



### CTFDID Meeting Dates

November 15, 2019

\*There is no meeting in

December

January 17, 2020

February 21, 2020

March 20, 2020

April 17, 2020

## **Meeting Notes**

**Colorado State Patrol Academy**

**15055 S. Golden Rd**

**Golden, CO 80401**

**9:00 am -12:00 pm**

***The mission of the Colorado Task Force on Drunk and Impaired Driving (CTFDID) is to support the prevention, awareness, enforcement, and treatment of drunk and impaired driving in Colorado through strong partnerships with public, private and non-profit organizations.***

***The CTFDID brings people together, creating a forum for victims and advocates to access many experts and resources in one place. It provides a formal mechanism to leverage resources in order to create a multi-faceted approach to solving a problem which is often minimized and understated in our community. The CTFDID acts as a resource for the legislature, enabling it to consider more cohesive, well-thought-out proposals.***

- I. Welcome, Introductions and Mission Statement; Glenn Davis, Highway Safety Manager-Colorado Department of Transportation  
Self-Introductions: Name; Agency, Entity or Interest Represented
  - a. Chief Ticer was not present; Glenn Davis, Vice-Chair, presided over the meeting
  - b. Mr. Davis read the mission and vision
  - c. A quorum was present – 16 members
- II. Statistics:
  - a. State Fatality Numbers: Glenn Davis, CDOT/Christine Demont. CDPHE
    - i. State fatality numbers are appended to these notes
    - ii. It was noted that we are not showing any progress in decreasing motorcyclist fatalities
- III. Minutes of Previous Meeting: Glenn Davis, CDOT
  - a. The notes from the October CTFDID meeting were accepted
- IV. Recognition of departing representative: Kristi Kelly-Marijuana Industry
  - a. Kristi Kelly left her position with the Marijuana Industry Group and was recognized for her service to the Task Force.
- V. Open position: Statewide Organization of Retail Marijuana for Consumption Off Premises
  - a. Glenn Davis announced this open position.
  - b. The position will be posted on the CTFDID website (direct link: <https://www.codot.gov/about/committees/DUI-taskforce/about/committees/DUI-taskforce/assets/ctfdid-open-position-november-2019/>).
  - c. Interested parties should apply in writing to Glenn Davis no later than 12/22/2019.
- VI. Nominations and selections for CTFDID Chair, Vice Chair and Secretary for 2020.
  - a. Nominations can come from any member or representative of the CTFDID

- b. Members and Representatives present at the meeting will vote.
  - i. Tricia Miller was nominated and accepted as secretary
  - ii. Glenn Davis nominated and accepted as Vice Chair
  - iii. Bob Ticer was nominated and accepted as Chair

VII. Update on 2019 STSP Emphasis Area Team Meeting: Glenn Davis/Sam Cole. CDOT

- a. Glenn reviewed the recommendations for the Strategic Transportation Safety Plan goals and strategies from the first Emphasis Area meetings (Goals & Strategies are appended to these notes).
- b. Some of the initial recommendations are potentially unrealistic, too costly, not supported with evidence. These are ideas to consider, not the final recommendations.
- c. Meetings are open to the public; Glenn sent the invitations to Tricia who forwarded them to the CTFDID distribution list.

VIII. Legislation: Fran Lanzer, MADD/Mike Honn, CSP

- a. Mike Honn
  - i. Hands-free bill
    - 1. Sen. Court & Rep. Roberts will run a cell-phone hands-free bill. There are some hurdles related to demographic data and concerns about racial bias. Basically holding a cell phone in hand while driving would be illegal. Would be a \$50/2 pt on first violation. Sen Court will not seek another term.
    - 2. CSP has shown evidence that they do not racially profile. Legislature now allows demographic notes to be attached to a limited number of bills; the hands-free bill may be one for which demographic data will be requested.
    - 3. Glenn Davis: Concerns about racial bias was also a challenge in passing a primary seatbelt law. CDOT may have an opportunity for grant looking at racial profiling, CDOT had a grant for this once before. CDOT does not have staff time to do this and it is difficult to know if it would be worthwhile to repeat the study. There are about 10,000 crashes per month in Colorado and the causal factor that shows up the most is speed; distracted driving may be a missed contributory factor. It would be a shame if concerns about unsubstantiated race bias stopped progress towards traffic safety.
  - ii. PSA messaging for an upcoming Colorado:Wyoming game were shared with the Task Force.
- b. MADD.
  - i. Sent out the hands-free bill summary (summary from legislature is available here: <https://leg.colorado.gov/content/distracted-driving-and-cell-phone-use>).
  - ii. Supporting CDOT enforcement funding.
    - 1. Glenn Davis: has not seen final bill for CDOT enforcement funding, but there is a sponsor and co-sponsor. CDOT needs \$2 million in additional funding. The \$2 million will have about a \$6 million yearly impact if not received.
  - iii. Question about fines for distracted driving
    - 1. Compared to Washington, the proposed fees are very low (Washington has \$136 for first violation; increase in fees resulted in fewer tickets).
    - 2. Response: proposed fine structure has a lot to do with current fine structure.
    - 3. Comment: there are also concerns about raising fines leading to inequity among populations who are more or less able to pay fines.

