

COLORADO
PROBLEM
IDENTIFICATION
FY2013



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EXECUTIVE SUMMARY

In the past ten years, the motor vehicle fatality rate in Colorado decreased by 47 percent, from 16.55 deaths per 100,000 population in 2002 to 8.74 deaths per 100,000 population in 2011. The 2011 fatality rate was the lowest in ten years, and is approximately 16 percent lower than the national rate.

Overview

Fatal Crashes:

In 2011 there were:

- 407 fatal crashes, a 0.5 percent decrease from 2010;
- 447 persons killed, a 0.2 percent decrease from 2010; and
- 0.96 persons killed per 100 million vehicle miles traveled, a 1.05 percent increase from 2010.
- 183 of the 447 fatalities were related to speeding, a 13 percent increase from 2010.
- The counties with a 2011 fatality rate (per 100,000 population) two times higher than the 2013 state goal included: Alamosa, Archuleta, Chaffee, Cheyenne, Delta, Fremont, Gunnison, Huerfano, Kit Carson, La Plata, Lincoln, Moffat, Montezuma, Otero, Park, Pitkin, Prowers, Rio Blanco, Summit, Washington, Yuma.

Injury Crashes

In 2011 there were:

- 9,788 injury crashes, a 8 percent increase from 2010;
- 12,523 injuries from crashes, a 9 percent increase from 2010; and
- 26.9 injured persons per 100 million vehicle miles traveled, a 10.2 percent increase from 2010.
- The counties with a 2011 serious injuries rate (per 100,000 population) two times higher than the 2013 state goal included: Archuleta, Cheyenne, Clear Creek, Costilla, Dolores, Gilpin, Grand, Huerfano, Jackson, Lincoln, Mineral, Montezuma, Park, Pitkin, Rio Blanco, Saguache, San Juan Sedgwick, Washington.

Occupant Protection:

- 194 of the 314 (62 percent) motor vehicle occupants who died in a fatal crash in 2011 were not using seat belts or other restraints.
- 1,848 of the 9,678 (19 percent) motor vehicle occupants who were injured in a crash in 2011 were not using seat belts or other restraints.
- The estimate of overall statewide seat belt usage for all vehicle types in 2012 was 80.7 percent.
- In 2011, the counties with six or more unrestrained passenger vehicle occupant fatalities, all seat positions included: Adams, Arapahoe, Cheyenne, Denver, El Paso, Jefferson, Larimer, Mesa, Pueblo, and Weld.
- Of the 29 counties in the 2012 Statewide Seat Belt Survey, observed seat belt use was below the 2013 state goal of 84 percent for the following counties: Alamosa, Arapahoe, Boulder, Delta, Denver, Eagle, El Paso, Fremont, Huerfano, Montrose, and Pueblo.

Impaired Driving:

- In 2011, there were 121 fatal crashes where a driver had a blood alcohol content \geq .08, resulting in 142 fatalities.
- In 2011, the counties with six or more fatal crashes involving a driver or motorcycle operator with a BAC of .08 and above included: Adams, Arapahoe, Denver, El Paso, Jefferson, Larimer, Mesa, Pueblo, and Weld.

Motorcycles:

- Of the 447 fatalities in 2011, 78 motorcyclists were killed, a 5 percent decrease from 2010.
- Motorcyclists accounted for 17 percent of the fatalities in 2011.
- Injured motorcyclists accounted for 12 percent of all injured individuals in 2011.
- 64 percent of the motorcyclists killed in 2011 were not wearing helmets.
- In 2011, the counties with six or more motorcycle fatalities included: Arapahoe, Denver, El Paso, and Jefferson.

Young Drivers:

- 63 of the 587 drivers involved in fatal crashes in 2011 were age 20 or younger, a 2 percent decrease from 2010.
- From 2007 to 2011, the number of fatalities in people 20 and under decreased by 34 percent.
- The proportion of drivers in injury crashes ages 16 to 24 compared to the proportion of licensed drivers in the 16 to 24 year old age group is greater than expected, meaning young drivers are involved in injury crashes more often than expected.
- In 2011, the counties with six or more drivers age 20 or younger involved in fatal crashes included: El Paso and Jefferson.

Pedestrian and Bicycle Safety:

- Of the 447 fatalities in 2011, 45 pedestrians were killed, a 25 percent increase from 2010.
- In 2011, the counties with five or more pedestrian fatalities included: Adams, Arapahoe, Boulder, Denver, Jefferson, and Pueblo.
- 8 of the 447 fatalities were bicyclists in 2011, which is the same number as 2010.

Distracted Driving:

- In 2011, law enforcement reported that 28,139 drivers in crashes were driving carelessly. Distraction is a specified human contributing factor and was recorded for 7,548 (27 percent) of the careless drivers.

The number of fatal crashes and injury crashes in Colorado decreased between 2007 and 2011. However, in order to reach the goals set forth in CDOT's 2013 Integrated Safety Plan, more improvement is needed. **The top two problems recognized in the 2013 Problem Identification Report are: 1) seat belt use and 2) speeding.** Seat belt use in Colorado continues to lag behind the national average. Additionally, the number of unrestrained passenger vehicle occupant increased in Colorado from 2010 to 2011, as well as the 5 year period of 2007 to 2011. Speeding-related fatalities increased in Colorado from 2010 to 2011 and in the 3 year time span of 2009 to 2011.

INTRODUCTION

Mission of the Office of Transportation Safety

The mission of the Office of Transportation Safety (OTS) at the Colorado Department of Transportation (CDOT) is to work with traffic safety stakeholders to reduce the number and severity of traffic crashes in Colorado, and the economic and human loss associated with crashes. To achieve this mission, the OTS administers state and federal dollars to a broad range of partners, including law enforcement, local traffic safety coalitions, nonprofit organizations, health and prevention professionals, and others. These partners develop and implement education and enforcement programs targeted at reducing high-risk driving behaviors (e.g., impaired driving) or delivering impactful messaging to high-risk drivers (e.g., teens). In order for the OTS to direct its limited resources in the most effective manner, the OTS conducts an annual analysis of Colorado crashes and traffic safety data and presents the information in the Problem Identification Report. The FY2013 Problem Identification Report examines trends in Colorado crash, traffic safety and injury hospitalization data at the state and county levels.

Overview of the 2013 Problem Identification Report

The Problem Identification Report provides an annual description of motor vehicle crash characteristics for crashes within the state. This document is used by CDOT along with law enforcement, local agencies, nonprofit organizations, and health and prevention professionals to identify traffic safety problems and target areas for the development of prevention programs.

In the first section of the report, data are presented as aggregate state data and are organized by emphasis areas and core performance measures identified in CDOT's 2013 Integrated Safety Plan. The second section displays county comparison maps highlighting differences in performance measures by county. Finally, each county has a section to draw attention to their performance over time and current problems. The location of the crash is based upon the county in which the crash happened.

What is new in the 2013 Problem Identification Report?

- Reorganized and expanded data, including performance measures by RETAC on page 14
- Highlights of the top problems in the state and counties
- County comparison maps
- Expanded key trends in the state with comparable national results when available
- County crash fact sheets with a new section of top problems, where green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well, and red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement

Data Sources

The FY2013 Problem Identification Report contains data or information from:

- **Colorado Licensed Drivers** for the 12-month period April 2011 through March 2012 from the Division of Motor Vehicle in the Department of Revenue (DOR) and referenced as DOR data in figures in this report;
- **Colorado Performance Measures** and statewide goals for 2013 were obtained from the 2013 Colorado Integrated Safety Plan by the Colorado Department of Transportation;
- **Countermeasures** were summarized from *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, Sixth Edition, published in 2011 and available on the website of the Governors Highway Safety Association;
- **Crash data** in the Electronic Accident Reporting System (EARS) from the Department of Revenue where there was at least one motor vehicle in motion on a traffic way (public road) that resulted in an injury or unintentional property damage;
- **DUI offenses** or enforcement data per county in 2011 from the Colorado Judicial Department;
- **Fatality Accident Reporting System (FARS)** data of persons who died within 30 days of the crash, including pedestrians, motorcyclists, drivers and passengers in motor vehicles, and bicyclists hit by a motor vehicle;
 - Final 2011 Fatality Analysis Reporting System (FARS) data obtained from the Office of Transportation Safety (OTS) at the Colorado Department of Transportation (CDOT) in February 2013. Additional FARS data were downloaded from the FARS website maintained by the National Highway Traffic Safety Administration (NHTSA);
 - Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above for 2011 from CDOT are not directly comparable to results for 2007-2010 from NHTSA, because NHTSA imputes results for missing alcohol tests.
- **Hospital discharge** data where injury was mentioned as a discharge diagnosis and the mechanism of injury was motor vehicle, traffic for Colorado residents treated in non-federal, acute care hospitals (years 2002 through 2011) as reported to the Colorado Hospital Association (CHA) and referenced as “CHA Discharge Data” in figures in this report;
- **Population estimates** for Colorado and its counties and the projected state population in 2013 from the Colorado Department of Local Affairs (DOLA) via their website or via the CoHID website and referenced as DOLA data in figures in this report; population estimates for the United States were obtained from the U.S. Census website;
- **Seat belt use**, car seat use, and booster seat use in 2012 from the observational surveys conducted by the Institute of Transportation Management at Colorado State University and posted on the Colorado Department of Transportation website; and
- **Vehicle Miles Traveled** data for 2007-2011 from the Office of Highway Policy Information, Highway Statistics Series at the U.S. Department of Transportation (USDOT) Federal Highway Administration and referenced as “USDOT FHA” in figures in this report.

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The Colorado Department of Transportation's (CDOT's) Office of Transportation Safety (OTS) contracted with the Colorado Department of Public Health and Environment to prepare the FY2013 Problem Identification Report. CDPHE would like to gratefully acknowledge the leadership and contributions of the following individuals from CDOT:

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

Carol Gould
Manager, Occupant Protection Manager

Glenn Davis
Manager, Impaired Driving Program

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STATEWIDE PERSPECTIVE

Colorado, the eighth largest state in terms of land mass, has varying topography. Eighty-five percent of the state's population lives in 11 urban counties just east of the Rocky Mountains along the interstate highway corridor of I-25 and in three counties along the western section of I-70. The other 15 percent of residents are scattered throughout Colorado's 50 rural counties.

In order to identify state problem areas, the following section presents a statewide analysis of Colorado's crash data from 2007-2011. Table 1 shows Colorado traffic crash data at a glance. The green cells represent a reduction in Colorado's numbers for each performance measure, indicating where the state is doing well. The red cells represent an increase in Colorado's numbers per performance measure, indicating areas that need improvement. The written sections that follow are organized by performance measure.

	2007	2008	2009	2010	2011	Percent Change 2010-2011	Five Year Percent Change
Total crashes	110,951	103,368	94,852	93,535	102,137	+9.2%	-7.94
Colorado population (millions)	4.80M	4.89M	4.97M	5.05M	5.12M	+1.39	+6.56
Licensed drivers (millions)	3.50M	3.61M	3.71M	3.78M	--	--	+7.88% ⁺
Seatbelt use	81.1%	81.7%	81.1%	82.9%	82.1%	-0.8%	+1.0%
Core Performance Measures – to reduce the number of:							
Traffic fatalities	554	548	465	448	447	-0.22%	-19.31%
Serious injuries in traffic crashes	15,104	13,758	12,018	11,437	12,523	+9.50%	-17.09%
Fatalities per 100 million VMT	1.14	1.15	1.01	0.95	0.96	+1.05	-15.79
Unrestrained passenger vehicle occupant fatalities, all seat positions	193	173	168	161	194	+20.5%	+0.52%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	167	176	158	127	142*	+11.81%	-14.97%
Speeding-related fatalities	--	--	171	162	183	+12.96	+7.02% [^]
Motorcyclist fatalities	90	98	88	82	78	-4.88%	-13.33%
Unhelmeted motorcyclist fatalities	53	68	54	54	50	-7.41%	-5.66%
Drivers age 20 or younger involved in fatal crashes	87	87	64	64	63	-1.56%	-27.59%
Pedestrian fatalities	58	43	47	36	45	+25.0%	-22.41%

⁺4 year percent change (2007-2010)

VMT = vehicle miles traveled

*2011 data source differed from 2007-2010

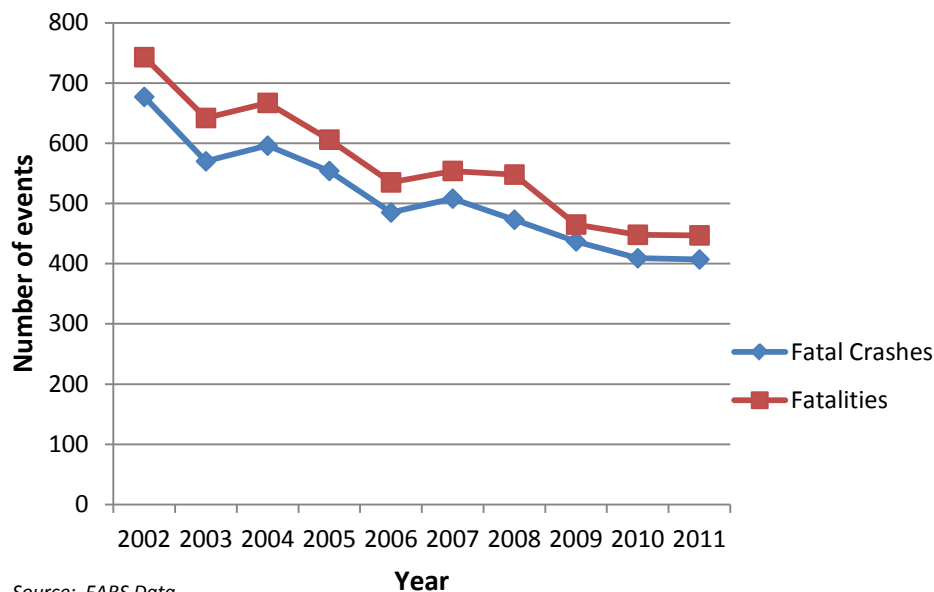
[^]3 year percent change (2009-2011)

Fatal Crashes and Fatalities

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

Colorado, like the entire United States, decreased the total number of fatal crashes to its lowest level in the past decade. Since 2002, the number of fatal crashes in the United States declined by 23 percent. In the same time period, Colorado reduced the number of fatal crashes by 40 percent, from 677 fatal crashes per year to 407. As the number of fatal crashes declines, so does the total number of fatalities on Colorado's roadways. Fatalities fell from a high of 743 deaths in 2002 to a low of 447 deaths in 2011. There were two fewer fatal crashes in 2011 than in 2010, and one fewer people killed (Figure 1). In 2011, 380 (93%) of the fatal crashes, resulted in one fatality, 19 (5%) resulted in two fatalities, six (1%) resulted in three fatalities; one resulted in five fatalities, and one resulted in six fatalities.

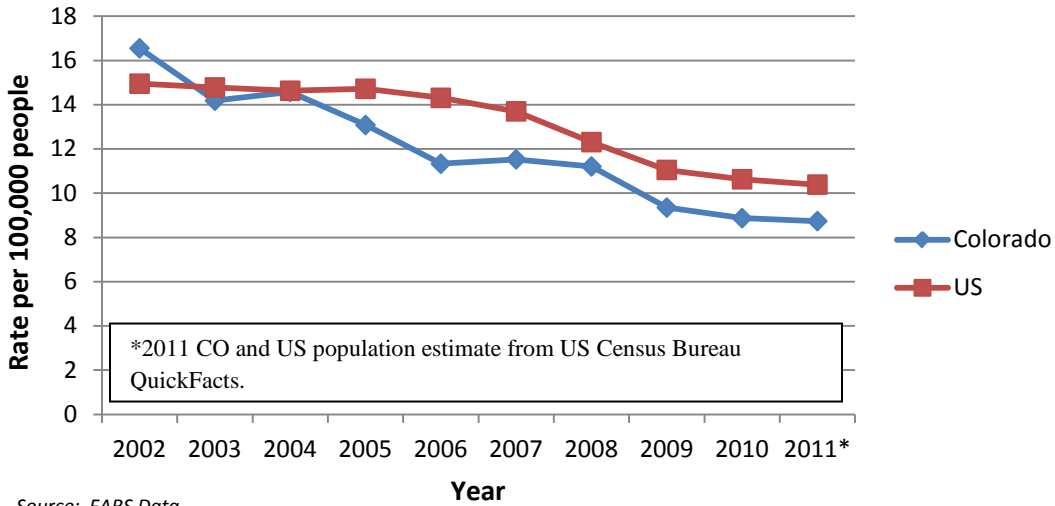
Figure 1: Fatal crashes and fatalities in Colorado, 2002-2011



Source: FARS Data

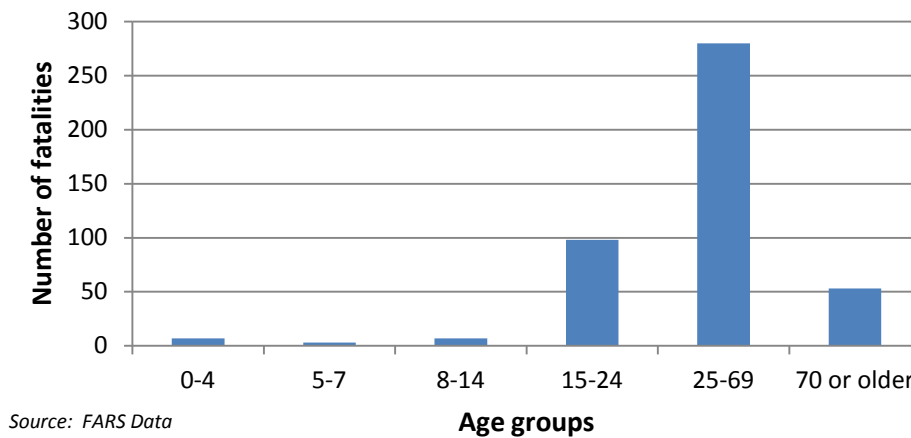
The fatality rate for every 100,000 population in both Colorado and the United States declined since 2002. In 2002, the fatality rate in Colorado was 16.55 deaths per 100,000 population. This was a higher fatality rate than for the entire United States, which was 14.95 deaths per 100,000 population. According to 2011 data, Colorado not only reached its lowest fatality rate (8.74 deaths per 100,000 population), but also had approximately two fewer deaths per 100,000 population than the entire United States (Figure 2).

Figure 2: Fatality rate per 100,000 population in Colorado and the United States, 2002-2011



Sixty-three percent of the fatalities due to motor vehicles crashes occurred in the 25 to 69 year old population (Figure 3).

Figure 3: Colorado fatalities related to motor vehicles (traffic) by age group, 2011

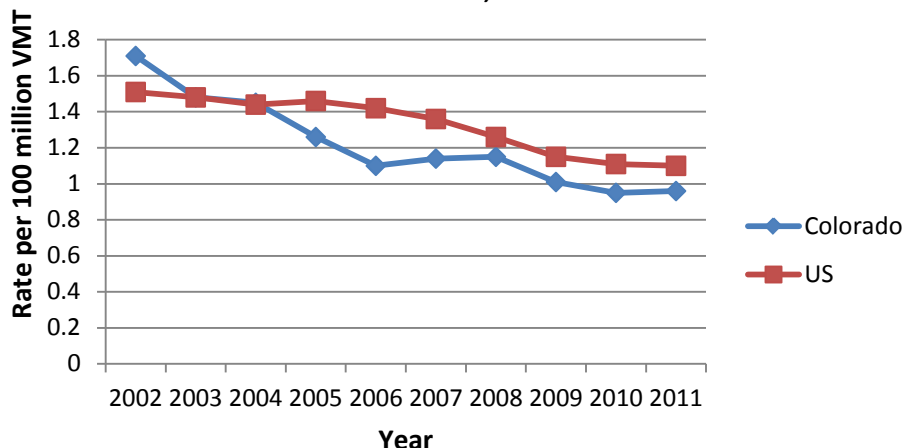


Core Performance Measure (C-3): Reduce the number of fatalities per Vehicle Miles Traveled (VMT)

In addition to reporting the raw number of fatalities, it is useful to relate the fatalities to an “exposure”, such as the number of vehicle miles traveled (VMT). This approach takes into account changes in the population, as well as changes in driving habits and distances. Colorado’s goal, from the 2013 Colorado Integrated Safety Plan, is to reduce the fatality rate per VMT to 0.94 in 2013. Figure 4 shows the rate of

fatalities per 100 million VMT. This measure shows a decline since 2002, with a reduction of nearly 44 percent for Colorado and 27 percent for the United States over the past decade.

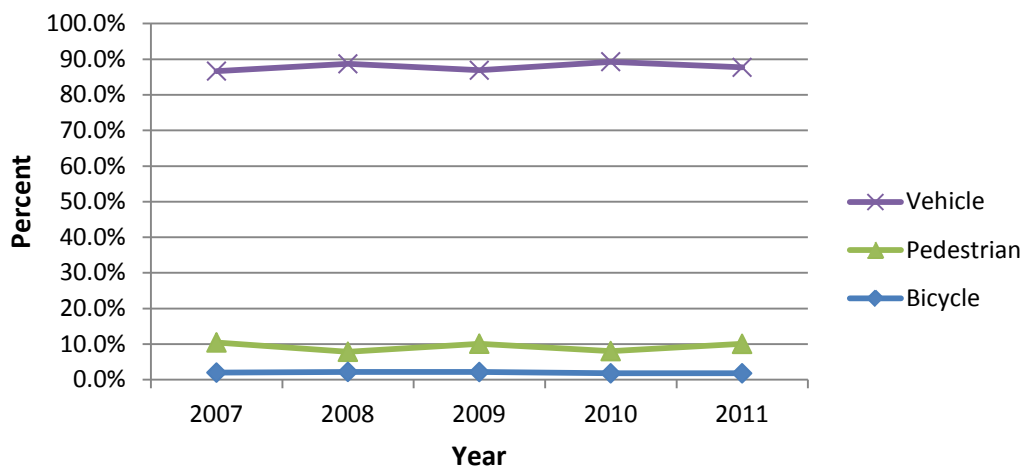
Figure 4: Fatalities per 100 million VMT in Colorado and in the United States, 2007-2011



Source: FARS Data and USDOT FHA Data

In Colorado, the breakdown of the mode of transportation when fatalities occur has remained similar over the past five years. When individuals are killed in crashes, approximately 88 percent of the time the individuals are motor vehicle occupants. Pedestrians make up nine percent of the fatalities, while bicyclists comprise two percent of the fatalities (Figure 5).

Figure 5: Mode of transportation among fatalities in Colorado, 2007-2011

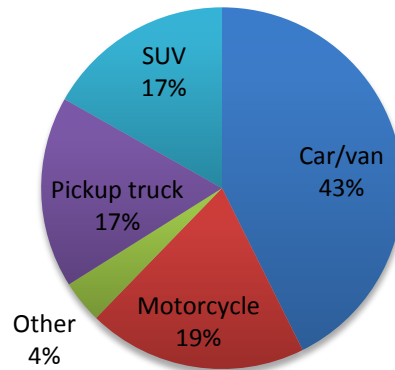


Source: FARS Data

Motor vehicle occupants account for the majority of fatalities. A motor vehicle can be a car/van, motorcycle, pickup truck, SUV, or other type of vehicle (i.e. motor home, bus, all terrain vehicle,

snowmobile, farm or construction equipment other than truck). In 2011, a car/van was occupied in 43 percent of the motor vehicle crashes resulting in a fatality (Figure 6).

Figure 6: Specific motor vehicle type when individuals died in Colorado, 2011



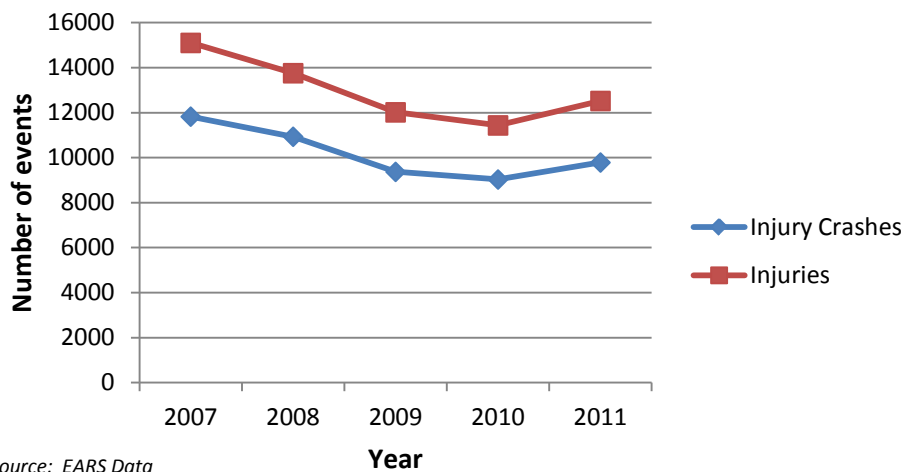
Source: FARS Data

Injury Crashes and Injuries

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

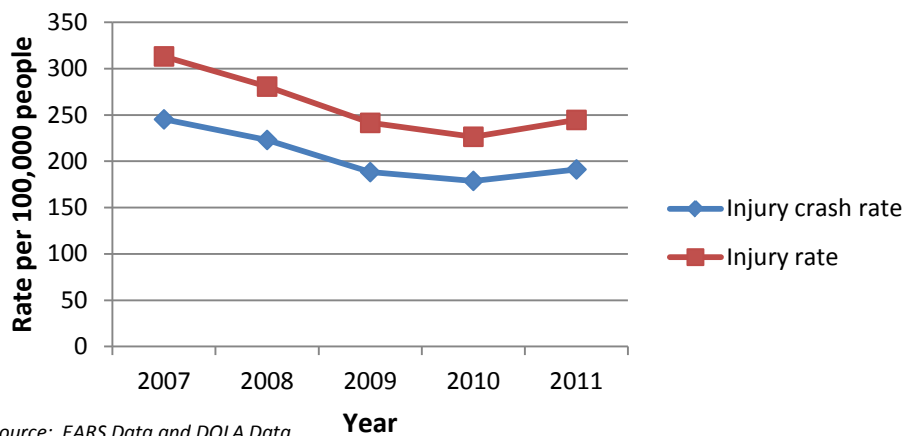
Injury crashes and injuries are an important component of traffic safety data. The classification of an injury crash changed in 2005; therefore, the time trends shown below are limited to data from 2007-2011. In this report, unless otherwise specified, injury crash is defined as a serious injury where the officer marked the injury severity as: non-incapacitating or incapacitating evident injury. As with fatalities, there is an overall decline in the number of injury crashes and injuries over time. In 2011, there were 2,039 fewer injury crashes and 2,581 fewer injuries than in 2007. However, both the absolute number of injury crashes and injuries and the injury crash rate and injury rate per 100,000 population increased from 2010 to 2011 (Figure 7 and Figure 8).

Figure 7: Injury crashes and injuries in Colorado, 2007-2011



Source: EARS Data

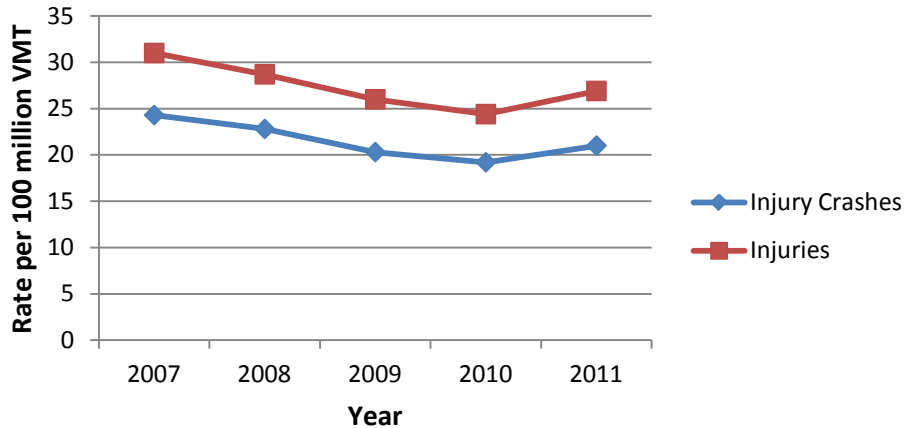
Figure 8: Injury crash rate and injury rate in Colorado, 2007-2011



Source: EARS Data and DOLA Data

The rate of injury crashes per 100 million VMT declined overall from 2007 to 2011 by approximately 14 percent. However, from 2010 to 2011 the rate of injury crashes per 100 million VMT increased by over nine percent (Figure 9).

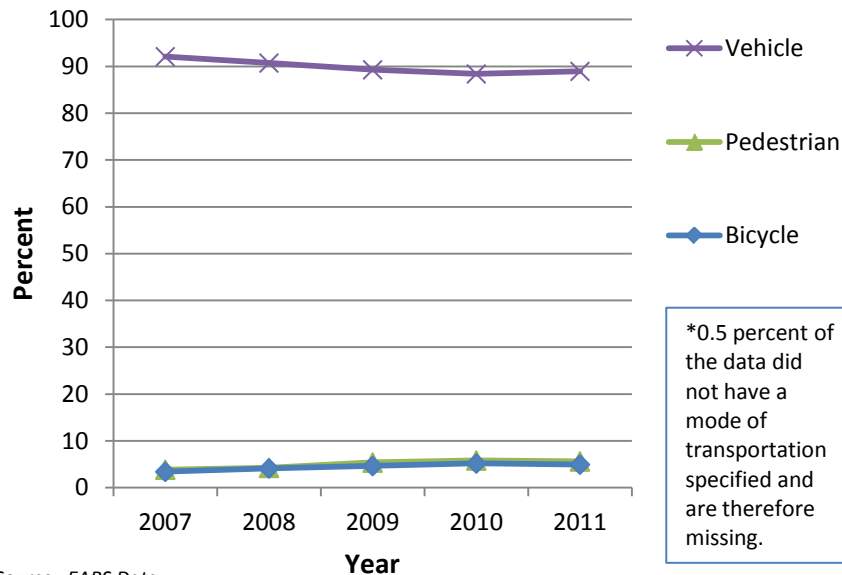
Figure 9: Injury crashes and injuries per 100 million VMT, 2007-2011



Source: EARS Data and USDOT FHA Data

In Colorado, the breakdown of the mode of transportation when injuries occur remained similar over the past five years. When individuals are injured in crashes, approximately 90 percent of the time the individuals are motor vehicle occupants. Pedestrians make up five percent of the injured persons, while bicyclists comprise four percent (Figure 10).

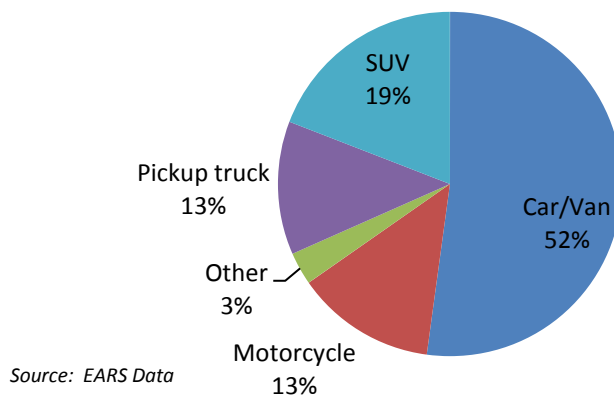
Figure 10: Mode of transportation* when injuries occur in crashes in Colorado, 2007-2011



Source: EARS Data

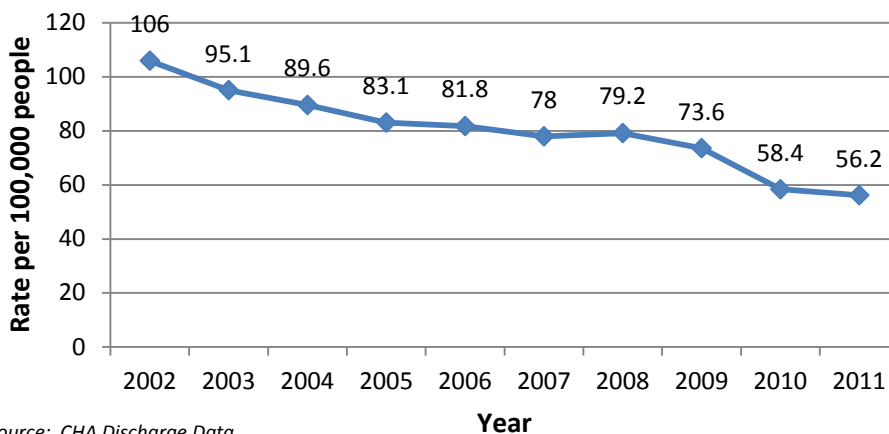
Motor vehicle occupants account for the majority of injuries. A motor vehicle can be a car/van, motorcycle, pickup truck, SUV, or other type of vehicle (i.e. motor home, bus, all terrain vehicle, snowmobile, farm or construction equipment other than truck). In 2011, a car/van was occupied in about half of the motor vehicle crashes resulting in an injury (Figure 11).

Figure 11: Specific motor vehicle type when individuals were injured in motor vehicle crashes, Colorado, 2011



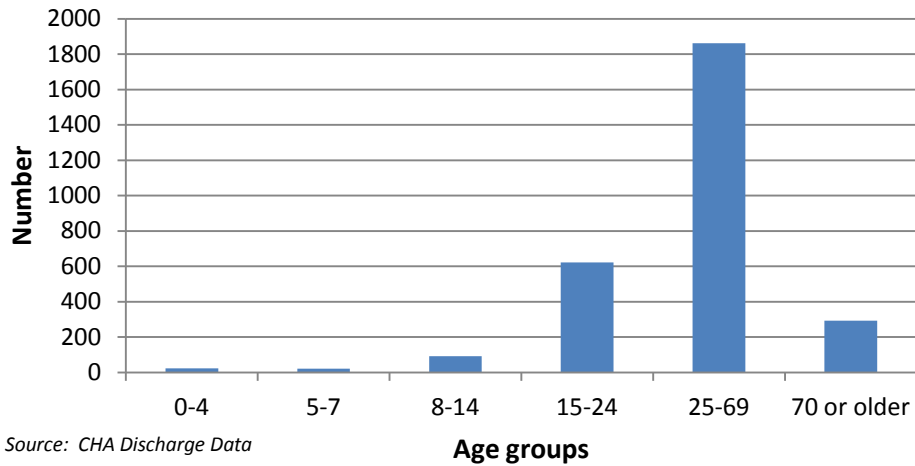
Data are available to monitor the number of hospitalizations for people injured in motor vehicle crashes. The numbers and rates of hospitalizations for people injured in motor vehicle crashes have declined by 47 percent in the past decade (Figure 12).

Figure 12: Age-adjusted hospitalization rates for Colorado residents injured in motor vehicle crashes, 2002-2011



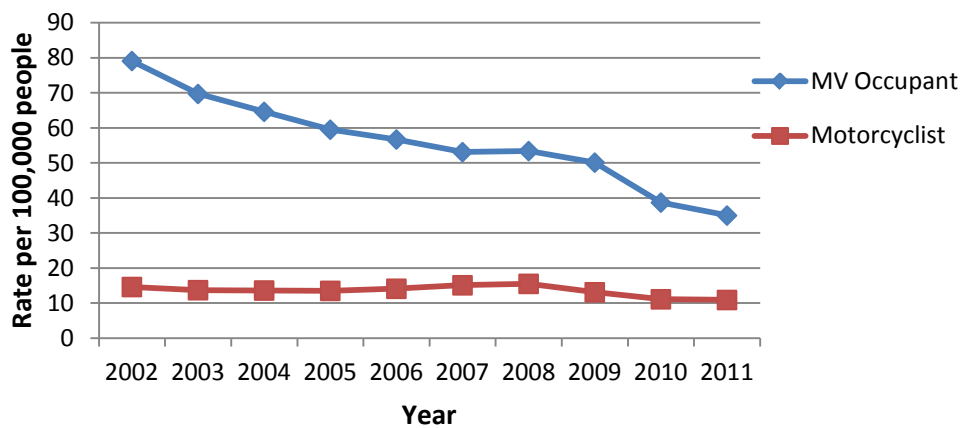
Hospital discharges due to injuries in motor vehicles crashes occurred in just under 3000 people in 2011 and most often in the 25 to 69 year old population (64 percent) (Figure 13).

Figure 13: Colorado injury hospital discharges related to motor vehicles (traffic) by age group, 2011



When looking at subgroups of persons injured in motor vehicle crash and hospitalized (Figure 14), the age-adjusted rate of hospitalizations for motor vehicle occupants has declined by 56 percent. The age-adjusted rate of hospitalizations for motorcyclists has decreased by 25 percent.

Figure 14: Age-adjusted hospitalization rates for Colorado residents injured in motor vehicle crashes, by person type, 2002-2011

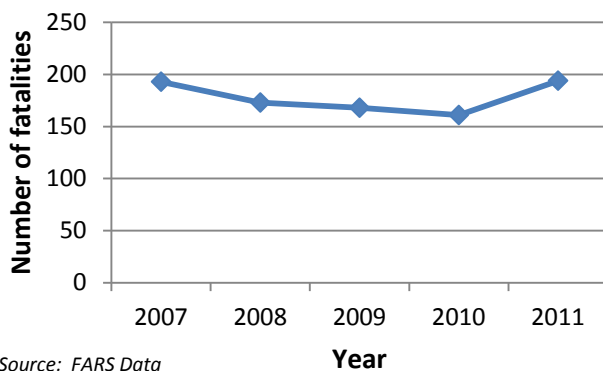


Occupant Protection

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

Between 2007 and 2011, there was no real change in the number of unrestrained passenger vehicle occupant fatalities. In 2007, there were 193 unrestrained fatalities. While there was an initial decrease in fatalities between 2008 and 2010, the fatalities jumped back up to 194 in 2011 (Figure 15). Of all the motor vehicle fatalities, over 60 percent were not using a restraint system and 19 percent of motor vehicle occupants injured in a crash were not using restraints.

Figure 15: Unrestrained passenger vehicle occupant fatalities in Colorado, all seat positions, 2007-2011



Source: FARS Data

Table 2 shows the number of unrestrained passenger vehicle occupant fatalities in Colorado, all seat positions, by Regional Emergency Medical and Trauma Advisory Councils (RETAC) region over the course of five years (2007-2011). Regions in green had a lower number of unrestrained fatalities in 2011 compared to 2007; those in red had a higher number of unrestrained fatalities and white regions had the same number of unrestrained fatalities in 2011 as in 2007. Six regions had more unrestrained fatalities in 2011, one had no change, and four improved.

Countermeasures that Work*

To increase seat belt use:

Targeting Adults:

Seat Belt Use Laws

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

Seat Belt Law Enforcement

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

Communications and Outreach

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

Other Strategies

- Incentive programs
- Employer programs

*Countermeasures listed have a 3-5 star effectiveness rating. For all countermeasures, visit

<http://www.qhsa.org/html/publications/countermeasures.html>

Table 2: Unrestrained passenger vehicle occupant fatalities in Colorado, all seat positions, by Regional Emergency Medical and Trauma Advisory Councils (RETAC), 2007-2011

RETAC Region	2007	2008	2009	2010	2011
Central Mountains (Chaffee, Eagle, Lake, Park, Pitkin, Summit)	11	10	7	9	10
Foothills (Boulder, Clear Creek, Gilpin, Grand, Jefferson)	18	17	14	15	18
Mile-High (Adams, Arapahoe, Broomfield, Denver, Douglas, Elbert)	34	30	35	32	36
Northeast Colorado (Jackson, Larimer, Logan, Morgan, Phillips, Sedgwick, Washington, Weld, Yuma)	33	32	27	33	36
Northwest (Garfield, Mesa, Moffat, Rio Blanco, Routt)	27	18	18	11	20
Plains to Peaks (Cheyenne, El Paso, Kit Carson, Lincoln, Teller)	17	18	19	22	26
San Luis Valley (Alamosa, Conejos, Costilla, Mineral, Rio Grande, Saguache)	3	6	7	11	7
Southeastern Colorado (Baca, Bent, Crowley, Kiowa, Otero, Prowers)	6	8	5	6	9
Southern Colorado (Custer, Fremont, Huerfano, Las Animas, Pueblo)	19	17	26	14	21
Southwest (Archuleta, Dolores, La Plata, Montezuma, San Juan)	13	7	7	3	7
Western (Delta, Gunnison, Hinsdale, Montrose, Ouray, San Miguel)	12	10	3	5	4
Colorado	193	161	168	173	194

Source: FARS Data

Seat Belt Compliance

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

A major initiative of the OTS is to increase the use of seat belts by motor vehicle occupants. Each year, the OTS funds a statistically valid observational survey of occupant protection use statewide. Figure 16 shows the slow but steady increase in statewide seatbelt use from 2003 to 2012. In 2012, seat belt use was 80.7 percent. There has been improvement in the seat belt use in the past 10 years and even more so in the last twenty (the overall seat belt use in 1993 was 52 percent). Seat belt use hit a high in 2010 and has since dropped by two percent. Historically, drivers and passengers in light trucks have had lower observed seat belt use than drivers in other passenger vehicles. In 2003, 65 percent of light truck occupants used seat belts compared to 72 percent in 2012. Again, while an overall improvement, truck occupants use seat belts almost 10 percent less than overall seat belt use (Figure 16).

Countermeasures that Work*

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- Local primary enforcement belt use laws
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- Short high-visibility belt law enforcement
- Combined enforcement, nighttime
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Communications and Outreach

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

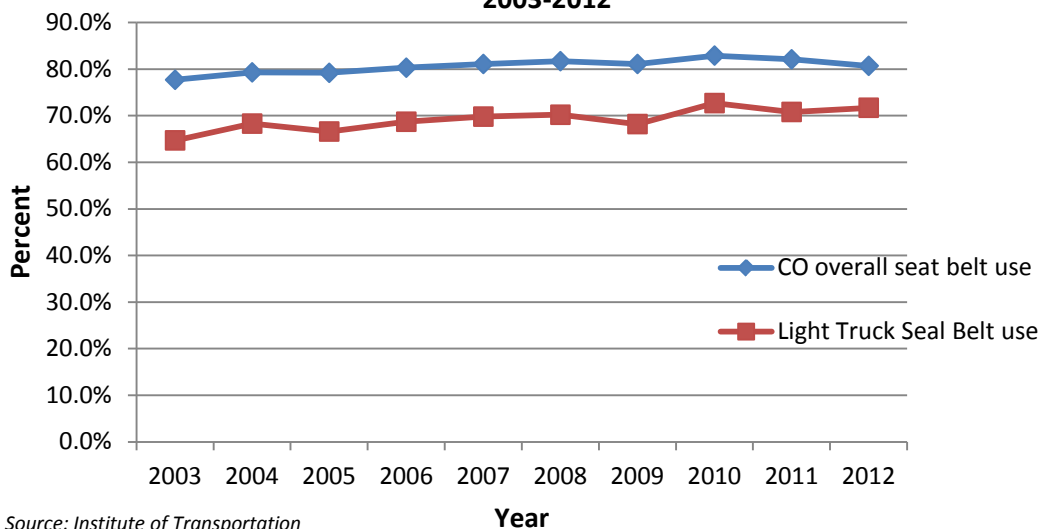
Other Strategies

- Incentive programs
- Employer programs

*Countermeasures listed have a 3-5 star effectiveness rating. For all countermeasures, visit

<http://www.ghsa.org/html/publications/countermeasures.html>

Figure 16: Statewide overall and light truck seat belt use in Colorado, 2003-2012



Source: Institute of Transportation Management at CSU

Child Passenger Safety

Combined front/rear child (age 0-4) restraint use has ranged between 83 and 89 percent for the past decade. In 2012, the estimated child restraint use was approximately five percent lower than in 2003. The first attempt to estimate the front/rear combined rate of child booster seat use was in 2011. The overall usage rate was 66.3 percent and increased to 72.5 percent in 2012. Juvenile (ages 5-15) front/rear seat belt use is nine percent higher in 2012 than in 2003. Teen drivers and teen front seat outboard passengers of non-commercial vehicles seat belt use has steadily improved to a high of 82.7 percent in 2012 (Figure 17).

Countermeasures that Work*

To increase seat belt use:

Targeting Pre-teens and Teenage Occupants: Restraint Use Laws

• Coverage: Seating position, vehicles, ages
Communications and Outreach

- Strategies for older children

Other Strategies

- School Programs

Targeting Infants and Children in Child Restraints and Booster Seats:

Child Restraint/Booster Seat Use Laws

- Implement child restraint use laws
- Coverage: seating position, vehicles, ages

Child Restraint/Booster Seat Law Enforcement

- Short high-visibility CR law enforcement

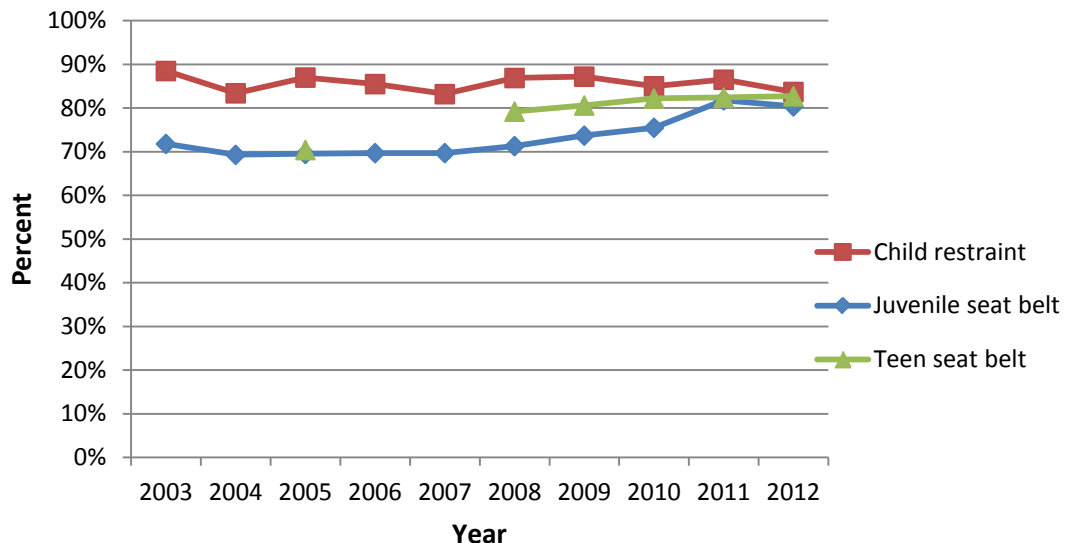
Communications and Outreach

- Supporting Enforcement

*Countermeasures listed have a 3-5 star effectiveness rating. For all countermeasures, visit

<http://www.ghsa.org/html/publications/countermeasures.html>

Figure 17: Child, juvenile, and teen restraint use, 2003-2012



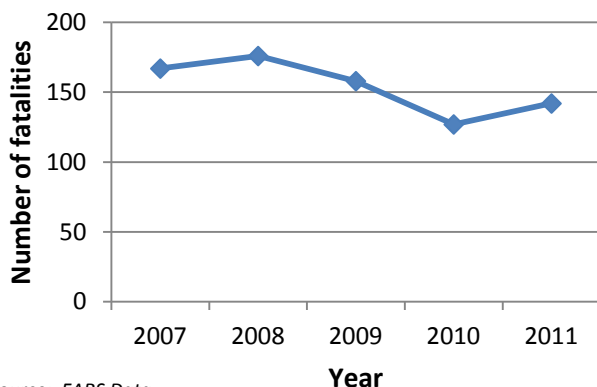
Source: Institute of Transportation Management at CSU

Impaired Driving

Core Performance Measure (C-5): Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.

Of drivers 16 years of age or older in 2011, there were 24,789 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI). This results in a rate of 63 offenses per 10,000 population. DUI/DWAI/DUID is noted three percent of the time as the most apparent human contributing factor in crashes. Less than three percent of the time, this is noted in a crash where there were no injuries or fatalities. However, approximately nine percent of the time that DUI/DWAI/DUID is the most apparent human contributing factor, the crash results in injuries or fatalities. In 2011, there were 142 fatalities involving a driver or motorcycle operator with a BAC of .08 or above. This is 25 fewer deaths than in 2007, or a 15 percent reduction in fatalities where a driver has a BAC greater than or equal to .08 (Figure 18).

Figure 18: Fatalities in Colorado crashes involving a driver or motorcycle operator with a BAC \geq 0.08, 2007-2011



Source: FARS Data

Countermeasures that Work*

To reduce alcohol-impaired driving:

Deterrence: Laws

- ALR/ALS
- Open Containers
- High-BAC sanctions
- BAC test refusal penalties

Deterrence: Enforcement

- Sobriety Checkpoints
- Saturation patrols
- Preliminary Breath Test devices (PBTs)
- Passive alcohol sensors
- Integrated enforcement

Deterrence: Prosecution and Adjudication

- DWI Courts
- Limits on diversion and plea agreements
- Court monitoring

Deterrence: DWI Offender Treatment, Monitoring, and Control

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

Prevention, Intervention, Communications and Outreach

- Alcohol screening and brief intervention
- Mass-media campaigns

Underage Drinking and Alcohol-Impaired Driving

- Minimum drinking age 21 laws
- Zero-tolerance law enforcement

Drugged Driving

- Enforcement of drugged driving

*Countermeasures listed have a 3-5 star effectiveness rating. For all countermeasures, visit

<http://www.qhsa.org/html/publications/countermeasures.html>

Speed Enforcement

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

In 2011, speeding related fatalities were at a three-year high of 183, representing a seven percent increase from 2009 (Figure 19) and contributing to 41 percent (183/447) of all fatalities. Speeding was the driver action or violation that officers marked as leading to a crash in five percent of all crashes in 2011.

Countermeasures that Work*

To reduce aggressive driving and speeding:

Laws

- Speed Limits

Enforcement

- Automated enforcement

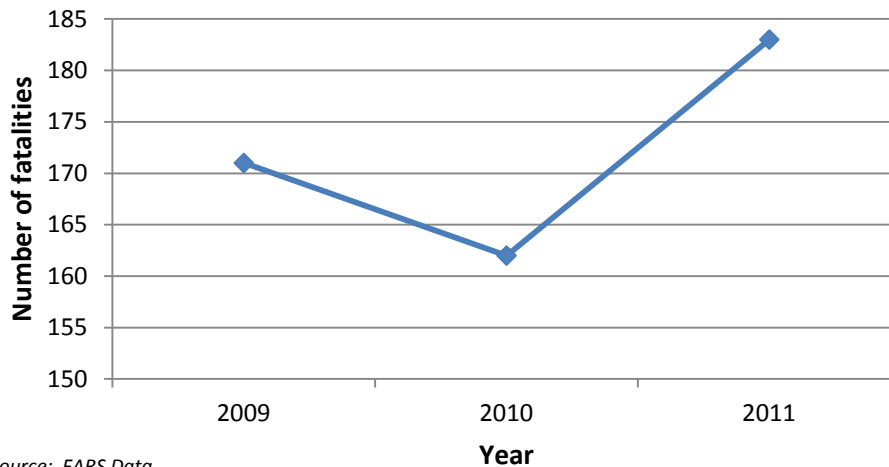
Communications and Outreach

- Public information supporting enforcement

*Countermeasures listed have a 3-5 star effectiveness rating. For all countermeasures, visit

<http://www.qhsa.org/html/publications/countermeasures.html>

Figure 19: Speeding related fatalities in Colorado, 2009-2011



Source: FARS Data

Motorcycle Safety

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

Motorcyclist fatalities decreased by 13 percent since 2007. In 2007, there were 90 fatalities per year, and in 2011 there were 78 (Figure 20). The 78 motorcyclist fatalities in 2011 account for 17 percent of the total motor vehicle fatalities. With respect to those injured in crashes, motorcyclists accounted for 13 percent of total injuries when a motor vehicle was the mode of transportation.

Countermeasures that Work*

To improve motorcycle safety:

Motorcycle Helmets

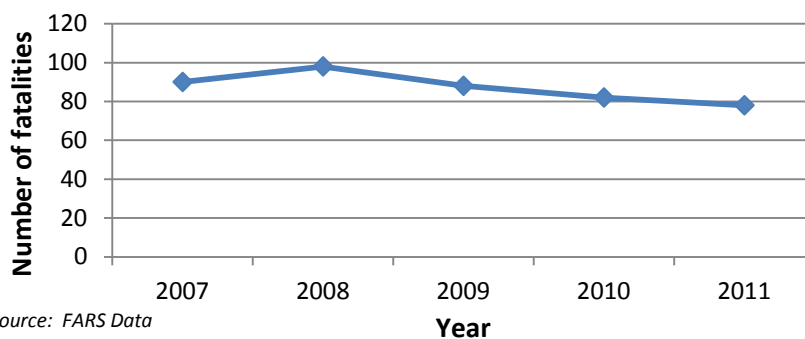
- State motorcycle helmet use laws

Alcohol Impairment

- Alcohol impairment: detection, enforcement, and sanctions

*Countermeasures listed have a 3-5 star effectiveness rating. For all countermeasures, visit <http://www.qhsa.org/html/publications/countermeasures.html>

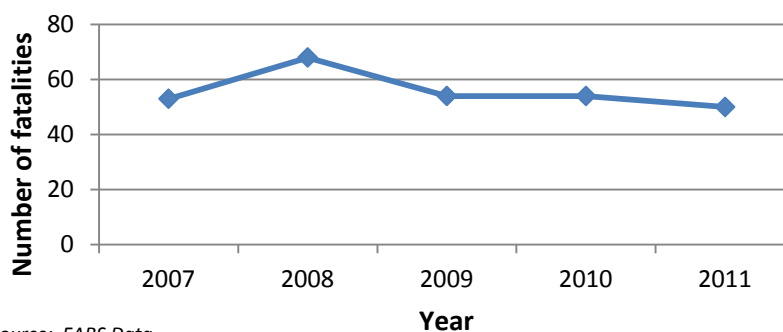
Figure 20: Motorcycle fatalities in Colorado, 2007-2011



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

Of the 78 motorcyclist fatalities, 50 riders (64 percent) were not wearing helmets (Figure 21). From 2007 until 2011, the percent of motorcyclists who died each year and were not wearing helmets ranged between 59 and 69 percent.

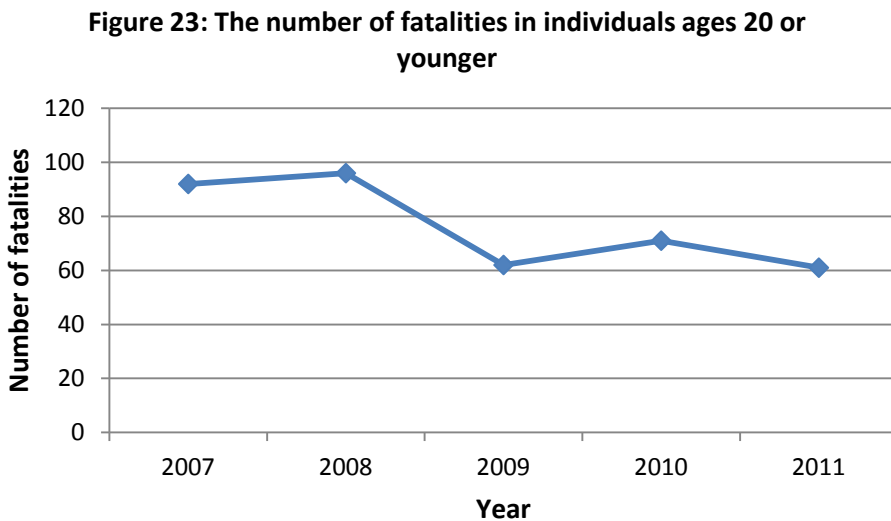
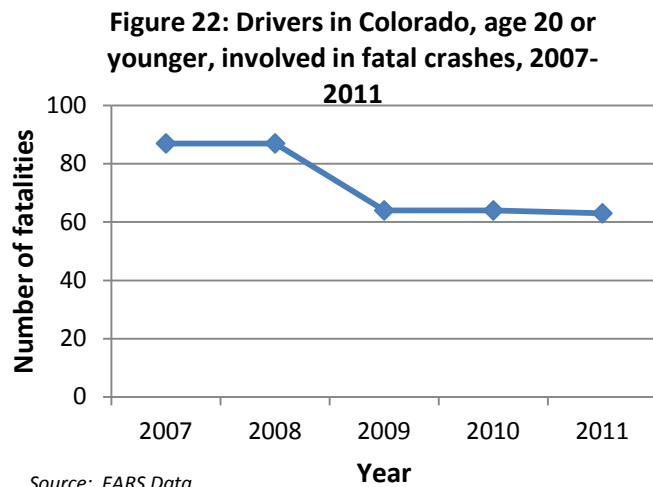
Figure 21: Unhelmeted motorcyclist fatalities in Colorado, 2007-2011



Young Drivers

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

Since 2007 the number of drivers age 20 and younger involved in a fatal crash declined. Twenty-four (28 percent) fewer drivers, age 20 or younger, were involved in a fatal crash in 2011 compared to 2007 (Figure 22). From 2007 to 2011, the number of fatalities in people 20 or younger decreased by 34% (Figure 23).



Countermeasures that Work*

To improve young-driver safety:

Graduated Driver Licensing

- Graduated driver licensing (GDL)
- Learner’s permit length, supervised hours
- Intermediate – nighttime restrictions
- Intermediate – passenger restrictions

Traffic Law Enforcement

- Enforcement of GDL and zero-tolerance laws

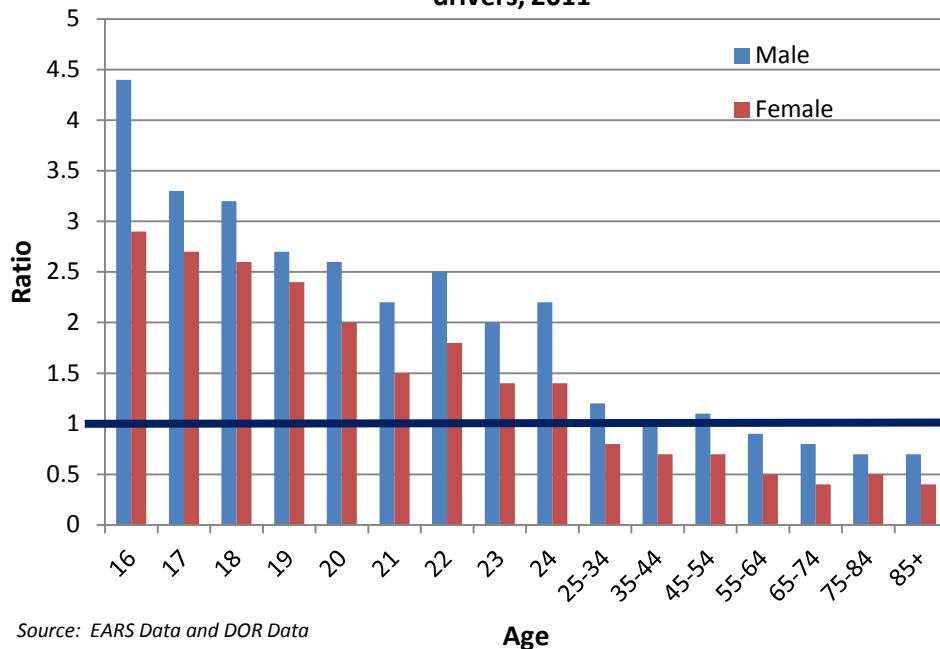
*Countermeasures listed have a 3-5 star effectiveness rating. For all countermeasures, visit

<http://www.qhsa.org/html/publications/countermeasures.html>

Still, youth and inexperience play a role in crashes. Inexperience was the contributing factor to approximately 12 percent of all crashes in 2011 and this percentage remained the same whether there was an injury and fatality or not.

Each bar in Figure 24 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in four percent of all of the injury crashes in Colorado, but 23 year-old males only account for two percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than one. Values greater than one indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected. In Colorado, the ratio for young drivers ages 16-24 and males 25-34 exceeds one, indicating that young drivers and males 25-34 account for more crashes than expected for their age groups.

Figure 24: Ratio of the age distribution and gender of Colorado drivers involved in an injury crash to that of Colorado licensed drivers, 2011

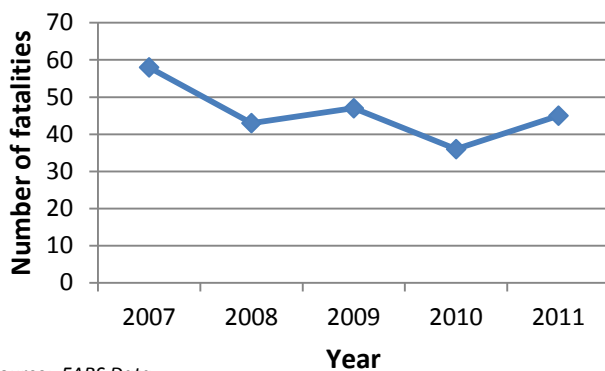


Pedestrian and Bicycle Safety

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

The number of pedestrian fatalities in 2011 is 22 percent lower than it was in 2007, decreasing from 58 deaths in 2007 to 45 in 2011 (Figure 25). While this is an improvement, it was not a steady decline. The lowest number of pedestrian fatalities (36) occurred in 2010. The 45 pedestrian deaths in 2011 account for 10 percent of all fatalities. Bicyclists account for two percent of all fatalities and four percent of injuries.

Figure 25: Pedestrian fatalities in Colorado, 2007-2011



Source: FARS Data

Countermeasures that Work*

To improve pedestrian and bicycle safety:

Pedestrian

School-aged Children

- Elementary-age child pedestrian training
- “Ice cream vendor” Ordinance

All Pedestrians

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

Bicycle

Children

- Bicycle helmet laws for children

Adult Bicyclists

- Bicycle helmet laws for adults

All Bicyclists

- Active lighting and rider conspicuity

*Countermeasures listed have a 3-5 star effectiveness rating. For all countermeasures, visit

<http://www.ghsa.org/html/publications/countermeasures.html>

Distracted Driving

There were a total of 102,137 crashes in Colorado in 2011. Of the drivers involved in these crashes, law enforcement reported that 28,139 drivers were driving carelessly. Distraction is a specified human contributing factor to crashes when drivers are acting carelessly. In careless driving crashes, with and without injuries or fatalities, drivers are distracted by other passengers, phones, or the radio in one to three percent of crashes. Distracted, other (i.e. food, objects, pets, etc.) is the contributing factor to approximately 15 percent of careless driving crashes with an injury or fatality and 21 percent of non-injury crashes (Figure 26 and 27).

Countermeasures that Work*

To reduce distracted and drowsy driving:

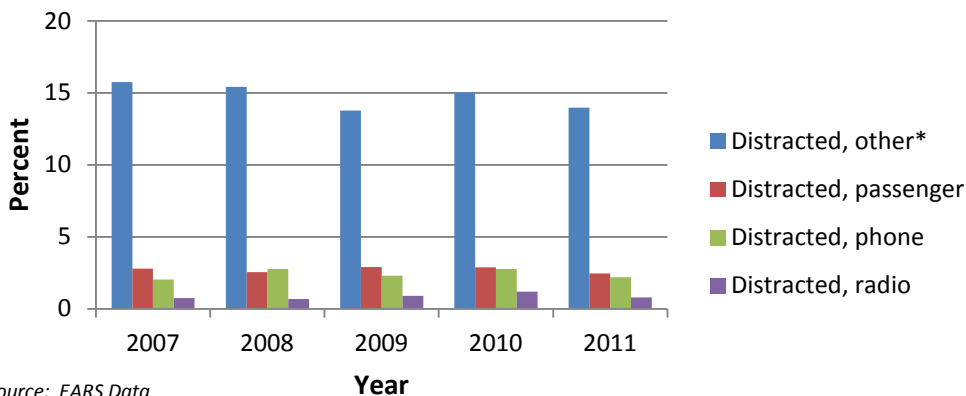
Laws and Enforcement

- GDL requirements for beginning drivers

*Countermeasures listed have a 3-5 star effectiveness rating. For all countermeasures, visit

<http://www.ghsa.org/html/publications/countermeasures.html>

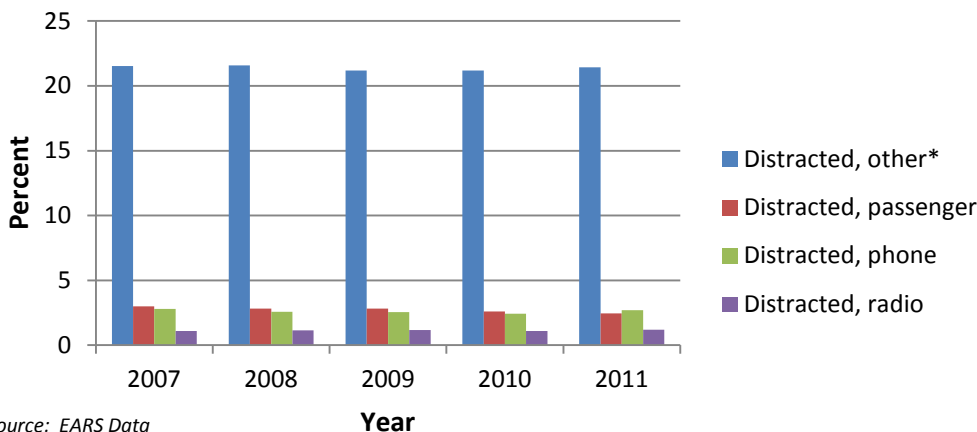
Figure 26: Types of distraction among careless drivers in crashes with injuries or fatalities in Colorado, 2007-2011 (n=3,209)



Source: EARS Data

*Distracted, other = food, objects, pets, etc.

Figure 27: Types of distraction among careless drivers in crashes without injuries or fatalities in Colorado, 2007-2011 (n=24,930)

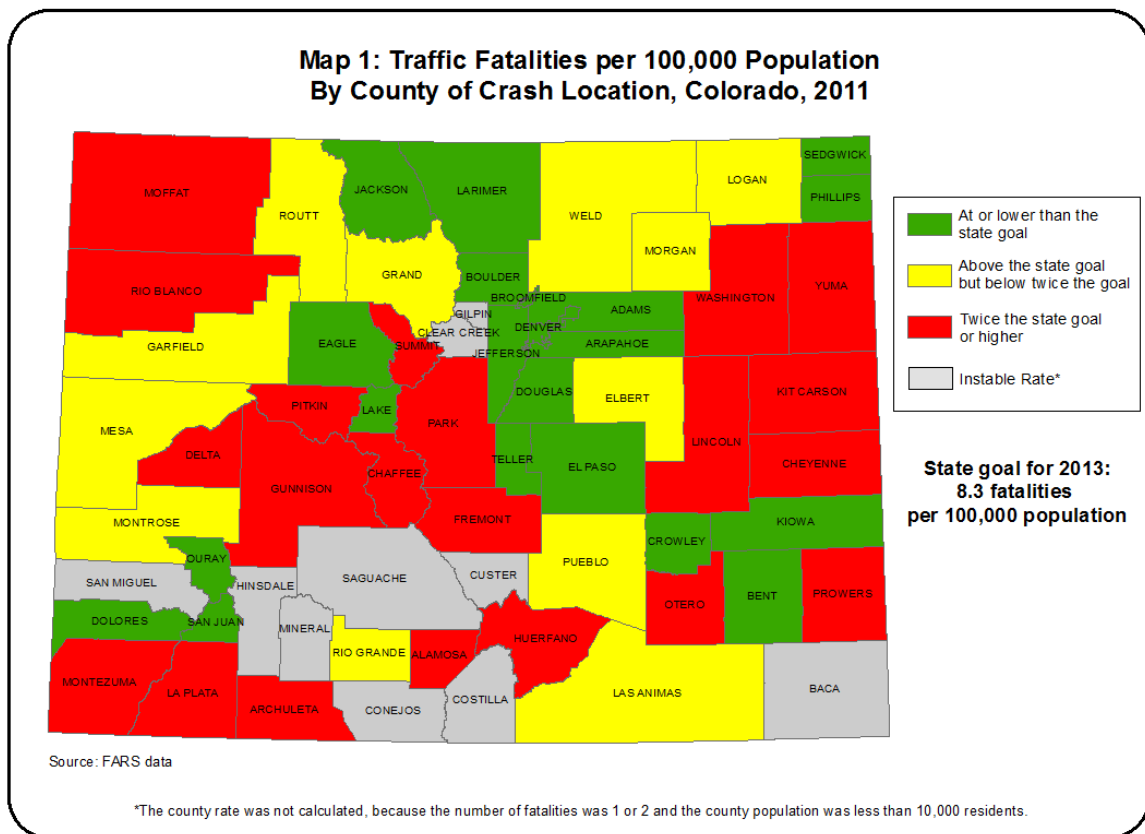


Source: EARS Data

*Distracted, other = food, objects, pets, etc.

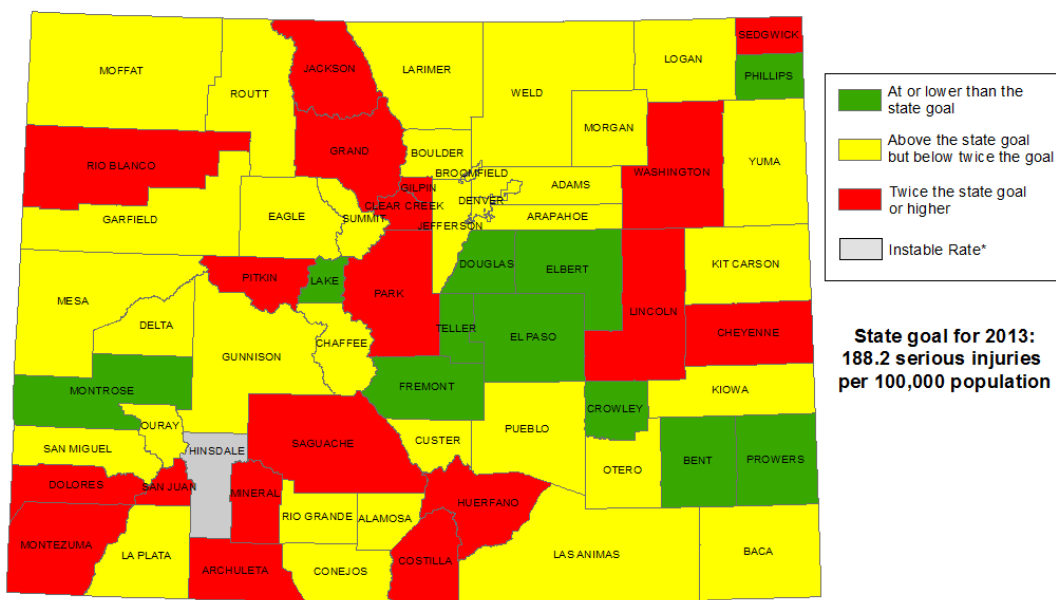
COUNTY MAPS

This map gallery shows seven of the ten performance measures as a way to highlight the contribution that counties can make to the state reaching the state goals for 2013. The data for each county was compiled using the same groupings or methodology that the National Highway Traffic Safety Administration used in their report, *Traffic Safety Facts: Colorado, 2006-2010*. On each map, green indicates, “go,” keep up the good work. Red indicates, “stop,” think about what else can be done to make progress in this safety area. Yellow indicates, “caution,” consider how to improve in this performance measure. In general, the results for these performance measures indicate that every county has one area of improvement. Counties may consider talking to neighboring counties with similar characteristics that are doing better in particular performance areas to find out what their safety education and enforcement efforts are. Ultimately, the goal for fatalities is zero in every county. Maps 1 and 2 demonstrate rates of fatalities and serious injuries, respectively. Rates take into account the size of each county by dividing the number of fatalities or injuries by the number of people that live in the county. Maps 3 through 6 show the numbers of specific types of traffic fatalities. These maps do not show rates, but rather the location of where fatalities occurred. Map 7 displays the percentage of seat belt use in 2012 for 27 counties. Counties without seat belt use data are shown in grey.



Created by: Epidemiology, Planning and Evaluation Branch, CDPHE, February 2013

**Map 2: Serious Injuries in Traffic Crashes per 100,000 Population
By County of Crash Location, Colorado, 2011**

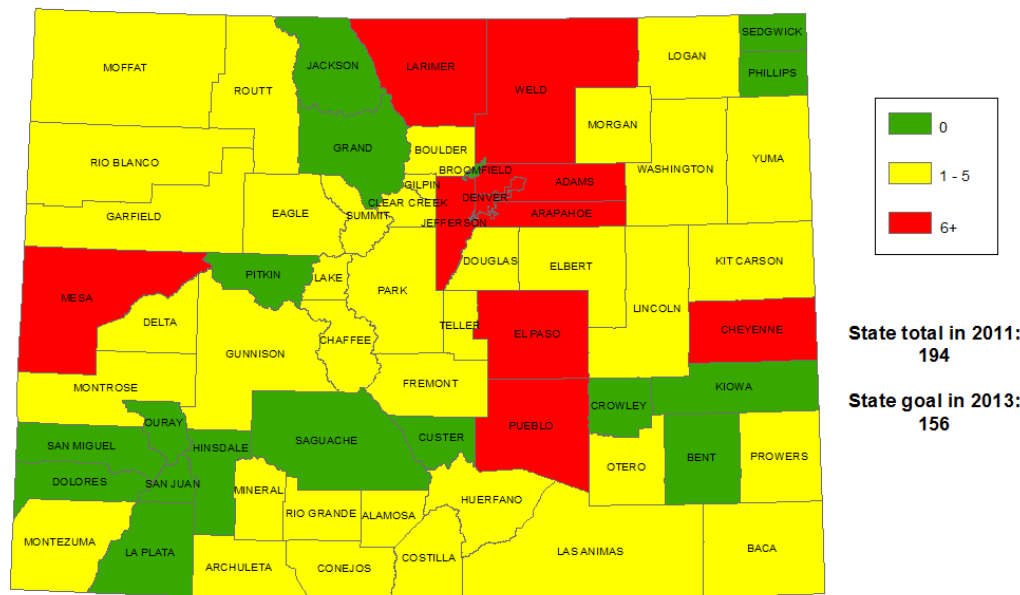


Source: FARS data

*The county rate was not calculated, because the number of fatalities was 1 or 2 and the county population was less than 10,000 residents.

Created by: Epidemiology, Planning and Evaluation Branch, CDPHE, February 2013

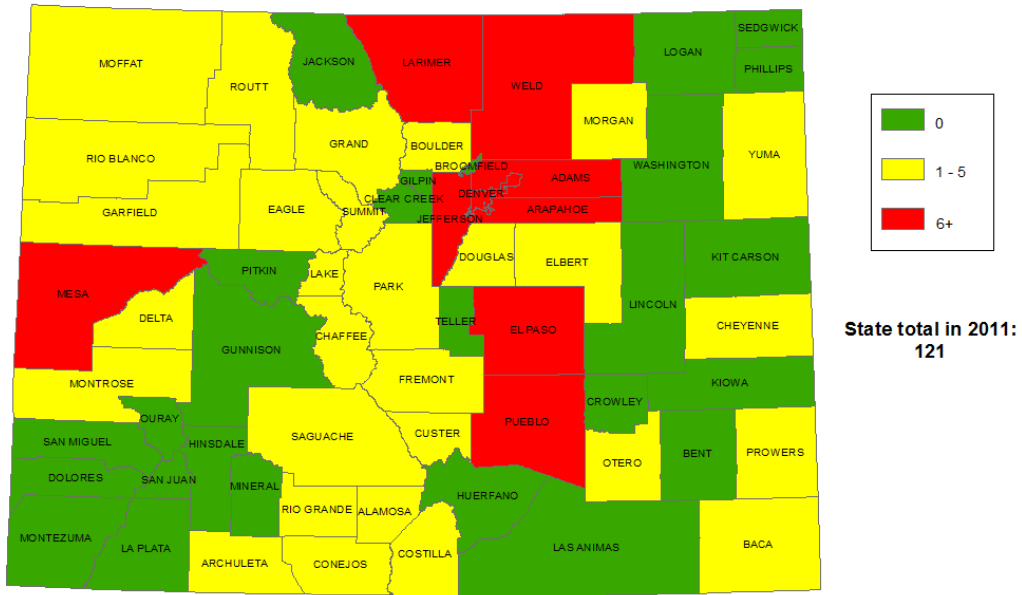
**Map 3: Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions
By County of Crash Location, Colorado, 2011**



Source: FARS data

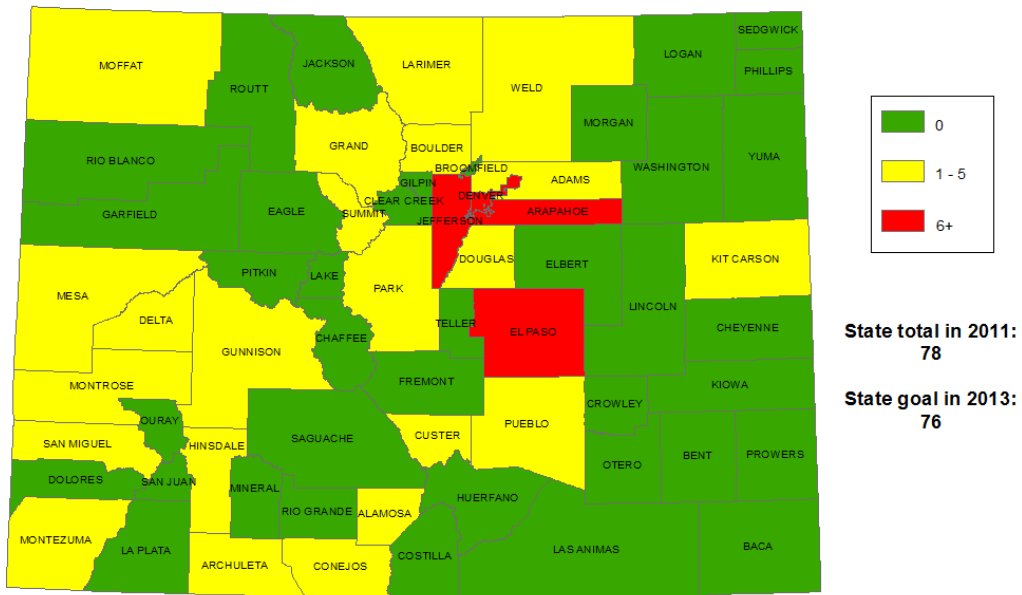
Created by: Epidemiology, Planning and Evaluation Branch, CDPHE, February 2013

Map 4: Number of Fatal Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 and Above, By County of Crash Location, Colorado, 2011



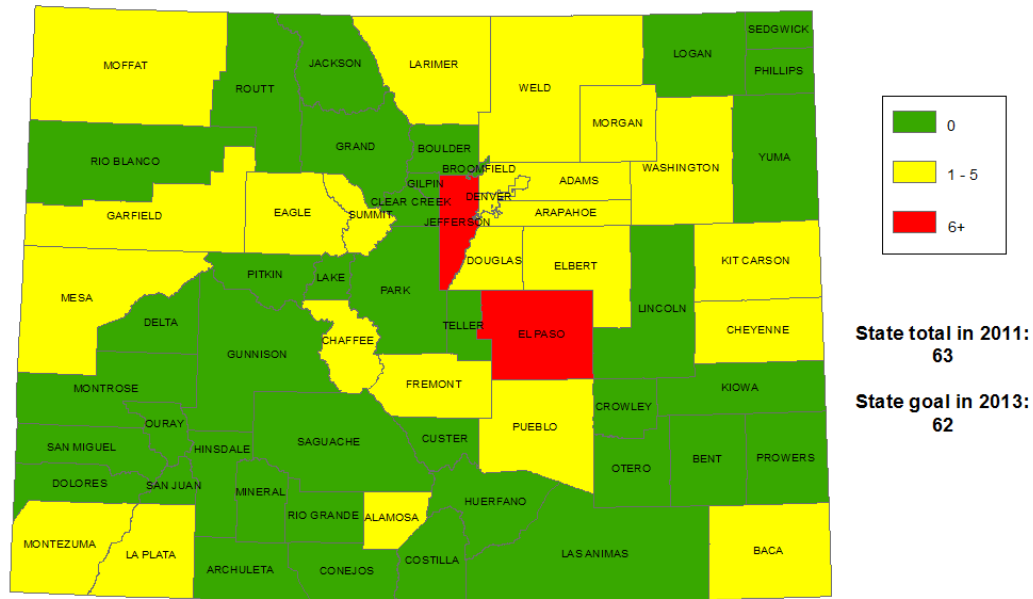
Created by: Epidemiology, Planning and Evaluation Branch, CDPHE, February 2013

Map 5: Number of Motorcycle Fatalities By County of Crash Location, Colorado, 2011



Created by: Epidemiology, Planning and Evaluation Branch, CDPHE, February 2013

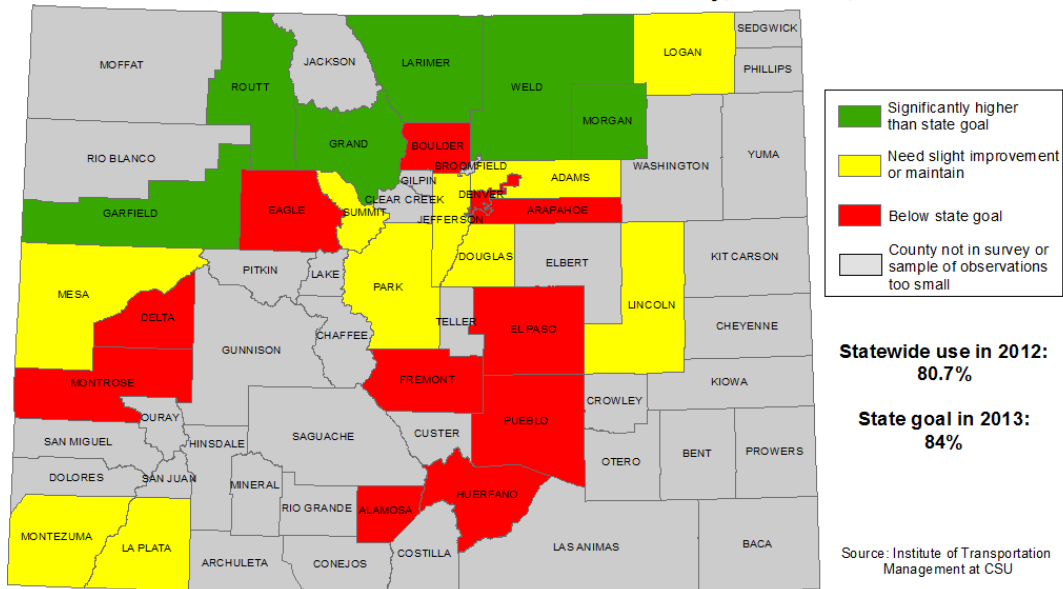
Map 6: Number of Drivers Age 20 or Younger Involved in Fatal Crashes By County of Crash Location, Colorado, 2011



Source: FARS data

Created by: Epidemiology, Planning and Evaluation Branch, CDPHE, February 2013

Map 7: Observed Seat Belt Use* In 29 Counties of the Statewide Seat Belt Survey, Colorado, 2012



*Drivers and front seat outboard passengers were observed in cars, vans, pickup trucks, SUVs, and select commercial vehicles (10,000 pounds and under). The standard of error for the estimate of seat belt use in Baca and Las Animas counties was 5 or higher, indicating that the sample of observations in these counties in 2012 was too small to provide a good estimate of seat belt use. "Significantly higher" meant that 84% of the state goal, was lower than the lower limit of the 95% confidence interval for the estimate of seat belt use. "Need slight improvement or maintain" meant that 84% was within the 95% confidence interval. "Below state goal" meant that 84% was above the 95% confidence interval for the estimate.

For more details, see Table 7 of <http://www.coloradodot.info/library/surveys/2012CDOT%20StatewideFinalReport.pdf>

Created by: Epidemiology, Planning and Evaluation Branch, CDPHE, February 2013

ADAMS COUNTY



2011 Quick Facts:

Population	451,576
Male	227,164 (50%)
Female	224,412 (50%)
0-7 years	60,172 (13%)
8-14 years	49,361 (11%)
15-24 years	60,238 (13%)
25-69 years	256,145 (57%)
70+ years	25,659 (6%)

TABLE 3: ADAMS COUNTY TREND ANALYSIS 2007-2011

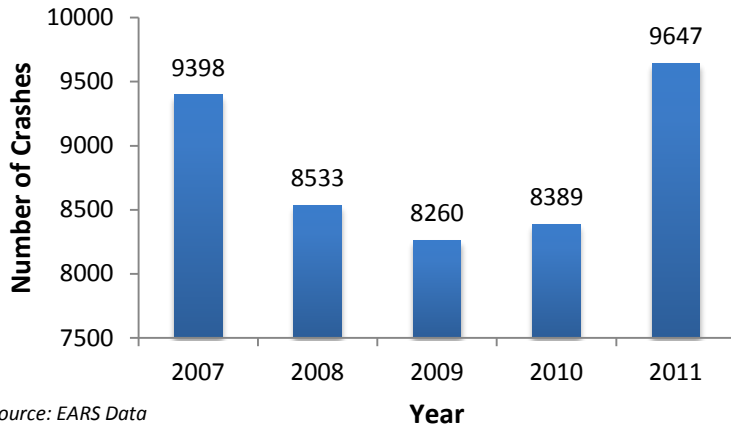
Performance Measure Reduce the number of:	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Adams County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]	
		2007	2008	2009	2010	2011			
Traffic fatalities	9.90	39	39	22	29	29	7.27	-25.64%	
Serious injuries in traffic crashes	260.73	1082	1017	955	900	1081	231.74	-0.09%	
Fatalities per 100 million VMT	1.04	County data not available for VMT							
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	12	9	4	10	9	2.03	-25.00%	
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	10	9	7	11	9	2.12	-10.00%	
Speeding-related fatalities ⁺	3.41	NA	NA	8	9	12	2.18	+50.00%	
Motorcyclist fatalities	1.75	8	4	7	6	5	1.38	-37.50%	
Unhelmeted motorcyclist fatalities	1.12	2	3	6	5	5	.97	+150.00%	
Drivers age 20 or younger in fatal crashes	1.47	9	8	3	3	3	1.20	-66.67%	
Pedestrian fatalities	0.92	9	10	4	2	5	1.38	-44.44%	

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 28: Total number of crashes in Adams County, 2007-2011

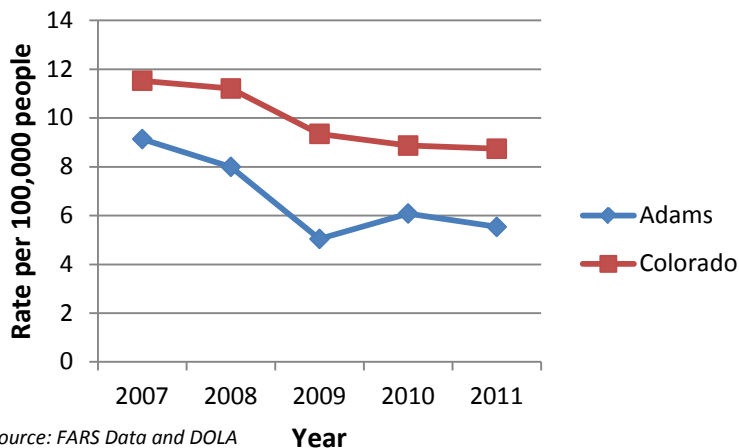


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population are on the decline in Adams County. In 2011, there were 25 fatal crashes, resulting in 29 deaths.

Figure 29: Fatal crash rate in Adams County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Adams County declined between 2007 and 2011. However, in 2011, there were 189 injury crashes per 100,000 population, almost a 20 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 25 fatal crashes in 2011, 7 (28%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 2,892 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 4% of the 1634 drivers in injury and fatal crashes and 3% of the 17,048 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 7% of the 1634 drivers in injury or fatal crashes were distracted.

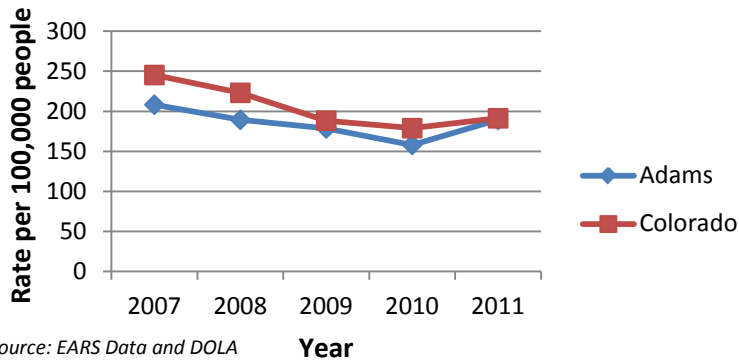
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes decreased by 66.67%.

Source: FARS Data

Figure 30: Injury crash rate in Adams County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 4. Adams County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	2
5-7	1	2
8-14	2	10
15-24	4	60
25-69	18	189
70+	4	22
Total	29	285

Source: FARS Data and CHA Discharge Data

Each bar in Figure 31 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Adams County, the ratio for young drivers ages 16-25 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, 9 of the 19 (47%) motor vehicle fatalities and 183 of the 854 (21%) motor vehicle occupants injured in a crash were not using seat belts or other restraints.

2012 Adams County Occupant Protection Usage:

Overall seat belt: 81.3%

Teen seat belt: 67.6%

Front/rear seat (0-4 years): 96.6%

Front/rear booster: 87.7%

Juvenile (5-15 years): 76.2%

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

Motorcycle Safety

There were 5 motorcyclist fatalities in 2011 and 100 percent (5/5) were unhelmeted.

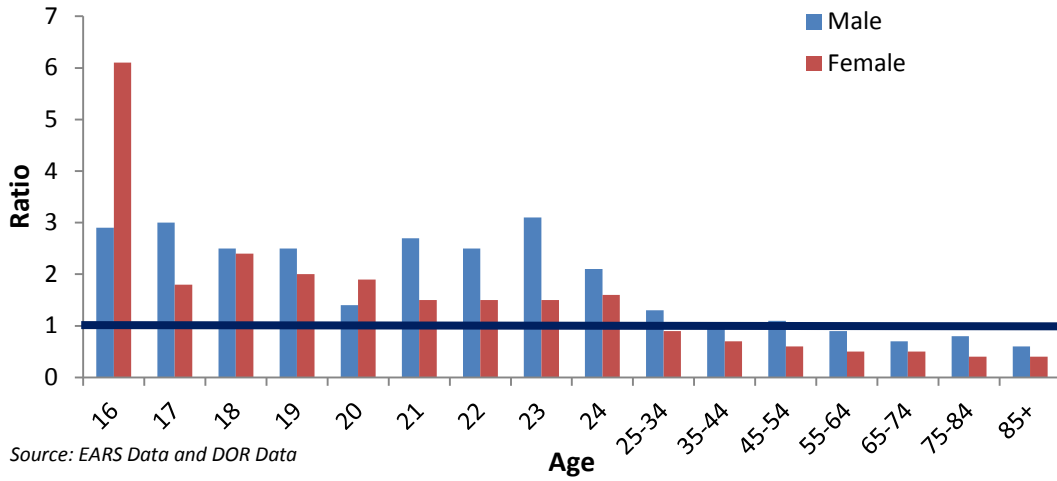
Source: FARS Data

Pedestrian and Bicycle Safety

5 pedestrians and 0 bicyclists were killed in 2011.

Source: FARS Data

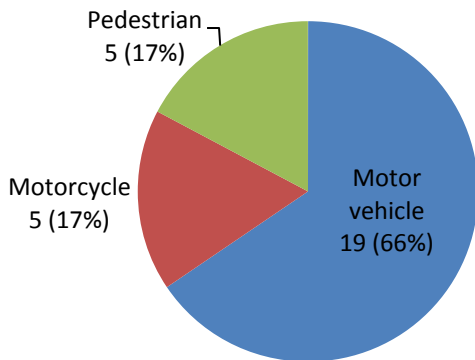
Figure 31: Ratio of drivers in injury crashes compared to all licensed drivers in Adams County by age and gender, 2011



Mode of Transportation

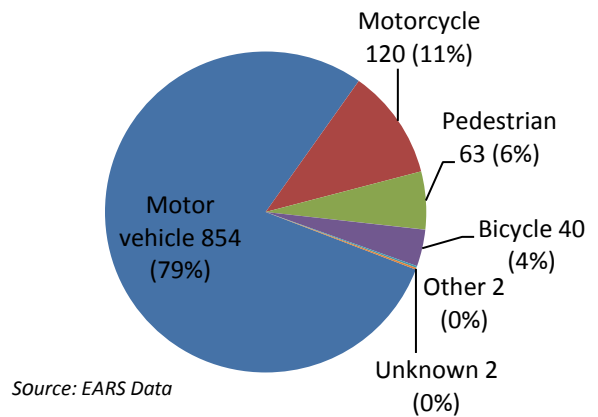
Motor vehicle occupants accounted for 19 of the 29 fatalities.

Figure 32: Mode of transportation in Adams County fatalities, 2011



Of the 1,081 injuries, 854 were motor vehicle occupants and 183 of those injuries (21%) were not using seat belts or other restraints.

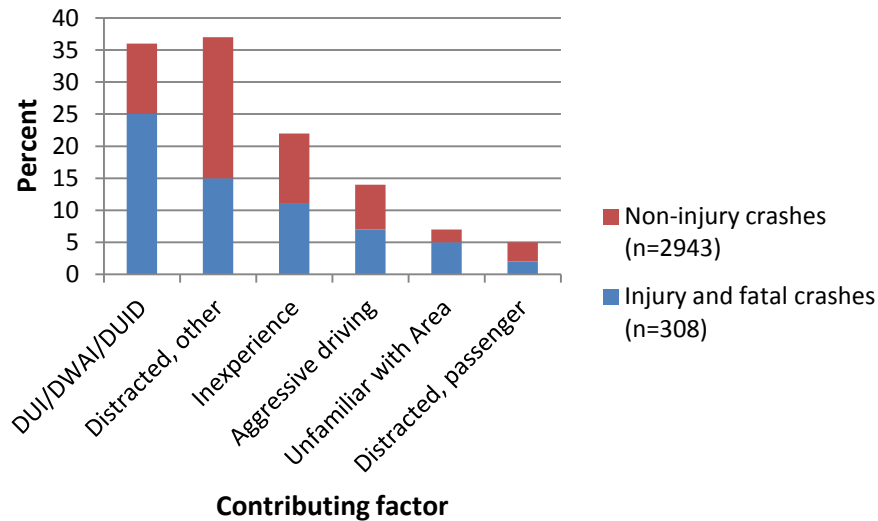
Figure 33: Mode of transportation of injured individuals in Adams County, 2011



Contributing Factors

There were a total of 9,647 crashes in Adams County in 2011. Of the drivers involved in these crashes, law enforcement reported that 3,251 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 34).

Figure 34: Contributing factors among careless drivers in Adams County, 2011 (n= 3251)

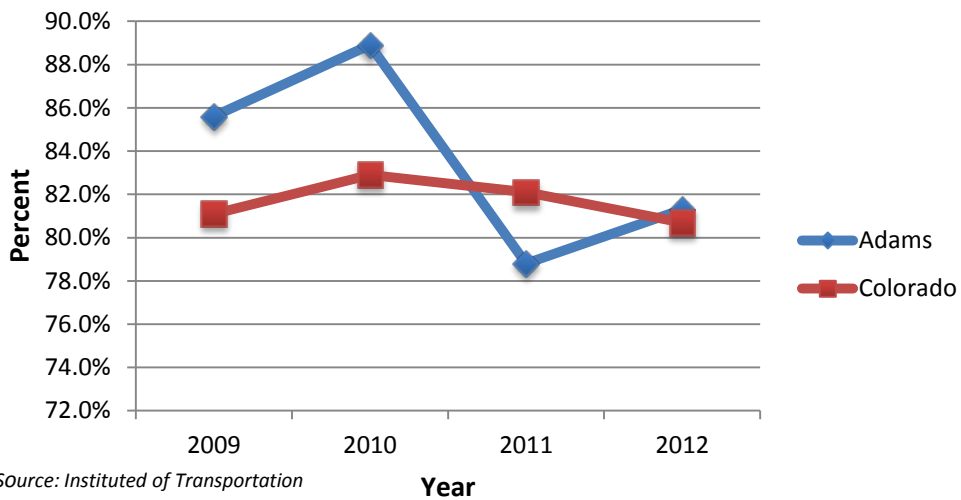


*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Overall seat belt use in Adams County varied between 2009 and 2012. However Adams County's seat belt use was similar to statewide seat belt use in 2012.

Figure 35: Seat belt use in Adams County and Colorado, 2009-2012



Source: Institute of Transportation Management at CSU

ALAMOSA COUNTY



2011 Quick Facts:

Population	15,642
Male	7,851 (50%)
Female	7,791 (50%)
0-7 years	1,874 (12%)
8-14 years	1,386 (9%)
15-24 years	2,860 (18%)
25-69 years	8,311 (53%)
70+ years	1,210 (8%)

TABLE 5: ALAMOSA COUNTY TREND ANALYSIS 2007-2011

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Alamosa County Five Year Crude Rate Event/100,000 people	Five Year Percent Change
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	6	3	2	6	4	27.26	-33.33%
Serious injuries in traffic crashes	260.73	58	44	37	43	51	302.45	-12.07%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	0	3	1	3	3	12.98	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	1	1	0	1	2	6.49	+100.00%
Speeding-related fatalities⁺	3.41	NA	NA	1	3	2	12.93	+100.00%
Motorcyclist fatalities	1.75	0	0	0	0	1	1.30	*
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	1	1.30	*
Drivers age 20 or younger in fatal crashes	1.47	2	0	1	3	1	9.09	-50.00%
Pedestrian fatalities	0.92	0	0	0	1	0	1.30	0.00%

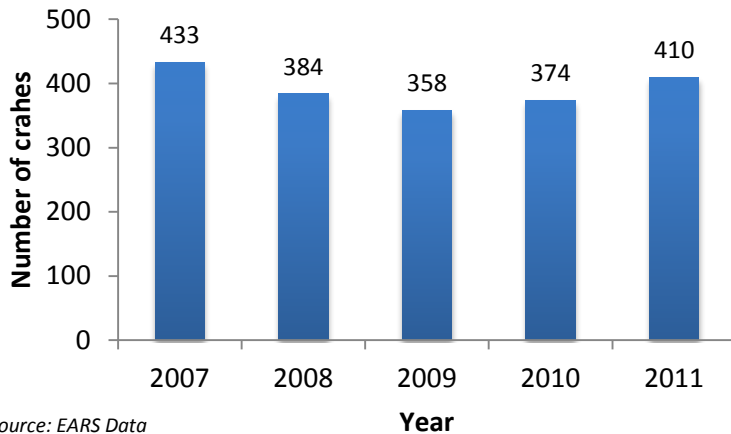
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 36: Total number of crashes in Alamosa County, 2007-2011

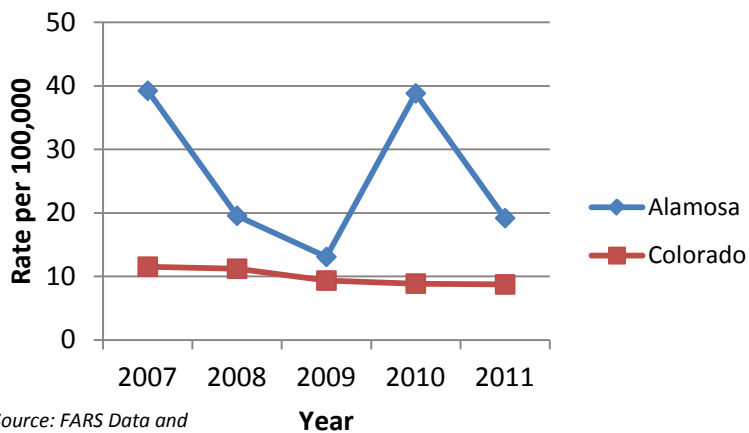


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population vary in Alamosa County. In 2011, there were 3 fatal crashes, resulting in 4 deaths.

Figure 37: Fatal crash rate in Alamosa County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Alamosa County declined between 2007 and 2011. However, in 2011, there were 217 injury crashes per 100,000 population, almost a 12 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 3 fatal crashes in 2011, 1 (33%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 312 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 4% of the 56 drivers in injury and fatal crashes and 4% of the 659 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 5% of the 56 drivers in injury or fatal crashes were distracted.

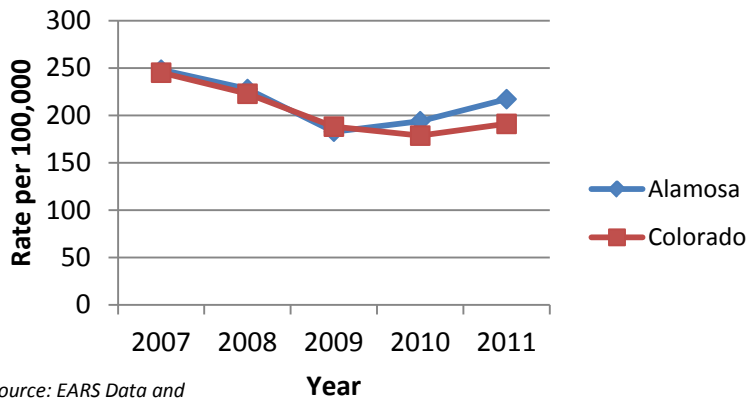
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes decreased by 50%.

Source: FARS Data

Figure 38: Injury crash rate in Alamosa County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 6. Alamosa County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	1
15-24	2	5
25-69	2	15
70+	0	0
Total	4	21

Source: FARS Data and CHA Discharge Data

Each bar in Figure 39 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Alamosa County, the ratio for young drivers ages 16-25 and male drivers ages 45-74 exceeds 1, indicating that young drivers and older males account for more crashes than expected for their age groups.

Occupant Protection

In 2011, 3 of the 3 (100%) motor vehicle fatalities and 20 of the 48 (42%) motor vehicle occupants injured were not using seat belts or other restraints.

2012 Alamosa County Occupant Protection Usage:
Overall seat belt: 74.0%

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

Motorcycle Safety

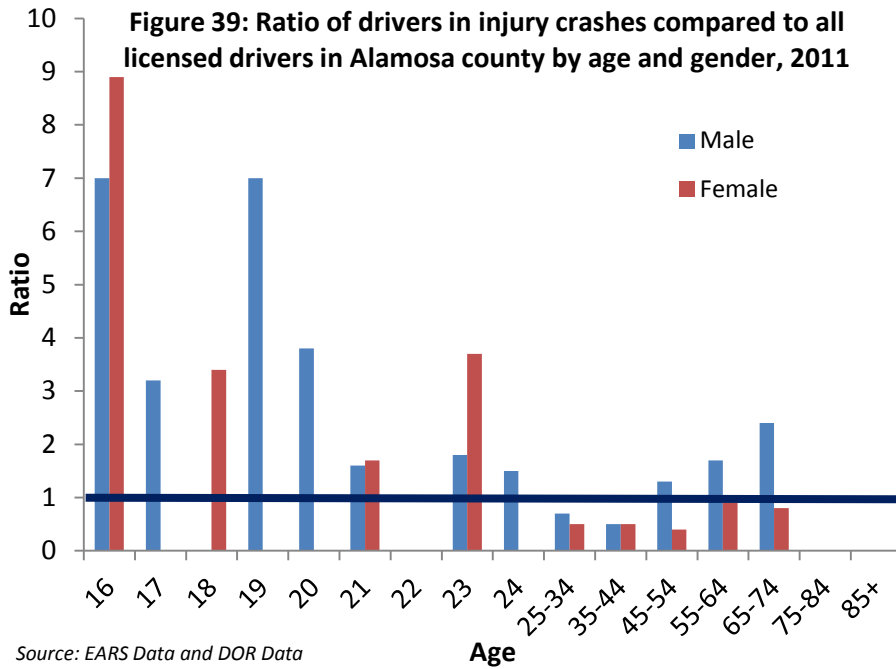
There was 1 motorcyclist fatalities in 2011 and 100 percent (1/1) were unhelmeted.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

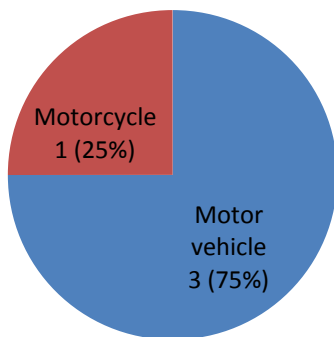
Source: FARS Data



Mode of Transportation

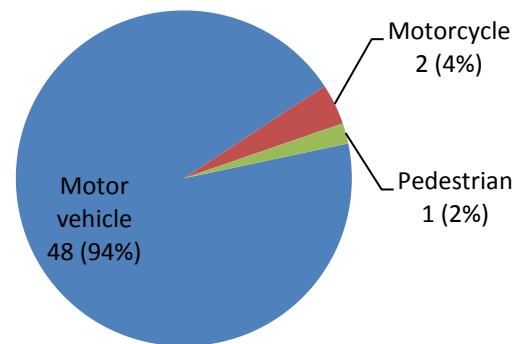
Motor vehicle occupants accounted for 3 of the 4 fatalities.

Figure 40: Mode of transportation in Alamosa County fatalities, 2011



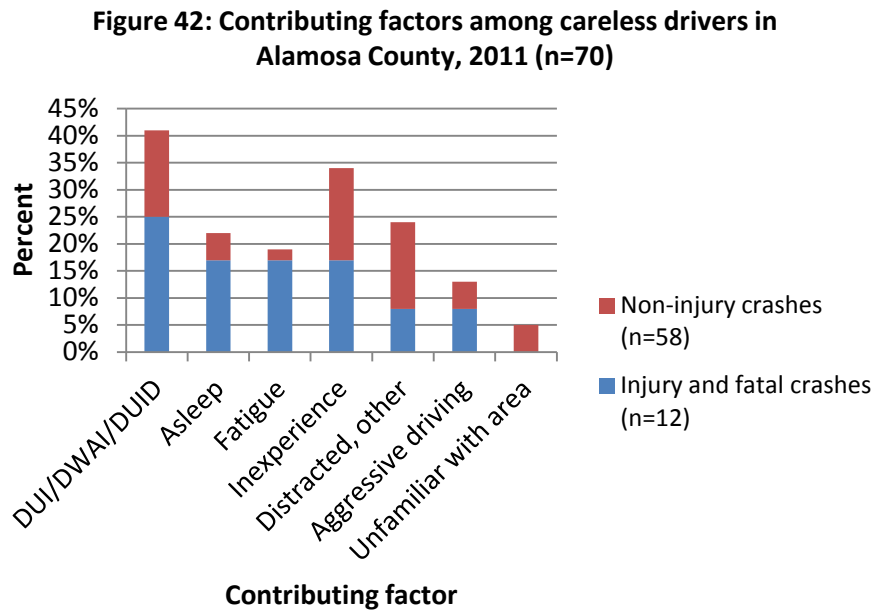
Of the 51 injuries, 48 were motor vehicle occupants and 20 of those injuries (42%) were not using seat belts or other restraints.

Figure 41: Mode of transportation of injured individuals in Alamosa County, 2011



Contributing Factors

There were a total of 410 crashes in Alamosa County in 2011. Of the drivers involved in these crashes, law enforcement reported that 70 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 42).

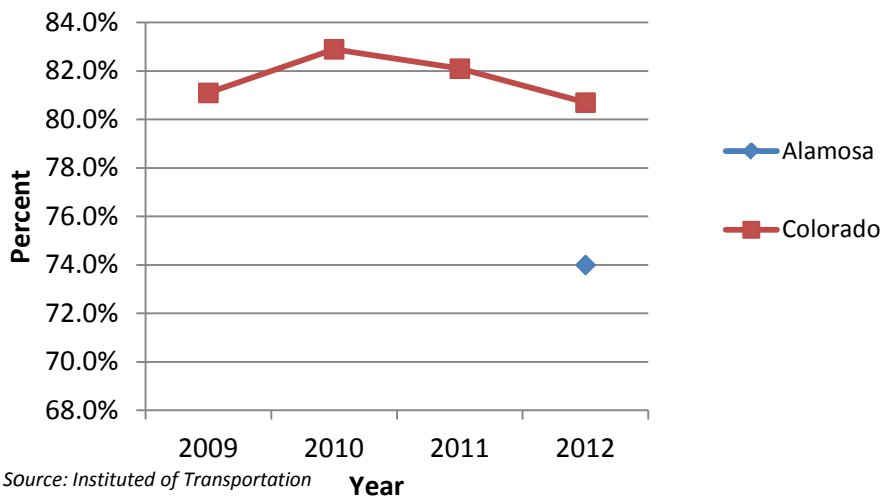


*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Alamosa County's seat belt use was lower than statewide seat belt use in 2012.

