
| GARFIELD | | | | |
| 349 | GARFIELD | Primary | 87 | 0.011494253 |
| 350 | GARFIELD | Primary | 87 | 0.011494253 |
| 351 | GARFIELD | Primary | 87 | 0.011494253 |
| 352 | GARFIELD | Primary | 87 | 0.011494253 |
| 353 | GARFIELD | Secondary | 87 | 0.011494253 |
| 354 | GARFIELD | Secondary | 87 | 0.011494253 |
| 355 | GARFIELD | Secondary | 87 | 0.011494253 |
| 356 | GARFIELD | Secondary | 87 | 0.011494253 |
| 357 | GARFIELD | Secondary | 87 | 0.011494253 |
| 358 | GARFIELD | Secondary | 87 | 0.011494253 |
| 359 | GARFIELD | Secondary | 87 | 0.011494253 |
| 360 | GARFIELD | Secondary | 87 | 0.011494253 |
| GRAND | | | | |
| 361 | GRAND | Secondary | 46.78571429 | 0.021374046 |
| 362 | GRAND | Secondary | 46.78571429 | 0.021374046 |
| 363 | GRAND | Secondary | 46.78571429 | 0.021374046 |
| 364 | GRAND | Secondary | 46.78571429 | 0.021374046 |
| 365 | GRAND | Secondary | 46.78571429 | 0.021374046 |
| 366 | GRAND | Secondary | 46.78571429 | 0.021374046 |
| 367 | GRAND | Secondary | 46.78571429 | 0.021374046 |
| 368 | GRAND | Secondary | 46.78571429 | 0.021374046 |
| 369 | GRAND | Secondary | 46.78571429 | 0.021374046 |
| 370 | GRAND | Secondary | 46.78571429 | 0.021374046 |
| 371 | GRAND | Secondary | 46.78571429 | 0.021374046 |
| 372 | GRAND | Secondary | 46.78571429 | 0.021374046 |
| JEFFERSON | | | | |
| 373 | JEFFERSON | Primary | 75.86210317 | 0.013181812 |
| 374 | JEFFERSON | Primary | 75.86210317 | 0.013181812 |
| 375 | JEFFERSON | Primary | 75.86210317 | 0.013181812 |
| 376 | JEFFERSON | Primary | 75.86210317 | 0.013181812 |
| 377 | JEFFERSON | Primary | 75.86210317 | 0.013181812 |
| 378 | JEFFERSON | Primary | 75.86210317 | 0.013181812 |
| 379 | JEFFERSON | Primary | 75.86210317 | 0.013181812 |
| 380 | JEFFERSON | Primary | 75.86210317 | 0.013181812 |
| 381 | JEFFERSON | Primary | 75.86210317 | 0.013181812 |
| 382 | JEFFERSON | Primary | 75.86210317 | 0.013181812 |
| 383 | JEFFERSON | Secondary | 75.86210317 | 0.013181812 |
| 384 | JEFFERSON | Secondary | 75.86210317 | 0.013181812 |
| 385 | JEFFERSON | Secondary | 75.86210317 | 0.013181812 |

