

Colorado Problem Identification Report

Colorado Department of Transportation

Fiscal Year 2017



COLORADO

Department of Transportation

Office of Transportation
Safety & Risk Management

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EXECUTIVE SUMMARY

Motor vehicle crashes are among the leading causes of death across the nation and in Colorado. Motor vehicle fatalities were on the decline and reached a low of 447 deaths in 2011. Since 2011 Colorado's fatalities from motor vehicle crashes have continually increased, reaching 546 fatalities reported in 2015. Most motor vehicle crashes are preventable. More action is needed to reduce the rising number of fatalities and injuries from motor vehicle crashes. The information provided in this report can help drive efforts at the state and local level to identify modifiable driving behaviors to improve traffic safety.

The Colorado Department of Transportation sets targets in their Integrated Safety Plan (ISP) every year to reduce the number of fatalities and serious injuries from motor vehicle crashes for the state of Colorado. Based on the crashes that took place on Colorado public roadways during 2015, the following factors comprised the majority of fatalities:

- **216 Speeding fatalities (39.6 percent of all fatalities)**
- **188 Unrestrained fatalities (54.3 percent of all passenger vehicle occupant fatalities)**
- **151 Alcohol-impaired driver fatalities (27.7 percent of all fatalities)**
- **106 Motorcyclist fatalities (19.4 percent of all fatalities)**

In 2015, there were 216 **speeding-related motor vehicle fatalities**, a 29 percent increase from 2014 and considerably higher than the 2015 state goal of 147 speeding-related motor vehicle deaths.

Unrestrained passenger vehicle occupant fatalities increased by 21 percent from 2014 to 2015 from 156 to 188 and exceeded the 2015 state goal of 145 unrestrained fatalities.

An estimated 151 motor vehicle deaths had an **alcohol-impaired driver**, which was higher than the state target of 120 deaths, a six percent decrease from 2014.

The number of 106 **motorcyclist fatalities** was also higher than the state target of 79 motorcyclist fatalities and a 13 percent increase from 2014.

Fatalities in urban areas increased nine percent over the past year from 260 deaths in 2014 to 284 in 2015, outnumbering the number of rural deaths in 2015. **Rural areas** saw an even larger percent increase in motor vehicle fatalities. There was a 14 percent increase in motor vehicle fatalities in rural areas from 228 fatalities in 2014 to 260 fatalities in 2015.

Countermeasures that address these factors will provide the greatest opportunity to impact the total number of fatalities.

The traffic safety problems identified in this report guide the Colorado Department of Transportation's Highway Safety Office in the distribution of resources and implementation of prevention programs.

2015 TRAFFIC SAFETY DATA HIGHLIGHTS

Fatal Motor Vehicle Crashes

In 2015 there were:

- 122,575 motor vehicle crashes, a 7 percent increase from 2014
- 506 fatal crashes; a 12 percent increase from 2014
- 546 people were fatally injured; a 12 percent increase from 2014
- 216 speeding-related fatalities; comprising 40 percent of all fatalities

The counties with the highest number of traffic fatalities in 2015 were: Jefferson (55), Weld (55), Denver, (51), El Paso (48), and Adams (44).

In 2015, there were twenty seven counties with a motor vehicle fatality rate (per 100,000 population) at least two times higher than the 2015 state rate of 10.0: Alamosa, Archuleta, Baca, Clear Creek, Conejos, Costilla, Dolores, Gilpin, Grand, Gunnison, Hinsdale, Huerfano, Jackson, Lincoln, Logan, Mineral, Moffat, Morgan, Otero, Ouray, Phillips, Prowers, Rio Grande, Sedgwick, Teller, Washington, and Yuma.

Motor Vehicle Injury Crashes

In 2015 there were:

- 10,225 motor vehicle injury crashes, a less than one percent decrease from 2014 (n=10,249);
- 12,507 persons were injured by those 10,225 motor vehicle injury crashes, 63 fewer persons injured compared to 2014
- 3,216 persons had injuries that were classified as serious (incapacitating), similar to 2014 (8 fewer people with serious injuries compared to 2014).

The counties with the highest number of serious injuries in 2015 were: Denver (584), Arapahoe (310), Adams (296), El Paso (272), and Jefferson (244).

In 2015, there were fifteen counties with a serious injury rate (per 100,000 population) at least two times higher than the 2015 state rate of 58.8: Archuleta, Bent, Chaffee, Clear Creek, Costilla, Custer, Gilpin, Hinsdale, Huerfano, Jackson, Kiowa, Mineral, Park, Saguache, and San Juan.

Occupant Protection

- 188 of the 346 (54 percent) motor vehicle occupants who died in a fatal crash in 2015 were not using seat belts or other restraints.
- 557 of the 2,165 (26 percent) motor vehicle occupants who were seriously injured in a crash in 2015 were not using seat belts or other restraints.

- The estimate of overall statewide seat belt usage for all vehicle types in 2015 was 85.2 percent, a three percent increase from 82.4 percent in 2014.
- In 2015, the counties with the highest number of unrestrained passenger vehicle occupant fatalities were: Weld (23), El Paso (18), Adams (14), Denver (11), and tied for fifth place Jefferson (10) and Larimer (10).
- Of the 29 counties in the 2015 Statewide Seat Belt Survey, observed seat belt use was below the 2015 state goal of 84.0 percent for the following twelve counties: Baca (67.1%), Boulder (83.7%) Delta (70.8%), Denver (73.7%), Eagle (82.0%), Elbert (83.9%), Fremont (83.3), Huerfano (80.6%), Montrose (75.5%), Morgan (81.2%), Park (79.8), and Pueblo (70.8%).

Impaired Driving

- In 2015, there were 151 estimated fatalities where a driver had a blood alcohol content (BAC) \geq 0.08; corresponding to a six percent decrease from 2014.
- In 2015, the counties with the highest number of fatalities in crashes involving a driver or motorcycle operator with a BAC \geq 0.08 were: Jefferson (17), Weld (14), El Paso (14), Denver (11), and Arapahoe (10).

Motorcycles

- Of the 546 fatalities in 2015, 106 were motorcyclists, corresponding to a 13 percent increase from 2014.
- Motorcyclists accounted for 19 percent of the 546 fatalities in 2015.
- Sixty three percent (67) of the 106 motorcyclist fatalities in 2015 were not wearing helmets, a 12 percent increase from 2014.
- In 2015, there were 533 seriously injured motorcyclists.
- Motorcyclists who were seriously injured in a motor vehicle crash accounted for 17 percent of all individuals who were seriously injured in a motor vehicle crash in 2015.
- Of the 533 seriously injured motorcyclists 47 percent (252) were not wearing a helmet.
- In 2015, the counties with the highest number of motorcycle fatalities were: Denver (14), Jefferson (14), El Paso (10), Larimer (9), and Weld (8).
- In 2015, the counties with the highest number of unhelmeted motorcyclist fatalities were: Denver (9), Jefferson (7), Larimer (7), and Weld (7), and Adams (6).

Speeding

- In 2015, there were 216 speeding related fatalities, corresponding to a 29 percent increase from 2014.
- Law enforcement officers indicated that speeding was the driver action, or specific law violation, leading to a crash in 40 percent of all motor vehicle fatalities and 25 percent of all serious injuries in 2015.
- In 2015, the counties with the highest number of speeding related fatalities were: Denver (27), Weld (25), Jefferson (22), Arapahoe (17), and Adams (17).

Young Drivers

- 67 of the 787 drivers involved in fatal crashes in 2015 were aged 15 - 20 years old (8.5 percent), an 8 percent decrease from 2014.
- In 2015, the top driver factors associated with injury and fatal crashes involving young drivers were: careless driving, speeding, and failure to yield. The top contributing factors in injury and fatal crashes among young drivers were: inexperience, distractions, and driving while impaired.
- In 2015, the counties with the highest number of drivers aged 15 - 20 years old involved in fatal crashes were: Arapahoe (9), Denver (7), Weld (6), El Paso (6), and Larimer (5).

Pedestrian and Bicycle Safety

- Of the 546 motor vehicle fatalities in 2015, 59 were pedestrians; four fewer pedestrian fatalities than in 2014.
- In 2015, the counties with the highest number of pedestrian fatalities were: Denver (13), Jefferson (9), Adams (6), Arapahoe (6), and El Paso (6).
- Thirteen of the 546 fatalities were bicyclists in 2015, compared to 10 bicyclists in 2014.

Distracted Driving

- In 2015, 230,874 drivers were involved in a motor vehicle crash in Colorado. Law enforcement officers reported a human contributing factor for 66,416 (29 percent) of the drivers.
- Distraction is one of the specified human contributing factors and was recorded as the human contributing factor in 16 percent of injury and fatal crashes and 26 percent of non-injury crashes.
- Among drivers at fault in the crash versus drivers not at fault in the crash, 16 percent of drivers at fault were found to be distracted compared to 8 percent of drivers not at fault.
- There was a 14 percent increase in distracted drivers over time after comparing the years 2010-2012 to 2013-2015.

Older Drivers

- Ninety-nine of the 787 drivers involved in fatal crashes in 2015 were 65 years and older (13 percent), a 27 percent increase from 2014.
- During the years 2013 to 2015, 72 percent of older drivers in a fatal crash were at fault in the crash.
- The top contributing factors associated with drivers 65 years or older in an injury or fatal crash in 2015 were: distractions, ill/medical reasons, and unfamiliar with the area.

INTRODUCTION

Mission of the Office of Transportation Safety-Highway Safety Office

The mission of the Highway Safety Office [HSO within the Office of Transportation Safety (OTS)] at the Colorado Department of Transportation (CDOT) is to partner and collaborate with traffic safety stakeholders to reduce the number and severity of traffic crashes in Colorado, as well as the economic and human loss associated with crashes. To achieve this mission, the HSO administers state and federal funds to a broad range of partners, including law enforcement, local traffic safety coalitions, nonprofit organizations, health and prevention professionals, and other stakeholders. These partners develop and implement education and enforcement programs targeted at reducing high-risk driving behaviors (e.g., impaired driving) and delivering impactful messaging to high-risk drivers (e.g., teens). To direct its limited resources in the most efficient and effective manner, the Highway Safety Office conducts an annual analysis of Colorado crash and traffic safety data, which is published in the Problem Identification Report and disseminated to stakeholders for planning and evaluating their traffic safety efforts.

Overview of the 2017 Problem Identification Report

The FY2017 Problem Identification Report provides an annual description of motor vehicle crash characteristics for crashes within the state of Colorado. This document is used by CDOT along with law enforcement, local agencies, nonprofit organizations, and public health and prevention professionals to identify traffic safety problems and target areas for the development of prevention programs. Caution should be used in utilizing one-year of data to draw conclusions; but instead is advised to evaluate trends over time, such as percent change over five-years.

The first section of the report contains aggregate state data organized by emphasis areas and core performance measures in the CDOT Integrated Safety Plan. The second section contains regional data based on Colorado's 11 Regional Emergency Medical and Trauma Advisory Council regions. Finally, each county has a section to highlight performance over time and current problems in the county. Please note the location of the crash is based upon the county in which the crash happened. The latest crash data (fatal, serious injury, and property damage) in this report occurred in 2015. Final data on 2016 events will be available in the early fall of 2017.

What is new in the 2017 Problem Identification Report?

- Driver factors associated with younger drivers
- Driver factors associated with older drivers
- RETAC and County Fact Sheets now used Tableau to generate graphs and figures

Data Sources for the FY 2017 Problem Identification Report

Colorado Performance Measures and Statewide Goals for 2017

This information comes from the 2017 Colorado Integrated Safety Plan by the Colorado Department of Transportation. The 2017 Colorado Integrated Safety Plan includes performance targets that are set for the year 2017.

Countermeasures That Work

For select performance measures of CDOT, this report summarizes countermeasures that have a 3-5 star effectiveness rating from *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, Eighth Edition, published in 2015 and available on the website of the Governors Highway Safety Association.

Electronic Accident Reporting System (EARS)

EARS provides crash data, defined as an incident where at least one motor vehicle in motion on a traffic way (public road) resulted in an injury or unintentional property damage. This data tracking system originates from the Colorado Department of Revenue. This report includes crashes that occurred in 2015.

Fatality Analysis Reporting System (FARS)

FARS provides data of persons who died within 30 days of the crash, including motorcyclists, motor vehicle drivers, motor vehicle passengers, pedestrians, and bicyclists involved in fatal motor vehicle crashes. FARS SAS data files are obtained from the National Highway Traffic Safety Administration website.

This report includes fatalities that occurred in 2015. Final data on fatalities in 2016 will be available in the early fall of 2017, after the federal deadline for this Problem Identification report.

Hospital Discharge Data

Hospital discharge data provides data where injury was mentioned as a discharge diagnosis in one of the first six diagnoses and the mechanism of injury was motor vehicle, traffic for Colorado residents treated in non-federal acute care hospitals (years 2006 through 2015) as reported to the Colorado Hospital Association (CHA). National hospital coding rules defines “motor vehicle, traffic” as events involving a motor vehicle that occur entirely or partially on public streets, roadways, and highways. This data source is referenced as “CHA Discharge Data” in figures in this report.

Population Estimates

State and county population estimates come either from the Colorado Department of Local Affairs (DOLA) through its website or through the Colorado Health Information Dataset website. This data is referenced as DOLA data in the figures of this report. Population estimates for the United States were obtained from the U.S. Census website.

Restraint Use

The prevalence of seat belt use, car seat use, and booster seat use for the years 2006 to 2015 come from observational surveys conducted by the Institute of Transportation Management at Colorado State University and posted on the Colorado Department of Transportation website.

Vehicle Miles Traveled (VMT)

VMT data come from the Office of Highway Policy Information, Highway Statistics Series at the U.S. Department of Transportation (USDOT) Federal Highway Administration (FHA) and are referenced as “USDOT FHA” in figures in this report.

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STATEWIDE PERSPECTIVE



After a decade of fatalities from motor vehicle crashes declining in Colorado, fatalities began increasing in 2012 and rose to 546 fatalities in 2015, the highest number in six years. Colorado's population has also grown 15 percent over the past 10 years. The *Statewide Perspective* section of this report gives an overview of fatalities and injuries from motor vehicle crashes at the state level over time, as well as known characteristics of the crashes, to identify areas for improvement in an effort to reduce future injuries and deaths from motor vehicle crashes. Colorado is a diverse state, therefore, one approach will not prevent crashes. It is helpful for policy-makers, community organizations, and individuals to review information from recent traffic crash reports to know where and how to focus prevention efforts.

Table 1 presents an overview on motor vehicle crashes across Colorado, including core performance measures for the years 2011 through 2015. One-year and five-year percent changes for each measure are listed in the last two columns. Green font indicates improvement and red font indicates declines. The ↑ symbol indicates a percent increase in the number, rate, or percent and the ↓ symbol indicates a percent decrease for the number, rate, or percent.

Table 1. Colorado traffic information and crash outcomes at a glance, 2010-2015

	2011	2012	2013	2014	2015	1-year %Δ	5-year %Δ
Total crashes (n)	103,195	101,533	108,238	114,752	122,575	↑6.82	↑4.40
Colorado population (millions)	5.12	5.19	5.26	5.35	5.46	↑2.06	↑1.62
Licensed drivers (millions)	3.67	3.81	3.73	3.79	3.93	↑3.69	↑1.73
Seat belt use (%)	82.1	80.7	82.1	82.4	85.2	↑3.40	↑0.93
Core Performance Measures:							
Fatalities (n)	447	474	482	488	546	↑11.89	↑5.13
Serious injuries (n)	3,334	3,305	3,319	3,224	3,216	↓0.25	↓0.90
All Injuries (n)	12,664	12,564	12,324	12,570	12,838	↑2.13	↑0.34
Fatalities (n/100 million vehicle miles traveled)	0.96	1.01	1.02	1.00	1.08	↑8.00	↑2.99
Motor vehicle occupant fatalities, unrestrained all seat positions (n)	185	158	177	156	188	↑20.51	↑0.40
Fatalities in crashes where driver/motorcycle operator has blood alcohol content ≥0.08+ (n)	160	134	140	160	151	↓5.63	↓1.44
	138	109	100	137	124	↓9.49	↓2.64
Speeding-related fatalities (n)	183	162	150	168	216	↑28.57	↑4.23
Motorcyclist fatalities (n)	78	79	87	94	106	↑12.77	↑7.97
Unhelmeted motorcyclist fatalities (n)	49	53	50	60	67	↑11.67	↑8.14
Driver 15-20 years old in fatal crashes (n)	63	66	57	73	67	↓8.22	↑1.55
Pedestrian fatalities (n)	45	76	50	63	59	↓6.35	↑7.01
Bicyclist fatalities (n)	8	13	12	10	13	↑30.00	↑12.91
Driver 65+ years old in fatal crashes (n)	59	74	94	78	99	↑26.92	↑13.81
Distracted drivers in fatal crashes (n)	75	90	76	59	69	↑16.95	↓2.06

Source: FARS, EARS, DOLA, DOR, Institute of Transportation Management at CSU

+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 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 multiple imputation method. The bottom row is based on the actual BAC data that is reported to the Colorado Department of Transportation (CDOT) and is only preliminary as more reports are being submitted to CDOT.

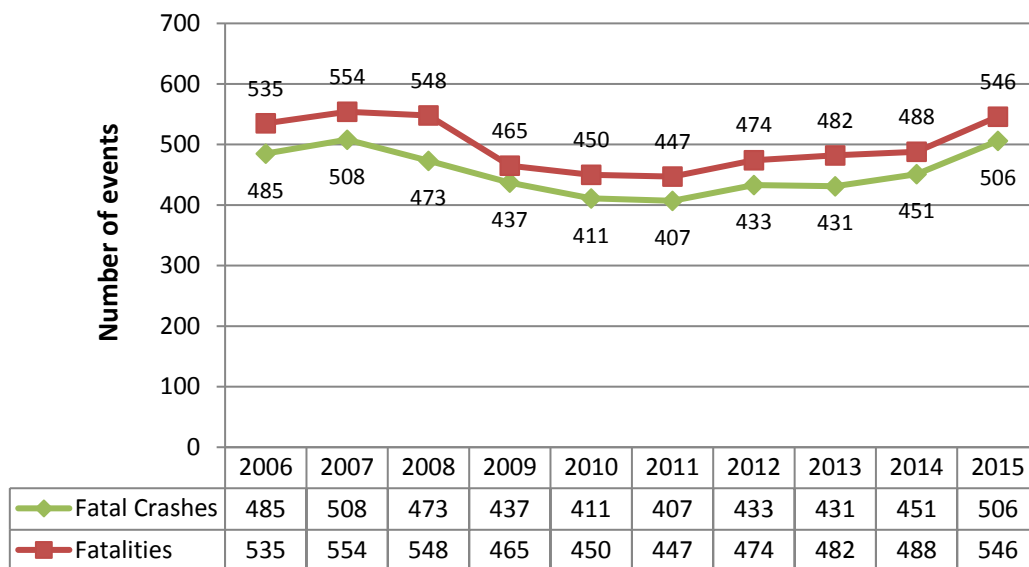
Fatal Crashes and Fatalities

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

Between 2014 and 2015, the number of fatal motor vehicle traffic crashes in Colorado increased by 12.2 percent and the number of traffic fatalities increased by 11.9 percent. This increase follows an upward trend of the previous four years, after positive declines in fatalities and fatal crashes between 2008 and 2011. The number of fatal crashes and fatalities in Colorado from 2006 through 2015 is plotted in Figure 1. Fatalities and fatal crashes across the nation also increased between 2014 and 2015. Specifically, there were 32,675 deaths in United States in 2014 and 35,092 in 2015 (a 7.4 percent increase). This corresponds to a 7.3 percent increase in fatal crashes (29,989 vs. 32,166, respectively).¹ In Colorado, most fatal crashes had only one death. In 2015, 472 (86.5 percent) of the fatal crashes in Colorado resulted in one death in each crash, 29 (10.6 percent) crashes resulted in two deaths in each crash, four (2.2 percent) crashes resulted in three deaths in each crash, and one crash (0.7 percent) resulted in four deaths.

C-1 Top Five Counties
 Jefferson – 55 fatalities
 Weld – 55 fatalities
 Denver – 51 fatalities
 El Paso – 48 fatalities
 Adams – 44 fatalities

Figure 1: Fatal motor vehicle crashes and fatalities in Colorado, 2006-2015

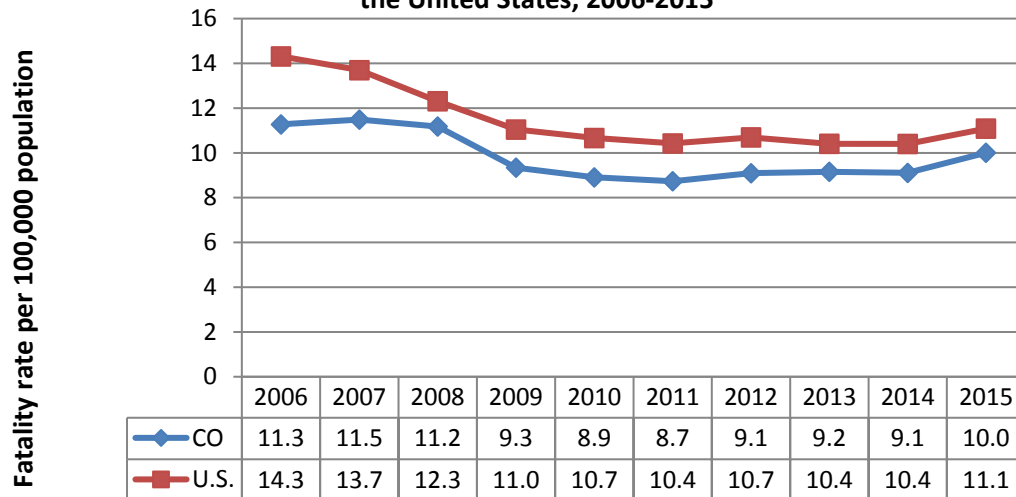


Source: FARS

¹ <http://www-fars.nhtsa.dot.gov/Main/index.aspx> Last accessed January 28, 2017

Colorado’s motor vehicle fatality rate increased 9.8 percent between 2014 and 2015. In 2014, approximately nine people per 100,000 Colorado residents died in motor vehicle crashes and in 2015, ten people per 100,000 Colorado residents died. Despite the increase, Colorado has had a lower motor vehicle fatality rate than the national average for the past 10 years (Figure 2).

Figure 2: Motor vehicle fatality rate per 100,000 population in Colorado and the United States, 2006-2015



Source: FARS, DOLA and US Census Bureau

Table 2 describes the age and sex of the people who died as a result of a motor vehicle crash in 2010-2012 and 2013-2015, respectively. Between these two time periods there was a 10.7 percent increase in traffic fatalities, meaning 146 more people died during 2013-2015 compared to 2010-2012. During 2013-2015, consistently more males died than females for all ages except children younger than five years old. For every one female killed in a traffic crash during 2013-2015, approximately three males died. The greatest difference between male and female fatalities during 2013-2015 was among the 35-54 age group, where approximately three males were killed for one female killed.

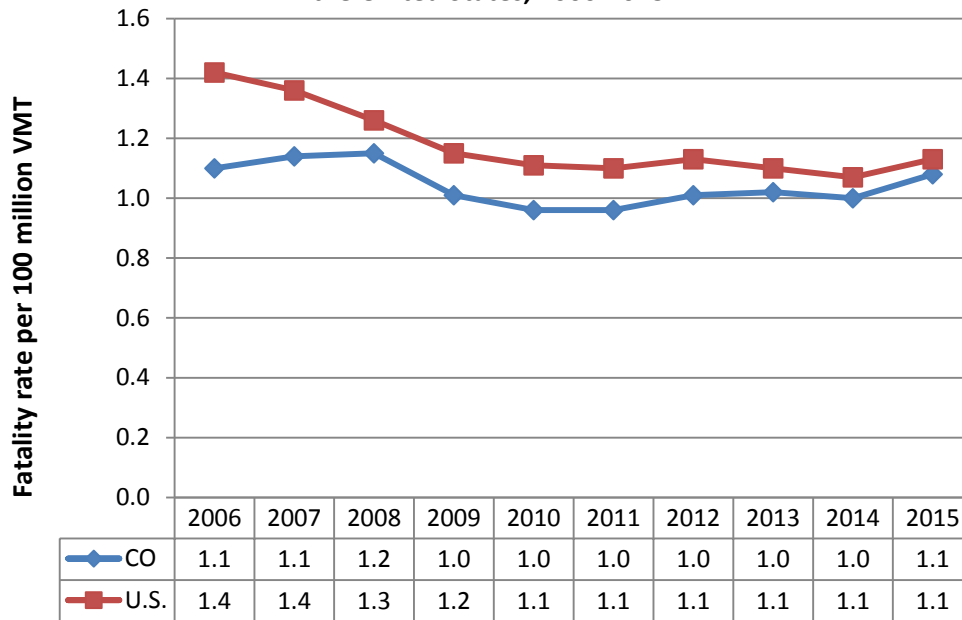
Age Group	2010-2012 Fatalities			2013-2015 Fatalities		
	Male	Female	Total	Male	Female	Total
<5	6	5	11	5	7	12
5-8	4	7	11	8	3	11
9-15	20	7	27	11	5	16
16-20	98	48	146	108	45	153
21-34	270	101	371	322	104	426
35-54	303	93	396	330	98	428
55-64	158	48	206	160	69	229
65+	116	85	201	161	79	240
All Ages	975	394	1,369	1,105	410	1,515

Source: FARS

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

In addition to reporting the observed number of fatalities, it is helpful to look at other factors that may account for the increase in motor vehicle fatalities such as vehicle miles traveled (VMT). This approach takes into account changes in the population, as well as changes in fuel prices, driving habits and distances driven. The fatality rate is calculated by dividing the number of fatalities by the number of vehicle miles traveled (VMT). Fatalities per 100 million VMT can be compared over time and between different geographic areas. Colorado's 2017 Integrated Safety Plan goal is to reduce the fatality rate per VMT to 0.99 per 100 million in 2017. Figure 3 shows the rate of fatalities per 100 million VMT for Colorado and the United States. Although the fatality rate per 100 million VMT in Colorado fell below 1.0 during the 2010 and 2011 time frame, the rate increased over the past four years and approached the national rate in 2015.

Figure 3: Fatalities per 100 million vehicle miles traveled (VMT) in Colorado and in the United States, 2006-2015



Source: FARS and USDOT FHWA

Injury Crashes and Injuries

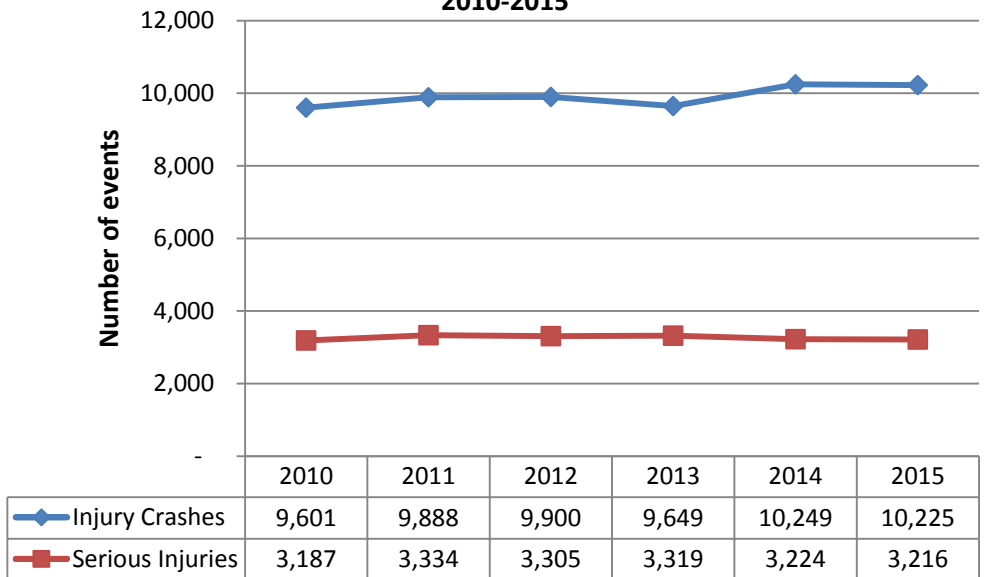
Core Performance Measure (C-2): Reduce the number of serious injuries in traffic crashes

Traffic safety initiatives prevent fatalities and injuries. Therefore, crashes resulting in injuries are an important component of traffic safety data (Figures 4 and 5). In this report, injury includes two types of injuries: “evident non-incapacitating” or “evident incapacitating”. “Evident incapacitating injury” is also called serious injury and includes any injury, other than a fatal injury, that prevents the injured person from walking, driving, or normally continuing the activities previously capable of performing prior to being injured.

C-2 Top Five Counties
 Denver – 584 serious injuries
 Arapahoe – 310 serious injuries
 Adams – 296 serious injuries
 El Paso – 272 serious injuries
 Jefferson – 244 serious injuries

Compared to the earlier part of this decade, the number of injury crashes remained high in 2015, decreasing by 24 injury crashes and eight seriously injured people from the previous year. The proportion of seriously injured people remained relatively stable during 2010-2015. Approximately, 26 percent of injured people sustained a serious injury. The ratio of serious injuries to injury crashes also remained relatively stable over time. On average, for every three injury crashes there was one serious injury.

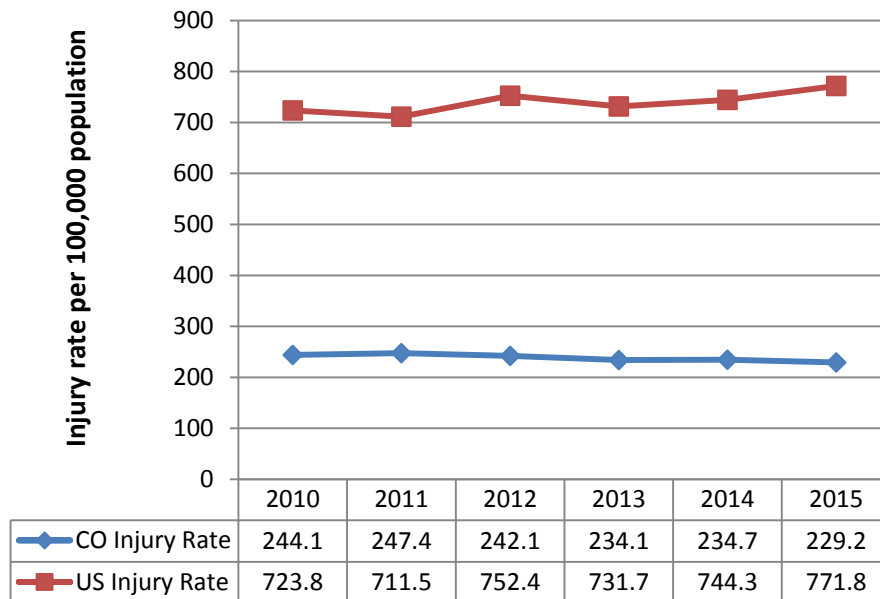
Figure 4: Motor vehicle injury crashes and serious injuries in Colorado, 2010-2015



Source: EARS

The rate of all motor vehicle injuries (combining non-serious and serious injuries) per 100,000 Colorado residents decreased six percent between 2010 and 2015 (Figure 5). The average injury rate in the United States has increased slightly over time, with a rate of 723.8 per 100,000 people in 2010 to a rate of 771.8 in 2015.

Figure 5: Injury rate per 100,000 population in Colorado and the United States, 2010-2015



Source: EARS, NHTSA, DOLA and US Census Bureau

Table 3 describes people seriously injured in crashes in Colorado during 2015, including the percent and number of males and females within each age group. The final column combines males, females and unknown sex to show the percentage of serious injuries by age. Across all age groups, a greater percentage of males than females sustained a serious injury. Almost 60 percent of those seriously injured in 2015 crashes were male. There was some variation in serious injury by age group, with the greatest numbers injured in the 21-34 and 35-54 age groups.

Table 3. Serious injuries [%(<i>n</i>)] due to motor vehicle crashes in 2015 in Colorado, by age and sex				
Age Group	Male	Female	Unknown sex	All sexes
<5	69.2 (18)	30.8 (8)	0.0 (0)	0.8 (26)
5-8	64.9 (24)	35.1 (13)	0.0 (0)	1.2 (37)
9-15	62.7 (79)	37.3 (47)	0.0 (0)	3.9 (126)
16-20	52.8 (181)	46.9 (161)	0.0 (1)	10.7 (343)
21-34	62.4 (615)	37.6 (370)	0.1 (0)	30.6 (985)
35-54	62.5 (579)	37.4 (346)	0.1 (1)	28.8 (926)
55-64	60.9 (248)	39.1 (159)	0.0 (0)	12.7 (407)
65+	55.2 (169)	44.4 (136)	0.3 (1)	9.5 (306)
Unknown age	N/A (5)	N/A (11)	N/A (44)	1.9 (60)
All Ages	59.6 (1,918)	38.9 (1,251)	6.0 (47)	100 (3,216)

Source: EARS

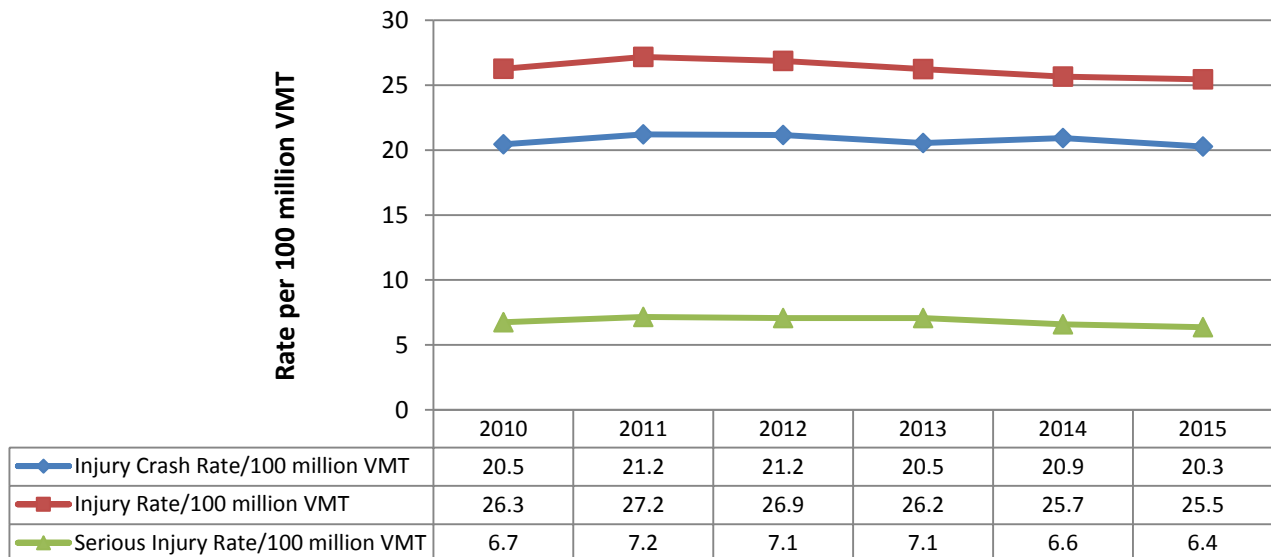
A different picture appears when the number of serious injuries is adjusted for population size compared to results expressed as percentages. Table 4 shows the serious injury rate per 100,000 population by age group and sex. Based on the Colorado population distribution by age and sex, males aged 21-34 and females aged 16-20 years had the highest rates of serious injuries from motor vehicle crashes for every 100,000 persons, compared to other age groups.

Table 4. Rate of serious injuries per 100,000 population due to motor vehicle crashes in 2015 in Colorado, by age and sex			
Age Group	Male	Female	Rate for age group
<5	10.4	4.8	7.7
5-8	16.3	9.2	12.8
9-15	30.1	18.5	24.4
16-20	94.9	89.9	92.5
21-34	112.3	71.5	92.5
35-54	77.5	47.5	62.7
55-64	73.4	45.0	58.9
65+	52.2	35.1	42.8
All Ages	70.3	45.9	58.1

Source: EARS

The injury crash rate and overall injury rate per 100 million VMT in Colorado remained stable from 2010 to 2015 (Figure 6). The serious injury rate increased from 2010 to 2011 but decreased from 2012 to 2015.

Figure 6: Motor vehicle injury crash rate and injury rate per 100 million vehicle miles traveled (VMT) in Colorado, 2010-2015

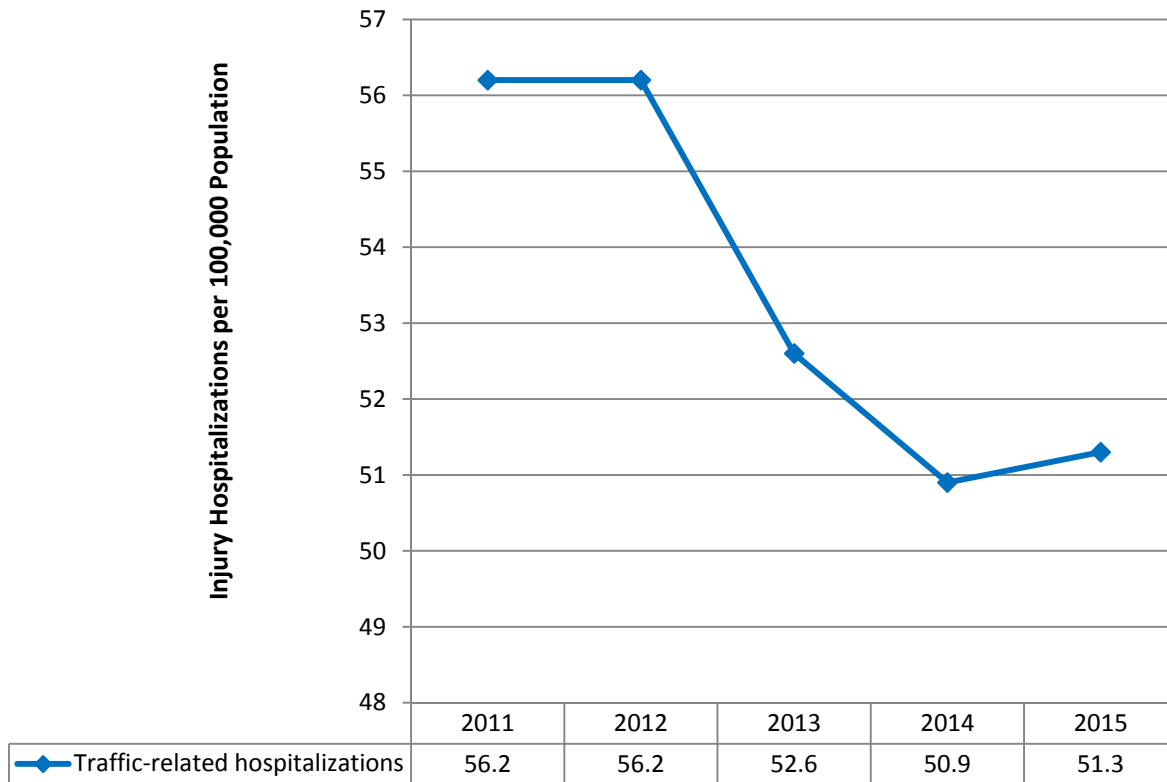


Source: EARS and USDOT FHWA

Injury Hospitalizations

The Colorado Hospital Association hospital discharge data identifies the number of hospitalizations where Colorado residents sustained injuries in traffic-related 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 nine percent from 2011 to 2015 (Figure 7).

Figure 7.
Motor vehicle injury hospitalization rates over five years among Colorado residents, 2011-2015 (N=14,312)

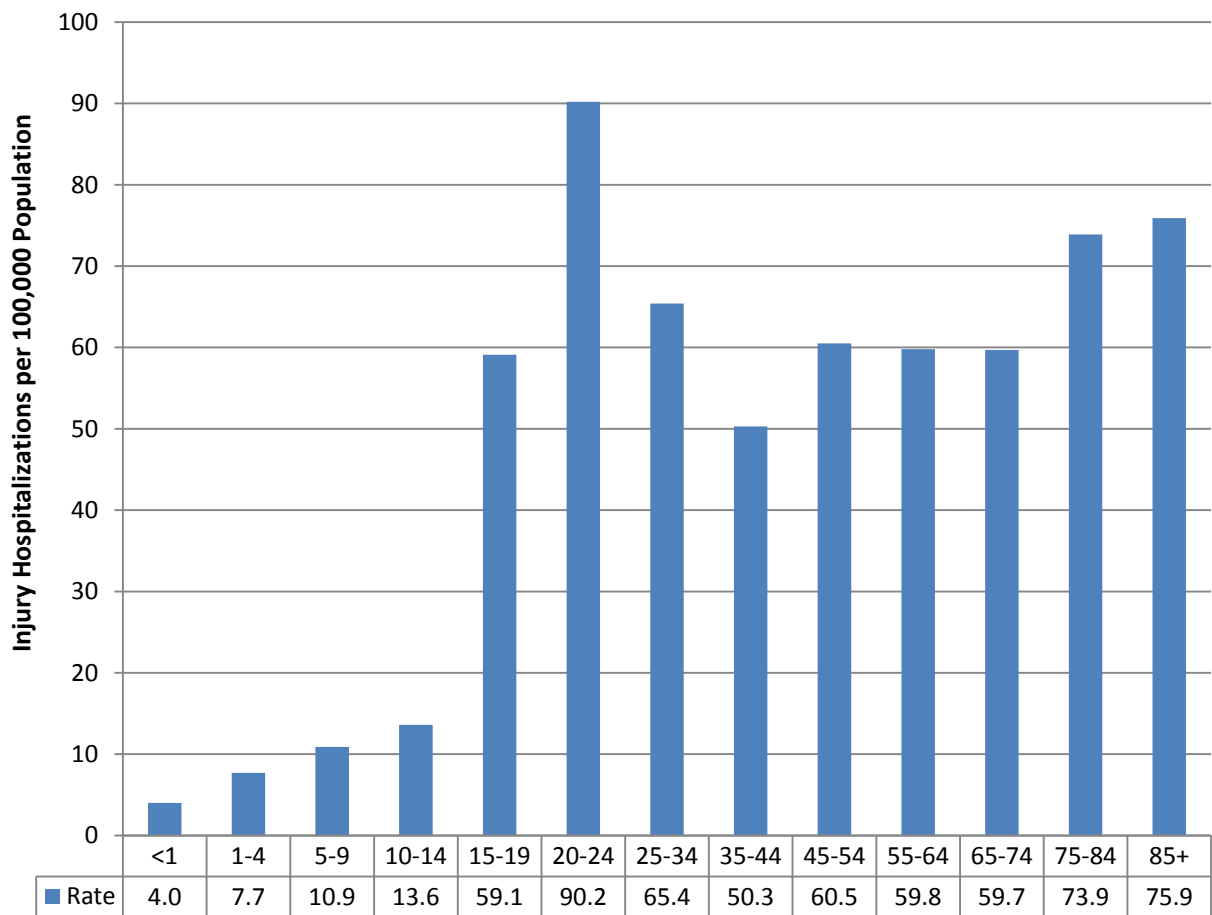


Source: Colorado Hospital Association, Hospital Discharge

*Note: View the estimate for 2015 with caution, because it was calculated using the last quarter of 2014 and the first three quarters of 2015 in order to use the same coding system. The coding of hospitalizations changed beginning October 1, 2015.

Between 2013 and 2015, there were 8,437 hospitalizations among Colorado residents injured from motor vehicles crashes in traffic or on public roads. Figure 8 shows the rate of these injury hospitalizations related to motor vehicle crashes by age group.

Figure 8. Motor vehicle injury hospitalization rate by age group among Colorado residents, 2013-2015 (N = 8,437)

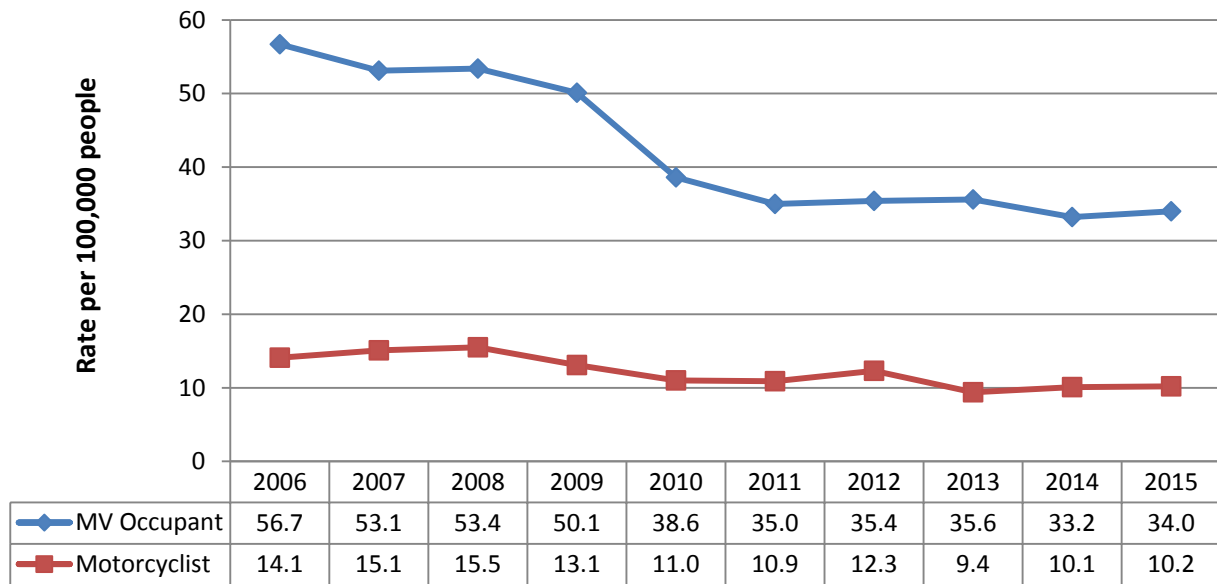


Source: Colorado Hospital Association, Hospital Discharge

The age-specific rate of hospitalization for Colorado residents sustaining injuries in motor vehicle crashes varied. People ages 20 to 24 years old, and 85 years and older exhibited the highest hospitalization rates related to motor vehicle injuries, based on results for the combined years 2013 through 2015 (Figure 8). Reasons for the variation by age group are related to driver experience, propensity for risk taking, biological risk for injury due to chronological age, and degree to which persons are active on the roadway at peak risk times.

Between 2006 and 2015, the rate of hospitalizations from riding in a motor vehicle decreased 40 percent (Figure 9). The decrease occurred between 2006 and 2011; there were no additional reductions between 2012 and 2015. The motor vehicle hospitalization rate decreased 28 percent among motorcyclists. This decrease might be an encouraging trend that is not totally explained by the increase in motorcyclist fatalities. The motorcyclists included in the hospitalization discharge data set experienced an injury that enabled them to survive. It is vital to evaluate hospitalizations in the context of changes in injuries and fatalities to determine if a decrease in one area is occurring simultaneously with a decrease in another related area.

Figure 9: Age-adjusted hospitalization rates for Colorado residents injured in motor vehicle crashes by person type and year, 2006-2015

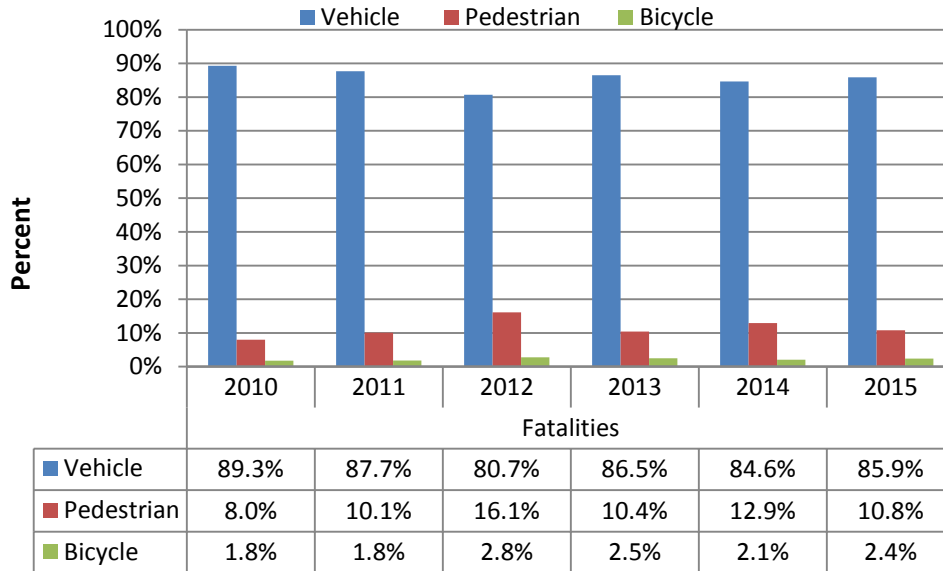


Source: Colorado Hospital Association, Hospital Discharge

Mode of Transportation

In Colorado, persons utilizing motor vehicle transport made up 86 percent of the motor vehicle-related fatalities between 2010 and 2015 (Figure 10). Pedestrians accounted for 11 percent, while bicyclists comprised two percent. In 2015, fatalities by mode of transportation were the same percentages as the 5-year average.

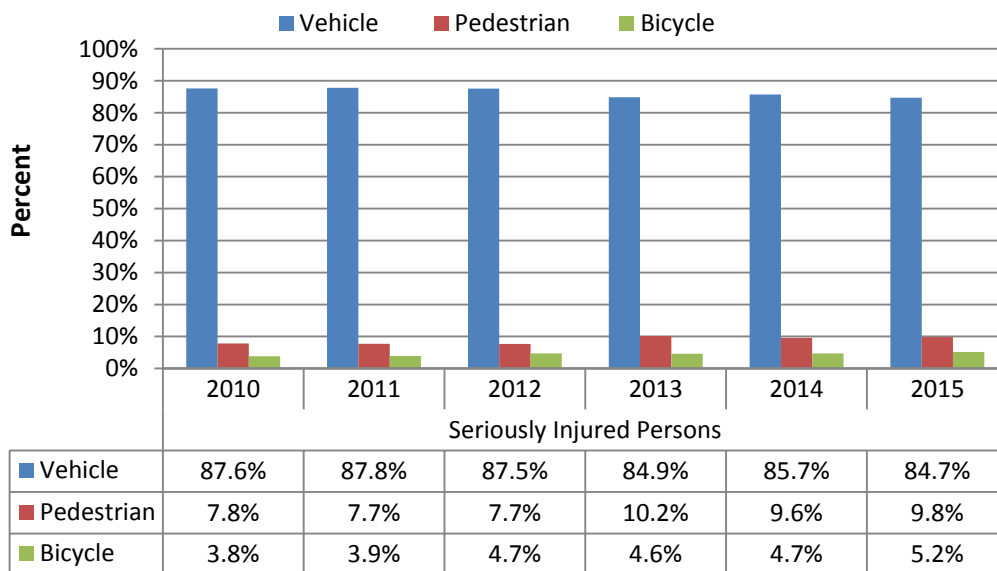
Figure 10: Motor vehicle fatalities by mode of transportation in Colorado, 2010-2015



Source: FARS

The mode of transportation when serious injuries occurred remained relatively stable during 2010-2015 (Figure 11). On average, 86 percent of people who were seriously injured in a motor vehicle crash were utilizing motor vehicle transport. Nine percent were pedestrians and four percent were bicyclists.

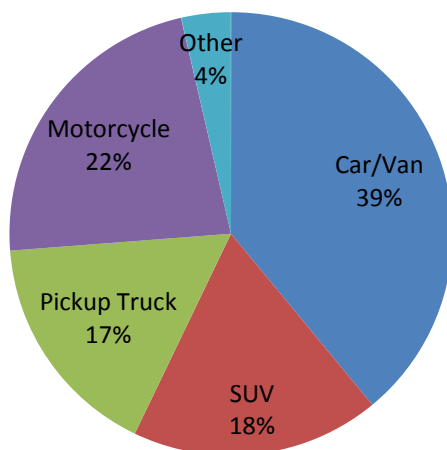
Figure 11: Serious motor vehicle injuries by mode of transportation, Colorado, 2010-2015



Source: EARS

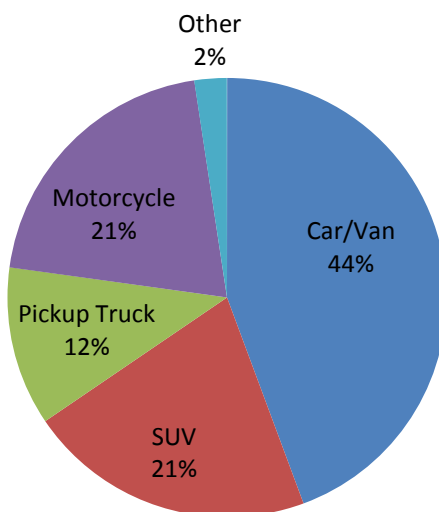
As shown in Figure 10 and 11 above, persons utilizing motor vehicle transport accounted for the majority of motor vehicle-related fatalities and serious injuries (86 percent). A motor vehicle can be a car/van, motorcycle, pickup truck, SUV, or other type of vehicle (i.e. large truck, motor home, bus, all-terrain vehicle, snowmobile, and farm or construction equipment other than truck). Of those who died, 39 percent were riding in a car/van and 22 percent were riding a motorcycle (Figure 12). Of those who were seriously injured, almost half (44 percent) were riding in a car/van, 21 percent riding in an SUV and 21 percent riding a motorcycle (Figure 13).

Figure 12: Type of motor vehicle person was utilizing when fatally injured, Colorado, 2015



Source: FARS

Figure 13: Type of motor vehicle person was utilizing when seriously injured, Colorado, 2015



Source: EARS

Table 5 shows the number of motor vehicle fatalities in rural areas, urban areas, and Colorado overall by the type of motor vehicle occupied at the time of the crash for each time period. The number of fatalities decreased in rural areas from the 2010-2012 time period to the 2013-2015 time period. In contrast, the number of fatalities increased in urban areas during the years 2013-2015 compared to 2010-2012. In rural areas, fatalities occur more often in pickup trucks and SUVs. In urban areas, a greater proportion of fatalities occur in cars and vans.

Table 5: Motor vehicle fatalities (%) by of type of motor vehicle occupied when fatally injured in Colorado, 2010-2015						
Vehicle type	Rural		Urban		Colorado	
	2010-2012 n=415	2013-2015 n=394	2010-2012 n=760	2013-2015 n=904	2010-2012 n=1,175	2013-2015 n=1,298
Car/Van	160 (38.6%)	143 (36.3%)	332 (43.7%)	377 (41.7%)	492 (41.9%)	520 (40.1%)
SUV	82 (19.8%)	85 (21.6%)	134 (17.6%)	155 (17.1%)	216 (18.4%)	240 (18.5%)
Pickup Truck	96 (23.1%)	81 (20.6%)	91 (12.0%)	129 (14.3%)	187 (15.9%)	210 (16.2%)
Motorcycle	55 (13.3%)	62 (15.7%)	184 (24.2%)	225 (24.9%)	239 (20.3%)	287 (22.1%)
Other	22 (5.3%)	23 (5.8%)	19 (2.5%)	18 (2.0%)	41 (3.5%)	41 (3.2%)

Source: FARS

Between the two time periods, there was a decrease of serious injuries in both rural and urban counties (Table 6). In urban and rural areas, the greatest proportion of serious injuries occurred in cars and vans. However, there were higher percentages of serious injuries in SUVs and pickup trucks in rural areas compared to urban areas.

Table 6: Serious motor vehicle injuries (%) by of type of motor vehicle occupied when seriously injured in Colorado, 2010-2015						
Vehicle type	Rural		Urban		Colorado	
	2010-2012 n=1,833	2013-2015 n=1,461	2010-2012 n=6,764	2013-2015 n=6,481	2010-2012 n=8,597	2013-2015 n=7,942
Car/Van	678 (37.0%)	462 (31.6%)	3,382 (50.0%)	3,201 (49.4%)	4,060 (47.2%)	3,663 (46.1%)
SUV	353 (19.3%)	327 (22.4%)	1,199 (17.7%)	1,286 (19.8%)	1,552 (18.1%)	1,613 (20.3%)
Pickup Truck	367 (20.0%)	349 (23.9%)	694 (10.3%)	653 (10.1%)	1,061 (12.3%)	1,002 (12.6%)
Motorcycle	347 (18.9%)	259 (17.7%)	1,304 (19.3%)	1,214 (18.7%)	1,651 (19.2%)	1,473 (18.5%)
Other	88 (4.8%)	64 (4.4%)	185 (2.7%)	127 (2.0%)	273 (3.2%)	191 (2.4%)

Source: EARS

Occupant Protection

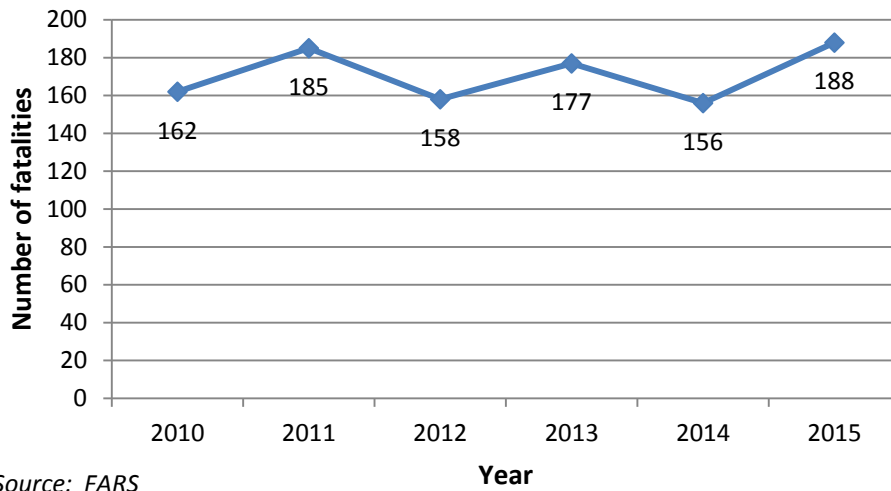
Core Performance Measure (C-4): Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions.

In 2015, there were 188 unrestrained passenger vehicle occupant fatalities equating to 32 more deaths (20 percent increase) compared to 2014 (Figure 14). Between 2010 and 2015, the number of unrestrained fatalities varied resulting in an overall 0.4 percent increase over the past five years. In 2015, approximately 54 percent of the 346 passenger vehicle occupant fatalities were not using a restraint system and 26 percent of motor vehicle occupants seriously injured in a crash were not using restraints.

C-4 Top Five Counties

Weld – 23 fatalities
El Paso – 18 fatalities
Adams – 14 fatalities
Denver – 11 fatalities
Jefferson & Larimer – 10 fatalities

Figure 14: Unrestrained passenger vehicle occupant fatalities in Colorado, all seat positions, 2010-2015



Source: FARS

Table 7 shows the number of unrestrained fatalities and person seriously injured in Colorado for 2010-2012 and for 2013-2015, by age and sex. The number of unrestrained fatalities increased and serious injuries decreased between the two time periods.

In addition to the number of unrestrained fatalities and injuries, analyzing the percent of all fatalities and injuries that were unrestrained suggests target groups for countermeasures (see Table 7 in the “Unrestrained/Total” row). The percent of unrestrained fatalities out of all passenger vehicle occupant fatalities was comparable between the two time periods across the age groups aged 21 and older. Within each age group, there was a consistent disparity in restraint use between males and females for each time period with more males experiencing a fatality or serious injury while unrestrained.

Table 7: Unrestrained fatalities and persons seriously injured in Colorado, by age and sex					
Age Group	Sex	2010-2012		2013-2015	
		Unrestrained Fatalities	Unrestrained Serious Injuries	Unrestrained Fatalities	Unrestrained Serious Injuries
<5	Male	1	6	0	12
	Female	1	9	2	8
	Unrestrained/Total	2/8 (25.0%)	15/85 (17.6%)	2/10 (20.0%)	20/75 (26.7%)
5-8	Male	1	15	1	17
	Female	2	12	1	9
	Unrestrained/Total	3/8 (37.5%)	27/100 (27.0%)	2/7 (28.6%)	26/88 (29.5%)
9-15	Male	8	39	6	35
	Female	3	53	2	37
	Unrestrained/Total	11/21 (52.4%)	92/247 (37.2%)	8/14 (57.1%)	72/227(31.7%)
16-20	Male	50	221	49	158
	Female	27	144	23	125
	Unrestrained/Total	77/119 (64.7%)	365/991 (36.8%)	72/131 (55.0%)	283/797 (35.5%)
21-34	Male	141	471	144	466
	Female	55	252	55	253
	Unrestrained/Total	196/279 (70.3%)	723/2,092 (34.6%)	199/282 (70.6%)	719/2,190 (32.8%)
35-54	Male	88	261	91	246
	Female	37	169	42	142
	Unrestrained/Total	125/218 (57.3%)	430/1,887 (22.8%)	133/236 (56.4%)	388/1,757 (22.1%)
55-64	Male	31	81	30	78
	Female	8	50	20	37
	Unrestrained/Total	39/95 (41.1%)	131/705 (18.6%)	50/120 (41.7%)	115/734 (15.7%)
65+	Male	32	40	42	52
	Female	18	30	13	42
	Unrestrained/Total	50/147 (34.0%)	70/646 (10.8%)	55/171 (32.2%)	94/675 (13.9%)
All Ages	Male	352	1147	363	1,095
	Female	151	719	158	663
	Unrestrained/Total	503/895 (56.2%)	1,866/6,945(26.9%)	521/971 (53.7%)	1,758/6,727 (26.1%)

Source: FARS and EARS

Table 8 shows the distribution of injuries among persons in occupant vehicles involved in a crash by seat belt use. Of importance for public health and public safety concerns is the difference between these groups. People who wear a seat belt and have different injury risk factors compared to people that wear a seat belts. Increasing seat belt use through social norms or seat belt laws are a way to reduce the injury. The data shows that among people who wore a seat belt when they were in a crash, only 0.1 percent died. In comparison, 1.2 percent of people who did not wear a seat belt died. This means, people in a crash who do not wear a seat belt are 12 times more likely to die than people who wore a seat belt. Additionally, people who did not wear a seat belt experienced an incapacitating injury at 7.8 times the frequency to those who wore a seat belt.

Table 8. Injuries in an occupant vehicle crash according to seat belt use status, Colorado roadway crashes, 2015					
Injury type	None	Complaint	Non-incapacitating	Incapacitating	Fatal
Seat belt used (n=243,391)	87.3% (212,391)	9.8% (23,815)	2.3% (5,632)	0.5% (1,417)	0.1% (136)
Seat belt not used (n=14,035)	76.4% (10,719)	10.7% (1,496)	7.8% (1,095)	3.9% (551)	1.2% (174)

Source: EARS

*Due to missing data on injury severity, numbers and percentages may not sum to total number or 100%

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 seat belt use. Each year, OTS funds an observational survey of occupant protection use statewide. Figure 15 shows the steady increase in seat belt use from 2006 to 2015. Beginning in 2012, the survey methodology changed to include observation of seat belt use in commercial vehicles 10,000 pounds and under. In 2015, Colorado’s seat belt use rate was 85.2 percent, below the nationwide use of 87 percent.

Historically, fewer occupants in light trucks wear seat belts compared to occupants in other passenger vehicles. In 2006, 69 percent of light truck occupants wore seat belts. Over the past 10 years, this increased to roughly 78 percent (an 11 percent increase). Despite this improvement, light truck occupants still lag behind other motor vehicle occupants (85 percent overall seat belt use).

Countermeasures that Work
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

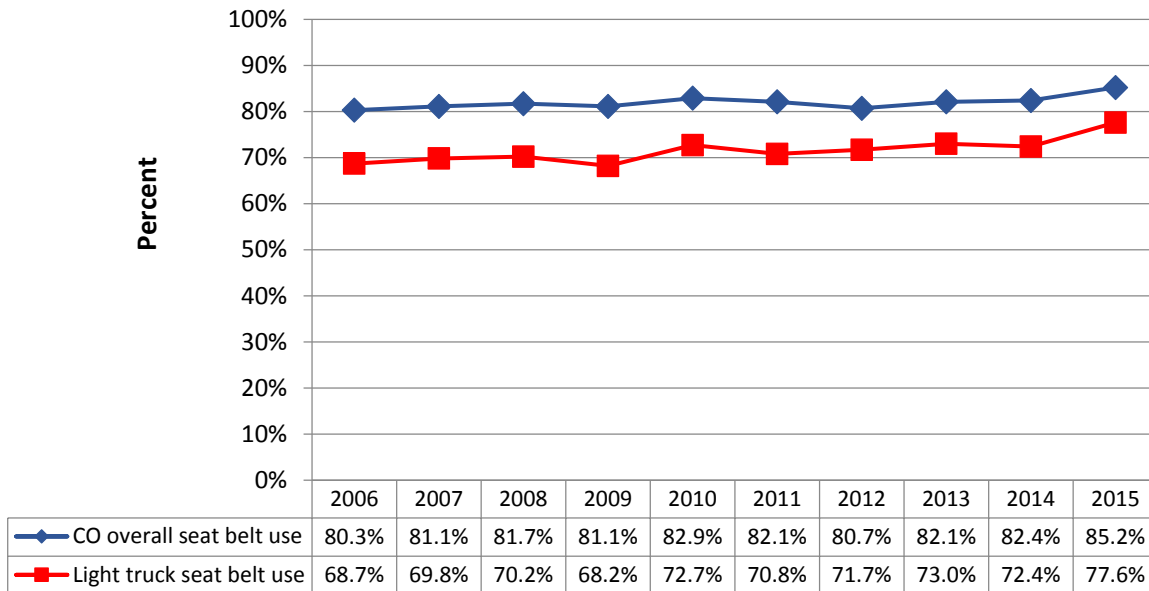
- Short high-visibility belt law enforcement
- Combined enforcement, nighttime
- Sustained enforcement

Communications & Outreach

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

Listed have a 3-5 star effectiveness rating. For all countermeasures, visit <http://www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf>

Figure 15. Statewide overall and light truck seat belt use in Colorado, 2006-2015



Source: Institute of Transportation Management at CSU

Child and Youth Passenger Safety

A seat belt survey for children and youth was not conducted in 2015. The information below provides survey results for 2014. Observations of child (ages 0-4) restraint use in the front or rear of the vehicle varied between 83 and 95 percent for the past decade. In 2014, the estimated combined front/rear child restraint use hit a high of 95 percent. This is 11 percentage points higher than in 2012. Since 2005, child restraint use exceeded 90 percent only twice: in 2013 and 2014. Child booster restraint use, combining front and rear observations, was 66 percent when first observed in 2011. Since 2011, booster restraint use increased to 75 percent, but remains lower than other child restraint systems. Juvenile (ages 5-15) front/rear seat belt use was 85 percent in 2014, an increase from 78 percent in 2013. Seat belt use for this age group was 80 percent or more in 2011, 2012, and 2014. Teen drivers and teen front seat outboard passengers of non-commercial vehicles seat belt use has steadily improved to a high of 84.8 percent in 2013 and 84.2 percent in 2014 (Figure 16).

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 child restraint law enforcement

Communications and Outreach

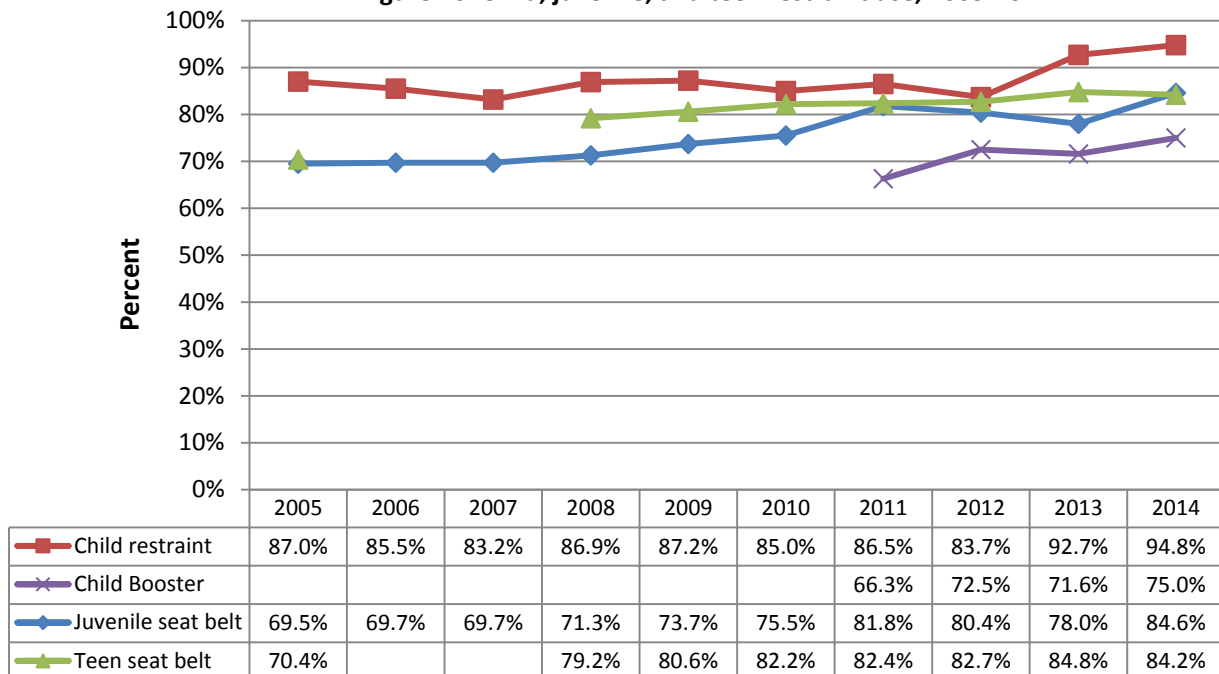
- Strategies for Older Children

Other Strategies

- School programs

Listed have a 3-5 star effectiveness rating. For all countermeasures, visit <http://www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf>

Figure 16. Child, juvenile, and teen restraint use, 2005-2014



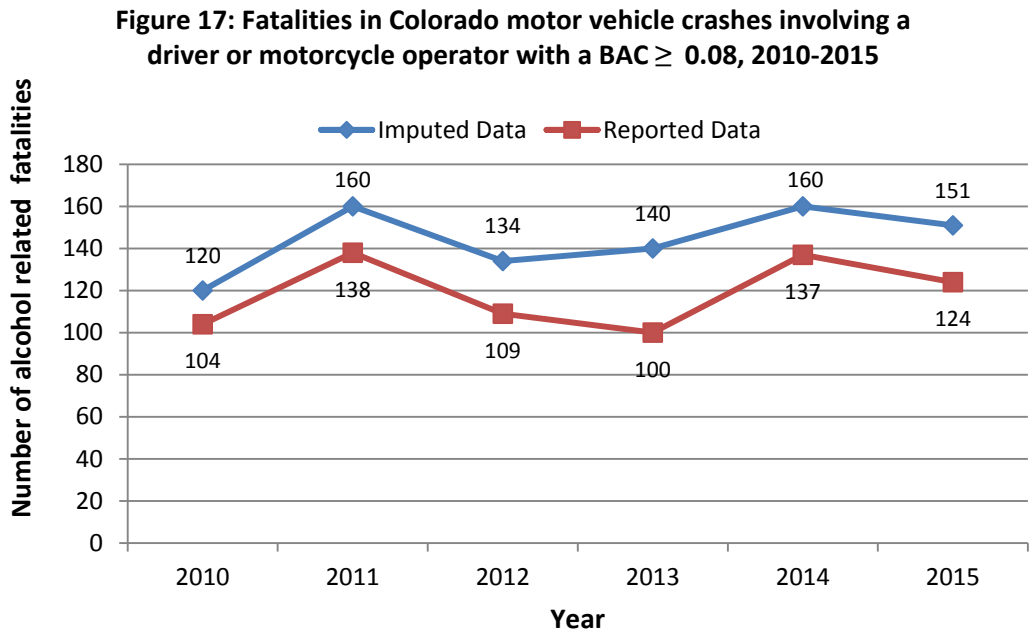
Source: Institute of Transportation Management at CSU

Impaired Driving

Core Performance Measure (C-5): Reduce the number of fatalities in crashes involving a driver or motorcycle operator with Blood Alcohol Content (BAC) of ≥ 0.08 .

Information regarding driving while impaired in Colorado is complex. In fatal crashes, people who die are tested for alcohol and/or drugs. An arrested driver is required to take a chemical test of their breath or blood, if the law enforcement officer has probable cause to believe that the driver's impairment is from alcohol or another impairing substance. Though arrested drivers are required to be tested, they can refuse and have driver's license consequences for refusal. Despite best efforts, test results are often missing in the crash record. In non-fatal crashes, the law enforcement officer's opinion of alcohol/drug involvement is the only data available on crash reports. To remedy missing test results on BAC, the National Highway Traffic Safety Administration 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 17 is displayed two ways: 1) the number of alcohol fatalities based on imputation and 2) the number of alcohol fatalities based on actual BAC data reported to the Colorado Department of Transportation (CDOT), recognizing CDOT does not receive all BAC values for a variety of reasons.

C-5 Top Five Counties	
Jefferson	17 fatalities
Weld	14 fatalities
El Paso	14 fatalities
Denver	11 fatalities
Arapahoe	10 fatalities



Source: FARS

During 2010-2012, there were 1,818 crashes that resulted in a fatal injury. During 2013-2015, that number increased to 2,098 fatal injury crashes (Table 9). Even though the number of drivers involved in fatal crashes having a Blood Alcohol Content (BAC) of 0.08 or higher increased slightly during the 2013-2015 time period (331 in 2013-2015 compared to 321 in 2010-2012), the percentage of impaired drivers was lower in the 2013-2015 time period (16 percent versus 18 percent respectively). The proportion of alcohol intoxicated drivers varied by age and sex and age group. The highest percentage of alcohol intoxicated drivers were between the ages of 21 and 34 and more male drivers than female drivers were found to have a BAC of .08 or higher.

For serious injury crashes, the alcohol and drug data is based on the law enforcement officer's opinion at time of crash, not lab values. During 2010-2012, a greater proportion of drivers were suspected of alcohol impairment compared to 2013-2015. Similar proportions of drivers suspected of drug impairment were observed for both time periods. The age group of 21-34 year olds had the highest percentage of suspected of drug or alcohol impairment compared to the other age groups.



Countermeasures that Work

To reduce alcohol- and drug-impaired driving:

Deterrence

1) Laws

- Administrative license revocation/suspension
- Open containers
- High-BAC sanctions
- BAC test refusal penalties
- Alcohol-impaired driving law review

2) Enforcement

- Publicized sobriety checkpoints
- High visibility saturation patrols
- Preliminary breath test devices
- Passive alcohol sensors
- Integrated enforcement

3) Prosecution and Adjudication

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

4) DWI offender treatment, monitoring, control

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

Prevention, intervention, communications & outreach

- Alcohol screening and brief intervention
- Mass-media campaigns

Underage drinking & alcohol-impaired driving

- Minimum drinking age 21 laws
- Zero-tolerance law enforcement
- Alcohol vendor compliance checks
- Other minimum legal drinking age 21 law enforcement

Drugged Driving

- Enforcement of drug-impaired driving

Listed have a 3-5 star effectiveness rating. For all countermeasures, visit

<http://www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf>

Table 9: Time period comparison of drivers with a blood alcohol content ≥ 0.08 in fatal crashes and drivers where investigating officer suspects alcohol and drugs in serious injury crashes in Colorado, by impaired driver age and sex

		2010-2012			2013-2015		
Age Group	Sex	Number of drivers in fatal crashes (n= 1,818)	Number of Drivers in Serious injuries (n=6,588)		Number of drivers in fatalities (n= 2,098)	Number of Drivers in Serious injuries (n=6,524)	
Driver		BAC ≥ 0.08	Alcohol	Drug(s)	BAC ≥ 0.08	Alcohol	Drug(s)
9-15	Male	0	1	0	0	2	0
	Female	0	0	0	0	0	0
	Total	0/10 (0%)	1/70 (1.4%)	0/70 (0%)	0/6 (0%)	2/62 (3.2%)	0/62 (0%)
16-20	Male	23	80	24	24	56	17
	Female	9	27	10	6	13	10
	Total	32/228 (13%)	107/664 (16.1%)	34/664 (5.1%)	32/187 (17%)	69/541 (12.8%)	27/541 (5.0%)
21-34	Male	119	363	72	128	349	93
	Female	22	112	36	23	101	30
	Total	141/649 (26%)	475/2,004 (23.7%)	108/2,004 (5.4%)	141/544 (26%)	450/2,102 (21.4%)	123/2,102 (5.9%)
35-54	Male	99	269	50	97	225	37
	Female	15	72	18	13	71	26
	Total	114/776 (17%)	341/2,288 (14.9%)	68/2,288 (3.0%)	114/590 (19%)	296/2,046 (14.5%)	63/2,046 (3.1%)
55-64	Male	23	72	12	26	61	13
	Female	2	14	9	6	7	5
	Total	25/316 (8%)	86/914 (9.4%)	21/914 (2.3%)	32/324 (10%)	68/878 (7.7%)	18/878 (2.1%)
65+	Male	7	14	4	7	17	3
	Female	2	1	3	1	3	3
	Total	7/158 (4%)	15/603 (2.5%)	7/603 (1.2%)	2/141 (1%)	20/625 (3.2%)	6/625 (1.0%)
All Ages	Male	271	803	163	282	710	168
	Female	50	226	76	49	195	74
	% crashes	321/1,818 (17.7%)	1,045/6,588 (15.9%)	243/6,588 (3.7%)	331/2,098 (15.8%)	926/6,524 (14.2%)	242/6,524 (3.7%)

Source: FARS and EARS

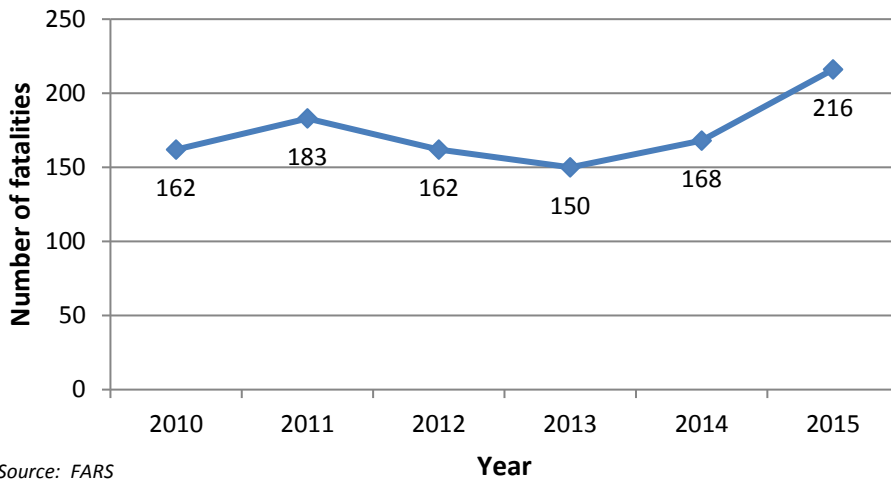
Speed Enforcement

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

Speeding related fatalities increased by 29 percent from 168 in 2014 to 216 in 2015 (Figure 18). Speeding contributed to 40 percent of all fatalities in 2015. Law enforcement officers indicated that speeding was the driver action, or specific law violation, leading to a crash in eight percent of all injury crashes (fatal and non-fatal) and seven percent of all non-injury crashes in 2015.

C-6 Top Five Counties
 Denver – 27 fatalities
 Weld – 25 fatalities
 Jefferson – 22 fatalities
 Arapahoe – 17 fatalities
 Adams – 17 fatalities

Figure 18: Speeding Related Fatalities in Colorado, 2010-2015



Source: FARS

Countermeasures that Work
 Reduce aggressive driving & speeding:

Laws

- Speed Limits

Enforcement

- Automated enforcement

Communications & Outreach

- Public information supporting enforcement

Listed have a 3-5 star effectiveness rating. For all countermeasures, visit <http://www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf>



Table 10 compares the number of drivers that were issued a citation for speeding, which entails exceeding the safe or posted speed, in fatal or serious injury crashes between two time periods: 2010-2012 and 2013-2015. Speeding contributed to a greater percent of fatal crashes than injury crashes. There was no change in the percent of fatalities between the two time periods and there was only a slight decrease in the percent of serious injuries over the two time periods. Disparities by age and sex are consistent across years and crash types. People aged 21 to 54 years and males contribute the most for speeding driver related fatalities.

Table 10: 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	2010-2012		2013-2015	
		Speeding drivers		Speeding drivers	
		Fatal crash (n=1,818)	Serious injury crash (n=53,095)	Fatal crash (n=2,098)	Serious injury crash (n=54,753)
9-15	Male	1	9	0	10
	Female	0	4	0	9
	Total	1/591 (0.1%)	13/427 (3.0%)	0/676 (0.0%)	19/433 (4.4%)
16-20	Male	51	347	61	267
	Female	31	194	22	153
	Total	82/591(13.8%)	541/6453 (8.4%)	83/676 (12.3%)	420/5589 (7.5%)
21-34	Male	173	780	218	658
	Female	47	317	50	315
	Total	220/591 (37.2%)	1097/16386 (6.7%)	268/676 (39.6%)	973/17330 (5.6%)
35-54	Male	155	543	156	447
	Female	37	256	38	219
	Total	192/715 (32.7%)	799/16276 (4.9%)	194/676 (28.7%)	666/15498 (4.3%)
55-64	Male	46	196	58	128
	Female	15	78	15	58
	Total	61/591 (10.3%)	274/6280 (4.4%)	73/676 (10.8%)	186/5840 (3.2%)
65+	Male	28	129	39	105
	Female	7	33	19	39
	Total	35/591 (5.9%)	162/4735 (3.4%)	58/676 (8.6%)	144/4585 (3.1%)
All	Male	454	2012	532	1672
	Female	137	883	144	801
	% Crash	591/1818 (32.5%)	2895/53095 (5.5%)	676/2098 (32.2%)	2473/54753 (4.5%)

Source: FARS and EARS; NOTE: Sum in last row may not equal total number of crashes due to missing data.

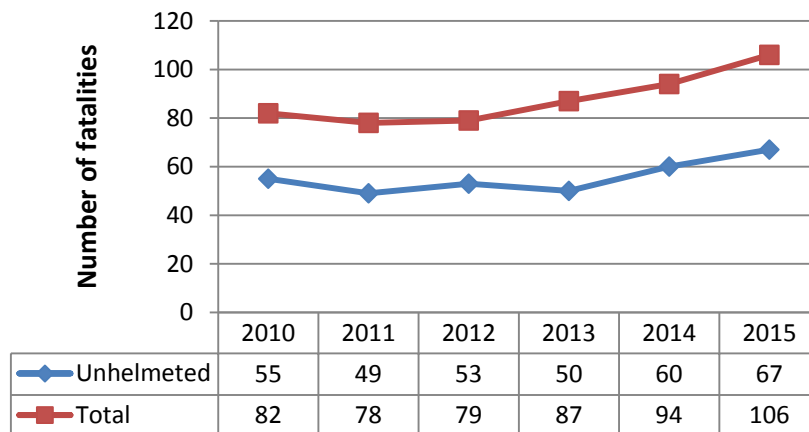
Motorcycle Safety

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

C-7 Top Five Counties
 Denver – 14 fatalities
 Jefferson – 14 fatalities
 El Paso – 10 fatalities
 Larimer – 9 fatalities
 Weld – 8 fatalities

Motorcyclist fatalities increased 29 percent over the past six years. In 2010, there were 82 fatalities and in 2015 there were 106 (Figure 19). The 106 motorcyclist fatalities in 2015 accounted for 19 percent of the total motor vehicle fatalities. Among motorcycle fatalities, 63 percent were not wearing a helmet in 2015, compared to 67 percent not wearing a helmet in 2010. Motorcyclists accounted for 11 percent of total motor vehicle injuries in 2015 and 17 percent of serious injuries.

Figure 19: Motorcyclist fatalities in Colorado, 2010-2015



Source: FARS

Countermeasures that Work
 Improve motorcycle safety:

Motorcycle Helmets

- Universal coverage State motorcycle helmet use laws

Alcohol Impairment

- Alcohol impairment: detection, enforcement, & sanctions

Listed have a 3-5 star effectiveness rating. For all countermeasures, visit <http://www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf>

A higher percentage of those involved in a motorcycle crash sustained serious injuries and fatal injuries (Table 11) compared to people involved in non-motorcycle crashes. Notably, the percent of fatal injuries from motorcycle crashes was 39 times higher than the percent of fatal injuries from non-motorcycle crashes. The percent of non-incapacitating and incapacitating injuries was 11 and 20 times the percent of the respective injuries in non-motorcycle crashes.

Injury type	None	Complaint	Non-incapacitating	Incapacitating	Fatal
Motorcycle crash (n=2,709)	26.6% (721)	16.1% (435)	32.9% (892)	19.7% (533)	3.9% (106)
Non-motorcycle crash (n=278,380)	86.0% (239,319)	9.9% (27,591)	3.0% (8,415)	1.0% (2,645)	0.1% (410)

Source: EARS

*Due to missing data on injury severity, numbers and percentages may not sum to total number or 100%

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

Of the 106 motorcyclist fatalities, 61 percent were not wearing helmets (Figure 19). Between 2010 and 2015, the percent of motorcyclists who died each year and were not wearing helmets ranged between 61 and 67 percent.

C-8 Top Five Counties

- Denver – 9 fatalities
- Jefferson – 7 fatalities
- Larimer – 7 fatalities
- Weld – 7 fatalities
- Adams – 6 fatalities



Table 12 compares the number of motorcyclists (operators and/or passengers) killed or seriously injured in crashes between 2010-2012 and 2013-2015. People between 21 and 34 years experienced more fatalities and serious injuries in the later time period compared to the earlier. Consistent between the two time periods is the persistent disparity in fatalities and injuries by age and sex. Overall, two-thirds of the people who died were not wearing a helmet and a little less than 50 percent for those seriously injured were not wearing a helmet at the time of the crash.

		2010-2012				2013-2015			
		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
9-14	Male	1	1	1	7	1	1	2	7
	Female	0	0	0	4	0	0	1	2
	Total	1 (100.0%)	1	1 (9.1%)	11	1 (100.0%)	1	3 (33.3%)	9
15-20	Male	6	10	27	54	6	8	17	44
	Female	1	2	11	20	0	0	5	8
	Total	7 (58.3%)	12	38 (51.4%)	74	6 (75.0%)	8	22 (42.3%)	52
21-34	Male	22	47	146	348	38	75	171	383
	Female	1	2	34	66	3	7	36	73
	Total	23 (46.9%)	49	180 (43.5%)	414	41 (50.0%)	82	207 (45.4%)	456
35-54	Male	70	91	316	575	69	94	272	492
	Female	10	13	81	155	11	14	62	114
	Total	80 (76.9%)	104	397 (54.4%)	730	80 (74.1%)	108	334 (55.1%)	606
55-64	Male	36	54	120	273	30	48	102	231
	Female	2	5	9	35	2	8	11	39
	Total	38 (64.4%)	59	129 (41.9%)	308	32 (57.1%)	56	113 (41.9%)	270
65+	Male	6	12	25	83	15	32	38	111
	Female	2	2	2	7	0	0	3	12
	Total	8 (57.1%)	14	27 (30.0%)	90	15 (46.9%)	32	41 (33.3%)	123
All	Male	141	215	635	1341	159	258	604	1270
	Female	16	24	137	288	16	29	118	248
	Total	157 (65.7%)	239	772 (47.4%)	1629	175 (61.0%)	287	722 (47.6%)	1518

Source: FARS and EARS

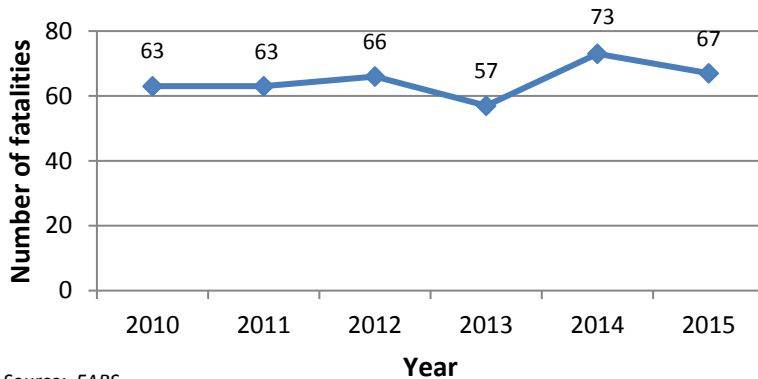
Young Drivers

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

The number of drivers aged 15-20 years old involved in a fatal motor vehicle crash decreased by 8 percent from 2014 to 2015 but has increased 1.6 percent increase over the past 5 years (Figure 20). From 2014 to 2015, the number of fatalities among people aged 15-20 years old, regardless of the age of the driver, decreased by 15 percent (Figure 21).

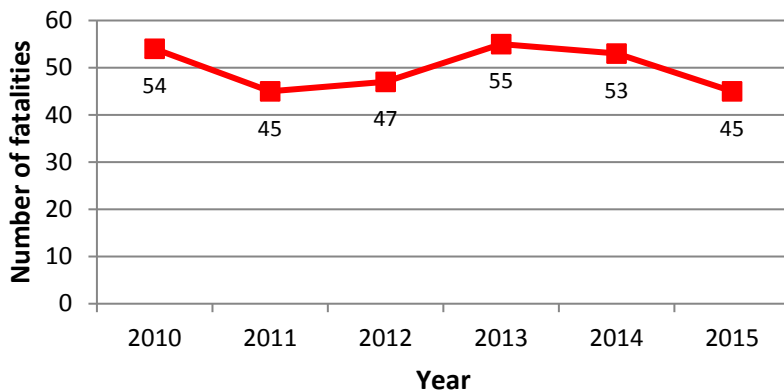
C-9 Top Five Counties
 Arapahoe – 9 drivers
 Denver – 7 drivers
 Weld – 6 drivers
 El Paso – 6 drivers
 Larimer – 5 drivers

Figure 20: Number of drivers age 15-20 years old involved in a fatal motor vehicle crash, Colorado, 2010-2015



Source: FARS

Figure 21: Motor vehicle fatalities in Colorado among persons aged 15-20 years old, 2010-2015



Source: FARS

Countermeasures that Work
 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 & zero-tolerance laws

Listed have a 3-5 star effectiveness rating. For all countermeasures, visit <http://www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf>

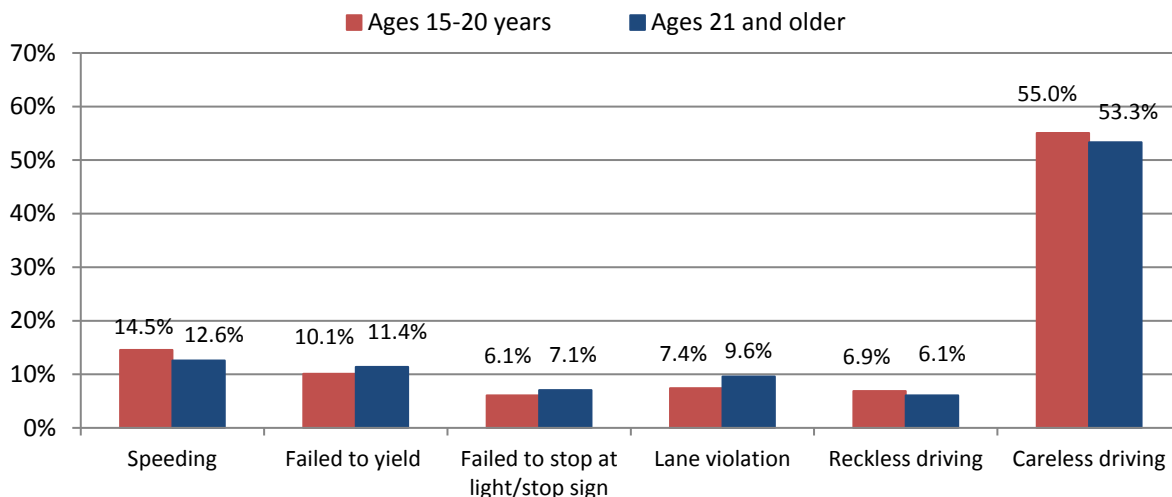
Table 13 compares the number of drivers aged 15-20 years in a fatal or serious injury crash between 2010-2012 and 2013-2015. Between 2010 and 2012, a greater percent of 15-20 year olds were involved in fatal crashes and serious injury crashes compared to 2013-2015. For each time period there were disparities by age and sex with the older age groups and males being involved in more fatal and serious injury crashes.

Table 13: Young drivers at fault in fatal crashes and serious injury crashes, by age and sex of driver					
Age Group	Sex	2010-2012		2013-2015	
		Drivers in fatal crashes <i>n</i> = 1,818	Drivers in serious injury crashes <i>n</i> = 6,558	Drivers in fatal crashes <i>n</i> = 2,098	Drivers in serious injury crashes <i>n</i> = 6,270
15	Male	4	9	2	14
	Female	0	4	0	6
	Total (%)	4/151 (2.6%)	13 (2.0%)	2/156 (1.3%)	20 (3.6%)
16-17	Male	23	108	30	85
	Female	14	65	12	59
	Total (%)	37/151 (24.5%)	173 (26.0%)	42/156 (26.9%)	144 (25.7%)
18-20	Male	74	285	78	239
	Female	36	193	34	158
	Total (%)	110/151 (72.9%)	478 (72.0%)	112/156 (71.8%)	397 (70.7%)
Total: 15-20	Male	101	402	110	338
	Female	50	262	46	223
	Total (%)	151/1,818 (8.3%)	664/6,558 (10.1%)	156/2,098 (7.4%)	561/6,270 (8.9%)

Source: EARS and FARS

Figure 22 shows the top driver actions that led to an injury or fatal crash by young versus other drivers in Colorado in 2015. Young drivers (ages 15-20) had a higher percentage of speeding, reckless driving, and careless driving compared to those drivers aged 21 or older.

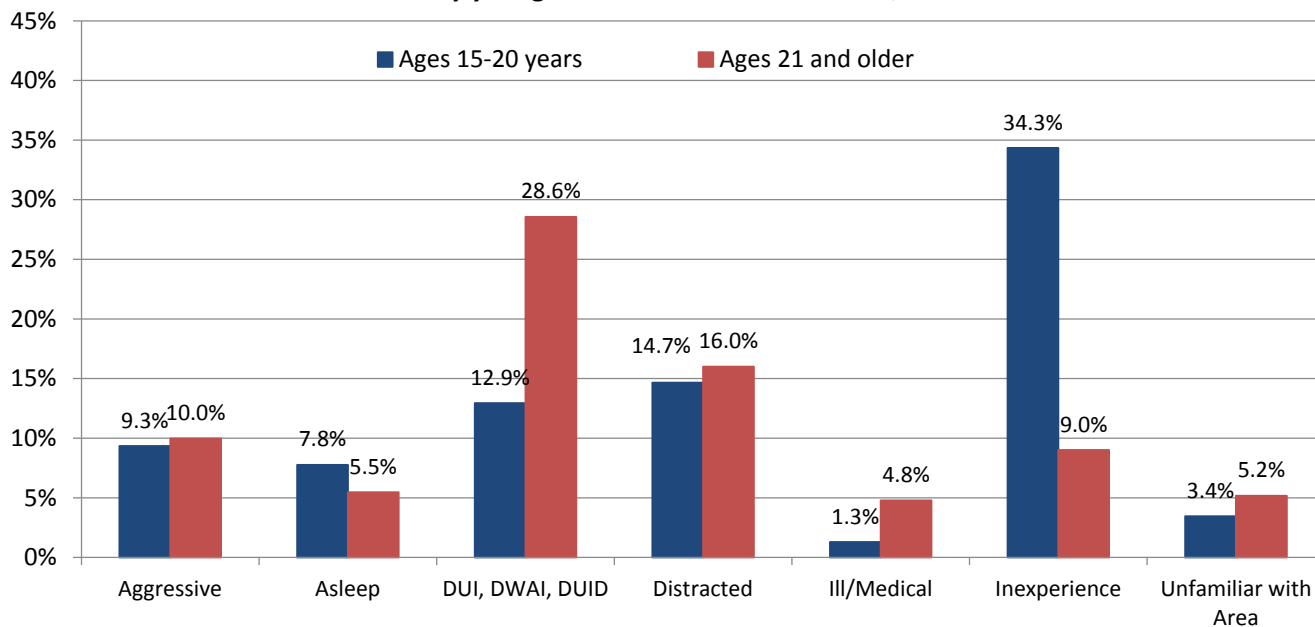
Figure 22. Top driver actions associated with the cause of a crash in injury and fatal crashes by young drivers versus other drivers , Colorado 2015



Source: EARS

Contributing factors are also recorded in motor vehicle crashes. Figure 23 shows contributing factors among injury and fatal crashes by young drivers compared to drivers age 21 or older. Inexperience was the leading contributing factor in injury/fatal crashes among young drivers.

Figure 23. Contributing factors associated with the cause of a crash in injury and fatal crashes by young drivers versus other drivers , Colorado 2015



Source: EARS

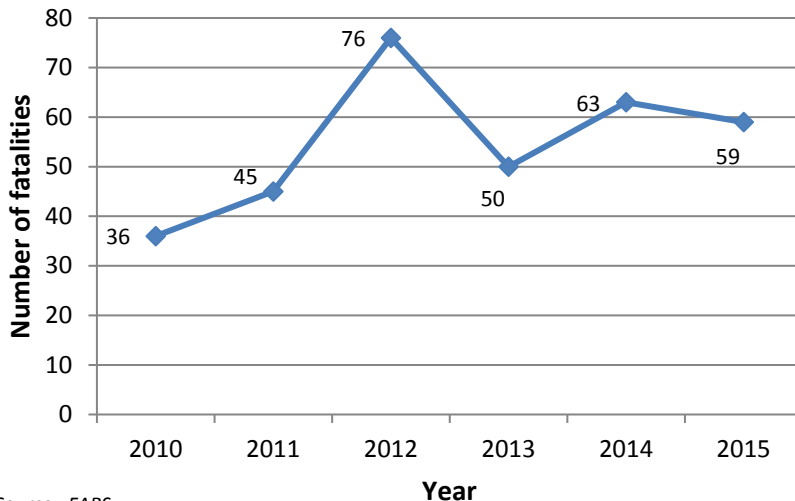
Distracted = passenger, cell phone, radio, food object, pet, etc.

Pedestrian and Bicycle Safety

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

In 2015, there were 1,245 motor vehicle crashes involving a pedestrian. Of the 1,795 pedestrians involved in these motor vehicle crashes, 59 pedestrians died and 316 were seriously injured. The 59 pedestrian fatalities in 2015 accounted for 11 percent of all motor vehicle fatalities. The pedestrian fatalities decreased by six percent between 2014 and 2015 (Figure 24). However, pedestrian fatalities have increased seven percent over the past five years.