Figure 43: Seat belt use in Alamosa County and Colorado, 2009-2012



ARAPAHOE COUNTY

2011 Quick Facts:



Population	584,703
Male	286,773 (49%)
Female	297,930 (51%)
0-7 years	65,644 (11%)
8-14 years	57,425 (10%)
15-24 years	74,862 (13%)
25-69 years	346,594 (59%)
70+ years	40,178 (7%)

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Arapahoe County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	36	44	29	19	27	5.48	-25.00%
Serious injuries in traffic crashes	260.73	1376	1368	1006	1098	1570	226.94	+14.10
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	12	10	7	8	10	1.66	-16.67%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	11	16	11	6	8	1.84	-27.27%
Speeding-related fatalities⁺	3.41	NA	NA	10	8	13	1.80	+30.00%
Motorcyclist fatalities	1.75	2	6	7	2	7	0.85	+250.00%
Unhelmeted motorcyclist fatalities	1.12	0	6	5	2	3	0.57	*
Drivers age 20 or younger in fatal crashes	1.47	3	10	9	3	3	0.99	0.00%
Pedestrian fatalities	0.92	8	4	6	3	6	0.95	-25.00%

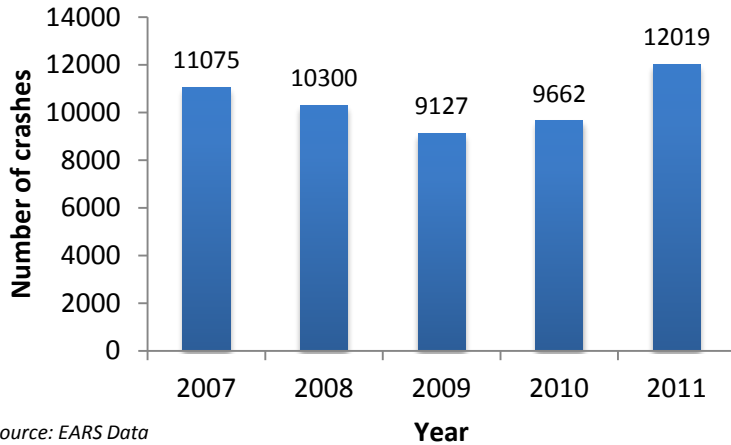
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells indicate performance areas that need improvement. Red cells represent an increase in the county's numbers for each performance measure from 2007 to 2011, indicating where the county needs to improve.

Total Crashes

Figure 44: Total number of crashes in Arapahoe County, 2007-2011

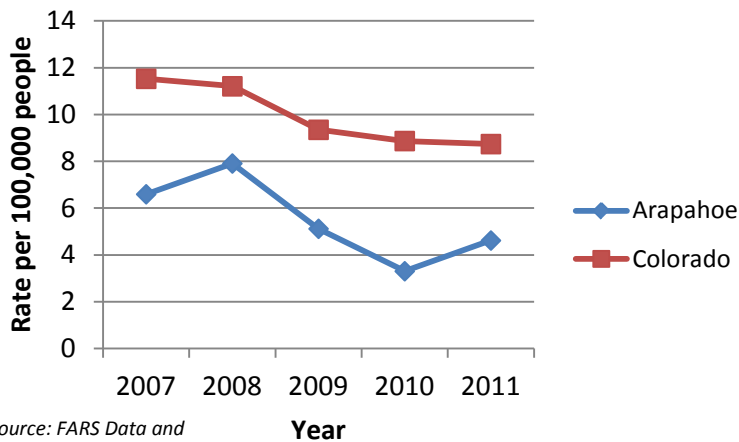


Source: EARS Data

Fatal Crashes

Overall, the number of fatal crashes per 100,000 population have declined in Arapahoe County. In 2011, there were 27 fatal crashes, resulting in 27 deaths.

Figure 45: Fatal crash rate in Arapahoe County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

The injury crash rate in Arapahoe County increased between 2007 and 2011. In 2011, there were 281 injury crashes per 100,000 population, approximately a 40 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 27 fatal crashes in 2011, 8 (30%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 2,603 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 2% of the 2,539 drivers in injury and fatal crashes and 2% of the 21,740 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 7% of the 2539 drivers in injury or fatal crashes were distracted.

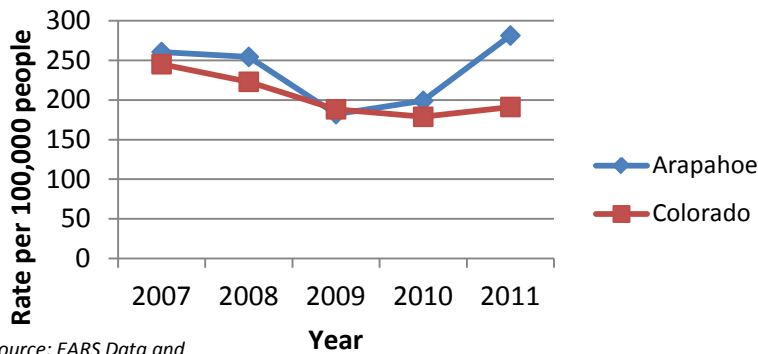
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes had no change.

Source: FARS Data

Figure 46: Injury crash rate in Arapahoe County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 8. Arapahoe County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	4
5-7	0	2
8-14	0	10
15-24	6	62
25-69	17	180
70+	4	31
Total	27	289

Source: FARS Data and CHA Discharge Data

Each bar in Figure 47 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Arapahoe County, the ratio for young drivers ages 16-25 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups. Males, 25-44, also account for more crashes than expected.

Occupant Protection

In 2011, 10 of the 13 (77%) motor vehicle fatalities and 146 of the 1,186 (12%) motor vehicle occupants injured were not using seat belts or other restraints.

2012 Arapahoe County Occupant Protection Usage:

- Overall seat belt: 79.1%
- Teen seat belt: 81.4%
- Front/rear seat (0-4 years): 65.8%
- Front/rear booster: 30.9%
- Juvenile (5-15 years): 65.8%

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

Motorcycle Safety

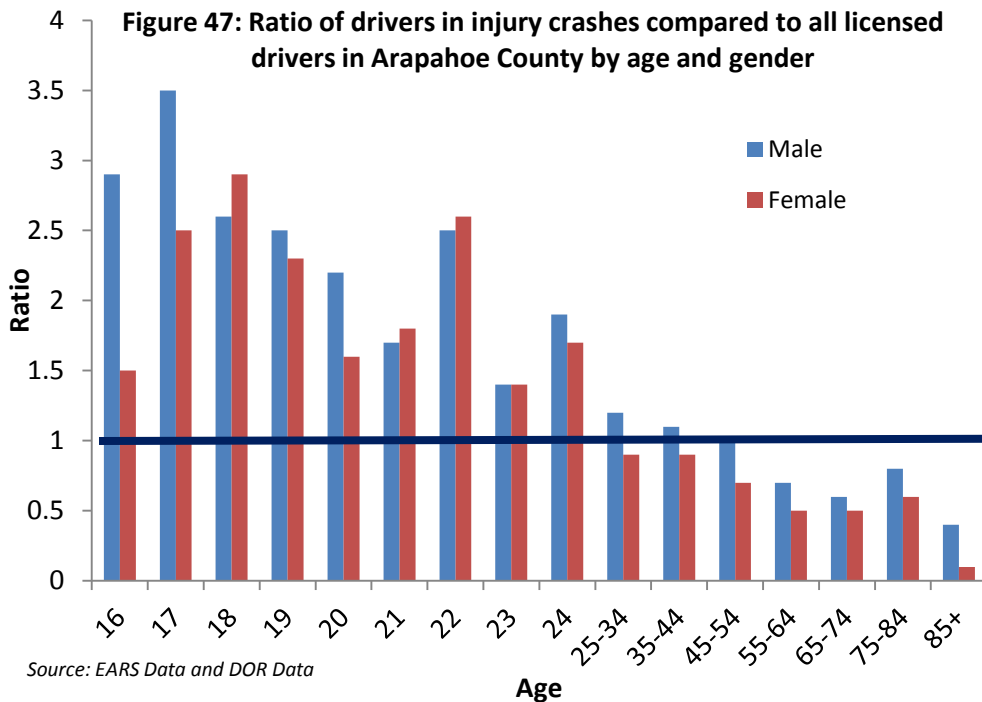
There were 7 motorcyclist fatalities in 2011 and 43 percent (3/7) were unhelmeted.

Source: FARS Data

Pedestrian and Bicycle Safety

6 pedestrians and 1 bicyclists were killed in 2011.

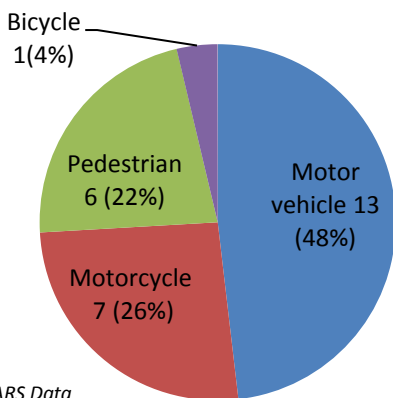
Source: FARS Data



Mode of Transportation

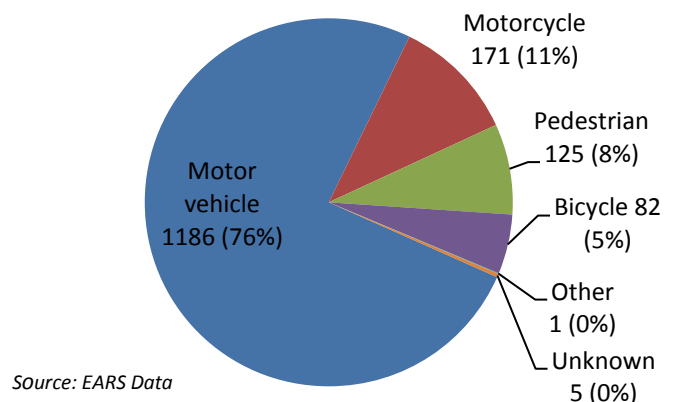
Motor vehicle occupants accounted for 13 of the 27 fatalities.

Figure 48: Mode of transportation in Arapahoe County fatalities, 2011



Of the 1,570 injuries, 1,186 were motor vehicle occupants and 146 of those injuries (12%) were not using seat belts or other restraints.

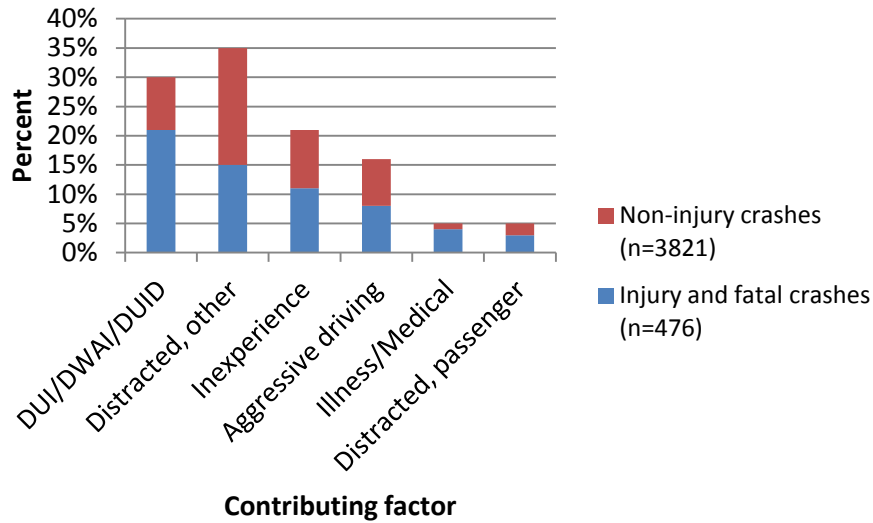
Figure 49: Mode of transportation of injured individuals in Arapahoe County, 2011



Contributing Factors

There were a total of 12,019 crashes in Arapahoe County in 2011. Of the drivers involved in these crashes, law enforcement reported that 4297 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 50).

Figure 50: Contributing factors among careless drivers in Arapahoe County, 2011 (n=4297)

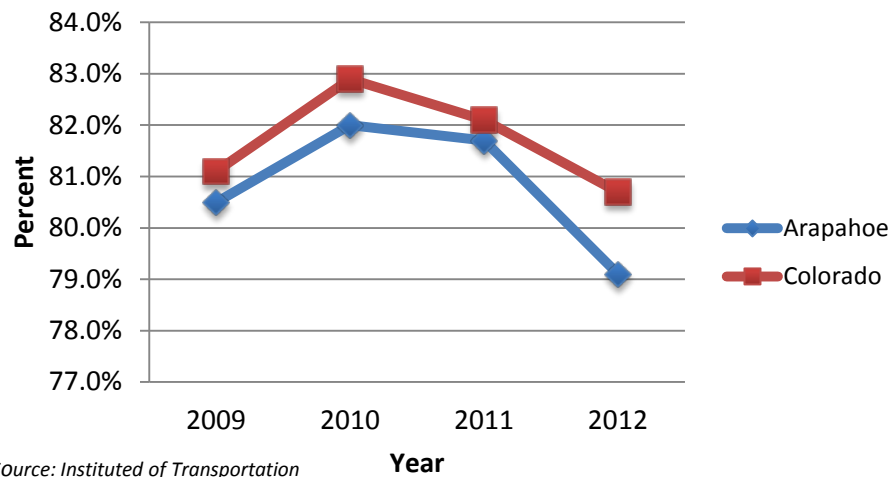


*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Overall seat belt use in Arapahoe County varied between 2009 and 2012. However, Arapahoe County's seat belt use was lower than statewide seat belt use in 2012.

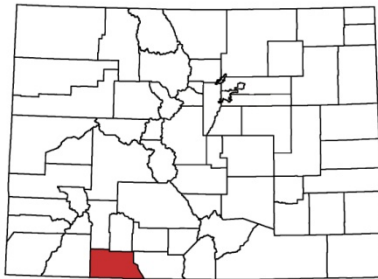
Figure 51: Seat belt use in Arapahoe County and Colorado, 2009-2012



Source: Institute of Transportation Management at CSU

ARCHULETA COUNTY

2011 Quick Facts:



Population	12,038
Male	6,077 (50%)
Female	5,961 (50%)
0-7 years	981 (8%)
8-14 years	934 (8%)
15-24 years	1,136 (9%)
25-69 years	7,565 (63%)
70+ years	1,423 (12%)

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Archuleta County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	0	3	2	1	3	14.95	*
Serious injuries in traffic crashes	260.73	65	55	39	39	57	423.55	-12.31
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	0	0	2	0	2	6.64	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	0	0	1	0	2	4.98	*
Speeding-related fatalities⁺	3.41	NA	NA	0	0	0	0.00	0.00%
Motorcyclist fatalities	1.75	0	1	0	0	1	3.32	*
Unhelmeted motorcyclist fatalities	1.12	0	1	0	0	1	3.32	*
Drivers age 20 or younger in fatal crashes	1.47	0	0	0	1	0	1.66	0.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

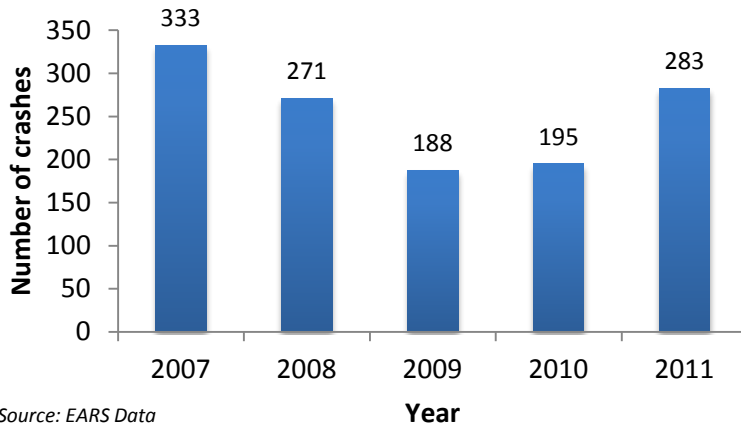
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells indicate performance areas that need improvement. Red cells represent an increase in the county's numbers for each performance measure from 2007 to 2011, indicating where the county needs to improve.

Total Crashes

Figure 52: Total number of crashes in Archuleta County, 2007-2011

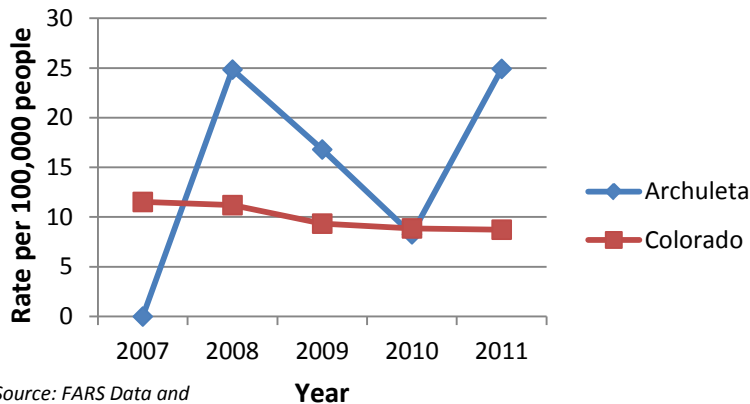


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population vary in Archuleta County. In 2011, there were 3 fatal crashes, resulting in 3 deaths.

Figure 53: Fatal crash rate in Archuleta County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Archuleta County declined between 2007 and 2011. However, in 2011, there were 349 injury crashes per 100,000 population, an approximately 36 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 3 fatal crashes in 2011, 2 (67%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 51 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 25% of the 55 drivers in injury and fatal crashes and 16% of the 330 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 7% of the 55 drivers in injury or fatal crashes were distracted.

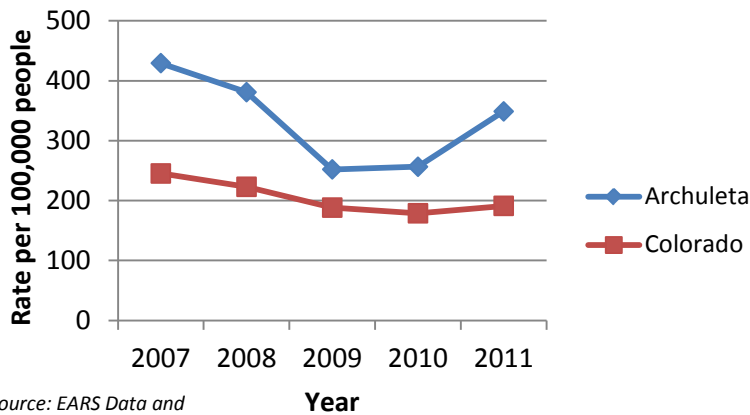
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes remained the same.

Source: FARS Data

Figure 54: Injury crash rate in Archuleta County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 10. Archuleta County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	1	1
25-69	2	4
70+	0	0
Total	3	5

Source: FARS Data and CHA Discharge Data

Occupant Protection

In 2011, 2 of the 2 (100%) motor vehicle fatalities and 5 of the 49 (10%) motor vehicle occupants injured were not using seat belts or other restraints.

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

Motorcycle Safety

There was 1 motorcyclist fatality in 2011 and 100 percent (1/1) were unhelmeted.

Source: FARS Data

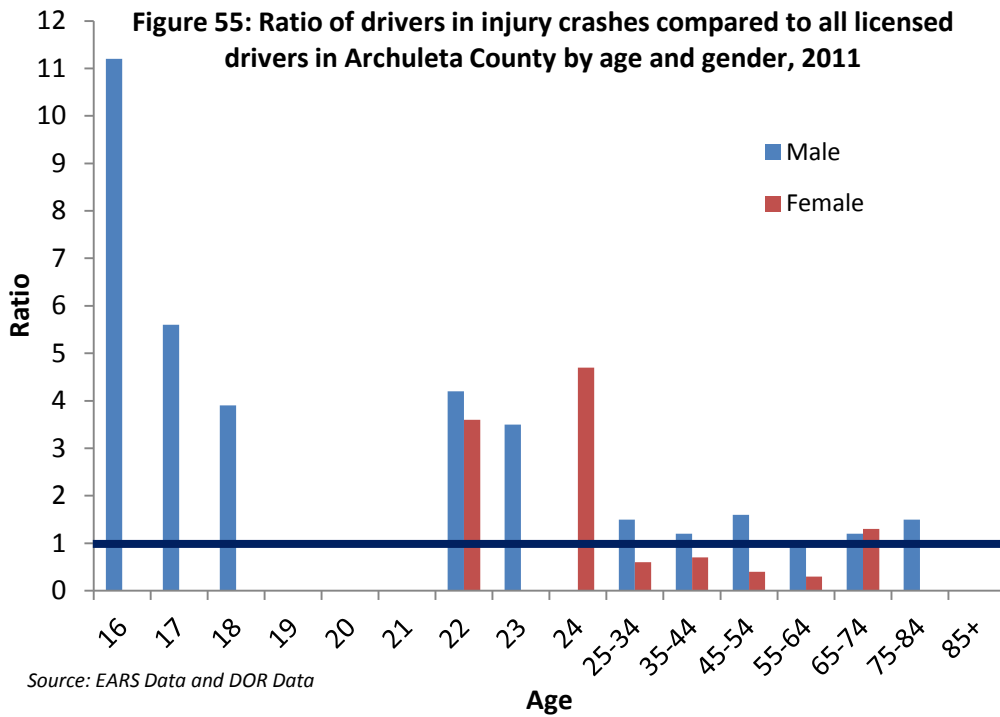
Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

Source: FARS Data

Each bar in Figure 55 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

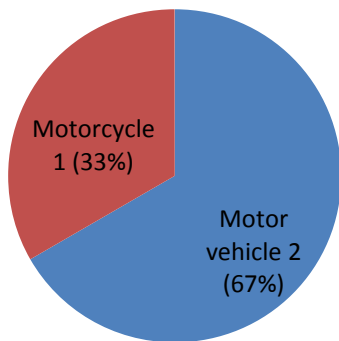
In Archuleta County, the ratio for young drivers ages 16-25 and various age groups of males exceeds 1, indicating that young drivers and male drivers account for more crashes than expected for their age groups.



Mode of Transportation

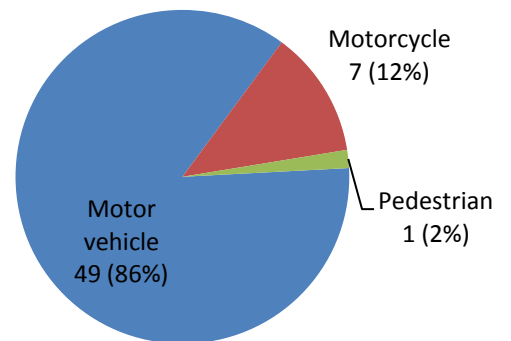
Motor vehicle occupants accounted for 2 of the 3 fatalities.

Figure 56: Mode of transportation in Archuleta County fatalities, 2011



Of the 57 injuries, 49 were motor vehicle occupants and 5 of those injuries (10%) were not using seat belts or other restraints.

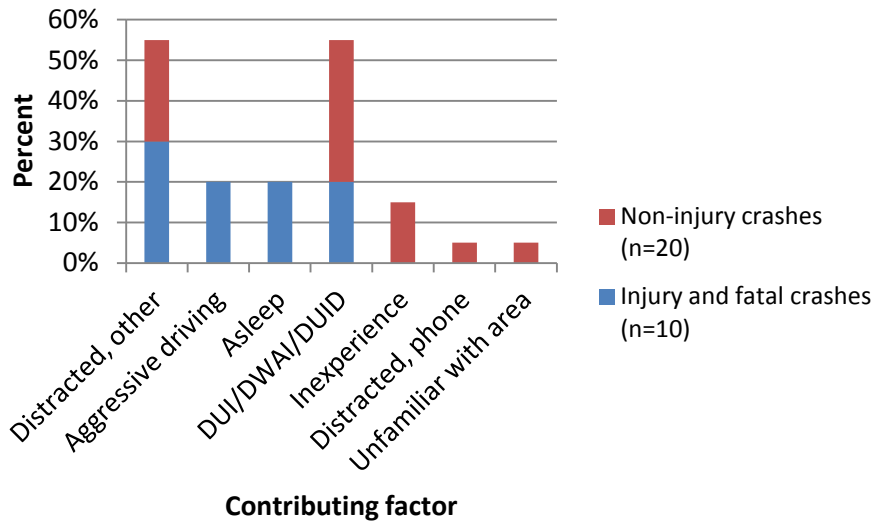
Figure 57: Mode of transportation of injured individuals in Archuleta County, 2011



Contributing Factors

There were a total of 283 crashes in Archuleta County in 2011. Of the drivers involved in these crashes, law enforcement reported that 30 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 58).

Figure 58: Contributing factors among careless drivers in Archuleta County, (n=30)



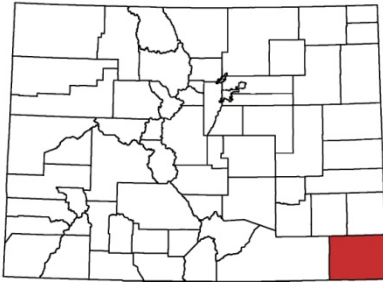
*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Seat belt use data are not available for Archuleta County.

BACA COUNTY

2011 Quick Facts:



Population	3,786
Male	1,877 (50%)
Female	1,909 (50%)
0-7 years	333 (9%)
8-14 years	317 (8%)
15-24 years	386 (10%)
25-69 years	2,065 (55%)
70+ years	686 (18%)

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Baca County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]	
		2007	2008	2009	2010	2011			
Reduce the number of:									
Traffic fatalities	9.90	1	5	6	6	2	103.82	+100.00%	
Serious injuries in traffic crashes	260.73	16	17	14	2	8	295.89	-50.00%	
Fatalities per 100 million VMT	1.04	County data not available for VMT							
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	1	3	3	2	2	57.10	+100.00%	
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	1	0	0	2	1	20.76	0.00%	
Speeding-related fatalities ⁺	3.41	NA	NA	2	3	0	43.99	-100.00%	
Motorcyclist fatalities	1.75	0	0	0	0	0	0.00	0.00%	
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	0	0.00	0.00%	
Drivers age 20 or younger in fatal crashes	1.47	0	1	0	1	1	15.57	*	
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%	

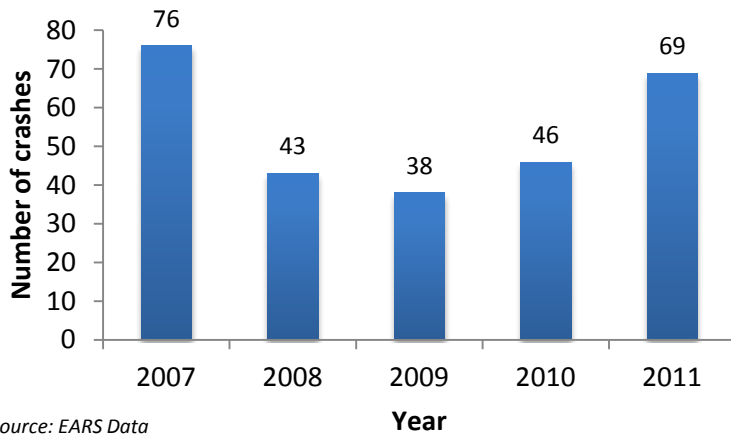
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 59: Total number of crashes in Baca County, 2007-2011

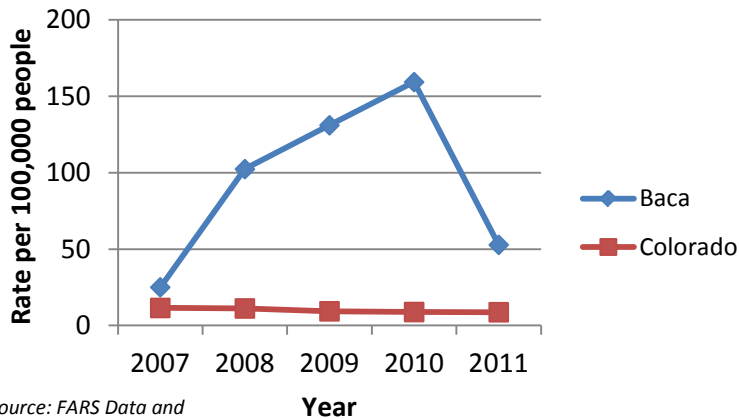


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population have increased in Baca County. In 2011, there were 2 fatal crashes, resulting in 2 deaths.

Figure 60: Fatal crash rate in Baca County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Baca County declined between 2007 and 2011. However, in 2011, there were 106 injury crashes per 100,000 population, almost a 300 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 2 fatal crashes in 2011, 1 (50%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 18 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 0% of the 7 drivers in injury and fatal crashes and 24% of the 75 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 0% of the 7 drivers in injury or fatal crashes were distracted.

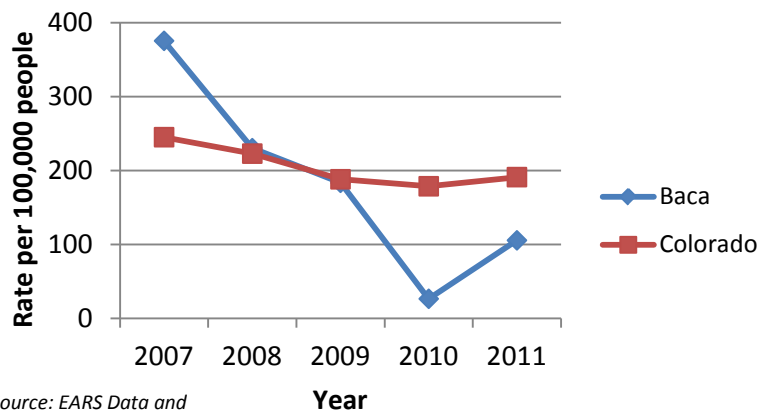
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes increased by 15.57%.

Source: FARS Data

Figure 61: Injury crash rate in Baca County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 12. Baca County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	1	0
25-69	1	0
70+	0	0
Total	2	0

Source: FARS Data and CHA Discharge Data

Occupant Protection

In 2011, 2 of the 2 (100%) motor vehicle fatalities and 5 of the 8 (63%) motor vehicle occupants injured were not using seat belts or other restraints.

2012 Baca County Occupant Protection Usage:
Overall seat belt: 62.7%

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

Motorcycle Safety

There were no motorcyclist fatalities in 2011.

Source: FARS Data

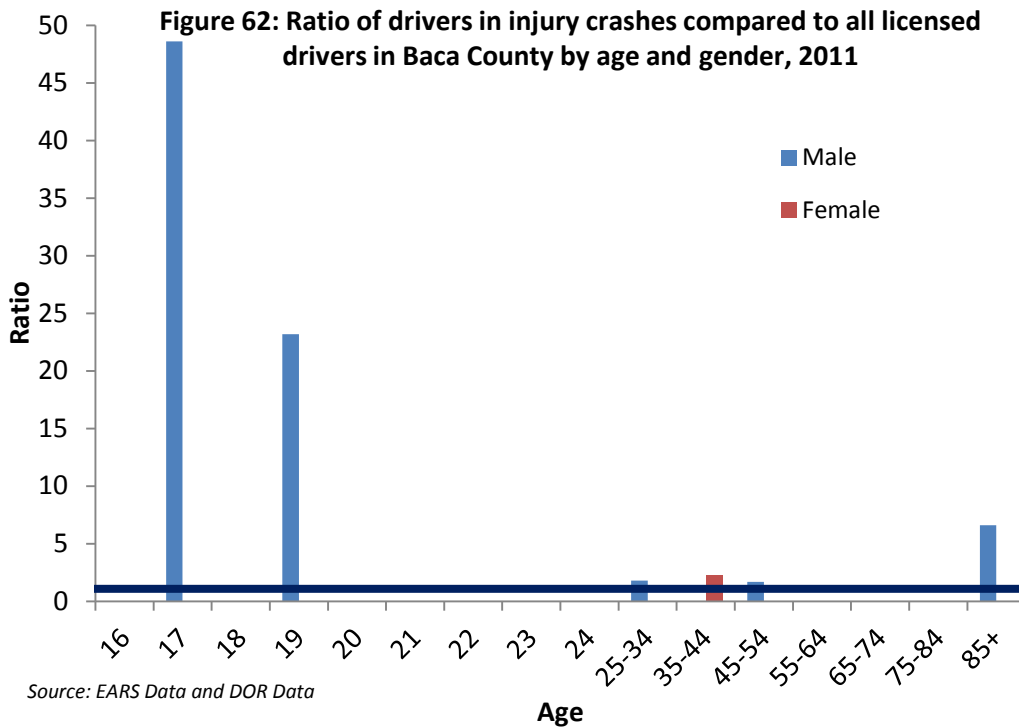
Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

Source: FARS Data

Each bar in Figure 62 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Baca County, the ratio for male drivers ages 17, 19, and older than 85 exceeds 1, indicating that these drivers account for more crashes than expected for their age groups.



Mode of Transportation

Motor vehicle occupants accounted for all of the fatalities.

Of the 8 injuries, 8 were motor vehicle occupants and 5 of those injuries (63%) were not using seat belts or other restraints.

Figure 63: Mode of transportation in Baca County fatalities, 2011

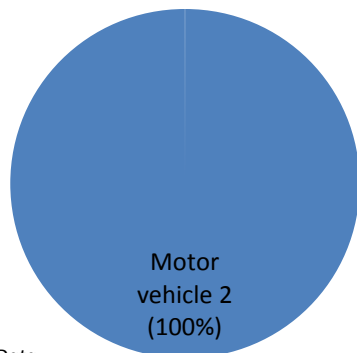
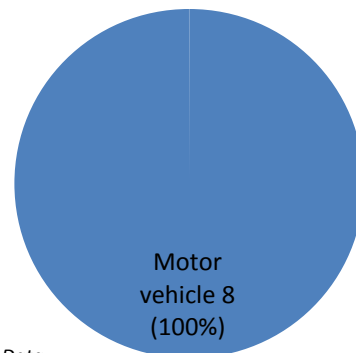


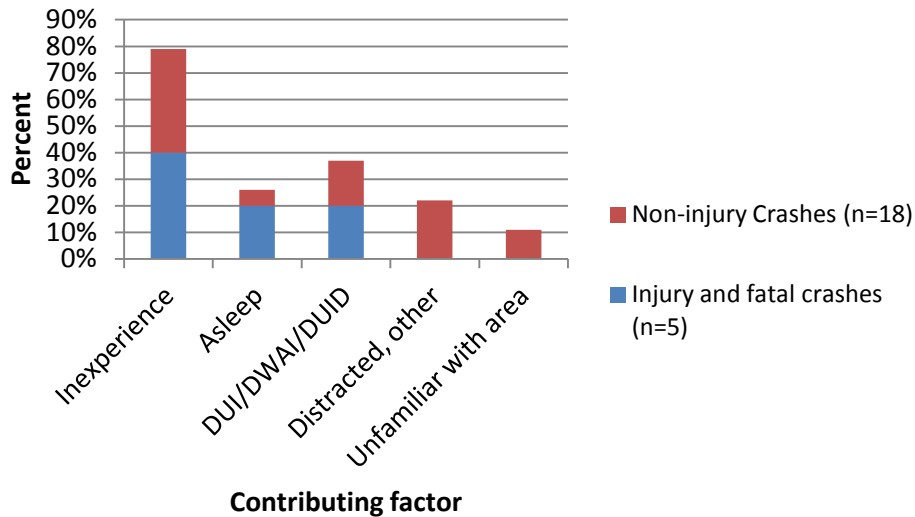
Figure 64: Mode of transportation of injured individuals in Baca County, 2011



Contributing Factors

There were a total of 69 crashes in Baca County in 2011. Of the drivers involved in these crashes, law enforcement reported that 23 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 65).

Figure 65: Contributing factors among careless drivers in Baca County, 2011 (n=23)

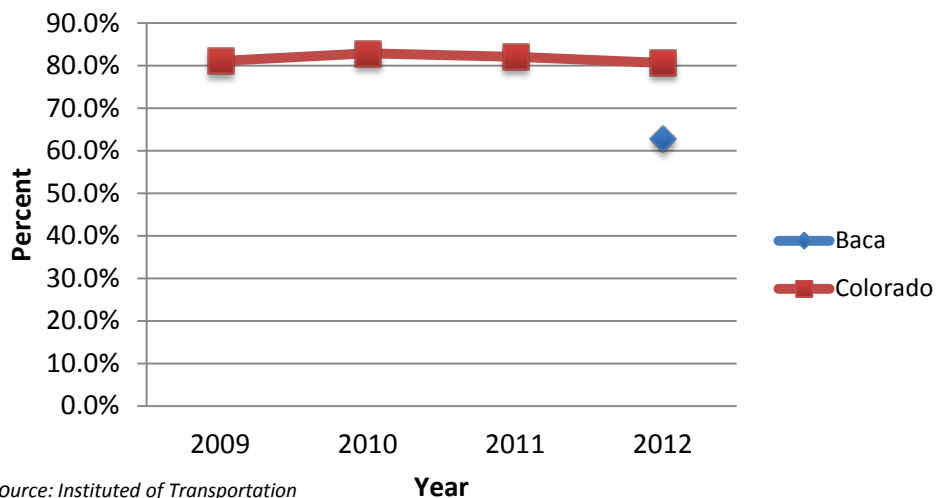


*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Baca County's seat belt use was lower than statewide seat belt use in 2012.

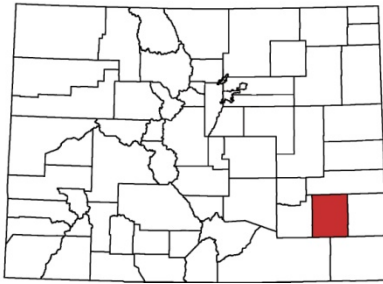
Figure 66: Seat belt use in Baca County and Colorado, 2009-2012



Source: Institute of Transportation Management at CSU

BENT COUNTY

2011 Quick Facts:



Population	6,311
Male	4,174 (66%)
Female	2,137 (34%)
0-7 years	415 (7%)
8-14 years	427 (7%)
15-24 years	631 (10%)
25-69 years	4,216 (67%)
70+ years	621 (10%)

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Bent County Five Year Crude Rate Event/100,000 people	Five Year Percent Change
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	1	1	0	1	0	9.65	-100.00%
Serious injuries in traffic crashes	260.73	16	7	7	8	7	144.71	-56.25%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	0	0	0	0	0	0.00	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	0	0	0	0	0	0.00	*
Speeding-related fatalities⁺	3.41	NA	NA	0	0	0	0.00	*
Motorcyclist fatalities	1.75	0	0	0	1	0	3.22	*
Unhelmeted motorcyclist fatalities	1.12	0	0	0	1	0	3.22	*
Drivers age 20 or younger in fatal crashes	1.47	1	0	0	0	0	3.22	-100.00%
Pedestrian fatalities	0.92	1	0	0	0	0	3.22	-100.00%

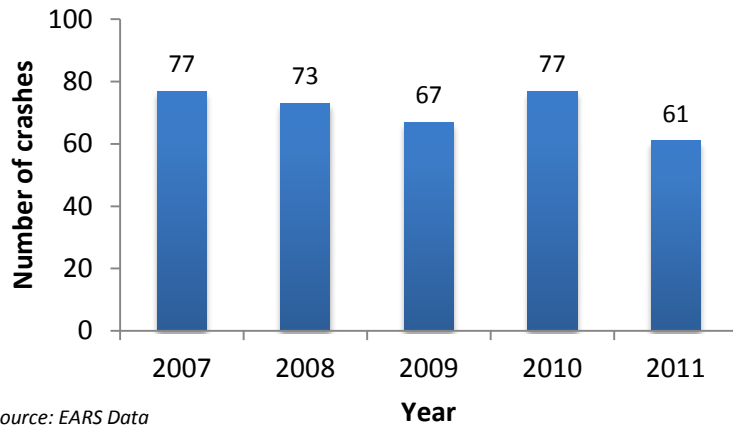
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 67: Total number of crashes in Bent County, 2007-2011

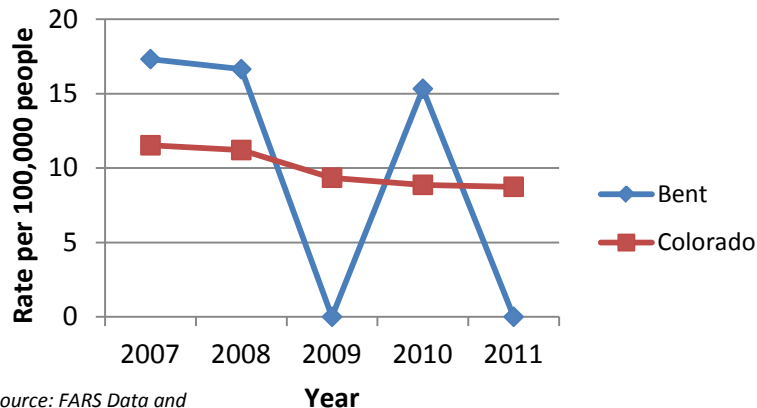


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population are on the decline in Bent County. In 2011, there were no fatal crashes.

Figure 68: Fatal crash rate in Bent County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Bent County declined between 2007 and 2011. In 2011, there were 79 injury crashes per 100,000 population, almost a 14 percent decrease in the rate of crashes from 2010.

Impaired Driving

Between 2007 and 2011, there were no fatalities involving at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 19 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 0% of the 6 drivers in injury and fatal crashes and 11% of the 62 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 0% of the 6 drivers in injury or fatal crashes were distracted.

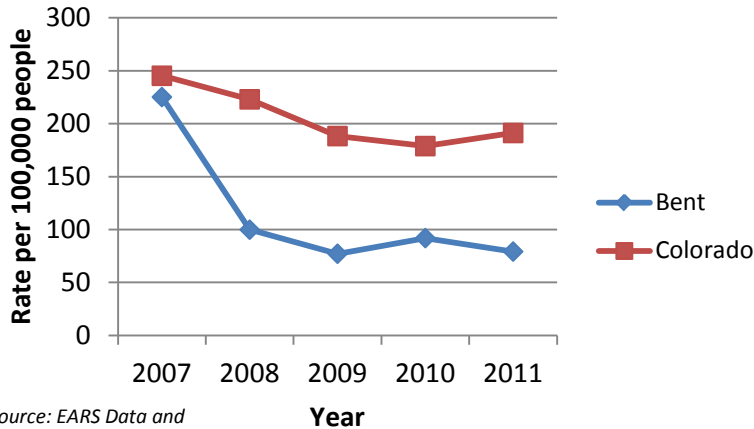
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes decreased by 100%.

Source: FARS Data

Figure 69: Injury crash rate in Bent County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 14. Bent County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	0	0
25-69	0	2
70+	0	1
Total	0	3

Source: FARS Data and CHA Discharge Data

Occupant Protection

In 2011, 2 of the 7 (29%) motor vehicle occupants injured were not using seat belts or other restraints.

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

Motorcycle Safety

There were no motorcyclist fatalities in 2011.

Source: FARS Data

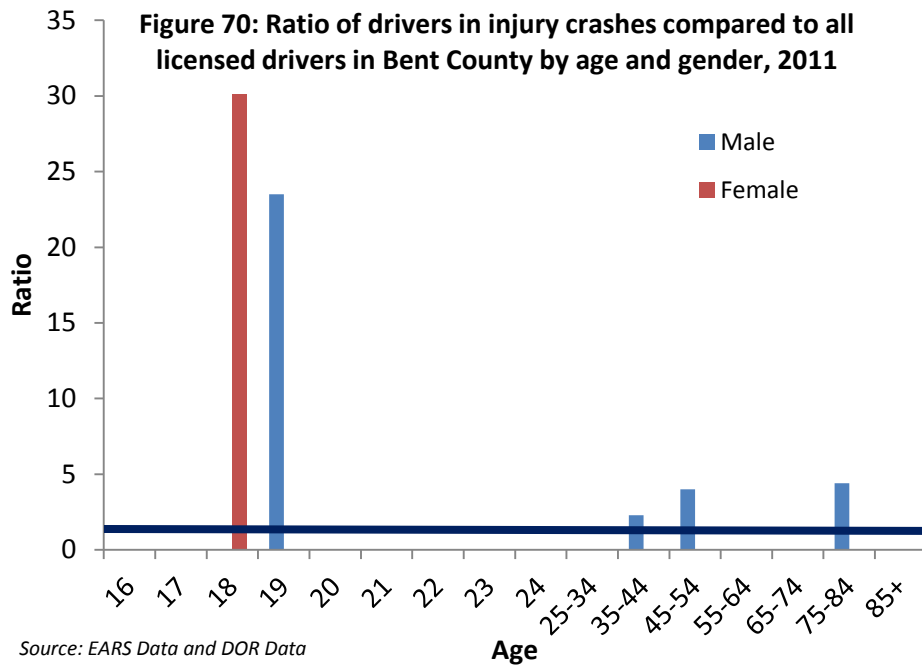
Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

Source: FARS Data

Each bar in Figure 70 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

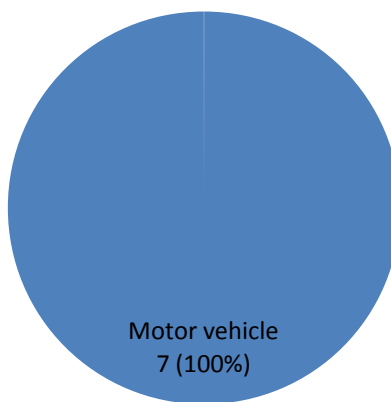
In Bent County, the ratio for female drivers age 18 and male drivers ages 19, 35-54, and 75-84 exceeds 1, indicating that these drivers account for more crashes than expected for their age groups.



Mode of Transportation

Of the 7 injuries, 7 were motor vehicle occupants and 2 of those injuries (29%) were not using seat belts or other restraints.

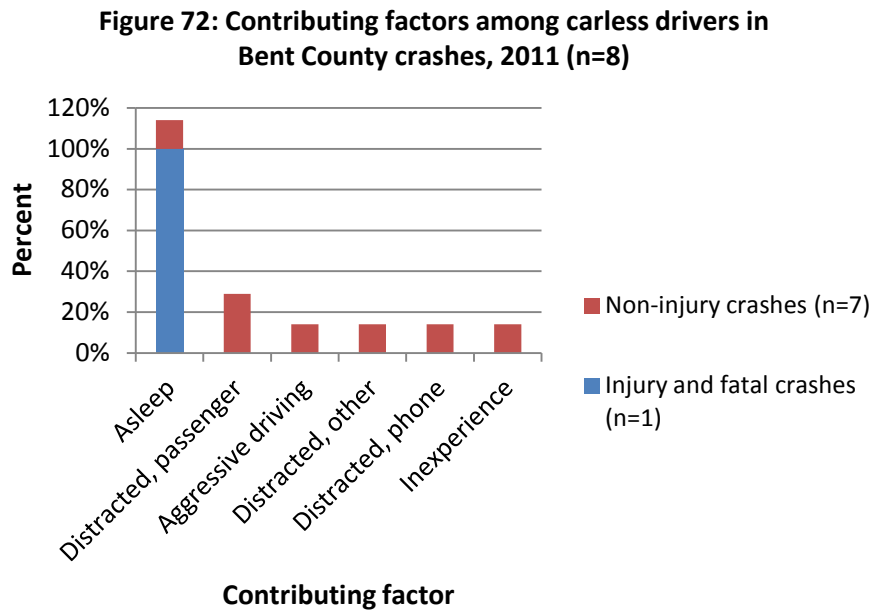
Figure 71: Mode of transportation of injured individuals in Bent County, 2011



Source: EARS Data

Contributing Factors

There were a total of 61 crashes in Bent County in 2011. Of the drivers involved in these crashes, law enforcement reported that 8 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 72).



*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Seat belt use data are not available for Bent County.

BOULDER COUNTY

2011 Quick Facts:



Population	300,383
Male	150,855 (50%)
Female	149,528 (50%)
0-7 years	26,926 (9%)
8-14 years	25,560 (9%)
15-24 years	52,599 (18%)
25-69 years	174,940 (58%)
70+ years	20,358 (7%)

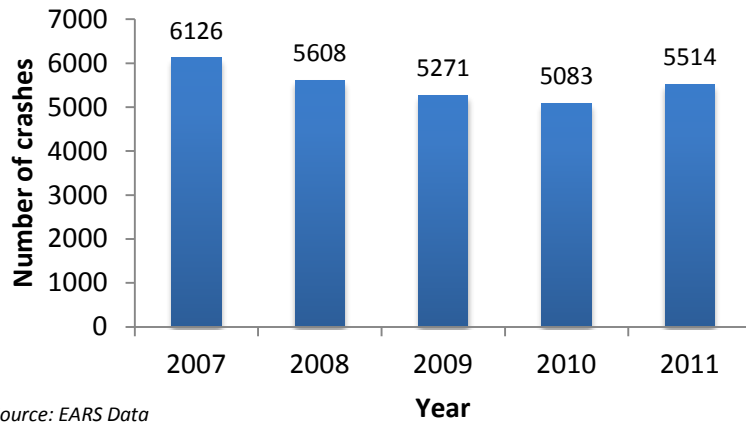
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Boulder County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	15	23	19	20	17	6.39	+13.33%
Serious injuries in traffic crashes	260.73	829	795	762	677	762	260.17	-8.08%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	9	6	4	4	5	1.90	-44.44%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	6	8	8	4	2	1.90	-66.67%
Speeding-related fatalities⁺	3.41	NA	NA	4	6	3	1.46	-25.00%
Motorcyclist fatalities	1.75	2	4	6	5	1	1.22	-50.00%
Unhelmeted motorcyclist fatalities	1.12	1	2	5	0	0	0.54	-100.00%
Drivers age 20 or younger in fatal crashes	1.47	3	5	2	5	0	1.02	-100.00%
Pedestrian fatalities	0.92	2	2	2	3	5	0.95	+150.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 73: Total number of crashes in Boulder County, 2007-2011

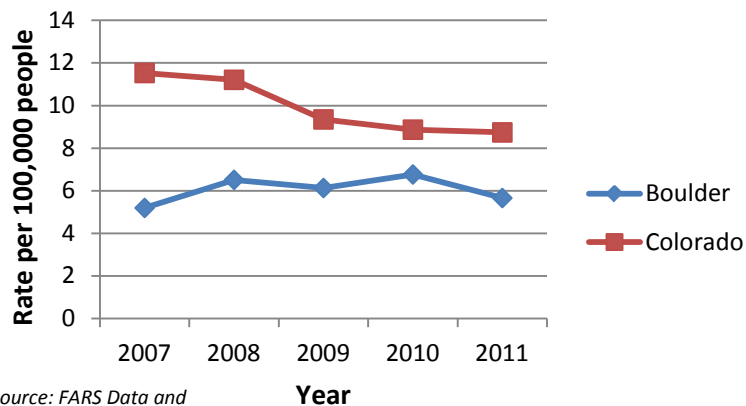


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population have stayed between 5.19 and 6.77 in Boulder County. In 2011, there were 17 fatal crashes, resulting in 17 deaths.

Figure 74: Fatal crash rate in Boulder County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Boulder County declined between 2007 and 2011. However, in 2011, there were 199 injury crashes per 100,000 population, an approximately 5 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 17 fatal crashes in 2011, 2 (12%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 1,073 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 5% of the 1131 drivers in injury and fatal crashes and 4% of the 9346 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 7% of the 1131 drivers in injury or fatal crashes were distracted.

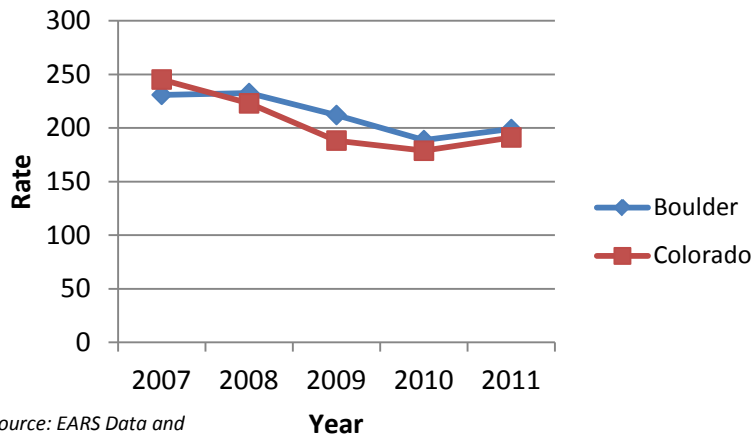
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes decreased by 100%.

Source: FARS Data

Figure 75: Injury crash rate in Boulder County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 16. Boulder County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	3
5-7	0	4
8-14	0	6
15-24	0	36
25-69	12	85
70+	5	16
Total	17	150

Source: FARS Data and CHA Discharge Data

Occupant Protection

In 2011, 5 of the 10 (50%) motor vehicle fatalities and 71 of the 544 (13%) motor vehicle occupants injured were not using seat belts or other restraints.

2012 Boulder County Occupant Protection Usage:

Overall seat belt: 72.3%

Teen seat belt: 86.6%

Front/rear seat (0-4 years): 97.2%

Front/rear booster: 88.3%

Juvenile (5-15 years): 83.0%

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

Motorcycle Safety

There was 1 motorcyclist fatalities in 2011 and 0 percent (0/1) were unhelmeted.

Source: FARS Data

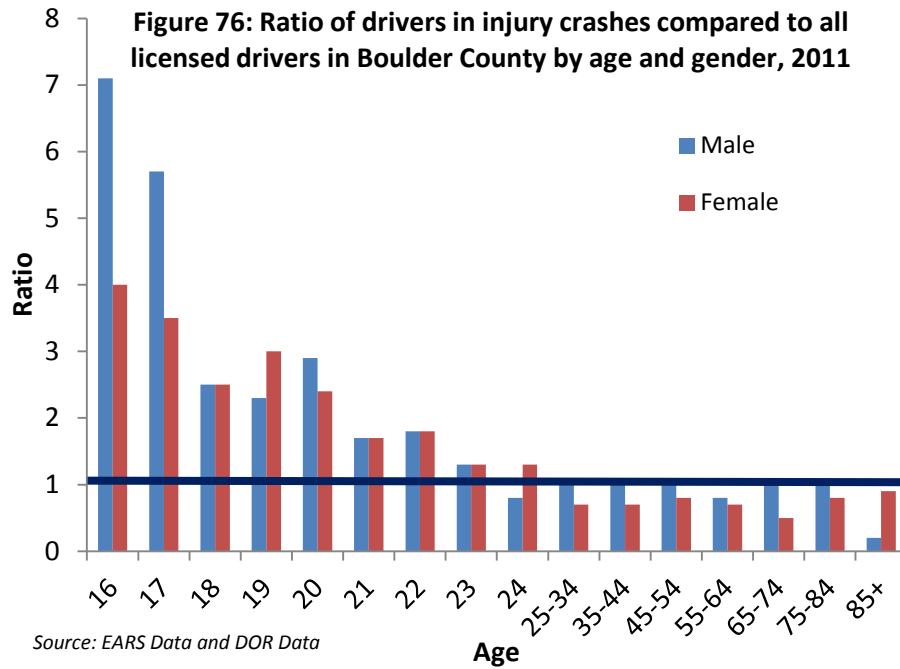
Pedestrian and Bicycle Safety

5 pedestrians and 1 bicyclists were killed in 2011.

Source: FARS Data

Each bar in Figure 76 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

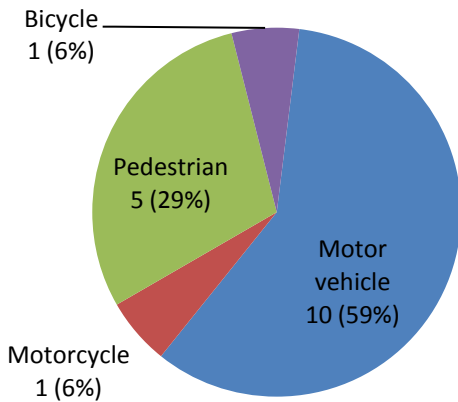
In Boulder County, the ratio for young drivers ages 16-25 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups.



Mode of Transportation

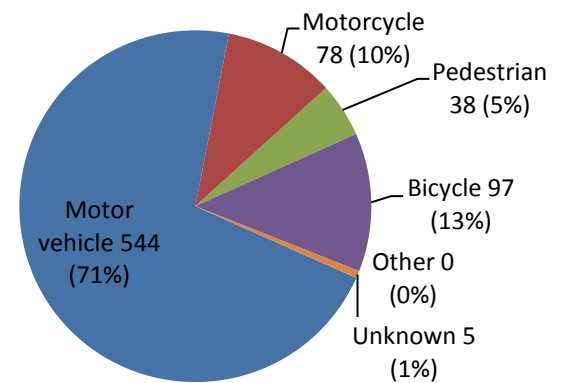
Motor vehicle occupants accounted for 10 of the 17 fatalities.

Figure 77: Mode of transportation in Boulder County fatalities, 2011



Of the 762 injuries, 544 were motor vehicle occupants and 71 of those injuries (13%) were not using seat belts or other restraints.

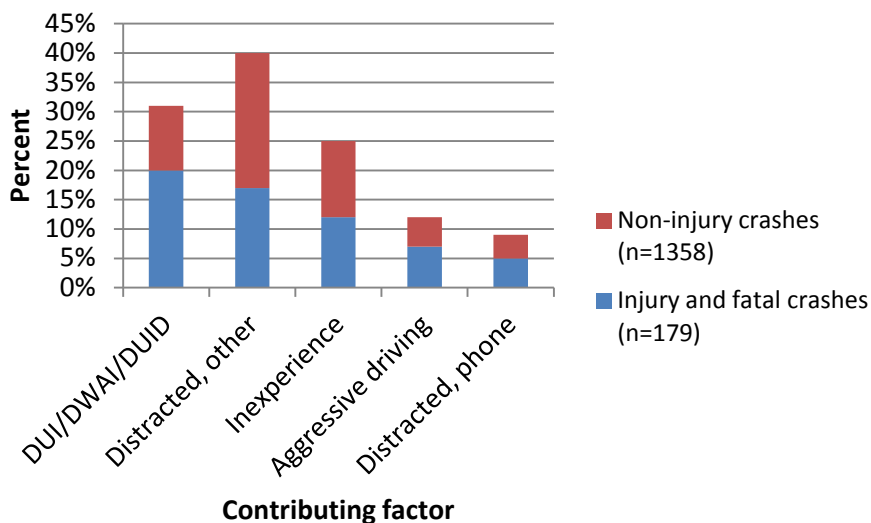
Figure 78: Mode of transportation of injured individuals in Boulder County, 2011



Contributing Factors

There were a total of 5,514 crashes in Boulder County in 2011. Of the drivers involved in these crashes, law enforcement reported that 1,537 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 79).

Figure 79: Contributing factors among careless drivers in Boulder County, 2011 (n=1,537)

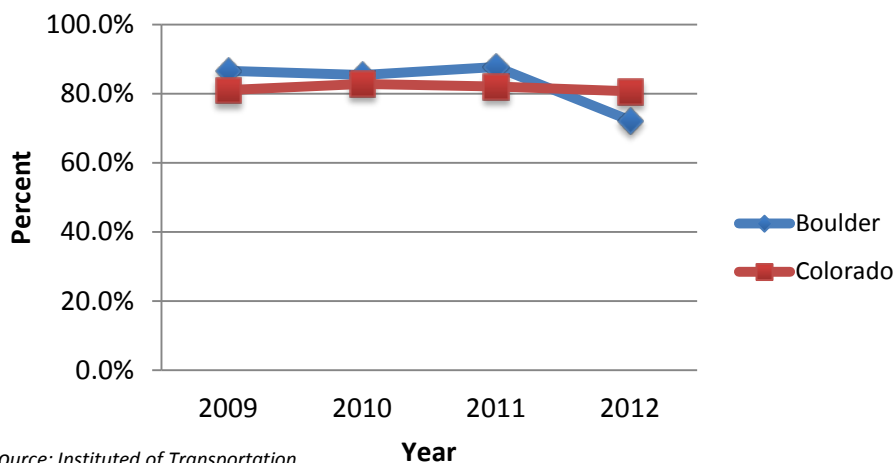


*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Overall seat belt use in Boulder County was in the mid to high 80 percent range between 2009 and 2011. However, Boulder County's seat belt use dropped to the 70 percent range in 2012 and was lower than statewide seat belt.

Figure 80: Seat belt use in Boulder County and Colorado, 2009-2012



Source: Instituted of Transportation Management at CSU

BROOMFIELD COUNTY

2011 Quick Facts:



Population	57,305
Male	28,444 (50%)
Female	28,861 (50%)
0-7 years	6,427 (11%)
8-14 years	5,997 (10%)
15-24 years	6,884 (12%)
25-69 years	34,124 (60%)
70+ years	3,874(7%)

TABLE 17: BROOMFIELD COUNTY TREND ANALYSIS 2007-2011

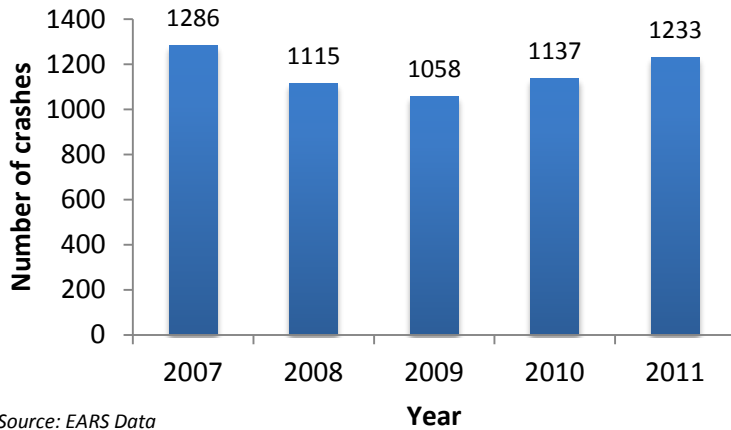
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Broomfield County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	4	2	1	1	1	3.25	-75.00%
Serious injuries in traffic crashes	260.73	149	122	106	119	121	223.14	-18.79%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	0	0	0	1	0	0.36	0.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	1	0	1	0	0	0.72	-100.00%
Speeding-related fatalities⁺	3.41	NA	NA	0	0	0	0.00	0.00%
Motorcyclist fatalities	1.75	0	1	1	0	0	0.72	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	1	0	0	0.36	0.00%
Drivers age 20 or younger in fatal crashes	1.47	1	0	0	0	0	0.36	-100.00%
Pedestrian fatalities	0.92	1	1	0	0	1	1.08	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 81: Total number of crashes in Broomfield County, 2007-2011

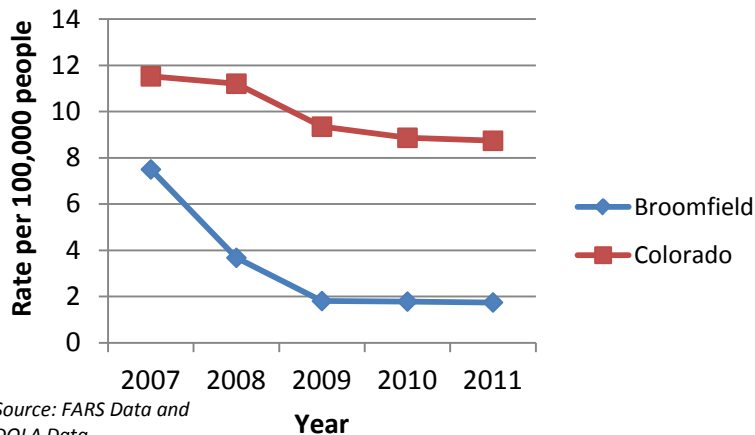


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population are on the decline in Broomfield County. In 2011, there was 1 fatal crash, resulting in 1 death.

Figure 82: Fatal crash rate in Broomfield County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Broomfield County declined between 2007 and 2011. However, in 2011, there were 171 injury crashes per 100,000 population, a 2 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 1 fatal crash in 2011, 0 (0%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 229 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 4% of the 209 drivers in injury and fatal crashes and 3% of the 2211 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 8% of the 209 drivers in injury or fatal crashes were distracted.

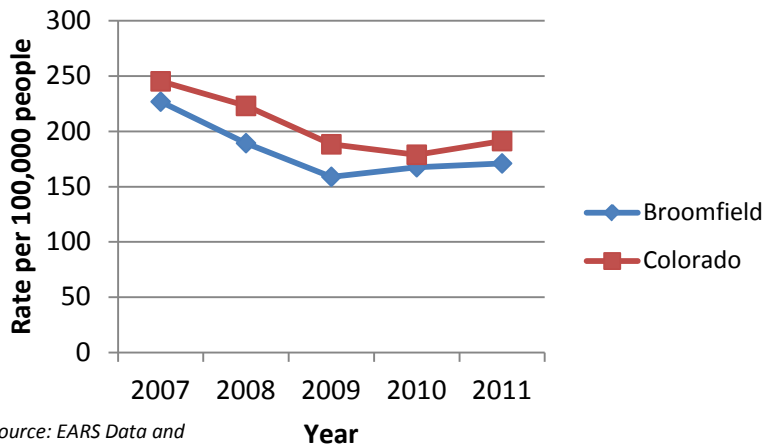
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes decreased by 100%.

Source: FARS Data

Figure 83: Injury crash rate in Broomfield County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 18. Broomfield County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	1
15-24	0	4
25-69	0	11
70+	1	6
Total	1	22

Source: FARS Data and CHA Discharge Data

Occupant Protection

In 2011, 17 of the 99 (17%) motor vehicle occupants injured were not using seat belts or other restraints.

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

Motorcycle Safety

There were no motorcyclist fatalities in 2011.

Source: FARS Data

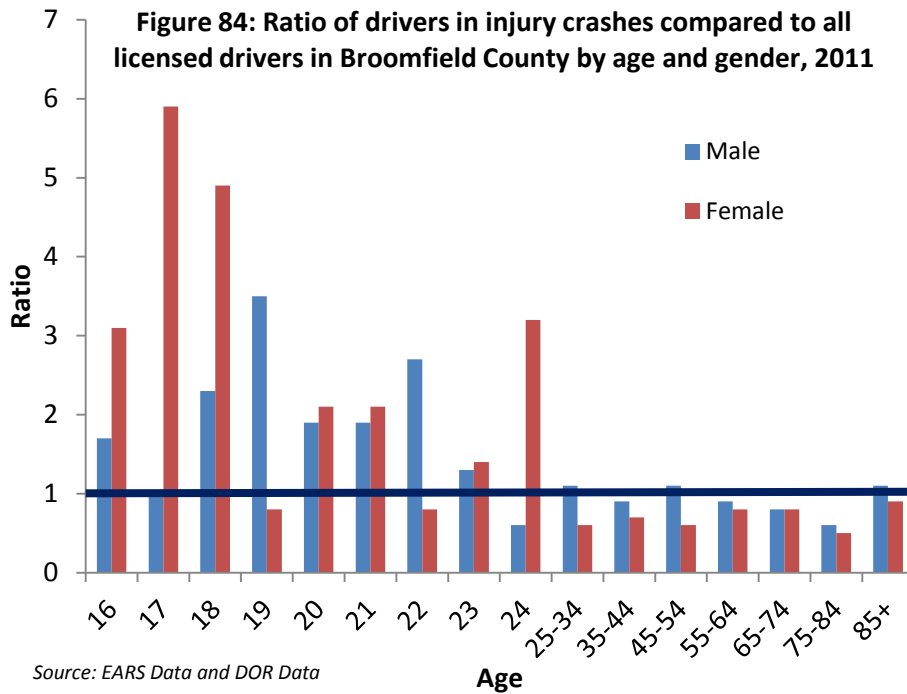
Pedestrian and Bicycle Safety

1 pedestrian and 0 bicyclists were killed in 2011.

Source: FARS Data

Each bar in Figure 84 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

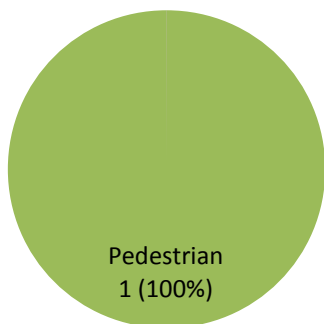
In Broomfield County, the ratio for young drivers ages 16-25 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups.



Mode of Transportation

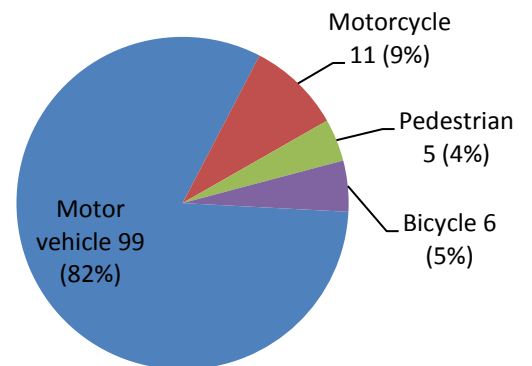
Motor vehicle occupants accounted for none of the fatalities.

Figure 85: Mode of transportation in Broomfield County fatalities, 2011



Of the 121 injuries, 99 were motor vehicle occupants and 17 of those injuries (17%) were not using seat belts or other restraints.

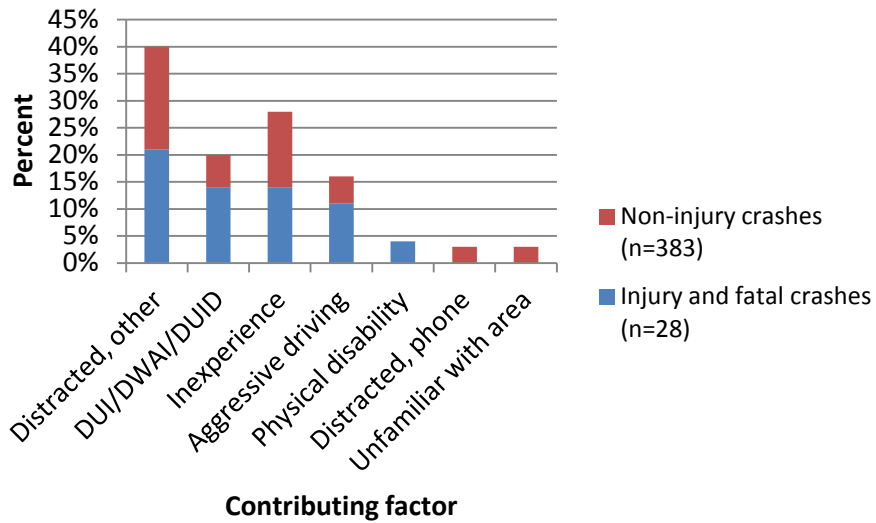
Figure 86: Mode of transportation of injured individuals in Broomfield County, 2011



Contributing Factors

There were a total of 1,233 crashes in Broomfield County in 2011. Of the drivers involved in these crashes, law enforcement reported that 61 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 87).

Figure 87: Contributing factors among careless drivers in Broomfield County, 2011 (n=61)



*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Seat belt use data are not available for Broomfield County.

CHAFFEE COUNTY

2011 Quick Facts:



Population	17,966
Male	9,522 (53%)
Female	8,444 (47%)
0-7 years	1,252 (7%)
8-14 years	1,167 (6%)
15-24 years	1,761 (10%)
25-69 years	11,330 (63%)
70+ years	2,457 (14%)

TABLE 19: CHAFFEE COUNTY TREND ANALYSIS 2007-2011

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Chaffee County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	3	3	1	4	7	20.44	+133.33%
Serious injuries in traffic crashes	260.73	59	53	51	50	43	290.76	-27.12%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	0	3	0	2	4	10.22	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	1	2	0	2	1	6.81	0.00%
Speeding-related fatalities⁺	3.41			1	2	3	11.24	+200.00%
Motorcyclist fatalities	1.75	0	0	0	0	0	0.00	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	0	0.00	0.00%
Drivers age 20 or younger in fatal crashes	1.47	1	1	0	1	1	4.54	0.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

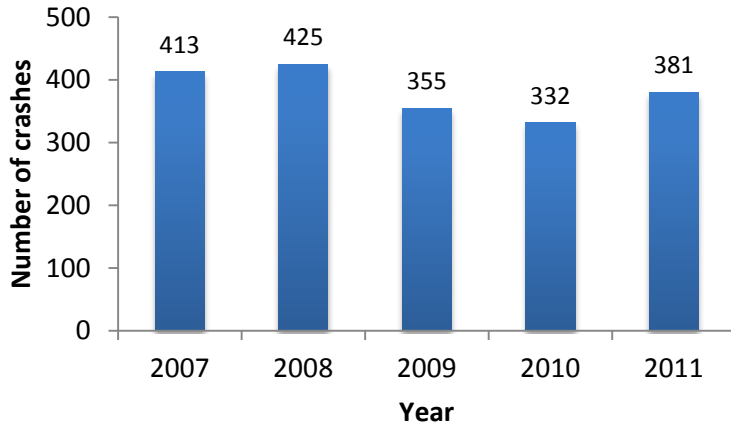
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 88: Total number of crashes in Chaffee County, 2007-2011

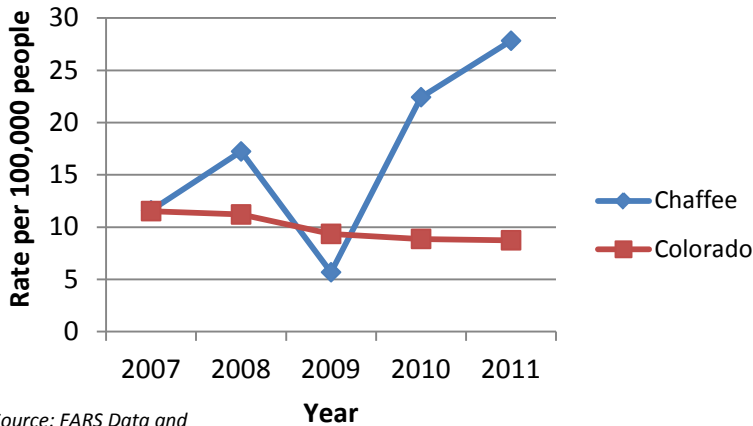


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population have increased in Chaffee County. In 2011, there were 5 fatal crashes, resulting in 7 deaths.

Figure 89: Fatal crash rate in Chaffee County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Chaffee County declined between 2007 and 2011. In 2011, there were 173 injury crashes per 100,000 population, a 16 percent decrease in the rate of crashes from 2010.

Impaired Driving

Of the 5 fatal crashes in 2011, 1 (20%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 64 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 19% of the 48 drivers in injury and fatal crashes and 12% of the 467 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 2% of the 48 drivers in injury or fatal crashes were distracted.

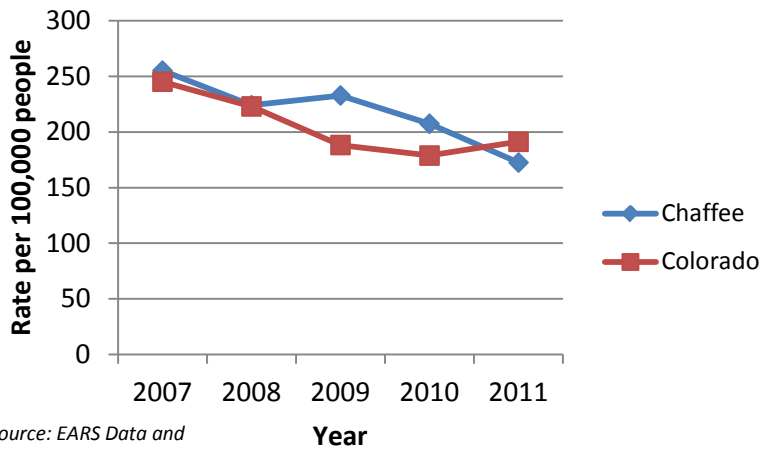
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes had no change.

Source: FARS Data

Figure 90: Injury crash rate in Chaffee County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 20. Chaffee County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	2	0
15-24	0	0
25-69	5	1
70+	0	2
Total	7	3

Source: FARS Data and CHA Discharge Data

Occupant Protection

In 2011, 4 of the 7 (57%) motor vehicle fatalities and 14 of the 38 (37%) motor vehicle occupants injured were not using seat belts or other restraints.

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

Motorcycle Safety

There were 0 motorcyclist fatalities in 2011.

Source: FARS Data

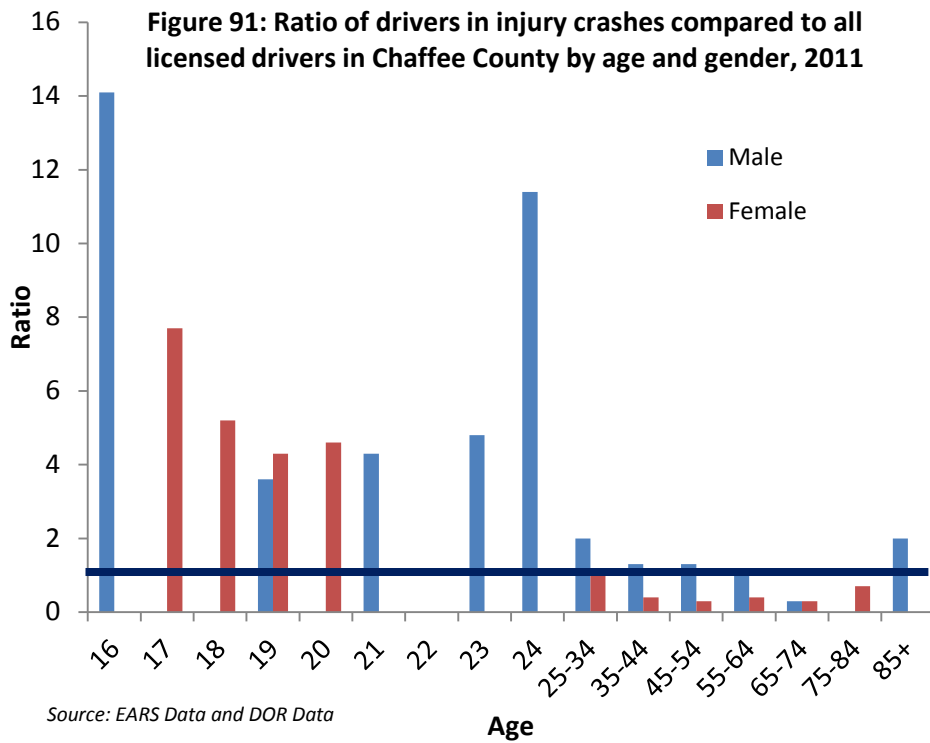
Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

Source: FARS Data

Each bar in Figure 91 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

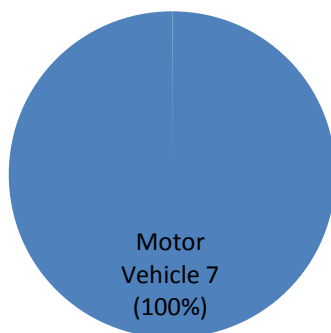
In Chaffee County, the ratio for young drivers ages 16-25 and males ages 25-34 and over 85 exceeds 1, indicating that these drivers account for more crashes than expected for their age groups.



Mode of Transportation

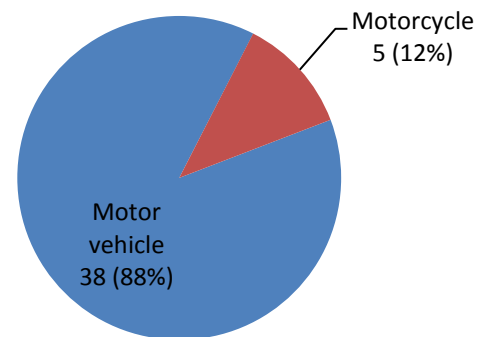
Motor vehicle occupants accounted for 7 of the 7 fatalities.

Figure 92: Mode of transportation in Chaffee County fatalities, 2011



Of the 43 injuries, 38 were motor vehicle occupants and 14 of those injuries (37%) were not using seat belts or other restraints.

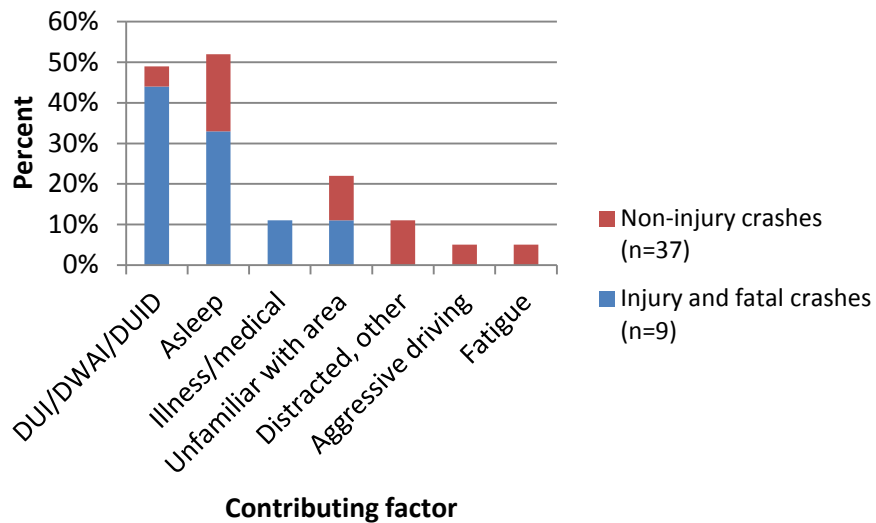
Figure 93: Mode of transportation of injured individuals in Chaffee County, 2011



Contributing Factors

There were a total of 381 crashes in Chaffee County in 2011. Of the drivers involved in these crashes, law enforcement reported that 46 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 94).

Figure 94: Contributing factors among careless drivers in Chaffee County, 2011 (n=46)



*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Seat belt use data are not available for Chaffee County.

CHEYENNE COUNTY

2011 Quick Facts:



Population	1,872
Male	923 (49%)
Female	949 (51%)
0-7 years	201 (11%)
8-14 years	171 (9%)
15-24 years	203 (11%)
25-69 years	1,043 (56%)
70+ years	254 (14%)

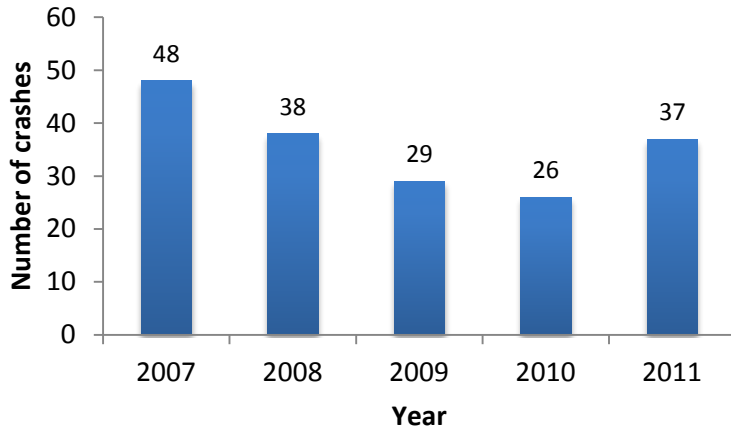
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Cheyenne County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	1	0	1	3	8	139.40	+700.00%
Serious injuries in traffic crashes	260.73	10	12	9	1	14	493.24	+40.00%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	1	0	1	3	8	139.40	+700.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	1	0	0	1	1	32.17	0.00%
Speeding-related fatalities⁺	3.41	NA	NA	1	0	7	144.98	+600.00%
Motorcyclist fatalities	1.75	0	0	0	0	0	0.00	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	0	0.00	0.00%
Drivers age 20 or younger in fatal crashes	1.47	1	0	0	0	1	21.45	0.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 95: Total number of crashes in Cheyenne County, 2007-2011

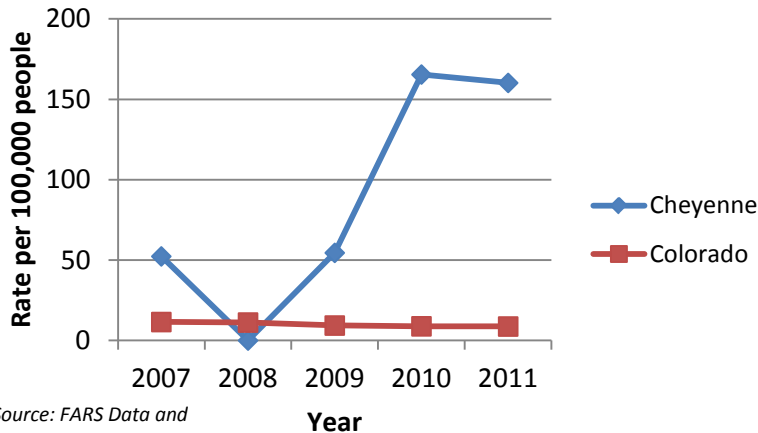


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population are on the rise in Cheyenne County. In 2011, there were 3 fatal crashes, resulting in 8 deaths.

Figure 96: Fatal crash rate in Cheyenne County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Cheyenne County declined between 2007 and 2011. However, in 2011, there were 160 injury crashes per 100,000 population, almost a 200 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 3 fatal crashes in 2011, 1 (33%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 5 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 44% of the 9 drivers in injury and fatal crashes and 7% of the 42 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 11% of the 9 drivers in injury or fatal crashes were distracted.

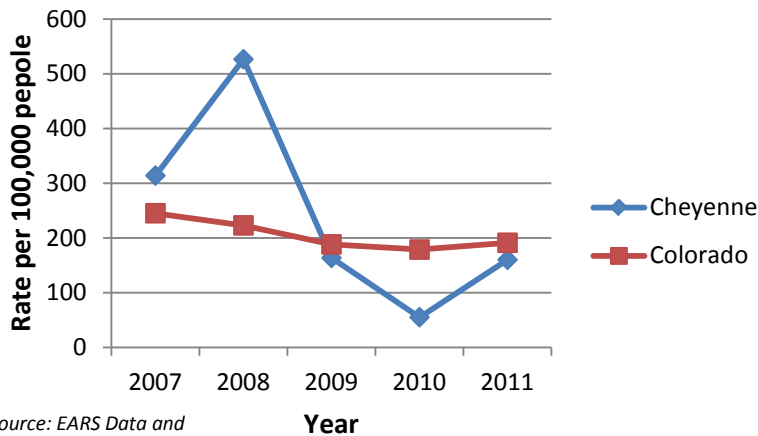
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes remained the same.

Source: FARS Data

Figure 97: Injury crash rate in Cheyenne County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 22. Cheyenne County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	1
5-7	0	0
8-14	4	0
15-24	2	4
25-69	2	1
70+	0	0
Total	8	6

Source: FARS Data and CHA Discharge Data

Occupant Protection

In 2011, 8 of the 8 (100%) motor vehicle fatalities and 10 of the 14 (71%) motor vehicle occupants injured were not using seat belts or other restraints.

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

Motorcycle Safety

There were 0 motorcyclist fatalities in 2011.

Source: FARS Data

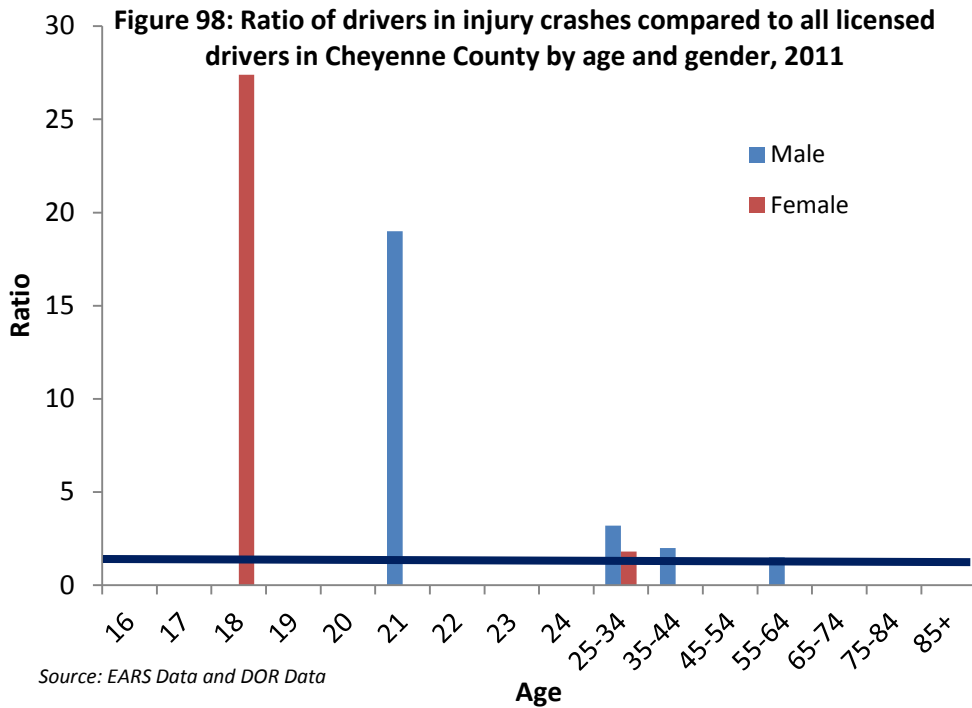
Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

Source: FARS Data

Each bar in Figure 98 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

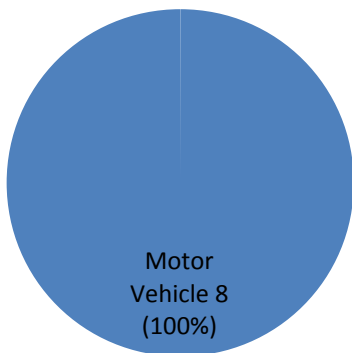
In Cheyenne County, the ratio for female drivers ages 18 and 25-34 and for male drivers ages 21 exceeds 1, indicating that these drivers account for more crashes than expected for their age groups.



Mode of Transportation

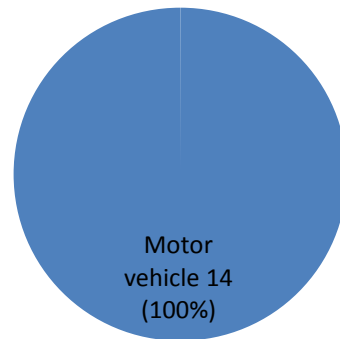
Motor vehicle occupants accounted for 8 of the 8 fatalities.

Figure 99: Mode of transportation in Cheyenne County fatalities, 2011



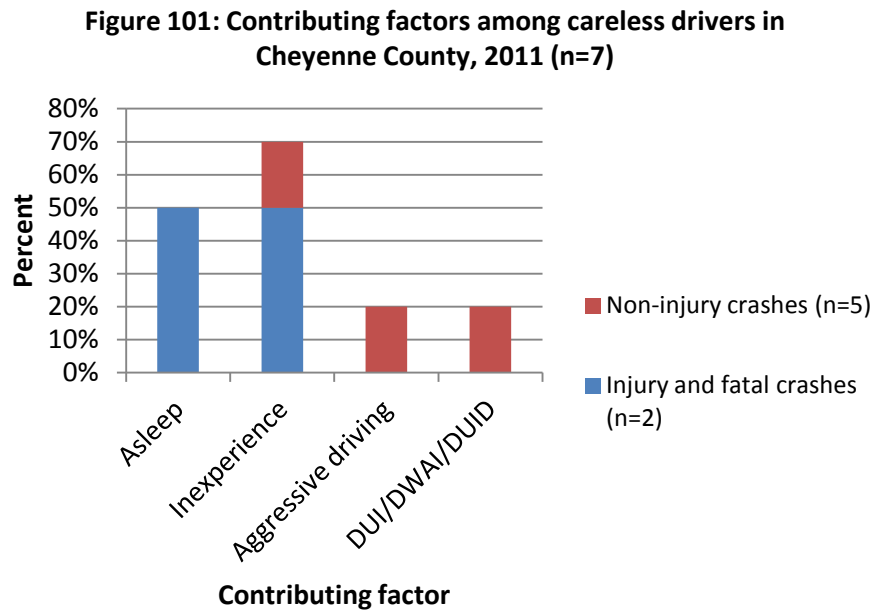
Of the 14 injuries, 14 were motor vehicle occupants and 10 of those injuries (71%) were not using seat belts or other restraints.

Figure 100: Mode of transportation of injured individuals in Cheyenne County, 2011



Contributing Factors

There were a total of 37 crashes in Cheyenne County in 2011. Of the drivers involved in these crashes, law enforcement reported that 7 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 101).



*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Seat belt use data are not available for Cheyenne County.

CLEAR CREEK COUNTY

2011 Quick Facts:



Population	8,965
Male	4,668 (52%)
Female	4,297 (48%)
0-7 years	672 (7%)
8-14 years	570 (6%)
15-24 years	700 (8%)
25-69 years	6,352 (71%)
70+ years	671 (7%)

TABLE 23: CLEAR CREEK COUNTY TREND ANALYSIS 2007-2011

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Clear Creek County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	5	3	3	2	2	32.80	-60.00%
Serious injuries in traffic crashes	260.73	107	76	68	46	63	787.18	-41.12%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	0	2	1	2	1	13.12	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	2	0	1	1	0	8.75	-100.00%
Speeding-related fatalities⁺	3.41	NA	NA	3	1	1	18.45	-66.67%
Motorcyclist fatalities	1.75	1	0	0	0	0	2.19	-100.00%
Unhelmeted motorcyclist fatalities	1.12	1	0	0	0	0	2.19	-100.00%
Drivers age 20 or younger in fatal crashes	1.47	0	0	1	0	0	2.19	0.00%
Pedestrian fatalities	0.92	2	0	0	0	0	4.37	-100.00%

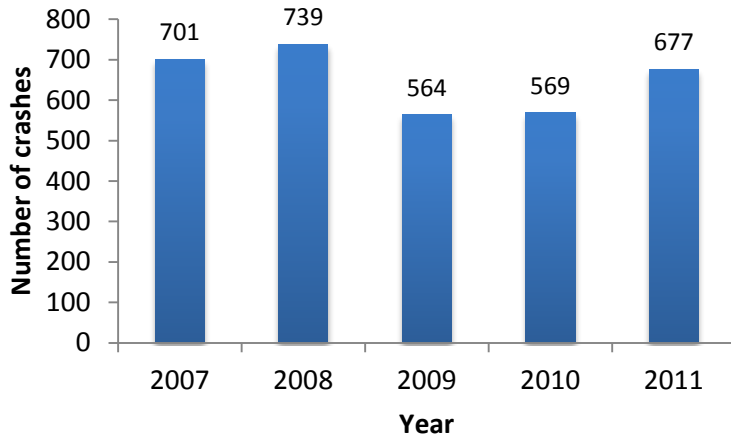
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 102: Total number of crashes in Clear Creek County, 2007-2011

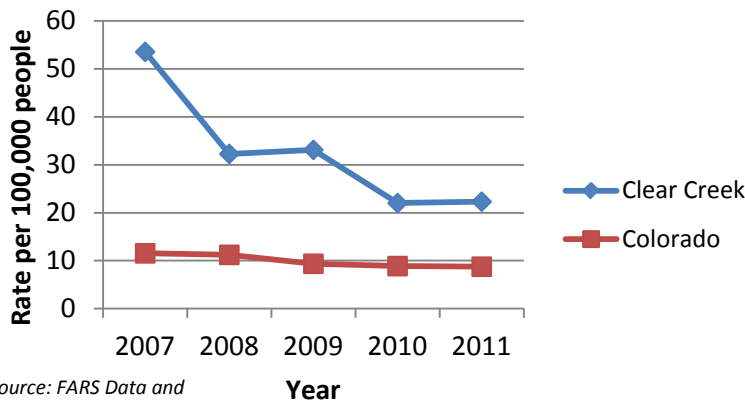


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population are on the decline in Clear Creek County. In 2011, there were 2 fatal crashes, resulting in 2 deaths.

Figure 103: Fatal crash rate in Clear Creek County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Clear Creek County declined between 2007 and 2011. However, in 2011, there were 580 injury crashes per 100,000 population, almost a 32 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 2 fatal crashes in 2011, 0 (0%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 153 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 34% of the 93 drivers in injury and fatal crashes and 30% of the 972 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 0% of the 93 drivers in injury or fatal crashes were distracted.

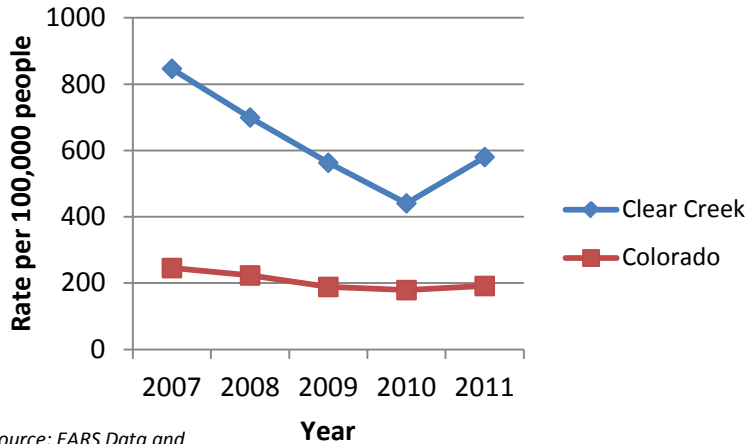
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes remained the same.

Source: FARS Data

Figure 104: Injury crash rate in Clear Creek County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 24. Clear Creek County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	0	2
25-69	2	5
70+	0	1
Total	2	8

Source: FARS Data and CHA Discharge Data

Occupant Protection

In 2011, 1 of the 2 (50%) motor vehicle fatalities and 5 of the 50 (10%) motor vehicle occupants injured were not using seat belts or other restraints.

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

Motorcycle Safety

There were 0 motorcyclist fatalities in 2011.

Source: FARS Data

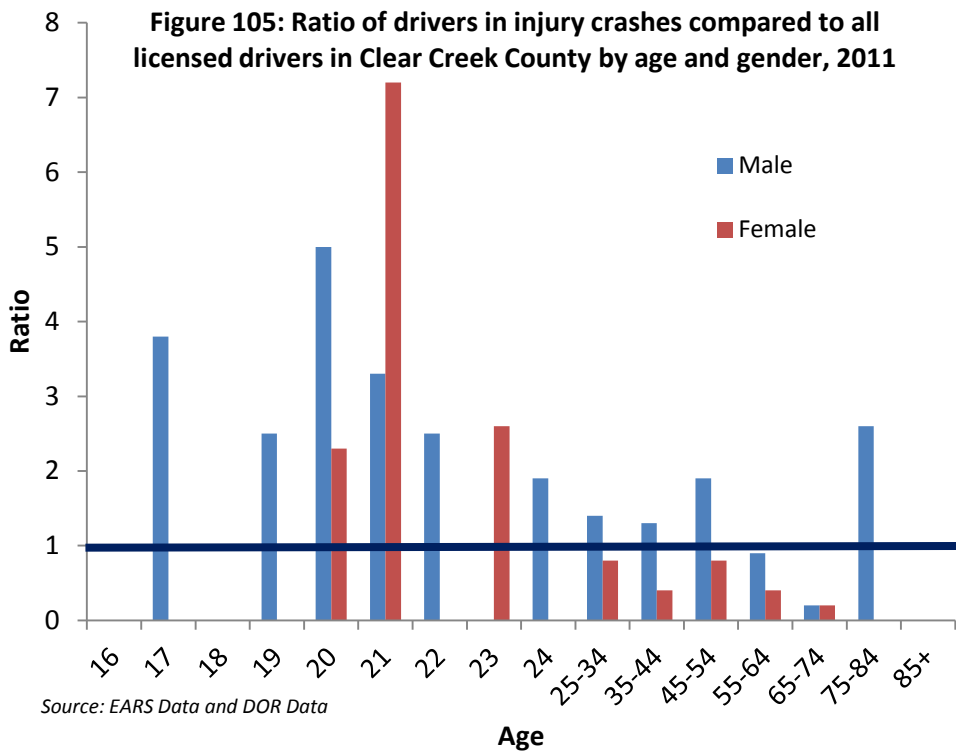
Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

Source: FARS Data

Each bar in Figure 105 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

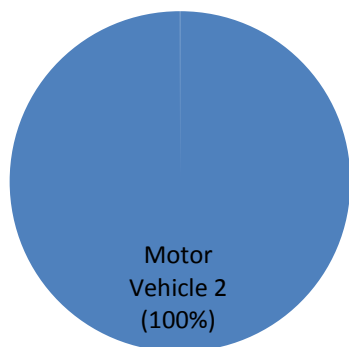
In Clear Creek County, the ratio for male drivers across multiple age categories exceeds 1, indicating that male drivers account for more crashes than expected for their age groups. Females ages 20, 21, and 23 also account for more crashes than expected for their age groups.



Mode of Transportation

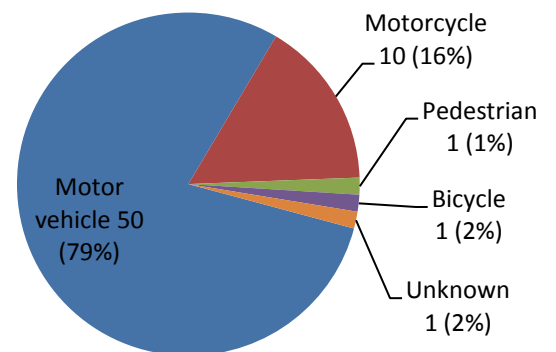
Motor vehicle occupants accounted for 2 of the 2 fatalities.

Figure 106: Mode of transportation in Clear Creek County fatalities, 2011



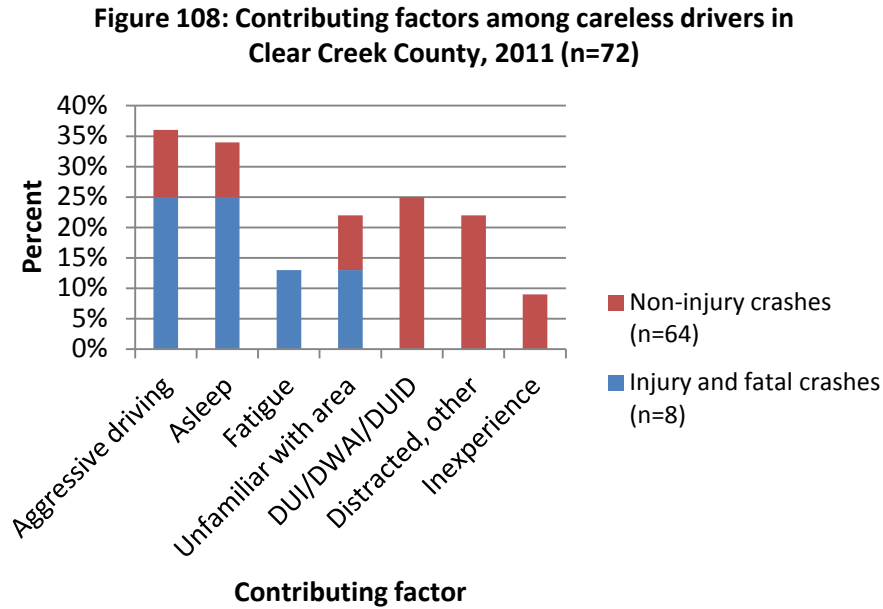
Of the 63 injuries, 50 were motor vehicle occupants and 5 of those injuries (10%) were not using seat belts or other restraints.

Figure 107: Mode of transportation of injured individuals in Clear Creek County, 2011



Contributing Factors

There were a total of 677 crashes in Clear Creek County in 2011. Of the drivers involved in these crashes, law enforcement reported that 72 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 108).

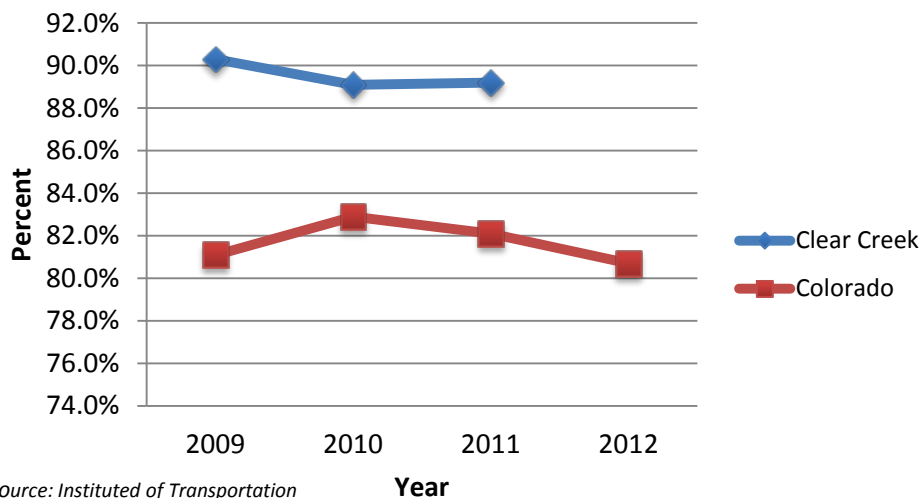


*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Overall seat belt use in Clear Creek County was above the statewide seat belt use between 2009 and 2011.

Figure 109: Seat belt use in Clear Creek County and Colorado, 2009-2012



Source: Institute of Transportation Management at CSU

CONEJOS COUNTY

2011 Quick Facts:



Population	8,251
Male	4,089 (50%)
Female	4,162 (50%)
0-7 years	1,012 (12%)
8-14 years	893 (11%)
15-24 years	1,109 (13%)
25-69 years	4,308 (52%)
70+ years	928 (1%)

TABLE 25: CONEJOS COUNTY TREND ANALYSIS 2007-2011

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Conejos County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	2	0	1	5	2	24.05	0.00%
Serious injuries in traffic crashes	260.73	28	30	28	29	25	336.77	-10.71
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	0	0	1	5	1	16.84	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	0	0	1	1	1	7.22	*
Speeding-related fatalities⁺	3.41	NA	NA	1	4	1	24.24	0.00%
Motorcyclist fatalities	1.75	0	0	0	0	1	2.41	*
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	1	2.41	*
Drivers age 20 or younger in fatal crashes	1.47	0	0	0	1	0	2.41	0.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

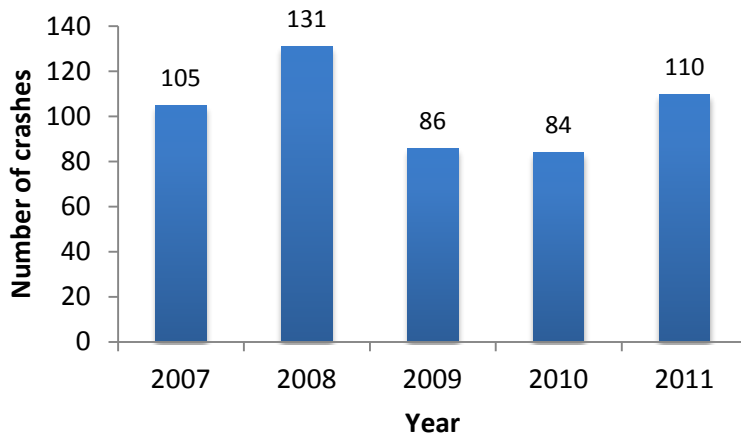
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 110: Total number of crashes in Conejos County, 2007-2011

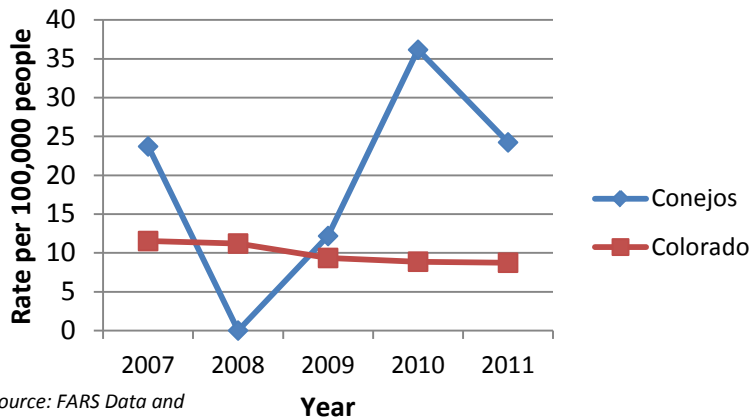


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population have varied in Conejos County. In 2011, there were 2 fatal crashes, resulting in 2 deaths.

Figure 111: Fatal crash rate in Conejos County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Conejos County declined between 2007 and 2011. However, in 2011, there were 230 injury crashes per 100,000 population, an approximately 6 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 2 fatal crashes in 2011, 1 (50%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 56 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 14% of the 22 drivers in injury and fatal crashes and 15% of the 110 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 9% of the 22 drivers in injury or fatal crashes were distracted.

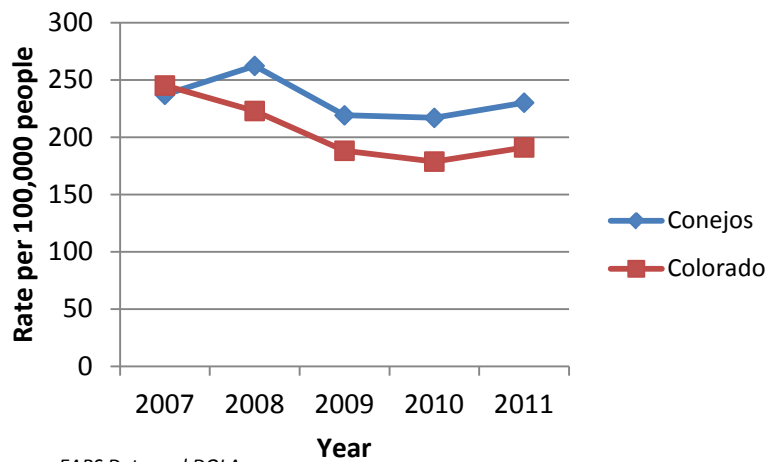
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes remained the same.