| | | | | |
|---|---|---|---|---|
| 386 | JEFFERSON | Secondary | 75.86210317 | 0.013181812 |
| 387 | JEFFERSON | Secondary | 75.86210317 | 0.013181812 |
| 388 | JEFFERSON | Secondary | 75.86210317 | 0.013181812 |
| 389 | JEFFERSON | Secondary | 75.86210317 | 0.013181812 |
| 390 | JEFFERSON | Secondary | 75.86210317 | 0.013181812 |
| 391 | JEFFERSON | Secondary | 75.86210317 | 0.013181812 |
| 392 | JEFFERSON | Secondary | 75.86210317 | 0.013181812 |
| 393 | JEFFERSON | Secondary | 75.86210317 | 0.013181812 |
| 394 | JEFFERSON | Secondary | 75.86210317 | 0.013181812 |
| 395 | JEFFERSON | Secondary | 75.86210317 | 0.013181812 |
| 396 | JEFFERSON | Secondary | 75.86210317 | 0.013181812 |
| 397 | JEFFERSON | Secondary | 75.86210317 | 0.013181812 |
| 398 | JEFFERSON | Secondary | 75.86210317 | 0.013181812 |
| 399 | JEFFERSON | Secondary | 75.86210317 | 0.013181812 |
| 400 | JEFFERSON | Local | 1365.517857 | 0.000732323 |
| 401 | JEFFERSON | Local | 1365.517857 | 0.000732323 |
| 402 | JEFFERSON | Local | 1365.517857 | 0.000732323 |
| 403 | JEFFERSON | Local | 1365.517857 | 0.000732323 |
| 404 | JEFFERSON | Local | 1365.517857 | 0.000732323 |
| 405 | JEFFERSON | Local | 1365.517857 | 0.000732323 |
| 406 | JEFFERSON | Local | 1365.517857 | 0.000732323 |
| 407 | JEFFERSON | Local | 1365.517857 | 0.000732323 |
| 408 | JEFFERSON | Local | 1365.517857 | 0.000732323 |
| 409 | JEFFERSON | Local | 1365.517857 | 0.000732323 |
| 410 | JEFFERSON | Local | 1365.517857 | 0.000732323 |
| 411 | JEFFERSON | Local | 1365.517857 | 0.000732323 |
| 412 | JEFFERSON | Local | 1365.517857 | 0.000732323 |
| 413 | JEFFERSON | Local | 1365.517857 | 0.000732323 |
| 414 | JEFFERSON | Local | 1365.517857 | 0.000732323 |
| 415 | JEFFERSON | Local | 1365.517857 | 0.000732323 |
| 416 | JEFFERSON | Local | 1365.517857 | 0.000732323 |
| 417 | JEFFERSON | Local | 1365.517857 | 0.000732323 |
| 418 | JEFFERSON | Local | 1365.517857 | 0.000732323 |
| 419 | JEFFERSON | Local | 1365.517857 | 0.000732323 |
| 420 | JEFFERSON | Local | 1365.517857 | 0.000732323 |
| LA PLATA | | | | |
| 421 | LA PLATA | Secondary | 73.42857143 | 0.013618677 |
| 422 | LA PLATA | Secondary | 73.42857143 | 0.013618677 |
| 423 | LA PLATA | Secondary | 73.42857143 | 0.013618677 |
| 424 | LA PLATA | Secondary | 73.42857143 | 0.013618677 |
| 425 | LA PLATA | Secondary | 73.42857143 | 0.013618677 |
| 426 | LA PLATA | Secondary | 73.42857143 | 0.013618677 |
| 427 | LA PLATA | Secondary | 73.42857143 | 0.013618677 |
| 428 | LA PLATA | Secondary | 73.42857143 | 0.013618677 |
| 429 | LA PLATA | Secondary | 73.42857143 | 0.013618677 |

| | | | | |
|---|---|---|---|---|
| 430 | LA PLATA | Secondary | 73.42857143 | 0.013618677 |
| 431 | LA PLATA | Secondary | 73.42857143 | 0.013618677 |
| 432 | LA PLATA | Secondary | 73.42857143 | 0.013618677 |
| LARIMER | | | | |
| 433 | LARIMER | Primary | 70.41269841 | 0.014201984 |
| 434 | LARIMER | Primary | 70.41269841 | 0.014201984 |
| 435 | LARIMER | Primary | 70.41269841 | 0.014201984 |
| 436 | LARIMER | Primary | 70.41269841 | 0.014201984 |
| 437 | LARIMER | Secondary | 70.41269841 | 0.014201984 |
| 438 | LARIMER | Secondary | 70.41269841 | 0.014201984 |
| 439 | LARIMER | Secondary | 70.41269841 | 0.014201984 |
| 440 | LARIMER | Secondary | 70.41269841 | 0.014201984 |
| 441 | LARIMER | Secondary | 70.41269841 | 0.014201984 |
| 442 | LARIMER | Secondary | 70.41269841 | 0.014201984 |
| 443 | LARIMER | Secondary | 70.41269841 | 0.014201984 |
| 444 | LARIMER | Secondary | 70.41269841 | 0.014201984 |
| 445 | LARIMER | Secondary | 70.41269841 | 0.014201984 |
| 446 | LARIMER | Secondary | 70.41269841 | 0.014201984 |
| 447 | LARIMER | Secondary | 70.41269841 | 0.014201984 |
| 448 | LARIMER | Secondary | 70.41269841 | 0.014201984 |
| 449 | LARIMER | Secondary | 70.41269841 | 0.014201984 |
| 450 | LARIMER | Secondary | 70.41269841 | 0.014201984 |
| 451 | LARIMER | Secondary | 70.41269841 | 0.014201984 |
| 452 | LARIMER | Secondary | 70.41269841 | 0.014201984 |
| 453 | LARIMER | Secondary | 70.41269841 | 0.014201984 |
| 454 | LARIMER | Secondary | 70.41269841 | 0.014201984 |
| 455 | LARIMER | Secondary | 70.41269841 | 0.014201984 |
| 456 | LARIMER | Secondary | 70.41269841 | 0.014201984 |
| 457 | LARIMER | Secondary | 70.41269841 | 0.014201984 |
| 458 | LARIMER | Secondary | 70.41269841 | 0.014201984 |
| 459 | LARIMER | Secondary | 70.41269841 | 0.014201984 |
| 460 | LARIMER | Secondary | 70.41269841 | 0.014201984 |
| 461 | LARIMER | Local | 1267.428571 | 0.000788999 |
| 462 | LARIMER | Local | 1267.428571 | 0.000788999 |
| 463 | LARIMER | Local | 1267.428571 | 0.000788999 |
| 464 | LARIMER | Local | 1267.428571 | 0.000788999 |
| 465 | LARIMER | Local | 1267.428571 | 0.000788999 |
| 466 | LARIMER | Local | 1267.428571 | 0.000788999 |
| 467 | LARIMER | Local | 1267.428571 | 0.000788999 |
| 468 | LARIMER | Local | 1267.428571 | 0.000788999 |
| 469 | LARIMER | Local | 1267.428571 | 0.000788999 |
| 470 | LARIMER | Local | 1267.428571 | 0.000788999 |
| 471 | LARIMER | Local | 1267.428571 | 0.000788999 |
| 472 | LARIMER | Local | 1267.428571 | 0.000788999 |
| 474 | LARIMER | Local | 1267.428571 | 0.000788999 |