Figure 24: Pedestrian fatalities in Colorado, 2010-2015



Source: FARS



C-10 Top Five Counties

- Denver – 13 pedestrian fatalities
- Jefferson – 9 pedestrian fatalities
- Adams – 6 pedestrian fatalities
- Arapahoe – 6 pedestrian fatalities
- El Paso – 6 pedestrian fatalities

Countermeasures that Work

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

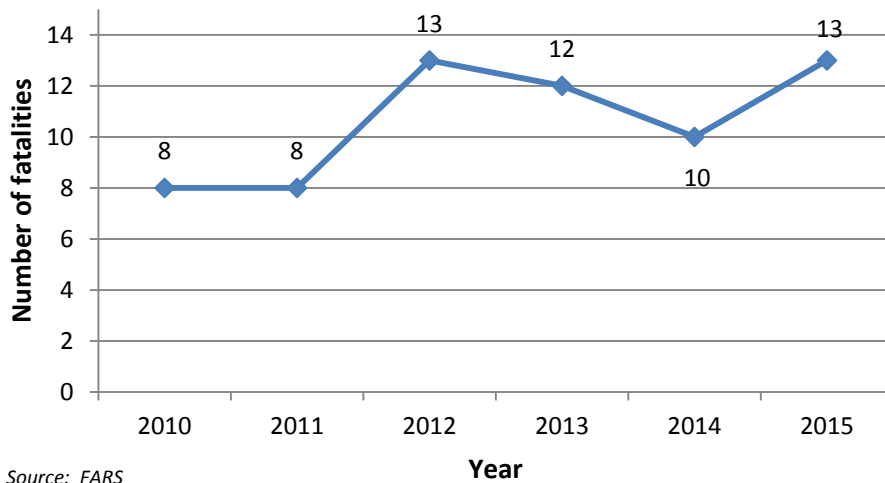
Listed have a 3-5 star effectiveness rating. For all countermeasures,

visit <http://www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf>

Bicycle Crashes

In 2015, there were 1,019 crashes involving a bicyclist. Of the 1,509 bicyclists involved in these motor vehicle crashes, 13 bicyclists died and 167 were seriously injured. Bicyclist fatalities increased in 2015 (Figure 25) and have increased 13 percent over the past 5 years. Bicyclist fatalities accounted for two percent of all fatalities in 2015.

Figure 25: Bicyclist fatalities in Colorado, 2010-2015



Source: FARS



Table 14 shows pedestrian and bicyclist fatalities and serious injuries due to crashes for each age and sex group in 2010-2012 and 2013-2015. A “Total” row within each age group shows the total number of fatalities or serious injuries in that age group and the percent of all ages (last row). Pedestrian fatalities and serious injuries increased during 2013-2015 compared to 2010-2012. Most pedestrian fatalities and injuries occurred in the 21-34 and 35-54 year old age groups and in more males compared to females. Bicyclist fatalities and serious injuries increased in 2013-2015 compared to 2010-2012. Most bicyclist fatalities occurred in the 35-54 and 55-64 age groups where as serious injuries in bicyclists occurred more in the 21-34 and 35-54 age groups during the 2013-2015 years compared to other age groups. Males suffered more fatalities and serious injuries compared to females in all age groups.

		PEDESTRIANS				BICYCLISTS			
		2010-2012		2013-2015		2010-2012		2013-2015	
Age Group	Sex	Fatalities	Serious Injuries	Fatalities	Serious Injuries	Fatalities	Serious Injuries	Fatalities	Serious Injuries
<5	Male	2	7	1	11	0	0	0	1
	Female	1	4	0	3	0	0	0	0
	Total	3 (1.9%)	11 (1.4%)	1 (0.6%)	14 (1.5%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 (0.2%)
5 to 8	Male	0	18	4	22	0	11	0	8
	Female	1	5	0	8	1	3	0	2
	Total	1 (0.6%)	23 (3.0%)	4 (2.3%)	30 (3.3%)	1 (3.4%)	14 (3.6%)	0 (0.0%)	10 (2.2%)
9 to 14	Male	4	37	1	54	0	41	0	33
	Female	1	35	0	34	0	8	0	10
	Total	5 (3.2%)	72 (9.4%)	1 (0.6%)	88 (9.6%)	0 (0.0%)	49 (12.6%)	0 (0.0%)	43 (9.3%)
15-20	Male	11	60	11	48	1	21	0	34
	Female	1	32	2	34	1	13	0	4
	Total	12 (7.6%)	92 (12.0%)	13 (7.6%)	82 (9.0%)	2 (6.9%)	34 (8.8%)	0 (0.0%)	38 (8.3%)
21-34	Male	24	113	32	120	3	83	8	97
	Female	9	65	10	87	1	29	1	37
	Total	33 (21.0%)	178 (23.3%)	42 (24.4%)	207 (22.6%)	4 (13.8%)	112 (28.9%)	9 (25.7%)	134 (29.1%)
35-54	Male	40	140	46	182	13	88	10	104
	Female	8	72	12	100	0	34	0	24
	Total	48 (30.7%)	212 (27.7%)	58 (33.7%)	282 (30.8%)	13 (44.9%)	122 (31.4%)	10 (28.6%)	128 (27.8%)
55-64	Male	19	59	22	73	5	30	10	59
	Female	8	29	6	41	0	8	2	10
	Total	27 (17.2%)	88 (11.5%)	28 (16.3%)	114 (12.4%)	5 (17.2%)	38 (9.8%)	12 (34.3%)	69 (15.0%)
65+	Male	16	40	16	36	3	12	3	16
	Female	12	35	9	35	1	2	1	4
	Total	28 (17.8%)	75 (9.8%)	25 (14.5%)	71 (7.8%)	4 (13.8%)	14 (3.6%)	4 (11.4%)	20 (4.3%)
All	Male	116	481	133	563	25	290	31	366
	Female	41	283	39	353	4	98	4	94
	Total	157	764	172	916	29	388	35	460

Source: FARS and EARS

Age is missing on some records and thus total may not equal sum of age groups.

Distracted Driving

There were 122,575 crashes in 2015 involving 230,874 drivers. Law enforcement officers reported a human contributing factor for 66,416 (29 percent) of all drivers involved in all crashes in 2015. Figure 26 shows the top contributing factors that law enforcement officers noted in a motor vehicle crash by injury crash type. Picking one contributing factor is a challenge because: 1) a driver may fall into one or more categories; 2) the law enforcement officer may mark 'Other Factor' and describe this selection in the narrative; and 3) a driver may not fully reveal their behavior at the time of the crash. The 'distracted' factor includes being distracted by a passenger, cell phone, radio, food, objects, pets, etc. DUI, DWAI, DUID factors were most prevalent in injury and fatal crashes compared to property damage only crashes. Being 'distracted' occurred in a higher percentage of property damage only crashes (non-injury) compared to injury or fatal crashes.

Countermeasures that Work

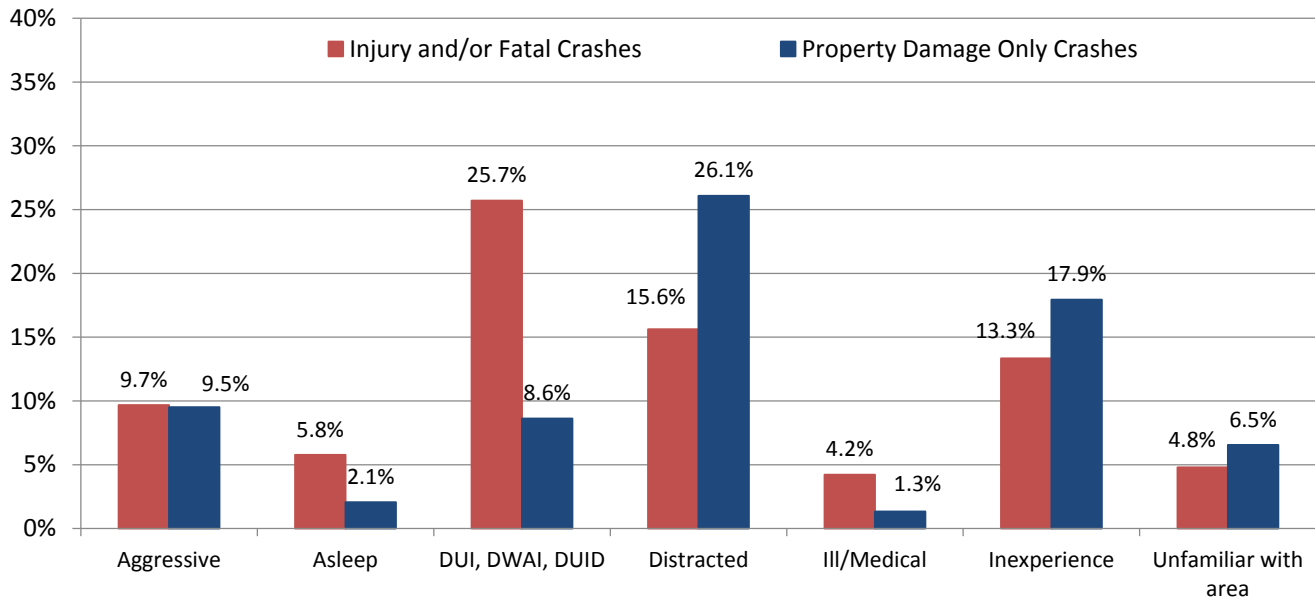
Reduce distracted and drowsy driving:

Laws and Enforcement

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

Listed have a 3-5 star effectiveness rating. For all countermeasures, visit <http://www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf>

Figure 26. Top contributing factors associated with cause of motor vehicle crashes by crash type, Colorado 2015

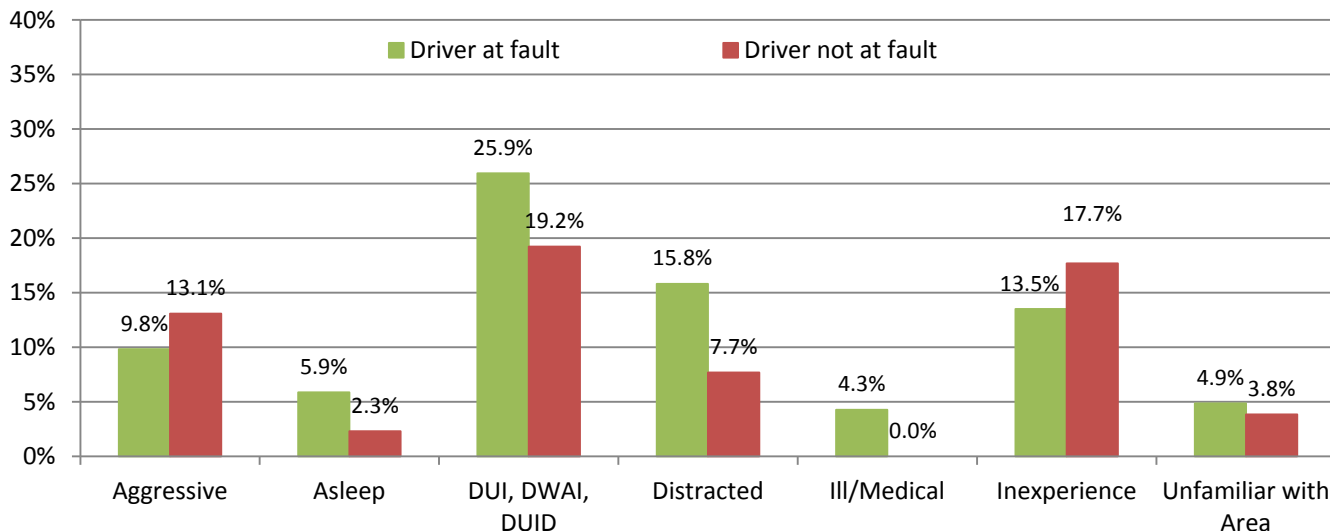


Source: EARS

Distracted = passenger, cell phone, radio, food object, pet, etc.

The behavioral factors associated with an injury/fatal crash differed according to whether the driver was at fault for the crash. Figure 27 compares the driver factors according to driver fault among injury/fatal crashes in 2015. The percent of drivers that were found to be impaired (DUI, DWAI, DUID), distracted, asleep at the wheel, and being ill or having a medical issue was greater for drivers at fault than drivers not at fault.

Figure 27. Comparison of driver factors associated with a motor vehicle crash by crash fault: injury and fatal crashes, Colorado 2015

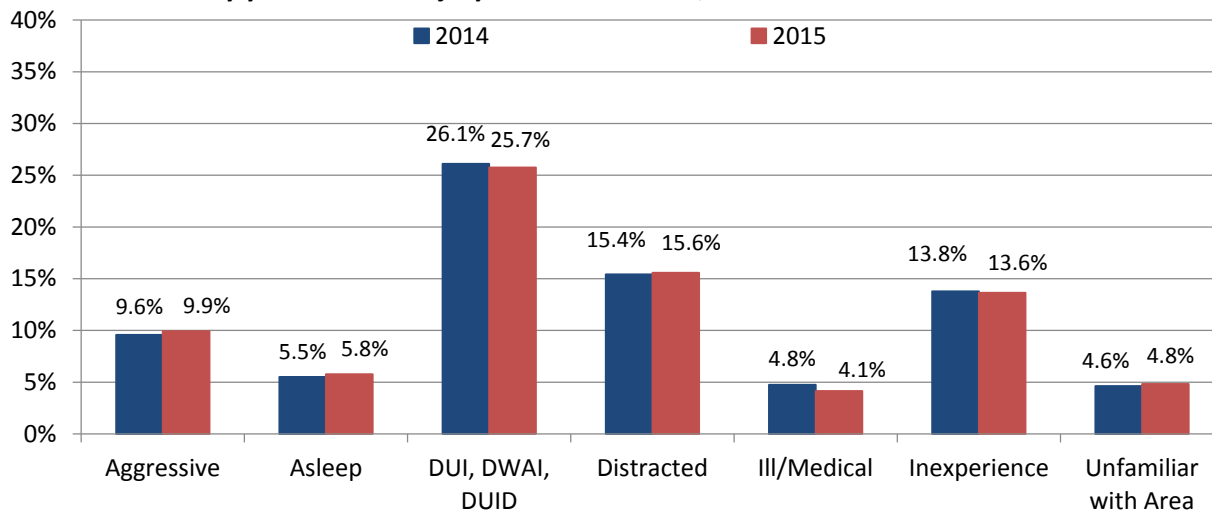


Source: EARS

Distracted = passenger, cell phone, radio, food object, pet, etc.

Figure 28 compares the top seven types of driver factors noted in injury/fatal crashes in 2014 compared to 2015. The percent of driver factors associated with an injury or fatal crash were similar between both years.

Figure 28. Comparison of driver factors associated with a motor vehicle crash by year of crash: injury and fatal crashes, Colorado 2014 and 2015



Source: EARS

Distracted = passenger, cell phone, radio, food object, pet, etc.

Table 15 shows the number of distracted drivers in all crashes by age and sex of the driver between 2010-2012 and 2013-2015. Overall, the number of distracted drivers increased (14 percent) during 2013-2015. The number of 15-20 year old distracted drivers decreased by two percent. However, the number distracted drivers increase in the other four age groups.

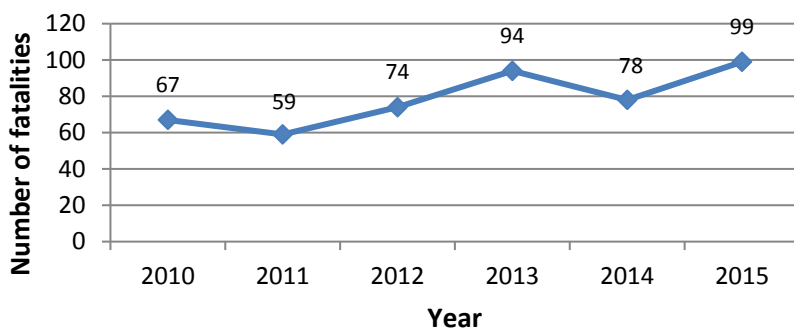
Table 15. Comparison between time periods in the number of distracted drivers by driver sex and age group, all types of motor vehicle crashes in Colorado				
Age Group	Sex	2010-2012	2013-2015	%Δ between time periods
15 - 20	Male	3,507	3,549	
	Female	3,053	2,881	
	Total	6,560	6,430	2.0% decrease
21 - 34	Male	7,161	8,781	
	Female	6,039	7,242	
	Total	13,200	16,023	21.4% increase
35 - 54	Male	6,011	6,705	
	Female	4,940	5,107	
	Total	10,951	11,812	7.9% increase
55 - 64	Male	1,974	2,347	
	Female	1,656	1,734	
	Total	3,630	4,081	12.4% increase
65+	Male	1,404	1,719	
	Female	1,212	1,492	
	Total	2,616	3,211	22.7% increase
All	Male	20,117	23,500	
	Female	16,937	18,767	
	Total	37,054	42,267	14.1% increase

Source: EARS

Older Drivers

Between 2010 and 2015, the number of drivers age 65 years or older involved in a fatal motor vehicle crash shows an increasing trend (Figure 29). There were 99 drivers age 65 years or older in a fatal motor vehicle crash in 2015 compared to 67 drivers in 2010. This number includes the number of drivers age 65 or older in the fatal motor vehicle crash but does not indicate that the older driver was at fault. The population of Coloradans aged 65 and older has also increased over time. The number of Coloradans aged 65 and older increased 28 percent from 554,336 in 2010 to 711,282 in 2015.

Figure 29: Number of drivers age 65 years or older involved in a fatal motor vehicle crash, Colorado 2010-2015



Source: FARS Data

Countermeasures that Work

Improve older driver safety:

Licensing

- License screening & testing
- Referring older drivers to DMVs
- License restrictions

Traffic Law Enforcement

- Law enforcement roles

Listed have a 3-5 star effectiveness rating. For all countermeasures, visit <http://www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf>

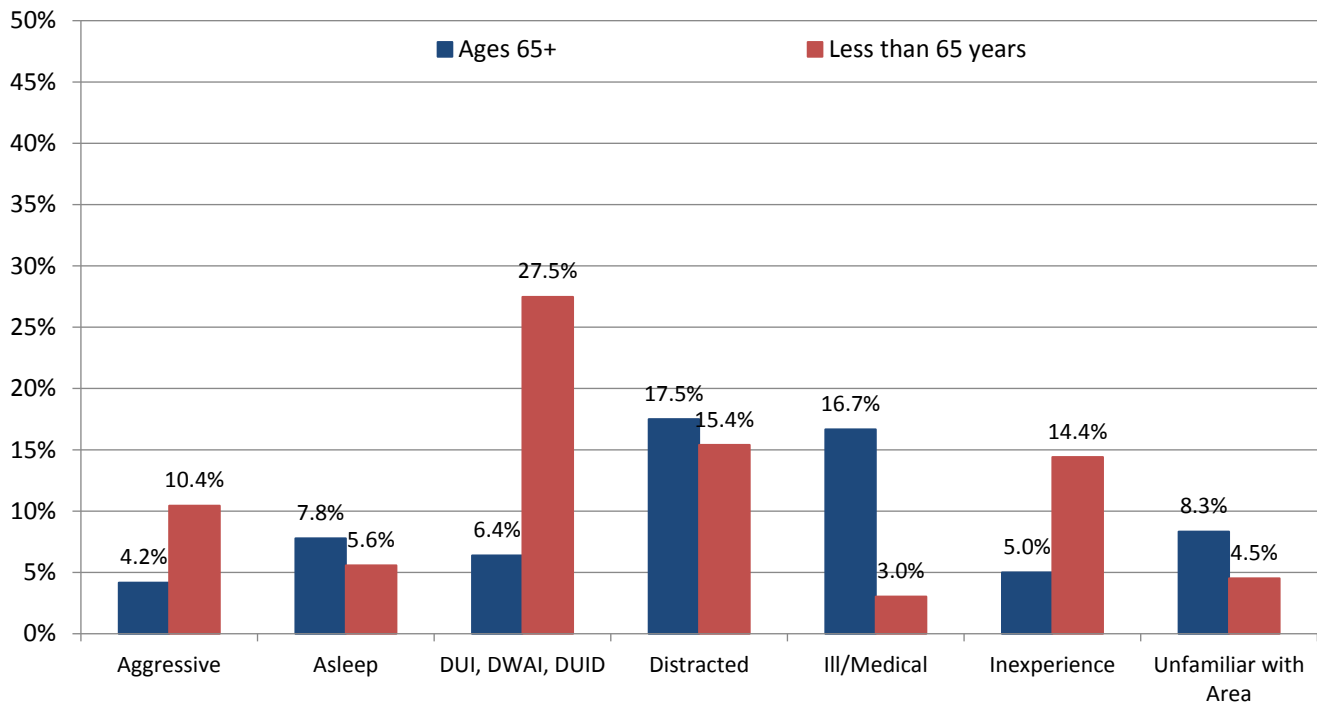
Thirteen percent of older drivers were involved in a fatal motor vehicle crash during the years 2013 to 2015. Table 16 shows the age breakdown of older drivers in fatal motor vehicle crashes and the percent at fault in those fatal crashes. Overall, 72 percent of older drivers were at fault in the fatal crash. Though the numbers are small, drivers aged 90 or older were at fault in 100 percent of fatal motor vehicle crashes.

Age of driver	Number of drivers	Percent at fault
65-69	74	66.2% (49)
70-74	50	76.0% (38)
75-79	47	70.2% (33)
80-84	29	75.9% (22)
85-89	21	66.7% (14)
90+	8	100% (8)
Total	229	71.6% (164)

Source: EARS

Figure 30 shows the contributing factors associated in an injury or fatal crash among older drivers compared to drivers younger than 65 years. A higher percentage of older drivers had ill/medical factors, fell asleep while driving, and were unfamiliar with the area that contributed to the crash compared to drivers younger than 65 years. A higher percentage of drivers younger than 65 had a DUI, DWAI, or DUID compared to drivers 65 years or older.

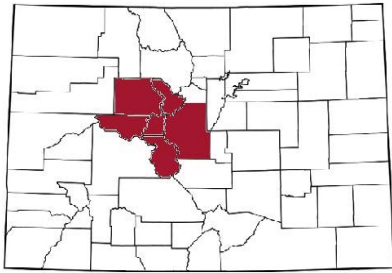
Figure 30. Factors associated with the cause of a crash in injury and fatal crashes among older drivers versus other drivers , Colorado 2015



Source: EARS

Distracted = Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.

Central Mountains RETAC



Counties: Eagle, Summit, Pitkin, Lake, Park, and Chaffee.

Table 17. Central Mountains RETAC Demographics, 2015

Age Group	Female	Male	Total
<5	3,567	3,724	7,291
5-8	3,359	3,496	6,855
9-15	5,843	6,121	11,964
16-20	3,680	3,967	7,647
21-34	12,366	15,554	27,920
35-54	19,297	22,974	42,271
55-64	10,284	11,103	21,387
65+	9,346	9,788	19,134
Total	67,742	76,728	144,470

Data source: 2015 DOLA

TABLE 18: CENTRAL MOUNTAINS RETAC TREND ANALYSIS 2011-2015

Performance Measure Reduce the number of:	CO 5-Year Crude Rate Event/100,000 people	RETAC Numbers By Year					RETAC 5-Year Crude Rate Event/100,000 people	5-Year % Change^
		2011	2012	2013	2014	2015		
Traffic fatalities	9.4	25	18	14	25	17	14.1	↓9.2%
Serious injuries in traffic crashes	63.3	108	123	98	121	103	78.6	↓1.2%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	10	3	7	7	10	5.3	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	5	4	3	3	3	2.7	↓12.0%
Speeding-related fatalities	2.6	11	8	5	8	5	5.3	↓17.9%
Motorcyclist fatalities	1.7	4	3	3	3	0	1.8	↓100%
Unhelmeted motorcyclist fatalities	1.1	3	0	1	1	0	0.6	↓100%
Drivers age 20 or younger in fatal crashes	1.3	4	2	0	3	1	1.4	↓29.3%
Pedestrian fatalities	1.1	1	3	1	4	1	1.4	0.0%

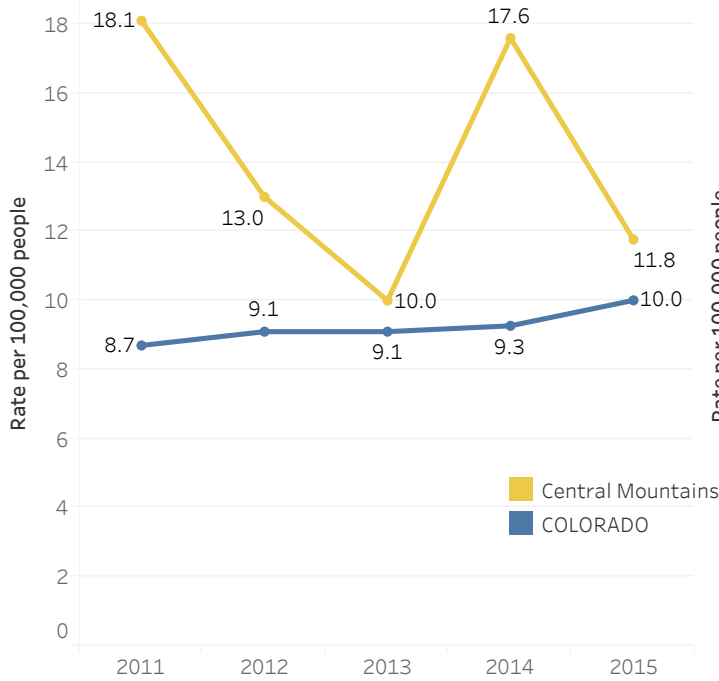
^Green cells represent a reduction in the RETAC's numbers for each performance measure from 2011 to 2015, indicating where the RETAC is doing well. Red cells represent an increase in the RETAC's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

Data sources: EARS, FARS, Institute of Transportation Management at CSU (Seat belt use)

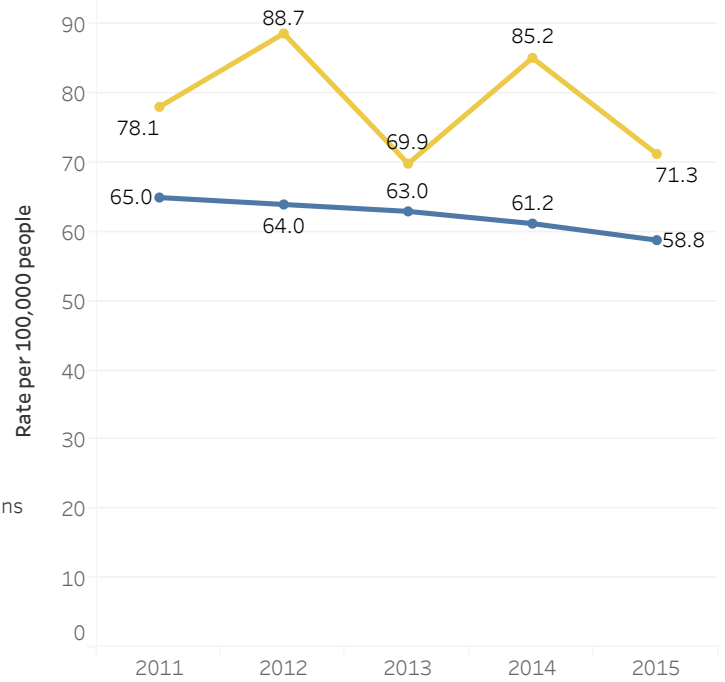
**Seat belt use survey data was collected in only select counties each year; therefore, data may only be shown for the state of Colorado and/or have only one year of data for the county.

Central Mountains

Fatality rate by RETAC and Colorado, 2011-2015



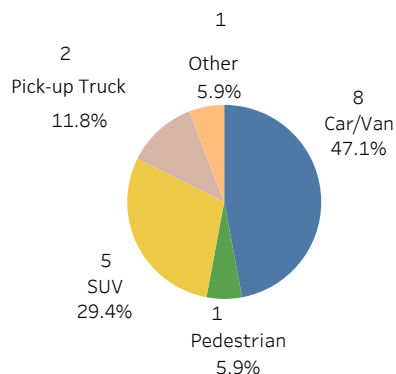
Serious injury rate by RETAC and Colorado, 2011 - 2015



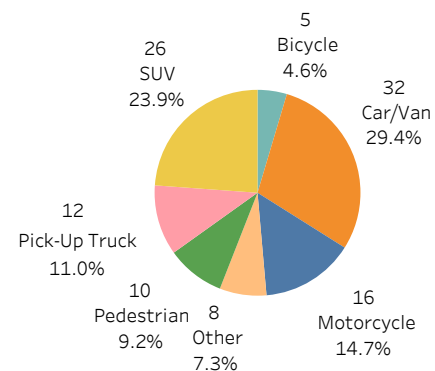
RETAC fatalities by person and vehicle type, and hospitalizations, by age group, 2013-2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup/Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	1	0	0	0	1	0	0
5-8	0	0	0	0	0	0	1
9-15	2	2	0	0	0	0	4
16-20	1	1	0	0	0	0	15
21-34	19	14	2	0	3	0	52
35-54	12	5	1	4	2	0	51
55-64	8	4	3	1	0	0	36
65+	13	11	1	1	0	0	31
Total	56	37	7	6	6	0	190

Mode of transportation of fatalities by RETAC, 2015

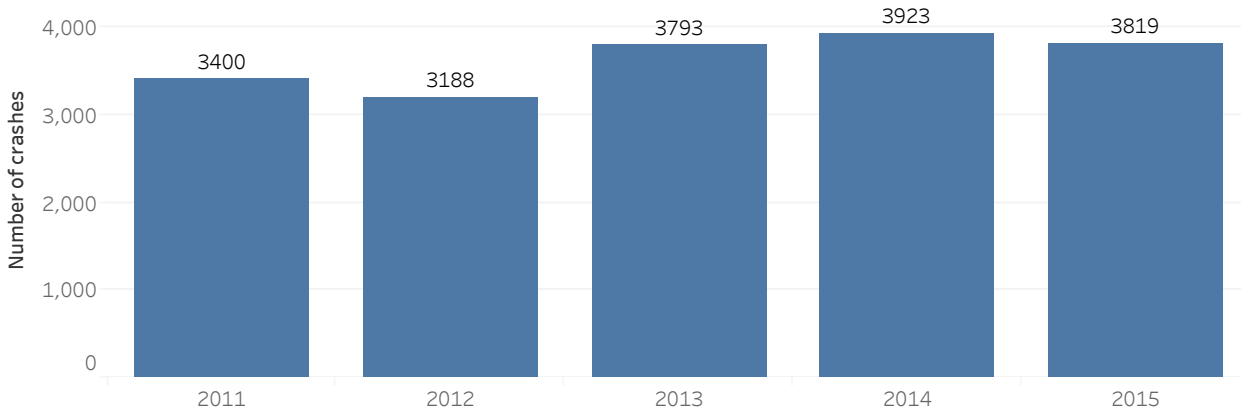


Mode of transportation of seriously injured by RETAC, 2015



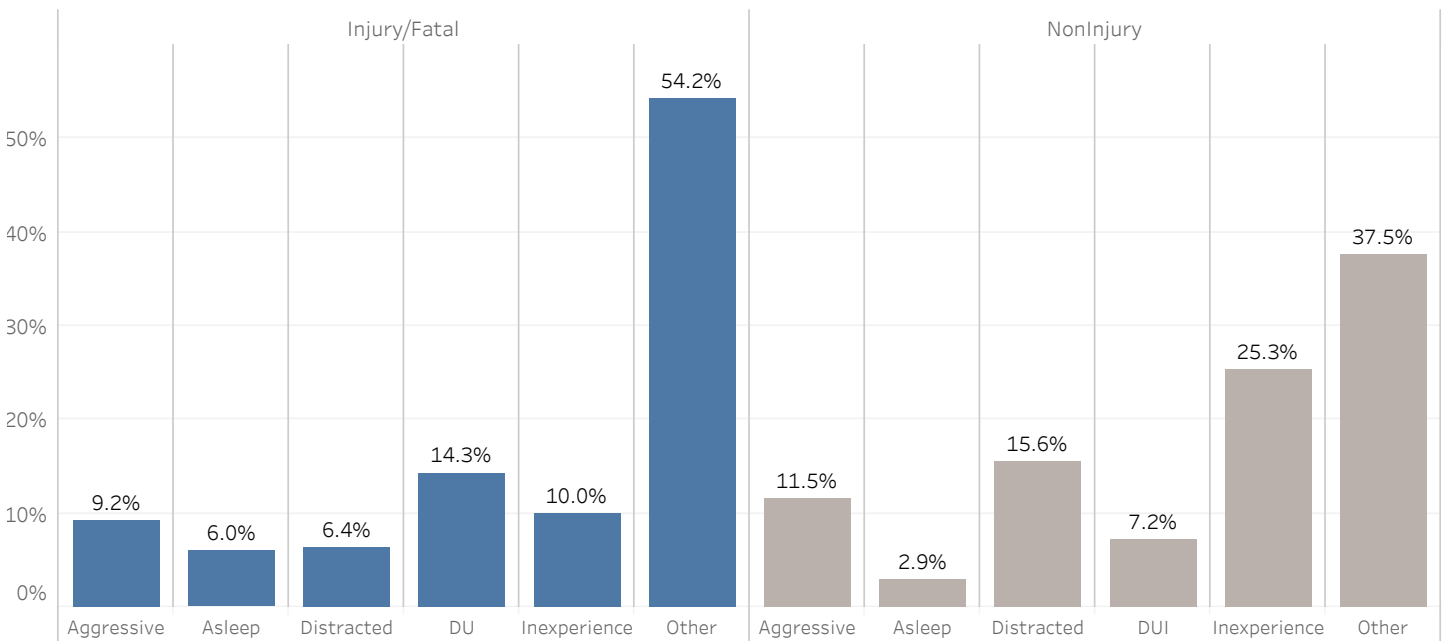
Central Mountains

Total number of motor vehicle crashes by RETAC, 2011 -2015

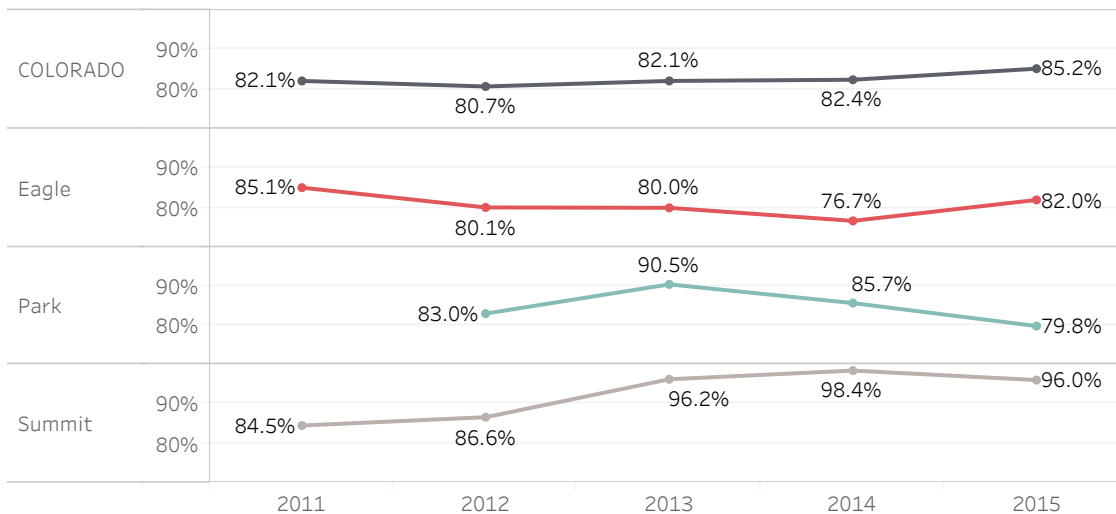


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by RETAC, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pets, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Central Mountains

Impaired Driving

Of the 17 fatalities in 2015, (18 percent) 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).

Speed Enforcement

In 2015, 29 percent of fatalities and 20 percent of serious injuries involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 6 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 1 driver(s) age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There was/were 1 pedestrian(s) and 0 bicyclist(s) killed in 2015.

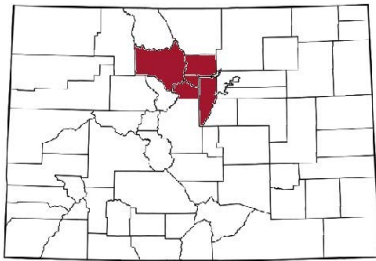
Occupant Protection

In 2015, 10 of the 15 (67 percent) motor vehicle occupant fatalities and 16 of the 74 (22 percent) seriously injured occupants were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



Foothills RETAC



Counties: Grand, Boulder, Gilpin, Clear Creek, and Jefferson.

Table 19. Foothills RETAC Demographics, 2015

Age Group	Female	Male	Total
<5	22,417	23,407	45,823
5-8	20,148	20,816	40,963
9-15	38,141	40,078	78,219
16-20	32,194	34,055	66,249
21-34	79,463	88,223	167,686
35-54	125,500	124,673	250,172
55-64	69,086	65,778	134,864
65+	70,994	59,197	130,191
Total	457,943	456,226	914,169

Data source: 2015 DOLA

TABLE 20: FOOTHILLS RETAC TREND ANALYSIS 2011-2015

Performance Measure Reduce the number of:	CO 5-Year Crude Rate Event/100,000 people	RETAC Numbers By Year					RETAC 5-Year Crude Rate Event/100,000 people	5-Year % Change^
		2011	2012	2013	2014	2015		
Traffic fatalities	9.4	54	60	65	62	87	7.4	↑12.7%
Serious injuries in traffic crashes	63.3	460	518	508	479	501	55.3	↑2.2%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	17	15	24	15	19	2.0	↑2.8%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	13	17	17	19	24	2.0	↑16.6%
Speeding-related fatalities	2.6	17	25	27	22	33	2.8	↑18.0%
Motorcyclist fatalities	1.7	8	16	13	19	24	1.8	↑31.6%
Unhelmeted motorcyclist fatalities	1.1	3	9	9	9	12	0.9	↑41.4%
Drivers age 20 or younger in fatal crashes	1.3	8	9	2	9	7	0.8	↓3.3%
Pedestrian fatalities	1.1	10	7	4	8	13	0.9	↑6.8%

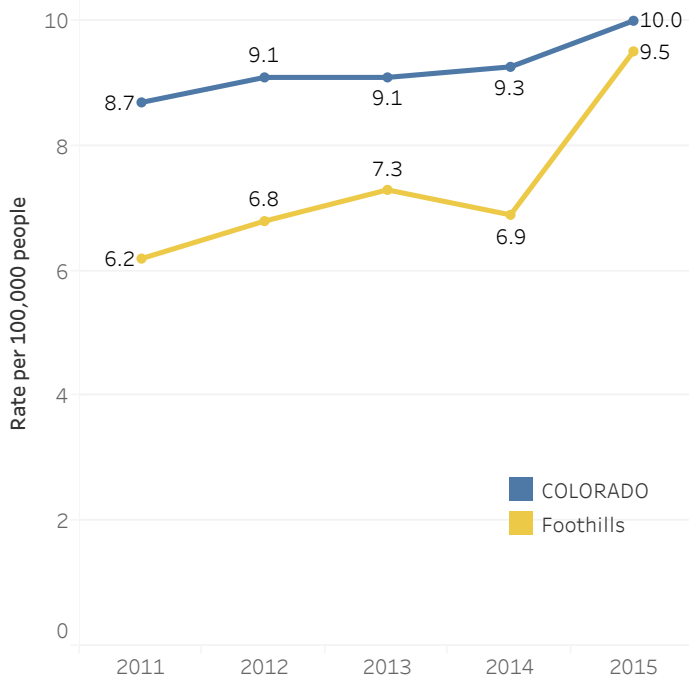
^Green cells represent a reduction in the RETAC's numbers for each performance measure from 2011 to 2015, indicating where the RETAC is doing well. Red cells represent an increase in the RETAC's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

Data sources: EARS, FARS, Institute of Transportation Management at CSU (Seat belt use)

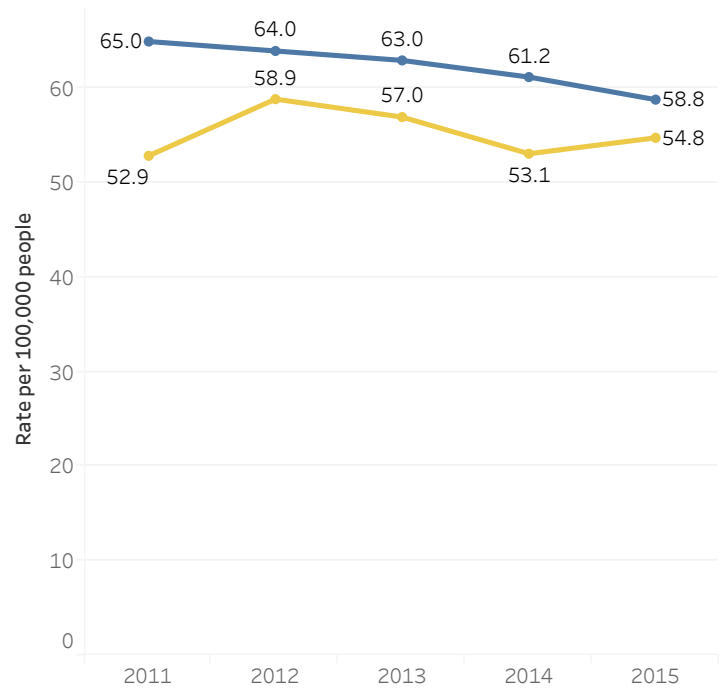
**Seat belt use survey data was collected in only select counties each year; therefore, data may only be shown for the state of Colorado and/or have only one year of data for the county.

Foothills RETAC

Fatality rate by RETAC and Colorado, 2011-2015



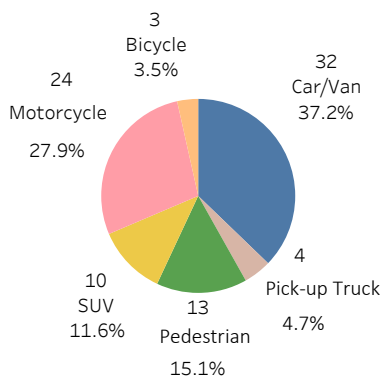
Serious injury rate by RETAC and Colorado, 2011 - 2015



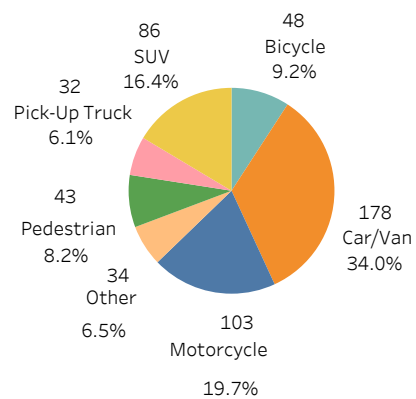
RETAC fatalities by person and vehicle type, and hospitalizations, by age group, 2013-2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup/Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	3
5-8	1	1	0	0	0	0	12
9-15	1	0	0	0	1	0	22
16-20	13	11	1	1	0	0	99
21-34	55	27	5	17	5	1	315
35-54	66	23	5	22	11	5	351
55-64	40	18	4	12	4	2	216
65+	35	23	3	4	4	1	256
Total	211	103	18	56	25	9	1,274

Mode of transportation of fatalities by RETAC, 2015

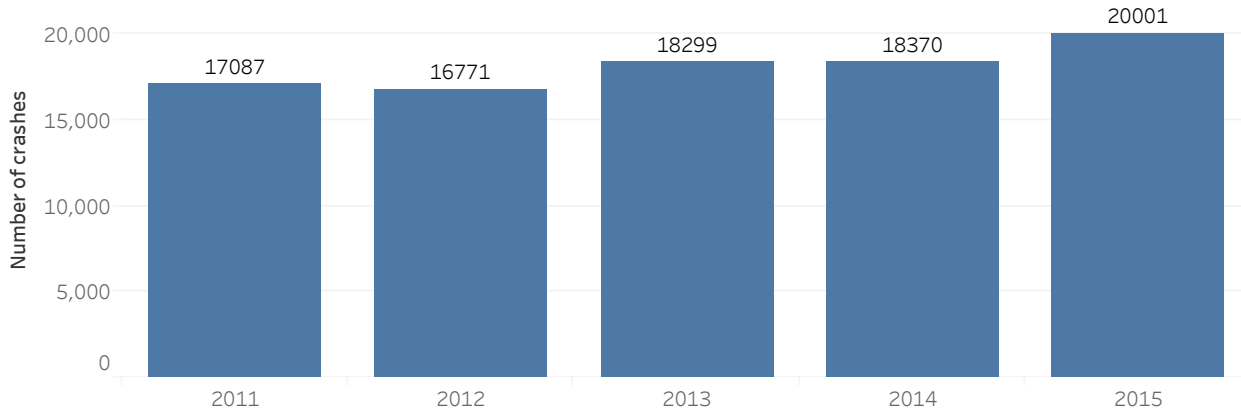


Mode of transportation of seriously injured by RETAC, 2015



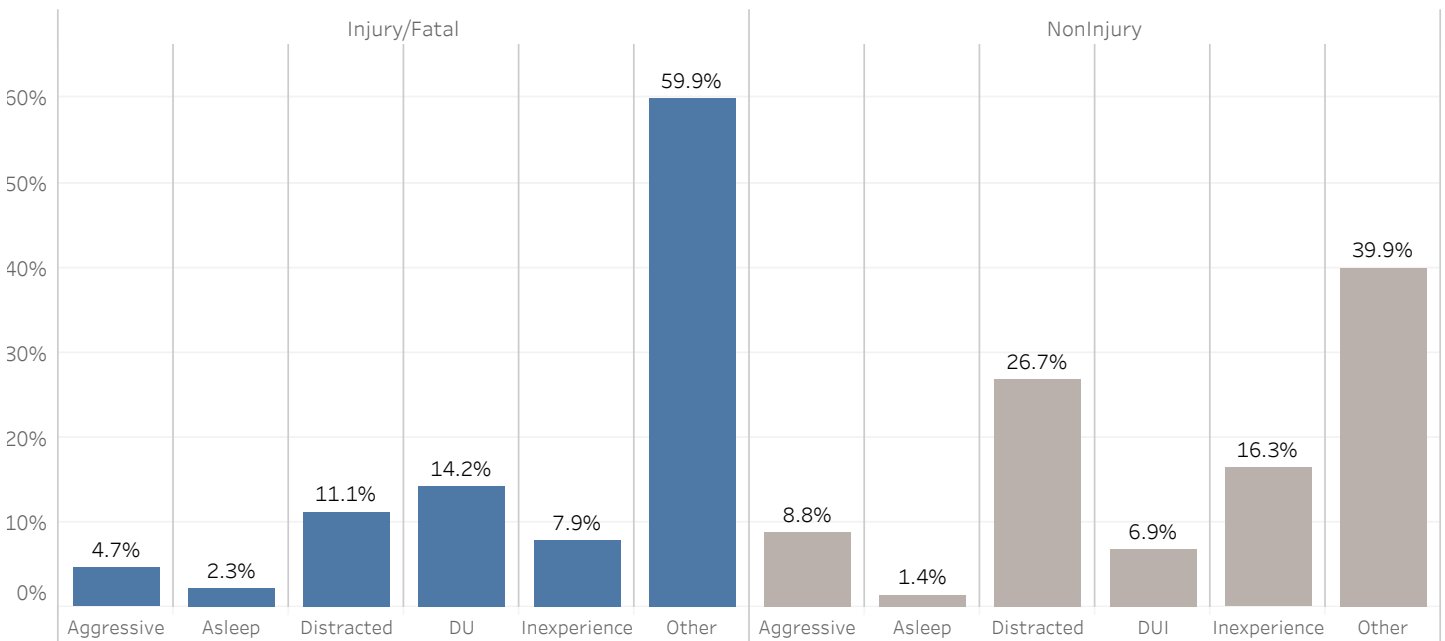
Foothills RETAC

Total number of motor vehicle crashes by RETAC, 2011 -2015

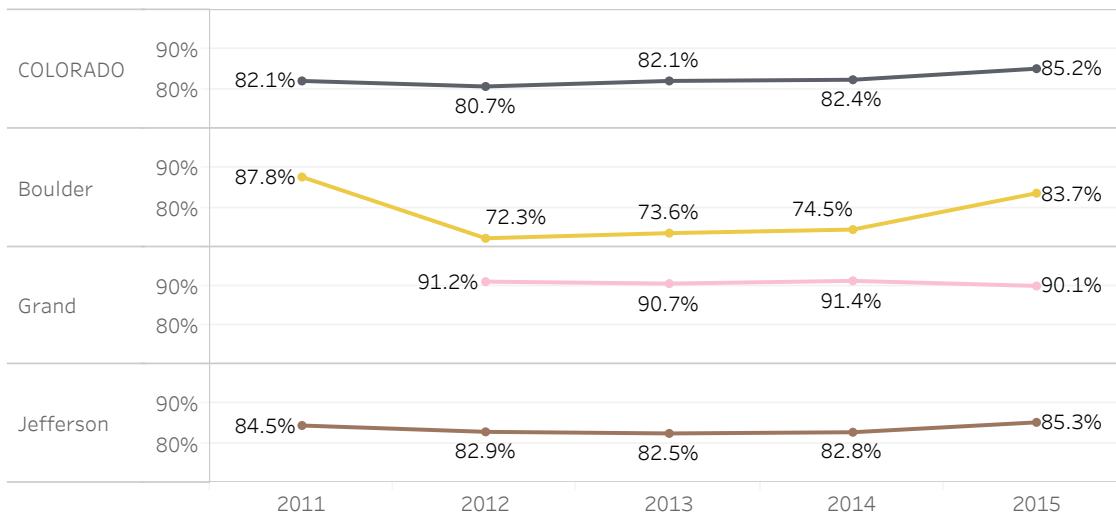


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by RETAC, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Foothills

Impaired Driving

Of the 87 fatalities in 2015, (28 percent) 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).

Speed Enforcement

In 2015, 37 percent of fatalities and 8 percent of serious injuries involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 11 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 7 driver(s) age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 24 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There was/were 13 pedestrian(s) and 3 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 19 of the 46 (41 percent) motor vehicle occupant fatalities and 55 of the 304 (18 percent) seriously injured occupants were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



Mile-High RETAC



Counties: Broomfield, Adams, Denver, Arapahoe, Douglas, and Elbert.

Table 21. Mile-High RETAC Demographics, 2015

Age Group	Female	Male	Total
<5	72,461	75,634	148,095
5-8	60,645	63,988	124,633
9-15	107,664	111,749	219,414
16-20	68,388	70,969	139,357
21-34	225,855	227,529	453,384
35-54	314,451	320,432	634,884
55-64	128,181	122,149	250,330
65+	136,546	109,346	245,892
Total	1,114,193	1,101,795	2,215,988

Data source: 2015 DOLA

TABLE 22: MILE-HIGH RETAC TREND ANALYSIS 2011-2015

Performance Measure	CO 5-Year Crude Rate Event/100,000 people	RETAC Numbers By Year					RETAC 5-Year Crude Rate Event/100,000 people	5-Year % Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	105	115	113	124	149	5.7	↑9.1%
Serious injuries in traffic crashes	63.3	1,357	1,284	1,429	1,369	1,352	64.1	↓0.1%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	35	23	33	38	39	1.6	↑2.7%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	32	21	19	38	35	1.4	↑2.3%
Speeding-related fatalities	2.6	42	37	31	47	68	2.1	↑12.8%
Motorcyclist fatalities	1.7	20	16	20	20	34	1.0	↑14.2%
Unhelmeted motorcyclist fatalities	1.1	13	10	11	15	23	0.7	↑15.3%
Drivers age 20 or younger in fatal crashes	1.3	15	21	17	19	22	0.9	↑10.0%
Pedestrian fatalities	1.1	23	42	26	33	28	1.4	↑5.0%

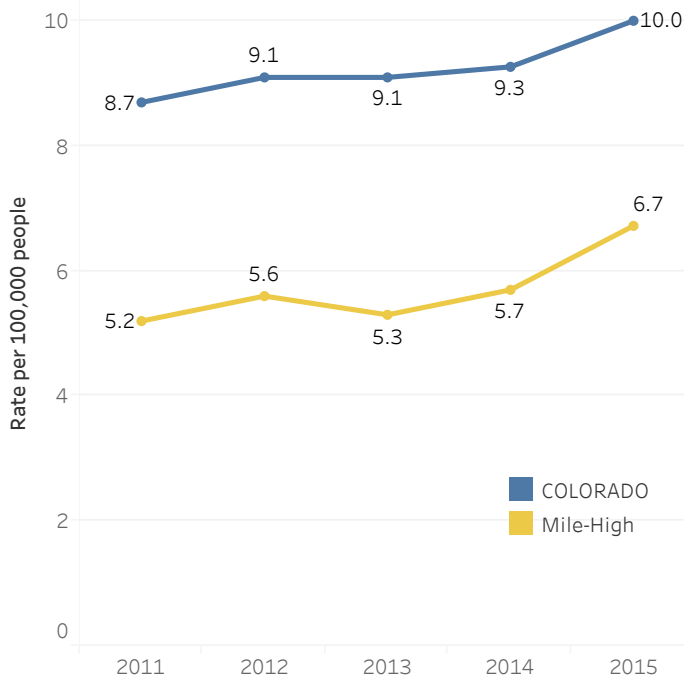
[^]Green cells represent a reduction in the RETAC's numbers for each performance measure from 2011 to 2015, indicating where the RETAC is doing well. Red cells represent an increase in the RETAC's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

Data sources: EARS, FARS, Institute of Transportation Management at CSU (Seat belt use)

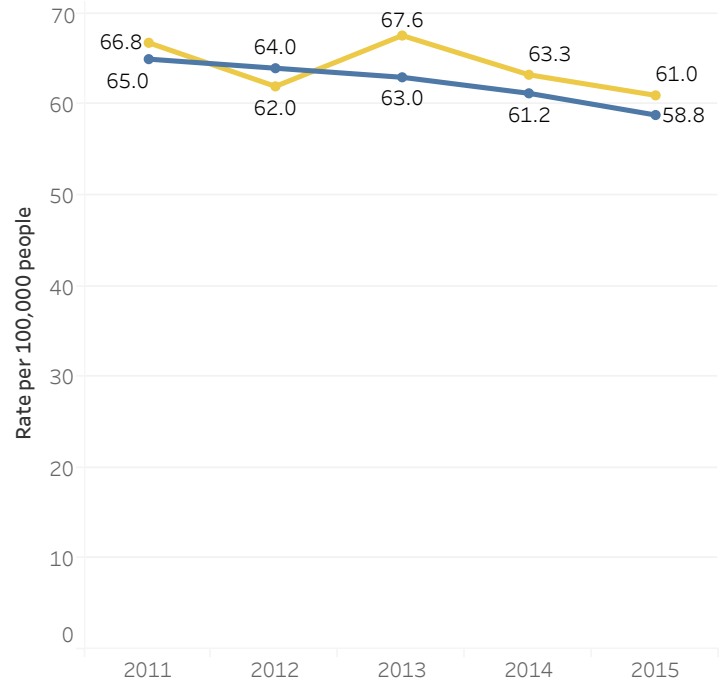
**Seat belt use survey data was collected in only select counties each year; therefore, data may only be shown for the state of Colorado and/or have only one year of data for the county.

Mile-High

Fatality rate by RETAC and Colorado, 2011-2015



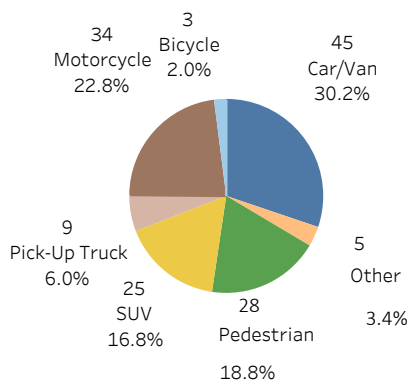
Serious injury rate by RETAC and Colorado, 2011 - 2015



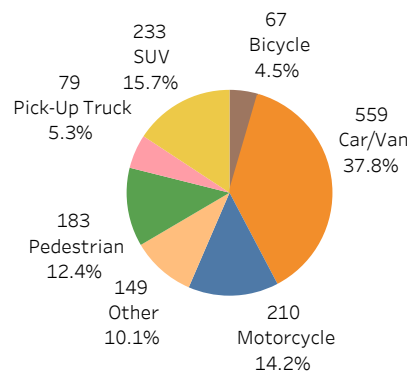
RETAC fatalities by person and vehicle type, and hospitalizations, by age group, 2013-2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup/Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	2	1	1	0	0	0	35
5-8	3	0	0	0	3	0	49
9-15	5	2	1	0	2	0	104
16-20	37	24	3	2	8	0	256
21-34	111	58	7	27	16	3	868
35-54	115	42	8	33	30	2	941
55-64	53	19	8	6	16	4	396
65+	51	30	2	6	12	1	429
Total	377	176	30	74	87	10	3,078

Mode of transportation of fatalities by RETAC, 2015

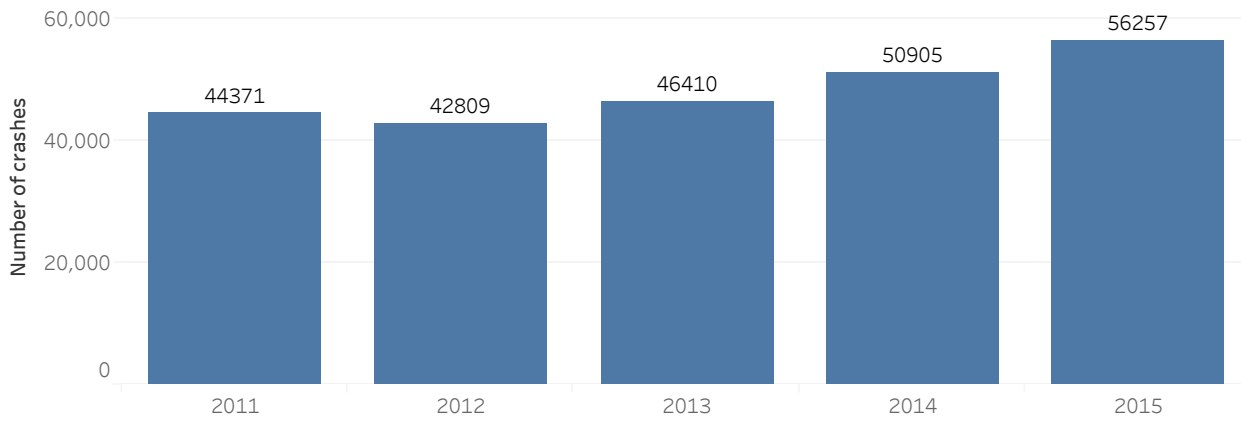


Mode of transportation of seriously injured by RETAC, 2015



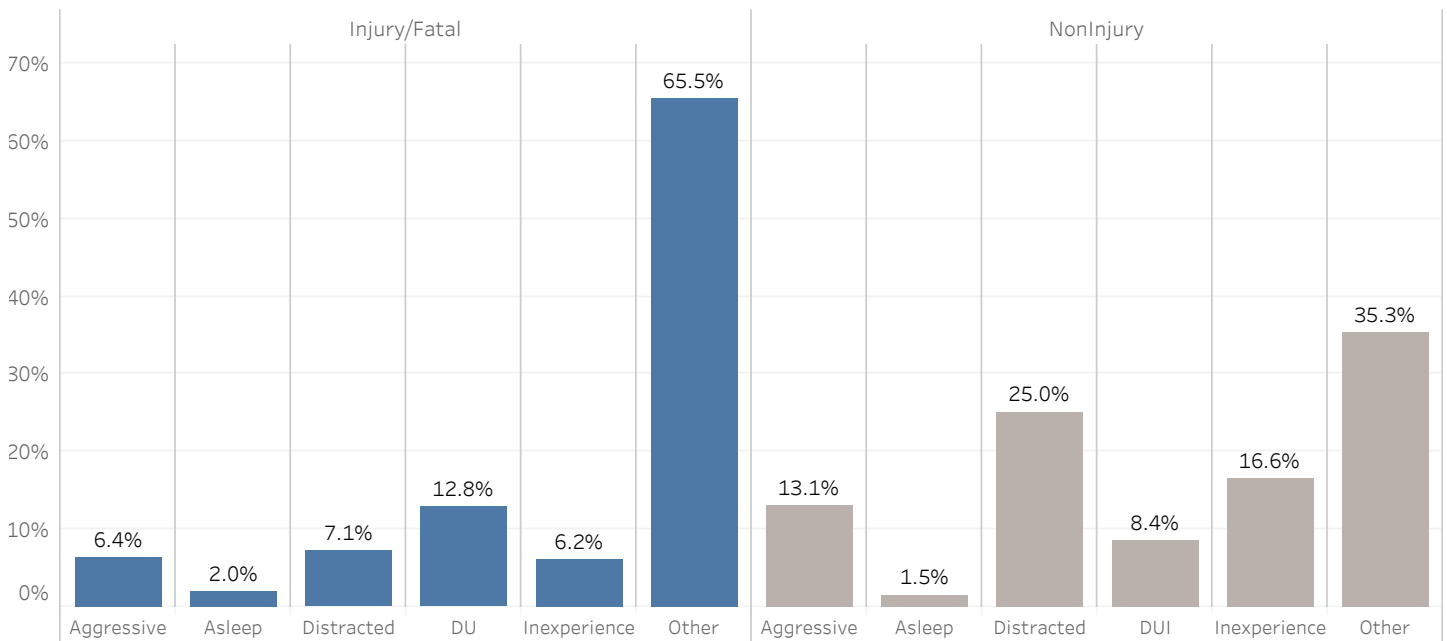
Mile-High

Total number of motor vehicle crashes by RETAC, 2011 -2015

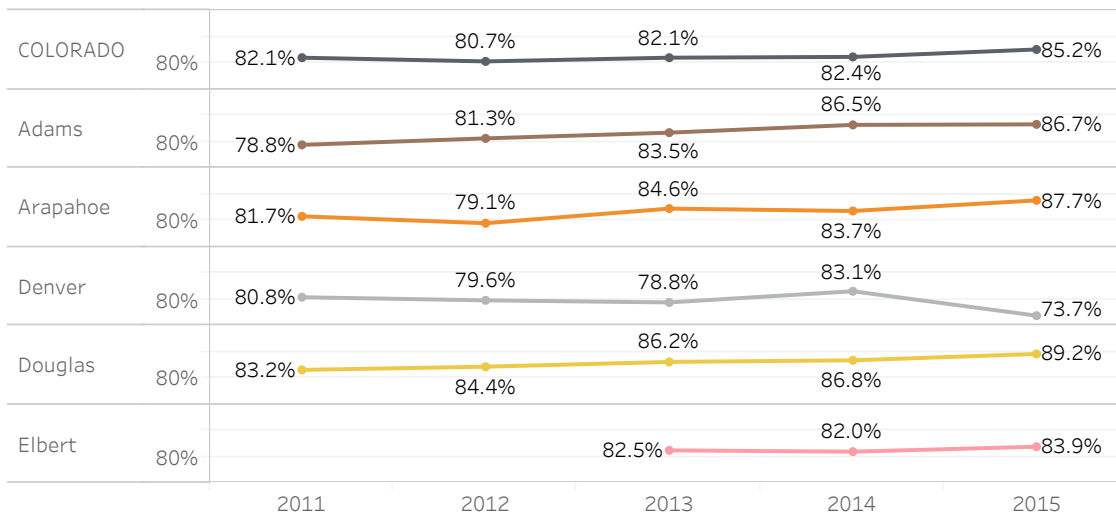


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by RETAC, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Mile-High

Impaired Driving

Of the 149 fatalities in 2015, (23 percent) 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).

Speed Enforcement

In 2015, 45 percent of fatalities and 4 percent of serious injuries involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 7 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 22 driver(s) age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 34 motorcyclist fatalities in 2015 and 68 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There was/were 28 pedestrian(s) and 3 bicyclist(s) killed in 2015.

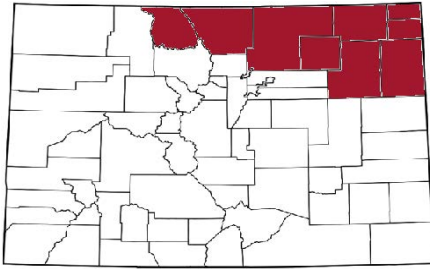
Occupant Protection

In 2015, 39 of the 79 (49 percent) motor vehicle occupant fatalities and 205 of the 890 (23 percent) seriously injured occupants were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



Northeast RETAC



Counties: Jackson, Larimer, Weld, Morgan, Logan, Washington, Yuma, Phillips, and Sedgwick.

Table 23. Northeast RETAC Demographics, 2015

Age Group	Female	Male	Total
<5	21,373	22,293	43,666
5-8	17,945	18,708	36,653
9-15	32,186	33,224	65,409
16-20	26,336	27,082	53,418
21-34	68,032	70,543	138,574
35-54	86,140	89,246	175,386
55-64	42,928	42,136	85,065
65+	50,425	42,522	92,947
Total	345,365	345,753	691,118

Data source: 2015 DOLA

TABLE 24: NORTHEAST RETAC TREND ANALYSIS 2011-2015

Performance Measure Reduce the number of:	CO 5-Year Crude Rate Event/100,000 people	RETAC Numbers By Year					RETAC 5-Year Crude Rate Event/100,000 people	5-Year % Change^
		2011	2012	2013	2014	2015		
Traffic fatalities	9.4	69	83	76	101	109	13.2	↑12.1%
Serious injuries in traffic crashes	63.3	395	373	388	431	408	60.3	↑0.8%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	32	40	31	39	42	5.4	↑7.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	24	24	12	21	24	3.2	0.0%
Speeding-related fatalities	2.6	28	22	25	27	41	4.3	↑10.0%
Motorcyclist fatalities	1.7	6	16	12	13	19	2.0	↑33.4%
Unhelmeted motorcyclist fatalities	1.1	6	15	8	7	16	1.6	↑27.8%
Drivers age 20 or younger in fatal crashes	1.3	10	13	13	18	13	2.1	↑6.8%
Pedestrian fatalities	1.1	1	3	2	4	3	0.4	↑31.6%

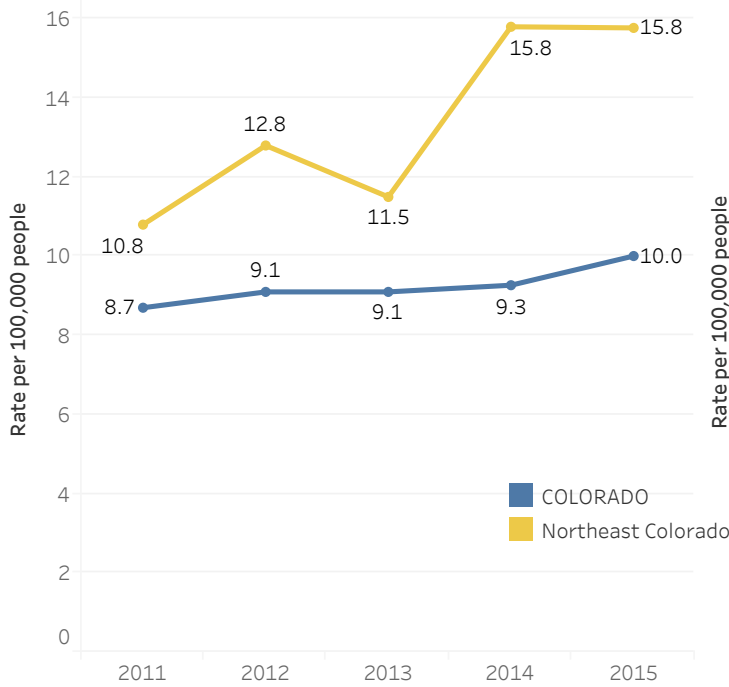
^Green cells represent a reduction in the RETAC's numbers for each performance measure from 2010 to 2014, indicating where the RETAC is doing well. Red cells represent an increase in the RETAC's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Data sources: EARS, FARS, Institute of Transportation Management at CSU (Seat belt use)

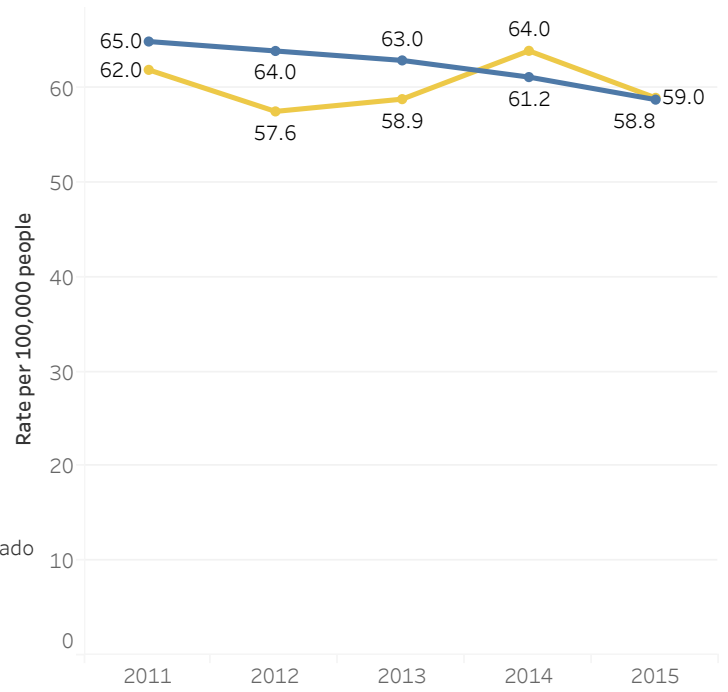
**Seat belt use survey data was collected in only select counties each year; therefore, data may only be shown for the state of Colorado and/or have only one year of data for the county.

Northeast

Fatality rate by RETAC and Colorado, 2011-2015



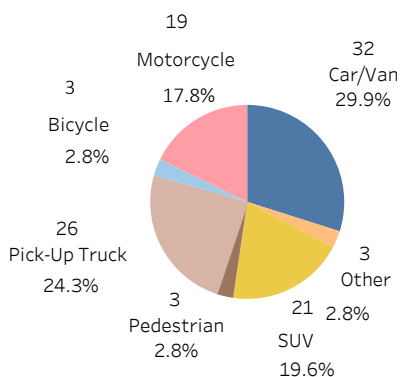
Serious injury rate by RETAC and Colorado, 2011 - 2015



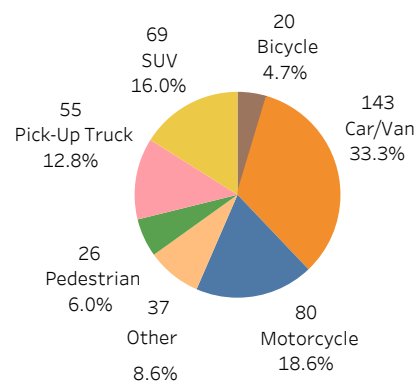
RETAC fatalities by person and vehicle type, and hospitalizations, by age group, 2013-2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup/Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	4	4	0	0	0	0	11
5-8	4	3	1	0	0	0	9
9-15	10	7	1	1	1	0	44
16-20	33	28	4	1	0	0	129
21-34	74	41	21	9	2	1	323
35-54	81	35	23	17	4	2	301
55-64	39	16	8	10	2	3	150
65+	39	21	11	6	0	1	178
Total	284	155	69	44	9	7	1,145

Mode of transportation of fatalities by RETAC, 2015

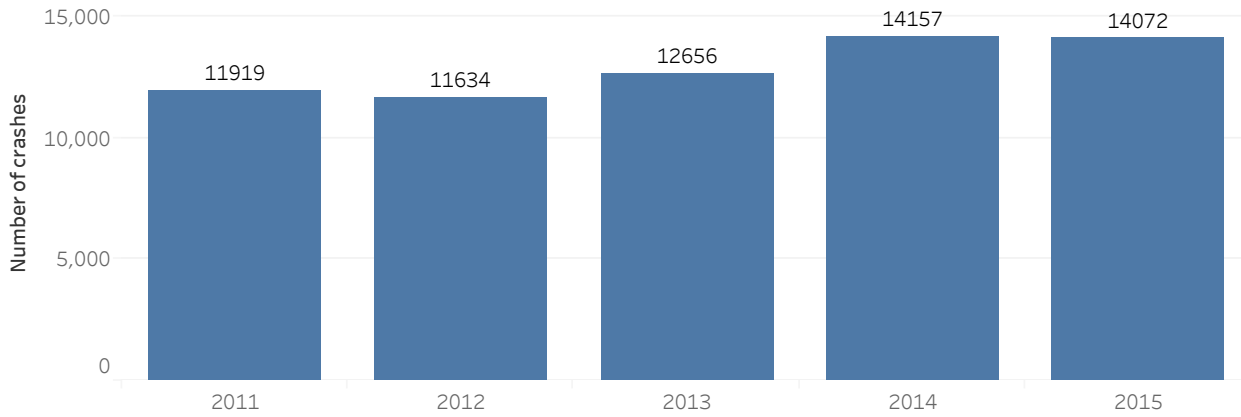


Mode of transportation of seriously injured by RETAC, 2015



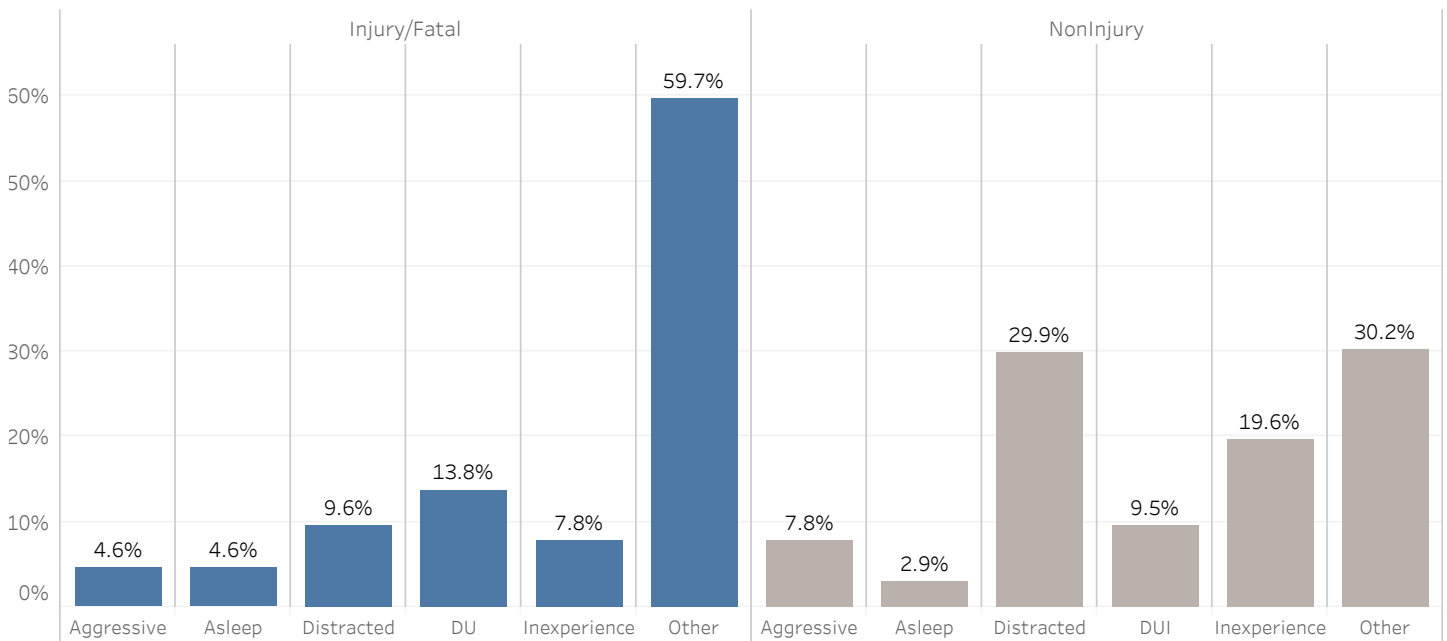
Northeast

Total number of motor vehicle crashes by RETAC, 2011 -2015

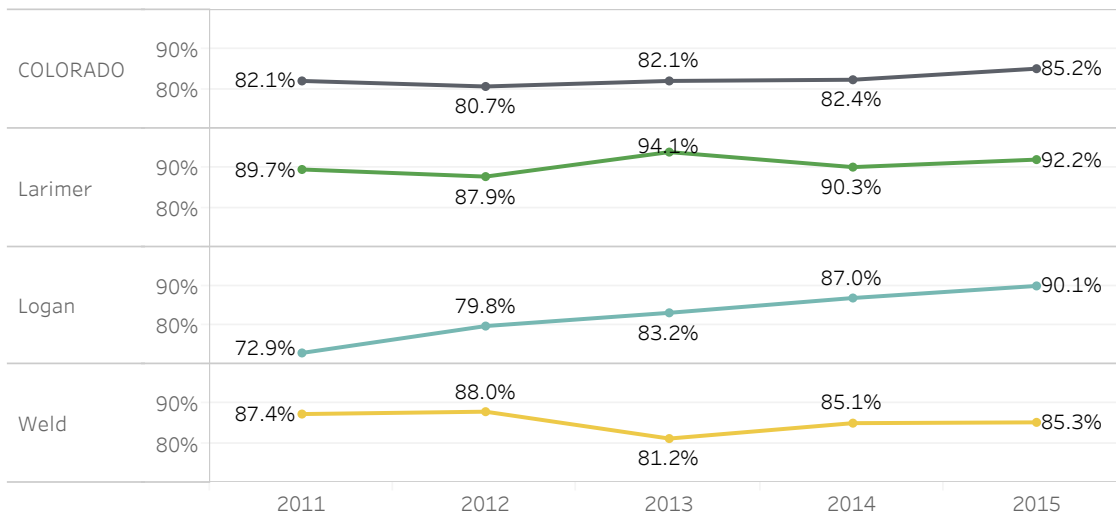


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by RETAC, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Northeast Colorado

Impaired Driving

Of the 109 fatalities in 2015, (22 percent) 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).

Speed Enforcement

In 2015, 37 percent of fatalities and 10 percent of serious injuries involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 10 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 13 driver(s) age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 19 motorcyclist fatalities in 2015 and 84 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There was/were 3 pedestrian(s) and 3 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 42 of the 79 (53 percent) motor vehicle occupant fatalities and 88 of the 281 (31 percent) seriously injured occupants were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



Northwest RETAC



Counties: Moffat, Routt, Rio Blanco, Garfield, and Mesa.

Table 25. Northwest RETAC Demographics, 2015

Age Group	Female	Male	Total
<5	7,579	7,923	15,502
5-8	6,757	7,045	13,802
9-15	11,441	12,093	23,533
16-20	7,739	8,299	16,038
21-34	21,608	23,448	45,056
35-54	31,219	32,678	63,896
55-64	17,537	17,481	35,018
65+	20,244	17,727	37,971
Total	124,123	126,693	250,816

Data source: 2015 DOLA

Performance Measure Reduce the number of:	CO 5-Year Crude Rate Event/100,000 people	RETAC Numbers By Year					RETAC 5-Year Crude Rate Event/100,000 people	5-Year % Change [^]
		2011	2012	2013	2014	2015		
Traffic fatalities	9.4	37	31	30	24	37	12.8	0.0%
Serious injuries in traffic crashes	63.3	182	202	124	135	174	65.7	↓1.1%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	18	14	7	13	17	5.6	↓1.4%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	15	9	9	10	4	3.8	↓28.1%
Speeding-related fatalities	2.6	17	10	5	8	13	4.3	↓6.5%
Motorcyclist fatalities	1.7	6	3	10	2	9	2.4	↑10.7%
Unhelmeted motorcyclist fatalities	1.1	4	1	5	2	5	1.4	↑5.7%
Drivers age 20 or younger in fatal crashes	1.3	3	4	3	4	6	1.6	↑18.9%
Pedestrian fatalities	1.1	1	2	2	4	4	1.0	↑41.4%

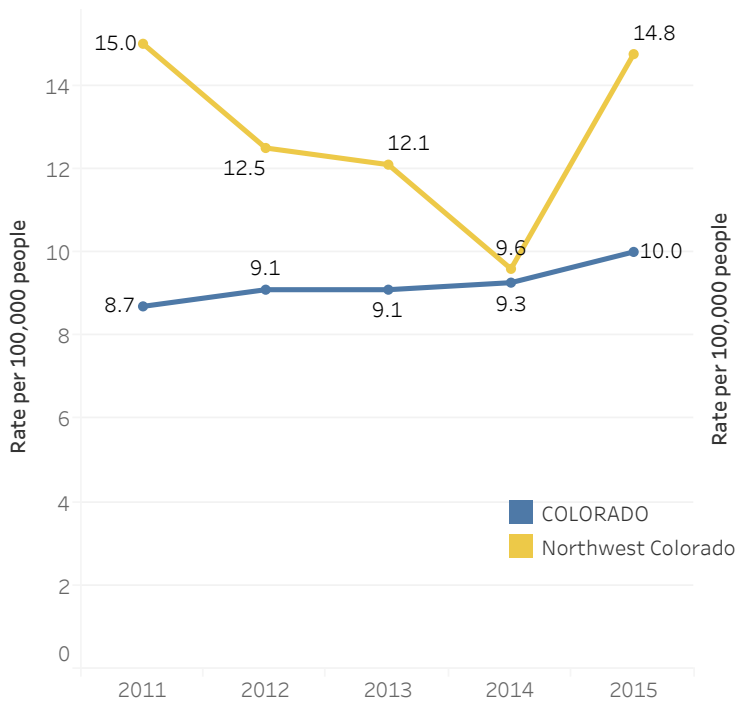
[^]Green cells represent a reduction in the RETAC's numbers for each performance measure from 2011 to 2015, indicating where the RETAC is doing well. Red cells represent an increase in the RETAC's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

Data sources: EARS, FARS, Institute of Transportation Management at CSU (Seat belt use)

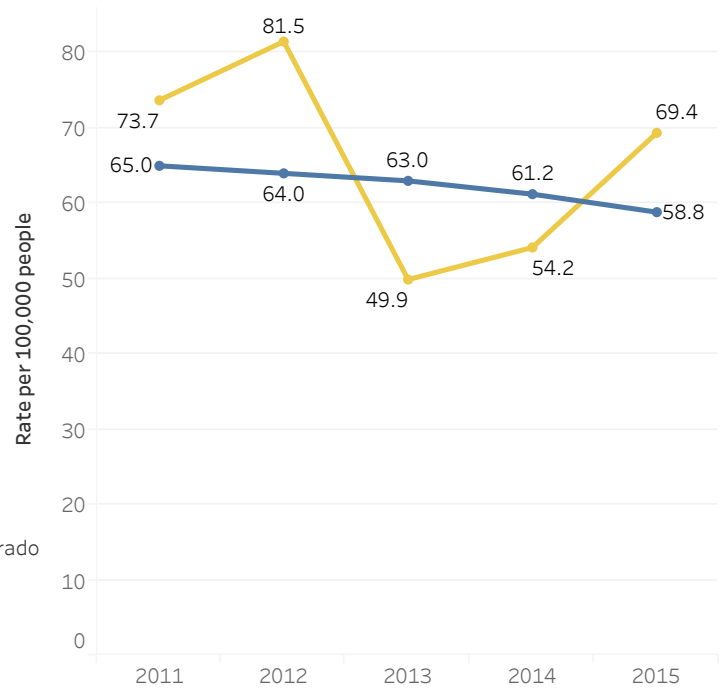
**Seat belt use survey data was collected in only select counties each year; therefore, data may only be shown for the state of Colorado and/or have only one year of data for the county.

Northwest

Fatality rate by RETAC and Colorado, 2011-2015



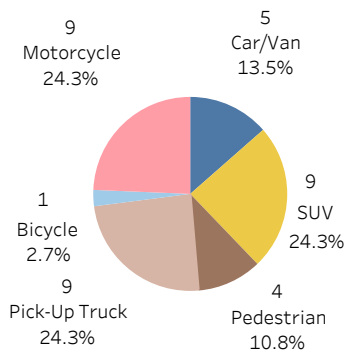
Serious injury rate by RETAC and Colorado, 2011 - 2015



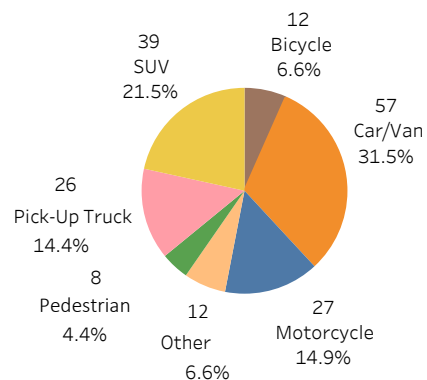
RETAC fatalities by person and vehicle type, and hospitalizations, by age group, 2013-2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup/Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	3
5-8	0	0	0	0	0	0	5
9-15	2	1	1	0	0	0	5
16-20	13	6	4	1	2	0	36
21-34	24	12	5	2	3	2	103
35-54	20	9	3	5	3	0	117
55-64	14	4	1	9	0	0	61
65+	18	10	2	4	2	0	68
Total	91	42	16	21	10	2	398

Mode of transportation of fatalities by RETAC, 2015

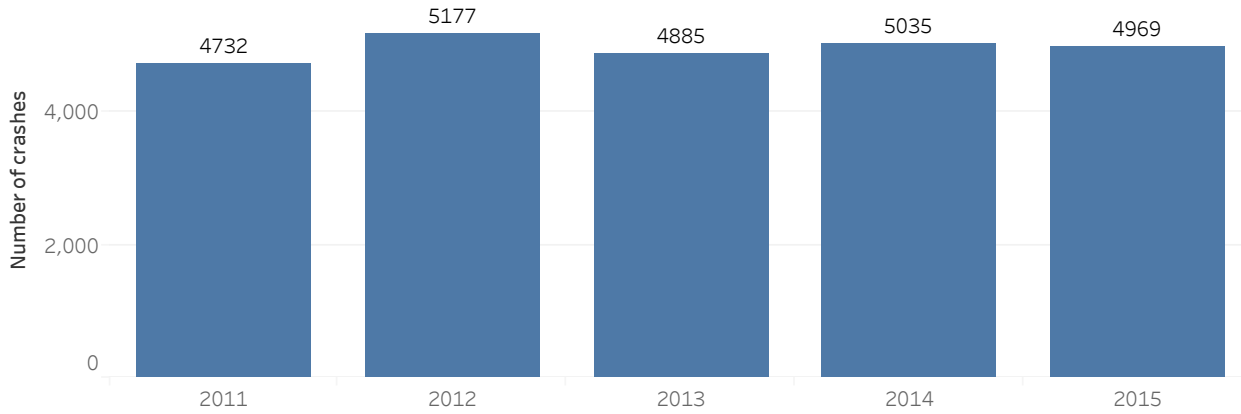


Mode of transportation of seriously injured by RETAC, 2015



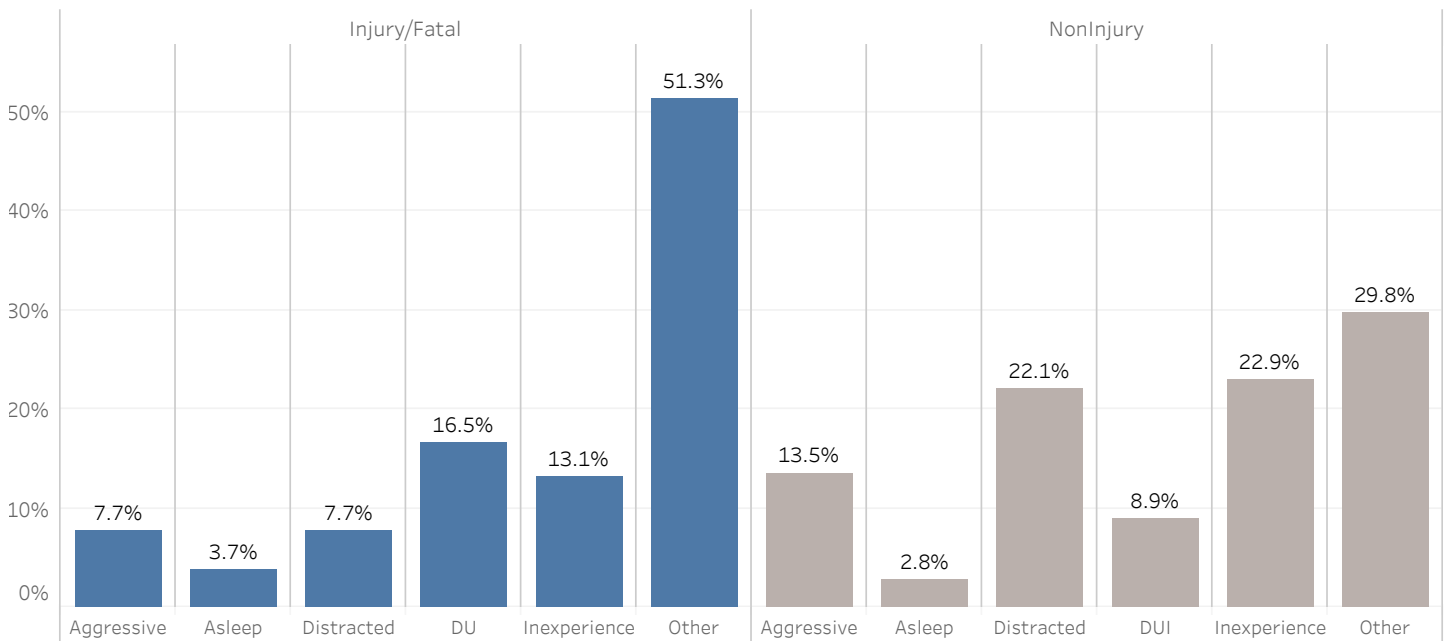
Northwest

Total number of motor vehicle crashes by RETAC, 2011 -2015

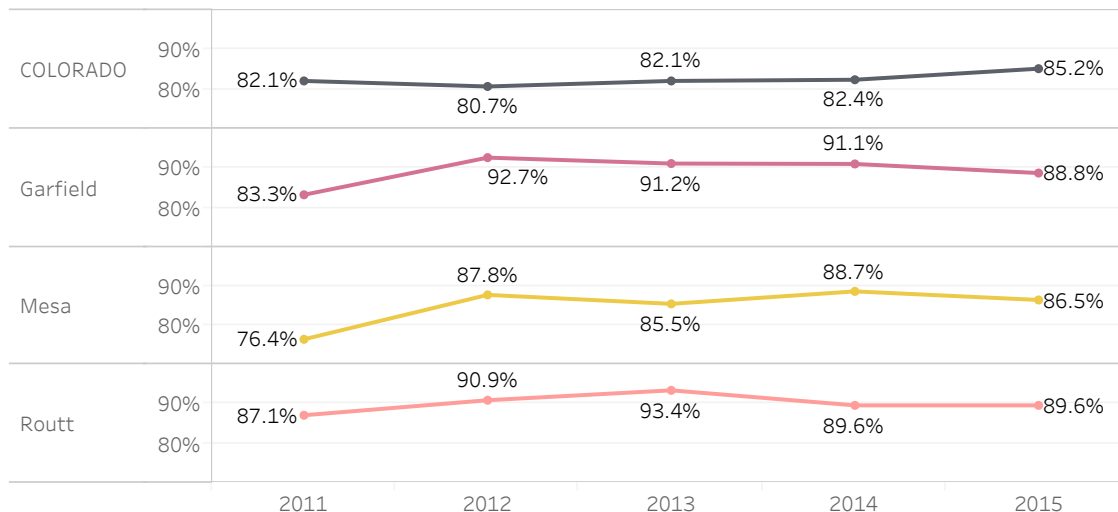


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by RETAC, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Northwest Colorado

Impaired Driving

Of the 37 fatalities in 2015, (11 percent) 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).

Speed Enforcement

In 2015, 35 percent of fatalities and 8 percent of serious injuries involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 8 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 6 driver(s) age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 9 motorcyclist fatalities in 2015 and 56 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There was/were 4 pedestrian(s) and 1 bicyclist(s) killed in 2015.

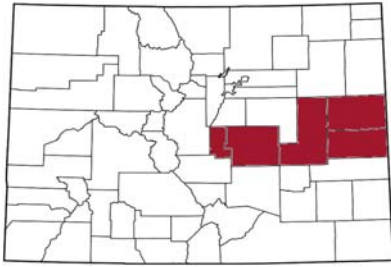
Occupant Protection

In 2015, 17 of the 23 (74 percent) motor vehicle occupant fatalities and 42 of the 127 (33 percent) seriously injured occupants were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



Plains to Peaks RETAC



Counties: Teller, El Paso, Lincoln, Kit Carson, and Cheyenne.

Table 27. Plains To Peaks RETAC Demographics, 2015

Age Group	Female	Male	Total
<5	24,109	25,183	49,291
5-8	19,398	20,407	39,805
9-15	36,089	35,486	71,575
16-20	24,371	28,721	53,092
21-34	71,250	75,067	146,316
35-54	90,858	89,959	180,817
55-64	46,327	41,527	87,854
65+	48,686	38,681	87,367
Total	361,087	355,030	716,117

Data source: 2015 DOLA

TABLE 28: PLAINS TO PEAKS RETAC TREND ANALYSIS 2011-2015

Performance Measure Reduce the number of:	CO 5-Year Crude Rate Event/100,000 people	RETAC Numbers By Year					RETAC 5-Year Crude Rate Event/100,000 people	5-Year % Change [^]
		2011	2012	2013	2014	2015		
Traffic fatalities	9.4	59	58	83	65	58	9.3	↓0.4%
Serious injuries in traffic crashes	63.3	384	385	383	333	301	51.4	↓5.9%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	26	18	37	22	21	3.5	↓5.2%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	13	13	19	19	14	2.2	↑1.9%
Speeding-related fatalities	2.6	25	13	26	23	21	3.1	↓4.3%
Motorcyclist fatalities	1.7	16	12	13	19	11	2.0	↓8.9%
Unhelmeted motorcyclist fatalities	1.1	8	8	6	13	5	1.2	↓11.1%
Drivers age 20 or younger in fatal crashes	1.3	14	4	12	11	7	1.4	↓15.9%
Pedestrian fatalities	1.1	1	14	7	6	6	1.0	↑56.5%

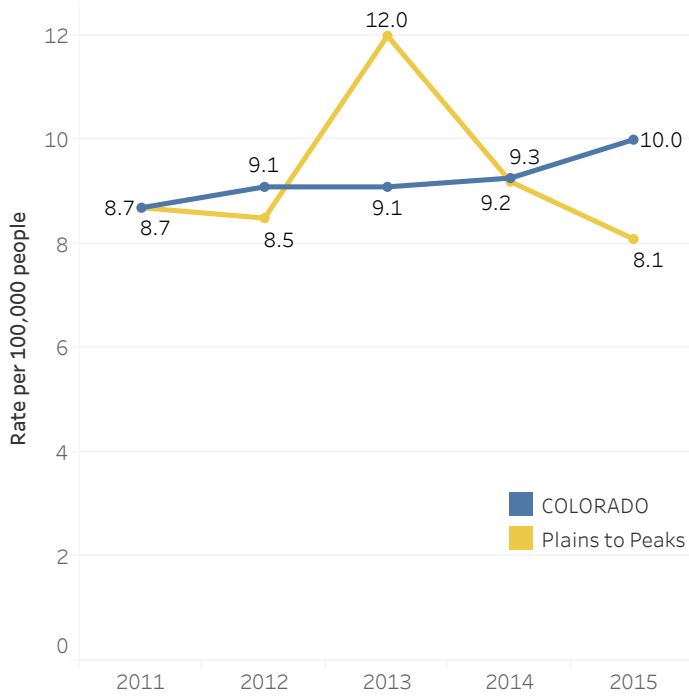
[^]Green cells represent a reduction in the RETAC's numbers for each performance measure from 2011 to 2015, indicating where the RETAC is doing well. Red cells represent an increase in the RETAC's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

Data sources: EARS, FARS, Institute of Transportation Management at CSU (Seat belt use)

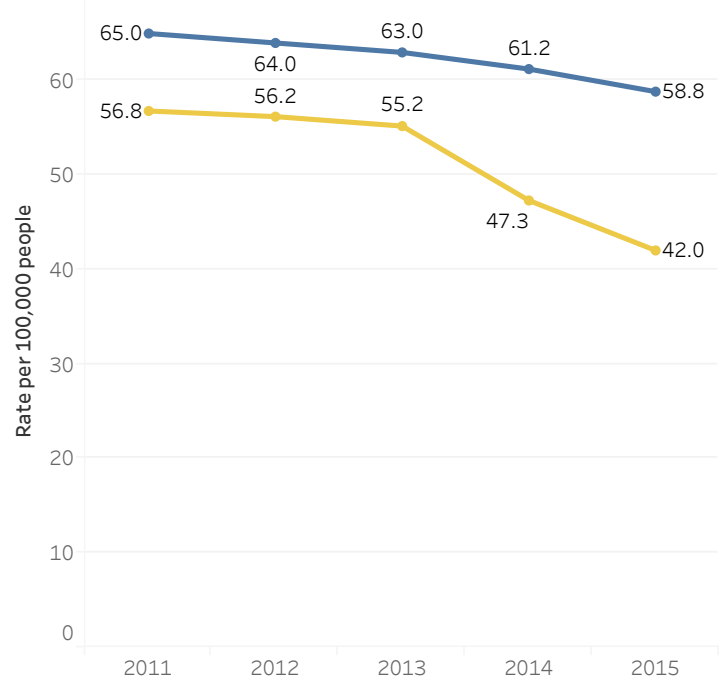
**Seat belt use survey data was collected in only select counties each year; therefore, data may only be shown for the state of Colorado and/or have only one year of data for the county.