Source: FARS Data

Figure 112: Injury crash rate in Conejos County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 26. Conejos County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	1
15-24	0	2
25-69	2	6
70+	0	1
Total	2	10

Source: FARS Data and CHA Discharge Data

Each bar in Figure 113 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Conejos County, the ratio for young drivers ages 16-34 and males 75-84 exceeds 1, indicating that young drivers and older males account for more crashes than expected for their age groups.

Occupant Protection

In 2011, 1 of the 1 (100%) motor vehicle fatalities and 10 of the 23 (43%) motor vehicle occupants injured were not using seat belts or other restraints.

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

Motorcycle Safety

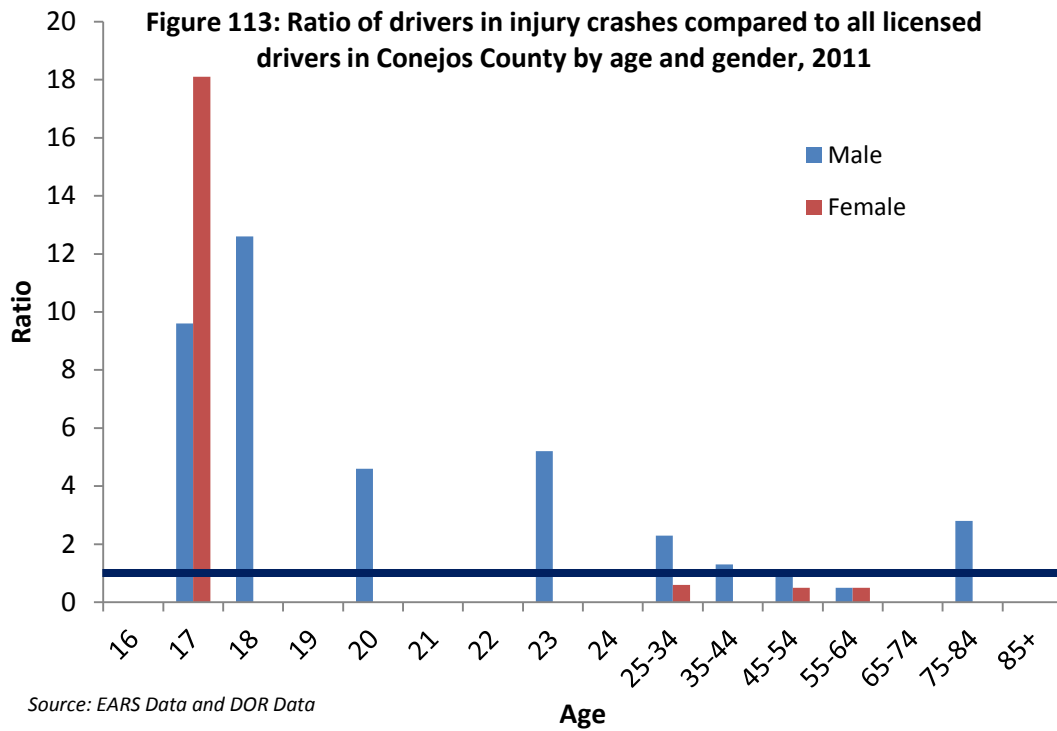
There was 1 motorcyclist fatalities in 2011 and 100 percent (1/1) were unhelmeted.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

Source: FARS Data

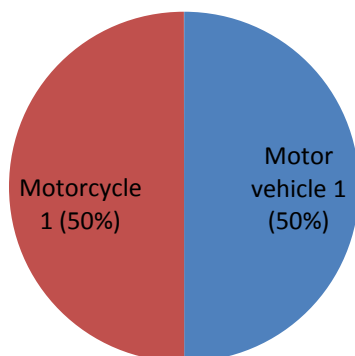


Mode of Transportation

Motor vehicle occupants accounted for 1 of the 2 fatalities.

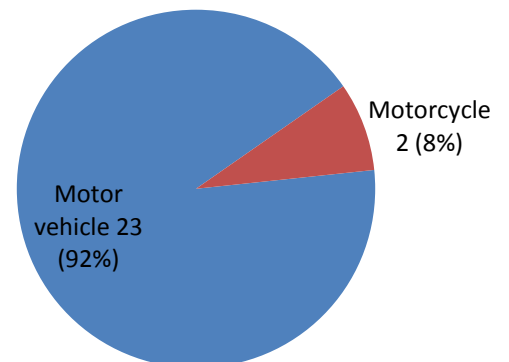
Of the 25 injuries, 23 were motor vehicle occupants and 10 of those injuries (43%) were not using seat belts or other restraints.

Figure 114: Mode of transportation in Conejos County fatalities, 2011



Source: FARS Data

Figure 115: Mode of transportation of injured individuals in Conejos County, 2011

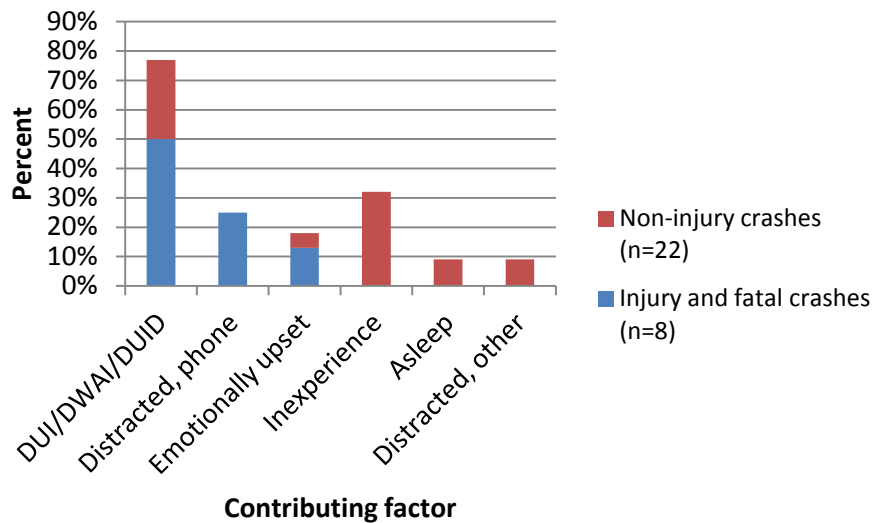


Source: EARS Data

Contributing Factors

There were a total of 110 crashes in Conejos County in 2011. Of the drivers involved in these crashes, law enforcement reported that 3,251 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 116).

Figure 116: Contributing factors among careless drivers in Conejos County, 2011 (n=30)



*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Seat belt use data are not available for Conejos County.

COSTILLA COUNTY

2011 Quick Facts:



Population	3,661
Male	1,888 (52%)
Female	1,773 (48%)
0-7 years	301 (8%)
8-14 years	302 (8%)
15-24 years	412 (11%)
25-69 years	2,092 (57%)
70+ years	554 (15%)

TABLE 27: COSTILLA COUNTY TREND ANALYSIS 2007-2011

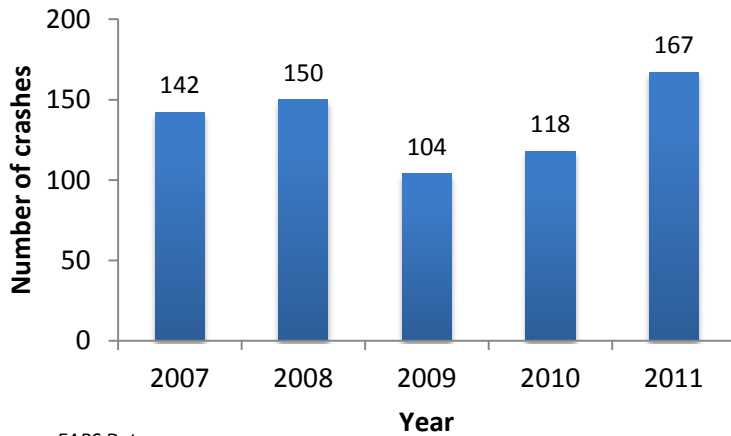
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Costilla County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	1	3	3	4	2	72.20	+100.00
Serious injuries in traffic crashes	260.73	22	26	20	19	32	660.93	+45.45
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	1	1	2	2	1	38.88	0.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	1	3	2	0	2	44.43	+100.00%
Speeding-related fatalities⁺	3.41	NA	NA	0	2	0	18.66	0.00%
Motorcyclist fatalities	1.75	0	0	0	0	0	0.00	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	0	0.00	0.00%
Drivers age 20 or younger in fatal crashes	1.47	0	0	0	0	0	0.00	0.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 117: Total number of crashes in Costilla County, 2007-2011

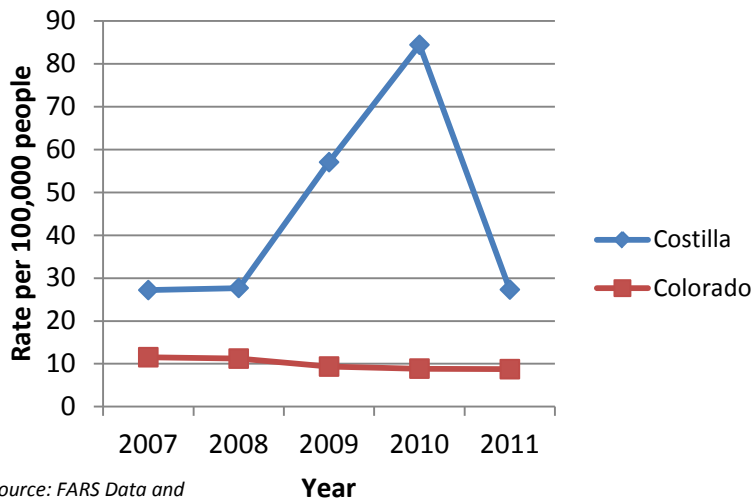


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population have stayed the same in Costilla County. In 2011, there was 1 fatal crash, resulting in 2 deaths.

Figure 118: Fatal crash rate in Costilla County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Costilla County increased between 2007 and 2011. However, in 2011, there were 601 injury crashes per 100,000 population, almost a 34 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 1 fatal crash in 2011, 1 (100%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 46 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 11% of the 27 drivers in injury and fatal crashes and 8% of the 166 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 11% of the 27 drivers in injury or fatal crashes were distracted.

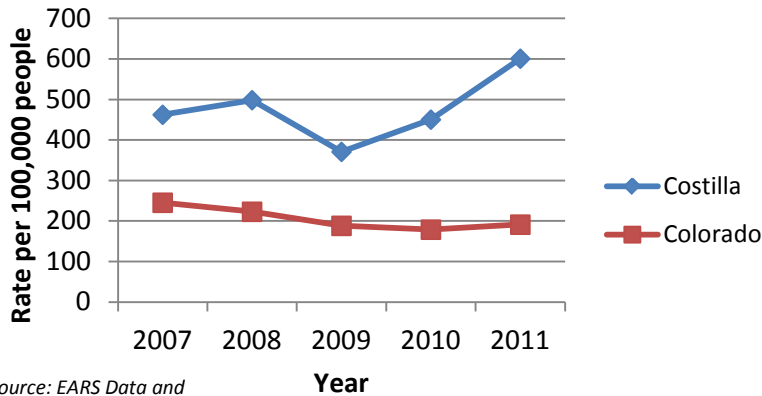
Source: FARS Data

Young Drivers

Between 2007 and 2011, there were no drivers age 20 and under in fatal crashes.

Source: FARS Data

Figure 119: Injury crash rate in Costilla County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 28. Costilla County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	1
5-7	0	0
8-14	0	0
15-24	0	1
25-69	2	5
70+	0	1
Total	2	8

Source: FARS Data and CHA Discharge Data

Occupant Protection

In 2011, 1 of the 2 (50%) motor vehicle fatalities and 8 of the 28 (29%) motor vehicle occupants injured were not using seat belts or other restraints.

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

Motorcycle Safety

There were 0 motorcyclist fatalities in 2011.

Source: FARS Data

Pedestrian and Bicycle Safety

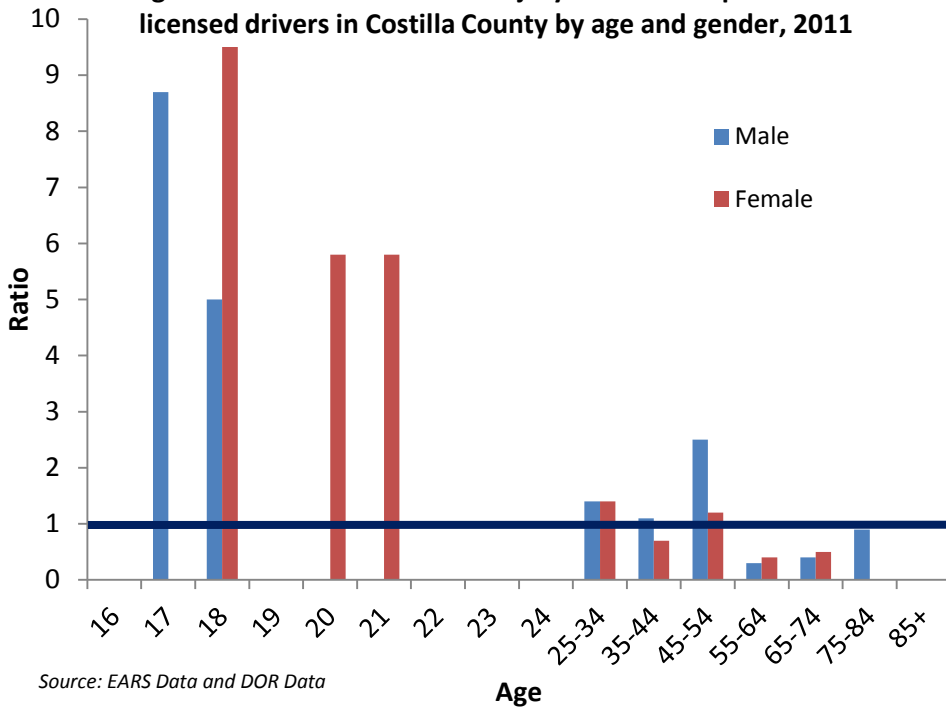
No pedestrians or bicyclists were killed in 2011.

Source: FARS Data

Each bar in Figure 120 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Costilla County, the ratio for young drivers ages 16-34 and males 45-54 exceeds 1, indicating that young drivers and middle aged males account for more crashes than expected for their age groups.

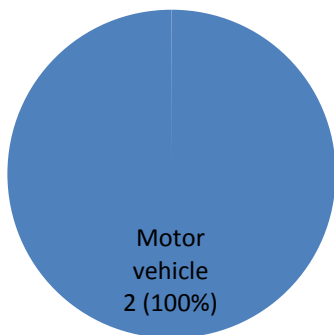
Figure 120: Ratio of drivers in injury crashes compared to all licensed drivers in Costilla County by age and gender, 2011



Mode of Transportation

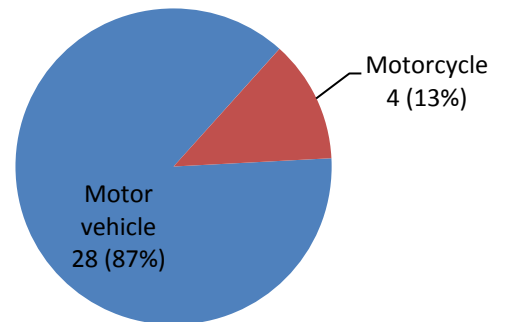
Motor vehicle occupants accounted for 2 of the 2 fatalities.

Figure 121: Mode of transportation in Costilla County fatalities, 2011



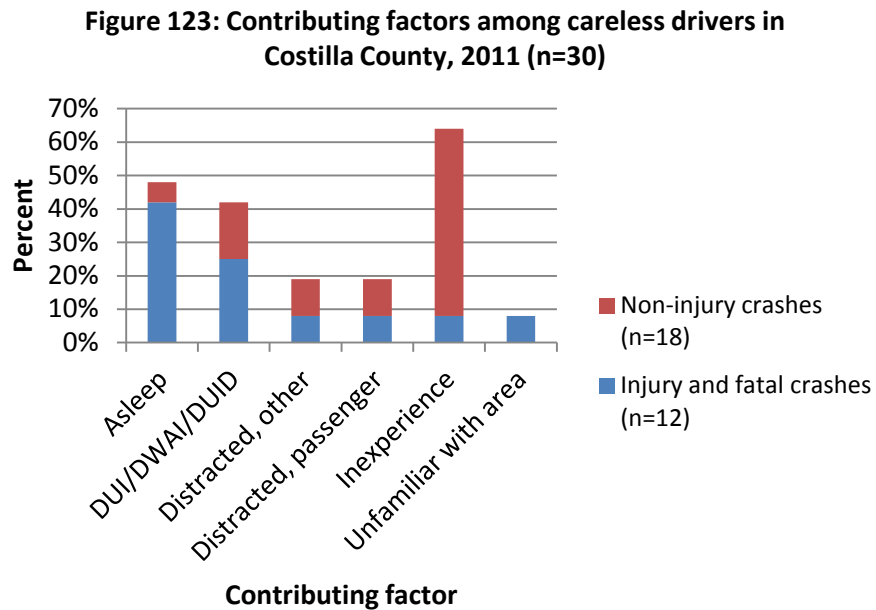
Of the 32 injuries, 28 were motor vehicle occupants and 8 of those injuries (29%) were not using seat belts or other restraints.

Figure 122: Mode of transportation of injured individuals in Costilla County, 2011



Contributing Factors

There were a total of 167 crashes in Costilla County in 2011. Of the drivers involved in these crashes, law enforcement reported that 30 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 123).



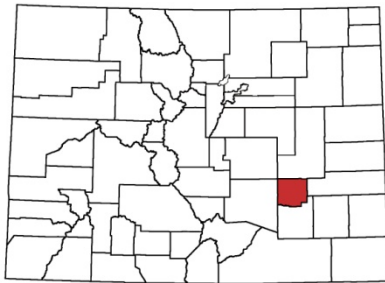
*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Seat belt use data are not available for Costilla County.

CROWLEY COUNTY

2011 Quick Facts:



Population	5,801
Male	4,149 (72%)
Female	1,652 (28%)
0-7 years	304 (5%)
8-14 years	325 (6%)
15-24 years	696 (12%)
25-69 years	4,056 (70%)
70+ years	420 (7%)

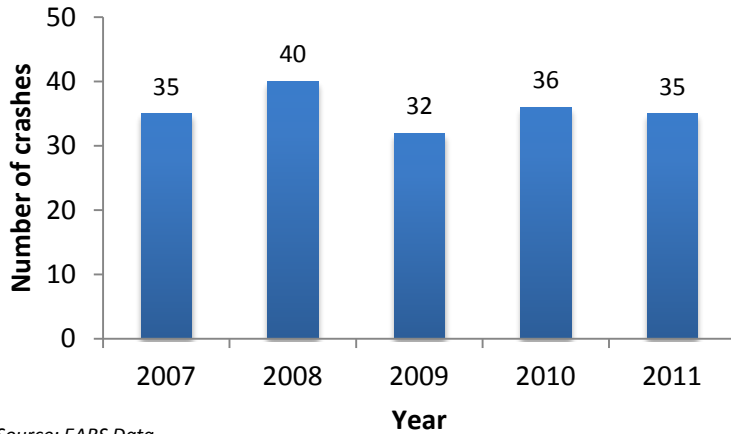
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Crowley County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	3	1	0	0	0	13.67	-100.00%
Serious injuries in traffic crashes	260.73	11	8	10	5	8	143.56	-27.27
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	2	1	0	0	0	10.25	-100.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	1	0	0	0	0	3.42	-100.00%
Speeding-related fatalities⁺	3.41	NA	NA	0	0	0	0.00	0.00%
Motorcyclist fatalities	1.75	0	0	0	0	0	0.00	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	0	0.00	0.00%
Drivers age 20 or younger in fatal crashes	1.47	0	0	0	0	0	0.00	0.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 124: Total number of crashes in Crowley County, 2007-2011

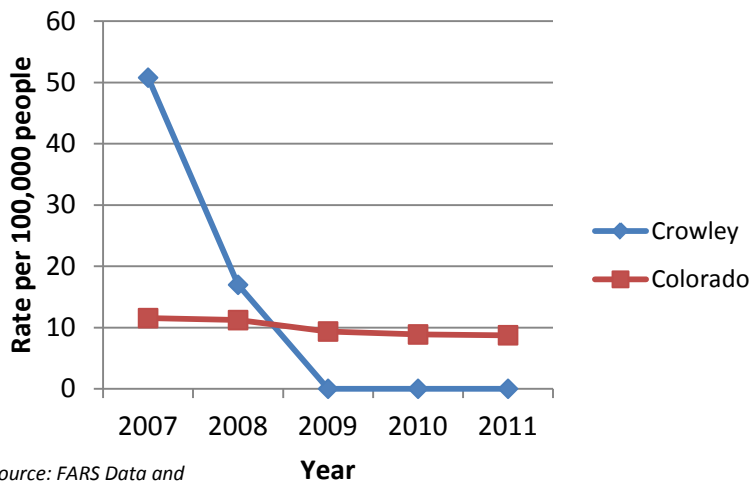


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population have declined in Crowley County. In 2011, there were no fatal crashes.

Figure 125: Fatal crash rate in Crowley County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Crowley County declined between 2007 and 2011. In 2011, there were 69 injury crashes per 100,000 population, a 19 percent decrease in the rate of crashes from 2010.

Impaired Driving

There were no fatalities in 2011 that involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 11 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 0% of the 6 drivers in injury and fatal crashes and 5% of the 37 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 0% of the 6 drivers in injury or fatal crashes were distracted.

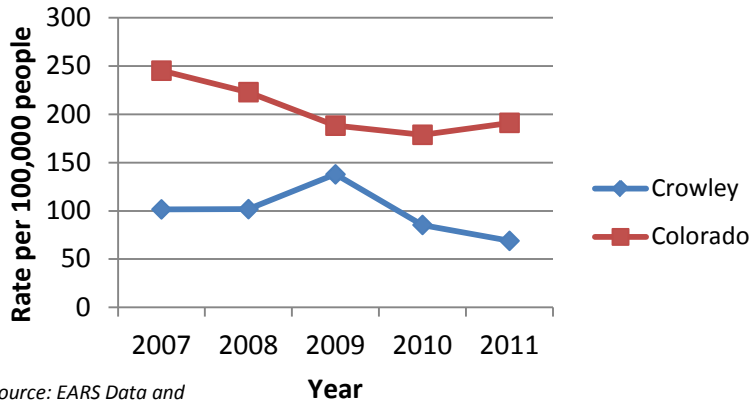
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes remained 0.

Source: FARS Data

Figure 126: Injury crash rate in Crowley County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 30. Crowley County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	2
15-24	0	1
25-69	0	1
70+	0	0
Total	0	4

Source: FARS Data and CHA Discharge Data

Occupant Protection

In 2011, 5 of the 8 (63%) motor vehicle occupants injured were not using seat belts or other restraints.

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

Motorcycle Safety

There were 0 motorcyclist fatalities in 2011.

Source: FARS Data

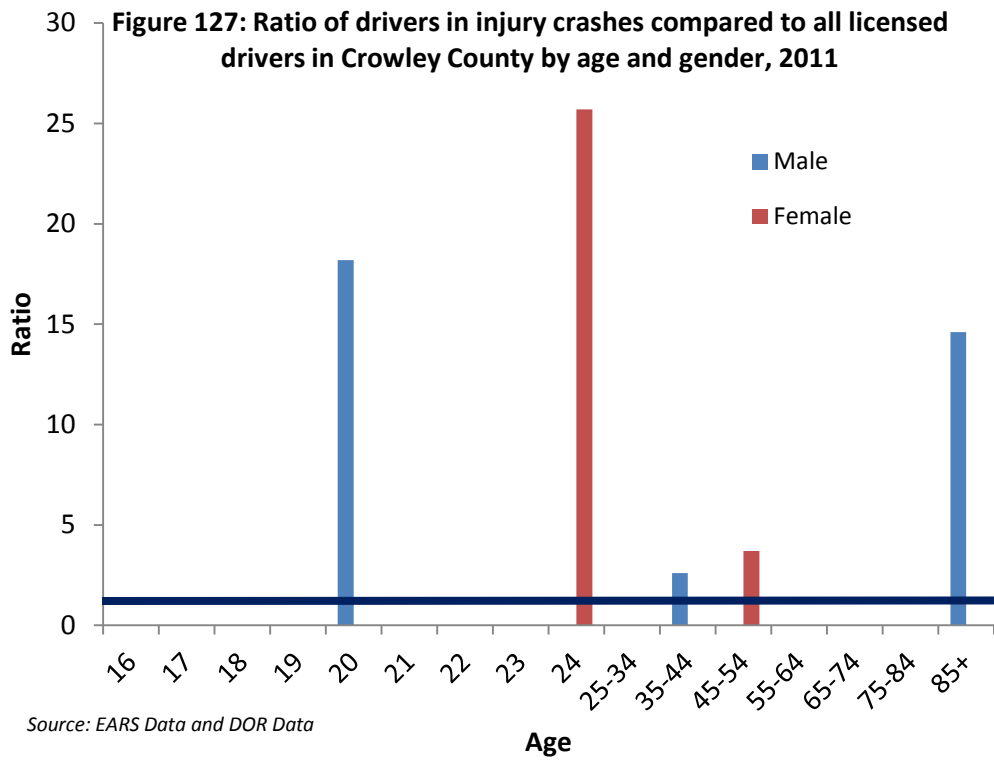
Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

Source: FARS Data

Each bar in Figure 127 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

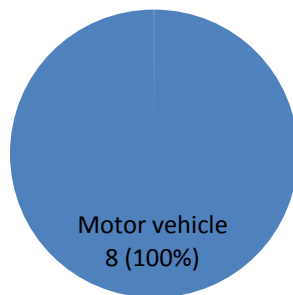
In Crowley County, the ratio for males and females of varying age groups exceeds 1, indicating that these drivers account for more crashes than expected for their age groups.



Mode of Transportation

Of the 8 injuries, 8 were motor vehicle occupants and 5 of those injuries (63%) were not using seat belts or other restraints.

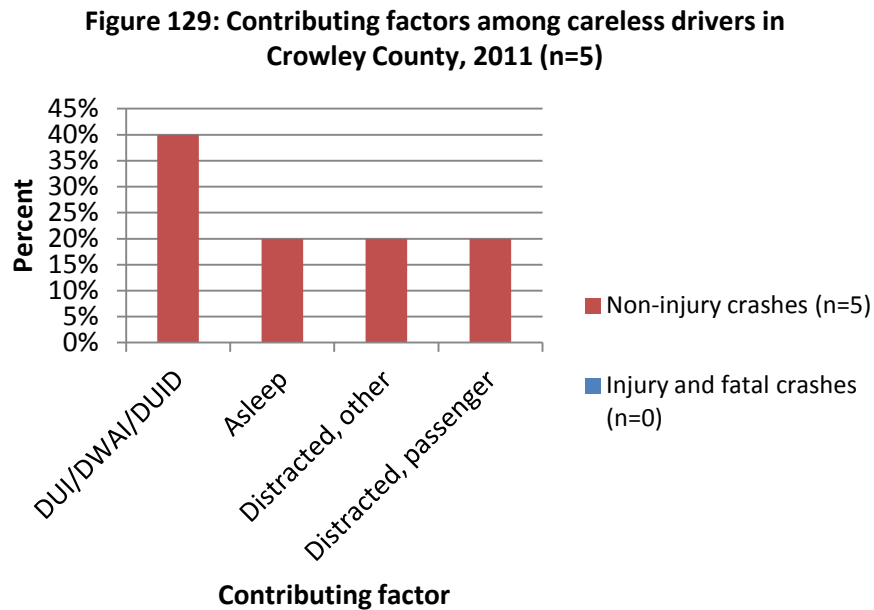
Figure 128: Mode of transportation of injured individuals in Crowley County, 2011



Source: EARS Data

Contributing Factors

There were a total of 35 crashes in Crowley County in 2011. Of the drivers involved in these crashes, law enforcement reported that 5 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 129).



*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Seat belt use data are not available for Crowley County.

CUSTER COUNTY

2011 Quick Facts:



Population	4,206
Male	2,167 (52%)
Female	2,039 (48%)
0-7 years	219 (5%)
8-14 years	300 (7%)
15-24 years	322 (8%)
25-69 years	2,747 (65%)
70+ years	618 (15%)

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Custer County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	2	2	4	1	1	47.92	-50.00%
Serious injuries in traffic crashes	260.73	27	25	10	16	12	431.24	-55.56%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	1	0	2	0	0	14.37	-100.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	0	2	2	0	1	23.96	*
Speeding-related fatalities⁺	3.41	NA	NA	2	1	1	31.69	-50.00%
Motorcyclist fatalities	1.75	0	1	2	1	1	23.96	*
Unhelmeted motorcyclist fatalities	1.12	0	1	2	0	0	14.37	*
Drivers age 20 or younger in fatal crashes	1.47	0	0	0	0	0	0.00	*
Pedestrian fatalities	0.92	1	0	0	0	0	4.79	-100.00%

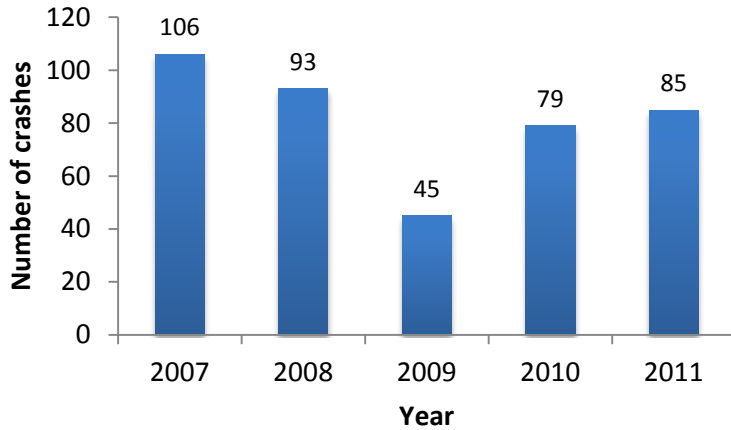
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 130: Total number of crashes in Custer County, 2007-2011

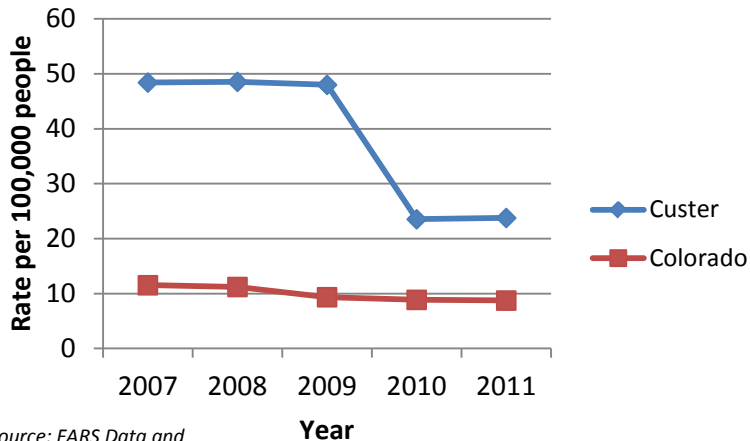


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population are on the decline in Custer County. In 2011, there was 1 fatal crash, resulting in 1 death.

Figure 131: Fatal crash rate in Custer County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Custer County declined between 2007 and 2011. In 2011, there were 285 injury crashes per 100,000 population, a 24 percent decrease in the rate of crashes from 2010.

Impaired Driving

Of the 1 fatal crash in 2011, 1 (100%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 12 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 29% of the 14 drivers in injury and fatal crashes and 15% of the 82 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 0% of the 14 drivers in injury or fatal crashes were distracted.

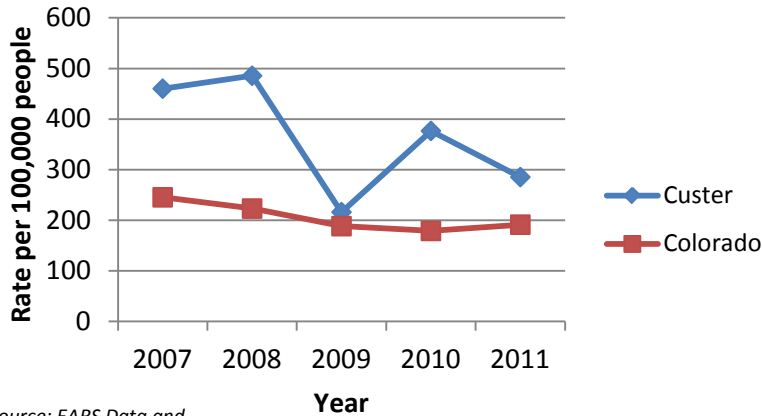
Source: FARS Data

Young Drivers

Between 2007 and 2011, there were no drivers age 20 and under in fatal crashes.

Source: FARS Data

Figure 132: Injury crash rate in Custer County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 32. Custer County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	0	0
25-69	1	0
70+	0	0
Total	1	0

Source: FARS Data and CHA Discharge Data

Occupant Protection

In 2011, 0 of the 4 (0%) motor vehicle occupants injured were not using seat belts or other restraints.

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

Motorcycle Safety

There was 1 motorcyclist fatality in 2011 and 100 percent (1/1) were unhelmeted.

Source: FARS Data

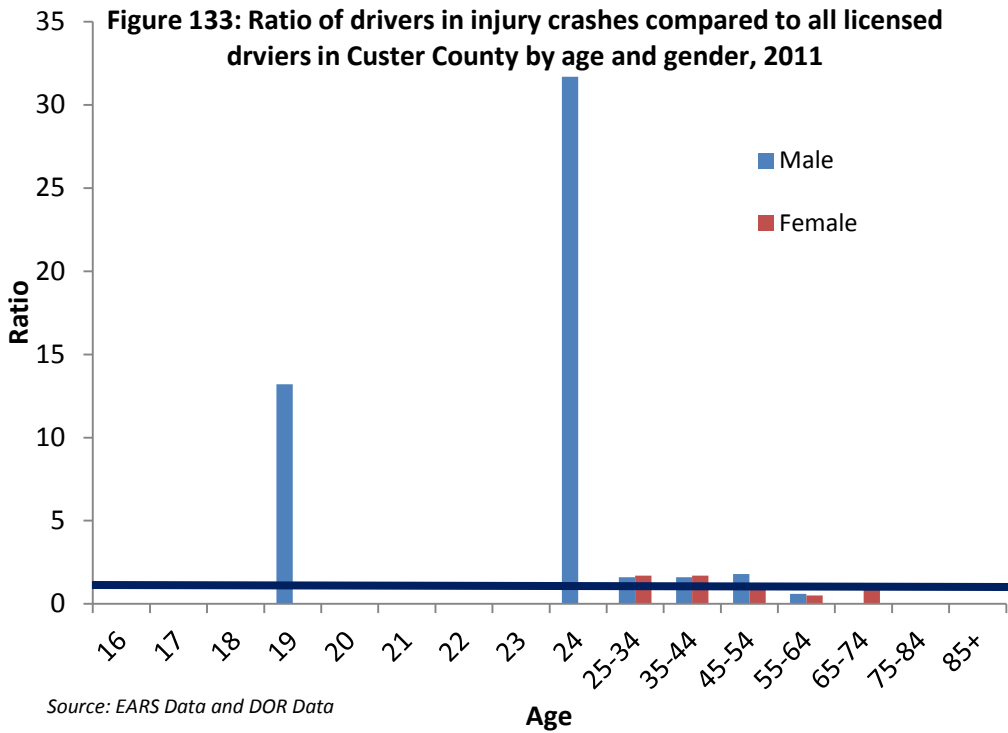
Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

Source: FARS Data

Each bar in Figure 133 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

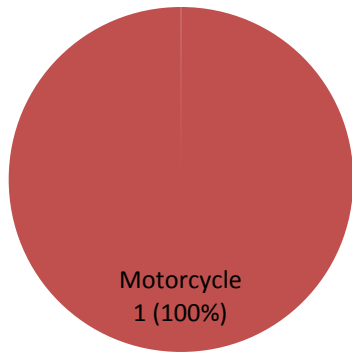
In Custer County, the ratio for young, male drivers ages 19 and 24 exceeds 1 by the greatest amount, indicating that these young, male drivers account for more crashes than expected for their age groups.



Mode of Transportation

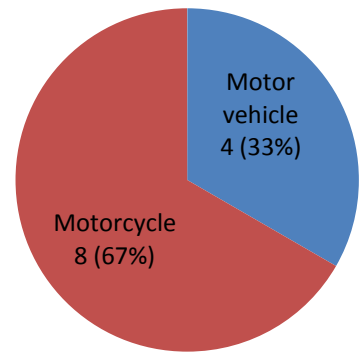
Motor vehicle occupants accounted for 0 of the fatalities.

Figure 134: Mode of transportation in Custer County fatalities, 2011



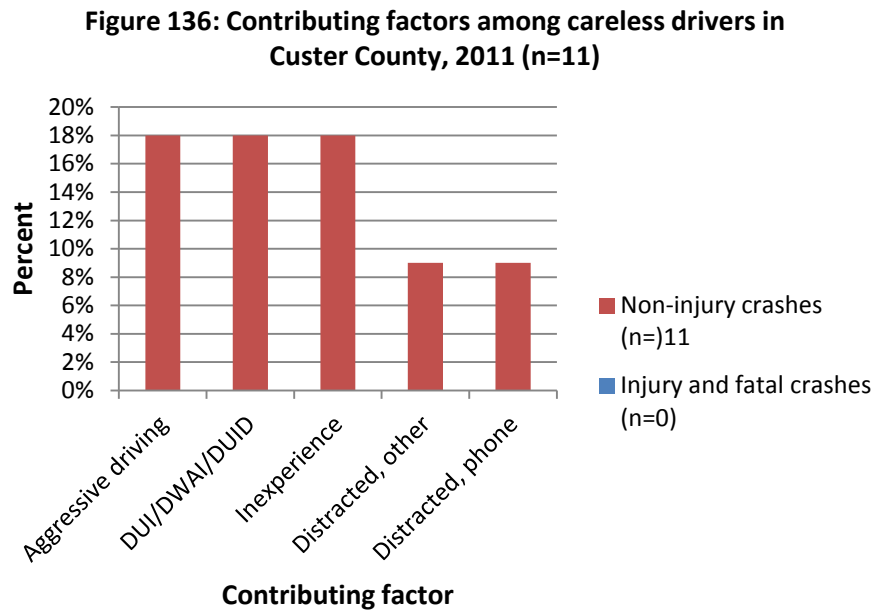
Of the 12 injuries, 4 were motor vehicle occupants and zero of those injuries (0%) were not using seat belts or other restraints.

Figure 135: Mode of transportation of injured individuals in Custer County, 2011



Contributing Factors

There were a total of 85 crashes in Custer County in 2011. Of the drivers involved in these crashes, law enforcement reported that 11 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 136).



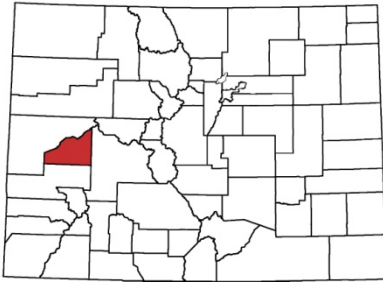
*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Seat belt use data are not available for Custer County.

DELTA COUNTY

2011 Quick Facts:



Population	30,412
Male	15,313 (50%)
Female	15,099 (50%)
0-7 years	2,758 (9%)
8-14 years	2,600 (9%)
15-24 years	3,331 (11%)
25-69 years	17,297 (57%)
70+ years	4,425 (15%)

TABLE 33: DELTA COUNTY TREND ANALYSIS 2007-2011

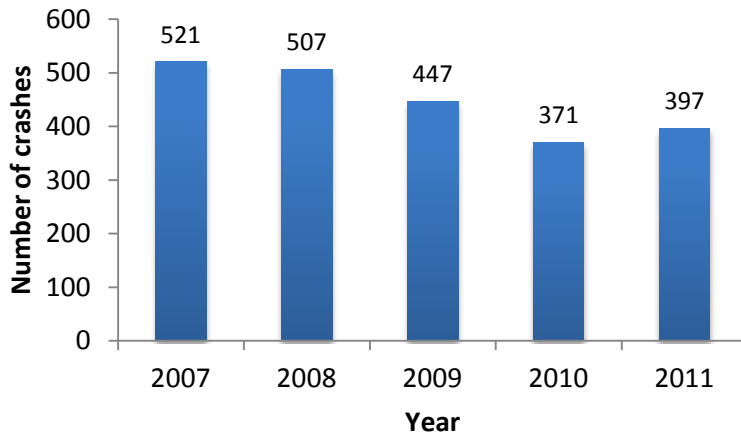
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Delta County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	14	7	5	5	6	24.32	-57.14%
Serious injuries in traffic crashes	260.73	114	101	63	70	61	268.81	-46.49%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	7	4	3	3	2	12.49	-71.43%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	4	3	2	2	3	9.20	-25.00%
Speeding-related fatalities⁺	3.41	NA	NA	2	1	5	8.70	+150.00%
Motorcyclist fatalities	1.75	1	1	1	0	1	2.63	0.00%
Unhelmeted motorcyclist fatalities	1.12	1	0	0	0	0	0.66	-100.00%
Drivers age 20 or younger in fatal crashes	1.47	1	0	1	1	0	1.97	-100.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 137: Total number of crashes in Delta County, 2007-2011

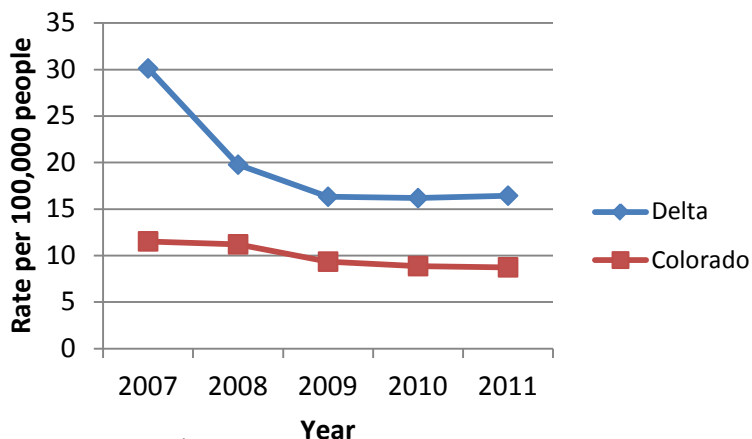


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population are on the decline in Delta County. In 2011, there were 5 fatal crashes, resulting in 6 deaths.

Figure 138: Fatal crash rate in Delta County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Delta County declined between 2007 and 2011. In 2011, there were 148 injury crashes per 100,000 population, a 15 percent decrease in the rate of crashes from 2010.

Impaired Driving

Of the 5 fatal crashes in 2011, 1 (20%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 131 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 31% of the 58 drivers in injury and fatal crashes and 13% of the 506 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 9% of the 58 drivers in injury or fatal crashes were distracted.

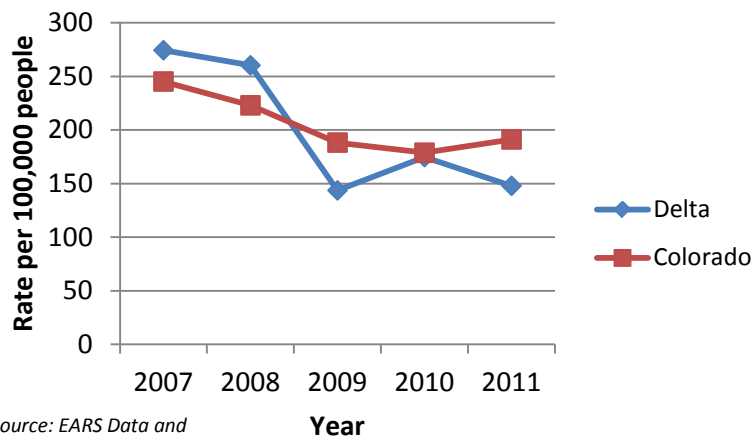
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes decreased by 100%.

Source: FARS Data

Figure 139: Injury crash rate in Delta County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 34. Delta County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	1	3
25-69	4	9
70+	1	5
Total	6	17

Source: FARS Data and CHA Discharge Data

Each bar in Figure 140 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Delta County, the ratio for young drivers ages 16-25 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, 2 of the 5 (40%) motor vehicle fatalities and 20 of the 52 (38%) motor vehicle occupants injured were not using seat belts or other restraints.

2012 Delta County Occupant Protection Usage:
Overall seat belt: 75.4%

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

Motorcycle Safety

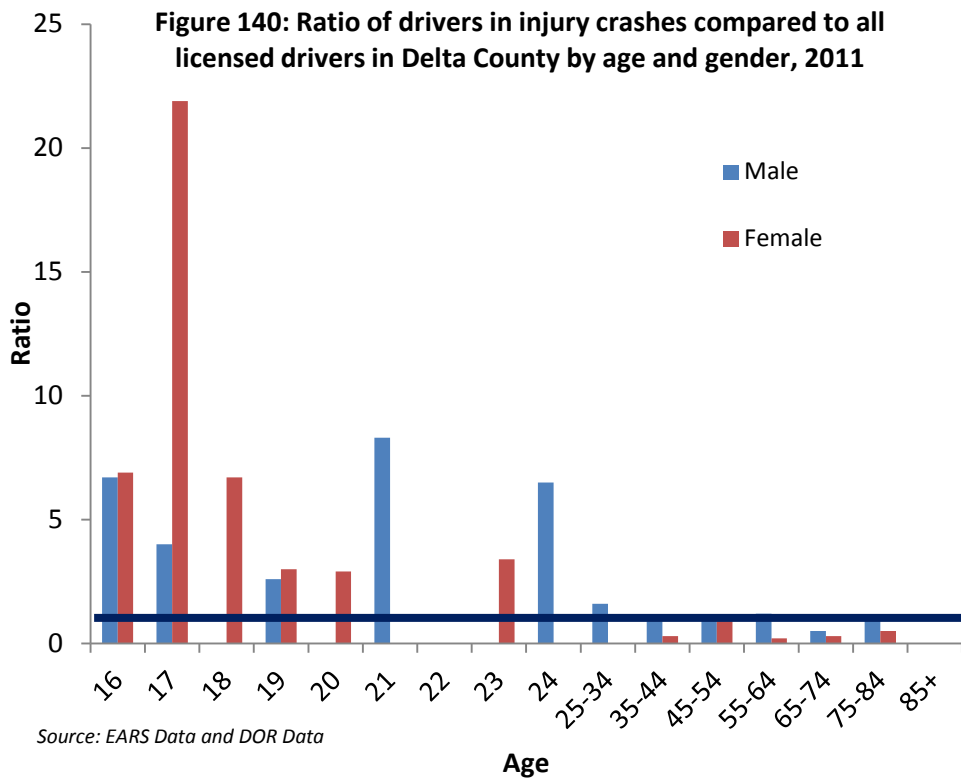
There was 1 motorcyclist fatality in 2011 and 0 percent (0/1) were unhelmeted.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

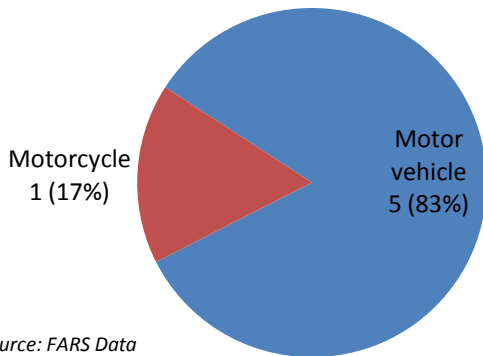
Source: FARS Data



Mode of Transportation

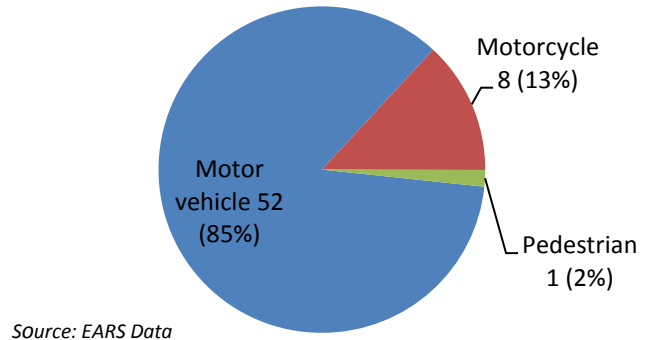
Motor vehicle occupants accounted for 5 of the 6 fatalities.

Figure 141: Mode of transportation in Delta County fatalities, 2011



Of the 61 injuries, 52 were motor vehicle occupants and 20 of those injuries (38%) were not using seat belts or other restraints.

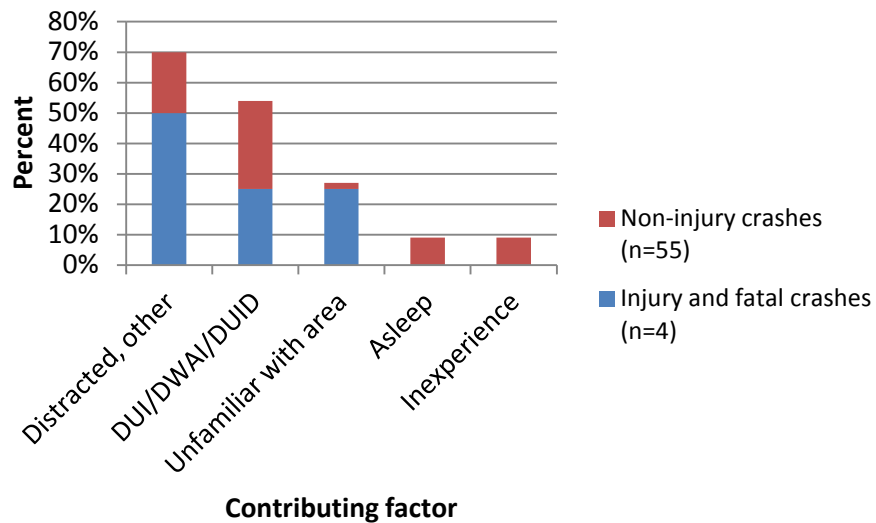
Figure 142: Mode of transportation of injured individuals in Delta County, 2011



Contributing Factors

There were a total of 397 crashes in Delta County in 2011. Of the drivers involved in these crashes, law enforcement reported that 59 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 143).

Figure 143: Contributing factors among careless drivers in Delta County, 2011 (n=59)

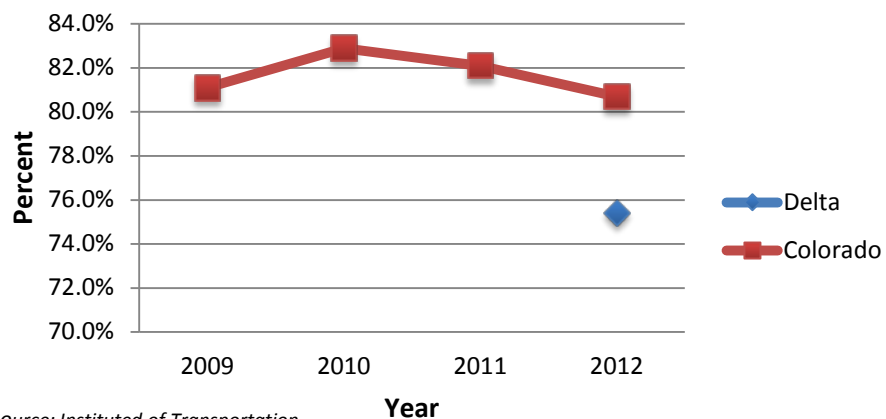


*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Overall seat belt use in Delta County was lower than statewide seat belt use in 2012.

Figure 144: Seat belt use in Delta County and Colorado, 2009-2012



Source: Instituted of Transportation Management at CSU

DENVER COUNTY

2011 Quick Facts:



Population	620,917
Male	310,514 (50%)
Female	310,403 (50%)
0-7 years	69,876 (11%)
8-14 years	47,319 (8%)
15-24 years	76,843 (12%)
25-69 years	382,103 (62%)
70+ years	44,775 (7%)

TABLE 35: DENVER COUNTY TREND ANALYSIS 2007-2011

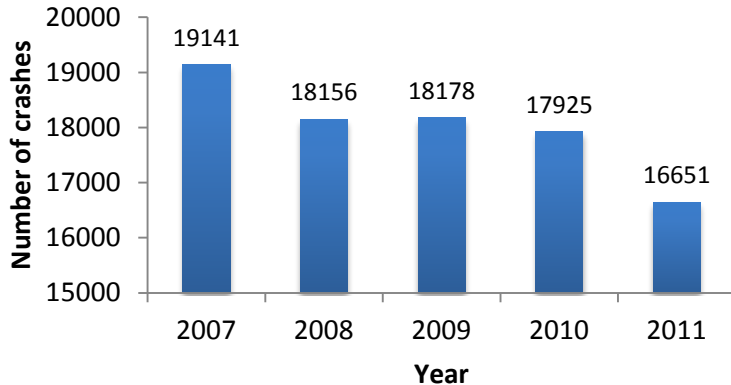
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Denver County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	39	46	36	40	33	6.52	-15.38%
Serious injuries in traffic crashes	260.73	2329	2226	2348	2087	1896	366.08	-18.59%
Fatalities per 100 million VMT	1.04							
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	5	6	16	6	14	1.58	+180.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	12	14	18	12	13	2.32	+8.33%
Speeding-related fatalities⁺	3.41	NA	NA	11	10	14	1.92	+27.27%
Motorcyclist fatalities	1.75	12	11	3	9	6	1.38	-50.00%
Unhelmeted motorcyclist fatalities	1.12	8	10	3	7	4	1.08	-50.00%
Drivers age 20 or younger in fatal crashes	1.47	4	7	5	7	4	0.91	0.00%
Pedestrian fatalities	0.92	13	15	10	8	11	1.92	-15.38%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 145: Total number of crashes in Denver County, 2007-2011

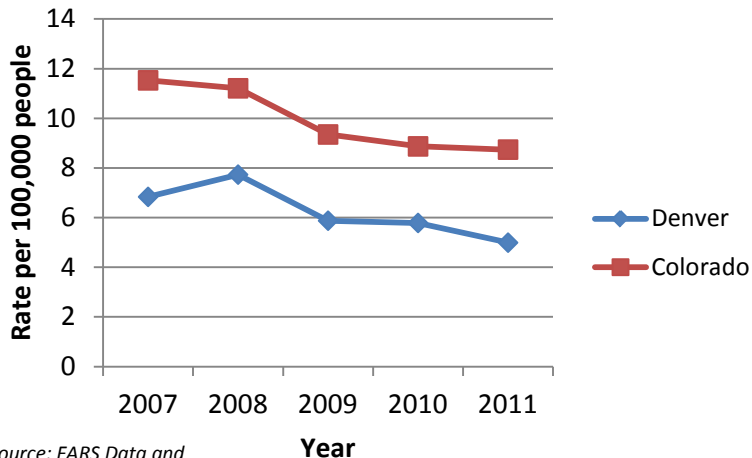


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population are on the decline in Denver County. In 2011, there were 31 fatal crashes, resulting in 33 deaths.

Figure 146: Fatal crash rate in Denver County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Denver County declined between 2007 and 2011. In 2011, there were 241 injury crashes per 100,000 population, a 13 percent decrease in the rate of crashes from 2010.

Impaired Driving

Of the 31 fatal crashes in 2011, 8 (26%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 3,165 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 2% of the 2,965 drivers in injury and fatal crashes and 2% of the 30,807 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 4% of the 2,965 drivers in injury or fatal crashes were distracted.

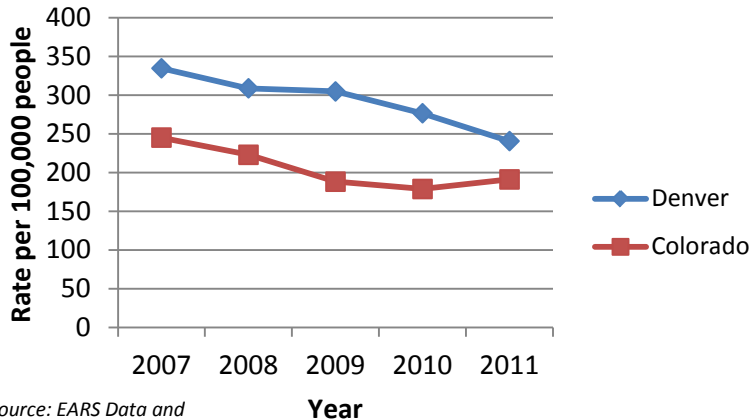
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes remained the same.

Source: FARS Data

Figure 147: Injury crash rate in Denver County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 36. Denver County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	5
5-7	1	5
8-14	0	11
15-24	6	77
25-69	25	236
70+	1	29
Total	33	363

Source: FARS Data and CHA Discharge Data

Each bar in Figure 148 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Denver County, the ratio for young drivers ages 16-25 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, 14 of the 15 (93%) motor vehicle fatalities and 197 of the 1,426 (13%) motor vehicle occupants injured were not using seat belts or other restraints.

2012 Denver County Occupant Protection Usage:

Overall seat belt: 79.6%

Teen seat belt: 77.6%

Front/rear seat (0-4 years): 84.1%

Front/rear booster: 78.9%

Juvenile (5-15 years): 68.3%

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

Motorcycle Safety

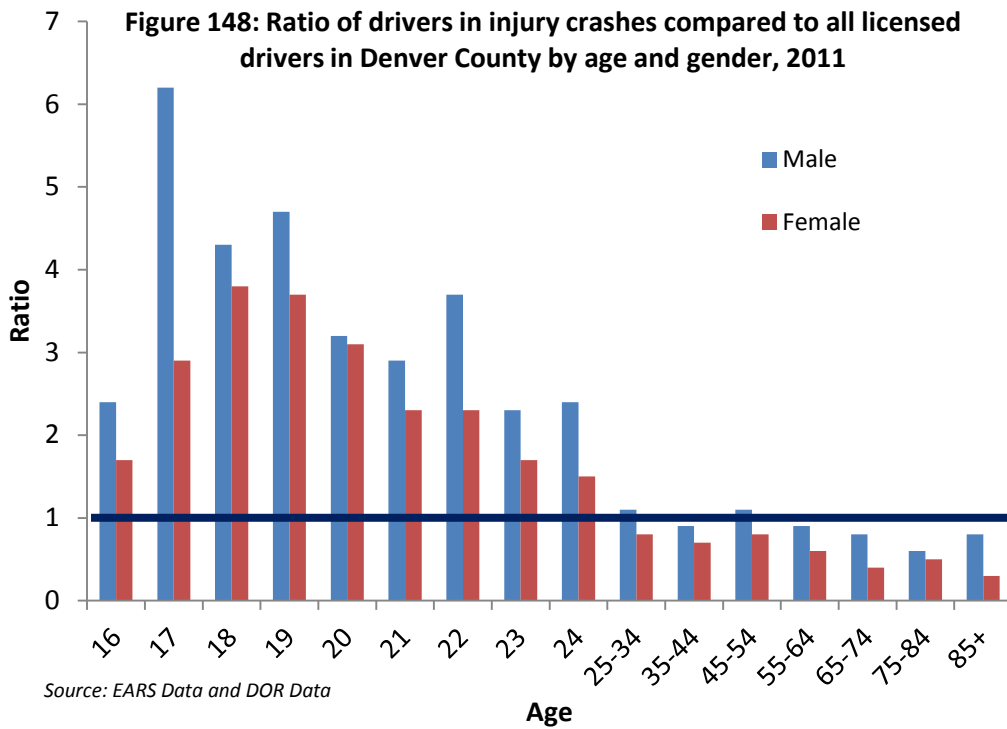
There were 6 motorcyclist fatalities in 2011 and 67 percent (4/6) were unhelmeted.

Source: FARS Data

Pedestrian and Bicycle Safety

11 pedestrians and 1 bicyclist were killed in 2011.

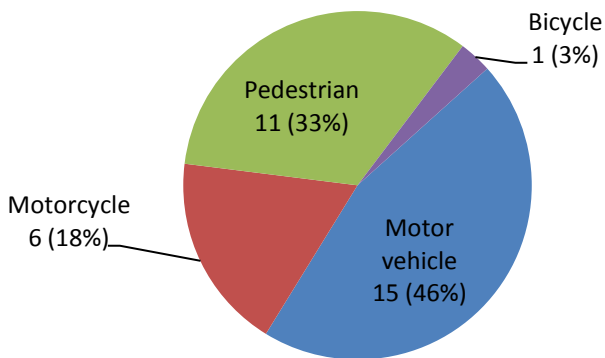
Source: FARS Data



Mode of Transportation

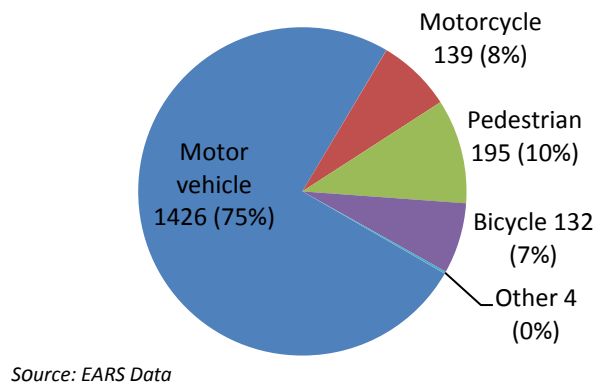
Motor vehicle occupants accounted for 15 of the 33 fatalities.

Figure 149: Mode of transportation in Denver County fatalities, 2011



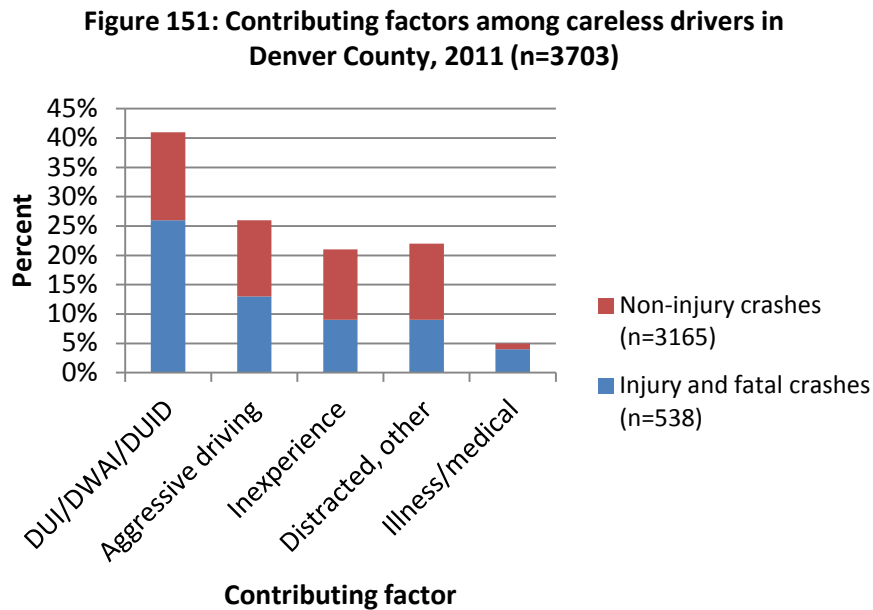
Of the 1,896 injuries, 1,426 were motor vehicle occupants and 197 of those injuries (14%) were not using seat belts or other restraints.

Figure 150: Mode of transportation of injured individuals in Denver County, 2011



Contributing Factors

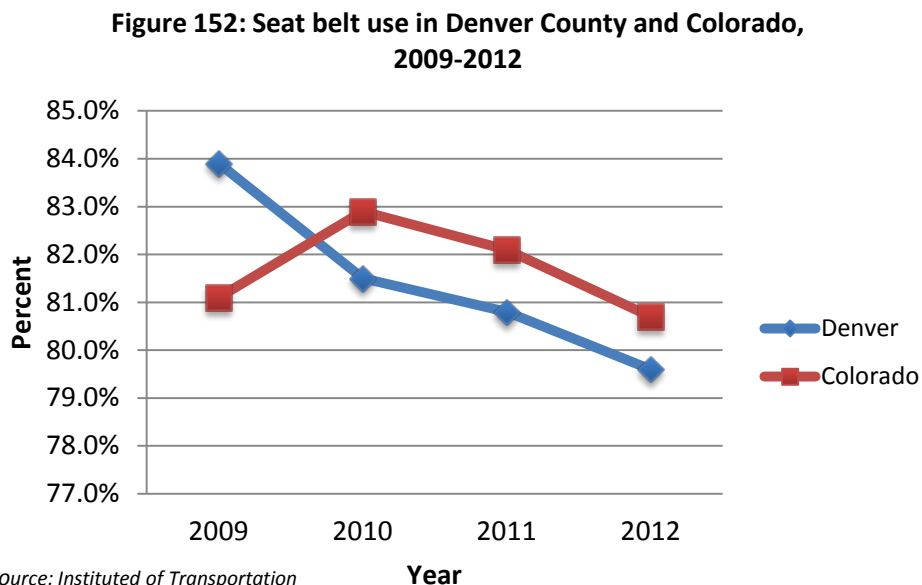
There were a total of 16,651 crashes in Denver County in 2011. Of the drivers involved in these crashes, law enforcement reported that 3,703 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 151).



*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Overall seat belt use in Denver County decreased between 2009 and 2012. Denver County's seat belt use was lower than statewide seat belt use in 2012.



Source: Institute of Transportation Management at CSU

DOLORES COUNTY

2011 Quick Facts:



Population	2,042
Male	1,051 (51%)
Female	991 (49%)
0-7 years	206 (10%)
8-14 years	162 (8%)
15-24 years	186 (9%)
25-69 years	1,218 (60%)
70+ years	270 (13%)

TABLE 37: DOLORES COUNTY TREND ANALYSIS 2007-2011

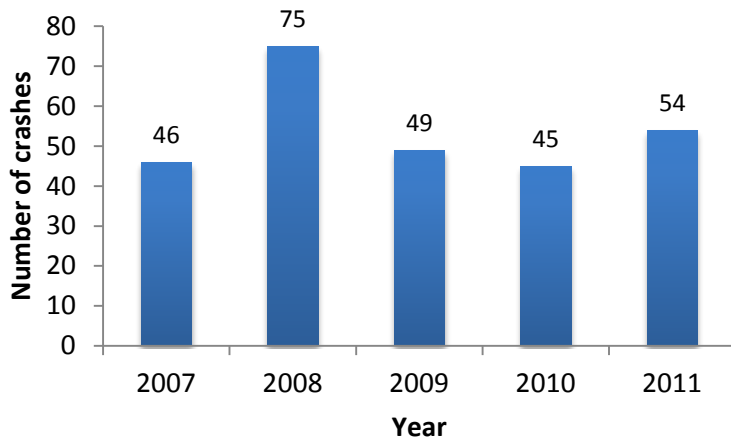
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Dolores County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	1	0	0	3	0	39.01	-100.00%
Serious injuries in traffic crashes	260.73	15	21	15	13	10	721.67	-33.33%
Fatalities per 100 million VMT	1.04							
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	1	0	0	0	0	9.75	-100.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	1	0	0	1	0	19.50	-100.00%
Speeding-related fatalities⁺	3.41	NA	NA	0	0	0	0.00	0.00%
Motorcyclist fatalities	1.75	0	0	0	3	0	29.26	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	0	1	0	9.75	0.00%
Drivers age 20 or younger in fatal crashes	1.47	0	0	0	0	0	0.00	0.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 153: Total number of crashes in Dolores County, 2007-2011

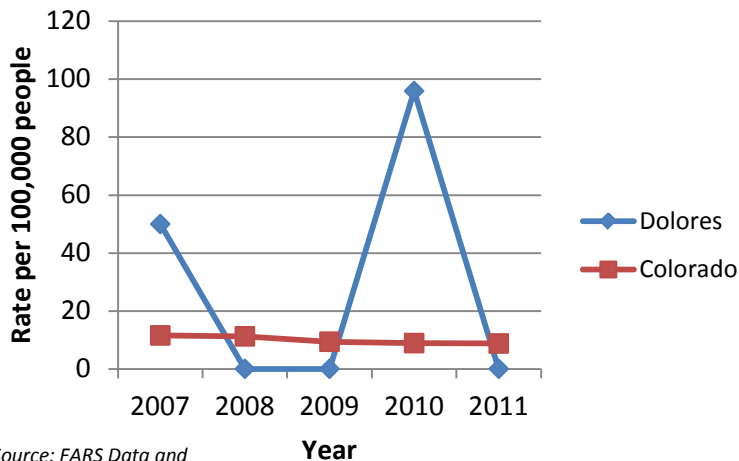


Source: EARS Data

Fatal Crashes

Overall, the number of fatal crashes per 100,000 population have declined in Dolores County. In 2011, there were no fatal crashes.

Figure 154: Fatal crash rate in Dolores County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Dolores County declined between 2007 and 2011. In 2011, there were 343 injury crashes per 100,000 population, a 35 percent decrease in the rate of crashes from 2010.

Impaired Driving

There were no fatal crashes in 2011 that involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 4 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 30% of the 10 drivers in injury and fatal crashes and 8% of the 65 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 20% of the 10 drivers in injury or fatal crashes were distracted.

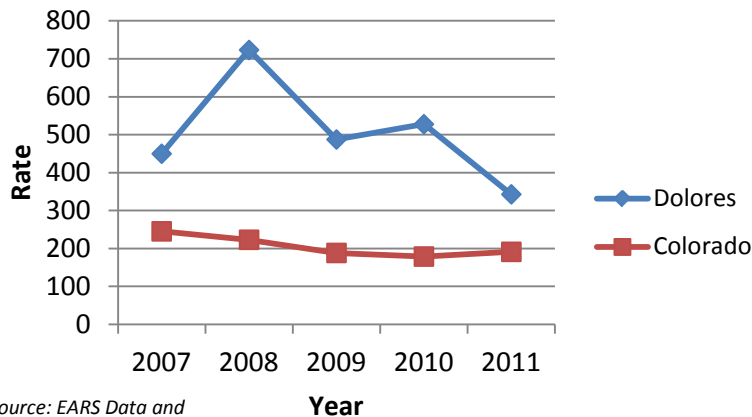
Source: FARS Data

Young Drivers

Between 2007 and 2011, there were no drivers age 20 and under in fatal crashes decreased.

Source: FARS Data

Figure 155: Injury crash rate in Dolores County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 38. Dolores County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	0	0
25-69	0	0
70+	0	0
Total	0	0

Source: FARS Data and CHA Discharge Data

Occupant Protection

In 2011, 1 of the 9 (11%) motor vehicle occupants injured were not using seat belts or other restraints.

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

Motorcycle Safety

There were 0 motorcyclist fatalities in 2011.

Source: FARS Data

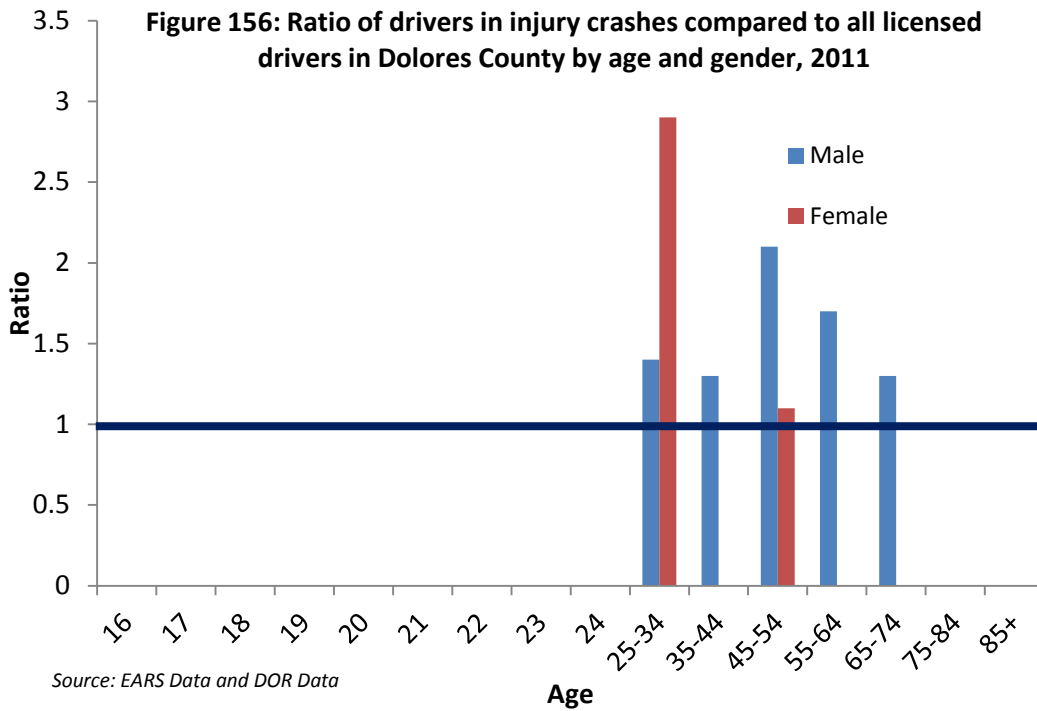
Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

Source: FARS Data

Each bar in Figure 156 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

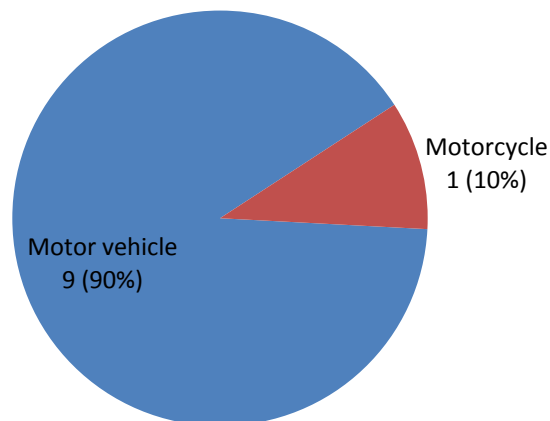
In Dolores County, the ratio for drivers ages 25-74 exceeds 1, indicating that these drivers account for more crashes than expected for their age groups.



Mode of Transportation

Of the 10 injuries, 9 were motor vehicle occupants and 1 of those injuries (11%) were not using seat belts or other restraints.

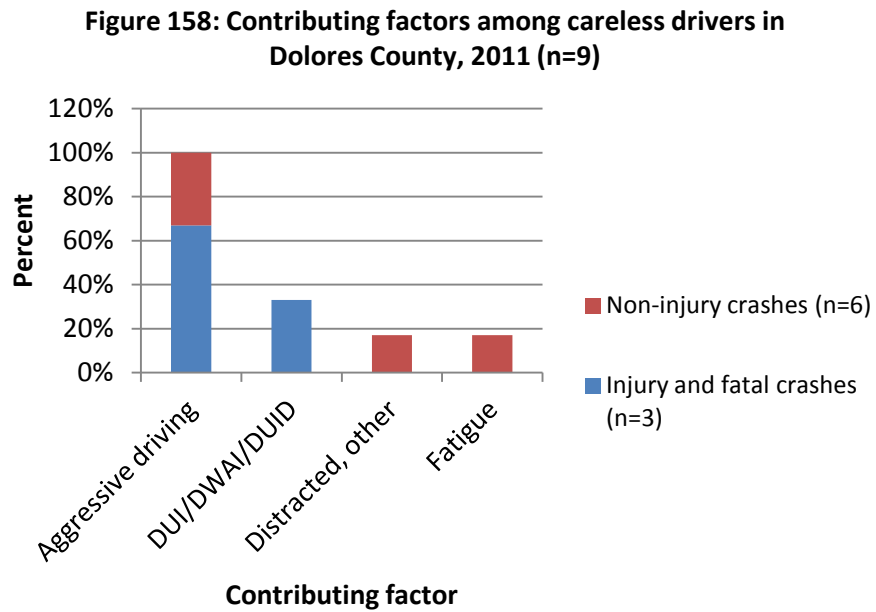
Figure 157: Mode of transportation of injured individuals in Dolores County, 2011



Source: EARS Data

Contributing Factors

There were a total of 54 crashes in Dolores County in 2011. Of the drivers involved in these crashes, law enforcement reported that 9 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 158).



*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Seat belt use data are not available for Dolores County.

DOUGLAS COUNTY

2011 Quick Facts:



Population	292,305
Male	144,636 (49%)
Female	147,669 (51%)
0-7 years	35,869 (12%)
8-14 years	36,818 (13%)
15-24 years	32,799 (11%)
25-69 years	173,850 (59%)
70+ years	12,969 (4%)

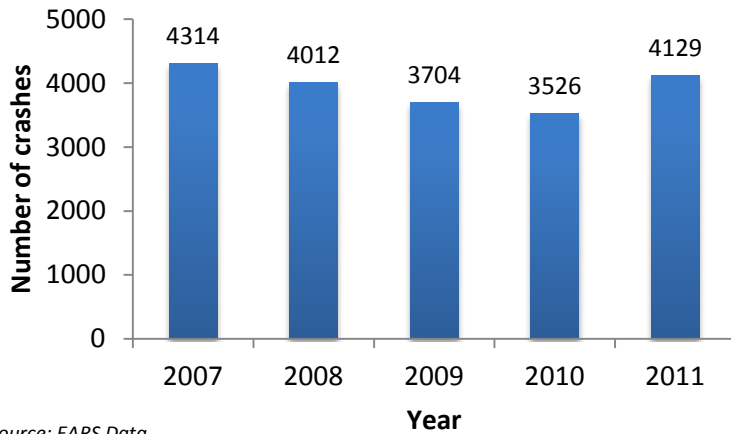
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Douglas County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	14	21	12	13	12	5.12	-14.29%
Serious injuries in traffic crashes	260.73	546	425	375	351	361	146.28	-33.88
Fatalities per 100 million VMT	1.04							
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	4	3	7	5	1	1.42	-75.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	5	8	6	5	4	1.99	-20.00%
Speeding-related fatalities⁺	3.41	NA	NA	5	5	2	1.39	-60.00%
Motorcyclist fatalities	1.75	5	7	3	2	2	1.35	-60.00%
Unhelmeted motorcyclist fatalities	1.12	1	4	3	1	1	0.71	0.00%
Drivers age 20 or younger in fatal crashes	1.47	3	2	1	2	3	0.78	0.00%
Pedestrian fatalities	0.92	1	1	0	0	0	0.14	-100.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 159: Total number of crashes in Douglas County, 2007-2011

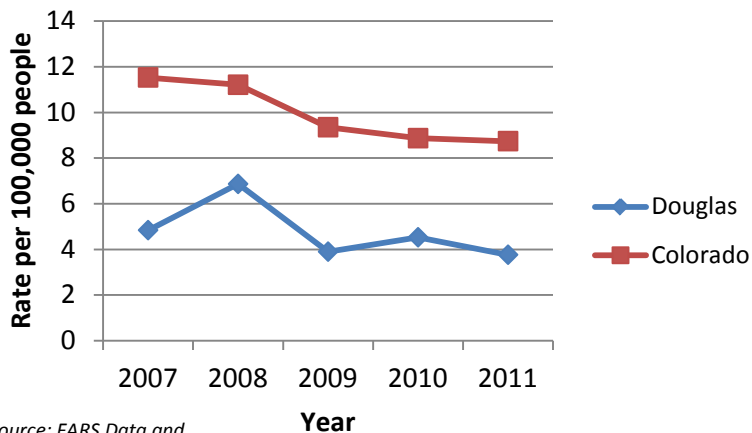


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population are on the decline in Douglas County. In 2011, there were 11 fatal crashes, resulting in 12 deaths.

Figure 160: Fatal crash rate in Douglas County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Douglas County declined between 2007 and 2011. However, in 2011, there were 103 injury crashes per 100,000 population, a 4 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 11 fatal crashes in 2011, 3 (27%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 847 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 6% of the 530 drivers in injury and fatal crashes and 5% of the 7,073 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 9% of the 530 drivers in injury or fatal crashes were distracted.

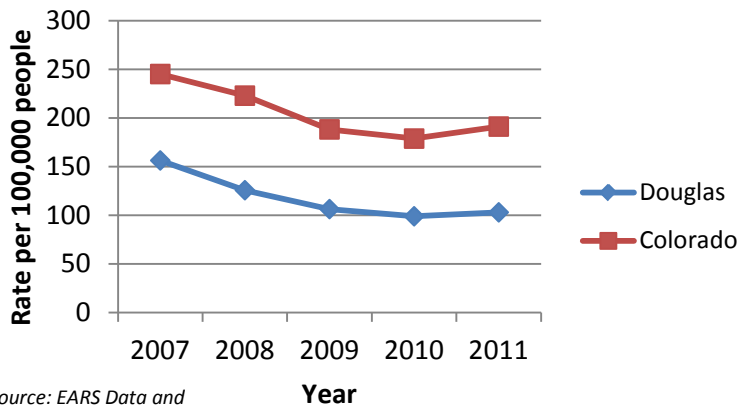
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes remained the same.

Source: FARS Data

Figure 161: Injury crash rate in Douglas County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 40. Douglas County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	1
5-7	0	0
8-14	0	4
15-24	3	33
25-69	9	54
70+	0	8
Total	12	100

Source: FARS Data and CHA Discharge Data

Occupant Protection

In 2011, 1 of the 10 (10%) motor vehicle fatalities and 31 of the 265 (12%) motor vehicle occupants injured were not using seat belts or other restraints.

2012 Douglas County Occupant Protection Usage:

- Overall seat belt: 84.4%
- Teen seat belt: 88.6%
- Front/rear seat (0-4 years): 76.7%
- Front/rear booster: 41.9%
- Juvenile (5-15 years): 81.9%

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

Motorcycle Safety

There were 2 motorcyclist fatalities in 2011 and 50 percent (1/2) were unhelmeted.

Source: FARS Data

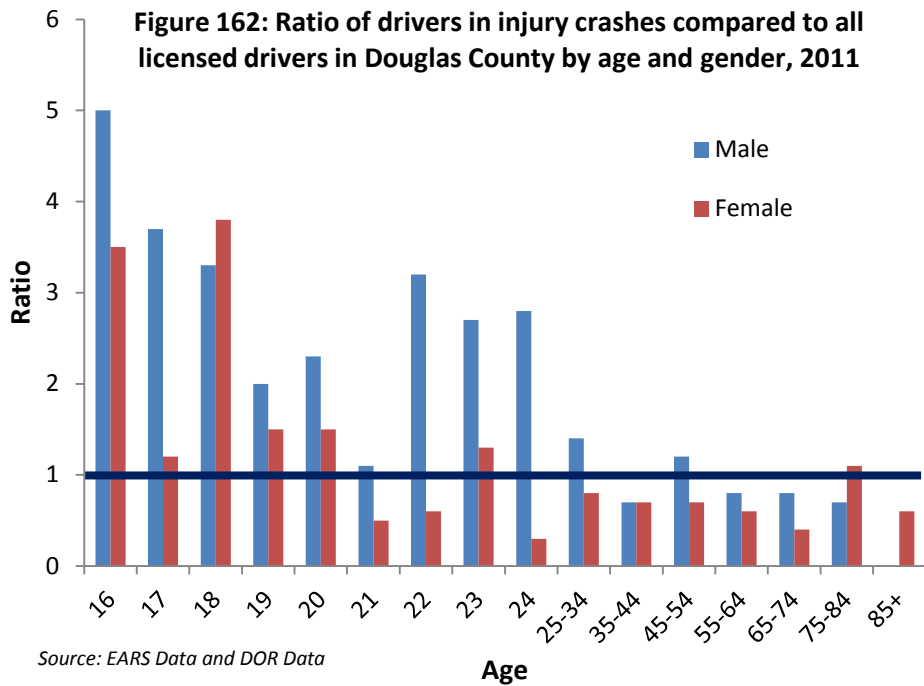
Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

Source: FARS Data

Each bar in Figure 162 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

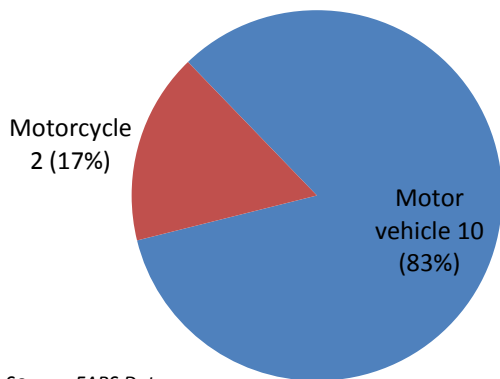
In Douglas County, the ratio for young drivers ages 16-25 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups. Males, ages 25-34 and 45-54 and females ages 75-84 also exceed 1 and therefore account for more crashes than expected.



Mode of Transportation

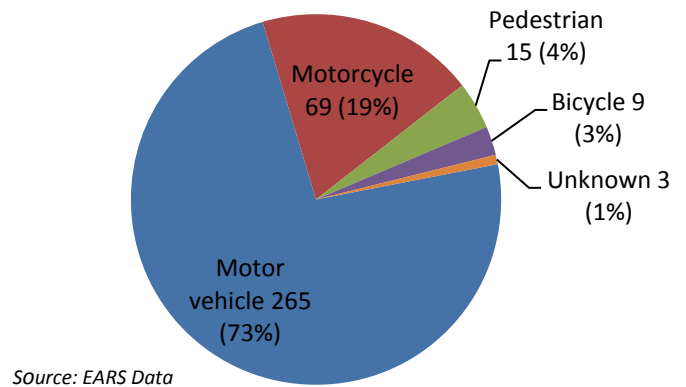
Motor vehicle occupants accounted for 10 of the 12 fatalities.

Figure 163: Mode of transportation in Douglas County fatalities, 2011



Of the 361 injuries, 265 were motor vehicle occupants and 31 of those injuries (12%) were not using seat belts or other restraints.

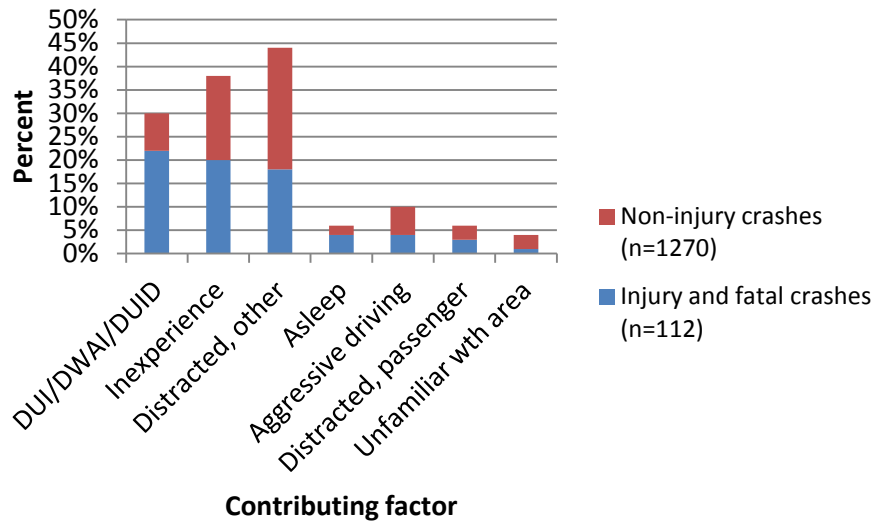
Figure 164: Mode of transportation of injured individuals in Douglas County, 2011



Contributing Factors

There were a total of 4,129 crashes in Douglas County in 2011. Of the drivers involved in these crashes, law enforcement reported that 1,382 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 165).

Figure 165: Contributing factors among careless drivers in Douglas County, 2011 (n=1,382)

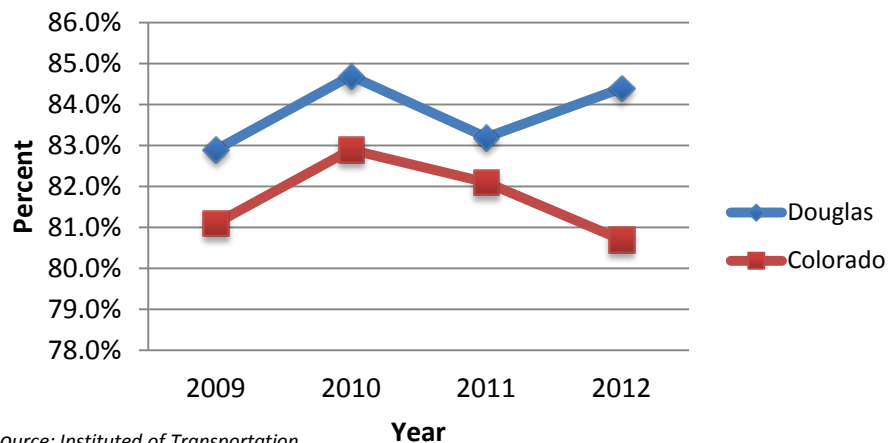


*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Overall seat belt use in Douglas County varied between 2009 and 2012. However Douglas County's seat belt use was above the statewide seat belt use in 2012.

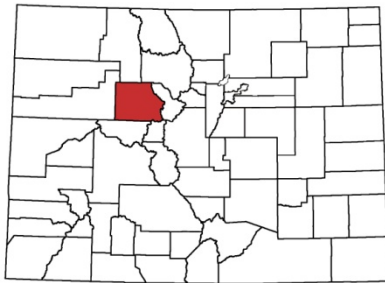
Figure 166: Seat belt use in Douglas County and Colorado, 2009-2012



Source: Instituted of Transportation Management at CSU

EAGLE COUNTY

2011 Quick Facts:



Population	51,776
Male	27,576 (53%)
Female	24,200 (47%)
0-7 years	5,974 (12%)
8-14 years	4,846 (9%)
15-24 years	5,595 (11%)
25-69 years	33,725 (65%)
70+ years	1,635 (3%)

TABLE 41: EAGLE COUNTY TREND ANALYSIS 2007-2011

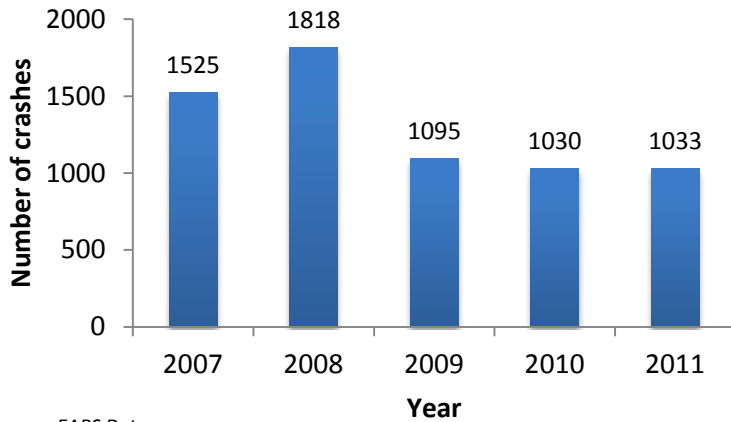
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Eagle County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	13	8	5	4	4	13.34	-69.23%
Serious injuries in traffic crashes	260.73	187	193	144	132	138	311.44	-26.20
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	6	3	2	3	1	5.88	-83.33
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	5	1	2	1	1	3.92	-80.00%
Speeding-related fatalities⁺	3.41	NA	NA	2	2	1	3.22	-50.00%
Motorcyclist fatalities	1.75	0	1	0	0	0	0.93	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	0	0.00	0.00%
Drivers age 20 or younger in fatal crashes	1.47	2	1	2	1	1	2.75	-50.00%
Pedestrian fatalities	0.92	1	1	1	0	1	1.57	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 167: Total number of crashes in Eagle County, 2007-2011

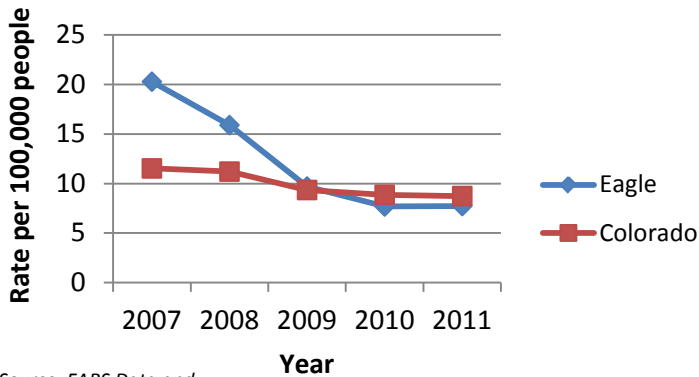


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population are on the decline in Eagle County. In 2011, there were 4 fatal crashes, resulting in 4 deaths.

Figure 168: Fatal crash rate in Eagle County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Eagle County declined between 2007 and 2011. However, in 2011, there were 236 injury crashes per 100,000 population, a 18 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 4 fatal crashes in 2011, 1 (25%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 374 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 24% of the 179 drivers in injury and fatal crashes and 23% of the 1,313 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 8% of the 179 drivers in injury or fatal crashes were distracted.

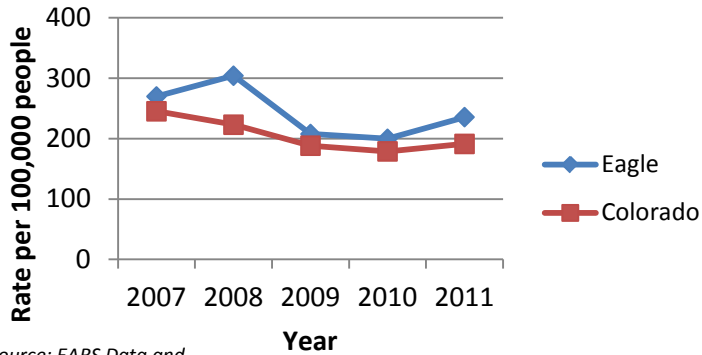
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes decreased by 50%.

Source: FARS Data

Figure 169: Injury crash rate in Eagle County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 42. Eagle County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	1
15-24	1	2
25-69	2	18
70+	1	2
Total	4	23

Source: FARS Data and CHA Discharge Data

Each bar in Figure 170 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Eagle County, the ratio for young drivers ages 16-25 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups. Female drivers 85 and older also account for more crashes than expected.

Occupant Protection

In 2011, 9 of the 19 (47%) motor vehicle fatalities and 183 of the 854 (21%) motor vehicle occupants injured were not using seat belts or other restraints.

2012 Eagle County Occupant Protection Usage:
Overall seat belt: 80.1%

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

Motorcycle Safety

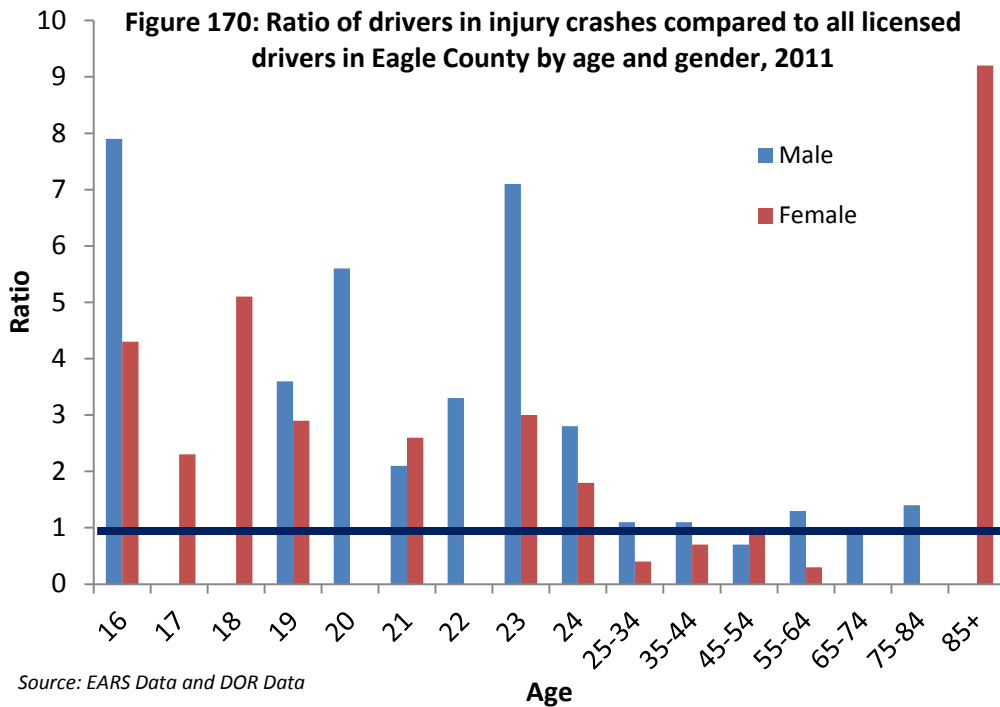
There were 0 motorcyclist fatalities in 2011.

Source: FARS Data

Pedestrian and Bicycle Safety

1 pedestrian and no bicyclists were killed in 2011.

Source: FARS Data



Mode of Transportation

Motor vehicle occupants accounted for 3 of the 4 fatalities.

Of the 138 injuries, 118 were motor vehicle occupants and 14 of those injuries (12%) were not using seat belts or other restraints.

Figure 171: Mode of transportation in Eagle County fatalities, 2011

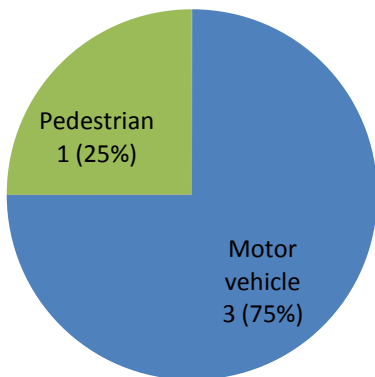
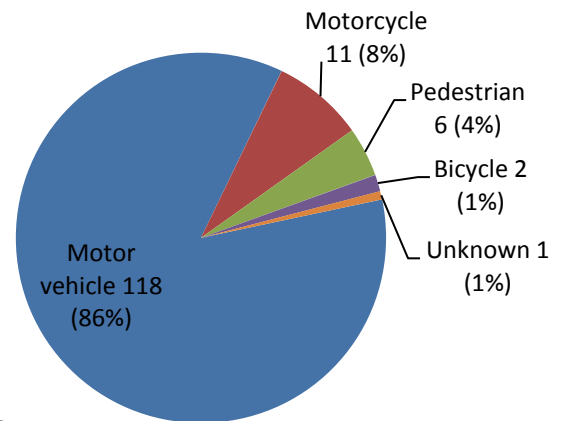
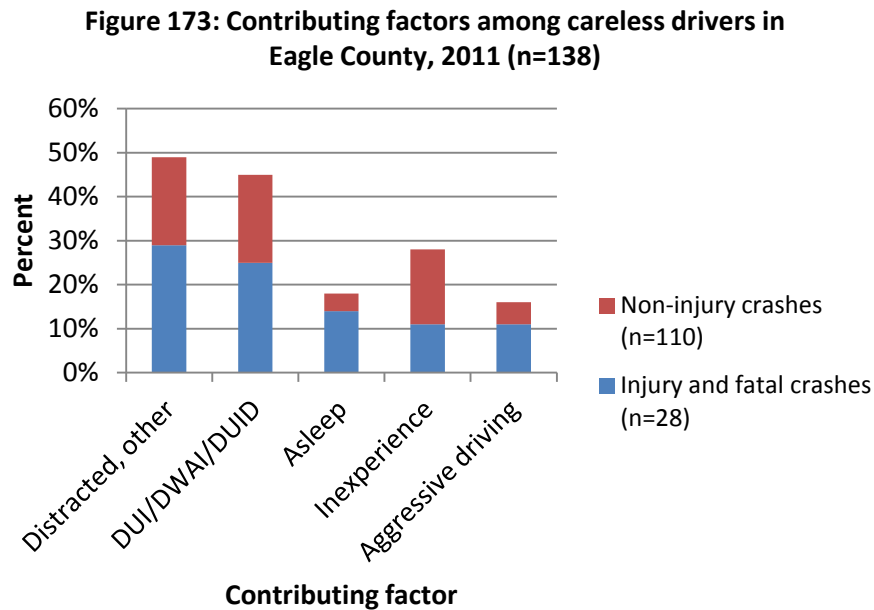


Figure 172: Mode of transportation of injured individuals in Eagle County, 2011



Contributing Factors

There were a total of 1,033 crashes in Eagle County in 2011. Of the drivers involved in these crashes, law enforcement reported that 138 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 173).

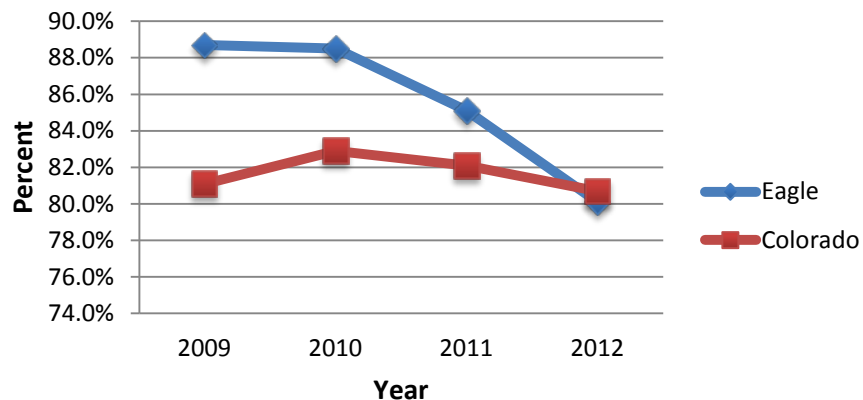


*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

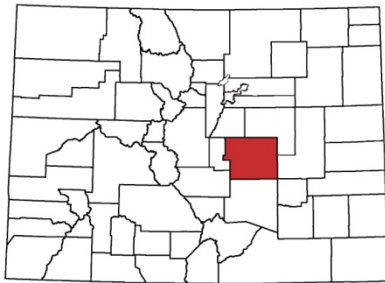
Overall seat belt use in Eagle County has been decreasing between 2009 and 2012. However Eagle County's seat belt use was similar to statewide seat belt use in 2012.

Figure 174: Seat belt use in Eagle County and Colorado, 2009-2012



EL PASO COUNTY

2011 Quick Facts:



Population	637,302
Male	317,538 (50%)
Female	319,763 (50%)
0-7 years	72,959 (11%)
8-14 years	64,570 (10%)
15-24 years	98,413 (15%)
25-69 years	357,944 (56%)
70+ years	43,416 (7%)

TABLE 43: EL PASO COUNTY TREND ANALYSIS 2007-2011

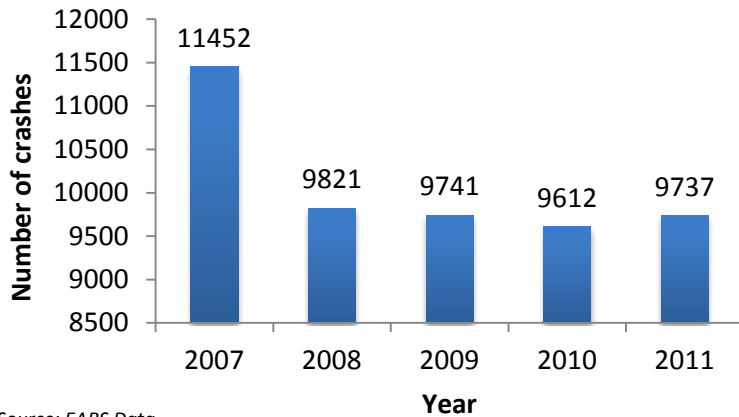
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					El Paso County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	39	47	42	41	43	6.93	+10.26%
Serious injuries in traffic crashes	260.73	1590	1254	1185	1181	1178	208.70	-25.91%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	13	12	15	14	14	2.22	+7.69%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	15	19	15	16	12	2.52	-20.00%
Speeding-related fatalities⁺	3.41	NA	NA	19	18	12	2.62	-36.84%
Motorcyclist fatalities	1.75	10	15	11	8	15	1.93	+50.00%
Unhelmeted motorcyclist fatalities	1.12	7	11	5	6	7	1.18	0.00%
Drivers age 20 or younger in fatal crashes	1.47	3	10	9	6	11	1.27	+266.67%
Pedestrian fatalities	0.92	2	1	2	3	1	0.29	-50.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 175: Total number of crashes in El Paso County, 2007-2011

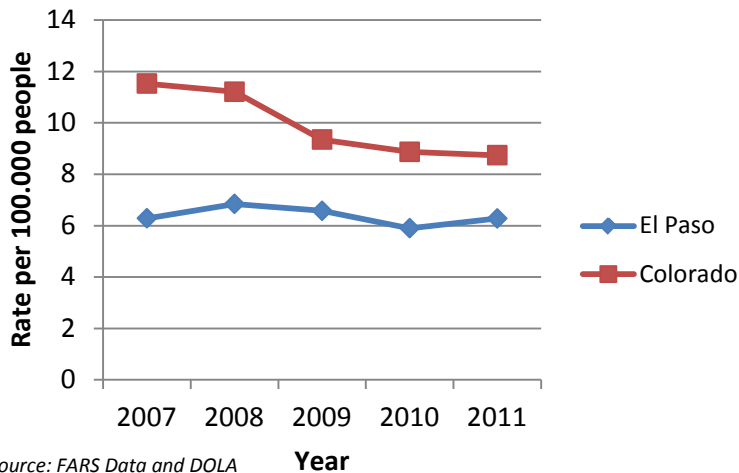


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population has remained similar in El Paso County. In 2011, there were 40 fatal crashes, resulting in 43 deaths.

Figure 176: Fatal crash rate in El Paso County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in El Paso County declined between 2007 and 2011. In 2011, there were 142 injury crashes per 100,000 population, a 4 percent decrease in the rate of crashes from 2010.

Impaired Driving

Of the 40 fatal crashes in 2011, 8 (20%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 2,902 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 5% of the 1667 drivers in injury and fatal crashes and 4% of the 16,698 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 6% of the 1667 drivers in injury or fatal crashes were distracted.

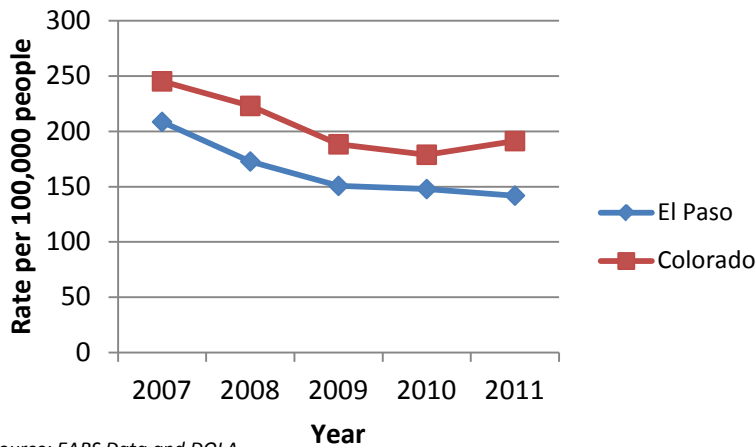
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes increased by 266.67%.

Source: FARS Data

Figure 177: Injury crash rate in El Paso County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Occupant Protection

In 2011, 14 of the 26 (54%) motor vehicle fatalities and 163 of the 912 (18%) motor vehicle occupants injured were not using seat belts or other restraints.

2012 El Paso County Occupant Protection Usage:

- Overall seat belt: 76.5%
- Teen seat belt: 83.6%
- Front/rear seat (0-4 years): 92.8%
- Front/rear booster: 74.0%
- Juvenile (5-15 years): 86.4%

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

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 44. El Paso County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	2
8-14	0	7
15-24	12	65
25-69	29	209
70+	2	38
Total	43	321

Source: FARS Data and CHA Discharge Data

Motorcycle Safety

There were 15 motorcyclist fatalities in 2011 and 47 percent (7/15) were unhelmeted.

Source: FARS Data

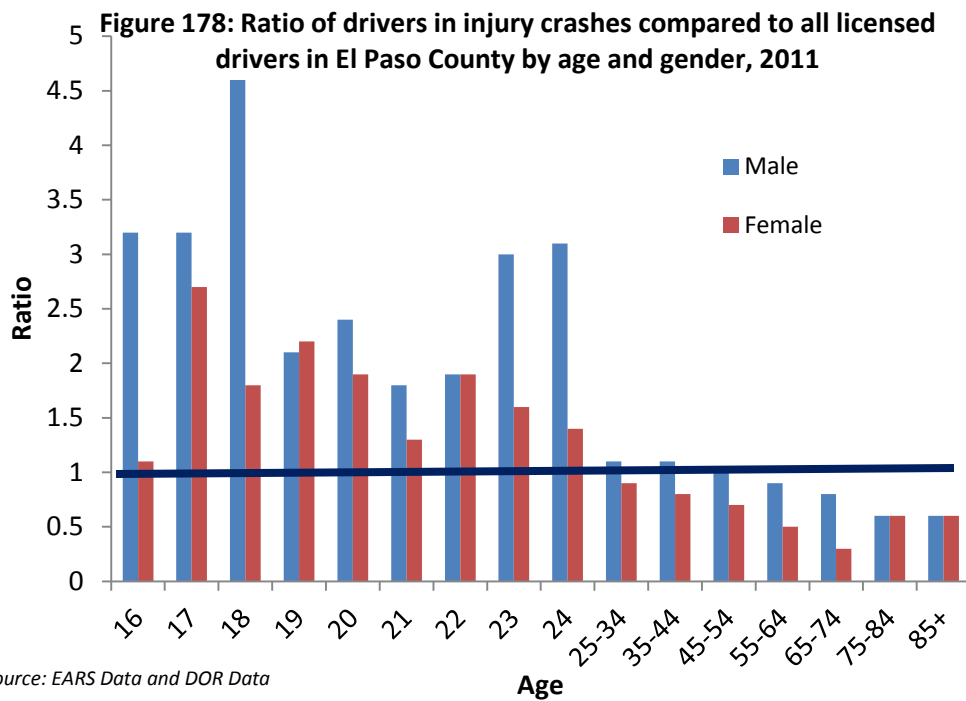
Pedestrian and Bicycle Safety

1 pedestrian and 1 bicyclist were killed in 2011.