| | | | | |
|---|---|---|---|---|
| 475 | LARIMER | Local | 1267.428571 | 0.000788999 |
| 476 | LARIMER | Local | 1267.428571 | 0.000788999 |
| 477 | LARIMER | Local | 1267.428571 | 0.000788999 |
| 478 | LARIMER | Local | 1267.428571 | 0.000788999 |
| 820 | LARIMER | Local | 1267.428571 | 0.000788999 |
| 823 | LARIMER | Local | 1267.428571 | 0.000788999 |
| 824 | LARIMER | Local | 1267.428571 | 0.000788999 |
| LAS ANIMAS | | | | |
| 481 | LAS ANIMAS | Primary | 59.21428571 | 0.016887817 |
| 482 | LAS ANIMAS | Primary | 59.21428571 | 0.016887817 |
| 483 | LAS ANIMAS | Secondary | 59.21428571 | 0.016887817 |
| 484 | LAS ANIMAS | Secondary | 59.21428571 | 0.016887817 |
| 485 | LAS ANIMAS | Secondary | 59.21428571 | 0.016887817 |
| 486 | LAS ANIMAS | Secondary | 59.21428571 | 0.016887817 |
| 487 | LAS ANIMAS | Secondary | 59.21428571 | 0.016887817 |
| 488 | LAS ANIMAS | Secondary | 59.21428571 | 0.016887817 |
| 489 | LAS ANIMAS | Secondary | 59.21428571 | 0.016887817 |
| 490 | LAS ANIMAS | Secondary | 59.21428571 | 0.016887817 |
| 491 | LAS ANIMAS | Secondary | 59.21428571 | 0.016887817 |
| 492 | LAS ANIMAS | Secondary | 59.21428571 | 0.016887817 |
| LOGAN | | | | |
| 493 | LOGAN | Primary | 47.64285714 | 0.020989505 |
| 494 | LOGAN | Primary | 47.64285714 | 0.020989505 |
| 495 | LOGAN | Secondary | 47.64285714 | 0.020989505 |
| 496 | LOGAN | Secondary | 47.64285714 | 0.020989505 |
| 497 | LOGAN | Secondary | 47.64285714 | 0.020989505 |
| 498 | LOGAN | Secondary | 47.64285714 | 0.020989505 |
| 499 | LOGAN | Secondary | 47.64285714 | 0.020989505 |
| 500 | LOGAN | Secondary | 47.64285714 | 0.020989505 |
| 501 | LOGAN | Secondary | 47.64285714 | 0.020989505 |
| 502 | LOGAN | Secondary | 47.64285714 | 0.020989505 |
| 503 | LOGAN | Secondary | 47.64285714 | 0.020989505 |
| 504 | LOGAN | Secondary | 47.64285714 | 0.020989505 |
| MESA | | | | |
| 505 | MESA | Primary | 44.69246032 | 0.022375139 |
| 506 | MESA | Primary | 44.69246032 | 0.022375139 |
| 507 | MESA | Primary | 44.69246032 | 0.022375139 |
| 508 | MESA | Primary | 44.69246032 | 0.022375139 |
| 509 | MESA | Primary | 44.69246032 | 0.022375139 |
| 510 | MESA | Primary | 44.69246032 | 0.022375139 |
| 511 | MESA | Primary | 44.69246032 | 0.022375139 |
| 512 | MESA | Primary | 44.69246032 | 0.022375139 |
| 513 | MESA | Primary | 44.69246032 | 0.022375139 |
| 514 | MESA | Secondary | 44.69246032 | 0.022375139 |
| 515 | MESA | Secondary | 44.69246032 | 0.022375139 |