Plains to Peaks

Fatality rate by RETAC and Colorado, 2011-2015



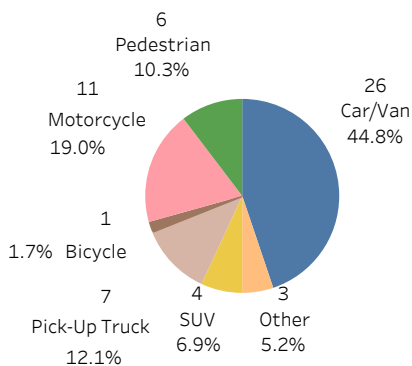
Serious injury rate by RETAC and Colorado, 2011 - 2015



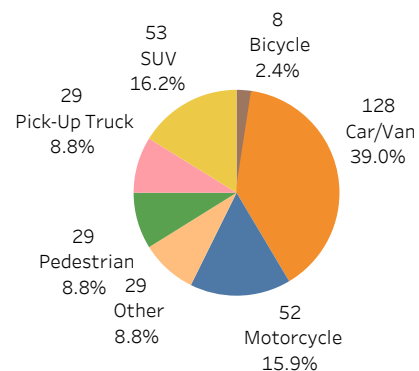
RETAC fatalities by person and vehicle type, and hospitalizations, by age group, 2013-2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup/Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	2	2	0	0	0	0	7
5-8	1	0	0	0	1	0	9
9-15	4	4	0	0	0	0	24
16-20	20	16	2	2	0	0	97
21-34	76	33	8	24	10	1	333
35-54	56	25	16	11	4	0	328
55-64	23	11	4	4	2	2	141
65+	22	13	5	2	2	0	156
Total	204	104	35	43	19	3	1,095

Mode of transportation of fatalities by RETAC, 2015

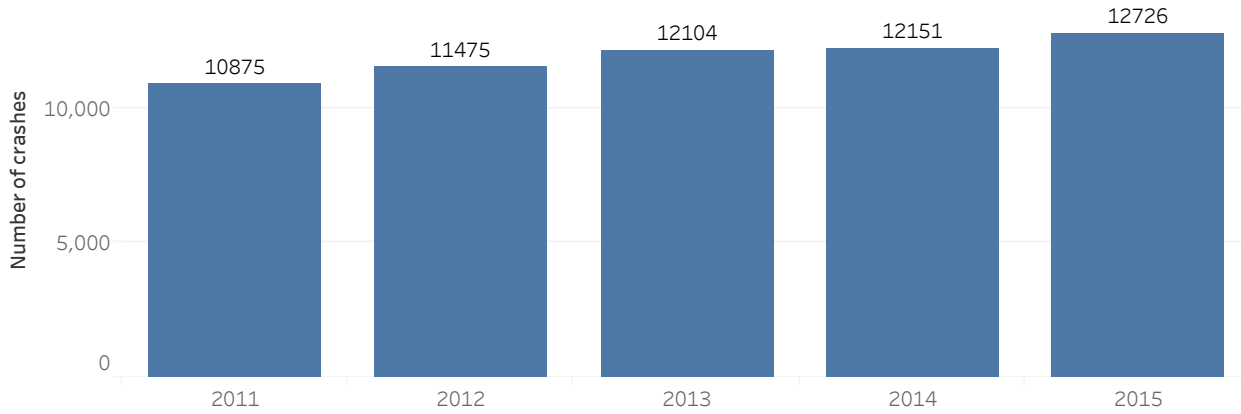


Mode of transportation of seriously injured by RETAC, 2015



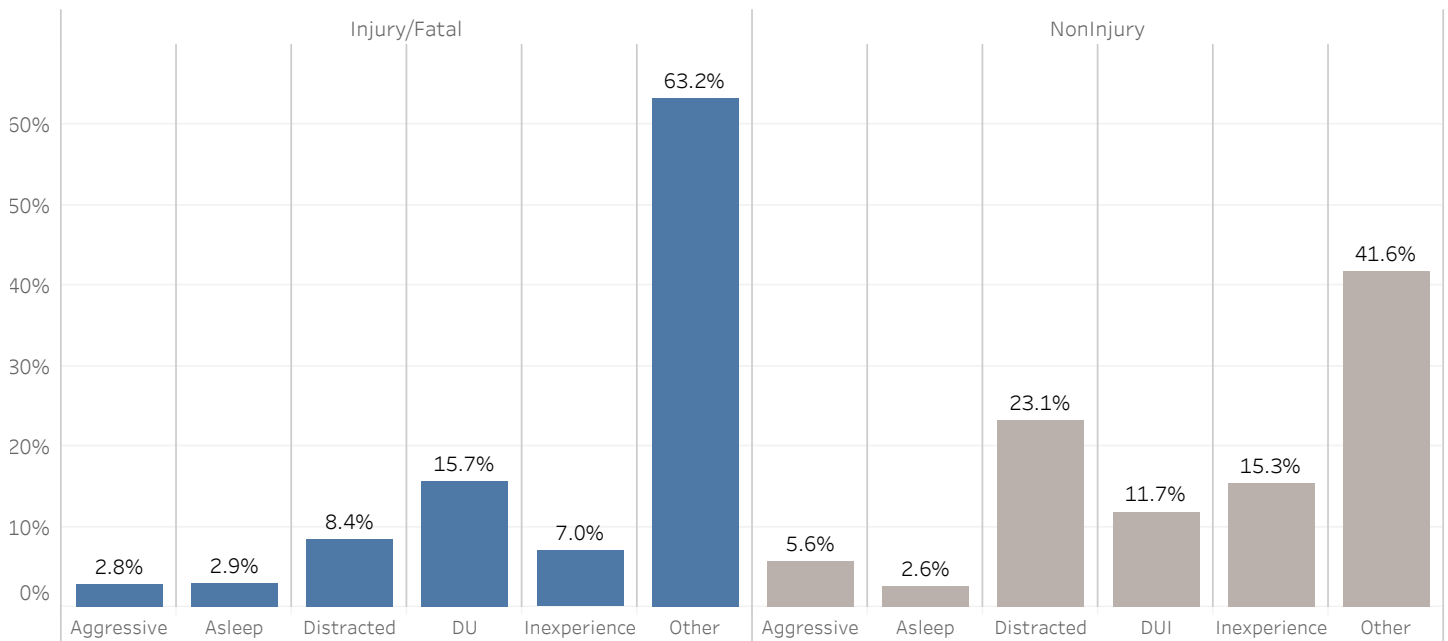
Plains to Peaks

Total number of motor vehicle crashes by RETAC, 2011 -2015

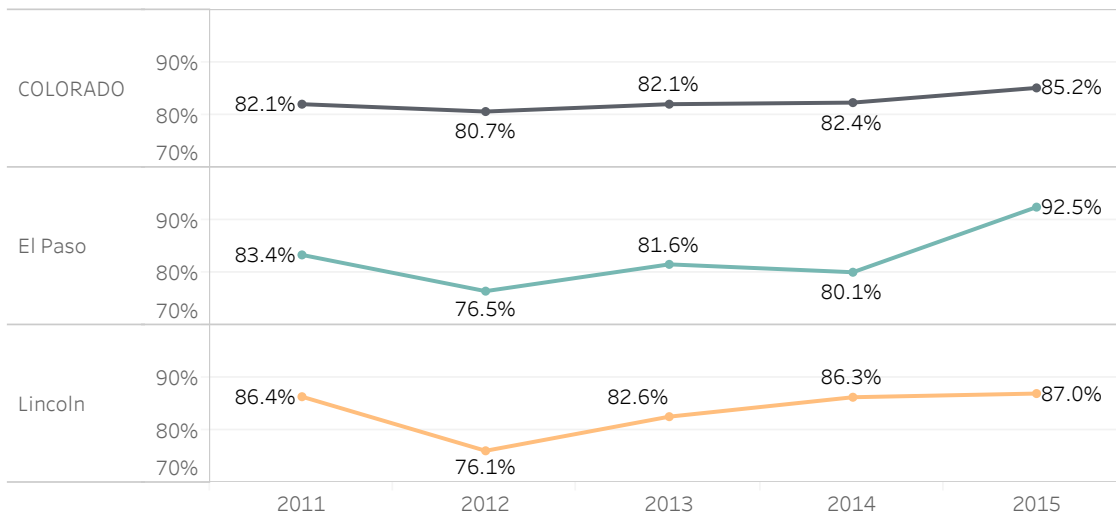


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by RETAC, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Plains to Peaks

Impaired Driving

Of the 58 fatalities in 2015, (24 percent) 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).

Speed Enforcement

In 2015, 36 percent of fatalities and 7 percent of serious injuries involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 8 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 7 driver(s) age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 11 motorcyclist fatalities in 2015 and 45 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There was/were 6 pedestrian(s) and 1 bicyclist(s) killed in 2015.

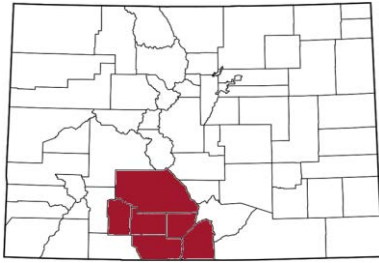
Occupant Protection

In 2015, 21 of the 37 (57 percent) motor vehicle occupant fatalities and 66 of the 212 (31 percent) seriously injured occupants were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



San Luis Valley RETAC



Counties: Saguache, Mineral, Rio Grande, Alamosa, Conejos, and Costilla.

Table 29. San Luis Valley RETAC Demographics, 2015

Age Group	Female	Male	Total
<5	1,442	1,507	2,949
5-8	1,331	1,296	2,627
9-15	2,215	2,305	4,520
16-20	1,633	1,671	3,304
21-34	3,537	3,722	7,259
35-54	5,238	5,171	10,410
55-64	3,348	3,405	6,752
65+	4,289	3,988	8,277
Total	23,033	23,064	46,097

Data source: 2015 DOLA

TABLE 30: SAN LUIS VALLEY RETAC TREND ANALYSIS 2011-2015

Performance Measure Reduce the number of:	CO 5-Year Crude Rate Event/100,000 people	RETAC Numbers By Year					RETAC 5-Year Crude Rate Event/100,000 people	5-Year % Change [^]
		2011	2012	2013	2014	2015		
Traffic fatalities	9.4	12	13	9	10	15	25.5	↑5.7%
Serious injuries in traffic crashes	63.3	60	56	52	59	57	122.8	↓1.3%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	6	7	3	4	6	10.8	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	7	2	1	2	3	6.5	↓19.1%
Speeding-related fatalities	2.6	7	5	5	1	5	9.9	↓8.1%
Motorcyclist fatalities	1.7	2	0	1	1	0	1.7	↓100.0%
Unhelmeted motorcyclist fatalities	1.1	2	0	1	1	0	1.7	↓100.0%
Drivers age 20 or younger in fatal crashes	1.3	1	1	2	1	2	3.0	↑18.9%
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	0.0%

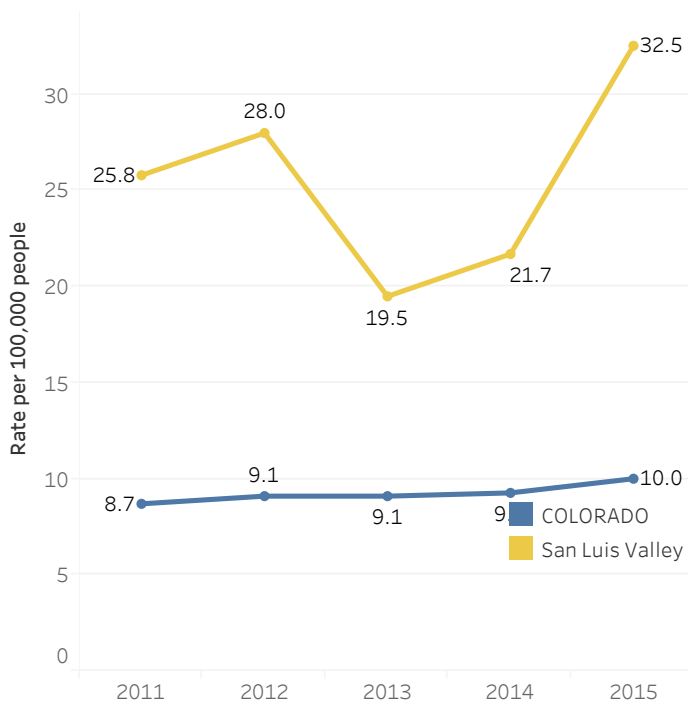
[^]Green cells represent a reduction in the RETAC's numbers for each performance measure from 2011 to 2015, indicating where the RETAC is doing well. Red cells represent an increase in the RETAC's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

Data sources: EARS, FARS, Institute of Transportation Management at CSU (Seat belt use)

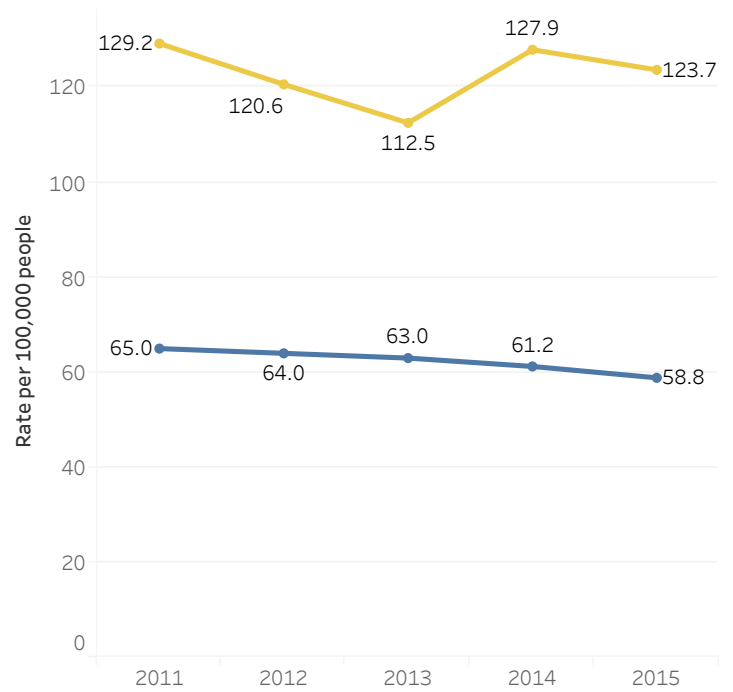
**Seat belt use survey data was collected in only select counties each year; therefore, data may only be shown for the state of Colorado and/or have only one year of data for the county.

San Luis Valley

Fatality rate by RETAC and Colorado, 2011-2015



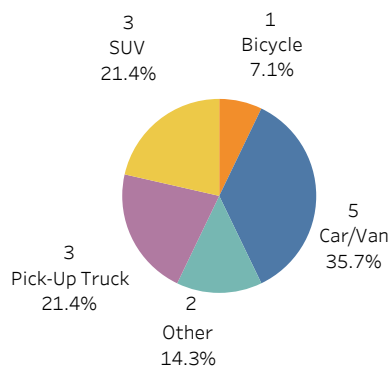
Serious injury rate by RETAC and Colorado, 2011 - 2015



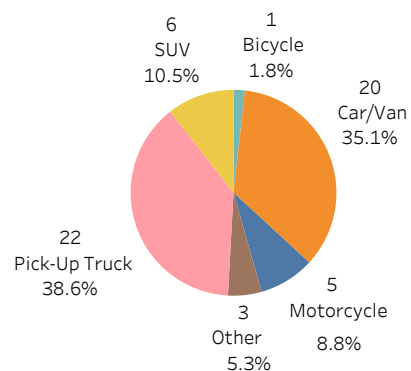
RETAC fatalities by person and vehicle type, and hospitalizations, by age group, 2013-2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup/Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	3
5-8	0	0	0	0	0	0	1
9-15	0	0	0	0	0	0	7
16-20	4	3	1	0	0	0	8
21-34	2	1	1	0	0	0	31
35-54	11	6	4	0	0	1	31
55-64	6	3	1	2	0	0	27
65+	9	7	2	0	0	0	15
Total	32	20	9	2	0	1	123

Mode of transportation of fatalities by RETAC, 2015

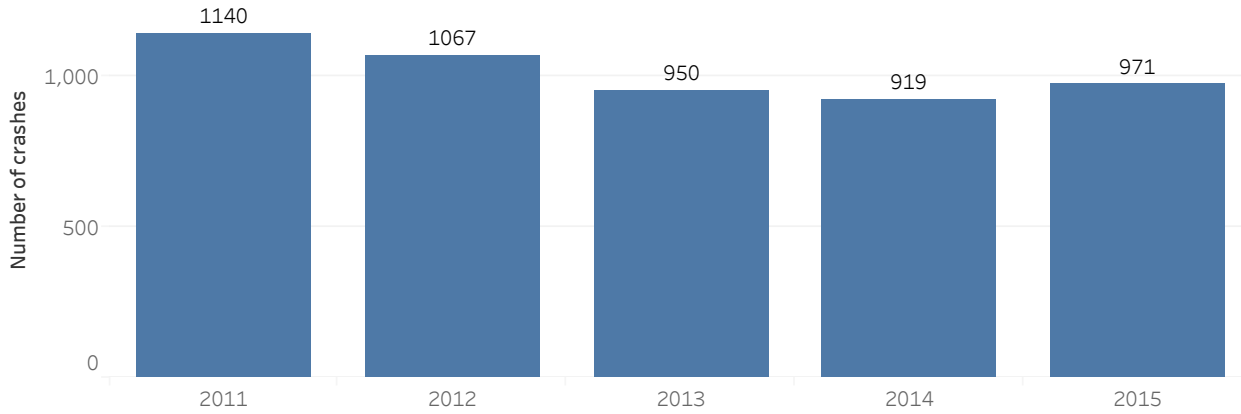


Mode of transportation of seriously injured by RETAC, 2015



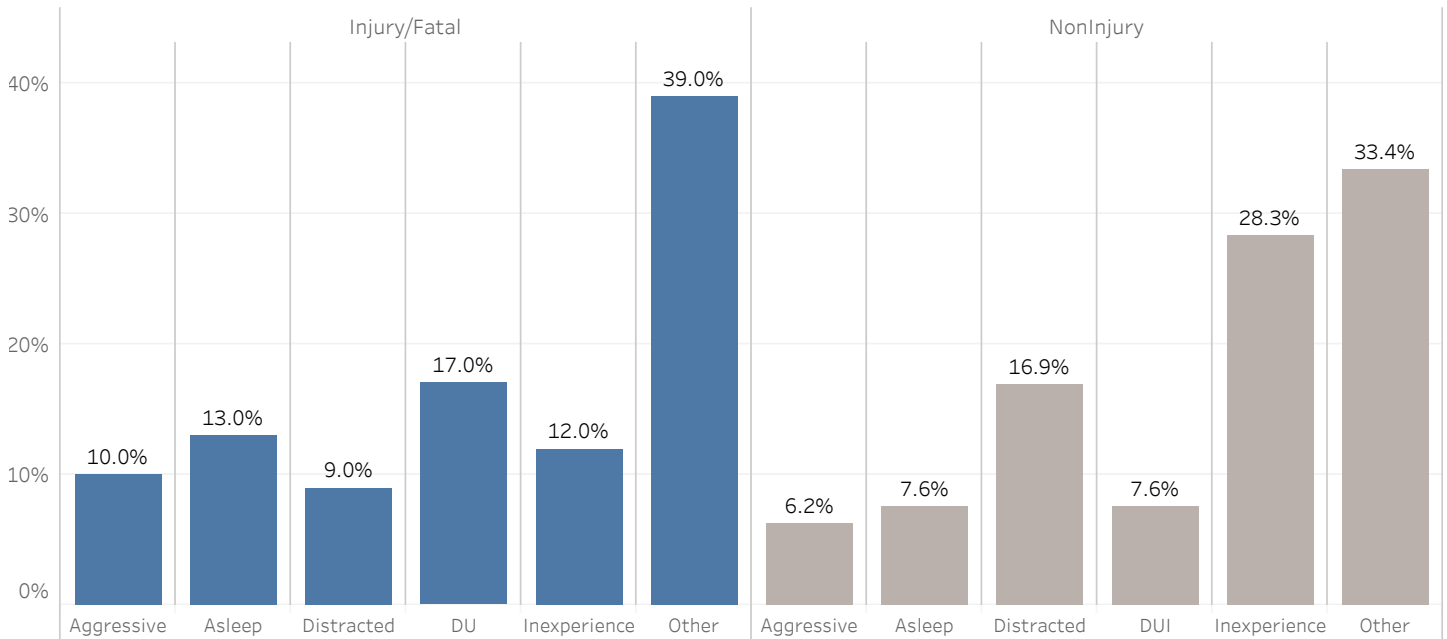
San Luis Valley

Total number of motor vehicle crashes by RETAC, 2011 -2015

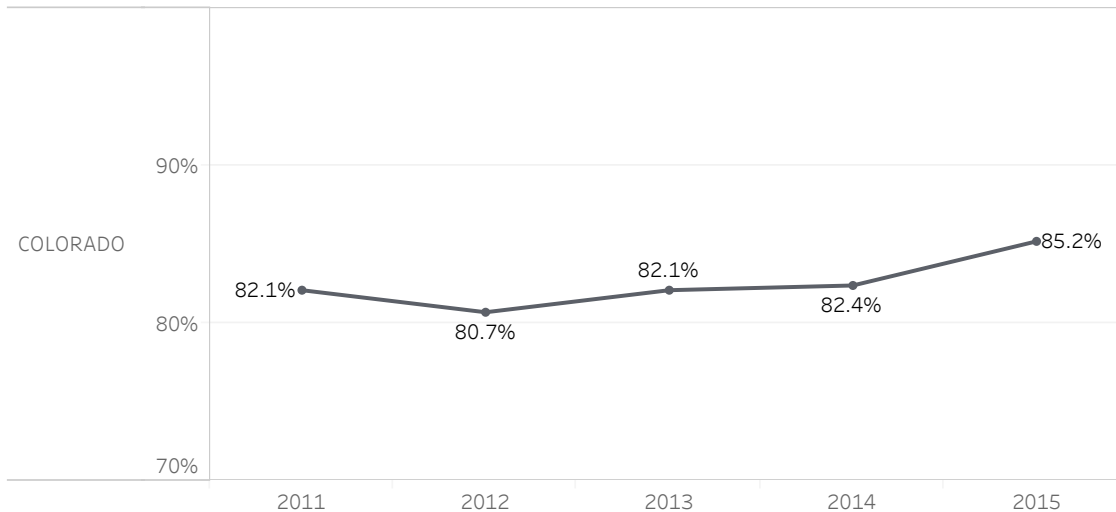


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by RETAC, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use, Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



San Luis Valley

Impaired Driving

Of the 15 fatalities in 2015, (20 percent) 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).

Speed Enforcement

In 2015, 33 percent of fatalities and 8 percent of serious injuries involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 9 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 2 driver(s) age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There was/were 0 pedestrian(s) and 1 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 6 of the 11 (55 percent) motor vehicle occupant fatalities and 22 of the 50 (44 percent) seriously injured occupants were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



Southeastern RETAC



Counties: Crowley, Kiowa, Otero, Bent, Prowers, and Baca.

Table 31. Southeastern RETAC Demographics, 2015

Age Group	Female	Male	Total
<5	1,270	1,329	2,599
5-8	1,129	1,149	2,278
9-15	2,011	2,119	4,131
16-20	1,185	1,437	2,622
21-34	3,000	4,957	7,957
35-54	4,907	6,825	11,731
55-64	3,120	3,528	6,648
65+	4,597	3,985	8,582
Total	21,220	25,328	46,548

Data source: 2015 DOLA

TABLE 32: SOUTHEASTERN RETAC TREND ANALYSIS 2011-2015

Performance Measure Reduce the number of:	CO 5-Year Crude Rate Event/100,000 people	RETAC Numbers By Year					RETAC 5-Year Crude Rate Event/100,000 people	5-Year % Change [^]
		2011	2012	2013	2014	2015		
Traffic fatalities	9.4	13	9	13	8	15	24.6	↑3.6%
Serious injuries in traffic crashes	63.3	37	36	32	35	29	71.7	↓5.9%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	9	5	6	3	11	14.4	↑5.1%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	6	0	2	3	3	5.9	↓15.9%
Speeding-related fatalities	2.6	6	4	4	4	6	10.2	0.0%
Motorcyclist fatalities	1.7	0	0	3	1	0	1.7	*
Unhelmeted motorcyclist fatalities	1.1	0	0	2	1	0	1.3	*
Drivers age 20 or younger in fatal crashes	1.3	1	0	1	3	0	2.1	*
Pedestrian fatalities	1.1	1	0	0	0	0	0.4	↓100.0%

[^]Green cells represent a reduction in the RETAC's numbers for each performance measure from 2010 to 2014, indicating where the RETAC is doing well. Red cells represent an increase in the RETAC's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

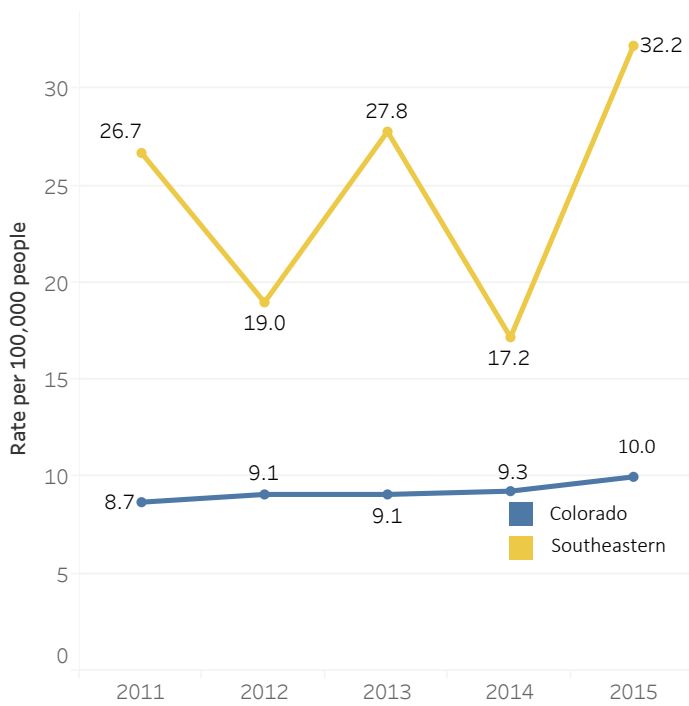
Data sources: EARS, FARS, Institute of Transportation Management at CSU (Seat belt use)

*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time

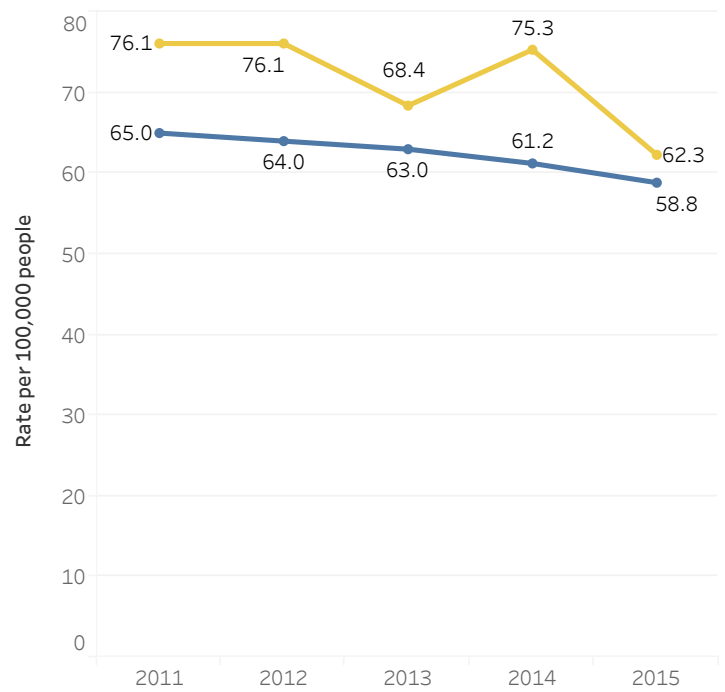
**Seat belt use survey data was collected in only select counties each year; therefore, data may only be shown for the state of Colorado and/or have only one year of data for the county.

Southeastern

Fatality rate by RETAC and Colorado, 2011-2015



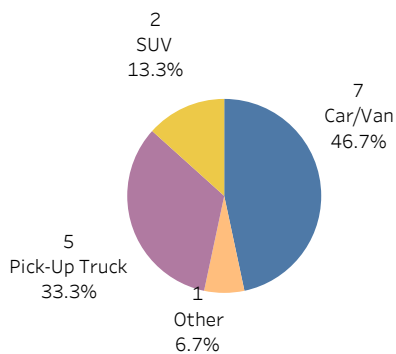
Serious injury rate by RETAC and Colorado, 2011 - 2015



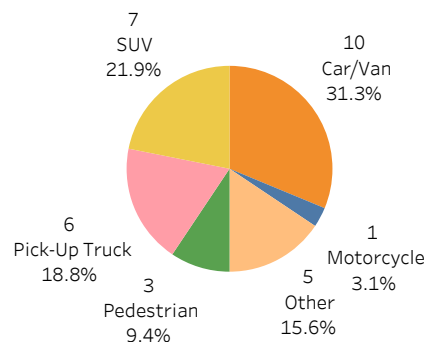
RETAC fatalities by person and vehicle type, and hospitalizations, by age group, 2013-2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup/Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	1	1	0	0	0	0	1
5-8	1	1	0	0	0	0	0
9-15	0	0	0	0	0	0	6
16-20	5	4	0	1	0	0	12
21-34	7	4	3	0	0	0	26
35-54	14	6	5	3	0	0	16
55-64	4	2	2	0	0	0	20
65+	4	4	0	0	0	0	24
Total	36	22	10	4	0	0	105

Mode of transportation of fatalities by RETAC, 2015

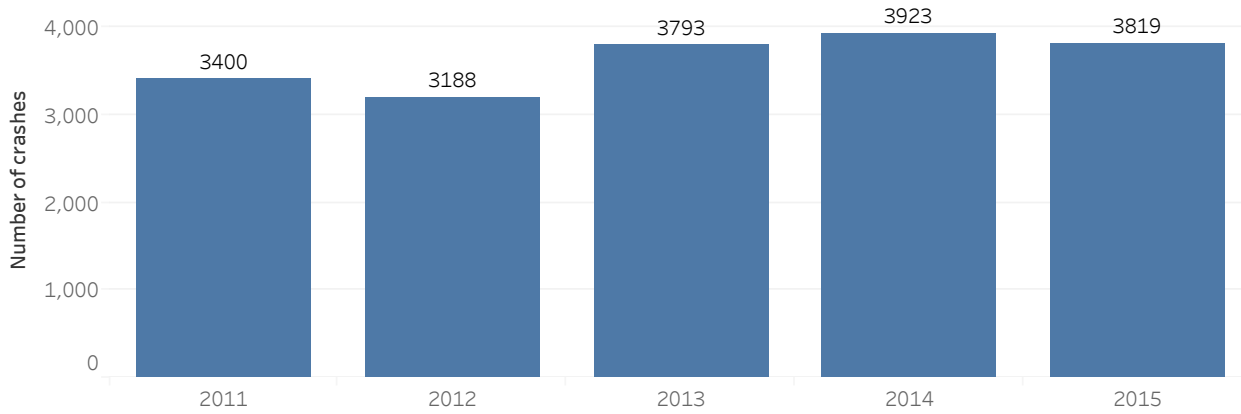


Mode of transportation of seriously injured by RETAC, 2015

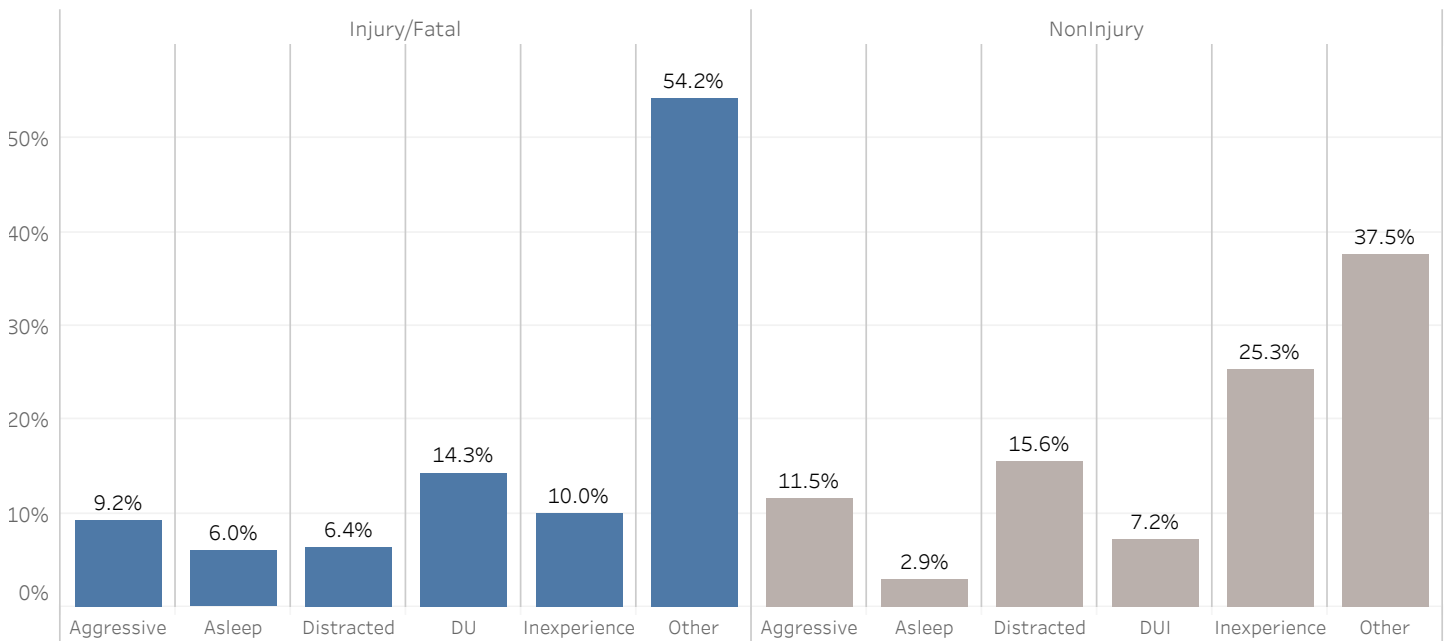


Southeastern

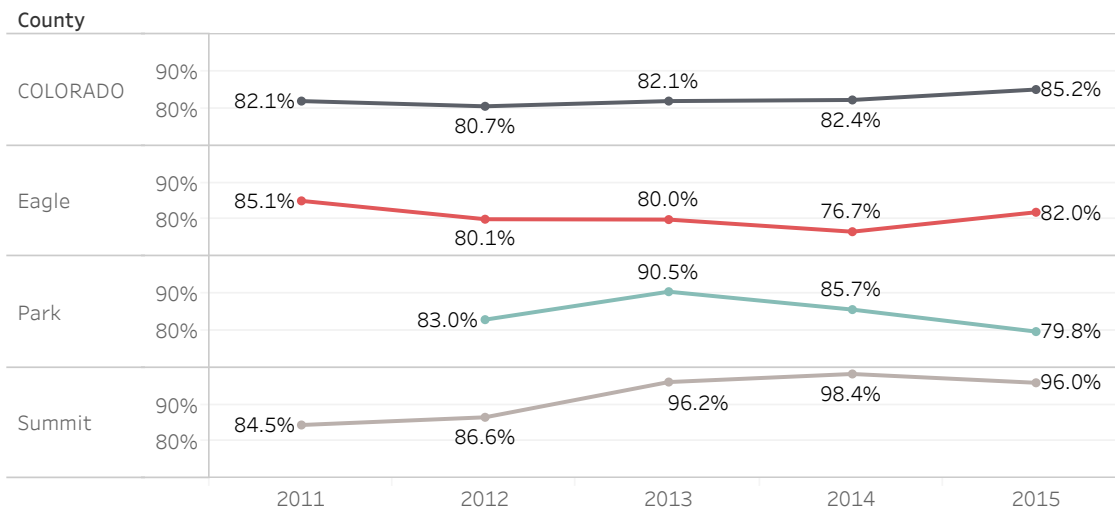
Total number of motor vehicle crashes by RETAC, 2011 -2015



Contributing factors among drivers in injury and fatal vs. non-injury crashes, by RETAC, 2015
(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Southeastern Colorado

Impaired Driving

Of the 15 fatalities in 2015, (20 percent) 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).

Speed Enforcement

In 2015, 40 percent of fatalities and 11 percent of serious injuries involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 6 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 driver(s) age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There was/were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 11 of the 14 (79 percent) motor vehicle occupant fatalities and 8 of the 25 (32 percent) seriously injured occupants were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



Southern RETAC



Counties: Fremont, Custer, Pueblo, Huerfano, and Las Animas.

Table 33. Southern RETAC Demographics, 2015

Age Group	Female	Male	Total
<5	6,087	6,360	12,447
5-8	5,429	5,837	11,267
9-15	10,153	10,455	20,608
16-20	7,258	7,742	15,000
21-34	17,985	22,110	40,096
35-54	27,123	30,492	57,615
55-64	16,997	16,094	33,091
65+	24,008	20,752	44,760
Total	115,039	119,844	234,883

Data source: 2015 DOLA

TABLE 34: SOUTHERN RETAC TREND ANALYSIS 2011-2015

Performance Measure Reduce the number of:	CO 5-Year Crude Rate Event/100,000 people	RETAC Numbers By Year					RETAC 5-Year Crude Rate Event/100,000 people	5-Year % Change [^]
		2011	2012	2013	2014	2015		
Traffic fatalities	9.4	39	43	32	33	24	14.6	↓11.4%
Serious injuries in traffic crashes	63.3	164	132	146	103	141	58.8	↓3.7%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	21	13	14	13	12	6.3	↓13.1%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	13	11	9	10	4	4.0	↓25.5%
Speeding-related fatalities	2.6	15	18	7	14	9	5.4	↓12.0%
Motorcyclist fatalities	1.7	5	5	4	7	1	1.9	↓33.1%
Unhelmeted motorcyclist fatalities	1.1	4	4	1	6	0	1.3	↓100.0%
Drivers age 20 or younger in fatal crashes	1.3	5	6	5	4	5	2.1	0.0%
Pedestrian fatalities	1.1	7	5	5	2	4	2.0	↓13.1%

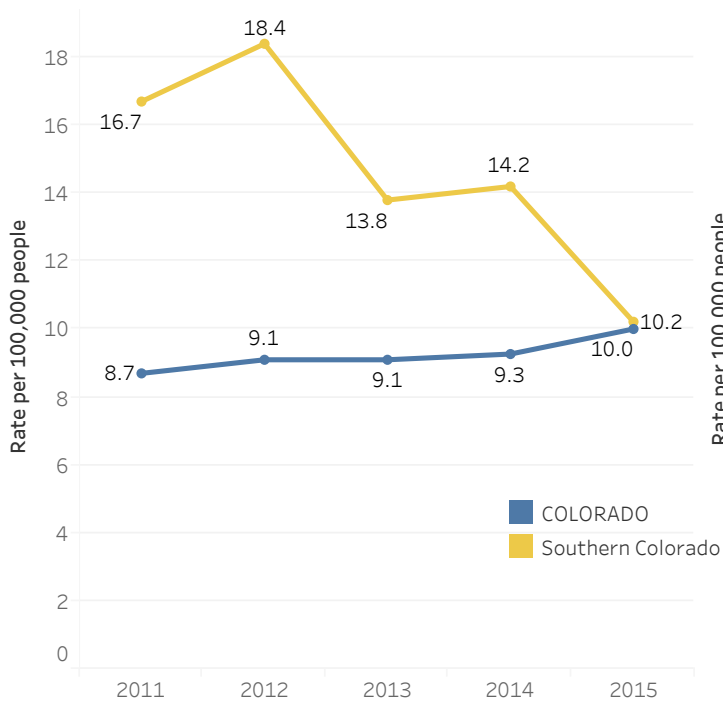
[^]Green cells represent a reduction in the RETAC's numbers for each performance measure from 2011 to 2015, indicating where the RETAC is doing well. Red cells represent an increase in the RETAC's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

Data sources: EARS, FARS, Institute of Transportation Management at CSU (Seat belt use)

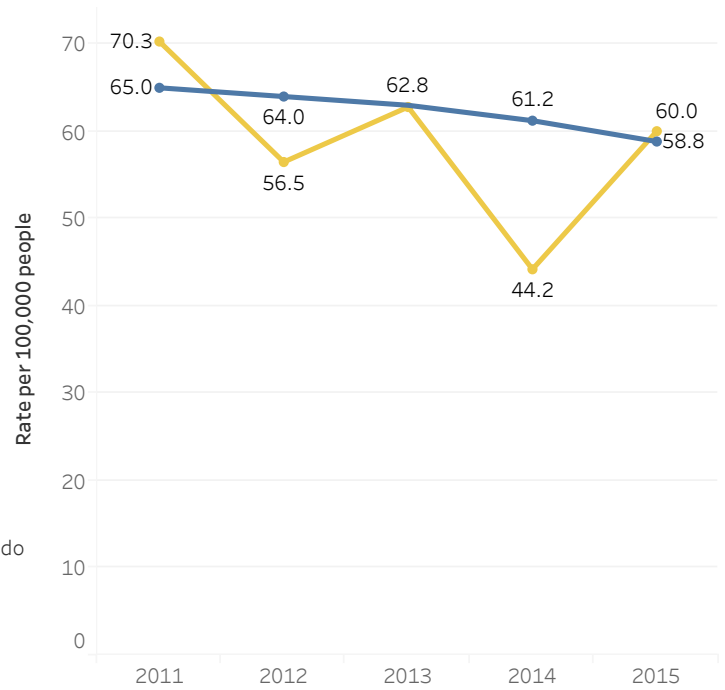
**Seat belt use survey data was collected in only select counties each year; therefore, data may only be shown for the state of Colorado and/or have only one year of data for the county.

Southern

Fatality rate by RETAC and Colorado, 2011-2015



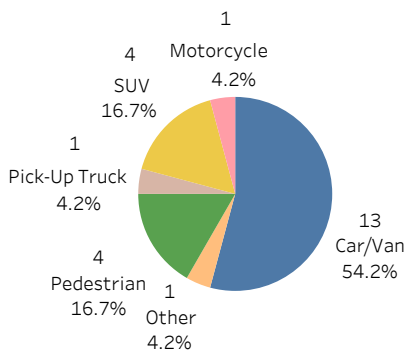
Serious injury rate by RETAC and Colorado, 2011 - 2015



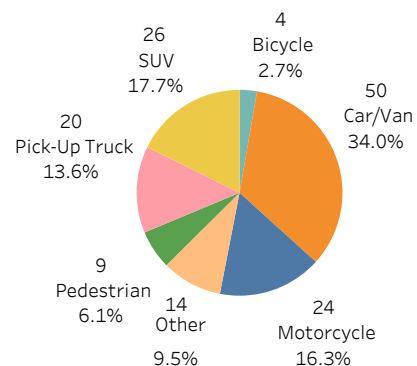
RETAC fatalities by person and vehicle type, and hospitalizations, by age group, 2013-2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup/Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	3
5-8	0	0	0	0	0	0	3
9-15	0	0	0	0	0	0	16
16-20	14	11	3	0	0	0	41
21-34	15	8	4	1	2	0	125
35-54	27	12	7	5	3	0	132
55-64	16	5	6	3	2	0	83
65+	17	7	3	3	4	0	88
Total	89	43	23	12	11	0	491

Mode of transportation of fatalities by RETAC, 2015

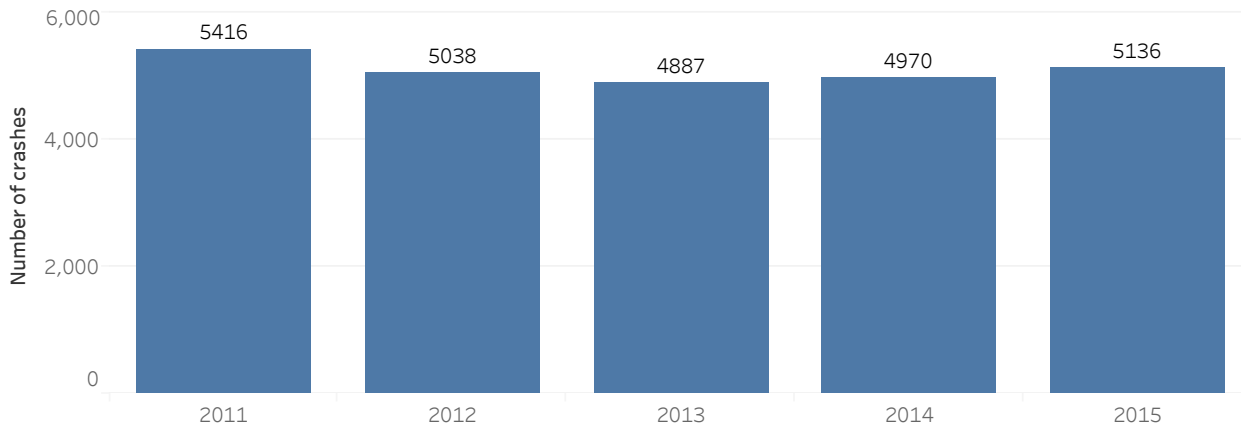


Mode of transportation of seriously injured by RETAC, 2015



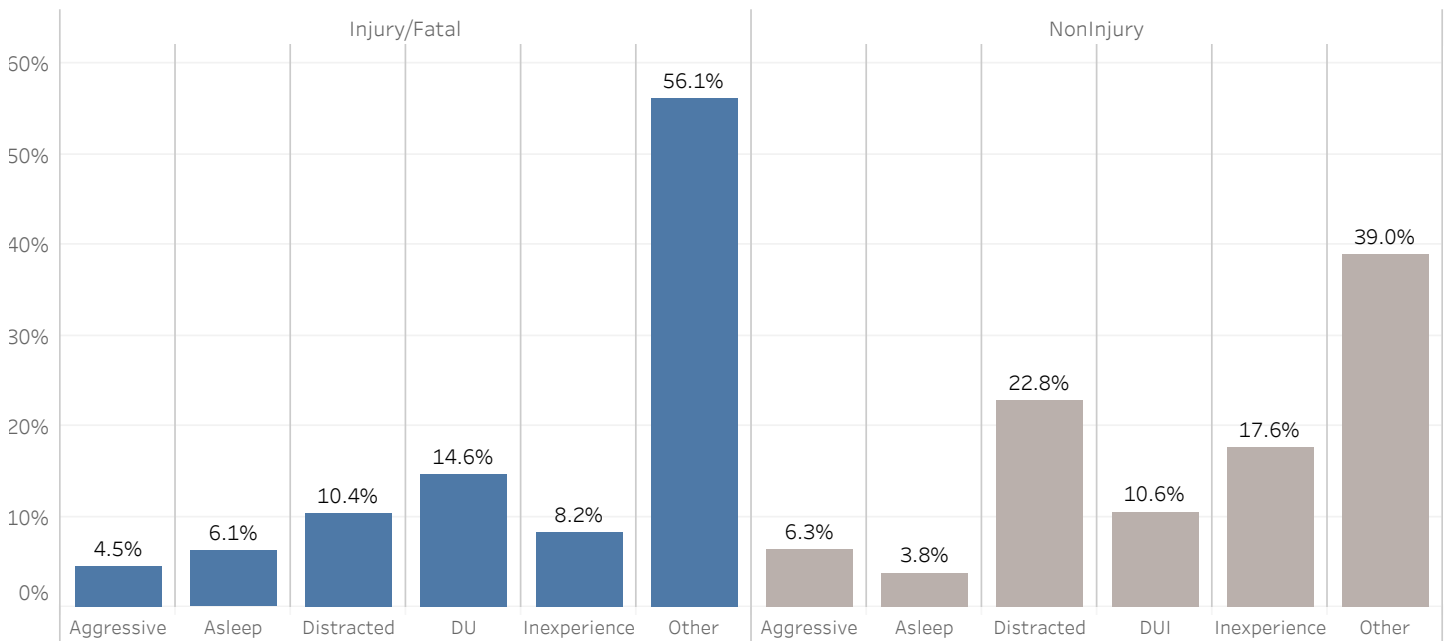
Southern

Total number of motor vehicle crashes by RETAC, 2011 -2015

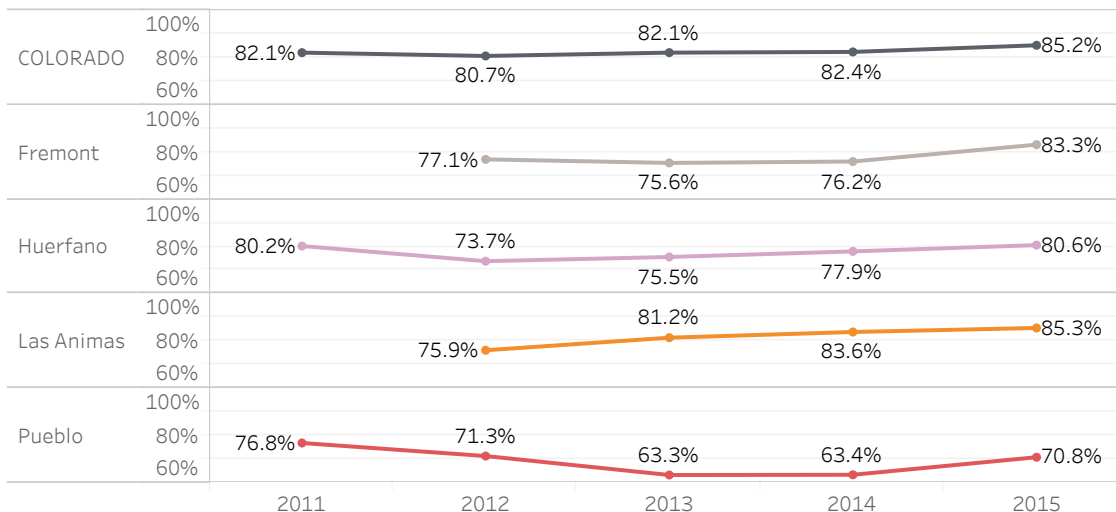


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by RETAC, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Southern Colorado

Impaired Driving

Of the 24 fatalities in 2015, (17 percent) 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).

Speed Enforcement

In 2015, 37 percent of fatalities and 12 percent of serious injuries involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 10 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 5 driver(s) age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 1 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There was/were 4 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 12 of the 18 (67 percent) motor vehicle occupant fatalities and 24 of the 102 (24 percent) seriously injured occupants were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



Southwest RETAC



Counties: Dolores, San Juan, Montezuma, La Plata, and Archuleta.

Table 35. Southwest RETAC Demographics, 2015

Age Group	Female	Male	Total
<5	2,547	2,657	5,204
5-8	2,193	2,402	4,595
9-15	3,838	4,108	7,946
16-20	3,006	3,279	6,285
21-34	7,810	8,319	16,129
35-54	11,916	11,894	23,811
55-64	7,801	7,419	15,220
65+	8,624	8,274	16,898
Total	47,736	48,352	96,088

Data source: 2015 DOLA

TABLE 36: SOUTHWEST RETAC TREND ANALYSIS 2011-2015

Performance Measure Reduce the number of:	CO 5-Year Crude Rate Event/100,000 people	RETAC Numbers By Year					RETAC 5-Year Crude Rate Event/100,000 people	5-Year % Change^
		2011	2012	2013	2014	2015		
Traffic fatalities	9.4	19	24	26	16	14	20.1	↓ 7.4%
Serious injuries in traffic crashes	63.3	115	117	94	90	70	98.8	↓ 11.7%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	7	11	10	5	3	7.1	↓ 19.1%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	5	6	4	2	2	3.9	↓ 20.5%
Speeding-related fatalities	2.6	4	12	7	5	3	6.3	↓ 6.9%
Motorcyclist fatalities	1.7	4	4	3	4	3	3.7	↓ 6.9%
Unhelmeted motorcyclist fatalities	1.1	2	3	2	2	1	2.2	↓ 15.9%
Drivers age 20 or younger in fatal crashes	1.3	2	3	0	1	1	1.4	↓ 15.9%
Pedestrian fatalities	1.1	0	0	1	1	0	0.4	*

^Green cells represent a reduction in the RETAC's numbers for each performance measure from 2011 to 2015, indicating where the RETAC is doing well. Red cells represent an increase in the RETAC's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

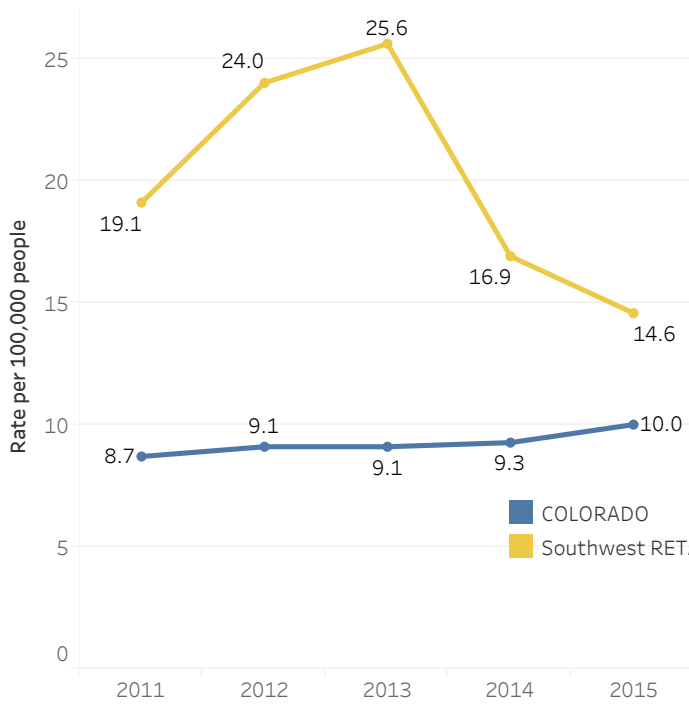
Data sources: EARS, FARS, Institute of Transportation Management at CSU (Seat belt use)

*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time

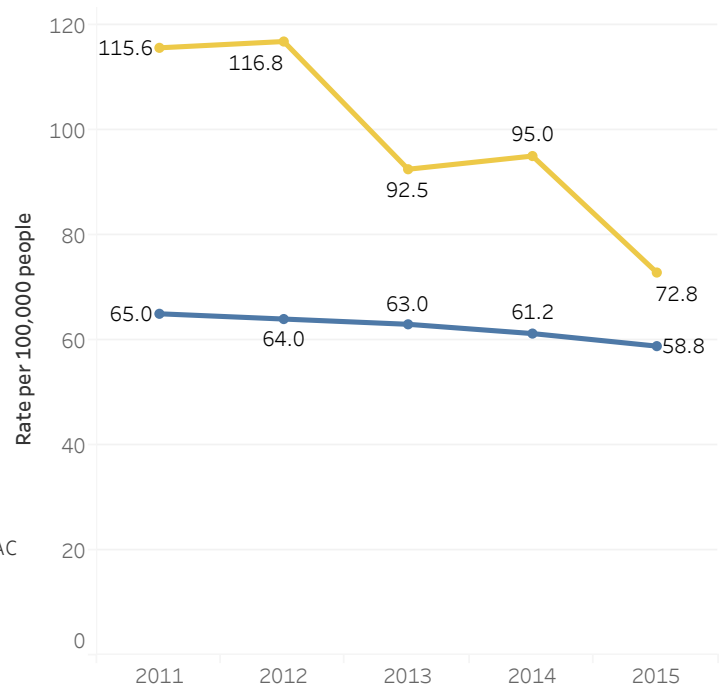
**Seat belt use survey data was collected in only select counties each year; therefore, data may only be shown for the state of Colorado and/or have only one year of data for the county.

Southwest

Fatality rate by RETAC and Colorado, 2011-2015



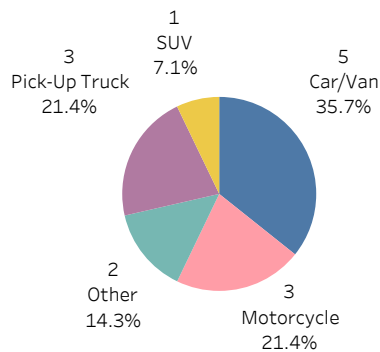
Serious injury rate by RETAC and Colorado, 2011 - 2015



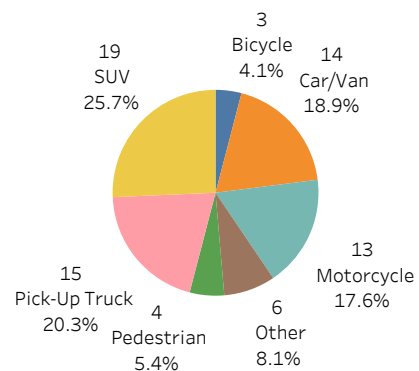
RETAC fatalities by person and vehicle type, and hospitalizations, by age group, 2013-2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup/Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	1
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	4
16-20	2	2	0	0	0	0	11
21-34	16	10	3	1	1	1	50
35-54	13	6	3	3	1	0	30
55-64	12	7	1	4	0	0	29
65+	12	8	2	2	0	0	23
Total	55	33	9	10	2	1	148

Mode of transportation of fatalities by RETAC, 2015

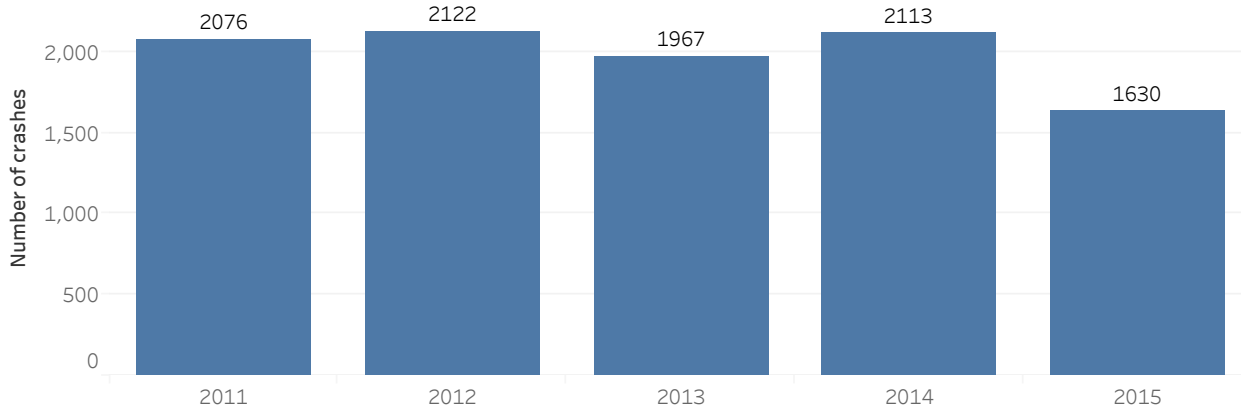


Mode of transportation of seriously injured by RETAC, 2015

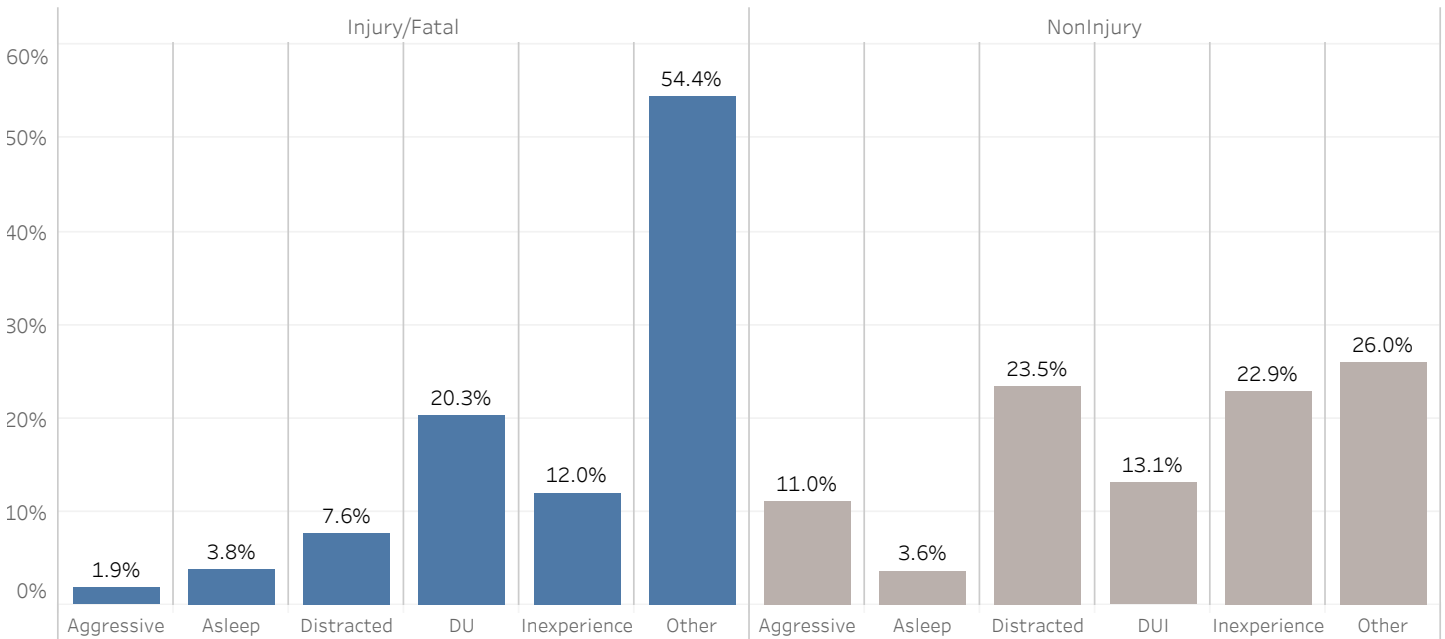


Southwest

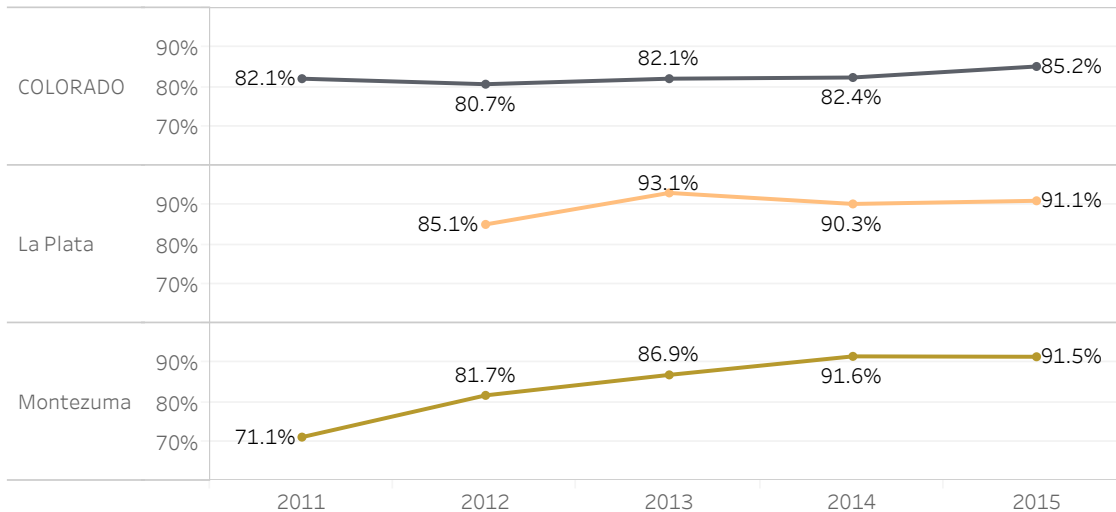
Total number of motor vehicle crashes by RETAC, 2011 -2015



Contributing factors among drivers in injury and fatal vs. non-injury crashes, by RETAC, 2015
(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Southwest RETAC

Impaired Driving

Of the 14 fatalities in 2015, (14 percent) 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).

Speed Enforcement

In 2015, 21 percent of fatalities and 11 percent of serious injuries involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 8 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 1 driver(s) age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 3 motorcyclist fatalities in 2015 and 33 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There was/were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

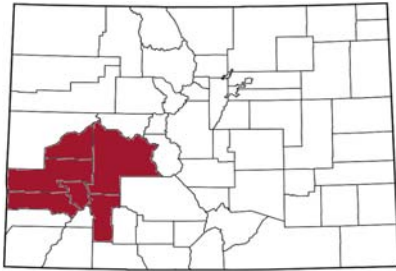
Occupant Protection

In 2015, 3 of the 9 (33 percent) motor vehicle occupant fatalities and 11 of the 50 (22 percent) seriously injured occupants were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



Western RETAC



Counties: Delta, Gunnison, Montrose, San Miguel, Ouray, and Hinsdale.

Table 37. Western RETAC Demographics, 2015

Age Group	Female	Male	Total
<5	2,522	2,634	5,156
5-8	2,241	2,485	4,726
9-15	4,360	4,432	8,792
16-20	3,254	3,573	6,827
21-34	6,815	8,003	14,818
35-54	12,234	12,672	24,906
55-64	7,552	7,324	14,877
65+	10,540	9,649	20,189
Total	49,518	50,772	100,290

Data source: 2015 DOLA

TABLE 38: WESTERN RETAC TREND ANALYSIS 2011-2015

Performance Measure Reduce the number of:	CO 5-Year Crude Rate Event/100,000 people	RETAC Numbers By Year					RETAC 5-Year Crude Rate Event/100,000 people	5-Year % Change^
		2011	2012	2013	2014	2015		
Traffic fatalities	9.4	15	18	20	20	21	19.8	↑8.8%
Serious injuries in traffic crashes	63.3	72	79	65	69	64	73.4	↓2.9%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	4	7	5	5	8	6.1	↑18.9%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	5	2	5	10	8	6.3	↑12.5%
Speeding-related fatalities	2.6	11	8	8	9	12	10.1	↑2.2%
Motorcyclist fatalities	1.7	7	4	5	5	5	5.5	↓8.1%
Unhelmeted motorcyclist fatalities	1.1	4	3	4	3	3	3.6	↓6.9%
Drivers age 20 or younger in fatal crashes	1.3	0	2	2	0	3	1.5	*
Pedestrian fatalities	1.1	0	0	2	1	0	0.6	*

^Green cells represent a reduction in the RETAC's numbers for each performance measure from 2011 to 2015, indicating where the RETAC is doing well. Red cells represent an increase in the RETAC's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

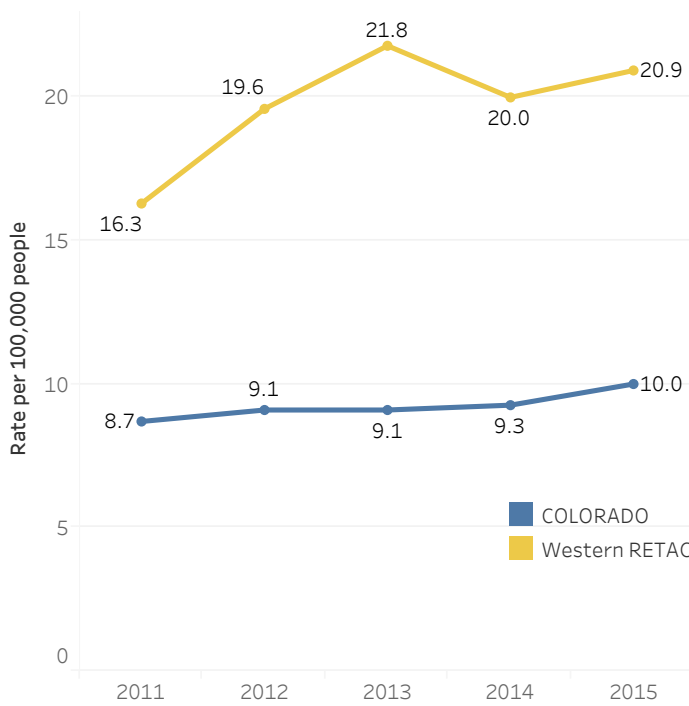
Data sources: EARS, FARS, Institute of Transportation Management at CSU (Seat belt use)

*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time

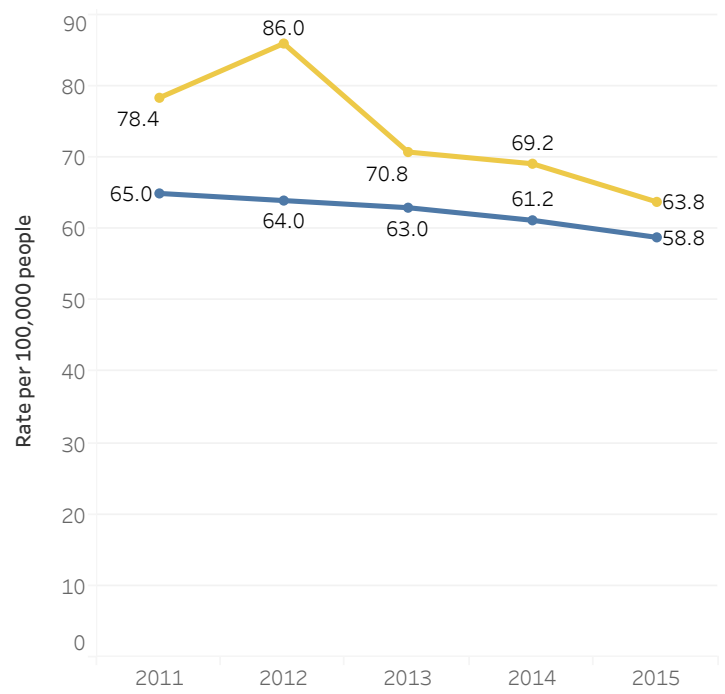
**Seat belt use survey data was collected in only select counties each year; therefore, data may only be shown for the state of Colorado and/or have only one year of data for the county.

Western

Fatality rate by RETAC and Colorado, 2011-2015



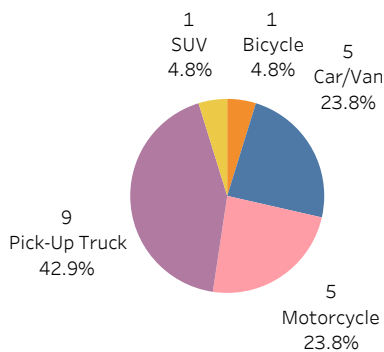
Serious injury rate by RETAC and Colorado, 2011 - 2015



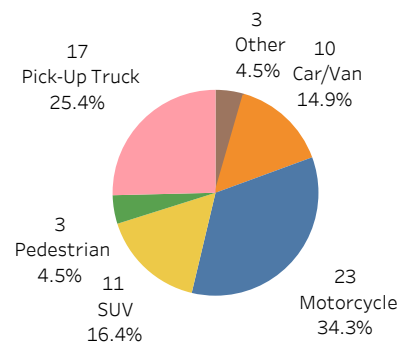
RETAC fatalities by person and vehicle type, and hospitalizations, by age group, 2013-2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup/Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	1	1	0	0	0	0	1
5-8	1	1	0	0	0	0	0
9-15	0	0	0	0	0	0	3
16-20	2	0	2	0	0	0	10
21-34	21	11	9	1	0	0	31
35-54	12	5	2	5	0	0	64
55-64	12	2	2	5	2	1	22
65+	15	5	4	4	1	1	40
Total	64	25	19	15	3	2	171

Mode of transportation of fatalities by RETAC, 2015

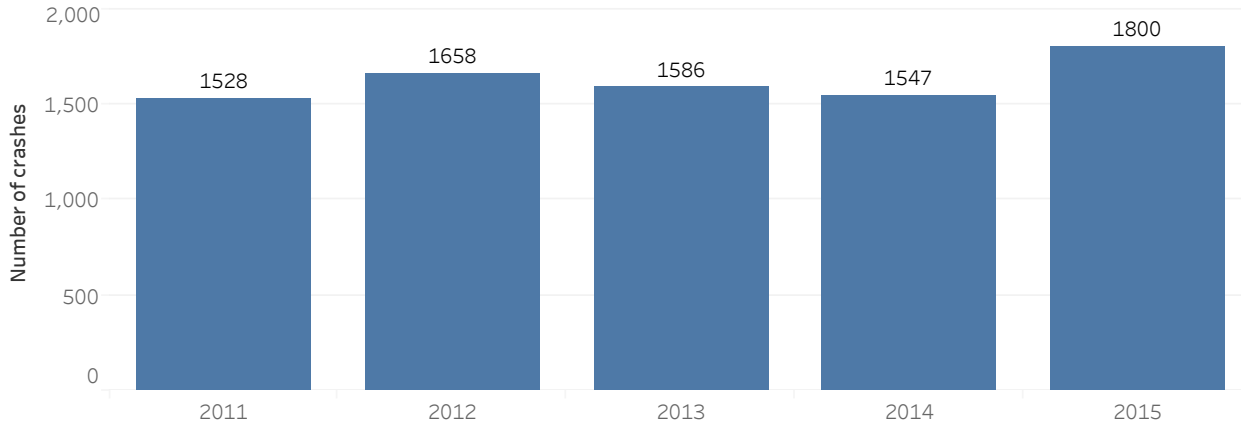


Mode of transportation of seriously injured by RETAC, 2015

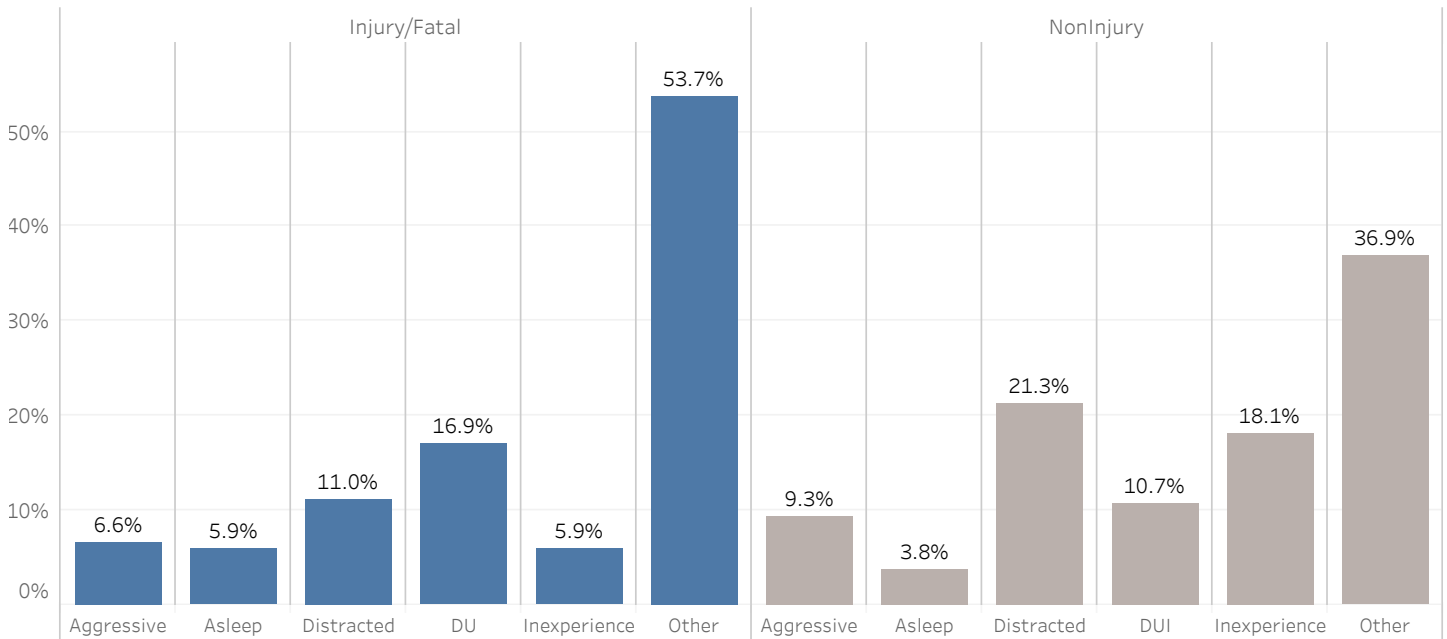


Western

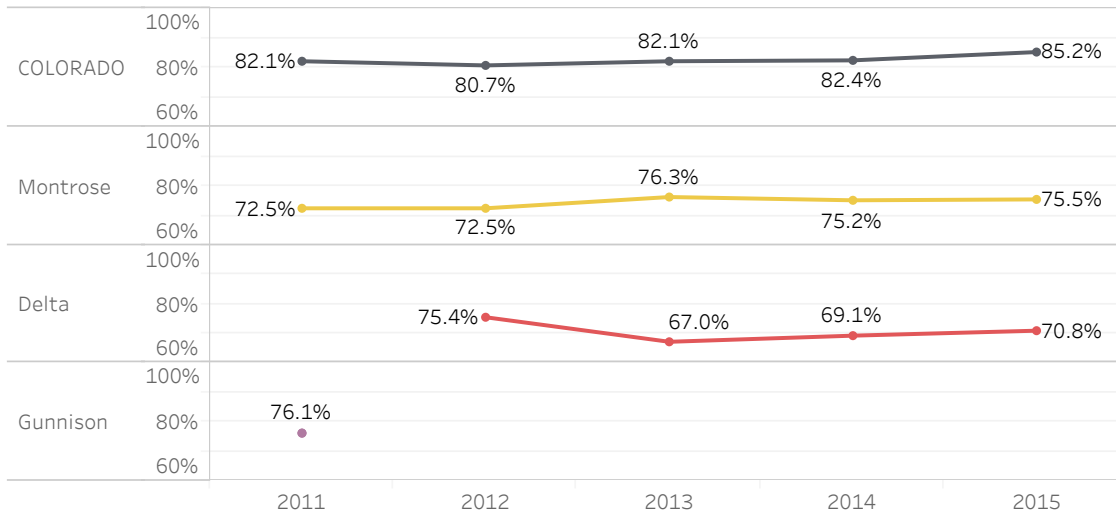
Total number of motor vehicle crashes by RETAC, 2011 -2015



Contributing factors among drivers in injury and fatal vs. non-injury crashes, by RETAC, 2015
(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Western RETAC

Impaired Driving

Of the 21 fatalities in 2015, (38 percent) 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).

Speed Enforcement

In 2015, 57 percent of fatalities and 22 percent of serious injuries involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 11 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 3 driver(s) age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 5 motorcyclist fatalities in 2015 and 60 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There was/were 0 pedestrian(s) and 1 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 8 of the 15 (53 percent) motor vehicle occupant fatalities and 14 of the 38 (37 percent) seriously injured occupants were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



ADAMS COUNTY



Age Group	Female	Male	Total
<5	17,999	18,779	36,777
5-8	15,233	16,220	31,453
9-15	26,604	27,661	54,265
16-20	16,771	17,673	34,445
21-34	47,949	49,662	97,611
35-54	66,937	70,104	137,041
55-64	25,921	25,244	51,165
65+	26,730	21,341	48,071
Total	244,144	246,685	490,829

Data source: 2015 DOLA

Performance Measure Reduce the number of:	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Adams County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2011	2012	2013	2014	2015		
Traffic fatalities	9.4	29	27	33	32	44	7.1	↑11.0%
Serious injuries in traffic crashes	63.3	274	242	291	243	294	59.5	↑1.8%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	9	10	12	11	14	2.4	↑11.7%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	8	4	5	12	9	1.6	↑3.0%
Speeding-related fatalities	2.6	12	6	8	16	17	2.5	↑9.1%
Motorcyclist fatalities	1.7	5	3	4	7	7	1.1	↑8.8%
Unhelmeted motorcyclist fatalities	1.1	5	3	3	5	6	0.9	↑4.7%
Drivers age 20 or younger in fatal crashes	1.3	3	4	7	4	4	0.9	↑7.5%
Pedestrian fatalities	1.1	5	10	7	8	6	1.5	↑4.7%

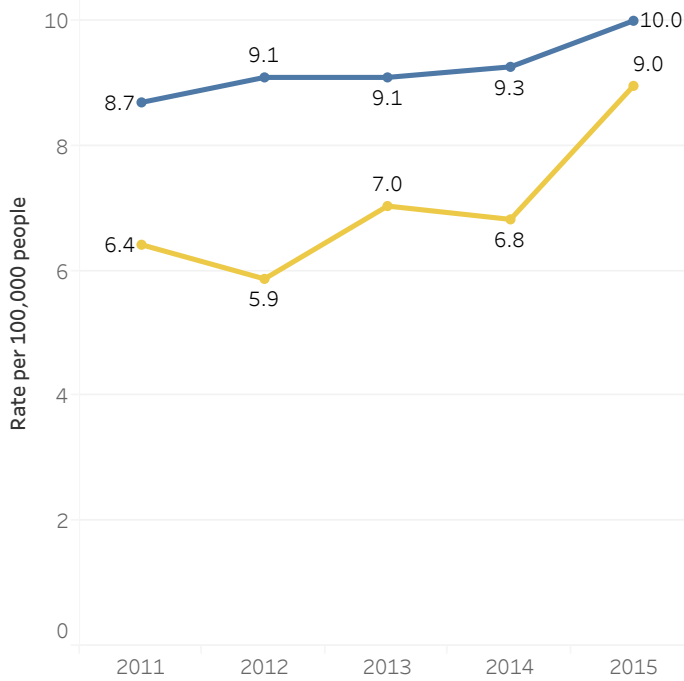
^Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

Data sources: EARS, FARS, Institute of Transportation Management at CSU (Seat belt use)

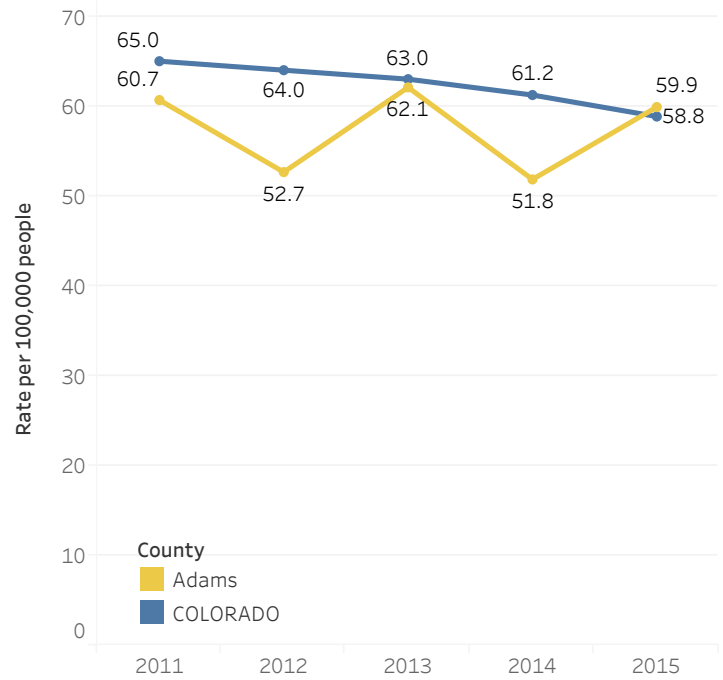
**Seat belt use survey data was collected in only select counties each year; therefore, data may only be shown for the state of Colorado and/or have only one year of data for the county.

Adams County

Fatality rate by county and Colorado, 2011-2015



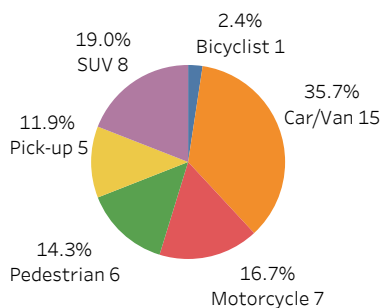
Serious injury rate by county and Colorado, 2011 - 2015



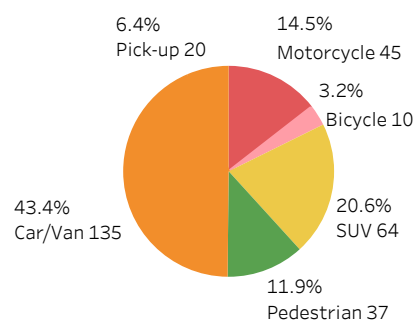
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	2	1	1	0	0	0	8
5-8	0	0	0	0	0	0	15
9-15	2	1	0	0	1	0	25
16-20	9	4	2	1	2	0	73
21-34	35	18	4	7	5	1	233
35-54	30	11	3	9	7	0	254
55-64	13	6	3	1	1	2	82
65+	16	9	2	0	5	0	97
Total	106	50	14	18	21	3	787

Mode of transportation of fatalities by county, 2015

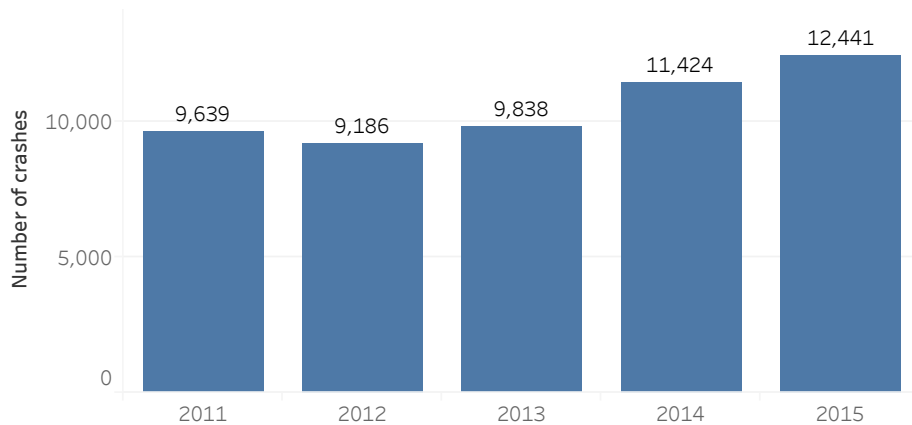


Mode of transportation of seriously injured by county, 2015

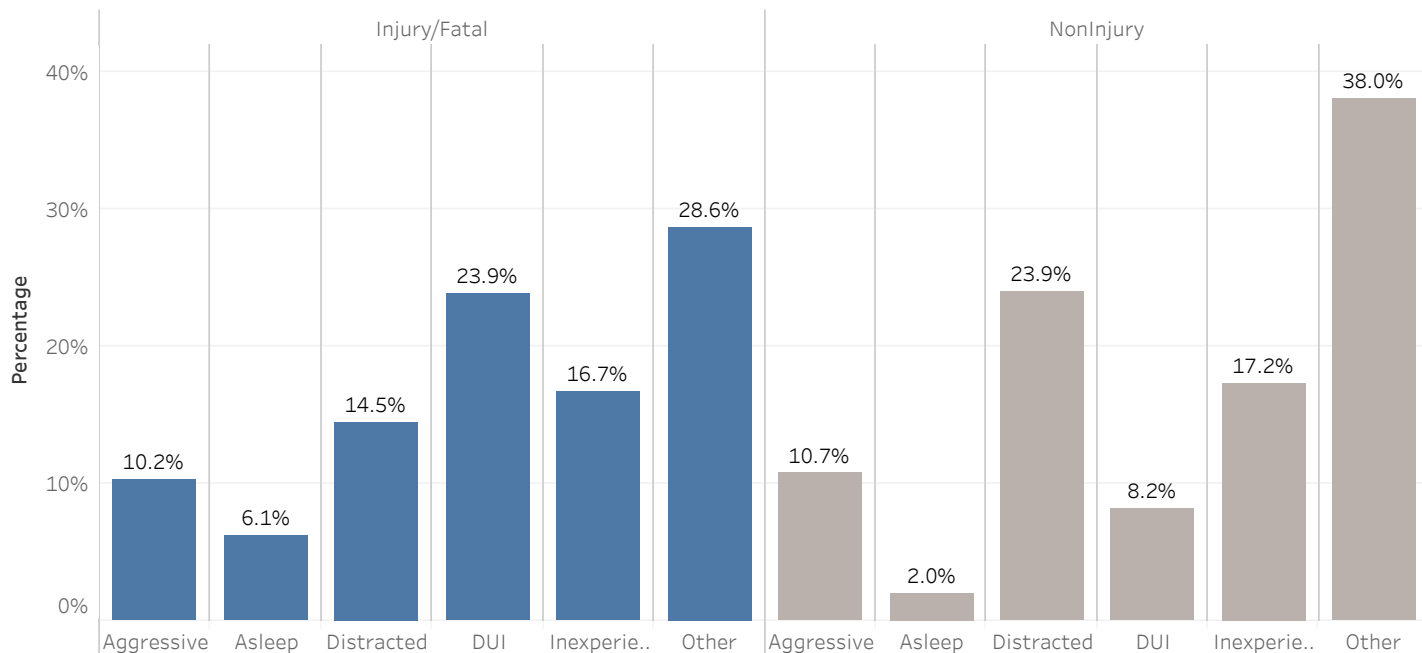


Adams County

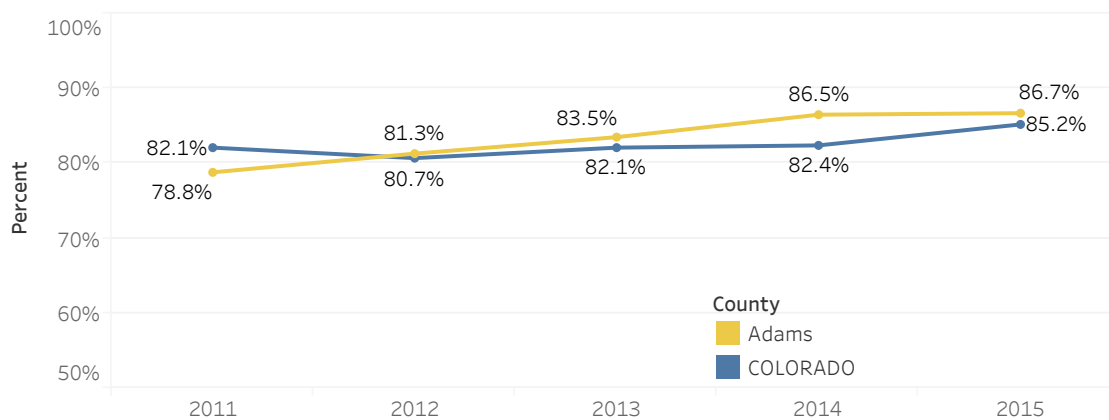
Total number of crashes by county, 2011-2015



Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015



Seat belt use by county and Colorado, 2011 - 2015





Key Findings



Adams County

Impaired Driving

Of the 44 fatalities in 2015, 9 (20 percent) 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).

Speed Enforcement

In 2015, 4 percent of injury and fatal crashes and 4 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 14 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 4 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 7 motorcyclist fatalities in 2015 and 86 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 6 pedestrian(s) and 1 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 14 of the 28 (50 percent) motor vehicle occupant fatalities and 58 of the 222 (26 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



ALAMOSA COUNTY



Age Group	Female	Male	Total
<5	555	580	1,134
5-8	520	476	996
9-15	728	805	1,532
16-20	793	817	1,609
21-34	1,466	1,576	3,042
35-54	1,731	1,771	3,502
55-64	1,059	1,008	2,068
65+	1,139	985	2,124
Total	7,990	8,018	16,008

Data source: 2015 DOLA

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Alamosa County Five Year Crude Rate Event/100,000 people	Five Year Percent Change
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	4	4	2	3	4	21.5	0%
Serious injuries in traffic crashes	63.3	22	14	14	11	10	90.0	↓17.9%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	3	2	0	2	2	11.4	↓9.6%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	2	0	0	1	2	6.3	0%
Speeding-related fatalities	2.6	2	2	0	1	0	10.1	↓100.0%
Motorcyclist fatalities	1.7	1	0	0	0	0	1.3	↓100.0%
Unhelmeted motorcyclist fatalities	1.1	1	0	0	0	0	1.3	↓100.0%
Drivers age 20 or younger in fatal crashes	1.3	1	1	0	0	0	2.5	↓100.0%
Pedestrian fatalities	1.1	0	0	0	0	0	0	*

^Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

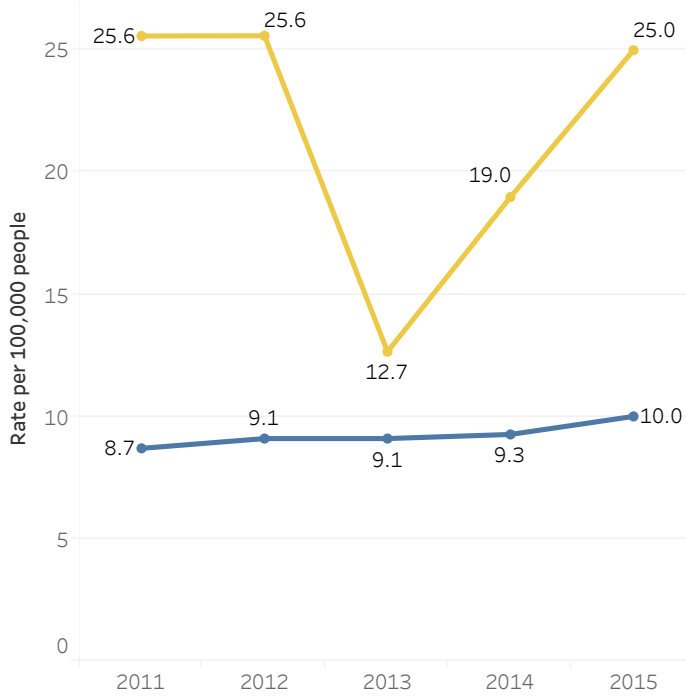
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Data sources: EARS, FARS, Institute of Transportation Management at CSU (Seat belt use)

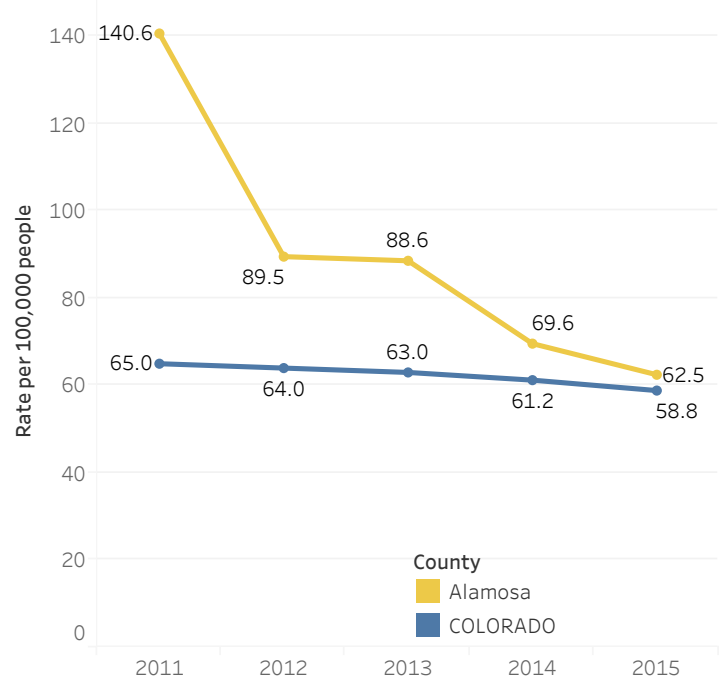
**Seat belt use survey data was collected in only select counties each year; therefore, data may only be shown for the state of Colorado and/or have only one year of data for the county.

Alamosa County

Fatality rate by county and Colorado, 2011-2015



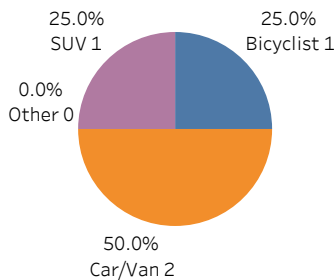
Serious injury rate by county and Colorado, 2011 - 2015



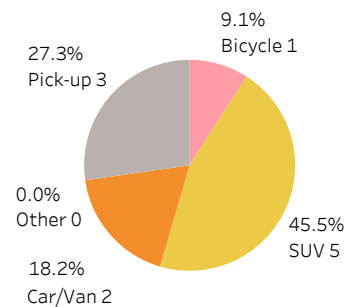
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	1
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	3
16-20	0	0	0	0	0	0	2
21-34	2	1	1	0	0	0	10
35-54	4	2	1	0	0	1	4
55-64	1	1	0	0	0	0	6
65+	2	1	1	0	0	0	4
Total	9	5	3	0	0	1	30

Mode of transportation of fatalities by county, 2015

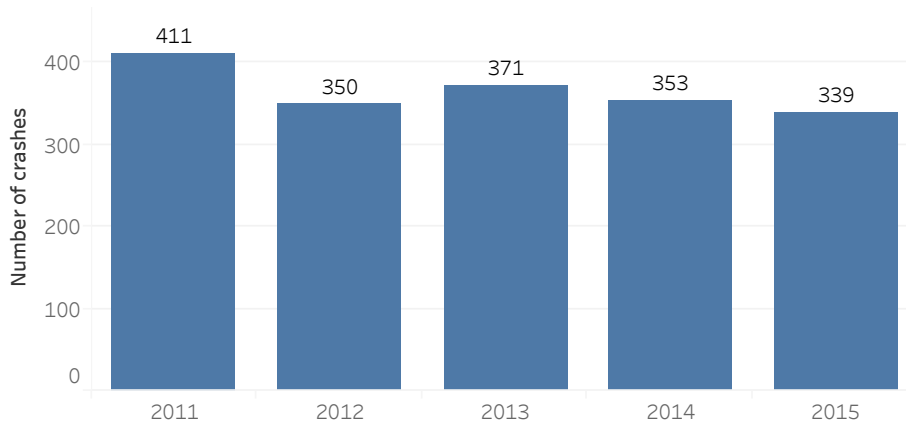


Mode of transportation of seriously injured by county, 2015



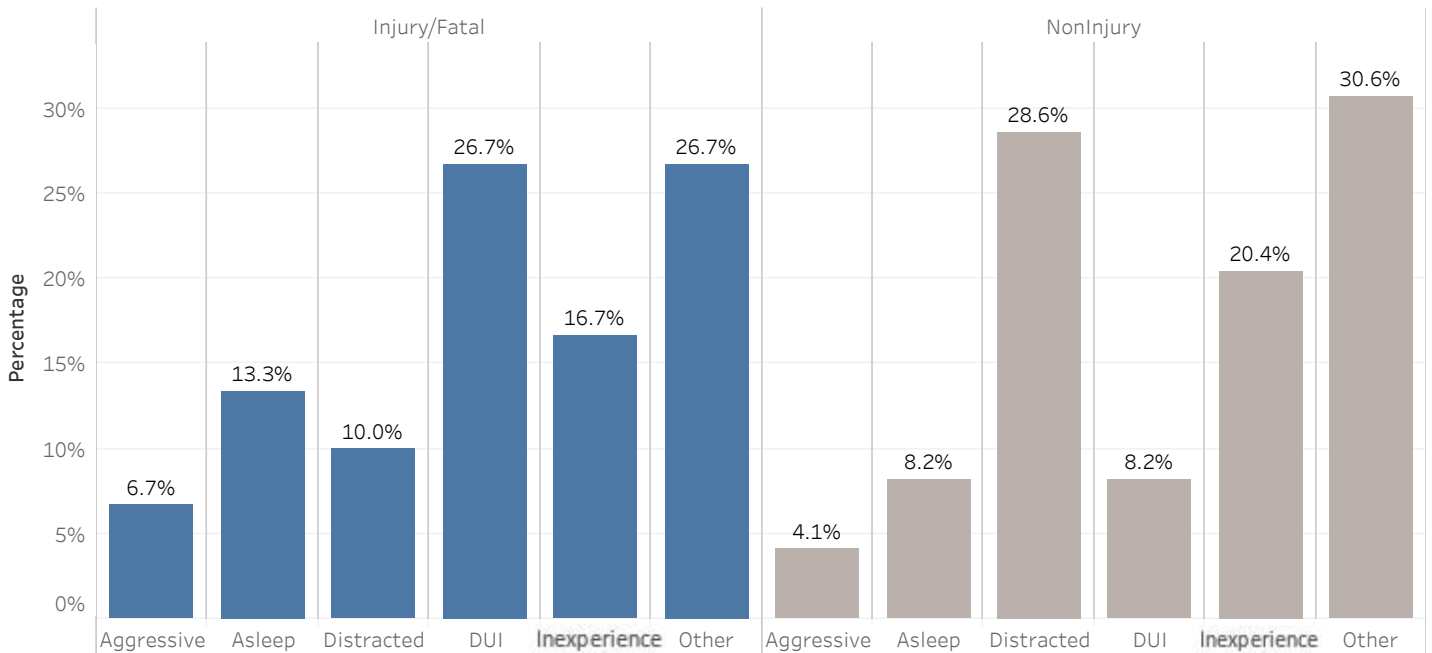
Alamosa County

Total number of crashes by county, 2011-2015



Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Alamosa County

Impaired Driving

Of the 4 fatalities in 2015, 2 (50 percent) 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).