Source: FARS Data

Each bar in Figure 178 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In El Paso County, the ratio for young drivers ages 16-25 and male drivers ages 25-44 exceeds 1, indicating that these drivers account for more crashes than expected for their age groups.



Mode of Transportation

Motor vehicle occupants accounted for 26 of the 43 fatalities.

Of the 1,178 injuries, 912 were motor vehicle occupants and 163 of those injuries (18%) were not using seat belts or other restraints.

Figure 179: Mode of transportation in El Paso County fatalities, 2011

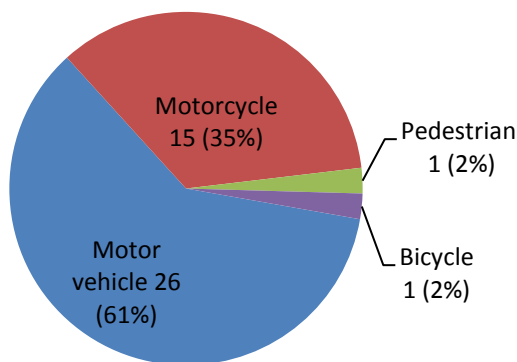
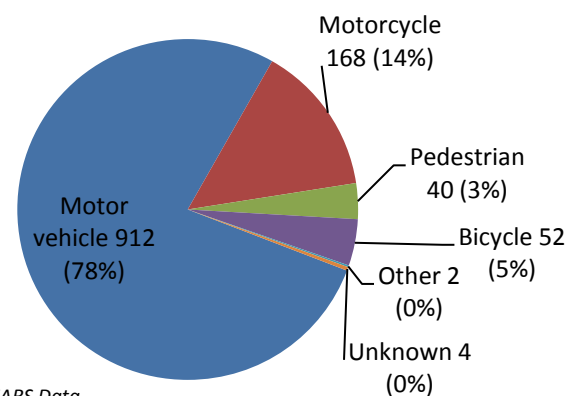


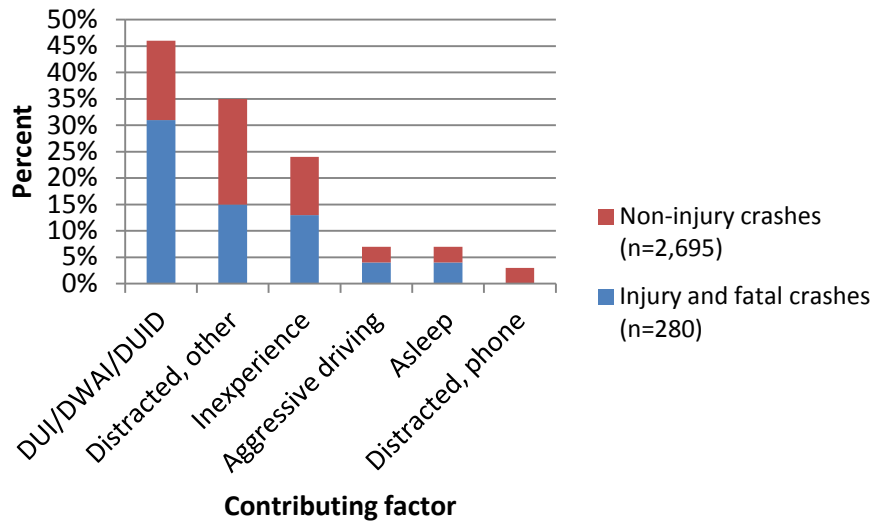
Figure 180: Mode of transportation of injured individuals in El Paso County, 2011



Contributing Factors

There were a total of 9,737 crashes in El Paso County in 2011. Of the drivers involved in these crashes, law enforcement reported that 2,975 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 181).

Figure 181: Contributing factors among careless drivers in El Paso County, 2011 (n=2,975)

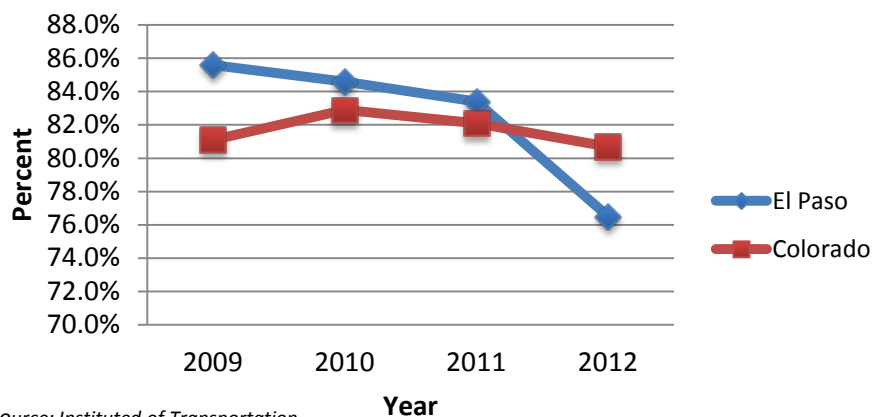


*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Overall seat belt use in El Paso County has declined between 2009 and 2012. In 2012, El Paso County's seat belt use was lower than statewide seat belt use in 2012.

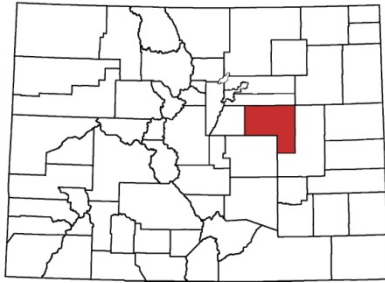
Figure 182: Seat belt use in El Paso County and Colorado, 2009-2012



Source: Institute of Transportation Management at CSU

ELBERT COUNTY

2011 Quick Facts:



Population	23,156
Male	11,577 (50%)
Female	11,579 (50%)
0-7 years	1,898 (8%)
8-14 years	2,462 (11%)
15-24 years	2,771 (12%)
25-69 years	14,669 (63%)
70+ years	1,356 (6%)

TABLE 45: ELBERT COUNTY TREND ANALYSIS 2007-2011

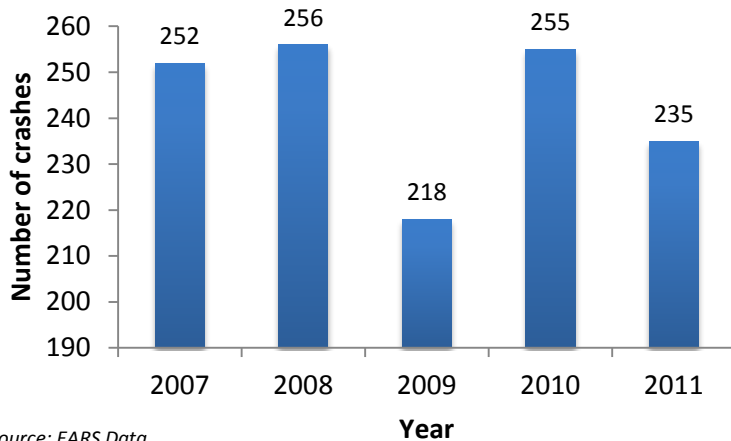
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Elbert County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	2	4	5	6	3	17.49	+50.00%
Serious injuries in traffic crashes	260.73	50	52	54	32	35	195.05	-30.00%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	1	2	1	2	2	7.00	+100.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	1	1	1	2	1	5.25	0.00%
Speeding-related fatalities⁺	3.41	NA	NA	4	4	1	13.01	-75.00%
Motorcyclist fatalities	1.75	1	0	1	0	0	1.75	-100.00%
Unhelmeted motorcyclist fatalities	1.12	1	0	0	0	0	0.87	-100.00%
Drivers age 20 or younger in fatal crashes	1.47	1	2	0	1	2	5.25	+100.00%
Pedestrian fatalities	0.92	0	1	0	0	0	0.87	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 183: Total number of crashes in Elbert County, 2007-2011

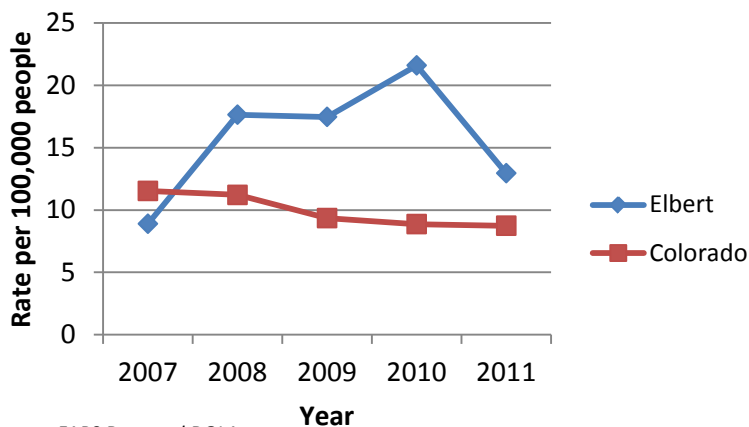


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population have increased in Elbert County. In 2011, there were 3 fatal crashes, resulting in 3 deaths.

Figure 184: Fatal crash rate in Elbert County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Elbert County declined between 2007 and 2011. However, in 2011, there were 121 injury crashes per 100,000 population, almost a 41 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 3 fatal crashes in 2011, 1 (33%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 74 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 14% of the 36 drivers in injury and fatal crashes and 11% of the 270 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 6% of the 36 drivers in injury or fatal crashes were distracted.

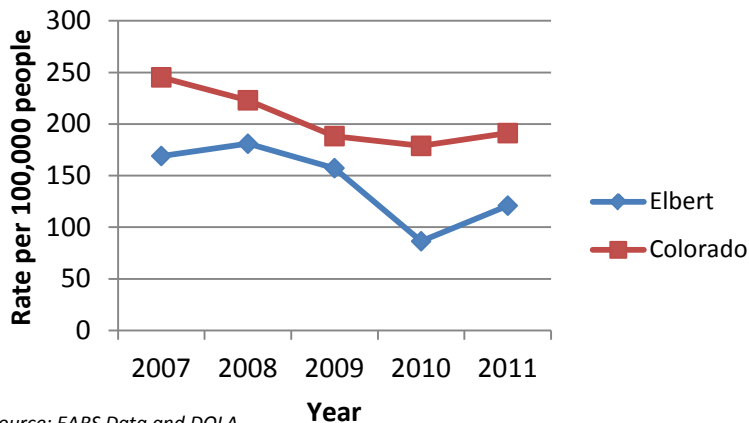
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes increased by 100%.

Source: FARS Data

Figure 185: Injury crash rate in Elbert County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 46. Elbert County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	1
15-24	1	9
25-69	2	9
70+	0	0
Total	3	19

Source: FARS Data and CHA Discharge Data

Occupant Protection

In 2011, 2 of the 3 (67%) motor vehicle fatalities and 9 of the 32 (28%) motor vehicle occupants injured were not using seat belts or other restraints.

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

Motorcycle Safety

There were 0 motorcyclist fatalities in 2011.

Source: FARS Data

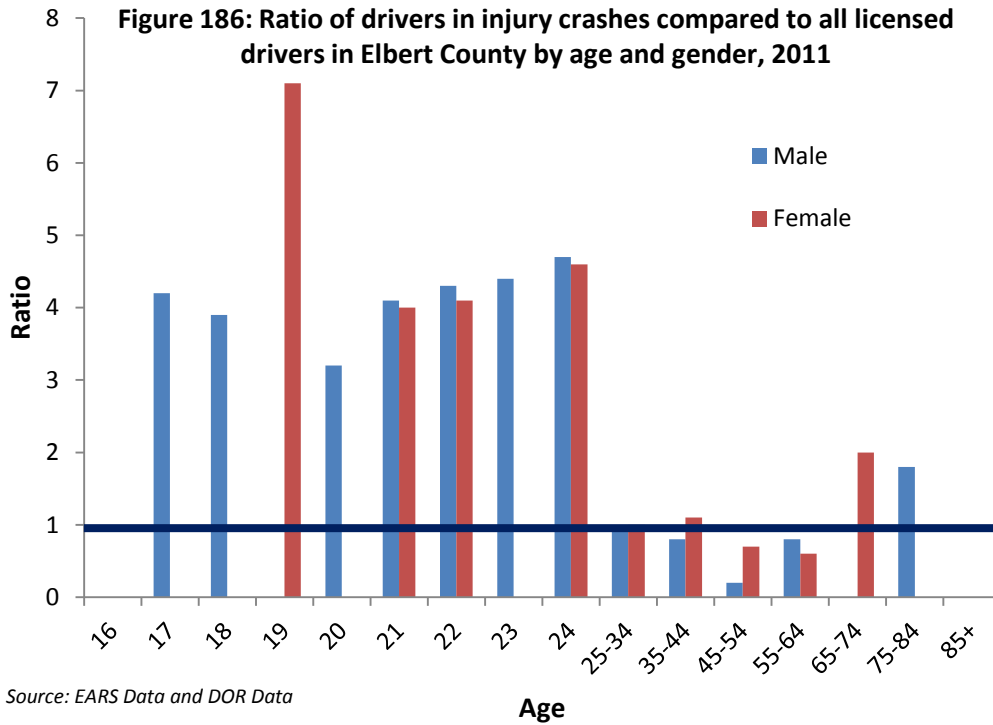
Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

Source: FARS Data

Each bar in Figure 186 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

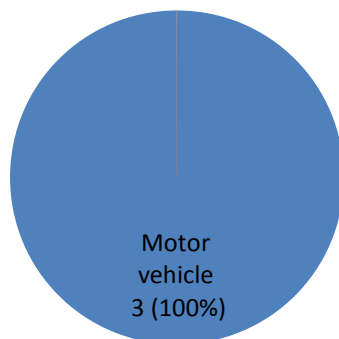
In Elbert County, the ratio for young drivers ages 16-25 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups. Females ages 65-74 and males 75-84 also account for more crashes than expected within their age groups.



Mode of Transportation

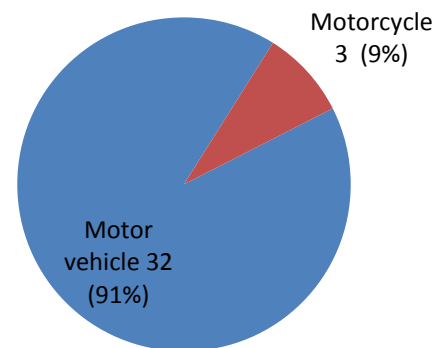
Motor vehicle occupants accounted for 3 of the 3 fatalities.

Figure 187: Mode of transportation in Elbert County fatalities, 2011



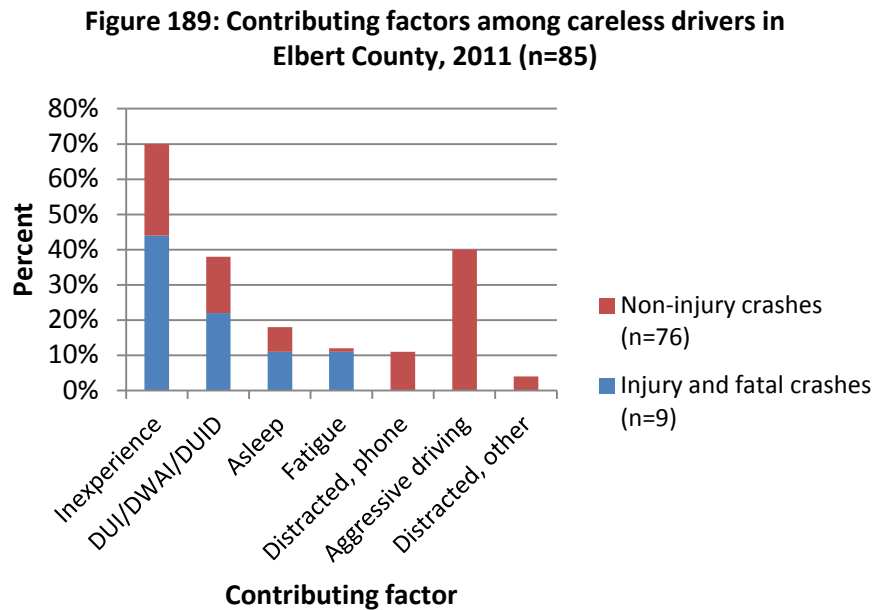
Of the 35 injuries, 32 were motor vehicle occupants and 9 of those injuries (28%) were not using seat belts or other restraints.

Figure 188: Mode of transportation of injured individuals in Elbert County, 2011



Contributing Factors

There were a total of 235 crashes in Elbert County in 2011. Of the drivers involved in these crashes, law enforcement reported that 85 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 189).



*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Seat belt use data are not available for Elbert County.

FREMONT COUNTY

2011 Quick Facts:



Population	47,375
Male	27,283 (58%)
Female	20,092 (42%)
0-7 years	3,425 (7%)
8-14 years	3,255 (7%)
15-24 years	5,040 (11%)
25-69 years	29,853 (63%)
70+ years	5,802 (12%)

TABLE 47: FREMONT COUNTY TREND ANALYSIS 2007-2011

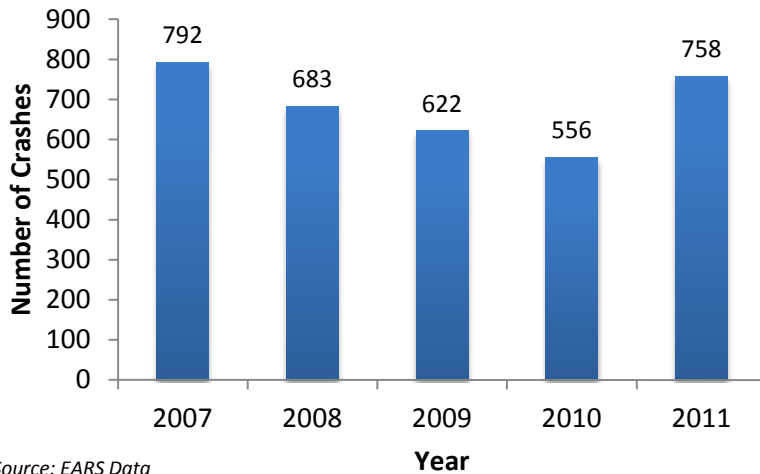
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Fremont County Five Year Crude Rate Event/100,000 people	Five Year Percent Change
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	6	6	6	6	9	14.08	+50.00%
Serious injuries in traffic crashes	260.73	170	96	97	73	83	221.51	-51.18%
Fatalities per 100 million VMT	1.04							
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	3	2	3	5	5	7.68	+66.67%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	1	1	3	1	2	3.41	+100.00%
Speeding-related fatalities ⁺	3.41	NA	NA	3	1	4	5.68	+33.33%
Motorcyclist fatalities	1.75	0	2	1	0	0	1.28	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	1	1	0	0	0.85	0.00%
Drivers age 20 or younger in fatal crashes	1.47	1	0	0	1	1	1.28	0.00%
Pedestrian fatalities	0.92	1	0	0	0	1	0.85	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 190: Total number of crashes in Fremont County, 2007-2011

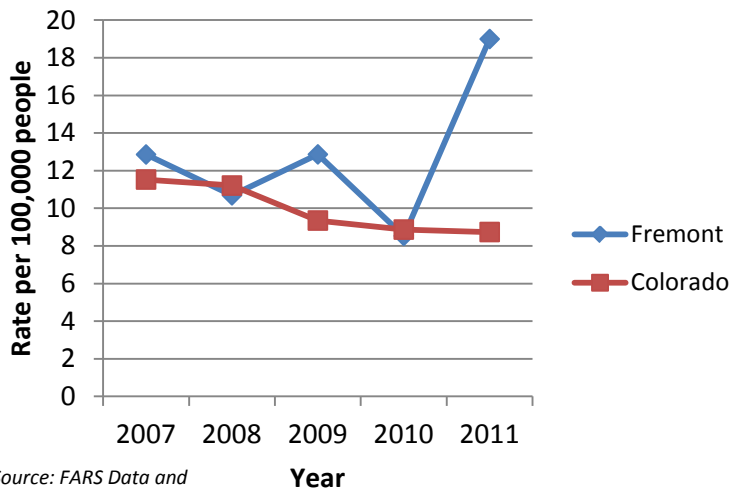


Source: EARS Data

Fatal Crashes

The annual number of fatal crashes per 100,000 people in Fremont County varied during 2007 through 2011. In 2011, there were 9 fatal crashes in Fremont County, resulting in 9 deaths.

Figure 191: Fatal crash rate in Fremont County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Fremont County declined between 2007 and 2011. However, in 2011, there were 148 injury crashes per 100,000 people, a 21 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 9 fatal crashes in 2011, 2 (22%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Of drivers 16 years of age or older in 2011, there were 171 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 18% of the 104 drivers in injury and fatal crashes and 7% of the 1064 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 5% of the 104 drivers in injury or fatal crashes were distracted.

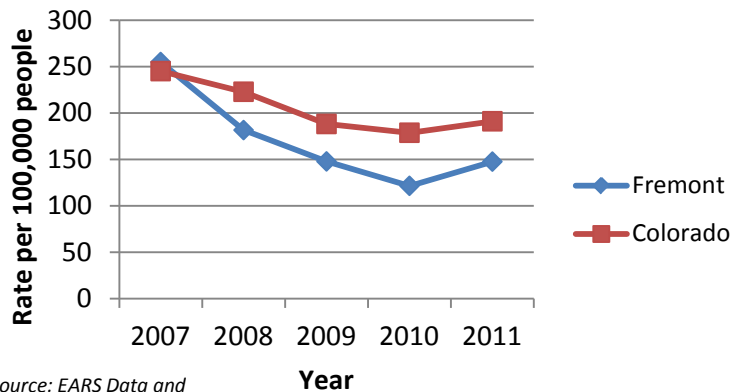
Source: FARS Data

Young Drivers

In 2011, one of the drivers in a fatal crash was age 20 or younger.

Source: FARS Data

Figure 192: Injury crash rate in Fremont County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 48. Fremont County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	1
15-24	1	12
25-69	6	19
70+	2	1
Total	9	33

Source: FARS Data and CHA Discharge Data

Occupant Protection

In 2011, 5 of the 8 (63%) motor vehicle fatalities and 13 of the 60 (22%) motor vehicle occupants who were injured in a crash were not using seat belts or other restraints.

2012 Fremont County Occupant Protection Usage:

Overall seat belt usage: 77.1%
 Front/rear seat (0-4 years): 94.9%
 Front/rear booster: 75.8%
 Juvenile (5-15 years): 87.2%

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

Motorcycle Safety

There were no motorcyclist fatalities in Fremont County in 2011.

Source: FARS Data

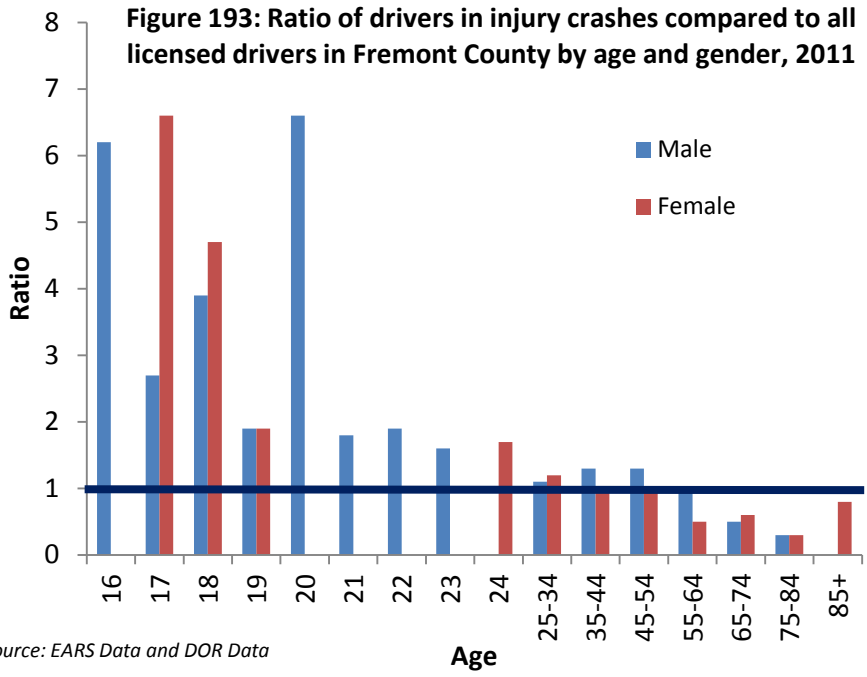
Pedestrian and Bicycle Safety

One pedestrian and no bicyclists were killed in 2011.

Source: FARS Data

Each bar in Figure 193 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

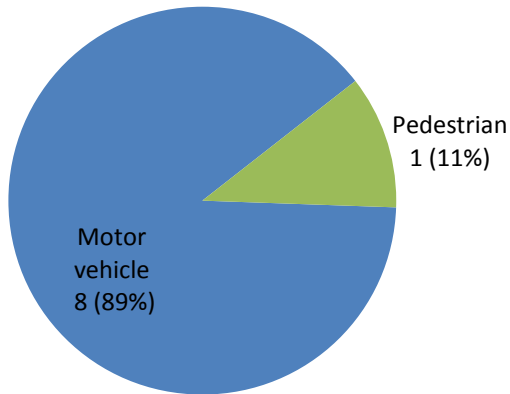
In Fremont County, the ratios for male drivers ages 16-54 years, for females ages 17-19 years, and for females age 24 years old exceeded 1, indicating that they accounted for more crashes than expected for their age groups.



Mode of Transportation

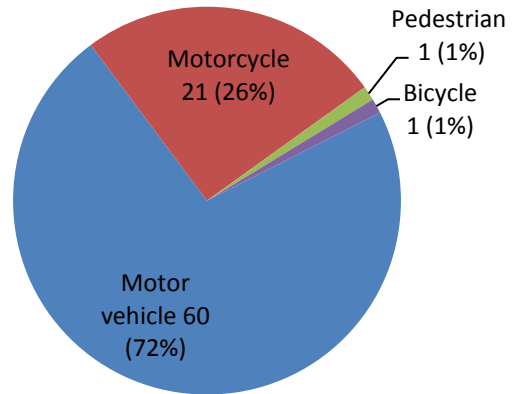
Motor vehicle occupants accounted for 8 of the 9 fatalities in Fremont County.

Figure 194: Mode of transportation in Fremont County fatalities, 2011



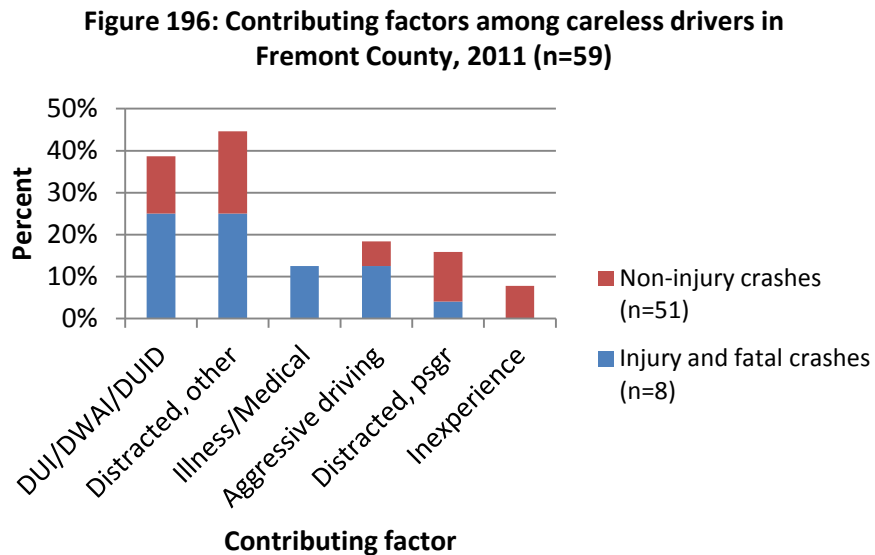
Of the 83 persons injured, 60 were motor vehicle occupants and 13 of those injuries (22%) were not using seat belts or other restraints.

Figure 195: Mode of transportation of injured individuals in Fremont County, 2011



Contributing Factors

There were a total of 758 crashes in Fremont County in 2011. Of the drivers involved in these crashes, law enforcement reported that 59 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 196).

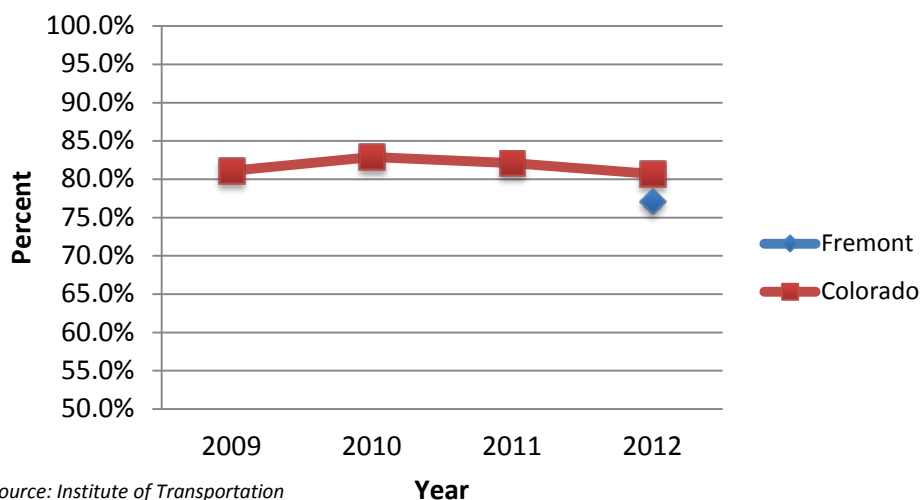


*Distracted, other= food, objects, pet, etc.
Distracted, psgr = distracted by passenger
Source= EARS Data*

Occupant Protection

Overall seat belt use in Fremont County varied between 2009 and 2012. In 2012, Fremont County's seat belt use was 77.1 percent, lower than the use statewide (80.7 percent).

Figure 197: Seat belt use in Fremont County and Colorado, 2009-2012



Source: Institute of Transportation Management at CSU

GARFIELD COUNTY

2011 Quick Facts:



Population	56,237
Male	29,026 (52%)
Female	27,211 (48%)
0-7 years	6,999 (12%)
8-14 years	5,842 (10%)
15-24 years	6,775 (12%)
25-69 years	33,418 (59%)
70+ years	3,203 (6%)

TABLE 49: GARFIELD COUNTY TREND ANALYSIS 2007-2011

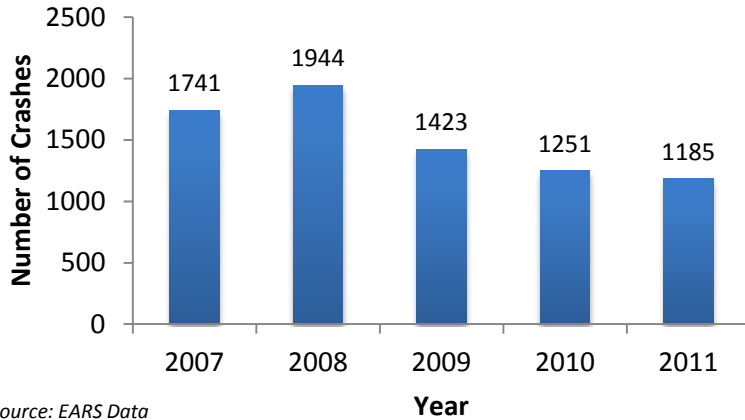
Performance Measure Reduce the number of:	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Garfield County Five Year Crude Rate Event/100,000 people	Five Year Percent Change
		2007	2008	2009	2010	2011		
Traffic fatalities	9.90	14	17	12	11	7	22.21	-50.00%
Serious injuries in traffic crashes	260.73	228	212	156	121	119	304.34	-47.81%
Fatalities per 100 million VMT	1.04							
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	10	10	7	2	4	12.01	-60.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	6	9	6	4	1	9.47	-83.33%
Speeding-related fatalities ⁺	3.41	NA	NA	9	6	2	10.13	-77.78%
Motorcyclist fatalities	1.75	1	1	2	4	0	2.91	-100.00%
Unhelmeted motorcyclist fatalities	1.12	0	1	2	2	0	1.82	0.00%
Drivers age 20 or younger in fatal crashes	1.47	2	1	1	1	1	2.18	-50.00%
Pedestrian fatalities	0.92	0	0	1	0	0	0.36	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 198: Total number of crashes in Garfield County, 2007-2011

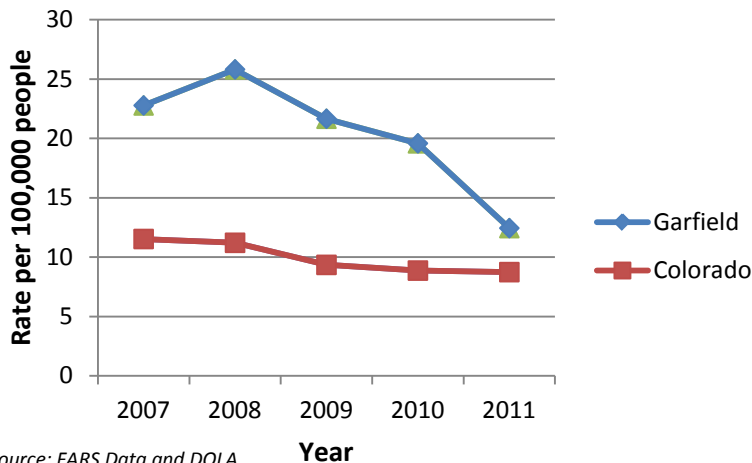


Source: EARS Data

Fatal Crashes

The annual number of fatal crashes per 100,000 people in Garfield County declined from 2007 to 2011. In 2011, there were 7 fatal crashes, resulting in 7 deaths.

Figure 199: Fatal crash rate in Garfield County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Impaired Driving

Of the 7 fatal crashes in 2011, 1 (14%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Of drivers 16 years of age or older in 2011, there were 298 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS Data and Colorado Judicial Dept. Data

Speed Enforcement

In 2011, 27% of the 124 drivers in injury and fatal crashes and 11% of the 1,657 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 7% of the 124 drivers in injury or fatal crashes were distracted.

Source: FARS Data

Young Drivers

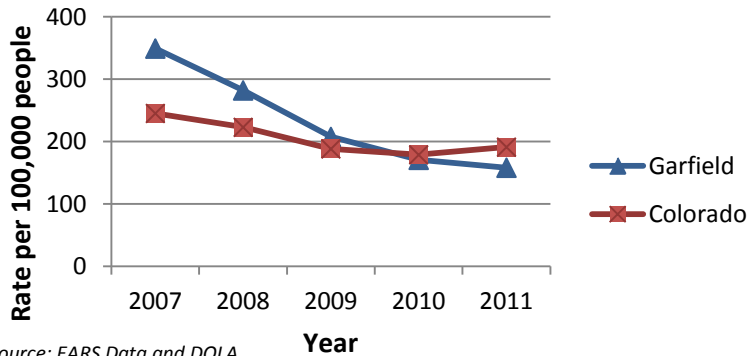
Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes decreased from 2 to 1.

Source: FARS Data

Injury Crashes

Overall, the injury crash rate in Garfield County declined between 2007 and 2011. In 2011, there were 158 injury crashes per 100,000 people, a 55 percent decrease in the rate of crashes from 2007.

Figure 200: Injury crash rate in Garfield County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 50. Garfield County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	2	2
25-69	4	9
70+	1	2
Total	7	13

Source: FARS Data and CHA Discharge Data

Occupant Protection

In 2011, 4 of the 7 (57%) motor vehicle fatalities and 21 of the 104 (21%) motor vehicle occupants who were injured in a traffic crash were not using seat belts or other restraints.

2012 Garfield County Occupant Protection Usage:
 Overall seat belt: 92.7%
 Teen seat belt: 80.8%

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

Motorcycle Safety

There were no motorcyclist fatalities in 2011.

Source: FARS Data

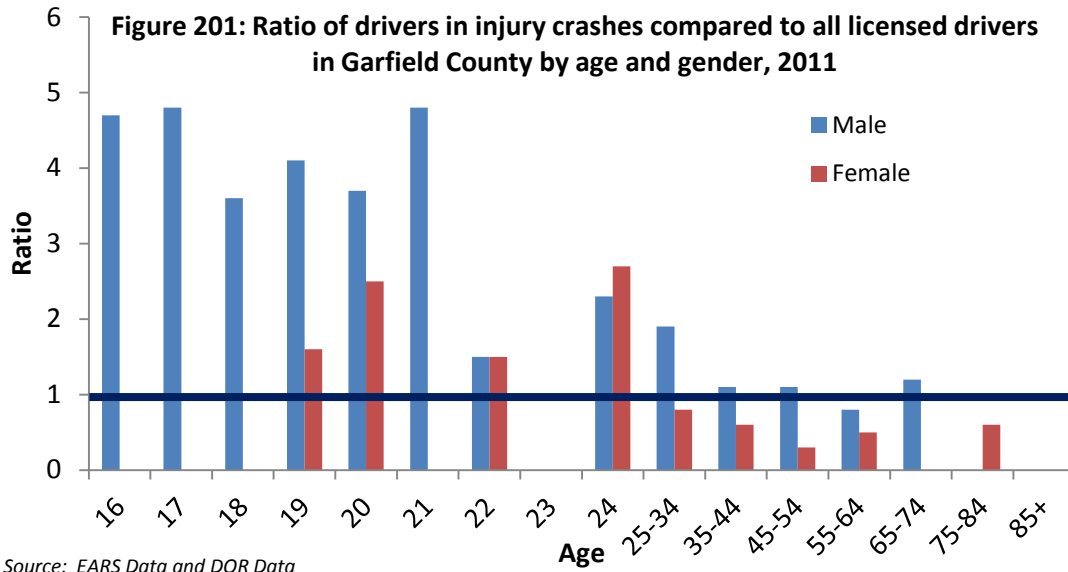
Pedestrian and Bicycle Safety

No pedestrians and no bicyclists were killed in 2011.

Source: FARS Data

Each bar in Figure 201 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

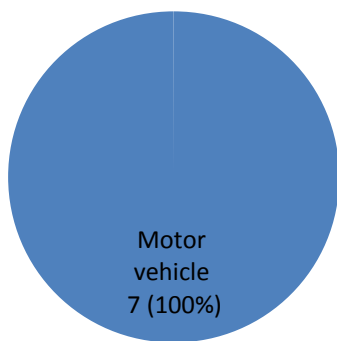
In Garfield County, the ratio for male drivers ages 16-34 and for females ages 19, 20, 22, and 24 exceeded 1, indicating that these drivers account for more crashes than expected for their age groups.



Mode of Transportation

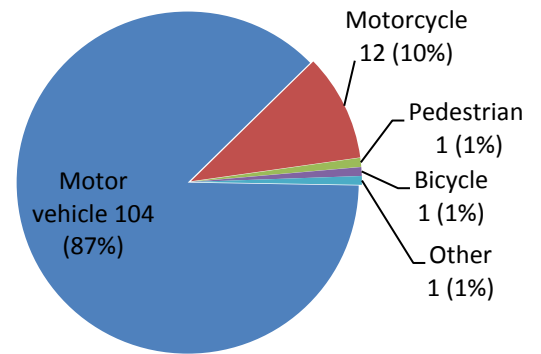
Motor vehicle occupants accounted for all seven of the fatalities.

Figure 202: Mode of transportation in Garfield County fatalities, 2011



Of the 119 persons injured, 104 were motor vehicle occupants and 21 of the occupants (20%) were not using seat belts or other restraints.

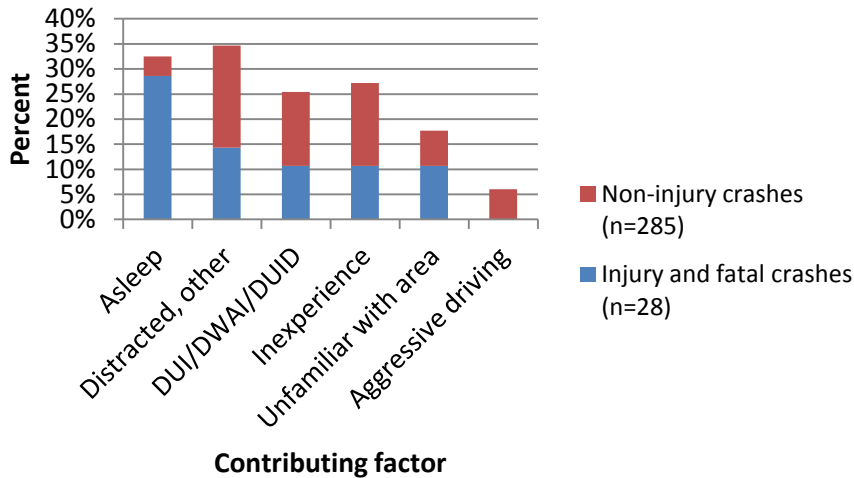
Figure 203: Mode of transportation of injured individuals in Garfield County, 2011



Contributing Factors

There were a total of 1,185 crashes in Garfield County in 2011. Of the drivers involved in these crashes, law enforcement reported that 313 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 204).

Figure 204: Contributing factors among careless drivers in Garfield County, 2011 (n=313)

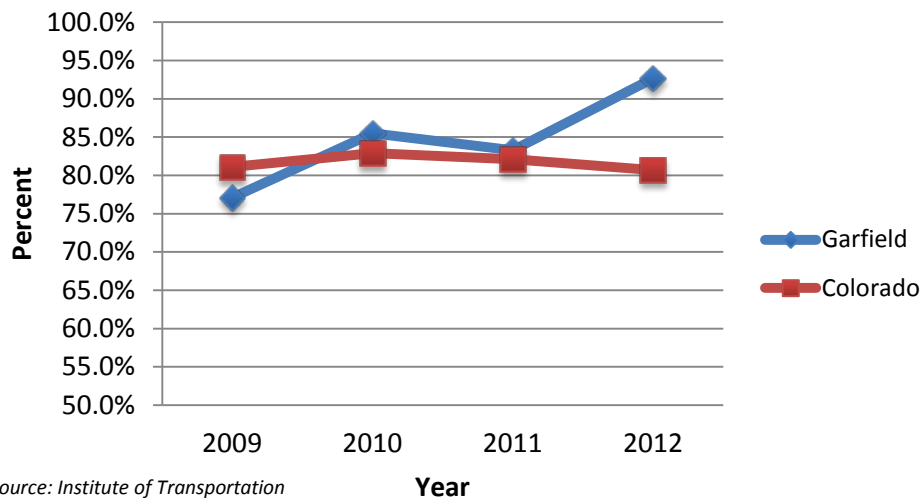


Distracted Other= food, objects, pet etc.
Source= EARS Data

Occupant Protection

Overall seat belt use in Garfield County increased between 2009 and 2012. In 2012, Garfield County's seat belt use was 92.7 percent, higher than the statewide rate of 80.7 percent.

Figure 205: Seat belt use in Garfield County and Colorado, 2009-2012



Source: Institute of Transportation Management at CSU

GILPIN COUNTY

2011 Quick Facts:



Population	5,450
Male	2,882 (53%)
Female	2,568 (47%)
0-7 years	443 (8%)
8-14 years	376 (7%)
15-24 years	375 (7%)
25-69 years	3,973 (73%)
70+ years	283 (5%)

TABLE 51: GILPIN COUNTY TREND ANALYSIS 2007-2011

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Gilpin County Five Year Crude Rate Event/100,000 people	Five Year Percent Change
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	0	0	1	0	1	7.59	*
Serious injuries in traffic crashes	260.73	32	24	23	35	28	538.76	-12.50%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	0	0	0	0	1	3.79	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	0	0	0	0	0	0.00	0.00%
Speeding-related fatalities⁺	3.41	NA	NA	0	0	0	0.00	0.00%
Motorcyclist fatalities	1.75	0	0	0	0	0	0.00	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	0	0.00	0.00%
Drivers age 20 or younger in fatal crashes	1.47	0	0	0	0	0	0.00	0.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

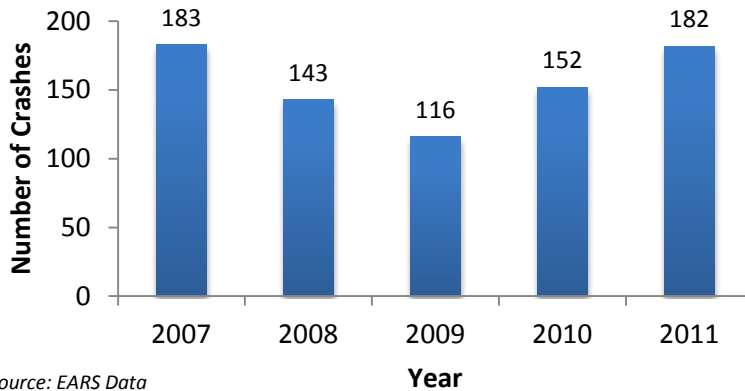
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 206: Total number of crashes in Gilpin County, 2007-2011

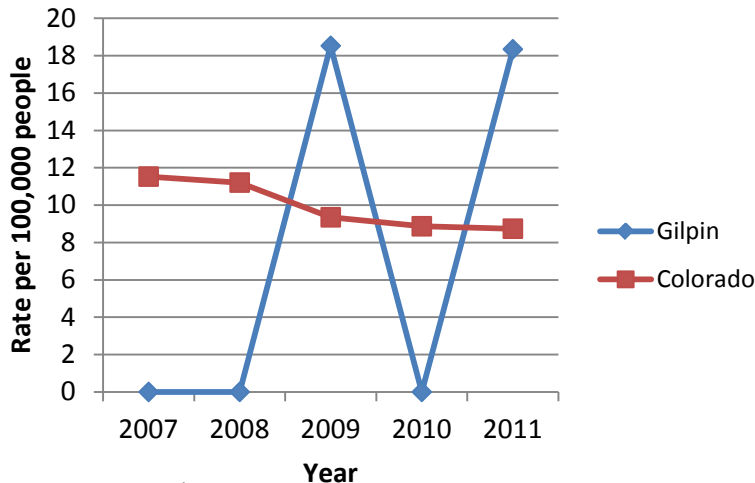


Source: EARS Data

Fatal Crashes

In 2011, there was one fatal crash, resulting in one death in Gilpin County. One fatality represents a rate of 18 fatal crashes per 100,000 people.

Figure 207: Fatal crash rate in Gilpin County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Gilpin County declined between 2007 and 2011. However, in 2011, there were 422 injury crashes per 100,000 people, almost an 18 percent decrease in the rate of crashes from 2010.

Impaired Driving

Of the 1 fatal crashes in 2011, 0 (0%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Of drivers 16 years of age or older in 2011, there were 129 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS Data and Colorado Judicial Department Data

Speed Enforcement

In 2011, 29% of the 31 drivers in injury and fatal crashes and 19% of the 212 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 7% of the 31 drivers in injury or fatal crashes were distracted.

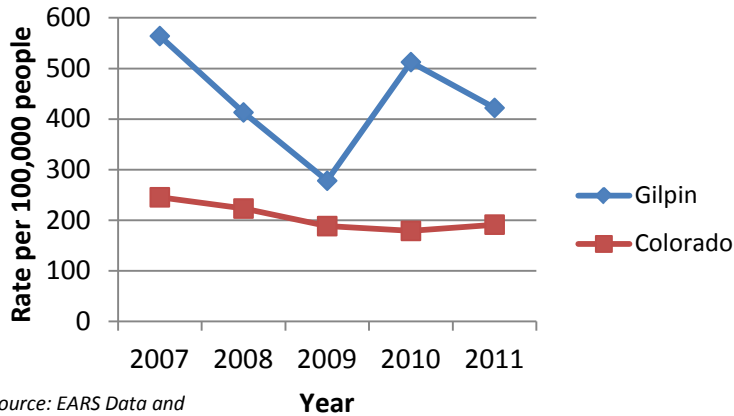
Source: FARS Data

Young Drivers

Between 2007 and 2011, there were no drivers age 20 and under in fatal crashes.

Source: FARS Data
Source: FARS Data

Figure 208: Injury crash rate in Gilpin County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 52. Gilpin County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	0	1
25-69	1	5
70+	0	0
Total	1	6

Source: FARS Data and CHA Discharge Data

Each bar in Figure 209 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Gilpin County, the ratios for male drivers ages 18 and 24-44 and for females ages 20, 23, and 75-84 exceeded 1, indicating that these drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, the one motor vehicle fatality (100%) and 8 of the 23 (35%) motor vehicle occupants injured in a crash were not using seat belts or other restraints.

Source: FARS, and EARS Data

Motorcycle Safety

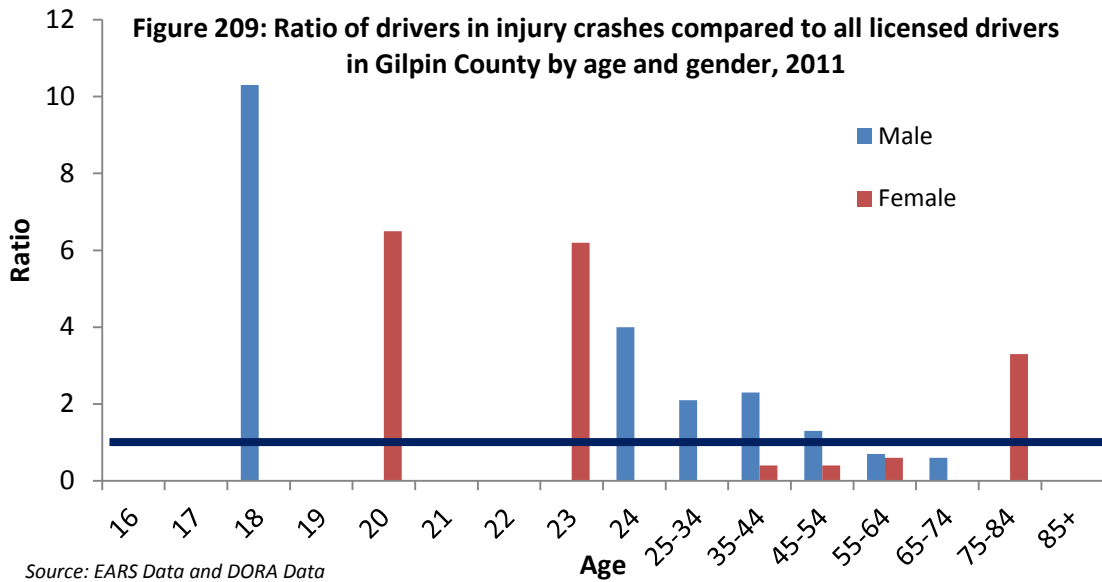
There were no motorcyclist fatalities in 2011.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians and no bicyclists were killed in 2011.

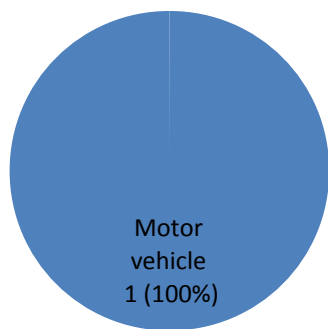
Source: FARS Data



Mode of Transportation

The one traffic fatality in Gilpin in 2011 was a motor vehicle occupant.

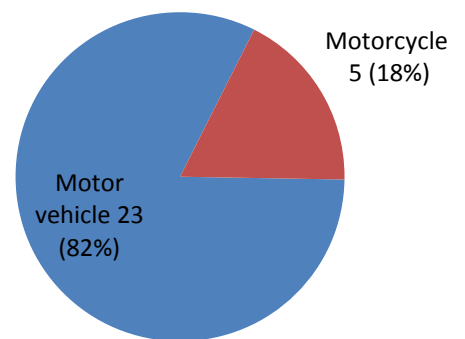
Figure 210: Mode of transportation in Gilpin County fatalities, 2011



Source: FARS Data

Of the 28 persons injured, 23 were motor vehicle occupants and 8 of those occupants (35%) were not using seat belts or other restraints.

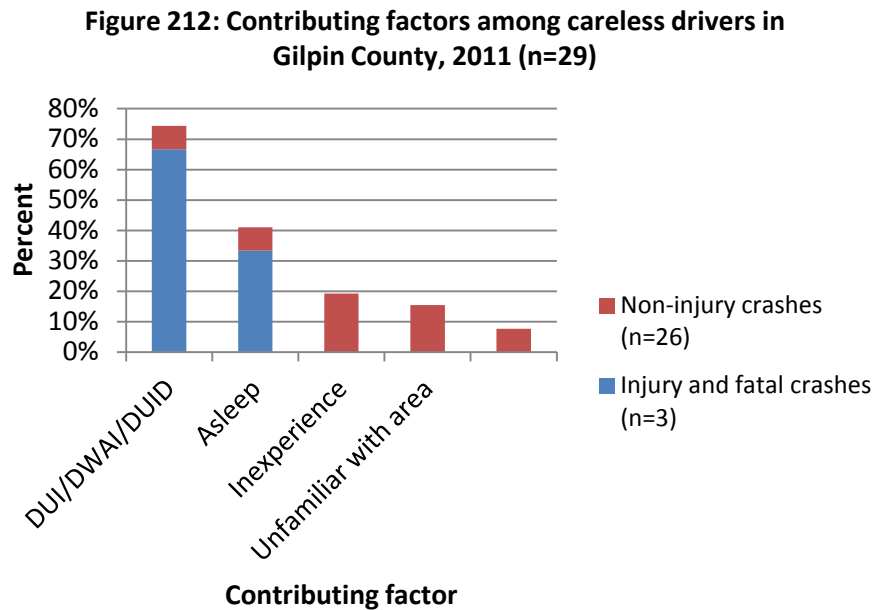
Figure 211: Mode of transportation of injured individuals in Gilpin County, 2011



Source: EARS Data

Contributing Factors

There were a total of 182 crashes in Gilpin County in 2011. Of the drivers involved in these crashes, law enforcement reported that 29 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 212).



*Distracted, other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Seat belt use data are not available for Gilpin County.

GRAND COUNTY

2011 Quick Facts:



Population	14,500
Male	7,743 (53%)
Female	6,757 (47%)
0-7 years	1,222 (8%)
8-14 years	1,169 (8%)
15-24 years	1,382 (10%)
25-69 years	9,779 (67%)
70+ years	948 (7%)

TABLE 53: GRAND COUNTY TREND ANALYSIS 2007-2011

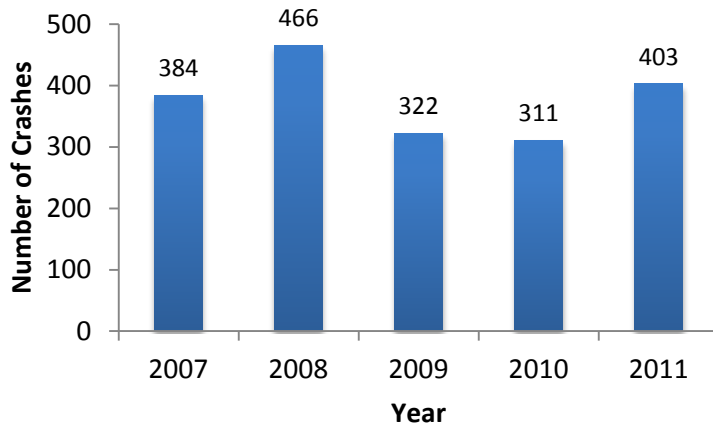
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Grand County Five Year Crude Rate Event/100,000 people	Five Year Percent Change
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	6	4	4	3	2	26.09	-66.67%
Serious injuries in traffic crashes	260.73	99	87	53	51	56	475.09	-43.43%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	2	2	1	1	0	8.24	-100.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	1	0	1	1	1	5.49	0.00%
Speeding-related fatalities⁺	3.41	NA	NA	3	2	0	11.38	-100.00%
Motorcyclist fatalities	1.75	2	0	2	0	1	6.87	-50.00%
Unhelmeted motorcyclist fatalities	1.12	2	0	2	0	0	5.49	-100.00%
Drivers age 20 or younger in fatal crashes	1.47	0	0	1	1	0	2.75	0.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 213: Total number of crashes in Grand County, 2007-2011

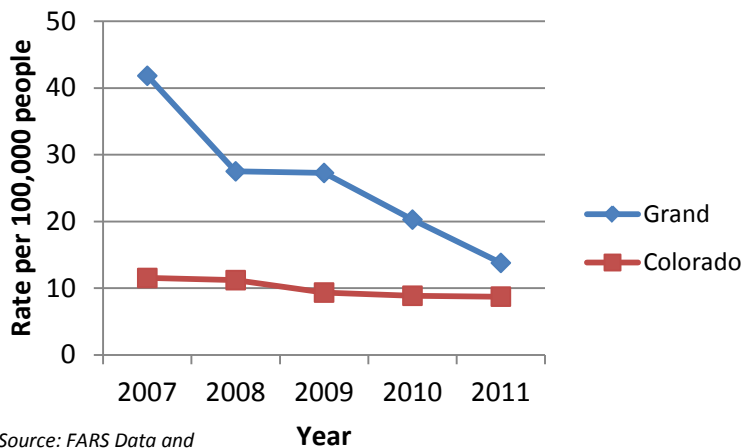


Source: EARS Data

Fatal Crashes

The annual number of fatal crashes per 100,000 people declined in Grand County. In 2011, there were 2 fatal crashes, resulting in 2 deaths.

Figure 214: Fatal crash rate in Grand County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Grand County declined between 2007 and 2011. However, in 2011, there were 317 injury crashes per 100,000 people, a 27 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 2 fatal crashes in 2011, 1 (50%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Of drivers 16 years of age or older in 2011, there were 114 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Dept. Data

Speed Enforcement

In 2011, 29% of the 69 drivers in injury and fatal crashes and 22% of the 469 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 13% of the 69 drivers in injury or fatal crashes were distracted.

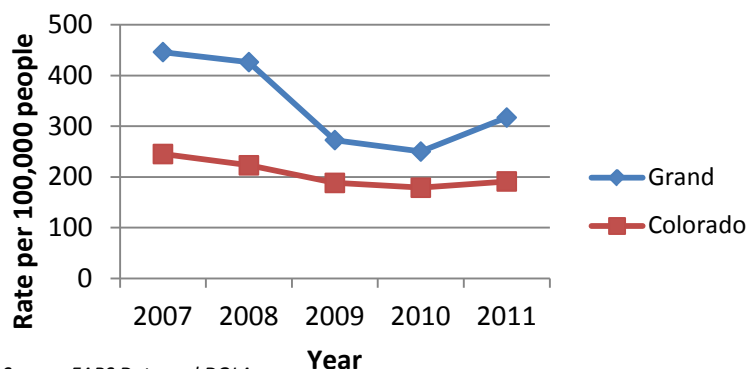
Source: FARS Data

Young Drivers

In 2011, none of the drivers in a fatal crash was age 20 or younger

Source: FARS Data

Figure 215: Injury crash rate in Grand County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 54. Grand County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	0	1
25-69	2	5
70+	0	2
Total	2	8

Source: FARS Data and CHA Discharge Data

Each bar in Figure 216 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Grand County, the ratios for young drivers ages 16-25 and male drivers 85 older exceeded 1, indicating that these drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, 1 of the 2 (50%) motor vehicle fatalities and 10 of the 47 (21%) motor vehicle occupants injured in a crash were not using seat belts or other restraints.

2012 Grand County Occupant Protection Usage:
Overall seat belt usage: 91.2%

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

Motorcycle Safety

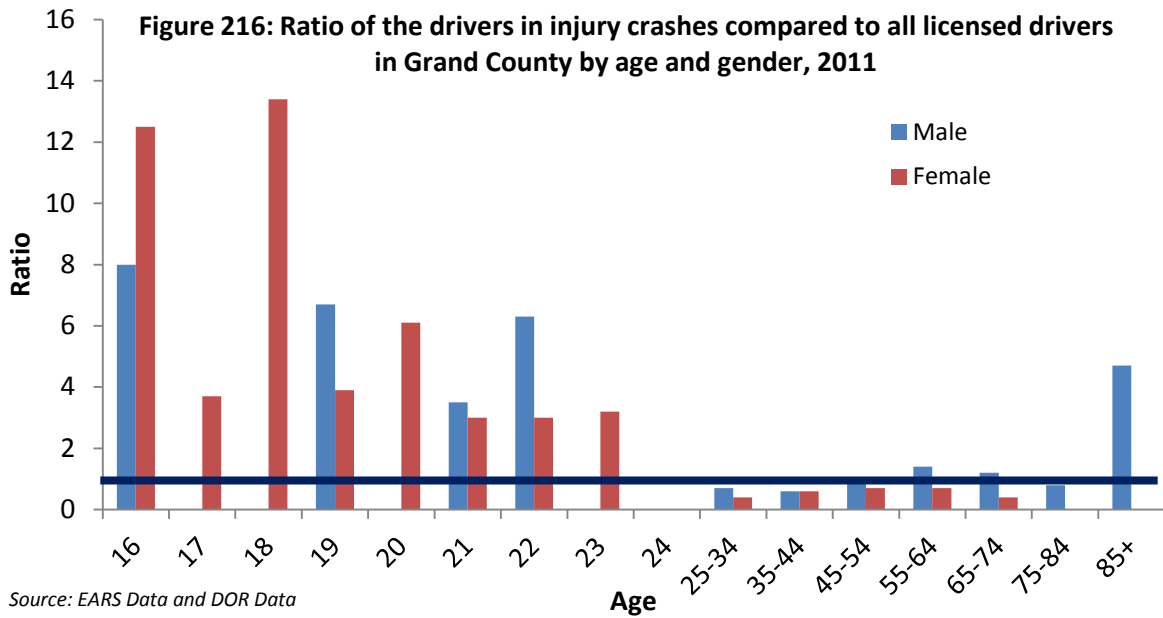
There was one motorcyclist fatality in 2011 and was helmeted.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians and one bicyclist were killed in 2011.

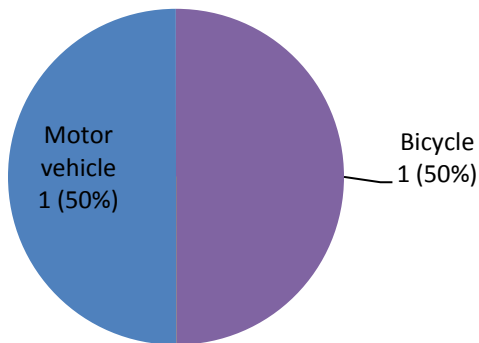
Source: FARS Data



Mode of Transportation

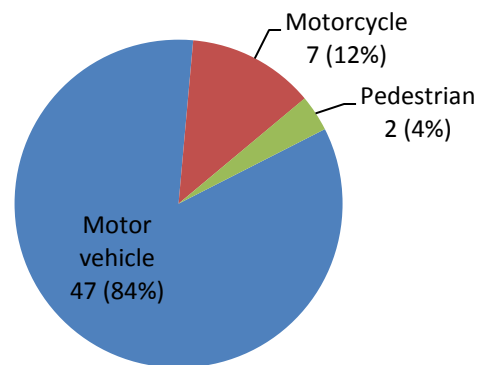
Motor vehicle occupants accounted for 1 of the 2 fatalities.

Figure 217: Mode of transportation in Grand County fatalities, 2011



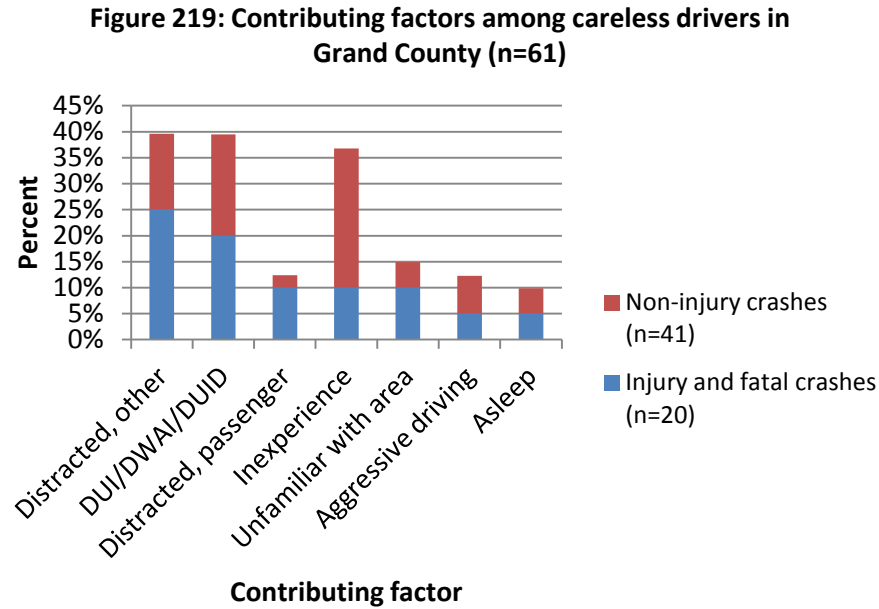
Of the 56 persons injured, 47 were motor vehicle occupants and 10 of the occupants (21%) were not using seat belts or other restraints.

Figure 218: Mode of transportation of injured individuals in Grand County, 2011



Contributing Factors

There were a total of 403 crashes in Grand County in 2011. Of the drivers involved in these crashes, law enforcement reported that 61 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 219).

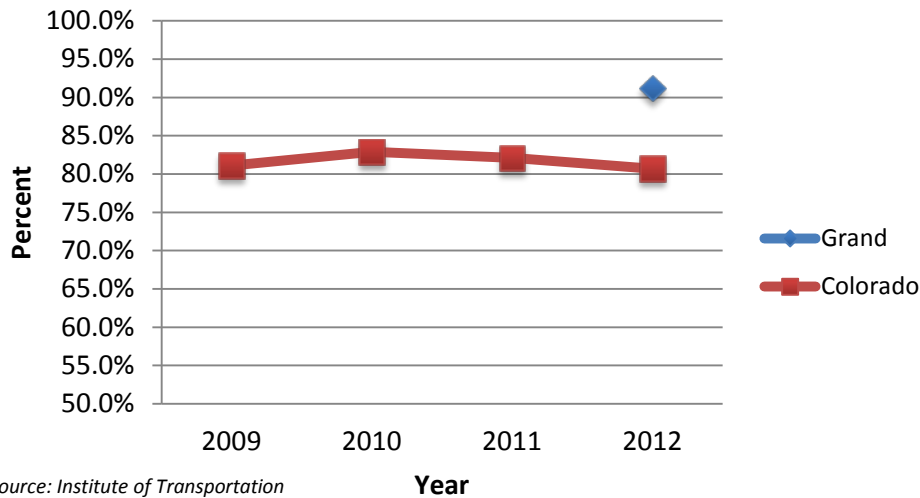


*Distracted, other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Grand County was included in the statewide seat belt survey in 2012. The Grand County's seat belt use (91.2 percent) was higher Colorado's seat belt use (80.7%) in 2012.

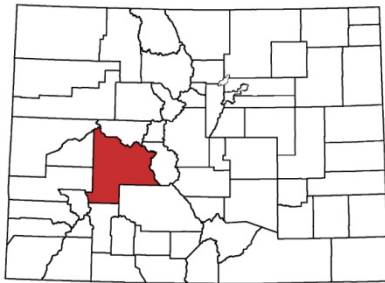
Figure 220: Seat belt use in Grand County and Colorado, 2009-2012



Source: Institute of Transportation Management at CSU

GUNNISON COUNTY

2011 Quick Facts:



Population	15,402
Male	8,342 (54%)
Female	7,060 (46%)
0-7 years	1,270 (8%)
8-14 years	1,096 (7%)
15-24 years	2,911 (19%)
25-69 years	9,314 (60%)
70+ years	811 (5%)

TABLE 55: GUNNISON COUNTY TREND ANALYSIS 2007-2011

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Gunnison County Five Year Crude Rate Event/100,000 people	Five Year Percent Change
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	4	1	5	2	3	19.72	-25.00%
Serious injuries in traffic crashes	260.73	59	49	41	67	44	341.76	-25.42%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	1	1	0	0	1	3.94	0.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	1	0	2	0	0	3.94	-100.00%
Speeding-related fatalities⁺	3.41	NA	NA	4	2	1	15.22	-75.00%
Motorcyclist fatalities	1.75	1	0	2	2	1	7.89	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	1	1.31	*
Drivers age 20 or younger in fatal crashes	1.47	0	0	1	0	0	1.31	0.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

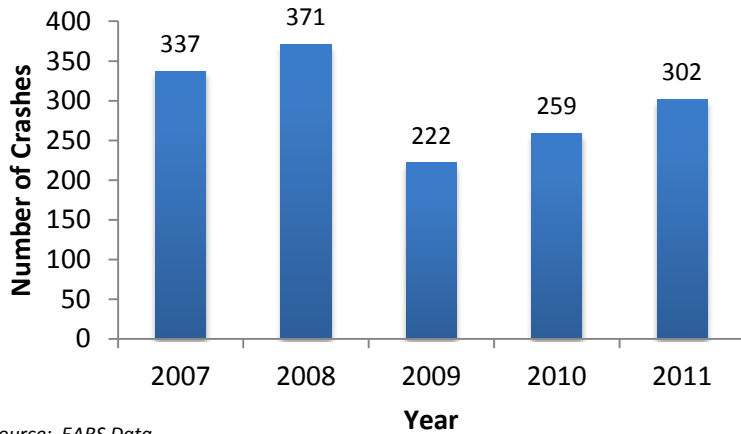
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 221: Total number of crashes in Gunnison County, 2007-2011

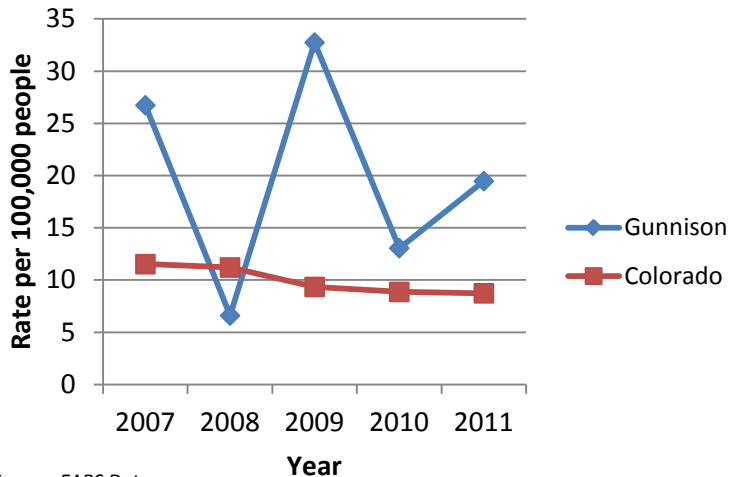


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 people varied in Gunnison County from 2007 to 2011. In 2011, there were 3 fatal crashes, resulting in 3 deaths.

Figure 222: Fatal crash rate in Gunnison County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Gunnison County declined between 2007 and 2011. However, in 2011, there were 260 injury crashes per 100,000 people, almost a 60 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 3 fatal crashes in 2011, none (0%) involved a driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Of drivers 16 years of age or older in 2011, there were 112 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 24% of the 54 drivers in injury and fatal crashes and 20% of the 337 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 4% of the 54 drivers in injury or fatal crashes were distracted.

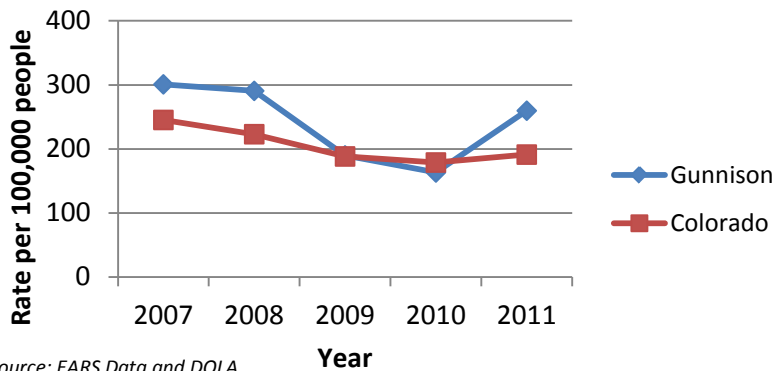
Source: FARS Data

Young Drivers

In 2011, there were no drivers age 20 and under in fatal crashes.

Source: FARS Data

Figure 223: Injury crash rate in Gunnison County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 56. Gunnison County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	0	2
25-69	2	3
70+	1	2
Total	3	7

Source: FARS Data and CHA Discharge Data

Each bar in Figure 224 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Gunnison County, the ratios for young drivers ages 16-24, males 45-74 and females age 75-84 exceeded 1, indicating that these drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, 1 of the 2 (50%) motor vehicle fatalities and 7 of the 25 (28%) motor vehicle occupants injured in a crash were not using seat belts or other restraints.

Source: FARS, and EARS Data

Motorcycle Safety

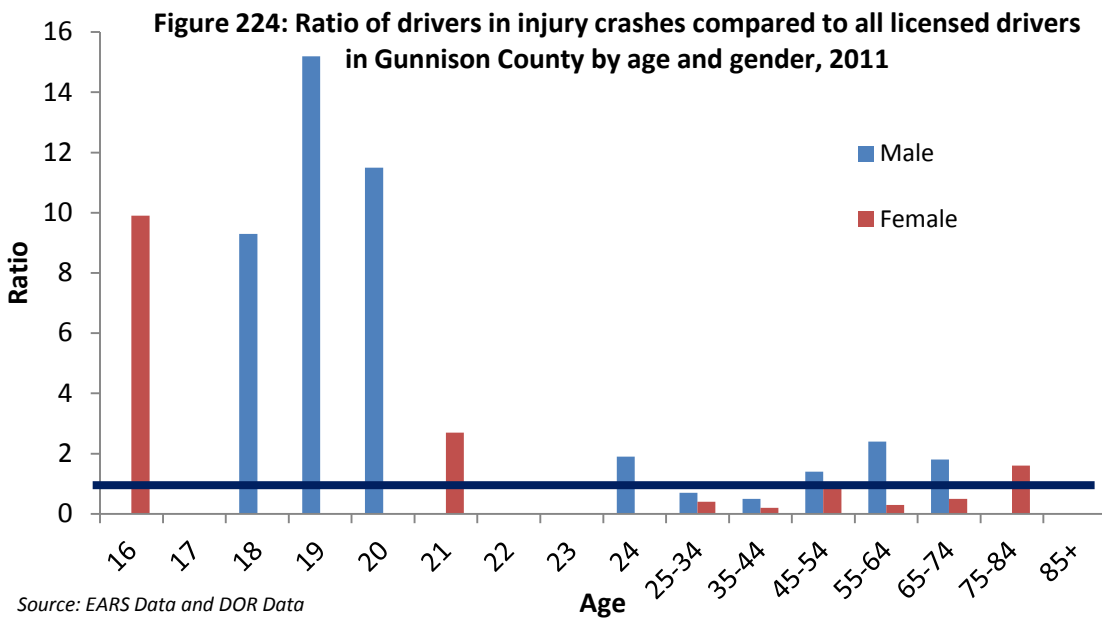
There was one motorcyclist fatality in 2011 and this motorcyclist was unhelmeted.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians and no bicyclists were killed in 2011.

Source: FARS Data



Mode of Transportation

Motor vehicle occupants accounted for 2 of the 3 fatalities.

Of the 44 persons injured, 25 were motor vehicle occupants and seven of the occupants (28%) were not using seat belts or other restraints.

Figure 225: Mode of transportation in Gunnison County fatalities, 2011

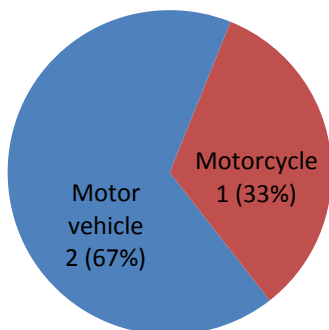
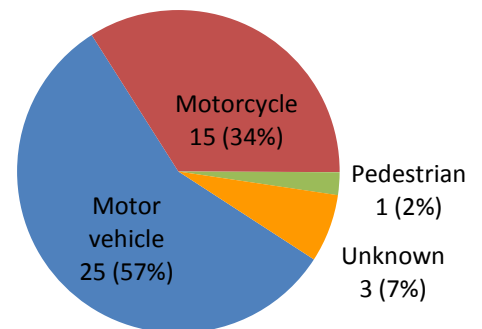
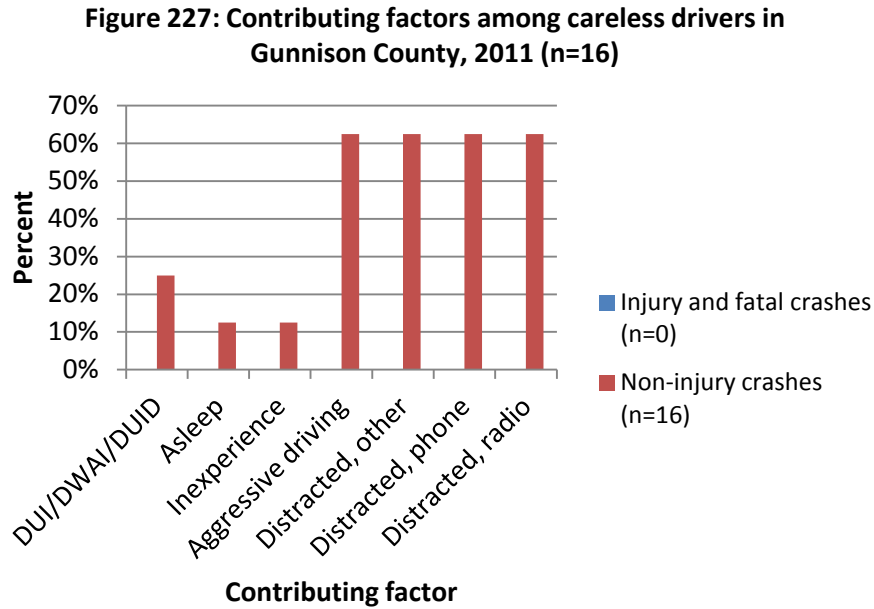


Figure 226: Mode of transportation of injured individuals in Gunnison County, 2011



Contributing Factors

There were a total of 302 crashes in Gunnison County in 2011. Of the drivers involved in these crashes, law enforcement reported that 16 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 227).

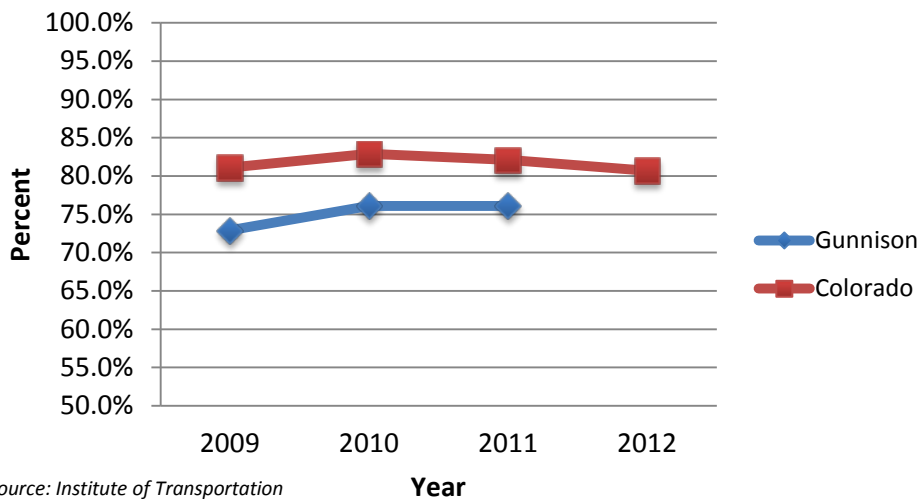


*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Overall seat belt use in Gunnison County rose slightly from 72.9 percent in 2009 to 76.1 percent in 2011. Gunnison County was not in the statewide seat belt survey in 2012.

Figure 228: Seat belt use in Gunnison County and Colorado, 2009-2012



Source: Institute of Transportation Management at CSU

HINSDALE COUNTY

2011 Quick Facts:



Population	821
Male	431 (52%)
Female	7390 (48%)
0-7 years	83 (10%)
8-14 years	67 (8%)
15-24 years	55 (7%)
25-69 years	517 (63%)
70+ years	99 (12%)

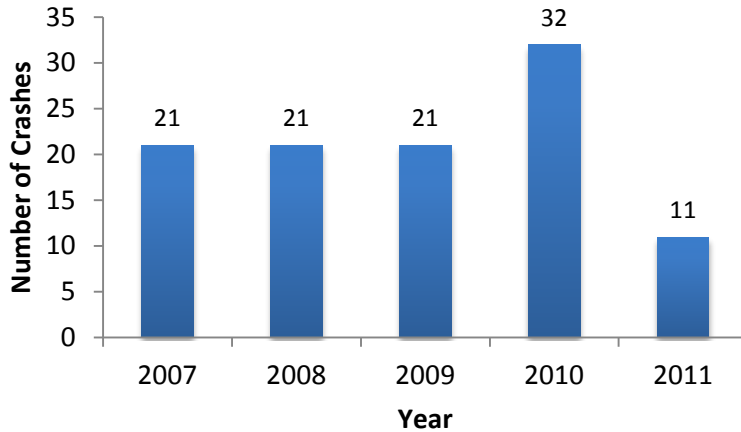
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Hinsdale County Five Year Crude Rate Event/100,000 people	Five Year Percent Change
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	2	0	0	1	1	96.53	-50.00%
Serious injuries in traffic crashes	260.73	9	7	10	13	2	989.38	-77.78%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	1	0	0	1	0	48.26	-100.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	1	0	0	1	0	48.26	-100.00%
Speeding-related fatalities⁺	3.41	NA	NA	0	1	1	80.81	*
Motorcyclist fatalities	1.75	1	0	0	0	1	48.26	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	0	0.00	0.00%
Drivers age 20 or younger in fatal crashes	1.47	1	0	0	0	0	24.13	-100.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 229: Total number of crashes in Hinsdale County, 2007-2011

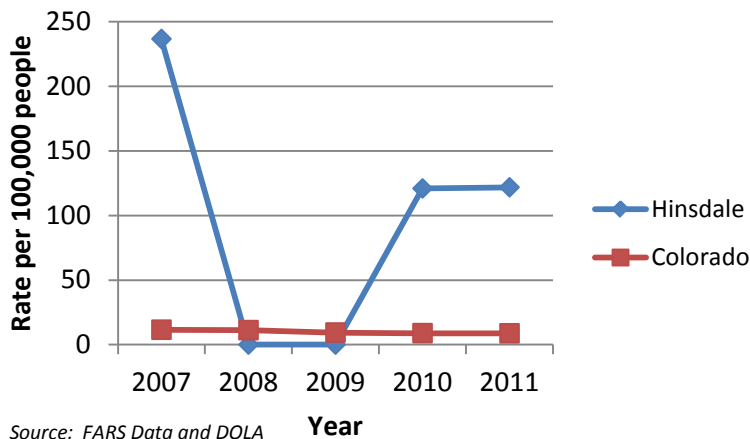


Source: EARS Data

Fatal Crashes

In 2011, there was one fatal crash, resulting in one death. The number of fatal crashes per 100,000 people varied widely from year to year in Hinsdale County, because a change of one fatality has a large impact when fatalities are few (0, 1, or 2).

Figure 230: Fatal crash rate in Hinsdale County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Hinsdale County declined between 2007 and 2011. The numbers of crashes were six in 2007, four in 2008, nine in 2009, 10 in 2010, and declined to one in 2011.

Impaired Driving

The one fatal crash in 2011 did not involve a driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 2 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 25% of the 4 drivers in injury and fatal crashes and 8% of the 12 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that none of the 4 drivers in injury or fatal crashes were distracted.

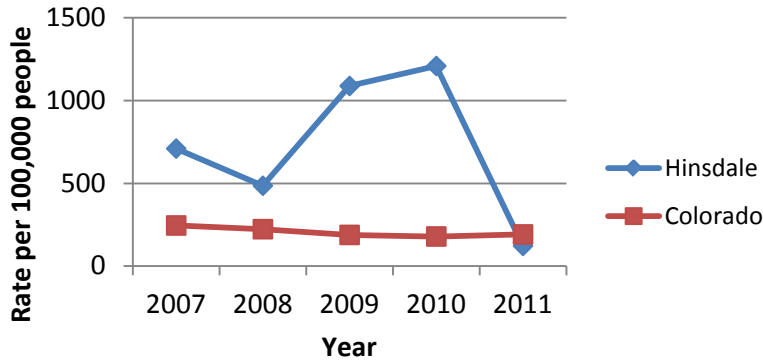
Source: FARS Data

Young Drivers

In 2011, the one fatal crash did not involve a driver age 20 or younger.

Source: FARS Data

Figure 231: Injury crash rate in Hinsdale County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 58. Hinsdale County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	0	0
25-69	1	0
70+	0	0
Total	1	0

Source: FARS Data and CHA Discharge Data

Each bar in Figure 232 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Hinsdale County, the ratios for older drivers ages 45-74 exceeded 1, indicating that these drivers account for more crashes than expected for their age groups, as shown below.

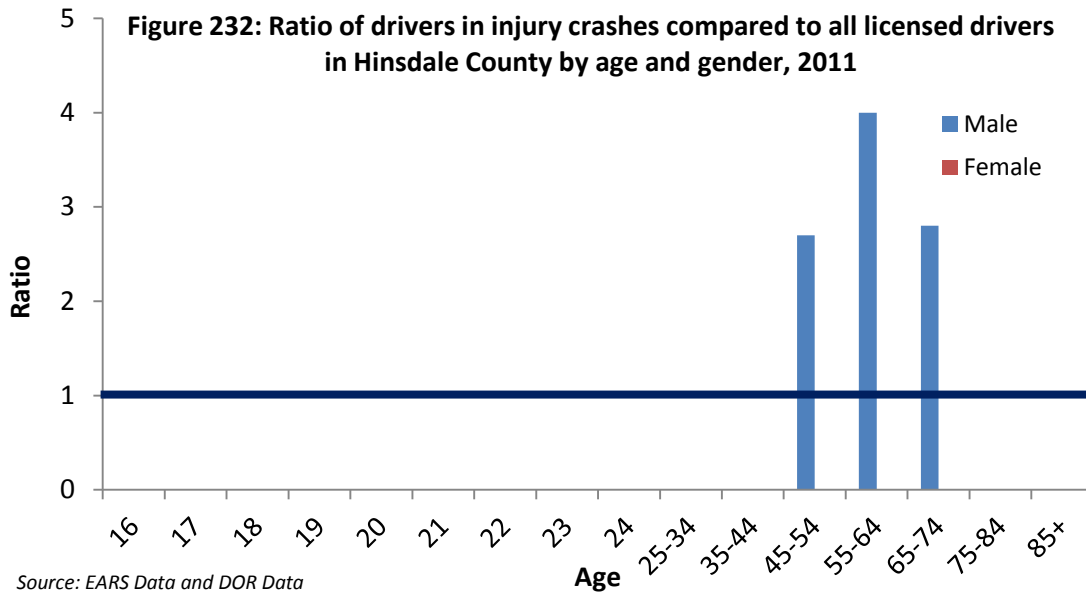
Occupant Protection
There were no motor vehicle occupants in the traffic crashes.

Motorcycle Safety
There was one motorcycle fatality, and this motorcyclist was wearing a helmet.

Pedestrian and Bicycle Safety
No pedestrians and no bicyclists were killed in 2011.

Source: FARS Data

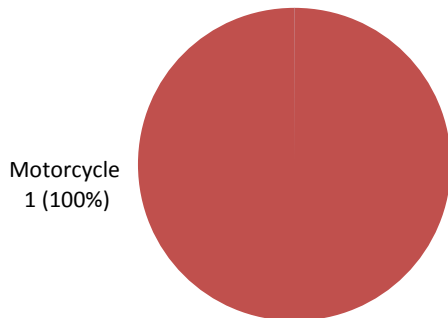
Source: FARS Data



Mode of Transportation

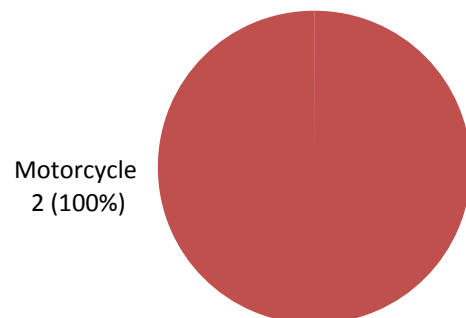
The single traffic fatality in Hinsdale County in 2011 was a motorcyclist.

Figure 233: Mode of transportation in Hinsdale County fatalities, 2011



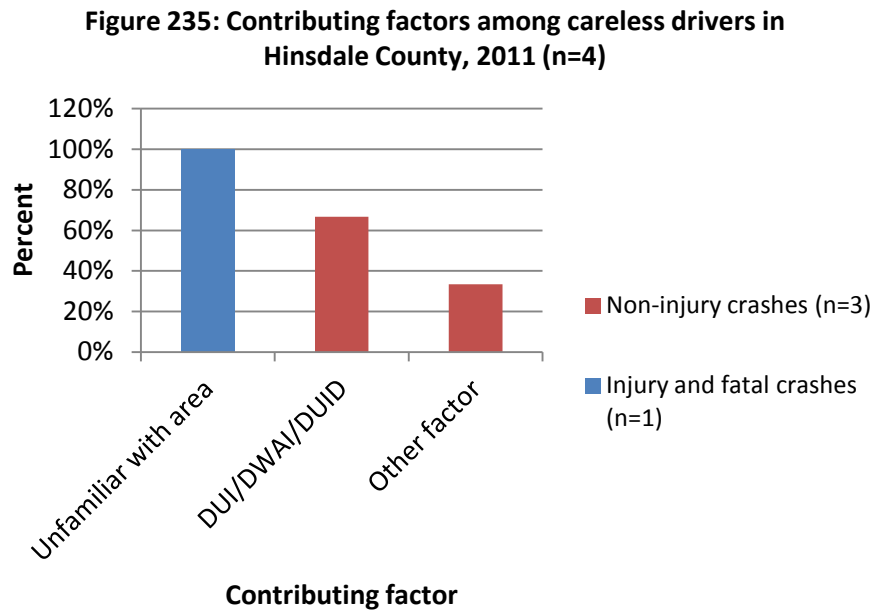
The 2 persons injured in a crash were motorcyclists.

Figure 234: Mode of transportation of injured individuals in Hinsdale County, 2011



Contributing Factors

There were a total of 11 crashes in Hinsdale County in 2011. Of the drivers involved in these crashes, law enforcement reported that 4 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 235).



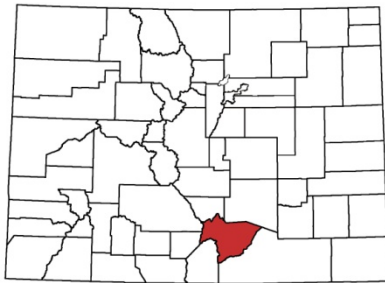
*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Seat belt use are not available for Hinsdale County.

HUERFANO COUNTY

2011 Quick Facts:



Population	6,474
Male	3,210 (50%)
Female	3,264 (50%)
0-7 years	422 (7%)
8-14 years	450 (7%)
15-24 years	620 (10%)
25-69 years	3,806 (59%)
70+ years	1,176 (18%)

TABLE 59: HUERFANO COUNTY TREND ANALYSIS 2007-2011

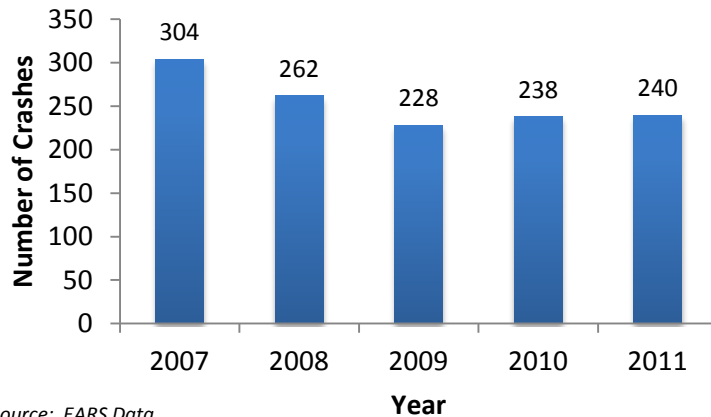
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Huerfano County Five Year Crude Rate Event/100,000 people	Five Year Percent Change
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	5	4	6	5	3	65.41	-40.00%
Serious injuries in traffic crashes	260.73	63	61	55	49	36	750.81	-42.86%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	2	2	5	2	3	39.82	+50.00
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	1	0	2	2	0	14.22	-100.00%
Speeding-related fatalities⁺	3.41	NA	NA	0	1	1	10.09	*
Motorcyclist fatalities	1.75	0	0	0	0	0	0.00	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	0	0.00	0.00%
Drivers age 20 or younger in fatal crashes	1.47	0	1	0	1	0	5.69	0.00%
Pedestrian fatalities	0.92	1	1	0	1	0	8.53	-100.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 236: Total number of crashes in Huerfano County, 2007-2011

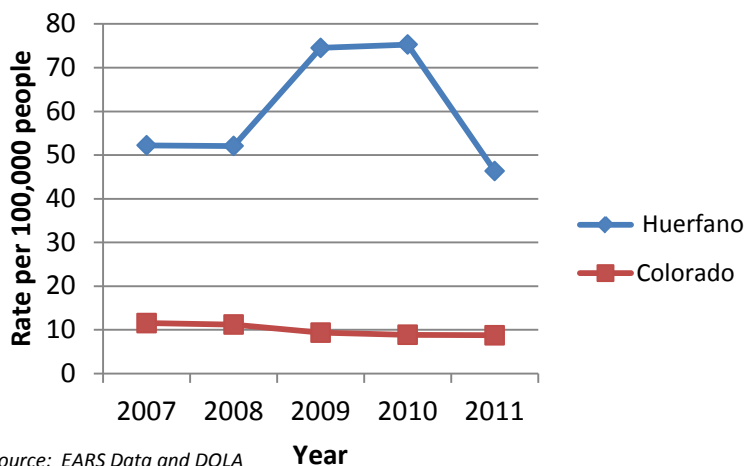


Source: EARS Data

Fatal Crashes

In 2011, there were 3 fatal crashes in Huerfano County, resulting in 3 deaths. The number of fatal crashes per 100,000 people declined from 75.3 in 2010 to 46.3 in 2011.

Figure 237: Fatal crash rate in Huerfano County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Huerfano County varied between 2007 and 2011. In 2011, there were 371 injury crashes per 100,000 people, a 35 percent decrease in the rate of crashes from 2010.

Impaired Driving

Of the 3 fatal crashes in 2011, none involved a driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Of drivers 16 years of age or older in 2011, there were 77 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 21% of the 34 drivers in injury and fatal crashes and 18% of the 305 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 12% of the 34 drivers in injury or fatal crashes were distracted.

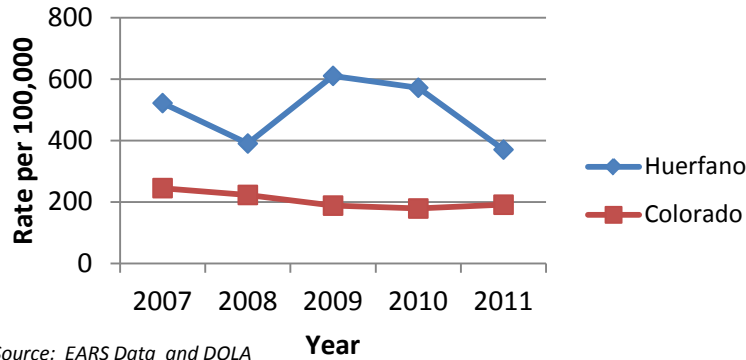
Source: FARS Data

Young Drivers

In 2011, there were no drivers age 20 or younger in fatal crashes.

Source: FARS Data

Figure 238: Injury crash rate in Huerfano County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 60. Huerfano County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	1	0
25-69	2	3
70+	0	2
Total	3	5

Source: FARS Data and CHA Discharge Data

Each bar in Figure 239 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Huerfano County, the ratios for young drivers ages 16-24, males 25-34 and females 35-44 exceeded 1, indicating that these drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, all three of the (100%) motor vehicle fatalities and 11 of the 32 (34%) motor vehicle injuries were not using seat belts or other restraints.

2012 Huerfano County Occupant Protection Usage:
Overall seat belt usage: 73.7%

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

Motorcycle Safety

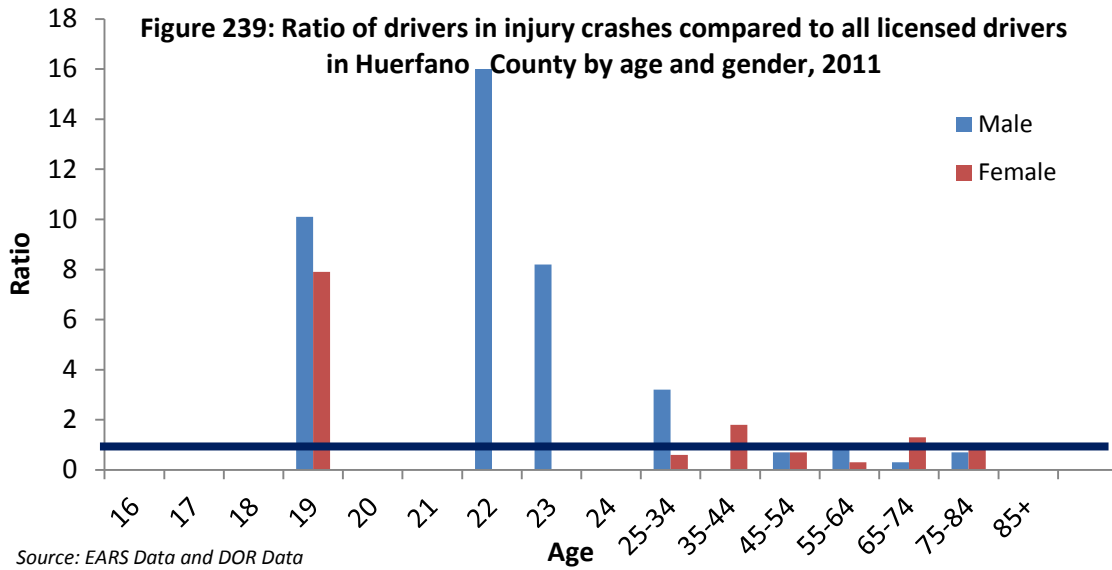
There were no motorcyclist fatalities in 2011.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians and no bicyclists were killed in 2011.

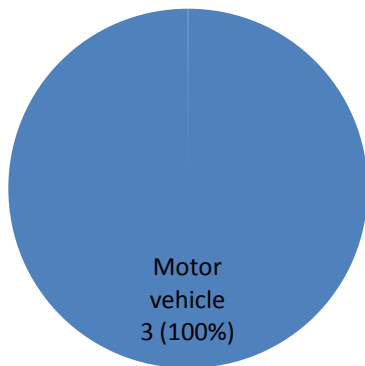
Source: FARS Data



Mode of Transportation

Motor vehicle occupants accounted for all of the three fatalities.

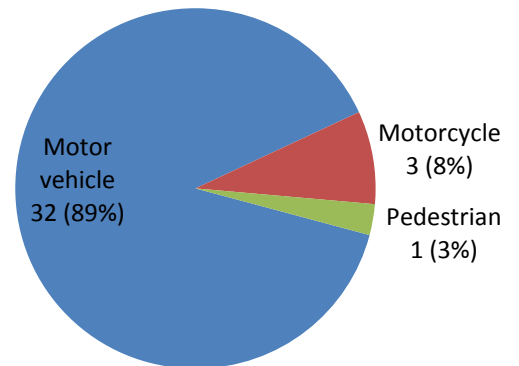
Figure 240: Mode of transportation in Huerfano County fatalities, 2011



Source: FARS Data

Of the 36 injuries, 32 were motor vehicle occupants and 11 of those occupants (34%) were not using seat belts or other restraints.

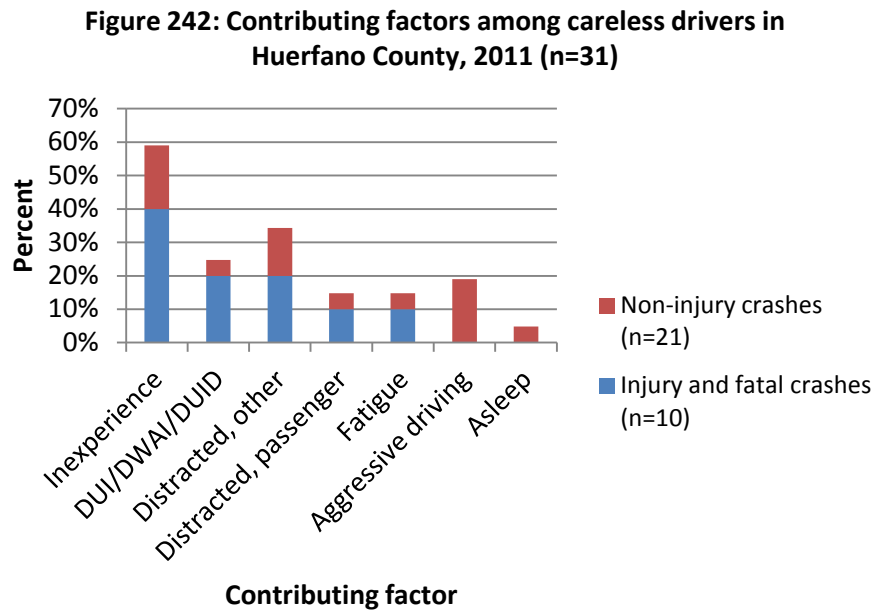
Figure 241: Mode of transportation of injured individuals in Huerfano County, 2011



Source: EARS Data

Contributing Factors

There were a total of 240 crashes in Huerfano County in 2011. Of the drivers involved in these crashes, law enforcement reported that 31 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 242).

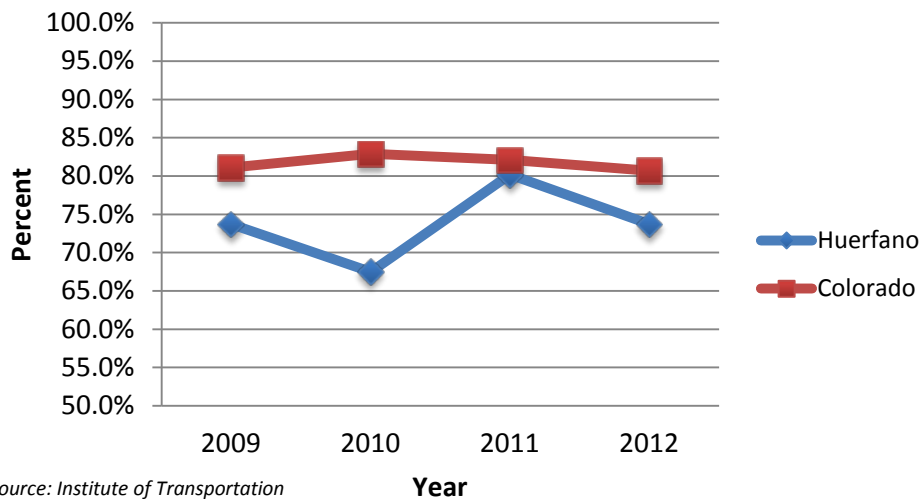


*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Overall seat belt use in Huerfano County varied between 2009 and 2012. Huerfano County's seat belt use was lower than statewide seat belt use in 2012.

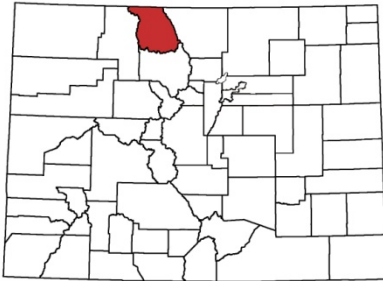
Figure 243: Seat belt use in Huerfano County and Colorado, 2009-2012



Source: Institute of Transportation Management at CSU

JACKSON COUNTY

2011 Quick Facts:



Population	1,366
Male	721 (53%)
Female	645 (47%)
0-7 years	101 (7%)
8-14 years	108 (8%)
15-24 years	131 (10%)
25-69 years	862 (63%)
70+ years	164 (12%)

TABLE 61: JACKSON COUNTY TREND ANALYSIS 2007-2011

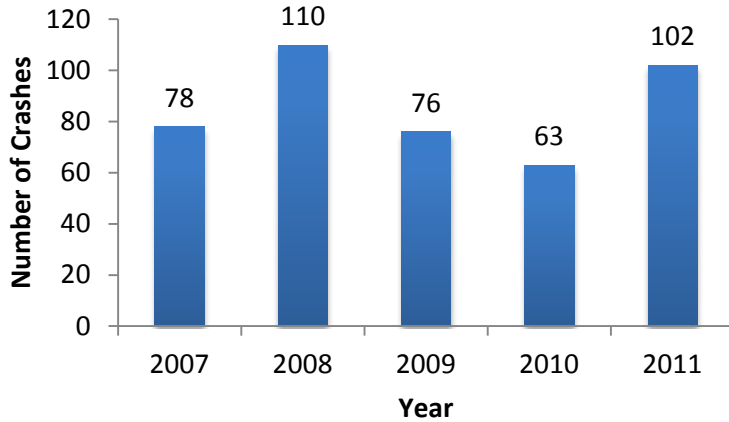
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Jackson County Five Year Crude Rate Event/100,000 people	Five Year Percent Change
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	2	3	1	0	0	86.06	-100.00%
Serious injuries in traffic crashes	260.73	18	22	12	13	23	1262.19	+27.78%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	1	1	0	0	0	28.69	-100.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	0	1	0	0	0	14.34	0.00%
Speeding-related fatalities⁺	3.41	NA	NA	1	0	0	23.99	-100.00%
Motorcyclist fatalities	1.75	0	2	0	0	0	28.69	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	1	0	0	0	14.34	0.00%
Drivers age 20 or younger in fatal crashes	1.47	0	0	0	0	0	0.00	0.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 244: Total number of crashes in Jackson County, 2007-2011

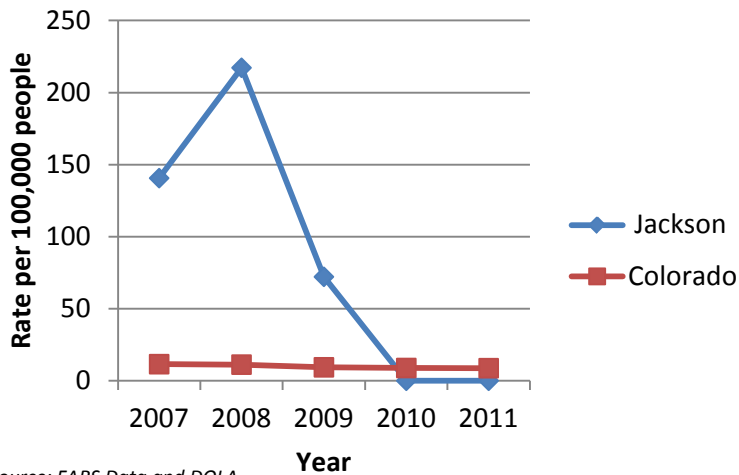


Source: EARS Data

Fatal Crashes

In 2011, there were no traffic fatalities in Jackson County and therefore, no fatal crashes. The number of fatal crashes per 100,000 people declined in Jackson County from 2007-2011.

Figure 245: Fatal crash rate in Jackson County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

The injury crash rate in Jackson County varied between 2007 and 2011. In 2011, the 15 injury crashes in Jackson, a county with 1,366 residents, represent 1,366 injury crashes per 100,000 people and a 55 percent increase from 2010.

Impaired Driving

Of drivers 16 years of age or older in 2011, there were 11 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS Data

Speed Enforcement

In 2011, 28% of the 18 drivers in injury and fatal crashes and 28% of the 106 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 6% of the 18 drivers in injury or fatal crashes were distracted.

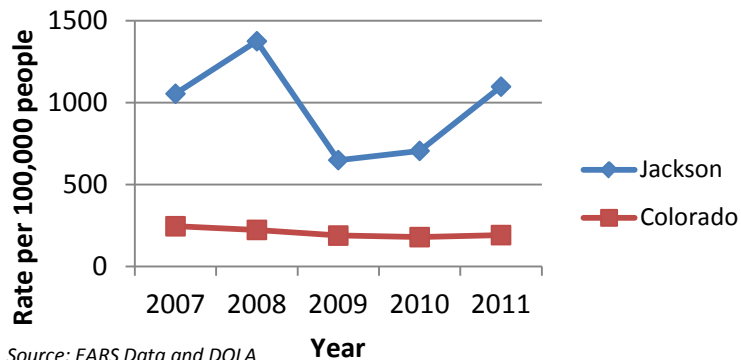
Source: FARS Data

Young Drivers

In 2011, there were no drivers age 20 or younger in fatal crashes.