| | | | | |
|---|---|---|---|---|
| 516 | MESA | Secondary | 44.69246032 | 0.022375139 |
| 517 | MESA | Secondary | 44.69246032 | 0.022375139 |
| 518 | MESA | Secondary | 44.69246032 | 0.022375139 |
| 519 | MESA | Secondary | 44.69246032 | 0.022375139 |
| 520 | MESA | Secondary | 44.69246032 | 0.022375139 |
| 521 | MESA | Secondary | 44.69246032 | 0.022375139 |
| 522 | MESA | Secondary | 44.69246032 | 0.022375139 |
| 523 | MESA | Secondary | 44.69246032 | 0.022375139 |
| 524 | MESA | Secondary | 44.69246032 | 0.022375139 |
| 525 | MESA | Secondary | 44.69246032 | 0.022375139 |
| 526 | MESA | Secondary | 44.69246032 | 0.022375139 |
| 527 | MESA | Secondary | 44.69246032 | 0.022375139 |
| 528 | MESA | Secondary | 44.69246032 | 0.022375139 |
| 529 | MESA | Secondary | 44.69246032 | 0.022375139 |
| 530 | MESA | Secondary | 44.69246032 | 0.022375139 |
| 531 | MESA | Secondary | 44.69246032 | 0.022375139 |
| 532 | MESA | Secondary | 44.69246032 | 0.022375139 |
| 533 | MESA | Secondary | 44.69246032 | 0.022375139 |
| 534 | MESA | Secondary | 44.69246032 | 0.022375139 |
| 535 | MESA | Secondary | 44.69246032 | 0.022375139 |
| 536 | MESA | Secondary | 44.69246032 | 0.022375139 |
| 538 | MESA | Local | 804.4642857 | 0.001243063 |
| 539 | MESA | Local | 804.4642857 | 0.001243063 |
| 540 | MESA | Local | 804.4642857 | 0.001243063 |
| 541 | MESA | Local | 804.4642857 | 0.001243063 |
| 542 | MESA | Local | 804.4642857 | 0.001243063 |
| 543 | MESA | Local | 804.4642857 | 0.001243063 |
| 544 | MESA | Local | 804.4642857 | 0.001243063 |
| 545 | MESA | Local | 804.4642857 | 0.001243063 |
| 546 | MESA | Local | 804.4642857 | 0.001243063 |
| 547 | MESA | Local | 804.4642857 | 0.001243063 |
| 548 | MESA | Local | 804.4642857 | 0.001243063 |
| 549 | MESA | Local | 804.4642857 | 0.001243063 |
| 550 | MESA | Local | 804.4642857 | 0.001243063 |
| 551 | MESA | Local | 804.4642857 | 0.001243063 |
| 552 | MESA | Local | 804.4642857 | 0.001243063 |
| 834 | MESA | Local | 804.4642857 | 0.001243063 |
| MONTEZUMA | | | | |
| 553 | MONTEZUMA | Secondary | 76.28571429 | 0.013108614 |
| 554 | MONTEZUMA | Secondary | 76.28571429 | 0.013108614 |
| 555 | MONTEZUMA | Secondary | 76.28571429 | 0.013108614 |
| 556 | MONTEZUMA | Secondary | 76.28571429 | 0.013108614 |
| 557 | MONTEZUMA | Secondary | 76.28571429 | 0.013108614 |
| 558 | MONTEZUMA | Secondary | 76.28571429 | 0.013108614 |
| 559 | MONTEZUMA | Secondary | 76.28571429 | 0.013108614 |