Speed Enforcement

In 2015, 6 percent of injury and fatal crashes and 7 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 10 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 1 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 2 of the 3 (66 percent) motor vehicle occupant fatalities and 3 of the 10 (30 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



ARAPAHOE COUNTY



Age Group	Female	Male	Total
<5	19,817	20,688	40,504
5-8	16,664	17,665	34,329
9-15	29,898	31,339	61,237
16-20	19,873	20,967	40,839
21-34	60,613	61,351	121,964
35-54	89,495	86,694	176,189
55-64	41,207	37,330	78,538
65+	43,157	33,806	76,963
Total	314,649	303,692	618,341

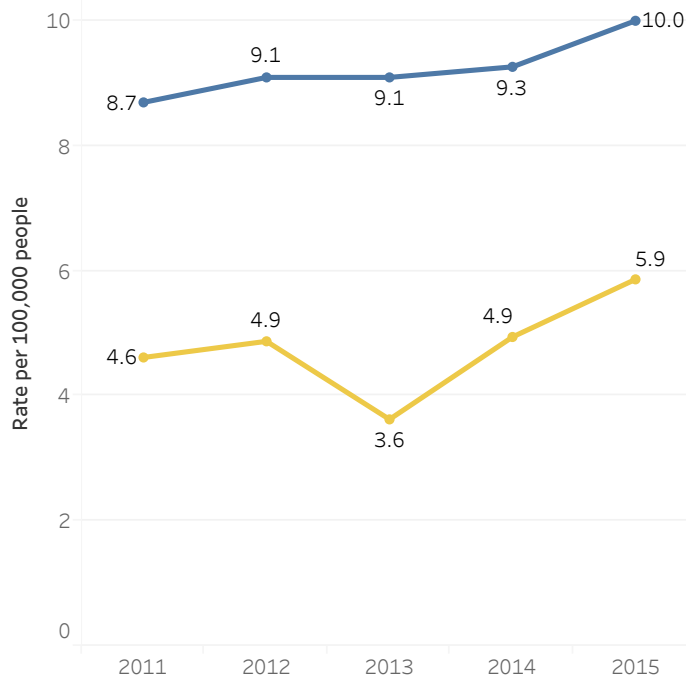
Data source: 2015 DOLA

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Arapahoe County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	27	29	21	30	37	4.8	↑8.2%
Serious injuries in traffic crashes	63.3	460	385	409	382	310	65.2	↓9.4%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	10	7	4	12	9	1.4	↓2.6%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	8	8	2	9	10	1.2	↑5.7%
Speeding-related fatalities	2.6	13	6	4	10	17	1.7	↑6.9%
Motorcyclist fatalities	1.7	7	6	6	3	7	1.0	0%
Unhelmeted motorcyclist fatalities	1.1	3	3	3	2	3	0.5	0%
Drivers age 20 or younger in fatal crashes	1.3	3	4	4	4	9	0.8	↑31.6%
Pedestrian fatalities	1.1	6	7	5	8	6	1.1	0%

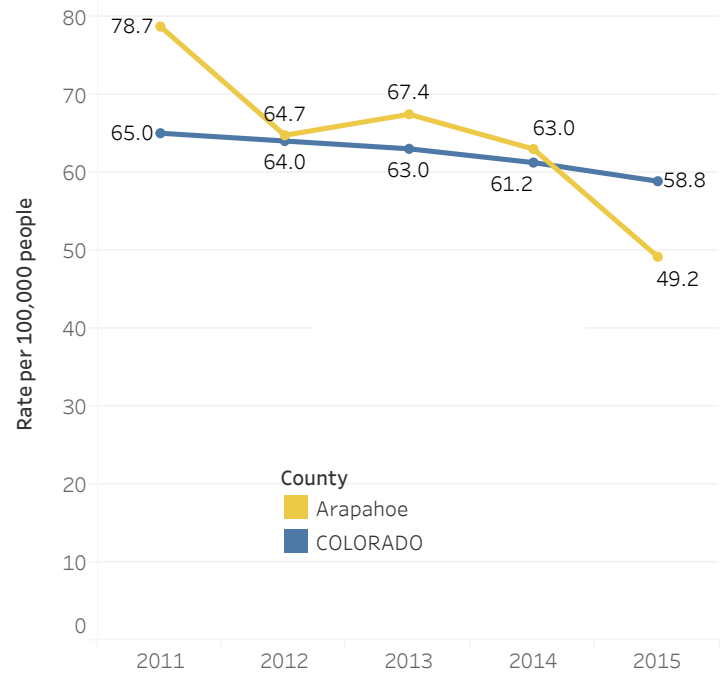
[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells indicate performance areas that need improvement. Red cells represent an increase in the county's numbers for each performance measure from 2011 to 2015, indicating where the county needs to improve.

Arapahoe County

Fatality rate by county and Colorado, 2011-2015



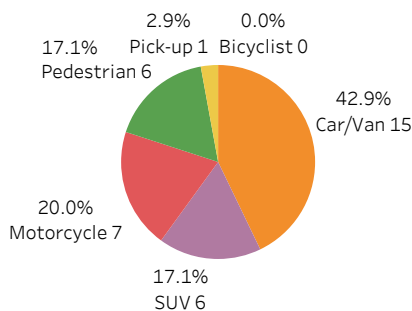
Serious injury rate by county and Colorado, 2011 - 2015



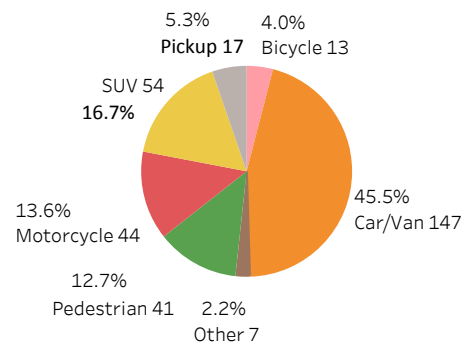
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	10
5-8	0	0	0	0	0	0	13
9-15	1	1	0	0	0	0	37
16-20	8	6	1	0	1	0	71
21-34	26	15	1	4	6	0	254
35-54	23	10	0	8	4	1	245
55-64	16	4	3	2	6	1	115
65+	11	7	0	2	2	0	126
Total	85	43	5	16	19	2	871

Mode of transportation of fatalities by county, 2015

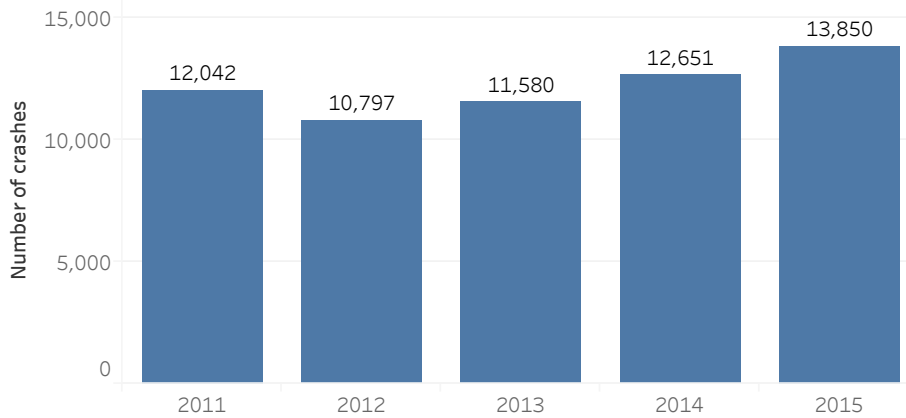


Mode of transportation of seriously injured by county, 2015



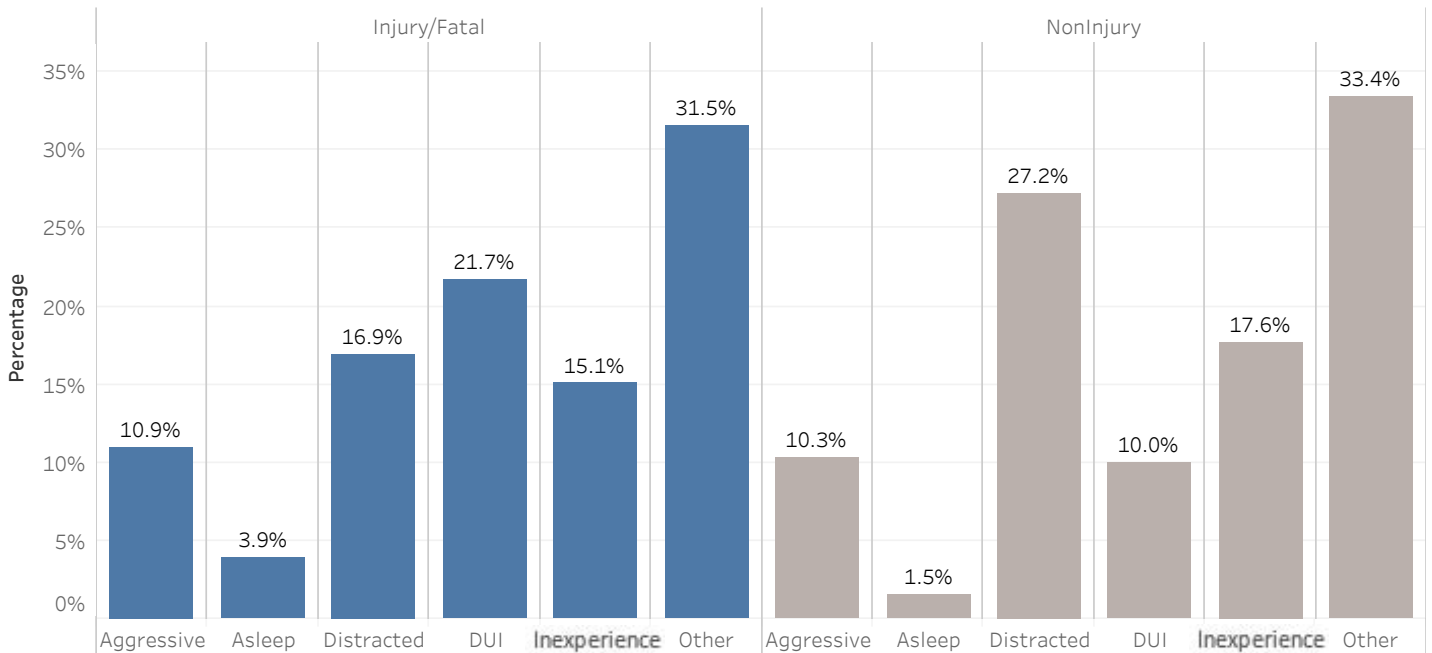
Arapahoe County

Total number of crashes by county, 2011-2015

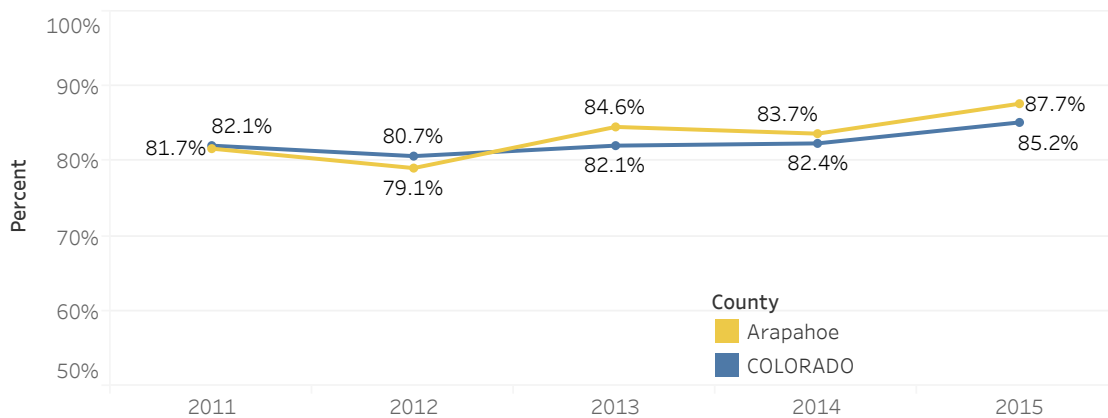


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015





Key Findings



Arapahoe County

Impaired Driving

Of the 37 fatalities in 2015, 10 (27 percent) 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).

Speed Enforcement

In 2015, 7 percent of injury and fatal crashes and 4 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 17 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 9 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 7 motorcyclist fatalities in 2015 and 43 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 6 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 9 of the 22 (40 percent) motor vehicle occupant fatalities and 37 of the 225 (16 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



ARCHULETA COUNTY



Age Group	Female	Male	Total
<5	290	303	593
5-8	236	291	526
9-15	457	483	940
16-20	289	336	624
21-34	739	752	1,491
35-54	1,493	1,422	2,915
55-64	1,206	1,129	2,335
65+	1,464	1,496	2,960
Total	6,173	6,211	12,384

Data source: 2015 DOLA

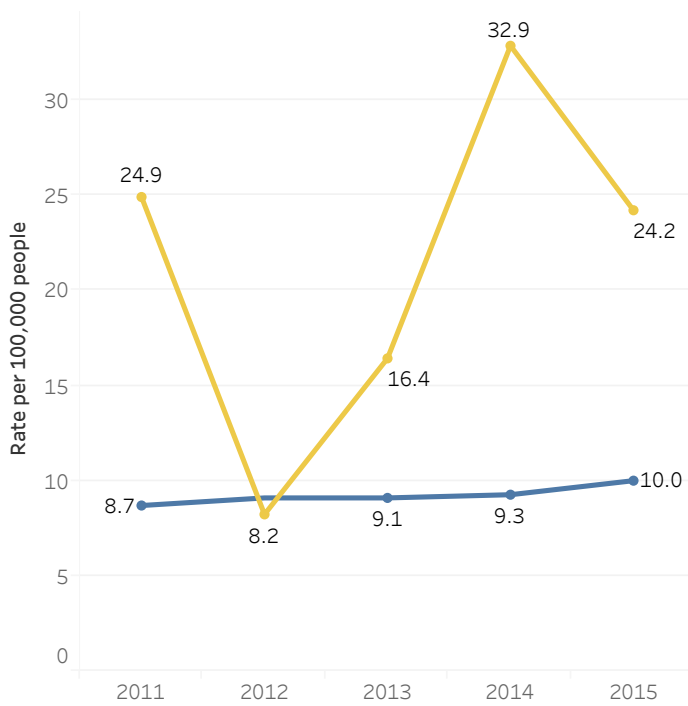
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Archuleta County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	3	1	2	4	3	21.3	0.0%
Serious injuries in traffic crashes	63.3	13	10	23	14	22	156.0	↑14.1%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	2	1	2	0	1	9.9	↓15.9%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	2	0	1	0	0	4.9	↓100.0%
Speeding-related fatalities	2.6	0	0	2	1	0	4.9	*
Motorcyclist fatalities	1.7	1	0	0	1	1	4.9	0.0%
Unhelmeted motorcyclist fatalities	1.1	1	0	0	1	0	3.3	↓100.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	*
Pedestrian fatalities	1.1	0	0	0	1	0	1.6	*

^Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, 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 2011 to 2015, indicating where the county needs to improve.

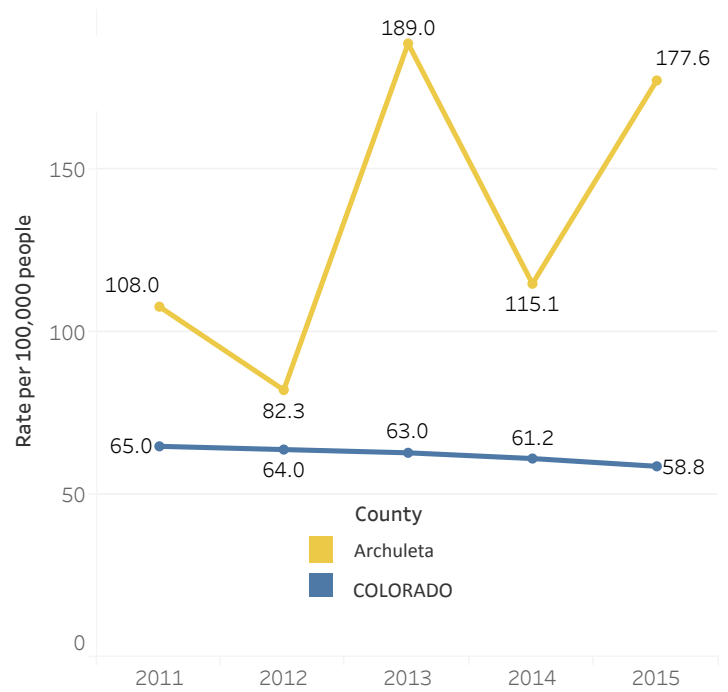
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Archuleta County

Fatality rate by county and Colorado, 2011-2015



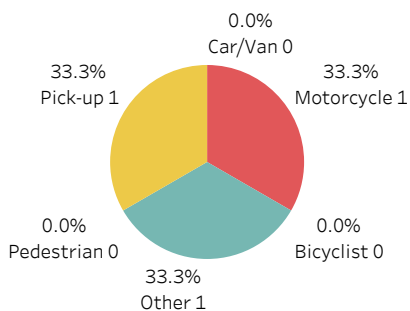
Serious injury rate by county and Colorado, 2011 - 2015



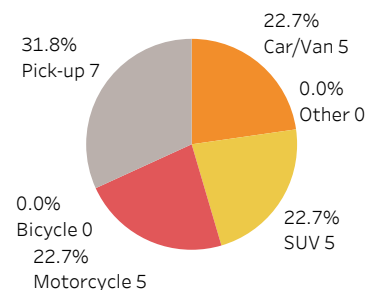
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	1
21-34	0	0	0	0	0	0	7
35-54	1	0	0	0	1	0	3
55-64	4	2	1	1	0	0	5
65+	4	2	1	1	0	0	4
Total	9	4	2	2	1	0	20

Mode of transportation of fatalities by county, 2015

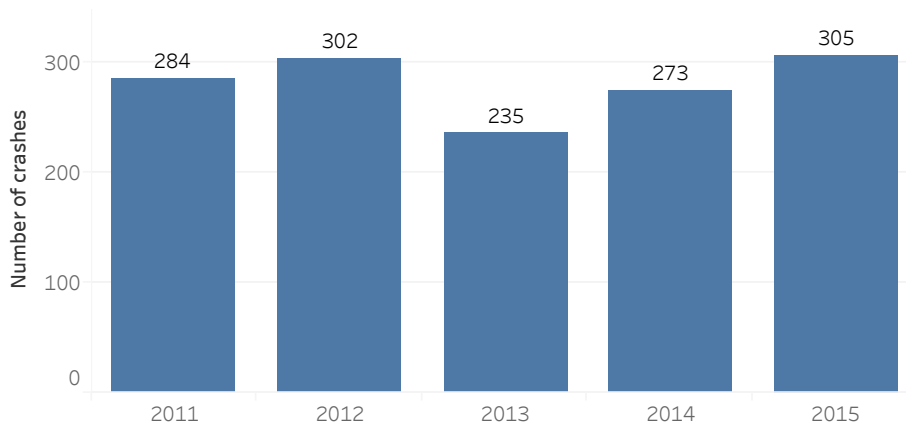


Mode of transportation of seriously injured by county, 2015



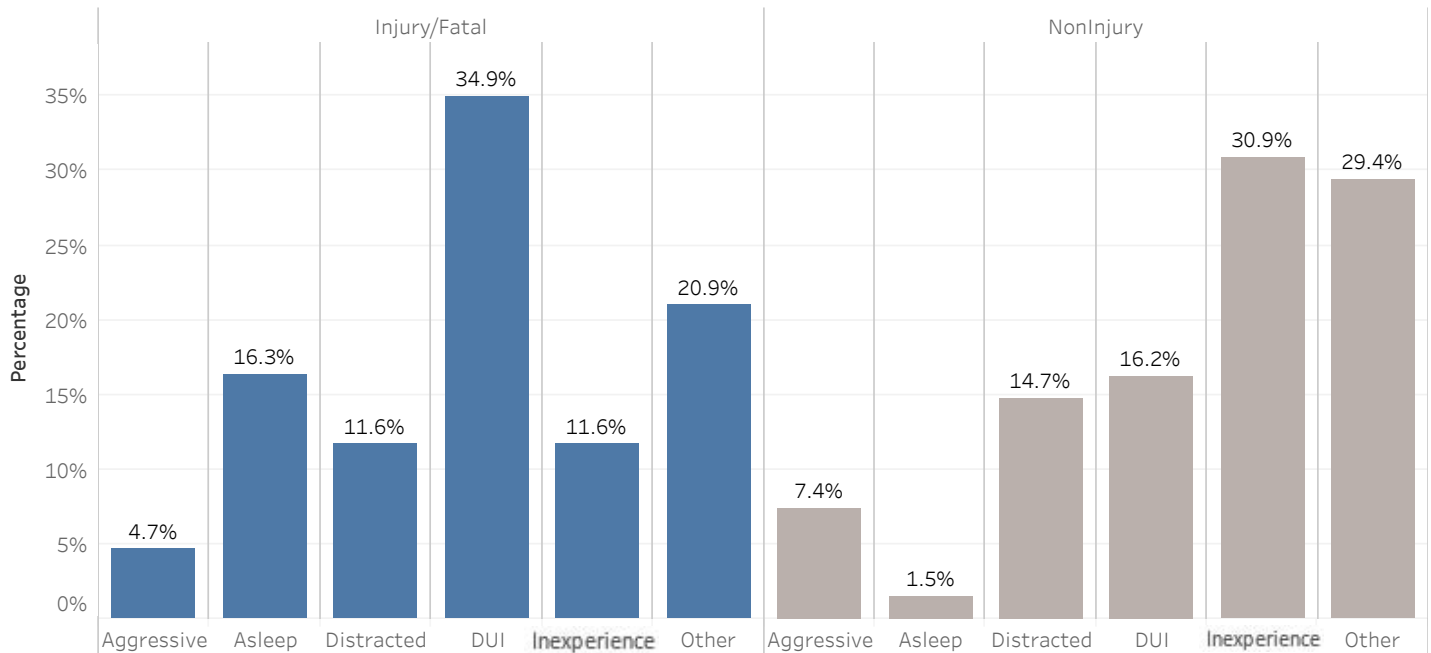
Archuleta County

Total number of crashes by county, 2011-2015

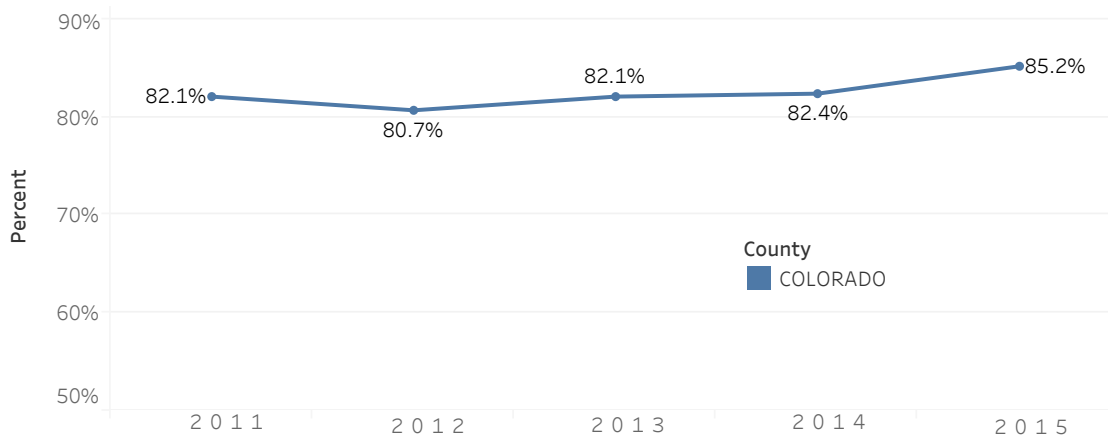


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Archuleta County

Impaired Driving

Of the 3 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 19 percent of injury and fatal crashes and 17 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 12 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 1 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

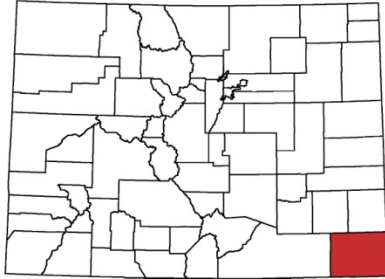
Occupant Protection

In 2015, 1 of the 1 (100 percent) motor vehicle occupant fatalities and 4 of the 17 (23 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



BACA COUNTY



Age Group	Female	Male	Total
<5	103	108	211
5-8	93	81	173
9-15	141	139	280
16-20	95	108	203
21-34	217	248	464
35-54	379	404	784
55-64	272	274	546
65+	516	418	934
Total	1,817	1,779	3,596

Data source: 2015 DOLA

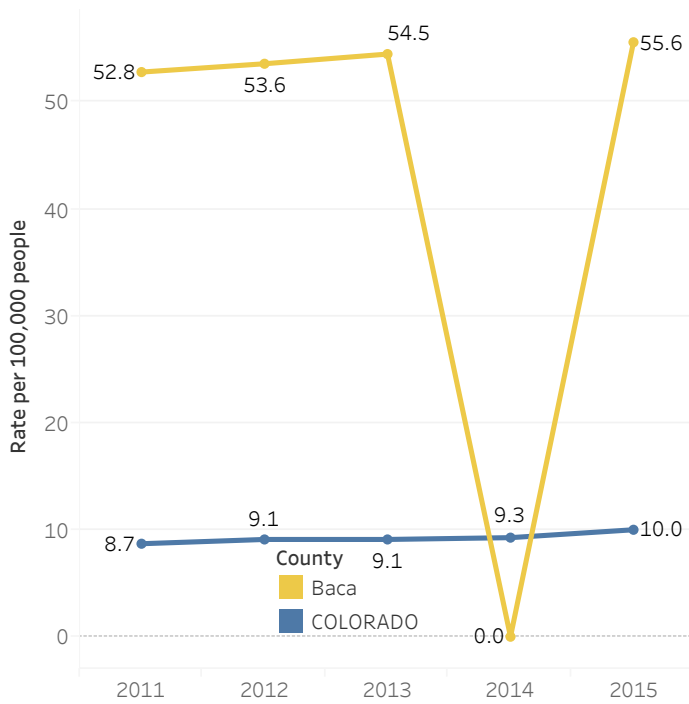
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Baca County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	2	2	2	0	2	43.4	0%
Serious injuries in traffic crashes	63.3	3	5	0	2	2	37.9	↓9.6%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	2	2	1	0	1	32.5	↓15.9%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	0	1	0	0	10.8	↓100.0%
Speeding-related fatalities	2.6	0	1	1	0	1	16.3	*
Motorcyclist fatalities	1.7	0	0	0	0	0	0.0	*
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	0%
Drivers age 20 or younger in fatal crashes	1.3	1	0	0	0	0	5.4	↓100.0%
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	*

^Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

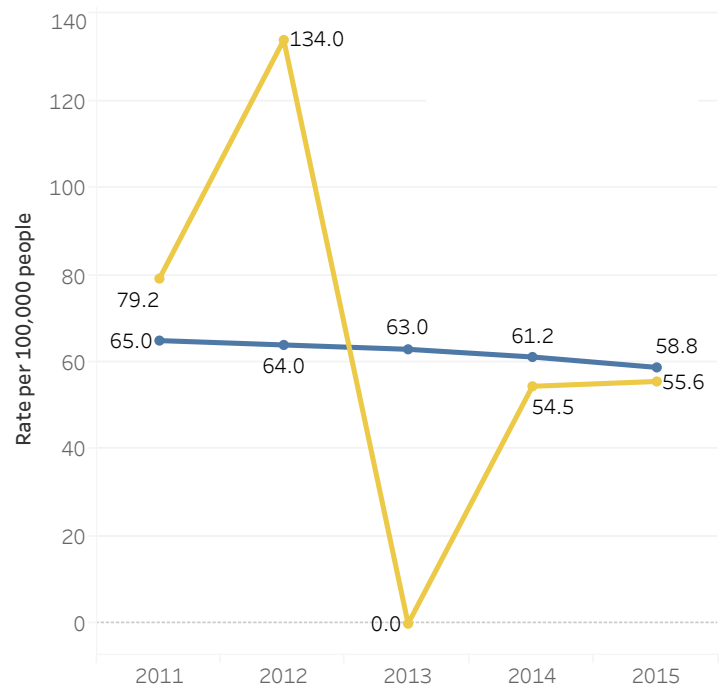
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Baca County

Fatality rate by county and Colorado, 2011-2015



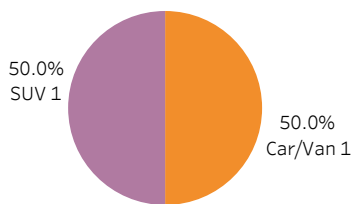
Serious injury rate by county and Colorado, 2011 - 2015



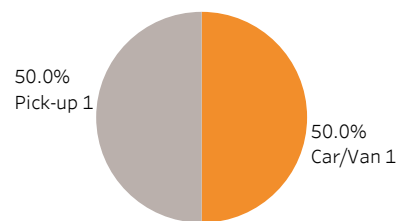
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	1
16-20	0	0	0	0	0	0	3
21-34	1	0	1	0	0	0	1
35-54	1	1	0	0	0	0	1
55-64	1	1	0	0	0	0	1
65+	1	1	0	0	0	0	0
Total	4	3	1	0	0	0	7

Mode of transportation of fatalities by county, 2015

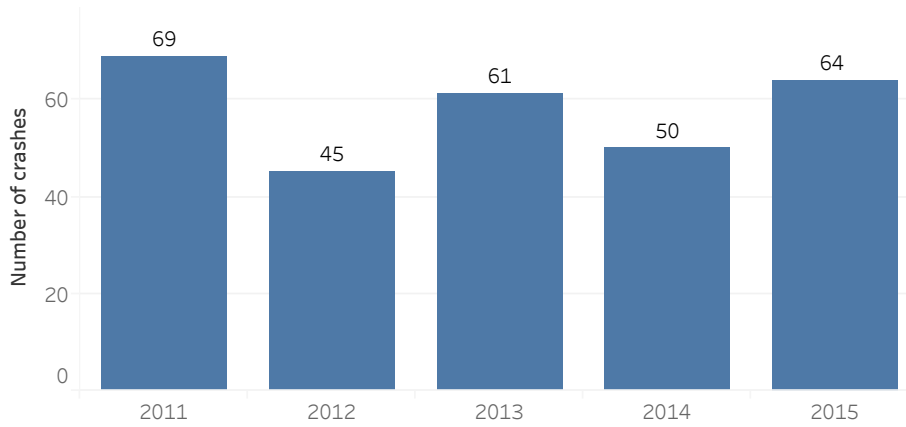


Mode of transportation of seriously injured by county, 2015



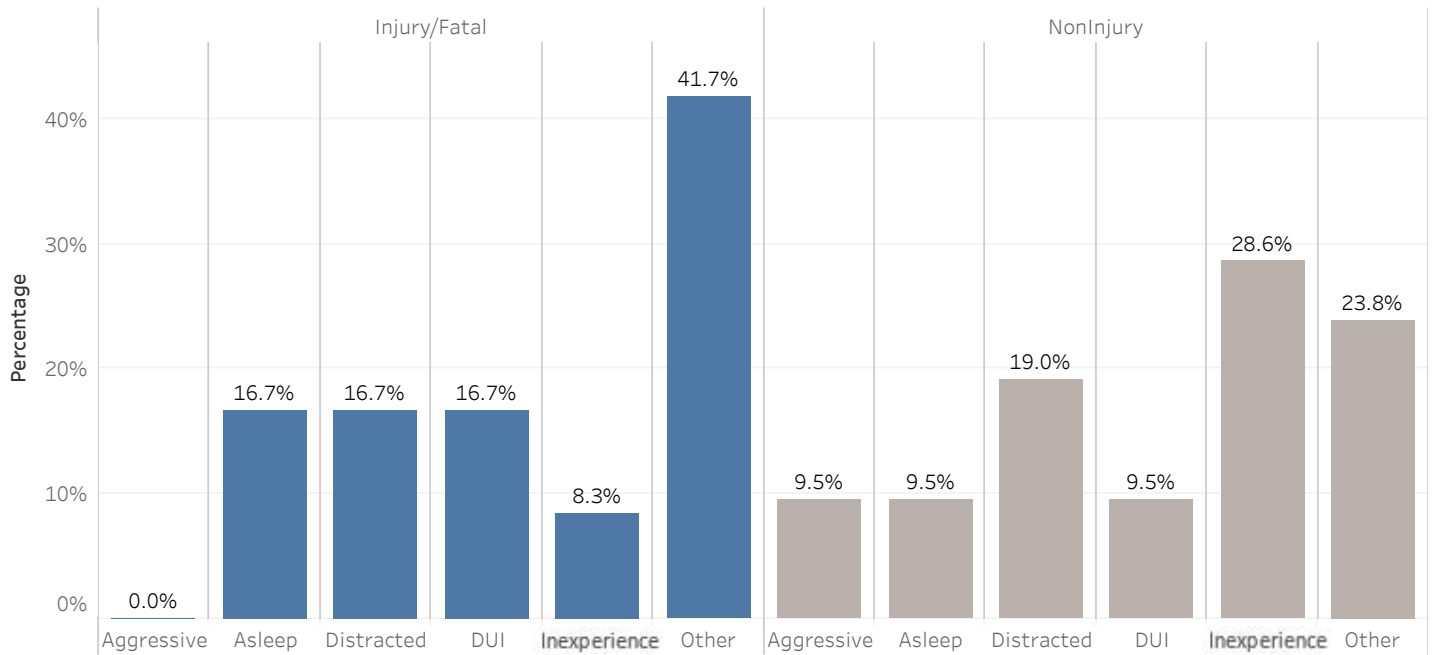
Baca County

Total number of crashes by county, 2011-2015

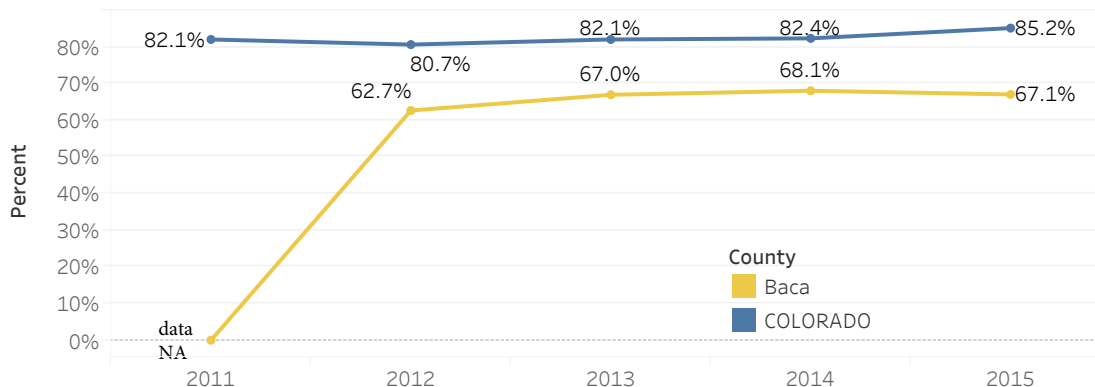


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Baca County

Impaired Driving

Of the 2 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 12 percent of injury and fatal crashes and 14 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 17 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

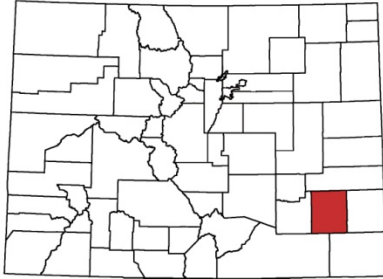
Occupant Protection

In 2015, 1 of the 2 (50 percent) motor vehicle occupant fatalities and 2 of the 2 (100 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



BENT COUNTY



Age Group	Female	Male	Total
<5	104	109	212
5-8	94	100	194
9-15	186	175	362
16-20	117	176	293
21-34	211	1,072	1,282
35-54	433	1,252	1,686
55-64	318	512	830
65+	454	528	982
Total	1,918	3,923	5,841

Data source: 2015 DOLA

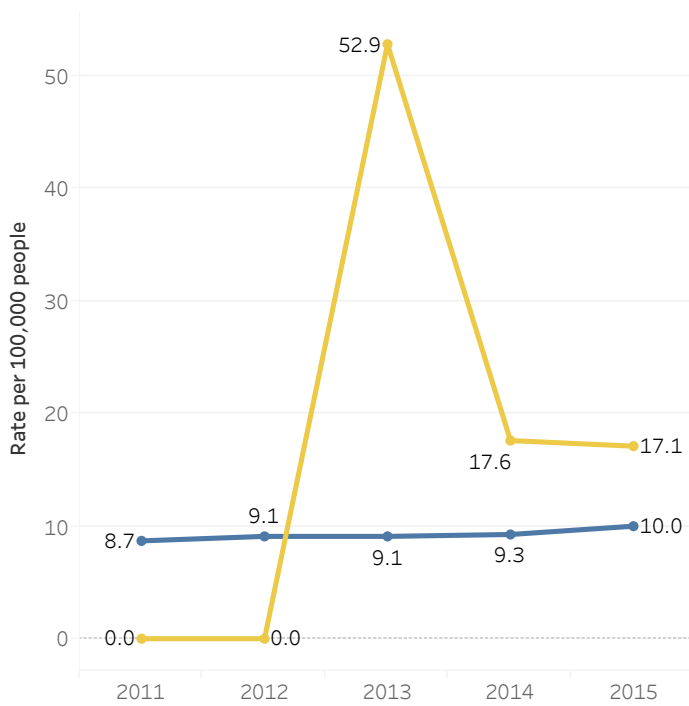
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Bent County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	0	0	3	1	1	17.1	*
Serious injuries in traffic crashes	63.3	2	5	1	5	7	54.7	↑36.8%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	0	0	3	0	0	10.2	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	1	0	0	3.4	*
Speeding-related fatalities	2.6	0	0	1	0	1	6.8	*
Motorcyclist fatalities	1.7	0	0	0	0	0	0.0	*
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	*
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	1	0	3.4	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

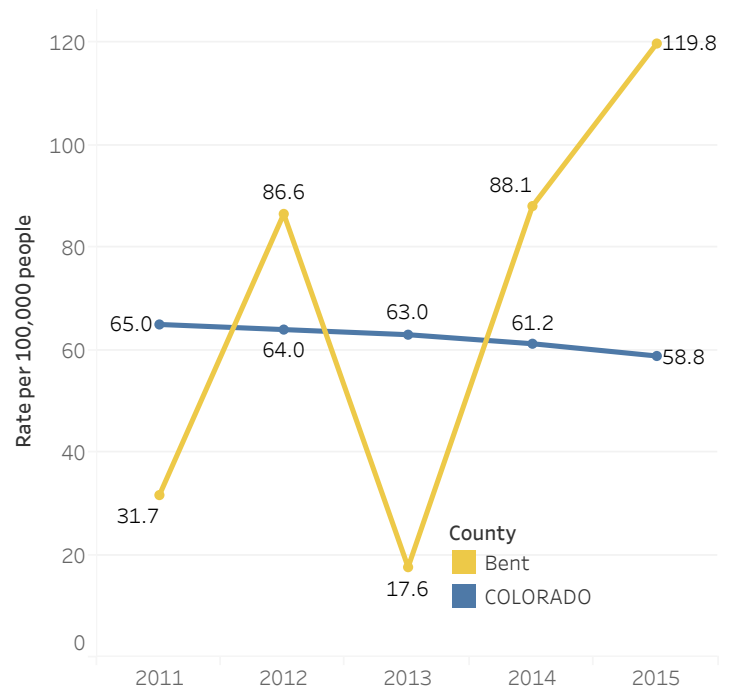
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Bent County

Fatality rate by county and Colorado, 2011-2015



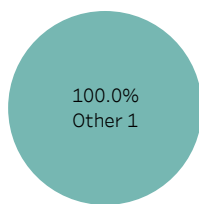
Serious injury rate by county and Colorado, 2011 - 2015



County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

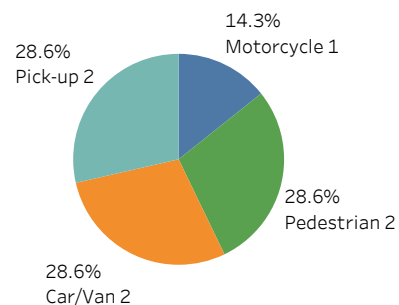
Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	2
16-20	0	0	0	0	0	0	0
21-34	1	1	0	0	0	0	2
35-54	1	0	1	0	0	0	0
55-64	2	1	1	0	0	0	2
65+	0	0	0	0	0	0	3
Total	5	3	2	0	0	0	10

Mode of transportation of fatalities by county, 2015



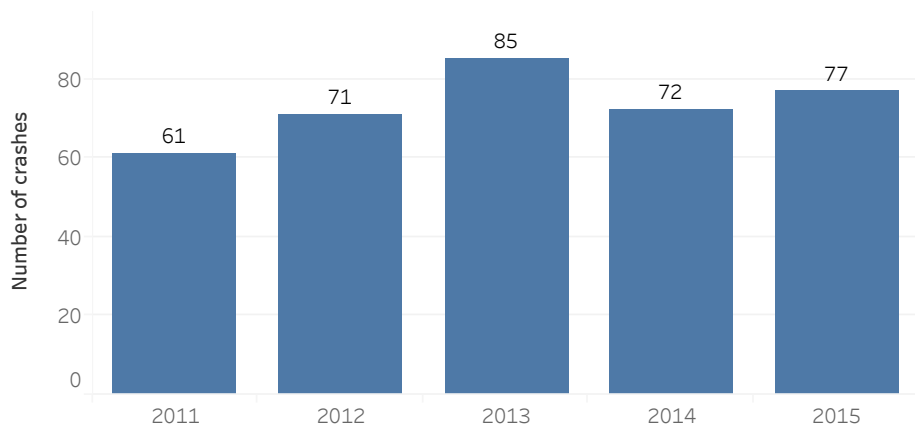
Other = motor home, motorized bike, farm equipment, or unknown (hit and run)

Mode of transportation of seriously injured by county, 2015



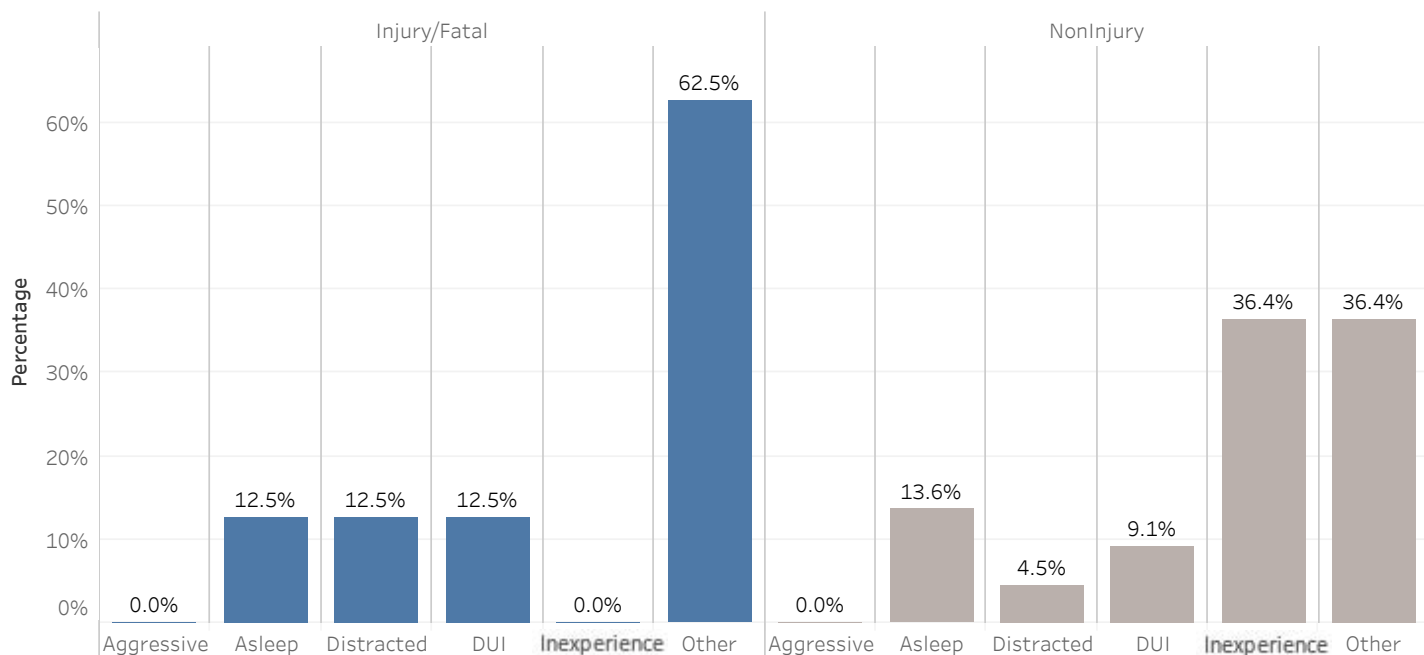
Bent County

Total number of crashes by county, 2011-2015

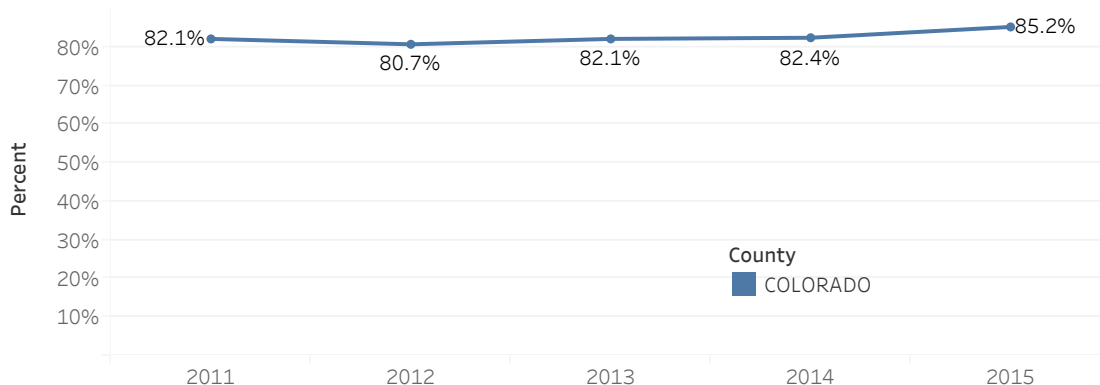


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Bent County

Impaired Driving

Of the 1 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 28 percent of injury and fatal crashes and 14 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 13 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 0 of the 0 (0 percent) motor vehicle occupant fatalities and 1 of the 4 (25 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



BOULDER COUNTY



Age Group	Female	Male	Total
<5	7,481	7,812	15,293
5-8	6,986	7,261	14,247
9-15	13,599	14,176	27,774
16-20	13,978	14,434	28,412
21-34	29,991	33,822	63,813
35-54	43,355	43,314	86,670
55-64	21,792	20,886	42,678
65+	21,818	18,473	40,291
Total	159,000	160,177	319,177

Data source: 2015 DOLA

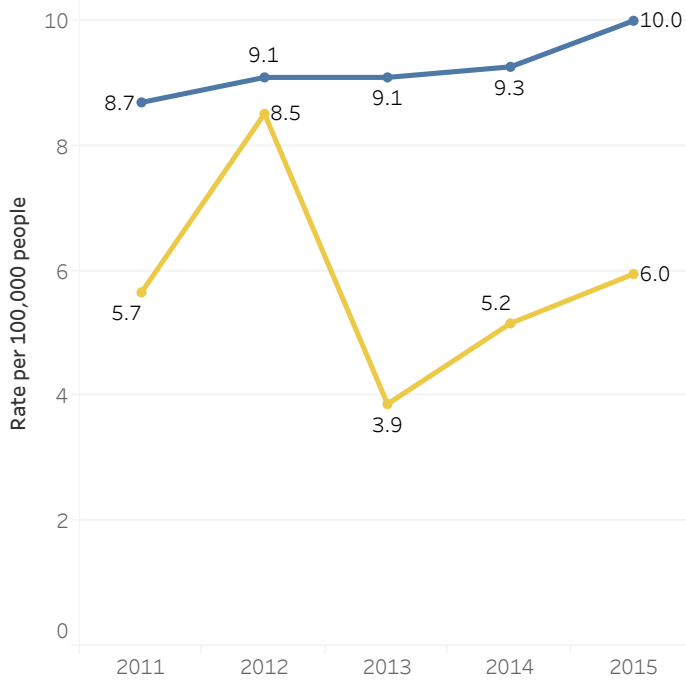
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Boulder County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	17	26	12	16	19	5.8	↑2.8%
Serious injuries in traffic crashes	63.3	208	231	234	180	210	96.0	↑0.2%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	5	6	6	2	5	1.6	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	2	5	6	4	5	1.4	↑25.7%
Speeding-related fatalities	2.6	3	11	7	4	5	1.9	↑13.6%
Motorcyclist fatalities	1.7	1	7	1	5	5	1.2	↑49.5%
Unhelmeted motorcyclist fatalities	1.1	0	4	1	2	4	0.7	*
Drivers age 20 or younger in fatal crashes	1.3	0	4	0	5	2	0.7	*
Pedestrian fatalities	1.1	5	3	0	1	4	0.8	↓5.4%

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

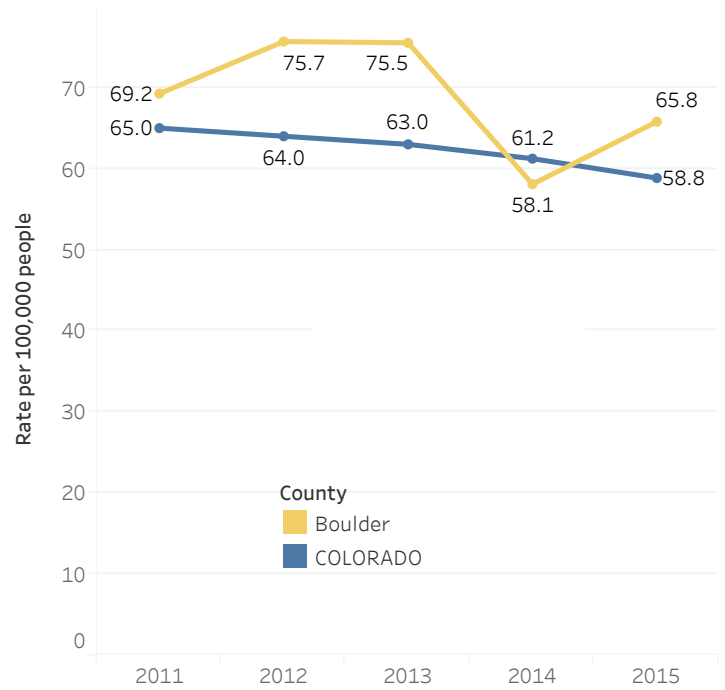
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Boulder County

Fatality rate by county and Colorado, 2011-2015



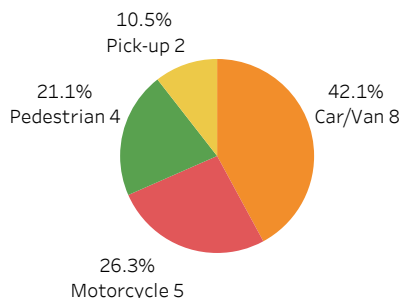
Serious injury rate by county and Colorado, 2011 - 2015



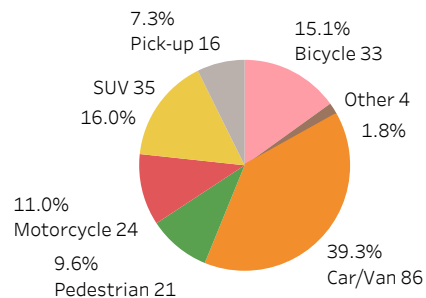
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	1	1	0	0	0	0	3
9-15	0	0	0	0	0	0	3
16-20	4	3	0	1	0	0	26
21-34	12	5	1	3	3	0	95
35-54	14	7	1	3	2	1	105
55-64	9	3	3	2	0	1	67
65+	7	5	0	2	0	0	60
Total	47	24	5	11	5	2	359

Mode of transportation of fatalities by county, 2015

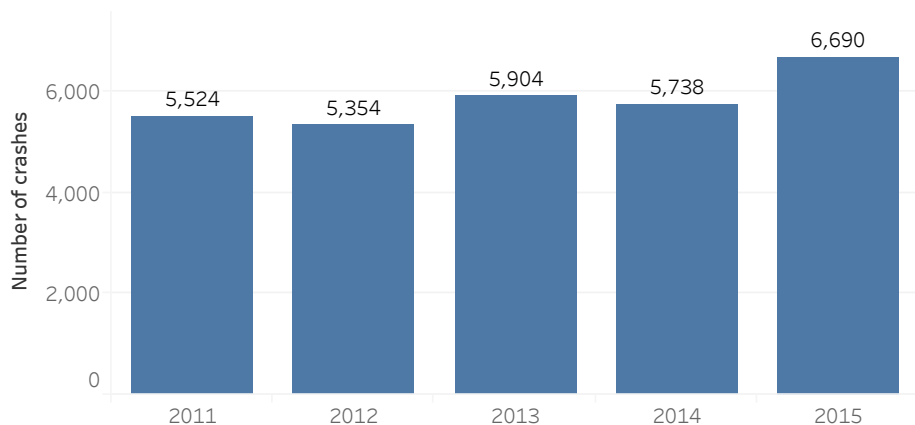


Mode of transportation of seriously injured by county, 2015



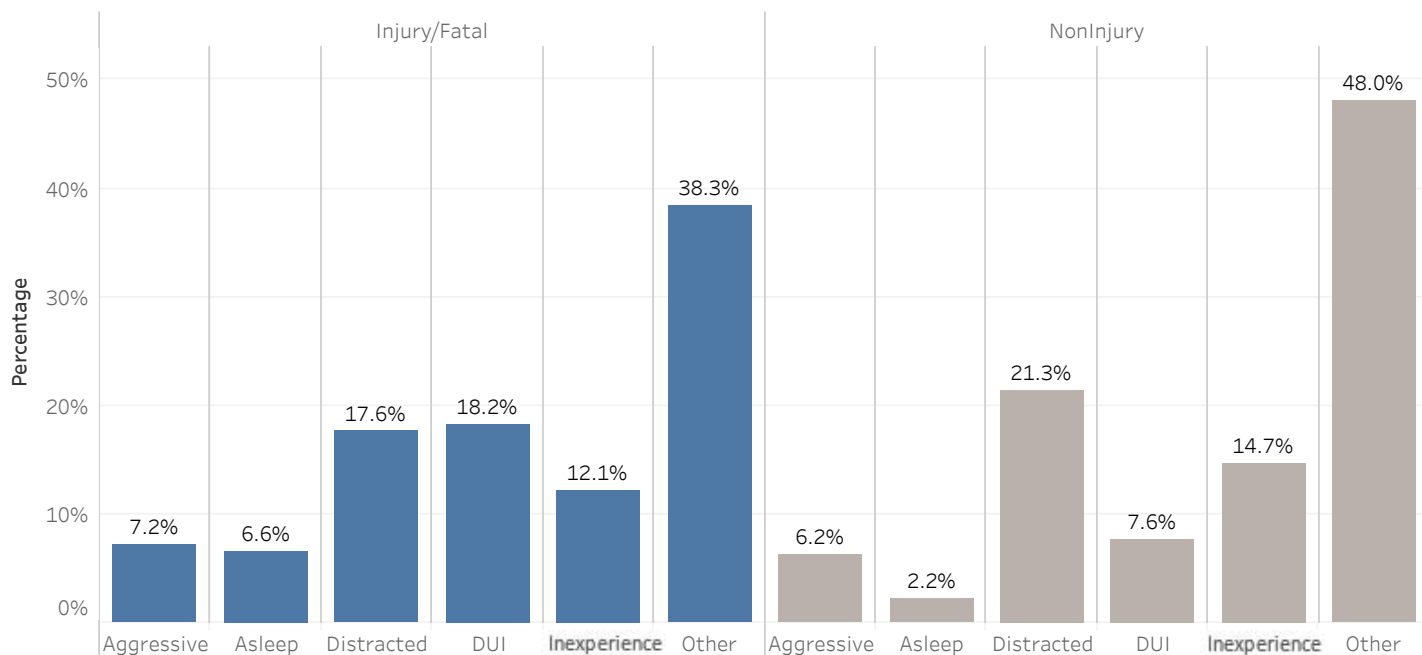
Boulder County

Total number of crashes by county, 2011-2015

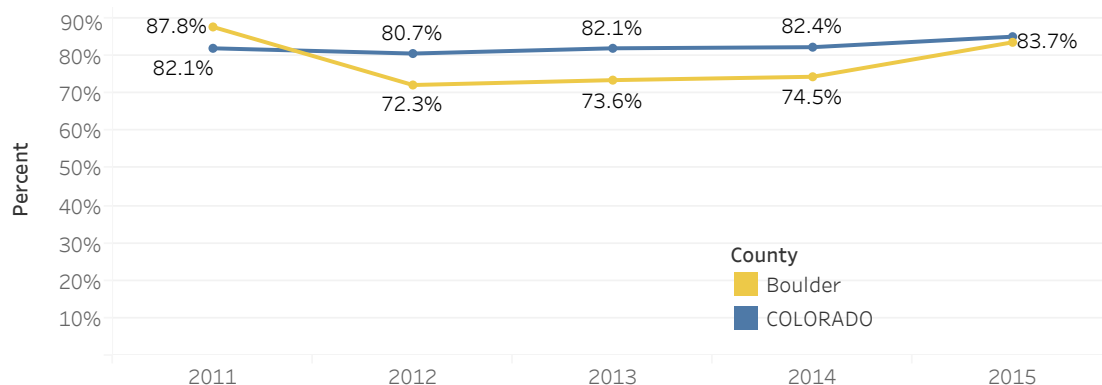


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015





Key Findings



Boulder County

Impaired Driving

Of the 19 fatalities in 2015, 5 (26 percent) 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).

Speed Enforcement

In 2015, 7 percent of injury and fatal crashes and 5 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 18 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 2 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 5 motorcyclist fatalities in 2015 and 80 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 4 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 5 of the 10 (50 percent) motor vehicle occupant fatalities and 21 of the 141 (14 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



BROOMFIELD COUNTY



Age Group	Female	Male	Total
<5	1,771	1,850	3,621
5-8	1,696	1,735	3,432
9-15	3,316	3,453	6,770
16-20	2,223	2,205	4,429
21-34	5,509	5,987	11,496
35-54	9,686	9,595	19,281
55-64	3,942	3,794	7,737
65+	4,522	3,501	8,023
Total	32,667	32,121	64,788

Data source: 2054 DOLA

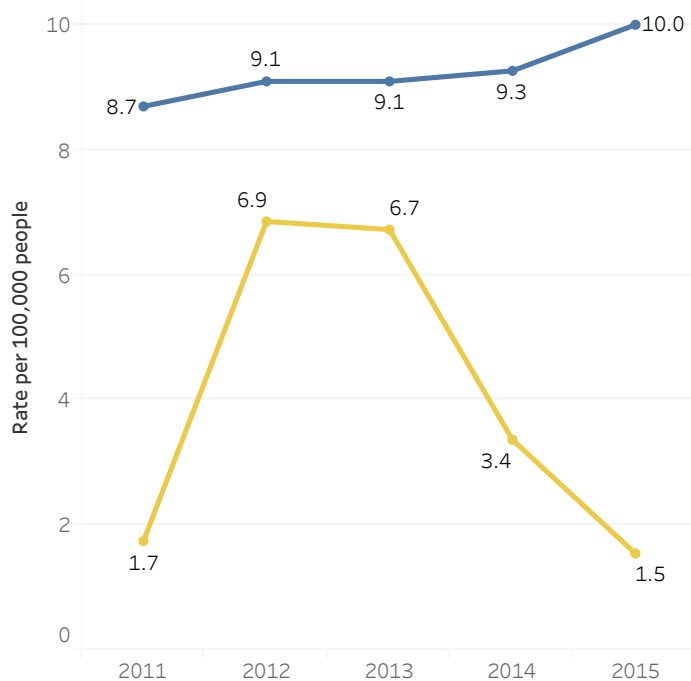
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Broomfield County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	1	4	4	2	1	4.0	*
Serious injuries in traffic crashes	63.3	26	36	40	29	38	57.8	↑57.8%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	0	0	2	1	0	1.0	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	1	0	0.3	*
Speeding-related fatalities	2.6	0	0	2	2	0	1.3	*
Motorcyclist fatalities	1.7	0	0	1	0	0	0.3	*
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	*
Drivers age 20 or younger in fatal crashes	1.3	0	1	1	1	0	1.0	*
Pedestrian fatalities	1.1	1	2	0	1	1	1.4	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

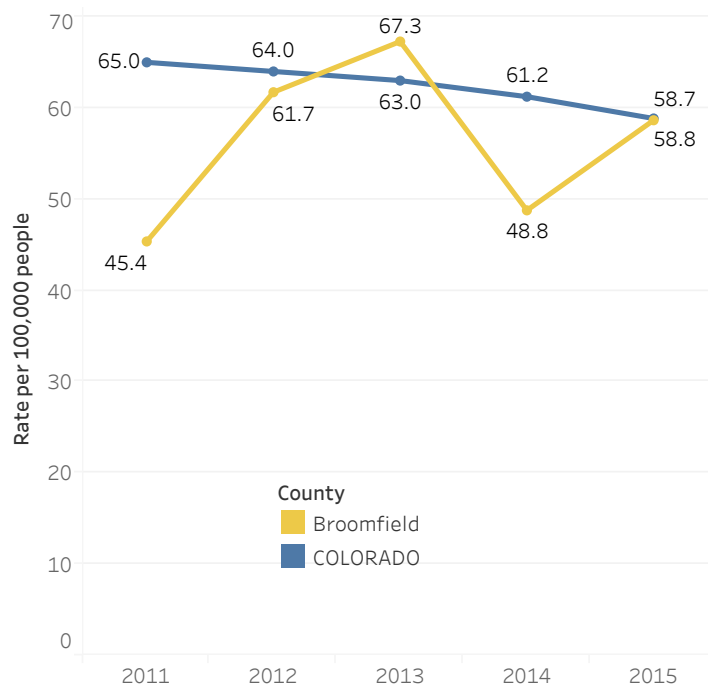
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Broomfield County

Fatality rate by county and Colorado, 2011-2015



Serious injury rate by county and Colorado, 2011 - 2015



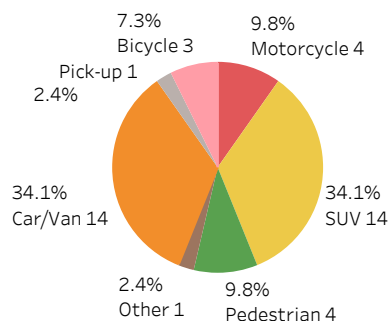
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	3
16-20	2	1	0	0	1	0	9
21-34	1	0	0	1	0	0	8
35-54	2	1	0	0	1	0	15
55-64	1	0	1	0	0	0	10
65+	0	0	0	0	0	0	10
Total	6	2	1	1	2	0	55

Mode of transportation of fatalities by county, 2015

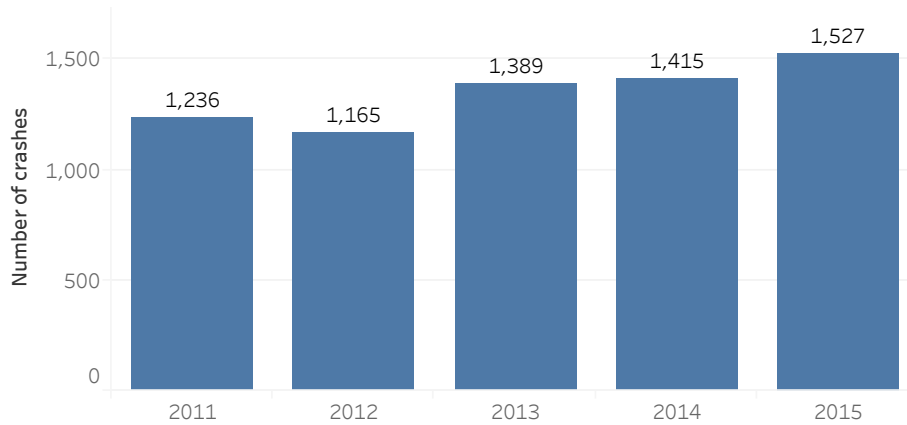


Mode of transportation of seriously injured by county, 2015



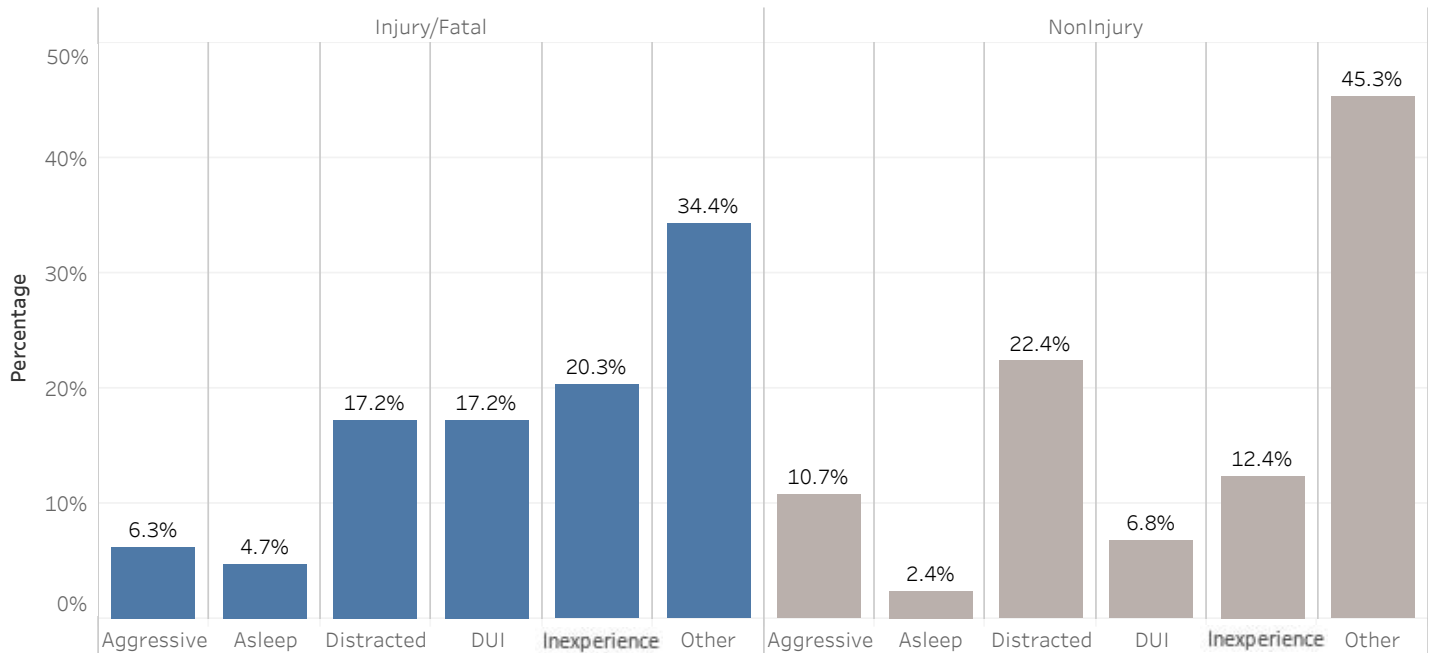
Broomfield County

Total number of crashes by county, 2011-2015

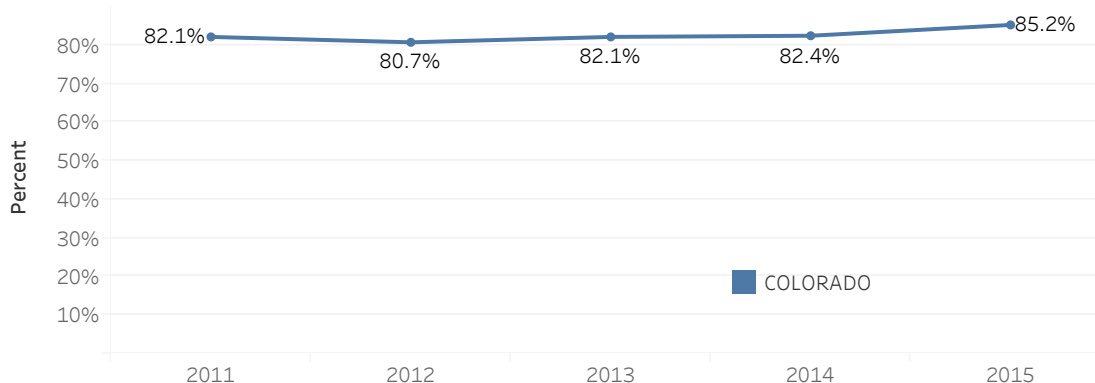


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Broomfield County

Impaired Driving

Of the 1 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 1 percent of injury and fatal crashes and 2 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 17 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 1 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 0 of the 0 (0 percent) motor vehicle occupant fatalities and 10 of the 30 (33 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



CHAFFEE COUNTY



Table 55. Chaffee County Demographics, 2015

Age Group	Female	Male	Total
<5	373	388	761
5-8	327	360	688
9-15	638	626	1,264
16-20	389	490	879
21-34	1,146	1,782	2,927
35-54	2,091	2,585	4,675
55-64	1,534	1,507	3,040
65+	2,291	2,079	4,370
Total	8,788	9,816	18,604

Data source: 2015 DOLA

TABLE 56: CHAFFEE COUNTY TREND ANALYSIS 2011-2015

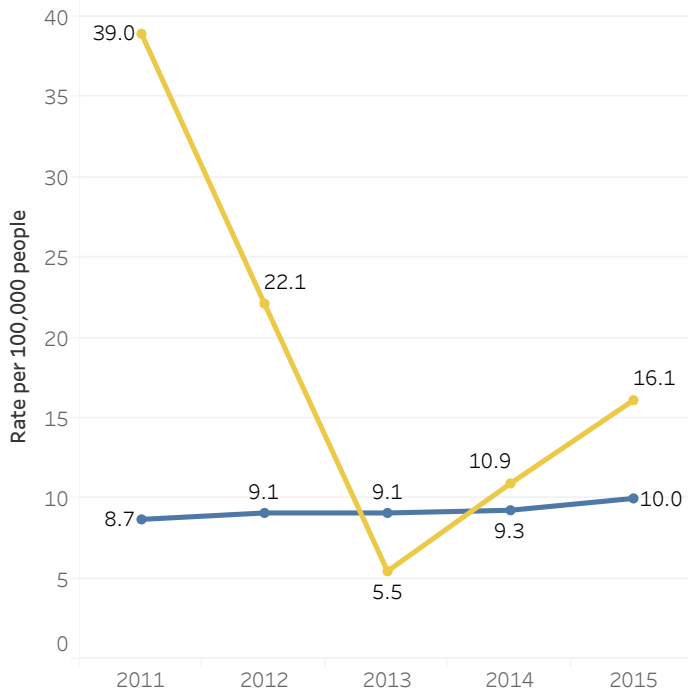
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Chaffee County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	7	4	1	2	3	18.6	↓19.1%
Serious injuries in traffic crashes	63.3	13	9	8	19	24	78.9	↑16.6%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	4	0	0	1	2	7.7	↓15.9%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	1	0	0	0	2.2	↓100.0%
Speeding-related fatalities	2.6	3	2	0	0	2	7.7	↓9.6%
Motorcyclist fatalities	1.7	0	2	1	1	0	4.4	*
Unhelmeted motorcyclist fatalities	1.1	0	0	0	1	0	1.1	*
Drivers age 20 or younger in fatal crashes	1.3	1	0	0	0	0	1.1	↓100.0%
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

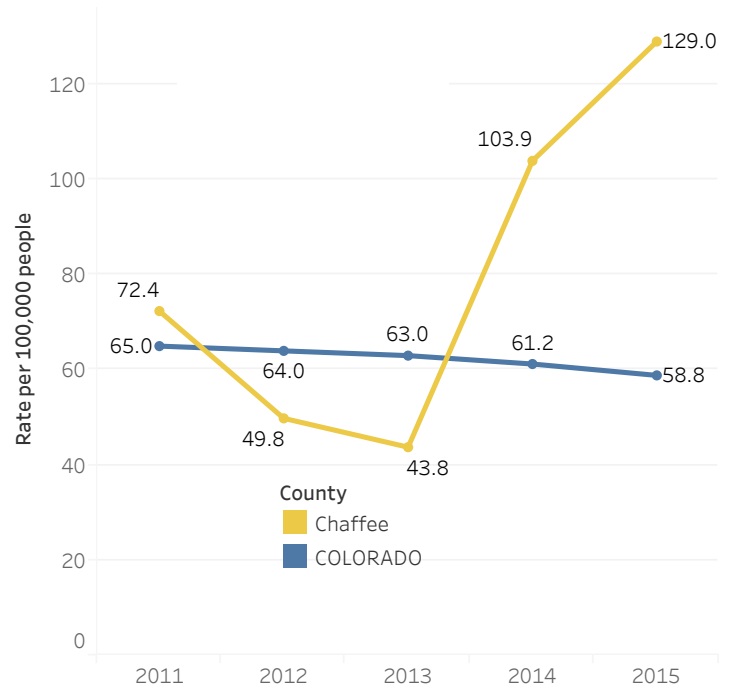
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Chaffee County

Fatality rate by county and Colorado, 2011-2015



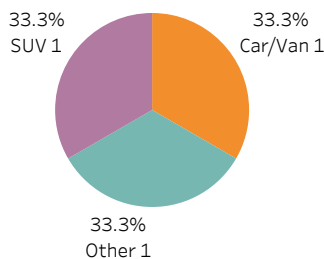
Serious injury rate by county and Colorado, 2011 - 2015



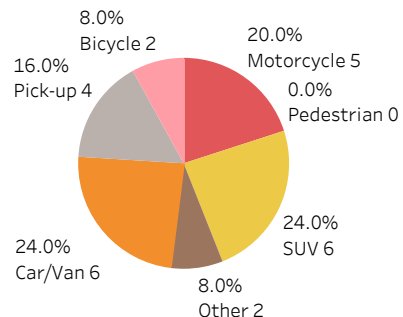
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	1
9-15	0	0	0	0	0	0	3
16-20	0	0	0	0	0	0	6
21-34	1	1	0	0	0	0	12
35-54	2	0	0	2	0	0	6
55-64	1	0	1	0	0	0	6
65+	2	2	0	0	0	0	6
Total	6	3	1	2	0	0	40

Mode of transportation of fatalities by county, 2015

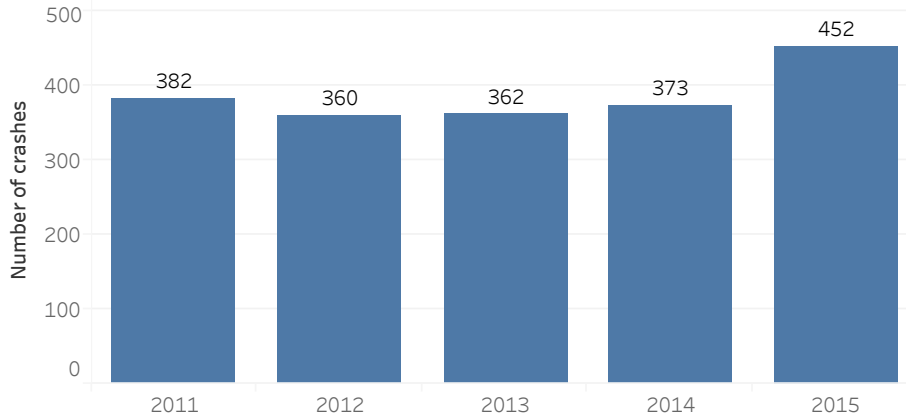


Mode of transportation by seriously injured by county, 2015



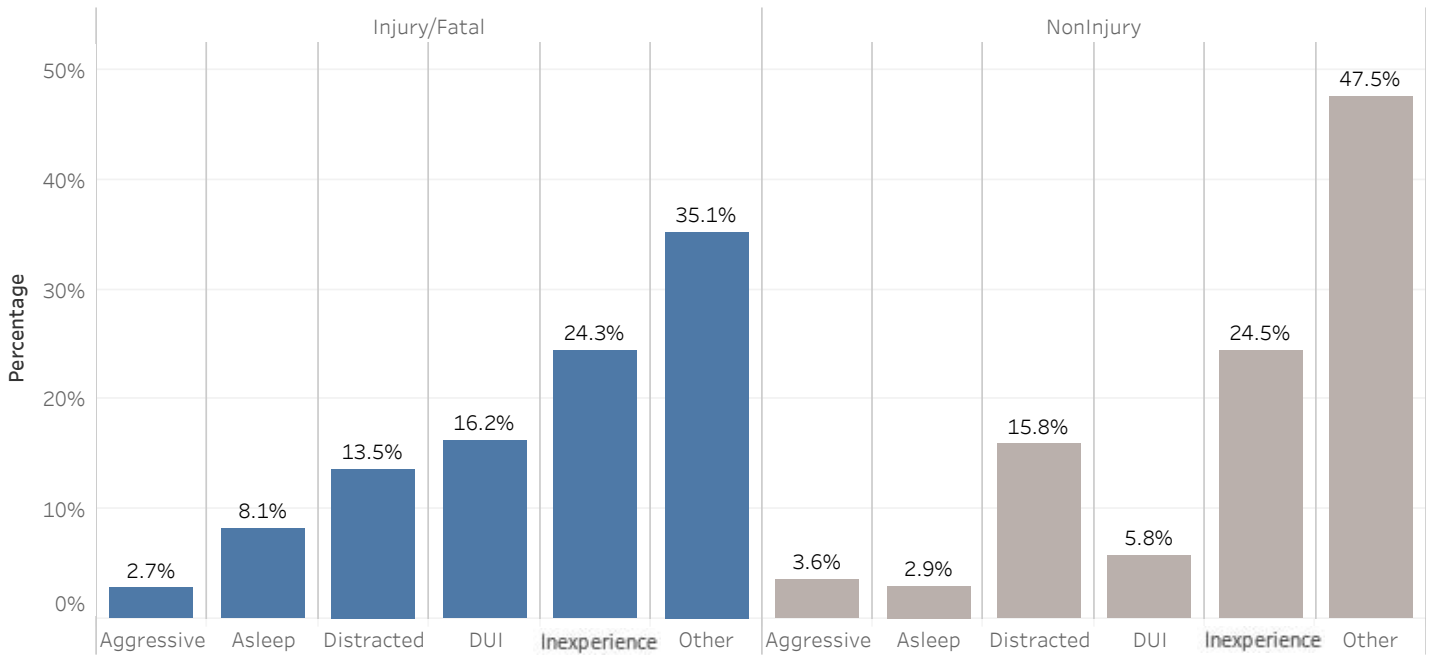
Chaffee County

Total number of crashes by county, 2011-2015

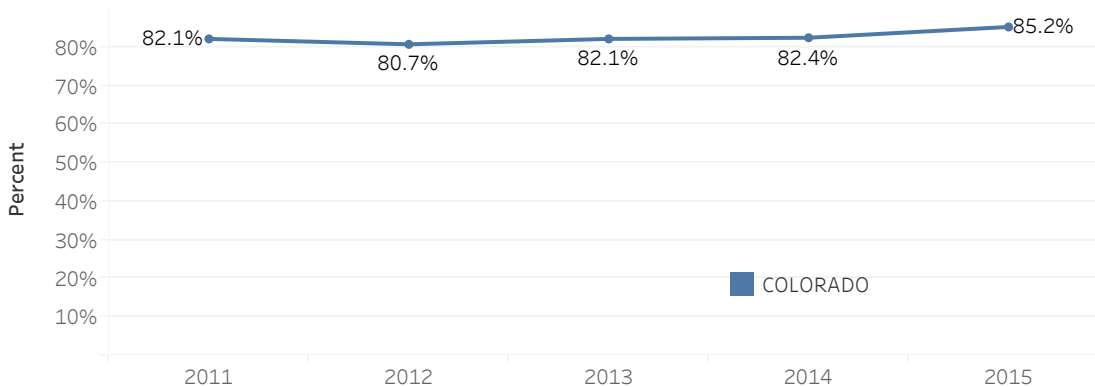


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Chaffee County

Impaired Driving

Of the 3 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 14 percent of injury and fatal crashes and 18 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 14 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 2 of the 2 (100 percent) motor vehicle occupant fatalities and 4 of the 18 (22 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



CHEYENNE COUNTY



Table 57. Cheyenne County Demographics, 2015

Age Group	Female	Male	Total
<5	70	73	143
5-8	53	51	104
9-15	95	80	175
16-20	47	58	105
21-34	128	129	257
35-54	211	240	451
55-64	143	139	282
65+	185	144	329
Total	931	915	1,846

Data source: 2015 DOLA

TABLE 58: CHEYENNE COUNTY TREND ANALYSIS 2011-2015

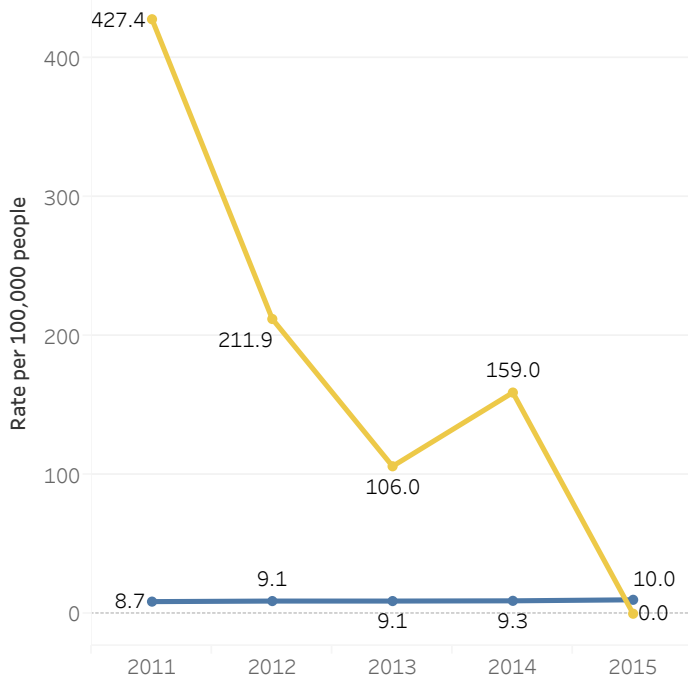
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Cheyenne County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	8	4	2	3	0	181.2	↓100.0%
Serious injuries in traffic crashes	63.3	9	7	1	3	2	170.6	↓31.3%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	8	0	0	2	0	106.6	↓100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	0	1	1	0	32.1	↓100.0%
Speeding-related fatalities	2.6	7	0	0	0	0	74.6	↓100.0%
Motorcyclist fatalities	1.7	0	1	0	0	0	10.7	*
Unhelmeted motorcyclist fatalities	1.1	0	1	0	0	0	10.7	*
Drivers age 20 or younger in fatal crashes	1.3	1	0	0	0	0	10.7	↓100.0%
Pedestrian fatalities	1.1	0	0	1	1	0	21.3	*

^Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

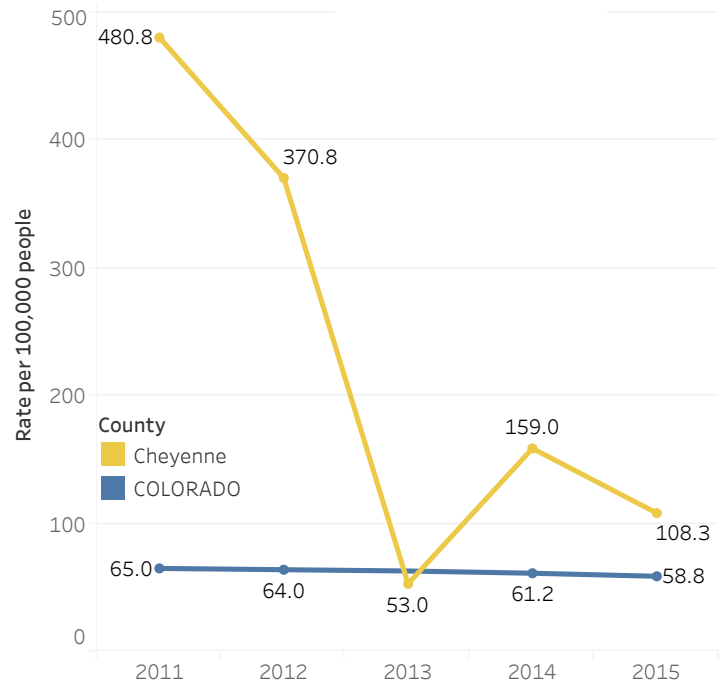
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Cheyenne County

Fatality rate by county and Colorado, 2011-2015



Serious injury rate by county and Colorado, 2011 - 2015

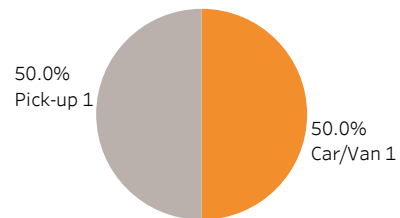


County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	2	1	0	0	1	0	1
35-54	2	0	1	0	1	0	1
55-64	0	0	0	0	0	0	3
65+	1	1	0	0	0	0	0
Total	5	2	1	0	2	0	5

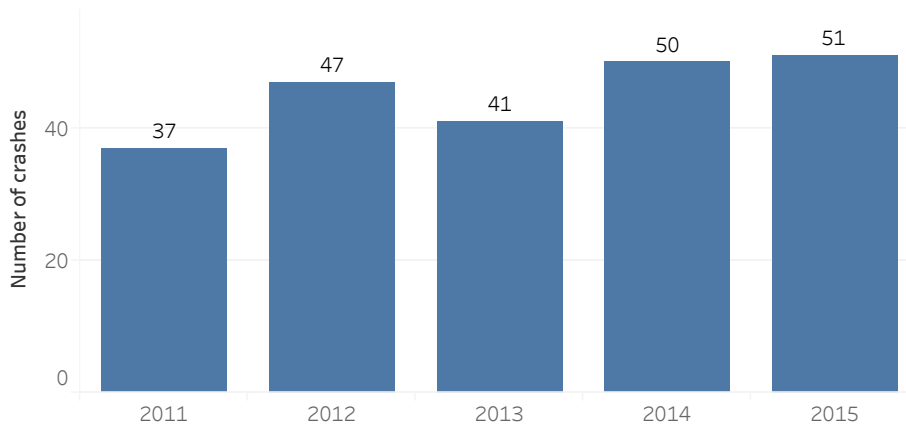
Note: There were no motor vehicle fatalities in 2015, therefore no mode of transportation is displayed by fatalities.

Mode of transportation of seriously injured by county, 2015



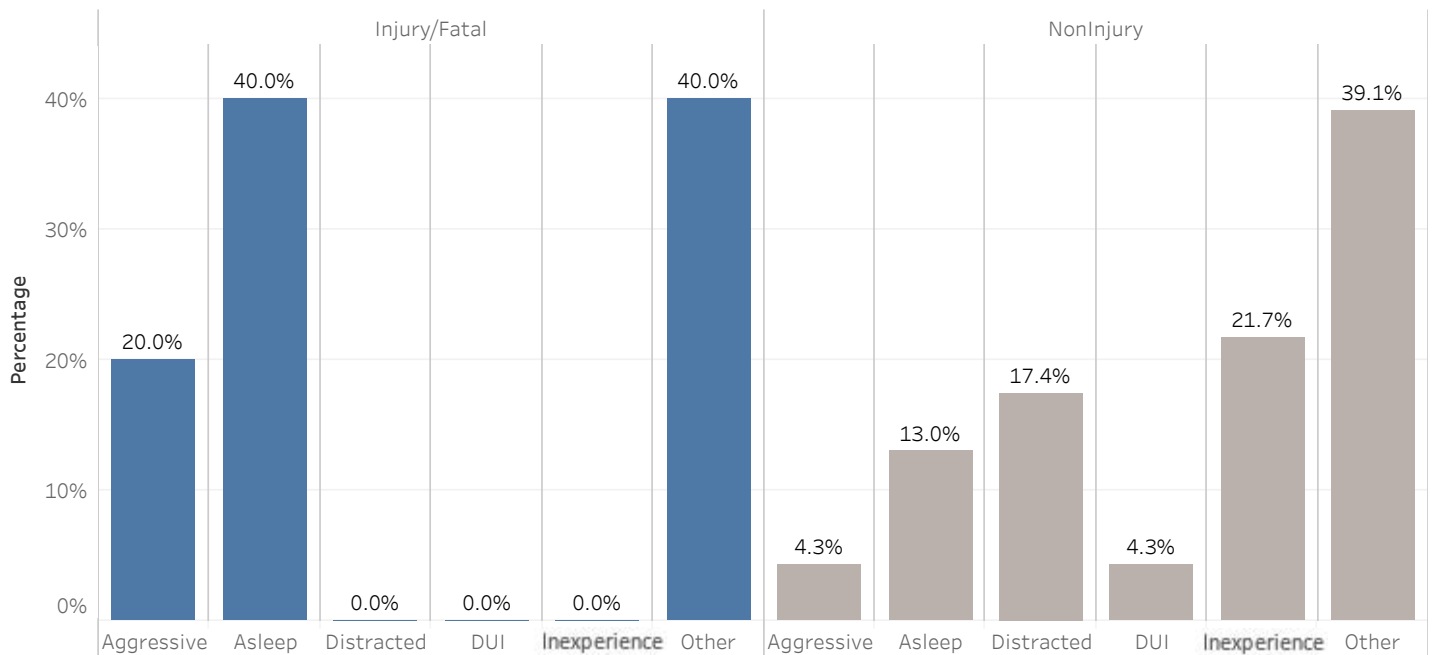
Cheyenne County

Total number of crashes by county, 2011-2015

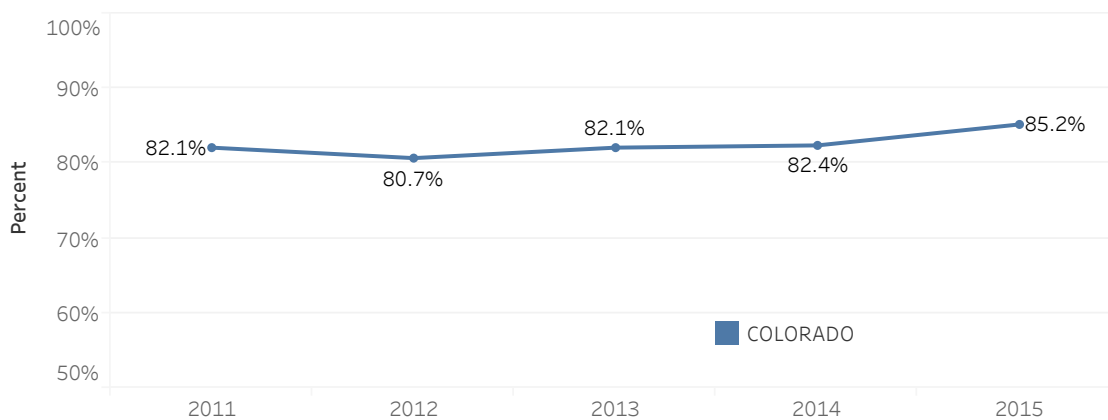


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Cheyenne County

Impaired Driving

Of the 0 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 0 percent of injury and fatal crashes and 4 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 0 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

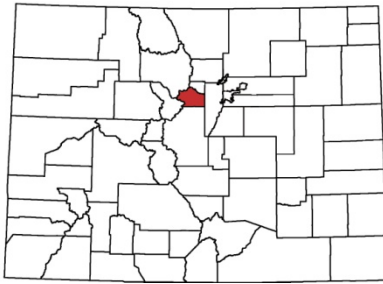
Occupant Protection

In 2015, 0 of the 0 (0 percent) motor vehicle occupant fatalities and 0 of the 2 (0 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



CLEAR CREEK COUNTY



Age Group	Female	Male	Total
<5	180	188	368
5-8	193	183	376
9-15	310	329	638
16-20	215	202	417
21-34	450	571	1,020
35-54	1,360	1,440	2,800
55-64	950	1,018	1,968
65+	840	901	1,741
Total	4,496	4,832	9,328

Data Source: 2015 DOLA Data

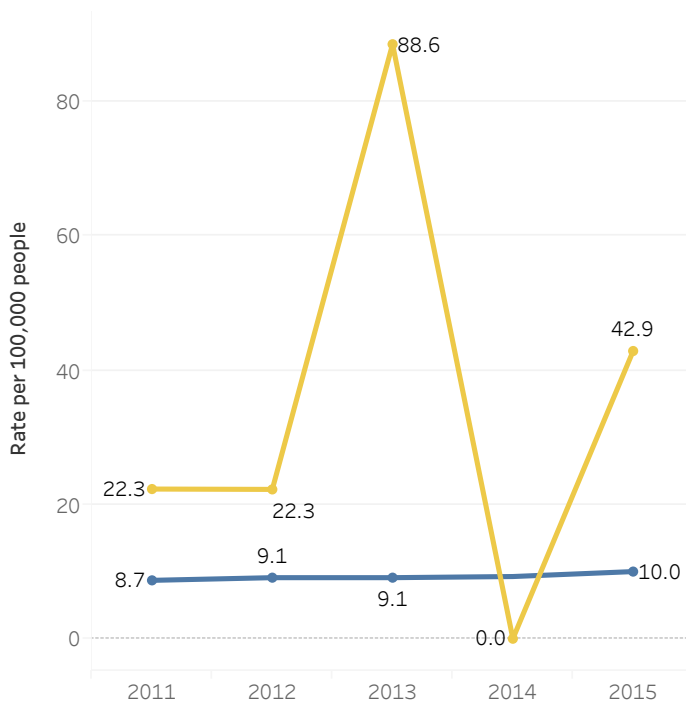
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Clear Creek County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	2	2	8	0	4	35.3	↑18.9%
Serious injuries in traffic crashes	63.3	15	13	13	15	18	163.2	↑4.7%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	1	1	4	0	2	17.6	↑18.9%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	1	0	0	1	4.4	*
Speeding-related fatalities	2.6	1	2	5	0	1	19.9	0%
Motorcyclist fatalities	1.7	0	0	2	0	2	8.8	*
Unhelmeted motorcyclist fatalities	1.1	0	0	1	0	1	4.4	*
Drivers age 20 or younger in fatal crashes	1.3	0	0	1	0	0	2.2	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	*

^Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

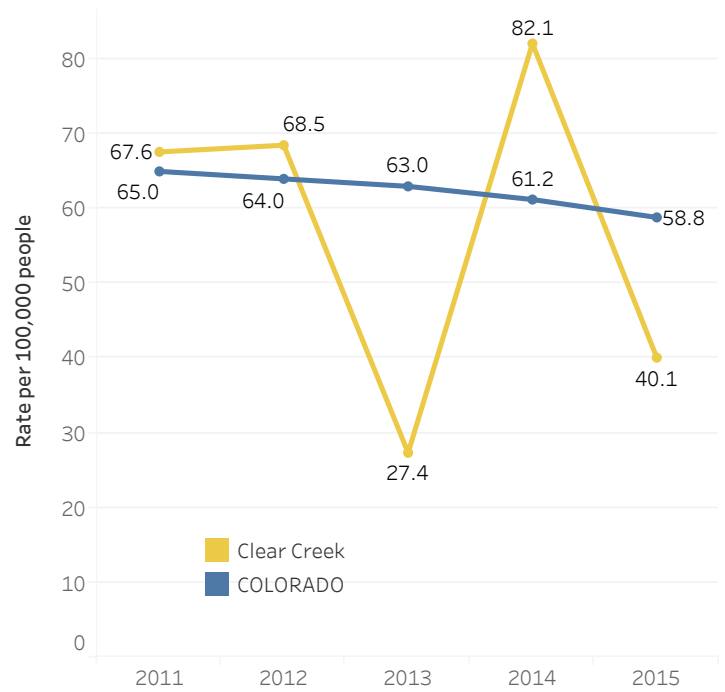
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Clear Creek County

Fatality rate by county and Colorado, 2011-2015



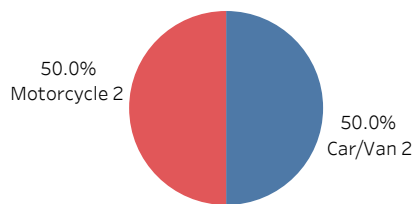
Serious injury rate by county and Colorado, 2011 - 2015



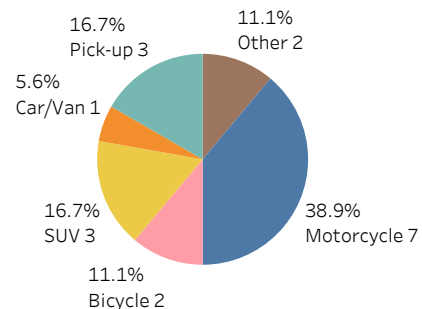
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013-2015

Age Group	Fatalities Total	Fatalities					Hospitalizations
		Car/SUV	Pickup Truck	Motorcycle	Pedestrian	Bicyclist	
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	1	1	0	0	0	0	1
21-34	3	2	0	1	0	0	2
35-54	4	0	1	3	0	0	8
55-64	1	1	0	0	0	0	3
65+	3	3	0	0	0	0	3
Total	12	7	1	4	0	0	17

Mode of transportation of fatalities by county, 2015

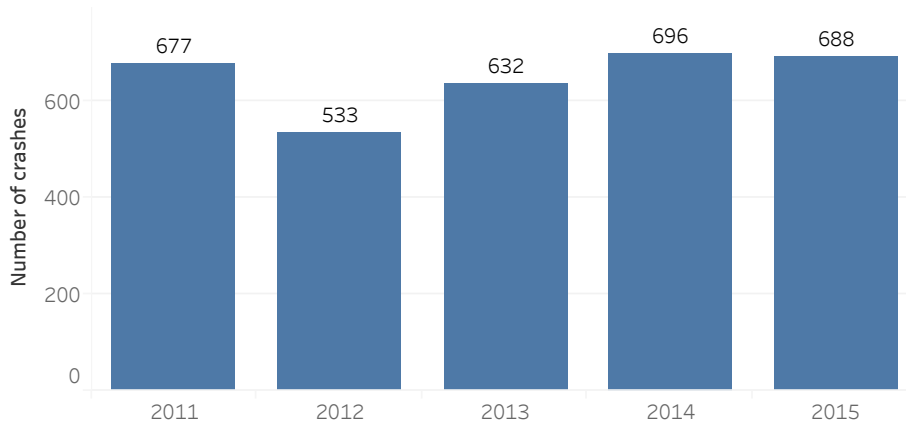


Mode of transportation of fatalities by county, 2015



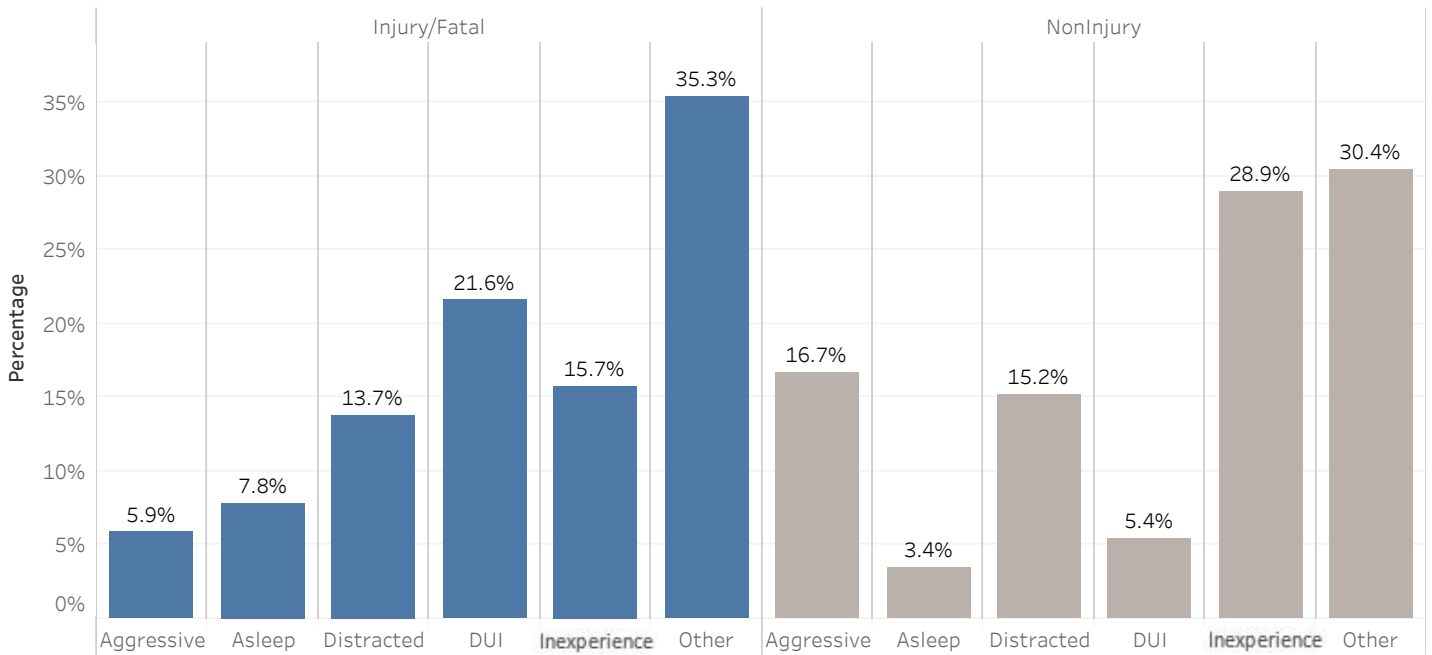
Clear Creek County

Total number of crashes by county, 2011-2015

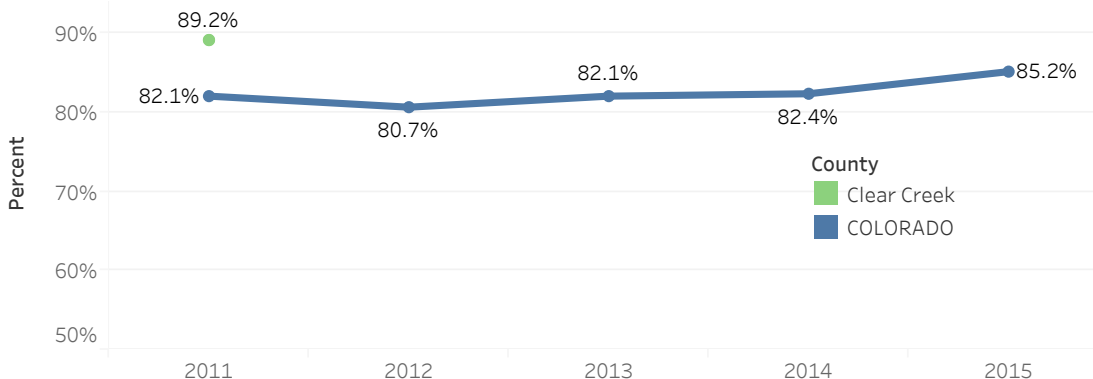


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Clear Creek County

Impaired Driving

Of the 4 fatalities in 2015, 1 (25 percent) 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).