Source: FARS Data

Figure 246: Injury crash rate in Jackson County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 62. Jackson County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	0	0
25-69	0	0
70+	0	0
Total	0	0

Source: FARS Data and CHA Discharge Data

Each bar in Figure 247 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Jackson County, the ratios for young drivers ages 16-25 exceeded 1, indicating that these drivers account for more crashes than expected for their age groups. Males ages 75-84 had more crashes than expected in 2011.

Occupant Protection

In 2011, 1 of the 17 (6%) motor vehicle occupants injured in a traffic crash was not using seat belts or other restraints.

Source: EARS Data

Motorcycle Safety

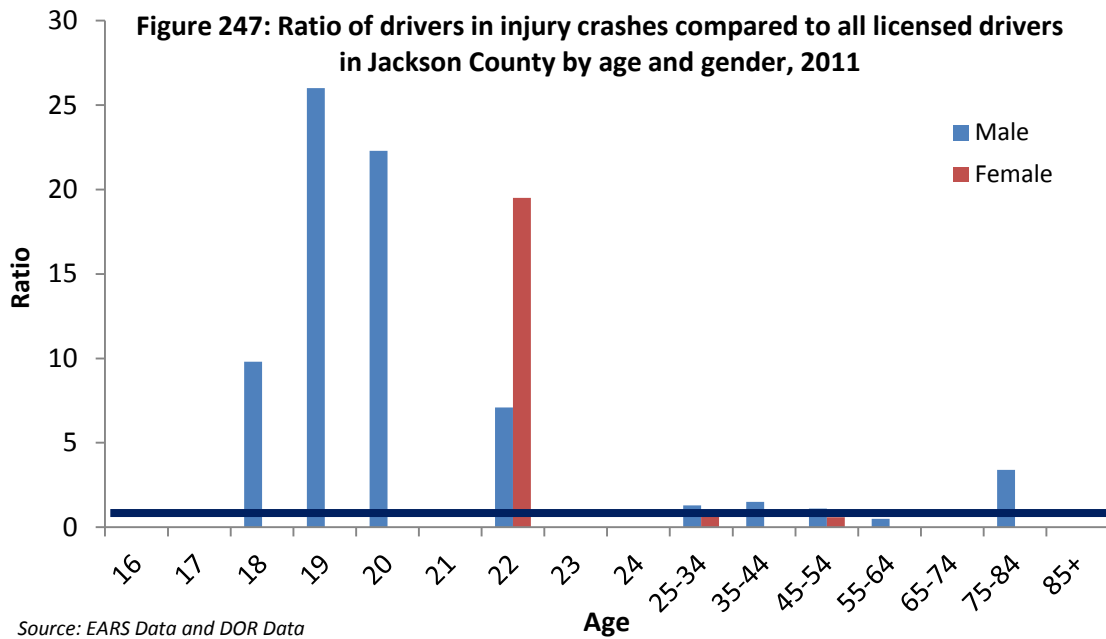
There were no motorcyclist fatalities in 2011.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians and no bicyclists were killed in 2011.

Source: FARS Data

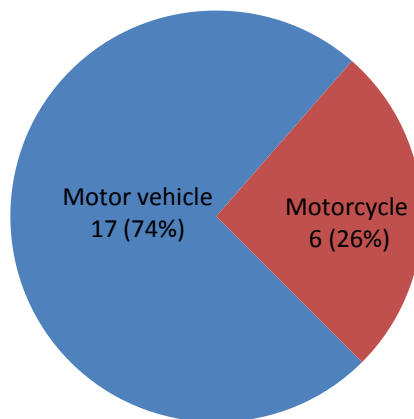


Mode of Transportation

There were no fatalities in Jackson County in 2011.

Of the 23 persons injured in traffic crashes, 17 (74%) were motor vehicle occupants and one of the occupants (6%) were not using seat belts or other restraints.

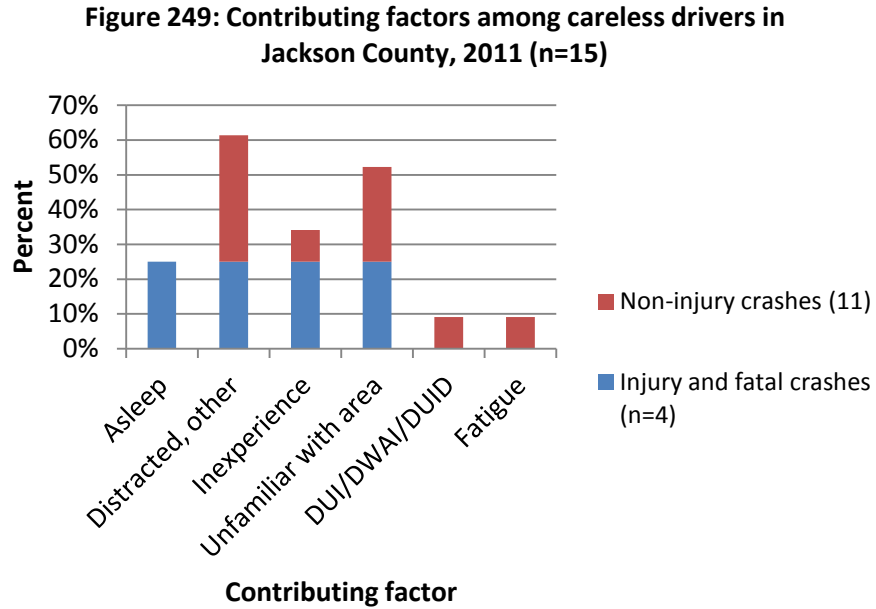
Figure 248: Mode of transportation of injured individuals in Jackson County, 2011



Source: EARS Data

Contributing Factors

There were a total of 102 crashes in Jackson County in 2011. Of the drivers involved in these crashes, law enforcement reported that 15 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 249).



*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Seat belt use data are not available for Jackson County.

JEFFERSON COUNTY

2011 Quick Facts:



Population	540,023
Male	268,065 (50%)
Female	271,958 (50%)
0-7 years	49,180 (9%)
8-14 years	47,180 (9%)
15-24 years	67,673 (13%)
25-69 years	328,983 (61%)
70+ years	47,133 (9%)

TABLE 63: JEFFERSON COUNTY TREND ANALYSIS 2007-2011

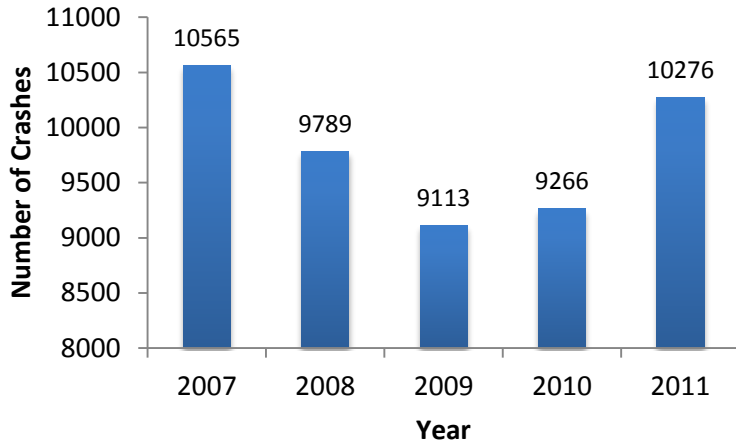
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Jefferson County Five Year Crude Rate Event/100,000 people	Five Year Percent Change
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	39	39	28	35	32	6.49	-17.95%
Serious injuries in traffic crashes	260.73	1342	1268	1041	1068	1090	217.90	-18.78%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	7	7	8	8	11	1.54	+57.14%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	12	15	8	11	10	2.10	-16.67%
Speeding-related fatalities⁺	3.41	NA	NA	5	14	13	1.99	+160.00%
Motorcyclist fatalities	1.75	7	13	7	8	6	1.54	-14.29%
Unhelmeted motorcyclist fatalities	1.12	5	9	4	5	4	1.01	-20.00%
Drivers age 20 or younger in fatal crashes	1.47	8	5	2	2	8	0.94	0.00%
Pedestrian fatalities	0.92	4	3	4	5	5	0.79	+25.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 250: Total number of crashes in Jefferson County, 2007-2011

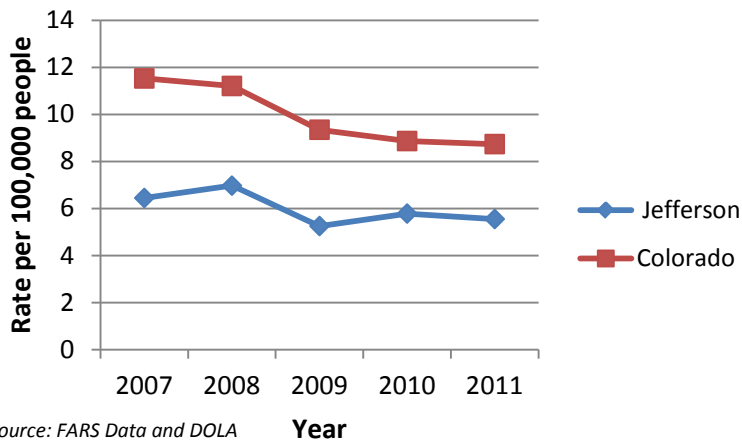


Source: EARS Data

Fatal Crashes

In 2011, there were 30 fatal crashes, resulting in 32 deaths. The number of fatal crashes per 100,000 people was stable in Jefferson County from 2007-2011.

Figure 251: Fatal crash rate in Jefferson County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Jefferson County declined between 2007 and 2011. In 2011, there were 165 injury crashes per 100,000 people, compared to a rate of 164 injury crashes per 100,000 people in 2010.

Impaired Driving

Of the 30 fatal crashes in 2011, 8 (27%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Of drivers 16 years of age or older in 2011, there were 2,023 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 5% of the 1613 drivers in injury and fatal crashes and 3% of the 17,852 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 9% of the 1613 drivers in injury or fatal crashes were distracted.

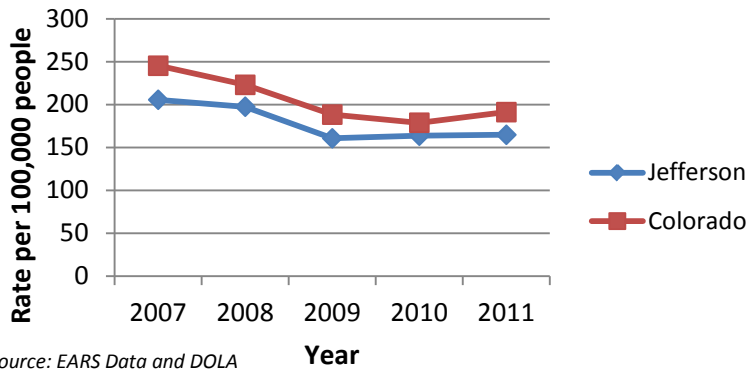
Source: FARS Data

Young Drivers

Eight of the drivers in fatal crashes in 2011 were 20 years old or younger.

Source: FARS Data

Figure 252: Injury crash rate in Jefferson County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 64. Jefferson County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	1
5-7	0	1
8-14	0	6
15-24	8	58
25-69	17	227
70+	7	34
Total	32	327

Source: FARS Data and CHA Discharge Data

Each bar in Figure 253 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Jefferson County, the ratios for young drivers ages 16-24 exceeded 1, indicating that young drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, 11 of the 19 (58%) motor vehicle fatalities and 124 of the 797 (16%) motor vehicle occupants injured in traffic crashes were not using seat belts or other restraints.

2012 Jefferson County Occupant Protection Usage:

Overall seat belt usage: 82.9%

Teen seat belt: 81.4%

Front/rear seat (0-4 years): 98.6%

Front/rear booster: 95.4%

Juvenile (5-15 years): 79.8%

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

Motorcycle Safety

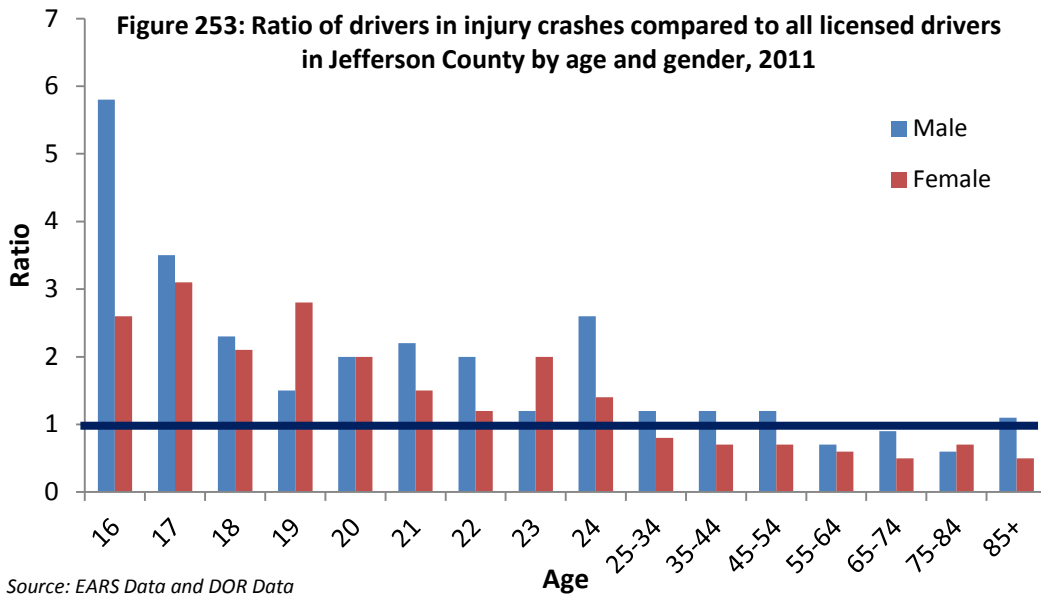
There were six motorcyclist fatalities in 2011 and four (67%) were unhelmeted.

Source: FARS Data

Pedestrian and Bicycle Safety

Five pedestrians and two bicyclists were killed in 2011.

Source: FARS Data



Mode of Transportation

Motor vehicle occupants accounted for 19 of the 32 fatalities.

Of the 1,090 persons injured, 797 were motor vehicle occupants and 124 of the occupants (16%) were not using seat belts or other restraints.

Figure 254: Mode of transportation in Jefferson County fatalities, 2011

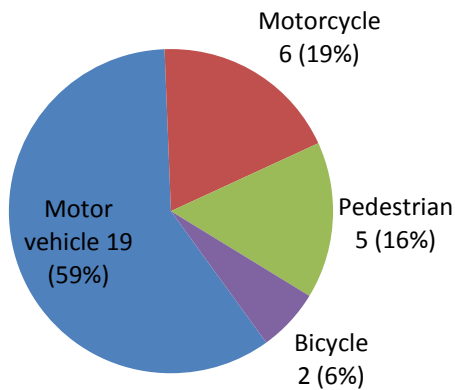
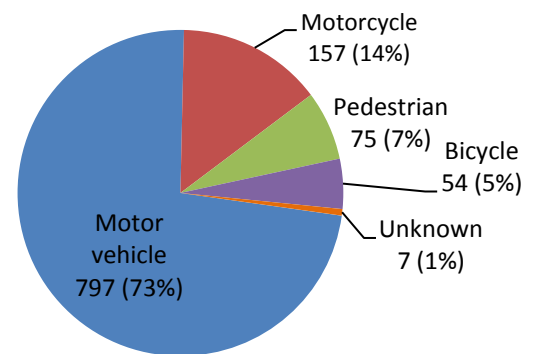
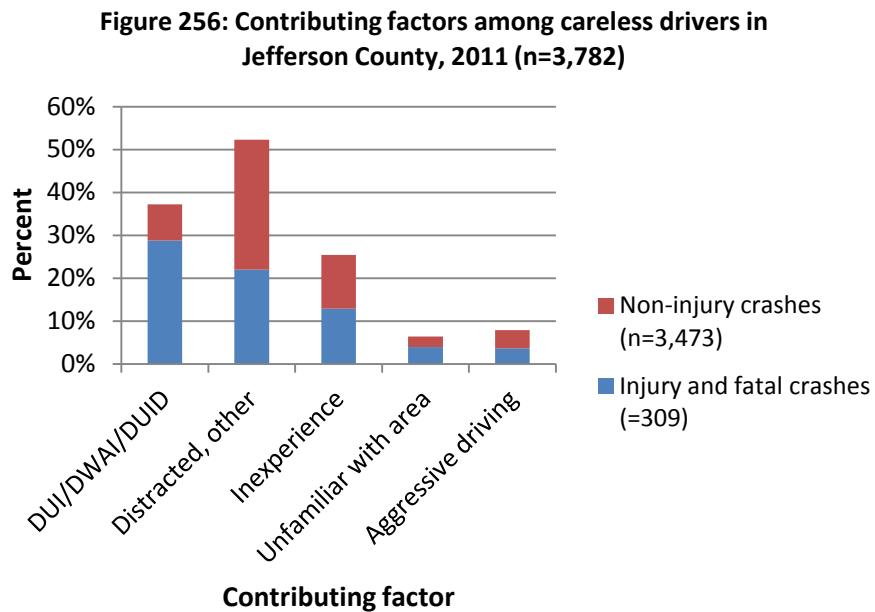


Figure 255: Mode of transportation of injured individuals in Jefferson County, 2011



Contributing Factors

There were a total of 10,276 crashes in Jefferson County in 2011. Of the drivers involved in these crashes, law enforcement reported that 3,782 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 256).

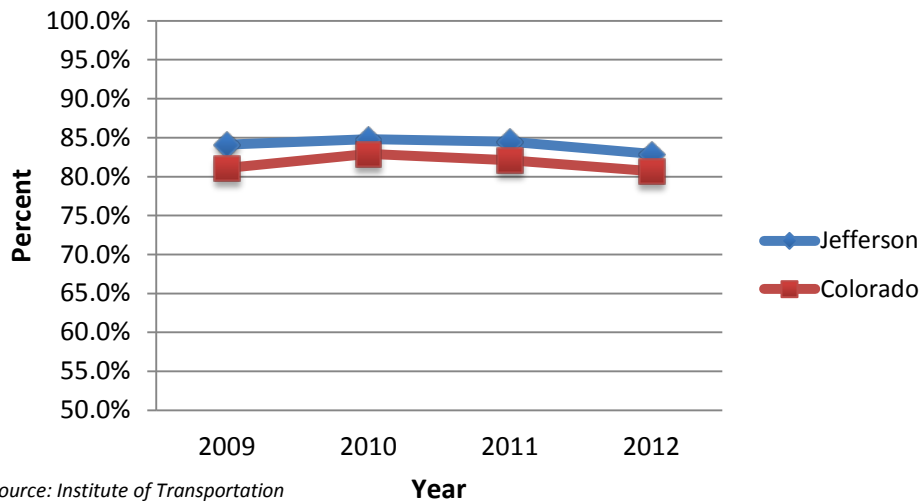


*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Overall seat belt use in Jefferson County was stable and similar to the statewide seat belt use between 2009 and 2012.

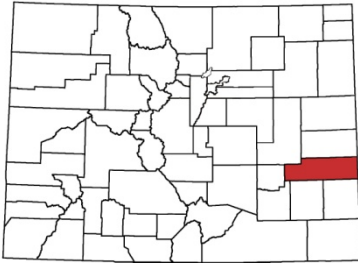
Figure 257: Seat belt use in Jefferson County and Colorado, 2009-2012



Source: Institute of Transportation Management at CSU

KIOWA COUNTY

2011 Quick Facts:



Population	1,433
Male	705 (49%)
Female	728 (51%)
0-7 years	121 (8%)
8-14 years	137 (10%)
15-24 years	151 (11%)
25-69 years	801 (56%)
70+ years	224 (16%)

TABLE 65: KIOWA COUNTY TREND ANALYSIS 2007-2011

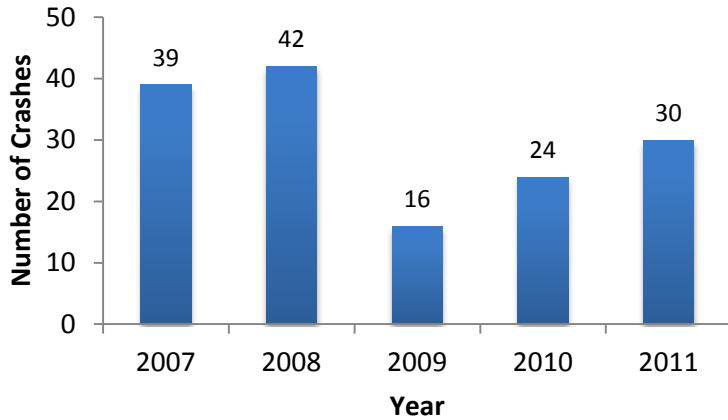
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Kiowa County Five Year Crude Rate Event/100,000 people	Five Year Percent Change
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	2	4	4	2	0	168.09	-100.00%
Serious injuries in traffic crashes	260.73	11	14	3	7	3	532.29	-72.73%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	0	1	0	2	0	42.02	0.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	0	0	0	0	0	0.00	0.00%
Speeding-related fatalities⁺	3.41	NA	NA	0	1	0	23.61	0.00%
Motorcyclist fatalities	1.75	1	0	0	0	0	14.01	-100.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	0	0.00	0.00%
Drivers age 20 or younger in fatal crashes	1.47	1	0	1	1	0	42.02	-100.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 258: Total number of crashes in Kiowa County, 2007-2011

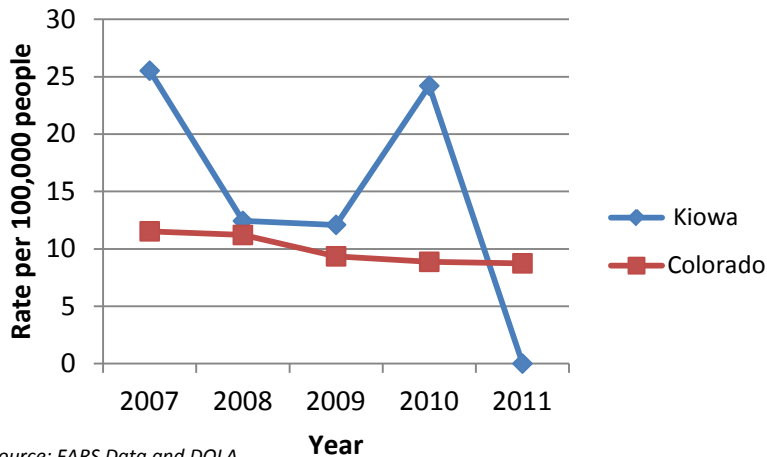


Source: EARS Data

Fatal Crashes

In 2011, there were no traffic fatalities in Kiowa County, therefore, there were no fatal crashes. The number of fatal crashes per 100,000 people declined in Kiowa County.

Figure 259: Fatal crash rate in Kiowa County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Kiowa County declined between 2007 and 2011. In 2011, there were two injury crashes that represent 25 injury crashes per 100,000 people, a 32 percent decrease in the rate of crashes from 2010.

Impaired Driving

Of drivers 16 years of age or older in 2011, there were 3 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: Colorado Judicial Department Data

Speed Enforcement

In 2011, none of the two drivers in injury and fatal crashes and 10% of the 40 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that none of the two drivers in injury or fatal crashes were distracted.

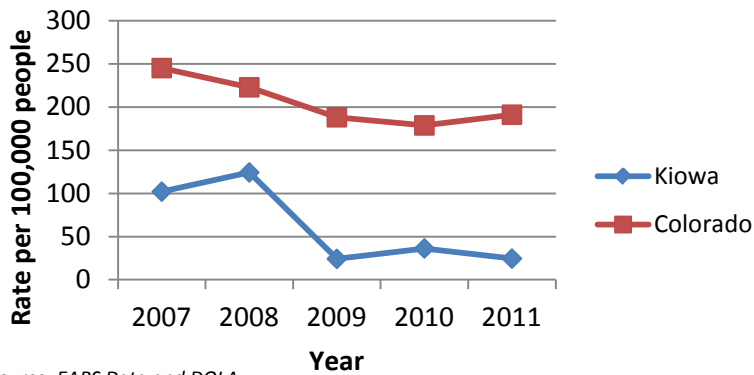
Source: FARS Data

Young Drivers

There were no drivers age 20 or younger in fatal crashes in 2011.

Source: FARS Data

Figure 260: Injury crash rate in Kiowa County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 66. Kiowa County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	0	0
25-69	0	0
70+	0	0
Total	0	0

Source: FARS Data and CHA Discharge Data

Each bar in Figure 261 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Kiowa County, the ratios for female drivers age 21 and male drivers ages 35-44 exceeded 1, indicating that these drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, two of the three (67%) motor vehicle occupants injured in traffic crashes were not using seat belts or other restraints.

Source: EARS Data

Motorcycle Safety

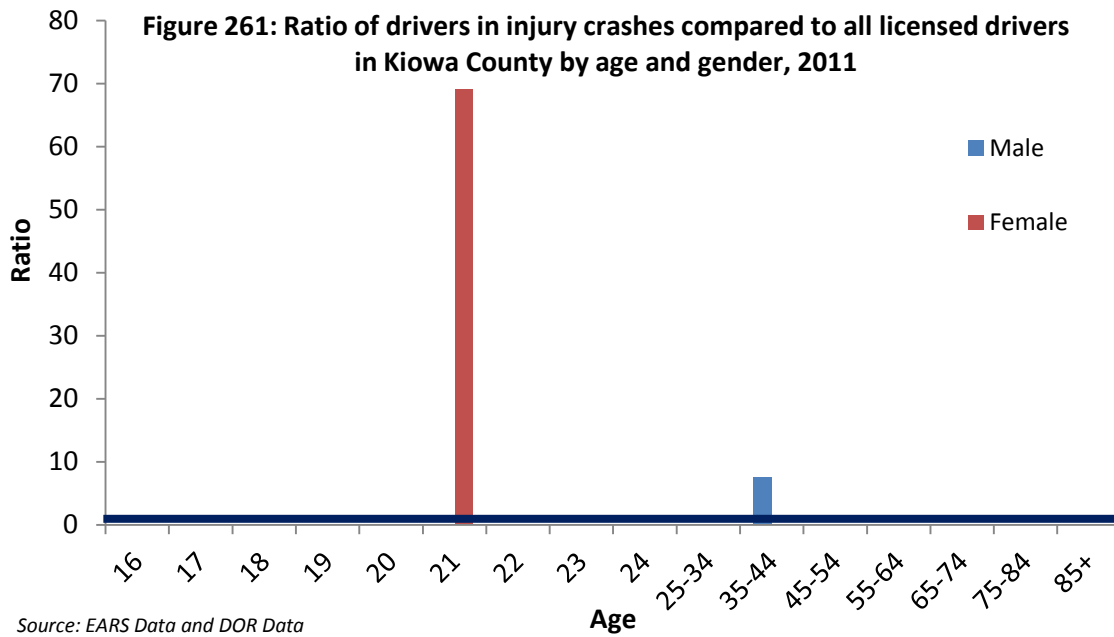
There were no motorcyclist fatalities in 2011.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians and no bicyclists were killed in 2011.

Source: FARS Data

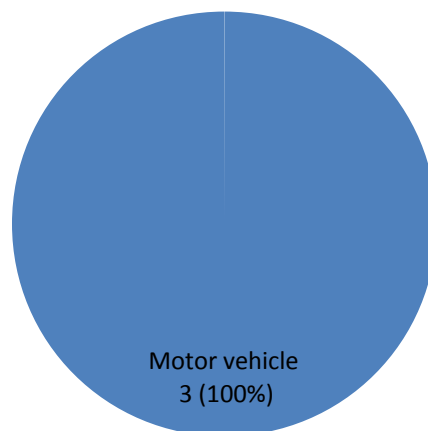


Mode of Transportation

There were no fatalities in Kiowa County in 2011.

Of the 3 persons injured in traffic crashes, all were motor vehicle occupants and two (67%) were not using seat belts or other restraints.

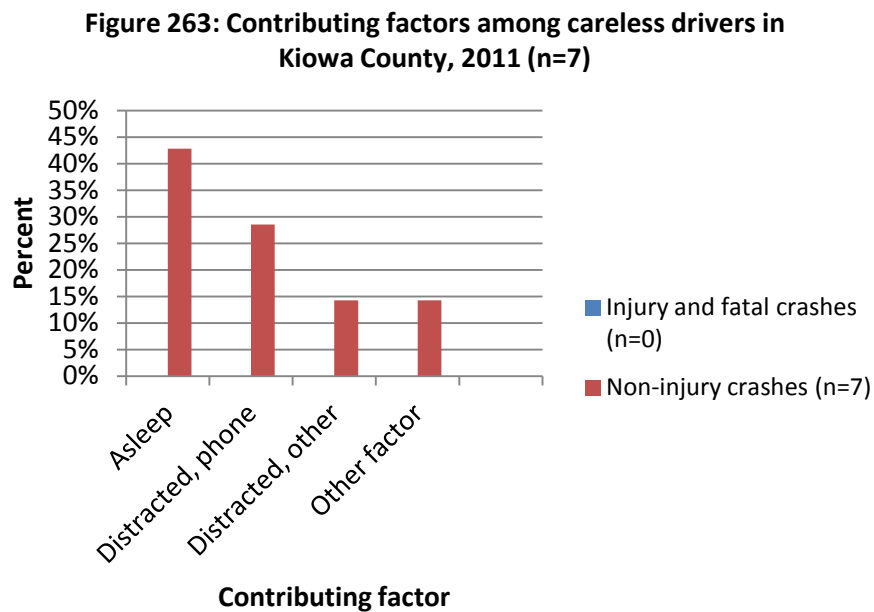
Figure 262: Mode of transportation of injured individuals in Kiowa County, 2011



Source: EARS Data

Contributing Factors

There were a total of 30 crashes in Kiowa County in 2011. Of the drivers involved in these crashes, law enforcement reported that 7 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 263).



*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Seat belt use data are not available for Kiowa County.

KIT CARSON COUNTY

2011 Quick Facts:



Population	8,150
Male	4,580 (56%)
Female	3,570 (44%)
0-7 years	821 (10%)
8-14 years	653 (8%)
15-24 years	936 (11%)
25-69 years	4,797 (59%)
70+ years	944 (12%)

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Kit Carson County Five Year Crude Rate Event/100,000 people	Five Year Percent Change
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	4	3	4	7	3	51.78	-25.00%
Serious injuries in traffic crashes	260.73	41	30	27	22	29	367.38	-29.27%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	2	2	3	1	1	22.19	-50.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	0	1	1	1	0	7.40	0.00%
Speeding-related fatalities⁺	3.41	NA	NA	1	0	2	12.16	+100.00%
Motorcyclist fatalities	1.75	0	0	0	0	1	2.47	*
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	1	2.47	*
Drivers age 20 or younger in fatal crashes	1.47	0	0	0	0	2	4.93	*
Pedestrian fatalities	0.92	0	0	1	0	0	2.47	0.00%

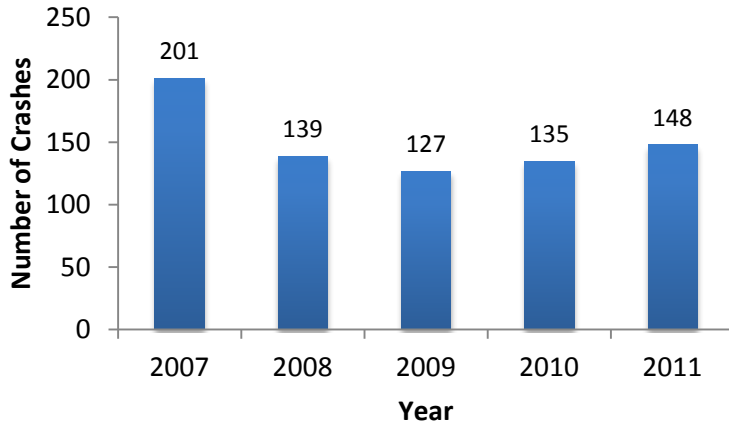
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 264: Total number of crashes in Kit Carson County, 2007-2011

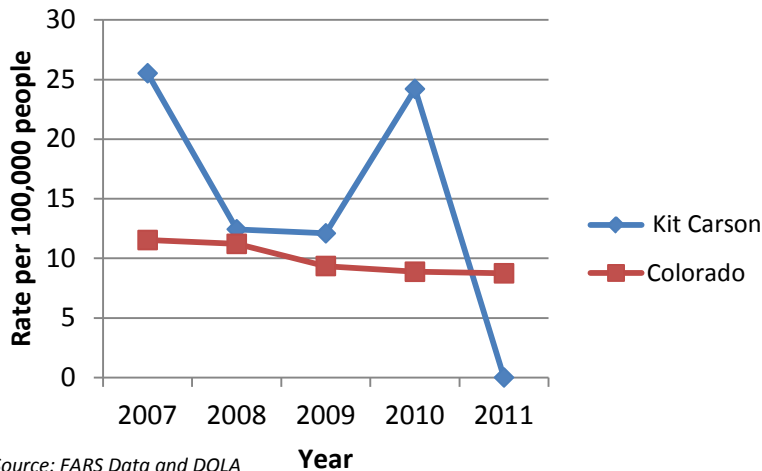


Source: EARS Data

Fatal Crashes

In 2011, there were 3 fatal crashes, resulting in 3 deaths. Overall, the number of fatal crashes per 100,000 people declined in Kit Carson County from 2007 to 2011.

Figure 265: Fatal crash rate in Kit Carson County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

The injury crash rate in Kit Carson County fluctuated between 2007 and 2011. In 2011, there were 270 injury crashes per 100,000 people, a 31 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 3 fatal crashes in 2011, none (0%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Of drivers 16 years of age or older in 2011, there were 428 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 23% of the 31 drivers in injury and fatal crashes and 14% of the 164 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 7% of the 31 drivers in injury or fatal crashes were distracted.

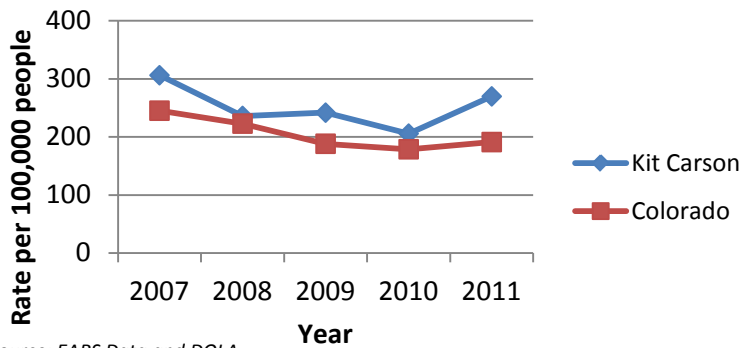
Source: FARS Data

Young Drivers

In 2011, there were 2 drivers age 20 or younger in fatal crashes.

Source: FARS Data

Figure 266: Injury crash rate in Kit Carson County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 68. Kit Carson County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	1	2
25-69	2	3
70+	0	0
Total	3	5

Source: FARS Data and CHA Discharge Data

Each bar in Figure 267 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Kit Carson County, the ratios for young drivers ages 16-24 exceeded 1, indicating that young drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, 1 of the 2 (50%) motor vehicle fatalities and 14 of the 29 (48%) motor vehicle occupants injured were not using seat belts or other restraints.

Source: FARS, and EARS Data

Motorcycle Safety

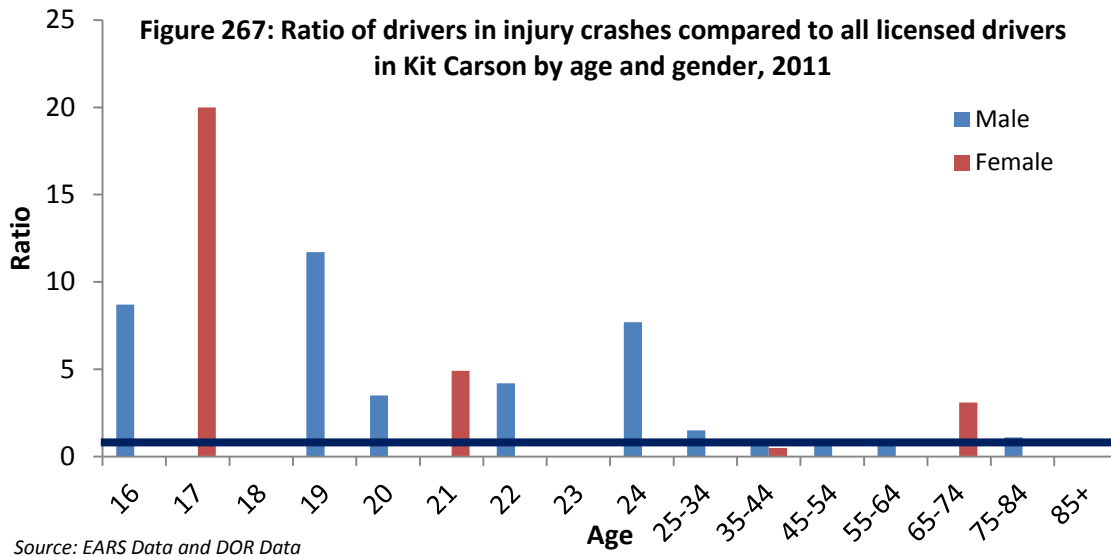
There was 1 motorcyclist fatality in 2011, and this motorcyclist was unhelmeted.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians and no bicyclists were killed in 2011.

Source: FARS Data

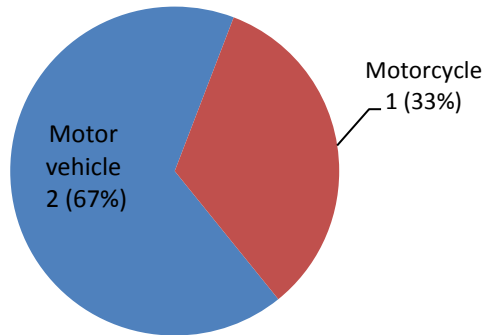


Mode of Transportation

Motor vehicle occupants accounted for 2 of the 3 fatalities.

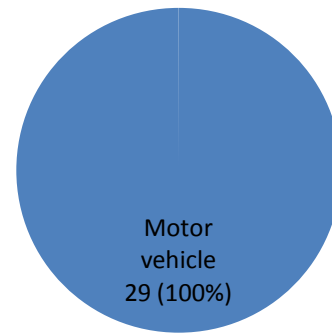
Of the 29 persons injured in traffic crashes, 29 were motor vehicle occupants and 14 of the occupants (48%) were not using seat belts or other restraints.

Figure 268: Mode of transportation in Kit Carson County fatalities, 2011



Source: FARS Data

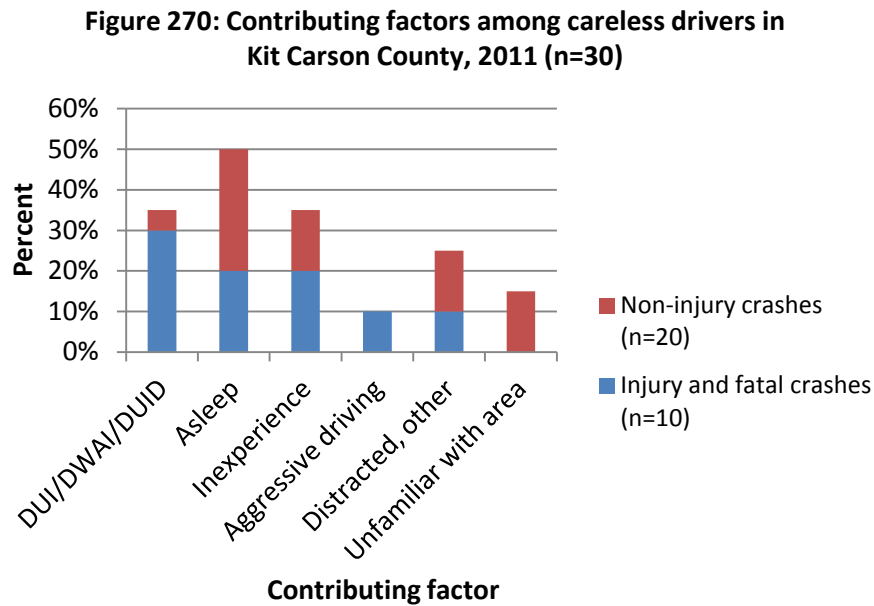
Figure 269: Mode of transportation of injured individuals in Kit Carson County, 2011



Source: EARS Data

Contributing Factors

There were a total of 148 crashes in Kit Carson County in 2011. Of the drivers involved in these crashes, law enforcement reported that 30 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 270).

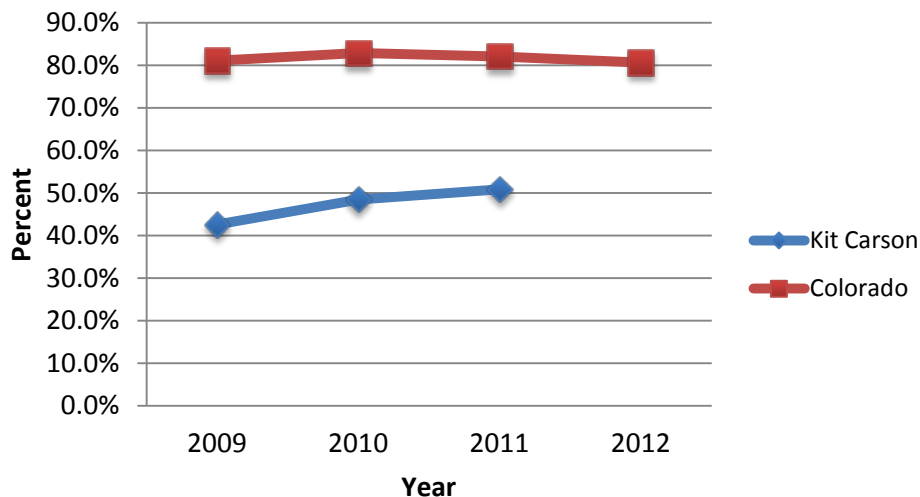


*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Overall seat belt use in Kit Carson County increased between 2009 and 2011, though it was still below the statewide usage. Kit Carson County was not in the statewide seat belt survey in 2012.

Figure 271: Seat belt use in Kit Carson County and Colorado, 2009-2012



LA PLATA COUNTY

2011 Quick Facts:



Population	51,944
Male	26,436 (51%)
Female	25,508 (49%)
0-7 years	4,705 (9%)
8-14 years	4,040 (8%)
15-24 years	7,477 (14%)
25-69 years	31,712 (61%)
70+ years	4,010 (8%)

TABLE 69: LA PLATA COUNTY TREND ANALYSIS 2007-2011

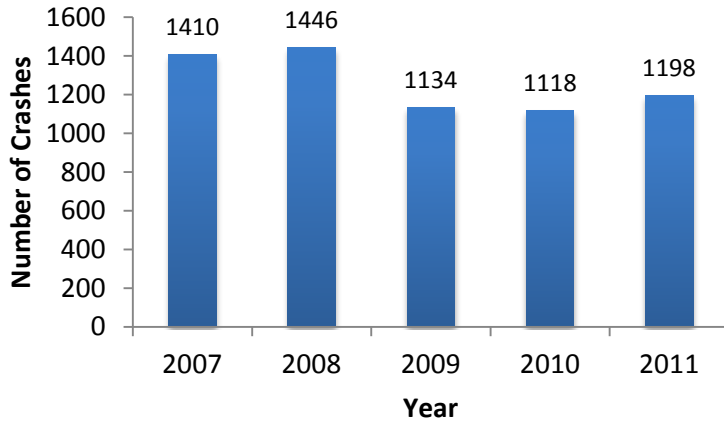
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					La Plata County Five Year Crude Rate Event/100,000 people	Five Year Percent Change
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	16	8	13	6	11	21.31	-31.25%
Serious injuries in traffic crashes	260.73	232	182	157	168	185	364.67	-20.26%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	6	5	4	1	4	7.89	-33.33%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	5	4	6	0	3	7.10	-40.00%
Speeding-related fatalities⁺	3.41	NA	NA	3	1	3	4.54	0.00%
Motorcyclist fatalities	1.75	5	1	4	3	0	5.13	-100.00%
Unhelmeted motorcyclist fatalities	1.12	4	1	4	3	0	4.74	-100.00%
Drivers age 20 or younger in fatal crashes	1.47	3	0	2	1	1	2.76	-66.67%
Pedestrian fatalities	0.92	0	1	2	0	0	1.18	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 272: Total number of crashes in La Plata County, 2007-2011

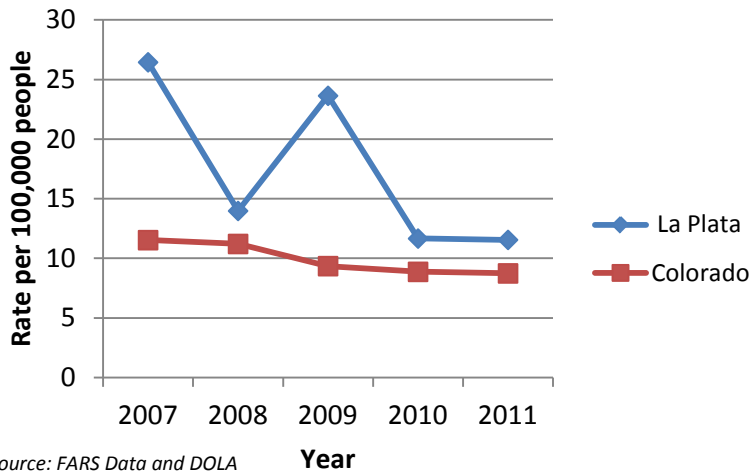


Source: EARS Data

Fatal Crashes

In 2011, there were 6 fatal crashes, resulting in 11 deaths in La Plata County. The number of fatal crashes per 100,000 people was on the decline from 2007-2011.

Figure 273: Fatal crash rate in La Plata County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in La Plata County declined between 2007 and 2011. However, in 2011, there were 270 injury crashes per 100,000 people, a 12 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 6 fatal crashes in 2011, 1 (17%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Of drivers 16 years of age or older in 2011, there were 428 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 12% of the 206 drivers in injury and fatal crashes and 7% of the 1,636 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 4% of the 206 drivers in injury or fatal crashes were distracted.

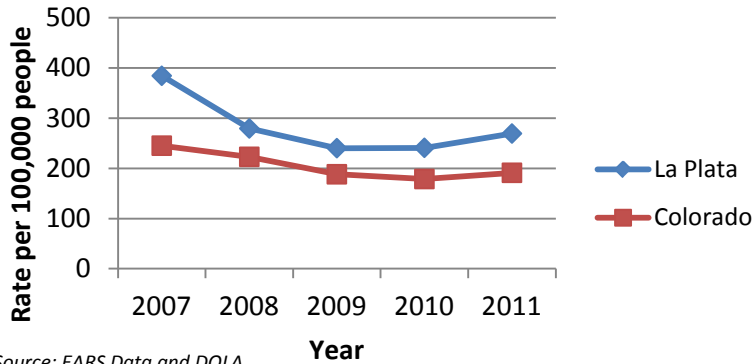
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes decreased by 66.67% (from 3 to 1 driver).

Source: FARS Data

Figure 274: Injury crash rate in La Plata County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 70. La Plata County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	1
5-7	0	0
8-14	1	1
15-24	4	6
25-69	3	22
70+	3	2
Total	11	32

Source: FARS Data and CHA Discharge Data

Occupant Protection

In 2011, 4 of the 11 (36%) motor vehicle fatalities and 29 of the 137 (21%) motor vehicle occupants injured in a crash were not using seat belts or other restraints.

2012 La Plata Occupant Protection Usage:
Overall seat belt usage: 85.1%

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

Motorcycle Safety

There were no motorcyclist fatalities in 2011.

Source: FARS Data

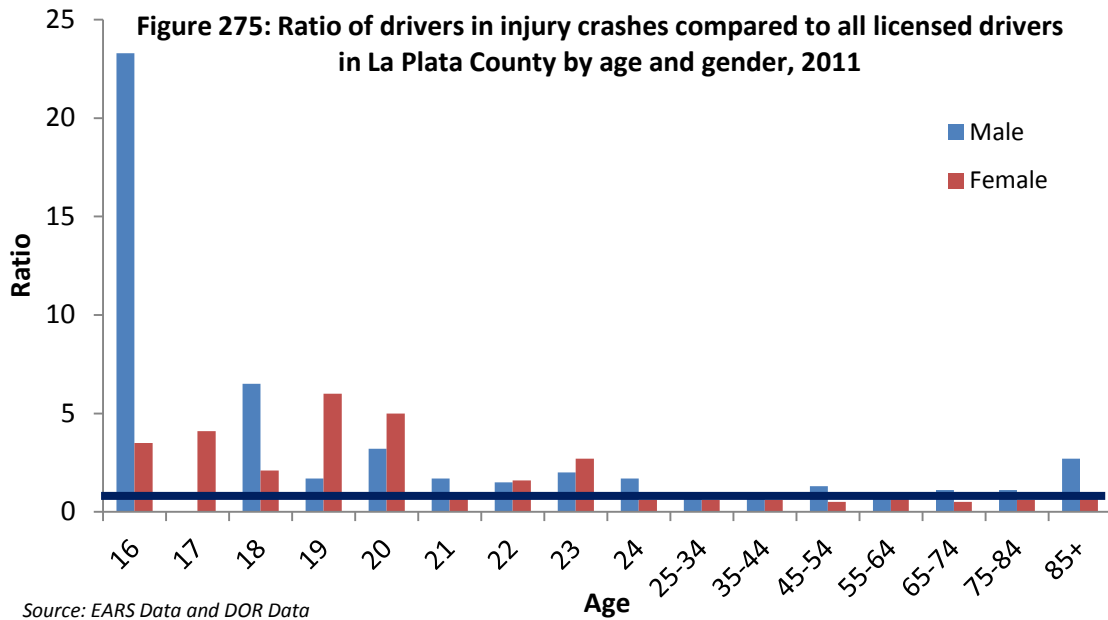
Pedestrian and Bicycle Safety

No pedestrians and no bicyclists were killed in 2011.

Source: FARS Data

Each bar in Figure 275 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

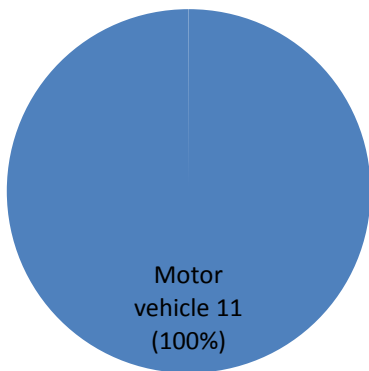
In La Plata County, the ratios for young drivers ages 16-24 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups.



Mode of Transportation

Motor vehicle occupants accounted for all of the 11 fatalities.

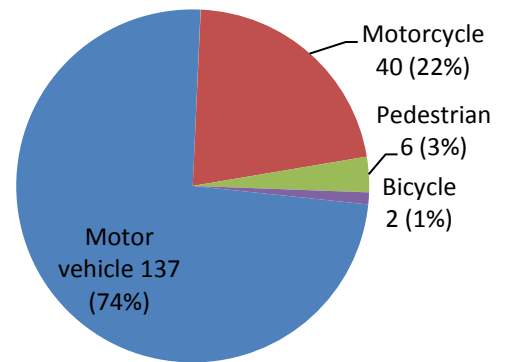
Figure 276: Mode of transportation in La Plata County fatalities, 2011



Source: FARS Data

Of the 185 persons injured, 137 were motor vehicle occupants and 29 of the occupants (21%) were not using seat belts or other restraints.

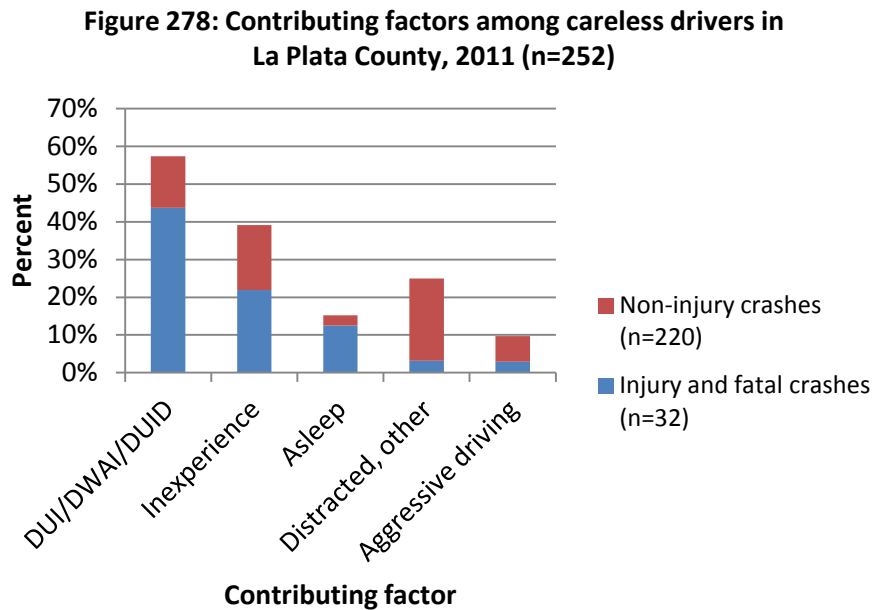
Figure 277: Mode of transportation of injured individuals in La Plata County, 2011



Source: EARS Data

Contributing Factors

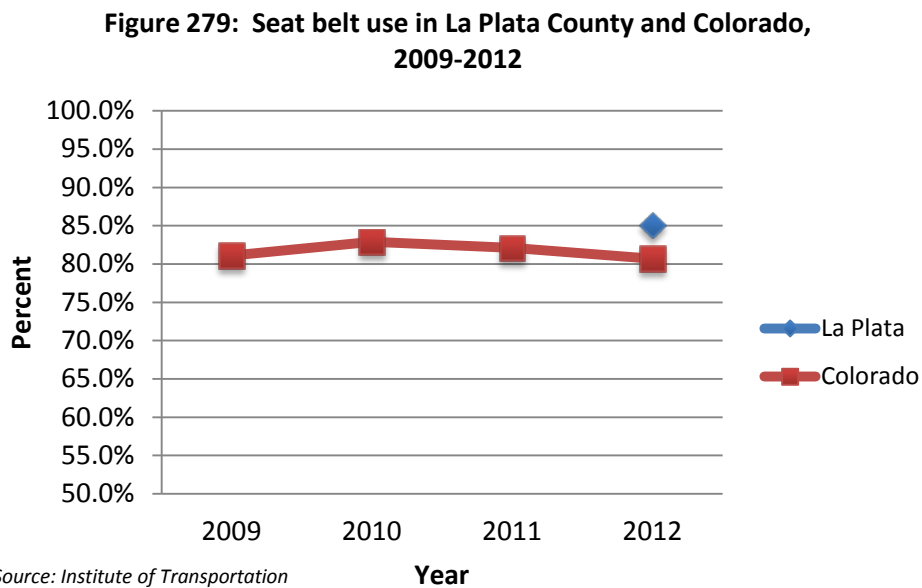
There were a total of 1,198 crashes in La Plata County in 2011. Of the drivers involved in these crashes, law enforcement reported that 252 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 30).



*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

La Plata County was included in the statewide seat belt survey in 2012. La Plata County's seat belt use was 85.1 percent in 2012.



Source: Institute of Transportation Management at CSU

LAKE COUNTY

2011 Quick Facts:



Population	7,396
Male	3,940 (53%)
Female	3,456 (47%)
0-7 years	876 (12%)
8-14 years	684 (9%)
15-24 years	968 (13%)
25-69 years	4,436 (60%)
70+ years	432 (6%)

TABLE 71: LAKE COUNTY TREND ANALYSIS 2007-2011

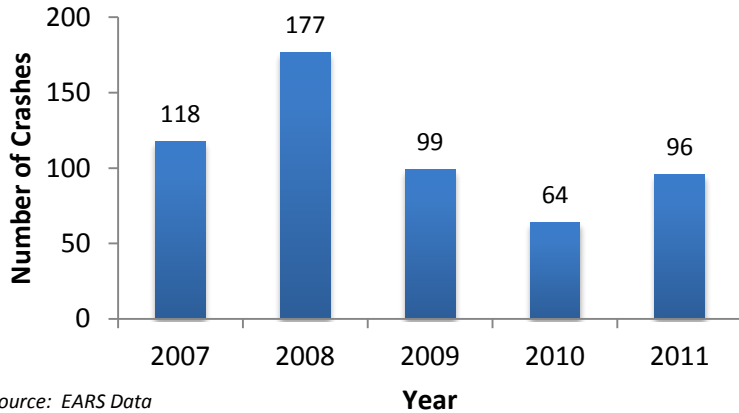
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Lake County Five Year Crude Rate Event/100,000 people	Five Year Percent Change
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	3	0	1	2	0	16.48	-100.00%
Serious injuries in traffic crashes	260.73	24	24	13	19	12	252.77	-50.00%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	2	0	1	1	0	10.99	-100.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	2	0	1	0	0	8.24	-100.00%
Speeding-related fatalities ⁺	3.41	NA	NA	0	0	0	0.00	0.00%
Motorcyclist fatalities	1.75	0	0	0	1	0	2.75	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	0	1	0	2.75	0.00%
Drivers age 20 or younger in fatal crashes	1.47	1	0	0	0	0	2.75	-100.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 280: Total number of crashes in Lake County, 2007-2011

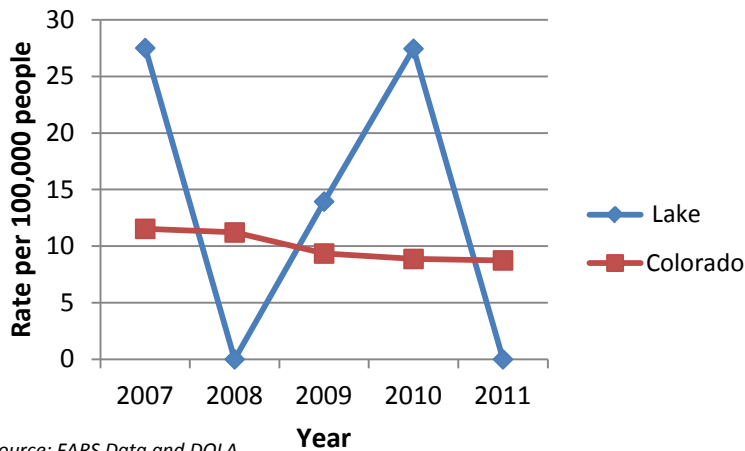


Source: EARS Data

Fatal Crashes

In 2011, there were no traffic fatalities in Lake County, and therefore, no fatal crashes. The annual number of fatal crashes per 100,000 people varied because a change of one fatality compared to the previous year had a large impact on the rate, given the few deaths (0, 1, 2) in any given year.

Figure 281: Fatal crash rate in Lake County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Lake County declined between 2007 and 2011. In 2011, there were 149 injury crashes per 100,000 people, similar to the rates in 2009 and 2010.

Impaired Driving

Of drivers 16 years of age or older in 2011, there were 60 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: Colorado Judicial Department Data

Speed Enforcement

In 2011, 25% of the 16 drivers in injury and fatal crashes and 4% of the 141 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 0% of the 16 drivers in injury or fatal crashes were distracted.

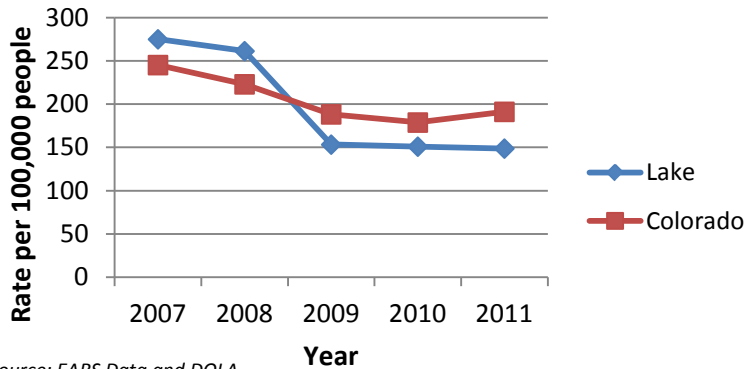
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes decreased 100% or from 1 driver to none.

Source: FARS Data

Figure 282: Injury crash rate in Lake County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 72. Lake County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	0	2
25-69	0	3
70+	0	1
Total	0	6

Source: FARS Data and CHA Discharge Data

Occupant Protection

In 2011, 4 of the 9 (44%) motor vehicle occupants injured in crashes were not using seat belts or other restraints.

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

Motorcycle Safety

There were no motorcyclist fatalities in 2011.

Source: FARS Data

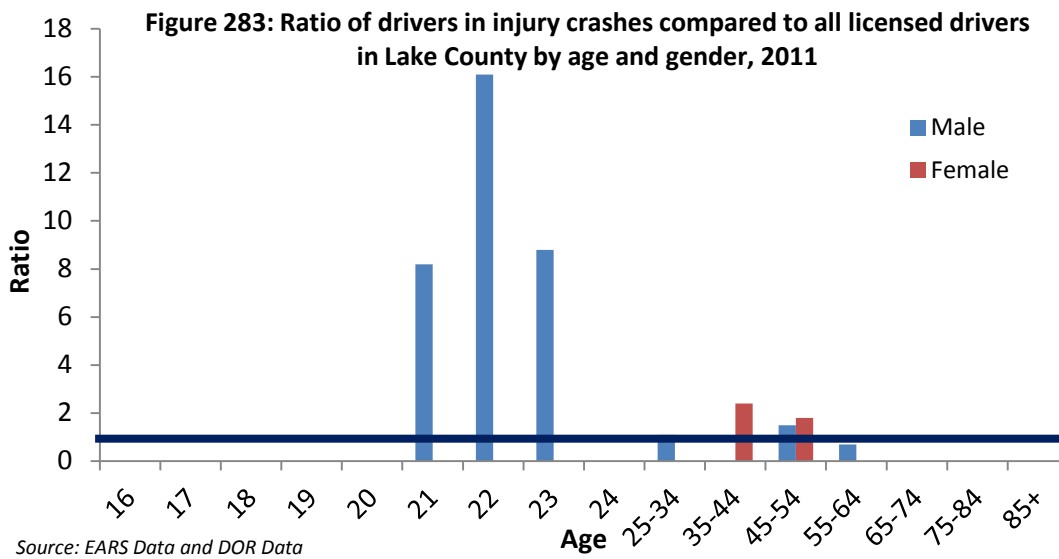
Pedestrian and Bicycle Safety

No pedestrians and no bicyclists were killed in 2011.

Source: FARS Data

Each bar in Figure 283 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Lake County, the ratios for young male drivers ages 21-23 and for females ages 35-54 exceeded 1, indicating that these drivers account for more crashes than expected for their age groups.

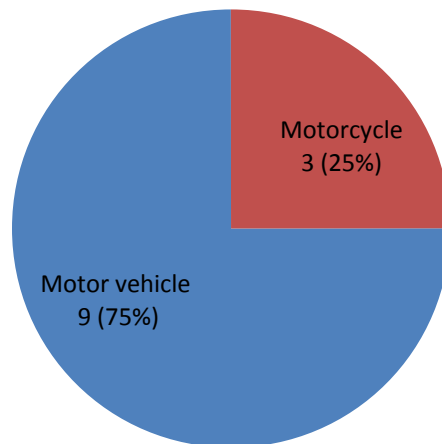


Mode of Transportation

There were no fatalities in Lake County in 2011.

Of the 12 persons injured in traffic crashes in 2011, 9 were motor vehicle occupants and 4 of those occupants (44%) were not using seat belts or other restraints.

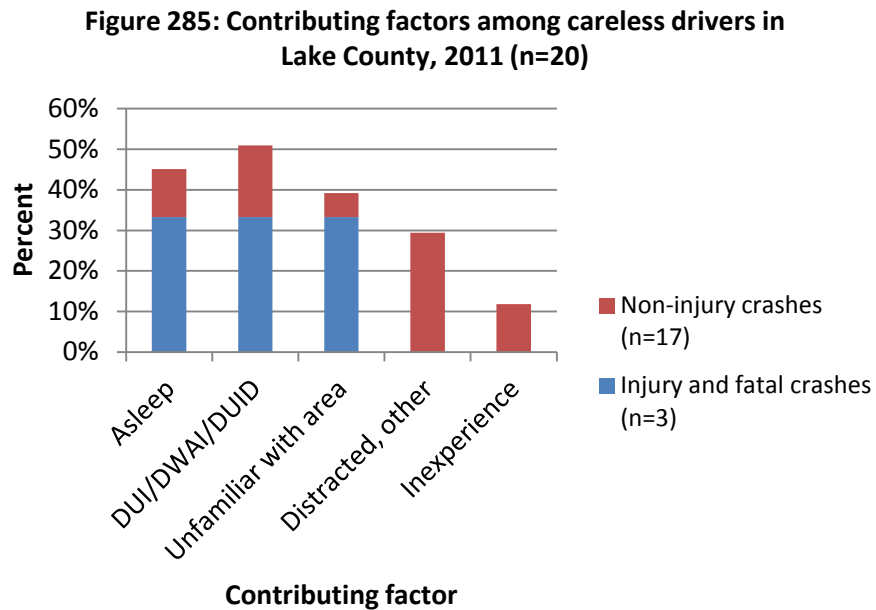
Figure 284: Mode of transportation of injured individuals in Lake County, 2011



Source: EARS Data

Contributing Factors

There were a total of 96 crashes in Lake County in 2011. Of the drivers involved in these crashes, law enforcement reported that 20 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 285).



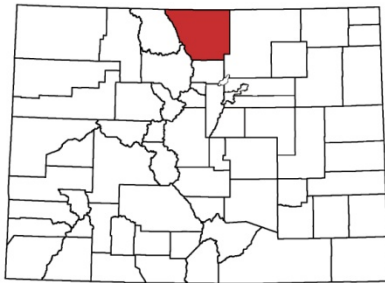
*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Seat belt use data are not available for Lake County.

LARIMER COUNTY

2011 Quick Facts:



Population	305,309
Male	151,547 (50%)
Female	153,762 (50%)
0-7 years	28,583 (9%)
8-14 years	28,583 (8%)
15-24 years	51,627 (17%)
25-69 years	175,309 (57%)
70+ years	24,744 (8%)

TABLE 73: LARIMER COUNTY TREND ANALYSIS 2007-2011

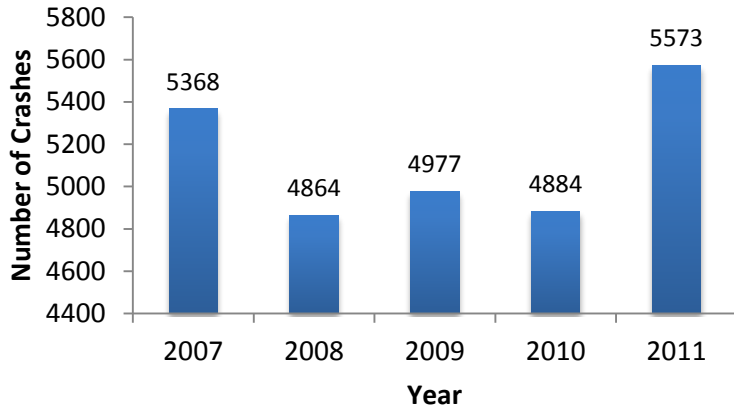
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Larimer County Five Year Crude Rate Event/100,000 people	Five Year Percent Change
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	25	26	27	16	22	7.82	-12.00%
Serious injuries in traffic crashes	260.73	884	835	707	680	796	263.20	-9.95%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	9	8	5	7	12	2.77	+33.33%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	6	5	11	5	6	2.23	0.00%
Speeding-related fatalities⁺	3.41	NA	NA	10	5	9	2.66%	-10.00%
Motorcyclist fatalities	1.75	6	3	13	5	2	1.96	-66.67%
Unhelmeted motorcyclist fatalities	1.12	5	2	7	1	2	1.15	-60.00%
Drivers age 20 or younger in fatal crashes	1.47	5	3	5	3	3	1.28	-40.00%
Pedestrian fatalities	0.92	1	0	2	1	0	0.27	-100.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 286: Total number of crashes in Larimer County, 2007-2011

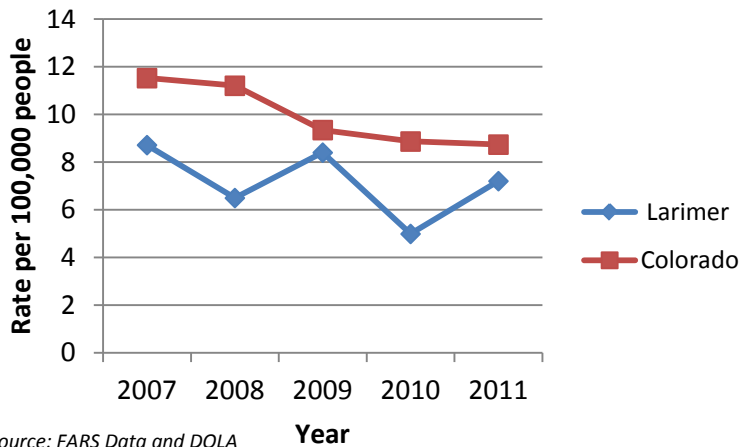


Source: EARS Data

Fatal Crashes

In 2011, there were 22 fatal traffic crashes in Larimer County, resulting in 22 deaths. The annual number of fatal crashes per 100,000 people varied between 5 and 9 fatal crashes per 100,000 people during 2007-2011 in Larimer County.

Figure 287: Fatal crash rate in Larimer County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Impaired Driving

Of the 22 fatal crashes in 2011, 6 (27%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Of drivers 16 years of age or older in 2011, there were 1,083 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 6% of the 1165 drivers in injury and fatal crashes and 4% of the 9376 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 7% of the 1165 drivers in injury or fatal crashes were distracted.

Source: FARS Data

Young Drivers

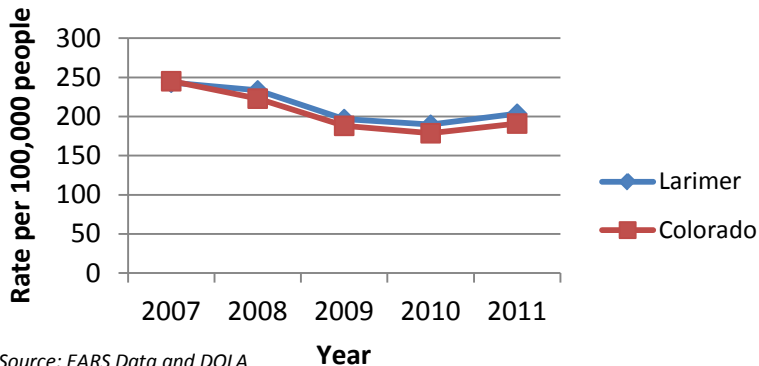
Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes decreased 40%, from 5 to 3 such young drivers.

Source: FARS Data

Injury Crashes

Overall, the injury crash rate in Larimer County declined between 2007 and 2011. In 2011, there were 204 injury crashes per 100,000 people, a 7 percent increase in the rate of crashes from 2010.

Figure 288: Injury crash rate in Larimer County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 74. Larimer County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	1
5-7	0	0
8-14	0	4
15-24	7	19
25-69	14	74
70+	1	13
Total	22	111

Source: FARS Data and CHA Discharge Data

Occupant Protection

In 2011, 12 of the 19 (63%) motor vehicle fatalities and 99 of the 568 (17%) motor vehicle occupants injured in crashes were not using seat belts or other restraints.

2012 Larimer County Occupant Protection Usage:

Overall seat belt usage: 87.9%

Teen seat belt: 90.7%

Front/rear seat (0-4 years): 100.0%

Front/rear booster: 96.5%

Juvenile (5-15 years): 93.5%

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

Motorcycle Safety

There were 2 motorcyclist fatalities in 2011, and they were unhelmeted.

Source: FARS Data

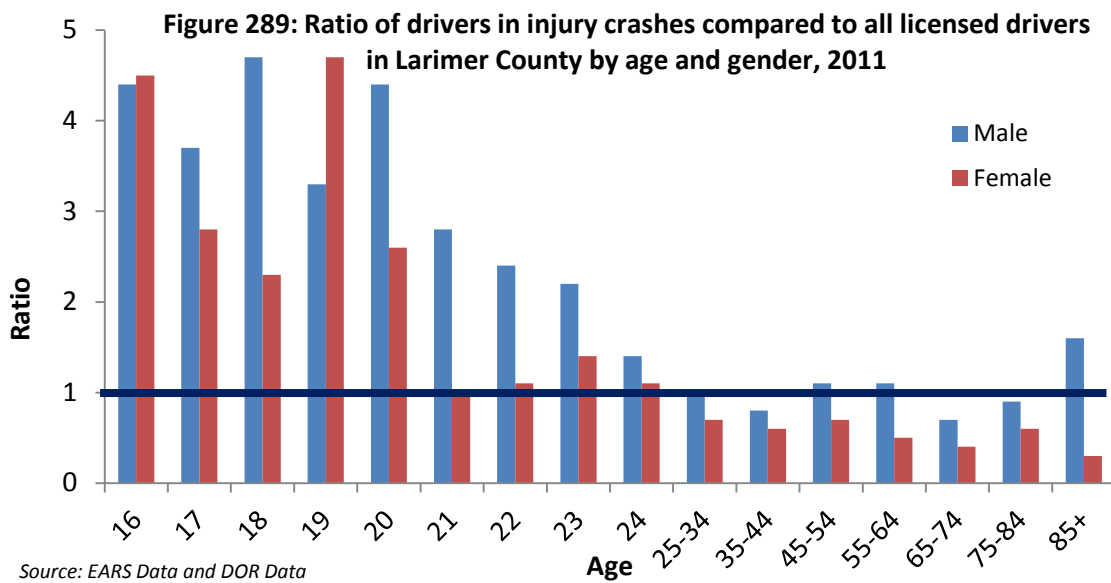
Pedestrian and Bicycle Safety

No pedestrians and no bicyclists were killed in 2011.

Source: FARS Data

Each bar in Figure 289 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

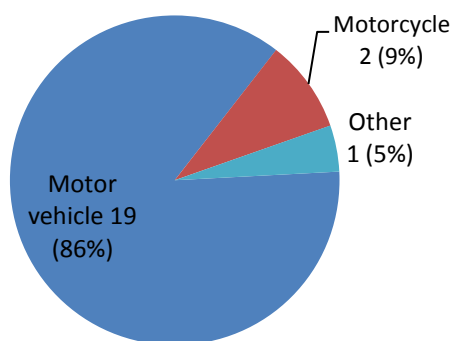
In Larimer County, the ratios for young drivers ages 16-24 exceeded 1, indicating that young drivers account for more crashes than expected for their age groups. Male drivers ages 85 years or older also had more crashes in 2011 than expected.



Mode of Transportation

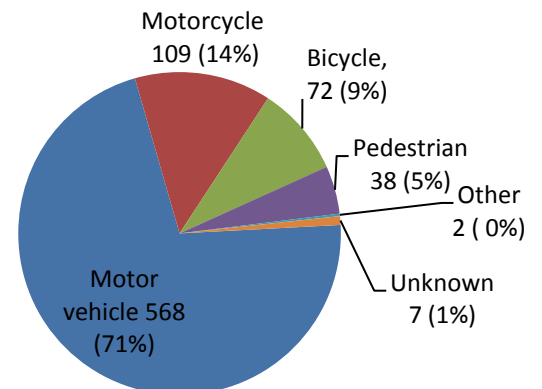
Motor vehicle occupants accounted for 19 of the 22 fatalities.

Figure 290: Mode of transportation in Larimer County fatalities, 2011



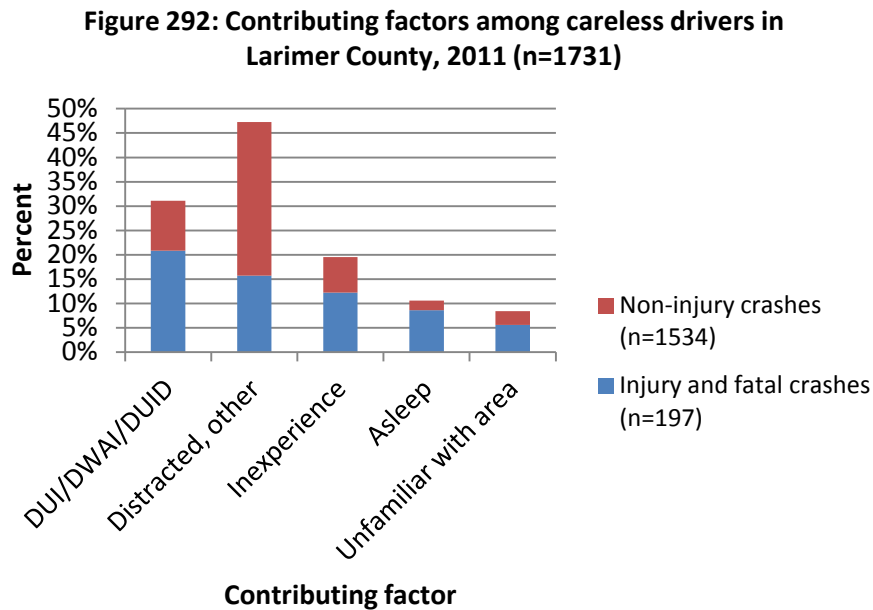
Of the 796 persons injured, 568 were motor vehicle occupants and 99 of the occupants (17%) were not using seat belts or other restraints.

Figure 291: Mode of transportation of injured individuals in Larimer County, 2011



Contributing Factors

There were a total of 5,573 crashes in Larimer County in 2011. Of the drivers involved in these crashes, law enforcement reported that 1,731 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 292).

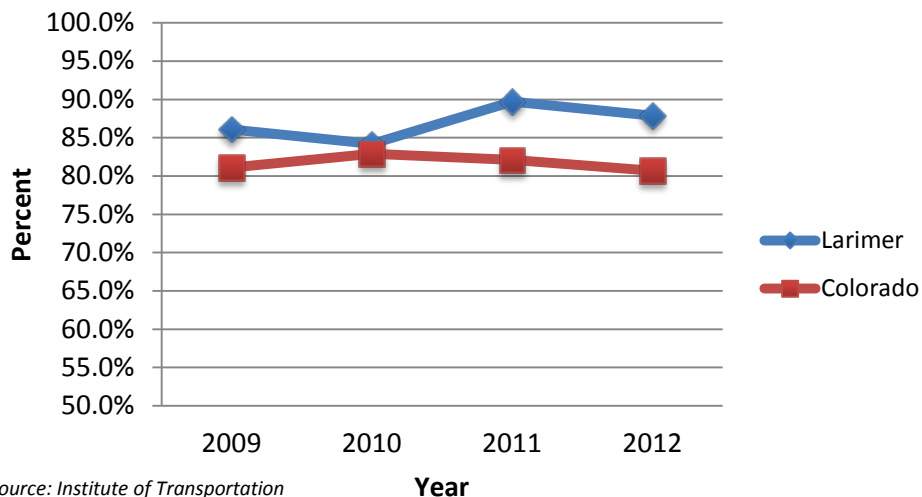


*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Overall seat belt use in Larimer County ranged from 84.2 percent and 89.7 percent during 2009-2012. In 2012, Larimer County's overall seat belt use was 87.9 percent.

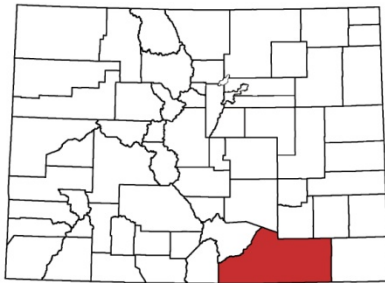
Figure 293: Seat belt use in Larimer County and Colorado, 2009-2012



Source: Institute of Transportation Management at CSU

LAS ANIMAS COUNTY

2011 Quick Facts:



Population	14,991
Male	7,695 (51%)
Female	7,296 (49%)
0-7 years	1,322 (9%)
8-14 years	1,174 (8%)
15-24 years	1,828 (12%)
25-69 years	8,697 (58%)
70+ years	1,970 (13%)

TABLE 75: LAS ANIMAS COUNTY TREND ANALYSIS 2007-2011

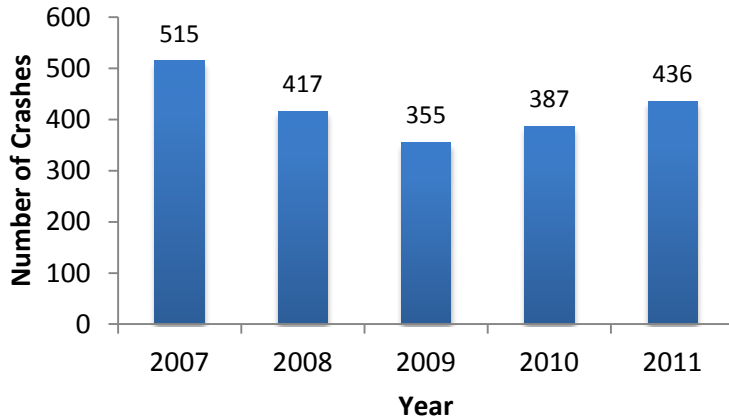
Performance Measure Reduce the number of:	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Las Animas County Five Year Crude Rate Event/100,000 people	Five Year Percent Change
		2007	2008	2009	2010	2011		
Traffic fatalities	9.90	7	6	4	7	2	33.83	-71.43%
Serious injuries in traffic crashes	260.73	95	69	50	41	53	400.71	-44.21%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	3	4	3	5	1	20.82	-66.67%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	1	2	0	1	0	5.20	-100.00%
Speeding-related fatalities ⁺	3.41	NA	NA	4	3	0	15.27	-100.00%
Motorcyclist fatalities	1.75	0	0	0	0	0	0.00	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	0	0.00	0.00%
Drivers age 20 or younger in fatal crashes	1.47	2	2	1	0	0	6.51	-100.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 294: Total number of crashes in Las Animas County, 2007-2011

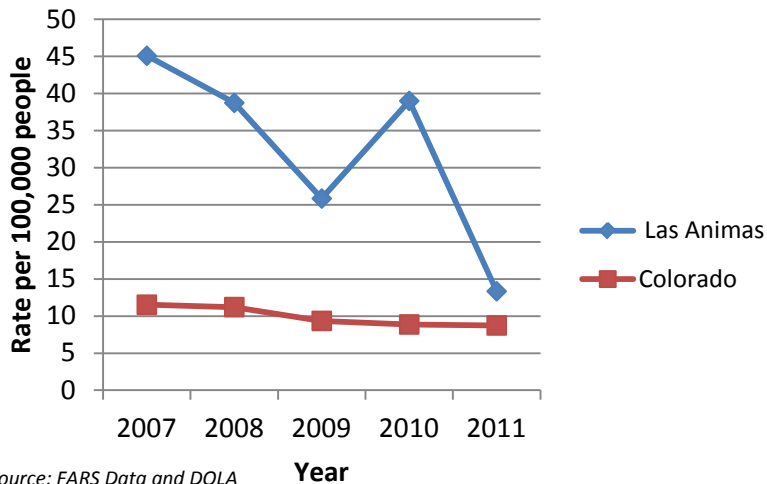


Source: EARS Data

Fatal Crashes

In 2011, there were 2 fatal crashes, resulting in 2 deaths in Las Animas County. The number of fatal crashes per 100,000 people declined in Las Animas County from 45 fatal crashes per 100,000 people in 2007 to 13 fatal crashes per 100,000 people in 2011.

Figure 295: Fatal crash rate in Las Animas County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Impaired Driving

Of the 2 fatal crashes in 2011, none (0%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Of drivers 16 years of age or older in 2011, there were 142 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 27% of the 58 drivers in injury and fatal crashes and 10% of the 583 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 10% of the 58 drivers in injury or fatal crashes were distracted.

Source: FARS Data

Young Drivers

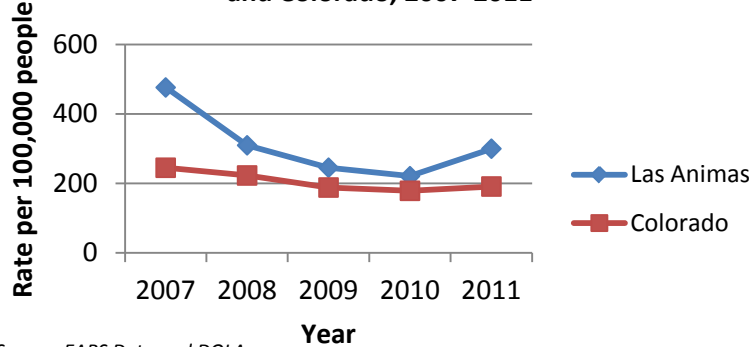
Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes decreased from 2 to 0 young drivers.

Source: FARS Data

Injury Crashes

Overall, the injury crash rate in Las Animas County declined between 2007 and 2011. However, in 2011, there were 300 injury crashes per 100,000 people, a 35 percent increase in the rate of crashes from 2010.

Figure 296: Injury crash rate in Las Animas County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 76. Las Animas County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	0	2
25-69	1	5
70+	1	2
Total	2	9

Source: FARS Data and CHA Discharge Data

Each bar in Figure 297 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Las Animas County, the ratios for young drivers ages 16-24 exceeded 1, indicating that young drivers account for more crashes in 2011 than expected for their age groups.

Occupant Protection

In 2011, 1 of the 2 (50%) motor vehicle fatalities and 22 of the 46 (48%) motor vehicle occupants injured in a crash were not using seat belts or other restraints.

2012 Las Animas Occupant Protection Usage:

Overall seat belt usage: 75.9%
 This estimate of use should be viewed cautiously, because of the small sample of observations in Las Animas County as part of the 2012 Colorado seat belt survey.

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

Motorcycle Safety

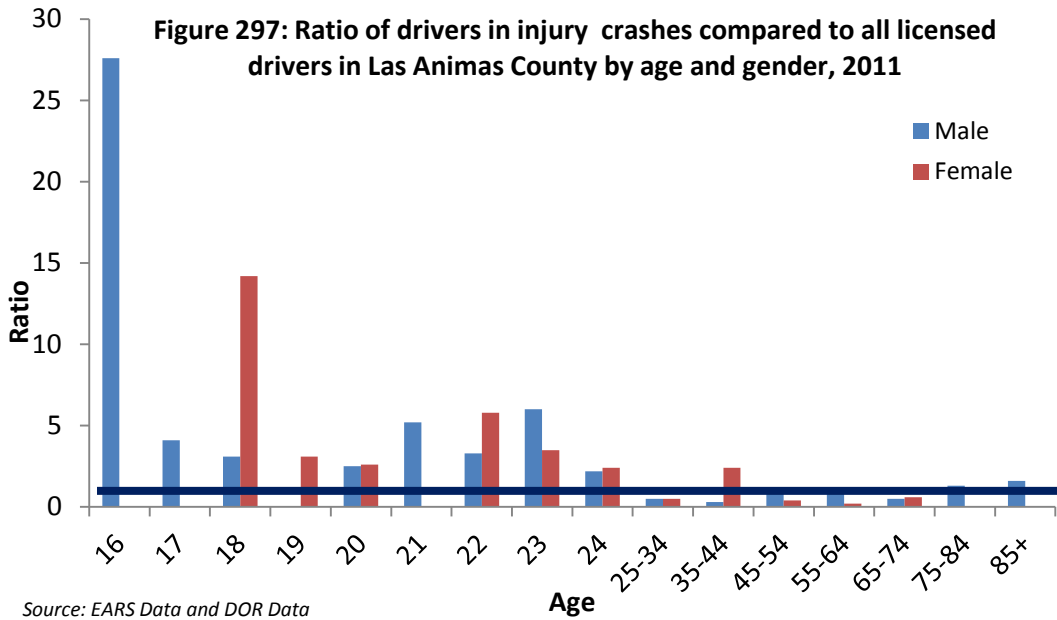
There were no motorcyclist fatalities in 2011.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians and no bicyclists were killed in 2011.

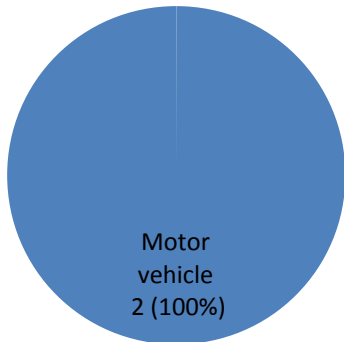
Source: FARS Data



Mode of Transportation

Motor vehicle occupants accounted for all of the 2 fatalities.

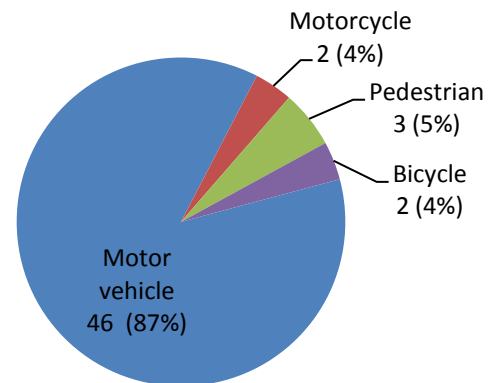
Figure 298: Mode of transportation in Las Animas County fatalities, 2011



Source: FARS Data

Of the 53 persons injured, 46 were motor vehicle occupants and 22 of the occupants (48%) were not using seat belts or other restraints.

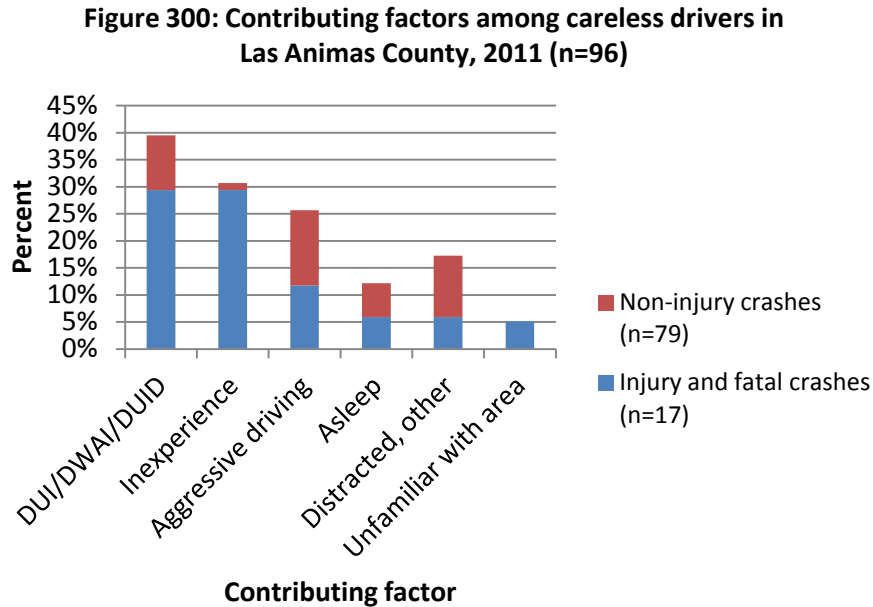
Figure 299: Mode of transportation of injured individuals in Las Animas County, 2011



Source: EARS Data

Contributing Factors

There were a total of 436 crashes in Las Animas County in 2011. Of the drivers involved in these crashes, law enforcement reported that 96 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 300).

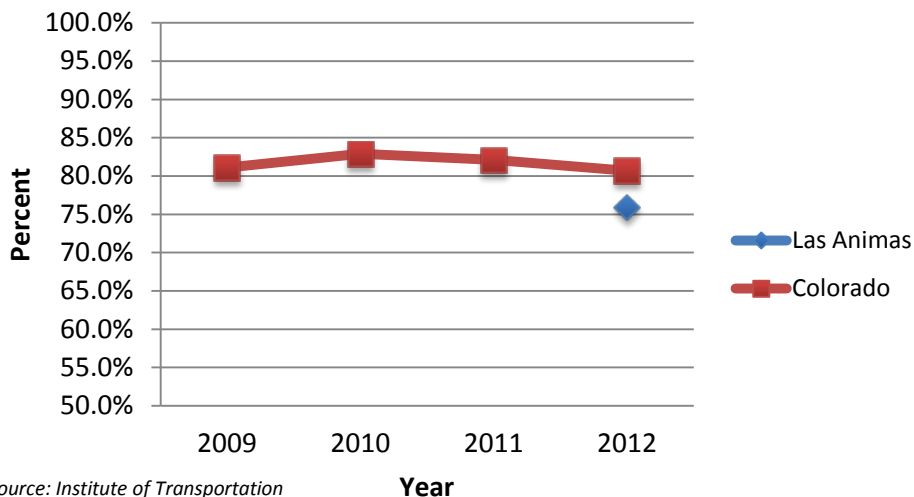


*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

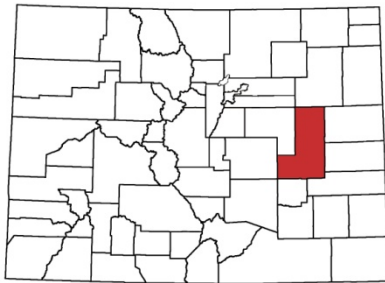
In 2012, the seat belt use in Las Animas County was 75.9 percent, and it should be viewed cautiously, because of the small sample of observations in Las Animas County as part of the 2012 Colorado seat belt survey.

Figure 301: Seat belt use in Las Animas County and Colorado, 2009-2012



Source: Institute of Transportation Management at CSU

LINCOLN COUNTY



2011 Quick Facts:

Population	5,399
Male	3,137 (58%)
Female	2,262 (42%)
0-7 years	476 (9%)
8-14 years	389 (7%)
15-24 years	675 (13%)
25-69 years	3,178 (59%)
70+ years	681 (13%)

TABLE 77: LINCOLN COUNTY TREND ANALYSIS 2007-2011

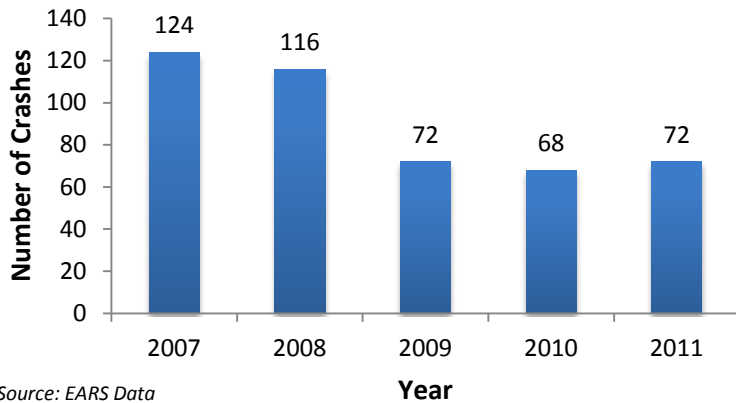
Performance Measure Reduce the number of:	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Lincoln County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2007	2008	2009	2010	2011		
Traffic fatalities	9.90	1	5	8	5	4	83.77	+300.00%
Serious injuries in traffic crashes	260.73	31	29	18	18	37	484.39	+19.35
Fatalities per 100 Million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	1	3	0	2	2	29.14	+100.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	0	0	0	1	0	3.64	0.00%
Speeding-related fatalities [†]	3.41	NA	NA	2	3	3	48.89	+50.00%
Motorcyclist fatalities	1.75	0	0	0	0	0	0.00	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	0	0.00	0.00%
Drivers age 20 or younger in fatal crashes	1.47	1	1	1	0	0	10.93	-100.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 302: Total number of crashes in Lincoln County, 2007-2011

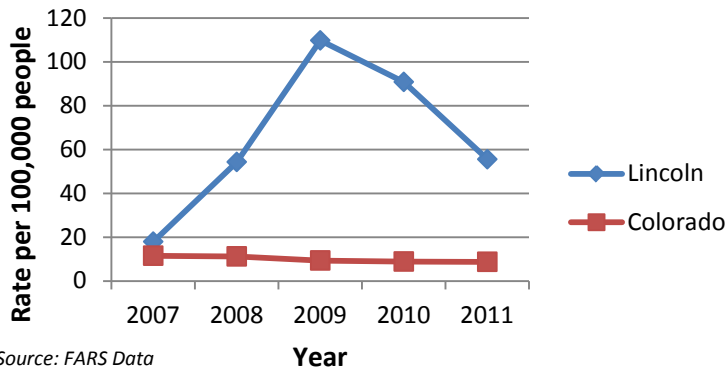


Source: EARS Data

Fatal Crashes

In 2011, there were 3 fatal crashes, resulting in 4 deaths. The number of fatal crashes per 100,000 people varied in Lincoln County, because a change in one fatality has a large impact when the number of fatal crashes ranges from 1 to 6 in a small county.

Figure 303: Fatal crash rate in Lincoln County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Lincoln County declined between 2007 and 2011. However, in 2011, there were 278 injury crashes per 100,000 people, over a 100 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 3 fatal crashes in 2011, none involved a driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 22 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 13% of the 24 drivers in injury and fatal crashes and 18% of the 65 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 17% of the 24 drivers in injury or fatal crashes were distracted.

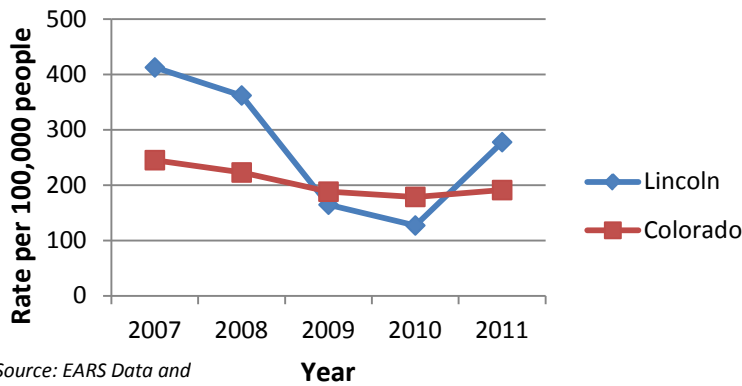
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes decreased by 100% from 1 to 0 young drivers.

Source: FARS Data

Figure 304: Injury crash rate in Lincoln County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 78. Lincoln County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	2	0
25-69	2	4
70+	0	2
Total	4	6

Source: FARS Data and CHA Discharge Data

Each bar in Figure 305 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Lincoln County, the ratios for young drivers ages 16-25 exceeded 1, indicating that young drivers account for more crashes than expected for their age groups. Male drivers ages 25-44 and drivers age 65-74 also had more crashes in 2011 than expected.

Occupant Protection

In 2011, 2 of the 4 (50%) motor vehicle fatalities and 19 of the 37 (51%) motor vehicle occupants injured were not using seat belts or other restraints.

2012 Lincoln County Occupant Protection Usage:
Overall seat belt : 76.1%

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

Motorcycle Safety

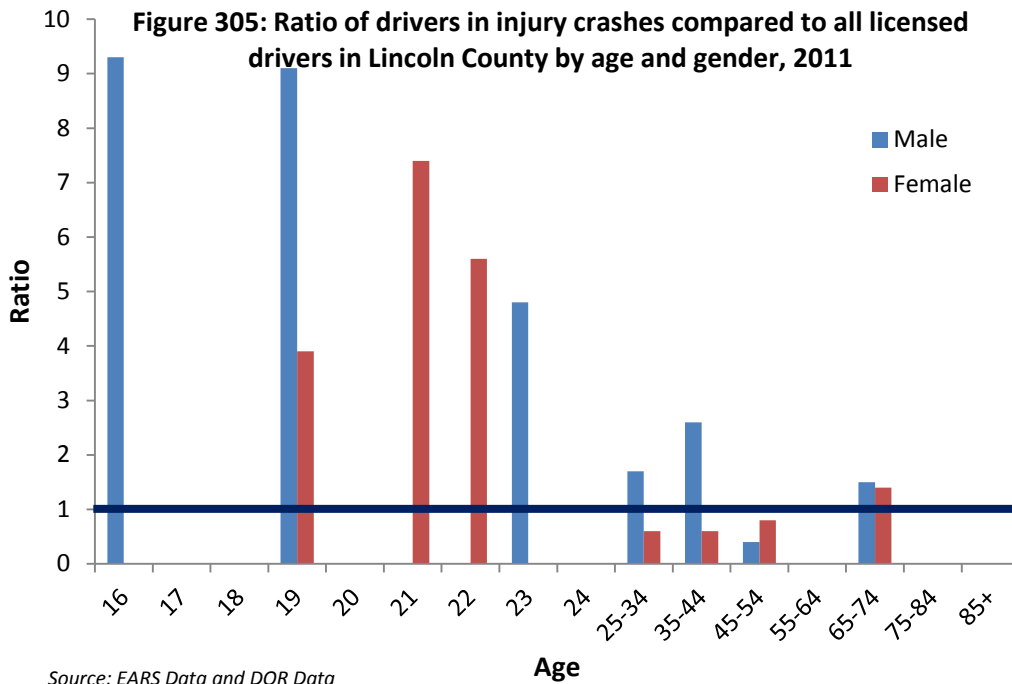
There were no motorcyclist fatalities in 2011.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

Source: FARS Data

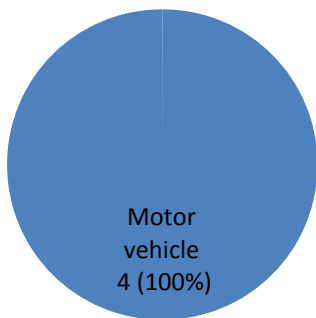


Mode of Transportation

Motor vehicle occupants accounted for 19 of the 29 fatalities.

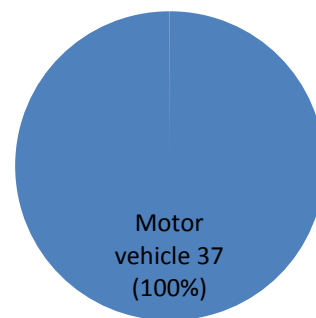
Of the 37 motor vehicle occupants who were injured in a crash in 2011, 19 (51%) were not using seat belts or other restraints.

Figure 306: Mode of transportation in Lincoln County Fatalities, 2011



Source: FARS Data

Figure 307: Mode of transportation of injured individuals in Lincoln Counties, 2011

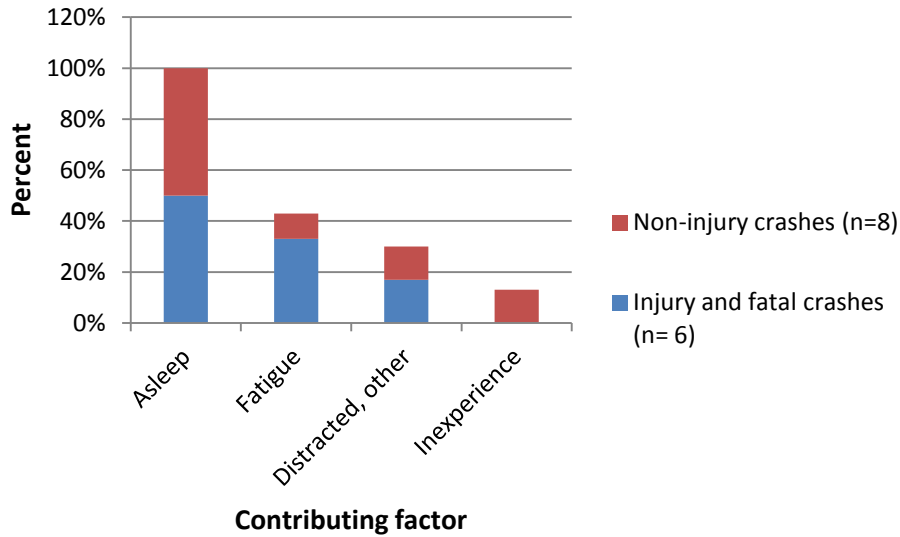


Source: EARS Data

Contributing Factors

There were a total of 72 crashes in Lincoln County in 2011. Of the drivers involved in these crashes, law enforcement reported that 14 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 308).

Figure 308: Contributing driver factors among careless drivers in Lincoln County, 2011 (n=14)

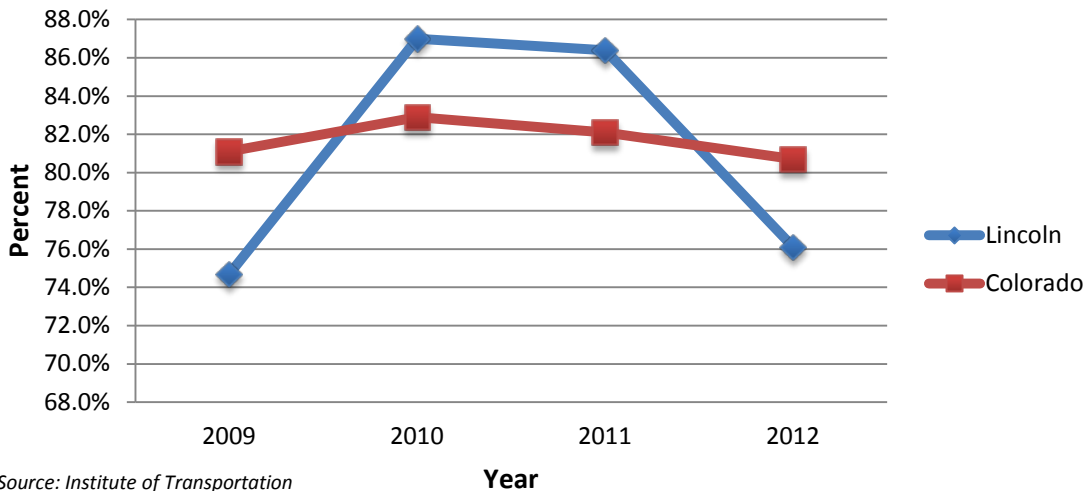


*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Overall seat belt use in Lincoln County varied between 2009 and 2012. However, Lincoln County's seat belt use was lower than the statewide seat belt use in 2012.

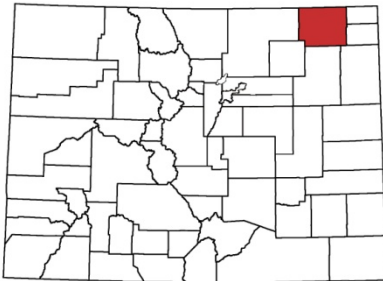
Figure 309: Seat belt use in Lincoln County and Colorado, 2009-2012



Source: Institute of Transportation Management at CSU

LOGAN COUNTY

2011 Quick Facts



Population	22,193
Male	12,661 (57%)
Female	9,532 (43%)
0-7 years	1,840 (8%)
8-14 years	1,746 (8%)
15-24 years	3,166 (14%)
25-69 years	13,016 (59%)
70+ years	2,426 (11%)

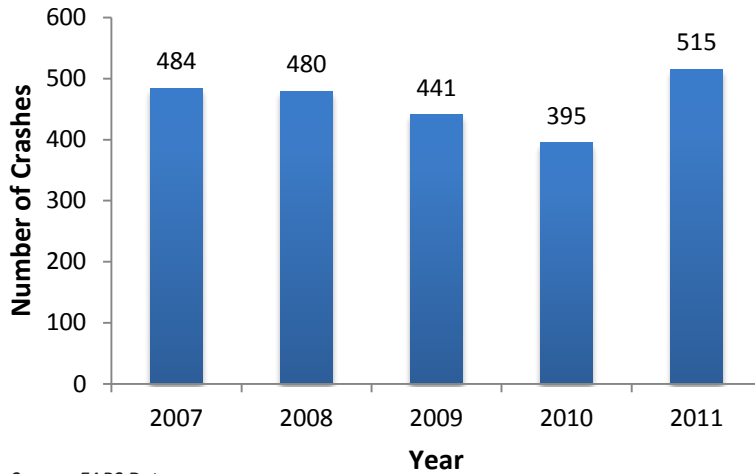
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Logan County Five Year Crude Rate Event/100,000 people	Five Year Percent Change
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	2	5	5	1	2	13.43	0.00%
Serious injuries in traffic crashes	260.73	58	60	48	31	55	225.55	-5.17%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	1	2	3	1	1	7.16	0.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	1	2	1	0	0	3.58	-100.00%
Speeding-related fatalities⁺	3.41	NA	NA	3	0	0	4.48	-100.00%
Motorcyclist fatalities	1.75	0	0	0	0	0	0.00	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	0	0.00	0.00%
Drivers age 20 or younger in fatal crashes	1.47	0	1	1	1	0	2.67	0.00%
Pedestrian fatalities	0.92	0	1	0	0	0	0.90	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 310: Total number of crashes in Logan County, 2007-2011

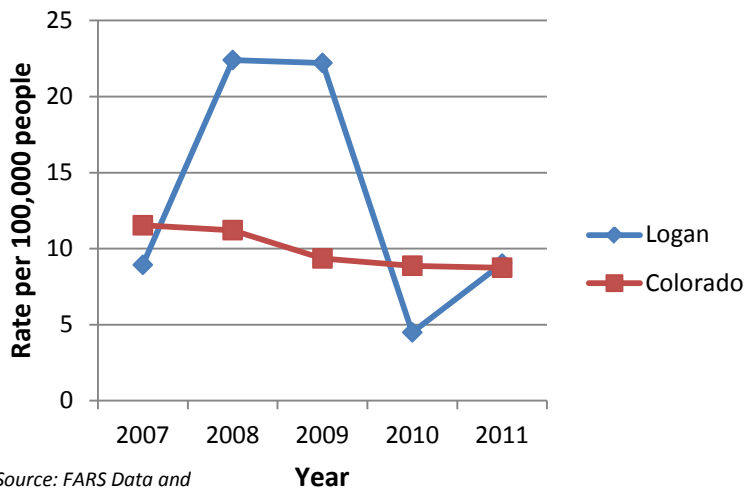


Source: EARS Data

Fatal Crashes

In 2011, there were 2 fatal crashes in Logan County, resulting in 2 deaths. The number of fatal crashes per 100,000 people varied in Logan County.