| | | | | |
|---|---|---|---|---|
| 560 | MONTEZUMA | Secondary | 76.28571429 | 0.013108614 |
| 561 | MONTEZUMA | Secondary | 76.28571429 | 0.013108614 |
| 562 | MONTEZUMA | Secondary | 76.28571429 | 0.013108614 |
| 563 | MONTEZUMA | Secondary | 76.28571429 | 0.013108614 |
| 564 | MONTEZUMA | Secondary | 76.28571429 | 0.013108614 |
| MONTROSE | | | | |
| 565 | MONTROSE | Secondary | 65.92857143 | 0.015167931 |
| 566 | MONTROSE | Secondary | 65.92857143 | 0.015167931 |
| 567 | MONTROSE | Secondary | 65.92857143 | 0.015167931 |
| 568 | MONTROSE | Secondary | 65.92857143 | 0.015167931 |
| 569 | MONTROSE | Secondary | 65.92857143 | 0.015167931 |
| 570 | MONTROSE | Secondary | 65.92857143 | 0.015167931 |
| 571 | MONTROSE | Secondary | 65.92857143 | 0.015167931 |
| 572 | MONTROSE | Secondary | 65.92857143 | 0.015167931 |
| 573 | MONTROSE | Secondary | 65.92857143 | 0.015167931 |
| 574 | MONTROSE | Secondary | 65.92857143 | 0.015167931 |
| 575 | MONTROSE | Secondary | 65.92857143 | 0.015167931 |
| 576 | MONTROSE | Secondary | 65.92857143 | 0.015167931 |
| MORGAN | | | | |
| 577 | MORGAN | Primary | 54.85714286 | 0.018229167 |
| 578 | MORGAN | Primary | 54.85714286 | 0.018229167 |
| 579 | MORGAN | Primary | 54.85714286 | 0.018229167 |
| 580 | MORGAN | Secondary | 54.85714286 | 0.018229167 |
| 581 | MORGAN | Secondary | 54.85714286 | 0.018229167 |
| 582 | MORGAN | Secondary | 54.85714286 | 0.018229167 |
| 583 | MORGAN | Secondary | 54.85714286 | 0.018229167 |
| 584 | MORGAN | Secondary | 54.85714286 | 0.018229167 |
| 585 | MORGAN | Secondary | 54.85714286 | 0.018229167 |
| 586 | MORGAN | Secondary | 54.85714286 | 0.018229167 |
| 587 | MORGAN | Secondary | 54.85714286 | 0.018229167 |
| 588 | MORGAN | Secondary | 54.85714286 | 0.018229167 |
| OTERO | | | | |
| 589 | OTERO | Secondary | 89.64285714 | 0.011155378 |
| 590 | OTERO | Secondary | 89.64285714 | 0.011155378 |
| 591 | OTERO | Secondary | 89.64285714 | 0.011155378 |
| 592 | OTERO | Secondary | 89.64285714 | 0.011155378 |
| 593 | OTERO | Secondary | 89.64285714 | 0.011155378 |
| 594 | OTERO | Secondary | 89.64285714 | 0.011155378 |
| 595 | OTERO | Secondary | 89.64285714 | 0.011155378 |
| 596 | OTERO | Secondary | 89.64285714 | 0.011155378 |
| 597 | OTERO | Secondary | 89.64285714 | 0.011155378 |
| 598 | OTERO | Secondary | 89.64285714 | 0.011155378 |
| 599 | OTERO | Secondary | 89.64285714 | 0.011155378 |
| 600 | OTERO | Secondary | 89.64285714 | 0.011155378 |
| PARK | | | | |

| | | | | |
|---|---|---|---|---|
| 601 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 602 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 603 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 604 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 605 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 606 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 607 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 608 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 609 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 610 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 611 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 612 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 613 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 614 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 615 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 616 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 617 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 618 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 619 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 620 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 621 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 622 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 623 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 624 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 625 | PARK | Secondary | 22.23214286 | 0.04497992 |
| 626 | PARK | Local | 400.1785714 | 0.002498884 |
| 627 | PARK | Local | 400.1785714 | 0.002498884 |
| 628 | PARK | Local | 400.1785714 | 0.002498884 |
| 630 | PARK | Local | 400.1785714 | 0.002498884 |
| 631 | PARK | Local | 400.1785714 | 0.002498884 |
| 632 | PARK | Local | 400.1785714 | 0.002498884 |
| 633 | PARK | Local | 400.1785714 | 0.002498884 |
| 635 | PARK | Local | 400.1785714 | 0.002498884 |
| 636 | PARK | Local | 400.1785714 | 0.002498884 |
| 637 | PARK | Local | 400.1785714 | 0.002498884 |
| 638 | PARK | Local | 400.1785714 | 0.002498884 |
| 639 | PARK | Local | 400.1785714 | 0.002498884 |
| 640 | PARK | Local | 400.1785714 | 0.002498884 |
| 641 | PARK | Local | 400.1785714 | 0.002498884 |
| 642 | PARK | Local | 400.1785714 | 0.002498884 |
| 643 | PARK | Local | 400.1785714 | 0.002498884 |
| 644 | PARK | Local | 400.1785714 | 0.002498884 |
| 645 | PARK | Local | 400.1785714 | 0.002498884 |
| 646 | PARK | Local | 400.1785714 | 0.002498884 |
| 647 | PARK | Local | 400.1785714 | 0.002498884 |

