

STATEWIDE PERSPECTIVE

In Colorado, substantial reductions in traffic related fatalities and injuries occurred over the past decade. Still, lives continue to be lost and individuals are left with debilitating injuries that affect not only the individual in a crash, but their family, friends and community. Colorado is not a homogeneous state. It is urban and rural, with varying topography and populations. One singular approach will not prevent all crashes, making it necessary to continually analyze data in order to know where and how to focus prevention efforts.

The following report presents a statewide analysis of Colorado’s crash data in order to identify state problem areas. Table 1 shows Colorado crash data at a glance from 2008-2012. The green cells represent improvement in Colorado’s performance measures, indicating where the state is making progress, whereas the red cells represent a decline, indicating areas that need improvement.

Table 1: Colorado traffic crash data at a glance							
	2008	2009	2010	2011	2012	Percent Change 2011-2012	Five Year Percent Change
Total crashes	104811	101153	99715	103195	101533	↓ 1.61%	↓ 3.13%
Colorado population (millions)	4.90M	4.98M	5.05M	5.12M	5.19M	1.37%	5.92%
Licensed drivers (millions)	3.61M	3.71M	3.78M	3.67M	--	--	--
Seatbelt use	81.7%	81.1%	82.9%	82.1%	80.7%	↓ 1.71%	↓ 1.22%
Core Performance Measures – to reduce the number of:							
Traffic fatalities	548	465	450	447	472	↑ 5.59%	↓ 13.87%
Serious injuries in traffic crashes	14240	13357	12328	12664	12564	↓ 0.79%	↓ 11.77%
Fatalities per 100 million vehicle miles traveled (VMT)	1.15	1.01	0.96	0.96	1.01	↑ 5.21%	↓ 12.17%
Unrestrained passenger vehicle occupant fatalities, all seat positions	173	168	162	185	156	↓ 15.68%	↓ 9.83%
+Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	176	158	120	160	133	↓ 16.88%	↓ 24.43%
	130	133	104	138	109	↓ 21.01%	↓ 16.15%
Speeding-related fatalities	210	171	162	183	162	↓ 11.48%	↓ 22.86%
Motorcyclist fatalities	98	88	82	78	79	↑ 1.28%	↓ 19.39%
Unhelmeted motorcyclist fatalities	68	60	55	49	53	↑ 8.16%	↓ 22.06%
Drivers age 20 or younger involved in fatal crashes	87	64	64	63	66	↑ 4.76%	↓ 24.14%
Pedestrian fatalities	43	47	36	45	76	↑ 68.89%	↑ 76.74%

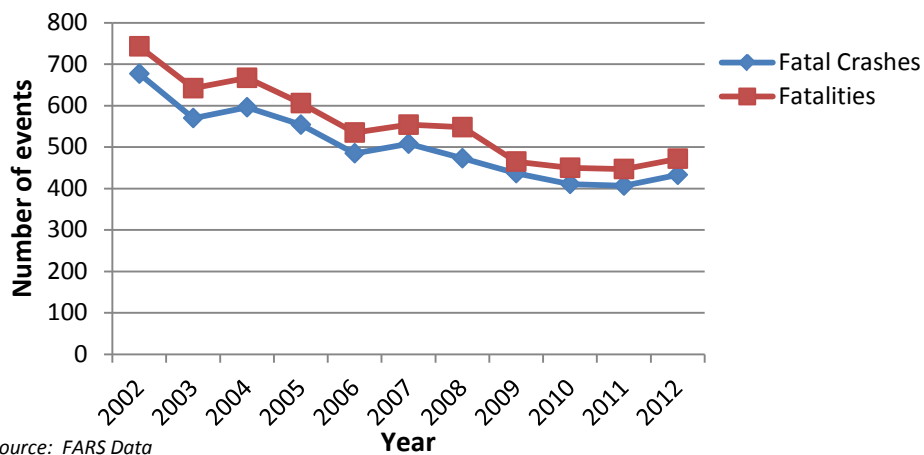
+To remedy the problem of missing BAC test results, the National Center for Statistics and Analysis uses methods to impute missing BAC values. Imputation is a process of replacing missing data with a probable value based on other available data. The alcohol-related performance measure in Table 1 is broken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

Fatal Crashes and Fatalities

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

Between 2011 and 2012, the number of fatal crashes and fatalities in Colorado increased. This marks the first increase in fatal crashes and resulting deaths after four consecutive years (2008-2011) of declining numbers. Twenty-six more fatal crashes occurred in 2012 than in 2011 and 25 more people died, a 6.4 and 5.6 percent increase, respectively (Figure 1). The increase in fatalities was not unique to Colorado. The entire United States experienced a 3.3 percent increase in fatalities from 32,479 deaths in 2011 to 33,561 in 2012. In 2012, 399 (92.2%) of the fatal crashes in Colorado resulted in one death, 30 (6.9%) crashes resulted in two deaths, three (0.7%) crashes resulted in three deaths, and one (0.2%) crash resulted in four deaths.

Figure 1: Fatal crashes and fatalities in Colorado, 2002-2012



In 2011, Colorado observed its lowest fatality rate per population. For every 100,000 people in Colorado's population, 8.7 motor vehicle related fatalities occurred. In 2012, 9.1 persons per 100,000 population died in motor vehicle crashes, a 4.6 percent increase from the previous year. Although Colorado experienced an increase in fatalities per population in 2012, it still had approximately 1.6 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, 2002-2012

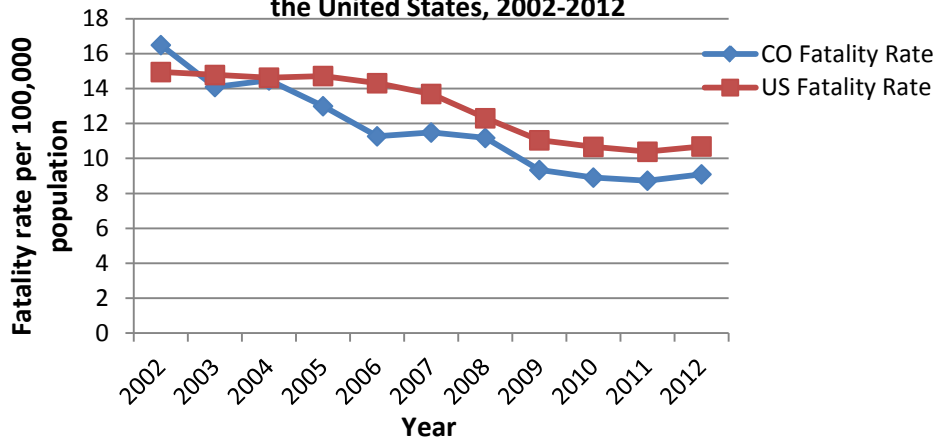


Table 2 describes who died as a result of a motor vehicle crash between 2007-2009 and 2010-2012. The total number of fatalities for the latest three year period decreased. Even though the number of males that died in motor vehicle crashes decreased with time, more males died in crashes in each period, compared to females. The only age category that saw an increase in fatalities between 2007-2009 and 2010-2012 is the 55-69 year old group. The increase for this age category is specifically due to an increase in male, 55-69 year old fatalities.

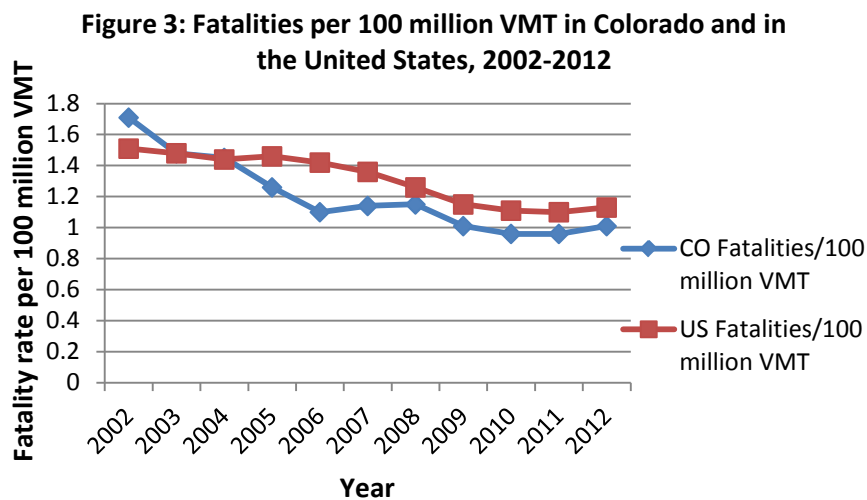
Table 2: Traffic fatalities in Colorado, by age and sex

Age Group	2007-2009 Fatalities			2010-2012 Fatalities		
	Male	Female	Total	Male	Female	Total
<5	10	5	15	6	5	11
5-8	12	10	22	4	7	11
9-15	27	21	48	24	9	33
16-20	103	62	165	94	46	140
21-34	300	122	422	270	101	371
35-54	368	123	491	303	93	396
55-69	158	74	232	188	64	252
70+	99	73	172	86	69	155
All Ages	1077	490	1567	975	394	1369

Source: FARS Data

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

In addition to reporting the observed number of fatalities, it is useful to divide the fatalities by the number of vehicle miles traveled (VMT). This approach takes into account changes in the population, as well as changes in driving habits and distances driven and results in a measure that can be fairly compared over time or across geography. Colorado’s goal, reported in the 2014 Colorado Integrated Safety Plan, is to reduce the fatality rate per VMT to 0.94 in 2014. Figure 3 shows the rate of fatalities per 100 million VMT. Though much improved over the past decade, the fatality rate per 100 million VMT increased by over five percent for Colorado and approximately three percent for the United States from 2011-2012.