Figure 311: Fatal crash rate in Logan County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Logan County varied between 2007 and 2011. During this period, the lowest rate was 112 injury crashes per 100,000 in 2010. In 2011, there were 189 injury crashes per 100,000 people, almost a 70 percent increase from the rate of crashes in 2010.

Impaired Driving

Of the 2 fatal crashes in 2011, none (0%) involved a driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Source: FARS

Of drivers 16 years of age or older in 2011, there were 88 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: 2011 Colorado Judicial Department Data

Speed Enforcement

In 2011, 9% of the 69 drivers in injury and fatal crashes and 9% of the 746 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 9% of the 69 drivers in injury or fatal crashes were distracted.

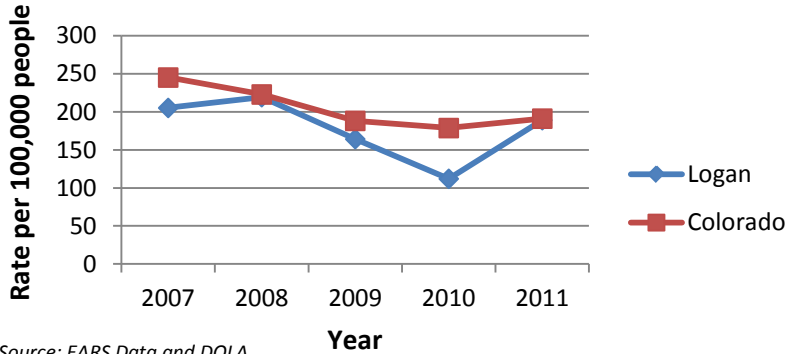
Source: FARS Data

Young Drivers

In 2011, there were no drivers age 20 or younger in fatal crashes.

Source: FARS Data

Figure 312: Injury crash rate in Logan County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 80. Logan County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	2
15-24	0	5
25-69	2	13
70+	0	2
Total	2	22

Source: FARS Data and CHA Discharge Data

Occupant Protection

In 2011, 1 of the 2 (50%) motor vehicle fatalities and 16 of the 43 (37%) motor vehicle occupants injured in a crash were not using seat belts or other restraints.

2012 Logan County Occupant Protection Usage:
Overall seat belt usage: 79.8%
Teen seat belt: 78.8%

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

Motorcycle Safety

There were no motorcyclist fatalities in 2011.

Source: FARS Data

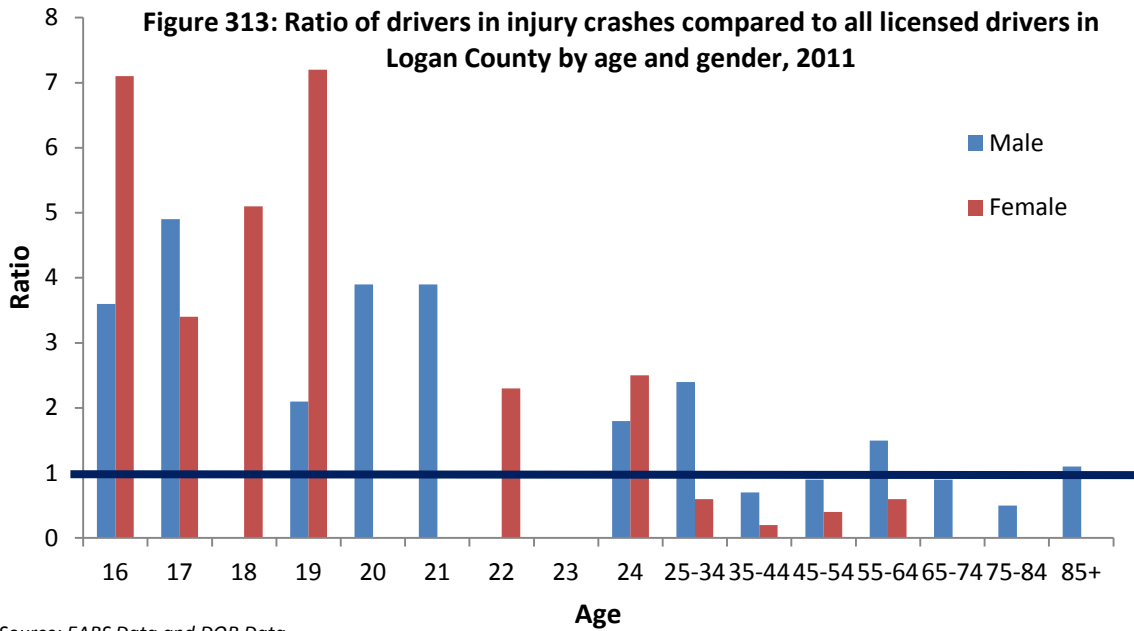
Pedestrian and Bicycle Safety

No pedestrians and no bicyclists were killed in 2011.

Source: FARS Data

Each bar in Figure 313 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

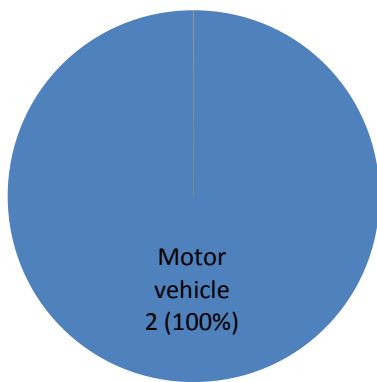
In Logan County, the ratios for young drivers ages 16-24 exceeded 1, indicating that young drivers account for more crashes in 2011 than expected for their age groups. Also, male drivers ages 25-34 or ages 55-64 had more crashes than expected.



Mode of Transportation

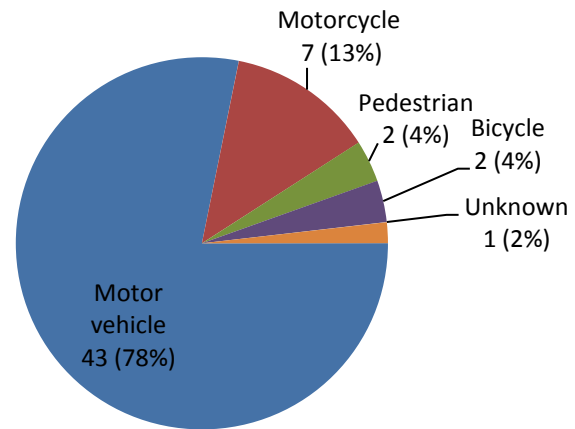
Motor vehicle occupants accounted for 2 of the 2 fatalities.

Figure 314: Mode of transportation in Logan County fatalities, 2011



Of the 55 persons injured, 43 were motor vehicle occupants and 16 of them (37%) were not using seat belts or other restraints.

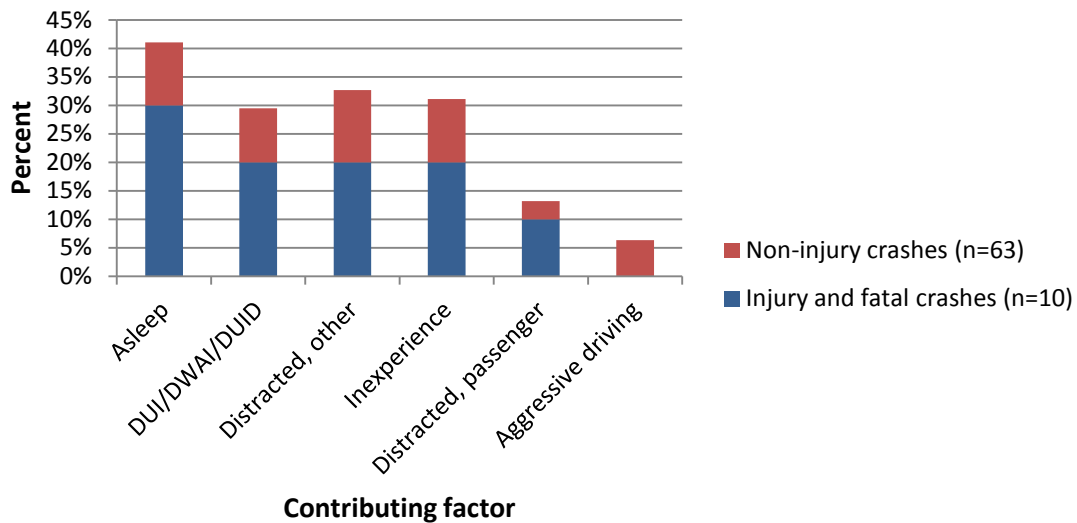
Figure 315: Mode of transportation of injured individuals in Logan County, 2011



Contributing Factors

There were a total of 515 crashes in Logan County in 2011. Of the drivers involved in these crashes, law enforcement reported that 73 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 316).

Figure 316: Contributing factors among careless drivers Logan County crashes, 2011 (n=73)

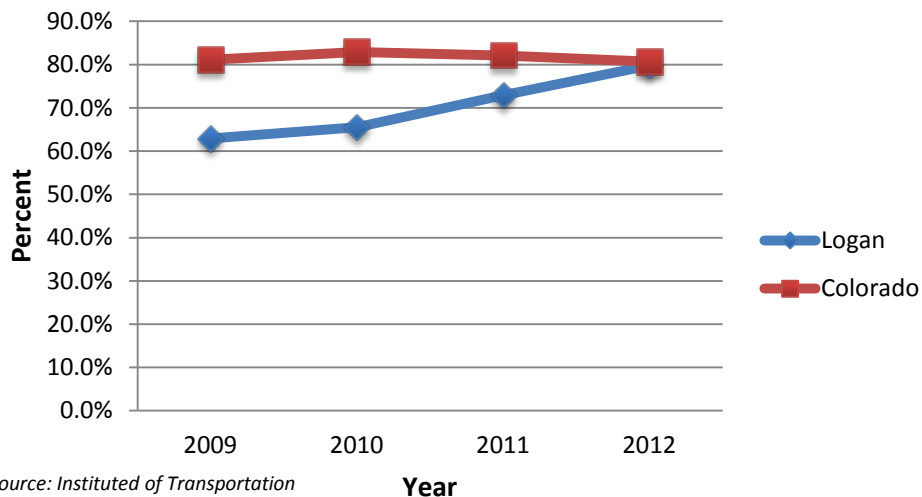


*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Overall seat belt use in Logan County was similar between 2009 and 2012. Logan County's seat belt use was similar to statewide seat belt use in 2012.

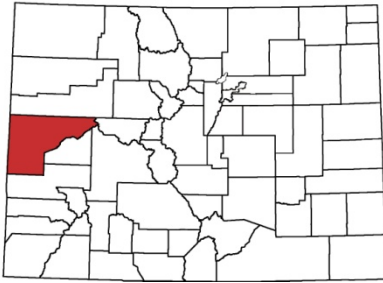
Figure 317: Seat belt use in Logan County and Colorado, 2009-2012



Source: Institute of Transportation Management at CSU

MESA COUNTY

2011 Quick Facts:



Population	147,753
Male	73,400 (50%)
Female	74,353 (50%)
0-7 years	15,759 (11%)
8-14 years	13,049 (9%)
15-24 years	20,176 (14%)
25-69 years	83,075 (56%)
70+ years	15,694 (11%)

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Mesa County Five Year Crude Rate Event/100,000 people	Five Year Percent Change
		2007	2008	2009	2010	2011		
Traffic fatalities	9.90	29	14	17	12	19	12.69	-34.48%
Serious injuries in traffic crashes	260.73	483	472	396	368	374	291.83	-22.57%
Fatalities per 100 million VMT	1.06	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	10	4	7	6	8	4.88	-20.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	8	3	8	3	7	4.04	-12.50%
Speeding-related fatalities⁺	3.41	NA	NA	3	5	6	3.19	+100.00%
Motorcyclist fatalities	1.75	3	4	1	1	5	1.95	+66.67%
Unhelmeted motorcyclist fatalities	1.12	0	1	0	1	3	0.70	*
Drivers age 20 or younger in fatal crashes	1.47	3	2	2	3	1	1.53	-66.67%
Pedestrian fatalities	0.92	2	1	4	1	1	1.25	-50.00%

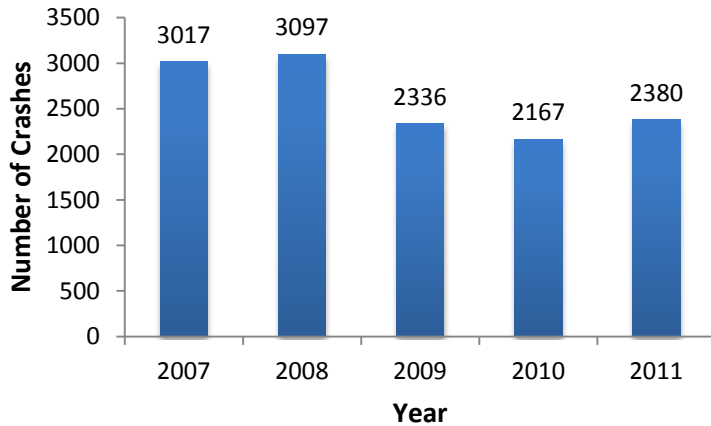
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 318: Total number of crashes in Mesa County, 2007-2011

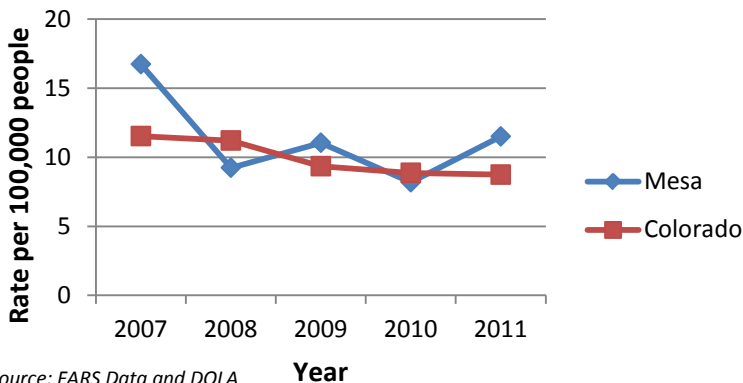


Source: EARS Data

Fatal Crashes

In 2011, there were 17 fatal crashes in Mesa County, resulting in 19 deaths. Overall, the annual number of fatal crashes per 100,000 people declined in Mesa County from 2007 to 2011.

Figure 319: Fatal crash rate in Mesa County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Mesa County declined between 2007 and 2011. However, in 2011, there were 199 injury crashes per 100,000 people, less than a five percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 17 fatal crashes in 2011, 5 (29%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Of drivers 16 years of age or older in 2011, there were 866 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 6% of the 512 drivers in injury and fatal crashes and 3% of the 3,823 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 6% of the 69 drivers in injury or fatal crashes were distracted.

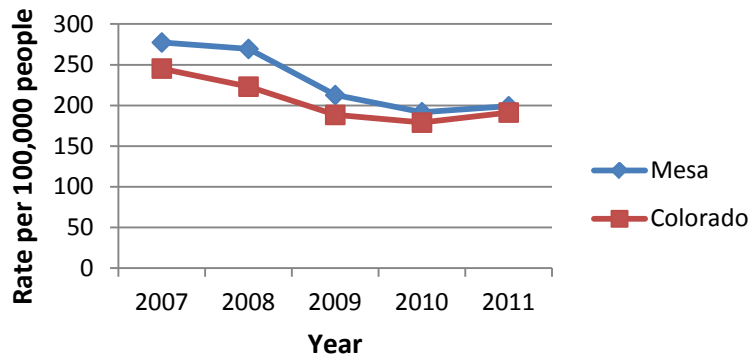
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 or younger in fatal crashes decreased by 66.67%.

Source: FARS Data

Figure 320: Injury crash rate in Mesa County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 82. Mesa County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	1	1
8-14	0	1
15-24	3	25
25-69	13	55
70+	2	12
Total	19	94

Source: FARS Data and CHA Discharge Data

Occupant Protection

In 2011, 8 of the 13 (62%) motor vehicle fatalities and 50 of the 281 (18%) motor vehicle occupants injured in crashes were not using seat belts or other restraints.

2012 Occupant Protection Usage:
 Result for statewide seat belt: 81.3%
 Teen seat belt: 67.6%
 Front/rear seat (0-4 years): 96.6%
 Front/rear booster (0-4 years): 87.7%
 Juvenile (5-15 years): 76.2%

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

Motorcycle Safety

There were 5 motorcyclist fatalities in 2011, of whom 3 (60%) were unhelmeted.

Source: FARS Data

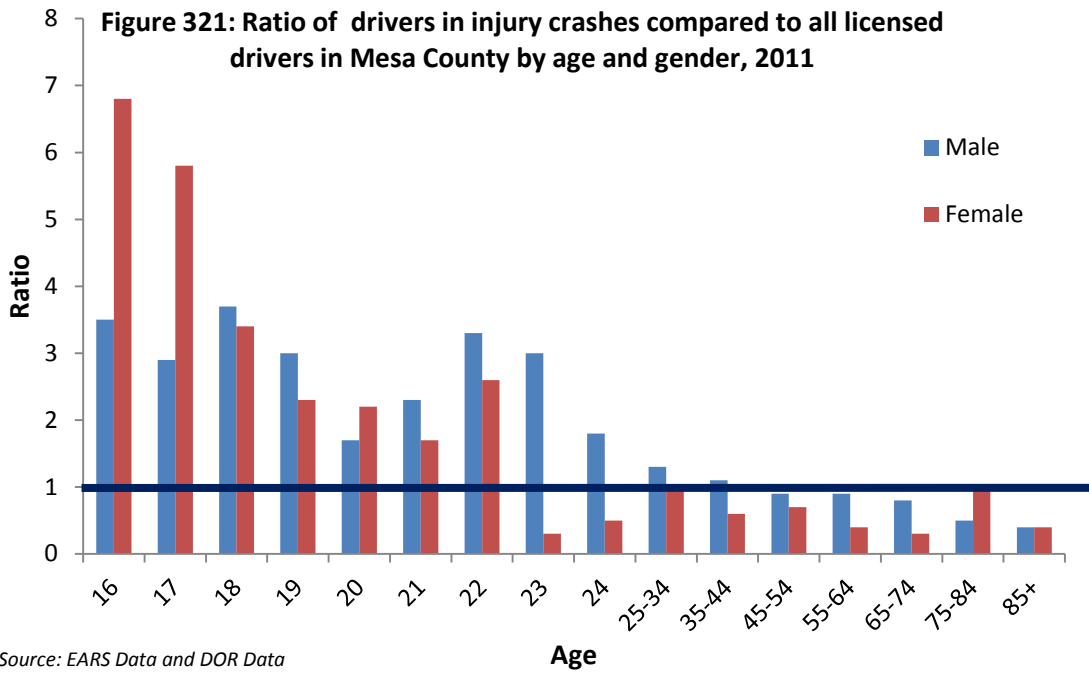
Pedestrian and Bicycle Safety

One pedestrians and no bicyclists were killed in 2011.

Source: FARS Data

Each bar in Figure 321 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

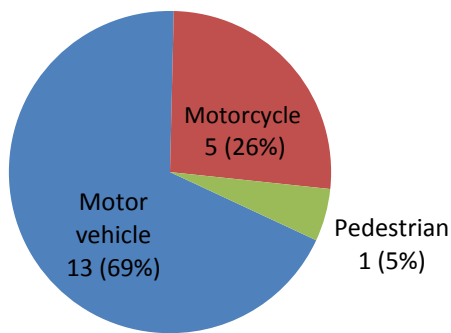
In Mesa County, the ratios for young drivers ages 16-24 exceeded 1, indicating that young drivers account for more crashes in 2011 than expected for their age groups. Male drivers ages 25-34 also had more crashes than expected.



Mode of Transportation

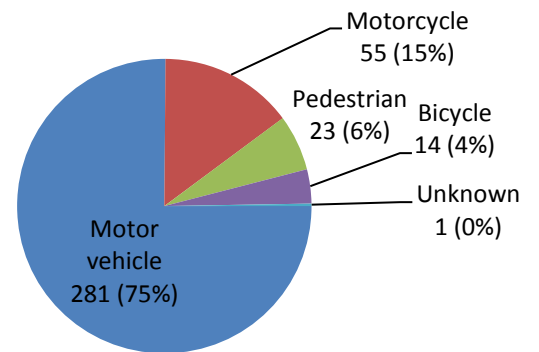
Motor vehicle occupants accounted for 13 of the 19 fatalities.

Figure 322: Mode of transportation in Mesa County fatalities, 2011



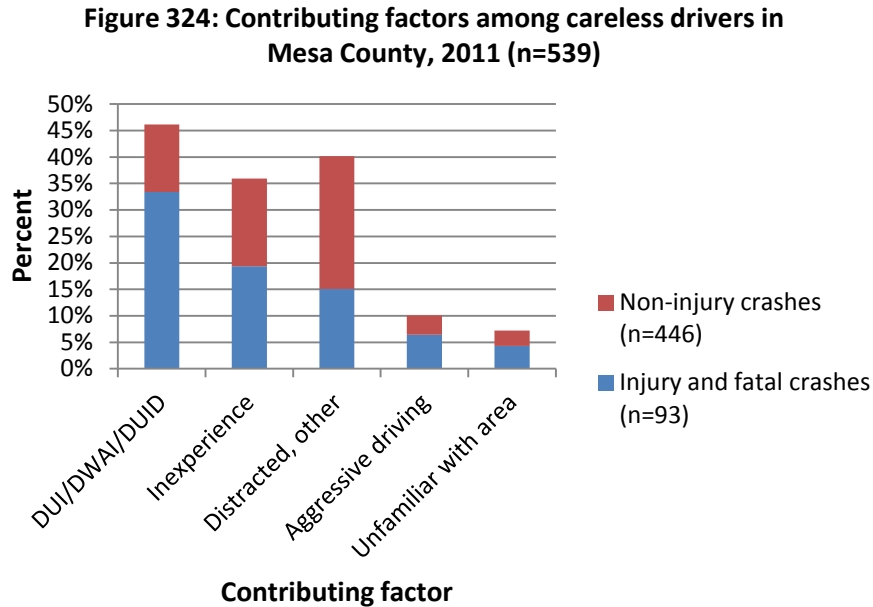
Of the 374 persons injured, 281 were motor vehicle occupants and 50 of those injured occupants (18%) were not using seat belts or other restraints.

Figure 323: Mode of transportation of injured individuals in Mesa County, 2011



Contributing Factors

There were a total of 2,380 crashes in Mesa County in 2011. Of the drivers involved in these crashes, law enforcement reported that 539 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 324).

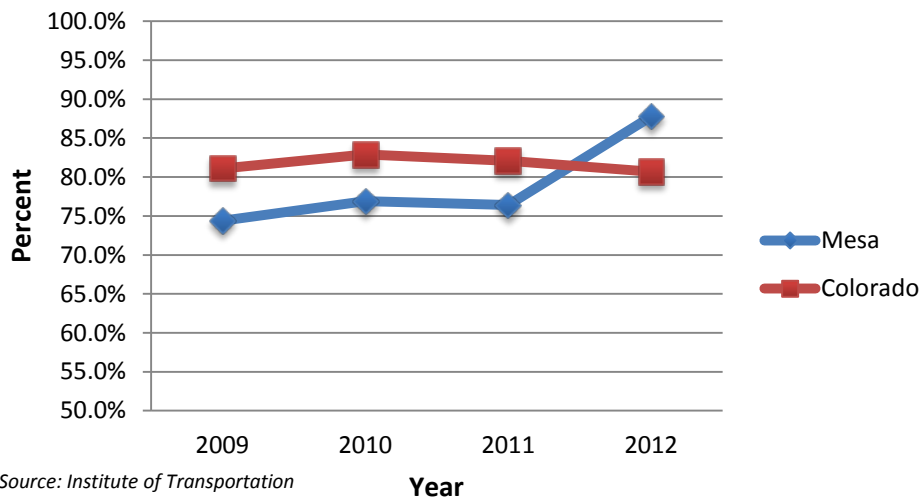


*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

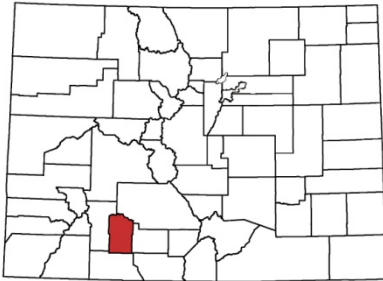
Overall seat belt use in Mesa County was stable between 2009 and 2011. In 2011, Mesa County's seat belt use improved to 87.9 percent.

Figure 325: Seat belt use in Mesa County and Colorado, 2009-2012



MINERAL COUNTY

2011 Quick Facts:



Population	709
Male	360 (51%)
Female	349 (49%)
0-7 years	39 (6%)
8-14 years	42 (6%)
15-24 years	53 (7%)
25-69 years	468 (66%)
70+ years	108 (15%)

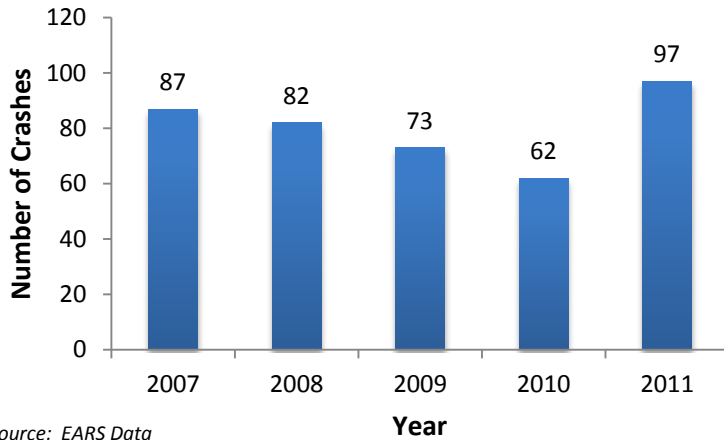
Performance Measure Reduce the number of:	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Mineral County Five Year Crude Rate Event/100,000 people	Five Year Percent Change
		2007	2008	2009	2010	2011		
Traffic fatalities	9.90	2	1	1	1	1	161.25	-50.00%
Serious injuries in traffic crashes	260.73	16	17	12	15	21	2176.83	+31.25%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	1	0	1	0	1	80.62	0.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	0	0	0	0	0	0.00	0.00%
Speeding-related fatalities ⁺	3.41	NA	NA	1	1	1	139.47	0.00%
Motorcyclist fatalities	1.75	0	1	0	0	0	26.87	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	1	0	0	0	26387	0.00%
Drivers age 20 or younger in fatal crashes	1.47	0	0	1	0	0	26.87	0.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 326: Total number of crashes in Mineral County, 2007-2011

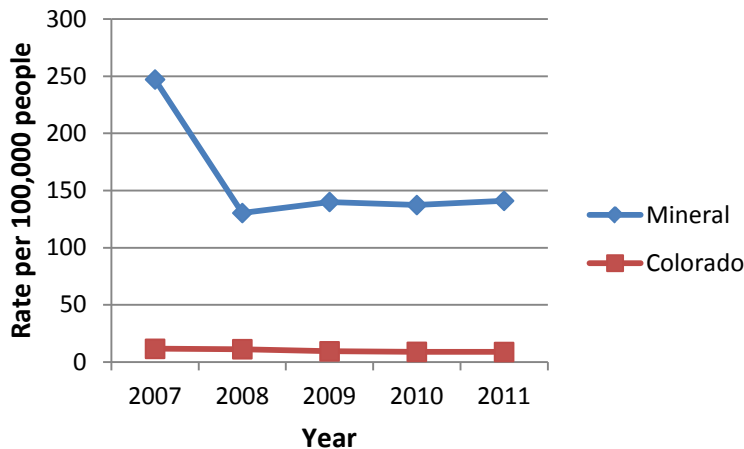


Source: EARS Data

Fatal Crashes

In 2011, there was 1 fatal crash in Mineral County, resulting in 1 death. The number of fatal crashes per 100,000 people declined in Mineral County. The annual number of fatal crashes decreased from 2 in 2007 to one each year, beginning in 2008.

Figure 327: Fatal crash rate in Mineral County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Mineral County increased between 2009 and 2011, reflecting an increase in injury crashes and a decrease in county population. In 2011, there were 16 injury crashes, which would be 2,257 injury crashes per 100,000 people, if Mineral County had a population that large.

Impaired Driving

The 1 fatal crash in 2011 did not involve a driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 7 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 50% of the 20 drivers in injury and fatal crashes and 9% of the 90 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

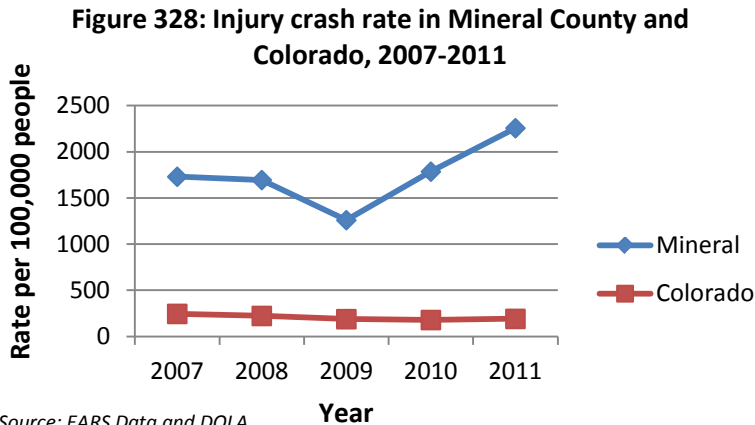
In 2011, law enforcement reported that 5% of the 20 drivers in injury or fatal crashes were distracted.

Source: FARS Data

Young Drivers

Between 2007 and 2011, none of the drivers in fatal crashes were age 20 or younger.

Source: FARS Data



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 84. Mineral County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	0	0
25-69	1	0
70+	0	0
Total	1	0

Source: FARS Data and CHA Discharge Data

Each bar in Figure 329 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Mineral County, the ratios for young drivers ages 16-24 exceeded 1, indicating that young drivers account for more crashes in 2011 than expected for their age groups. Males ages 35-54 also had more crashes than expected.

Occupant Protection

In 2011, the one motor vehicle fatality and all 18 motor vehicle occupants injured in crashes were not using seat belts or other restraints.

Source: FARS, and EARS Data

Motorcycle Safety

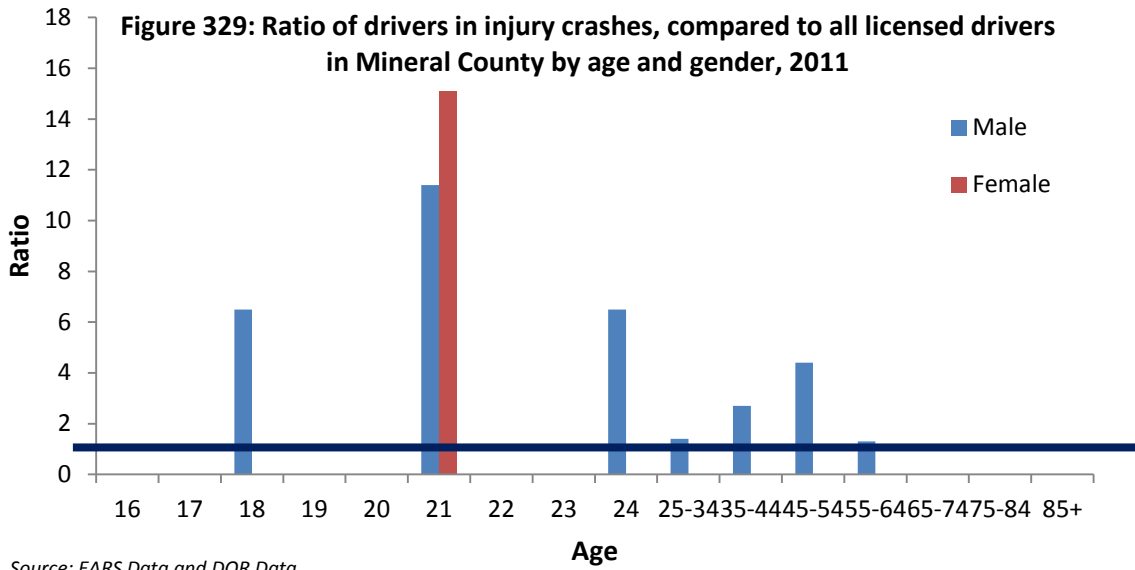
There were 0 motorcyclist fatalities in 2011.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians and no bicyclists were killed in 2011.

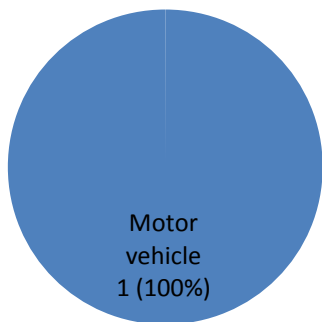
Source: FARS Data



Mode of Transportation

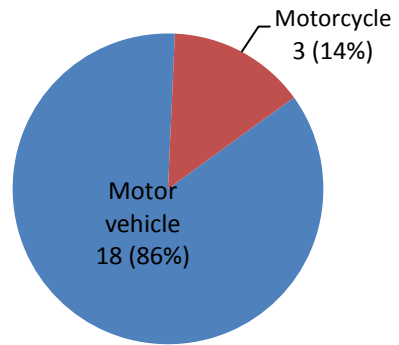
The one traffic fatality was a motor vehicle occupant.

Figure 330: Mode of transportation in Mineral County fatalities, 2011



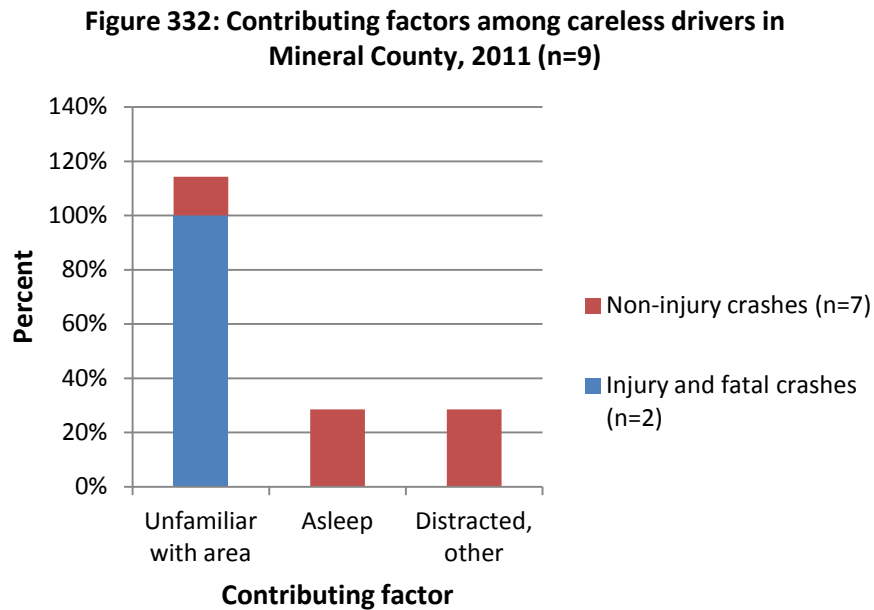
Of the 21 persons injured, 18 were motor vehicle occupants and none of the occupants injured (0%) were not using seat belts or other restraints.

Figure 331: Mode of transportation of injured individuals in Mineral County, 2011



Contributing Factors

There were a total of 97 crashes in Mineral County in 2011. Of the drivers involved in these crashes, law enforcement reported that 9 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 332).



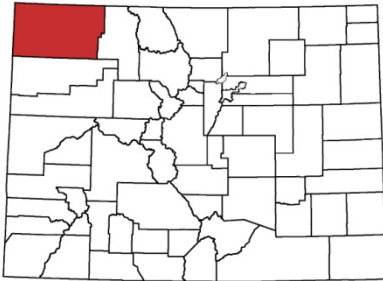
*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Seat belt use data are not available for Mineral County.

MOFFAT COUNTY

2011 Quick Facts:



Population	13,434
Male	6,868 (51%)
Female	6,566 (49%)
0-7 years	1,636 (12%)
8-14 years	1,442 (11%)
15-24 years	1,626 (12%)
25-69 years	7,767 (58%)
70+ years	963 (7%)

TABLE 85: MOFFAT COUNTY TREND ANALYSIS 2007-2011

Performance Measure Reduce the number of:	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Moffat County Five Year Crude Rate Event/100,000 people	Five Year Percent Change
		2007	2008	2009	2010	2011		
Traffic fatalities	9.90	4	3	2	4	4	25.18	0.00%
Serious injuries in traffic crashes	260.73	54	57	43	49	45	367.38	-16.67%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	2	2	1	2	2	13.33	0.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	4	2	2	0	2	14.81	-50.00%
Speeding-related fatalities ⁺	3.41	NA	NA	2	2	3	17.16	+50.00%
Motorcyclist fatalities	1.75	0	0	0	1	1	2.96	*
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	1	1.48	*
Drivers age 20 or younger in fatal crashes	1.47	1	1	0	1	1	5.93	0.00%
Pedestrian fatalities	0.92	0	0	0	1	0	1.48	0.00%

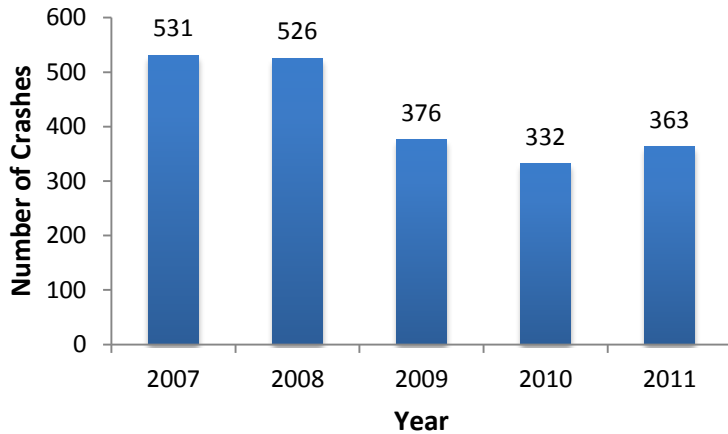
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 333: Total number of crashes in Moffat County, 2007-2011

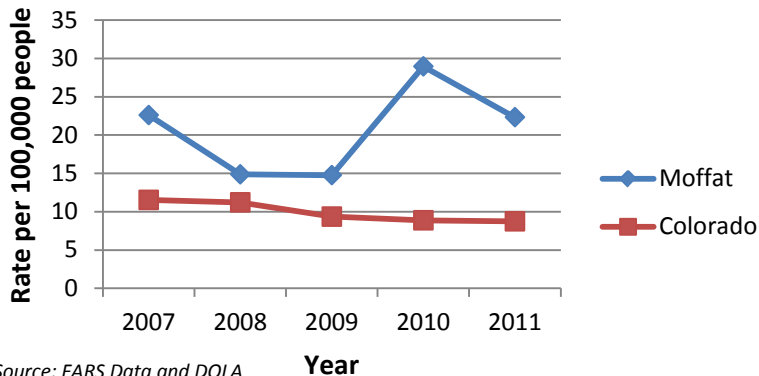


Source: EARS Data

Fatal Crashes

In 2011, there were 3 fatal crashes in Moffat, resulting in 4 deaths. The number of fatal crashes per 100,000 people varied in Moffat County during 2007-2011.

Figure 334: Fatal crash rate in Moffat County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Moffat County declined between 2007 and 2011. In 2011, there were 261 injury crashes per 100,000 people, a 5 percent decrease in the rate of crashes from 2010.

Impaired Driving

Of the 3 fatal crashes in 2011, 1 (33%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Of drivers 16 years of age or older in 2011, there were 121 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 20% of the 45 drivers in injury and fatal crashes and 10% of the 434 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 2% of the 45 drivers in injury or fatal crashes were distracted.

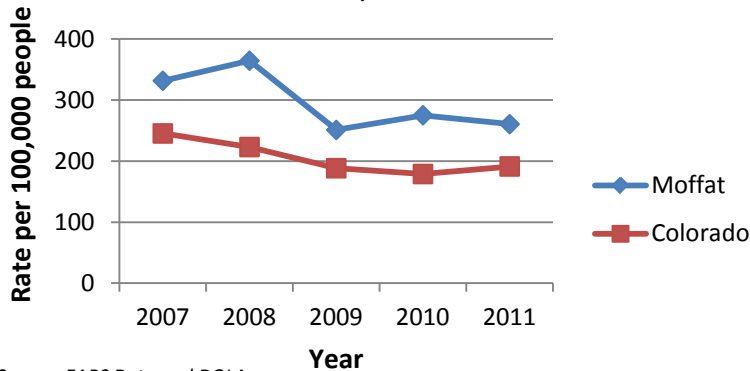
Source: FARS Data

Young Drivers

In 2011, one of the drivers in a fatal crash was age 20 or younger.

Source: FARS Data

Figure 335: Injury crash rate in Moffat County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 86. Moffat County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	1
8-14	0	0
15-24	1	3
25-69	3	7
70+	0	1
Total	4	12

Source: FARS Data and CHA Discharge Data

Each bar in Figure 336 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Moffat County, the ratios for young drivers ages 16-24 exceeded 1, indicating that young drivers account for more crashes in 2011 than expected for their age groups. Male drivers ages 35-44 and 65-74 also had more crashes than expected.

Occupant Protection

In 2011, 2 of the 3 (67%) motor vehicle fatalities and 12 of the 37 (32%) motor vehicle occupants injured in a crash were not using seat belts or other restraints.

Source: FARS and EARS Data

Motorcycle Safety

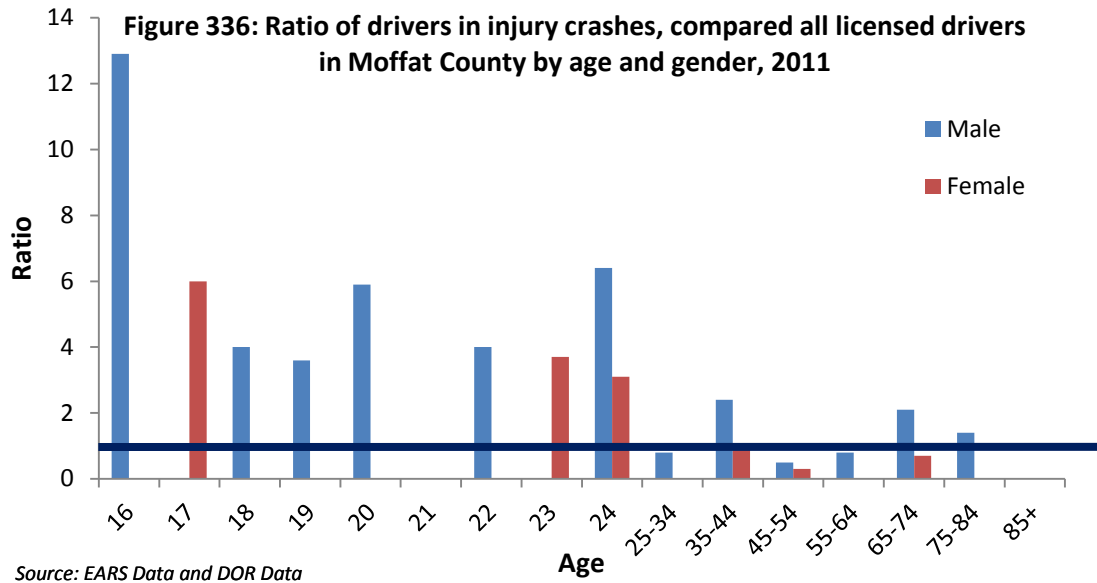
There was one motorcyclist fatality in 2011, and this motorcyclist was unhelmeted.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians and no bicyclists were killed in 2011.

Source: FARS Data

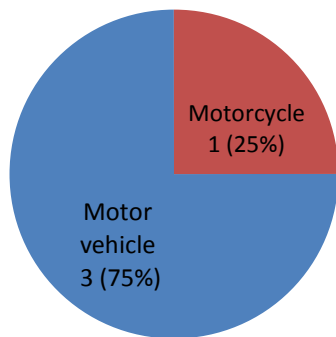


Mode of Transportation

Motor vehicle occupants accounted for 3 of the 4 fatalities.

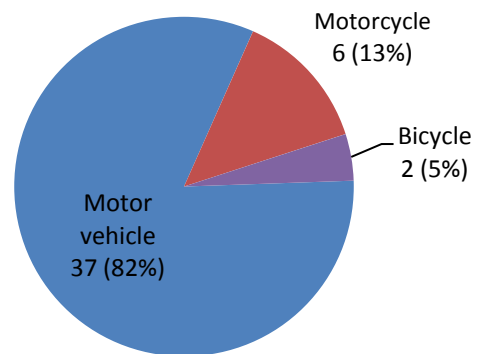
Of the 45 injured persons, 37 were motor vehicle occupants and 12 of those occupants (32%) were not using seat belts or other restraints.

Figure 337: Mode of transportation in Moffat County fatalities, 2011



Source: FARS Data

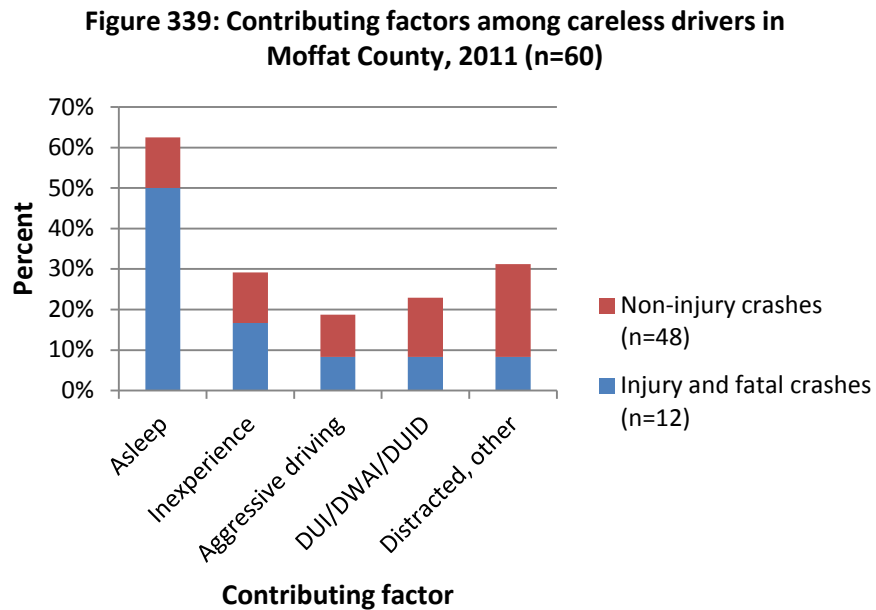
Figure 338: Mode of transportation of injured individuals in Moffat County, 2011



Source: EARS Data

Contributing Factors

There were a total of 363 crashes in Moffat County in 2011. Of the drivers involved in these crashes, law enforcement reported that 60 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 339).



*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Seat belt use data are not available for Moffat County.

MONTEZUMA COUNTY

2011 Quick Facts:



Population	25,413
Male	12,548 (49%)
Female	12,865 (51%)
0-7 years	2,539 (10%)
8-14 years	2,338 (9%)
15-24 years	2,810 (11%)
25-69 years	14,719 (58%)
70+ years	3,008 (12%)

TABLE 87: MONTEZUMA COUNTY TREND ANALYSIS 2007-2011

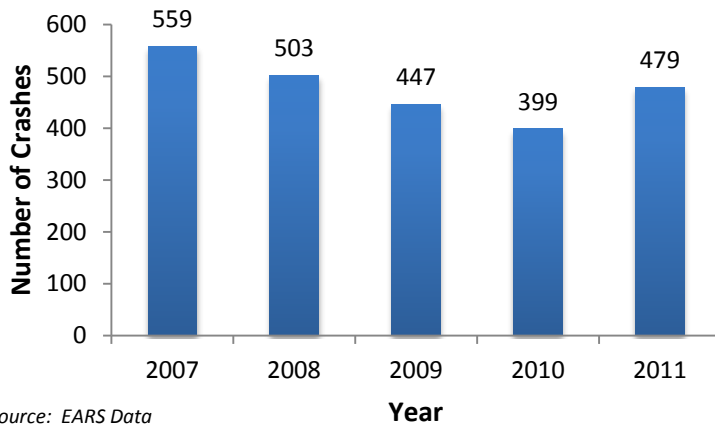
Performance Measure Reduce the number of:	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Montezuma County Five Year Crude Rate Event/100,000 people	Five Year Percent Change
		2007	2008	2009	2010	2011		
Traffic fatalities	9.90	9	3	4	7	5	22.11	-44.44%
Serious injuries in traffic crashes	260.73	105	93	102	87	99	383.68	-5.71%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	5	1	1	2	1	7.89	-80.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	3	1	0	1	0	3.95	-100.00%
Speeding-related fatalities ⁺	3.41	NA	NA	2	3	1	7.86	-50.00%
Motorcyclist fatalities	1.75	3	2	0	0	3	6.32	0.00%
Unhelmeted motorcyclist fatalities	1.12	3	1	0	0	1	3.95	-66.67%
Drivers age 20 or younger in fatal crashes	1.47	1	2	1	0	1	3.95	0.00%
Pedestrian fatalities	0.92	0	0	2	2	0	3.16	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 340: Total number of crashes in Montezuma County, 2007-2011

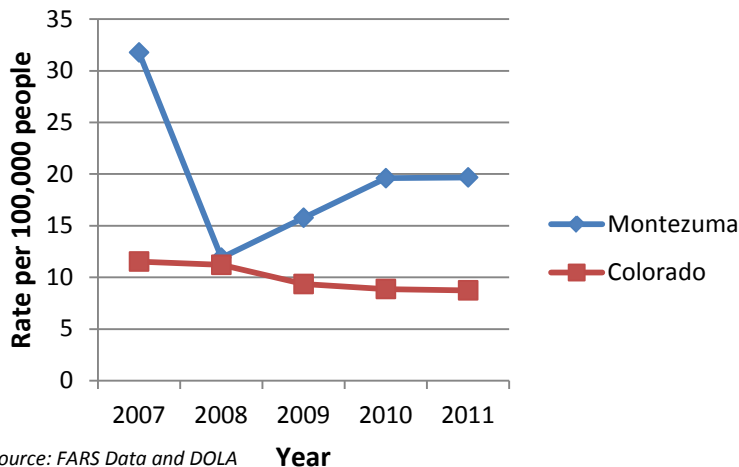


Source: EARS Data

Fatal Crashes

In 2011, there were 5 fatal crashes in Montezuma County, resulting in 5 deaths. The number of fatal crashes per 100,000 people varied over time in Montezuma County.

Figure 341: Fatal crash rate in Montezuma County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

The injury crash rate in Montezuma County varied between 2007 and 2011. In 2011, there were 287 injury crashes per 100,000 people, almost a 30 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 5 fatal crashes in 2011, 0 (0%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Of drivers 16 years of age or older in 2011, there were 174 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 11% of the 113 drivers in injury and fatal crashes and 7% of the 596 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 4% of the 113 drivers in injury or fatal crashes were distracted.

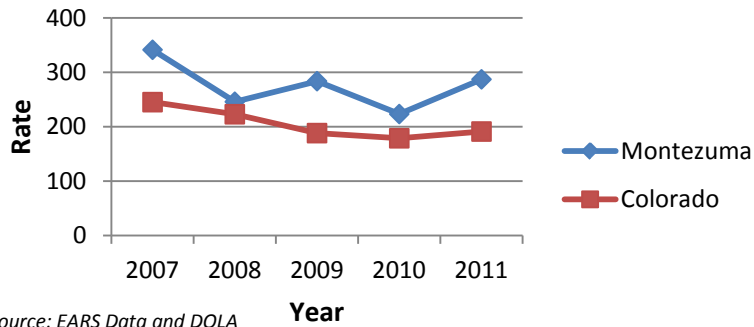
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 or younger in fatal crashes varied between 0 and 2. In 2011 there was only 1 young driver in a fatal crash.

Source: FARS Data

Figure 342: Injury crash rate in Montezuma County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 88. Montezuma County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	1
15-24	0	5
25-69	5	9
70+	0	1
Total	5	16

Source: FARS Data and CHA Discharge Data

Each bar in Figure 343 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Montezuma County, the ratios for young drivers ages 16-24 exceeded 1, indicating that young drivers account for more crashes in 2011 than expected for their age groups. Female drivers ages 85 or older also had more crashes than expected.

Occupant Protection

In 2011, 1 of the 2 (50%) motor vehicle fatalities and 20 of the 85 (24%) motor vehicle occupants injured in a crash were not using seat belts or other restraints.

2012 Montezuma County Occupant Protection Usage:
Overall seat belt use: 81.7 %

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

Motorcycle Safety

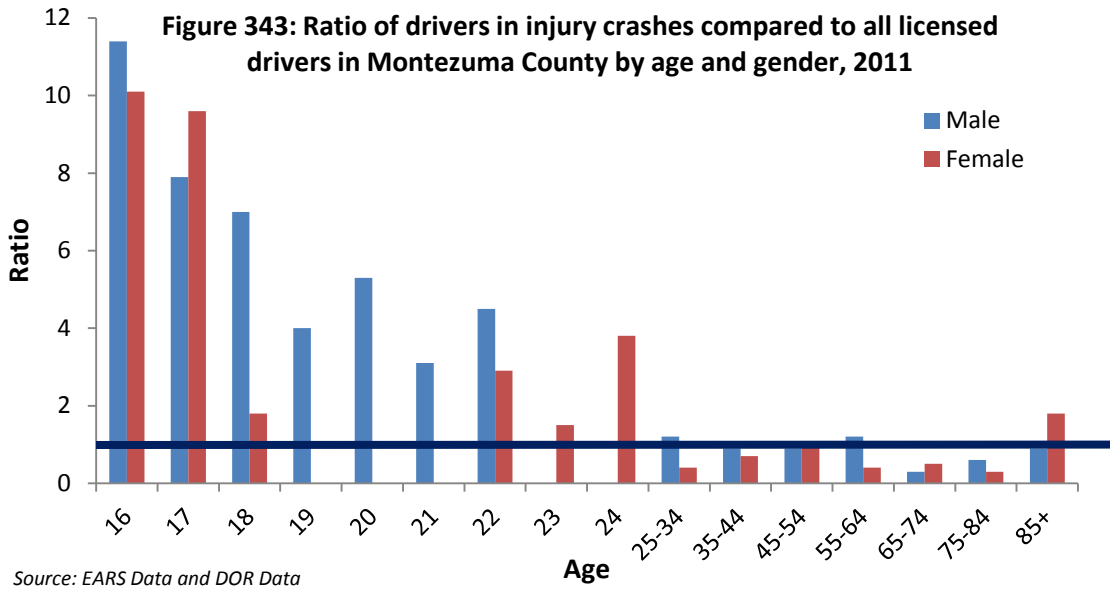
There were 3 motorcyclist fatalities in 2011, of whom 1 (34%) was unhelmeted.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians and no bicyclists were killed in 2011.

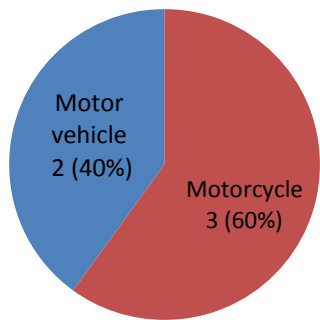
Source: FARS Data



Mode of Transportation

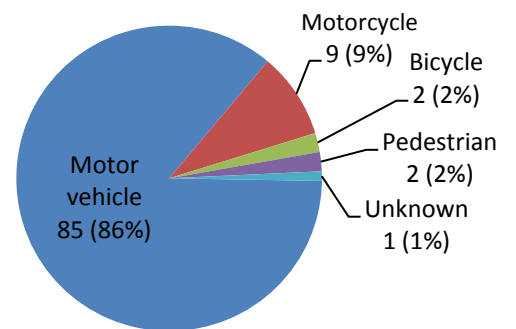
Motor vehicle occupants accounted for 2 of the 5 fatalities.

Figure 344: Mode of transportation in Montezuma County fatalities, 2011



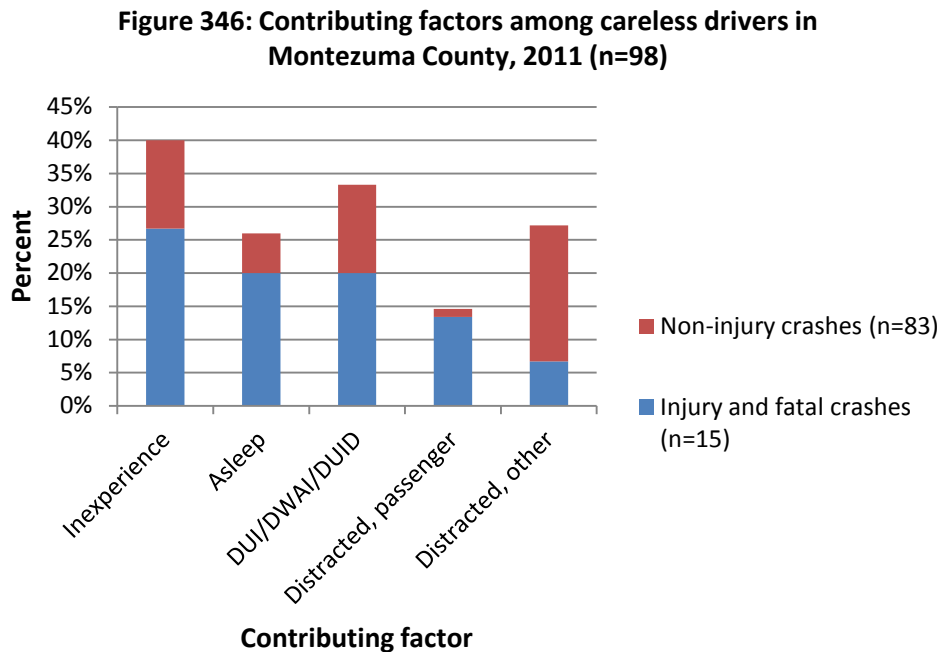
Of the 99 persons injured in crashes, 85 were motor vehicle occupants and 20 of those occupants (24%) were not using seat belts or other restraints.

Figure 345: Mode of transportation of injured individuals in Montezuma County, 2011



Contributing Factors

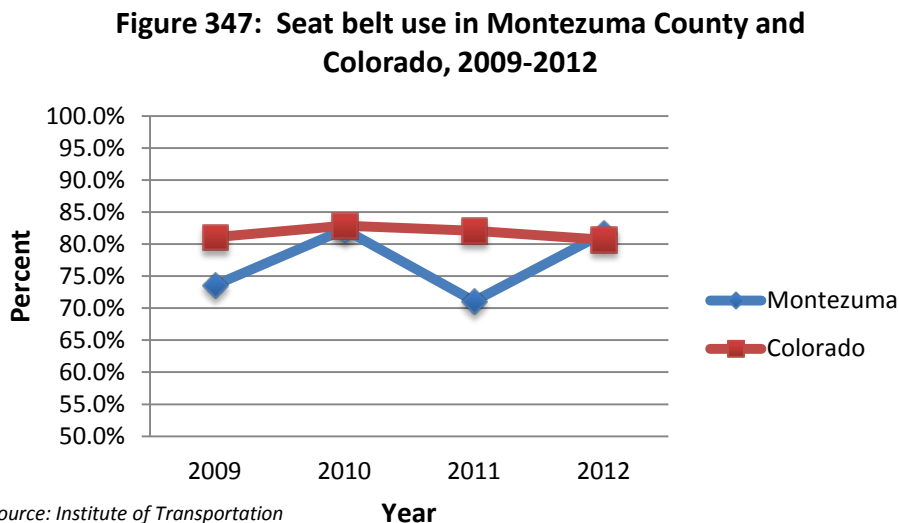
There were a total of 479 crashes in Montezuma County in 2011. Of the drivers involved in these crashes, law enforcement reported that 98 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 346).



*Distracted Other= food, objects, pet etc.
Source= EARS Data*

Occupant Protection

Overall seat belt use in Montezuma County varied between 2009 and 2012. Montezuma County's seat belt use was similar to statewide seat belt use in 2012.



Source: Institute of Transportation Management at CSU

MONTROSE COUNTY

2011 Quick Facts:



Population	41,025
Male	20,197 (49%)
Female	20,828 (51%)
0-7 years	4,158 (10%)
8-14 years	4,074 (10%)
15-24 years	4,497 (11%)
25-69 years	23,052 (56%)
70+ years	5,244 (13%)

TABLE 89: MONTROSE COUNTY TREND ANALYSIS 2007-2011

Performance Measure Reduce the number of:	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Montrose County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Traffic fatalities	9.90	5	10	5	2	4	12.87	-20.00%
Serious injuries in traffic crashes	260.73	101	109	103	76	69	226.77	-31.68%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	2	3	0	1	1	3.47	-50.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	1	1	2	1	2	3.47	+100.00%
Speeding-related fatalities ⁺	3.41	NA	NA	3	1	4	6.51	+33.33%
Motorcyclist fatalities	1.75	0	2	1	1	3	3.47	*
Unhelmeted motorcyclist fatalities	1.12	0	1	1	0	2	1.98	*
Drivers age 20 or younger in fatal crashes	1.47	2	1	0	1	0	1.98	-100.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

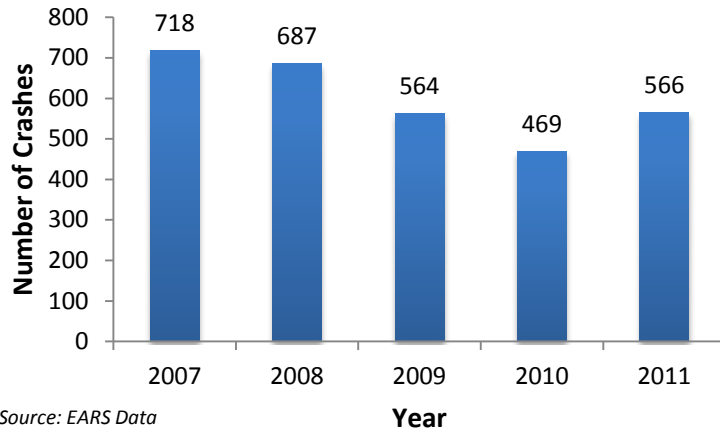
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 348: Total number of crashes in Montrose County, 2007-2011

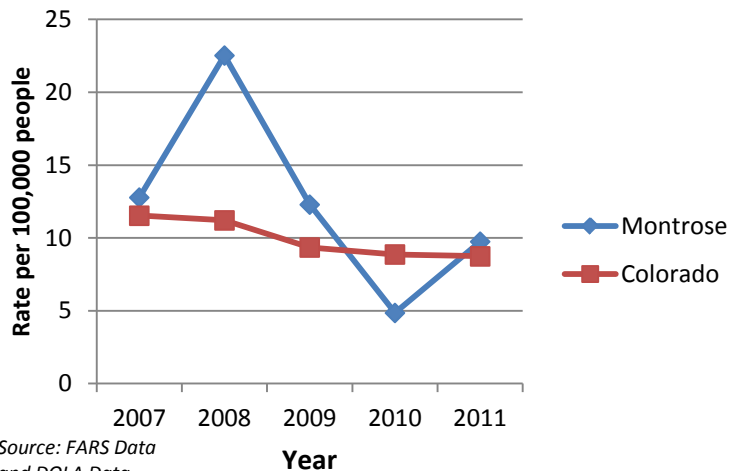


Source: EARS Data

Fatal Crashes

Overall, the number of fatal crashes per 100,000 population are on the decline in Montrose County. However in 2011, there were 4 fatal crashes, resulting in 4 deaths, which represents a 100 percent increase in fatal crashes from 2010.

Figure 349: Fatal crash rate in Montrose County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Montrose County declined between 2007 and 2011. However, in 2011, there were 132 injury crashes per 100,000 population, a two percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 4 fatal crashes in 2011, 2 (50%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 246 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS Data Colorado Judicial Department Data

Speed Enforcement

In 2011, 15% of the 86 drivers in injury and fatal crashes and 6% of the 836 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 2% of the 86 drivers in injury or fatal crashes were distracted.

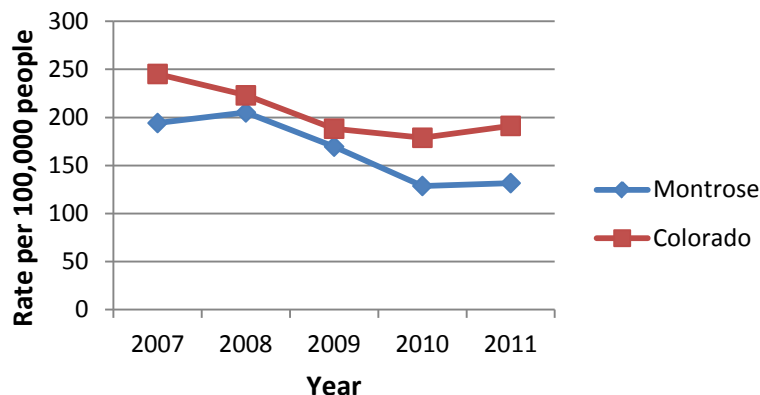
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes decreased by 100%.

Source: FARS Data

Figure 350: Injury crash rate in Montrose County and Colorado, 2007-2011



Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 90. Montrose County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	2
15-24	2	3
25-69	2	11
70+	0	6
Total	4	22

Source: FARS Data and CHA Discharge Data

Each bar in Figure 351 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Montrose County, the ratio for young drivers ages 16-23 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups. Men over age 85 also have more crashes than expected.

Occupant Protection

In 2011, the 1 (100%) motor vehicle fatality and 13 of the 55 (24%) motor vehicle occupants injured were not using seat belts or other restraints.

2012 Montrose County Occupant Protection Usage:

Overall seat belt: 72.5%

Teen seat belt: 81.3%

Front/rear seat (0-4 years): 96.4%

Front/rear booster 70.6%

Juvenile (5-15 years): 68.8%

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

Motorcycle Safety

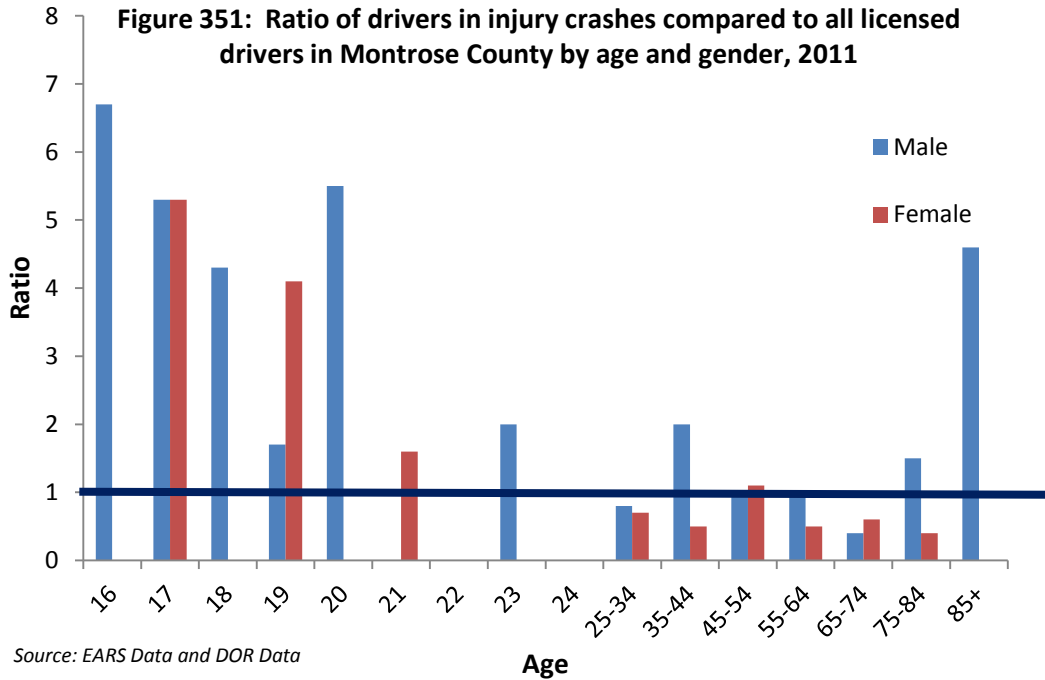
There were 3 motorcyclist fatalities in 2011 and 67% (2/3) were unhelmeted.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

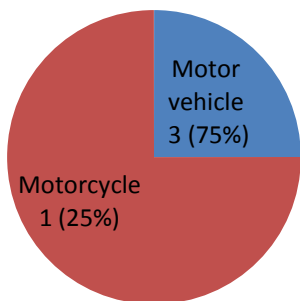
Source: FARS Data



Mode of Transportation

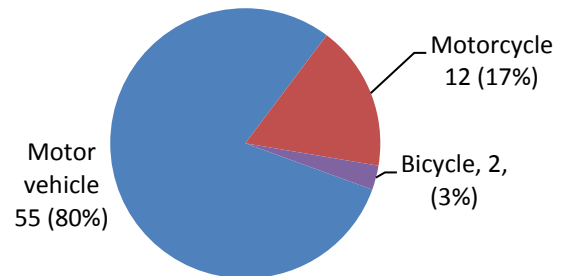
Motor vehicle occupants accounted for 3 of the 4 fatalities.

Figure 352: Mode of transportation in Montrose County fatalities, 2011



Of the 69 people injured, 55 were motor vehicle occupants and 13 of the occupants (24%) were not using seat belts or other restraint

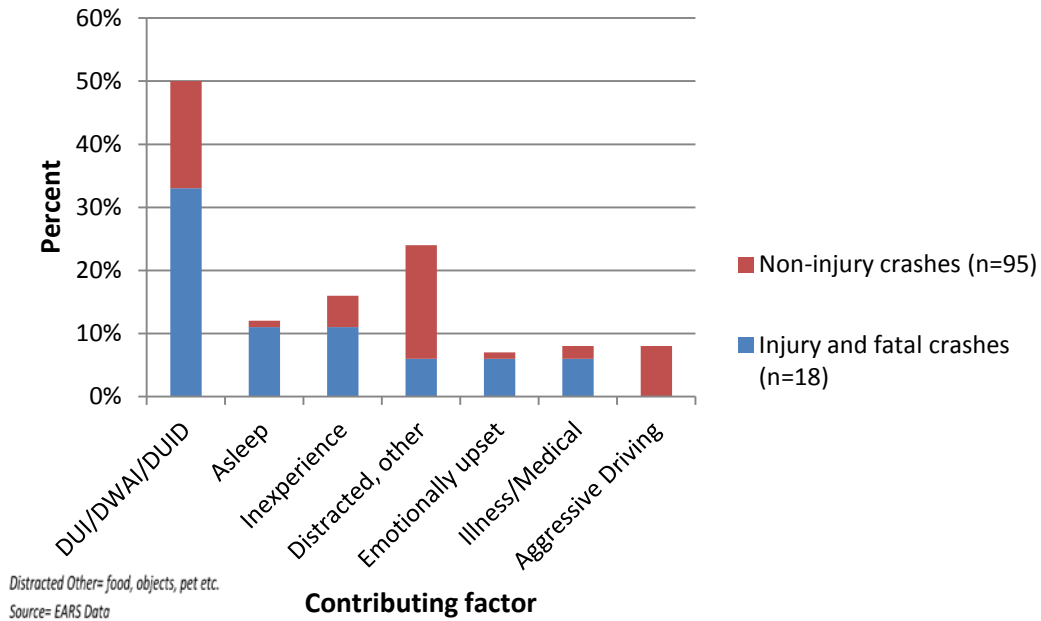
Figure 353: Mode of transportation of injured individuals in Montrose County, 2011



Contributing Factors

There were a total of 566 crashes in Montrose County in 2011. Of the drivers involved in these crashes, law enforcement reported that 113 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 354).

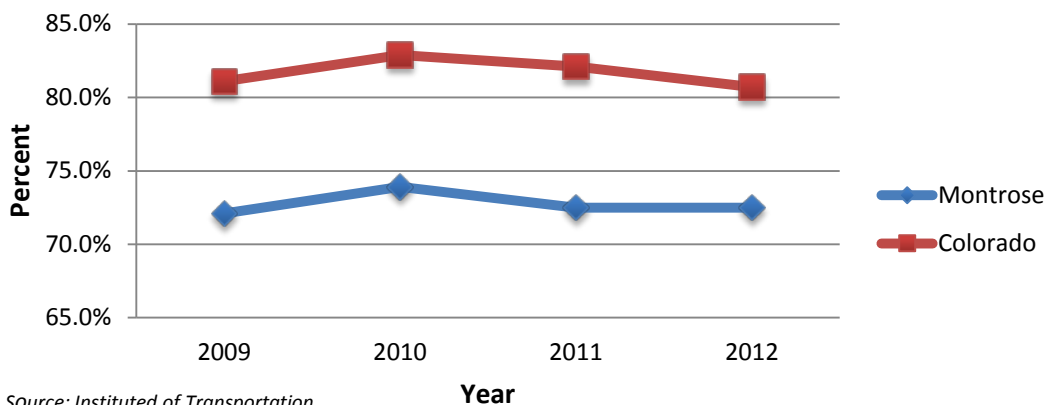
Figure 354: Contributing driver factors among careless drivers in Montrose County, 2011 (n= 113)



Occupant Protection

Overall seat belt use in Montrose County remained approximately the same between 2009 and 2012. However, Montrose County's seat belt use is consistently about 9 percent lower than the state as a whole.

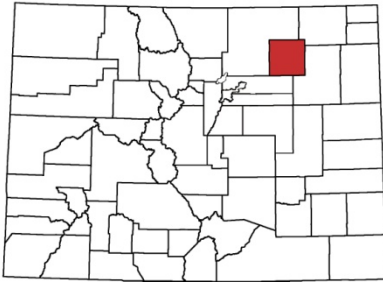
Figure 355: Seat belt Use in Montrose County and Colorado, 2009-2012



Source: Institute of Transportation Management at CSU

MORGAN COUNTY

2011 Quick Facts:



Population	28,338
Male	13,993 (49%)
Female	14,345 (51%)
0-7 years	3,506 (12%)
8-14 years	3,079 (11%)
15-24 years	3,677 (13%)
25-69 years	15,177 (54%)
70+ years	2,898 (10%)

TABLE 91: MORGAN COUNTY TREND ANALYSIS 2007-2011

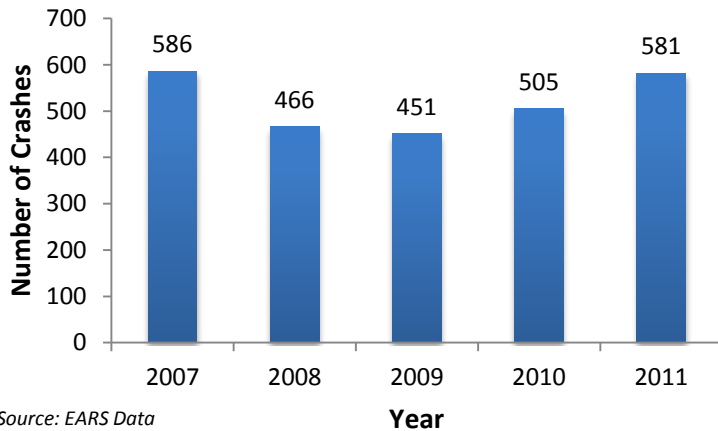
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Morgan County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	7	4	3	7	3	17.12	-57.14%
Serious injuries in traffic crashes	260.73	92	66	48	69	88	258.97	-4.35%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	4	3	1	4	1	9.27	-75.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	3	0	0	2	3	5.71	0.00%
Speeding-related fatalities⁺	3.41	NA	NA	1	2	3	7.09	+200.00%
Motorcyclist fatalities	1.75	1	0	0	1	0	1.43	-100.00%
Unhelmeted motorcyclist fatalities	1.12	1	0	0	1	0	1.43	-100.00%
Drivers age 20 or younger in fatal crashes	1.47	1	1	0	1	2	3.57	+100.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 356: Total number of crashes in Morgan County, 2007-2011

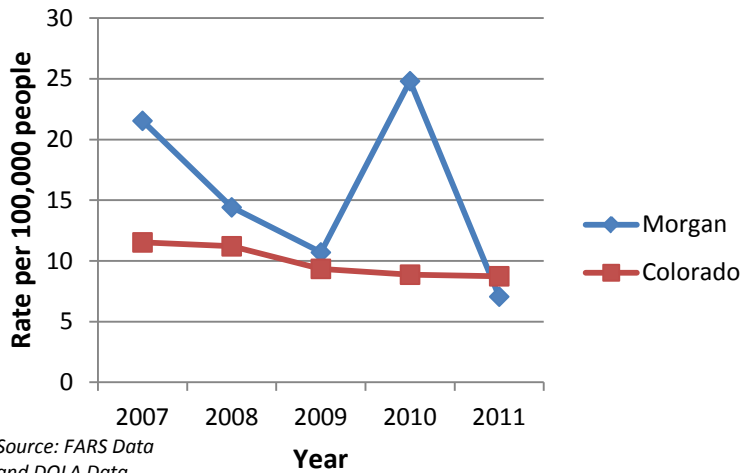


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population are declining in Morgan County. In 2011, there were 2 fatal crashes, resulting in 3 deaths.

Figure 357: Fatal crash rate in Morgan County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Morgan County increased slightly between 2007 and 2011. In 2011, there were 229 injury crashes per 100,000 population, an 18 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 2 fatal crashes in 2011, 2 (100%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Of drivers 16 years of age or older in 2011, there were 146 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS Data and Colorado Judicial Department Data

Speed Enforcement

In 2011, 19% of the 89 drivers in injury and fatal crashes and 8% of the 823 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 3% of the 89 drivers in injury or fatal crashes were distracted.

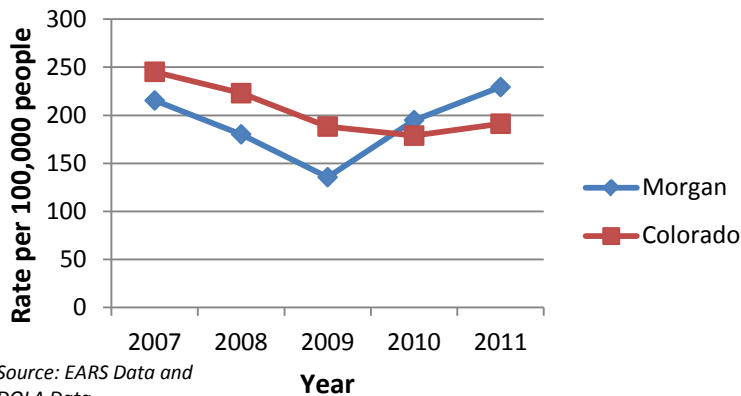
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes increased by 100%.

Source: FARS Data

Figure 358: Injury crash rate in Morgan County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 92. Morgan County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	2	6
25-69	2	17
70+	0	2
Total	4	25

Source: FARS Data and CHA Discharge Data

Each bar in Figure 359 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Morgan County, the ratio for young drivers ages 16-25 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, 1 of the 3 (33%) motor vehicle fatalities and 26 of the 72 (36%) motor vehicle occupants injured were not using seat belts or other restraints.

2012 Morgan County Occupant Protection Usage:
 Overall seat belt: 86.9%
 Teen seat belt: 79.7%

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

Motorcycle Safety

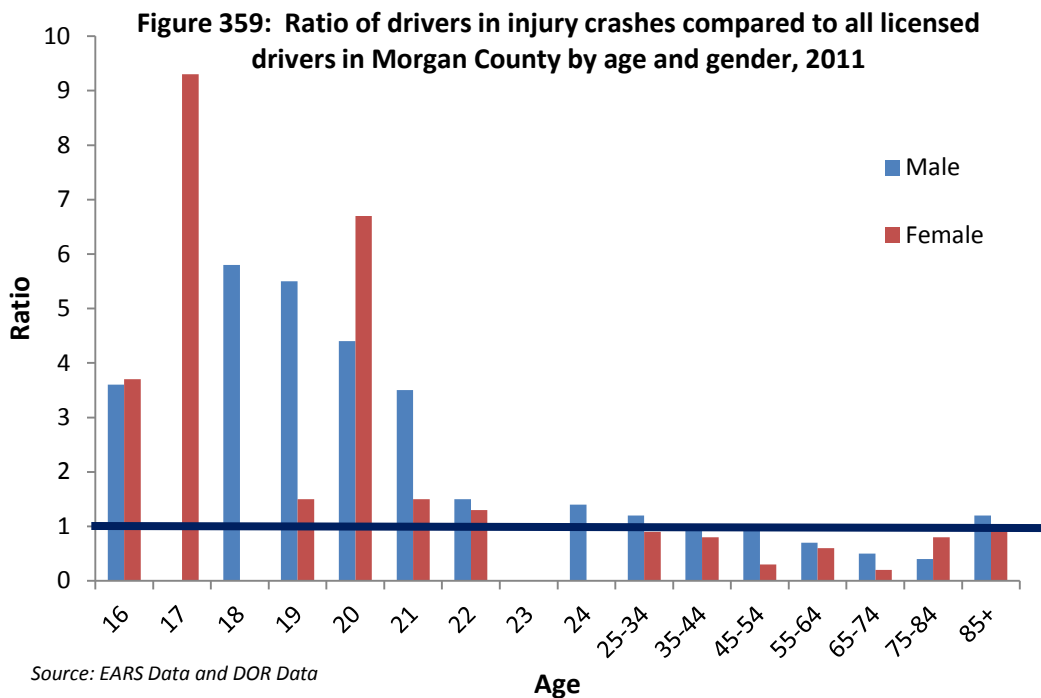
There were no motorcyclist fatalities in 2011 in Morgan County.

Source: FARS Data

Pedestrian and Bicycle Safety

There were no pedestrians or bicyclists killed in 2011.

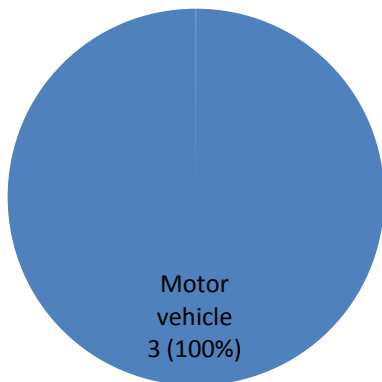
Source: FARS Data



Mode of Transportation

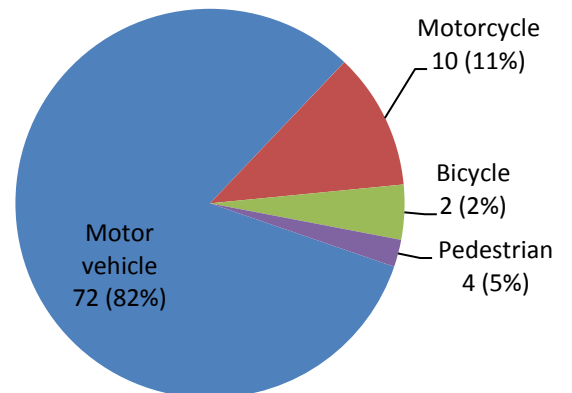
Motor vehicle occupants accounted for all Morgan County traffic fatalities in 2011.

Figure 360: Mode of Transportation in Morgan County fatalities, 2011



Of the 88 injuries, 72 were motor vehicle occupants and 26 of the occupants injured (36%) were not using seat belts or other restraints.

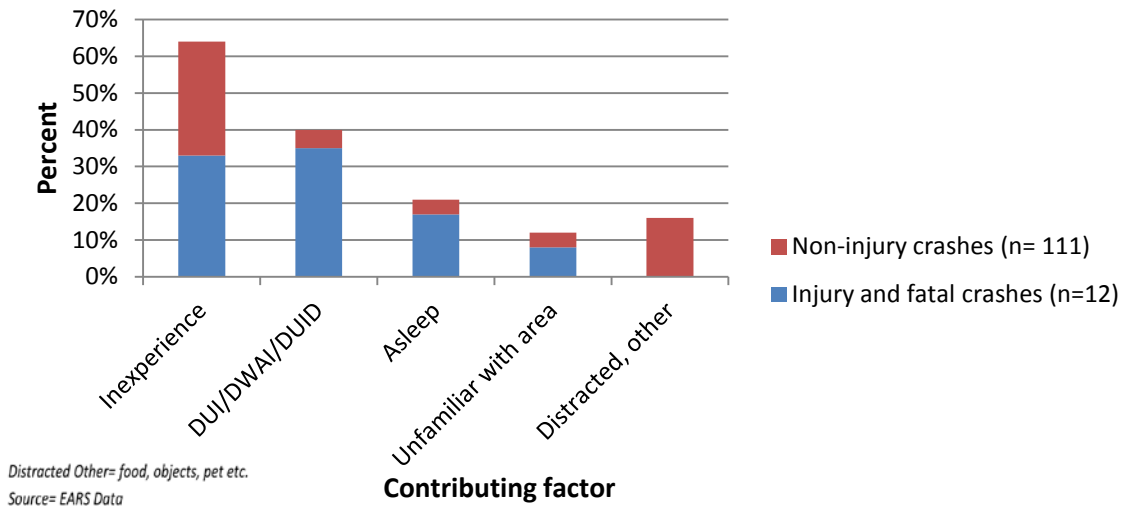
Figure 361: Mode of transportation of injured individuals in Morgan County, 2011



Contributing Factors

There were a total of 581 crashes in Morgan County in 2011. Of the drivers involved in these crashes, law enforcement reported that 3,251 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 362).

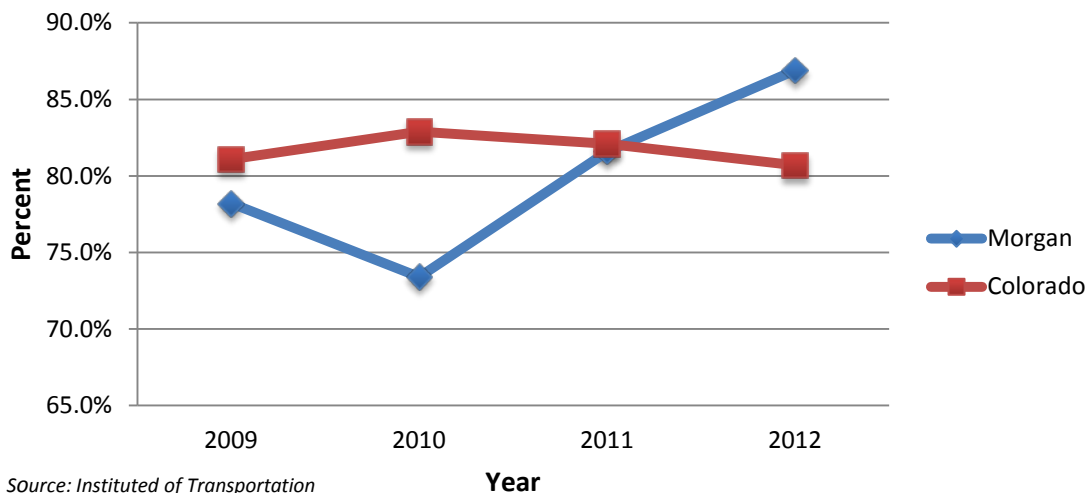
Figure 362: Contributing factors among careless drivers in Morgan County, 2011 (n=123)



Occupant Protection

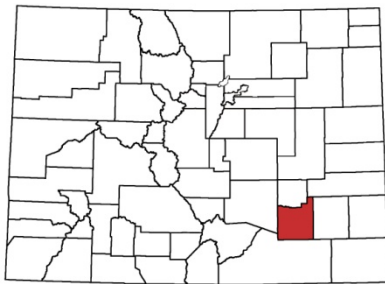
Overall seat belt use in Morgan County has been increasing since 2010. In 2012, Morgan County's seat belt use was 7 percent higher than statewide seat belt use.

Figure 363: Seat belt Use in Morgan County and Colorado, 2009-2012



OTERO COUNTY

2011 Quick Facts:



Population	18,866
Male	9,239 (49%)
Female	9,627 (51%)
0-7 years	1,990 (11%)
8-14 years	1,820 (10%)
15-24 years	2,446 (13%)
25-69 years	10,053 (53%)
70+ years	2,556 (14%)

TABLE 93: OTERO COUNTY TREND ANALYSIS 2007-2011

Performance Measure Reduce the number of:	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Otero County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Traffic fatalities	9.90	2	5	0	2	8	18.01	+300.00%
Serious injuries in traffic crashes	260.73	33	50	46	32	47	220.40	+42.42%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	1	3	0	2	5	11.66	+400.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	0	0	0	0	3	3.18	*
Speeding-related fatalities ⁺	3.41	NA	NA	0	0	5	8.84	*
Motorcyclist fatalities	1.75	0	0	0	0	0	0.00	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	0	0.00	0.00%
Drivers age 20 or younger in fatal crashes	1.47	0	1	0	0	0	1.06	0.00%
Pedestrian fatalities	0.92	0	0	0	0	1	1.06	*

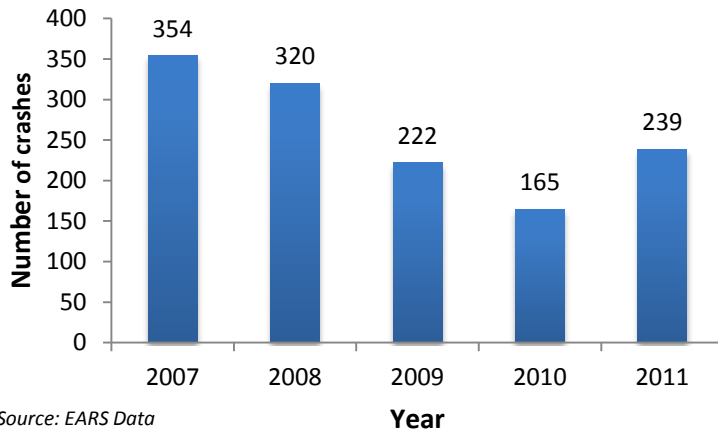
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 364: Total number of crashes in Otero County, 2007-2011

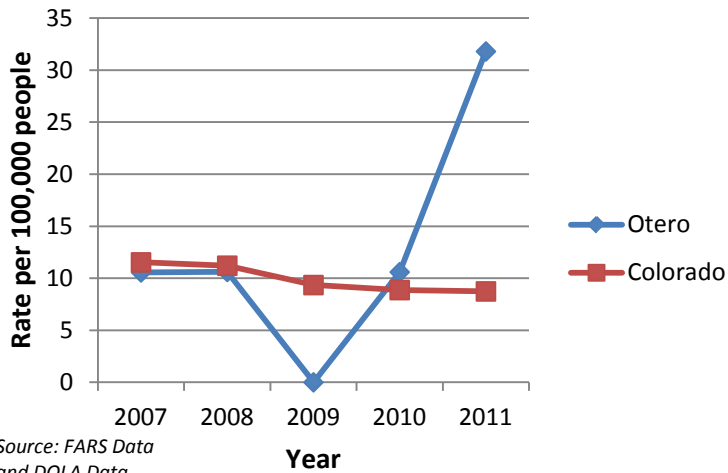


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population are increasing in Otero County. In 2011, there were 6 fatal crashes, resulting in 8 deaths.

Figure 365: Fatal Crash Rate in Otero County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Otero County varied slightly between 2007 and 2011. However, in 2011, there were 164 injury crashes per 100,000 population, a 41 percent increase in the rate of crashes from 2010. The Otero County injury crash rate is consistently lower than the Colorado crash rate.

Impaired Driving

Of the 5 fatal crashes in 2011, 2 (40%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Of drivers 16 years of age or older in 2011, there were 165 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 17% of the 51 drivers in injury and fatal crashes and 12% of the 294 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 6% of the 51 drivers in injury or fatal crashes were distracted.

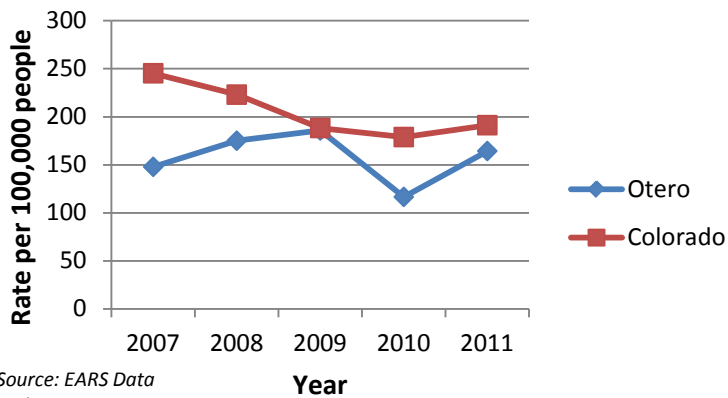
Source: FARS Data

Young Drivers

Otero County had no teen driver fatalities in 2011.

Source: FARS Data

Figure 366: Injury crash rate in Otero County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 94. Otero County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	1
15-24	2	5
25-69	2	7
70+	0	2
Total	4	15

Source: FARS Data and CHA Discharge Data

Each bar in Figure 367 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Otero County, the ratio for young drivers ages 16-25 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, 5 of the 6 (83%) motor vehicle fatalities and 13 of the 42 (31%) motor vehicle occupants injured were not using seat belts or other restraints.

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

Motorcycle Safety

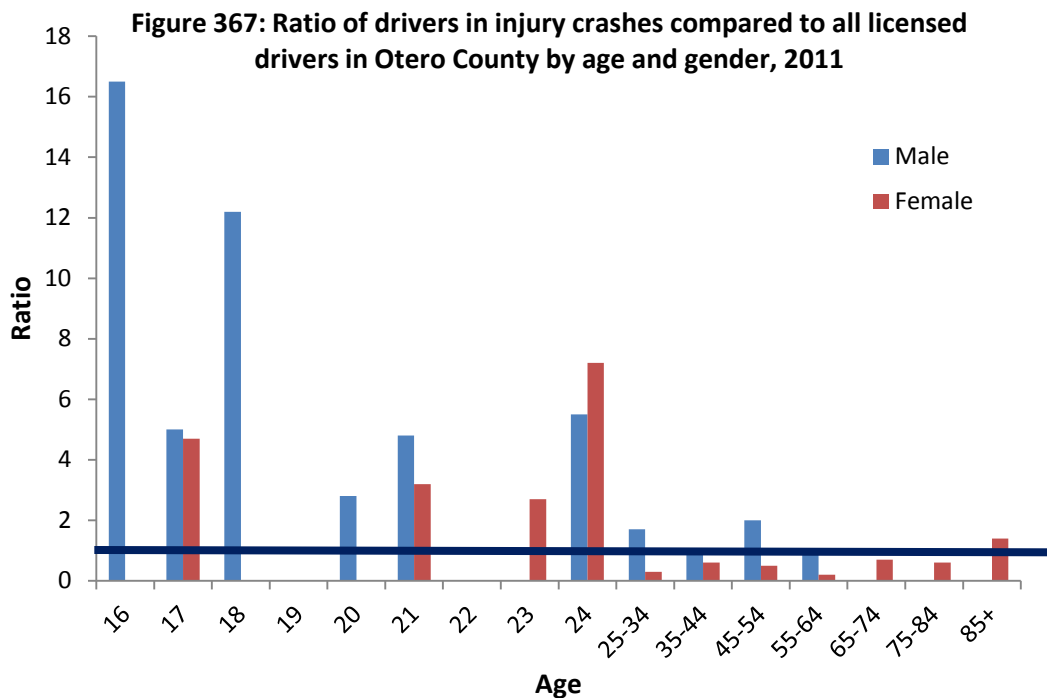
There were no motorcycle fatalities in Otero County in 2011.

Source: FARS Data

Pedestrian and Bicycle Safety

1 pedestrian and 0 bicyclists were killed in 2011.

Source: FARS Data

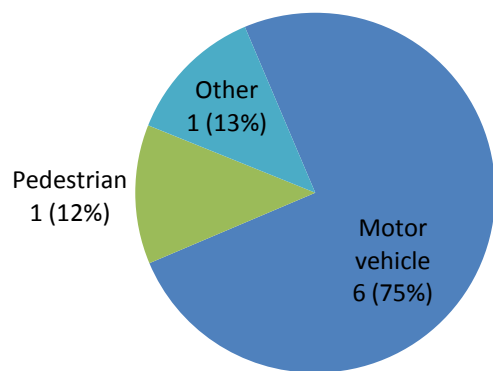


Source: EARS Data and DOR Data

Mode of Transportation

Motor vehicle occupants accounted for 6 of the 8 fatalities.

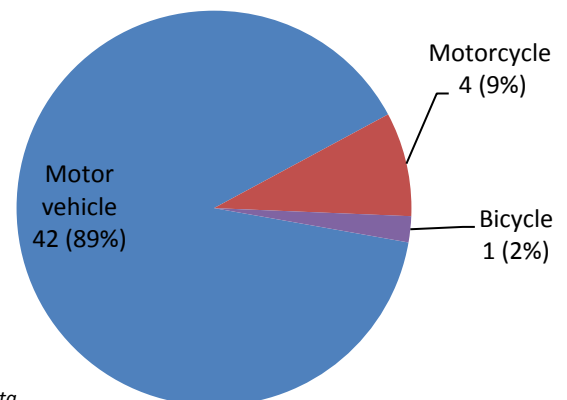
Figure 368: Mode of Transportation in Otero County Fatalities, 2011



Source: FARS Data

Of the 1,081 injuries, 854 were motor vehicle occupants and 183 of the occupants injured (21%) were not using seat belts or other restraints.

Figure 369: Mode of transportation of injured individuals in Otero County, 2011

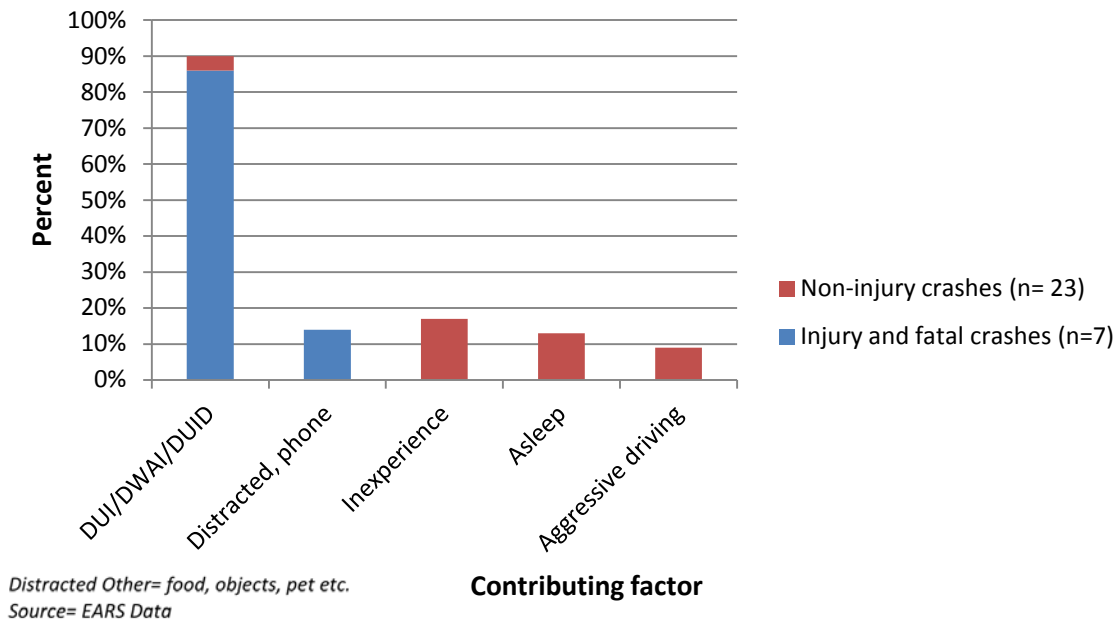


Source: EARS Data

Contributing Factors

There were a total of 239 crashes in Otero County in 2011. Of the drivers involved in these crashes, law enforcement reported that 30 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 370).

Figure 370: Contributing factors among careless drivers in Otero County, 2011 (n= 30)



Occupant Protection

Seat belt use data are not available for Otero County.

OURAY COUNTY

2011 Quick Facts:



Population	4,355
Male	2,179 (50%)
Female	2,176 (50%)
0-7 years	283 (6%)
8-14 years	327 (8%)
15-24 years	328 (8%)
25-69 years	2,953 (68%)
70+ years	464 (11%)

TABLE 95: OURAY COUNTY TREND ANALYSIS 2007-2011

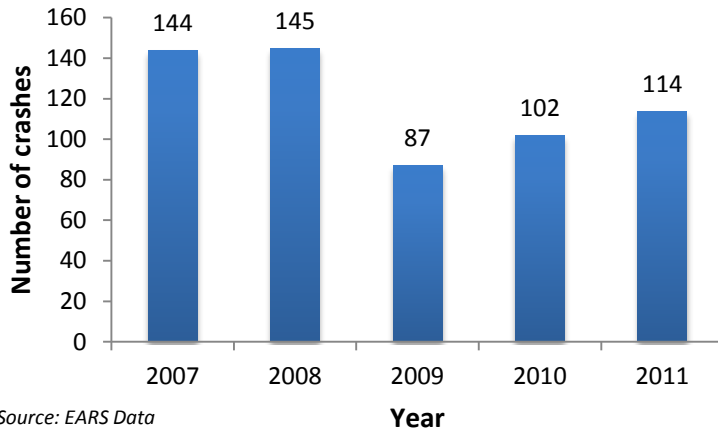
Performance Measure Reduce the number of:	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Ouray County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Traffic fatalities	9.90	2	2	3	1	0	36.56	-100.00%
Serious injuries in traffic crashes	260.73	23	27	26	19	11	484.46	-52.17%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	0	0	0	0	0	0.00	0.00
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	0	0	0	0	0	0.00	0.00
Speeding-related fatalities ⁺	3.41	NA	NA	1	0	0	7.58	-100.00%
Motorcyclist fatalities	1.75	1	1	1	0	0	13.71	-100.00%
Unhelmeted motorcyclist fatalities	1.12	0	1	0	0	0	4.57	0.00
Drivers age 20 or younger in fatal crashes	1.47	1	1	0	1	0	13.71	-100.00%
Pedestrian fatalities	0.92	1	0	0	0	0	4.57	-100.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 371: Total number of crashes in Ouray County, 2007-2011

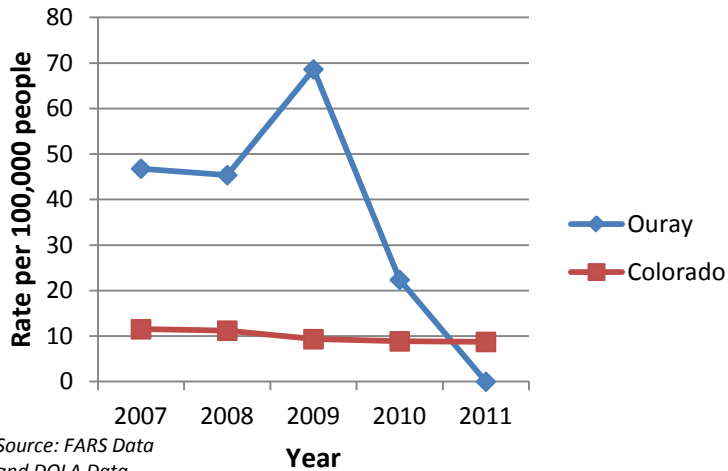


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population are declining in Ouray County. In 2011, there were no fatal crashes.

Figure 372: Fatal crash rate in Ouray County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

The injury crash rate in Ouray County declined between 2007 and 2011. In 2011, there were 164 injury crashes per 100,000 population, a 40 percent decrease in the rate of crashes from 2010.

Impaired Driving

In 2011, there were no motor vehicle fatalities in Ouray County.

Of drivers 16 years of age or older in 2011, there were 13 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 25% of the 12 drivers in injury and fatal crashes and 23% of the 130 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 8% of the 12 drivers in injury or fatal crashes were distracted.

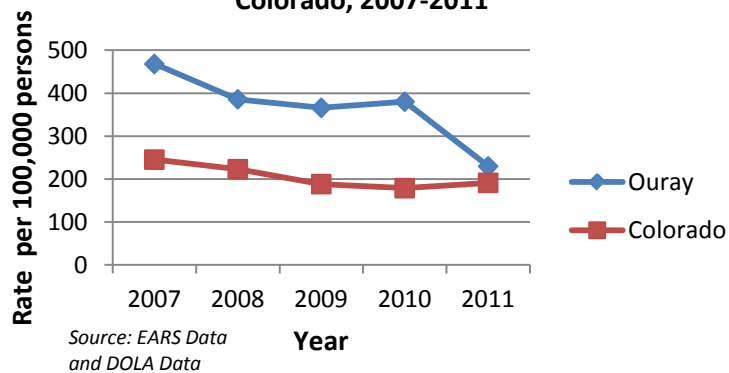
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes decreased by 100%.

Source: FARS Data

Figure 373: Injury crash rate in Ouray County and Colorado, 2007-2011



Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 96. Ouray County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	0	0
25-69	0	1
70+	0	0
Total	0	1

Source: FARS Data and CHA Discharge Data

Occupant Protection

In 2011, there were no motor vehicle occupant fatalities in Ouray County.

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

Motorcycle Safety

In 2011, there were no motorcycle fatalities in Ouray County.

Source: FARS Data

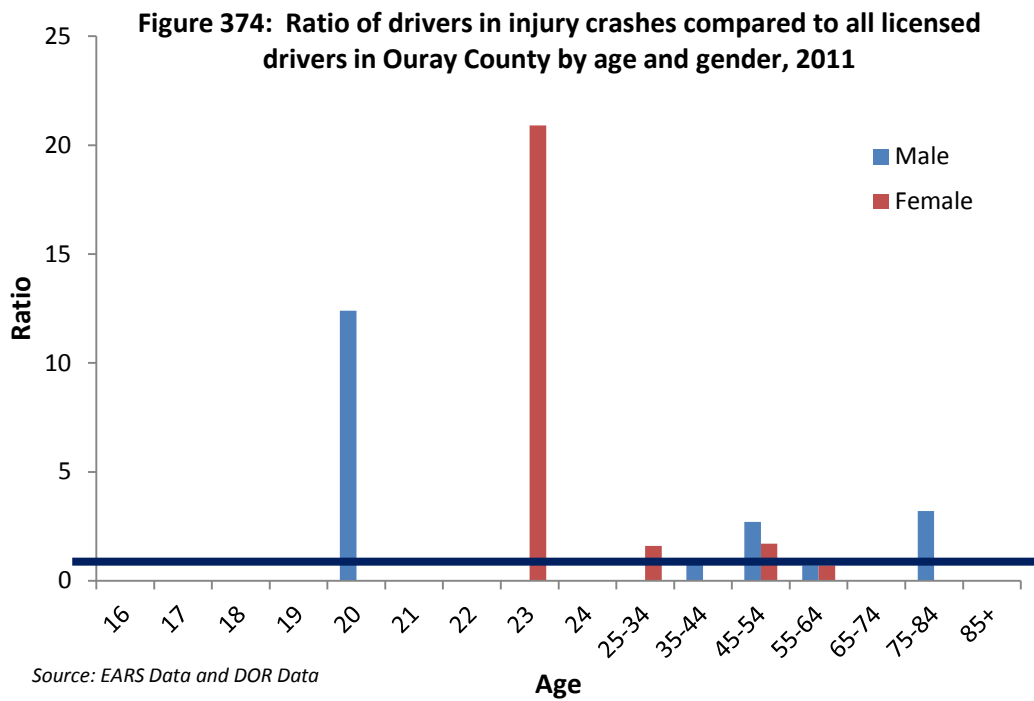
Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

Source: FARS Data

Each bar in Figure 374 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Ouray County, the ratio for young male drivers aged 20 and 23 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups.

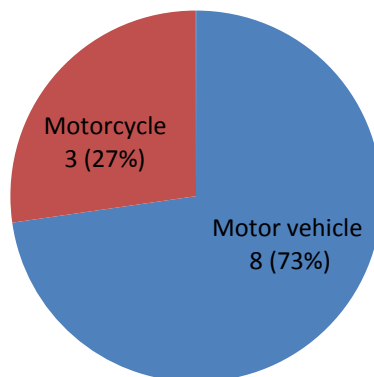


Mode of Transportation

In 2011, there were no motor vehicle fatalities in Ouray County.

Of the 11 injuries, 8 were motor vehicle occupants and 1 occupant injured (13%) was not using a seat belt or other restraints.