| | | | | |
|---|---|---|---|---|
| 648 | PARK | Local | 400.1785714 | 0.002498884 |
| 849 | PARK | Local | 400.1785714 | 0.002498884 |
| 851 | PARK | Local | 400.1785714 | 0.002498884 |
| PUEBLO | | | | |
| 649 | PUEBLO | Primary | 49.8234127 | 0.020070885 |
| 650 | PUEBLO | Primary | 49.8234127 | 0.020070885 |
| 651 | PUEBLO | Primary | 49.8234127 | 0.020070885 |
| 652 | PUEBLO | Primary | 49.8234127 | 0.020070885 |
| 653 | PUEBLO | Primary | 49.8234127 | 0.020070885 |
| 654 | PUEBLO | Primary | 49.8234127 | 0.020070885 |
| 655 | PUEBLO | Primary | 49.8234127 | 0.020070885 |
| 656 | PUEBLO | Primary | 49.8234127 | 0.020070885 |
| 657 | PUEBLO | Secondary | 49.8234127 | 0.020070885 |
| 658 | PUEBLO | Secondary | 49.8234127 | 0.020070885 |
| 659 | PUEBLO | Secondary | 49.8234127 | 0.020070885 |
| 660 | PUEBLO | Secondary | 49.8234127 | 0.020070885 |
| 661 | PUEBLO | Secondary | 49.8234127 | 0.020070885 |
| 662 | PUEBLO | Secondary | 49.8234127 | 0.020070885 |
| 663 | PUEBLO | Secondary | 49.8234127 | 0.020070885 |
| 664 | PUEBLO | Secondary | 49.8234127 | 0.020070885 |
| 665 | PUEBLO | Secondary | 49.8234127 | 0.020070885 |
| 666 | PUEBLO | Secondary | 49.8234127 | 0.020070885 |
| 667 | PUEBLO | Secondary | 49.8234127 | 0.020070885 |
| 668 | PUEBLO | Secondary | 49.8234127 | 0.020070885 |
| 669 | PUEBLO | Secondary | 49.8234127 | 0.020070885 |
| 670 | PUEBLO | Secondary | 49.8234127 | 0.020070885 |
| 671 | PUEBLO | Secondary | 49.8234127 | 0.020070885 |
| 672 | PUEBLO | Secondary | 49.8234127 | 0.020070885 |
| 673 | PUEBLO | Secondary | 49.8234127 | 0.020070885 |
| 674 | PUEBLO | Secondary | 49.8234127 | 0.020070885 |
| 675 | PUEBLO | Secondary | 49.8234127 | 0.020070885 |
| 676 | PUEBLO | Secondary | 49.8234127 | 0.020070885 |
| 677 | PUEBLO | Secondary | 49.8234127 | 0.020070885 |
| 678 | PUEBLO | Secondary | 49.8234127 | 0.020070885 |
| 679 | PUEBLO | Local | 896.8214286 | 0.001115049 |
| 680 | PUEBLO | Local | 896.8214286 | 0.001115049 |
| 681 | PUEBLO | Local | 896.8214286 | 0.001115049 |
| 682 | PUEBLO | Local | 896.8214286 | 0.001115049 |
| 683 | PUEBLO | Local | 896.8214286 | 0.001115049 |
| 684 | PUEBLO | Local | 896.8214286 | 0.001115049 |
| 685 | PUEBLO | Local | 896.8214286 | 0.001115049 |
| 686 | PUEBLO | Local | 896.8214286 | 0.001115049 |
| 687 | PUEBLO | Local | 896.8214286 | 0.001115049 |
| 688 | PUEBLO | Local | 896.8214286 | 0.001115049 |
| 689 | PUEBLO | Local | 896.8214286 | 0.001115049 |