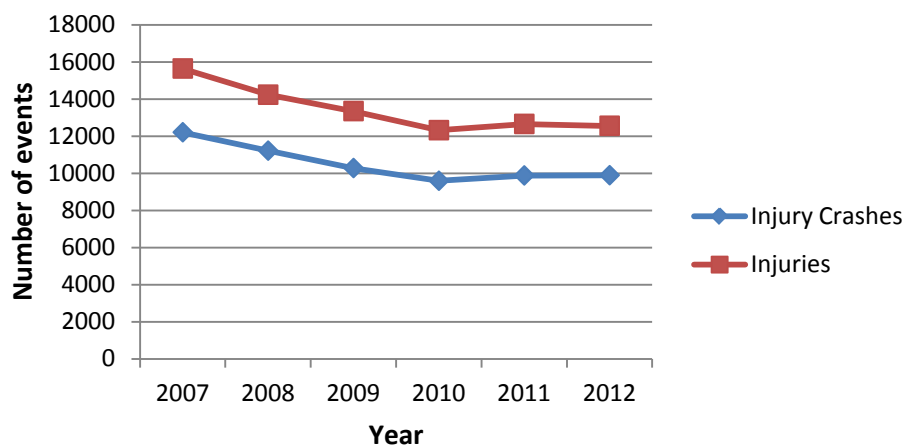


Injury Crashes and Injuries

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

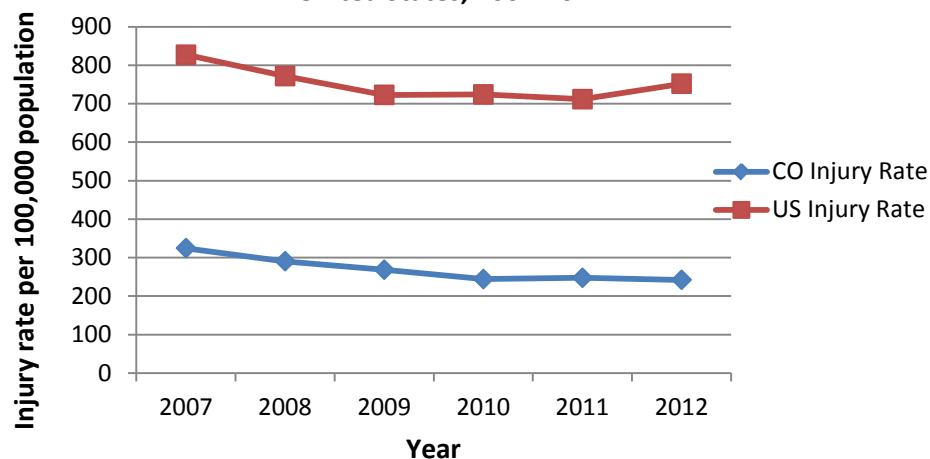
Traffic safety prevents not only fatalities but also injuries. Therefore, injury crashes (crashes causing injuries) and the resulting injuries are an important component of traffic safety data (Figure 4 and 5). The classification of an injury crash changed in 2005; therefore, the time trends shown below are limited to data from 2007-2012. In this report, unless otherwise specified, injury is defined as a serious injury where the officer marked the injury severity as: evident non-incapacitating or evident incapacitating injury. As with fatalities, there is an overall decline in the number of injury crashes and injuries over time. In 2012, there were 2,316 fewer injury crashes and 3,088 fewer people injured than in 2007. However, between 2010 and 2011, there was an increase in the absolute number of injury crashes and the number of people injured, and the numbers for 2012 remained at this higher level, compared to 2010. In contrast, the rate of serious injures per 100,000 population decreased from 247.4 in 2011 to 242.1 in 2012.

Figure 4: Injury crashes and injuries in Colorado, 2007-2012



Source: EARS Data

Figure 5: Injury rate per 100,000 population in Colorado and the United States, 2007-2012



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

Table 3 describes persons injured due to motor vehicle crashes in Colorado between 2007-2009 and 2010-2012. The total number of injuries decreased over time, with 13 percent fewer injuries in 2010-2012 than 2007-2009. Similar to the trend with fatalities, the number of injured males in motor vehicle crashes lessened with time. Still, more males were injured in crashes than females. All age categories reduced injuries between 2007-2009 and 2010-2012. However, slightly more 55-69 year old males were injured in 2010-2012 than in 2007-2009.

Table 3: Serious injuries due to motor vehicle crashes in Colorado, by age and sex

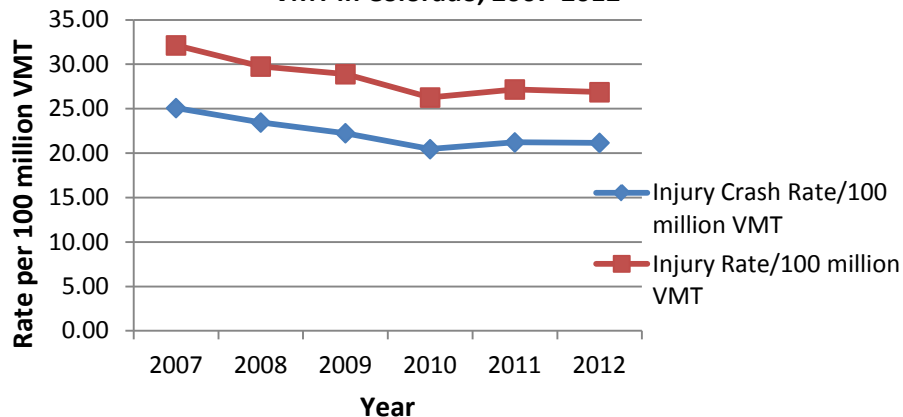
Age Group	2007-2009 Serious Injuries				2010-2012 Serious Injuries			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
<5*	307	244	2	553	286	236	1	523
5-8	405	332	3	740	379	304	1	684
9-15	1098	966	15	2079	957	843	14	1814
16-20	3570	3121	100	6791	2911	2438	56	5405
21-34	7614	5062	270	12946	6663	4683	151	11497
35-54	7003	5146	279	12428	5895	4313	168	10376
55-69	2772	2061	101	4934	2791	1988	69	4848
70+	1023	969	40	2032	960	945	30	1935
Unknown	262	220	264	746	172	130	172	474
All Ages	24054	18121	1074	43249	21014	15880	662	37556

Source: EARS Data

*The age group < 5 does not contain data for children under 1. It appears these data are invalid, as zero sometimes appears when the value should be missing. Data coded as 0 or missing are included in the category 'unknown'.

In Colorado, the rate of injury crashes per 100 million VMT declined overall from 2007 to 2012 by over 15 percent. From 2011 to 2012 the rate of injury crashes per 100 million VMT decreased by 0.2 percent (Figure 6).

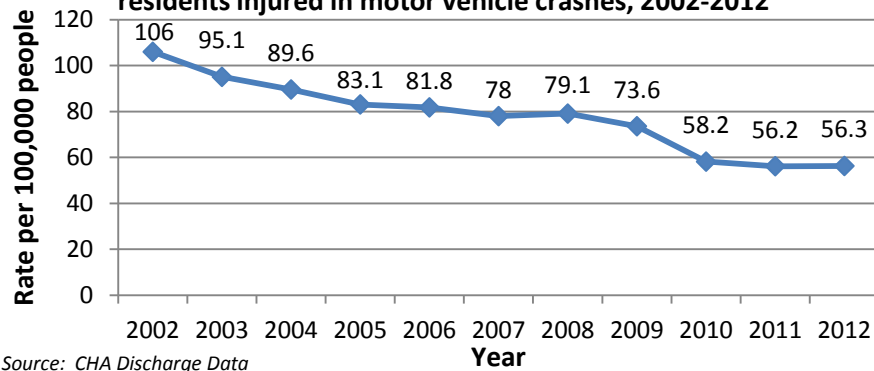
Figure 6: Injury crash rate and injury rate per 100 million VMT in Colorado, 2007-2012



Source: EARS and USDOT FHWA Data

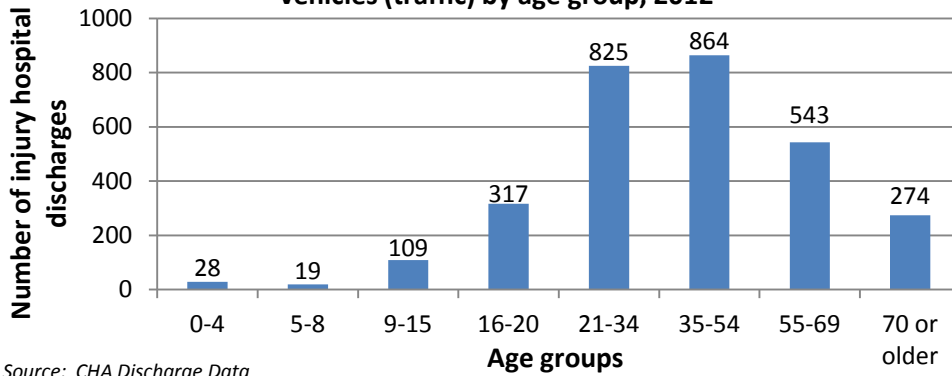
The Colorado Hospital Association hospital discharge data can identify the number of Colorado residents with injuries sustained in motor vehicle crashes and hospitalized in Colorado at non-federal, acute care hospitals. The age-adjusted rates of hospitalizations for Colorado residents injured in motor vehicle crashes declined by 47 percent since 2002 (Figure 7).