IX. Media Relations & Significant Upcoming Events: Sam Cole, CDOT

- a. Halloween DUI enforcement wave data:

- i. From Oct. 31 through Nov. 4, officers arrested 228 drivers. This is a decrease from the 378 arrests that were made during the same enforcement period last year.
  - ii. 91 agencies participated, with Denver Police (25), Colorado Springs Police (23) and El Paso Sheriff (19) recording the highest arrest totals. CSP made 22 arrests.
- b. *The Heat Is On* will return Nov. 22 for a 10-day Thanksgiving holiday DUI enforcement.
- c. MADD:
  - i. Tuesday Black brought red ribbons and decals for “Tie one on for DUI” campaign.

X. Public Comment/Lightning Round Update

- a. Tuesday Black MADD.
  - i. MADD candlelight vigils were held Nov 2<sup>nd</sup> and 9<sup>th</sup>. Extended thanks to Chief Packard and Lt. Col. Downing from CSP for their support and participation.
  - ii. Looking for new recruits for court monitors. Please contact Tuesday for information.
- b. Josh Downing - CSP.
  - i. There is a change at the Academy – there is a sergeant who will be the TIMS and DRE expert at the Academy (change from being in the field). Sgt Oletski.
  - ii. There is now a 3<sup>rd</sup> Lt Col position, which means CSP will be reshuffling duties. Josh Downing now has all field operations, but that will likely change. This should not impact his involvement with the Task Force.
- c. Dr. Timken - CIDRE.
  - i. Working with 3 new trainers who will assume all curriculum training they do for use in the Level II 4 Plus program.
- d. Webster Hendricks - OBH.
  - i. OBH has been looking at ways to change the practice of violators “chasing after numbers” in terms of hours or weeks to meet court-mandated requirements rather than engaging in treatment focused on behavior change.
- e. Lisa Gee - Lightshade.
  - i. Heinrich Marketing did a tour of Lightshade. They will have a new drive-through in 2020. Heinrich’s involvement will help Lightshade develop and refine common language to use in terms of making choices around impairment.
  - ii. Also partnered in a driving test simulation with the goal to create a baseline for impairment to allow for more reliable measurement.
  - iii. Through Sam Cole, CDOT, and CSP partnership, Lightshade partnered with Nick Hazlett (chair of Pikes Peak DUI task force) and brought a team of 10 troopers into dispensary for tour; provided advice on how to secure the facility from a public safety aspect.
- f. Crystal Soderman – DOR.
  - i. Phone system upgrade by June so phone hearings can be easier for officer to call in to prevent dismissal due to trouble getting through.
  - ii. Ignition Interlock is onboarding some compliance specialists to go to repair shops and installation garages to see what the customer experience is. Also going through a process to onboard additional Interlock manufacturers; currently there are 4, they are looking to expand. New manufacturers will need to be able to interface with new driving systems.
- g. Jared Torsney - POST
  - i. Peace Officers Standards & Training trainings across the state. Working with CDOT on upcoming DRE conference. Concluded academy intro to marijuana instructor class for instructors who want to teach at the Academy level. CDPHE, CSP, and CBI are involved in this training. Great partnership with marijuana industry through which they go on tours and have discussions with dispensaries to better learn what to look for and what to ask.
- h. Robert Darrow – DOR LED.

- i. Liquor Enforcement continues to do underage compliance. They can take administrative action on licensees who don't follow rules and regulations. They also take actions against licensees who violate service laws.
- i. Kristen Gregg – DOR MED.
  - i. Legislation around hospitality and delivery is keeping them busy about how this will look for their organization.
- j. Katie Wells - OBH.
  - i. Will be retiring
- k. Lee Birk. Now is also interim police chief in Monument co.
- l. Jim Burack. Town hall meetings down in Trinidad. They facilitate Law Enforcement meetings. This allows them to bring info from CTFDID into law enforcement communities beyond the Denver metro area.
- m. Brenda Hahn. NHTSA's DRE ARIDE funding announcement has gone out. Law enforcement can apply for training. Application info will go online. Judicial outreach liaison. Currently 8 amongst 10 regions. In addition to regional, there are state liaisons. The purpose is to work with judges to take them on DUI enforcement.
- n. Erin Brannan. Erin is the new Law Enforcement Liaison for CDOT. Looking to become more proactive in social media.
- o. CDPS will be working with Jack Reed to take data from all court systems and link them with the law enforcement/toxicology data.
- p. Brookes Alles shared her story about her brother who was killed by a drunk driving and the effect his death has had on her and her family.

