



COLORADO STATE PATROL ANNUAL REPORT

Calendar Year 2004

The mission of the Colorado State Patrol is to ensure a safe and secure environment in Colorado for all persons by providing professional law enforcement through responsive, courteous, caring, and dedicated service.

Strategic Target

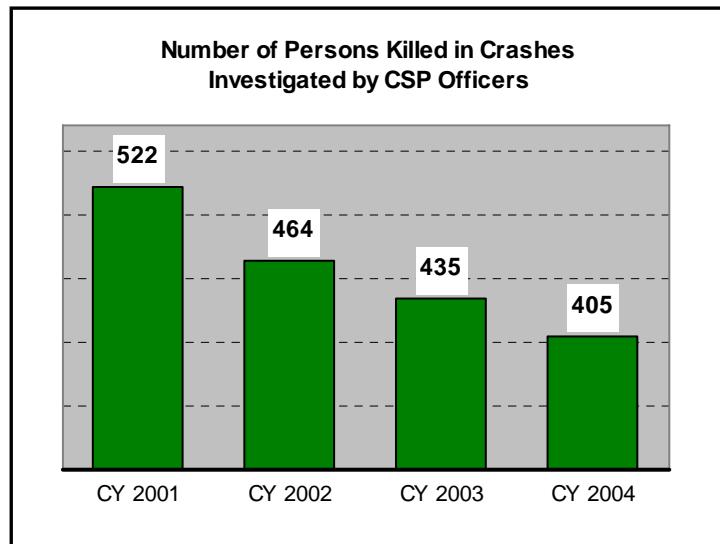
The Colorado State Patrol (CSP) will be recognized as *first in traffic safety* through a dramatic reduction in the number of persons killed on Colorado's roads. This law enforcement agency is committed to lead and to sustain a cooperative effort that will **eliminate most traffic fatalities in Colorado by calendar year (CY) 2025**. The Patrol intends to achieve this status through a significant decrease in the number of fatal and injury crashes.

The "Bottom Line" on Traffic Safety: Lives Saved

For the third consecutive year, the Patrol continued moving in the right direction by creating a safer and more secure environment for the motoring public through its high-visibility officer enforcement efforts.

Traffic safety improved considerably during the past twelve months. In CY 2004, *the number of persons killed in crashes investigated by CSP officers decreased by 6.9 percent*; this is on top of a 6.3 percent reduction in the prior year and an 11.1 percent reduction in CY 2002, when the Patrol initiated its new strategic direction.

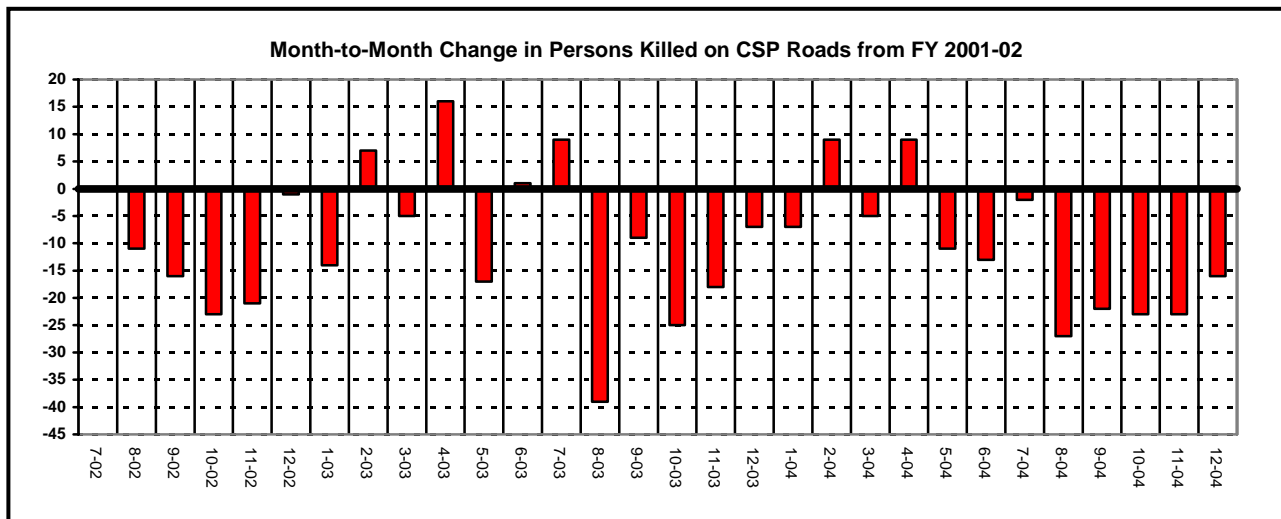
The lifetime economic cost to society for each traffic fatality is \$977,000. Each critically injured survivor costs an average of \$1.1 million.