Figure 7: Age-adjusted hospitalization rates for Colorado residents injured in motor vehicle crashes, 2002-2012



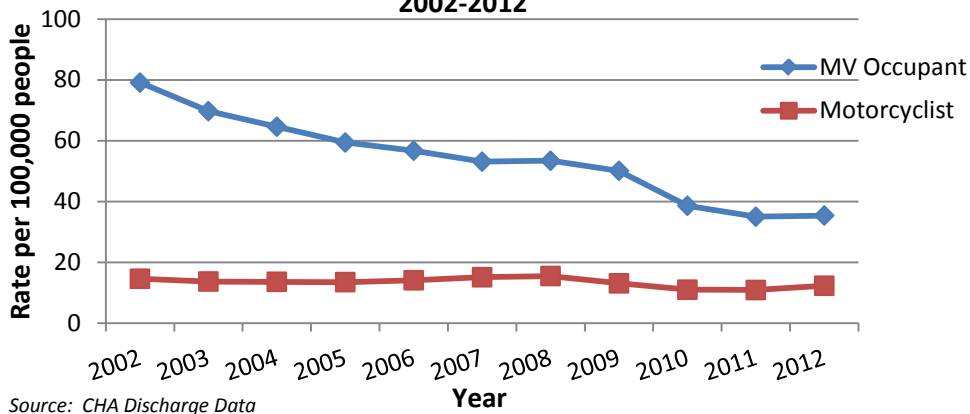
There were 2,979 hospital discharges after injuries in motor vehicles crashes among Coloradans in 2012 (Figure 8).

Figure 8: Colorado injury hospital discharges related to motor vehicles (traffic) by age group, 2012



The age-adjusted rate of hospitalization for Colorado residents sustaining injuries in motor vehicle crashes varies by person type. Since 2002, the motor vehicle occupant hospitalization rate decreased 55 percent, from 79.1 to 35.4 hospitalizations per 100,000 people. The rate of motorcyclist hospitalizations dropped 16 percent, from 14.6 to 12.3 hospitalizations per 100,000 people (Figure 9).

Figure 9: Age-adjusted hospitalization rates for Colorado residents injured in motor vehicle crashes by person type, 2002-2012

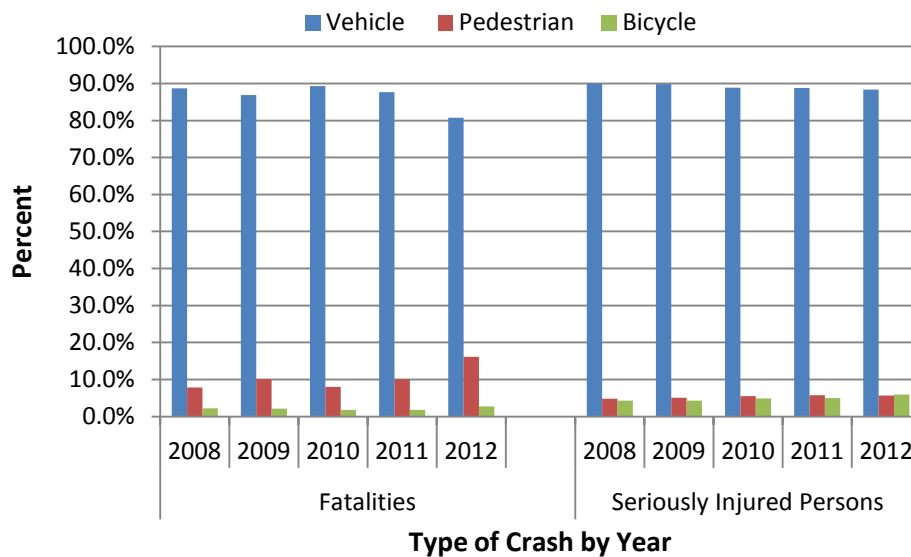


Mode of Transportation

In Colorado, persons traveling in motor vehicles made up approximately 88 percent of the fatalities between 2008 and 2011. Pedestrians accounted for nine percent of fatalities, while bicyclists comprised two percent of fatalities. In 2012, persons traveling in motor vehicles dropped to being the mode of transportation in 81 percent of fatalities, pedestrian fatalities jumped to 16 percent and bicycles were the mode of transportation in 3 percent of all fatalities (Figure 10).

The mode of transportation when injuries occur remained similar over the past five years. Approximately 89 percent of injured individuals occupied a motor vehicle; five percent were pedestrians, and bicyclists comprised four percent of the injuries (Figure 10). A mode of transportation was not specified in 0.5 percent of the serious injury data and is therefore missing.

Figure 10: Mode of transportation among seriously injured person and fatalities in Colorado, 2008-2012

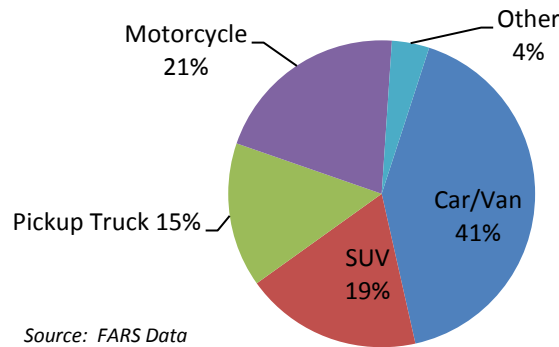


Source: EARS and FARS Data

Motor vehicle occupants account for the majority of fatalities and injuries. A motor vehicle can be a car/van, motorcycle, pickup truck, sports utility vehicle (SUV), or other type of vehicle (i.e. large truck, motor home, bus, all terrain vehicle, snowmobile, and farm or construction equipment other than truck). In 2012, a car/van was occupied in 41 percent of the motor vehicle crashes resulting in a fatality (Figure 11) and in half of the motor vehicle crashes resulting in an injury (Figure 12).

Tables 4 and 5 show the number and percent of each motor vehicle type occupied when fatal and serious injuries occur. The information is broken down by rural and urban county classifications and a definition of rural/urban can be found in the glossary. The data show that fatalities occur in cars, vans and motorcycles as a higher percentage in urban areas compared to rural areas, whereas fatalities occur in pick-up trucks and SUVs more often in rural areas. This remains true for serious injuries, except the percent of motorcyclist injuries remains similar in rural and urban areas.

Figure 11: Type of motor vehicle occupied when fatally injured in Colorado, 2012



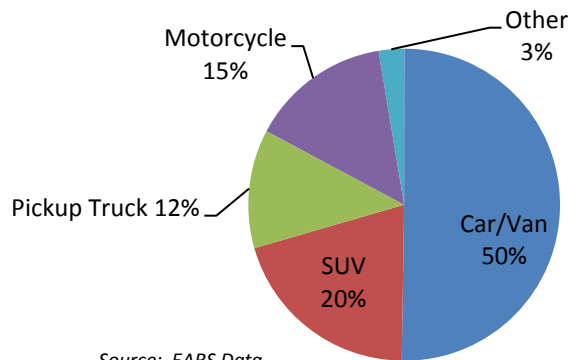
Source: FARS Data

Table 4: Type of motor vehicle occupied when fatally injured in Colorado, 2007-2012

Type of Motor Vehicle	Rural		Urban		Colorado	
	2007-2009 n=476	2010-2012 n=415	2007-2009 n=894	2010-2012 n=760	2007-2009 n=1370	2010-2012 n=1175
Car/Van	168 (35%)	160 (39%)	409 (46%)	332 (44%)	577 (42%)	492 (42%)
SUV	102 (21%)	82 (20%)	159 (18%)	134 (18%)	261 (19%)	216 (18%)
Pickup Truck	120 (25%)	96 (23%)	91 (10%)	91 (12%)	211 (15%)	187 (16%)
Motorcycle	62 (13%)	55 (13%)	214 (24%)	184 (24%)	276 (20%)	239 (20%)
Other	24 (5%)	22 (5%)	21 (2%)	19 (2%)	45 (3%)	41 (3%)

Source: FARS Data

Figure 12: Type of motor vehicle occupied when seriously injured in Colorado, 2012



Source: EARS Data

Table 5: Type of motor vehicle occupied when seriously injured in Colorado, 2007-2012

Type of Motor Vehicle	Rural		Urban		Colorado	
	2007-2009 n=7455	2010-2012 n=5971	2007-2009 n=31,602	2010-2012 n=27,289	2007-2009 n=39,057	2010-2012 n=33,260
Car/Van	3115 (42%)	2308 (39%)	17942 (57%)	14904 (55%)	21057(54%)	17212 (52%)
SUV	1340 (18%)	1237 (21%)	4975 (16%)	5151 (19%)	6315 (16%)	6388 (19%)
Pickup Truck	1725 (23%)	1353 (23%)	3631 (11%)	2893 (11%)	5356 (14%)	4246 (13%)
Motorcycle	892 (12%)	748 (13%)	3791 (12%)	3670 (13%)	4683 (12%)	4418 (13%)
Other	383 (5%)	325 (5%)	1263 (4%)	671 (2%)	1646 (4%)	996 (3%)

Source: EARS Data

Occupant Protection

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

Between 2008 and 2012, the number of unrestrained passenger vehicle occupant fatalities decreased by 9.8 percent. In 2012, unrestrained fatalities accounted for 156 deaths. While 156 fatalities is a 15.7 percent improvement from the previous year, it is similar to the 2010 statistics. Looking at five years of data, the number of unrestrained fatalities in 2011 appears to be atypical (Figure 13). In 2012, 54 percent of all the passenger vehicle occupant fatalities were not using a restraint system and 19 percent of motor vehicle occupants injured in a crash were not using restraints.