XI. Next Meeting: January 17, 2020 at the CSP State Academy

XII. Meeting was adjourned.

# Motor Vehicle Fatalities to date, Colorado, November 6, 2019

Data prepared for Colorado Task Force on Drunk and Impaired Driving

Data is Preliminary and Subject to Change

	As of Nov. 6, 2019	# Suspected Impaired	% Suspected Impaired	As of Nov 1, 2018
Fatal Crashes	460	128	28%	
Total Fatalities	506	144	28%	529
Unrestrained Occupant Fatalities	161	66	41%	
Total Occupant Vehicle Fatalities	319			
Percent Unrestrained Fatalities	50%			From Previous year Decrease -4.3%

## Fatalities by Vehicle Type

Occupant Vehicles	319	98	31%	321
Motorcycles	95	25	26%	97
Pedestrians	55	17	31%	75
Bicyclists	18	1	6%	20
All Other Vehicles	17	3	18%	14
Bus	2	0	0%	1
Total	506	144	28%	528

Age of Drivers at fault in Fatal Crash	Number	# Suspected Impairment	% Suspected Impaired
15-17	19	4	21%
18-20	36	11	31%
21-24	53	12	23%
25-34	97	43	44%
35-44	63	20	32%
45-54	61	18	30%
55-64	52	13	25%
65+	60	4	7%
Hit & Run driver - Age unknown	9	3	33%
Total	450	128	28%

\*Sum does not equal number of crashes because Pedestrians and Bicyclists at fault in crash excluded from count

**Counties with Highest Number of  
Fatalities to Date**

	Fatalities	Suspected Impaired	% Suspected Impaired
1. Adams	58	25	43%
2. El Paso	56	16	29%
3. Denver	52	13	25%
4. Weld	45	5	11%
5. Jefferson	43	8	19%
6. Arapahoe	32	13	41%
7. Larimer	22	8	36%
8. Boulder	20	9	45%
9. Pueblo	19	3	16%
10. Douglas	10	4	40%

**Data is Preliminary and Subject to Change**

Data Source: State Fatal Tracker, Colorado Department of Transportation, Fatalities reported as of 11/6/2019

Data analyzed by Christine Demont, Colorado Department of Public Health and Environment

# High Risk Behavior

## Goals and Strategies (Consolidated)

Goal	Strategy
<p><b>Reduce all crashes caused by aggressive, impaired, distracted driving</b></p>	<p>Increase amount of passing lanes and signage to reduce driver aggression and frustration</p>
	<p>Emphasize effects on driver behavior of roadway design during project planning and design</p>
	<p>Make greater use of road diets and traffic calming strategies to impact driving behavior</p>
	<p>Implement technological advances as they become available</p>
	<p>Provide ride home programs for impaired drivers (E.g., rural areas)</p>
	<p>Provide additional information and advance warnings about roadway activities</p>
<p><b>Establish a common safety culture and vision</b></p>	<p>Educate the public on how to navigate new infrastructure (E.g., roundabouts and diverging diamonds)</p>
	<p>Provide early education to K-12 students and parents about transportation safety</p>
	<p>Educate the public on how smart cars don't solve all safety problems</p>
	<p>Develop education campaigns around high risk behaviors</p>
<p><b>Achieve a nation-wide leading level of safe driver behavior and occupant protection</b></p>	<p>Increase transportation funding (E.g. leverage all existing funding sources)</p>
	<p>Research high risk behaviors</p>
<p><b>Have laws that effectively support transportation safety</b></p>	<p>Enforce existing laws and penalties</p>
	<p>Leverage technology to increase compliance with existing laws and regulations in vehicle and on the road (E.g., seat belts, red light cameras, speed cameras, and dashboard cameras)</p>
	<p>Legislate more impactful fees and sentencing guidelines (E.g., repeat offender increases)</p>
	<p>Establish more impactful penalties and fines for high risk behaviors</p>
	<p>Legislate primary seatbelt, helmet and mobile device usage laws</p>
	<p>Re-legislate required motor vehicle safety inspections</p>
	<p>Increase liquor tax to fund DUI prevention strategies</p>
	<p>Increase requirements for new and renewal driver licensing to ensure adequate and continued competence</p>