Speed Enforcement

In 2015, 36 percent of injury and fatal crashes and 22 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 14 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 2 motorcyclist fatalities in 2015 and 50 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 2 of the 2 (100 percent) motor vehicle occupant fatalities and 0 of the 9 (0 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



CONEJOS COUNTY



Age Group	Female	Male	Total
<5	277	289	566
5-8	250	255	505
9-15	459	409	868
16-20	274	252	527
21-34	580	601	1,182
35-54	901	898	1,800
55-64	539	579	1,118
65+	791	694	1,485
Total	4,071	3,979	8,050

Data source: 2015 DOLA

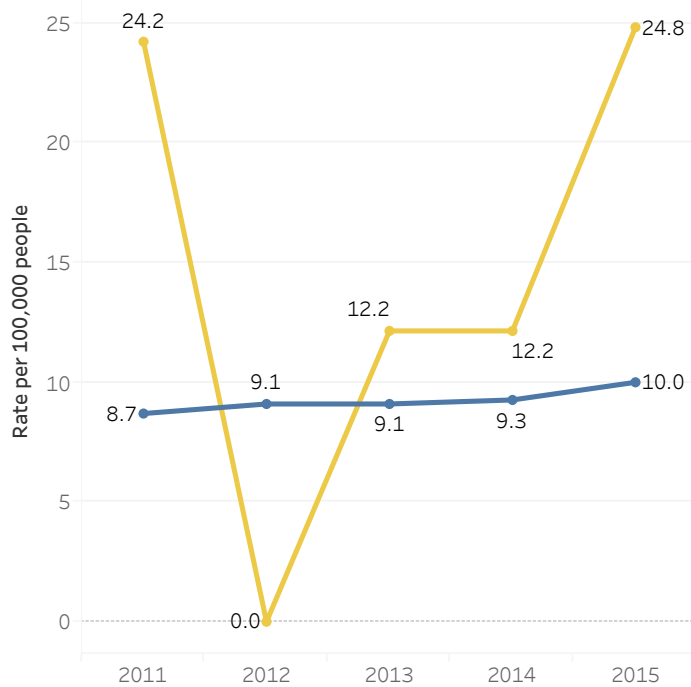
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Conejos County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	2	0	1	1	2	14.6	0.0%
Serious injuries in traffic crashes	63.3	5	8	10	12	8	109.8	↑12.5%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	1	0	0	0	0	2.4	↓100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	0	0	0	0	2.4	↓100.0%
Speeding-related fatalities	2.6	1	0	0	0	0	12.2	↓100.0%
Motorcyclist fatalities	1.7	1	0	1	1	0	7.3	↓100.0%
Unhelmeted motorcyclist fatalities	1.1	1	0	1	1	0	7.3	↓100.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	1	0	0	2.4	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

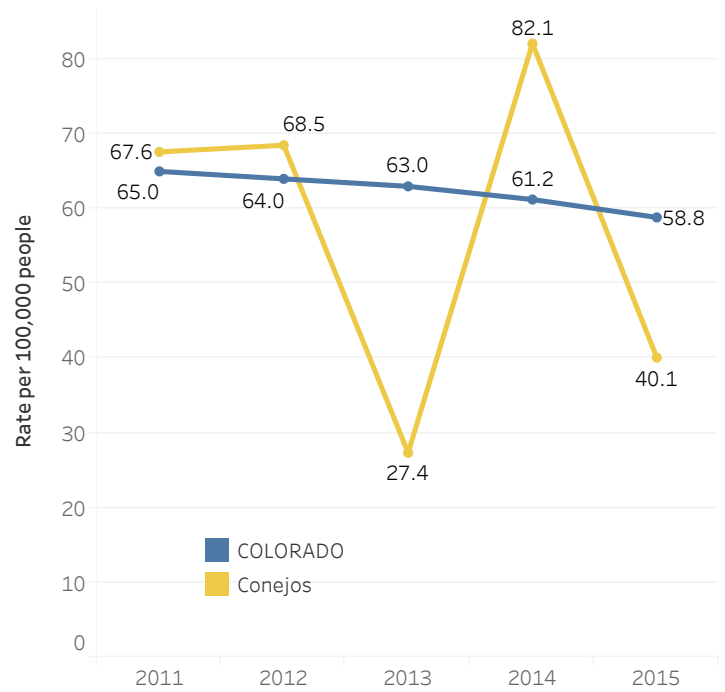
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Conejos County

Fatality rate by county and Colorado, 2011-2015



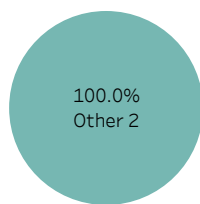
Serious injury rate by county and Colorado, 2011 - 2015



County fatalities by person and vehicle type, and hospitalizations, by age group, 2013-2015

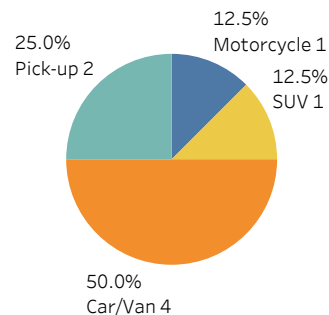
Age Group	Fatalities Total	Fatalities					Hospitalizations
		Car/SUV	Pickup Truck	Motorcycle	Pedestrian	Bicyclist	
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	2
21-34	0	0	0	0	0	0	9
35-54	1	0	1	0	0	0	11
55-64	2	0	0	2	0	0	2
65+	1	0	1	0	0	0	1
Total	3	0	1	2	0	0	25

Mode of transportation of fatalities by county, 2015



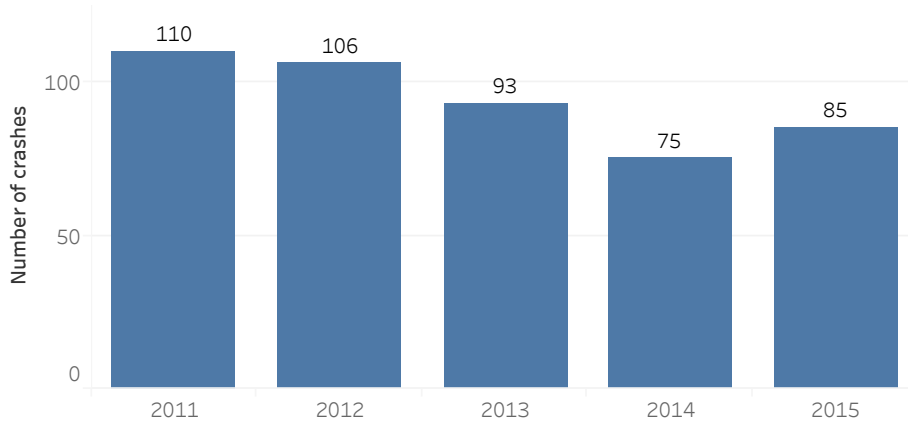
Other = motor home, motorized bicycle, farm equipment, or unknown (hit and run)

Mode of transportation of seriously injured by county, 2015



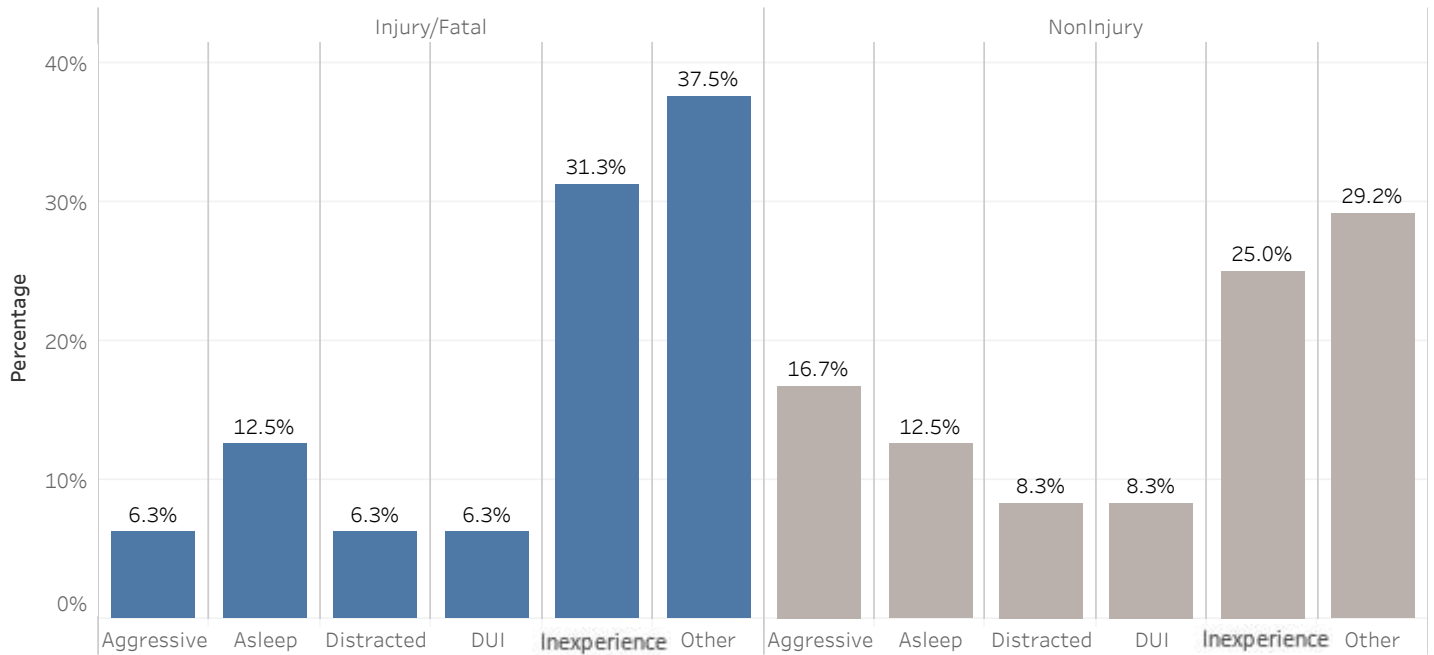
Conejos County

Total number of crashes by county, 2011-2015

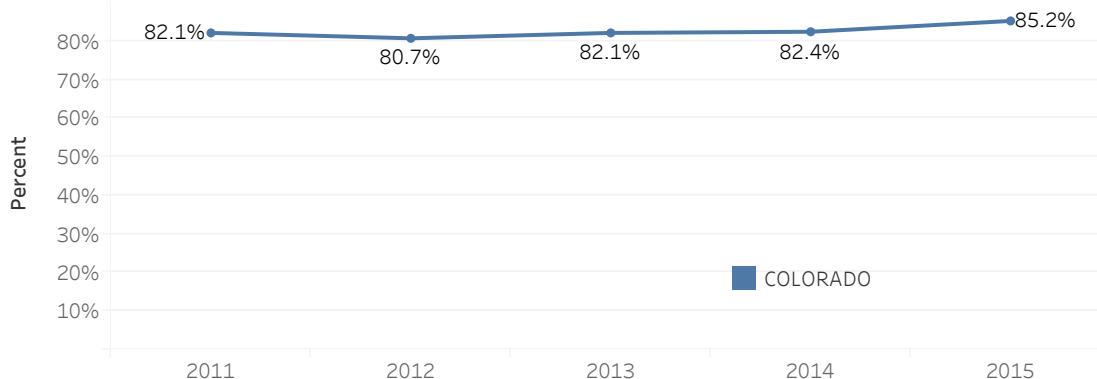


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Conejos County

Impaired Driving

Of the 2 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 12 percent of injury and fatal crashes and 9 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 6 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 0 of the 0 (0 percent) motor vehicle occupant fatalities and 5 of the 7 (71 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



COSTILLA COUNTY



Age Group	Female	Male	Total
<5	79	82	160
5-8	69	73	141
9-15	136	165	301
16-20	92	96	188
21-34	220	237	457
35-54	374	393	766
55-64	289	292	581
65+	483	499	982
Total	1,741	1,837	3,578

Data source: 2015 DOLA

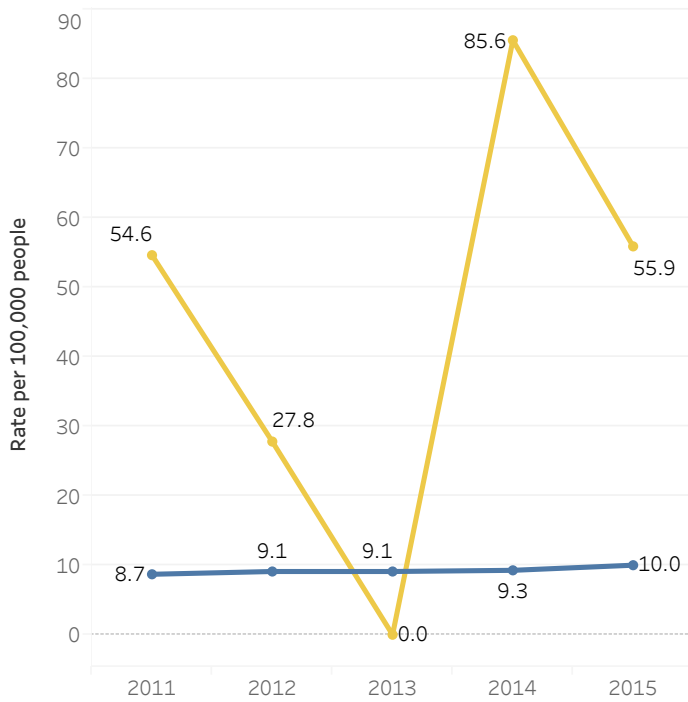
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Costilla County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	2	1	0	3	2	44.8	0.0%
Serious injuries in traffic crashes	63.3	7	6	4	10	8	184.9	↑3.4%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	1	0	0	1	0	11.2	↓100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	2	0	0	1	0	16.8	↓100.0%
Speeding-related fatalities	2.6	0	1	0	0	2	16.8	*
Motorcyclist fatalities	1.7	0	0	0	0	0	0.0	*
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	*
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	1	1	11.2	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

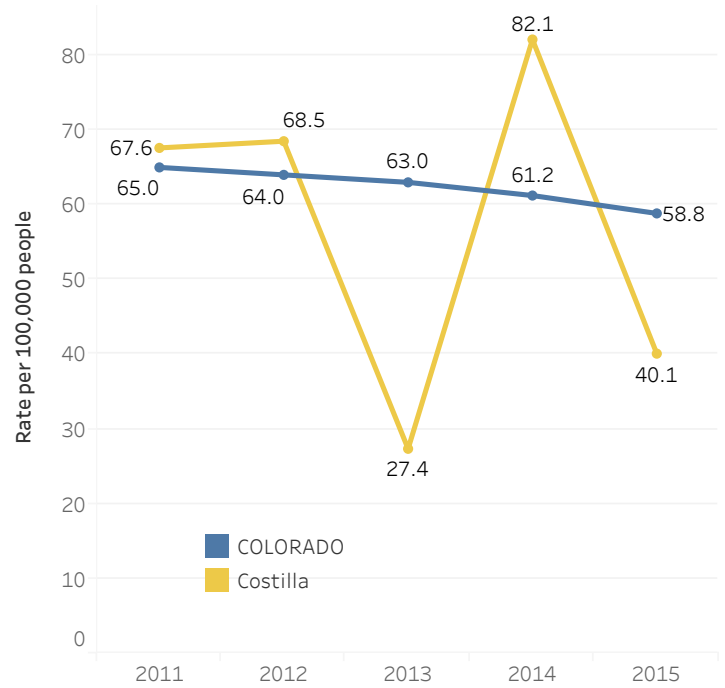
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Costilla County

Fatality rate by county and Colorado, 2011-2015



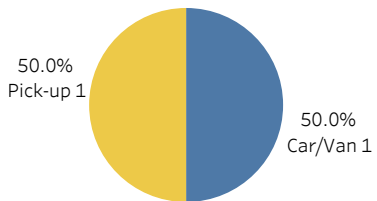
Serious injury rate by county and Colorado, 2011 - 2015



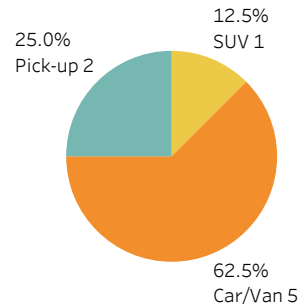
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013-2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	2	1	1	0	0	0	1
21-34	0	0	0	0	0	0	5
35-54	2	1	1	0	0	0	2
55-64	1	0	1	0	0	0	7
65+	0	0	0	0	0	0	3
Total	4	2	2	0	0	0	18

Mode of transportation of fatalities by county, 2015

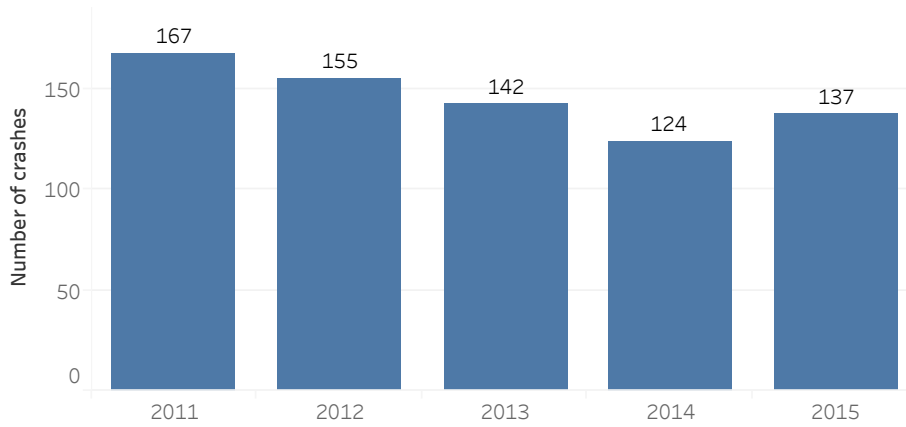


Mode of transportation of seriously injured by county, 2015



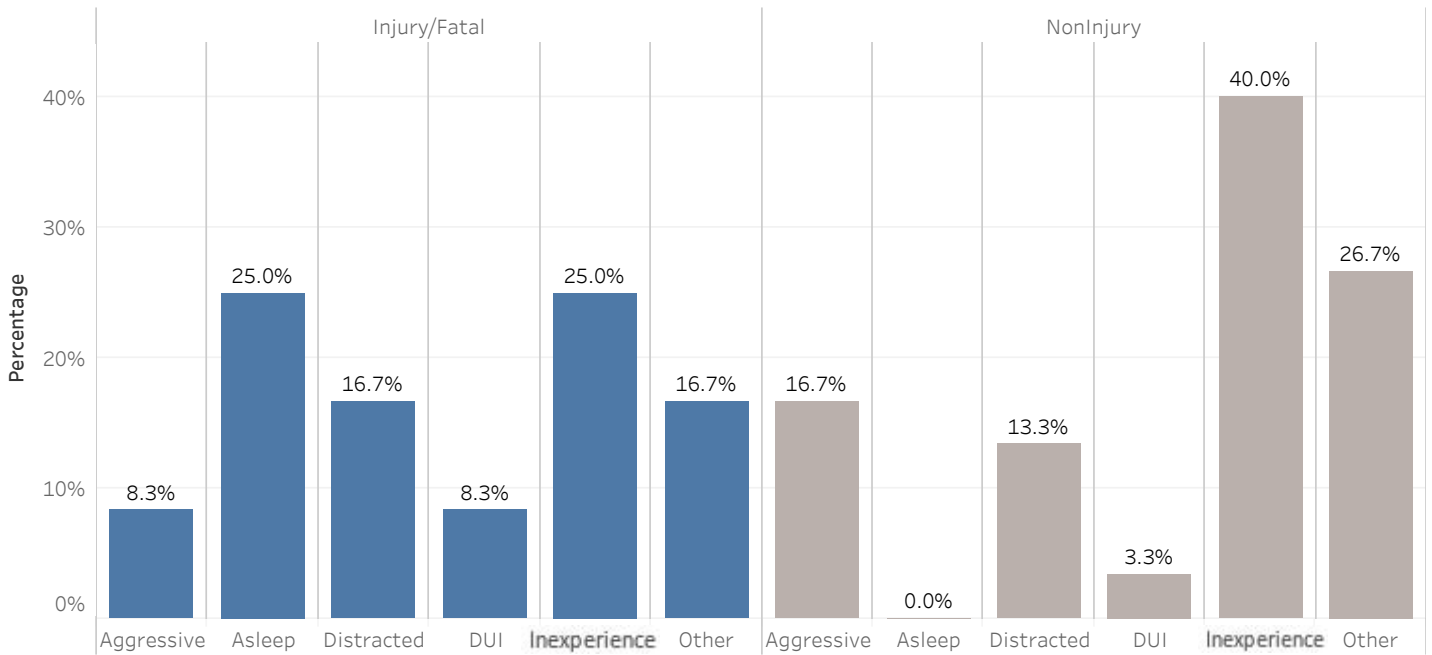
Costilla County

Total number of crashes by county, 2011-2015

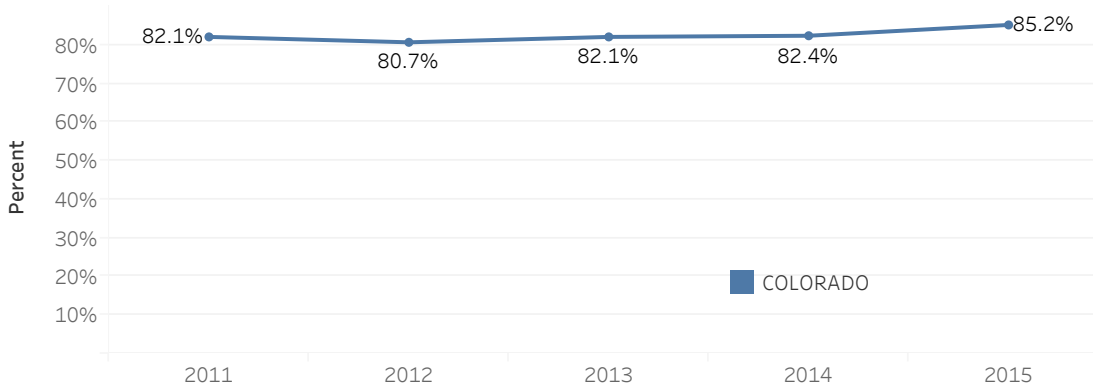


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Costilla County

Impaired Driving

Of the 2 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 16 percent of injury and fatal crashes and 14 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 17 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 1 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

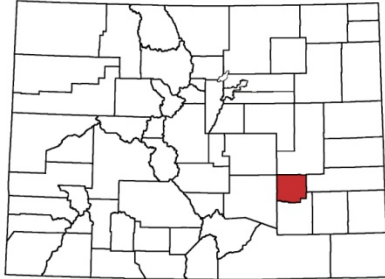
Occupant Protection

In 2015, 0 of the 2 (0 percent) motor vehicle occupant fatalities and 4 of the 8 (50 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



CROWLEY COUNTY



Age Group	Female	Male	Total
<5	88	93	181
5-8	67	59	126
9-15	114	124	238
16-20	80	135	214
21-34	149	1,240	1,389
35-54	318	1,593	1,911
55-64	258	493	751
65+	361	367	728
Total	1,435	4,104	5,539

Data source: 2015 DOLA

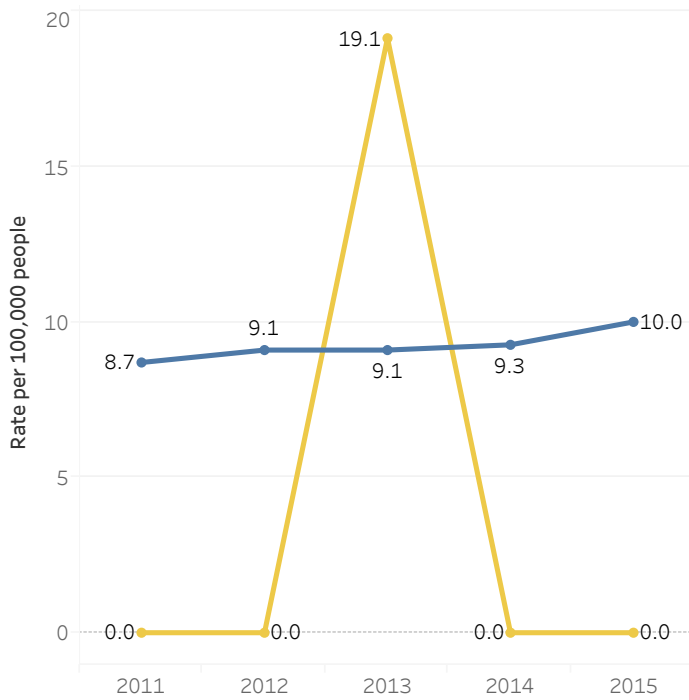
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Crowley County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	0	0	1	0	0	3.7	*
Serious injuries in traffic crashes	63.3	5	1	7	2	2	84.7	↓5.4%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	0	0	0	0	0	0.0	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	0	0	0.0	*
Speeding-related fatalities	2.6	0	0	0	0	0	0.0	*
Motorcyclist fatalities	1.7	0	0	0	0	0	0.0	*
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	*
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

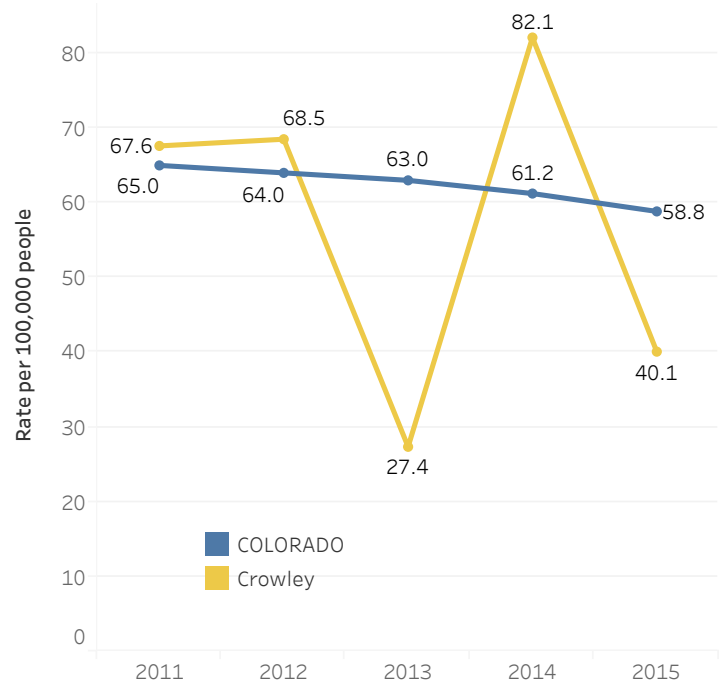
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Crowley County

Fatality rate by county and Colorado, 2011-2015



Serious injury rate by county and Colorado, 2011 - 2015

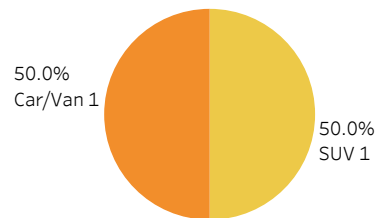


County fatalities by person and vehicle type, and hospitalizations, by age group, 2013-2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	1	1	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	0	0	0	0	0	0	6
35-54	0	0	0	0	0	0	1
55-64	0	0	0	0	0	0	2
65+	0	0	0	0	0	0	1
Total	1	1	0	0	0	0	10

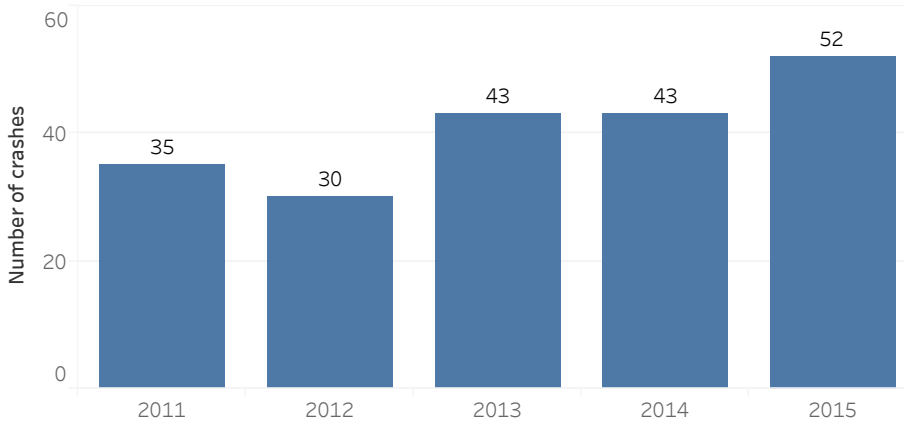
Note: There were no motor vehicle fatalities in 2015, therefore no mode of transportation is displayed by fatalities.

Mode of transportation of seriously injured by county, 2015



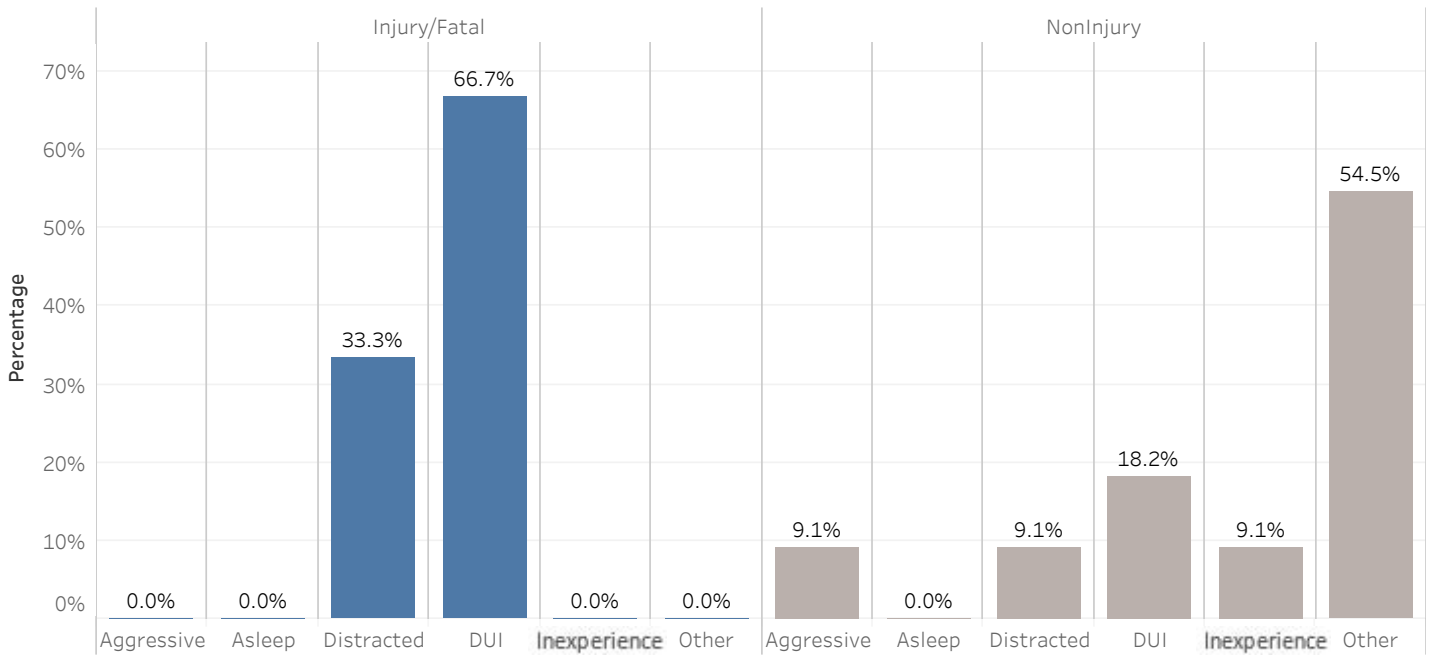
Crowley County

Total number of crashes by county, 2011-2015

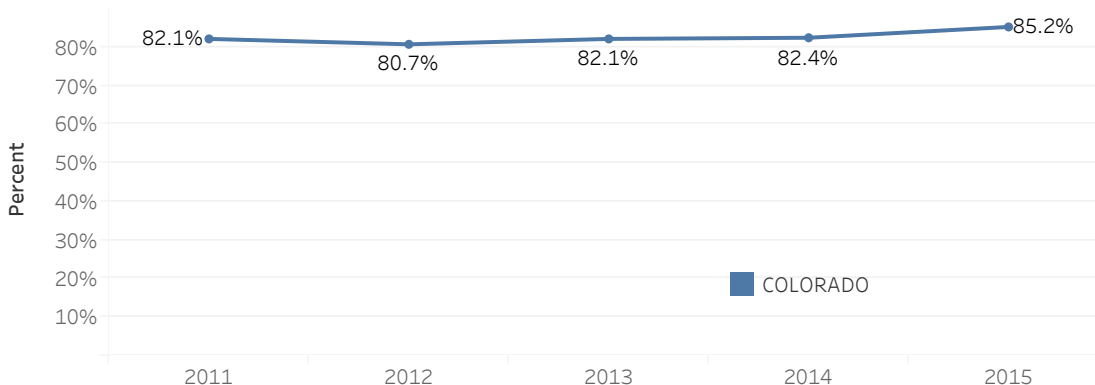


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Crowley County

Impaired Driving

Of the 0 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 0 percent of injury and fatal crashes and 12 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 33 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 0 of the 0 (0 percent) motor vehicle occupant fatalities and 1 of the 2 (50 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



CUSTER COUNTY



Age Group	Female	Male	Total
<5	69	71	140
5-8	74	62	136
9-15	151	141	292
16-20	129	120	249
21-34	201	256	456
35-54	428	478	905
55-64	483	440	923
65+	652	710	1,362
Total	2,186	2,278	4,464

Data source: 2015 DOLA

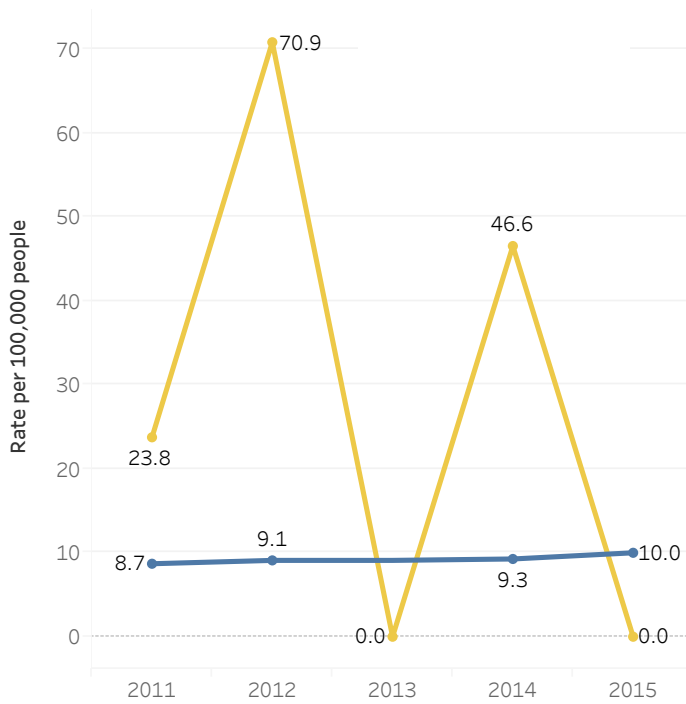
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Custer County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	1	3	0	2	0	27.9	↓100.0%
Serious injuries in traffic crashes	63.3	6	8	6	5	9	148.9	↑10.7%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	0	0	0	0	0	0.0	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	0	0	0	0	4.7	↓100.0%
Speeding-related fatalities	2.6	1	2	0	0	0	14.0	↓100.0%
Motorcyclist fatalities	1.7	1	0	0	2	0	14.0	↓100.0%
Unhelmeted motorcyclist fatalities	1.1	0	0	0	1	0	4.7	*
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	*
Pedestrian fatalities	1.1	0	1	0	0	0	4.7	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

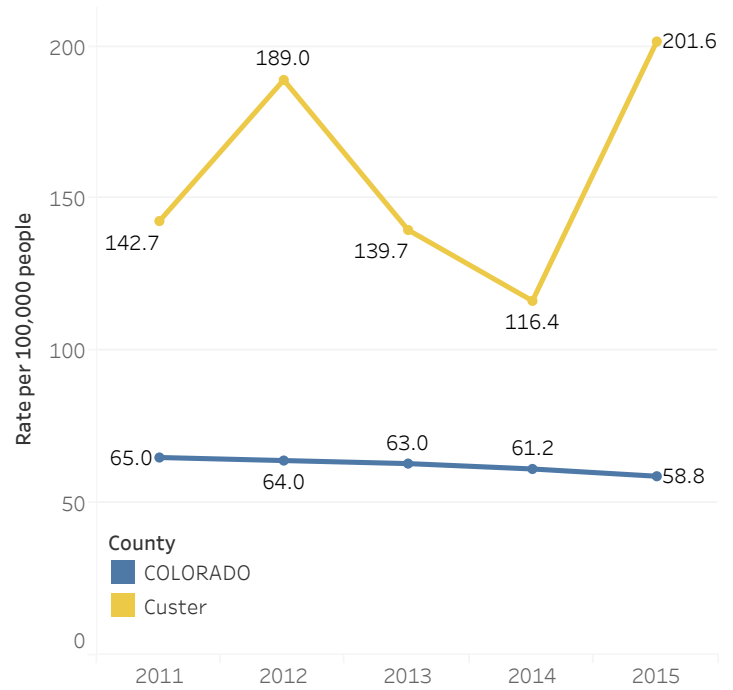
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Custer County

Fatality rate by county and Colorado, 2011-2015



Serious injury rate by county and Colorado, 2011 - 2015

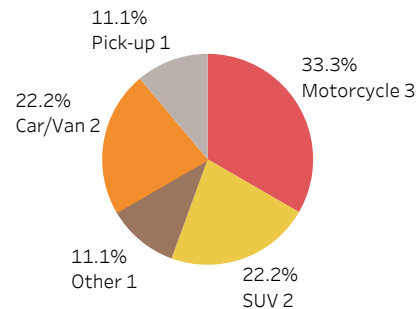


County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	1
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	0	0	0	0	0	0	2
35-54	1	0	0	1	0	0	4
55-64	0	0	0	0	0	0	4
65+	1	0	0	1	0	0	7
Total	2	0	0	2	0	0	18

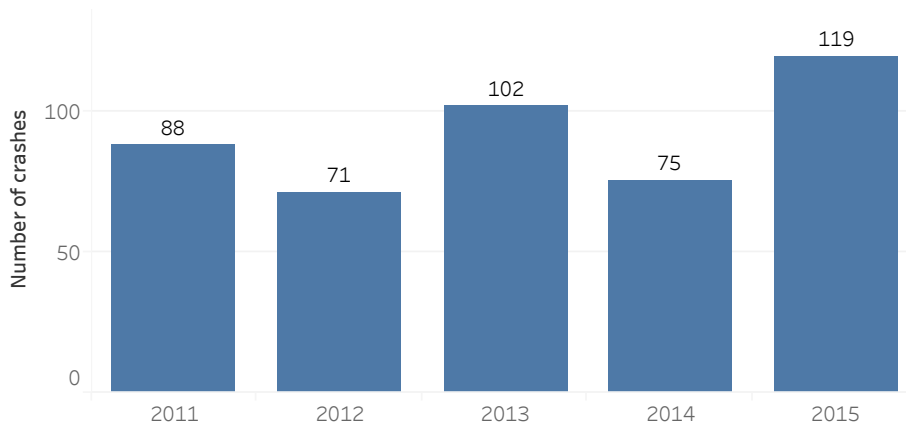
Mode of transportation of seriously injured by county, 2015

Note: There were no motor vehicle fatalities in 2015, therefore no mode of transportation is displayed by fatalities.



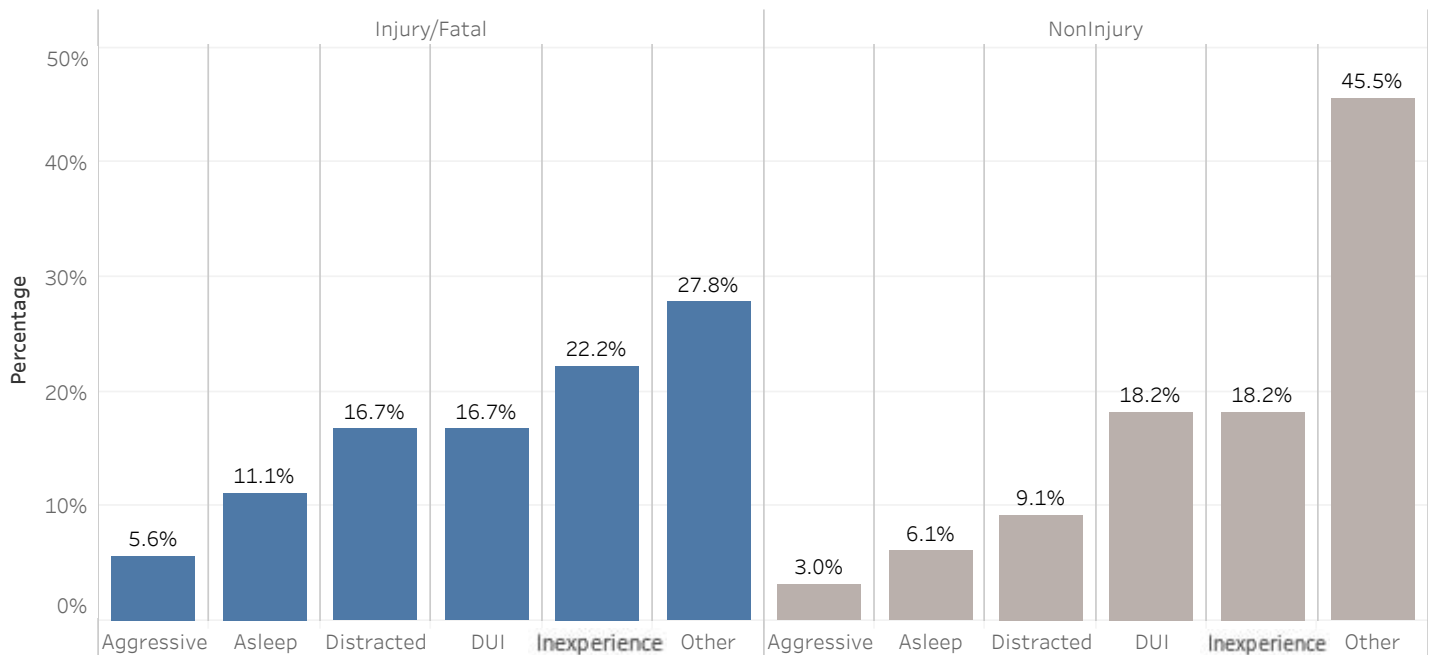
Custer County

Total number of crashes by county, 2011-2015

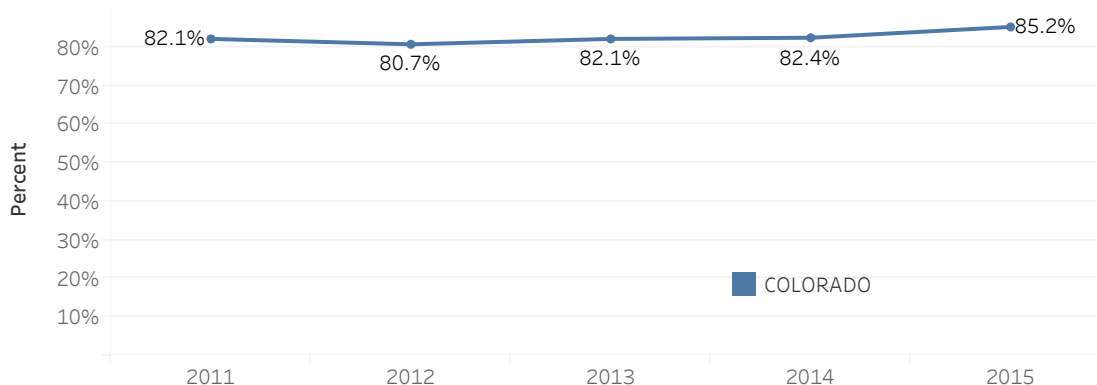


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Custer County

Impaired Driving

Of the 0 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 20 percent of injury and fatal crashes and 7 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 17 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 0 of the 0 (0 percent) motor vehicle occupant fatalities and 0 of the 6 (0 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



DELTA COUNTY



Age Group	Female	Male	Total
<5	756	791	1,547
5-8	673	710	1,383
9-15	1,304	1,288	2,592
16-20	793	859	1,652
21-34	1,833	2,157	3,991
35-54	3,350	3,509	6,859
55-64	2,434	2,329	4,762
65+	3,785	3,379	7,164
Total	14,929	15,021	29,950

Data source: 2015 DOLA

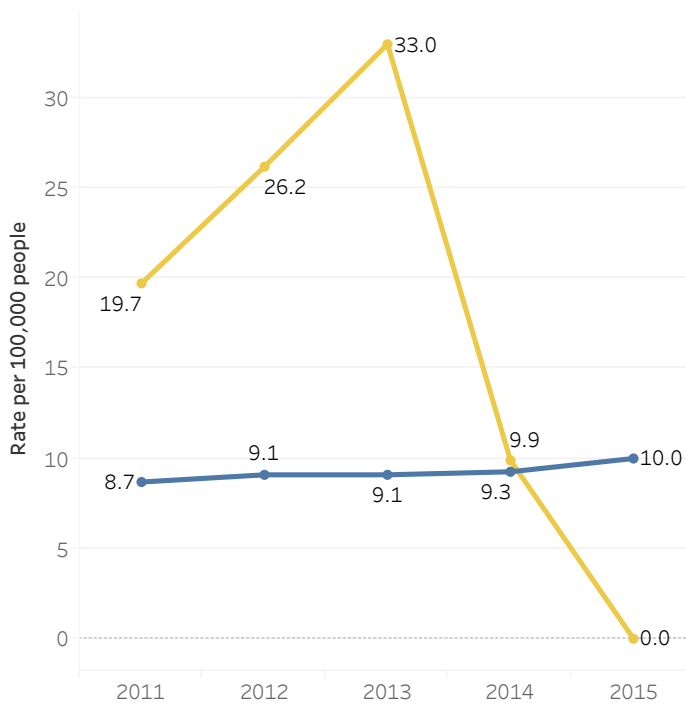
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Delta County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	6	8	10	3	0	17.8	↓100.0%
Serious injuries in traffic crashes	63.3	16	18	23	15	17	62.1	↑1.5%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	2	2	2	3	0	5.9	↓100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	3	1	1	2	0	4.6	↓100.0%
Speeding-related fatalities	2.6	5	3	2	2	0	7.9	↓100.0%
Motorcyclist fatalities	1.7	1	2	4	0	0	4.6	↓100.0%
Unhelmeted motorcyclist fatalities	1.1	0	2	3	0	0	3.3	*
Drivers age 20 or younger in fatal crashes	1.3	0	0	1	0	0	0.7	*
Pedestrian fatalities	1.1	0	0	2	0	0	1.3	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

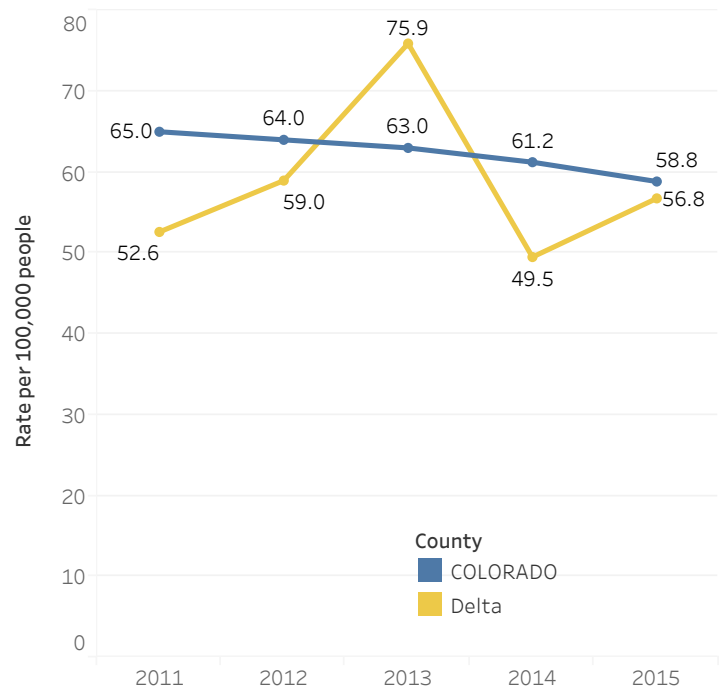
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Delta County

Fatality rate by county and Colorado, 2011-2015



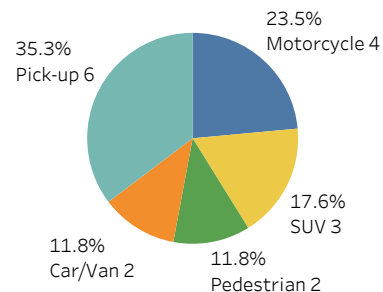
Serious injury rate by county and Colorado, 2011 - 2015



County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	1
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	1
16-20	0	0	0	0	0	0	0
21-34	2	1	1	0	0	0	13
35-54	3	1	0	2	0	0	29
55-64	3	1	0	1	1	0	6
65+	5	2	1	1	1	0	12
Total	13	5	2	4	2	0	62

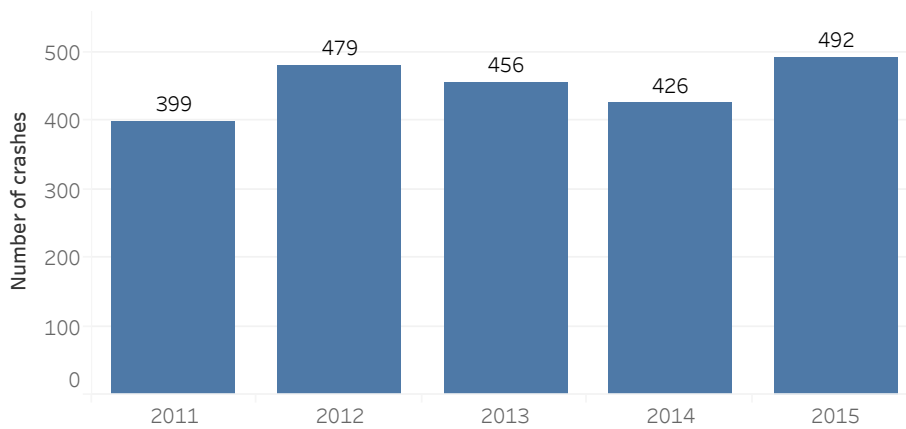
Mode of transportation of seriously injured by county, 2015



Note: There were no motor vehicle fatalities in 2015, therefore no mode of transportation is displayed by fatalities.

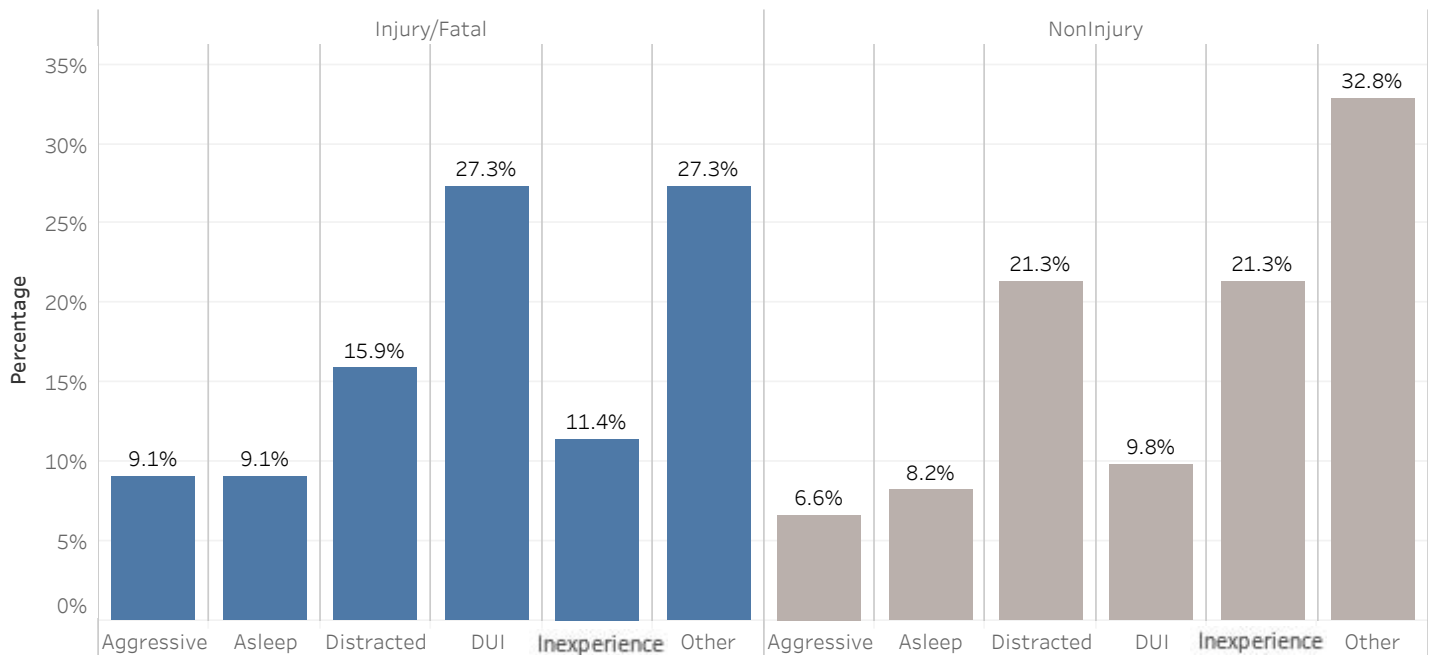
Delta County

Total number of crashes by county, 2011-2015

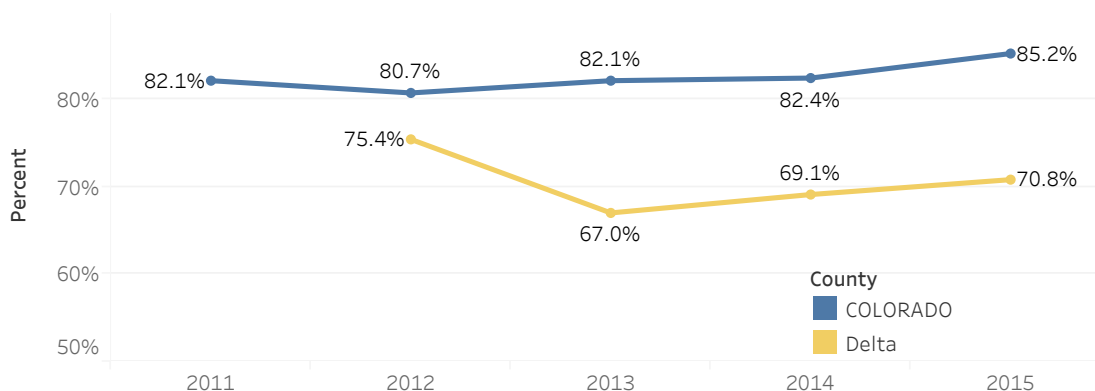


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Delta County

Impaired Driving

Of the 0 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 7 percent of injury and fatal crashes and 10 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 16 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 0 of the 0 (0 percent) motor vehicle occupant fatalities and 2 of the 11 (18 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



DENVER COUNTY



Age Group	Female	Male	Total
<5	23,358	24,391	47,748
5-8	17,759	18,537	36,296
9-15	26,764	27,479	54,243
16-20	17,424	17,633	35,057
21-34	88,112	87,096	175,208
35-54	90,267	98,905	189,172
55-64	35,261	34,774	70,034
65+	42,459	32,879	75,338
Total	341,403	341,693	683,096

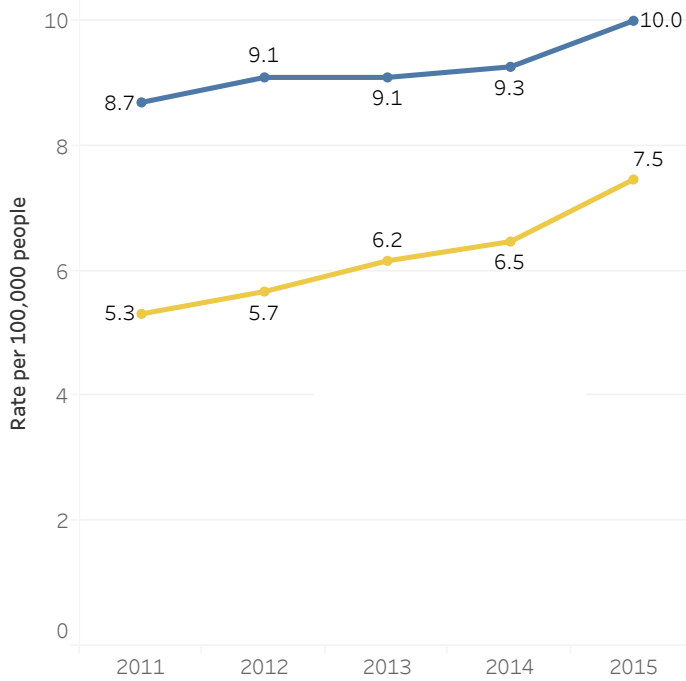
Data source: 2015 DOLA

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Denver County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	33	36	40	42	51	6.2	↑11.5%
Serious injuries in traffic crashes	63.3	504	502	597	610	584	89.4	↑3.8%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	13	4	7	7	11	1.3	↑4.1%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	11	5	8	13	11	1.5	0.0%
Speeding-related fatalities	2.6	14	15	13	12	27	2.5	↑17.8%
Motorcyclist fatalities	1.7	6	3	5	7	14	1.1	↑23.6%
Unhelmeted motorcyclist fatalities	1.1	4	2	4	6	9	0.8	↑22.5%
Drivers age 20 or younger in fatal crashes	1.3	4	5	3	6	7	0.8	↑15.0%
Pedestrian fatalities	1.1	11	18	14	13	13	2.1	↑14.3%

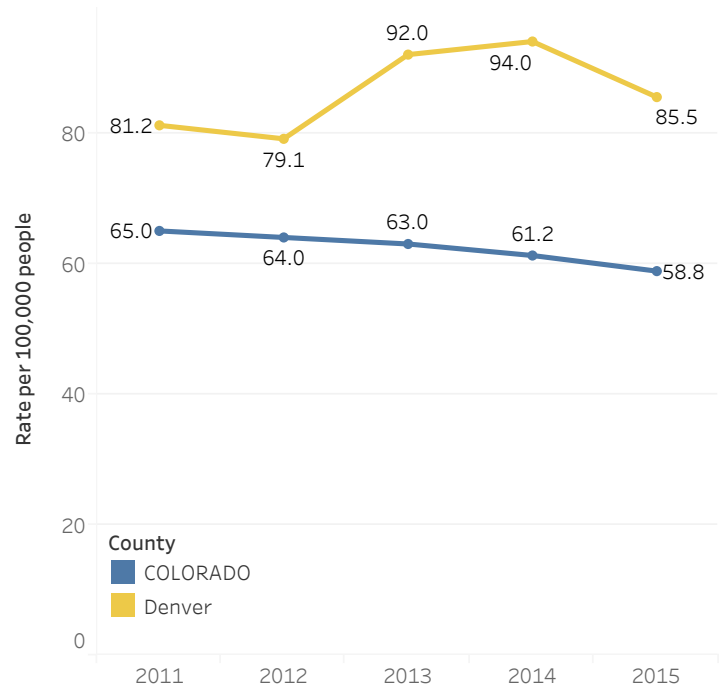
[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

Denver County

Fatality rate by county and Colorado, 2011-2015



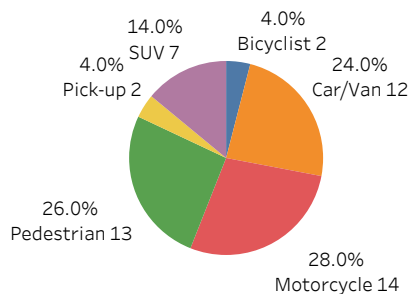
Serious injury rate by county and Colorado, 2011 - 2015



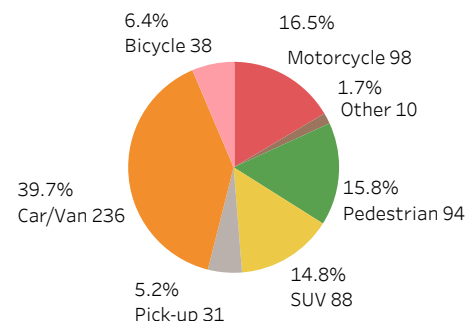
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	15
5-8	2	0	0	0	2	0	17
9-15	2	0	1	0	1	0	30
16-20	13	9	0	0	4	0	75
21-34	40	19	2	13	4	2	327
35-54	37	10	1	10	15	1	312
55-64	20	7	1	2	9	1	132
65+	17	10	0	1	5	1	138
Total	131	55	5	26	40	5	1,046

Mode of transportation of fatalities by county, 2015

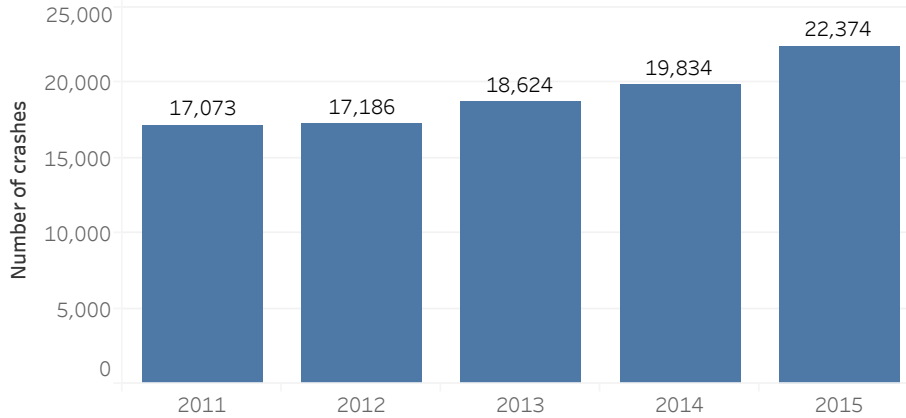


Mode of transportation of seriously injured by county, 2015



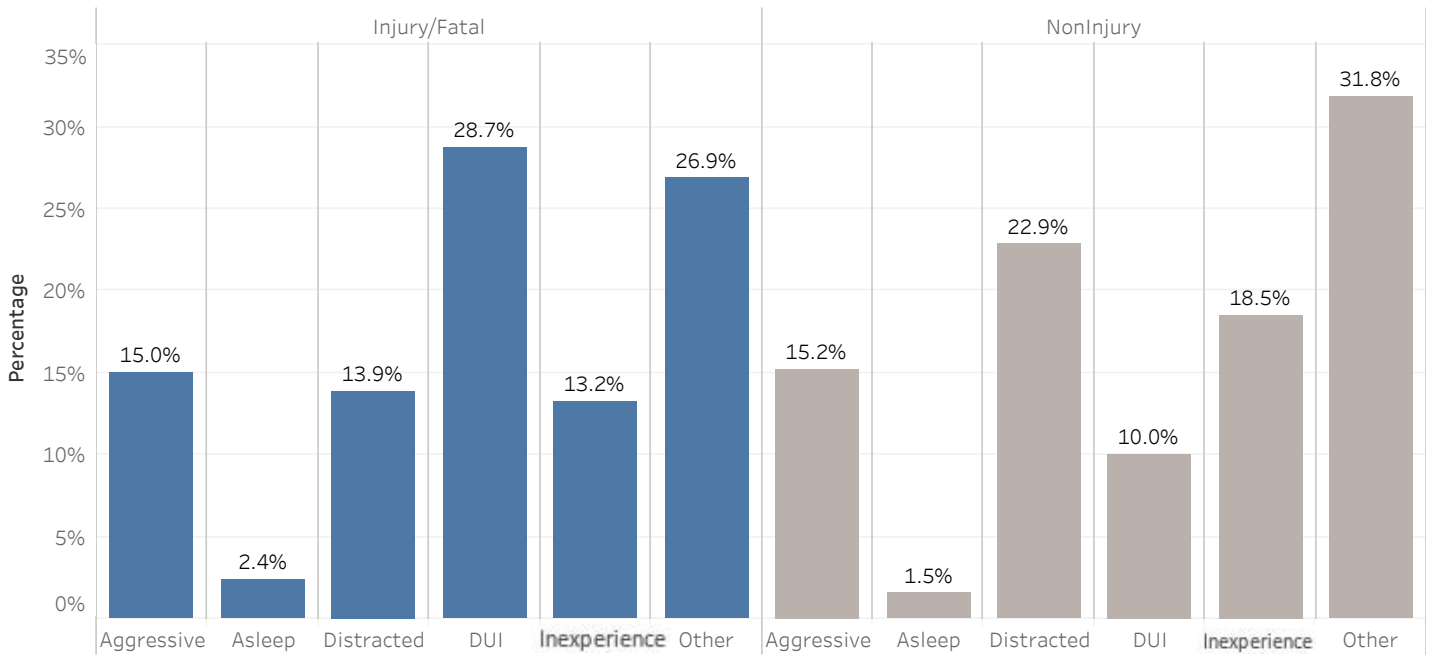
Denver County

Total number of crashes by county, 2011-2015

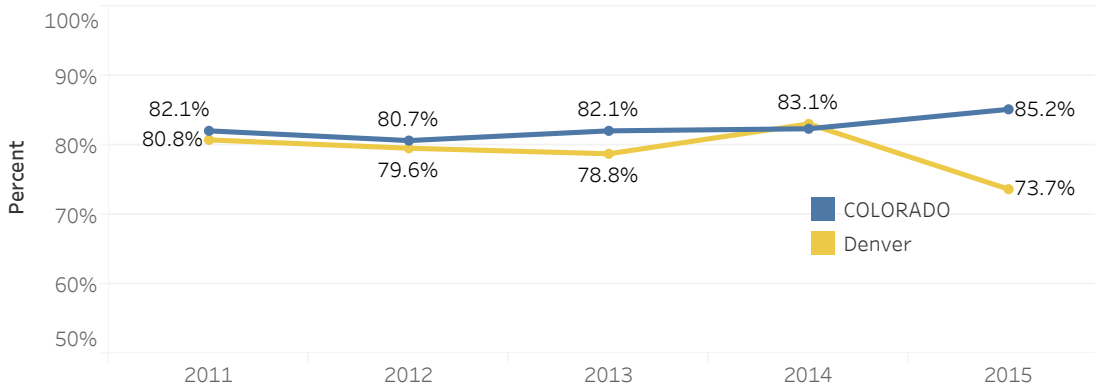


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distressed = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015





Key Findings



Denver County

Impaired Driving

Of the 51 fatalities in 2015, 11 (21 percent) 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).

Speed Enforcement

In 2015, 2 percent of injury and fatal crashes and 4 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 14 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 7 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 14 motorcyclist fatalities in 2015 and 64 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 13 pedestrian(s) and 2 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 11 of the 21 (52 percent) motor vehicle occupant fatalities and 81 of the 368 (22 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



DOLORES COUNTY



Age Group	Female	Male	Total
<5	46	48	94
5-8	57	46	102
9-15	90	81	172
16-20	45	68	114
21-34	118	124	242
35-54	234	247	481
55-64	136	149	285
65+	226	237	463
Total	953	1,000	1,953

Data source: 2015 DOLA

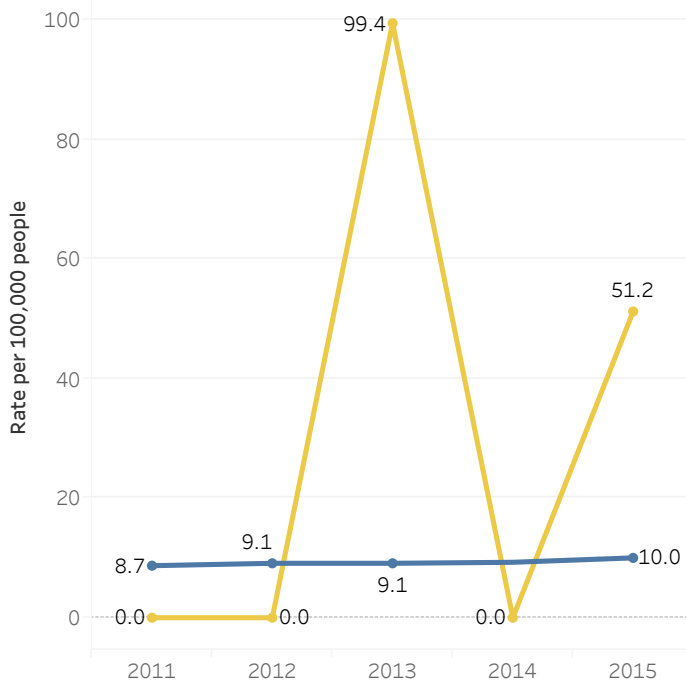
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Dolores County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	0	0	2	0	1	49.2	*
Serious injuries in traffic crashes	63.3	4	0	4	3	2	169.6	↓15.9%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	0	0	2	0	1	29.9	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	0	0	0.0	*
Speeding-related fatalities	2.6	0	0	1	0	0	10.0	*
Motorcyclist fatalities	1.7	0	0	0	0	0	0.0	*
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	*
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

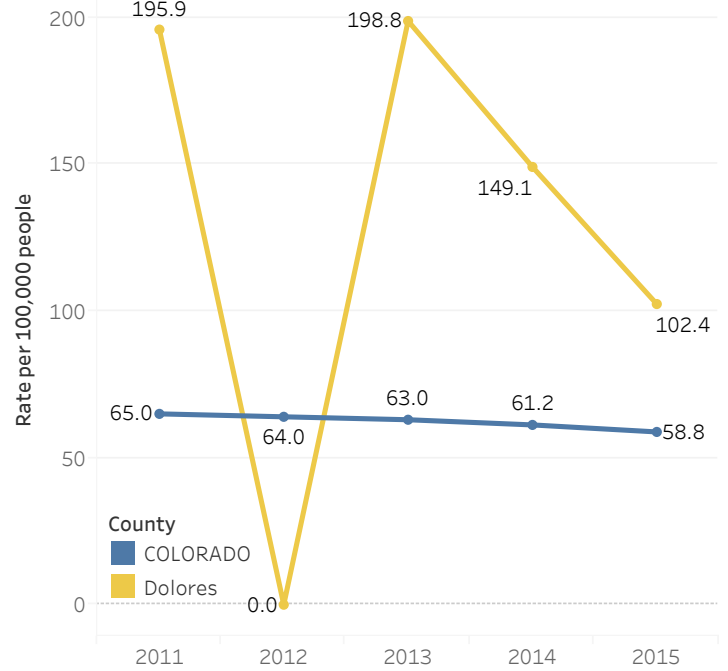
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Dolores County

Fatality rate by county and Colorado, 2011-2015



Serious injury rate by county and Colorado, 2011 - 2015



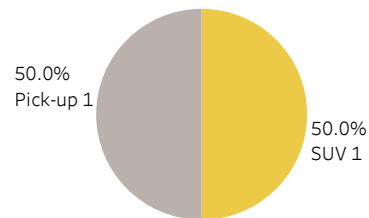
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	1	0	1	0	0	0	1
35-54	1	1	0	0	0	0	1
55-64	0	0	0	0	0	0	3
65+	1	0	1	0	0	0	0
Total	3	1	2	0	0	0	5

Mode of transportation of fatalities by county, 2015

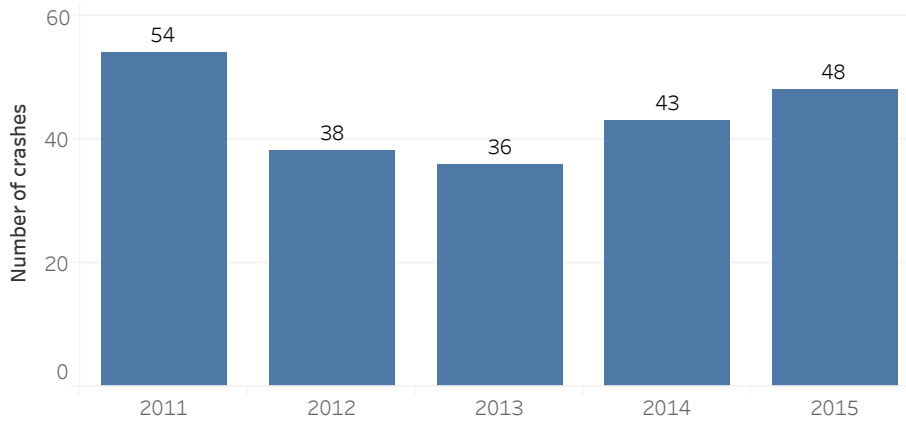


Mode of transportation of seriously injured by county, 2015



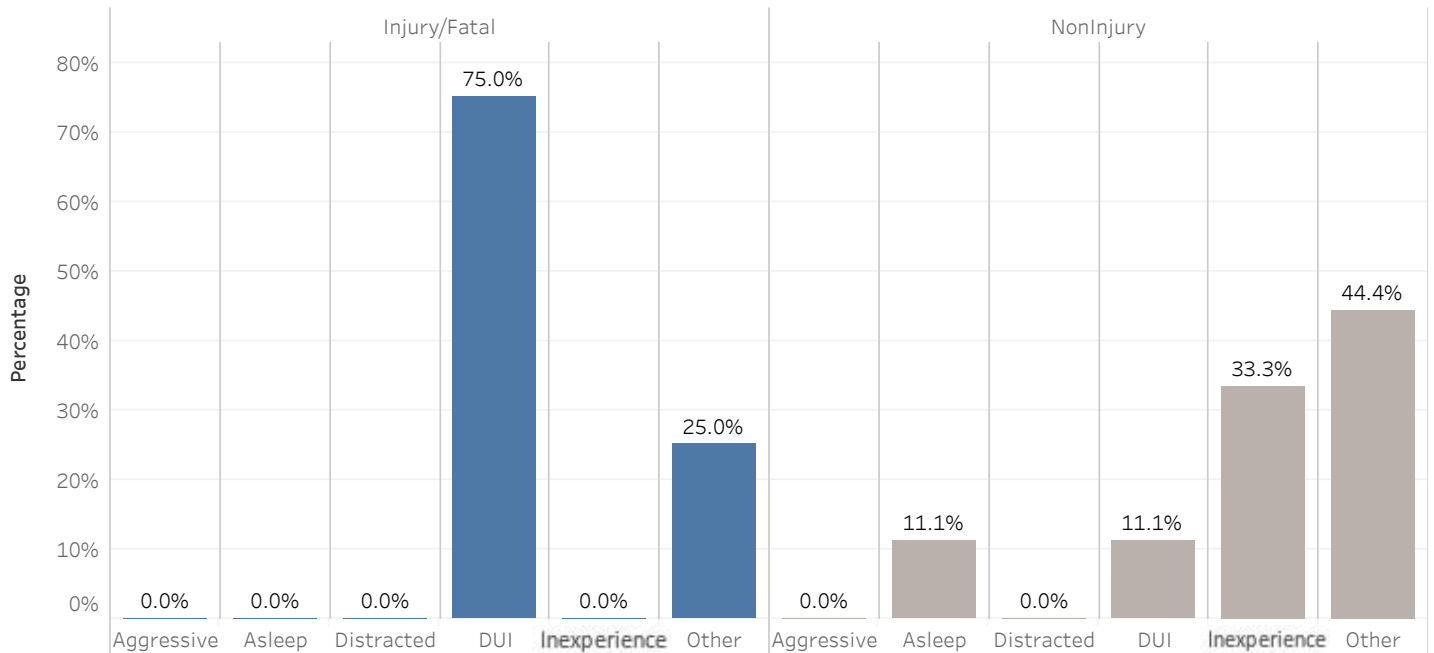
Dolores County

Total number of crashes by county, 2011-2015

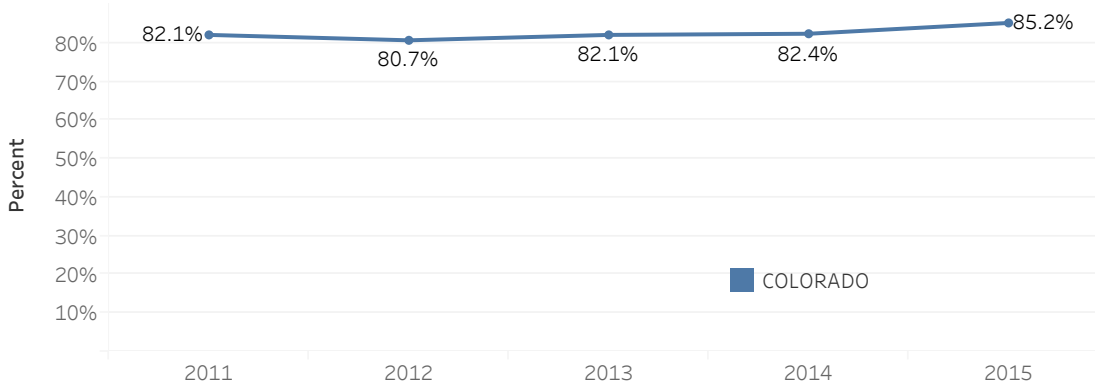


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Dolores County

Impaired Driving

Of the 1 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 0 percent of injury and fatal crashes and 12 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 0 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 1 of the 1 (100 percent) motor vehicle occupant fatalities and 2 of the 2 (100 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



DOUGLAS COUNTY



Table 75. Douglas County Demographics, 2015

Age Group	Female	Male	Total
<5	9,002	9,392	18,394
5-8	8,786	9,306	18,092
9-15	19,875	20,644	40,519
16-20	11,267	11,627	22,894
21-34	22,091	21,780	43,871
35-54	54,408	51,698	106,106
55-64	19,554	18,782	38,336
65+	17,861	15,943	33,804
Total	162,844	159,173	322,017

Data source: 2015 DOLA

TABLE 76: DOUGLAS COUNTY TREND ANALYSIS 2011-2015

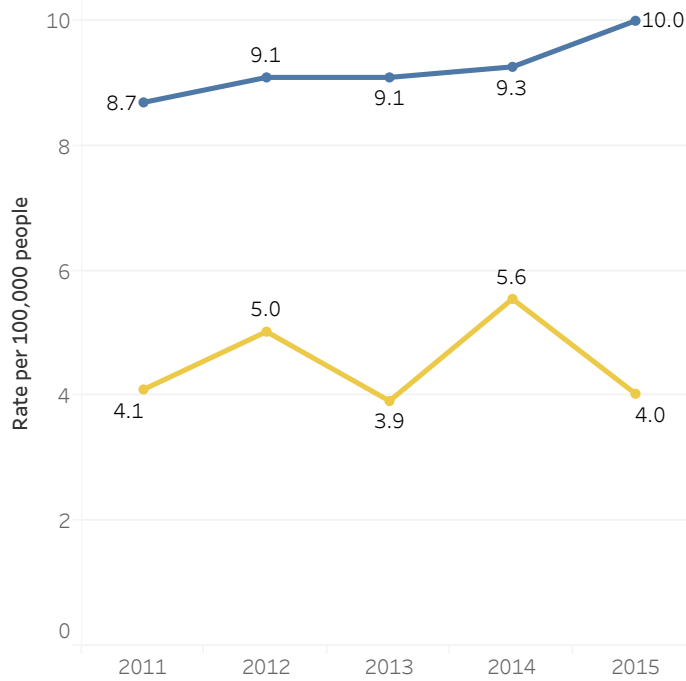
Performance Measure Reduce the number of:	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Douglas County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2011	2012	2013	2014	2015		
Traffic fatalities	9.4	12	15	12	17	13	4.5	↑4.5%
Serious injuries in traffic crashes	63.3	84	107	81	94	104	29.1	↑5.5%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	1	1	6	6	3	1.1	↑31.6%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	4	2	4	3	4	1.1	0.0%
Speeding-related fatalities	2.6	2	8	4	6	4	1.6	↑18.9%
Motorcyclist fatalities	1.7	2	2	3	3	5	1.0	↑25.7%
Unhelmeted motorcyclist fatalities	1.1	1	0	1	2	5	0.6	↑49.5%
Drivers age 20 or younger in fatal crashes	1.3	3	5	2	4	2	1.0	↓9.6%
Pedestrian fatalities	1.1	0	5	0	3	2	0.7	*

^Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

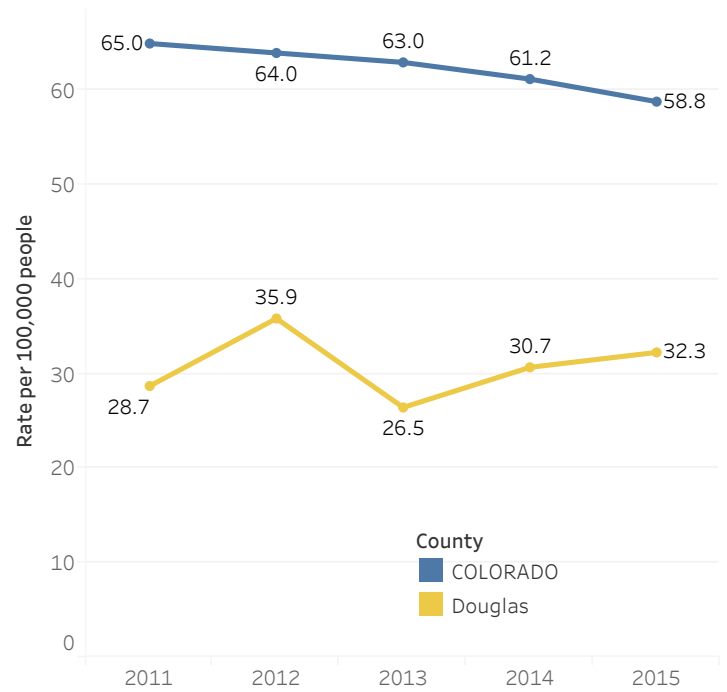
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Douglas County

Fatality rate by county and Colorado, 2011-2015



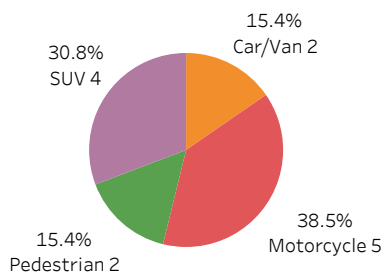
Serious injury rate by county and Colorado, 2011 - 2015



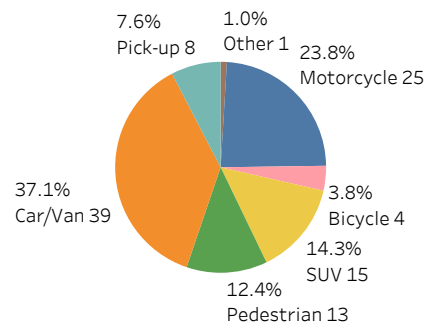
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	2
5-8	1	0	0	0	1	0	3
9-15	0	0	0	0	0	0	7
16-20	4	3	0	1	0	0	25
21-34	7	5	0	1	1	0	36
35-54	21	10	2	6	3	0	98
55-64	3	2	0	1	0	0	48
65+	6	4	0	2	0	0	50
Total	42	24	2	11	5	0	269

Mode of transportation of fatalities by county, 2015

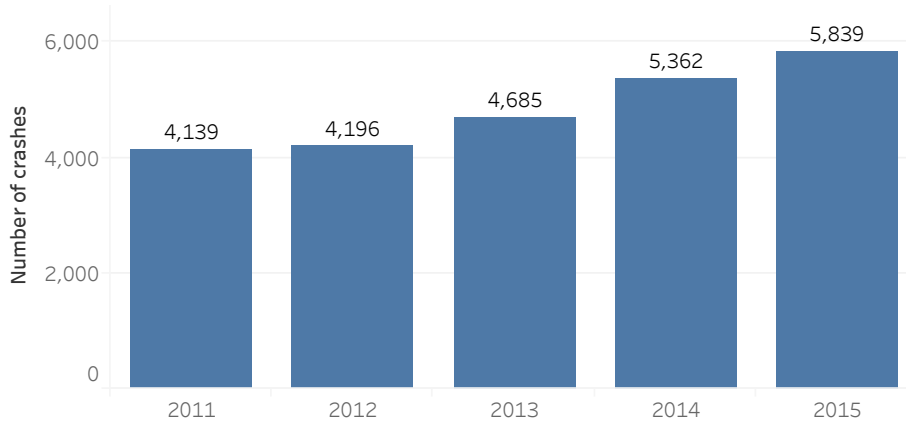


Mode of transportation of seriously injured by county, 2015



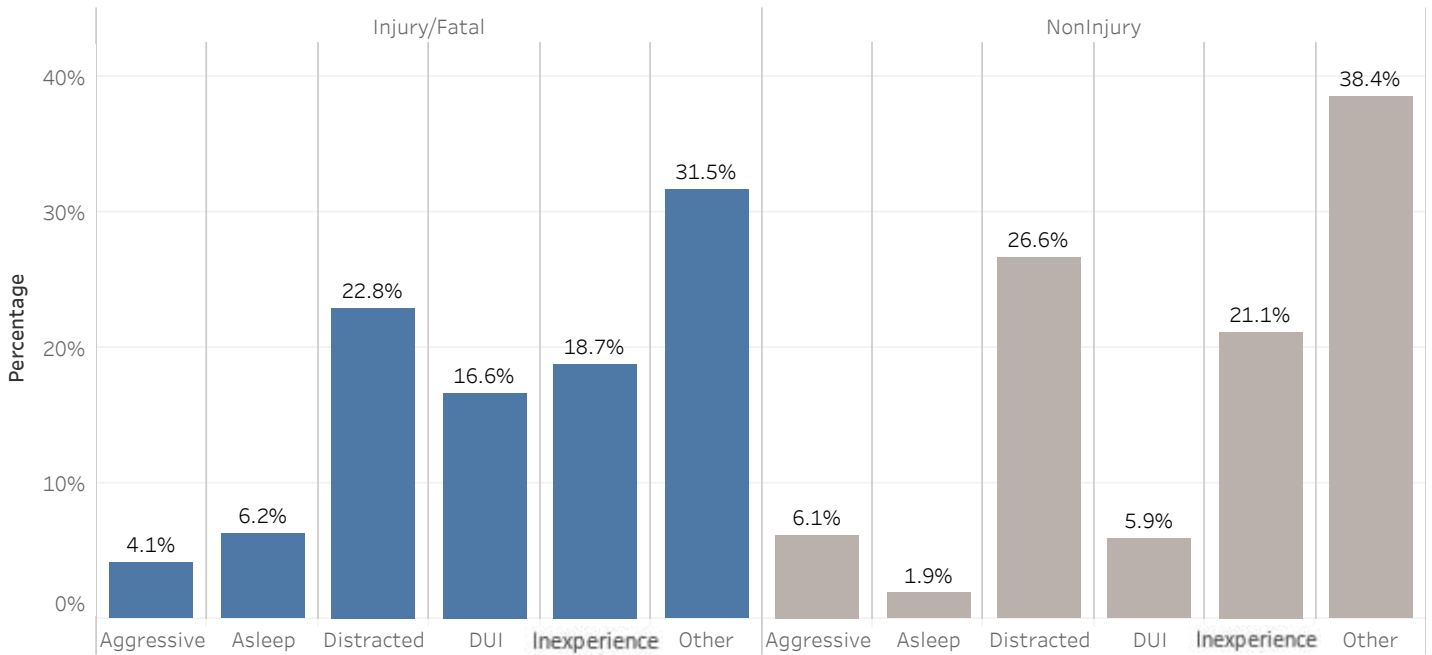
Douglas County

Total number of crashes by county, 2011-2015

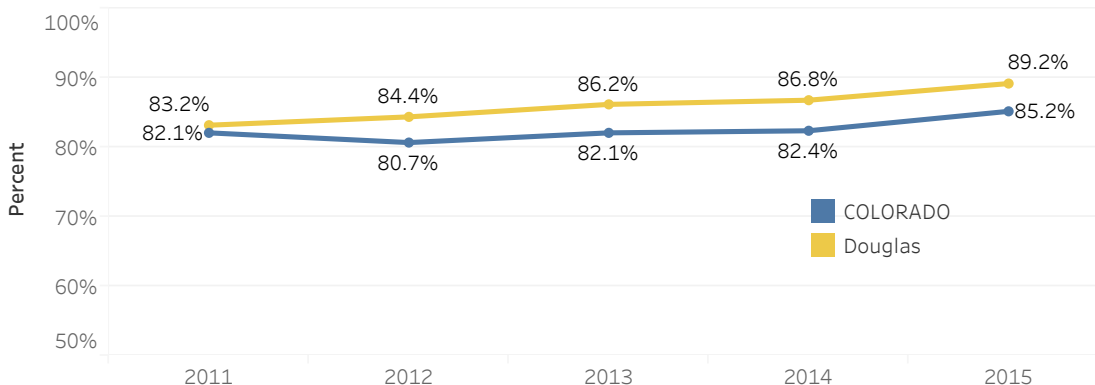


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015





Key Findings



Douglas County

Impaired Driving

Of the 13 fatalities in 2015, 4 (30 percent) 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).