Even though motorists in Colorado drove an additional 36 million miles on state and federal highways, the number of persons killed in crashes investigated by CSP officers decreased by 6.9 percent.¹ *This represents a total of 30 traffic fatalities avoided in CY 2004 – or one death eliminated every 12 days.* This occurred without receiving any additional CSP “field troopers” or related support personnel. *The “bottom line” is that efficiency and effectiveness gains that have been initiated by the Patrol cannot be sustained beyond FY 2004-05 without an investment in human and operational resources.* The effectiveness of the CSP effort to improve traffic safety by focusing on high-visibility enforcement efforts on some of the “most dangerous” stretches of highway will become increasingly diluted due to insufficient manpower to conduct successful saturation patrols that consistently change driver behaviors.

NUMBER OF PERSONS KILLED ON COLORADO'S ROADS BY MOTOR VEHICLES								
Investigating Agency	CY 2001 Base Year		CY 2002 Six-Months Balanced Scorecard		CY 2003 Year Two Balanced Scorecard		CY 2004 Year Three Balanced Scorecard	
	Deaths	Annual Change	Deaths	Annual Change	Deaths	Annual Change	Deaths	Annual Change
Colorado State Patrol	522	21.7%	464	(11.1%)	435	(6.3%)	405	(6.9%)
Other Agencies	219	(13.1%)	279	27.4%	207	(25.8%)	231	11.6%
COLORADO	741	8.8%	743	0.2%	642	(13.6%)	636	(0.9%)

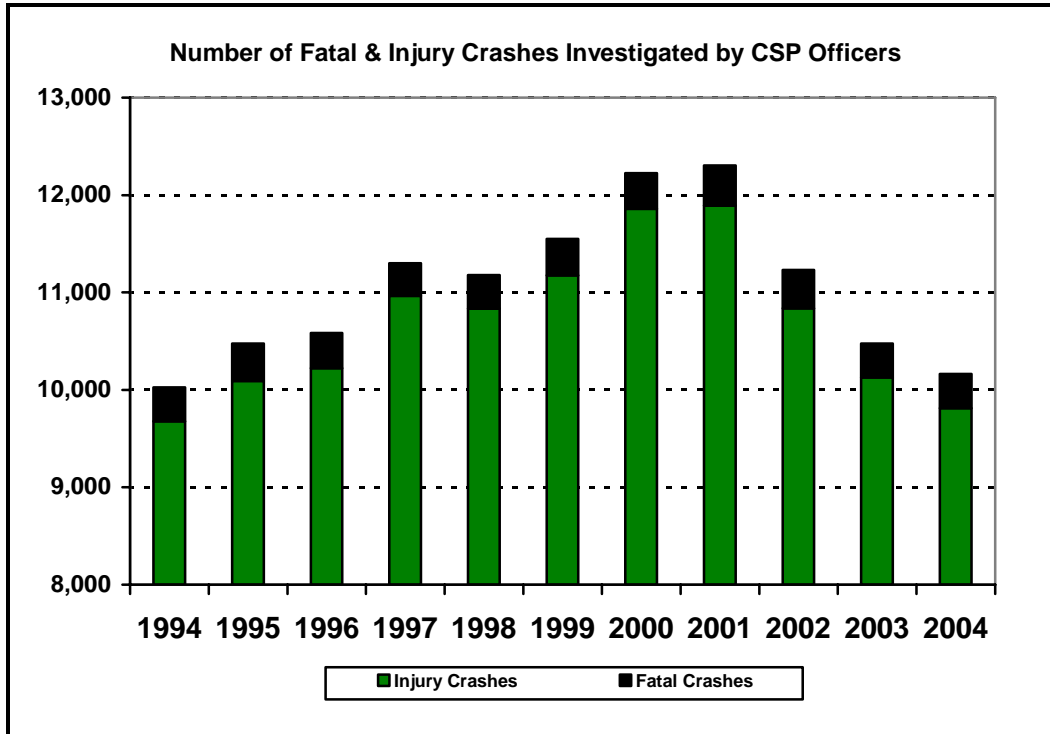
On July 1, 2002, the Colorado State Patrol started to reverse the trend of skyrocketing motor vehicle fatalities on the roadways it covers by changing its officer deployment strategy. The following graph illustrates the month-to-month percentage change in the number of persons killed on CSP roads from the same period in the fiscal year prior to implementing the “balanced scorecard” management system (*i.e.* FY 2001-02).