## Goals and Strategies (Consolidated)

Goal	Strategy*
<b>Establish a strategic and shared safety culture and vision</b>	Outward facing annual report and regular meetings
	Ensure consistent safety messaging among all partners
	Establish an inclusive safety program (agency) that champions and monitors implementation
	Institutionalize agreements on safety roles and responsibilities
<b>Achieve a high level of safety administration efficiency</b>	Establish a tracking program of implementation independent from safety czar (inward facing)
	Identify advocates and champions to implement strategies (E.g. safety czar)
	Establish safety program that champions and monitors implementation
	Optimize data gathering, storage, processing, and dissemination
	Establish a statewide annual safety conference
	Institutionalize agreements on safety roles and responsibilities
	Develop a data warehouse that covers multiple platforms
	Explore systems that enable unified reporting structured system
<b>Achieve a high level of safety administration effectiveness</b>	Optimize data gathering, storage, processing, and dissemination
	Update statewide transportation safety plan biennial
	Develop a data warehouse that covers multiple platforms
	Research and quantify overall state safety improvement needs
	Explore systems that enable unified reporting structured system
<b>Have laws that effectively support transportation safety</b>	Re-legislate required motor vehicle safety inspections
	Build a safety coalition to monitor and revise laws and policies
	Legislate automated enforcement
	Ensure new vehicle licensing and registration for vehicles with advance technologies exceed existing vehicle safety levels
	Educate legislators by establishing a lobbyist group
	Find a judge to discuss penalties and fees with other judges

*\*For consistency among all EA teams, we did not distinguish between strategies and activities in the table below. We will discuss this topic in further detail in the next round of meetings.*



## Goals and Strategies (Consolidated)

Goal	Strategy
<p><b>Reduce crashes and injuries prevalent at severe crash locations</b></p>	Provide early education to K-12 students and parents about transportation safety
	Legislate more impactful fees and sentencing guidelines (E.g., repeat offender increases)
	Develop education campaigns around severe crash locations
	Implement safety toolbox strategies
	Educate the public on how smart cars don't solve all safety problems
	Optimize incident management response practices
	Implement technological advances as they become available
	Adopt context sensitive speed limit setting protocols
	Target enforcement at severe crash locations
	Implement automated enforcement
	Increase requirements for new and renewal driver licensing to ensure adequate and continued competence
	Identify corridor safety gaps
<p><b>All intersections' safety performance should be consistent with the safest intersection type</b></p>	Increase the priority of safety in intersection design processes
	Implement a statewide roundabouts first policy
	Increase the priority of safety in intersection planning processes
	Implement an intersection control evaluation policy
<p><b>Achieve equitable safety improvements to address the safety needs of all agencies in the state</b></p>	Increase transportation funding (E.g. leverage all existing funding sources)
	Make greater use of existing, known, and effective engineering strategies
	Research and quantify overall state safety improvement needs
	Use practical designs to optimize safety effectiveness
	Identify severe crash locations using a data-driven approach
<p><b>All roadway segments' safety performance should be consistent with the safest roadway type</b></p>	Increase the priority of safety in roadway design processes
	Update roadway design standards to place a greater emphasis on safety
	Increase the priority of safety in roadway planning processes

# Vulnerable Roadway Users

## Goals and Strategies (Consolidated)

Goal	Strategy
Establish a sustainable and unified safety culture and vision	Engage vulnerable roadway users in plans and strategies
Establish a safe transportation culture in Colorado (general population)	Develop a comprehensive education campaign around vulnerable roadway users
	Provide early education to K-12 students and parents about transportation safety, including education on how to be a safe VRU
Minimize the overrepresentation of vulnerable users in severe crashes	Increase transportation funding (E.g. leverage all existing funding sources)
	Provide early education to K-12 students and parents about transportation safety, including education on how to be a safe VRU
Make the occupation of roadway workers and responders as safe as any other occupation	Require implementation of detours in work zones for vulnerable roadway users especially on city and county roads
	Educate workers on safe roadside practices (E.g., PPE)
Have laws that effectively support transportation safety	Legislate primary seatbelt, helmet and mobile device usage laws
	Increase targeted enforcement at vulnerable user locations (E.g., work zones and high pedestrian areas)
	Increase requirements for new and renewal driver licensing to ensure adequate and continued competence
	Legislate more impactful fees and sentencing guidelines (E.g., repeat offender increases)
	Legislate automated enforcement
	Adopt context sensitive speed limit setting protocols
Build, maintain and operate a complete and connected transportation network safe for all users	Increase transportation funding (E.g. leverage all existing funding sources)
	Update design standards to have more consideration for vulnerable roadway users (E.g. adequate pedestrian crossings, bike lanes, micro transit)
	Make greater use of existing, known, and effective engineering strategies
	Include vulnerable roadway user needs in transportation engineering curriculum
	Address multicultural challenges (E.g., language barriers)