Speed Enforcement

In 2015, 9 percent of injury and fatal crashes and 5 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 23 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 2 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 5 motorcyclist fatalities in 2015 and 100 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 2 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 3 of the 6 (50 percent) motor vehicle occupant fatalities and 18 of the 65 (27 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



EAGLE COUNTY



Table 77. Eagle County Demographics, 2015

Age Group	Female	Male	Total
<5	1,593	1,666	3,259
5-8	1,530	1,578	3,109
9-15	2,587	2,720	5,308
16-20	1,570	1,640	3,210
21-34	5,426	6,582	12,008
35-54	7,053	8,347	15,399
55-64	3,103	3,504	6,606
65+	2,285	2,396	4,681
Total	25,147	28,433	53,580

Data source: 2015 DOLA

TABLE 78: EAGLE COUNTY TREND ANALYSIS 2011-2015

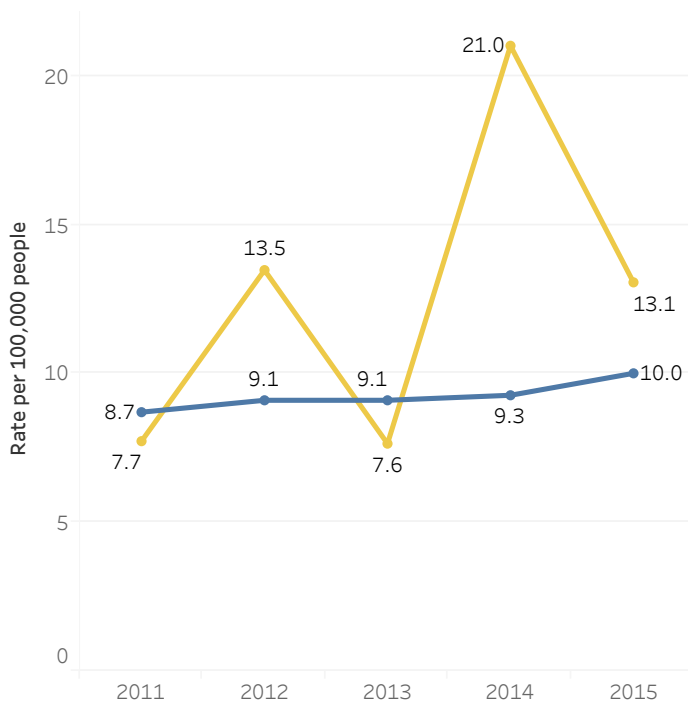
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Eagle County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	4	7	4	11	7	11.5	↑28.8%
Serious injuries in traffic crashes	63.3	24	40	32	33	19	53.4	↓5.7%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	1	1	1	5	3	4.2	↑31.6%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	0	1	3	2	2.7	↑18.9%
Speeding-related fatalities	2.6	1	3	1	5	1	4.2	0.0%
Motorcyclist fatalities	1.7	0	0	0	0	0	0.0	*
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	*
Drivers age 20 or younger in fatal crashes	1.3	1	1	0	0	0	0.8	↓100.0%
Pedestrian fatalities	1.1	1	1	0	3	2	0.7	*

^Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

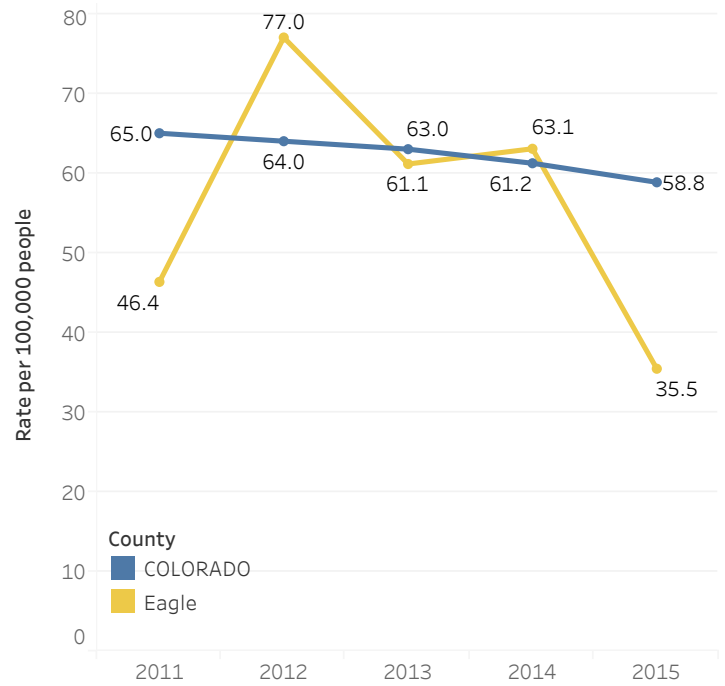
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Eagle County

Fatality rate by county and Colorado, 2011-2015



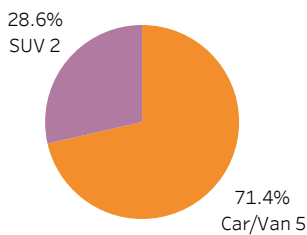
Serious injury rate by county and Colorado, 2011 - 2015



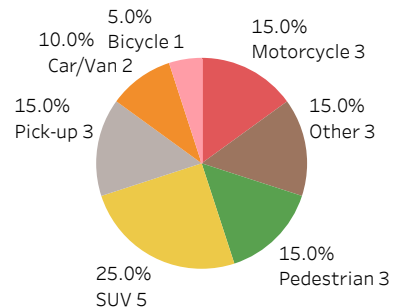
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	1	0	0	0	1	0	0
5-8	0	0	0	0	0	0	0
9-15	1	1	0	0	0	0	1
16-20	0	0	0	0	0	0	3
21-34	11	10	0	0	1	0	16
35-54	3	2	0	0	1	0	13
55-64	2	1	1	0	0	0	9
65+	4	4	0	0	0	0	5
Total	22	18	1	0	3	0	47

Mode of transportation of fatalities by county, 2015

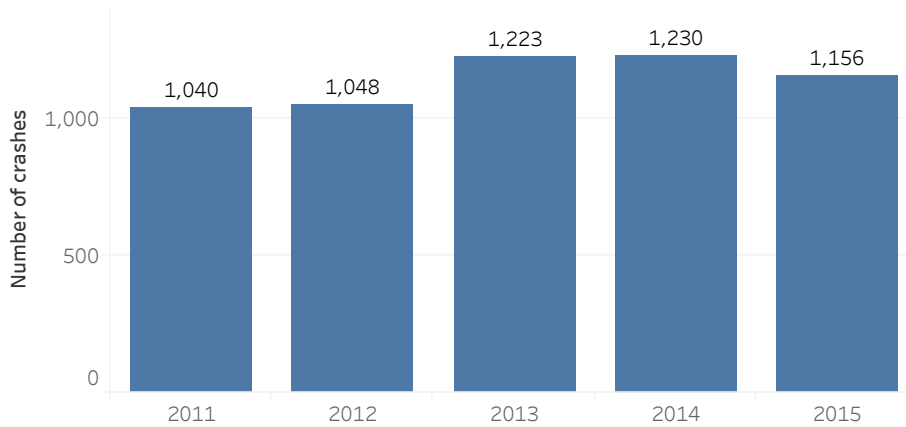


Mode of transportation of seriously injured by county, 2015



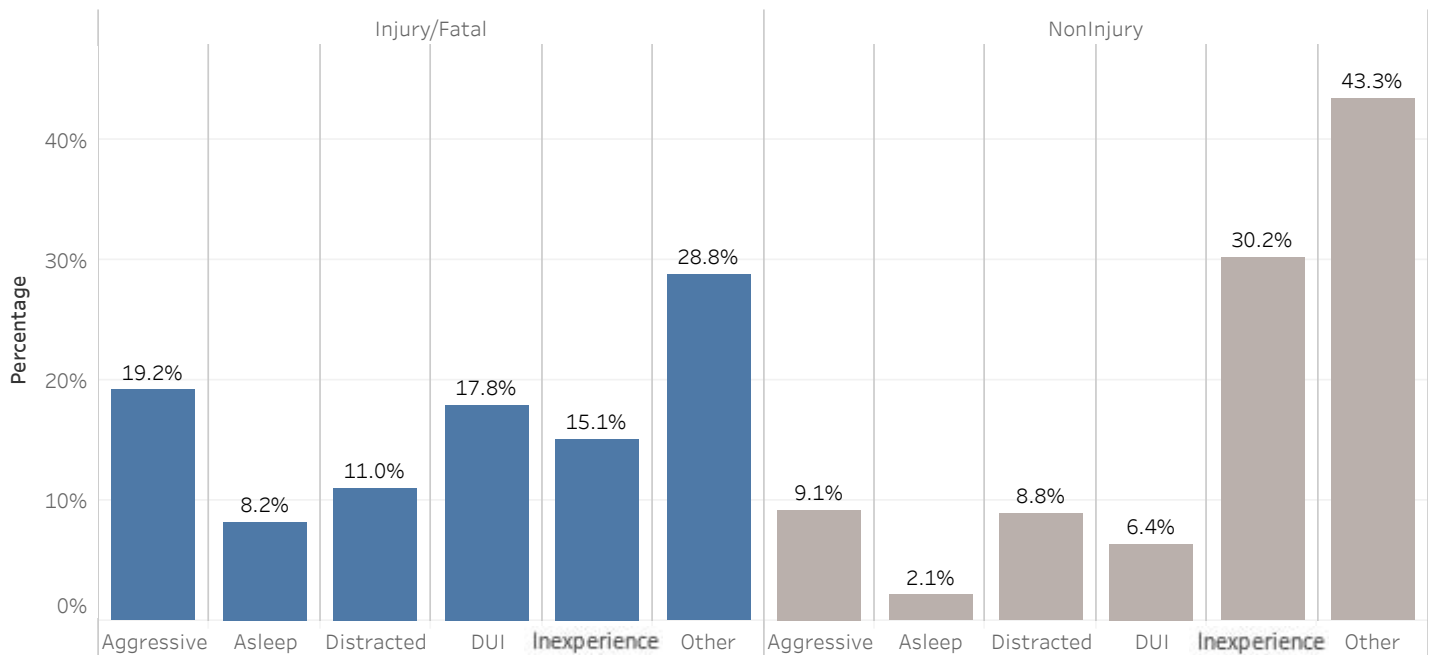
Eagle County

Total number of crashes by county, 2011-2015

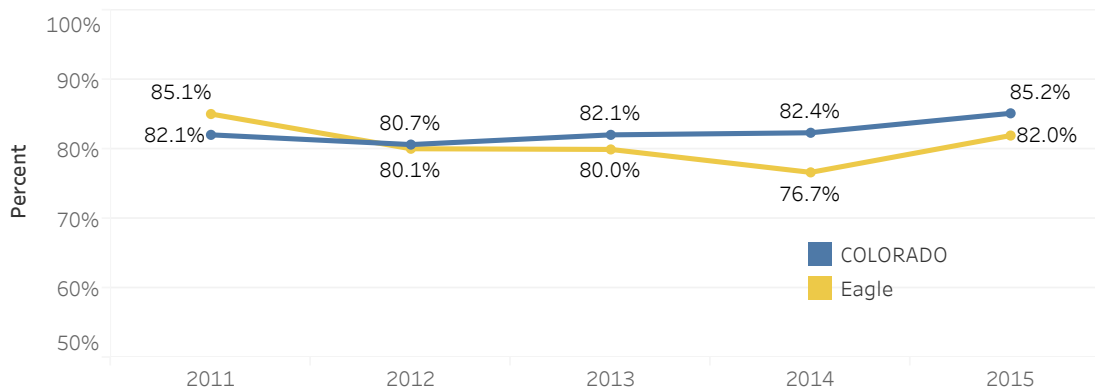


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015





Key Findings



Eagle County

Impaired Driving

Of the 7 fatalities in 2015, 2 (28 percent) 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).

Speed Enforcement

In 2015, 25 percent of injury and fatal crashes and 23 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 11 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

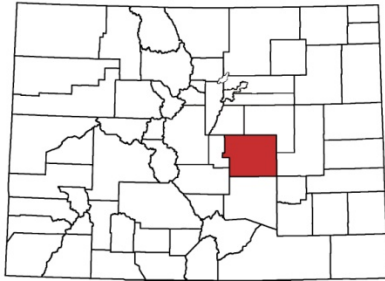
Occupant Protection

In 2015, 3 of the 7 (42 percent) motor vehicle occupant fatalities and 1 of the 13 (7 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



EL PASO COUNTY



Age Group	Female	Male	Total
<5	23,164	24,196	47,359
5-8	18,563	19,563	38,127
9-15	34,639	33,847	68,486
16-20	23,254	27,512	50,766
21-34	68,977	71,742	140,719
35-54	86,087	84,412	170,499
55-64	42,861	37,983	80,844
65+	45,071	35,151	80,222
Total	342,615	334,407	677,022

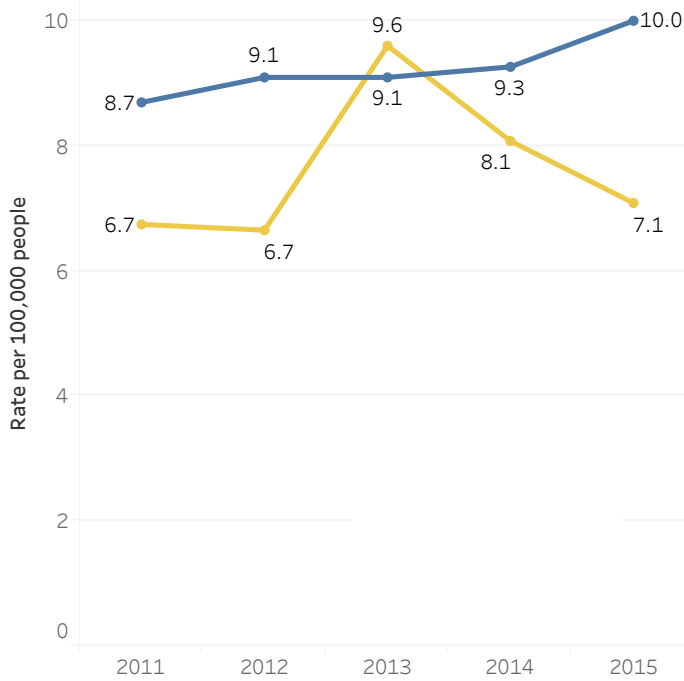
Data source: 2015 DOLA

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					El Paso County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	43	43	63	53	48	7.6	↑15.0%
Serious injuries in traffic crashes	63.3	342	335	352	293	272	49.2	↓5.6%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	14	12	24	18	18	2.6	↑6.5%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	12	11	17	18	14	2.2	↑3.9%
Speeding-related fatalities	2.6	12	10	24	18	15	2.4	↑5.7%
Motorcyclist fatalities	1.7	15	11	12	19	10	2.0	↓9.6%
Unhelmeted motorcyclist fatalities	1.1	7	7	5	13	5	1.1	↓8.1%
Drivers age 20 or younger in fatal crashes	1.3	11	2	11	9	6	1.2	↓14.1%
Pedestrian fatalities	1.1	1	12	6	5	6	0.9	↑56.5%

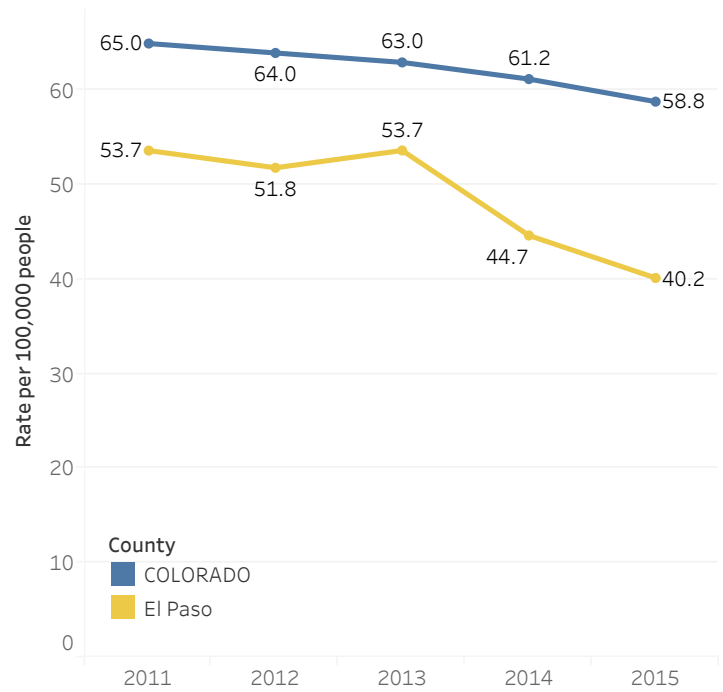
[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

El Paso County

Fatality rate by county and Colorado, 2011-2015



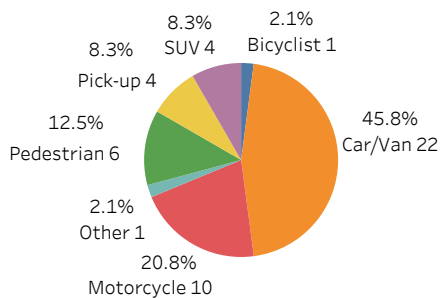
Serious injury rate by county and Colorado, 2011 - 2015



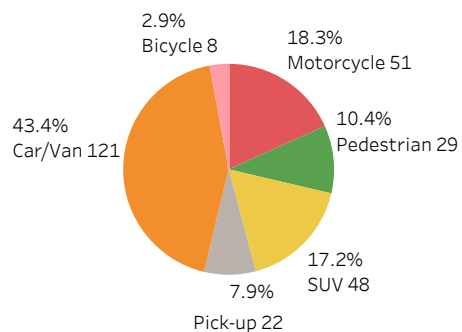
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	2	2	0	0	0	0	7
5-8	1	0	0	0	1	0	8
9-15	3	3	0	0	0	0	22
16-20	18	14	2	2	0	0	88
21-34	67	27	6	24	9	1	319
35-54	41	21	6	11	3	0	305
55-64	15	7	1	3	2	2	120
65+	17	10	4	1	2	0	145
Total	164	84	19	41	17	3	1,014

Mode of transportation of fatalities by county, 2015

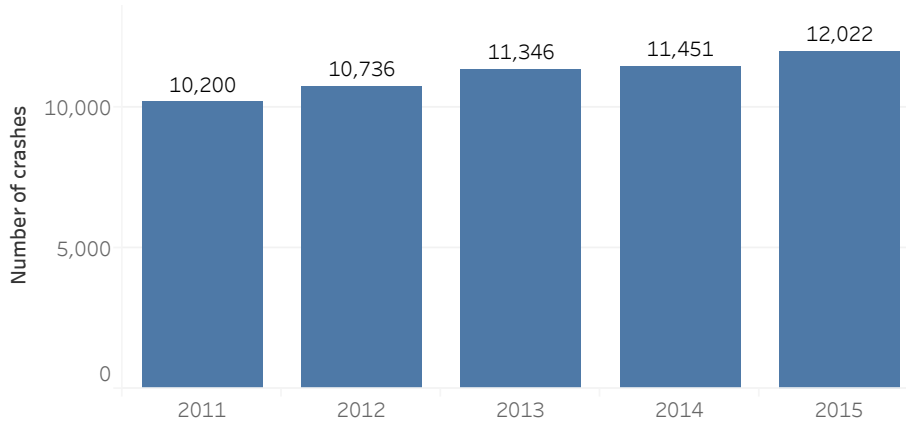


Mode of transportation of seriously injured by county, 2015



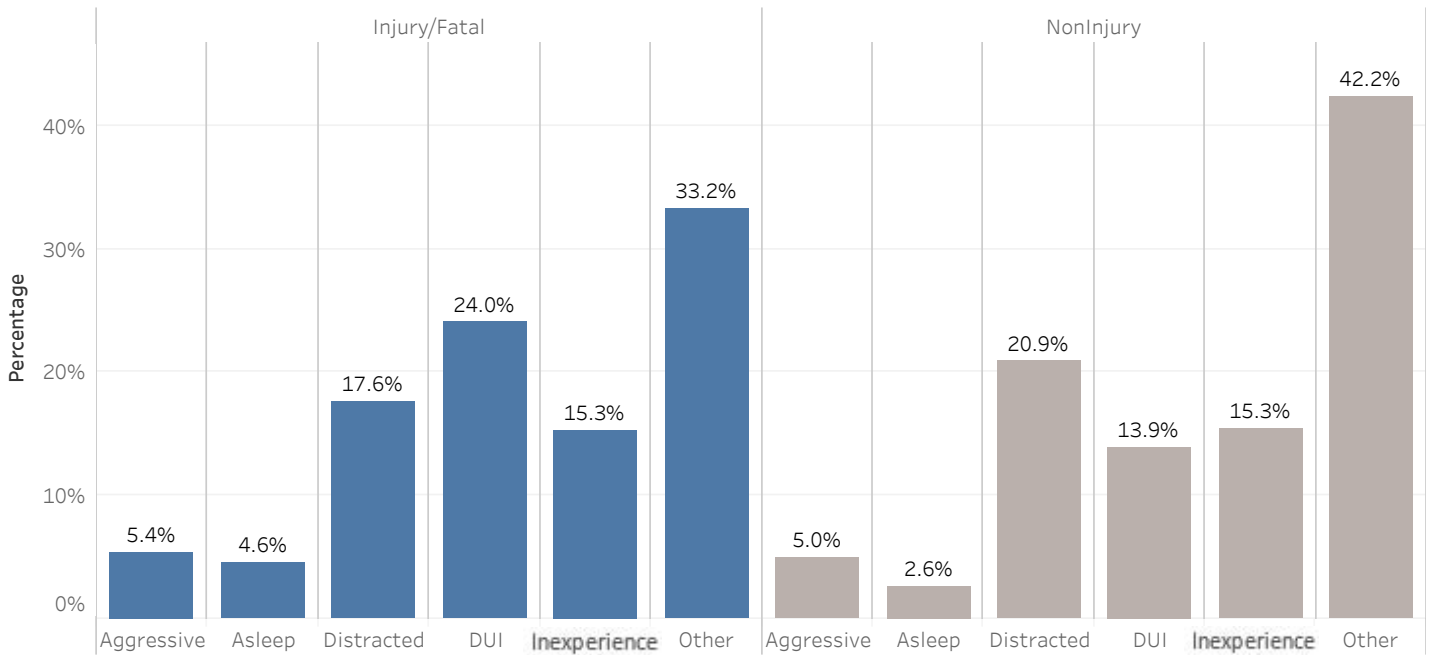
El Paso County

Total number of crashes by county, 2011-2015

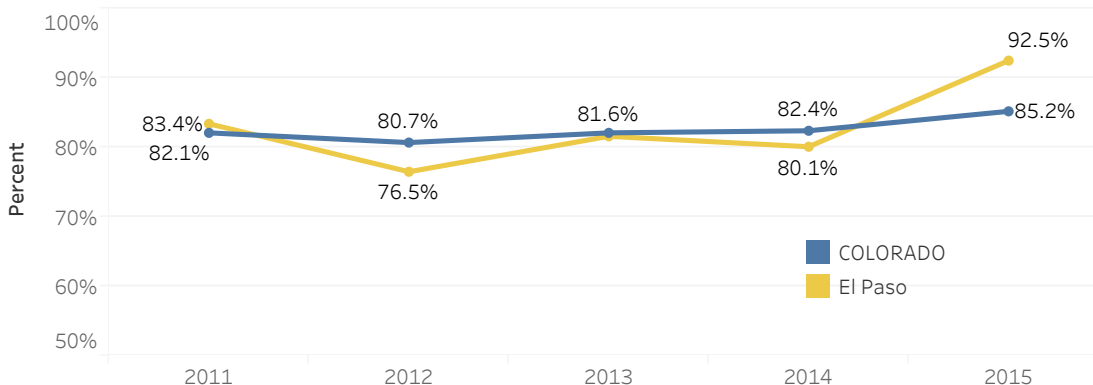


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015





Key Findings



El Paso County

Impaired Driving

Of the 48 fatalities in 2015, 14 (29 percent) 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).

Speed Enforcement

In 2015, 7 percent of injury and fatal crashes and 4 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 18 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 6 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 10 motorcyclist fatalities in 2015 and 50 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 6 pedestrian(s) and 1 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 18 of the 30 (60 percent) motor vehicle occupant fatalities and 63 of the 191 (32 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



ELBERT COUNTY



Table 81. Elbert County Demographics, 2015

Age Group	Female	Male	Total
<5	515	534	1,049
5-8	507	524	1,031
9-15	1,206	1,174	2,380
16-20	830	864	1,693
21-34	1,581	1,652	3,233
35-54	3,659	3,435	7,094
55-64	2,295	2,225	4,520
65+	1,816	1,877	3,693
Total	12,409	12,285	24,694

Data source: 2015 DOLA

TABLE 82: ELBERT COUNTY TREND ANALYSIS 2011-2015

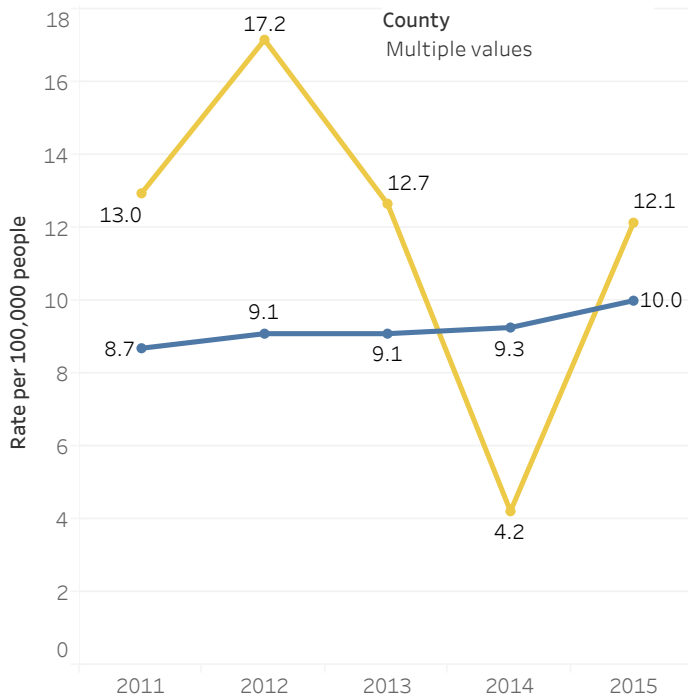
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Elbert County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	3	4	3	1	3	11.8	0.0%
Serious injuries in traffic crashes	63.3	9	12	11	11	19	51.5	↑20.5%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	2	1	2	1	2	5.9	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	2	0	1	0	3.4	↓100.0%
Speeding-related fatalities	2.6	1	2	0	1	3	5.9	↑31.6%
Motorcyclist fatalities	1.7	0	2	1	0	1	0.1	*
Unhelmeted motorcyclist fatalities	1.1	0	2	0	0	0	1.7	*
Drivers age 20 or younger in fatal crashes	1.3	2	2	0	0	0	3.4	↓100.0%
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

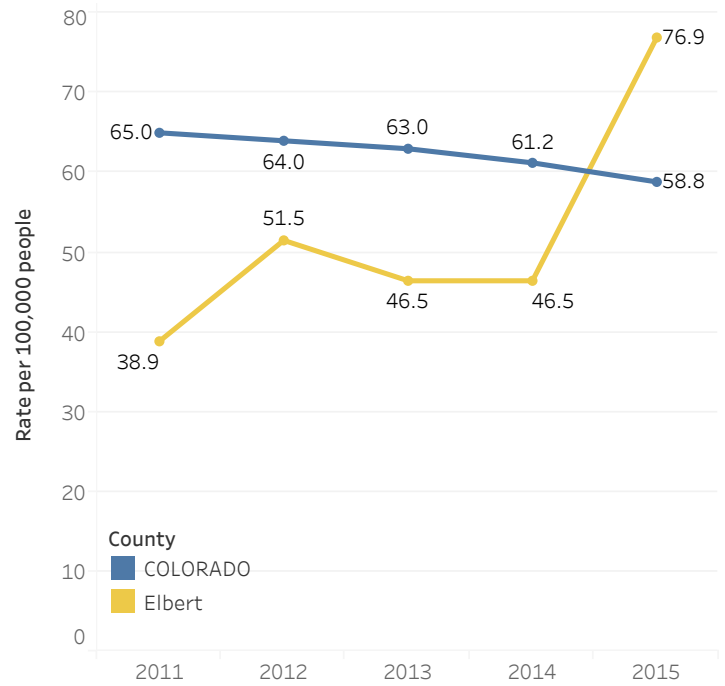
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Elbert County

Fatality rate by county and Colorado, 2011-2015



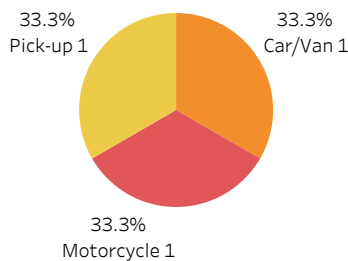
Serious injury rate by county and Colorado, 2011 - 2015



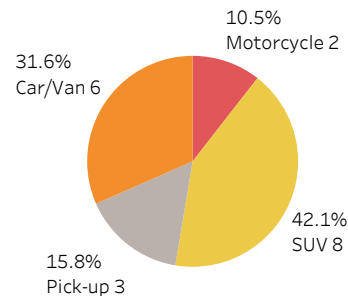
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	1
9-15	0	0	0	0	0	0	2
16-20	1	1	0	0	0	0	3
21-34	2	1	0	1	0	0	10
35-54	2	0	2	0	0	0	17
55-64	0	0	0	0	0	0	9
65+	2	0	1	1	0	0	8
Total	7	2	3	2	0	0	50

Mode of transportation of fatalities by county, 2015

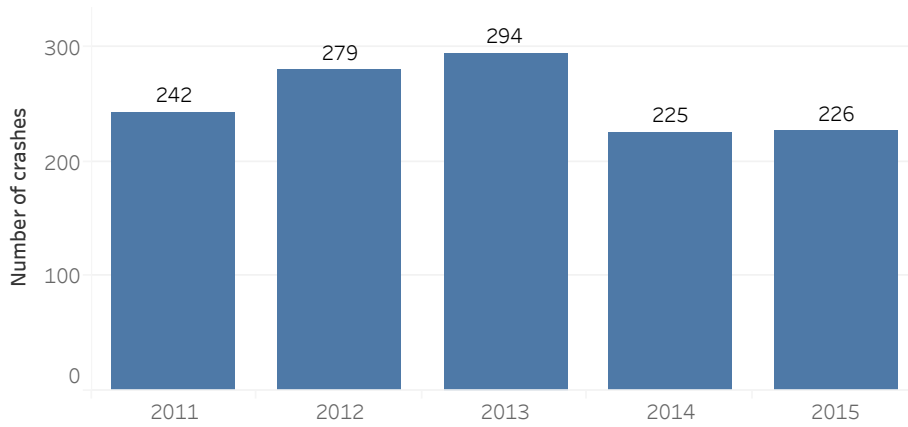


Mode of transportation of seriously injured by county, 2015



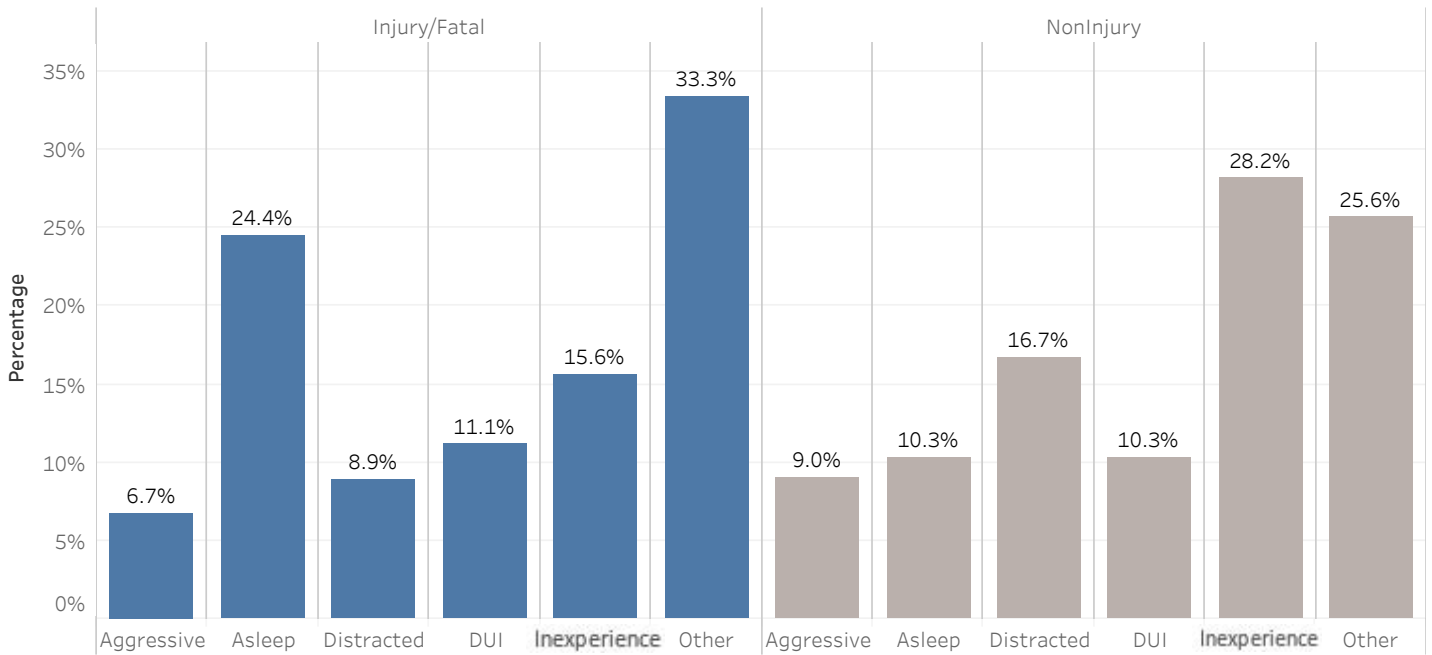
Elbert County

Total number of crashes by county, 2011-2015

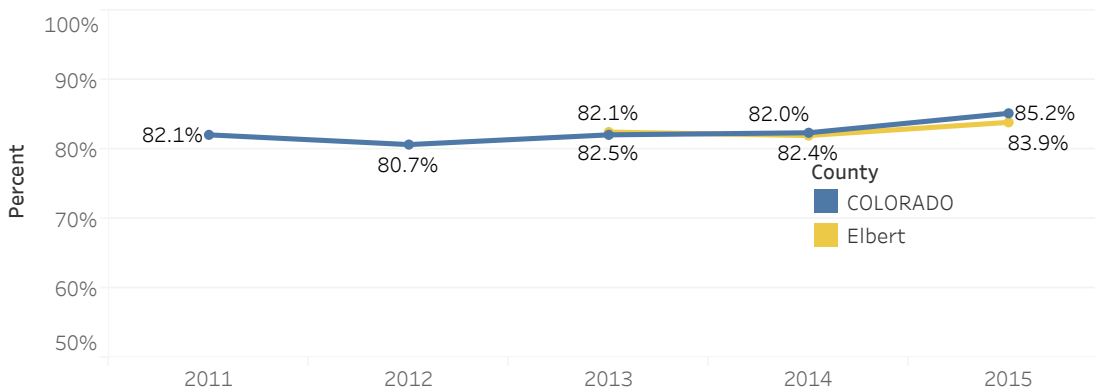


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Elbert County

Impaired Driving

Of the 3 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 8 percent of injury and fatal crashes and 18 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 9 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 1 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 2 of the 2 (100 percent) motor vehicle occupant fatalities and 10 of the 17 (58 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



FREMONT COUNTY



Age Group	Female	Male	Total
<5	929	970	1,899
5-8	841	861	1,702
9-15	1,594	1,560	3,154
16-20	1,137	1,257	2,394
21-34	2,719	6,015	8,734
35-54	4,438	8,082	12,520
55-64	3,139	3,326	6,465
65+	5,054	4,638	9,692
Total	19,850	26,709	46,559

Data source: 2015 DOLA

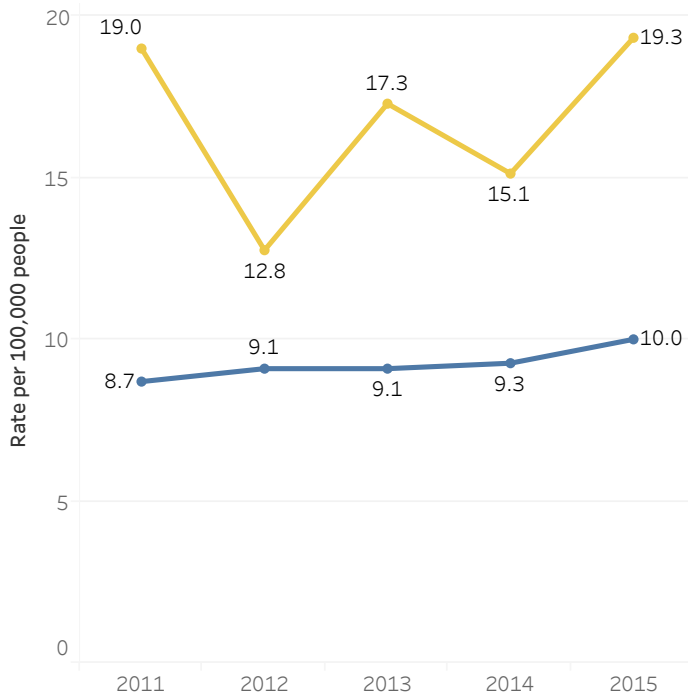
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Fremont County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	9	6	8	7	9	16.7	0.0%
Serious injuries in traffic crashes	63.3	26	25	38	19	32	65.5	↑5.3%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	5	1	3	0	5	6.0	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	2	2	4	3	1	5.1	↓15.9%
Speeding-related fatalities	2.6	4	4	0	1	4	5.6	0.0%
Motorcyclist fatalities	1.7	0	1	3	3	1	3.4	*
Unhelmeted motorcyclist fatalities	1.1	0	1	1	3	0	2.1	*
Drivers age 20 or younger in fatal crashes	1.3	1	0	0	0	1	0.9	0.0%
Pedestrian fatalities	1.1	1	0	0	1	1	1.3	0.0%

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

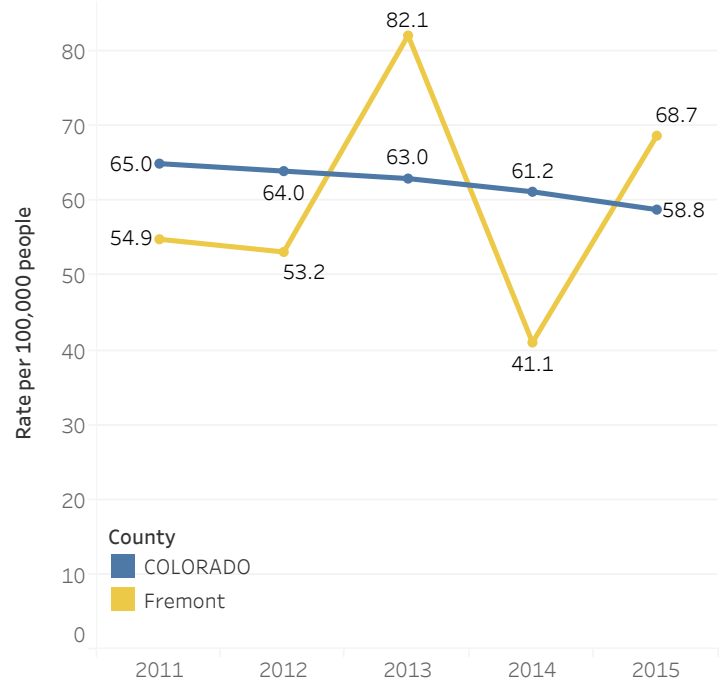
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Fremont County

Fatality rate by county and Colorado, 2011-2015



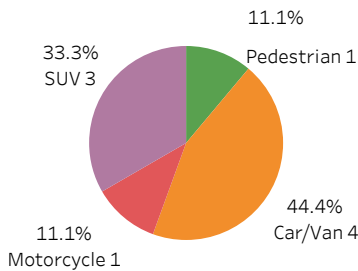
Serious injury rate by county and Colorado, 2011 - 2015



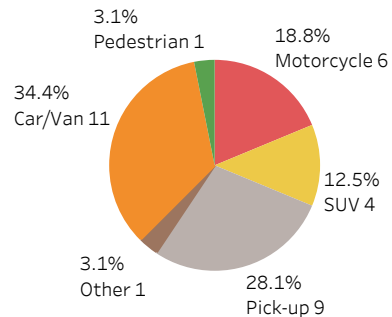
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	5
16-20	0	0	0	0	0	0	5
21-34	5	3	0	1	1	0	15
35-54	6	3	1	2	0	0	24
55-64	6	1	2	3	0	0	17
65+	7	4	1	1	1	0	19
Total	24	11	4	7	2	0	85

Mode of transportation of fatalities by county, 2015

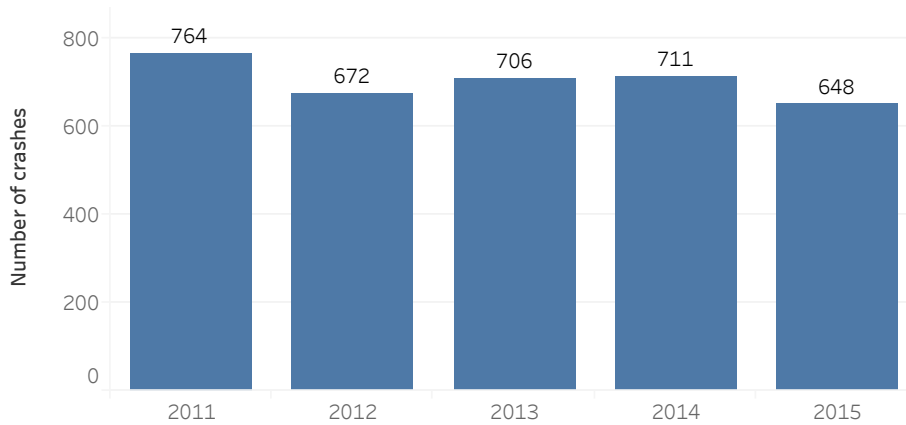


Mode of transportation of seriously injured by county, 2015



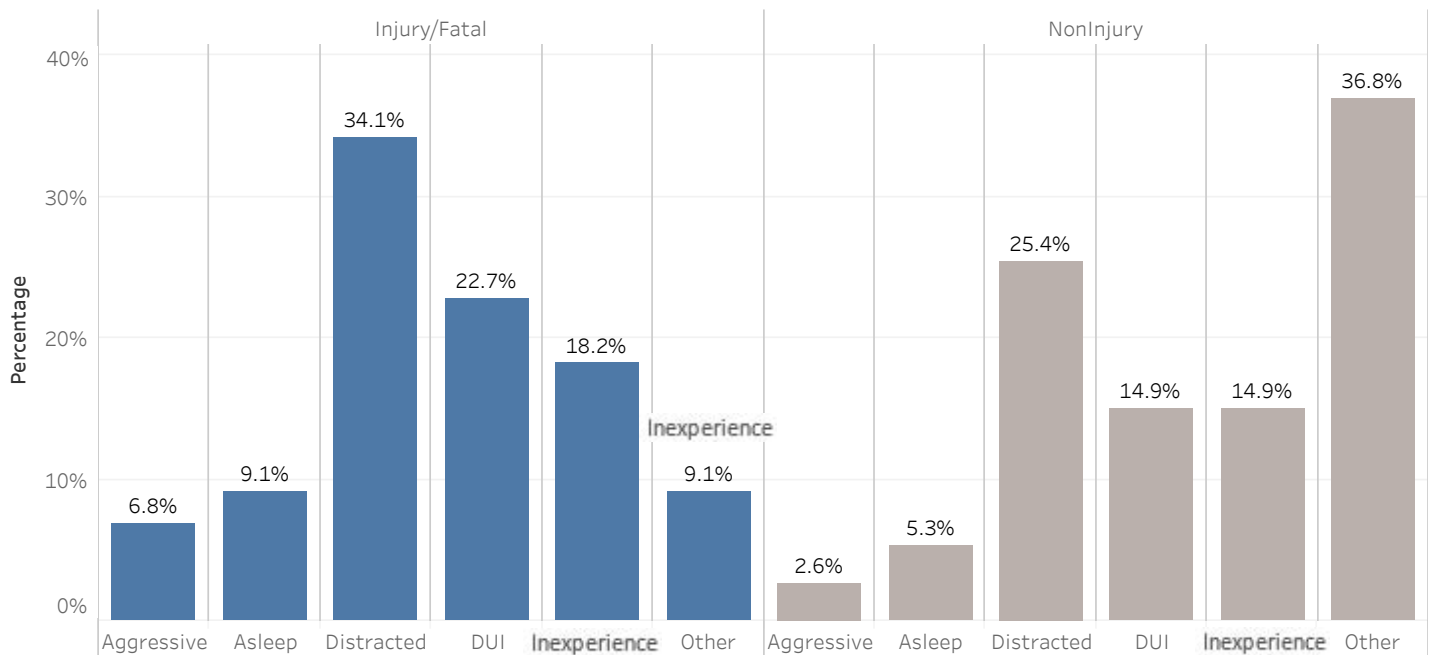
Fremont County

Total number of crashes by county, 2011-2015

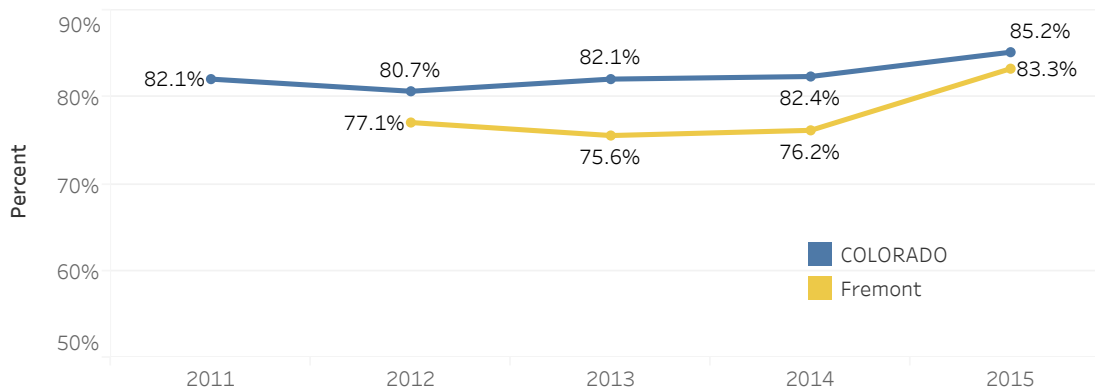


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Fremont County

Impaired Driving

Of the 9 fatalities in 2015, 1 (11 percent) 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).

Speed Enforcement

In 2015, 18 percent of injury and fatal crashes and 12 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 34 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 1 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 1 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 1 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 5 of the 7 (71 percent) motor vehicle occupant fatalities and 5 of the 24 (20 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



GARFIELD COUNTY



Age Group	Female	Male	Total
<5	1,982	2,071	4,052
5-8	1,759	1,862	3,621
9-15	2,941	3,143	6,084
16-20	1,815	2,013	3,828
21-34	4,609	5,260	9,870
35-54	7,973	8,479	16,452
55-64	3,777	3,926	7,704
65+	3,333	3,138	6,471
Total	28,191	29,891	58,082

Data source: 2015 DOLA

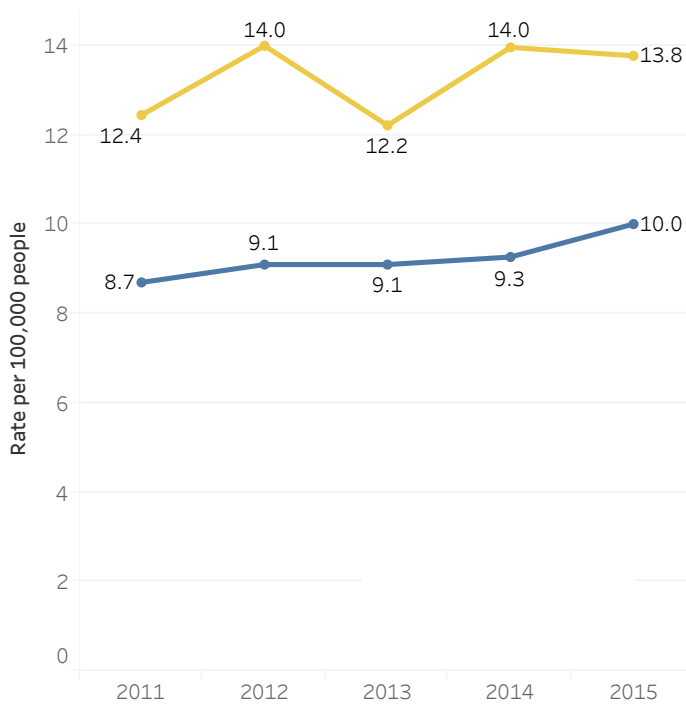
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Garfield County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	7	8	7	8	8	13.3	↑3.4%
Serious injuries in traffic crashes	63.3	32	44	37	32	31	59.1	↓0.8%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	4	4	3	3	5	6.6	↑5.7%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	3	3	2	2	3.8	↑18.9%
Speeding-related fatalities	2.6	2	5	0	4	5	5.6	↑25.7%
Motorcyclist fatalities	1.7	0	0	1	0	0	0.3	*
Unhelmeted motorcyclist fatalities	1.1	0	0	1	0	0	0.3	*
Drivers age 20 or younger in fatal crashes	1.3	1	1	2	0	2	2.1	↑18.9%
Pedestrian fatalities	1.1	0	0	1	2	1	1.4	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

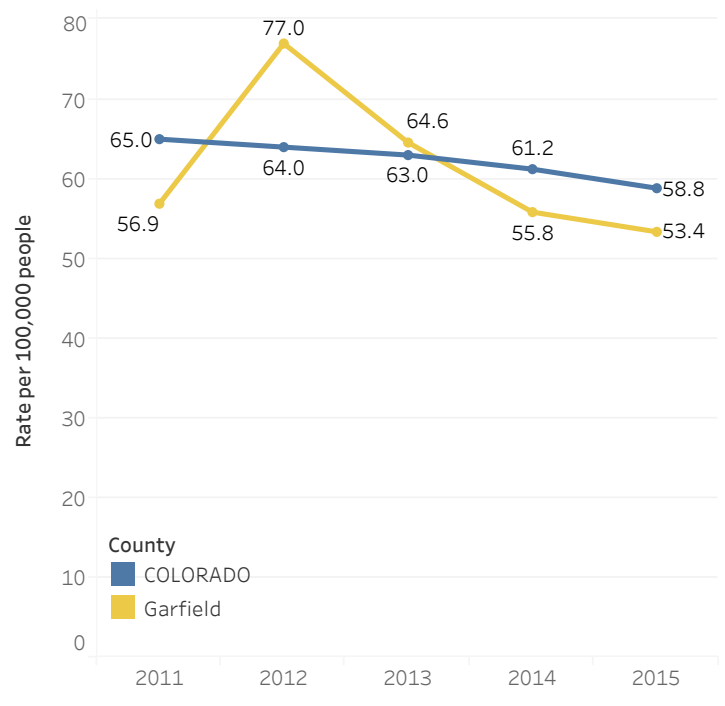
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Garfield County

Fatality rate by county and Colorado, 2011-2015



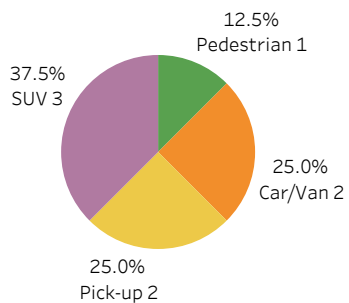
Serious injury rate by county and Colorado, 2011 - 2015



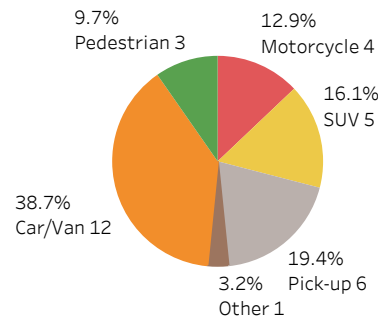
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	2
9-15	2	1	1	0	0	0	0
16-20	5	3	0	0	2	0	6
21-34	5	2	2	0	1	0	19
35-54	6	4	0	1	1	0	17
55-64	3	2	1	0	0	0	12
65+	2	2	0	0	0	0	10
Total	23	14	4	1	4	0	66

Mode of transportation of fatalities by county, 2015

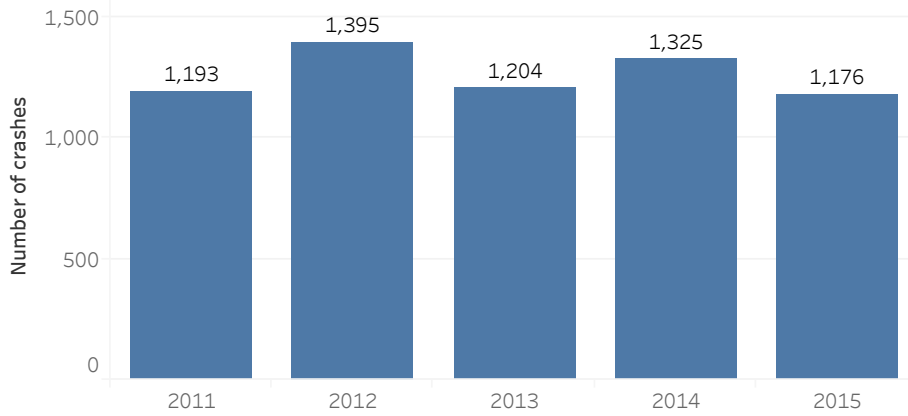


Mode of transportation of seriously injured by county, 2015



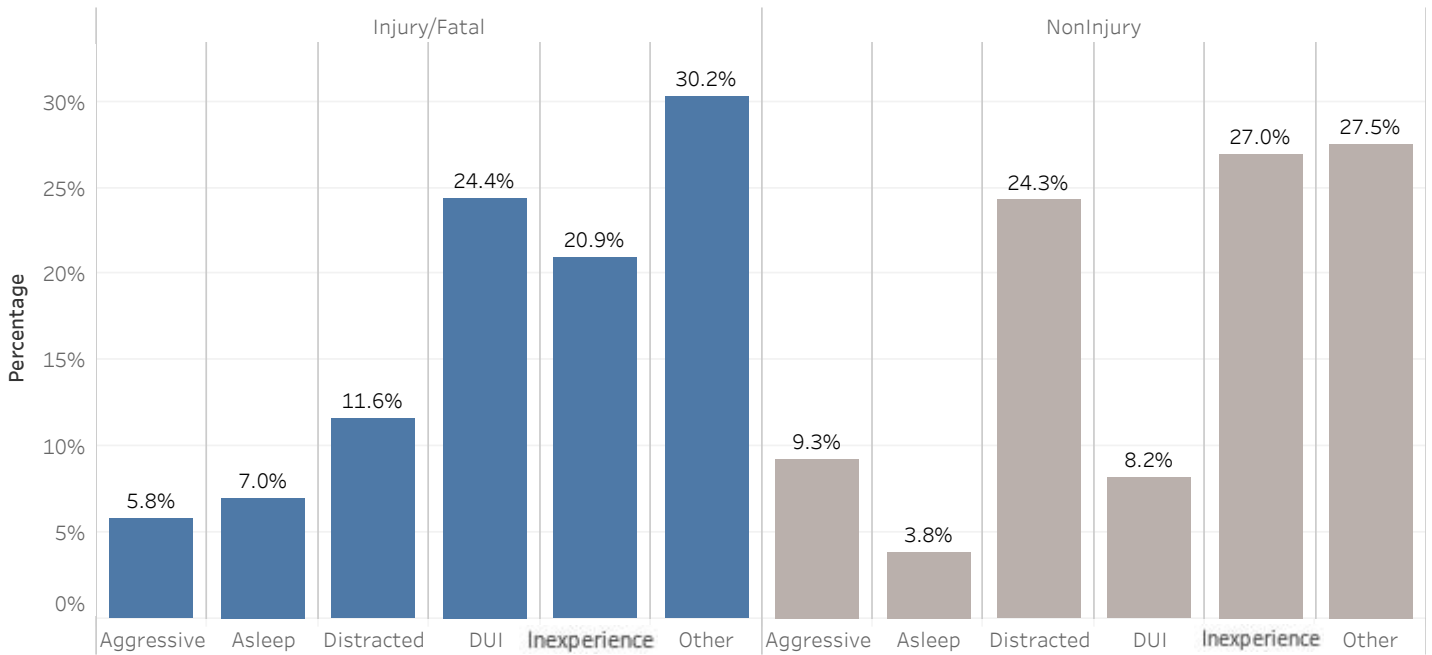
Garfield County

Total number of crashes by county, 2011-2015

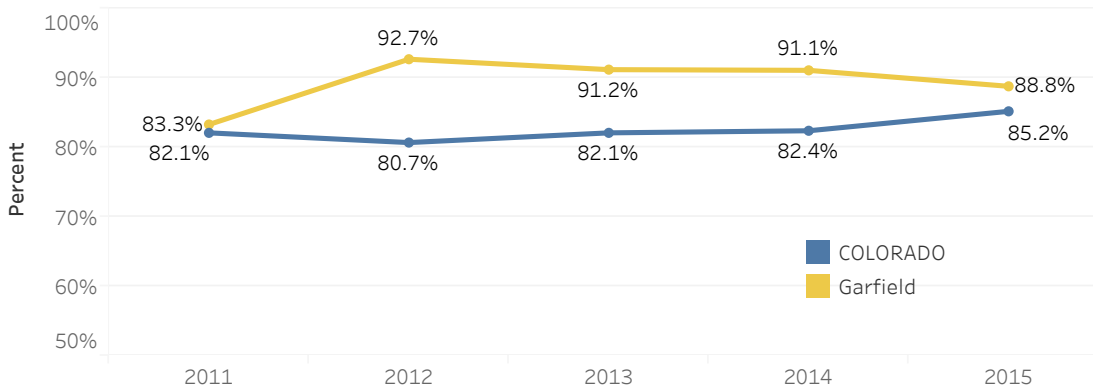


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015





Key Findings



Garfield County

Impaired Driving

Of the 8 fatalities in 2015, 2 (25 percent) 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).

Speed Enforcement

In 2015, 13 percent of injury and fatal crashes and 13 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 12 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 2 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 1 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 5 of the 7 (71 percent) motor vehicle occupant fatalities and 7 of the 24 (29 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



GILPIN COUNTY



Age Group	Female	Male	Total
<5	119	124	242
5-8	127	132	259
9-15	224	228	452
16-20	126	135	261
21-34	292	354	646
35-54	919	1,011	1,930
55-64	570	625	1,195
65+	389	444	833
Total	2,766	3,053	5,819

Data source: 2015 DOLA

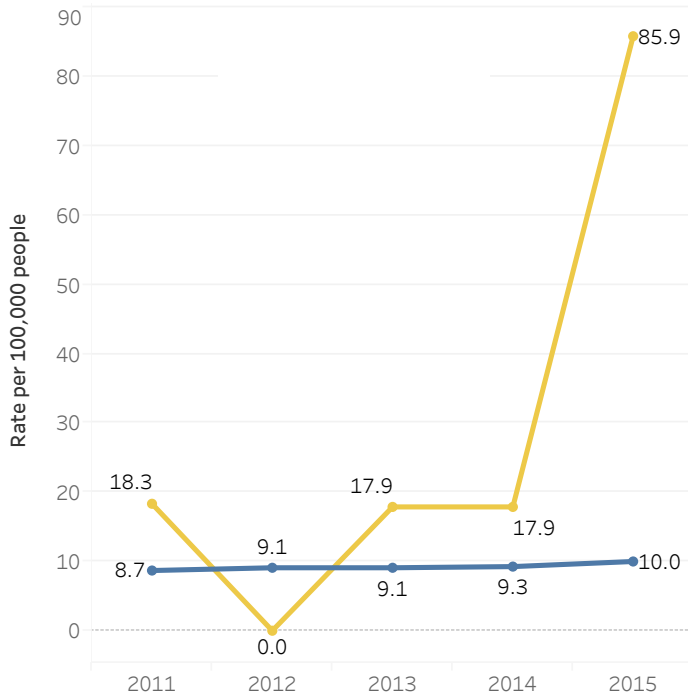
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Gilpin County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	1	0	1	1	5	28.7	↑49.5%
Serious injuries in traffic crashes	63.3	6	8	17	15	12	540.1	↑18.9%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	1	0	0	0	1	7.2	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	0	1	3.6	*
Speeding-related fatalities	2.6	0	0	1	0	2	10.7	*
Motorcyclist fatalities	1.7	0	0	1	1	2	14.3	*
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	*
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

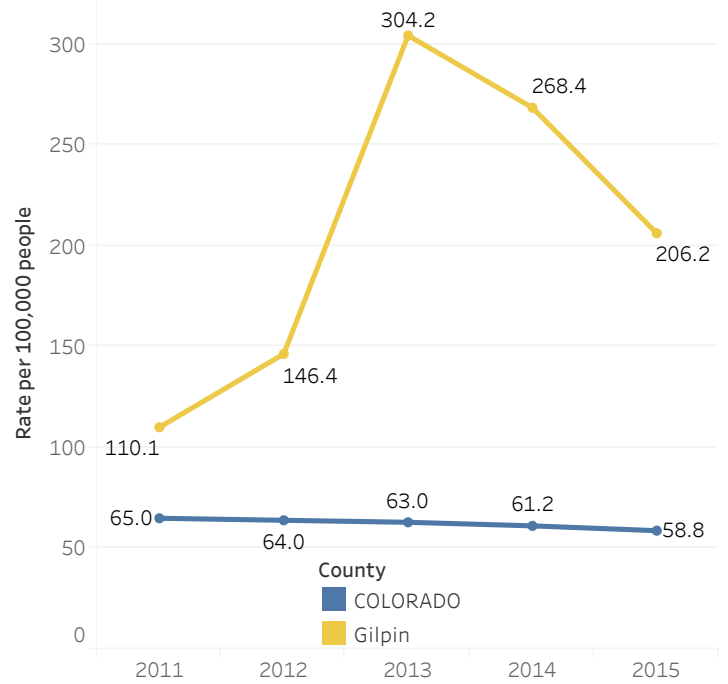
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Gilpin County

Fatality rate by county and Colorado, 2011-2015



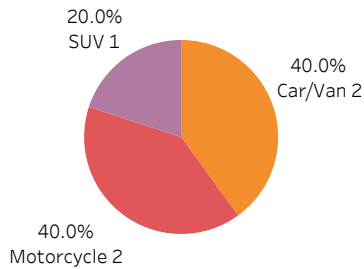
Serious injury rate by county and Colorado, 2011 - 2015



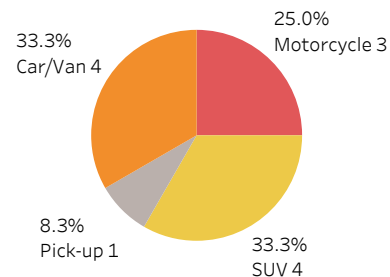
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	1	0	0	1	0	0	2
35-54	0	0	0	0	0	0	3
55-64	6	3	0	3	0	0	1
65+	0	0	0	0	0	0	1
Total	7	3	0	4	0	0	7

Mode of transportation of fatalities by county, 2015

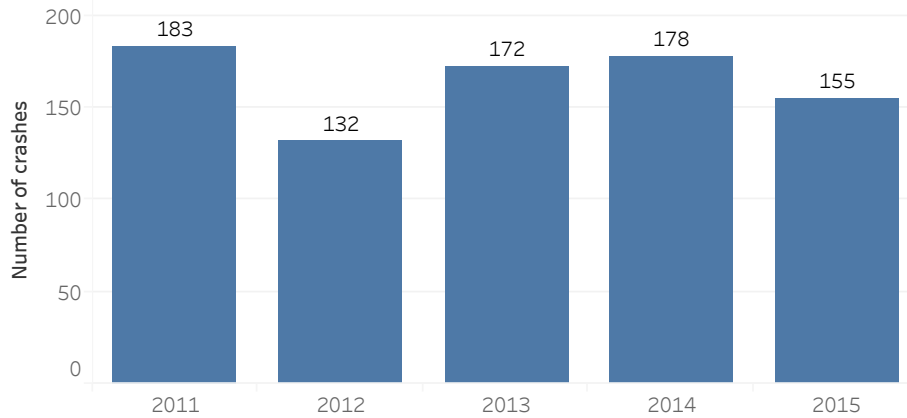


Mode of transportation of seriously injured by county, 2015



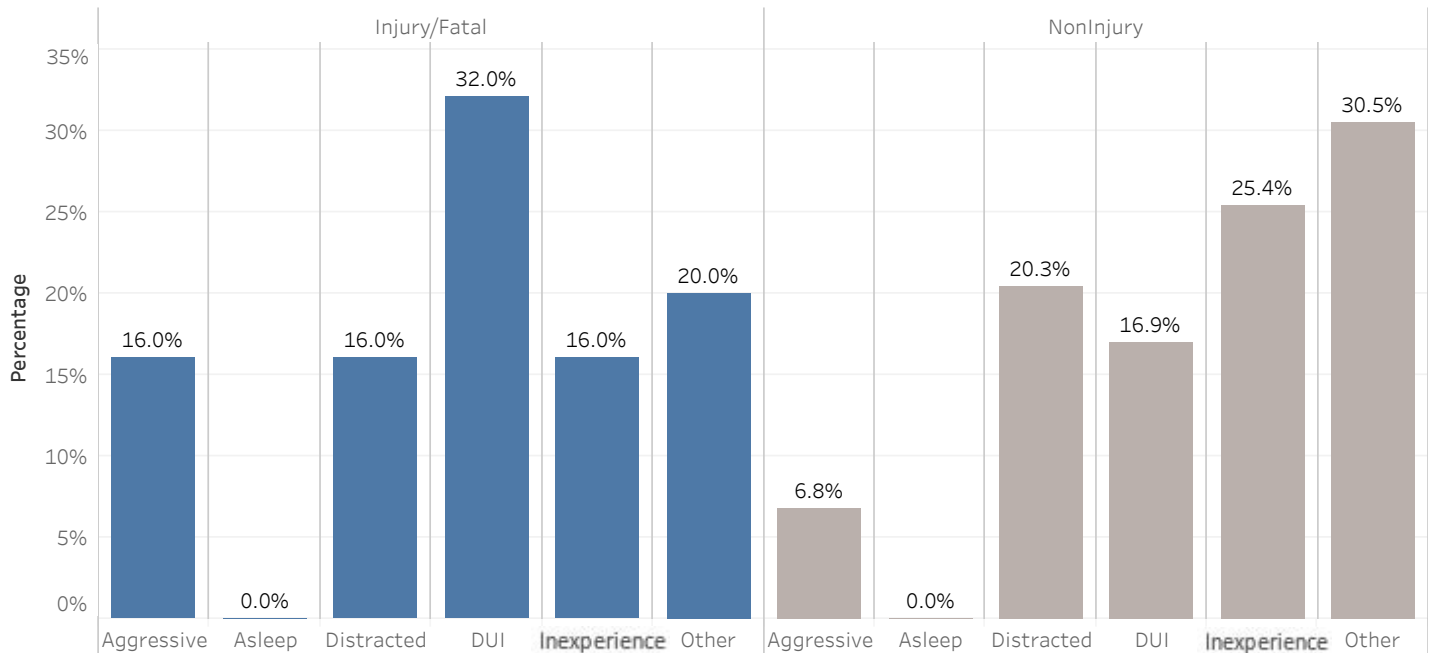
Gilpin County

Total number of crashes by county, 2011-2015

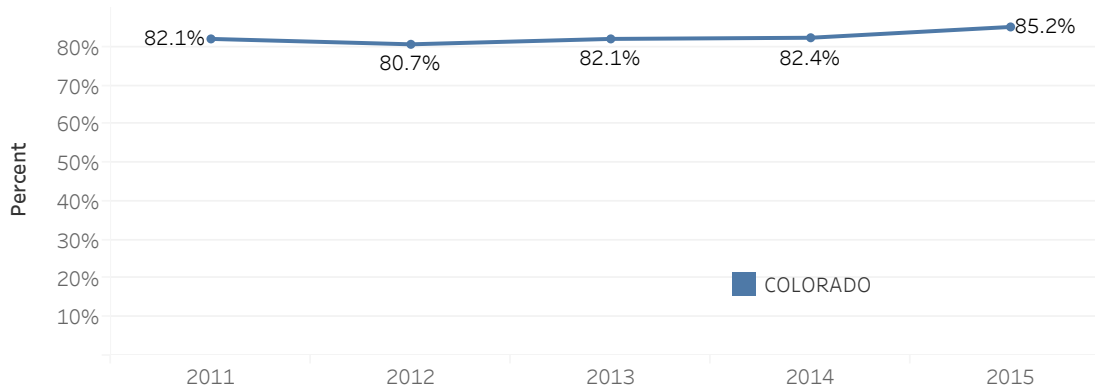


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Gilpin County

Impaired Driving

Of the 5 fatalities in 2015, 1 (20 percent) 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).

Speed Enforcement

In 2015, 20 percent of injury and fatal crashes and 15 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 16 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 2 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 1 of the 3 (33 percent) motor vehicle occupant fatalities and 2 of the 9 (22 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



GRAND COUNTY



Age Group	Female	Male	Total
<5	293	306	599
5-8	336	325	661
9-15	583	610	1,193
16-20	394	398	793
21-34	986	1,223	2,208
35-54	2,018	2,274	4,293
55-64	1,282	1,432	2,714
65+	979	1,175	2,154
Total	6,872	7,743	14,615

Data source: 2015 DOLA

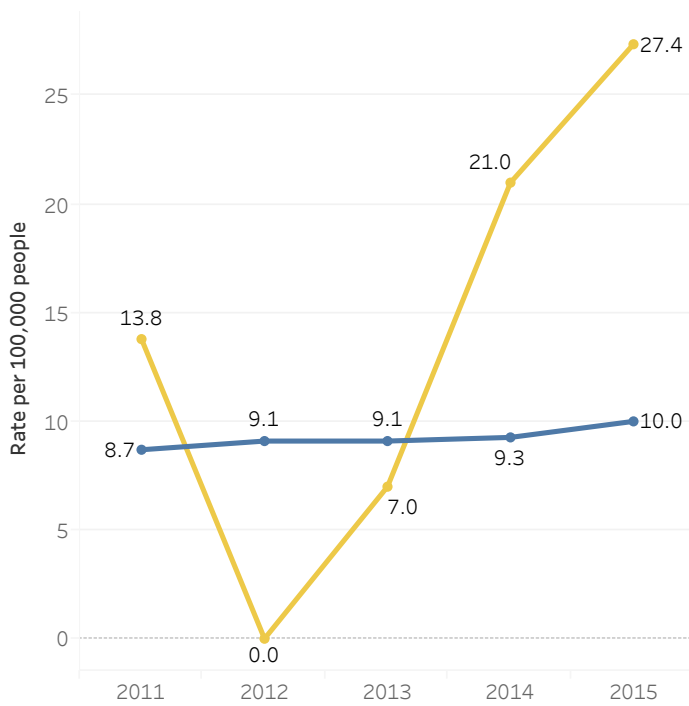
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Grand County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	2	0	1	3	4	13.9	↑18.9%
Serious injuries in traffic crashes	63.3	21	20	23	12	16	132.3	↓6.6%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	0	0	0	1	1	2.8	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	0	1	1	0	4.2	↓100.0%
Speeding-related fatalities	2.6	0	0	0	1	3	5.6	*
Motorcyclist fatalities	1.7	1	0	0	2	1	5.6	0.0%
Unhelmeted motorcyclist fatalities	1.1	0	0	0	1	0	1.4	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	1	1.4	*
Pedestrian fatalities	1.1	0	0	1	0	0	1.4	*

^Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

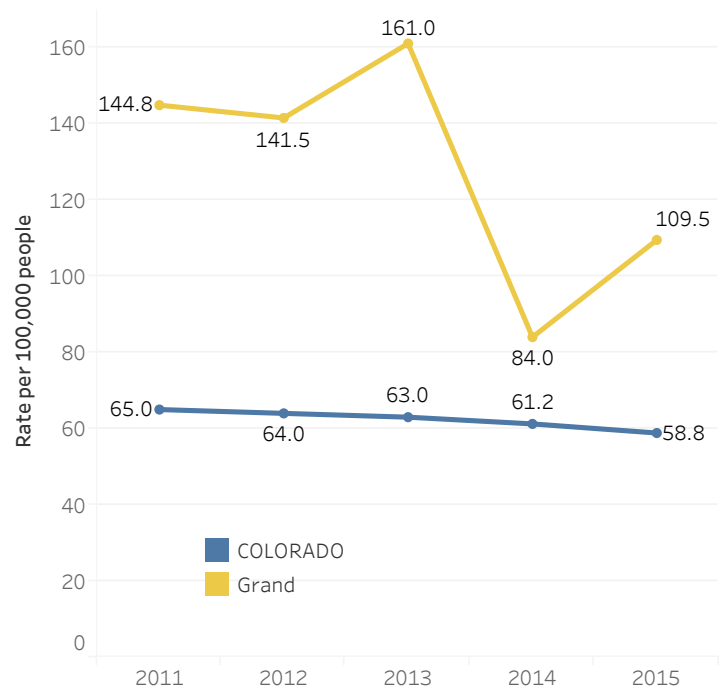
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Grand County

Fatality rate by county and Colorado, 2011-2015



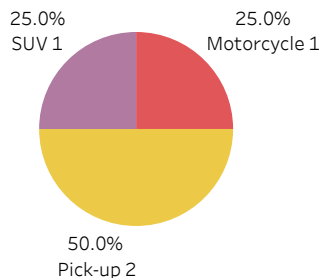
Serious injury rate by county and Colorado, 2011 - 2015



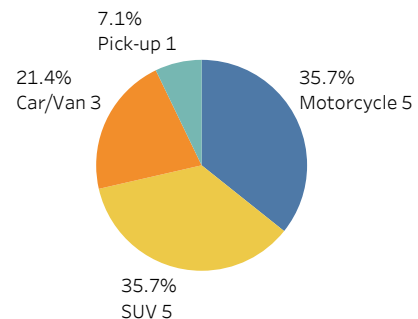
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	1
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	1	0	1	0	0	0	6
21-34	3	1	1	1	0	0	9
35-54	1	0	0	0	1	0	8
55-64	2	1	0	1	0	0	7
65+	1	0	0	1	0	0	4
Total	8	2	2	3	1	0	35

Mode of transportation of fatalities by county, 2015

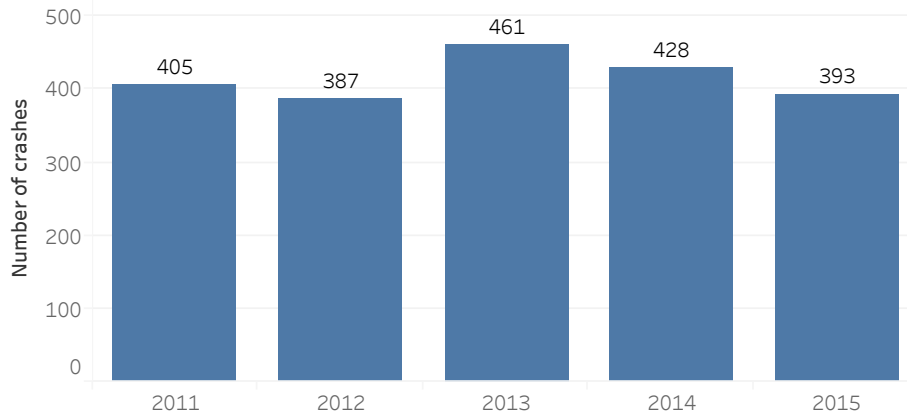


Mode of transportation of seriously injured by county, 2015



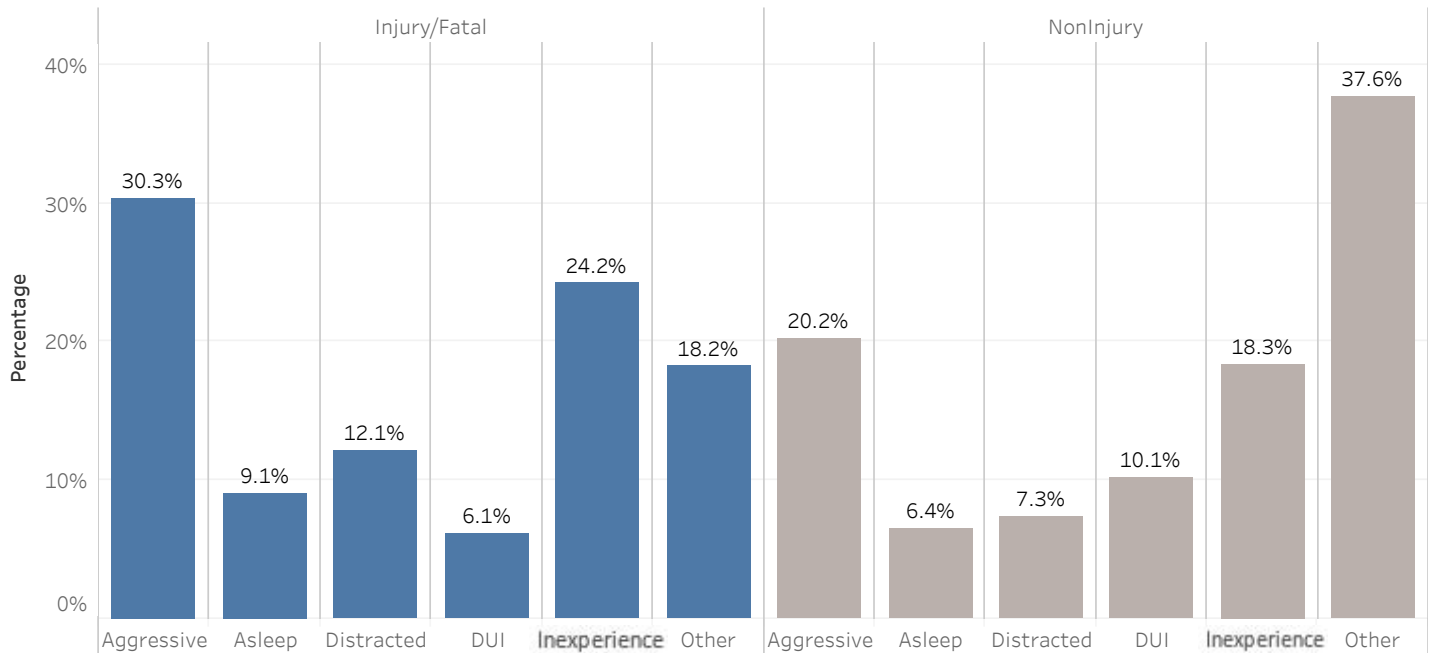
Grand County

Total number of crashes by county, 2011-2015

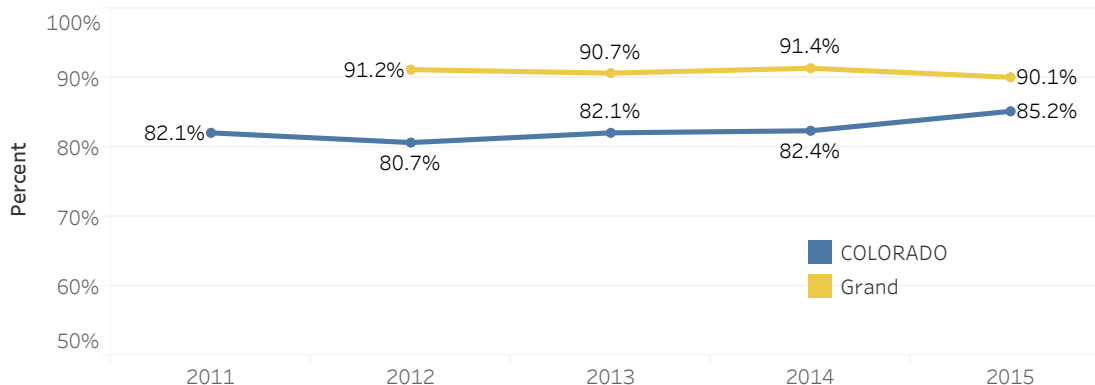


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Grand County

Impaired Driving

Of the 4 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 20 percent of injury and fatal crashes and 23 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 12 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 1 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 1 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 1 of the 3 (33 percent) motor vehicle occupant fatalities and 1 of the 9 (11 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



GUNNISON COUNTY

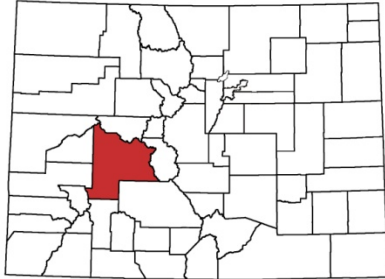


Table 91. Gunnison County Demographics, 2015

Age Group	Female	Male	Total
<5	388	405	793
5-8	284	378	662
9-15	646	599	1,245
16-20	732	934	1,666
21-34	1,428	1,995	3,423
35-54	2,082	2,361	4,443
55-64	989	1,069	2,058
65+	897	958	1,855
Total	7,446	8,699	16,145

Data source: 2015 DOLA

TABLE 92: GUNNISON COUNTY TREND ANALYSIS 2011-2015

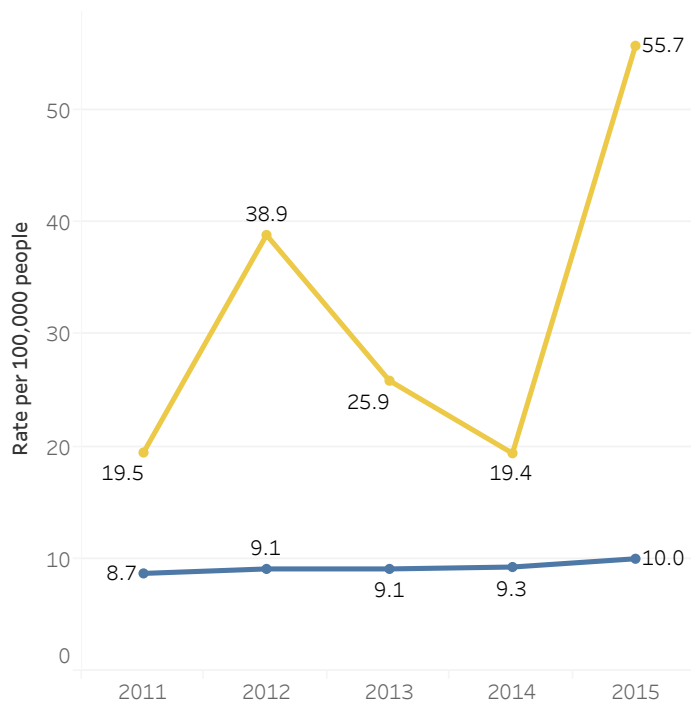
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Gunnison County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	3	6	4	3	9	32.1	↑31.6%
Serious injuries in traffic crashes	63.3	23	15	20	12	14	114.3	↓11.7%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	1	2	0	0	2	6.4	↑18.9%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	1	0	1	2.6	*
Speeding-related fatalities	2.6	1	2	3	1	3	12.8	↑31.6%
Motorcyclist fatalities	1.7	1	1	0	2	4	10.3	↑41.4%
Unhelmeted motorcyclist fatalities	1.1	1	1	0	1	3	7.7	↑31.6%
Drivers age 20 or younger in fatal crashes	1.3	0	1	1	0	2	5.1	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

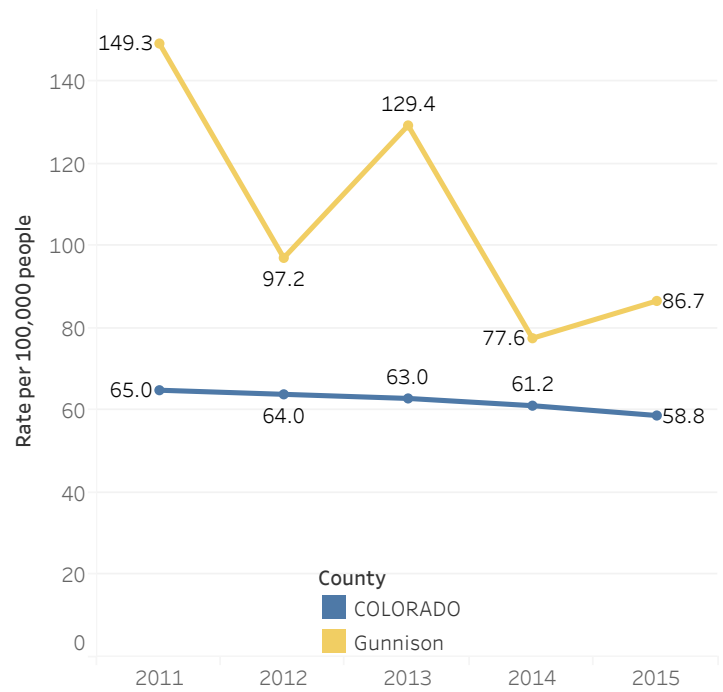
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Gunnison County

Fatality rate by county and Colorado, 2011-2015



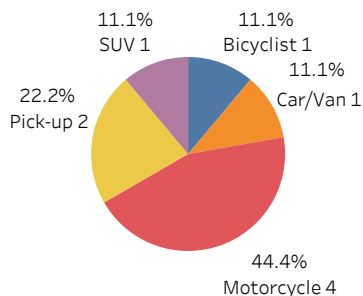
Serious injury rate by county and Colorado, 2011 - 2015



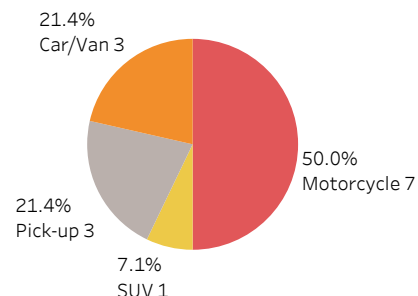
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	1	1	0	0	0	0	0
5-8	1	1	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	1	0	1	0	0	0	4
21-34	2	1	1	0	0	0	3
35-54	5	1	1	3	0	0	5
55-64	2	0	0	1	0	1	2
65+	4	0	1	2	0	1	6
Total	16	4	4	6	0	2	20

Mode of transportation of fatalities by county, 2015

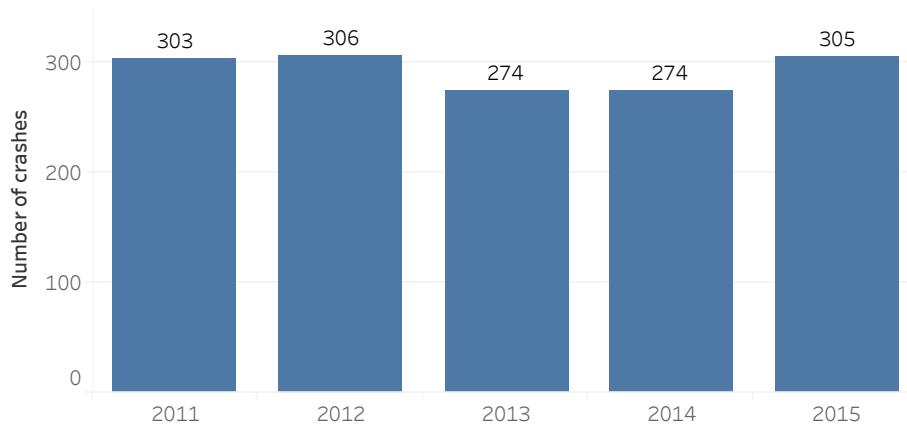


Mode of transportation of seriously injured by county, 2015



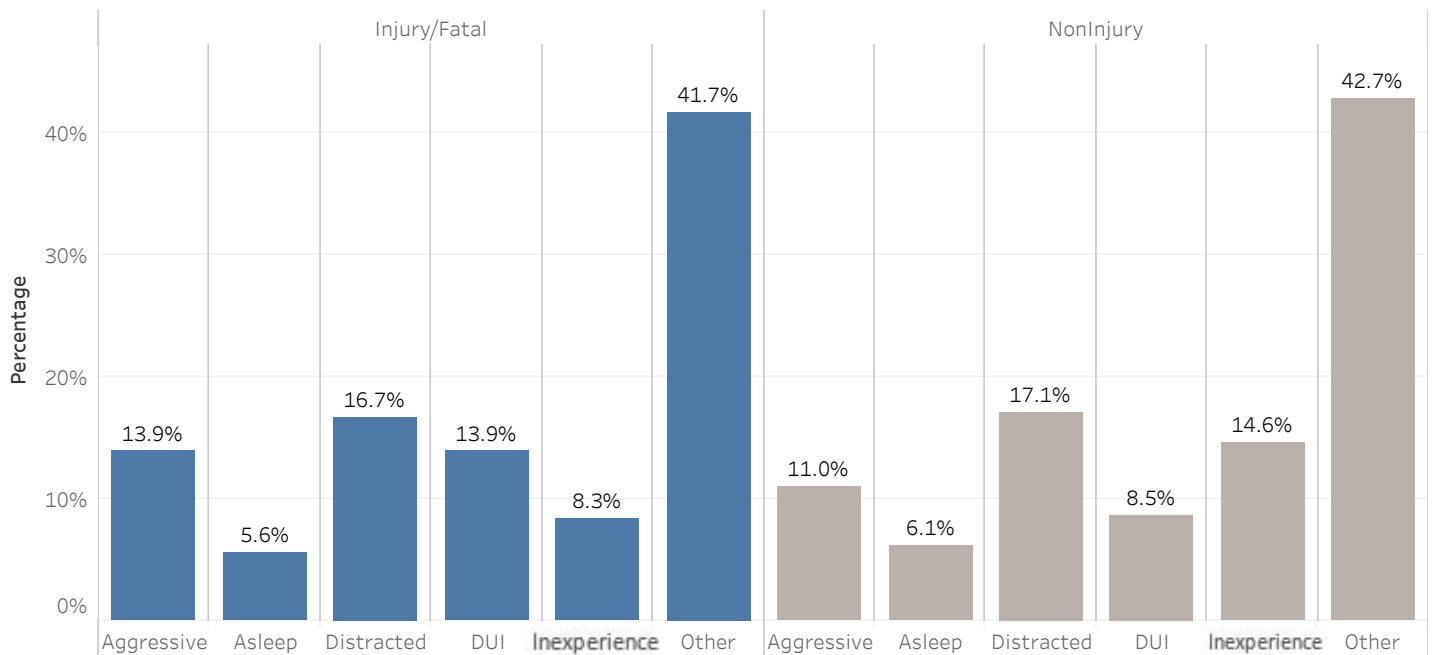
Gunnison County

Total number of crashes by county, 2011-2015

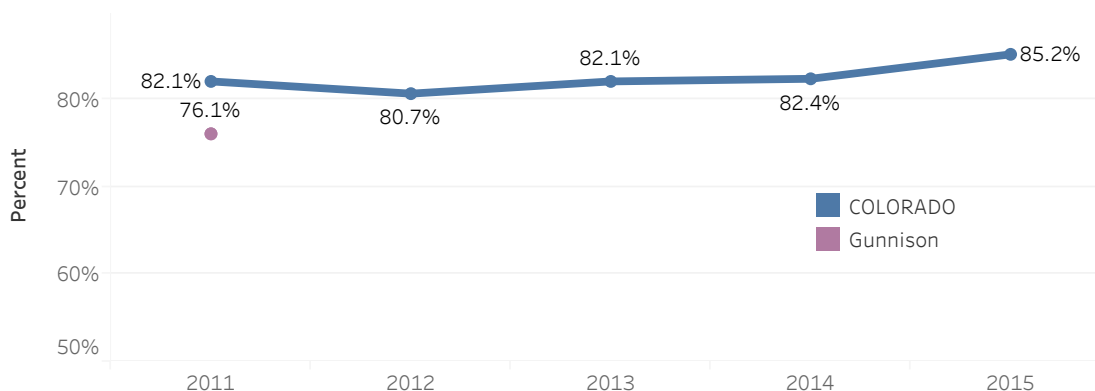


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distacted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Gunnison County

Impaired Driving

Of the 9 fatalities in 2015, 1 (11 percent) 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).

Speed Enforcement

In 2015, 17 percent of injury and fatal crashes and 12 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 17 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 2 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 4 motorcyclist fatalities in 2015 and 75 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 1 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 2 of the 4 (50 percent) motor vehicle occupant fatalities and 4 of the 7 (57 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



HINSDALE COUNTY



Table 93. Hinsdale County Demographics, 2015

Age Group	Female	Male	Total
<5	16	17	33
5-8	20	20	41
9-15	28	37	66
16-20	16	23	39
21-34	47	42	89
35-54	80	85	165
55-64	63	62	125
65+	97	111	208
Total	369	398	767

Data source: 2015 DOLA

TABLE 94: HINSDALE COUNTY TREND ANALYSIS 2011-2015

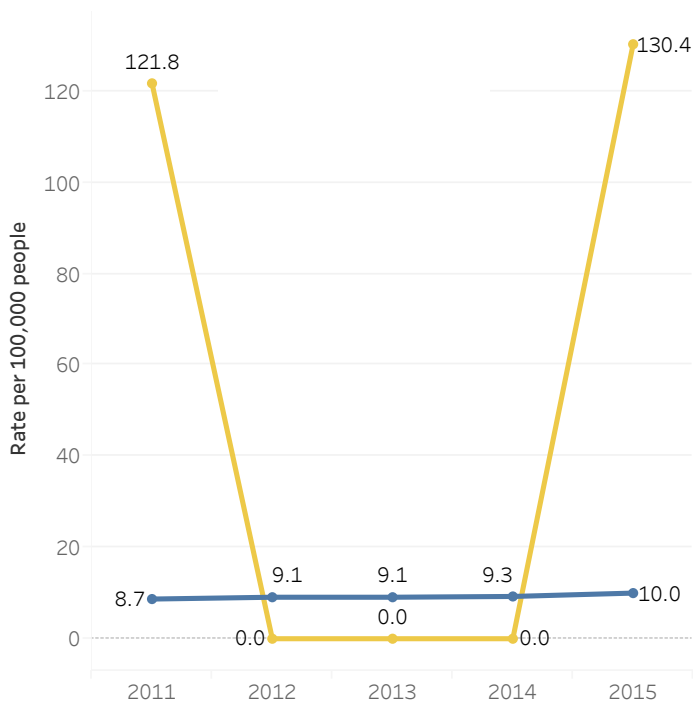
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Hinsdale County Five Year Crude Rate Event/100,000 people	Five Year Percent Change ^
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	1	0	0	0	1	50.2	0.0%
Serious injuries in traffic crashes	63.3	0	0	0	2	5	175.5	*
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	0	0	0	0	0	24.7	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	0	1	25.1	*
Speeding-related fatalities	2.6	1	0	0	0	1	50.2	0.0%
Motorcyclist fatalities	1.7	1	0	0	0	0	25.1	↓100.0%
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	*
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	*

^Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

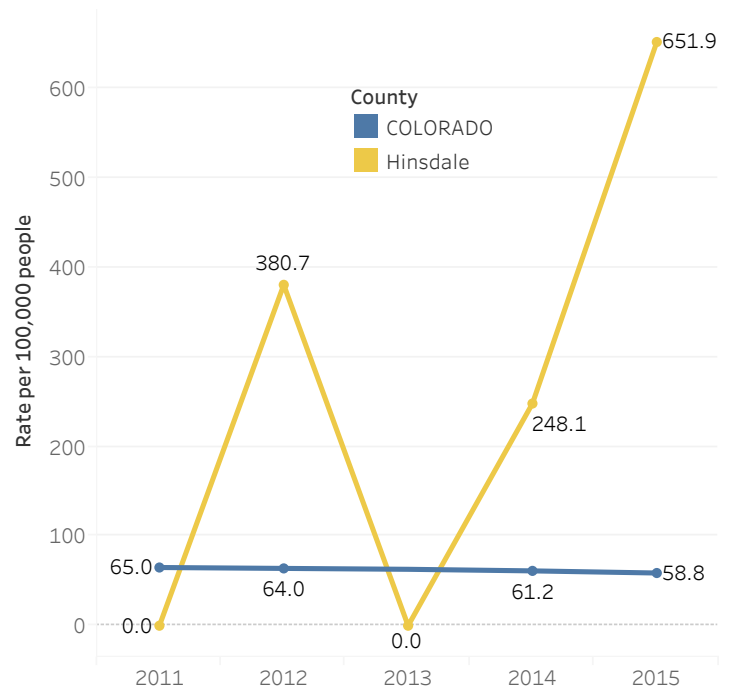
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Hinsdale County

Fatality rate by county and Colorado, 2011-2015



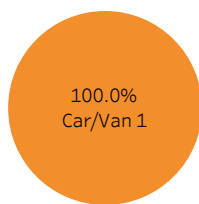
Serious injury rate by county and Colorado, 2011 - 2015



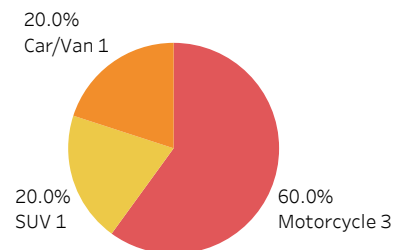
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	1	1	0	0	0	0	0
35-54	0	0	0	0	0	0	0
55-64	0	0	0	0	0	0	1
65+	0	0	0	0	0	0	0
Total	1	1	0	0	0	0	1

Mode of transportation of fatalities by county, 2015

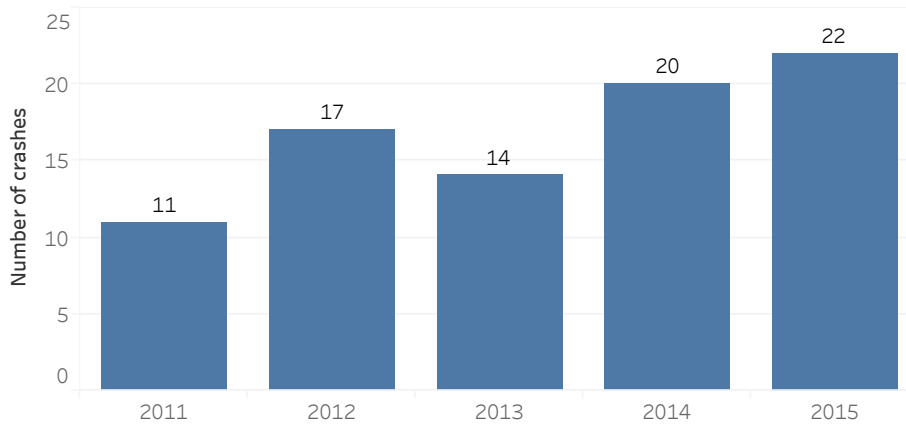


Mode of transportation of seriously injured by county, 2015



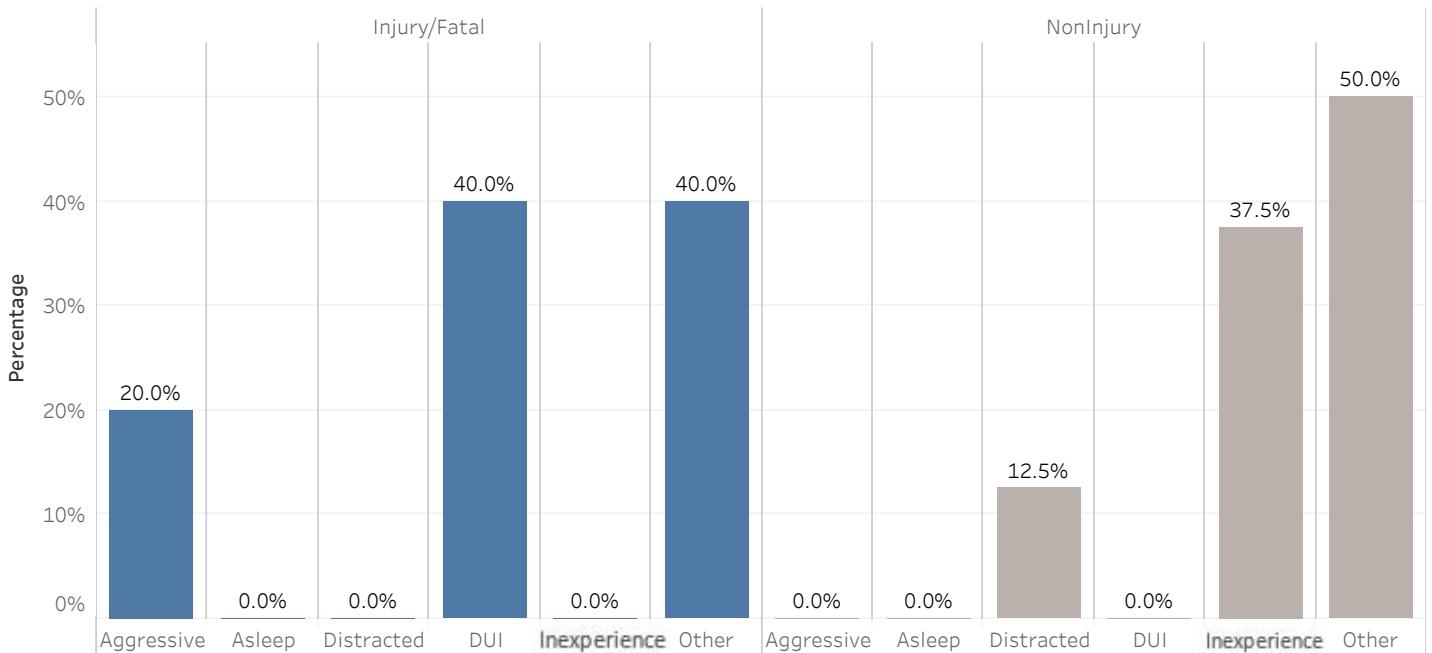
Hinsdale County

Total number of crashes by county, 2011-2015

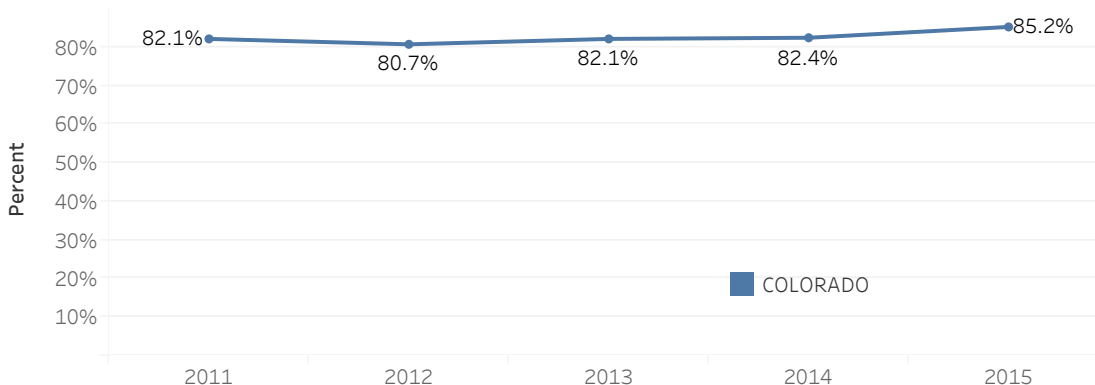


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Hinsdale County

Impaired Driving

Of the 1 fatalities in 2015, 1 (100 percent) 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).