| | | | | |
|---|---|---|---|---|
| 690 | PUEBLO | Local | 896.8214286 | 0.001115049 |
| 691 | PUEBLO | Local | 896.8214286 | 0.001115049 |
| 692 | PUEBLO | Local | 896.8214286 | 0.001115049 |
| 693 | PUEBLO | Local | 896.8214286 | 0.001115049 |
| 694 | PUEBLO | Local | 896.8214286 | 0.001115049 |
| 695 | PUEBLO | Local | 896.8214286 | 0.001115049 |
| 696 | PUEBLO | Local | 896.8214286 | 0.001115049 |
| WELD | | | | |
| 697 | WELD | Primary | 66.43154762 | 0.015053089 |
| 698 | WELD | Primary | 66.43154762 | 0.015053089 |
| 699 | WELD | Primary | 66.43154762 | 0.015053089 |
| 700 | WELD | Primary | 66.43154762 | 0.015053089 |
| 701 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 702 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 703 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 704 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 705 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 706 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 707 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 708 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 709 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 710 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 711 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 712 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 713 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 714 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 715 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 716 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 717 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 718 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 719 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 720 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 721 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 722 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 723 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 724 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 725 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 726 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 727 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 728 | WELD | Secondary | 66.43154762 | 0.015053089 |
| 729 | WELD | Local | 1195.767857 | 0.000836283 |
| 730 | WELD | Local | 1195.767857 | 0.000836283 |
| 731 | WELD | Local | 1195.767857 | 0.000836283 |
| 732 | WELD | Local | 1195.767857 | 0.000836283 |
| 733 | WELD | Local | 1195.767857 | 0.000836283 |

| | | | | |
|---|---|---|---|---|
| 734 | WELD | Local | 1195.767857 | 0.000836283 |
| 735 | WELD | Local | 1195.767857 | 0.000836283 |
| 736 | WELD | Local | 1195.767857 | 0.000836283 |
| 737 | WELD | Local | 1195.767857 | 0.000836283 |
| 738 | WELD | Local | 1195.767857 | 0.000836283 |
| 739 | WELD | Local | 1195.767857 | 0.000836283 |
| 740 | WELD | Local | 1195.767857 | 0.000836283 |
| 741 | WELD | Local | 1195.767857 | 0.000836283 |
| 742 | WELD | Local | 1195.767857 | 0.000836283 |
| 743 | WELD | Local | 1195.767857 | 0.000836283 |
| 744 | WELD | Local | 1195.767857 | 0.000836283 |

Appendix 4

Training Syllabus

- Welcome and distribution of equipment
- Survey overview
- Data collection techniques
  - Definitions of belt/booster seat use, passenger vehicles
- Observation protocol
  - Weekday/weekend/rush hour/non-rush hour
  - Weather conditions
  - Duration at each site
- Scheduling and rescheduling
  - Site Assignment Sheet
  - Daylight
  - Temporary impediments such as weather
  - Permanent impediments at data collection sites
- Site locations
  - Locating assigned sites
  - Interstate ramps and surface streets
  - Direction of travel/number of observed lanes
  - Non-intersection requirement
  - Alternate site selection
- Data collection forms
  - Cover sheet
  - Recording observations
  - Recording alternate site information
  - Assembling forms for shipment
- Safety and security
- Timesheet and expense reports
- Field practice at ramps and surface streets

Appendix 5

Colorado Average Motor Vehicle Crash-Related Fatalities by County 2015-2019

| FARS (2015-2019) State=Colorado | | | | |
|---|---|---|---|---|
| State | County | Average fatality counts for 5 years | Fatality percentage within the state | Cumulative fatality percentage |
| Colorado | WELD | 45.2 | 12 | 12 |
| Colorado | EL PASO | 39.8 | 10.5 | 22.5 |
| Colorado | ADAMS | 31.8 | 8.4 | 30.9 |
| Colorado | ARAPAHOE | 23.8 | 6.3 | 37.2 |
| Colorado | JEFFERSON | 22.8 | 6 | 43.3 |
| Colorado | DENVER | 22.2 | 5.9 | 49.1 |
| Colorado | LARIMER | 20.2 | 5.3 | 54.5 |
| Colorado | PUEBLO | 15.8 | 4.2 | 58.7 |
| Colorado | BOULDER | 14.2 | 3.8 | 62.4 |
| Colorado | MESA | 9.8 | 2.6 | 65 |
| Colorado | DOUGLAS | 9.6 | 2.5 | 67.5 |
| Colorado | GARFIELD | 7.8 | 2.1 | 69.6 |
| Colorado | LA PLATA | 6.6 | 1.7 | 71.4 |
| Colorado | FREMONT | 6.4 | 1.7 | 73.1 |
| Colorado | MORGAN | 5.2 | 1.4 | 74.4 |
| Colorado | LOGAN | 5 | 1.3 | 75.8 |
| Colorado | MONTROSE | 5 | 1.3 | 77.1 |
| Colorado | EAGLE | 4 | 1.1 | 78.1 |
| Colorado | LAS ANIMAS | 3.8 | 1 | 79.1 |
| Colorado | PARK | 3.6 | 1 | 80.1 |
| Colorado | GRAND | 3.4 | 0.9 | 81 |
| Colorado | OTERO | 3.4 | 0.9 | 81.9 |
| Colorado | COSTILLA | 3.2 | 0.8 | 82.7 |
| Colorado | CHAFFEE | 3 | 0.8 | 83.5 |
| Colorado | DELTA | 3 | 0.8 | 84.3 |
| Colorado | MONTEZUMA | 3 | 0.8 | 85.1 |
| Colorado | ELBERT | 2.8 | 0.7 | 85.9 |
| Colorado | ROUTT | 2.8 | 0.7 | 86.6 |
| Colorado | SAGUACHE | 2.8 | 0.7 | 87.3 |
| Colorado | SUMMIT | 2.8 | 0.7 | 88.1 |
| Colorado | TELLER | 2.8 | 0.7 | 88.8 |
| Colorado | ALAMOSA | 2.6 | 0.7 | 89.5 |
| Colorado | KIT CARSON | 2.6 | 0.7 | 90.2 |
| Colorado | WASHINGTON | 2.6 | 0.7 | 90.9 |
| Colorado | RIO GRANDE | 2.4 | 0.6 | 91.5 |
| Colorado | HUERFANO | 2.2 | 0.6 | 92.1 |
| Colorado | YUMA | 2.2 | 0.6 | 92.7 |
| Colorado | BACA | 1.8 | 0.5 | 93.2 |
| Colorado | GUNNISON | 1.8 | 0.5 | 93.6 |