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

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

Figure 13: Unrestrained passenger vehicle occupant fatalities in Colorado, all seat positions, 2008-2012

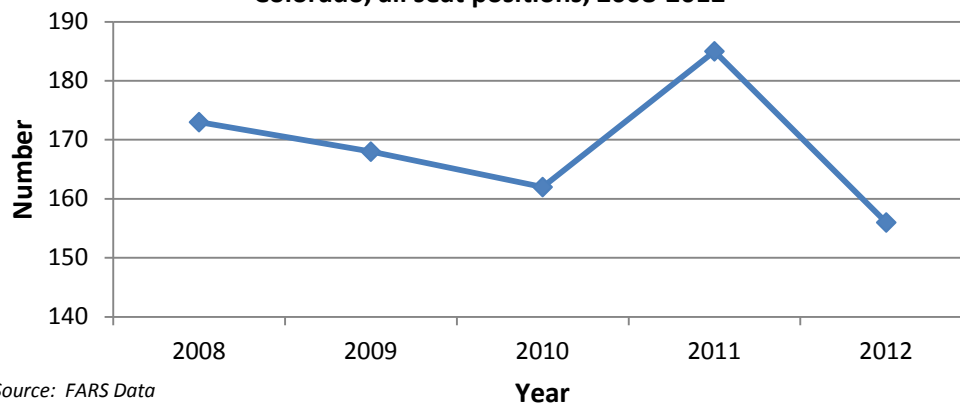


Table 6 shows the number of unrestrained fatalities and person seriously injured in Colorado between 2007-2009 and 2010-2012, by age and sex. The number of unrestrained fatalities increased between these two time periods for males aged 16-20, 21-34, and 55-69. The number of people with a serious injury that were unrestrained decreased for all groups over the two time periods.

In addition to the number of unrestrained fatalities and injuries, analyzing the percent of all fatalities and injuries that are unrestrained suggests target groups for countermeasures. These data are found in each 'Unrestrained/Total' row per age group. In 2010-2012, compared to 2007-2009, the percent of

unrestrained fatalities out of all passenger vehicle occupant fatalities increased for many age categories: 5-8 year olds, 16-20 year olds, 21-34 year olds, and 35-54 year olds. In 2010-2012, 16 to 54 year olds had a larger percent of unrestrained fatalities, compared to 56 percent unrestrained among all age groups combined.

Age Group	Sex	2007-2009		2010-2012	
		Unrestrained Fatalities	Unrestrained Serious Injuries	Unrestrained Fatalities	Unrestrained Serious Injuries
<5	Male	4	48	1	25
	Female	3	29	1	24
	Unknown	0	1	0	1
	Unrestrained/Total	7/14 (50%)	78/495 (16%)	2/8 (25%)	50/465 (11%)
5-8	Male	1	65	1	55
	Female	2	59	2	44
	Unknown	0	0	0	0
	Unrestrained/Total	3/15 (20%)	124/580 (21%)	3/8 (38%)	99/542 (18%)
9-15	Male	12	190	8	134
	Female	8	199	4	157
	Unknown	0	0	0	0
	Unrestrained/Total	20/27 (74%)	389/1435 (27%)	12/25 (48%)	291/1207 (24%)
16-20	Male	49	897	50	676
	Female	28	659	26	479
	Unknown	0	11	0	11
	Unrestrained/Total	77/133 (58%)	1567/5952 (26%)	76/115 (66%)	1166/4616 (25%)
21-34	Male	135	1692	141	1258
	Female	44	833	55	731
	Unknown	0	33	0	24
	Unrestrained/Total	179/312 (57%)	2558/10565 (24%)	196/279 (70%)	2013/9031 (22%)
35-54	Male	110	977	88	738
	Female	38	617	37	474
	Unknown	0	24	0	17
	Unrestrained/Total	148/276 (54%)	1618/9271 (17%)	125/218 (57%)	1229/7447 (17%)
55-69	Male	36	301	40	242
	Female	23	178	12	164
	Unknown	0	6	0	5
	Unrestrained/Total	59/133 (44%)	485/3750 (13%)	52/130 (40%)	411/3543 (12%)
70+	Male	23	130	23	90
	Female	18	109	14	53
	Unknown	0	6	0	0
	Unrestrained/Total	41/139(30%)	245/1866 (13%)	37/112 (33%)	143/1716 (8%)
Unknown	Male	0	50	0	31
	Female	0	43	0	14
	Unknown	0	34	0	13
	Unrestrained/Total	0/0 (0%)	127/423 (30%)	0/0 (0%)	58/248 (23%)
All Ages	Male	370	4350	352	3249
	Female	164	2726	151	2140
	Unknown	0	115	0	71
	Unrestrained/Total	534/1049 (51%)	7191/34337 (21%)	503/895 (56%)	5460/28815 (19%)

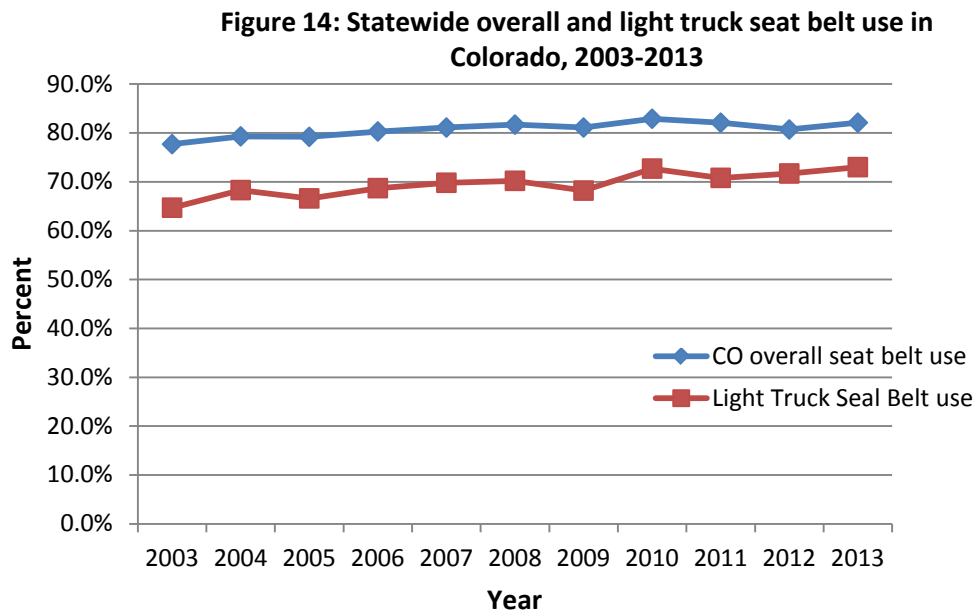
Source: FARS and EARS Data

*The serious injury age group < 5 does not contain data for children under 1. It appears these data are invalid, as zero sometimes appears when the value should be missing. Data coded as 0 or missing are included in the category 'unknown'.

Seat Belt Compliance

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

A major initiative of the Office of Transportation Safety (OTS) is to increase the use of seat belts. Each year, the OTS funds a statistically valid observational survey of occupant protection use statewide. Figure 14 shows the slow but steady increase in statewide seat belt use from 2003 to 2013. Beginning in 2012, the survey methodology changed to include observation of seat belt use in commercial vehicles 10,000 pounds and under, in addition to the previously observed cars, vans, SUVs and trucks. In 2013 Colorado's seat belt use rate was 82.1 percent, below the nationwide use of 86 percent.



Source: Institute of Transportation Management at CSU

Historically, fewer drivers and passengers in light trucks wear seat belts compared to drivers and passengers in other passenger vehicles. In 2003, 65 percent of light truck occupants wore seat belts compared to 73 percent in 2013. Despite this improvement, nine percent fewer light truck occupants use seat belts compared to everyone observed (82 percent overall seat belt use)(Figure 14).

Child and Youth Passenger Safety

Observations of child (age 0-4) restraint use in the front or rear of the vehicle varied between 83 and 89 percent for the past decade. In 2013, the estimated combined front/rear child restraint use hit a high of 92.7 percent. This is 10 percentage points higher than in 2012 and the only time child restraint use exceeded 90 percent in the past 10 years.

Child booster restraint use, combining front and rear observations, was 66 percent when first observed in 2011. Since 2011 booster restraint use slightly increased to approximately 72 percent, but remains lower than other child restraint systems.

Juvenile (ages 5-15) front/rear seat belt use was 78 percent in 2013, 2.4 percentage points lower than in 2012. This marks the first use rate in the seventies since 2010.

Teen drivers and teen front seat outboard passengers of non-commercial vehicles seat belt use has steadily improved to a new high of 84.8 percent in 2013 (Figure 15).