Speed Enforcement

In 2015, 37 percent of injury and fatal crashes and 57 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 0 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 0 of the 1 (0 percent) motor vehicle occupant fatalities and 1 of the 2 (50 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



HUERFANO COUNTY

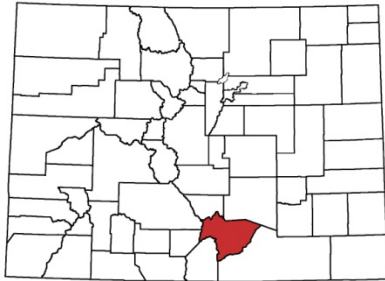


Table 95. Huerfano County Demographics, 2015

Age Group	Female	Male	Total
<5	129	135	264
5-8	117	122	239
9-15	205	235	440
16-20	151	128	279
21-34	374	389	763
35-54	660	677	1,337
55-64	615	552	1,167
65+	1,023	962	1,985
Total	3,275	3,199	6,474

Data source: 2015 DOLA

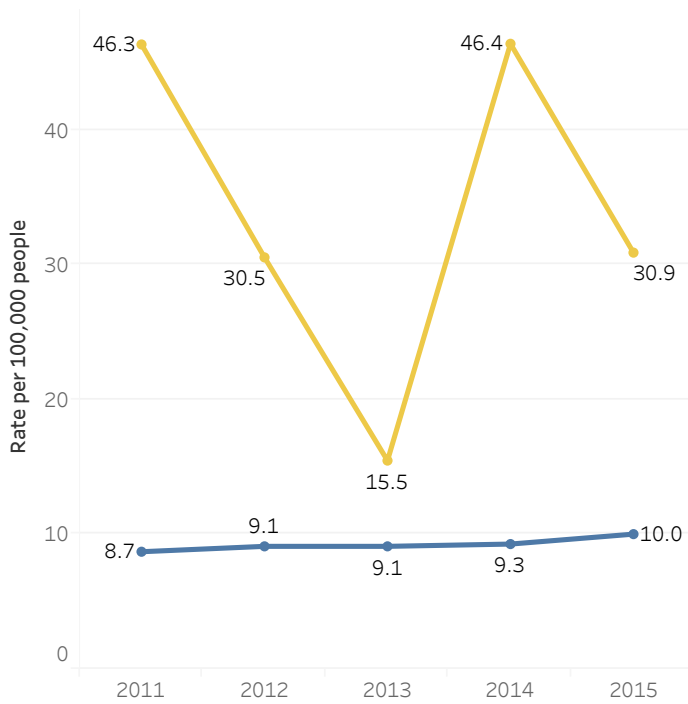
TABLE 96: HUERFANO COUNTY TREND ANALYSIS 2011-2015

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Huerfano County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	3	2	1	3	2	33.9	↓9.6%
Serious injuries in traffic crashes	63.3	16	20	10	9	12	175.8	↓14.1%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	3	1	0	2	2	24.7	↓9.6%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	1	0	0	3.1	*
Speeding-related fatalities	2.6	1	0	1	1	1	12.3	0.0%
Motorcyclist fatalities	1.7	0	0	0	0	0	0.0	*
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	*
Drivers age 20 or younger in fatal crashes	1.3	0	1	0	1	1	9.3	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	*

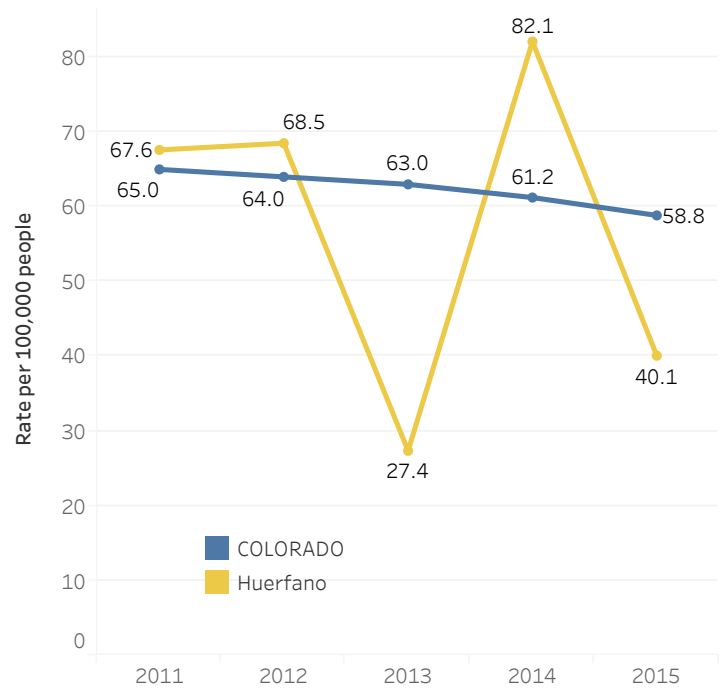
[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Fatality rate by county and Colorado, 2011-2015



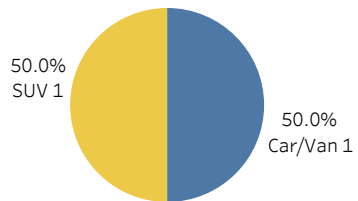
Serious injury rate by county and Colorado, 2011 - 2015



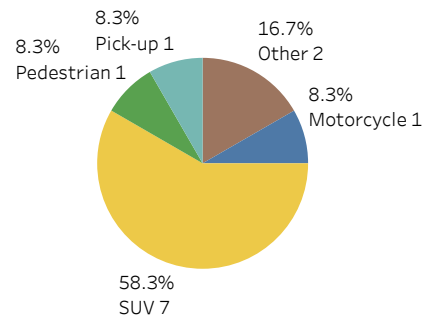
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013-2015

Age Group	Total Fatalities	Fatalities Car/SUV	Fatalities Pickup/Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	1	1	0	0	0	0	2
21-34	1	0	1	0	0	0	3
35-54	3	2	1	0	0	0	2
55-64	1	1	0	0	0	0	2
65+	0	0	0	0	0	0	0
Total	6	4	2	0	0	0	9

Mode of transportation of fatalities by county, 2015

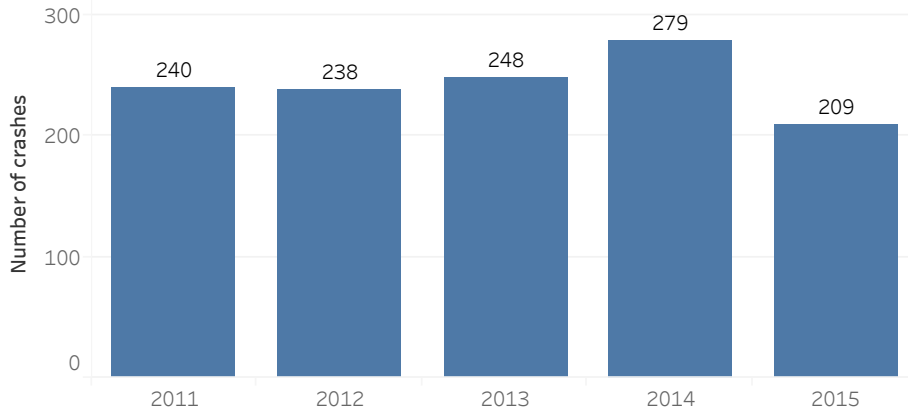


Mode of transportation of seriously injured by county, 2015



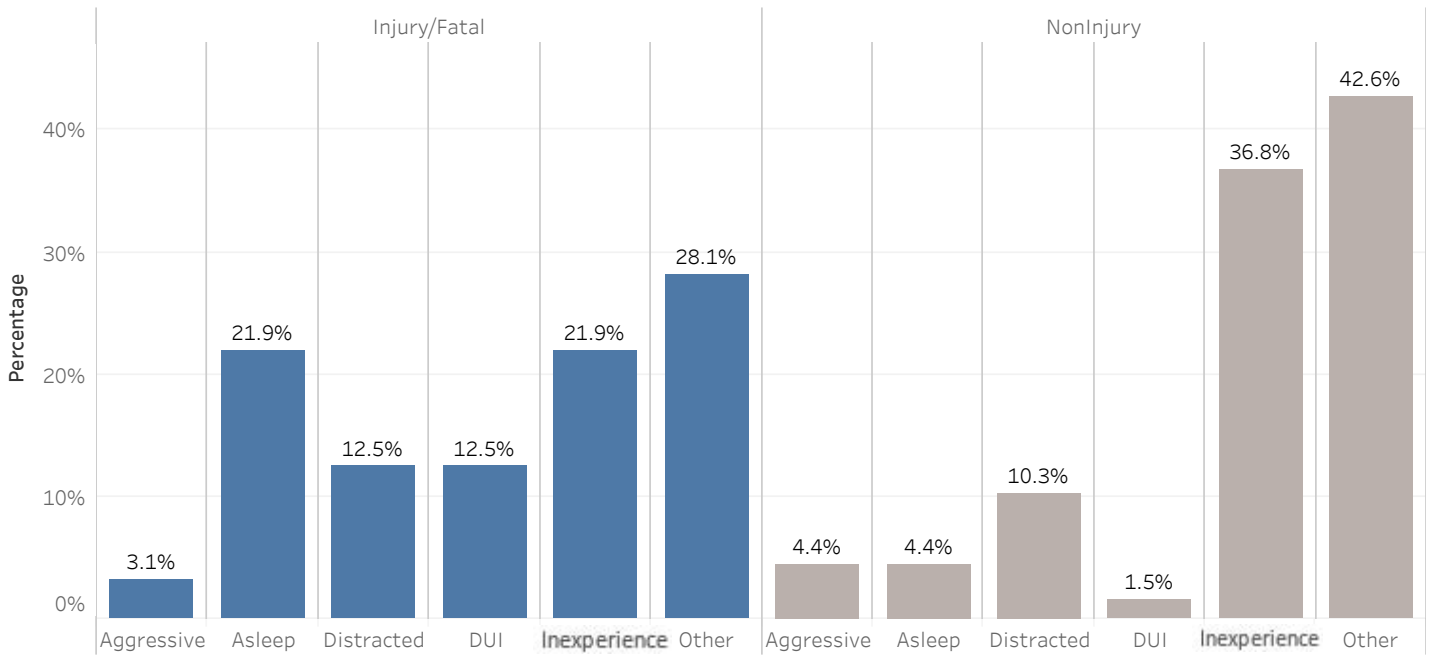
Huerfano County

Total number of crashes by county, 2011-2015

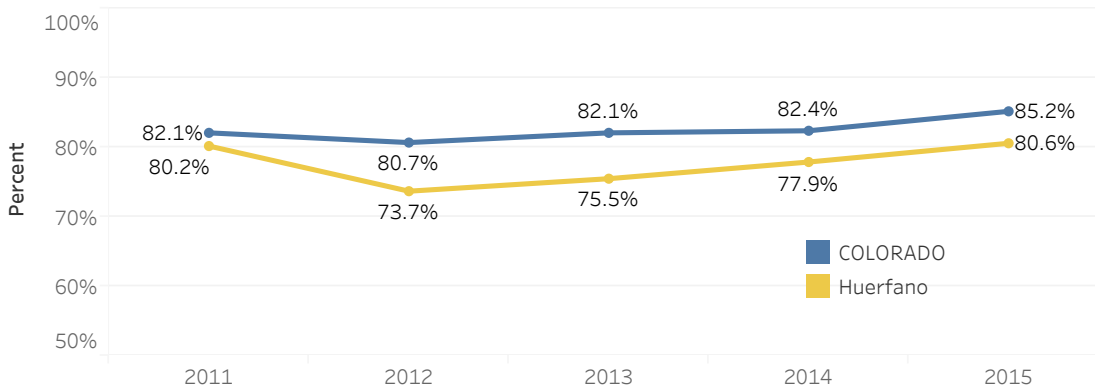


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015





Key Findings



Huerfano County

Impaired Driving

Of the 2 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 20 percent of injury and fatal crashes and 19 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 13 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 1 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

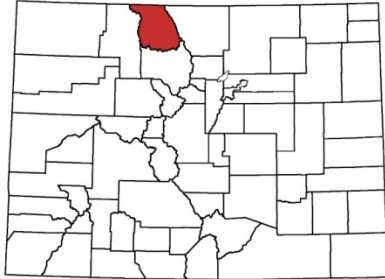
Occupant Protection

In 2015, 2 of the 2 (100 percent) motor vehicle occupant fatalities and 5 of the 10 (50 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



JACKSON COUNTY



Age Group	Female	Male	Total
<5	29	30	59
5-8	22	31	53
9-15	62	40	102
16-20	37	42	79
21-34	73	101	174
35-54	159	180	339
55-64	107	130	237
65+	156	153	309
Total	646	706	1,352

Data source: 2015 DOLA

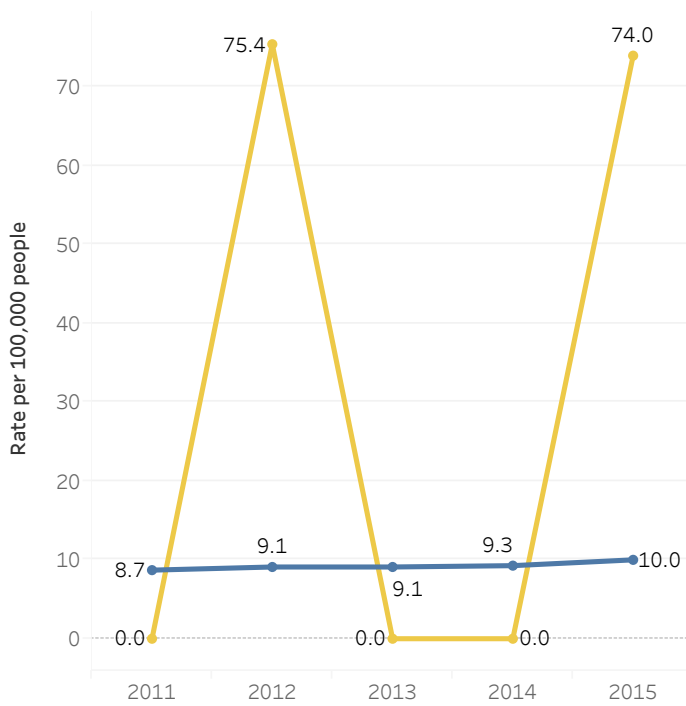
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Jackson County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	0	1	0	0	1	29.6	*
Serious injuries in traffic crashes	63.3	11	4	9	3	6	563.0	↓14.1%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	0	1	0	0	0	14.8	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	0	1	14.8	*
Speeding-related fatalities	2.6	0	0	0	0	0	0.0	*
Motorcyclist fatalities	1.7	0	0	0	0	0	0.0	*
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	*
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

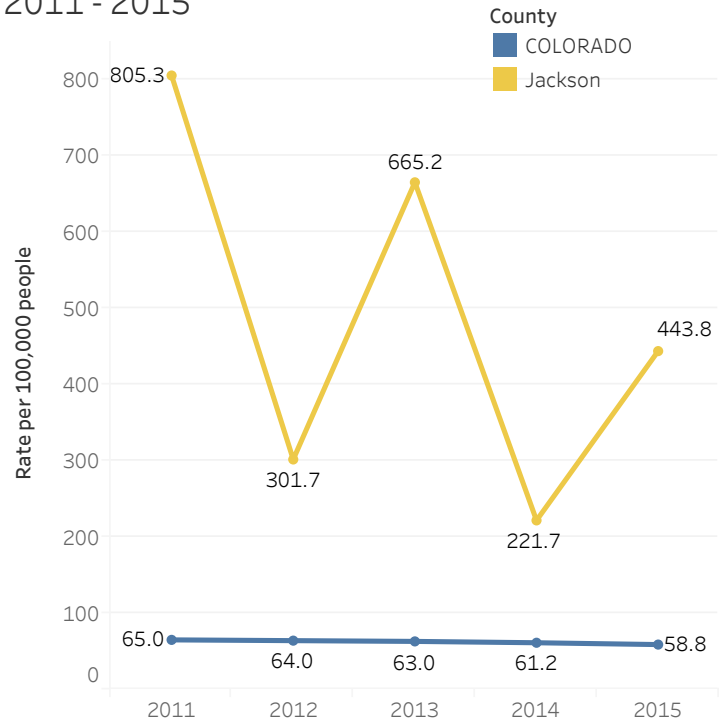
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Jackson County

Fatality rate by county and Colorado, 2011-2015



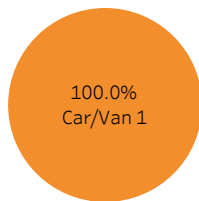
Serious injury rate by county and Colorado, 2011 - 2015



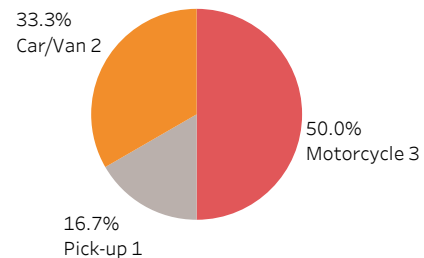
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	0	0	0	0	0	0	1
35-54	1	1	0	0	0	0	1
55-64	0	0	0	0	0	0	0
65+	0	0	0	0	0	0	3
Total	1	1	0	0	0	0	5

Mode of transportation of fatalities by county, 2015

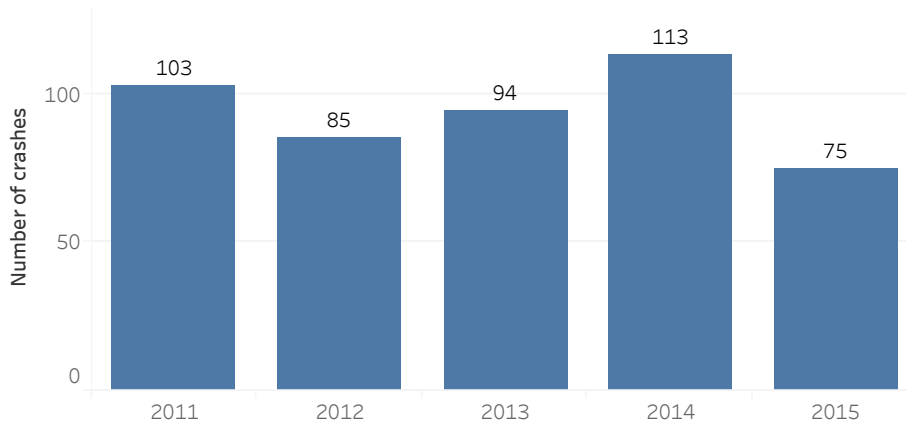


Mode of transportation of seriously injured by county, 2015



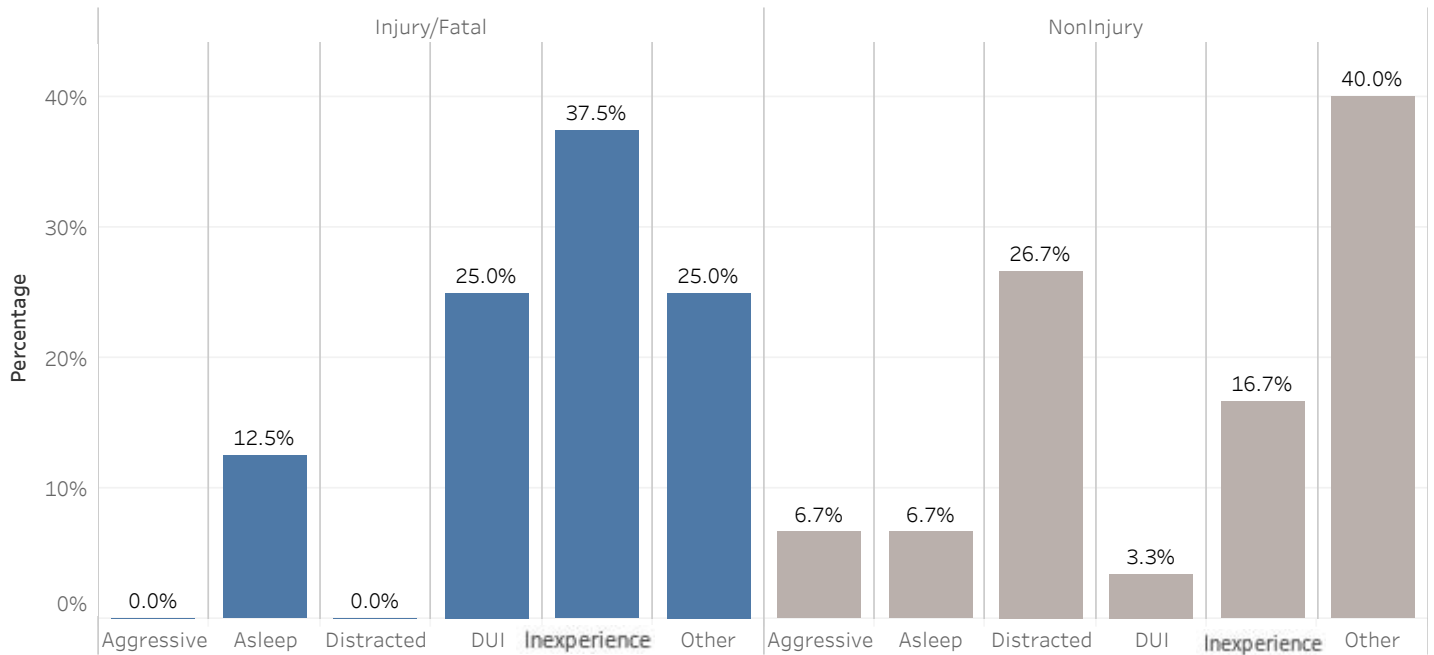
Jackson County

Total number of crashes by county, 2011-2015

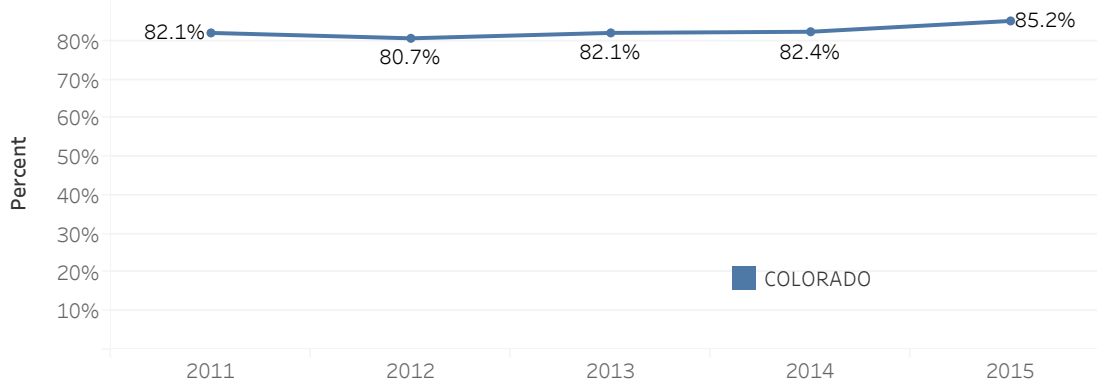


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Jackson County

Impaired Driving

Of the 1 fatalities in 2015, 1 (100 percent) 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).

Speed Enforcement

In 2015, 30 percent of injury and fatal crashes and 26 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 0 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 0 of the 1 (0 percent) motor vehicle occupant fatalities and 0 of the 3 (0 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



JEFFERSON COUNTY



Age Group	Female	Male	Total
<5	14,344	14,977	29,321
5-8	12,506	12,915	25,421
9-15	23,426	24,736	48,161
16-20	17,481	18,886	36,367
21-34	47,745	52,253	99,998
35-54	77,847	76,633	154,481
55-64	44,491	41,817	86,308
65+	46,968	38,204	85,172
Total	284,808	280,422	565,230

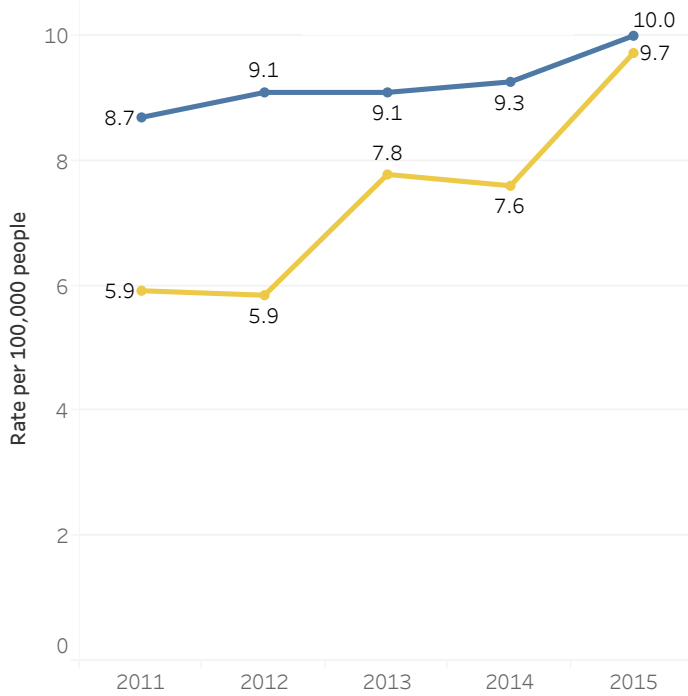
Data source: 2015 DOLA

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Jefferson County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	32	32	43	42	55	7.4	↑29.6%
Serious injuries in traffic crashes	63.3	210	246	221	257	244	41.8	↑3.8%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	10	8	14	12	10	2.0	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	10	11	10	14	17	2.2	↑14.2%
Speeding-related fatalities	2.6	13	12	14	17	22	2.8	↑14.1%
Motorcyclist fatalities	1.7	6	9	9	11	14	1.8	↑23.6%
Unhelmeted motorcyclist fatalities	1.1	3	5	7	6	7	1.0	↑23.6%
Drivers age 20 or younger in fatal crashes	1.3	8	5	1	4	4	0.8	↓15.9%
Pedestrian fatalities	1.1	5	4	3	7	9	1.0	↑15.8%

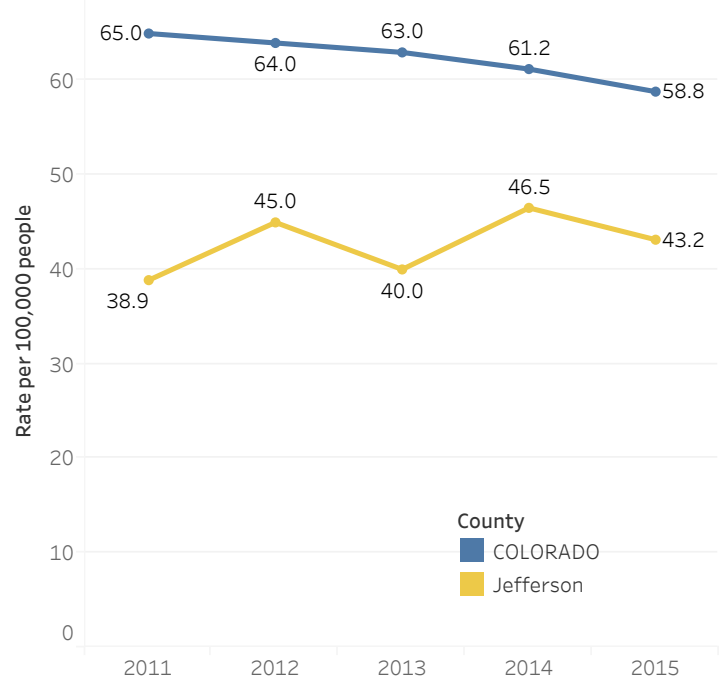
[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

Jefferson County

Fatality rate by county and Colorado, 2011-2015



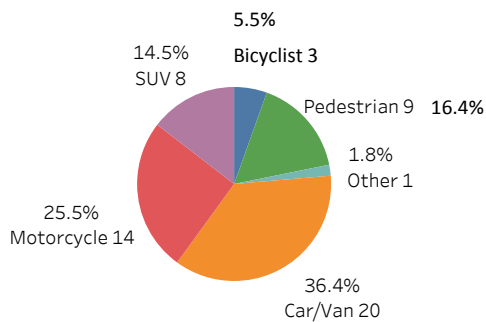
Serious injury rate by county and Colorado, 2011 - 2015



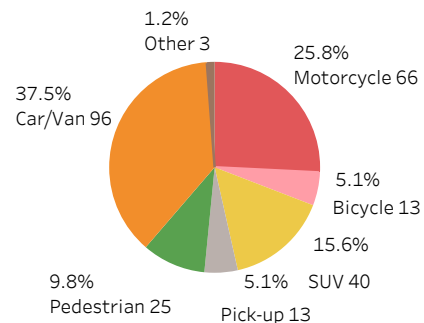
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	2
5-8	0	0	0	0	0	0	9
9-15	1	0	0	0	1	0	19
16-20	7	7	0	0	0	0	66
21-34	36	19	3	11	2	1	207
35-54	48	16	4	16	8	4	227
55-64	22	10	1	6	4	1	138
65+	24	15	3	1	4	1	188
Total	137	67	10	34	19	7	856

Mode of transportation of fatalities by county, 2015

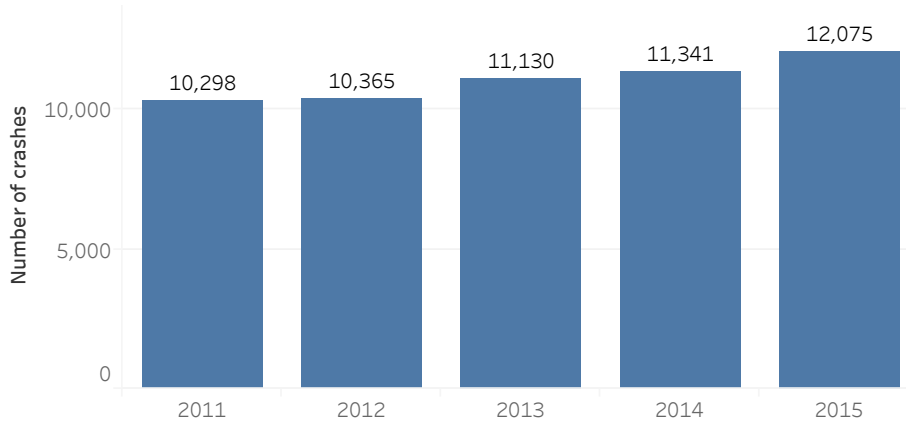


Mode of transportation of seriously injured by county, 2015



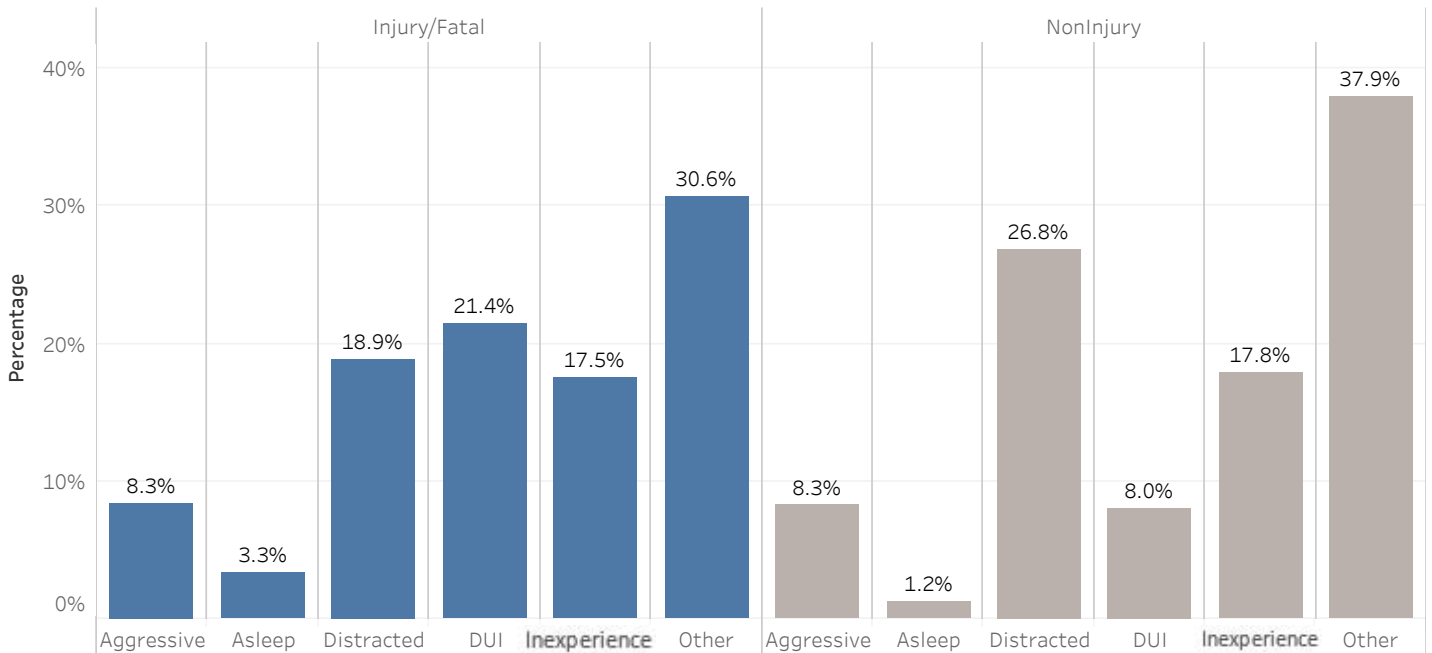
Jefferson County

Total number of crashes by county, 2011-2015

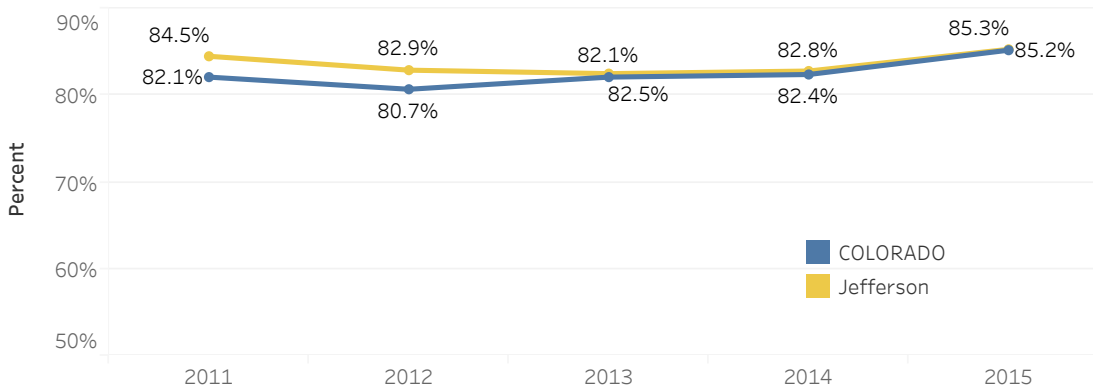


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015





Key Findings



Jefferson County

Impaired Driving

Of the 55 fatalities in 2015, 17 (30 percent) 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).

Speed Enforcement

In 2015, 6 percent of injury and fatal crashes and 5 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 19 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 4 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 14 motorcyclist fatalities in 2015 and 50 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 9 pedestrian(s) and 3 bicyclist(s) killed in 2015.

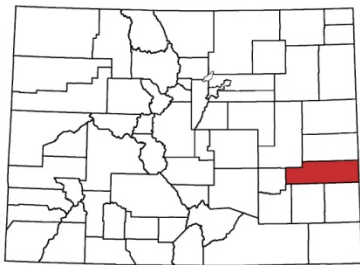
Occupant Protection

In 2015, 10 of the 28 (35 percent) motor vehicle occupant fatalities and 37 of the 152 (24 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



KIOWA COUNTY



Age Group	Female	Male	Total
<5	38	39	77
5-8	38	23	61
9-15	56	60	117
16-20	35	41	77
21-34	83	103	186
35-54	161	143	304
55-64	105	114	219
65+	192	158	350
Total	709	682	1,391

Data source: 2015 DOLA

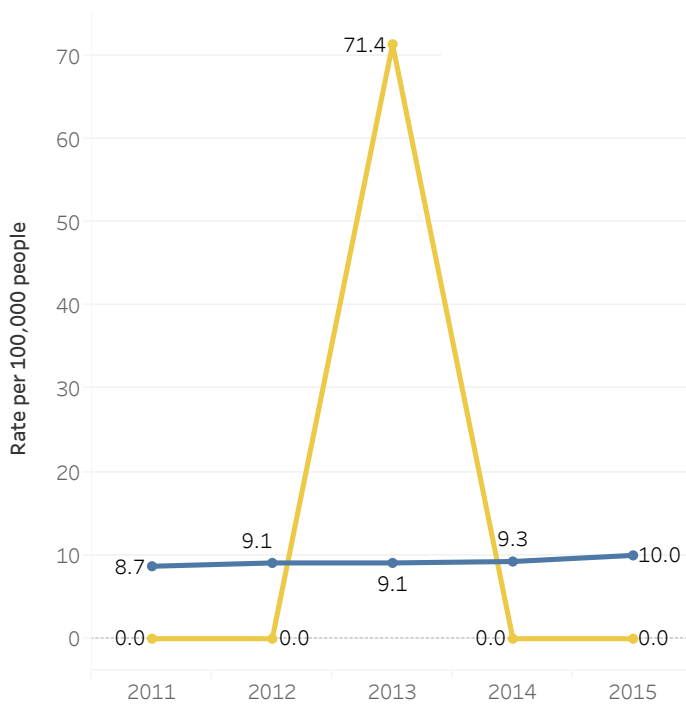
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Kiowa County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	0	0	1	0	0	14.2	*
Serious injuries in traffic crashes	63.3	3	1	3	4	2	213.1	↓9.6%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	0	0	0	0	0	0.0	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	0	0	0.0	0.0%
Speeding-related fatalities	2.6	0	0	1	0	0	14.2	*
Motorcyclist fatalities	1.7	0	0	0	0	0	0.0	0.0%
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	0.0%
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	0.0%

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

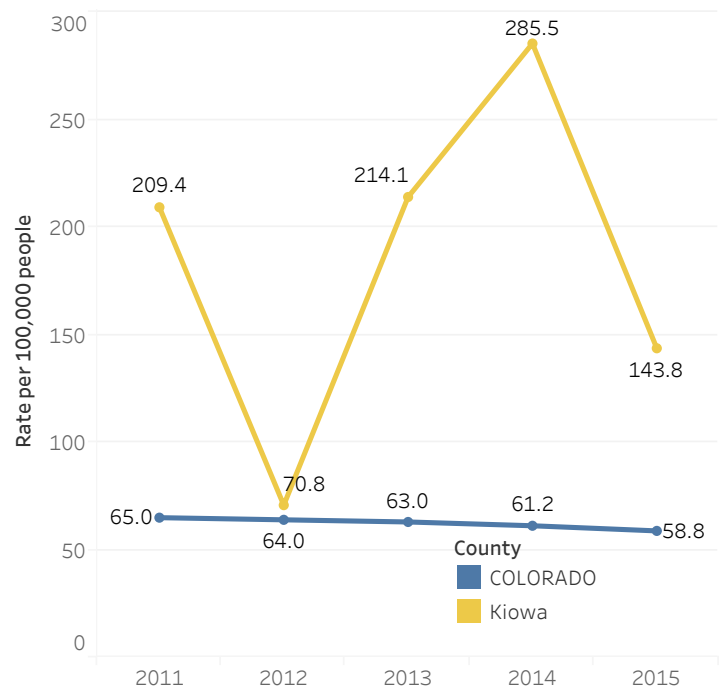
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Kiowa County

Fatality rate by county and Colorado, 2011-2015



Serious injury rate by county and Colorado, 2011 - 2015

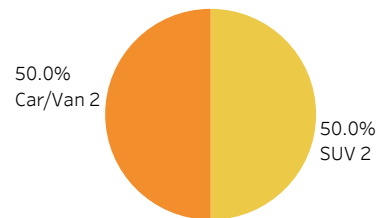


County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	0	0	0	0	0	0	1
35-54	1	0	1	0	0	0	0
55-64	0	0	0	0	0	0	0
65+	0	0	0	0	0	0	2
Total	1	0	1	0	0	0	3

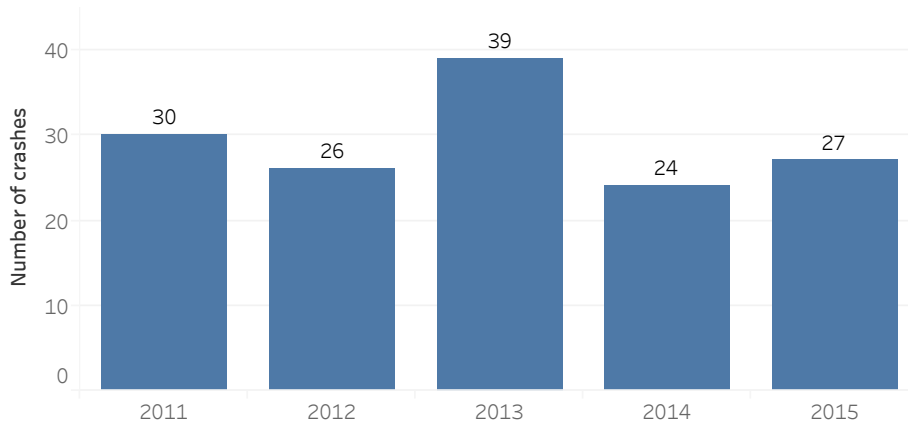
Mode of transportation of seriously injured by county, 2015

Note: There were no motor vehicle fatalities in 2015, therefore no mode of transportation is displayed by fatalities.



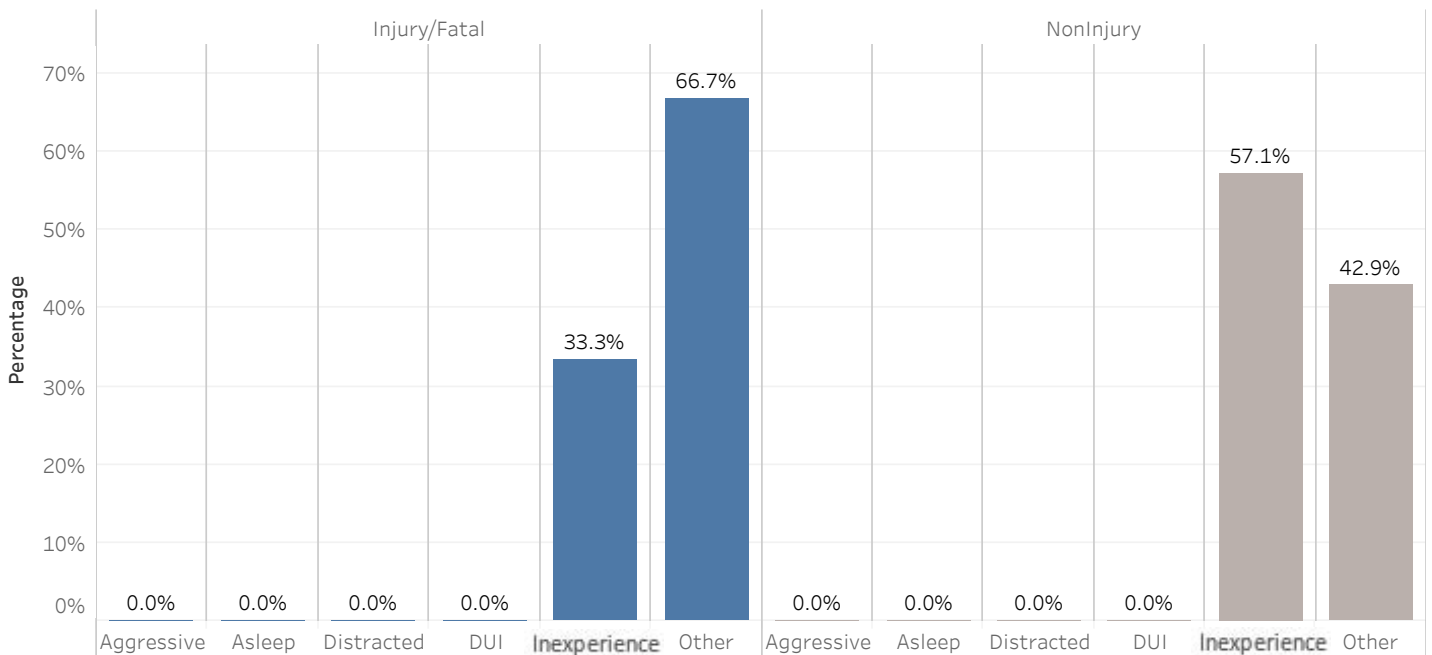
Kiowa County

Total number of crashes by county, 2011-2015

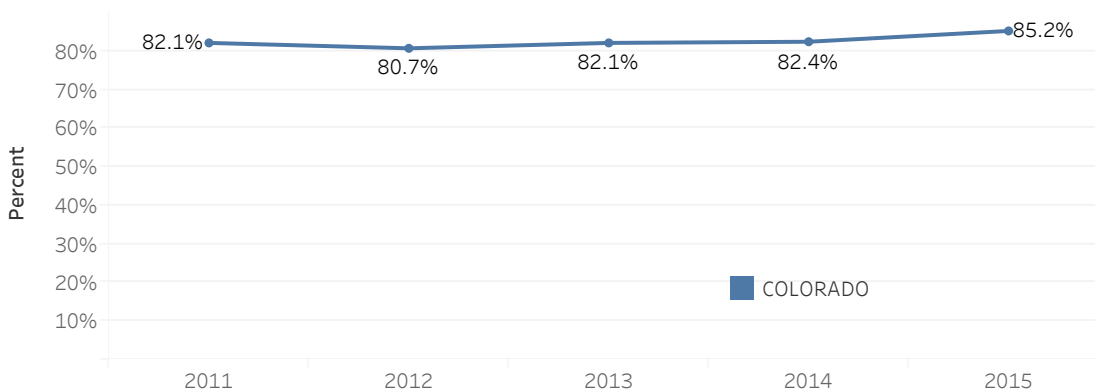


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Kiowa County

Impaired Driving

Of the 0 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 0 percent of injury and fatal crashes and 22 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 0 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 0 of the 0 (0 percent) motor vehicle occupant fatalities and 0 of the 4 (0 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



KIT CARSON COUNTY



Table 103. Kit Carson County Demographics, 2015

Age Group	Female	Male	Total
<5	243	254	498
5-8	225	200	425
9-15	325	350	675
16-20	226	248	475
21-34	520	967	1,487
35-54	832	1,353	2,185
55-64	496	603	1,099
65+	740	656	1,396
Total	3,607	4,632	8,239

Data source: 2015 DOLA

TABLE 104: KIT CARSON COUNTY TREND ANALYSIS 2011-2015

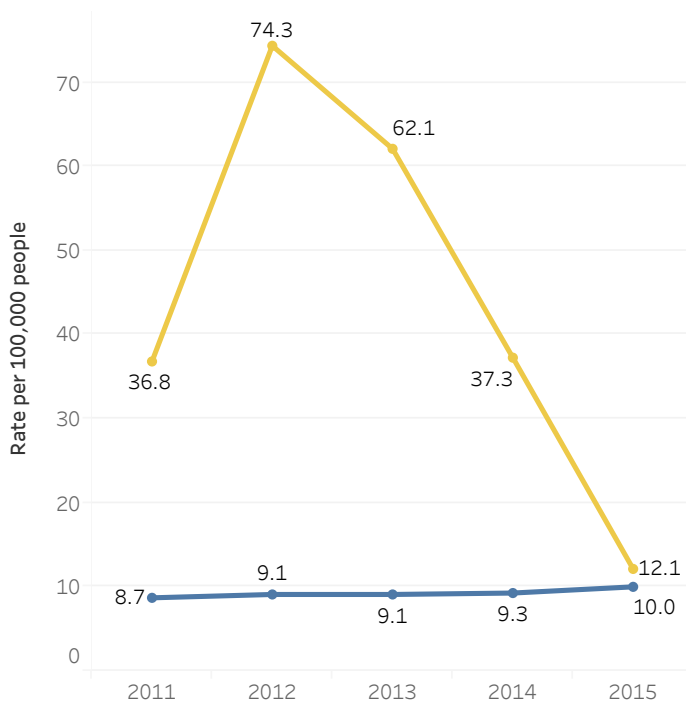
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Kit Carson County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	3	6	5	3	1	44.4	↓24.0%
Serious injuries in traffic crashes	63.3	9	5	7	11	9	106.0	0.0%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	1	4	4	1	1	27.1	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	1	0	0	0	2.5	*
Speeding-related fatalities	2.6	2	2	1	2	1	19.7	↓15.9%
Motorcyclist fatalities	1.7	1	0	0	0	0	2.5	↓100.0%
Unhelmeted motorcyclist fatalities	1.1	1	0	0	0	0	2.5	↓100.0%
Drivers age 20 or younger in fatal crashes	1.3	2	1	0	1	0	9.9	↓100.0%
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

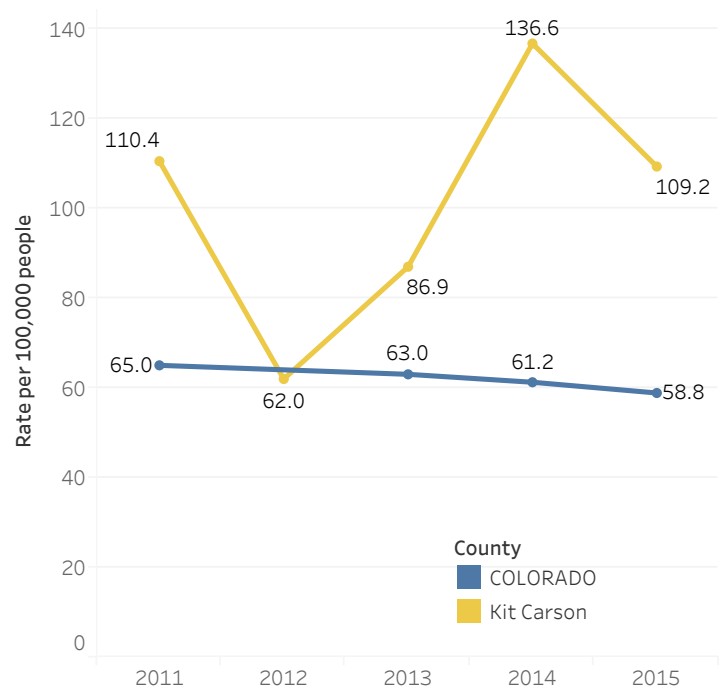
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Kit Carson County

Fatality rate by county and Colorado, 2011-2015



Serious injury rate by county and Colorado, 2011 - 2015



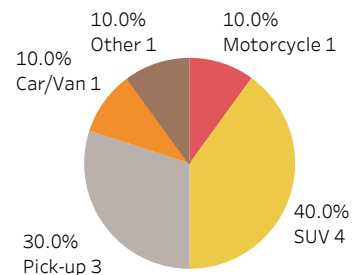
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	1
16-20	1	1	0	0	0	0	4
21-34	2	0	2	0	0	0	2
35-54	3	0	3	0	0	0	7
55-64	2	2	0	0	0	0	1
65+	1	0	1	0	0	0	1
Total	9	3	6	0	0	0	16

Mode of transportation of fatalities by county, 2015

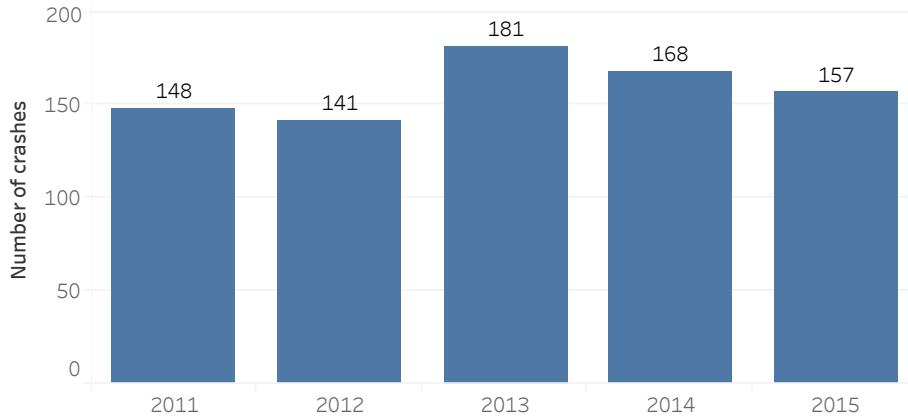


Mode of transportation of seriously injured by county, 2015



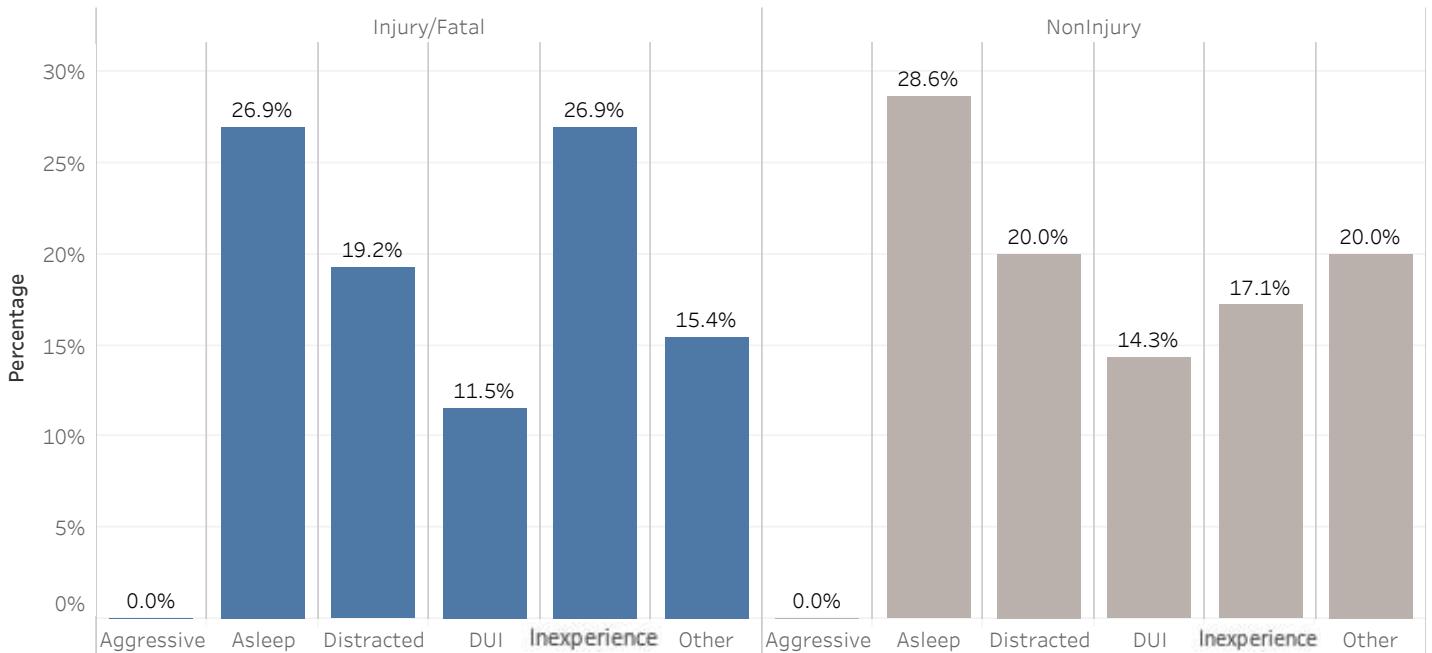
Kit Carson County

Total number of crashes by county, 2011-2015

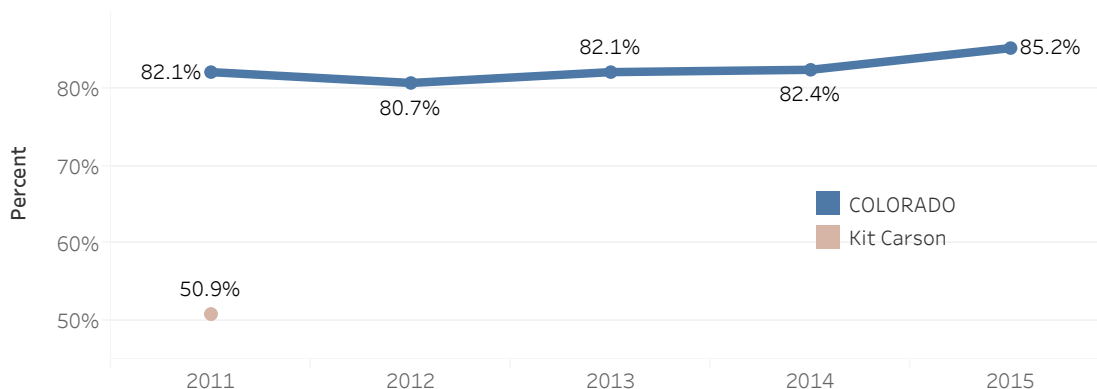


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Kit Carson County

Impaired Driving

Of the 1 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 19 percent of injury and fatal crashes and 11 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 19 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 1 of the 1 (100 percent) motor vehicle occupant fatalities and 3 of the 9 (33 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



LA PLATA COUNTY



Age Group	Female	Male	Total
<5	1,415	1,475	2,889
5-8	1,246	1,328	2,573
9-15	2,125	2,281	4,405
16-20	1,897	2,021	3,918
21-34	5,022	5,432	10,454
35-54	6,946	7,151	14,097
55-64	4,292	4,146	8,438
65+	4,113	4,019	8,132
Total	27,055	27,852	54,907

Data source: 2015 DOLA

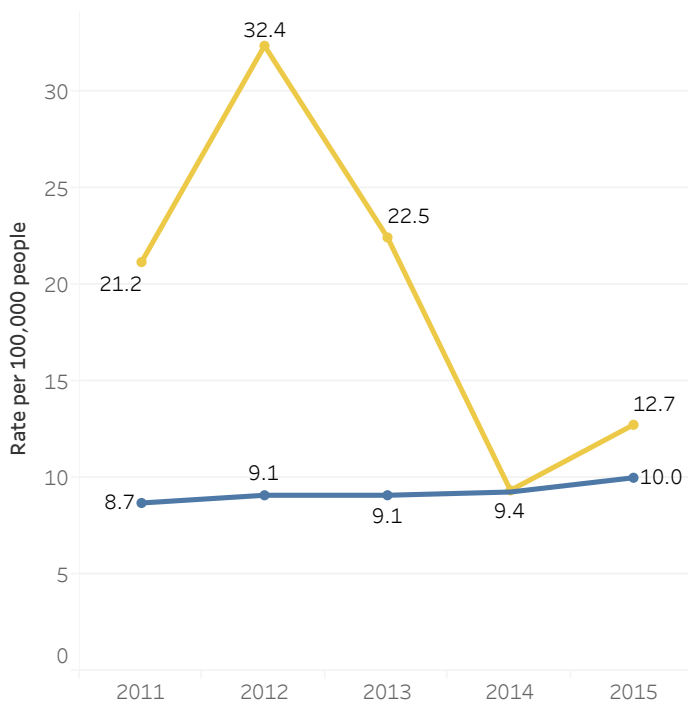
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					La Plata County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	11	17	12	5	7	19.5	↓10.7%
Serious injuries in traffic crashes	63.3	66	55	38	51	42	88.3	↓10.7%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	4	6	3	2	0	5.6	↓100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	3	5	3	0	2	29.9	↓100.0%
Speeding-related fatalities	2.6	3	8	3	0	3	38.0	↓100.0%
Motorcyclist fatalities	1.7	0	4	3	1	2	21.7	*
Unhelmeted motorcyclist fatalities	1.1	0	3	2	0	1	13.6	*
Drivers age 20 or younger in fatal crashes	1.3	1	2	0	1	1	10.9	↓100.0%
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	0.0%

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

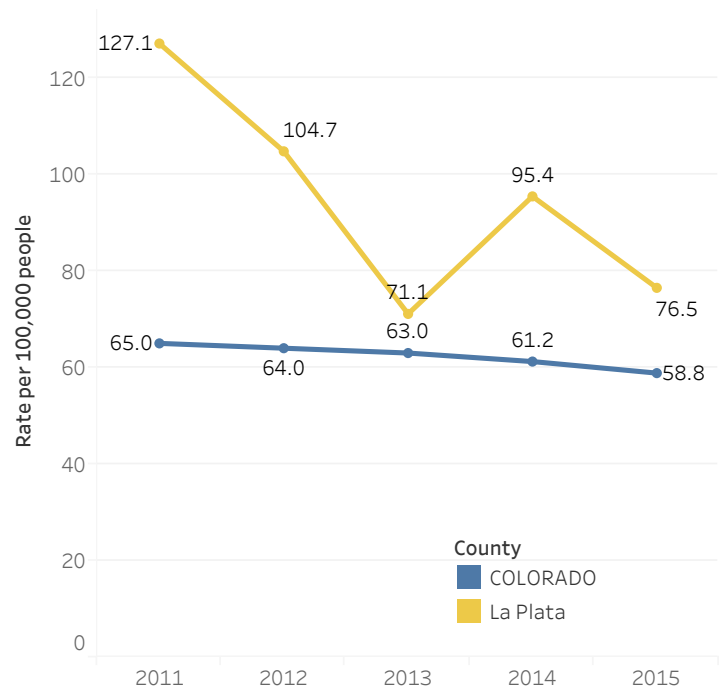
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

La Plata County

Fatality rate by county and Colorado, 2011-2015



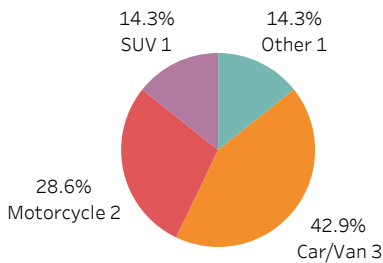
Serious injury rate by county and Colorado, 2011 - 2015



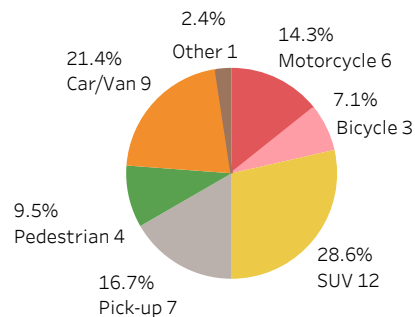
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	3
16-20	1	1	0	0	0	0	8
21-34	6	5	0	1	0	0	32
35-54	6	3	1	2	0	0	14
55-64	7	4	0	3	0	0	18
65+	4	4	0	0	0	0	14
Total	24	17	1	6	0	0	89

Mode of transportation of fatalities by county, 2015

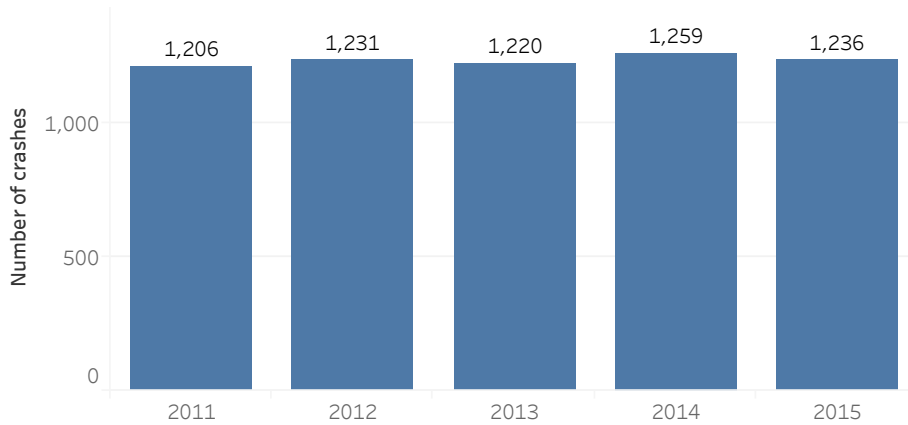


Mode of transportation of seriously injured by county, 2015



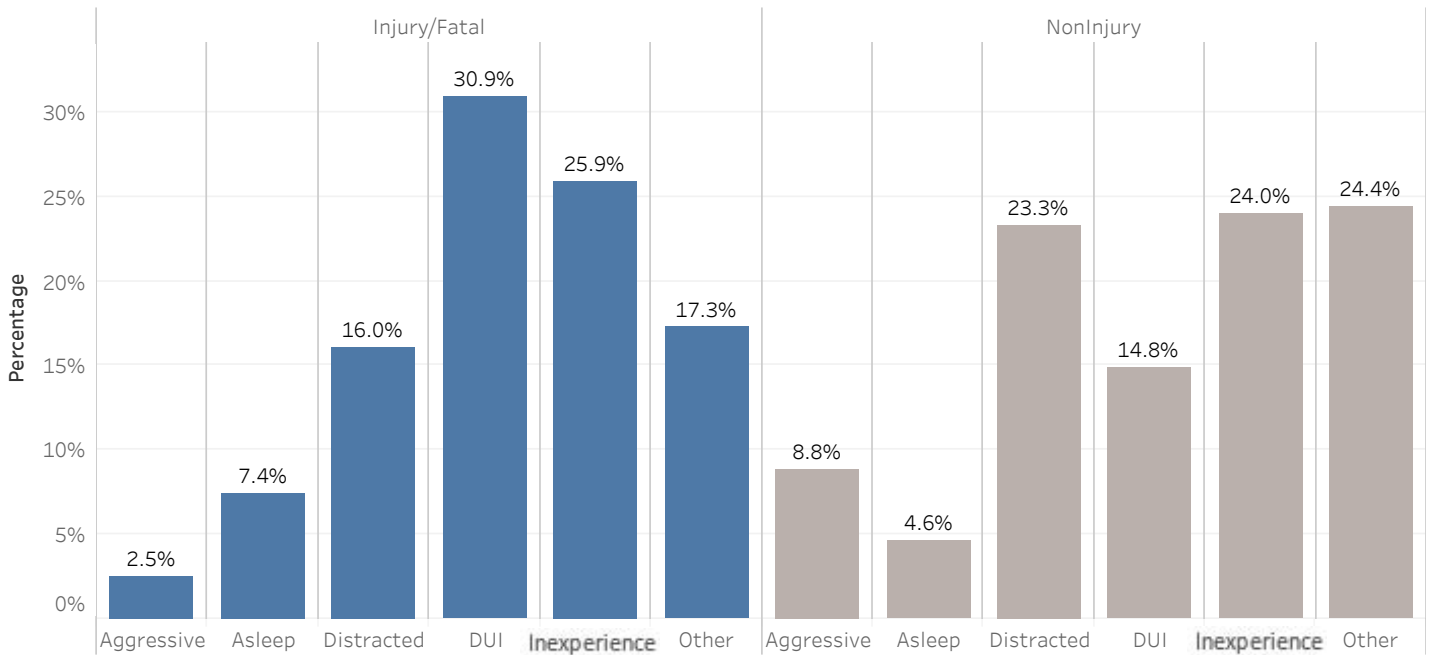
La Plata County

Total number of crashes by county, 2011-2015

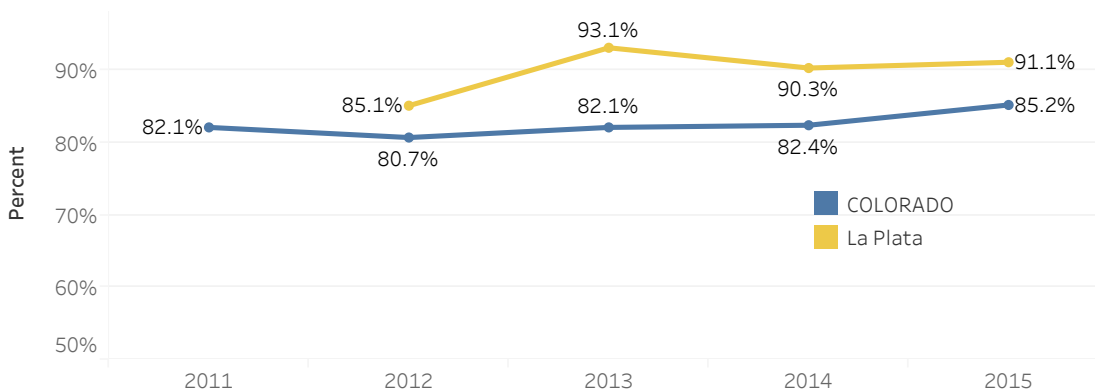


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



La Plata County

Impaired Driving

Of the 7 fatalities in 2015, 2 (28 percent) 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).

Speed Enforcement

In 2015, 6 percent of injury and fatal crashes and 7 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 16 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 1 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 2 motorcyclist fatalities in 2015 and 50 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 0 of the 4 (0 percent) motor vehicle occupant fatalities and 4 of the 29 (13 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



LAKE COUNTY



Age Group	Female	Male	Total
<5	214	223	438
5-8	229	229	458
9-15	357	357	715
16-20	245	260	505
21-34	636	807	1,442
35-54	968	1,134	2,102
55-64	438	513	951
65+	432	441	873
Total	3,519	3,964	7,483

Data source: 2015 DOLA

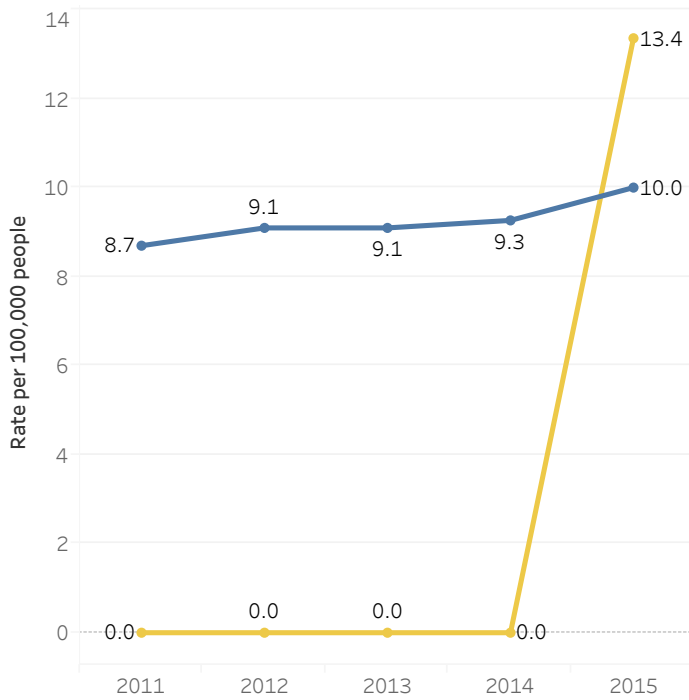
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Lake County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	0	0	0	0	1	2.7	*
Serious injuries in traffic crashes	63.3	5	5	2	6	3	48.9	↓12.0%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	0	0	0	0	1	2.7	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	0	0	0.8	*
Speeding-related fatalities	2.6	0	0	0	0	0	1.1	*
Motorcyclist fatalities	1.7	0	0	0	0	0	0.8	*
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.4	*
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.4	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

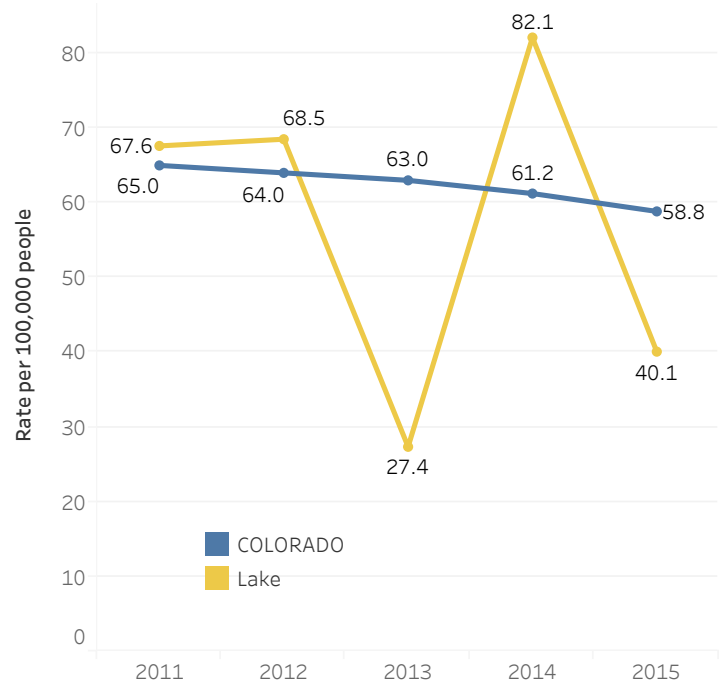
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Lake County

Fatality rate by county and Colorado, 2011-2015



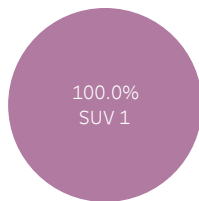
Serious injury rate by county and Colorado, 2011 - 2015



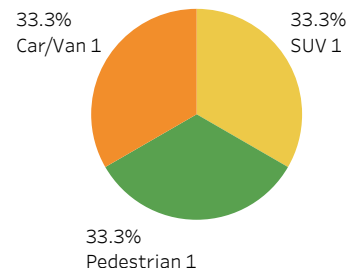
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	0	0	0	0	0	0	2
35-54	0	0	0	0	0	0	2
55-64	1	1	0	0	0	0	4
65+	0	0	0	0	0	0	1
Total	1	1	0	0	0	0	9

Mode of transportation of fatalities by county, 2015

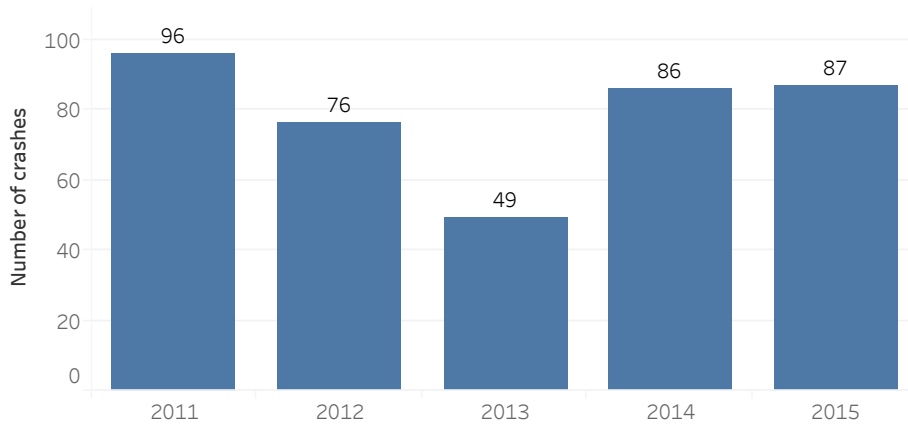


Mode of transportation of seriously injured by county, 2015



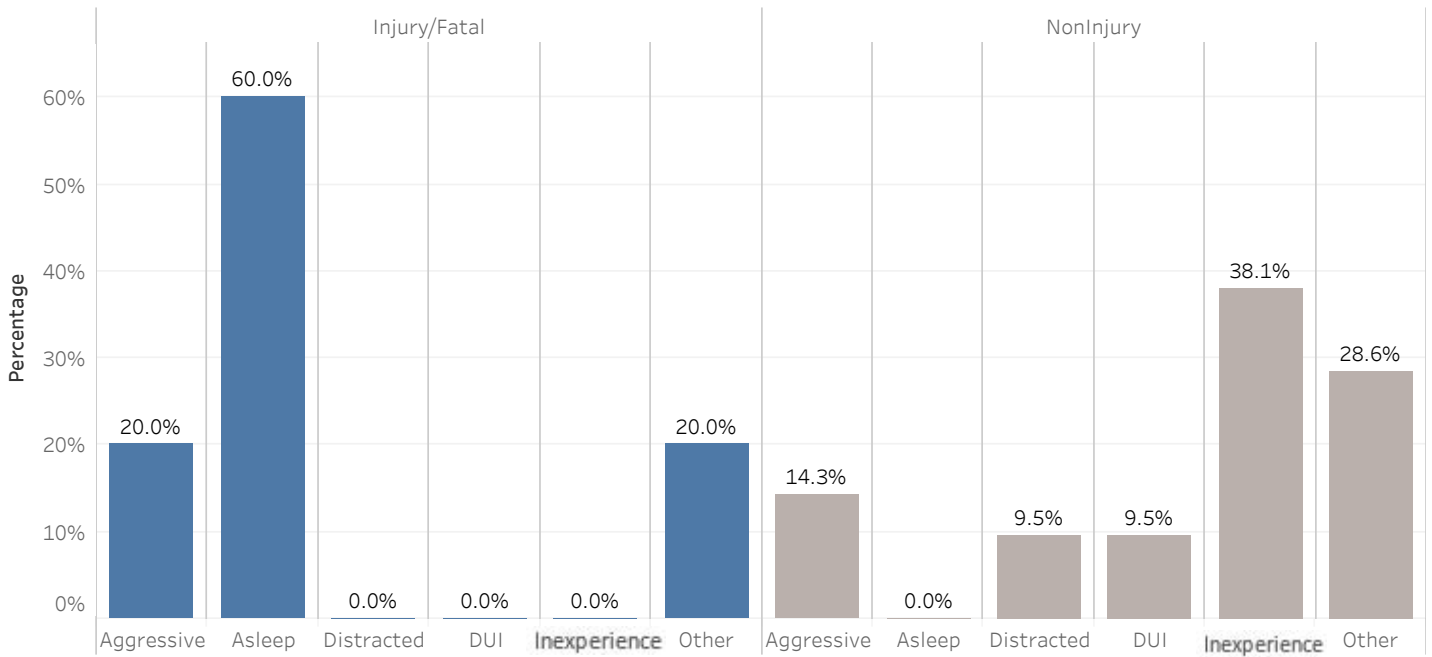
Lake County

Total number of crashes by county, 2011-2015

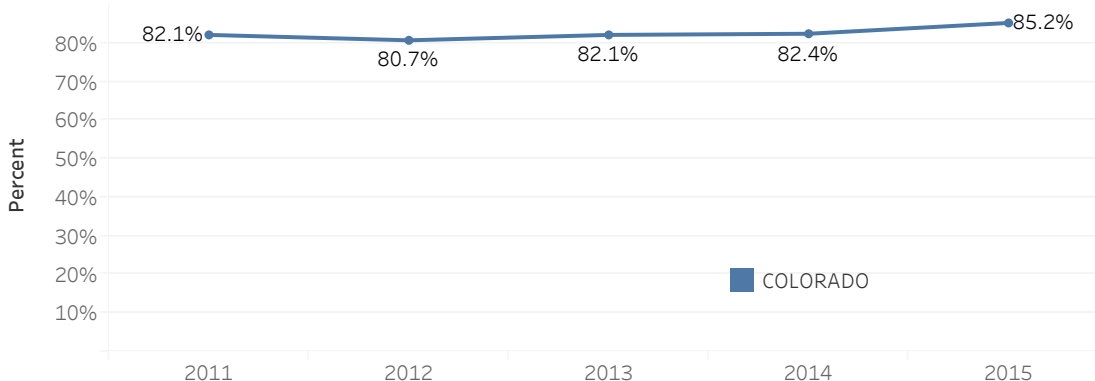


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Lake County

Impaired Driving

Of the 1 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 18 percent of injury and fatal crashes and 32 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 0 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 1 of the 1 (100 percent) motor vehicle occupant fatalities and 0 of the 2 (0 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



LARIMER COUNTY

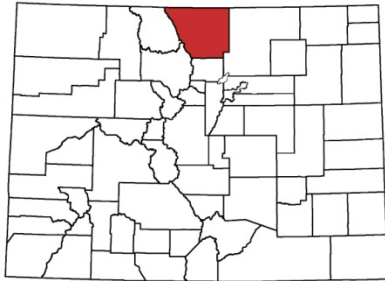


Table 109. Larimer County Demographics, 2015

Age Group	Female	Male	Total
<5	9,041	9,428	18,470
5-8	7,599	8,074	15,674
9-15	13,773	14,164	27,938
16-20	12,253	12,820	25,072
21-34	35,555	35,829	71,384
35-54	41,316	41,838	83,153
55-64	22,190	21,475	43,665
65+	25,884	21,593	47,477
Total	167,611	165,221	332,832

Data source: 2015 DOLA

TABLE 110: LARIMER COUNTY TREND ANALYSIS 2011-2015

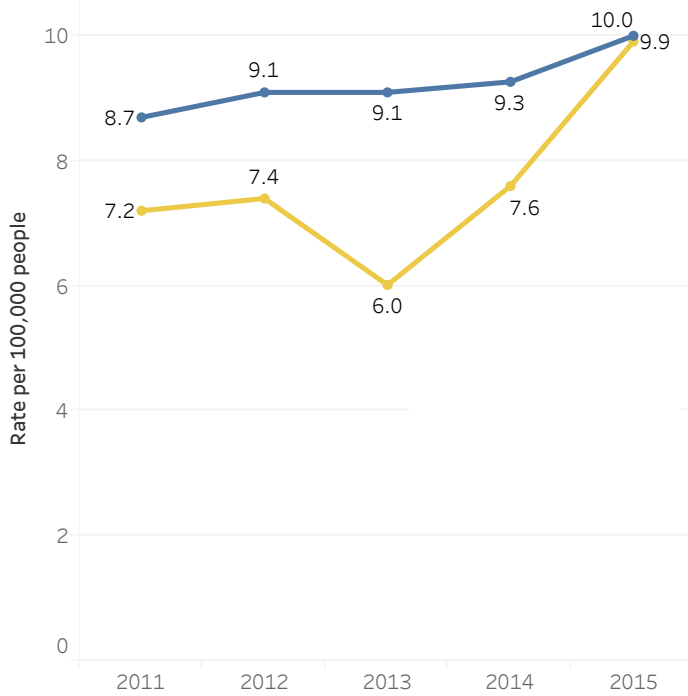
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Larimer County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	22	23	19	24	33	7.7	↑10.7%
Serious injuries in traffic crashes	63.3	165	163	182	164	185	55.6	↑2.9%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	11	12	8	6	10	3.0	↓2.4%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	6	8	4	3	6	1.7	*
Speeding-related fatalities	2.6	9	7	5	9	9	2.5	*
Motorcyclist fatalities	1.7	2	3	6	3	9	1.5	↑45.6%
Unhelmeted motorcyclist fatalities	1.1	2	2	3	1	7	0.9	↑36.8%
Drivers age 20 or younger in fatal crashes	1.3	3	0	5	4	5	1.1	↑13.6%
Pedestrian fatalities	1.1	0	3	0	0	2	0.3	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

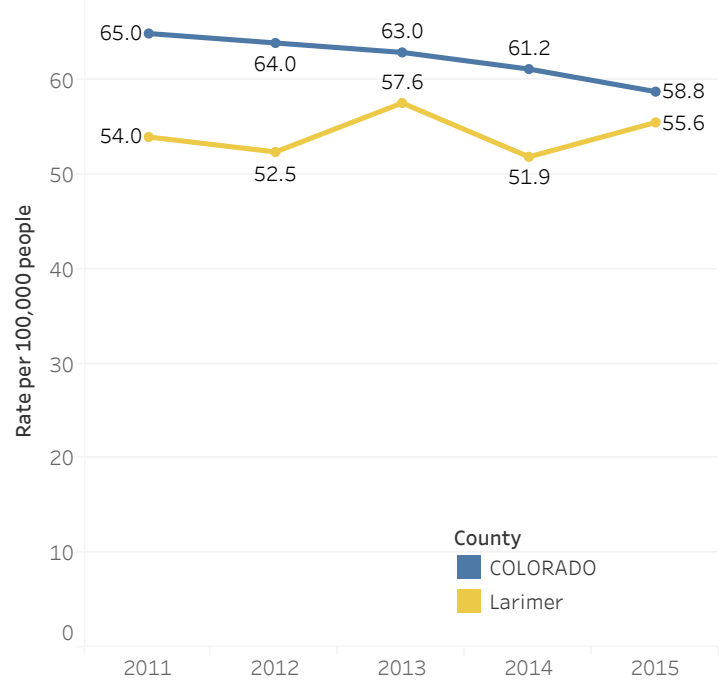
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Larimer County

Fatality rate by county and Colorado, 2011-2015



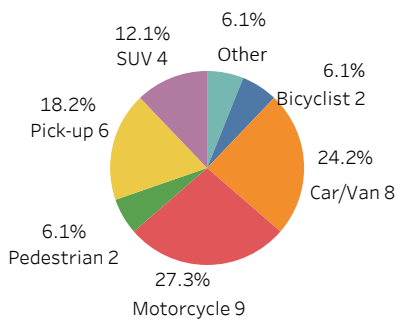
Serious injury rate by county and Colorado, 2011 - 2015



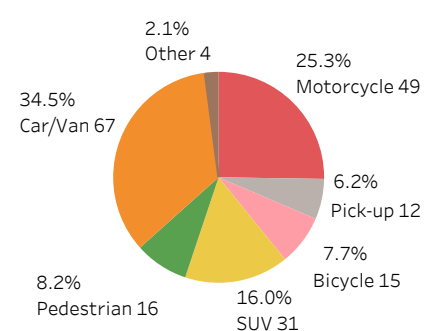
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	1	1	0	0	0	0	2
5-8	0	0	0	0	0	0	3
9-15	0	0	0	0	0	0	12
16-20	9	8	0	1	0	0	46
21-34	23	9	7	6	1	0	127
35-54	16	7	4	3	1	1	121
55-64	13	3	2	5	0	3	76
65+	14	8	2	3	0	1	94
Total	76	36	15	18	2	5	481

Mode of transportation of fatalities by county, 2015

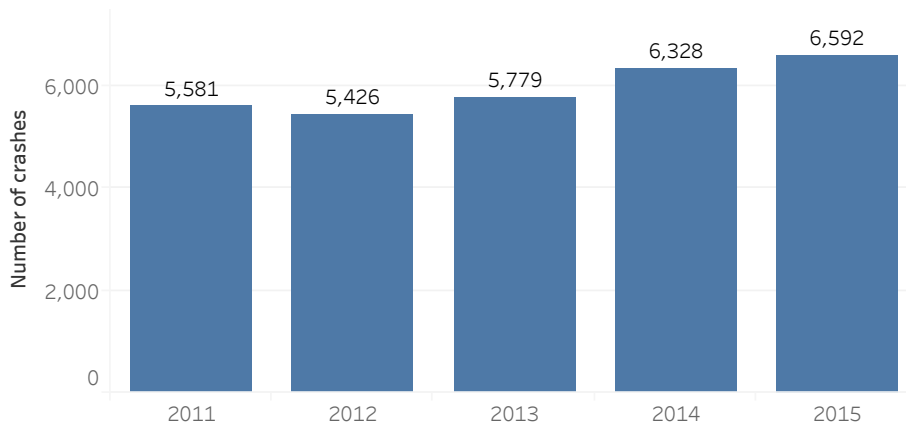


Mode of transportation of seriously injured by county, 2015



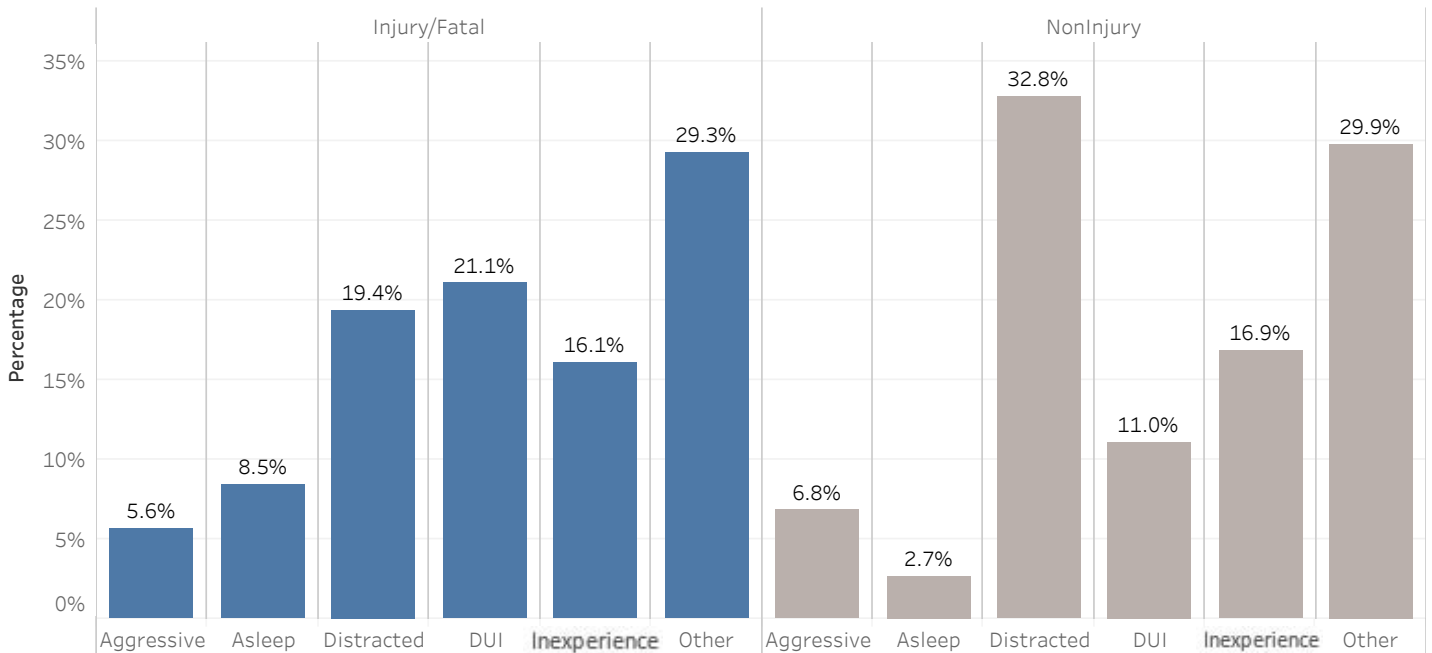
Larimer County

Total number of crashes by county, 2011-2015

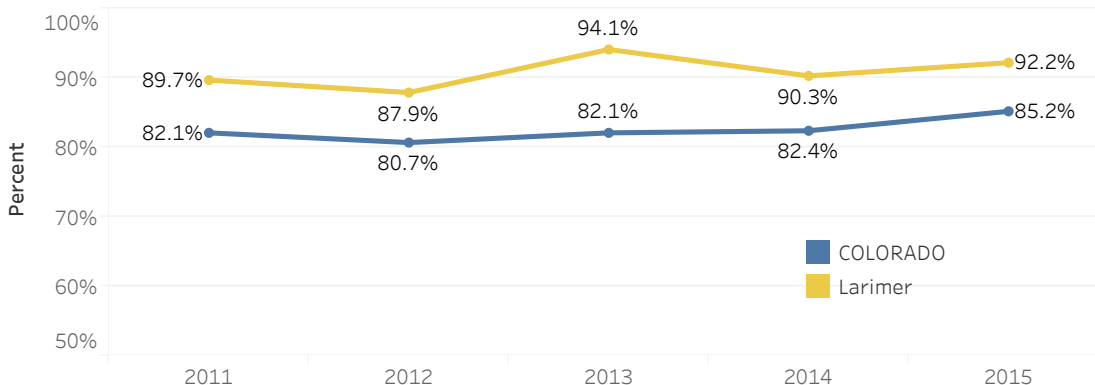


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015





Key Findings



Larimer County

Impaired Driving

Of the 33 fatalities in 2015, 6 (18 percent) 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).

Speed Enforcement

In 2015, 10 percent of injury and fatal crashes and 6 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 19 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 5 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 9 motorcyclist fatalities in 2015 and 77 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 2 pedestrian(s) and 2 bicyclist(s) killed in 2015.