¹ Traffic volume statistics are preliminary figures from the Colorado Department of Transportation as of July 2004, for state and federal highways. CDOT reported 26,099 million miles in CY 2002 and 26,135 million miles in CY 2003. The number of fatalities investigated by CSP officers fell from 435 deaths in CY 2003 to 405 deaths in CY 2004.

The "Bottom Line" on Traffic Safety: Serious Crashes Avoided

There was a 3.0 percent reduction in the number of fatal and injury crashes investigated by CSP officers between CY 2003 (10,478 crashes) and CY 2004 (10,164 crashes) – which represents about six serious crashes avoided every week last year.



Last, the number of fatal and injury crashes caused by impaired drivers fell 6.2 percent during this period, while the number of preventive DUI/DUID citations increased by 10.0 percent. This is significant progress.

The following table provides a summary of the top five causal factors for all fatal and injury crashes that were investigated by the Patrol in CY 2004:

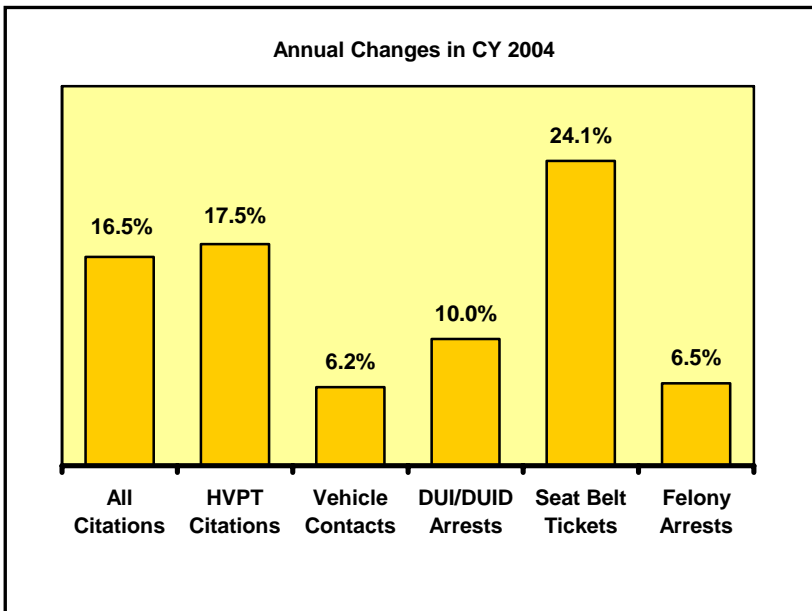
Primary Causal Factors for All 10,164 Fatal and Injury Crashes Investigated by CSP Officers in CY 2004			
Rank	Cause of Crash	Number of Crashes	Percent of Total
1	Inattentive to Driving	2,474	24.3%
2	Exceeding Safe / Legal Speed	1,967	19.4%
3	DUI Caused	1,126	11.1%
4	Lane Violation	812	8.0%
5	Following Too Closely	795	7.8%