Countermeasures that Work*

To increase seat belt use:

Targeting Children and Youth:

Child/Youth Occupant Restraint Laws

- Strengthening child/youth occupant restraint laws

Child Restraint/Booster Seat Law Enforcement

- Short high-visibility CR law enforcement

Communications and Outreach

- Strategies for Older Children

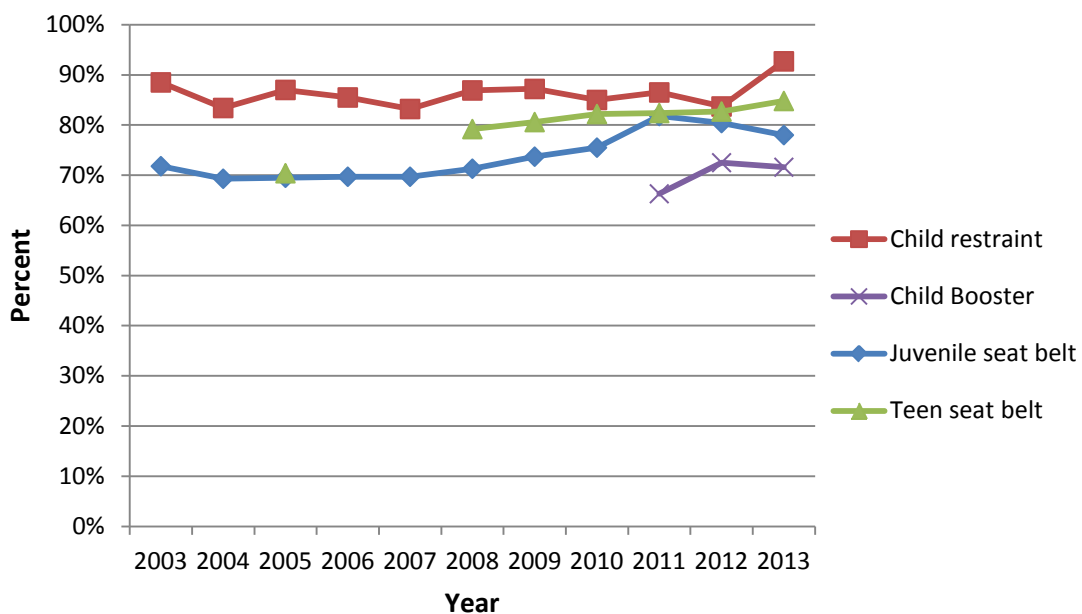
Other Strategies

- School Programs

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

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

Figure 15: Child, juvenile, and teen restraint use, 2003-2013

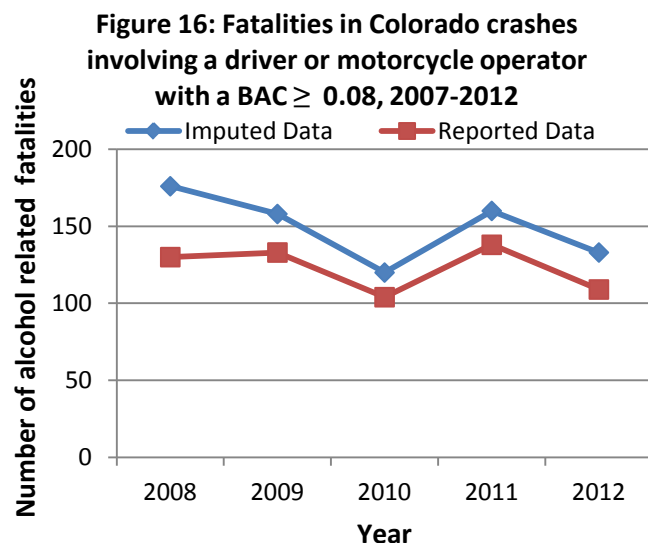


Source: Institute of Transportation Management at CSU

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.

Information regarding impairment and driving in Colorado is complex. In fatal crashes, all fatalities are to be tested for alcohol and/or drugs. Drivers' blood is tested if the law enforcement officer suspects impairment from alcohol and/or drugs. Despite best efforts, often results are missing. In non-fatal crashes, the law enforcement officer's opinion of alcohol/drug involvement is the only data point available on all crashes. To remedy the problem of missing blood alcohol content (BAC) test results, the National Center for Statistics and Analysis uses methods to impute missing BAC values. Imputation is a process of replacing missing data with a probable value based on other available data. The alcohol-related performance measure in Figure 16 is displayed two ways: 1) the number of alcohol fatalities based on NHTSA's multiple imputation method and 2) the number of alcohol fatalities based on actual BAC data reported back to the CDOT, recognizing they do not receive 100 percent of BAC values for a variety of reasons.



Source: FARS Data - 2012 reported data are preliminary

Table 7 shows the number of drivers with a reported BAC \geq 0.08 in fatal crashes and drivers suspected of alcohol involvement in serious injury crashes

Countermeasures that Work*

To reduce alcohol-impaired driving:

Deterrence: Laws

- ALR/ALS (Administrative License Restraint/ Suspension)
- 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/DUI Courts
- Limits on diversion and plea agreements
- Court monitoring

Deterrence: DWI/DUI 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
- Alcohol vendor compliance checks
- Other MLDA-21 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>

decreased between 2007-2009 and 2010-2012. However, the age group 55-69 slightly increased. Drivers suspected of being impaired by drugs in serious injury crashes increased overall and for all age groups 16 and older. The alcohol and drug data for serious injuries is based on the law enforcement officer's opinion at time of crash, not lab values. The proportion of drivers impaired in each age group is shown for the respective crash types by the percent in each age group's 'Total' row.

Table 7: Drivers with a blood alcohol content \geq 0.08 in fatal crashes and drivers where investigating officer suspects alcohol and drugs in serious injury crashes in Colorado, by age and sex of driver

Age Group	Sex	2007-2009			2010-2012		
		Drivers with BAC \geq 0.08 in fatal crashes	Drivers suspected of alcohol in serious injury crashes	Drivers suspected of drugs in serious injury crashes	Drivers with BAC \geq 0.08 in fatal crashes	Drivers suspected of alcohol in serious injury crashes	Drivers suspected of drugs in serious injury crashes
9-15	Male	0	7	5	0	6	0
	Female	0	3	1	0	2	2
	Unknown	0	1	0	0	1	1
	Total	0/10 (0%)	11/493 (2%)	6/493 (1%)	0/6 (0%)	9/427 (2%)	3/427 (1%)
16-20	Male	25	547	116	23	403	135
	Female	4	192	30	9	122	31
	Unknown	0	8	2	0	9	5
	Total	29/228 (13%)	747/8056 (9%)	148/8056 (2%)	32/187 (17%)	534/6453 (8%)	171/6453 (3%)
21-34	Male	136	2075	241	119	1670	317
	Female	30	549	98	22	520	125
	Unknown	0	38	7	0	19	3
	Total	166/649 (26%)	2662/18623 (14%)	346/18623 (2%)	141/544 (26%)	2209/16386 (13%)	445/16386 (3%)
35-54	Male	114	1370	163	99	989	180
	Female	21	413	99	15	317	83
	Unknown	0	38	6	0	25	6
	Total	135/776 (17%)	1821/19641 (9%)	268/19641 (1%)	114/590 (19%)	1331/16276 (8%)	269/16276 (2%)
55-69	Male	21	258	42	29	261	52
	Female	4	42	20	3	66	32
	Unknown	0	8	2	0	4	2
	Total	25/316 (8%)	308/7580 (4%)	64/7580 (1%)	32/324 (10%)	331/7389 (4%)	86/7389 (1%)
70+	Male	7	22	3	1	26	6
	Female	0	4	0	1	4	4
	Unknown	0	1	1	0	1	0
	Total	7/158 (4%)	27/2737 (1%)	4/2737 (0%)	2/141 (1%)	31/2706 (1%)	10/2706 (0%)
Unknown	Male	0	15	2	0	21	4
	Female	0	2	1	0	0	0
	Unknown	0	21	4	0	17	2
	Total	0/17 (0%)	38/5099 (1%)	7/5099 (0%)	0/26 (0%)	38/3386 (1%)	6/3386 (0%)
All Ages	Male	303	4295	572	271	3376	694
	Female	59	1205	249	50	1031	277
	Unknown	0	115	22	0	76	19
	Total	362/2154 (17%)	5615/62311 (9%)	843/62311 (1%)	321/1818 (18%)	4483/53095 (8%)	990/53095 (2%)

Source: FARS and EARS Data

Speed Enforcement

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

In 2012, speeding related fatalities decreased to tie a six-year low of 162 (in 2010), representing a 27.7 percent decrease from 224 speeding related fatalities in 2007 (Figure 17). Still, speeding contributed to one-third (162/472) of all fatalities in 2012. Speeding was the driver action, or specific law violation, that law enforcement officers indicated as leading to a crash in four percent of all crashes (fatal and non-fatal) in 2012. This four percent is slightly lower than results from previous years where speeding was the driver action in 5-6 percent of crashes each year for the years 2007-2011.

Countermeasures that Work*

To reduce aggressive driving and speeding:

Laws

- Speed Limits

Enforcement

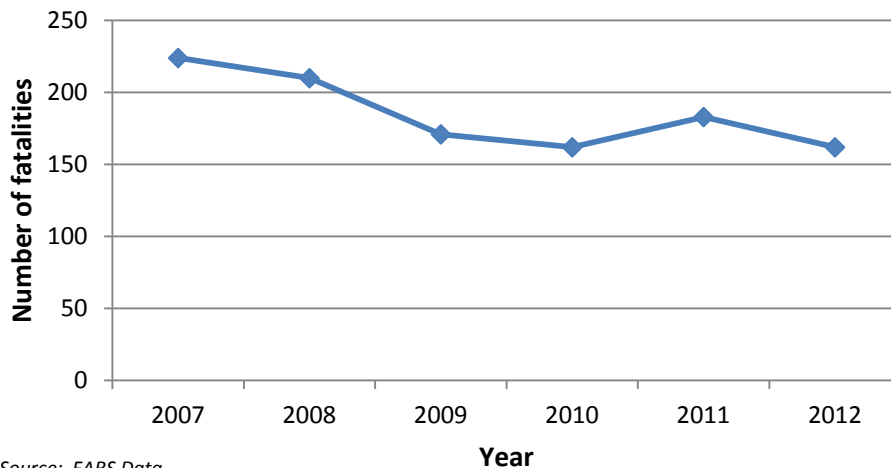
- Automated enforcement

Communications and Outreach

- Public information supporting enforcement

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

Figure 17: Speeding Related Fatalities in Colorado, 2007-2012



Source: FARS Data

Table 8 compares the number of drivers noted to be speeding, which entails exceeding the safe or posted speed, in fatal or serious injury crashes between 2007-2009 and 2010-2012. Based upon these numbers, it appears as though speed plays less of a role in crashes in 2010-2012 than it did in 2007-2009. The proportion of drivers who are speeding in each age group is also decreasing for fatal or serious injury crashes as shown by the percent in each age group's 'Total' row. Though the percentage of 16-20 year olds and 21-34 year olds who were speeding decreased from 2007-2009 to 2010-2012, their percentage of speeders in fatal crashes was higher than for all ages combined (29.7 percent) in 2010-2012. In both time periods, more male drivers speed in fatal or serious injury crashes compared to females.