| | | | | |
|---|---|---|---|---|
| Colorado | LINCOLN | 1.8 | 0.5 | 94.1 |
| Colorado | MOFFAT | 1.8 | 0.5 | 94.6 |
| Colorado | OURAY | 1.8 | 0.5 | 95.1 |
| Colorado | ARCHULETA | 1.6 | 0.4 | 95.5 |
| Colorado | CLEAR CREEK | 1.6 | 0.4 | 95.9 |
| Colorado | PROWERS | 1.6 | 0.4 | 96.3 |
| Colorado | BROOMFIELD | 1.4 | 0.4 | 96.7 |
| Colorado | JACKSON | 1.2 | 0.3 | 97 |
| Colorado | SEDGWICK | 1.2 | 0.3 | 97.4 |
| Colorado | BENT | 1 | 0.3 | 97.6 |
| Colorado | PITKIN | 1 | 0.3 | 97.9 |
| Colorado | RIO BLANCO | 1 | 0.3 | 98.1 |
| Colorado | SAN MIGUEL | 1 | 0.3 | 98.4 |
| Colorado | CROWLEY | 0.8 | 0.2 | 98.6 |
| Colorado | CUSTER | 0.8 | 0.2 | 98.8 |
| Colorado | DOLORES | 0.6 | 0.2 | 99 |
| Colorado | GILPIN | 0.6 | 0.2 | 99.2 |
| Colorado | KIOWA | 0.6 | 0.2 | 99.3 |
| Colorado | LAKE | 0.6 | 0.2 | 99.5 |
| Colorado | MINERAL | 0.6 | 0.2 | 99.6 |
| Colorado | PHILLIPS | 0.4 | 0.1 | 99.7 |
| Colorado | SAN JUAN | 0.4 | 0.1 | 99.8 |
| Colorado | CHEYENNE | 0.2 | 0.1 | 99.9 |
| Colorado | CONEJOS | 0.2 | 0.1 | 99.9 |
| Colorado | HINSDALE | 0.2 | 0.1 | 100 |
| Colorado | UNKNOWN | 0 | 0 | 100 |

Appendix 6

**Codes for Road Segment File**

| | | |
|---|---|---|
| S1100 | Primary Road | Primary roads are divided, limited-access highways within the interstate highway system or under state management, and are distinguished by the presence of interchanges. These highways are accessible by ramps and may include some toll highways. |
| S1200 | Secondary Road | Secondary roads are main arteries, usually in the U.S. Highway, State Highway or County Highway system. These roads have one or more lanes of traffic in each direction, may or may not be divided, and usually have at-grade intersections with many other roads and driveways. They often have both a local name and a route number. |
| S1400 | Local Neighborhood Road, Rural Road, City Street | These are generally paved non-arterial streets, roads, or byways that usually have a single lane of traffic in each direction. Roads in this feature class may be privately or publicly maintained. Scenic Park roads would be included in this feature class, as would (depending on the region of the country) some unpaved roads. |