Public Opinion on Traffic Safety

- Other drivers are Coloradans' greatest concern when driving. *Coloradans tend to view other drivers' behaviors as the main threat to their safety when on the road, as compared to poor road design or maintenance.* When asked their opinions regarding the single greatest hazard on Colorado's roads, a majority of respondents (about 37 percent) stated that aggressive drivers were the single greatest hazard on Colorado's roads followed by distracted drivers (over 22 percent) and drunk drivers (almost 22 percent).
- *Almost nine out of ten Coloradans agree that seeing troopers on the road decreases dangerous driving behavior.* About the same percentage also believes that traffic accidents are preventable. When asked about their perception of the driving environment when there is high trooper visibility, nearly four out of five respondents felt that other drivers behave in a safer manner. **(In fact, one-third of respondents admitted that their own driving improves when they see a CSP officer.)** This suggests that the presence of multiple CSP vehicles improves driver behavior, resulting in a safer driving environment. Additionally, 85 percent of Coloradans believe that saturation patrols will continue to be successful at reducing the number of fatal and injury crashes.

CSP Officer Activity in CY 2004

On the upside, most officer activity indicators were higher in CY 2004 when compared to CY 2003. The number of vehicle contacts was up by 6.2 percent, which is consistent with the CSP high-visibility enforcement strategy. Although this law enforcement agency does *not* establish any ticket quotas, officers continued to strictly enforce state laws: The number of seat belt tickets issued jumped by 24.1 percent; the number of citations written for violations that could have caused an accident rose by 17.5 percent; and the number of preventive DUI/DUID arrests was up



by 10.0 percent. Last, the number of felony arrests increased by 6.5 percent to a total of 1,689.

On the downside, in CY 2004, CSP officers assisted fewer motorists (5.0 percent decrease) and participated in fewer educational programs, which fell by 28.0 percent as limited resources were focused on high-visibility enforcement efforts in lieu of off-road instruction.

Major Statistical Indicators for CY 2004

COLORADO STATE PATROL				
Category	Measure	January 1 st to December 31 st		Annual Change
		CY 2003	CY 2004	
TRAFFIC SAFETY	Persons Killed	435	405	(6.9%)
	Fatal Crashes	349	351	0.6%
	Injury Crashes	10,129	9,813	(3.1%)
	Property Damage Crashes	22,950	23,325	1.6%
	DUI/DUID Caused Serious Crashes	1,284	1,204	(6.2%)
ENFORCEMENT ACTIVITY	Felony Arrests	1,586	1,689	6.5%
	Criminal Felony Filings	184	197	7.1%
	Total Citations	173,578	202,138	16.5%
	HVPT Citations	119,900	140,905	17.5%
	Non-Crash DUI/DUID Arrests	5,853	6,437	10.0%
	Seat Belt Citations	28,867	35,826	24.1%
CONTACT ACTIVITY	Motorist Assists	125,663	119,447	(5.0%)
	Vehicle Contacts	646,160	686,461	6.2%
	Licenses Checked	502,007	535,494	6.7%
	Safety/Education Programs	2,120	1,527	(28.0%)
OFFICER ACTIVITY	Traffic Enforcement Hours	308,522	306,375	(0.7%)
	Self-Initiated Hours	80,315	77,139	(4.0%)
	Reactive Hours	207,674	201,943	(2.8%)
	Leave Hours	290,194	289,296	(0.3%)
	Mandated Hours	39,695	33,040	(16.8%)
	Administrative Hours	98,226	89,899	(8.5%)
	TOTAL OFFICER HOURS	1,074,066	1,049,033	(2.3%)

Moving Forward in CY 2005

The current CSP enforcement and educational strategy has three basic elements:

1. **Targeted Roads (a.k.a. "Safety Zones").** Focuses on crash reduction activities on some of the "most dangerous" stretches of state and federal highway in Colorado by periodically deploying officers in high-visibility saturation patrols.
2. **Key Driving Behaviors.** Directs enforcement at key driving behaviors that contribute to serious crashes, specifically aggressive driving, impaired driving, and distracted driving. Enforcement of occupant restraint laws is also a high priority during traffic stops.
3. **Designated Time.** Concentrates on raising overall awareness of the importance of safe driving habits during weeklong campaigns (known as "Colorado Target Zero"), where all CSP sworn officers are deployed to the roadways in order to ensure a safe and secure motoring environment.

Additional information about the Colorado State Patrol is located on the web at: <http://csp.state.co.us>.