Figure 375: Mode of transportation of injured individuals in Ouray County, 2011

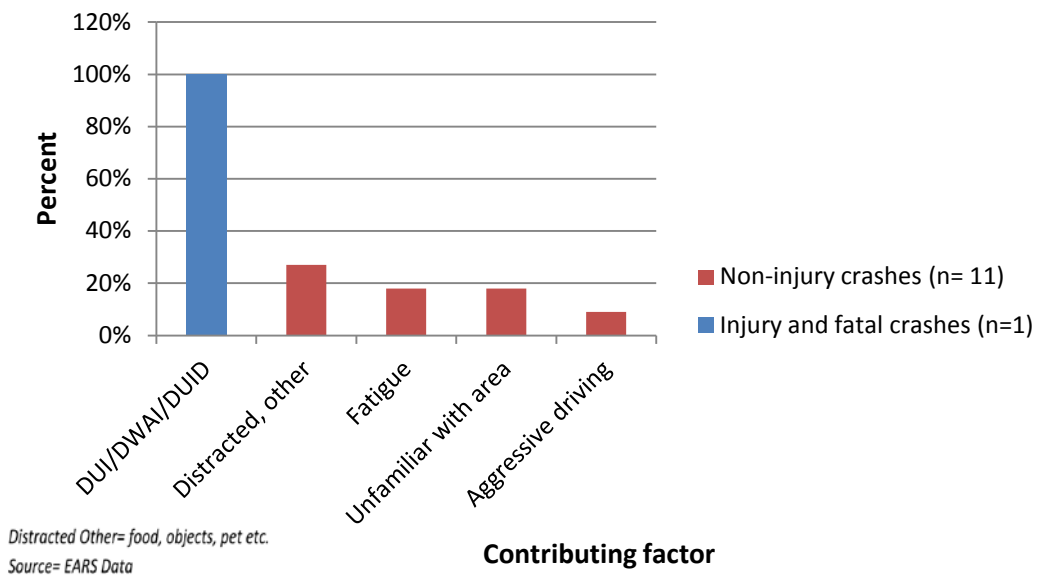


Source: EARS Data

Contributing Factors

There were a total of 114 crashes in Ouray County in 2011. Of the drivers involved in these crashes, law enforcement reported that 12 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 376).

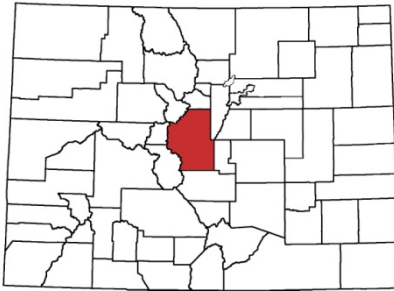
Figure 376: Contributing factors among careless drivers in Ouray County, 2011 (n=12)



Occupant Protection

Seat belt use data are not available for Ouray County.

PARK COUNTY



2011 Quick Facts:

Population	16,079
Male	8,425 (52%)
Female	7,654 (48%)
0-7 years	1,215 (8%)
8-14 years	1,203 (7%)
15-24 years	1,396 (9%)
25-69 years	11,191 (70%)
70+ years	1,073 (7%)

TABLE 97: PARK COUNTY TREND ANALYSIS 2007-2011

Performance Measure Reduce the number of:	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Park County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Traffic fatalities	9.90	7	5	8	4	3	33.36	-57.14%
Serious injuries in traffic crashes	260.73	96	99	55	49	70	455.89	-27.08%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	2	1	3	1	2	11.12	0.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	1	0	0	1	1	3.71	0.00%
Speeding-related fatalities ⁺	3.41	NA	NA	4	1	1	12.42	-75.00%
Motorcyclist fatalities	1.75	1	1	0	1	1	4.94	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	1	1.24	*
Drivers age 20 or younger in fatal crashes	1.47	0	0	2	1	0	3.71	0.00%
Pedestrian fatalities	0.92	1	0	0	0	0	1.24	-100.00%

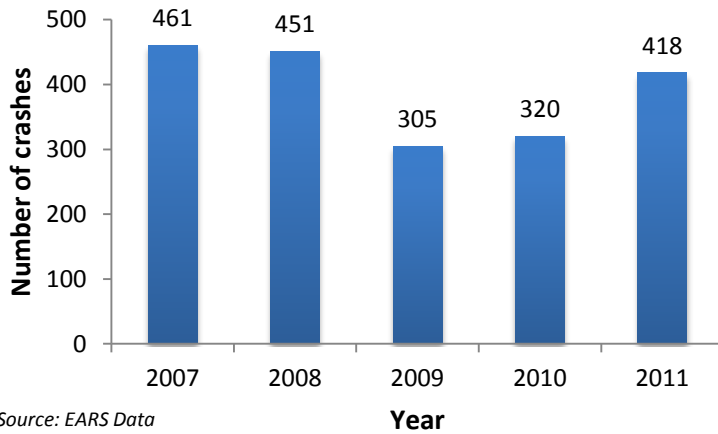
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 377: Total number of crashes in Park County, 2007-2011

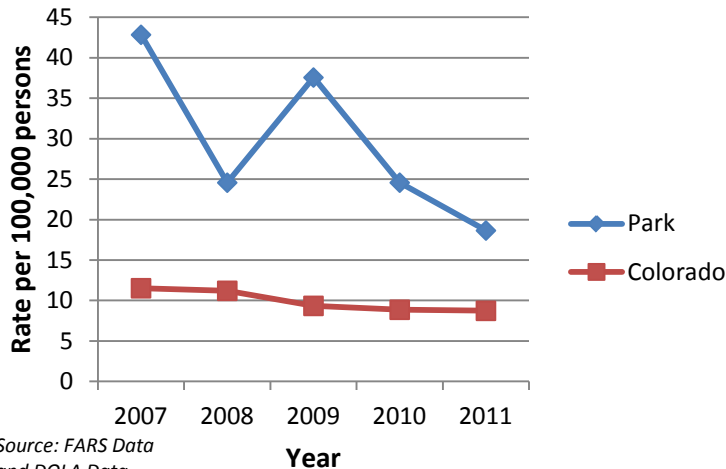


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population are declining in Park County. In 2011, there were 3 fatal crashes, resulting in 3 deaths.

Figure 378: Fatal crash rate in Park County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Park County declined between 2007 and 2011. However, in 2011, there were 305 injury crashes per 100,000 population, a 55 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 3 fatal crashes in 2011, 1 (33%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 81 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 28% of the 69 drivers in injury and fatal crashes and 28% of the 472 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 2% of the 69 drivers in injury or fatal crashes were distracted.

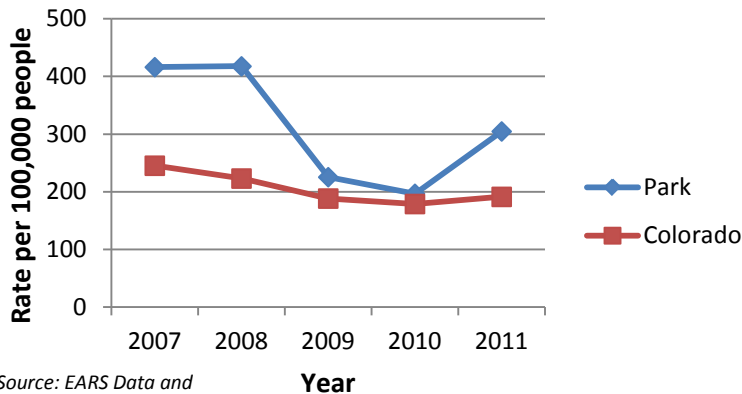
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes decreased by 100%.

Source: FARS Data

Figure 379: Injury crash rate in Park County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 98. Park County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	2
15-24	1	1
25-69	2	15
70+	0	1
Total	3	19

Source: FARS Data and CHA Discharge Data

Each bar in Figure 380 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Park County, the ratio for young drivers ages 16-34 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups. Additionally, females ages 75-84 have more crashes than expected.

Occupant Protection

In 2011, both of the (100%) motor vehicle fatalities and 21 of the 64 (33%) motor vehicle occupants injured were not using seat belts or other restraints.

2012 Park County Occupant Protection Usage:
Overall seat belt: 83.0%

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

Motorcycle Safety

There was 1 motorcyclist fatality in 2011 and 100 percent (1/1) was unhelmeted.

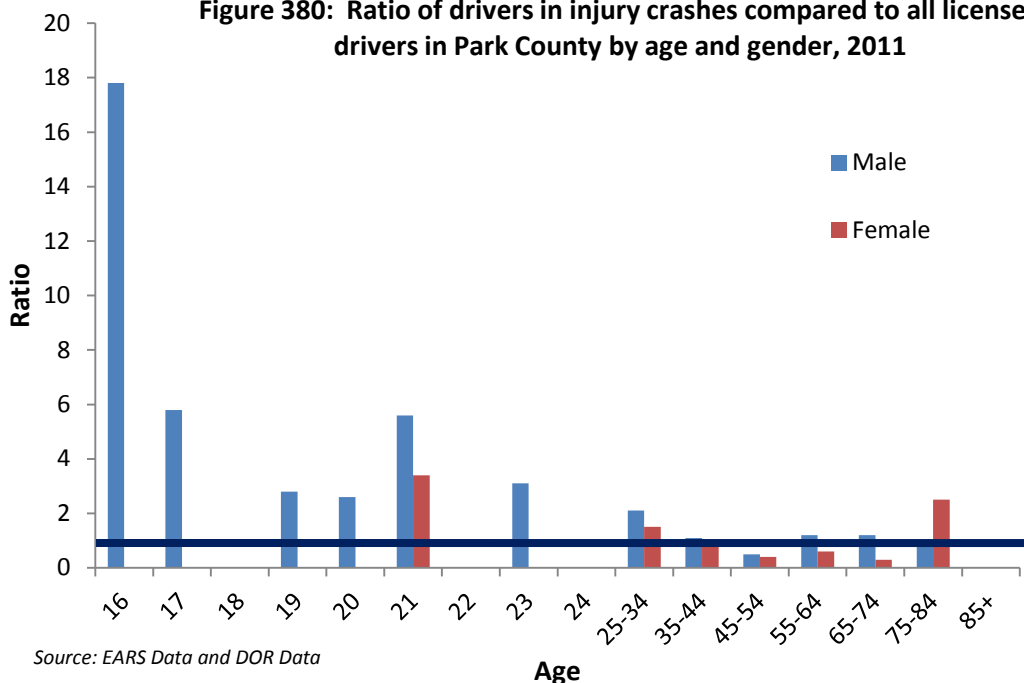
Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

Source: FARS Data

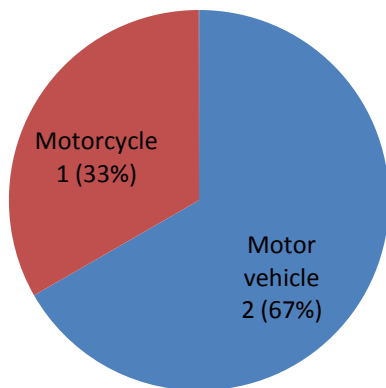
Figure 380: Ratio of drivers in injury crashes compared to all licensed drivers in Park County by age and gender, 2011



Mode of Transportation

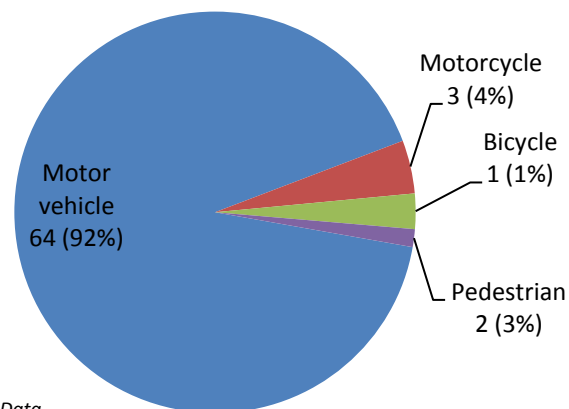
Motor vehicle occupants accounted for 2 of the 3 fatalities.

Figure 381: Mode of Transportation in Park County Fatalities, 2011



Of the 70 injuries, 64 were motor vehicle occupants and 21 of the occupants injured (33%) were not using seat belts or other restraints.

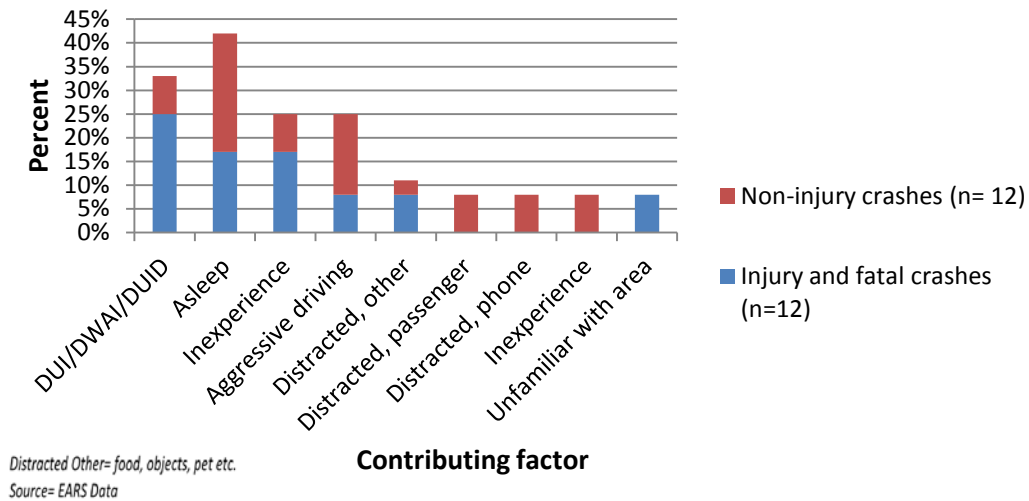
Figure 382: Mode of transportation of injured individuals in Park County, 2011



Contributing Factors

There were a total of 418 crashes in Park County in 2011. Of the drivers involved in these crashes, law enforcement reported that 24 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 383).

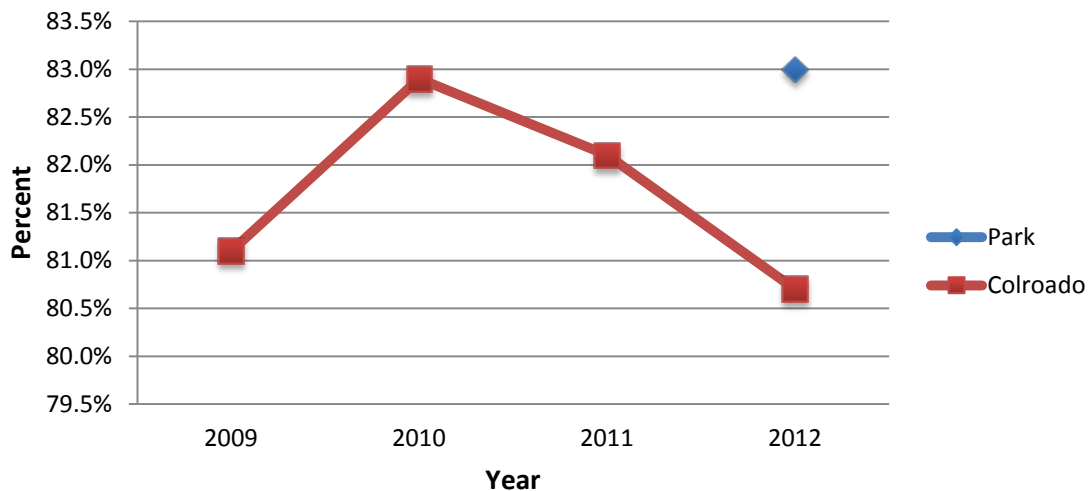
Figure 383: Contributing factors among careless drivers in Park County, 2011 (n= 24)



Occupant Protection

Seat belt use data was not collected in Park County until 2012. In 2012, Park County's seat belt use was 3 percent higher than statewide seat belt use.

Figure 384: Seat belt use in Park County and Colorado, 2009-2012



PHILLIPS COUNTY

2011 Quick Facts:



Population	4,387
Male	2,152 (49%)
Female	2,235(51%)
0-7 years	458 (10%)
8-14 years	442 (10%)
15-24 years	472 (11%)
25-69 years	2,306 (53%)
70+ years	709 (16%)

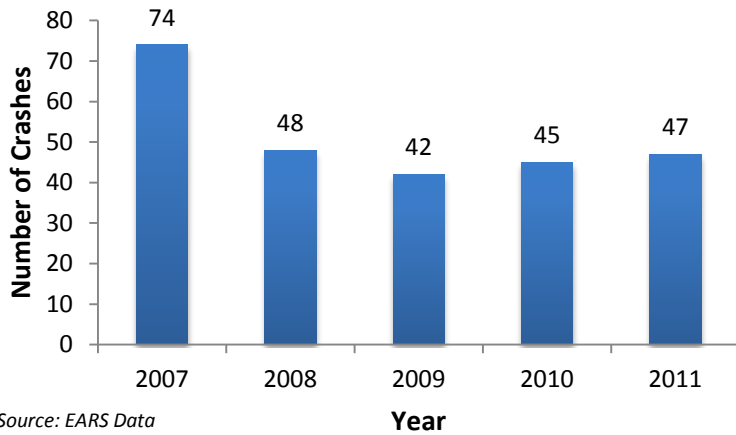
Performance Measure Reduce the number of:	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Phillips County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Traffic fatalities	9.90	1	1	1	0	0	13.49	-100.00%
Serious injuries in traffic crashes	260.73	7	10	1	5	7	134.86	0.00%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	1	1	1	0	0	13.49	-100.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	0	0	0	0	0	0.00	0.00%
Speeding-related fatalities ⁺	3.41	NA	NA	1	0	0	7.51	-100.00%
Motorcyclist fatalities	1.75	0	0	0	0	0	0.00	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	0	0.00	0.00%
Drivers age 20 or younger in fatal crashes	1.47	1	0	0	0	0	4.50	-100.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 385: Total number of crashes in Phillips County, 2007-2011

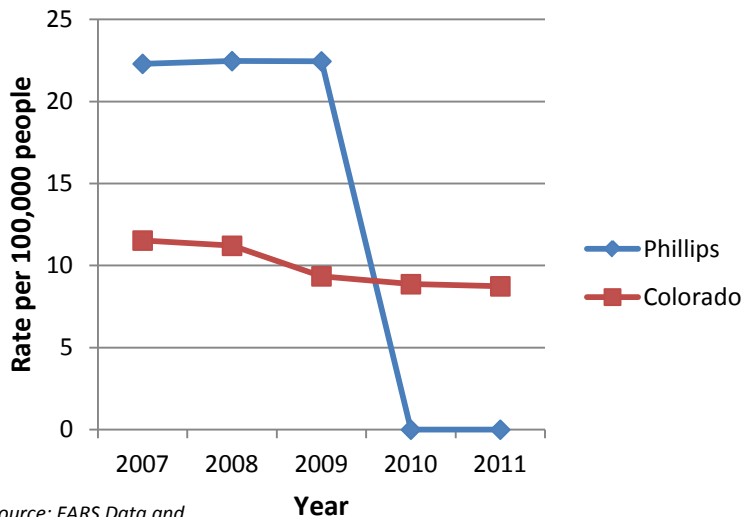


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population are declining in Phillips County. In 2011, there were no fatal crashes.

Figure 386: Fatal Crash rate in Phillips County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Phillips County declined slightly between 2007 and 2011. However, in 2011, there were 137 injury crashes per 100,000 population, a 22 percent increase in the rate of crashes from 2010.

Impaired Driving

In 2011, there were no fatal impaired driving crashes in Phillips County.

Of drivers 16 years of age or older in 2011, there were 11 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 29% of the 7 drivers in injury crashes and 10% of the 67 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement did not report any drivers in injury or fatal crashes for distraction.

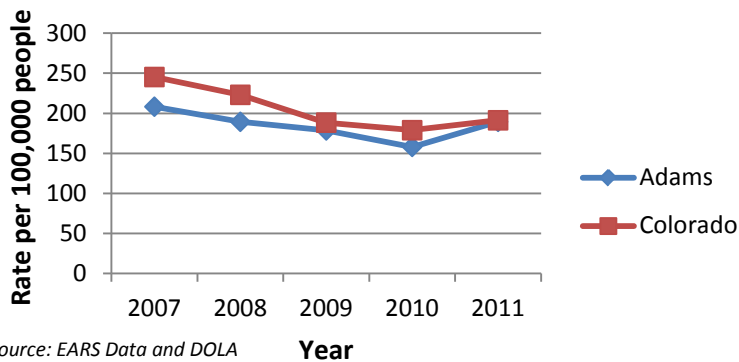
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes decreased by 100%.

Source: FARS Data

Figure 387: Injury crash rate in Phillips County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 100. Phillips County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	0	2
25-69	0	0
70+	0	0
Total	0	2

Source: FARS Data and CHA Discharge Data

Each bar in Figure 388 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Phillips County, the ratio for young drivers age 20 and for adults ages 45-64 exceed 1, indicating that these drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, 3 of the 7 (43%) motor vehicle occupants injured in motor vehicle crashes were not using seat belts or other restraints.

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

Motorcycle Safety

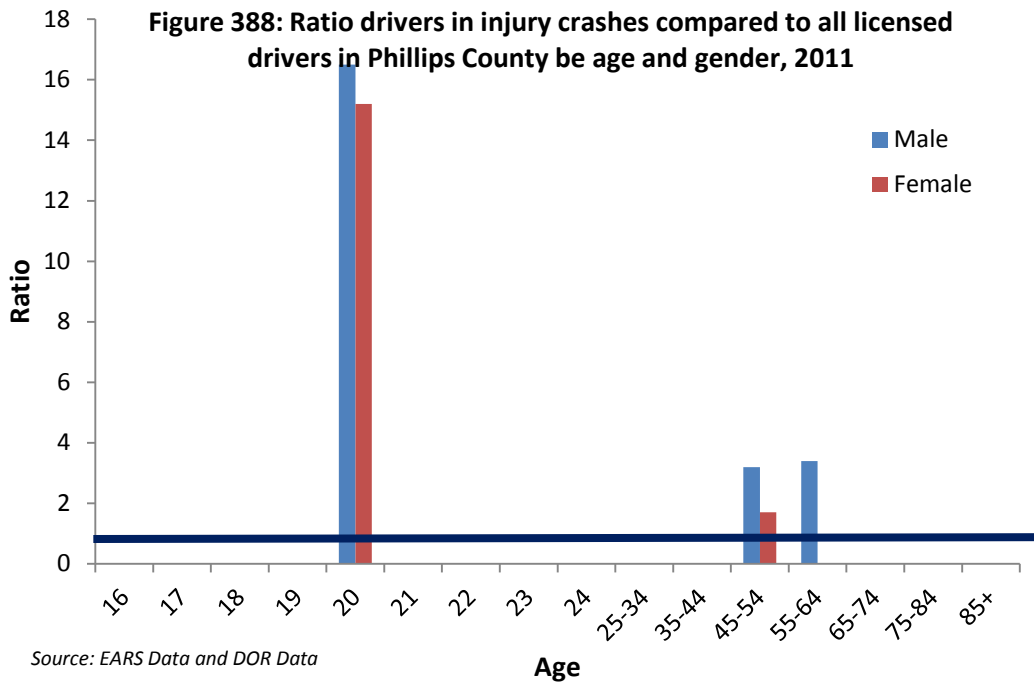
In 2011, there were no motorcycle fatalities in Phillips County.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

Source: FARS Data

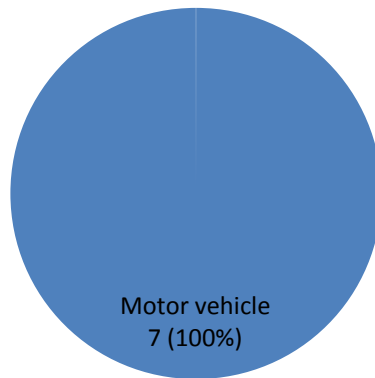


Mode of Transportation

In 2011, there were no motor vehicle occupant deaths in Phillips.

Of the 7 motor vehicle occupants who were injured in motor vehicle crashes, 3 (43%) were not using seat belts or other restraints

Figure 389: Mode of transportation of injured individuals in Phillips County, 2011

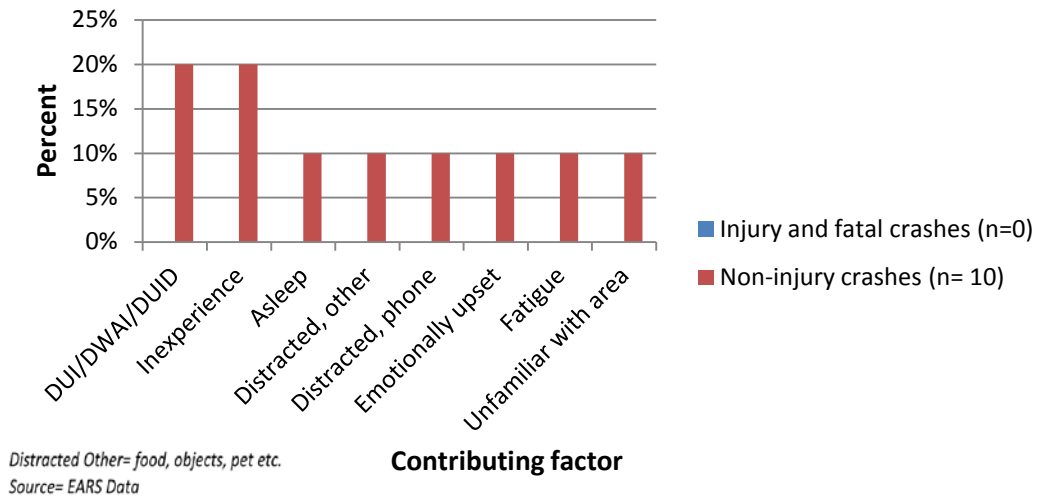


Source: EARS Data

Contributing Factors

There were a total of 47 crashes in Phillips County in 2011. Of the drivers involved in these crashes, law enforcement reported that 10 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 390).

Figure 390: Contributing factors among careless drivers in Phillips County, 2011 (n=10)



Occupant Protection

Seat belt use data are not available for Phillips County.

PITKIN COUNTY

2011 Quick Facts:



Population	17,094
Male	9,057 (53%)
Female	8,037 (47%)
0-7 years	1,235 (7%)
8-14 years	1,210 (7%)
15-24 years	1,444 (8%)
25-69 years	12,039 (70%)
70+ years	1,166 (7%)

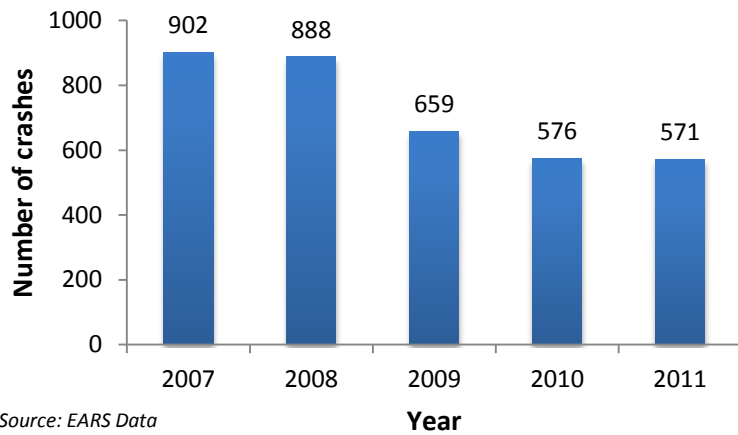
Performance Measure Reduce the number of:	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Pitkin County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Traffic fatalities	9.90	2	2	2	2	3	13.06	+50.00%
Serious injuries in traffic crashes	260.73	61	56	39	48	75	331.33	+22.95%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	0	2	1	1	0	4.75	0.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	1	1	1	2	0	5.94	-100.00%
Speeding-related fatalities ⁺	3.41	NA	NA	1	1	0	3.90	-100.00%
Motorcyclist fatalities	1.75	1	0	0	1	0	2.38	-100.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	0	1	0	1.19	0.00%
Drivers age 20 or younger in fatal crashes	1.47	0	2	0	0	0	2.38	0.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

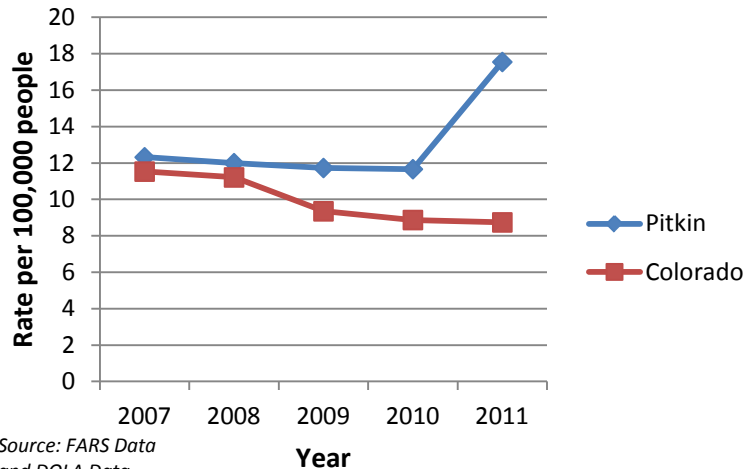
Figure 391: Total number of crashes in Pitkin County, 2007-2011



Fatal Crashes

The number of fatal crashes per 100,000 population are on the decline in Pitkin County. In 2011, there were 3 fatal crashes, resulting in 3 deaths.

Figure 392: Fatal crash rate in Pitkin County and Colorado, 2007-2011



Injury Crashes

Overall, the injury crash rate in Pitkin County declined between 2007 and 2011. However, in 2011, there were 44 injury crashes per 100,000 population, a 3 percent increase in the rate of crashes from 2010.

Impaired Driving

None of the 3 fatal crashes in 2011 involved a driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 141 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 8% of the 82 drivers in injury or fatal crashes and 9% of the 889 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 6% of the 82 drivers in injury or fatal crashes were distracted.

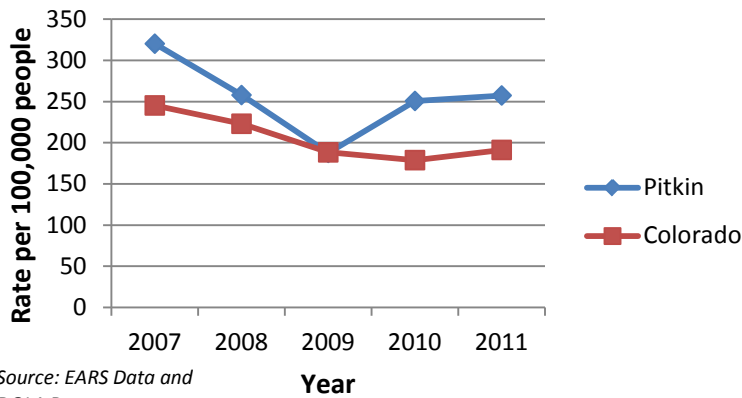
Source: FARS Data

Young Drivers

In 2011, no drivers age 20 or younger were involved in fatal crashes.

Source: FARS Data

Figure 393: Injury crash rate in Pitkin County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 102. Pitkin County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	1	0
25-69	1	2
70+	1	0
Total	3	2

Source: FARS Data and CHA Discharge Data

Occupant Protection

In 2011, all three of the motor vehicle fatalities were restrained, but 26 of the 59 (44%) motor vehicle occupants injured were not using seat belts or other restraints.

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

Motorcycle Safety

In 2011, there were no motorcycle fatalities in Pitkin County.

Source: FARS Data

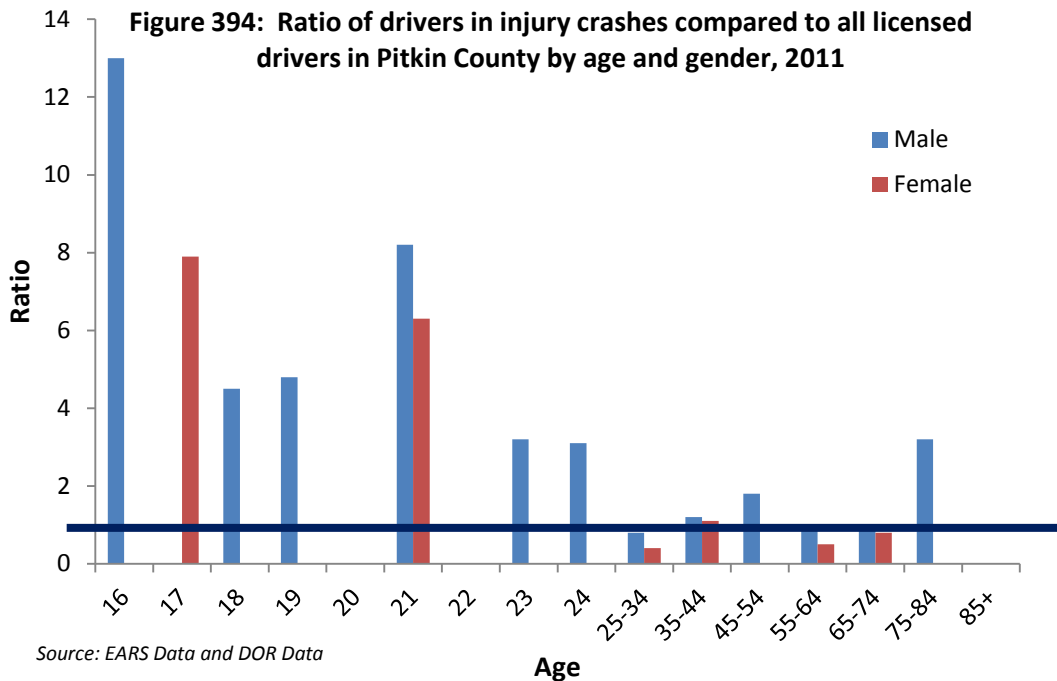
Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

Source: FARS Data

Each bar in Figure 394 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

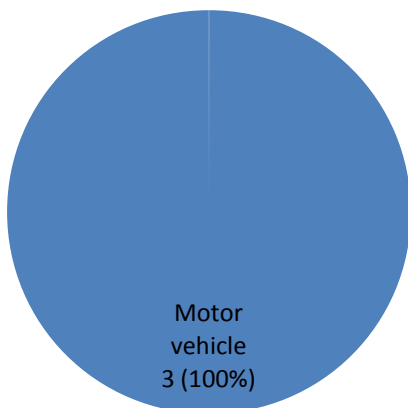
In Pitkin County, the ratio for young drivers ages 16-25 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups. Additionally, men ages 75-84 were involved in more crashes than anticipated.



Mode of Transportation

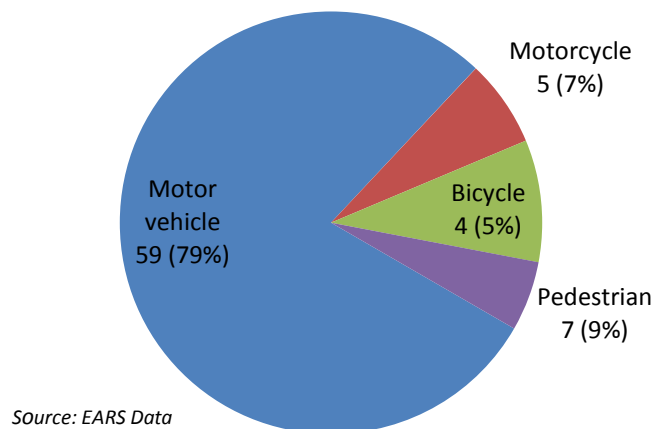
There were 3 motor vehicle occupant fatalities in Pitkin County in 2011.

Figure 395: Mode of transportation in Pitkin County fatalities, 2011



Of the 75 injuries, 59 were motor vehicle occupants and 26 (44%) if the occupants injured were not using seat belts or other restraints.

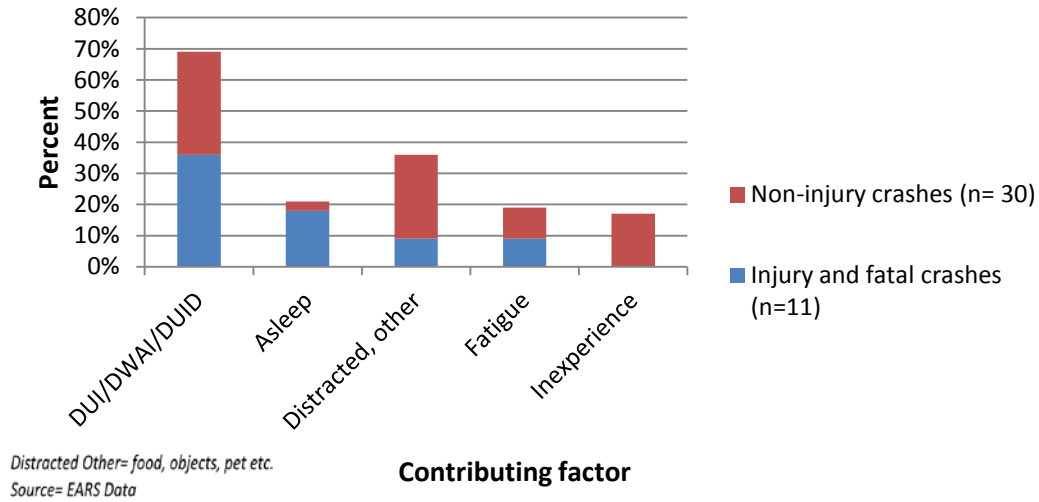
Figure 396: Mode of transportation of injured individuals in Pitkin County, 2011



Contributing Factors

There were a total of 571 crashes in Pitkin County in 2011. Of the drivers involved in these crashes, law enforcement reported that 41 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 397).

Figure 397: Contributing factors among careless drivers in Pitkin County, 2011 (n= 41)



Occupant Protection

Seat belt use data are not available for Pitkin County.

PROWERS COUNTY

2011 Quick Facts:



Population	12,503
Male	6,176 (49%)
Female	6,327 (51%)
0-7 years	1,502 (12%)
8-14 years	1,312 (10%)
15-24 years	1,676 (13%)
25-69 years	6,691 (54%)
70+ years	1,322 (11%)

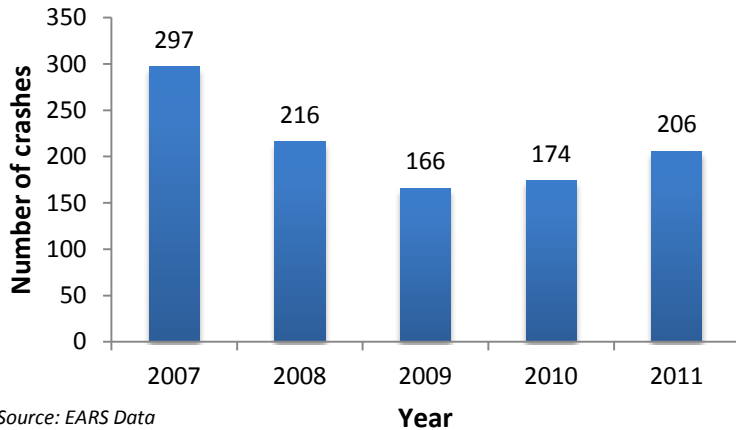
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Prowers County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	3	3	5	2	3	25.37	0.00%
Serious injuries in traffic crashes	260.73	56	23	19	14	19	207.74	-66.07%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	2	0	2	0	2	9.51	0.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	1	0	0	0	2	4.76	+100.00%
Speeding-related fatalities⁺	3.41	NA	NA	3	1	1	13.30	-66.67%
Motorcyclist fatalities	1.75	0	0	1	0	0	1.59	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	1	0	0	1.59	0.00%
Drivers age 20 or younger in fatal crashes	1.47	0	0	0	0	0	0.00	0.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 398: Total number of crashes in Prowers County, 2007-2011

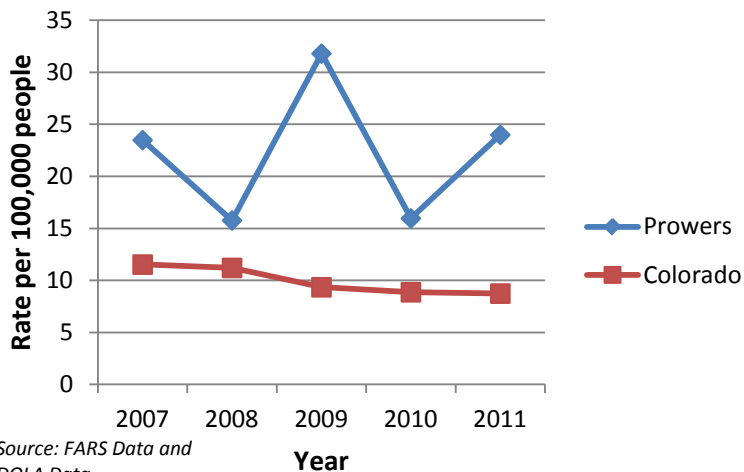


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population increased between 2010 and 2011 in Prowers County. In 2011, there were 3 fatal crashes, resulting in 3 deaths.

Figure 399: Fatal crash rate in Prowers County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Prowers County declined between 2007 and 2011. However, in 2011, there were 112 injury crashes per 100,000 population, almost a 56 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 3 fatal crashes in 2011, 2 (67%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 110 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Data

Speed Enforcement

In 2011, 4% of the 24 drivers in injury and fatal crashes and 9% of the 889 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 8% of the 24 drivers in injury or fatal crashes were distracted.

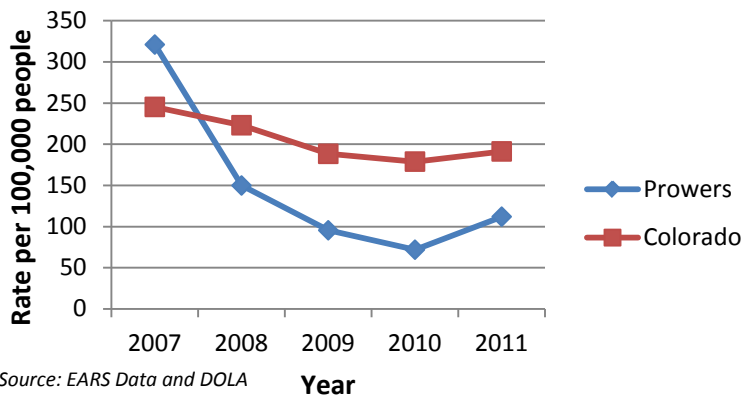
Source: FARS Data

Young Drivers

In 2011, there were not any drivers aged 20 or younger involved in fatal crashes.

Source: FARS Data

Figure 400: Injury crash rate in Prowers County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 104. Prowers County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	1	0
25-69	2	5
70+	0	0
Total	3	5

Source: FARS Data and CHA Discharge Data

Each bar in Figure 401 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Prowers County, the ratio for young drivers ages 20 and 24 exceed 1, indicating that young drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, 3 of the 2 (67%) motor vehicle fatalities and 4 of the 15 (27%) motor vehicle occupants injured were not using seat belts or other restraints.

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

Motorcycle Safety

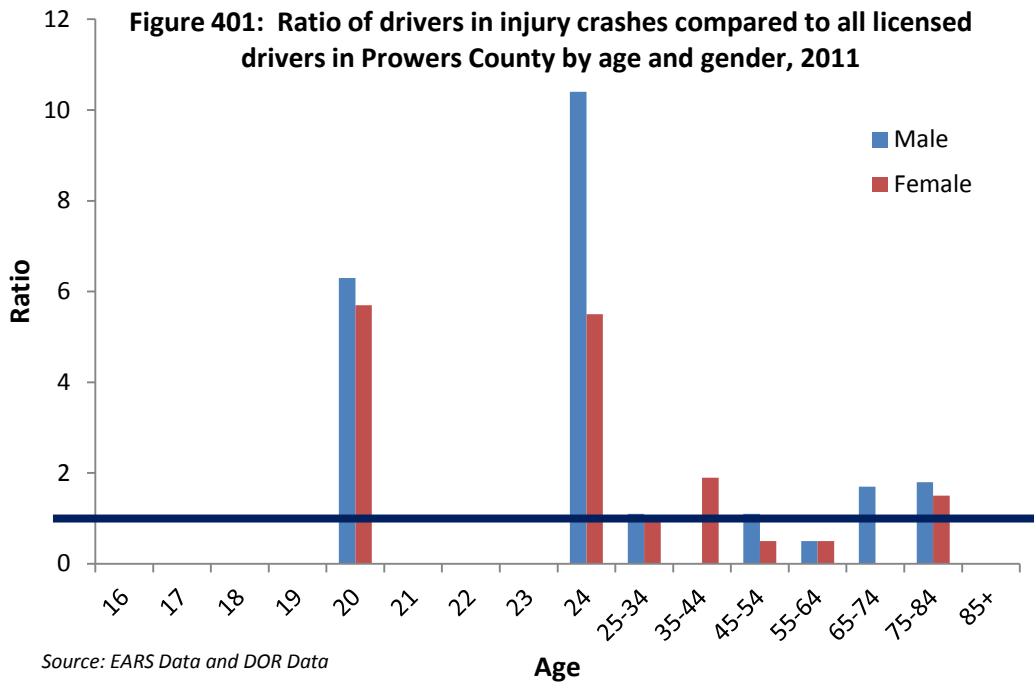
In 2011, there were 0 motorcyclist fatalities in 2011.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

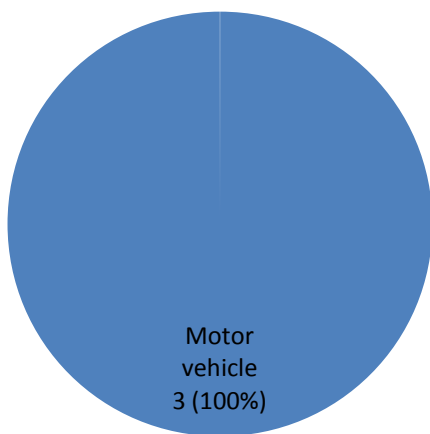
Source: FARS Data



Mode of Transportation

Motor vehicle occupants accounted for all three of the traffic fatalities in 2011.

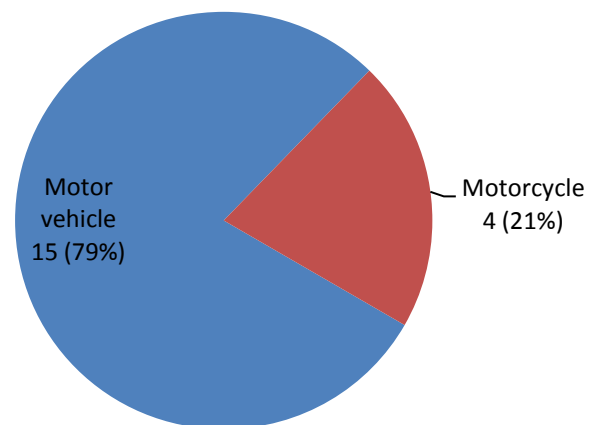
Figure 342: Mode of Transportation in Prowers County Fatalities, 2011



Source: FARS Data

Of the 19 injuries, 15 were motor vehicle occupants and 4 of the occupants injured individuals (27%) were not using seat belts or other restraints.

Figure 403: Mode of transportation of injured individuals in Prowers County, 2011

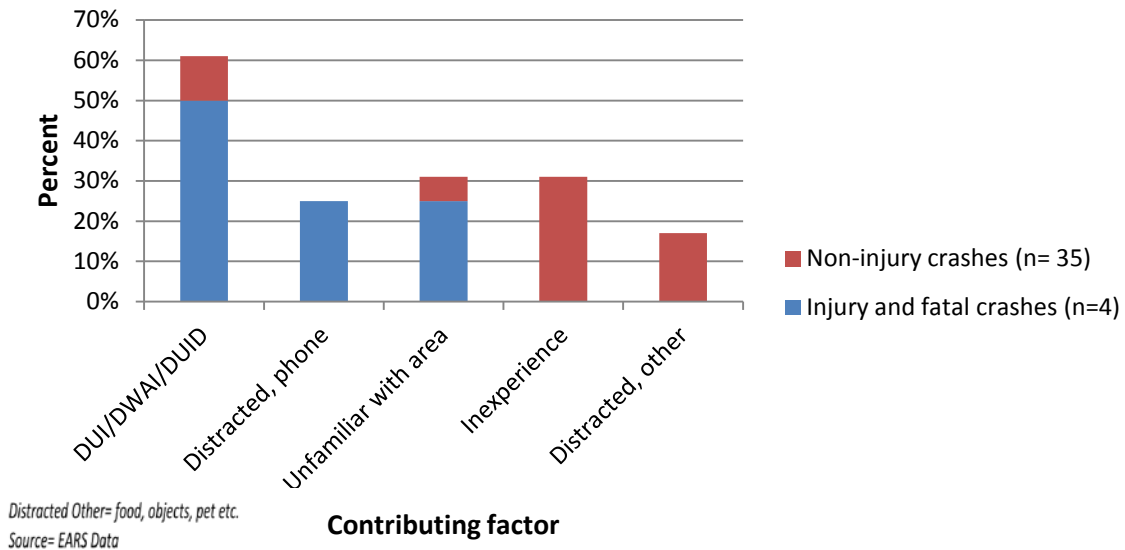


Source: EARS Data

Contributing Factors

There were a total of 9,647 crashes in Prowers County in 2011. Of the drivers involved in these crashes, law enforcement reported that 3,251 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 404).

Figure 404: Contributing factors among careless drivers in Prowers County, 2011 (n= 39)



Occupant Protection

Seat belt use data are not available for Prowers County.

PUEBLO COUNTY

2011 Quick Facts:



Population	160,393
Male	78,923 (49%)
Female	81,470 (51%)
0-7 years	16,700 (10%)
8-14 years	15,265 (10%)
15-24 years	22,371 (14%)
25-69 years	88,315 (55%)
70+ years	17,742 (11%)

TABLE 105: PUEBLO COUNTY TREND ANALYSIS 2007-2011

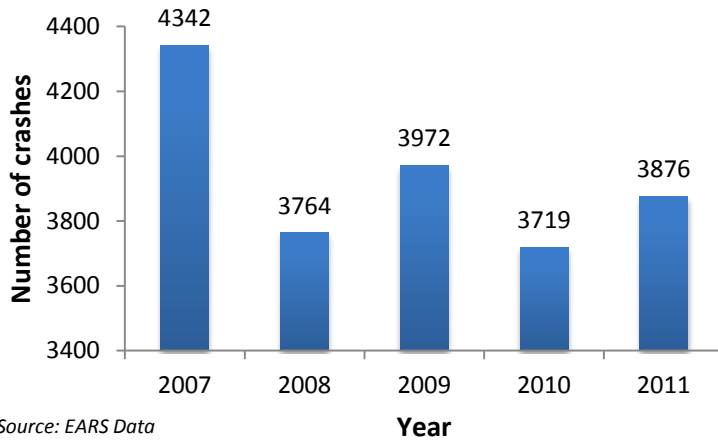
Performance Measure Reduce the number of:	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Pueblo County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Traffic fatalities	9.90	23	26	22	19	24	14.46	+4.35%
Serious injuries in traffic crashes	260.73	562	497	430	364	410	287.11	-27.05%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	10	9	13	2	12	5.84	+20.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	7	9	7	6	10	4.95	+42.86%
Speeding-related fatalities ⁺	3.41	NA	NA	3	1	9	2.72	+200.00%
Motorcyclist fatalities	1.75	5	3	2	8	4	2.79	-20.00%
Unhelmeted motorcyclist fatalities	1.12	3	2	2	8	4	2.41	+33.33%
Drivers age 20 or younger in fatal crashes	1.47	7	4	3	0	4	2.28	-42.86%
Pedestrian fatalities	0.92	2	0	2	3	6	1.65	+200.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 405: Total number of crashes in Pueblo County, 2007-2011

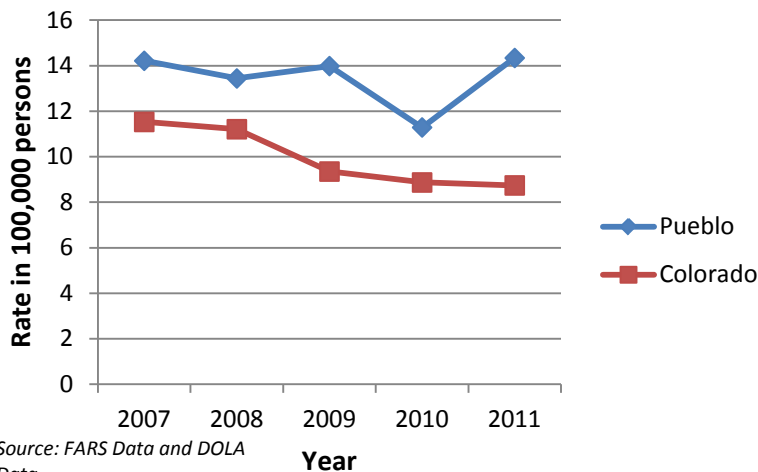


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population are increased in Pueblo County between 2010 and 2011. In 2011, there were 23 fatal crashes, resulting in 24 deaths.

Figure 406: Fatal crash rate in Pueblo County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Pueblo County declined between 2007 and 2011. However, in 2011, there were 315 injury crashes per 100,000 population, a 5 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 23 fatal crashes in 2011, 10 (43%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 828 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 5% of the 562 drivers in injury and fatal crashes and 4% of the 6,499 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 6% of the 562 drivers in injury or fatal crashes were distracted.

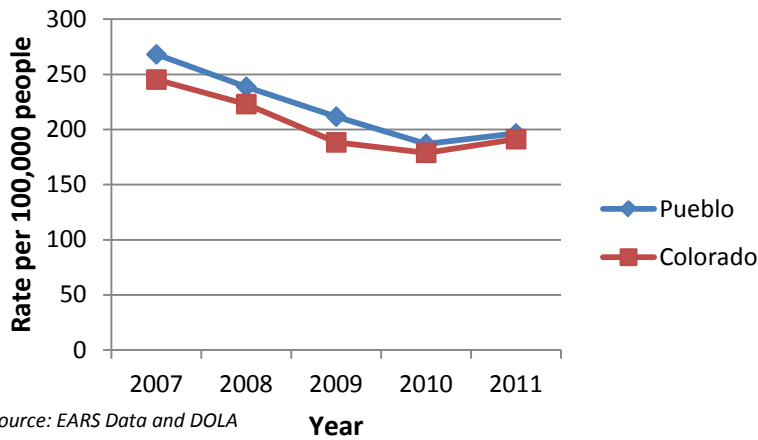
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes decreased by 42.86%.

Source: FARS Data

Figure 407: Injury crash rate in Pueblo County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 106. Pueblo County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	1
5-7	0	3
8-14	2	4
15-24	5	26
25-69	17	84
70+	0	12
Total	24	130

Source: FARS Data and CHA Discharge Data

Each bar in Figure 408 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Pueblo County, the ratio for young drivers ages 16-25 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, 12 of the 14 (86%) motor vehicle fatalities and 91 of the 332 (27%) motor vehicle occupants injured were not using seat belts or other restraints.

2012 Pueblo County Occupant Protection Usage:

Overall seat belt: 71.3%

Teen seat belt: 61.7%

Front/rear seat (0-4 years): 98.0%

Front/rear booster: 60.7%

Juvenile (5-15 years): 79.8%

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

Motorcycle Safety

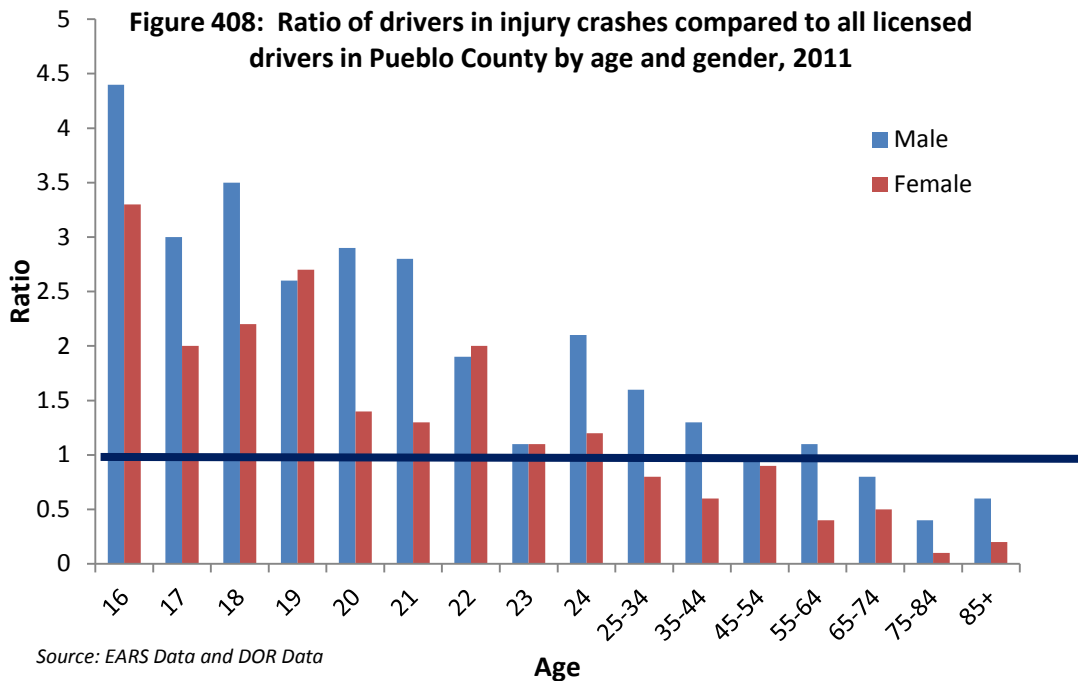
There were 4 motorcyclist fatalities in 2011 and 100 percent (4/4) were unhelmeted.

Source: FARS Data

Pedestrian and Bicycle Safety

6 pedestrians and 0 bicyclists were killed in 2011.

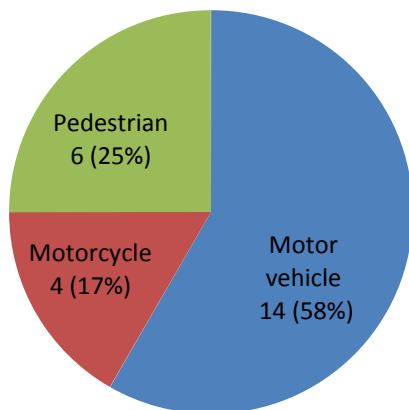
Source: FARS Data



Mode of Transportation

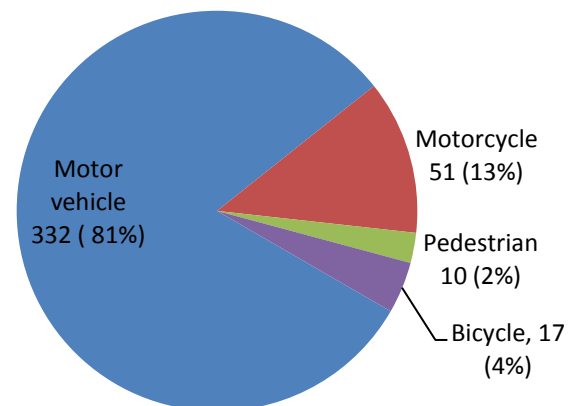
Motor vehicle occupants accounted for 14 of the 24 fatalities.

Figure 409: Mode of transportation in Pueblo County fatalities, 2011



Of the 410 injuries, 332 were motor vehicle occupants and 91 of the occupants injured individuals (27%) were not using seat belts or other restraints.

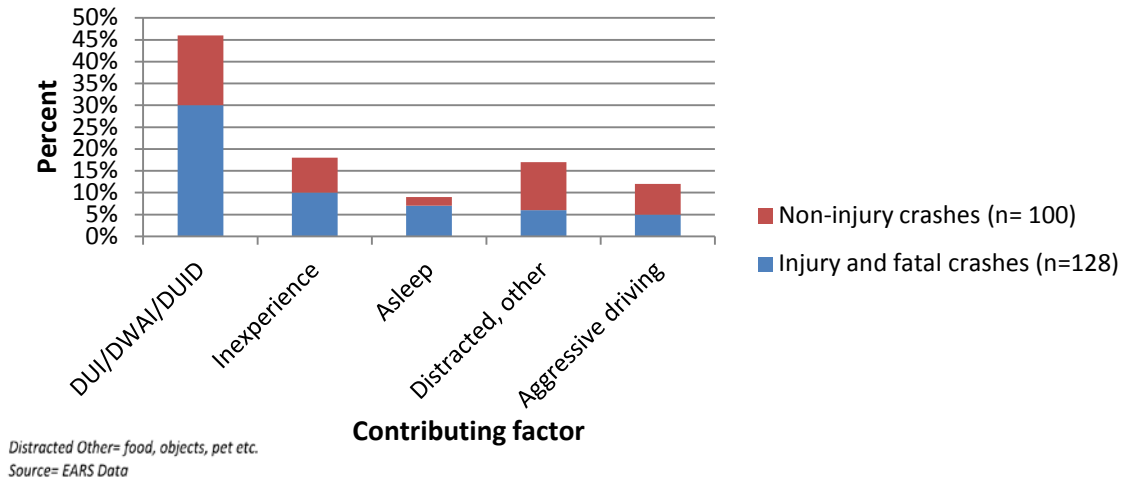
Figure 410: Mode of transportation of injured individuals in Pueblo County, 2011



Contributing Factors

There were a total of 9,647 crashes in Pueblo County in 2011. Of the drivers involved in these crashes, law enforcement reported that 3,251 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 411).

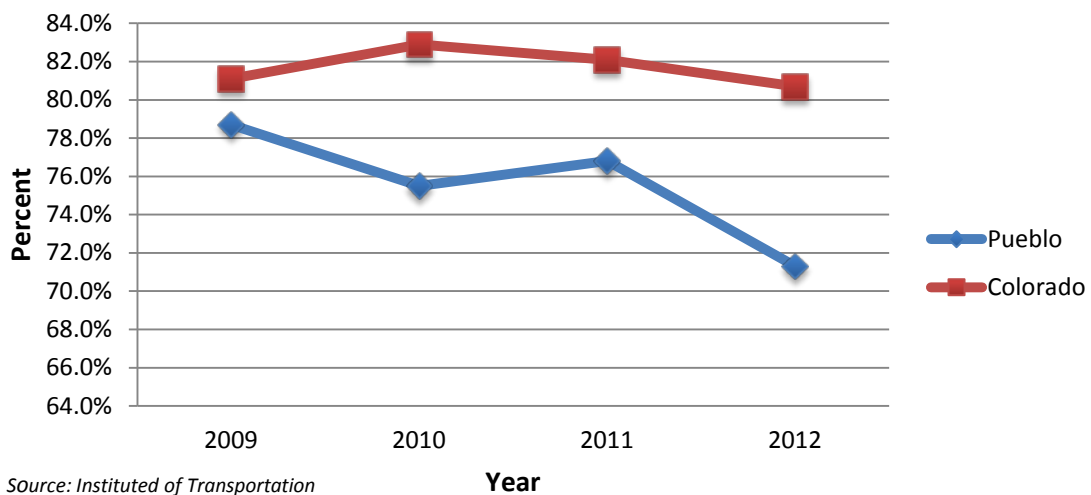
Figure 411: Contributing factors among careless drivers in Pueblo County, 2011 (n= 228)



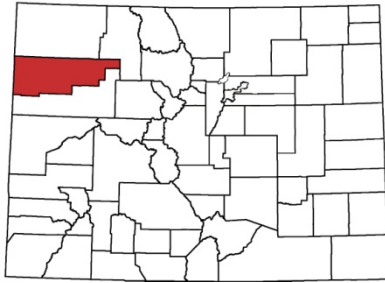
Occupant Protection

Overall seat belt use in Pueblo County declined between 2009 and 2012. However, Pueblo County's seat belt use is consistently lower than Colorado's seat belt use.

Figure 412: Seat belt use in Pueblo County and Colorado, 2009-2012



RIO BLANCO COUNTY



2011 Quick Facts:

Population	6,785
Male	3,489 (51%)
Female	3,296 (49%)
0-7 years	782 (12%)
8-14 years	621 (9%)
15-24 years	909 (13%)
25-69 years	3,873 (57%)
70+ years	600 (9%)

TABLE 107: RIO BLANCO COUNTY TREND ANALYSIS 2007-2011

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Rio Blanco County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	1	6	0	2	4	40.64	+300.00%
Serious injuries in traffic crashes	260.73	77	54	25	16	32	637.72	-58.44%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	1	2	0	0	4	21.88	+300.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	1	2	0	0	4	21.88	+300.00%
Speeding-related fatalities⁺	3.41	NA	NA	0	1	4	25.33	*
Motorcyclist fatalities	1.75	0	2	0	0	0	6.25	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	1	0	0	0	3.13	0.00%
Drivers age 20 or younger in fatal crashes	1.47	0	0	0	0	0	0.00	0.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

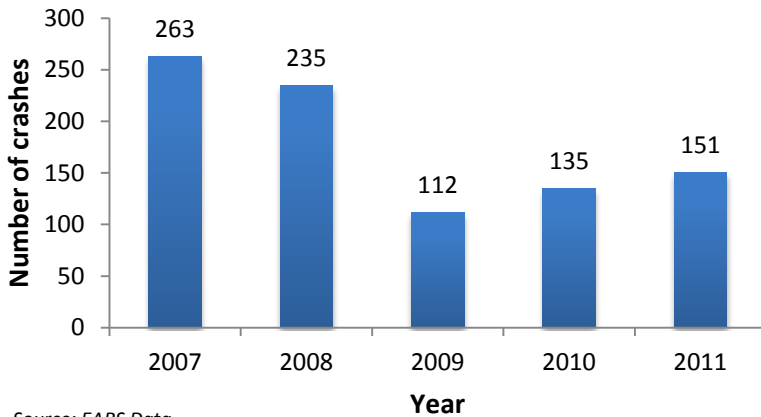
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 413: Total number of crashes in Rio Blanco County, 2007-2011

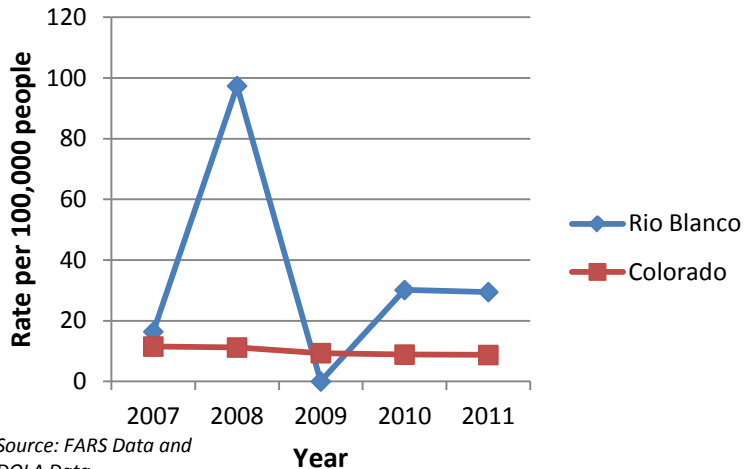


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population remained the same from 2010 to 2011 in Rio Blanco County. In 2011, there were 2 fatal crashes, resulting in 4 deaths.

Figure 414: Fatal crash rate in Rio Blanco County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Rio Blanco County declined between 2007 and 2011. However, in 2011, there were 24 injury crashes per 100,000 population, almost a 96 percent increase in the rate of crashes from 2010.

Impaired Driving

Both the 2 fatal crashes in 2011, (100%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 36 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 14% of the 28 drivers in injury and fatal crashes and 18% of the 159 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 11% of the 28 drivers in injury or fatal crashes were distracted.

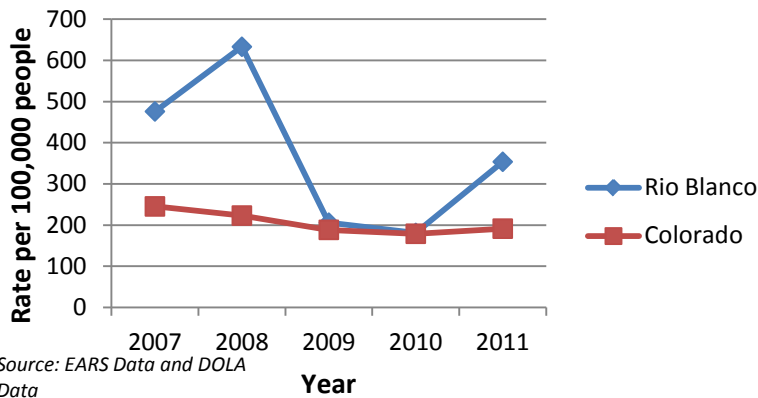
Source: FARS Data

Young Drivers

In 2011, no drivers aged 20 or younger were involved in a fatal crash.

Source: FARS Data

Figure 415: Injury crash rate in Rio Blanco County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 108. Rio Blanco County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	2	1
15-24	5	1
25-69	17	3
70+	0	1
Total	24	6

Source: FARS Data and CHA Discharge Data

Each bar in Figure 416 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Rio Blanco County, the ratio for young drivers ages 16-25 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, all of the 4 (100%) motor vehicle fatalities and 5 of the 27 (19%) motor vehicle occupants injured were not using seat belts or other restraints.

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

Motorcycle Safety

There were no motorcyclist fatalities in 2011.

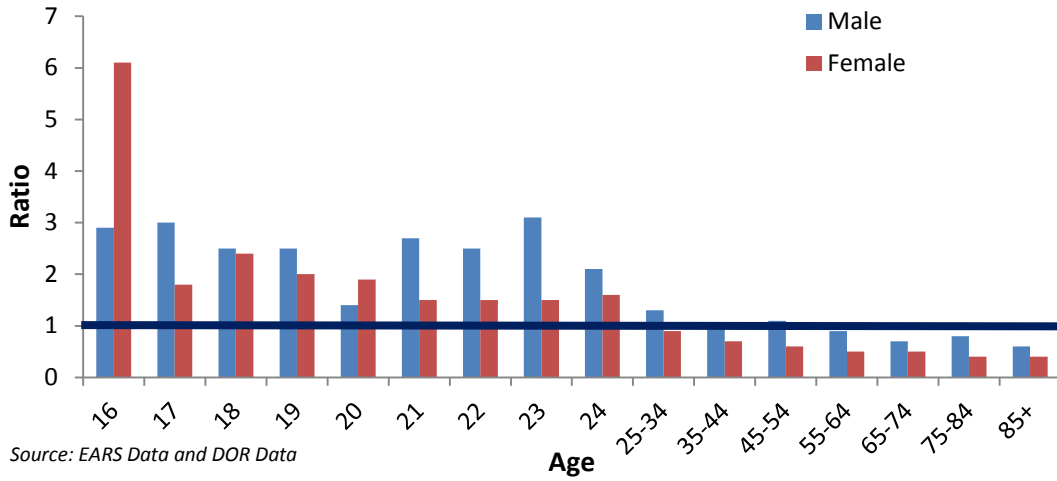
Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

Source: FARS Data

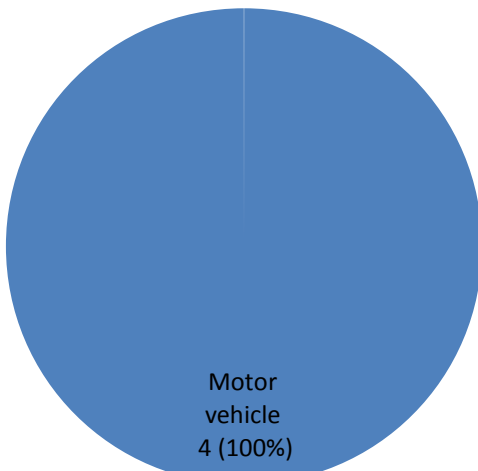
Figure 416: Ratio of drivers in injury crashes compared to all licensed drivers in Rio Blanco County by age and gender, 2011



Mode of Transportation

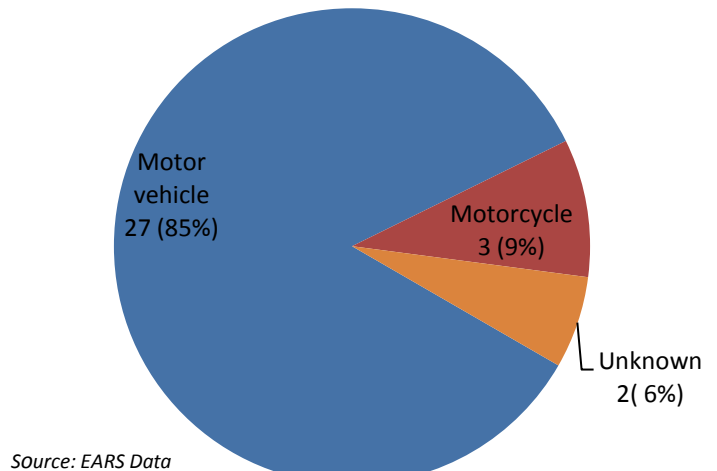
Motor vehicle occupants accounted for all 4 traffic fatalities in Rio Blanco.

Figure 417: Mode of transportation in Rio Blanco County fatalities, 2011



Of the 32 injuries, 27 were motor vehicle occupants and 5 of the occupants injured (19%) were not using seat belts or other restraints.

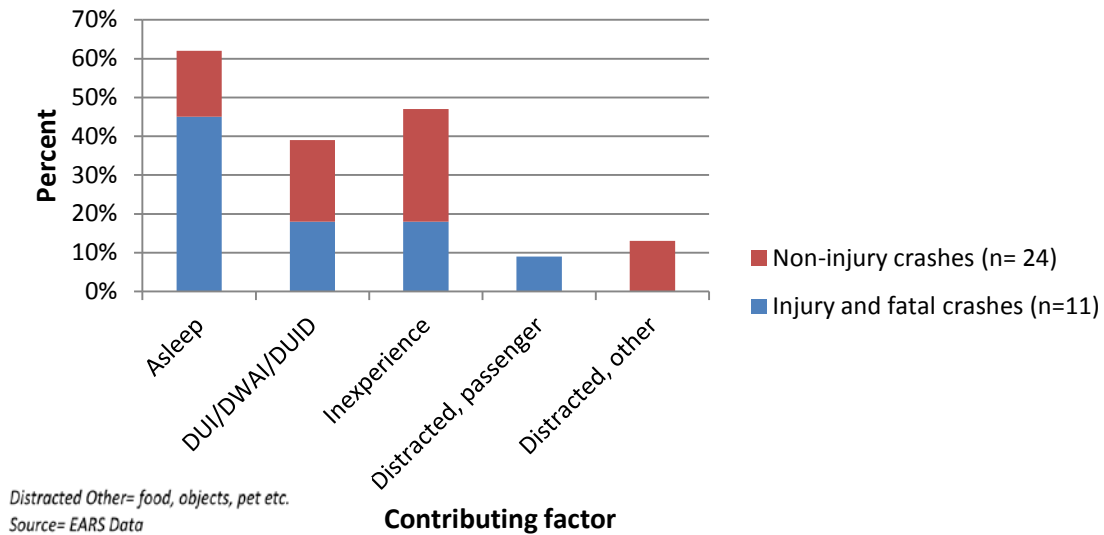
Figure 418: Mode of transportation in Rio Blanco County injured individuals, 2011



Contributing Factors

There were a total of 151 crashes in Rio Blanco County in 2011. Of the drivers involved in these crashes, law enforcement reported that 35 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 419).

Figure 419: Contributing factors among careless drivers in Rio Blanco County, 2011 (n= 35)



Occupant Protection

Seat belt use data are not available for Rio Blanco County.

RIO GRANDE COUNTY



2011 Quick Facts:

Population	11,915
Male	5,919 (50%)
Female	5,996 (50%)
0-7 years	1,280 (11%)
8-14 years	1,198 (10%)
15-24 years	1,387 (12%)
25-69 years	6,685 (56%)
70+ years	1,365 (11%)

TABLE 109: RIO GRANDE COUNTY TREND ANALYSIS 2007-2011

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Rio Grande County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Traffic fatalities	9.90	2	3	3	2	1	18.27	-50.00%
Serious injuries in traffic crashes	260.73	47	36	29	29	32	287.37	-31.91%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	1	1	2	1	1	9.97	0.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	0	2	0	0	1	4.98	*
Speeding-related fatalities⁺	3.41	NA	NA	1	0	1	5.57	0.00%
Motorcyclist fatalities	1.75	0	2	0	0	0	3.32	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	2	0	0	0	3.32	0.00%
Drivers age 20 or younger in fatal crashes	1.47	1	0	0	0	0	1.66	-100.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

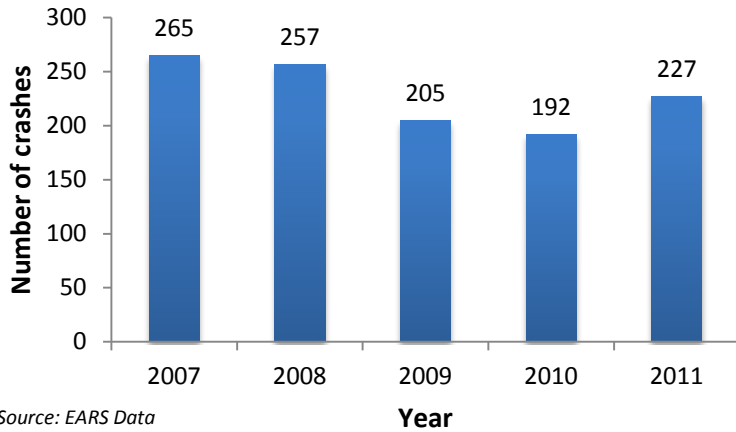
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 420: Total number of crashes in Rio Grande County, 2007-2011

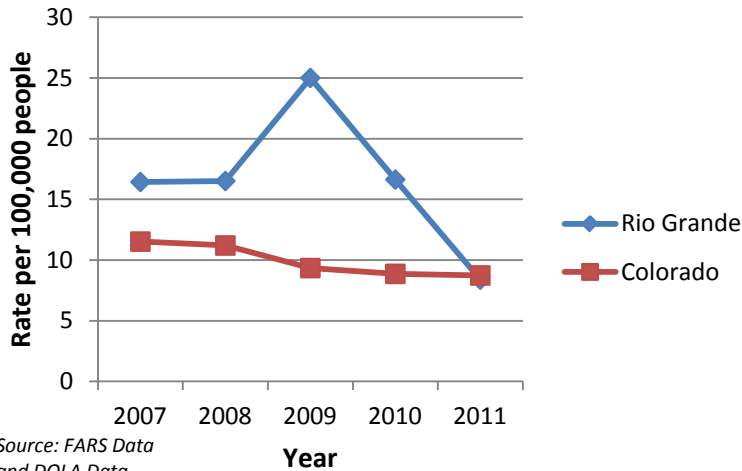


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population is declining in Rio Grande County. In 2011, there was 1 fatal crash, resulting in 1 death.

Figure 421: Fatal crash rate in Rio Grande County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Rio Grande County declined between 2007 and 2011. However, in 2011, there were 227 injury crashes per 100,000 population, a 30 percent increase in the rate of crashes from 2010.

Impaired Driving

The 1 fatal crash in 2011, involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 103 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, .8% of the 38 drivers in injury and fatal crashes and 6% of the 272 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 16% of the 38 drivers in injury or fatal crashes were distracted.

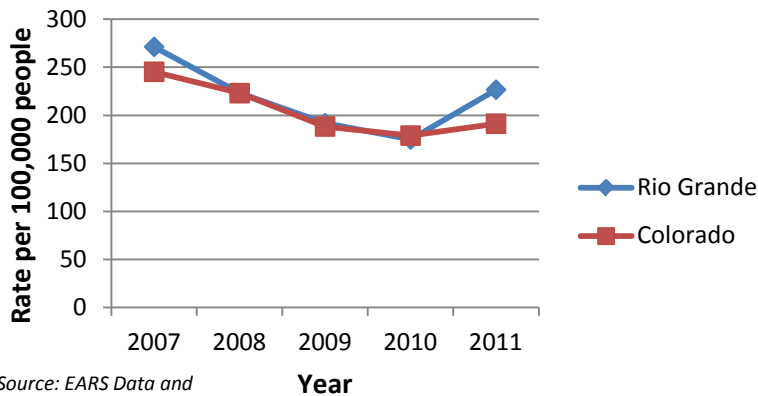
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes decreased by 100%.

Source: FARS Data

Figure 422: Injury crash rate in Rio Grande County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 110. Rio Grande County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	1	8
25-69	0	11
70+	0	2
Total	1	21

Source: FARS Data and CHA Discharge Data

Each bar in Figure 423 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Rio Grande County, the ratio for young drivers ages 16-25 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, the 1 (100%) motor vehicle fatality and 8 of the 30 (27%) motor vehicle occupants injured were not using seat belts or other restraints.

2012 Rio Grande County Occupant Protection Usage:

Front/rear seat (0-4 years): 100.0%

Front/rear booster: 42.4%

Juvenile (5-15 years): 93.8%

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

Motorcycle Safety

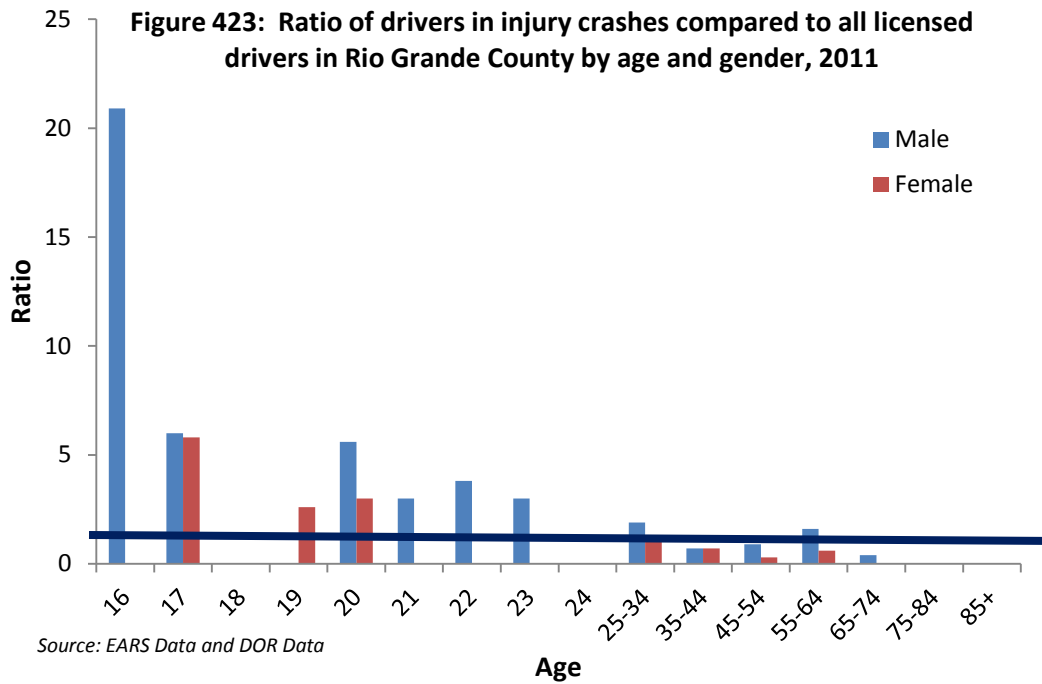
There were no motorcyclist fatalities in 2011.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

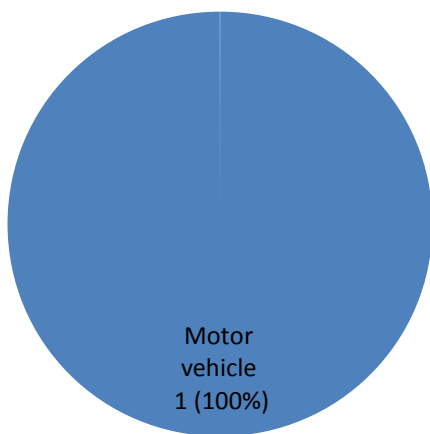
Source: FARS Data



Mode of Transportation

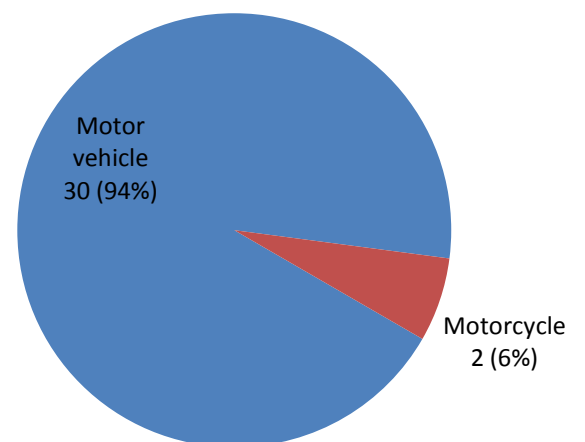
Motor vehicle occupants accounted for the 1 traffic fatality in Rio Grande County.

Figure 424: Mode of transportation in Rio Grande County fatalities, 2011



Of the 32 injuries, 30 were motor vehicle occupants and 8 of the occupants injured (27%) were not using seat belts or other restraints.

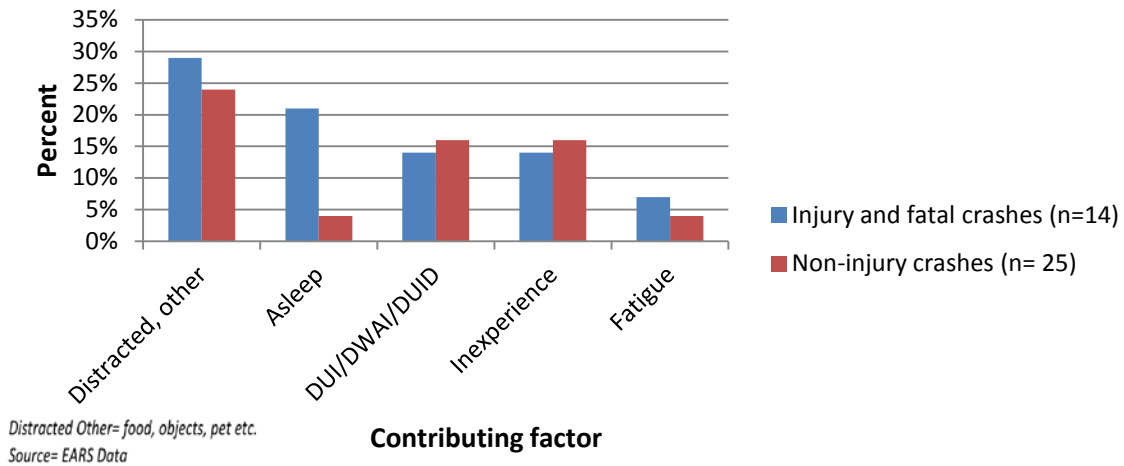
Figure 425: Mode of transportation of injured individuals in Rio Grande County, 2011



Contributing Factors

There were a total of 9,647 crashes in Rio Grande County in 2011. Of the drivers involved in these crashes, law enforcement reported that 3,251 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 426).

Figure 426: Contributing factors among careless drivers in Rio Grande County, 2011 (n= 39)



Occupant Protection

Overall seat belt use data are not available for Rio Grande County.

ROUTT COUNTY

2011 Quick Facts:



Population	23,216
Male	12,347 (53%)
Female	10,869 (47%)
0-7 years	2,026 (9%)
8-14 years	1,911 (8%)
15-24 years	2,493 (11%)
25-69 years	15,628 (67%)
70+ years	1,158 (5%)

TABLE 111: ROUTT COUNTY TREND ANALYSIS 2007-2011

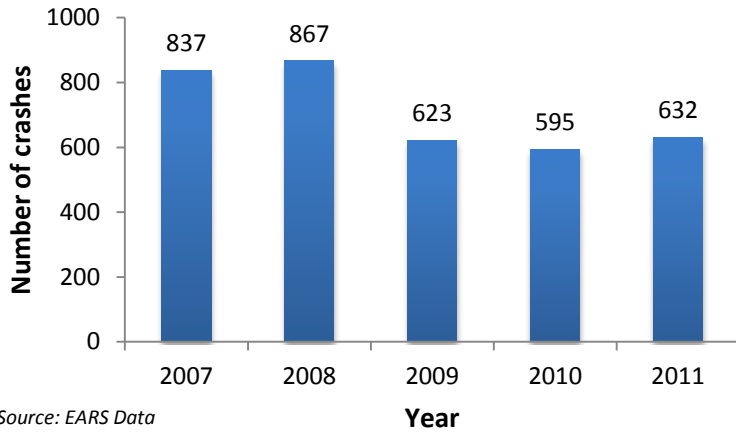
Performance Measure Reduce the number of:	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Routt County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Traffic fatalities	9.90	11	1	6	3	3	20.81	-72.73%
Serious injuries in traffic crashes	260.73	86	102	56	70	68	331.20	-20.93%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	4	0	3	1	2	8.67	-50.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	2	1	2	1	1	6.07	-50.00%
Speeding-related fatalities ⁺	3.41	NA	NA	3	1	2	8.57	-33.33%
Motorcyclist fatalities	1.75	1	0	0	0	0	0.87	-100.00%
Unhelmeted motorcyclist fatalities	1.12	1	0	0	0	0	0.87	-100.00%
Drivers age 20 or younger in fatal crashes	1.47	0	0	1	0	0	0.87	0.00%
Pedestrian fatalities	0.92	0	0	2	0	0	1.73	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 427: Total number of crashes in Routt County, 2007-2011

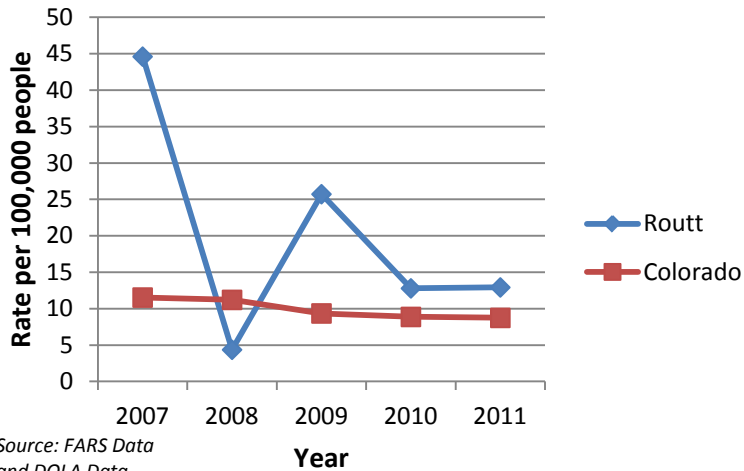


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population remained the same between 2010 and 2011 in Routt County. In 2011, there were 3 fatal crashes, resulting in 3 deaths.

Figure 428: Fatal crash rate in Routt County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Routt County declined slightly between 2007 and 2011. In 2011, there were 198 injury crashes per 100,000 population, a 14 percent decrease in the rate of crashes from 2010.

Impaired Driving

Of the 3 fatal crashes in 2011, 1 (33%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 234 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 24% of the 66 drivers in injury and fatal crashes and 15% of the 920 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 9% of the 66 drivers in injury or fatal crashes were distracted.

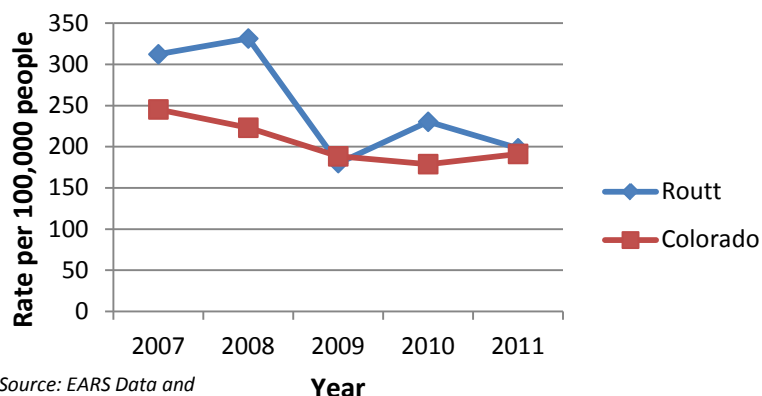
Source: FARS Data

Young Drivers

In 2011, there were no drivers age 20 and under in fatal crashes.

Source: FARS Data

Figure 429: Injury crash rate in Routt County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 112. Routt County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	1	0
25-69	2	3
70+	0	0
Total	3	3

Source: FARS Data and CHA Discharge Data

Each bar in Figure 430 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Routt County, the ratio for young drivers ages 16-25 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, 3 of the 2 (47%) motor vehicle fatalities and 16 of the 59 (27%) motor vehicle occupants injured were not using seat belts or other restraints.

2012 Routt County Occupant Protection Usage:
 Overall seat belt: 90.9%
 Teen seat belt: 83.3%

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

Motorcycle Safety

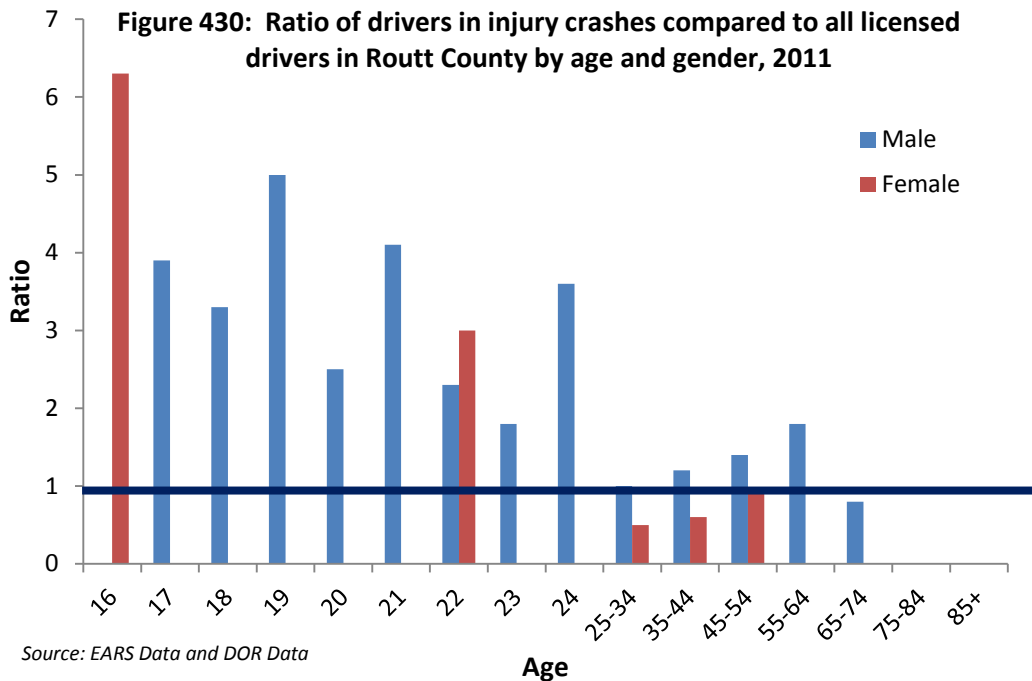
There were no motorcyclist fatalities in 2011.

Source: FARS Data

Pedestrian and Bicycle Safety

0 pedestrians and 1 bicyclist were killed in 2011.

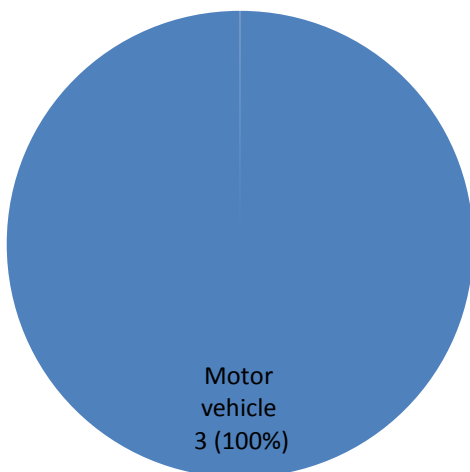
Source: FARS Data



Mode of Transportation

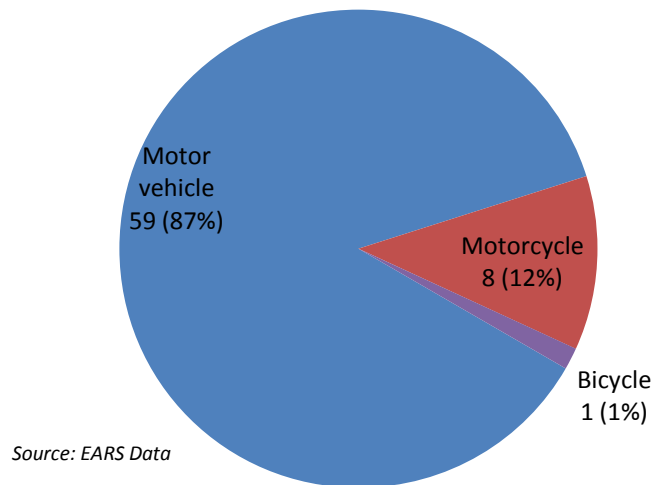
Motor vehicle occupants accounted for all 3 of the traffic fatalities in Routt County.

Figure 431: Mode of transportation in Routt County fatalities, 2011



Of the 1,081 injuries, 854 were motor vehicle occupants and 183 of the occupants injured (21%) were not using seat belts or other restraints.

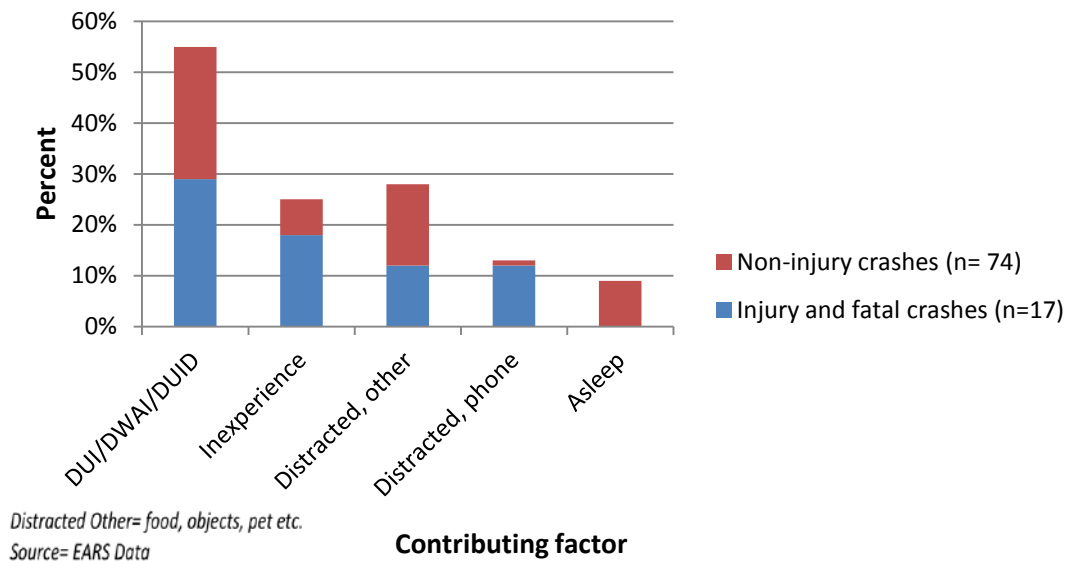
Figure 432: Mode of transportation for injured individuals in Routt County, 2011



Contributing Factors

There were a total of 632 crashes in Routt County in 2011. Of the drivers involved in these crashes, law enforcement reported that 3,251 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 433).

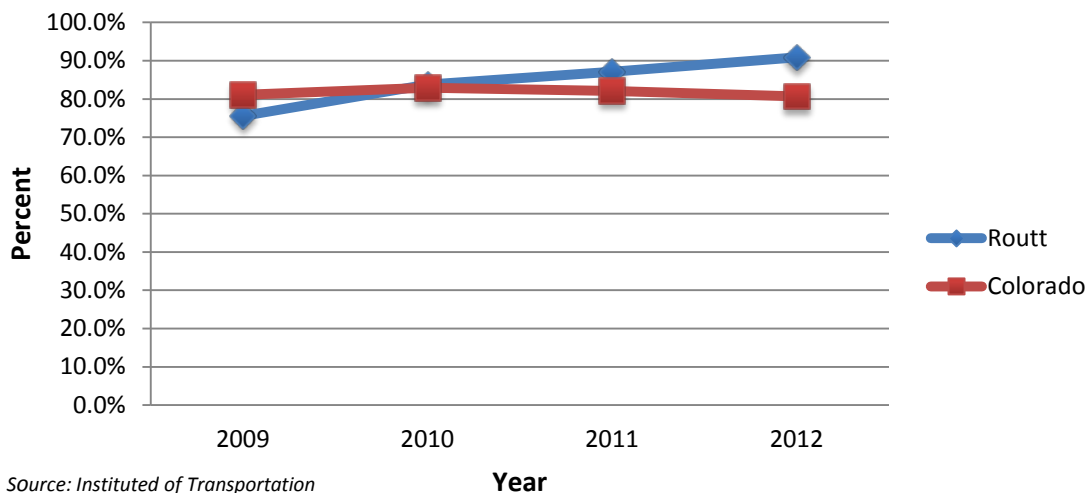
Figure 433: Contributing factors among careless drivers in Rio Grande County, 2011 (n= 91)



Occupant Protection

Overall seat belt use in Routt County increased between 2009 and 2012. Routt County's seat belt use exceeded statewide seat belt use in 2012.

Figure 434: Seat belt use in Routt County and Colorado, 2009-2012



Source: Instituted of Transportation Management at CSU

SAGUACHE COUNTY



2011 Quick Facts:

Population	6,258
Male	3,198 (51%)
Female	3,060 (49%)
0-7 years	662 (11%)
8-14 years	565 (9%)
15-24 years	701 (11%)
25-69 years	3,742 (60%)
70+ years	588 (9%)

TABLE 113: SAGUACHE COUNTY TREND ANALYSIS 2007-2011

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Saguache County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	2	3	1	0	2	25.96	0.00%
Serious injuries in traffic crashes	260.73	28	34	30	31	24	476.96	-14.29%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	0	1	0	0	0	3.24	0.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	0	1	0	0	1	6.49	*
Speeding-related fatalities⁺	3.41	NA	NA	0	0	2	10.82	*
Motorcyclist fatalities	1.75	0	1	1	0	0	6.49	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	0	0.00	0.00%
Drivers age 20 or younger in fatal crashes	1.47	0	1	0	0	0	3.21	0.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

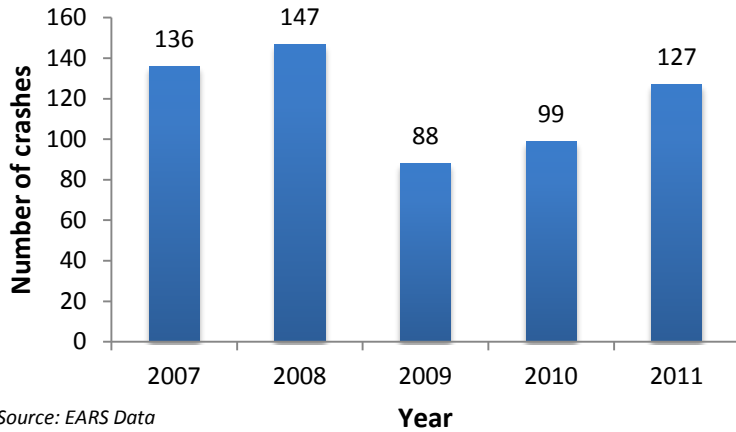
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 435: Total number of crashes in Saguache County, 2007-2011

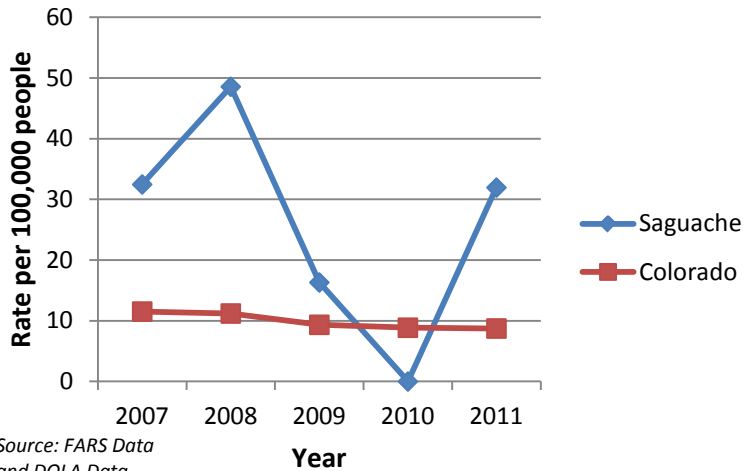


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population are increasing in Saguache County. In 2011, there were 2 fatal crashes, resulting in 2 deaths.

Figure 436: Fatal crash rate in Saguache County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Saguache County has remained about the same between 2007 and 2011. However, in 2011, there were 389 injury crashes per 100,000 population, a 7 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 2 fatal crashes in 2011, 1 (50%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml blood).

Of drivers 16 years of age or older in 2011, there were 26 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 21% of the 24 drivers in injury and fatal crashes and 17% of the 135 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 0 of the 25 drivers in injury or fatal crashes were distracted.

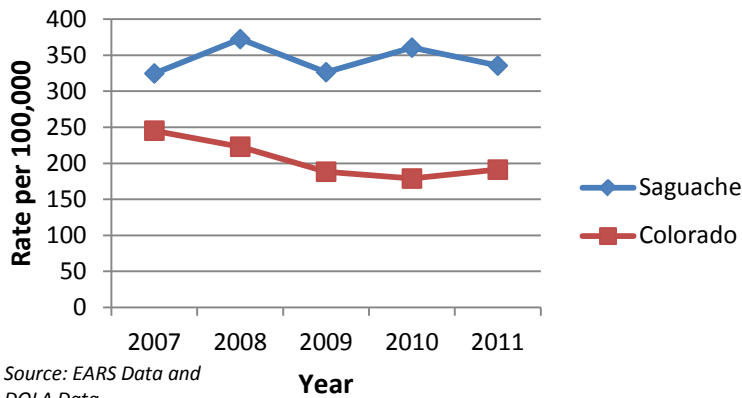
Source: FARS Data

Young Drivers

In 2011, there were no drivers age 20 and under in fatal crashes.

Source: FARS Data

Figure 437: Injury crash rate in Saguache County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 114. Saguache County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	0	0
25-69	2	1
70+	0	0
Total	2	1

Source: FARS Data and CHA Discharge Data

Each bar in Figure 438 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Saguache County, the ratio for young drivers ages 20-23 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, both of the motor vehicle occupants who died in a fatal crash were wearing seat belts. 6 of the 20 (30%) motor vehicle occupants injured were not using seat belts or other restraints.

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

Motorcycle Safety

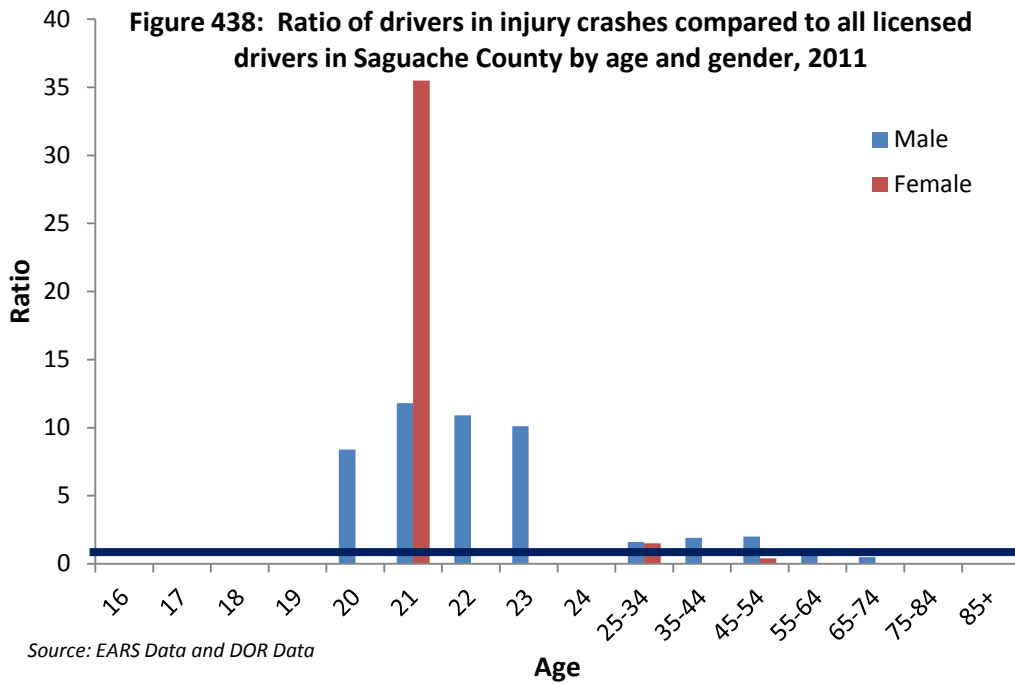
There were 5 motorcyclist fatalities in 2011 and 100 percent (5/5) were unhelmeted.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

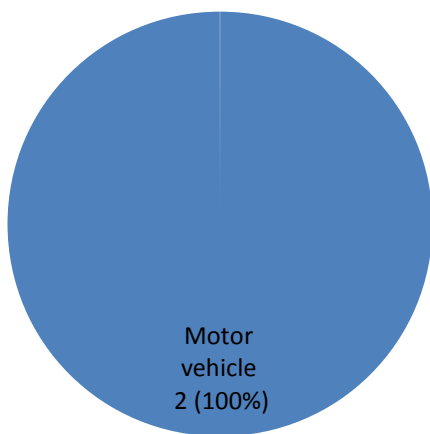
Source: FARS Data



Mode of Transportation

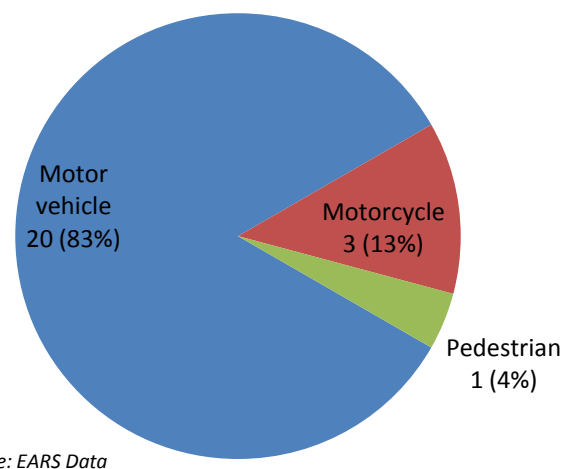
Motor vehicle occupants accounted for both Saguache County traffic fatalities.