Table 8: Drivers in fatal crashes and drivers in serious injury crashes that were speed-related in Colorado, by age and sex of driver

Age Group	Sex	2007-2009		2010-2012	
		Speeding drivers in fatal crashes	Speeding drivers in serious injury crashes	Speeding drivers in fatal crashes	Speeding drivers in serious injury crashes
9-15	Male	1	13	2	9
	Female	3	13	0	4
	Unknown	0	0	0	0
	Total	4/10 (40.0%)	26/493 (5.3%)	2/6 (33.3%)	13/427 (3.0%)
16-20	Male	77	530	48	347
	Female	23	312	25	194
	Unknown	0	8	0	6
	Total	100/228 (43.9%)	850/8056 (10.6%)	73/187 (39.0%)	547/6453 (8.5%)
21-34	Male	236	1113	165	780
	Female	62	462	43	317
	Unknown	0	19	0	9
	Total	298/649 (45.9%)	1594/18623 (8.6%)	208/544 (38.2%)	1106/16386 (6.8%)
35-54	Male	202	897	145	543
	Female	61	416	30	256
	Unknown	0	16	0	7
	Total	263/776 (33.9%)	1329/19641 (6.8%)	175/590 (29.7%)	806/16276 (5.0%)
55-69	Male	67	315	46	260
	Female	20	100	10	92
	Unknown	0	3	0	1
	Total	87/316 (27.5%)	418/7580 (5.5%)	56/324 (17.3%)	353/7389 (4.8%)
70+	Male	24	85	17	65
	Female	7	22	5	19
	Unknown	0	2	0	1
	Total	31/158 (19.6%)	109/2737 (4.0%)	22/141 (15.6%)	85/2706 (3.1%)
Unknown	Male	0	14	0	8
	Female	0	1	0	1
	Unknown	4	66	4	30
	Total	4/17 (23.5%)	81/5099 (1.6%)	4/26 (15.4%)	39/3386 (1.2%)
All Ages	Male	607	2967	423	2012
	Female	176	1326	113	883
	Unknown	4	114	4	54
	Total	787/2154 (36.5%)	4407/62311 (7.0%)	540/1818 (29.7%)	2949/53095 (5.6%)

Source: FARS and EARS data

Motorcycle Safety

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

Motorcyclist fatalities decreased by 12 percent since 2007. In 2007, there were 90 fatalities per year, and in 2012 there were 79 (Figure 18). The 79 motorcyclist fatalities in 2012 account for 17 percent of the total motor vehicle fatalities. As a proportion of persons injured in crashes, motorcyclists accounted for 13 percent of total injuries when a motor vehicle was the mode of transportation.

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

Countermeasures that Work*

To improve motorcycle safety:

Motorcycle Helmets

- Universal coverage state motorcycle helmet use laws

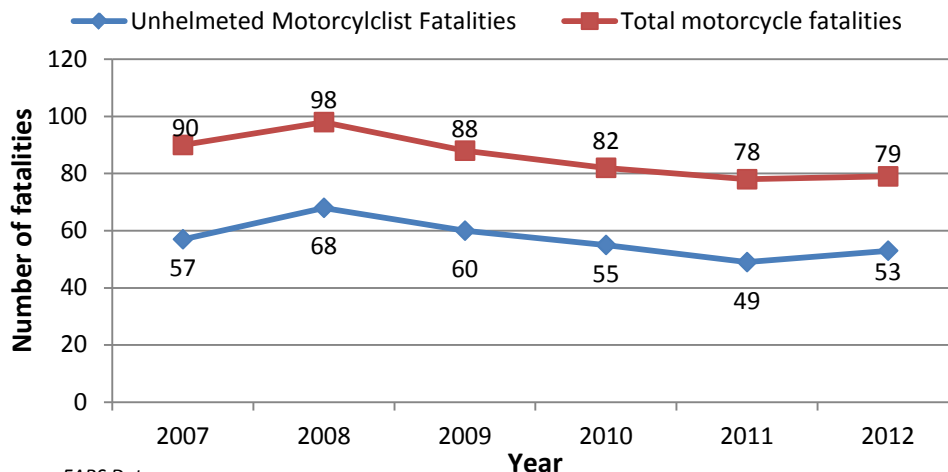
Alcohol Impairment

- 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>

Of the 79 motorcyclist fatalities, 53 riders (67 percent) were not wearing helmets (Figure 18). From 2007 until 2012, the percent of motorcyclists who died each year and were not wearing helmets ranged between 63 and 69 percent.

Figure 18: Motorcyclist fatalities in Colorado, 2007-2012



Source: FARS Data

Table 9 compares the number of motorcyclists (operators and/or passengers) killed or seriously injured in crashes between 2007-2009 and 2010-2012. The number of motorcyclists killed or seriously injured declined between these two time periods, regardless of helmet use, except for males, 55-69 years old. Males were killed or seriously injured in motorcycle crashes more often than females. A majority of motorcyclists killed in crashes were not wearing helmets in each of the time periods (67 percent in 2007-2009 and 66 percent in 2010-2012, respectively).

Table 9: Motorcyclist fatalities and serious injuries in Colorado, by sex and age group

		2007-2009				2010-2012			
		Motorcyclist Fatalities		Motorcyclist Serious Injuries		Motorcyclist Fatalities		Motorcyclist Serious Injuries	
Age Group	Sex	No helmet	Total	No helmet	Total	No helmet	Total	No helmet	Total
<5	Male	0	0	0	0	0	0	0	1
	Female	0	0	0	0	0	0	2	2
	Unknown	0	0	0	0	0	0	0	0
	Total	0 (0%)	0	0 (0%)	0	0 (0%)	0	2 (67%)	3
5-8	Male	0	0	1	6	0	0	1	2
	Female	0	0	0	0	0	0	1	2
	Unknown	0	0	0	0	0	0	0	0
	Total	0 (0%)	0	1 (17%)	6	0 (0%)	0	2 (50%)	4
9-15	Male	1	2	8	26	1	1	12	24
	Female	1	1	5	12	0	0	0	10
	Unknown	0	0	0	0	0	0	1	1
	Total	2 (67%)	3	13 (34%)	38	1 (100%)	1	13 (37%)	35
16-20	Male	8	14	90	242	6	10	72	204
	Female	3	3	28	50	1	2	22	51
	Unknown	0	0	1	8	0	0	0	2
	Total	11 (65%)	17	119 (40%)	300	7 (58%)	12	94 (37%)	257
21-34	Male	39	61	491	1138	22	47	435	1119
	Female	8	9	96	205	1	2	81	192
	Unknown	0	0	13	29	0	0	10	25
	Total	47 (67%)	70	600 (44%)	1372	23 (47%)	49	526 (39%)	1336
35-54	Male	71	104	862	1619	70	91	753	1439
	Female	14	18	209	436	10	13	211	398
	Unknown	0	0	23	42	0	0	15	28
	Total	85 (70%)	122	1094 (52%)	2097	80 (77%)	104	979 (52%)	1865
55-69	Male	30	48	280	688	38	58	305	725
	Female	4	7	33	101	3	6	28	103
	Unknown	0	0	7	10	0	0	6	14
	Total	34 (62%)	55	320 (40%)	799	41 (64%)	64	339 (40%)	842
70+	Male	6	9	16	54	4	8	27	69
	Female	0	0	2	3	1	1	1	6
	Unknown	0	0	1	1	0	0	1	1
	Total	6 (67%)	9	19 (33%)	58	5 (56%)	9	29 (38%)	76
Unknown	Male	0	0	2	8	0	0	2	3
	Female	0	0	3	9	0	0	2	7
	Unknown	0	0	3	10	0	0	1	2
	Total	0 (0%)	0	8 (30%)	27	0 (0%)	0	5 (42%)	12
All Ages	Male	155	238	1750	3781	141	215	1607	3586
	Female	30	38	376	816	16	24	348	771
	Unknown	0	0	48	100	0	0	34	73
	Total	185 (67%)	276	2174 (46%)	4697	157 (66%)	239	1989 (45%)	4430

Source: FARS and EARS data - *The age group < 5 does not contain data for children under 1. It appears these data are invalid, as zero sometimes appears when the value should be missing. Data coded as 0 or missing are included in the category 'unknown'.

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-one (24 percent) fewer drivers, age 20 or younger, were involved in a fatal crash in 2012 compared to 2007 (Figure 19). From 2007 to 2012, the number of fatalities in people 20 or younger decreased by 31.5% (Figure 20). Both drivers aged 20 or younger involved in a fatal crash and fatalities of persons 20 or younger slightly increased from 2011 to 2012.