Figure 439: Mode of transportation in Saguache County fatalities, 2011



Of the 24 injuries, 20 were motor vehicle occupants and 6 of the occupants injured (30%) were not using seat belts or other restraints.

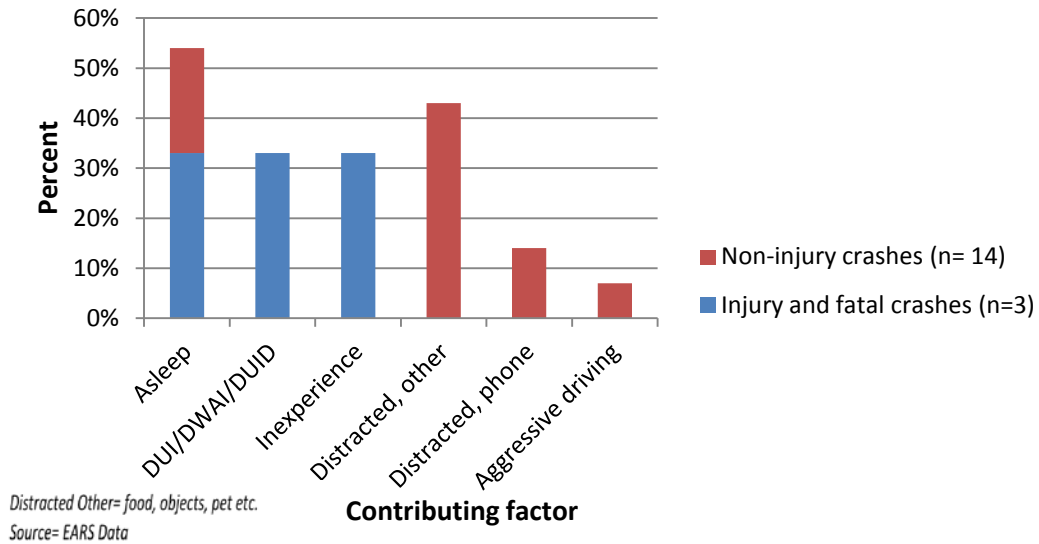
Figure 440: Mode of transportation of injured individuals in Saguache County, 2011



Contributing Factors

There were a total of 127 crashes in Saguache County in 2011. Of the drivers involved in these crashes, law enforcement reported that 17 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 441).

Figure 441: Contributing factors among careless drivers in Saguache County, 2011 (n= 17)



Occupant Protection

Seat belt use data are not available for Saguache County.

SAN JUAN COUNTY

2011 Quick Facts:



Population	691
Male	388 (56%)
Female	303 (44%)
0-7 years	58 (8%)
8-14 years	50 (7%)
15-24 years	52 (8%)
25-69 years	486 (70%)
70+ years	45 (7%)

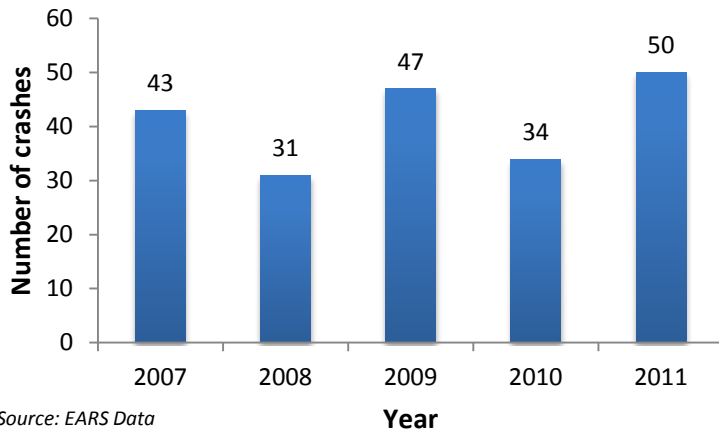
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					San Juan County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	2	1	0	0	0	86.31	-100.00%
Serious injuries in traffic crashes	260.73	17	13	15	10	14	1985.04	-17.65%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	1	1	0	0	0	57.54	-100.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	0	1	0	0	0	28.77	0.00%
Speeding-related fatalities⁺	3.41	NA	NA	0	0	0	0.00	0.00%
Motorcyclist fatalities	1.75	1	0	0	0	0	28.77	-100.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	0	0.00	0.00%
Drivers age 20 or younger in fatal crashes	1.47	0	0	0	0	0	0.00	0.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

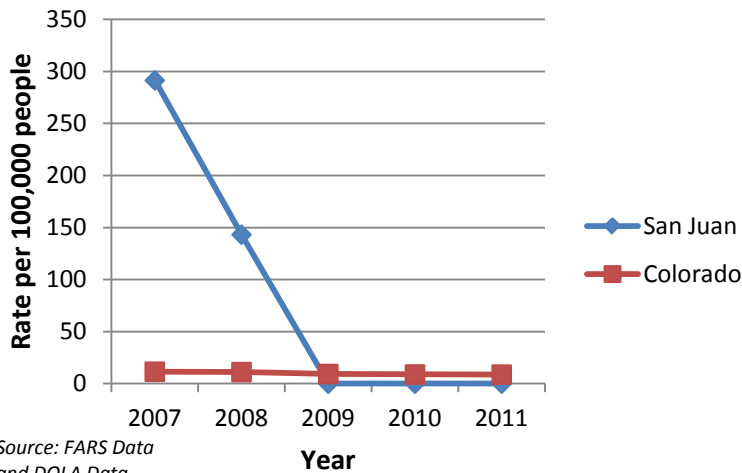
Figure 442: Total number of crashes in San Juan County, 2007-2011



Fatal Crashes

The number of fatal crashes per 100,000 population have declined in San Juan County. In 2011, there were 0 fatal crashes.

Figure 443: Fatal crash rate in San Juan County and Colorado, 2007-2011



Injury Crashes

Overall, the injury crash rate in San Juan County declined between 2007 and 2011. In 2011, there were 691 injury crashes per 100,000 population, a 11 percent decrease in the rate of crashes from 2010.

Impaired Driving

There were no fatal crashes in 2011 involving least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 0 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS Colorado Judicial Department Data

Speed Enforcement

In 2011, 30% of the 10 drivers in injury and fatal crashes and 20% of the 60 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 10% of the 10 drivers in injury or fatal crashes were distracted.

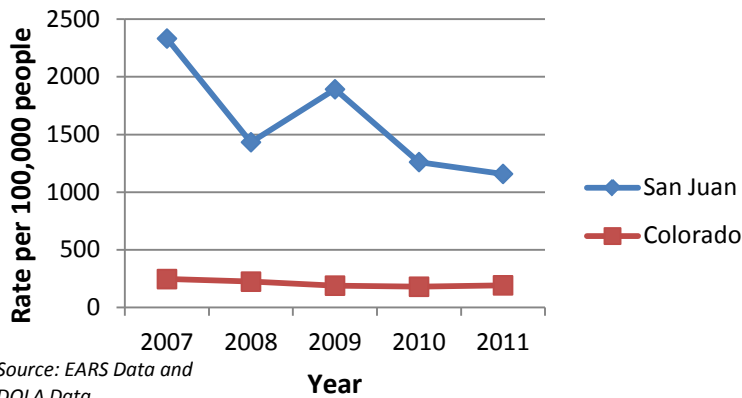
Source: FARS Data

Young Drivers

In 2011, no drivers age 20 and under were in fatal crashes.

Source: FARS Data

Figure 444: Injury crash rate in San Juan County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 116. San Juan County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	0	0
25-69	0	1
70+	0	0
Total	0	1

Source: FARS Data and CHA Discharge Data

Each bar in Figure 445 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In San Juan County, the ratio for male drivers ages 65-74 and female drivers ages 75-84 exceed 1, indicating that older drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, all of the 11 (100%) motor vehicle occupants injured were using seat belts or other restraints.

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

Motorcycle Safety

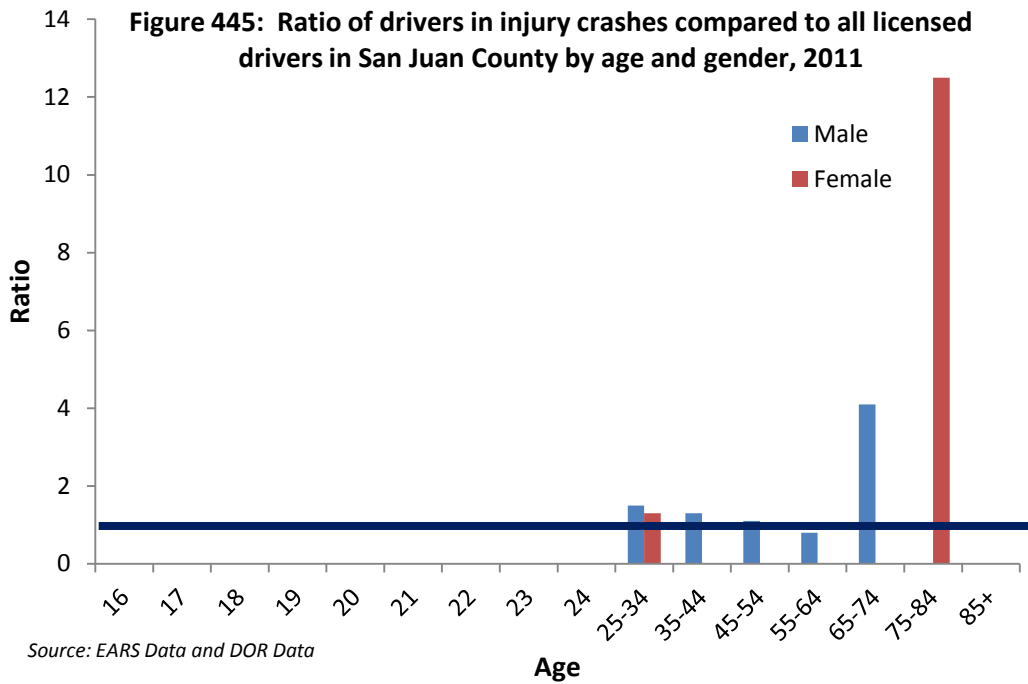
There were 5 motorcyclist fatalities in 2011 and 100 percent (5/5) were unhelmeted.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

Source: FARS Data

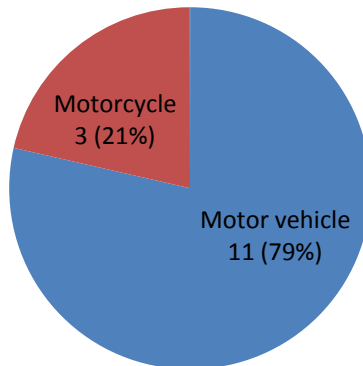


Mode of Transportation

There were no motor vehicle occupants fatalities in San Juan County in 2011.

Of the 14 injuries, 11 were motor vehicle occupants and all of the occupants injured (100%) were using seat belts or other restraints.

Figure 446: Mode of transportation of injured individuals in San Juan County, 2011

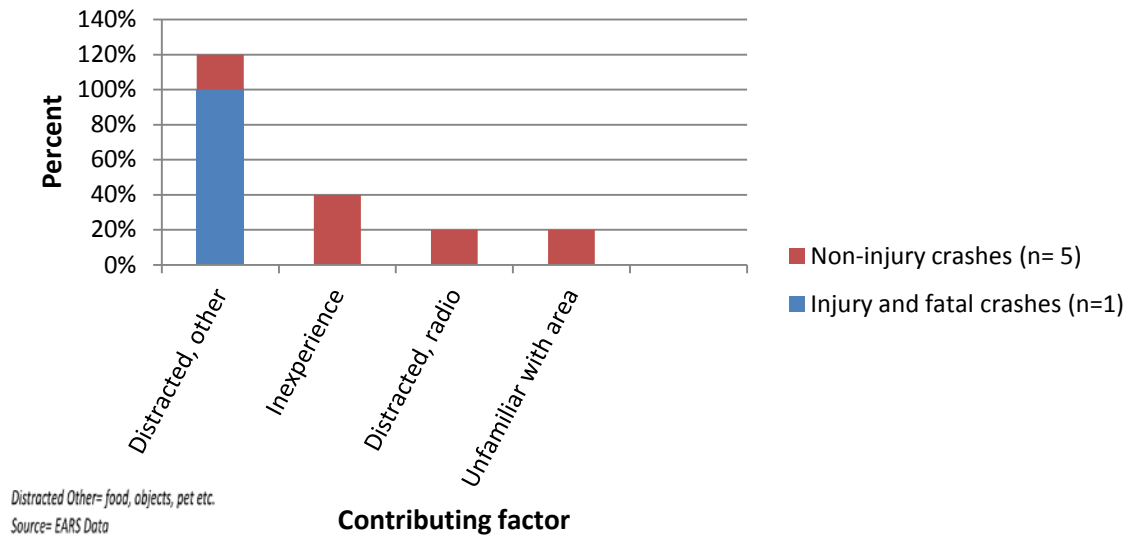


Source: EARS Data

Contributing Factors

There were a total of 50 crashes in San Juan County in 2011. Of the drivers involved in these crashes, law enforcement reported that 6 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 447).

Figure 447: Contributing factors among careless drivers in San Juan County, 2011 (n= 6)



Occupant Protection

Seat belt use data are not available for San Juan County.

SAN MIGUEL COUNTY

2011 Quick Facts:



Population	7,496
Male	4,059 (54%)
Female	3,437 (46%)
0-7 years	709 (9%)
8-14 years	557 (7%)
15-24 years	612 (8%)
25-69 years	5,355 (71%)
70+ years	263 (4%)

TABLE 117: SAN MIGUEL COUNTY TREND ANALYSIS 2007-2011

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					San Miguel County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	1	4	2	0	1	21.78	0.00%
Serious injuries in traffic crashes	260.73	37	33	11	15	21	318.48	-43.24%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	1	2	0	0	0	8.17	-100.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	0	1	0	0	0	2.72	0.00%
Speeding-related fatalities⁺	3.41	NA	NA	0	0	0	0.00	0.00%
Motorcyclist fatalities	1.75	0	0	1	0	1	5.44	*
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	1	2.72	*
Drivers age 20 or younger in fatal crashes	1.47	0	2	0	0	0	5.44	0.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

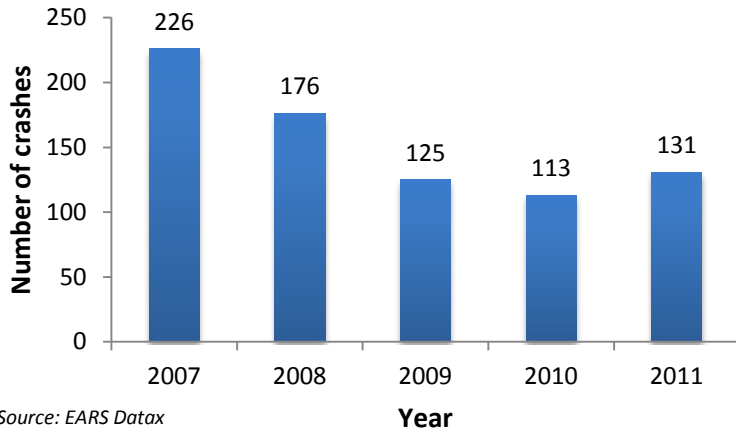
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 448: Total number of crashes in San Miguel County, 2007-2011

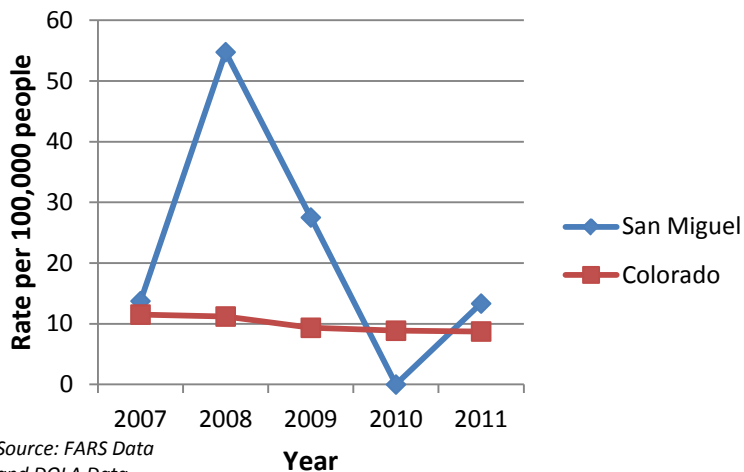


Source: EARS Datax

Fatal Crashes

The number of fatal crashes per 100,000 population varied between 2007 to 2011 in San Miguel County. In 2011, there was 1 fatal crash, resulting in 1 death.

Figure 449: Fatal crash rate in San Miguel County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Impaired Driving

The one fatal crash that occurred in 2011 did not involve a driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 57 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 26% of the 23 drivers in injury and fatal crashes and 26% of the 160 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 13% of the 23 drivers in injury or fatal crashes were distracted.

Source: FARS Data

Young Drivers

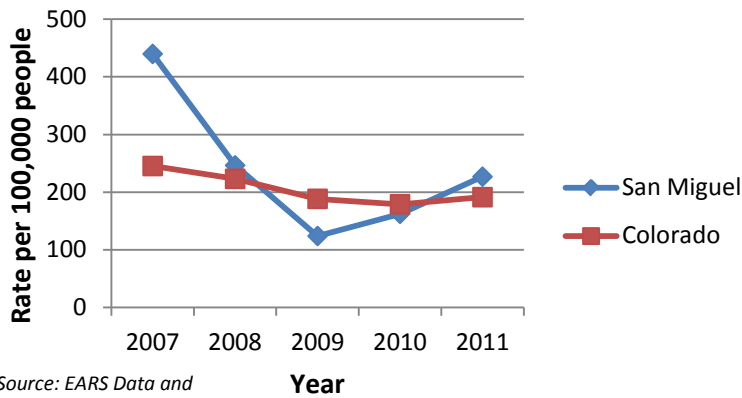
In 2011, no drivers age 20 and under were in fatal crashes.

Source: FARS Data

Injury Crashes

Overall, the injury crash rate in San Miguel County declined between 2007 and 2011. However, in 2011, there were 227 injury crashes per 100,000 population, a 42 percent increase in the rate of crashes from 2010.

Figure 450: Injury crash rate in San Miguel County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 118. San Miguel County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	0	1
25-69	1	3
70+	0	0
Total	1	4

Source: FARS Data and CHA Discharge Data

Occupant Protection

In 2011, 5 of the 14 (36%) motor vehicle occupants injured in motor vehicle crashes were not using seat belts or other restraints.

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

Motorcycle Safety

There was 1 motorcyclist fatality in 2011 and 100 percent (1/1) was unhelmeted.

Source: FARS Data

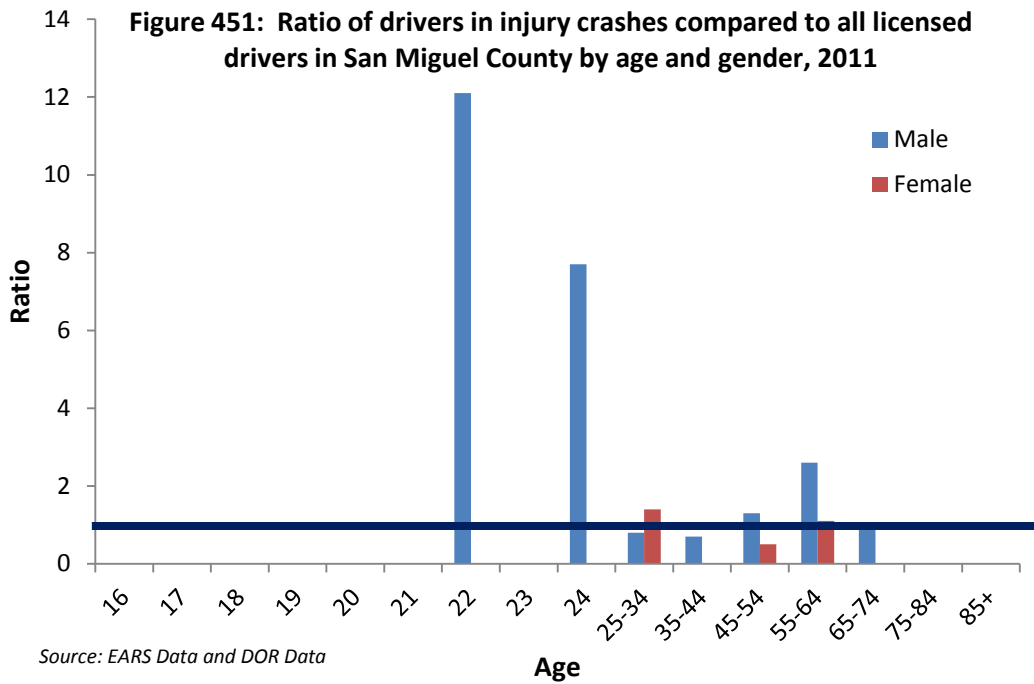
Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

Source: FARS Data

Each bar in Figure 451 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

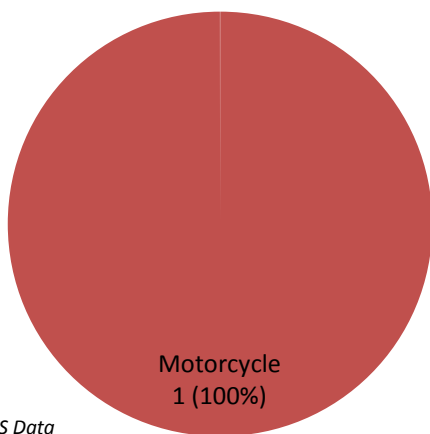
In San Miguel County, the ratio for young male drivers aged 22 and 24 exceed 1, indicating that young drivers account for more crashes than expected for their age groups.



Mode of Transportation

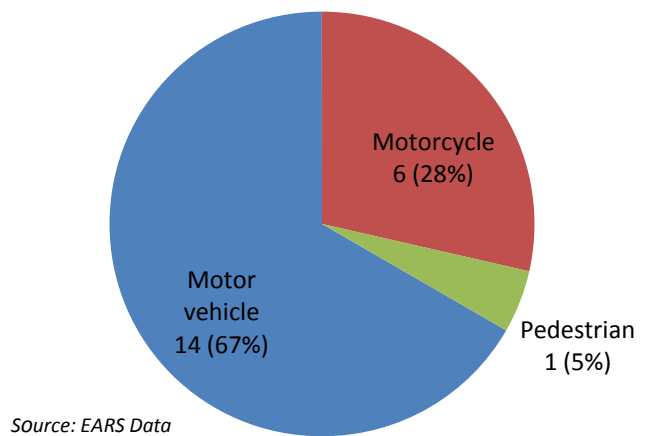
One motorcycle fatality accounted for all of the traffic fatalities in San Miguel County in 2011.

Figure 452: Mode of transportation in San Miguel County fatalities, 2011



Of the 21 injuries, 14 were motor vehicle occupants and 5 of the occupants injured (36%) were not using seat belts or other restraints.

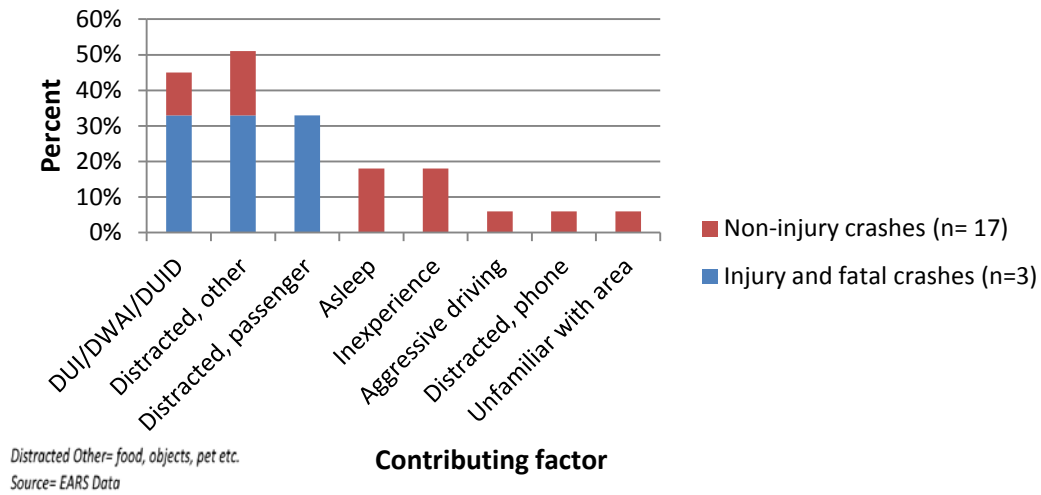
Figure 453: Mode of transportation of injured individuals in San Miguel County, 2011



Contributing Factors

There were a total of 131 crashes in San Miguel County in 2011. Of the drivers involved in these crashes, law enforcement reported that 30 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 454).

Figure 454: Contributing factors among careless drivers in San Miguel County, 2011 (n= 20)



Occupant Protection

Seat belt use data are not available for San Miguel County.

SEDGWICK COUNTY

2011 Quick Facts:



Population	2,358
Male	1,162 (49%)
Female	1,196 (51%)
0-7 years	200 (8%)
8-14 years	184 (8%)
15-24 years	218 (9%)
25-69 years	1,329 (56%)
70+ years	428 (18%)

TABLE 119: SEDGWICK COUNTY TREND ANALYSIS 2007-2011

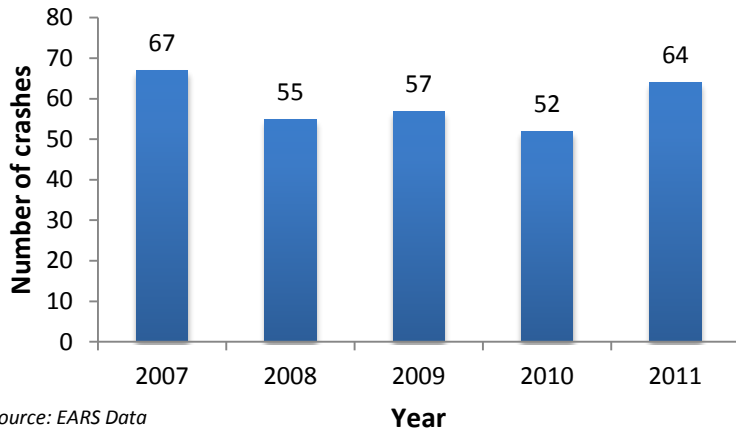
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Sedgwick County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	1	0	2	1	0	33.39	-100.00%
Serious injuries in traffic crashes	260.73	13	12	9	12	12	484.22	-7.69%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	0	0	1	0	0	8.35	0.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	0	0	1	0	0	8.35	0.00%
Speeding-related fatalities⁺	3.41	NA	NA	1	0	0	14.01	-100.00%
Motorcyclist fatalities	1.75	0	0	0	0	0	0.00	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	0	0.00	0.00%
Drivers age 20 or younger in fatal crashes	1.47	0	0	0	0	0	0.00	0.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 455: Total number of crashes in Sedgwick County, 2007-2011

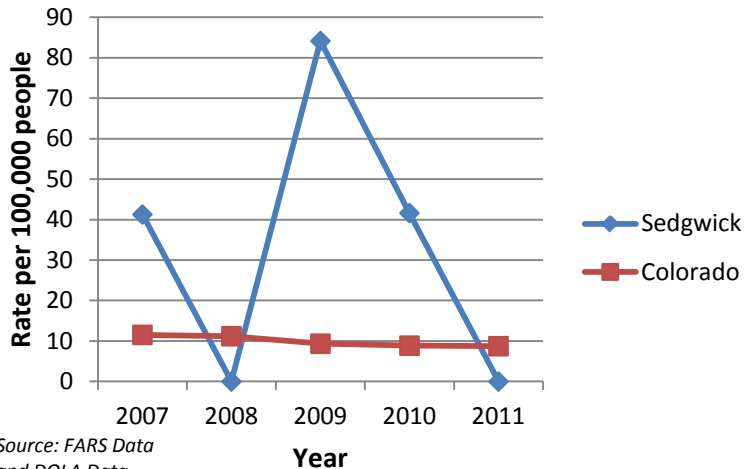


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population are declining in Sedgwick County. In 2011, there were 0 fatal crashes in Sedgwick County.

Figure 456: Fatal crash rate in Sedgwick County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

The injury crash rate in Sedgwick County increased between 2009 and 2011. In 2011, there were 466 injury crashes per 100,000 population, almost a 25 percent increase in the rate of crashes from 2010.

Impaired Driving

In 2011, there were no motor vehicle fatalities that involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 7 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 13% of the 16 drivers in injury and fatal crashes and 16% of the 68 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 13% of the 16 drivers in injury or fatal crashes were distracted.

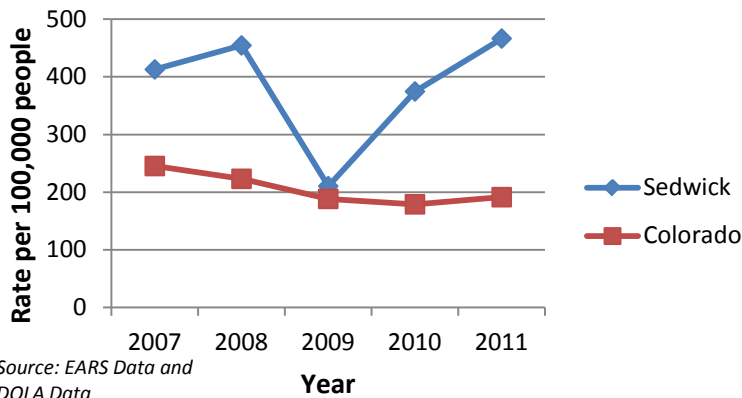
Source: FARS Data

Young Drivers

In 2011, no drivers age 20 and under were in fatal crashes

Source: FARS Data

Figure 457: Injury crash rate in Sedgwick County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Occupant Protection

In 2011, 5 of the 11 (45%) motor vehicle occupants injured were not using seat belts or other restraints.

2011 Sedgwick County Occupant Protection Usage:
Overall seat belt: 75.8%

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

Motorcycle Safety

There were no motorcyclist fatalities in 2011.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

Source: FARS Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

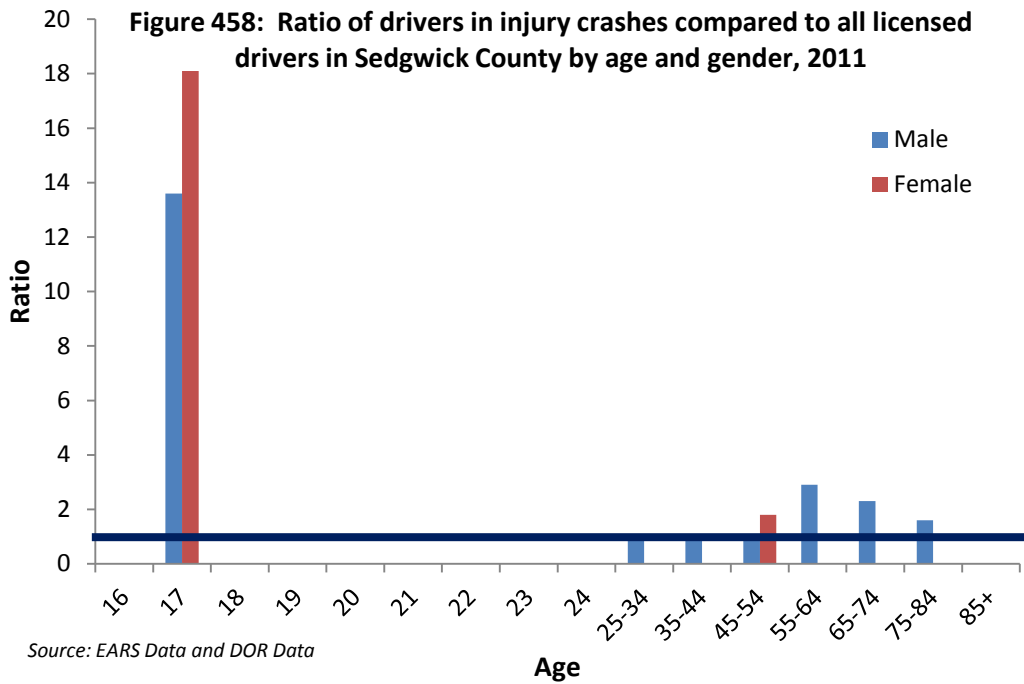
Table 120. Sedgwick County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	0	0
25-69	0	2
70+	0	0
Total	0	2

Source: FARS Data and CHA Discharge Data

Each bar in Figure 458 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Sedgwick County, the ratio for male and female drivers age 17 exceeds 1, indicating that young drivers account for more crashes than expected for their age.

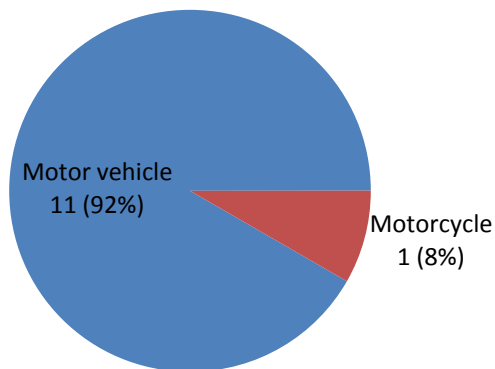


Mode of Transportation

There were not motor vehicle fatalities in Sedgwick County in 2011.

Of the 12 injuries, 11 were motor vehicle occupants and 5 of the occupants injured (45%) were not using seat belts or other restraints.

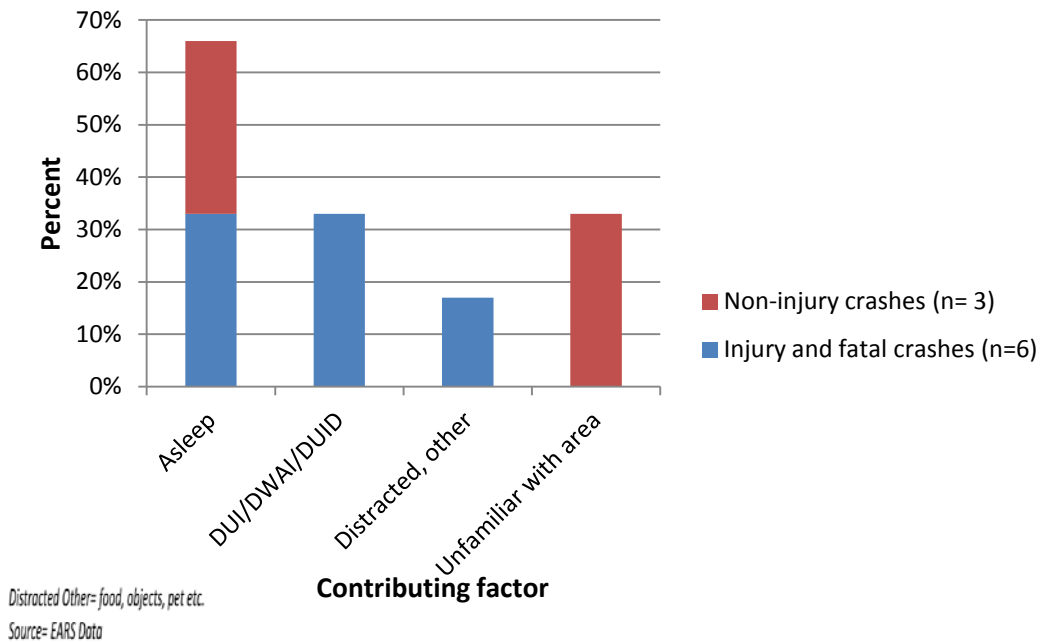
Figure 459: Mode of transportation of injured individuals in Sedgwick County, 2011



Contributing Factors

There were a total of 64 crashes in Sedgwick County in 2011. Of the drivers involved in these crashes, law enforcement reported that 9 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 460).

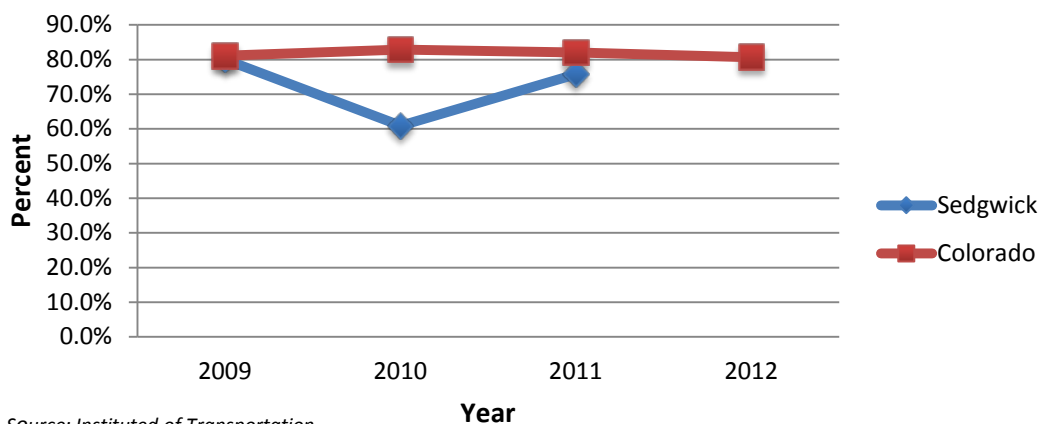
Figure 460: Contributing factors among careless drivers in Sedgwick County, 2011 (n= 9)



Occupant Protection

Overall seat belt use in Sedgwick County varied between 2009 and 2011. Seat belt use data for Sedgwick County's is not available for 2012.

Figure 461: Seat belt use in Sedgwick County and Colorado, 2009-2012



SUMMIT COUNTY



2011 Quick Facts:

Population	27,964
Male	15,339 (55%)
Female	12,625 (45%)
0-7 years	2,382 (9%)
8-14 years	1,775 (6%)
15-24 years	2,871 (10%)
25-69 years	19,712 (70%)
70+ years	1,225 (4%)

TABLE 121: SUMMIT COUNTY TREND ANALYSIS 2007-2011

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Summit County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Traffic fatalities	9.90	5	3	6	5	8	19.50	+60.00%
Serious injuries in traffic crashes	260.73	112	132	91	67	85	351.74	-24.11%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	1	1	0	1	3	4.33	+200.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	1	1	1	2	2	5.06	+100.00%
Speeding-related fatalities⁺	3.41	NA	NA	3	5	6	16.70	+100.00%
Motorcyclist fatalities	1.75	0	1	1	1	3	4.33	*
Unhelmeted motorcyclist fatalities	1.12	0	1	0	1	2	2.89	*
Drivers age 20 or younger in fatal crashes	1.47	1	0	0	0	2	2.17	+100.00%
Pedestrian fatalities	0.92	1	0	0	0	0	0.72	-100.00%

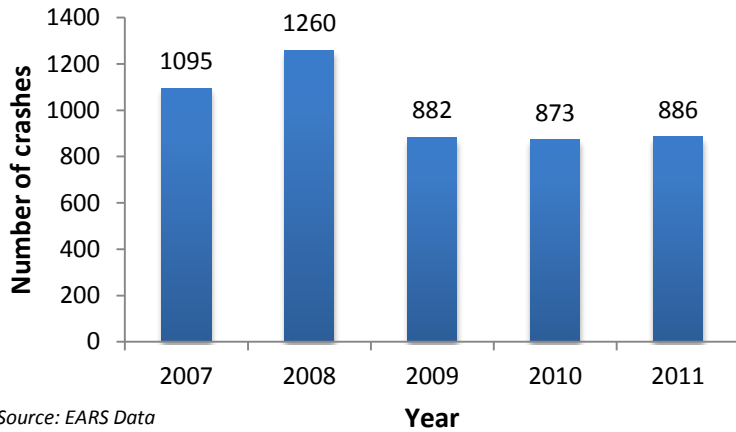
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 462: Total number of crashes in Summit County, 2007-2011

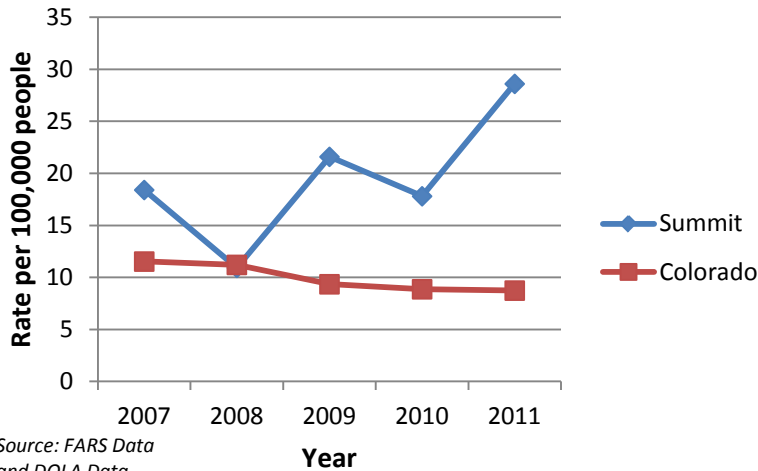


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population are increasing in Summit County. In 2011, there were 8 fatal crashes, resulting in 8 deaths.

Figure 463: Fatal crash rate in Summit County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Summit County declined between 2007 and 2011. However, in 2011, there were 236 injury crashes per 100,000 population, a 23 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 8 fatal crashes in 2011, 2 (25%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 270 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 25% of the 100 drivers in injury and fatal crashes and 22% of the 1316 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 2% of the 100 drivers in injury or fatal crashes were distracted.

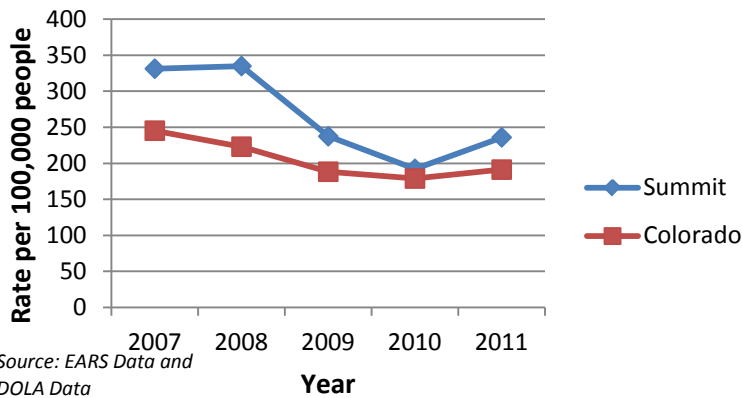
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes increased by 100%.

Source: FARS Data

Figure 464: Injury crash rate in Summit County and Colorado, 2007-2011



Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 122. Summit County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	1	0
5-7	0	0
8-14	0	0
15-24	3	2
25-69	4	11
70+	0	0
Total	8	13

Source: FARS Data and CHA Discharge Data

Each bar in Figure 465 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Summit County, the ratio for young drivers ages 16-25 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, 5 of the 3 (60%) motor vehicle fatalities and 14 of the 72 (19%) motor vehicle occupants injured were not using seat belts or other restraints.

2012 Summit County Occupant Protection Usage:

- Overall seat belt: 86.6%
- Front/rear seat (0-4 years): 100.0%
- Front/rear booster: 74.7%
- Juvenile (5-15 years): 91.4%

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

Motorcycle Safety

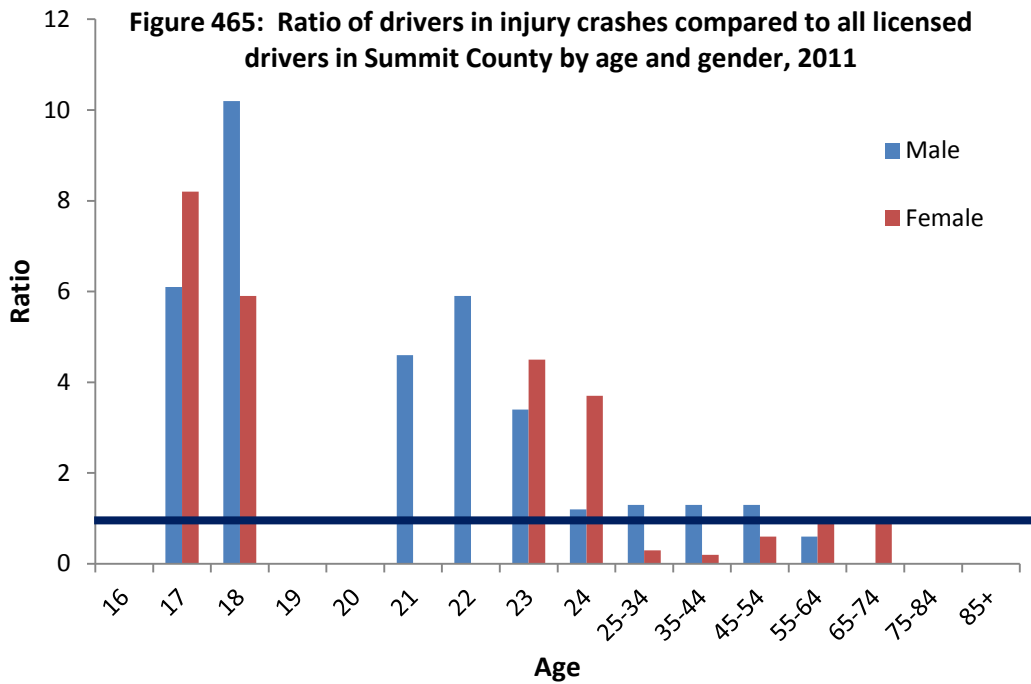
There were 3 motorcyclist fatalities in 2011 and 67 percent (2/3) were unhelmeted.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

Source: FARS Data

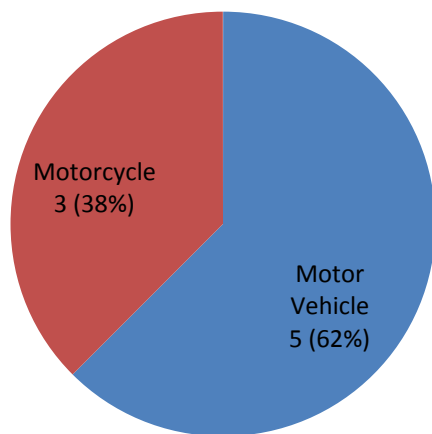


Source: EARS Data and DOR Data

Mode of Transportation

Motor vehicle occupants accounted for 5 of the 8 fatalities.

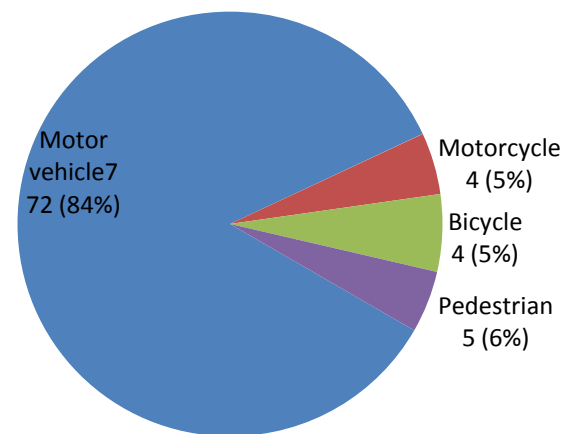
Figure 466: Mode of transportation in Summit County fatalities, 2011



Source: FARS Data

Of the 85 injuries, 72 were motor vehicle occupants and 14 of the occupants injured (19%) were not using seat belts or other restraints.

Figure 467: Mode of transportation for injured individuals in Summit County, 2011

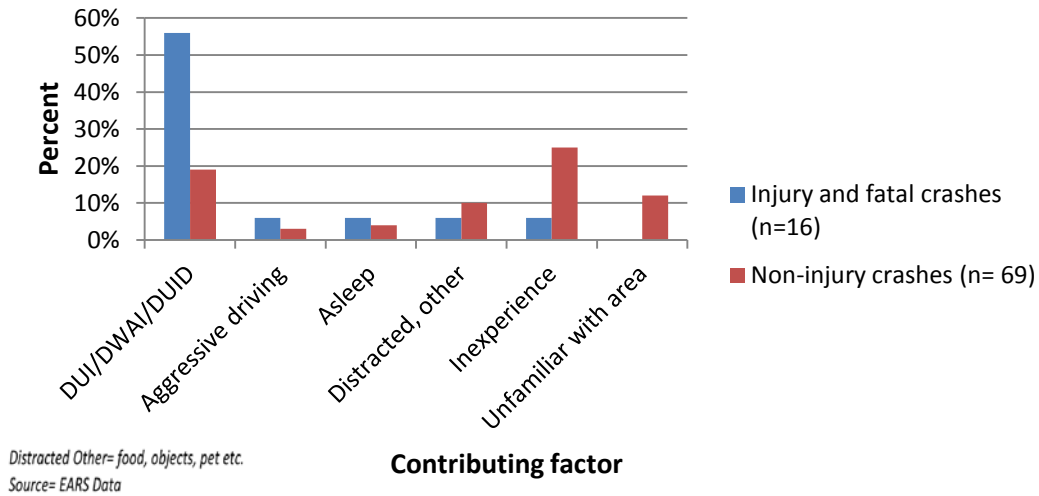


Source: EARS Data

Contributing Factors

There were a total of 886 crashes in Summit County in 2011. Of the drivers involved in these crashes, law enforcement reported that 85 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 468).

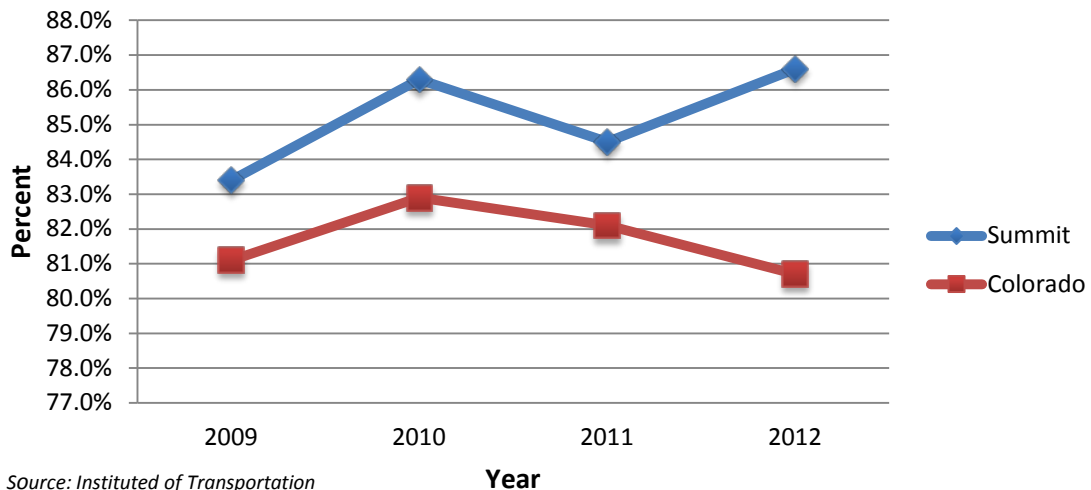
Figure 468: Contributing factors among careless drivers in Summit County, 2011 (n= 85)



Occupant Protection

Overall, seat belt use in Summit County increased between 2009 and 2012. Summit County's seat belt use was consistently higher than statewide seat belt use.

Figure 469: Seat belt use in Summit County and Colorado, 2009-2012



TELLER COUNTY



2011 Quick Facts:

Population	23,378
Male	11,889 (51%)
Female	11,489 (49%)
0-7 years	1,783 (9%)
8-14 years	1,927 (8%)
15-24 years	2,424 (10%)
25-69 years	15,443 (66%)
70+ years	1,801 (8%)

TABLE 123: TELLER COUNTY TREND ANALYSIS 2007-2011

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Teller County Five Year Crude Rate Event/100,000 people	Five Year Percent Change
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	1	2	2	2	1	6.88	0.00%
Serious injuries in traffic crashes	260.73	43	77	57	71	79	281.29	+45.57%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	0	1	0	2	1	3.44	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	0	0	0	0	0	0.00	0.00%
Speeding-related fatalities ⁺	3.41	NA	NA	2	2	1	7.14	-50.00%
Motorcyclist fatalities	1.75	1	0	0	0	0	0.86	-100.00%
Unhelmeted motorcyclist fatalities	1.12	1	0	0	0	0	0.86	-100.00%
Drivers age 20 or younger in fatal crashes	1.47	1	0	0	0	0	0.86	-100.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

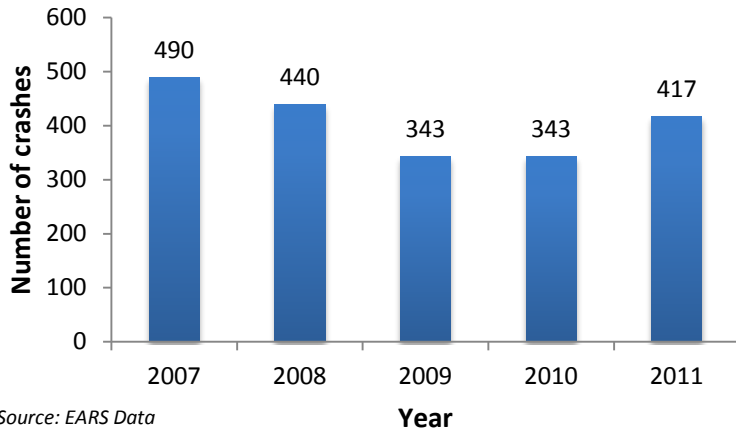
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 470: Total number of crashes in Teller County, 2007-2011

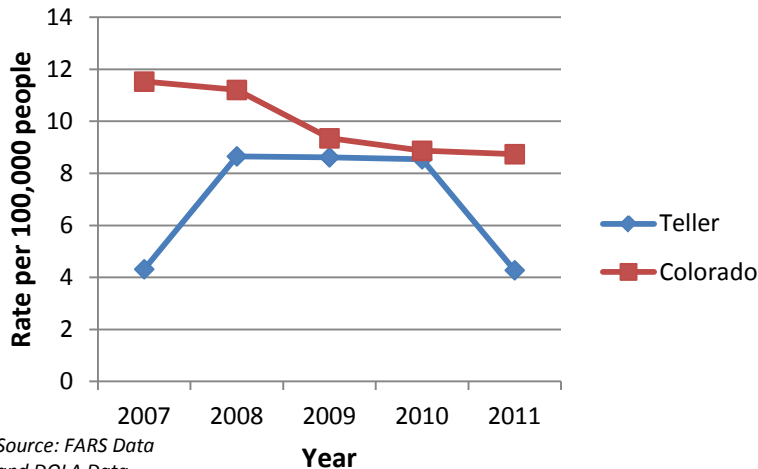


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population are declining in Teller County. In 2011, there was 1 fatal crash, resulting in 1 death.

Figure 471: Fatal crash rate in Teller County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Teller County declined between 2007 and 2011. In 2011, there were 150 injury crashes per 100,000 population, almost a 37 percent increase in the rate of crashes from 2010.

Impaired Driving

The one fatal crash in 2011 did not involve a driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 165 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 14% of the 56 drivers in injury and fatal crashes and 11% of the 575 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 4% of the 56 drivers in injury or fatal crashes were distracted.

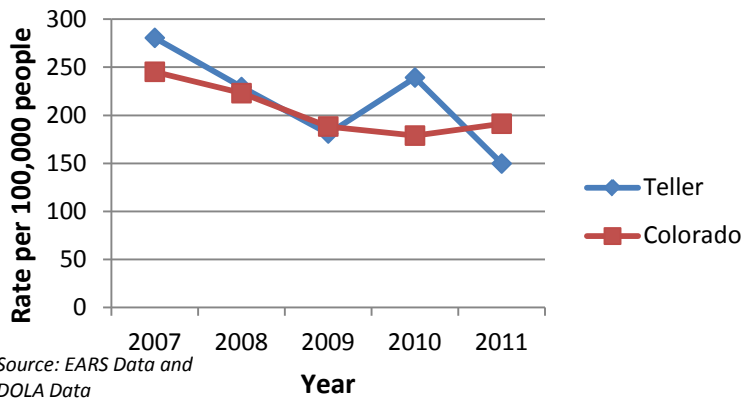
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes decreased by 100%.

Source: FARS Data

Figure 472: Injury crash rate in Teller County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 124. Teller County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	0	2
25-69	1	5
70+	0	3
Total	1	10

Source: FARS Data and CHA Discharge Data

Each bar in Figure 473 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Teller County, the ratio for young drivers ages 16-22 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, 1 of the 1 (100%) motor vehicle fatality and 10 of the 29 (34%) motor vehicle occupants injured were not using seat belts or other restraints.

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

Motorcycle Safety

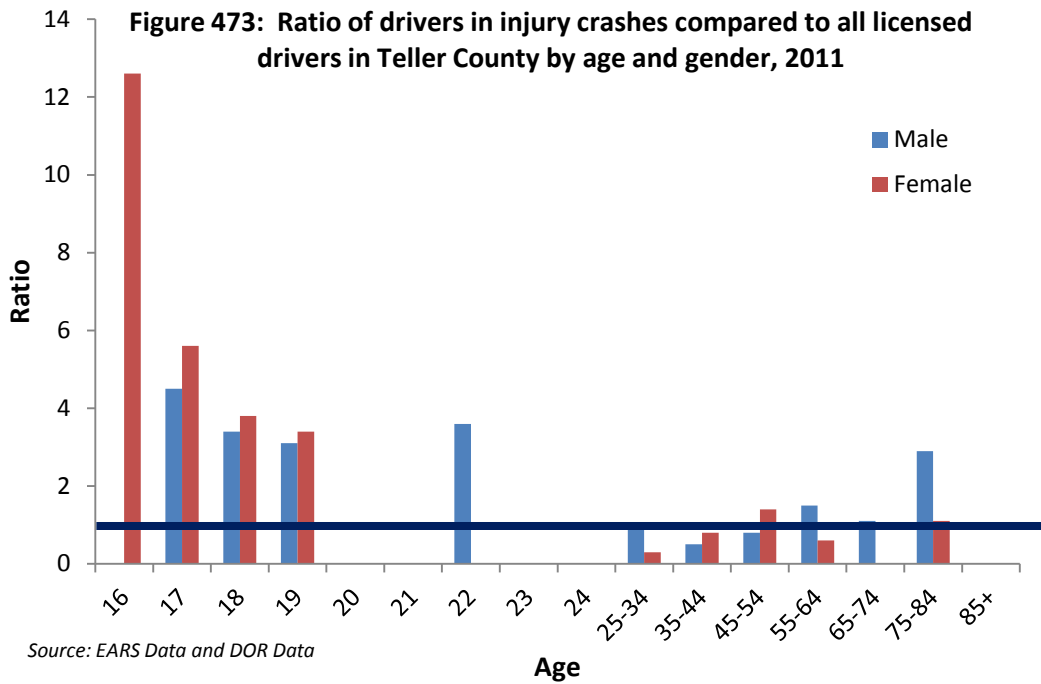
There were 0 motorcyclist fatalities in 2011.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

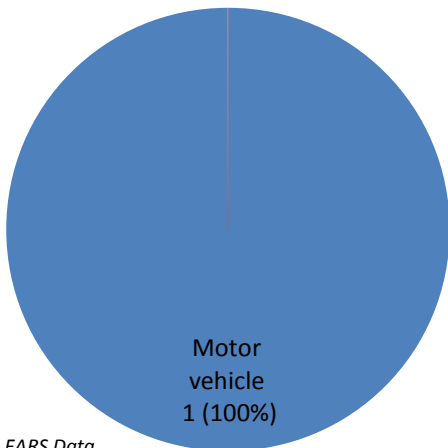
Source: FARS Data



Mode of Transportation

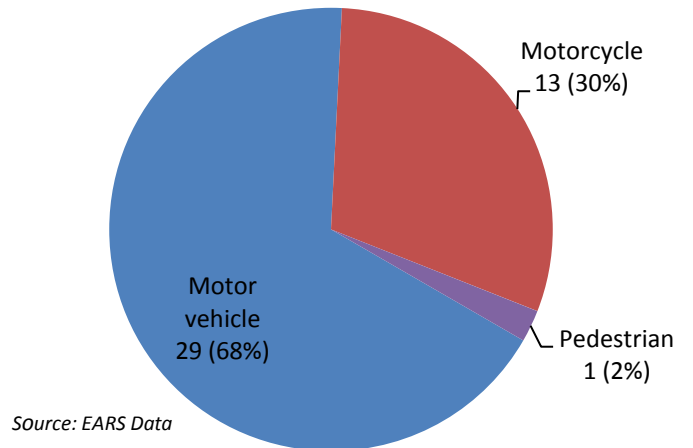
Motor vehicle occupants accounted for the 1 traffic fatality in Teller County.

Figure 474: Mode of transportation in Teller County fatalities, 2011



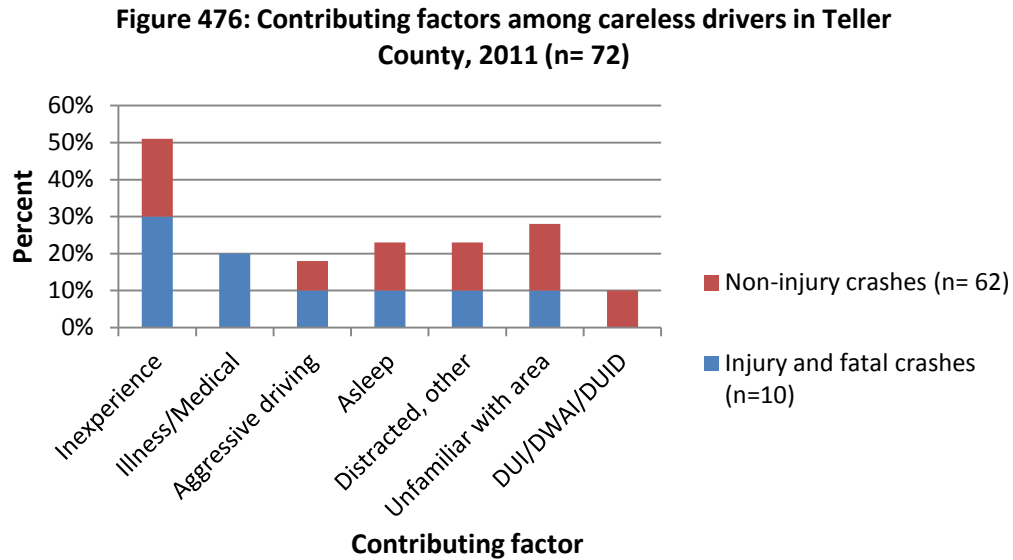
Of the 43 injuries, 29 were motor vehicle occupants and 10 of the occupants injured (34%) were not using seat belts or other restraints.

Figure 475: Mode of transportation for injured individuals in Teller County, 2011



Contributing Factors

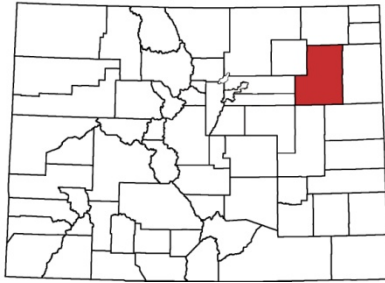
There were a total of 417 crashes in Teller County in 2011. Of the drivers involved in these crashes, law enforcement reported that 72 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 476).



Occupant Protection

Seat belt use are not available for Teller County.

WASHINGTON COUNTY



2011 Quick Facts:

Population	4,759
Male	2,433 (51%)
Female	2,326 (49%)
0-7 years	424 (9%)
8-14 years	444 (9%)
15-24 years	532 (11%)
25-69 years	2,668 (56%)
70+ years	691 (15%)

TABLE 125: WASHINGTON COUNTY TREND ANALYSIS 2007-2011

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Washington County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Traffic fatalities	9.90	5	2	2	3	3	62.20	-40.00%
Serious injuries in traffic crashes	260.73	28	23	16	14	25	439.54	-10.71%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	1	0	2	3	3	37.32	+200.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	3	0	0	0	0	12.44	-100.00%
Speeding-related fatalities⁺	3.41	NA	NA	0	1	1	13.90	*
Motorcyclist fatalities	1.75	0	0	0	0	0	0.00	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	0	0.00	0.00%
Drivers age 20 or younger in fatal crashes	1.47	0	2	0	2	1	20.73	*
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

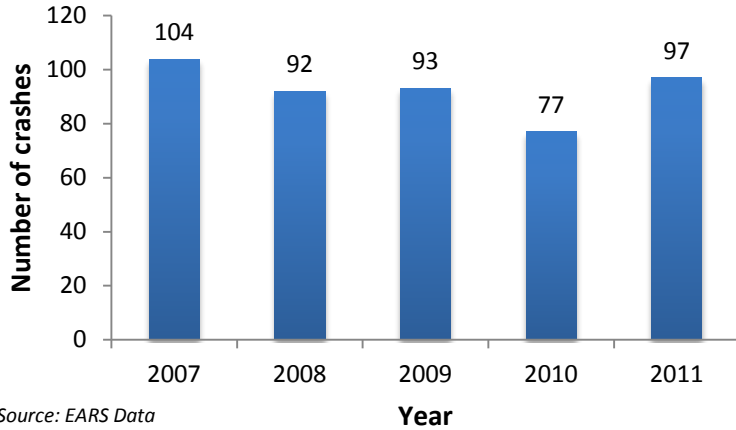
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 477: Total number of crashes in Washington County, 2007-2011

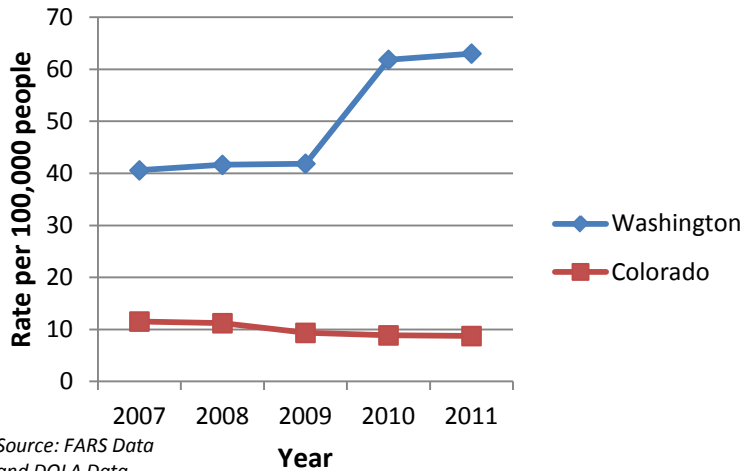


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population are increasing in Washington County. In 2011, there were 3 fatal crashes, resulting in 3 deaths.

Figure 478: Fatal crash rate in Washington County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Washington County declined between 2007 and 2011. However, in 2011, there were 357 injury crashes per 100,000 population, a 73 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 3 fatal crashes in 2011, 0 involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 22 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 27% of the 22 drivers in injury and fatal crashes and 25% of the 95 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 9% of the 22 drivers in injury or fatal crashes were distracted.

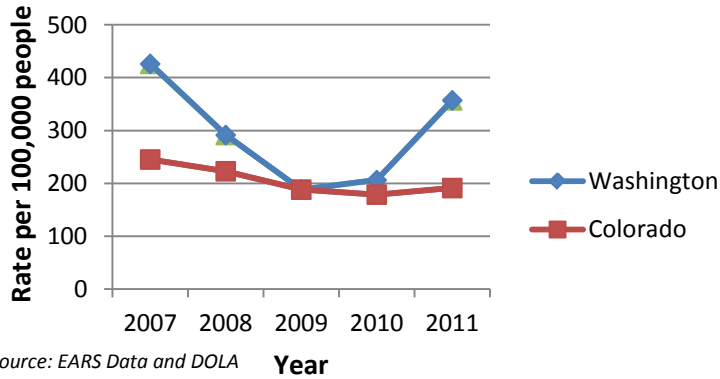
Source: FARS Data

Young Drivers

In 2011, one driver age 20 or under was involved in a fatal crash.

Source: FARS Data

Figure 479: Injury crash rate in Washington County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 126. Washington County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	0	1
25-69	3	3
70+	0	0
Total	3	4

Source: FARS Data and CHA Discharge Data

Each bar in Figure 480 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Washington County, the ratio for drivers ages 16-44 exceeds 1, indicating that younger drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, 3 of the 3 (100%) motor vehicle fatalities and 10 of the 25 (40%) motor vehicle occupants injured were not using seat belts or other restraints.

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

Motorcycle Safety

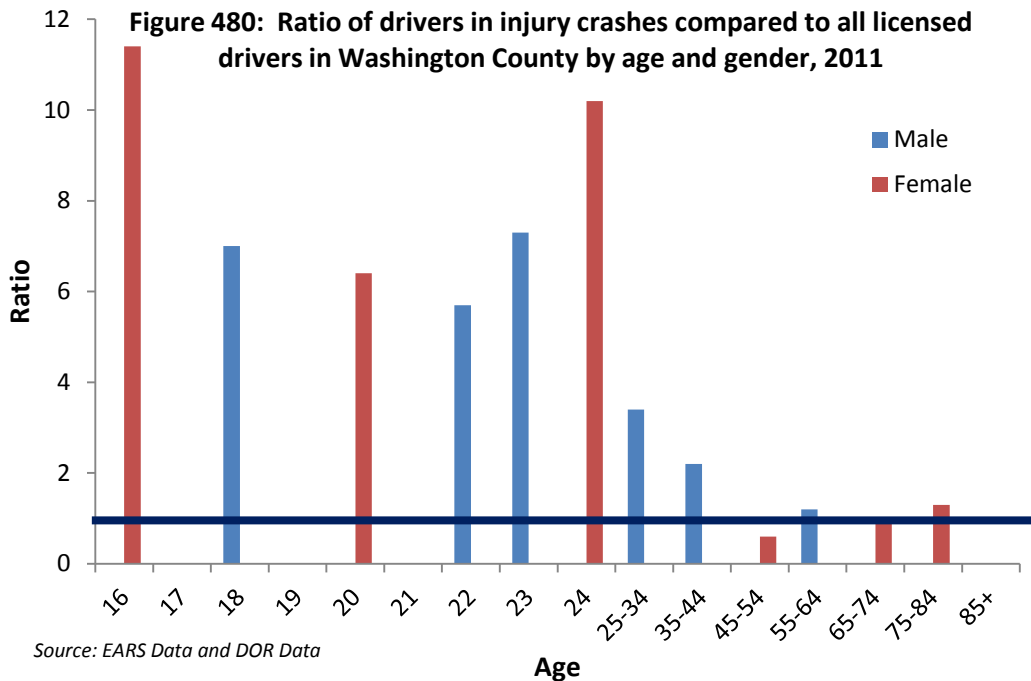
There were no motorcyclist fatalities in 2011.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

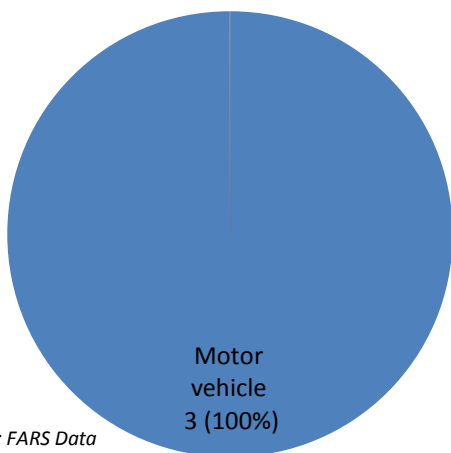
Source: FARS Data



Mode of Transportation

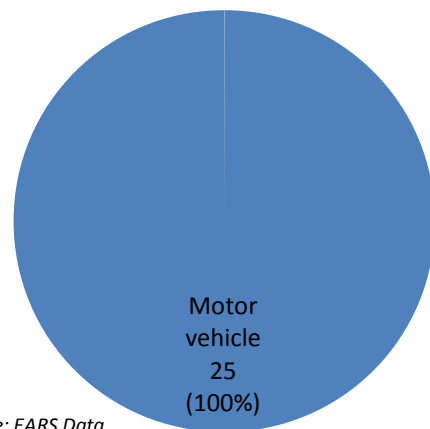
Motor vehicle occupants accounted for all three traffic fatalities in Washington County.

Figure 481: Mode of transportation in Washington County fatalities, 2011



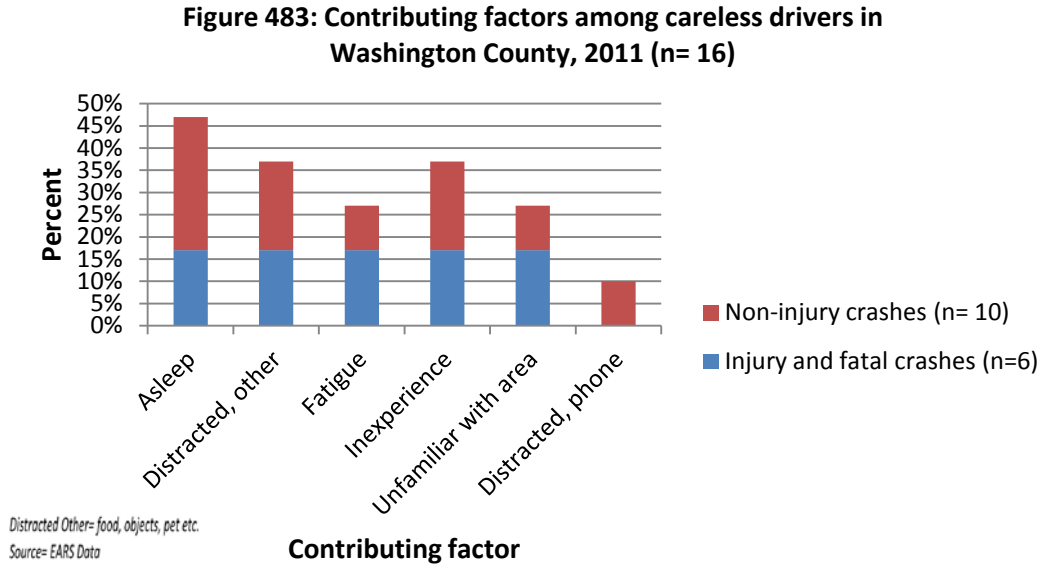
All of the 25 injuries were motor vehicle occupants and 10 of the occupants injured (40%) were not using seat belts or other restraints.

Figure 482: Mode of transportation for injured individuals in Washington County, 2011



Contributing Factors

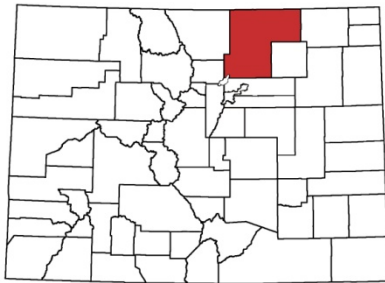
There were a total of 97 crashes in Washington County in 2011. Of the drivers involved in these crashes, law enforcement reported that 16 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 483).



Occupant Protection

Seat belt use data are not available for Washington County.

WELD COUNTY



2011 Quick Facts:

Population	258,448
Male	129,306 (51%)
Female	129,142 (49%)
0-7 years	32,458 (13%)
8-14 years	27,781 (11%)
15-24 years	39,430 (15%)
25-69 years	141,974 (55%)
70+ years	16,805 (7%)

TABLE 127: WELD COUNTY TREND ANALYSIS 2007-2011

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Weld County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^	
		2007	2008	2009	2010	2011			
Reduce the number of:									
Traffic fatalities	9.90	47	45	39	41	36	16.72	-23.40%	
Serious injuries in traffic crashes	260.73	785	641	519	486	624	245.57	-20.51%	
Fatalities per 100 million VMT	1.04	County data not available for VMT							
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	15	14	13	15	17	5.95	+13.33%	
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	14	16	12	14	15	5.71	+7.14%	
Speeding-related fatalities⁺	3.41	NA	NA	12	15	13	5.25	+8.33%	
Motorcyclist fatalities	1.75	6	4	6	7	4	2.17	-33.33%	
Unhelmeted motorcyclist fatalities	1.12	6	4	4	7	4	2.01	-33.33%	
Drivers age 20 or younger in fatal crashes	1.47	7	5	4	7	4	2.17	-42.86%	
Pedestrian fatalities	3	0	2	2	0	1	0.64	*	

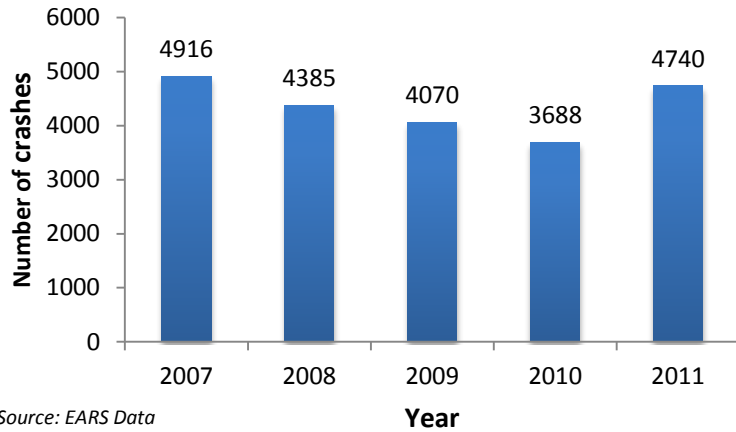
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 484: Total number of crashes in Weld County, 2007-2011

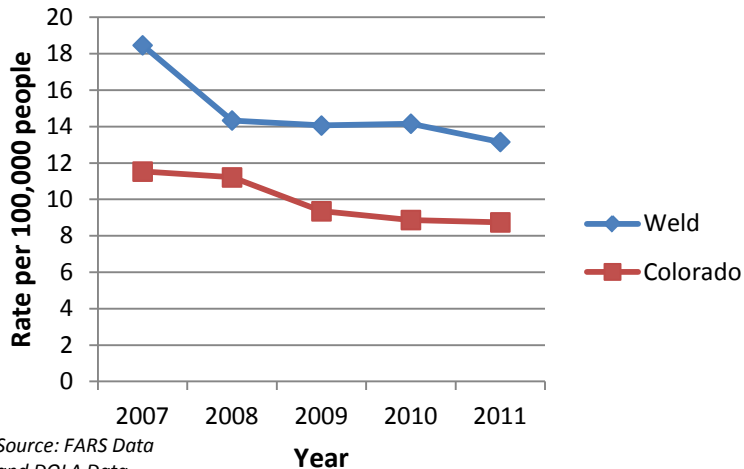


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population are on the decline in Weld County. In 2011, there were 34 fatal crashes, resulting in 36 deaths.

Figure 485: Fatal crash rate in Weld County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Weld County declined between 2007 and 2011. However, in 2011, there were 171 injury crashes per 100,000 population a 22 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 34 fatal crashes in 2011, 13 (38%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 1,334 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 9% of the 862 drivers in injury and fatal crashes and 6% of the 7,602 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 7% of the 862 drivers in injury or fatal crashes were distracted.

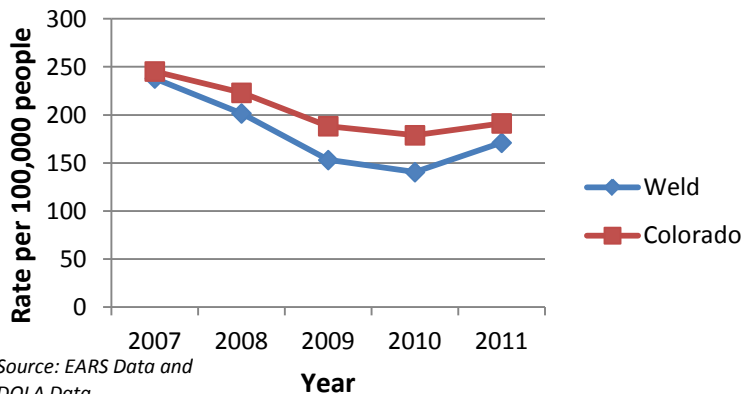
Source: FARS Data

Young Drivers

Between 2007 and 2011, the number of drivers age 20 and under in fatal crashes decreased by 42.86%.

Source: FARS Data

Figure 486: Injury crash rate in Weld County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 128. Weld County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	2
5-7	0	0
8-14	0	10
15-24	6	43
25-69	25	130
70+	5	20
Total	36	205

Source: FARS Data and CHA Discharge Data

Each bar in Figure 487 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Weld County, the ratio for young drivers ages 16-25 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, 7 of the 17 (57%) motor vehicle fatalities and 145 of the 533 (27%) motor vehicle occupants injured were not using seat belts or other restraints.

2012 Weld County Occupant Protection Usage:

- Overall seat belt: 88.0%
- Teen seat belt: 87.4%
- Front/rear seat (0-4 years): 100%
- Front/rear booster: 77.3%
- Juvenile (5-15 years): 96.8%

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

Motorcycle Safety

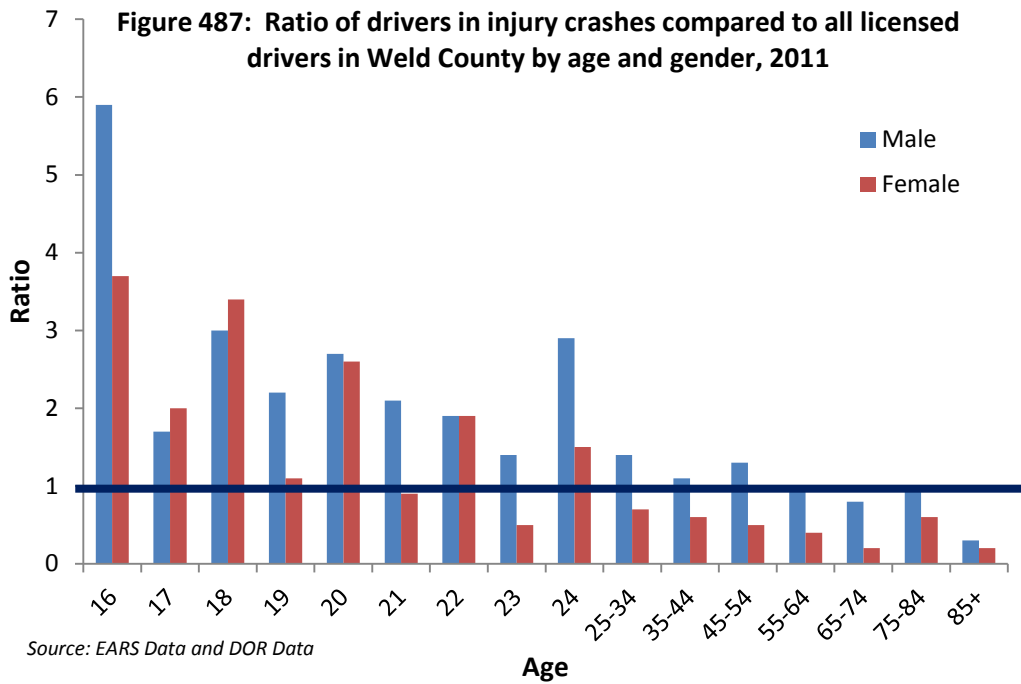
There were 4 motorcyclist fatalities in 2011 and 100 percent (4/4) were unhelmeted.

Source: FARS Data

Pedestrian and Bicycle Safety

1 pedestrian and 1 bicyclist were killed in 2011.

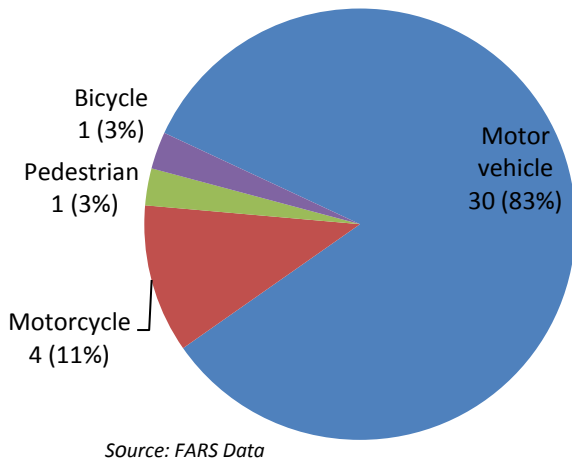
Source: FARS Data



Mode of Transportation

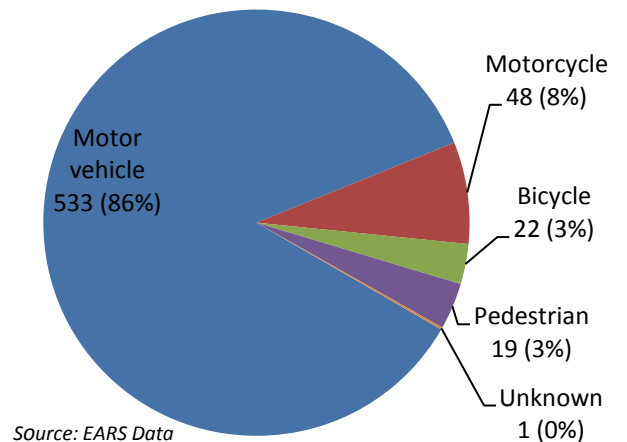
Motor vehicle occupants accounted for 30 of the 36 fatalities.

Figure 488: Mode of transportation in Weld County fatalities, 2011



Of the 624 injuries, 533 were motor vehicle occupants and 145 of the occupant injured (27%) were not using seat belts or other restraints.

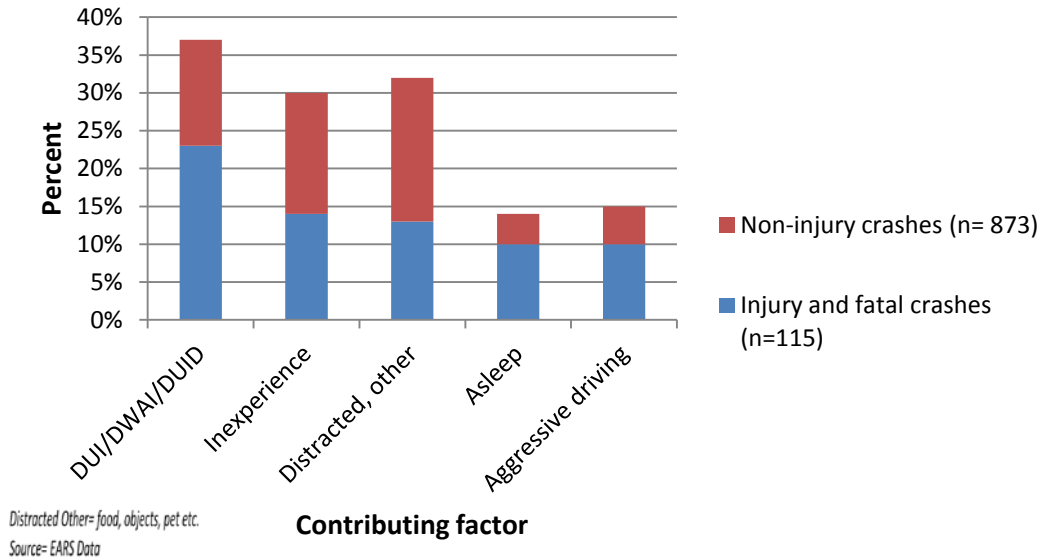
Figure 489: Mode of transportation for injured individuals in Weld County, 2011



Contributing Factors

There were a total of 4,740 crashes in Weld County in 2011. Of the drivers involved in these crashes, law enforcement reported that 988 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 490).

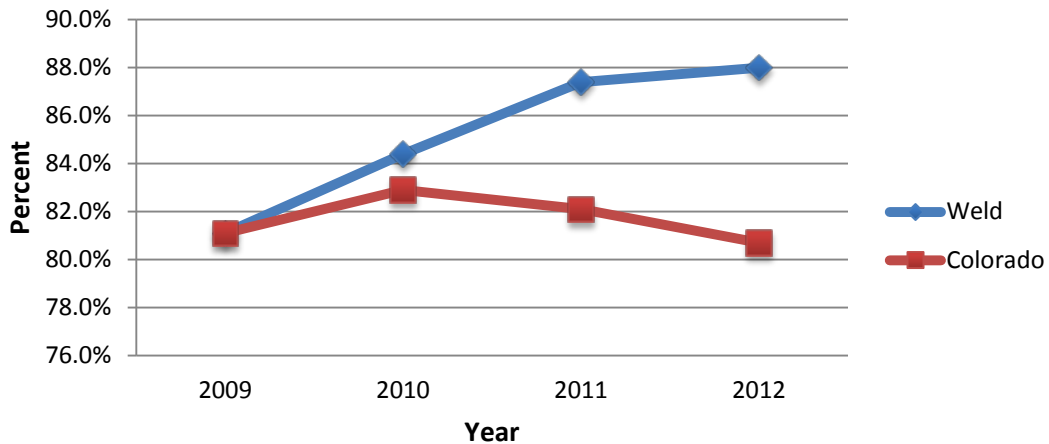
Figure 490: Contributing factors among careless drivers in Weld County, 2011 (n= 988)



Occupant Protection

Overall seat belt use in Weld County increased significantly between 2009 and 2012. Weld County's seat belt use was 8.3 percent higher than statewide seat belt use in 2012.

Figure 491: Seat belt use in Weld County and Colorado, 2009-2012



Source: Instituted of Transportation Management at CSU

YUMA COUNTY



2011 Quick Facts:

Population	10,070
Male	4,997 (50%)
Female	5,073 (50%)
0-7 years	1,235 (12%)
8-14 years	971 (10%)
15-24 years	1,178 (12%)
25-69 years	5,511 (55%)
70+ years	1,174 (12%)

TABLE 129: YUMA COUNTY TREND ANALYSIS 2007-2011

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	Numbers By Year					Yuma County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2007	2008	2009	2010	2011		
Reduce the number of:								
Traffic fatalities	9.90	1	3	1	3	3	22.04	+200.00%
Serious injuries in traffic crashes	260.73	24	35	23	21	23	252.42	-4.17%
Fatalities per 100 million VMT	1.04	County data not available for VMT						
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.57	1	3	1	3	2	20.03	+100.00%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	3.01	0	3	0	0	1	8.01	*
Speeding-related fatalities⁺	3.41	NA	NA	0	0	2	6.64	*
Motorcyclist fatalities	1.75	0	0	0	0	0	0.00	0.00%
Unhelmeted motorcyclist fatalities	1.12	0	0	0	0	0	0.00	0.00%
Drivers age 20 or younger in fatal crashes	1.47	0	0	0	0	0	0.00	0.00%
Pedestrian fatalities	0.92	0	0	0	0	0	0.00	0.00%

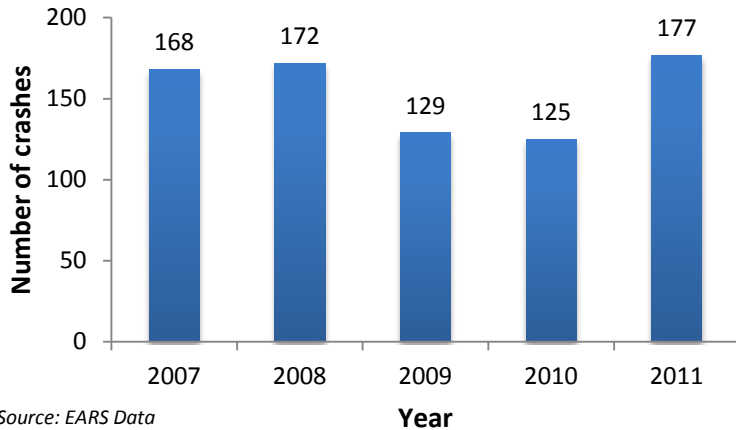
*Five-year trends cannot be calculated when the number of events in 2007 equals 0.

+ Information about speeding-related fatalities was only available for 2009-2011. The rate shown in the Five-Year Crude Rate column and the percentage in the Five Year Percent Change column are based on three years of data.

^Green cells represent a reduction in the county's numbers for each performance measure from 2007 to 2011, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2007 to 2011, indicating performance areas that need improvement.

Total Crashes

Figure 492: Total number of crashes in Yuma County, 2007-2011

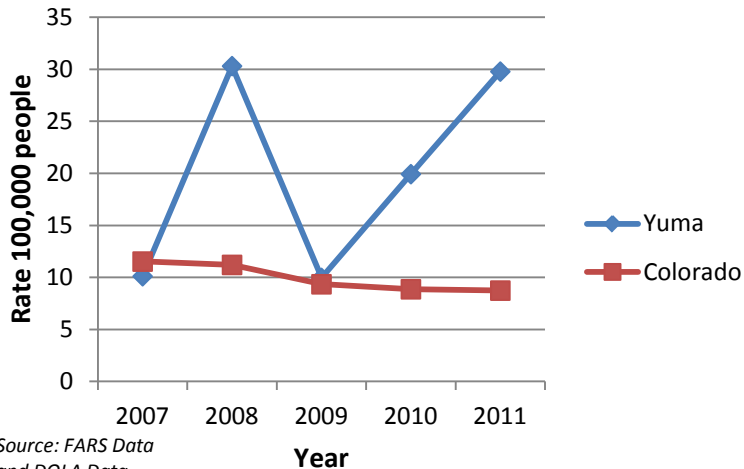


Source: EARS Data

Fatal Crashes

The number of fatal crashes per 100,000 population are increasing in Yuma County. In 2011, there were 3 fatal crashes, resulting in 3 deaths.

Figure 493: Fatal crash rate in Yuma County and Colorado, 2007-2011



Source: FARS Data and DOLA Data

Injury Crashes

Overall, the injury crash rate in Yuma County declined between 2007 and 2011. However, in 2011, there were 179 injury crashes per 100,000 population, almost a 38 percent increase in the rate of crashes from 2010.

Impaired Driving

Of the 3 fatal crashes in 2011, 1 (33%) involved at least one driver with a BAC (Blood Alcohol Concentration) above the legal limit (0.08 grams of alcohol per 100 ml of blood).

Of drivers 16 years of age or older in 2011, there were 27 offenses of driving under the influence (DUI) or driving while ability impaired (DWAI).

Source: FARS and Colorado Judicial Department Data

Speed Enforcement

In 2011, 28% of the 25 drivers in injury and fatal crashes and 8% of the 228 drivers in non-injury crashes were speeding.

Source: EARS Data

Distracted Driving

In 2011, law enforcement reported that 0% of the 25 drivers in injury or fatal crashes were distracted.

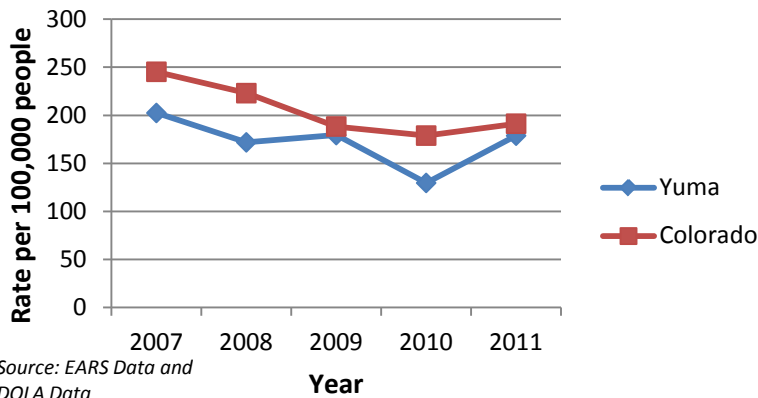
Source: FARS Data

Young Drivers

In 2011, no drivers age 20 and under were involved in fatal crashes.

Source: FARS Data

Figure 494: Injury crash rate in Yuma County and Colorado, 2007-2011



Source: EARS Data and DOLA Data

Fatalities, Injury Hospitalizations and Injury Crashes by Age Distribution

Table 130. Yuma County motor vehicle fatalities and hospitalizations by age group, 2011

Age Groups (years)	Fatalities	Hospitalizations
0-4	0	0
5-7	0	0
8-14	0	0
15-24	0	4
25-69	3	5
70+	0	0
Total	3	9

Source: FARS Data and CHA Discharge Data

Each bar in Figure 495 represents the proportion of drivers involved in injury crashes in that age group compared to the proportion of licensed drivers in that age group. For example, if 23 year-old male drivers were involved in 4 percent of all of the injury crashes in Colorado, but 23 year-old males only account for 2 percent of licensed drivers, then the ratio of these two numbers ($4/2 = 2$) is greater than 1. Values greater than 1 indicate more crashes than expected for that age group, whereas values less than 1 indicate fewer crashes than expected.

In Yuma County, the ratio for young drivers ages 16-25 exceeds 1, indicating that young drivers account for more crashes than expected for their age groups.

Occupant Protection

In 2011, 2 of the 3 (67%) motor vehicle fatalities and 8 of the 21 (38%) motor vehicle occupants injured were not using seat belts or other restraints.

2012 Yuma County Occupant Protection Usage:
 Front/rear seat (0-4 years): 100.0%
 Front/rear booster: 92.0%
 Juvenile (5-15 years): 79.5%

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

Motorcycle Safety

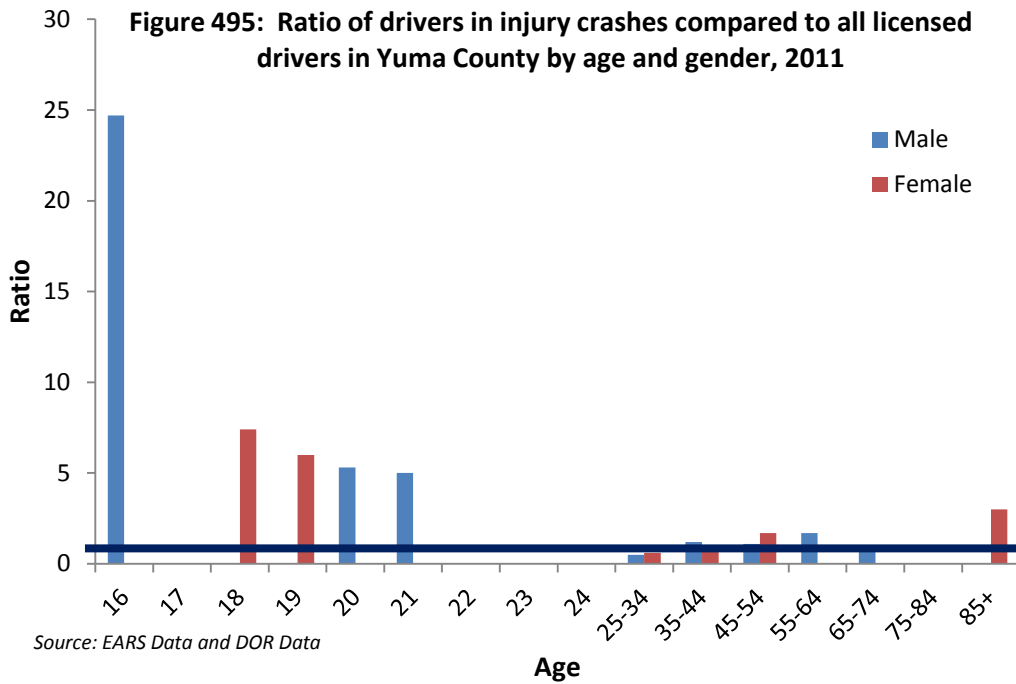
There were no motorcyclist fatalities in 2011.

Source: FARS Data

Pedestrian and Bicycle Safety

No pedestrians or bicyclists were killed in 2011.

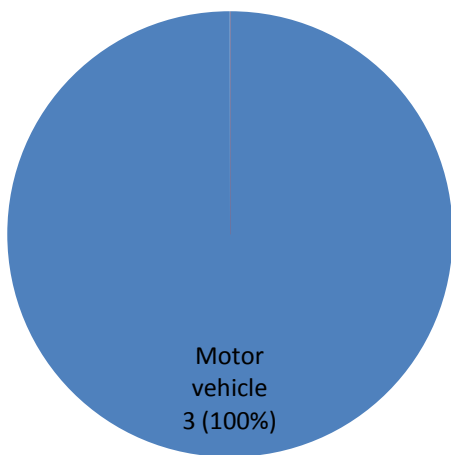
Source: FARS Data



Mode of Transportation

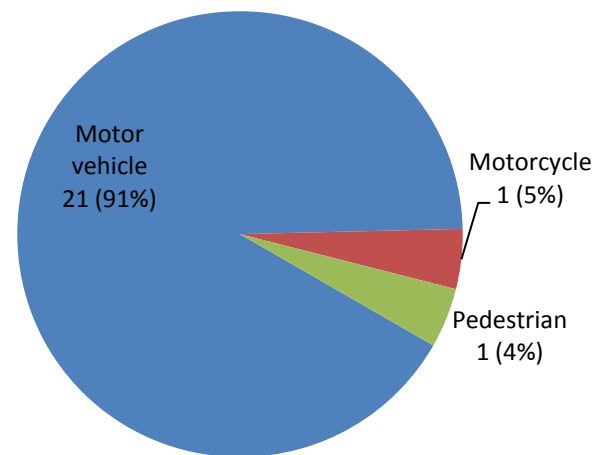
Motor vehicle occupants accounted for all 3 traffic fatalities in Yuma County.

Figure 496: Mode of transportation in Yuma County fatalities, 2011



Of the 23 injuries, 21 were motor vehicle occupants and 8 of the occupants injured (38%) were not using seat belts or other restraints.

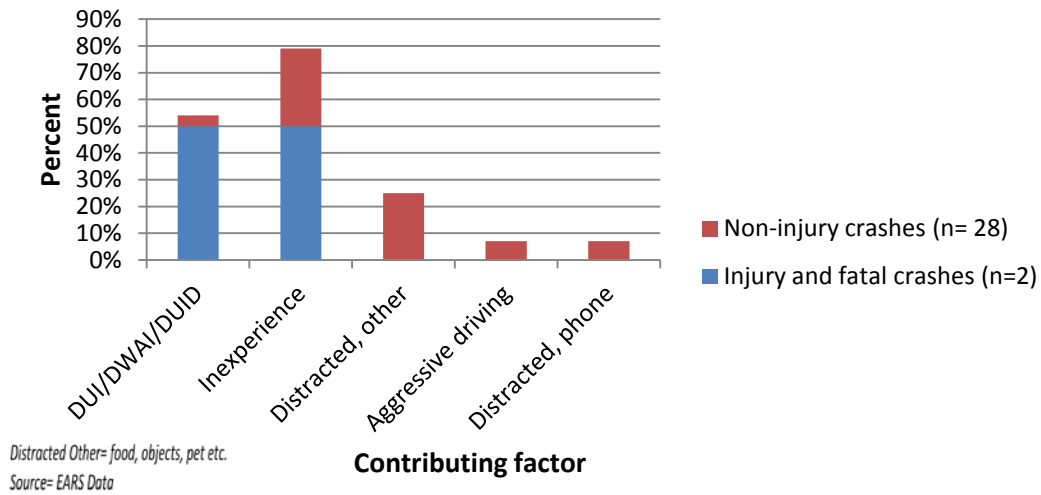
Figure 497: Mode of transportation for injured individuals in Yuma County, 2011



Contributing Factors

There were a total of 177 crashes in Yuma County in 2011. Of the drivers involved in these crashes, law enforcement reported that 30 drivers were driving carelessly. The specified top contributing factors among careless drivers are shown by type of crash (Figure 498).

Figure 498: Contributing factors among careless drivers in Yuma County, 2011 (n= 30)



Occupant Protection

Seat belt use data are not available for Yuma County.

Table 130: Colorado state performance measures by county, 2011

Reduce the number of:	Traffic fatalities	Serious injuries in traffic crashes	Unrestrained passenger vehicle occupant fatalities, all seat positions	Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	Speeding related fatalities	Motorcyclist fatalities	Unhelmeted motorcyclist fatalities	Drivers age 20 or younger involved in fatal crashes	Pedestrian fatalities
Colorado 2013 Goal	435	9,916	156	123	157	76	47	62	35
COLORADO	447	12523	194	142	183	78	50	63	45
Adams	29	1081	9	9	12	5	5	3	5
Alamosa	4	51	3	2	2	1	1	1	0
Arapahoe	27	1570	10	8	13	7	3	3	6
Archuleta	3	57	2	2	0	1	1	0	0
Baca	2	8	2	1	0	0	0	1	0
Bent	0	7	0	0	0	0	0	0	0
Boulder	17	762	5	2	3	1	0	0	5
Broomfield	1	121	0	0	0	0	0	0	1
Chaffee	7	43	4	1	3	0	0	1	0
Cheyenne	8	14	8	1	7	0	0	1	0
Clear Creek	2	63	1	0	1	0	0	0	0
Conejos	2	25	1	1	1	1	1	0	0
Costilla	2	32	1	2	0	0	0	0	0
Crowley	0	8	0	0	0	0	0	0	0
Custer	1	12	0	1	1	1	0	0	0
Delta	6	61	2	3	5	1	0	0	0
Denver	33	1896	14	13	14	6	4	4	11
Dolores	0	10	0	0	0	0	0	0	0
Douglas	12	361	1	4	2	2	1	3	0
Eagle	4	138	1	1	1	0	0	1	1
Elbert	3	35	2	1	1	0	0	2	0
El Paso	43	1178	14	12	12	15	7	11	1
Fremont	9	83	5	2	4	0	0	1	1
Garfield	7	119	4	1	2	0	0	1	0
Gilpin	1	28	1	0	0	0	0	0	0
Grand	2	56	0	1	0	1	0	0	0
Gunnison	3	44	1	0	1	1	1	0	0
Hinsdale	1	2	0	0	1	1	0	0	0
Huerfano	3	36	3	0	1	0	0	0	0
Jackson	0	23	0	0	0	0	0	0	0
Jefferson	32	1090	11	10	13	6	4	8	5
Kiowa	0	3	0	0	0	0	0	0	0
Kit Carson	3	29	1	0	2	1	1	2	0
Lake	0	12	4	0	0	0	0	0	0

Table 130 Continued: Colorado state performance measures by county, 2011

Reduce the number of:	Traffic fatalities	Serious injuries in traffic crashes	Unrestrained passenger vehicle fatalities, all seat positions	Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	Speeding related fatalities	Motorcyclist fatalities	Unhelmeted motorcyclist fatalities	Drivers age 20 or younger involved in fatal crashes	Pedestrian fatalities
Colorado 2013 Goal	435	9,916	156	123	157	76	47	62	35
COLORADO	447	12523	194	142	183	78	50	63	45
La Plata	11	185	0	3	3	0	0	1	0
Larimer	22	796	12	6	9	2	2	3	0
Las Animas	2	53	1	0	0	0	0	0	0
Lincoln	4	37	2	0	3	0	0	0	0
Logan	2	55	1	0	0	0	0	0	0
Mesa	19	374	8	7	6	5	3	1	1
Mineral	1	21	1	0	1	0	0	0	0
Moffat	4	45	2	2	3	1	1	1	0
Montezuma	5	99	1	0	1	3	1	1	0
Montrose	4	69	1	2	4	3	2	0	0
Morgan	3	88	1	3	3	0	0	2	0
Otero	8	47	5	3	5	0	0	0	1
Ouray	0	11	0	0	0	0	0	0	0
Park	3	70	2	1	1	1	1	0	0
Phillips	0	7	0	0	0	0	0	0	0
Pitkin	3	75	0	0	0	0	0	0	0
Prowers	3	19	2	2	1	0	0	0	0
Pueblo	24	410	12	10	9	4	4	4	6
Rio Blanco	4	32	4	4	4	0	0	0	0
Rio Grande	1	32	1	1	1	0	0	0	0
Routt	3	68	2	1	2	0	0	0	0
Saguache	2	24	0	1	2	0	0	0	0
San Juan	0	14	0	0	0	0	0	0	0
San Miguel	1	21	0	0	0	1	1	0	0
Sedgwick	0	12	0	0	0	0	0	0	0
Summit	8	85	3	2	6	3	2	2	0
Teller	1	43	1	0	1	0	0	0	0
Washington	3	25	3	0	1	0	0	1	0
Weld	36	624	17	15	13	4	4	4	1
Yuma	3	23	2	1	2	0	0	0	0