Countermeasures that Work*

To improve young-driver safety:

Graduated Driver Licensing (GDL)

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

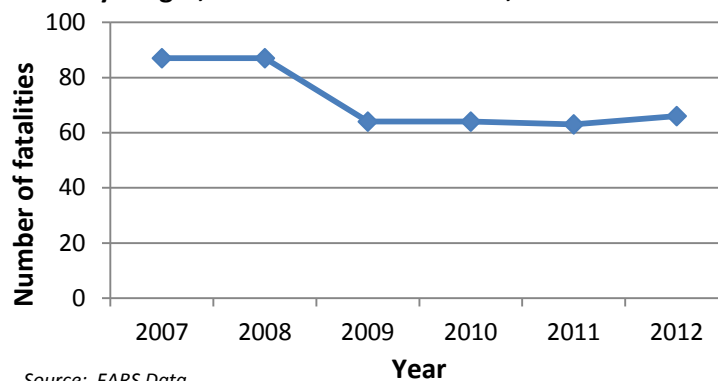
Traffic Law Enforcement

- Enforcement of GDL and zero-tolerance laws

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

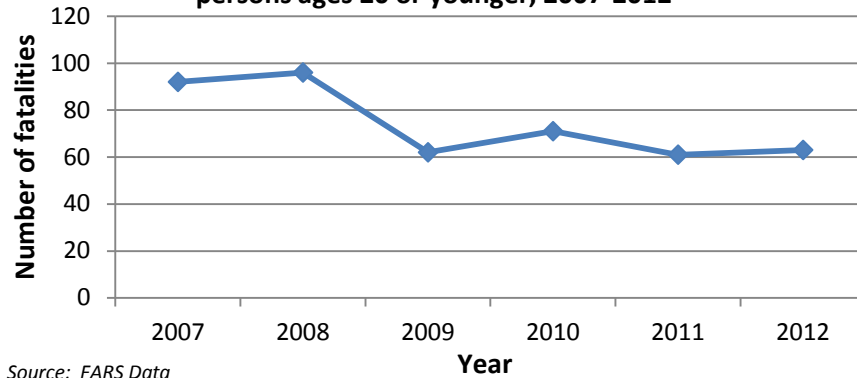
<http://www.qhsa.org/html/publications/countermeasures.html>

Figure 19: Drivers in Colorado, age 20 or younger, involved in fatal crashes, 2007-2012



Source: FARS Data

Figure 20: The number of fatalities in Colorado among persons ages 20 or younger, 2007-2012



Source: FARS Data

Table 10 compares the number of drivers ages 20 and younger in a fatal or serious injury crash between 2007-2009 and 2010-2012. The total number of drivers in an age group, where age is known, is shown in each ‘Total’ row as the numerator and as a percentage of drivers of all ages in a fatal crash or in a

serious injury crash. The number of young drivers involved in a fatal or a serious injury crash decreased for all age categories and sexes between these two time periods. However, the total number of drivers (all ages) involved in each type of crash also decreased. Therefore, the proportion of drivers ages 18-20 in a fatal crash in 2010-2012 was slightly higher than in 2007-2009 (7.9 percent versus 7.3 percent).

Table 10: Young drivers in fatal crashes and serious injury crashes, by age and sex of driver

Age Group	Sex	2007-2009		2010-2012	
		Drivers in fatal crashes	Drivers in serious injury crashes	Drivers in fatal crashes	Drivers in serious injury crashes
15 and under	Male	7	380	4	360
	Female	3	180	2	129
	Unknown	0	15	0	10
	Total	10 / 2137 (0.5%)	575 / 57212 (1.0%)	6 / 1792 (0.3%)	499 / 49711 (1.0%)
16-17	Male	47	1336	28	1056
	Female	25	1202	17	812
	Unknown	0	76	0	60
	Total	72 / 2137 (3.4%)	2614 / 57212 (4.6%)	45 / 1792 (2.5%)	1928 / 49711 (3.9%)
18-20	Male	108	3054	90	2586
	Female	48	2189	52	1838
	Unknown	0	199	0	101
	Total	156 / 2137 (7.3%)	5442 / 57212 (9.5%)	142 / 1792 (7.9%)	4525 / 49,711 (9.1%)
20 and younger	Male	162	4770	122	4002
	Female	76	3571	71	2779
	Unknown	0	290	0	171
	Total	238 / 2137 (11.1%)	8631 / 57212 (15.1%)	193 / 1792 (10.8%)	6952 / 49711 (14.0%)

Source: FARS and EARS Data

The number of young drivers in a fatal or injury crash represents 11 to 15 percent of all drivers. Even more useful for identifying motor vehicle safety measures is whether or not young drivers are at fault. When more than one vehicle or traffic unit is involved in a crash, the law enforcement officer records the “at-fault” vehicle as traffic unit “number one”. Therefore, drivers are considered to be “at-fault” if they are listed as driving vehicle “number one.” Similar to the pattern of the overall number of young drivers involved in crashes by age group, the number of drivers “at-fault” in each age group decreased between the two time periods for fatal and serious injury crashes.

In fatal crashes, the biggest decrease or improvement occurred in the percent of drivers 15 and younger “at-fault.” In 2007-2009 drivers 15 and younger were at-fault in 90 percent of fatal crashes compared to 67 percent in 2010-2012. No improvement occurred among the 16-20 year old drivers who were “at-fault” in the majority of crashes in which they were involved. Specifically, drivers 16-17 years old were at-fault in 81 and 82 percent of crashes, whereas 18-20 year old drivers were at-fault in 76 and 77 percent of crashes between 2007-2009 and 2012-2012, respectively.

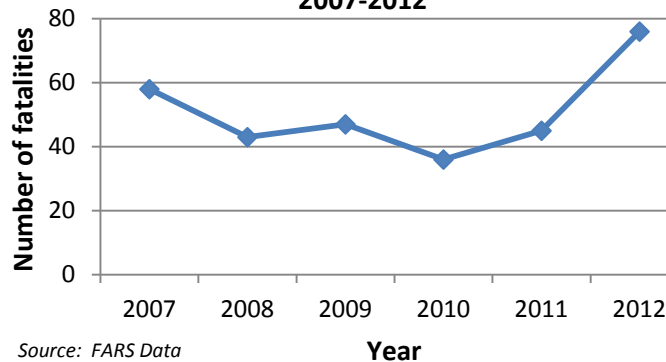
In both time periods, when a driver age 20 or younger was involved in a crash that caused a serious injury, the young driver was at fault at least two-thirds of the time. Between 2007-2009 and 2010-2012 drivers 15 and younger were “at-fault” in 70 and 68 percent of crashes, respectively; 16-17 year olds were “at fault” in 74 percent of crashes in both time periods and 18-20 year old drivers were “at-fault” in 70 percent of crashes in both time periods.

Pedestrian and Bicycle Safety

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

Pedestrian fatalities increased in 2012. Seventy-six pedestrians died in 2012, a 68.9 percent increase from the 45 fatalities in 2011 (Figure 21). The 76 pedestrian deaths in 2012 account for 16 percent of all fatalities. In prior years, pedestrian deaths accounted for approximately 10 percent of all fatalities. In 2012, six percent (724/12,564) of the motor vehicle related serious injuries happened to pedestrians.

Figure 21: Pedestrian fatalities in Colorado, 2007-2012



Bicyclist fatalities rose from 8 in 2011 to 13 in 2012, a 62.5 percent increase (Figure 22). Bicyclist fatalities account for three percent of all fatalities and six percent (741/12,564) of injuries.

Table 11 shows pedestrian and bicyclist fatalities and injuries due to motor vehicles between 2007-2009 and 2010-2012, along with the proportion each age group makes up shown in the 'Total' row. Pedestrian fatalities and injuries increased over the two time frames. The number of pedestrian fatalities increased in the following age groups: under 5, 16-20, 21-34, 55-69, and 70 and older. Male pedestrian fatalities increased 15 percent, whereas female pedestrian fatalities decreased by 13 percent.

Overall, bicyclist fatalities decreased from 2007-2009 to 2010-2012. However, the age groups with increases in fatalities include: 16-20, 35-54, and 70 and older. Between 2007-2009 and 2010-2012, bicyclist injuries increased. Again, more males than females are fatally or seriously injured (Table 11).

Overall, bicyclist fatalities decreased from 2007-2009 to 2010-2012. However, the age groups with increases in fatalities include: 16-20, 35-54, and 70 and older. Between 2007-2009 and 2010-2012, bicyclist injuries increased. Again, more males than females are fatally or seriously injured (Table 11).

Countermeasures that Work*

To improve pedestrian and bicycle safety:

Pedestrian

School-aged Children

- Elementary-age child pedestrian training

All Pedestrians

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

Bicycle

Children

- Bicycle helmet laws for children

Adult Bicyclists

- Bicycle helmet laws for adults

All Bicyclists

- Active lighting and rider conspicuity

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

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

Figure 22: Bicyclist fatalities in Colorado, 2007-2012

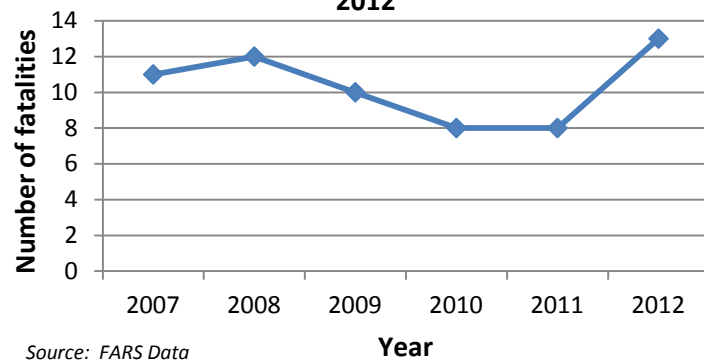


Table 11: Pedestrian and bicyclist fatalities and serious injuries in Colorado, by sex and age group

		PEDESTRIANS				BICYCLISTS			
		2007-2009		2010-2012		2007-2009		2010-2012	
Age Group	Sex	Fatalities	Injuries*	Fatalities	Injuries*	Fatalities	Injuries*	Fatalities	Injuries*
<5	Male	0	26	2	32	0	3	0	4
	Female	0	16	1	17	0	6	0	1
	Unknown	0	0	0	0	0	0	0	0
	Total	0 (0%)	42 (2%)	3 (2%)	49 (2%)	0 (0%)	9 (1%)	0 (0%)	5 (0%)
5-8	Male	1	61	0	57	1	41	0	49
	Female	2	27	1	19	0	18	1	16
	Unknown	0	2	0	0	0	0	0	0
	Total	3 (2%)	90 (4%)	1 (1%)	76 (3%)	1 (3%)	59 (3%)	1 (3%)	65 (3%)
9-15	Male	5	186	6	163	2	206	0	240
	Female	3	128	1	109	6	58	0	50
	Unknown	0	2	0	3	0	2	0	4
	Total	8 (5%)	316 (14%)	7 (4%)	275 (12%)	8 (24%)	266 (15%)	0 (0%)	294 (15%)
16-20	Male	4	174	9	192	0	180	1	159
	Female	2	103	1	105	0	70	1	60
	Unknown	0	2	0	3	0	0	0	1
	Total	6 (4%)	279 (13%)	10 (6%)	300 (13%)	0 (0%)	250 (14%)	2 (7%)	220 (11%)
21-34	Male	18	275	24	329	3	357	3	442
	Female	11	185	9	181	1	137	1	143
	Unknown	0	3	0	4	0	2	0	0
	Total	29 (20%)	463 (21%)	33 (21%)	514 (23%)	4 (12%)	496 (28%)	4 (14%)	585 (30%)
35-54	Male	44	328	40	366	11	333	13	375
	Female	12	211	8	173	0	89	0	102
	Unknown	0	0	0	0	0	3	0	4
	Total	56 (38%)	539 (24%)	48 (31%)	539 (24%)	11 (33%)	425 (24%)	13 (45%)	481 (24%)
55-69	Male	18	154	24	163	6	93	5	147
	Female	9	86	8	111	1	17	0	28
	Unknown	0	1	0	0	0	0	0	0
	Total	27 (18%)	241 (11%)	32 (20%)	274 (12%)	7 (21%)	110 (6%)	5 (17%)	175 (9%)
70+	Male	11	51	11	53	2	6	3	30
	Female	8	38	12	52	0	1	1	6
	Unknown	0	0	0	0	0	0	0	0
	Total	19 (13%)	89 (4%)	23 (15%)	105 (5%)	2 (6%)	7 (0%)	4 (14%)	36 (2%)
Unknown	Male	0	49	0	33	0	50	0	28
	Female	0	28	0	14	0	8	0	15
	Unknown	0	84	0	51	0	70	0	72
	Total	0 (0%)	161 (7%)	0 (0%)	98 (4%)	0 (0%)	128 (7%)	0 (0%)	115 (6%)
All Ages	Male	101	1304	116	1388	25	1269	25	1474
	Female	47	822	41	781	8	404	4	421
	Unknown	0	94	0	61	0	77	0	81
	Total	148	2220	157	2230	33	1750	29	1976

Source: FARS and EARS Data

*The age group < 5 does not contain data for children under 1. It appears these data are invalid, as zero sometimes appears when the value should be missing. Data coded as 0 or missing are included in the category 'unknown'.

Distracted Driving

There were 101,533 crashes in Colorado in 2012 involving 187,489 drivers. Law enforcement reported a human contributing factor for 54,543 (29 percent) of the drivers involved in these crashes. Figure 23 shows the percent of drivers in all crashes, injury and/or fatal crashes, and property damage only crashes by the specific human contributing factor recorded by the law enforcement officer. For example, of the 54,543 drivers in any crash, “driver inexperience” was the human contributing factor for 18 percent of the drivers. Picking one human contributing factor is a challenge because: 1) a driver may fall into more than one category; 2) the officer may mark ‘Other Factor’ and describe this selection in the narrative; and 3) drivers may not fully disclose their behavior at the time of the crash. Regardless, officers do their best and enter the human factor, if any, contributing to the crash.

Countermeasures that Work*

To reduce distracted and drowsy driving:

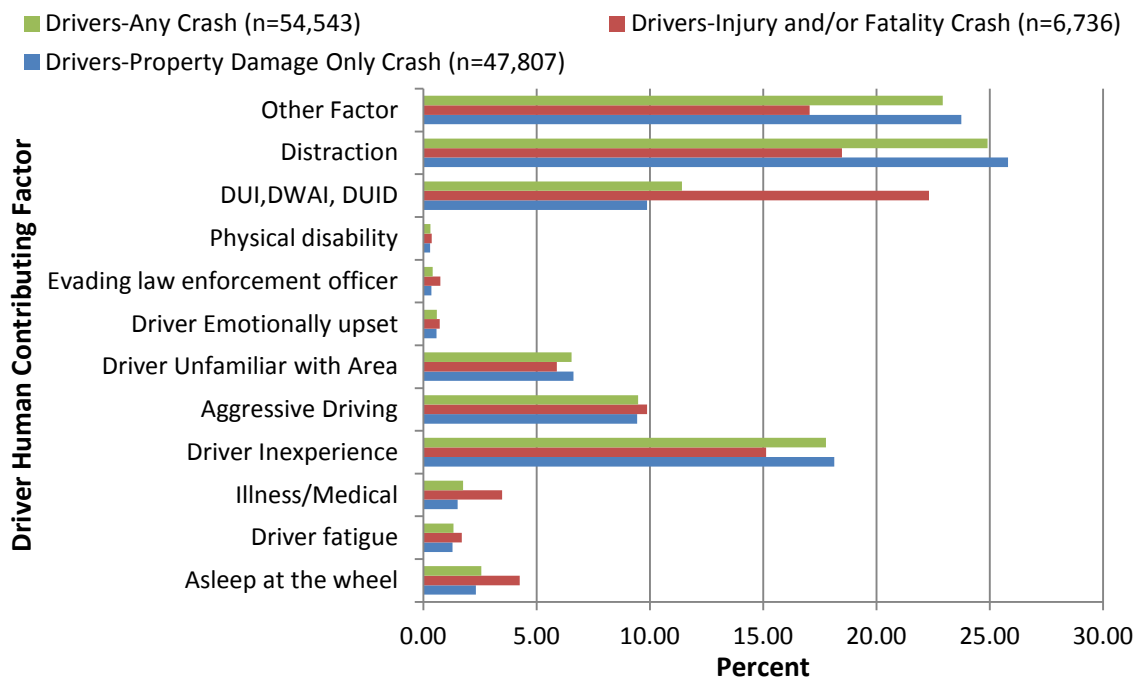
Laws and Enforcement

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

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

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

Figure 23: Driver Human Contributing Factors in Motor Vehicle Crashes, 2012



Distraction is a common contributor to crashes. The Institute of Transportation Management of Colorado State University conducted a distracted driver study in Colorado from April 28 - May 4, 2013 in 12 counties across Colorado. Over 24,000 drivers were observed in the study and 15.6 percent were distracted. Talking on the cell phone was the most common distraction, followed by drinking/eating, and texting. A statistically significant difference between distracted female and male drivers was noted, with 18.5 percent of females distracted versus 13.6 percent of males.

As evident in Figure 24, in 2012 approximately 25 percent of drivers in all crashes, 26 percent of drivers in property damage only crashes, and 18 percent of drivers in injury and/or fatal crashes are noted to be distracted. Table 12 shows the number of distracted drivers in all crashes by age and sex of the driver between 2007-2009 and 2010-2012. Overall, the number of distracted drivers increased almost 4 percent. For all age groups, except 16-20 and 35-54, the number of distracted drivers increased between 2007-2009 and 2010-2012.

Table 12: Number of distracted drivers in all crashes in Colorado, by type of distraction, sex and age group

		2007-2009	2010-2012	Percent Change between 2007-2009 and 2010-2012
Age Group	Sex	Distracted Drivers	Distracted Drivers	
9-15	Male	34	38	
	Female	18	18	
	Unknown	2	3	
	Total	54	59	
16-20	Male	3501	3469	
	Female	3036	3035	
	Unknown	342	269	
	Total	6879	6773	
21-34	Male	6644	7161	
	Female	5528	6039	
	Unknown	669	632	
	Total	12841	13832	
35-54	Male	6218	6011	
	Female	4921	4940	
	Unknown	641	572	
	Total	11780	11523	
55-69	Male	2241	2533	
	Female	1829	2104	
	Unknown	265	257	
	Total	4335	4894	
70+	Male	801	845	
	Female	646	764	
	Unknown	97	110	
	Total	1544	1719	
Unknown	Male	69	58	
	Female	24	37	
	Unknown	609	643	
	Total	702	738	
All Ages	Male	19509	20117	
	Female	16003	16937	
	Unknown	2625	2486	
	Total	38137	39540	

Source: EARS Data