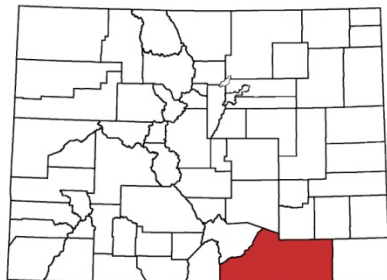
Occupant Protection

In 2015, 10 of the 18 (55 percent) motor vehicle occupant fatalities and 29 of the 114 (25 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



LAS ANIMAS COUNTY



Age Group	Female	Male	Total
<5	327	342	670
5-8	278	340	618
9-15	594	554	1,149
16-20	348	346	694
21-34	935	1,240	2,176
35-54	1,519	1,655	3,173
55-64	1,146	1,193	2,338
65+	1,689	1,532	3,221
Total	6,836	7,202	14,038

Data source: 2015 DOLA

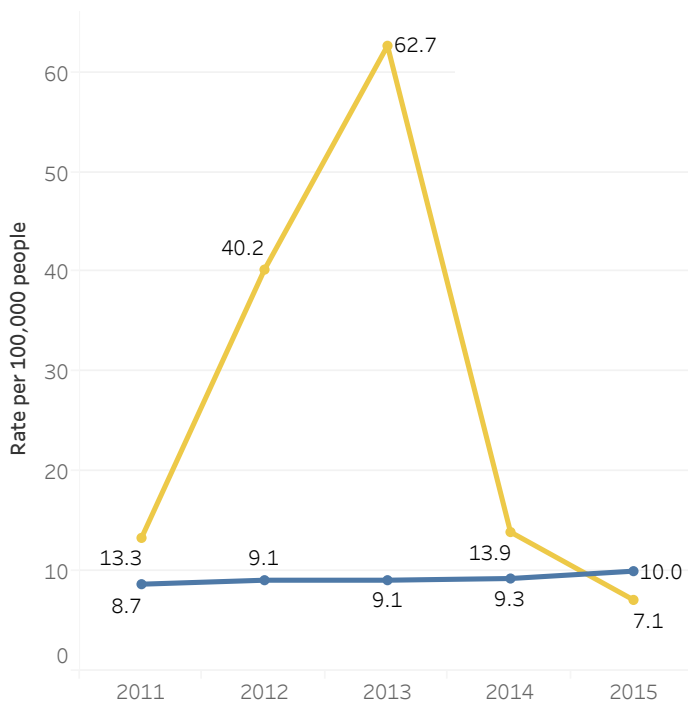
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Las Animas County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	2	6	9	2	1	27.5	↓15.9%
Serious injuries in traffic crashes	63.3	18	11	22	6	16	115.6	↓2.9%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	1	1	3	1	0	8.3	↓100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	0	0	0.0	0.0%
Speeding-related fatalities	2.6	0	0	2	2	0	5.5	*
Motorcyclist fatalities	1.7	0	0	1	0	0	1.4	*
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	1	0	0	1.4	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	0.0%

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

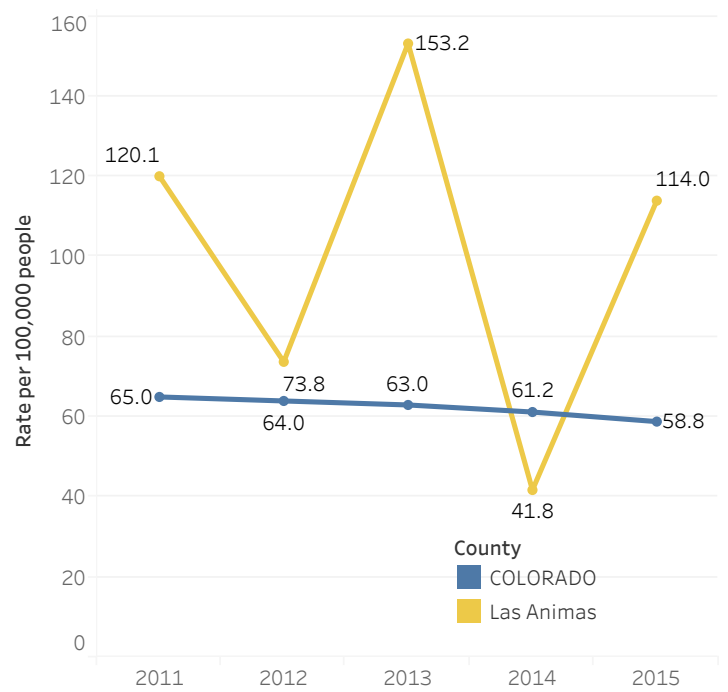
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Las Animas County

Fatality rate by county and Colorado, 2011-2015



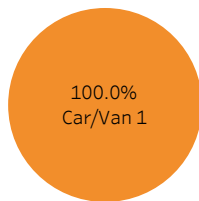
Serious injury rate by county and Colorado, 2011 - 2015



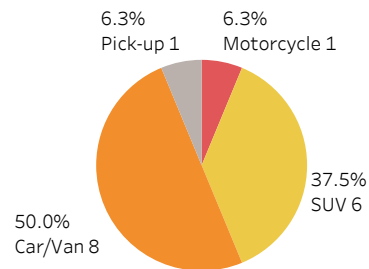
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	3
16-20	4	2	2	0	0	0	2
21-34	1	0	1	0	0	0	6
35-54	2	2	0	0	0	0	10
55-64	2	0	2	0	0	0	8
65+	3	2	0	1	0	0	9
Total	12	6	5	1	0	0	38

Mode of transportation of fatalities by county, 2015

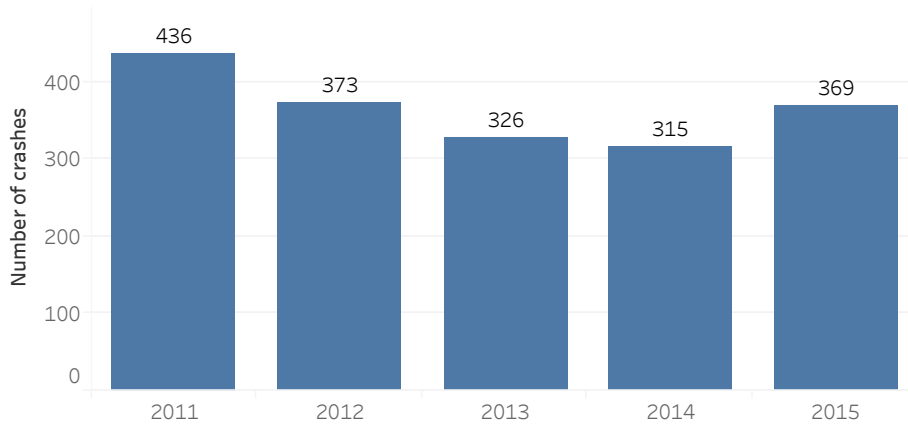


Mode of transportation of seriously injured by county, 2015



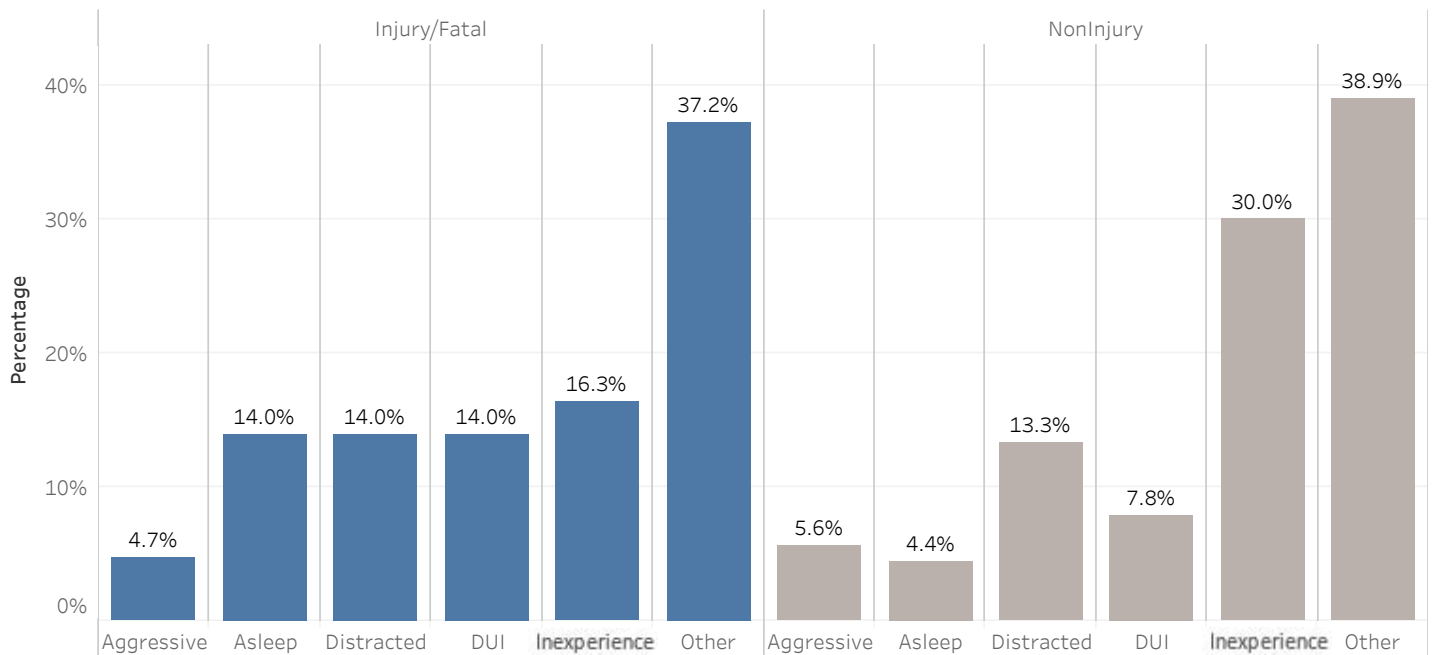
Las Animas County

Total number of crashes by county, 2011-2015

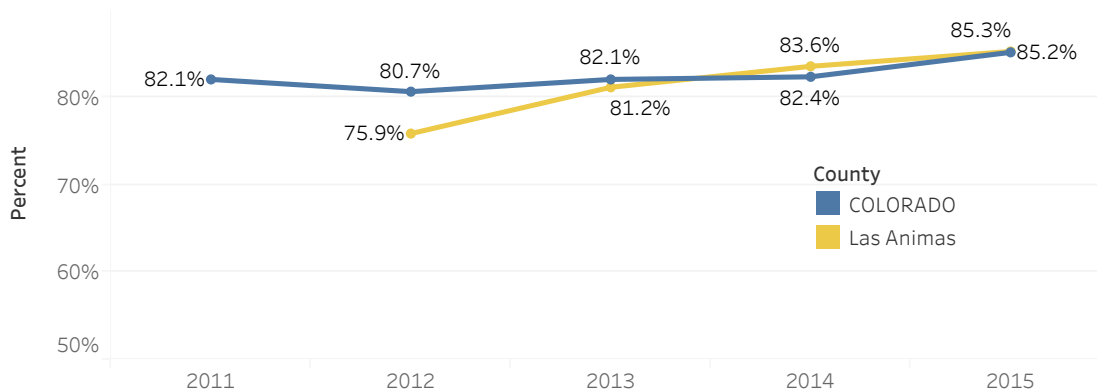


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015





Key Findings



Las Animas County

Impaired Driving

Of the 1 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 18 percent of injury and fatal crashes and 12 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 14 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

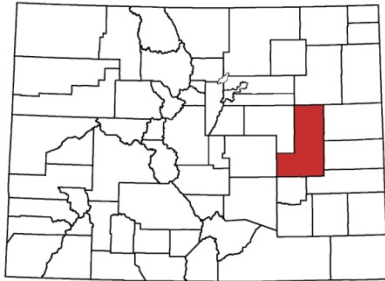
Occupant Protection

In 2015, 0 of the 1 (0 percent) motor vehicle occupant fatalities and 2 of the 15 (13 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



LINCOLN COUNTY



Age Group	Female	Male	Total
<5	154	161	316
5-8	114	142	256
9-15	198	199	397
16-20	134	153	287
21-34	333	759	1,092
35-54	555	925	1,480
55-64	331	424	755
65+	509	457	966
TOTAL	2,328	3,221	5,549

Data Source: 2015 DOLA Data

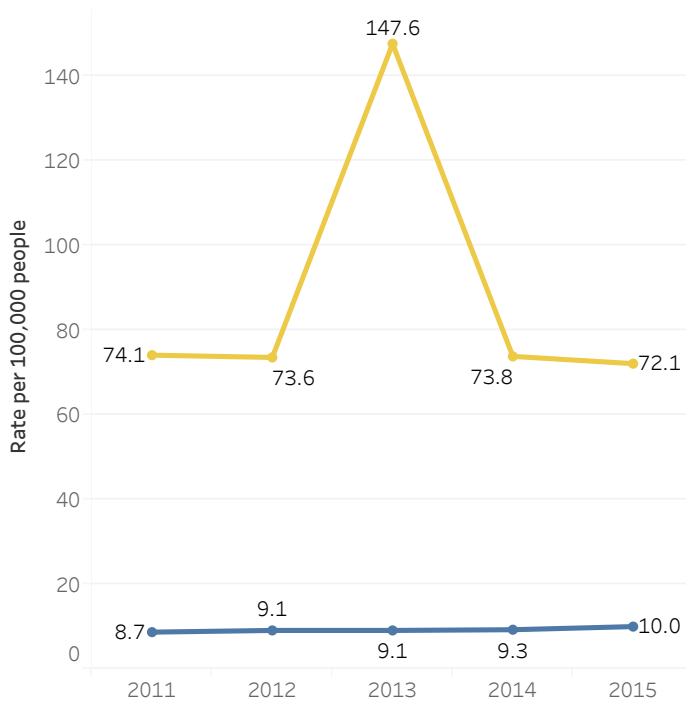
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Lincoln County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	4	4	8	4	4	88.2	*
Serious injuries in traffic crashes	63.3	11	11	7	11	6	154.3	↓14.1%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	2	1	7	0	1	40.4	↓15.9%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	0	0	0.0	*
Speeding-related fatalities	2.6	3	0	1	2	2	29.4	↓9.6%
Motorcyclist fatalities	1.7	0	0	0	0	0	0.0	0.0%
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	1	0	0	0	3.7	*
Pedestrian fatalities	1.1	0	2	0	0	0	7.3	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

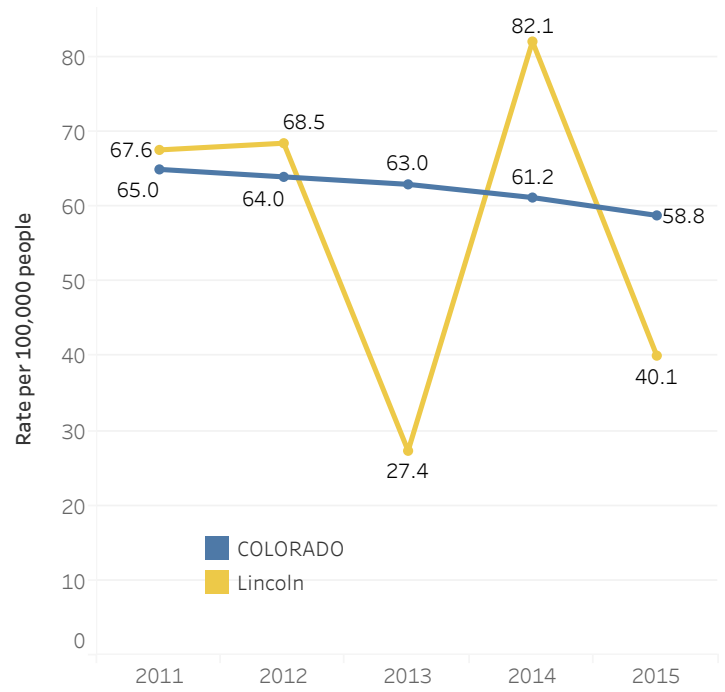
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Lincoln County

Fatality rate by county and Colorado, 2011-2015



Serious injury rate by county and Colorado, 2011 - 2015



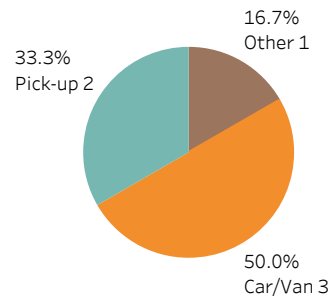
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013-2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	1	1	0	0	0	0	1
21-34	4	3	1	0	0	0	2
35-54	7	3	4	0	0	0	2
55-64	4	1	3	0	0	0	1
65+	0	0	0	0	0	0	4
Total	16	8	8	0	0	0	10

Mode of transportation of fatalities by county, 2015

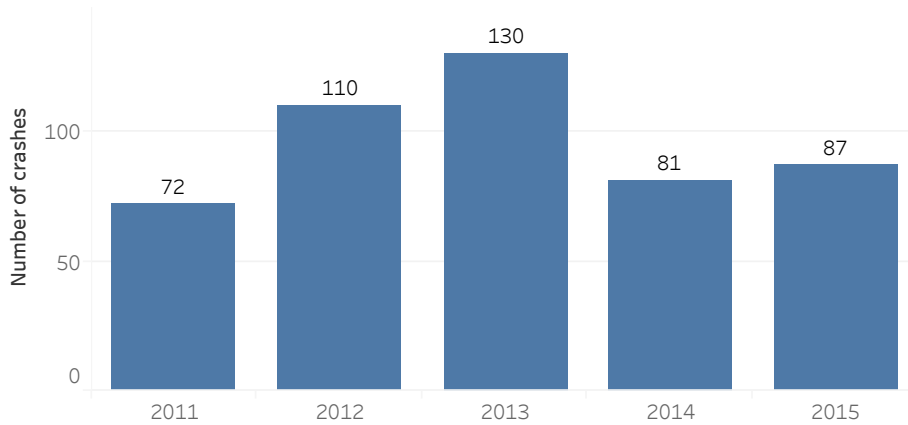


Mode of transportation of seriously injured by county, 2015



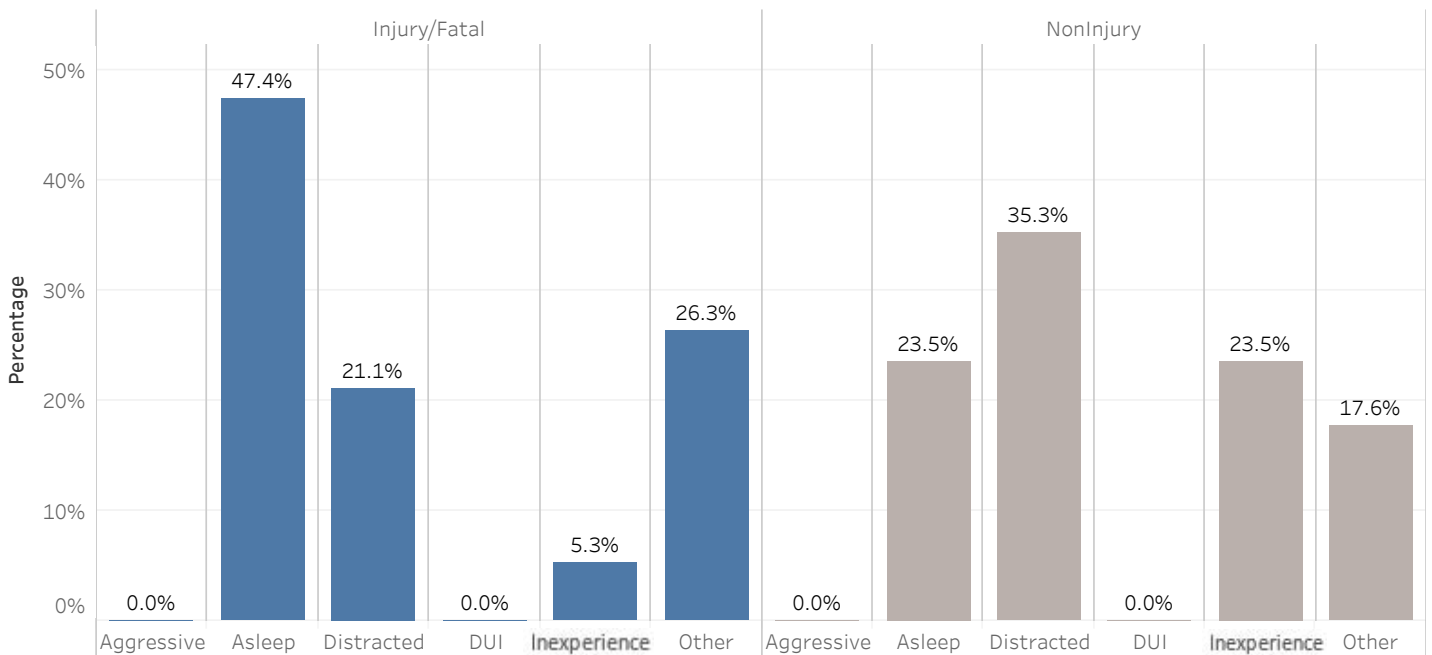
Lincoln County

Total number of crashes by county, 2011-2015

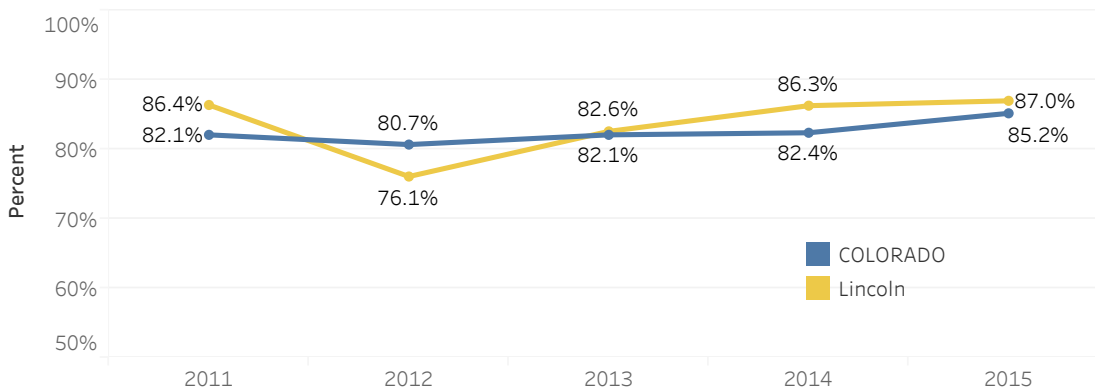


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015





Key Findings



Lincoln County

Impaired Driving

Of the 4 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 30 percent of injury and fatal crashes and 25 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 21 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 1 of the 2 (50 percent) motor vehicle occupant fatalities and 2 of the 6 (33 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



LOGAN COUNTY

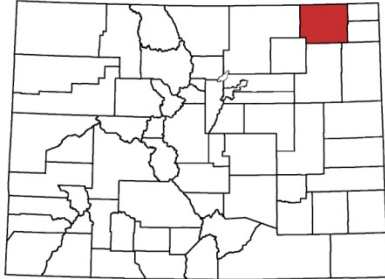


Table 115. Logan County Demographics, 2015

Age Group	Female	Male	Total
<5	578	603	1,181
5-8	474	468	942
9-15	816	904	1,720
16-20	524	643	1,167
21-34	1,511	3,196	4,707
35-54	2,238	3,483	5,721
55-64	1,393	1,732	3,125
65+	1,925	1,624	3,549
Total	9,460	12,652	22,112

Data source: 2015 DOLA

TABLE 116: LOGAN COUNTY TREND ANALYSIS 2011-2015

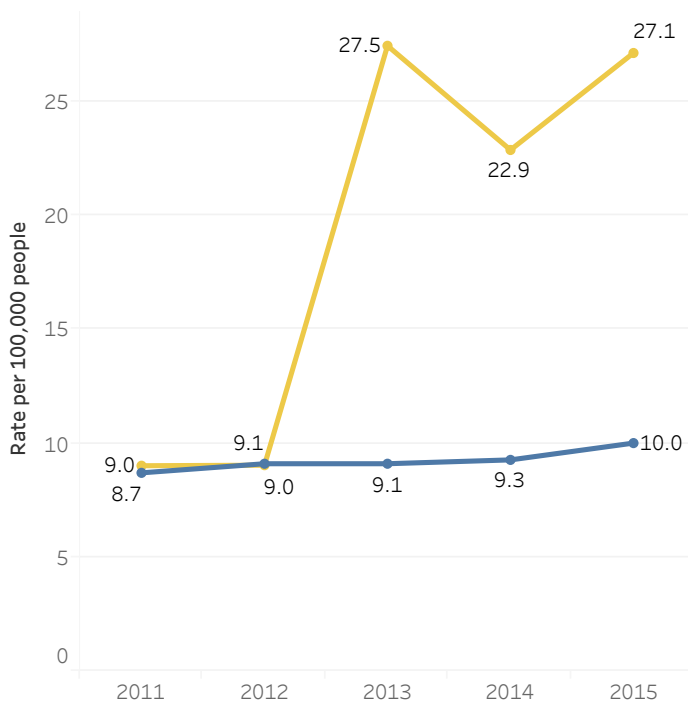
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Logan County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	2	2	6	5	6	19.1	↑31.6%
Serious injuries in traffic crashes	63.3	18	19	13	13	10	60.8	↓13.7%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	1	0	3	1	3	7.3	31.6%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	2	2	3.6	*
Speeding-related fatalities	2.6	0	0	0	1	3	3.6	*
Motorcyclist fatalities	1.7	0	0	0	3	2	4.5	*
Unhelmeted motorcyclist fatalities	1.1	0	0	0	2	2	3.6	*
Drivers age 20 or younger in fatal crashes	1.3	0	3	2	1	1	6.4	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

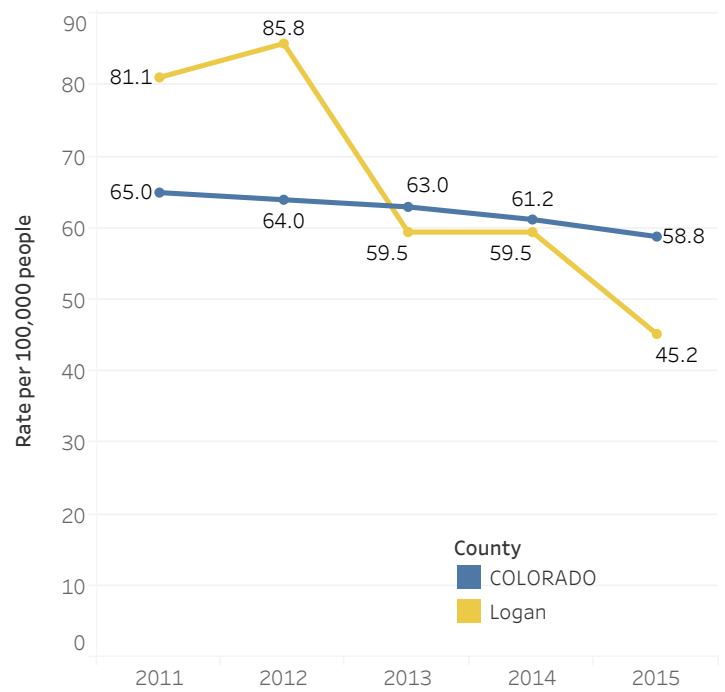
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Logan County

Fatality rate by county and Colorado, 2011-2015



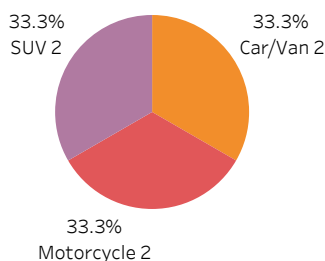
Serious injury rate by county and Colorado, 2011 - 2015



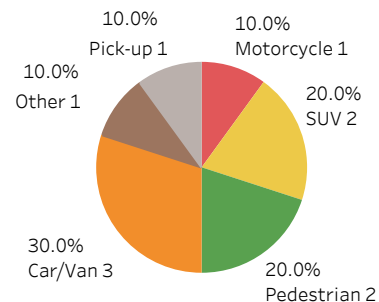
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	1	1	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	1
16-20	2	2	0	0	0	0	8
21-34	3	3	0	0	0	0	7
35-54	6	2	1	3	0	0	13
55-64	3	2	0	1	0	0	2
65+	2	1	0	1	0	0	7
Total	17	11	1	5	0	0	38

Mode of transportation of fatalities by county, 2015

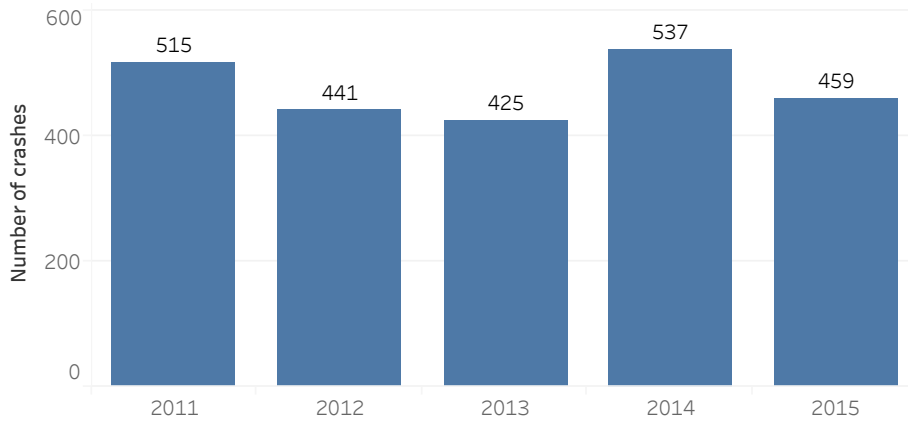


Mode of transportation of seriously injured by county, 2015



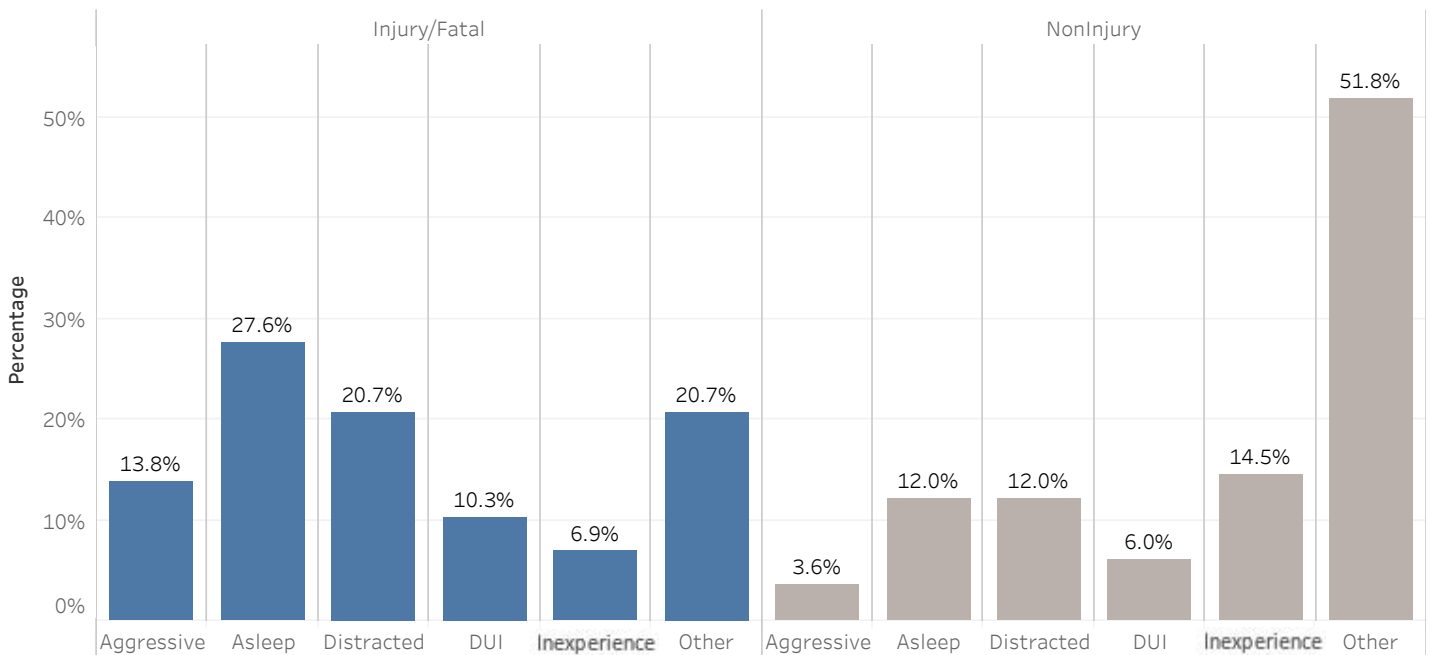
Logan County

Total number of crashes by county, 2011-2015

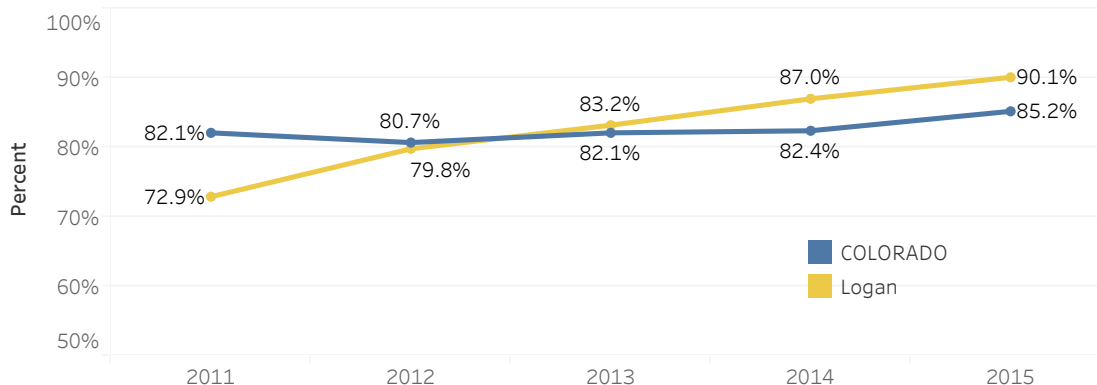


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015





Key Findings



Logan County

Impaired Driving

Of the 6 fatalities in 2015, 2 (33 percent) 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).

Speed Enforcement

In 2015, 12 percent of injury and fatal crashes and 12 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 21 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 1 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 2 motorcyclist fatalities in 2015 and 100 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

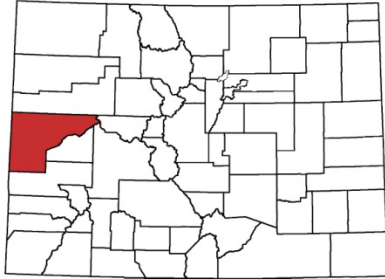
Occupant Protection

In 2015, 3 of the 4 (75 percent) motor vehicle occupant fatalities and 3 of the 7 (42 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



MESA COUNTY



Age Group	Female	Male	Total
<5	4,409	4,610	9,019
5-8	3,906	4,012	7,918
9-15	6,558	6,827	13,385
16-20	4,626	4,914	9,540
21-34	13,555	14,212	27,767
35-54	17,506	17,824	35,330
55-64	10,490	10,071	20,561
65+	14,027	11,702	25,729
Total	75,076	74,173	149,249

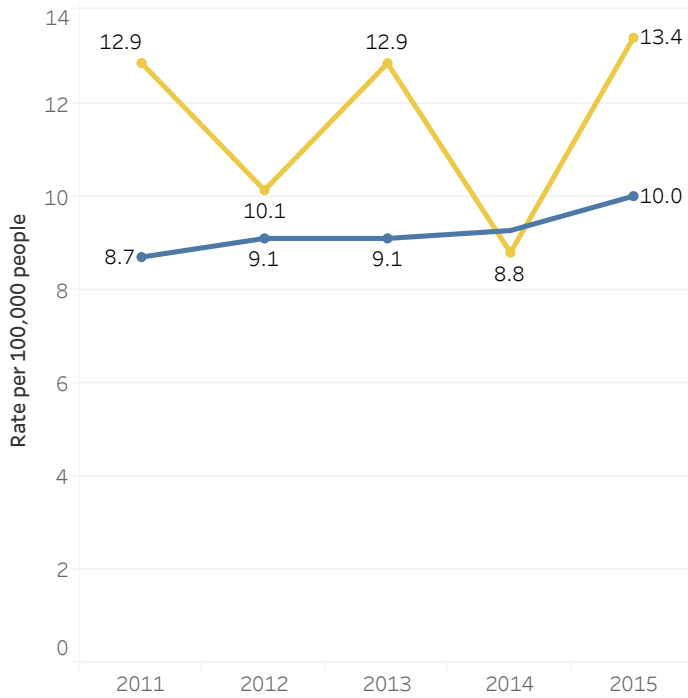
Data source: 2015 DOLA

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Mesa County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	19	15	19	13	20	11.6	↑1.3%
Serious injuries in traffic crashes	63.3	112	111	66	73	110	57.7	↓0.4%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	7	6	4	8	7	4.3	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	7	5	5	8	0	3.4	↓100.0%
Speeding-related fatalities	2.6	6	3	5	3	3	2.7	↓15.9%
Motorcyclist fatalities	1.7	5	2	7	2	7	3.1	↑8.8%
Unhelmeted motorcyclist fatalities	1.1	3	1	4	2	5	2.0	↑13.6%
Drivers age 20 or younger in fatal crashes	1.3	1	3	1	2	2	1.2	↑18.9%
Pedestrian fatalities	1.1	1	2	1	2	3	1.2	↑31.6%

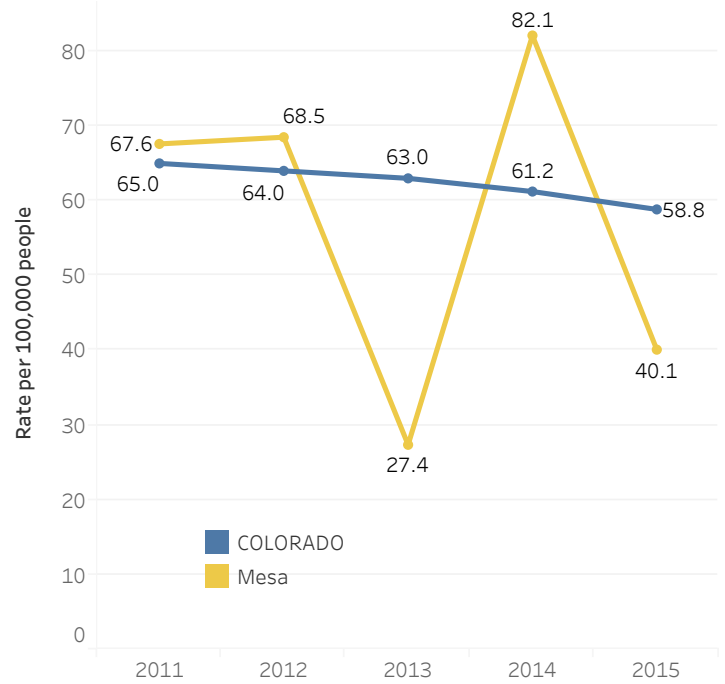
[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

Mesa County

Fatality rate by county and Colorado, 2011-2015



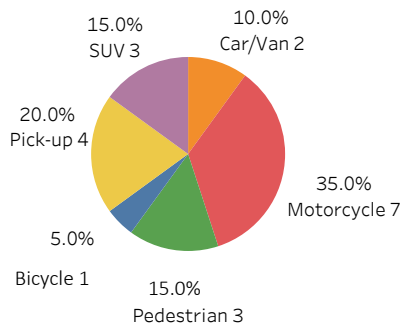
Serious injury rate by county and Colorado, 2011 - 2015



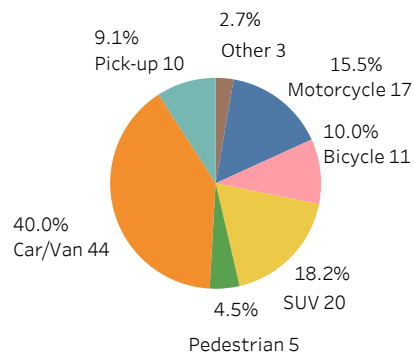
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013-2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	2
5-8	0	0	0	0	0	0	3
9-15	0	0	0	0	0	0	5
16-20	6	3	2	1	0	0	23
21-34	14	7	1	2	2	2	75
35-54	10	4	1	3	2	0	82
55-64	7	1	0	6	0	0	38
65+	15	7	2	4	2	0	52
Total	52	22	6	16	6	2	280

Mode of transportation of fatalities by county, 2015

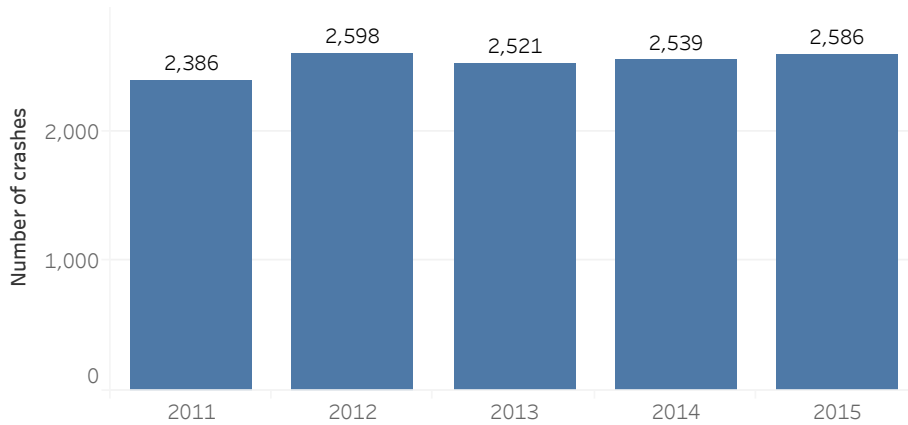


Mode of transportation of seriously injured by county, 2015



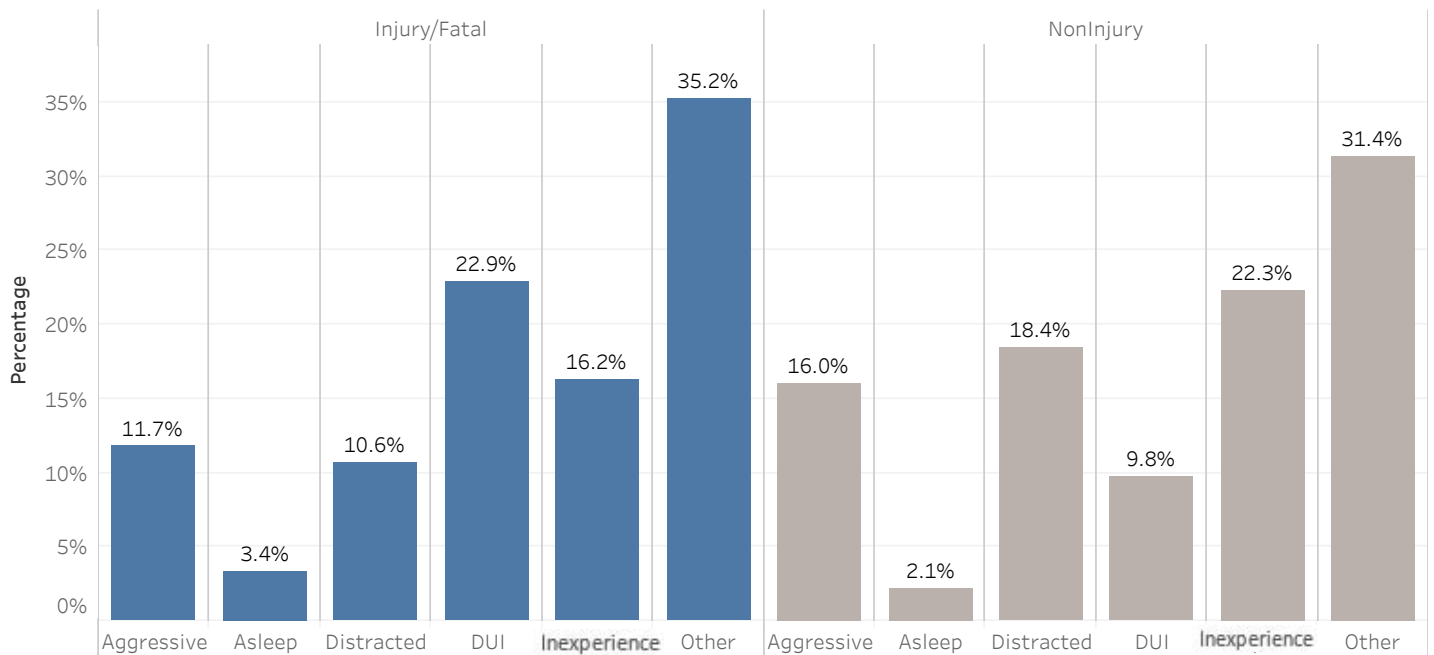
Mesa County

Total number of crashes by county, 2011-2015

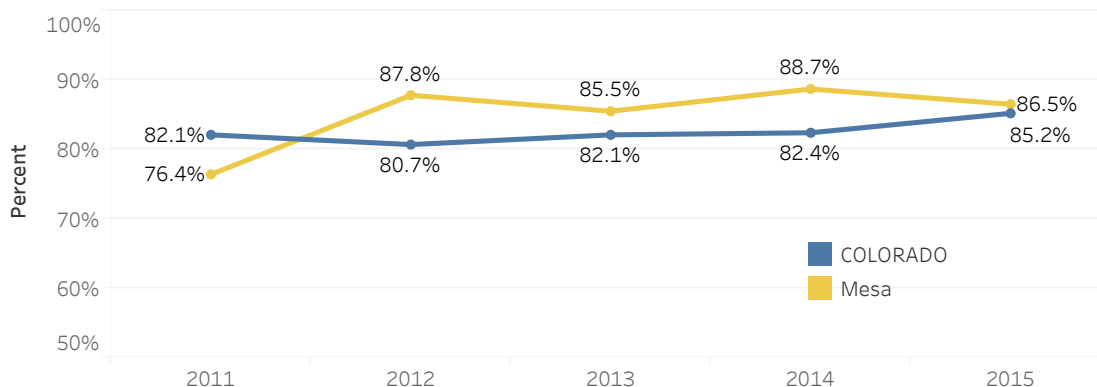


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015





Key Findings



Mesa County

Impaired Driving

Of the 20 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 4 percent of injury and fatal crashes and 4 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 11 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 2 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 7 motorcyclist fatalities in 2015 and 71 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 3 pedestrian(s) and 1 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 7 of the 9 (77 percent) motor vehicle occupant fatalities and 23 of the 77 (29 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



MINERAL COUNTY

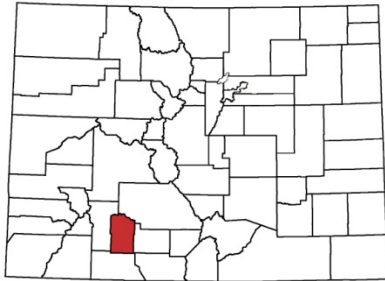


Table 119. Mineral County Demographics, 2015

Age Group	Female	Male	Total
<5	14	15	30
5-8	14	8	22
9-15	19	30	50
16-20	11	15	25
21-34	40	54	94
35-54	82	72	154
55-64	66	81	147
65+	113	93	206
Total	360	368	728

Data source: 2015 DOLA

TABLE 120: MINERAL COUNTY TREND ANALYSIS 2011-2015

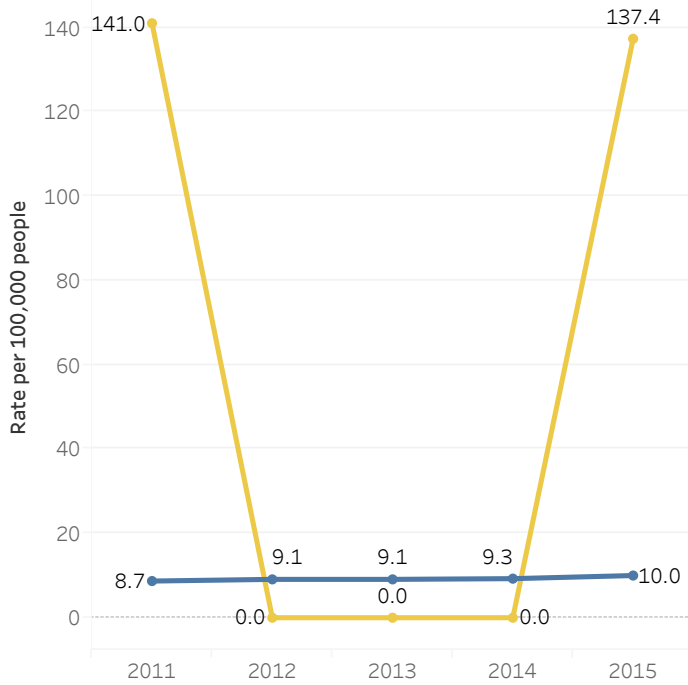
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Mineral County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	1	0	0	0	1	55.8	0.0%
Serious injuries in traffic crashes	63.3	12	5	3	7	5	836.4	↓19.7%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	0	0	0	0	0	0.0	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	0	0	0.0	*
Speeding-related fatalities	2.6	1	0	0	0	1	55.8	0.0%
Motorcyclist fatalities	1.7	0	0	0	0	0	0.0	*
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	*
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	*

^Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

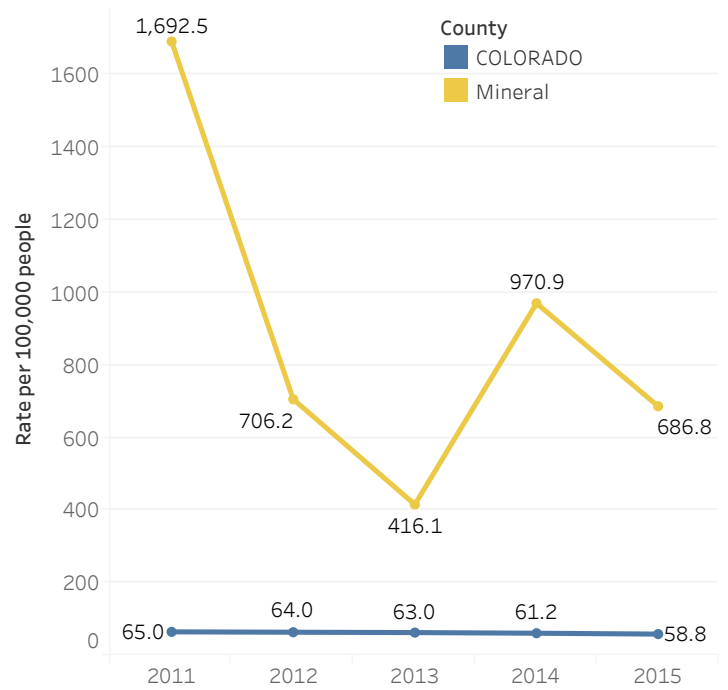
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Mineral County

Fatality rate by county and Colorado, 2011-2015



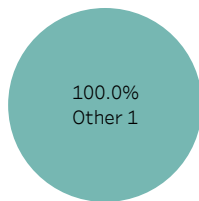
Serious injury rate by county and Colorado, 2011 - 2015



County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

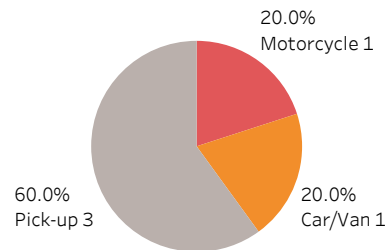
Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	0	0	0	0	0	0	0
35-54	1	0	1	0	0	0	0
55-64	0	0	0	0	0	0	0
65+	0	0	0	0	0	0	1
Total	1	0	1	0	0	0	1

Mode of transportation of fatalities by county, 2015



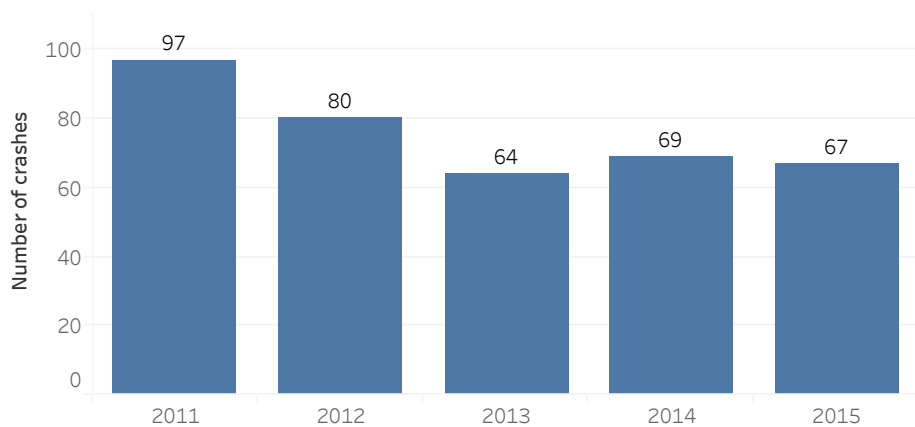
Other=motor home, motorized bicycle, farm equipment, or unknown (hit and run)

Mode of transportation of seriously injured by county, 2015



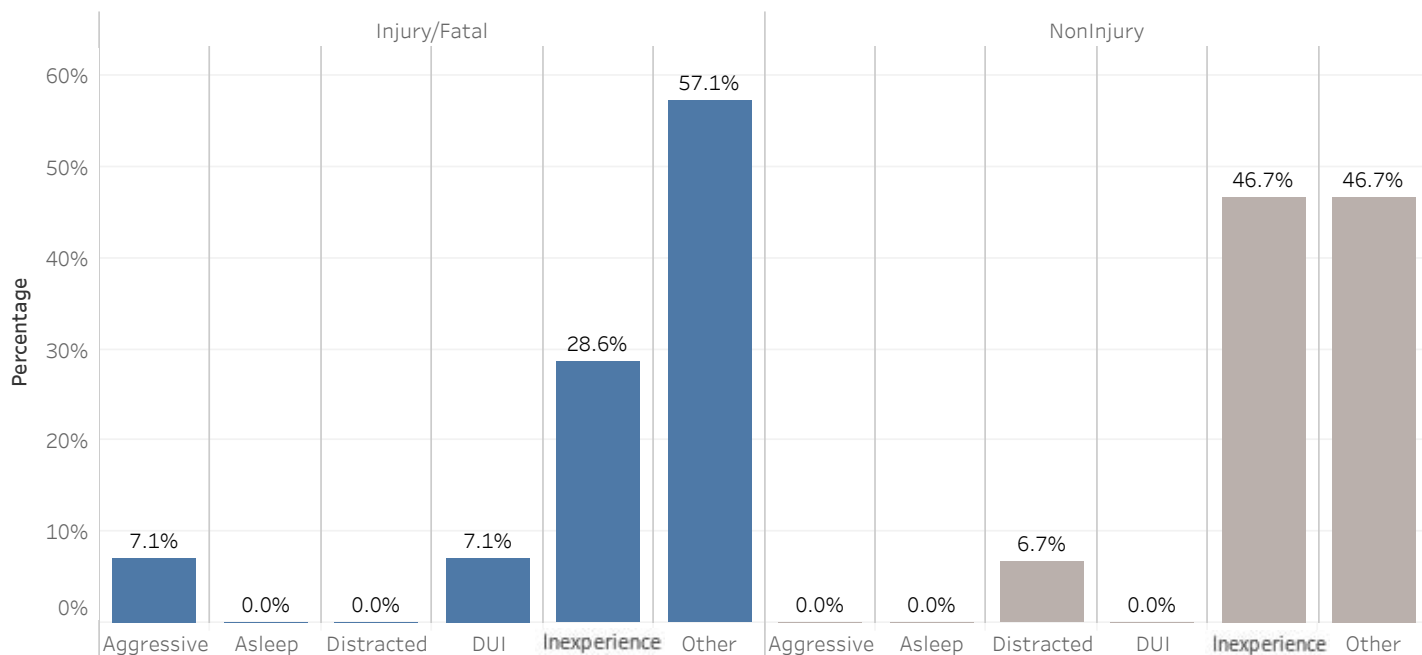
Mineral County

Total number of crashes by county, 2011-2015

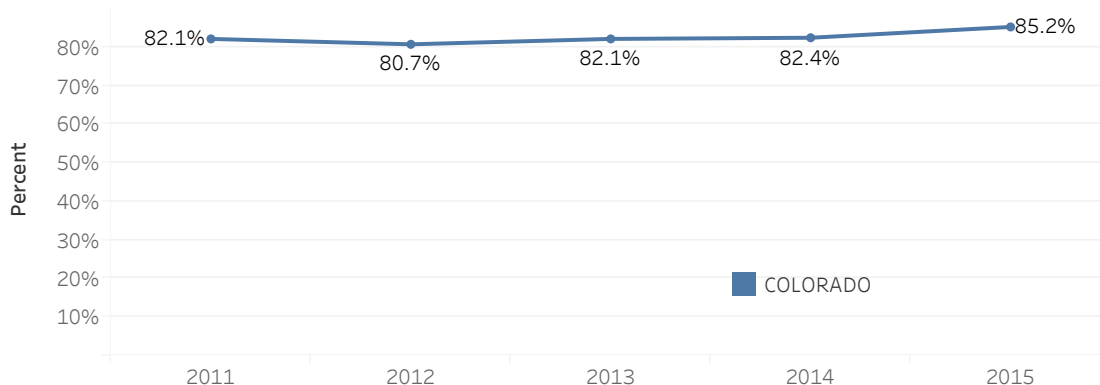


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Mineral County

Impaired Driving

Of the 1 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 46 percent of injury and fatal crashes and 37 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 0 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 0 of the 0 (0 percent) motor vehicle occupant fatalities and 1 of the 4 (25 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



MOFFAT COUNTY



Age Group	Female	Male	Total
<5	431	452	883
5-8	349	435	783
9-15	701	754	1,455
16-20	405	434	838
21-34	999	1,004	2,002
35-54	1,614	1,711	3,325
55-64	942	980	1,922
65+	895	819	1,714
Total	6,335	6,588	12,923

Data source: 2015 DOLA

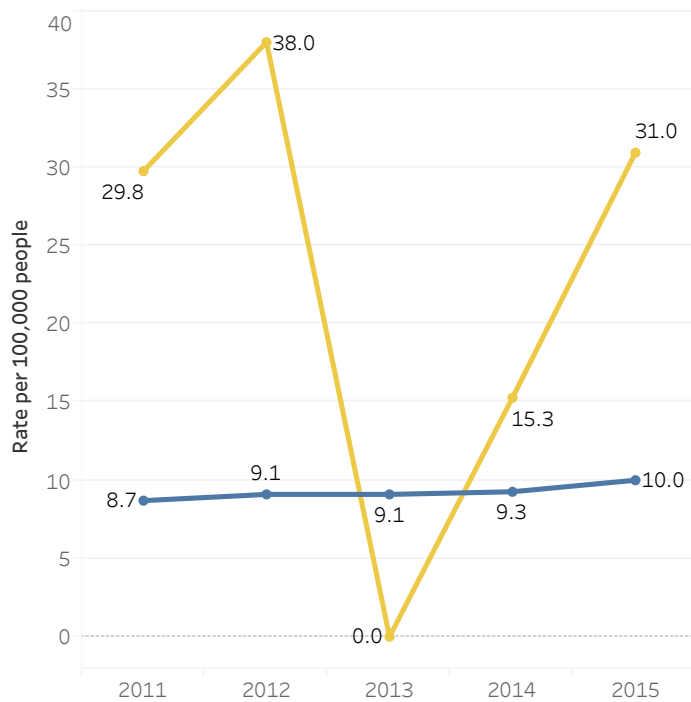
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Moffat County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	4	5	0	2	4	22.8	0.0%
Serious injuries in traffic crashes	63.3	13	12	5	10	10	65.5	↓6.3%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	1	1	0	1	2	7.6	↑18.9%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	2	0	0	0	1	4.6	↓15.9%
Speeding-related fatalities	2.6	3	1	0	0	3	10.7	0.0%
Motorcyclist fatalities	1.7	1	1	0	0	1	4.6	0.0%
Unhelmeted motorcyclist fatalities	1.1	1	0	0	0	0	1.5	↓100.0%
Drivers age 20 or younger in fatal crashes	1.3	1	0	0	1	1	4.6	0.0%
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

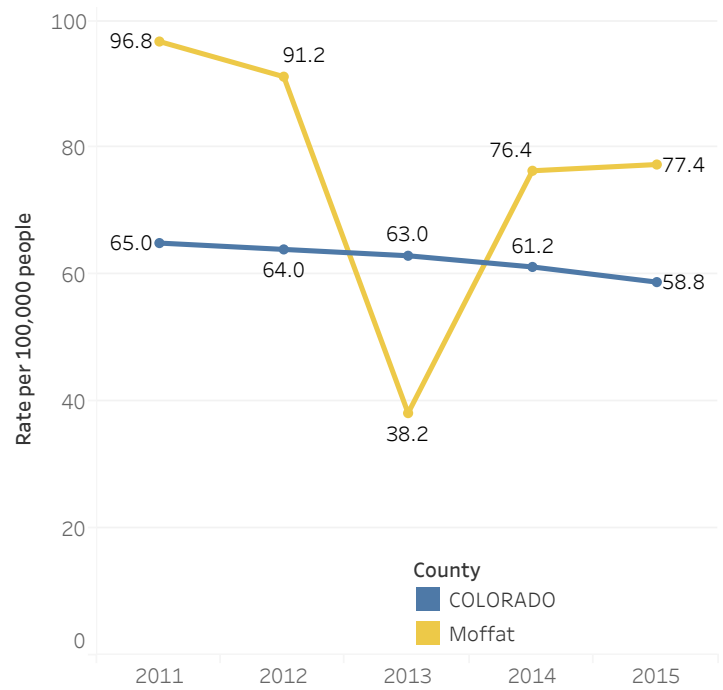
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Moffat County

Fatality rate by county and Colorado, 2011-2015



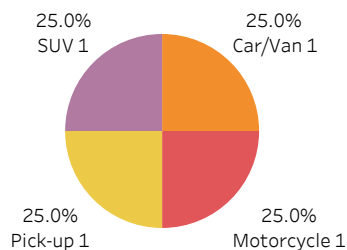
Serious injury rate by county and Colorado, 2011 - 2015



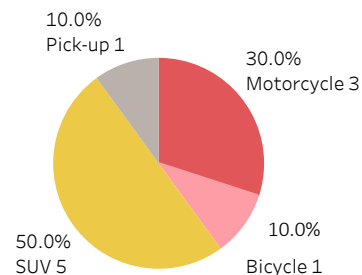
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	1	0	1	0	0	0	3
21-34	1	0	1	0	0	0	2
35-54	2	1	0	1	0	0	12
55-64	1	1	0	0	0	0	1
65+	1	1	0	0	0	0	1
Total	6	3	2	1	0	0	19

Mode of transportation of fatalities by county, 2015

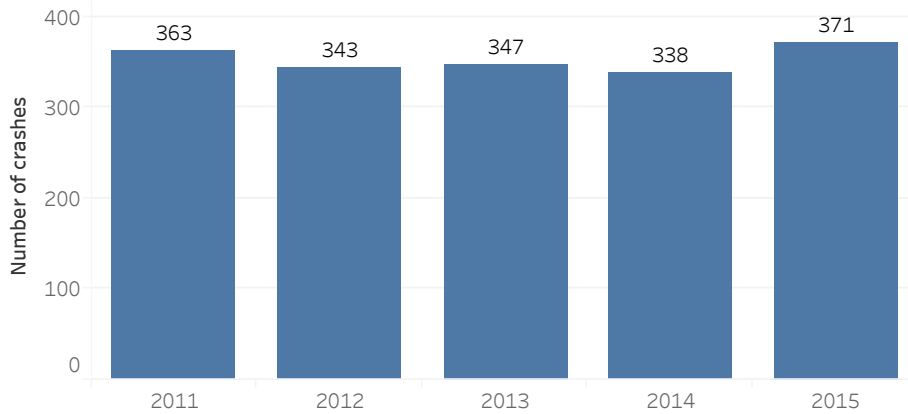


Mode of transportation of seriously injured by county, 2015



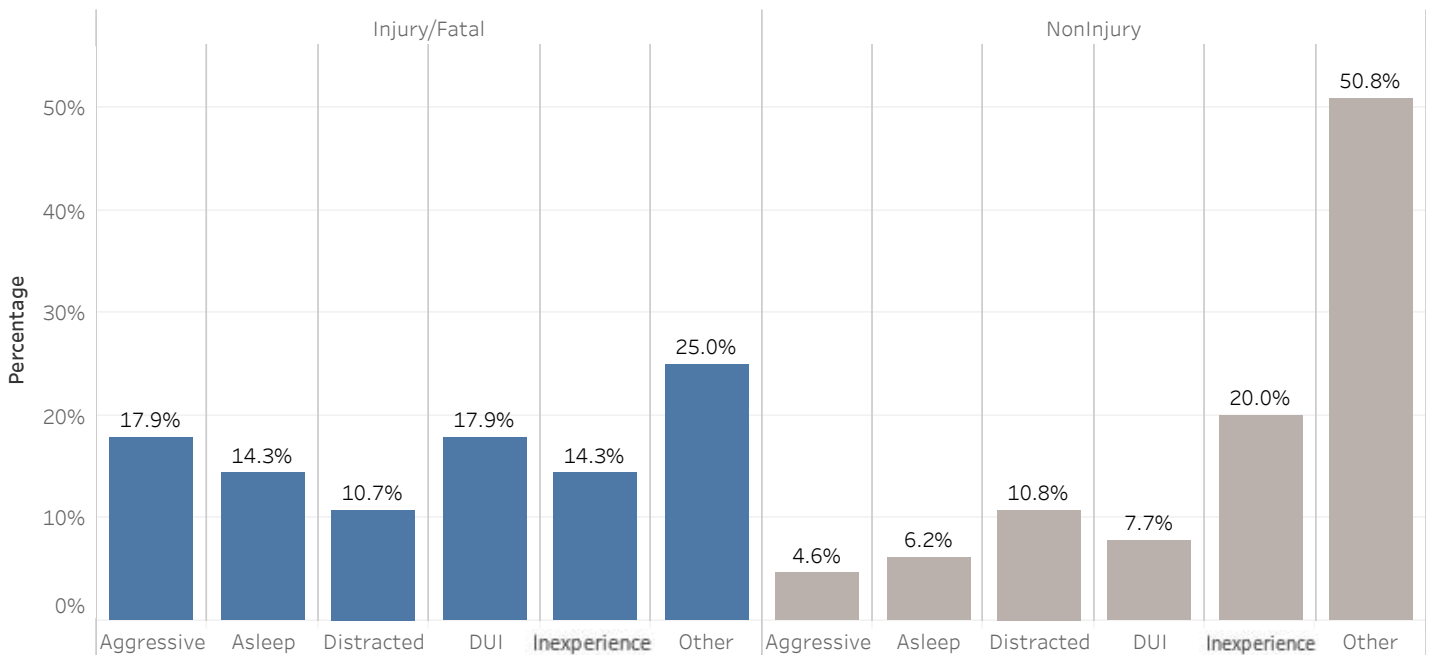
Moffat County

Total number of crashes by county, 2011-2015

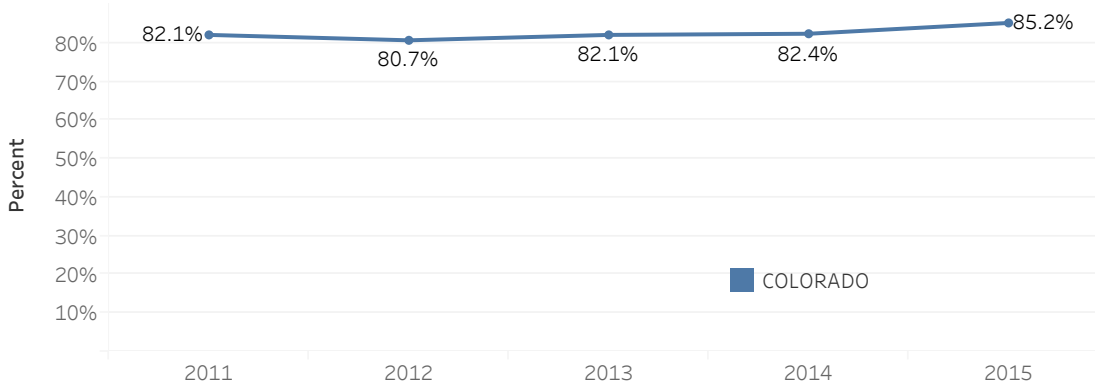


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Moffat County

Impaired Driving

Of the 4 fatalities in 2015, 1 (25 percent) 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).

Speed Enforcement

In 2015, 5 percent of injury and fatal crashes and 6 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 11 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 1 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 1 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 2 of the 3 (66 percent) motor vehicle occupant fatalities and 3 of the 6 (50 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



MONTEZUMA COUNTY



Table 123. Montezuma County Demographics, 2015

Age Group	Female	Male	Total
<5	784	818	1,603
5-8	644	721	1,365
9-15	1,149	1,232	2,380
16-20	764	827	1,591
21-34	1,879	1,963	3,842
35-54	3,158	2,973	6,131
55-64	2,116	1,933	4,049
65+	2,749	2,430	5,179
Total	13,242	12,897	26,139

Data source: 2015 DOLA

TABLE 124: MONTEZUMA COUNTY TREND ANALYSIS 2011-2015

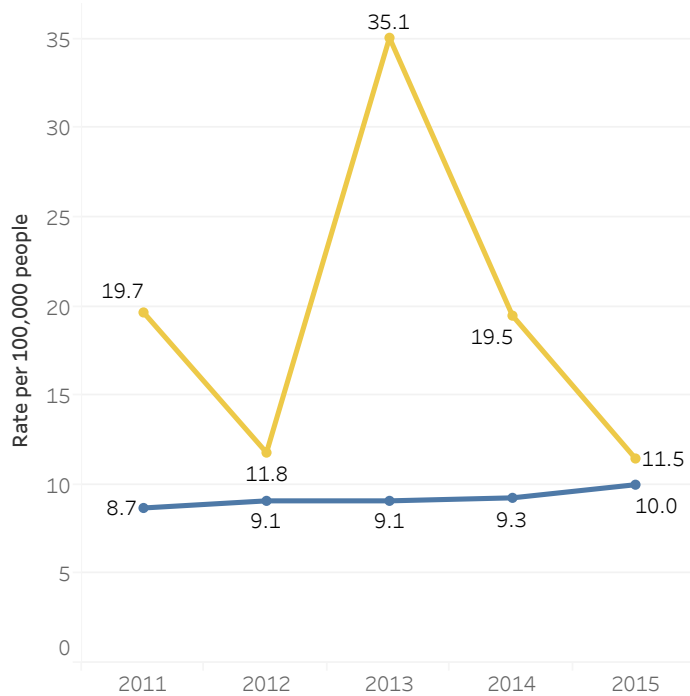
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Montezuma County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	5	3	9	5	3	19.5	↓12.0%
Serious injuries in traffic crashes	63.3	30	46	29	21	16	97.5	↓14.5%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	1	2	3	2	1	7.0	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	2	0	1.6	*
Speeding-related fatalities	2.6	1	2	0	2	0	3.9	↓100.0%
Motorcyclist fatalities	1.7	3	0	0	1	0	3.1	↓100.0%
Unhelmeted motorcyclist fatalities	1.1	1	0	0	1	0	1.6	↓100.0%
Drivers age 20 or younger in fatal crashes	1.3	1	0	0	0	0	0.8	↓100.0%
Pedestrian fatalities	1.1	0	0	1	0	0	0.8	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

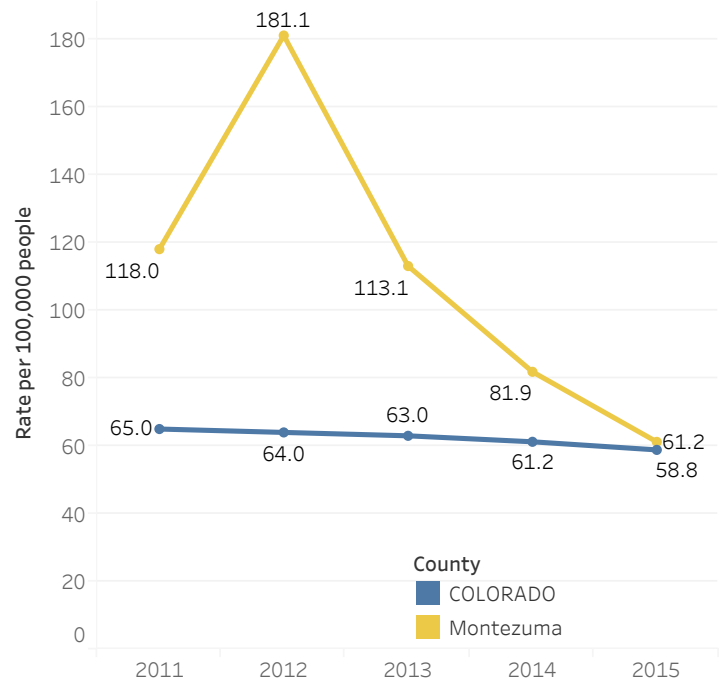
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Montezuma County

Fatality rate by county and Colorado, 2011-2015



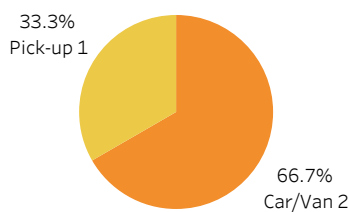
Serious injury rate by county and Colorado, 2011 - 2015



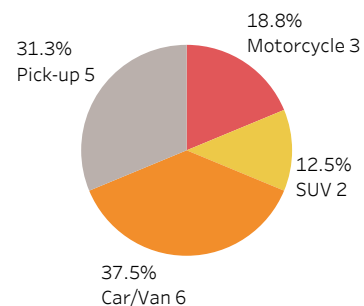
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	1
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	1
16-20	1	1	0	0	0	0	2
21-34	8	5	1	0	1	1	9
35-54	5	2	2	1	0	0	12
55-64	1	1	0	0	0	0	3
65+	2	1	1	0	0	0	4
Total	16	10	3	1	1	1	32

Mode of transportation of fatalities by county, 2015

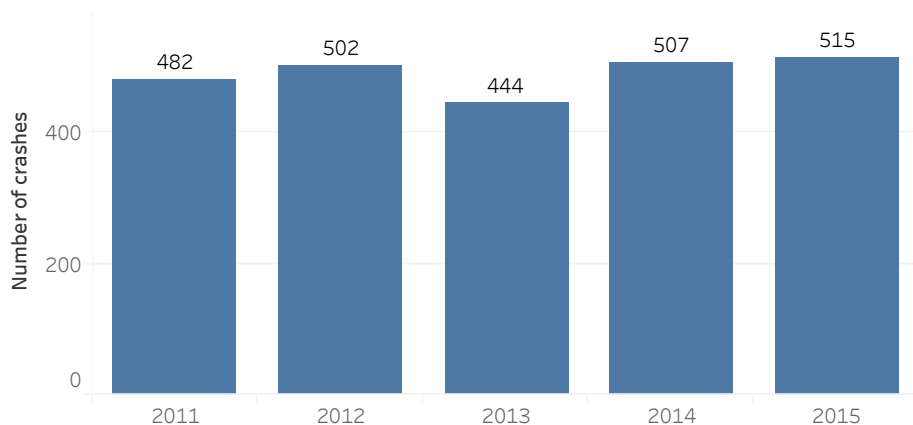


Mode of transportation of seriously injured by county, 2015



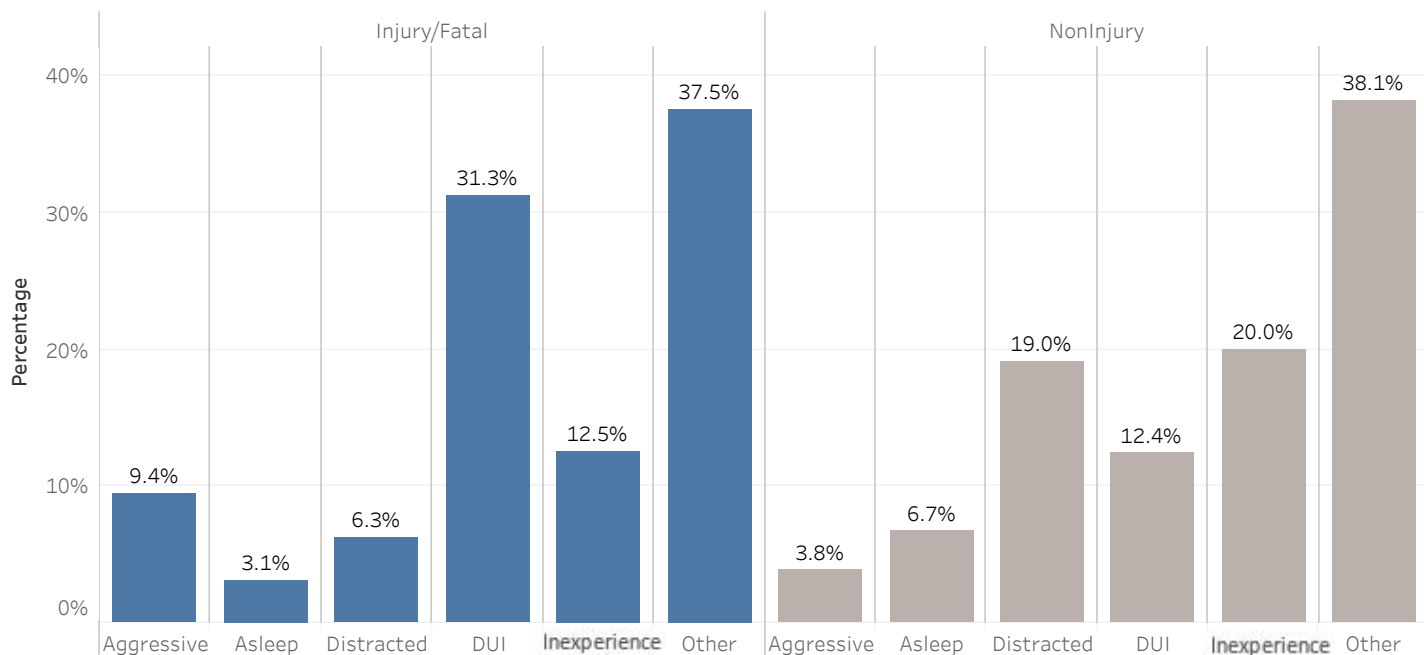
Montezuma County

Total number of crashes by county, 2011-2015

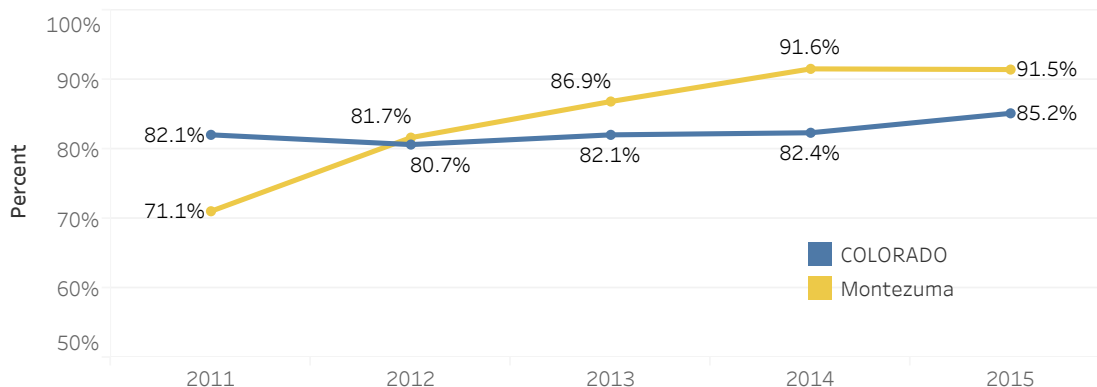


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015





Key Findings



Montezuma County

Impaired Driving

Of the 3 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 13 percent of injury and fatal crashes and 9 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 6 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 1 of the 3 (33 percent) motor vehicle occupant fatalities and 6 of the 13 (46 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



MONTROSE COUNTY



Age Group	Female	Male	Total
<5	1,087	1,137	2,224
5-8	1,001	1,070	2,070
9-15	1,897	2,027	3,923
16-20	1,386	1,437	2,822
21-34	2,654	2,791	5,444
35-54	4,949	4,720	9,669
55-64	3,064	2,851	5,915
65+	4,751	4,092	8,843
Total	20,787	20,124	40,911

Data source: 2015 DOLA

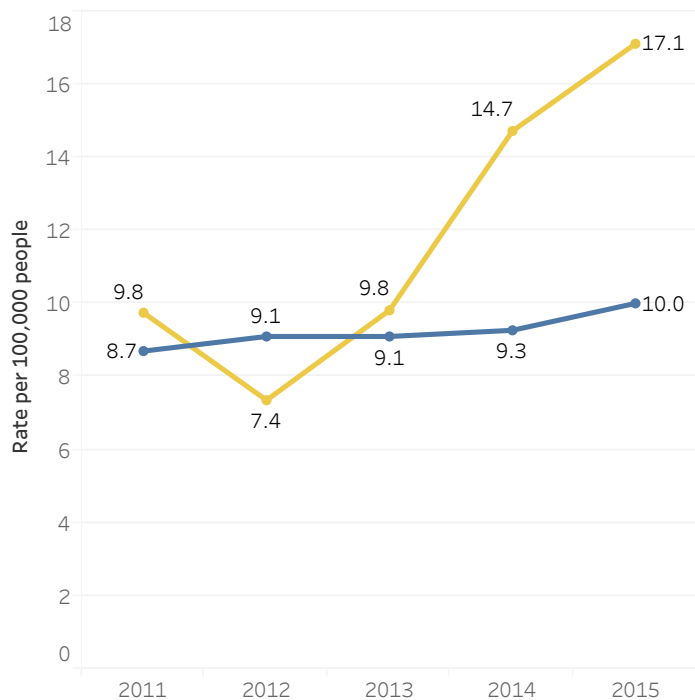
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Montrose County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	4	3	4	6	7	11.8	↑15.0%
Serious injuries in traffic crashes	63.3	18	21	16	34	20	50.9	↑2.7%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	1	3	2	1	3	4.9	↑31.6%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	2	1	2	3	5	6.4	↑25.7%
Speeding-related fatalities	2.6	4	3	2	2	5	7.8	↑5.7%
Motorcyclist fatalities	1.7	3	0	0	1	1	2.4	↓24.0%
Unhelmeted motorcyclist fatalities	1.1	2	0	0	1	0	1.5	↓100.0%
Drivers age 20 or younger in fatal crashes	1.3	0	1	0	0	0	0.5	*
Pedestrian fatalities	1.1	0	0	0	1	0	0.5	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

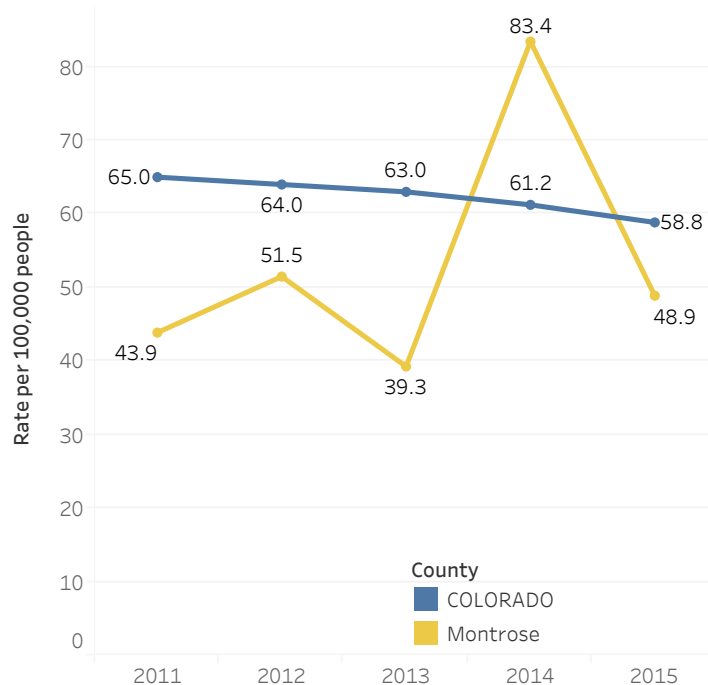
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Montrose County

Fatality rate by county and Colorado, 2011-2015



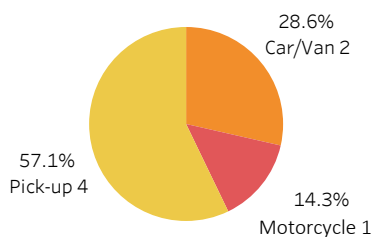
Serious injury rate by county and Colorado, 2011 - 2015



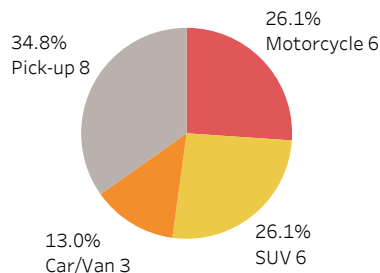
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	2
16-20	0	0	0	0	0	0	6
21-34	10	5	4	1	0	0	11
35-54	2	2	0	0	0	0	26
55-64	2	1	0	0	1	0	11
65+	3	1	1	1	0	0	22
Total	17	9	5	2	1	0	78

Mode of transportation of fatalities by county, 2015

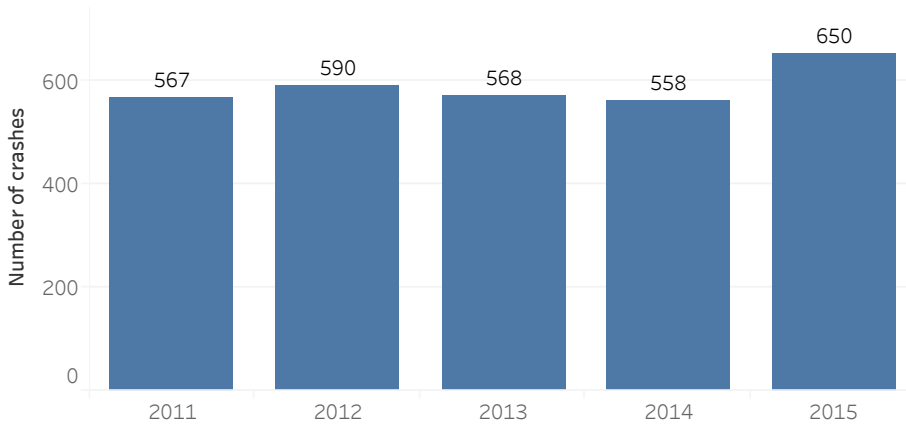


Mode of transportation of seriously injured by county, 2015



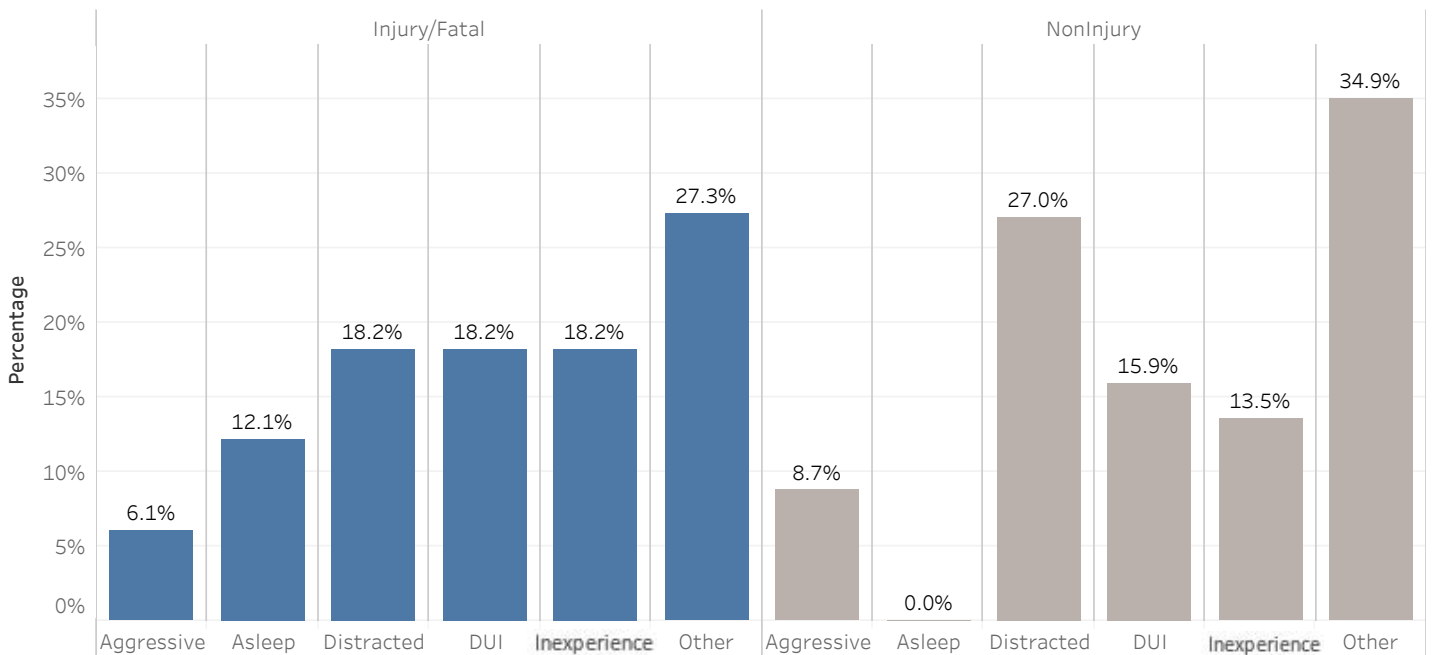
Montrose County

Total number of crashes by county, 2011-2015

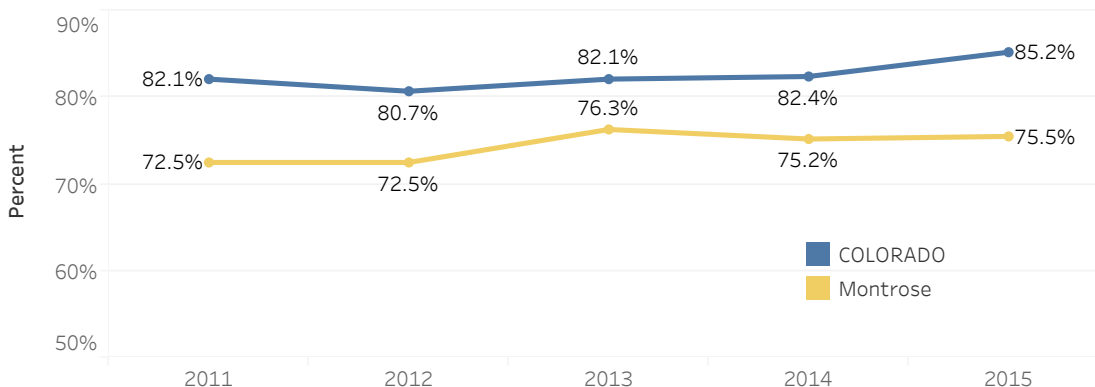


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015





Key Findings



Montrose County

Impaired Driving

Of the 7 fatalities in 2015, 5 (71 percent) 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).

Speed Enforcement

In 2015, 12 percent of injury and fatal crashes and 7 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 18 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 1 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

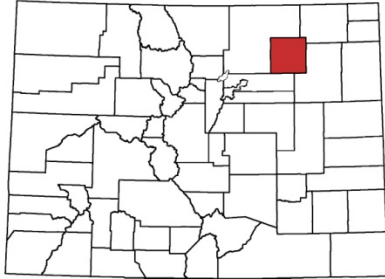
Occupant Protection

In 2015, 3 of the 6 (50 percent) motor vehicle occupant fatalities and 7 of the 17 (41 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



MORGAN COUNTY



Age Group	Female	Male	Total
<5	1,070	1,118	2,188
5-8	921	851	1,772
9-15	1,438	1,544	2,982
16-20	874	901	1,776
21-34	2,294	2,258	4,552
35-54	3,479	3,515	6,994
55-64	1,756	1,732	3,488
65+	2,482	2,041	4,523
Total	14,314	13,961	28,275

Data source: 2015 DOLA

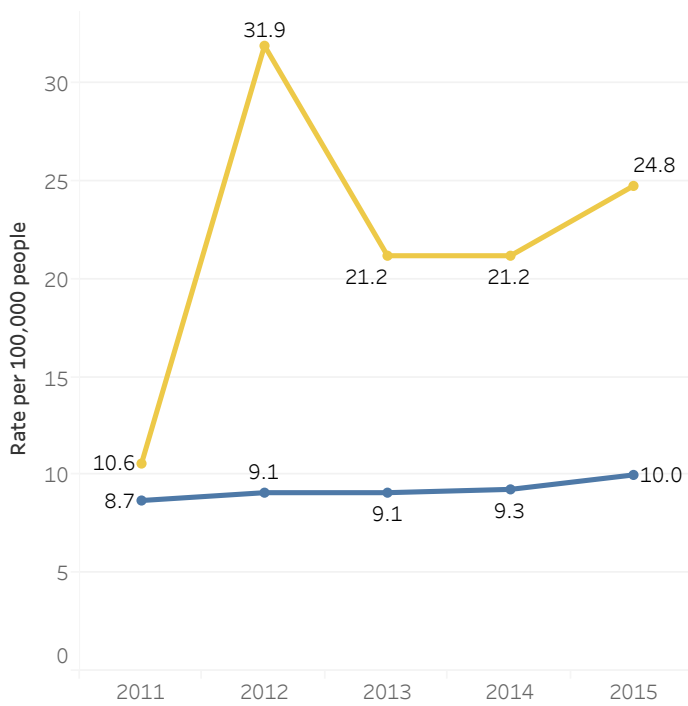
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Morgan County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	3	9	6	6	7	21.9	↑23.6%
Serious injuries in traffic crashes	63.3	24	28	20	26	26	82.0	↑2.0%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	1	6	3	2	3	10.6	↑31.6%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	3	2	0	2	0	4.9	↓100.0%
Speeding-related fatalities	2.6	3	2	0	0	2	4.9	↓9.6%
Motorcyclist fatalities	1.7	0	2	1	0	0	2.1	*
Unhelmeted motorcyclist fatalities	1.1	0	2	1	0	0	2.1	*
Drivers age 20 or younger in fatal crashes	1.3	2	0	2	1	0	3.5	↓100.0%
Pedestrian fatalities	1.1	0	0	0	1	0	0.7	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

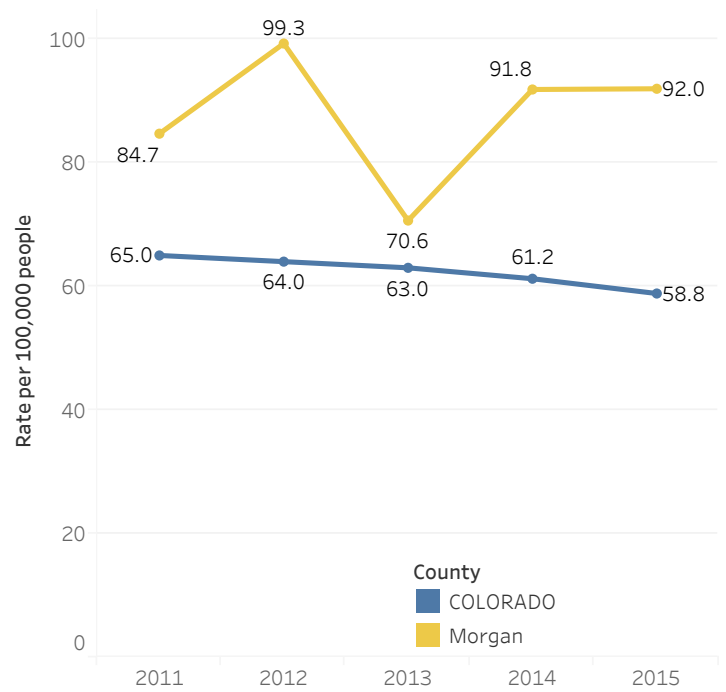
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Morgan County

Fatality rate by county and Colorado, 2011-2015



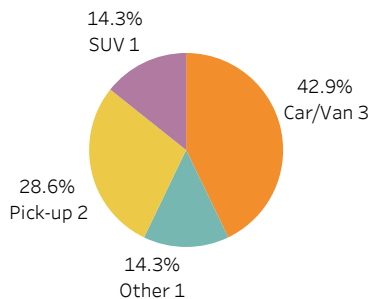
Serious injury rate by county and Colorado, 2011 - 2015



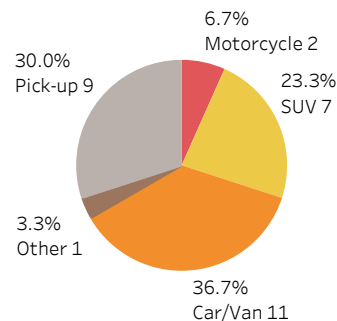
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	1	0	1	0	0	0	1
9-15	1	1	0	0	0	0	1
16-20	3	2	1	0	0	0	10
21-34	2	2	0	0	0	0	11
35-54	4	2	1	0	1	0	13
55-64	4	3	1	0	0	0	6
65+	4	2	1	1	0	0	15
Total	18	12	4	1	1	0	57

Mode of transportation of fatalities by county, 2015

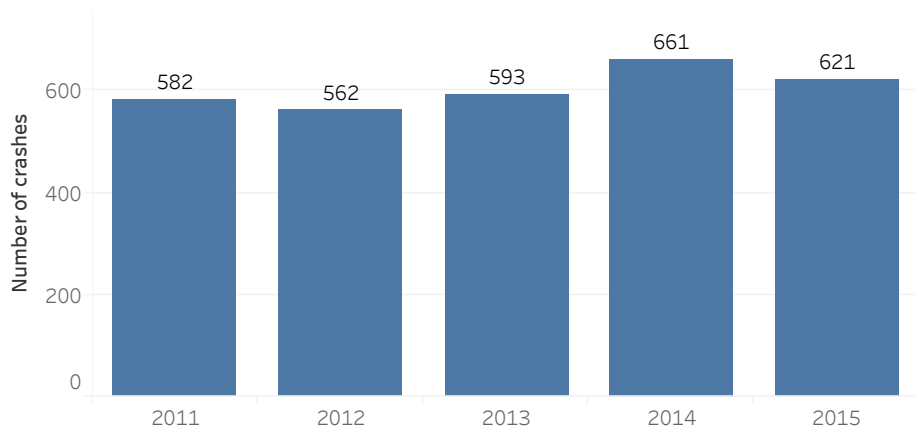


Mode of transportation of seriously injured by county, 2015



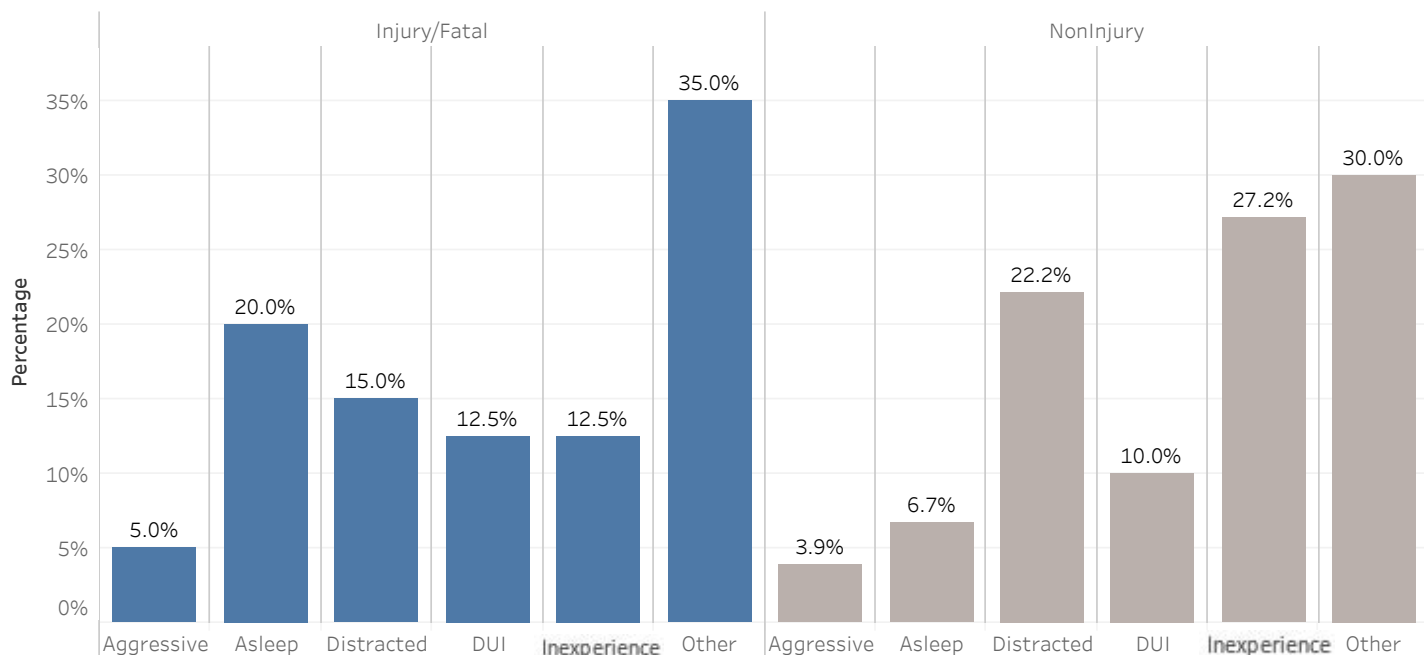
Morgan County

Total number of crashes by county, 2011-2015

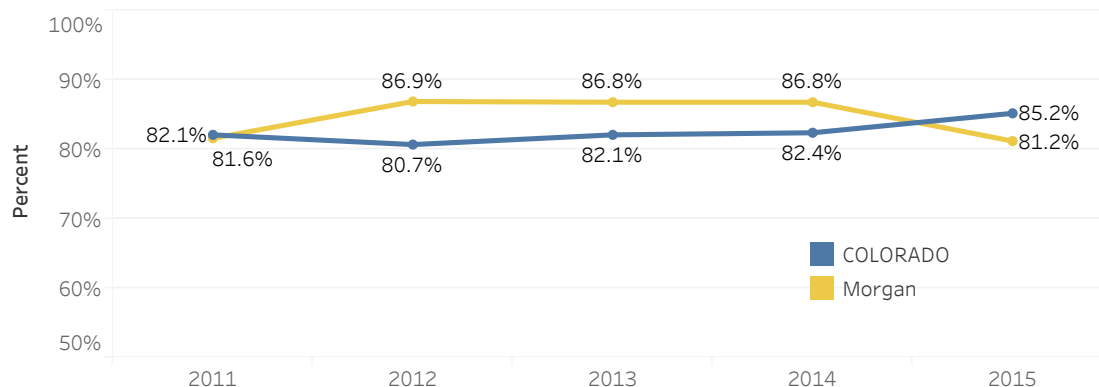


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015





Key Findings



Morgan County

Impaired Driving

Of the 7 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 14 percent of injury and fatal crashes and 11 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 15 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 3 of the 6 (50 percent) motor vehicle occupant fatalities and 12 of the 28 (42 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



OTERO COUNTY

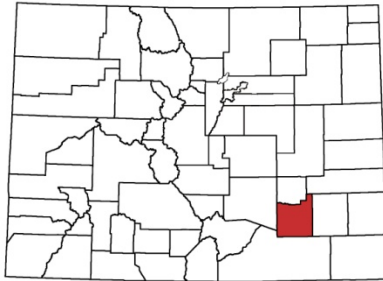


Table 129. Otero County Demographics, 2015

Age Group	Female	Male	Total
<5	553	578	1,131
5-8	484	485	968
9-15	877	951	1,828
16-20	493	583	1,076
21-34	1,464	1,410	2,875
35-54	2,184	2,047	4,230
55-64	1,292	1,285	2,577
65+	1,982	1,621	3,603
Total	9,328	8,960	18,288

Data source: 2015 DOLA

TABLE 130: OTERO COUNTY TREND ANALYSIS 2011-2015

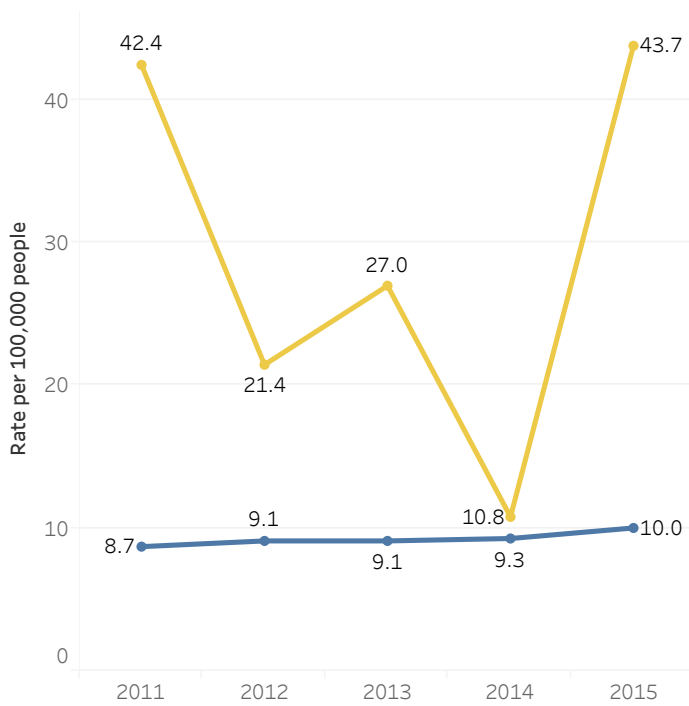
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Otero County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	8	4	5	2	8	29.1	0.0%
Serious injuries in traffic crashes	63.3	16	15	13	16	9	72.1	↓13.4%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	5	2	1	2	8	19.4	↑12.5%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	3	0	0	0	3	6.5	0.0%
Speeding-related fatalities	2.6	5	2	1	0	4	12.9	↓5.4%
Motorcyclist fatalities	1.7	0	0	3	0	0	3.2	*
Unhelmeted motorcyclist fatalities	1.1	0	0	2	0	0	2.2	*
Drivers age 20 or younger in fatal crashes	1.3	0	0	1	1	0	2.2	*
Pedestrian fatalities	1.1	1	0	0	0	0	1.1	↓100.0%

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

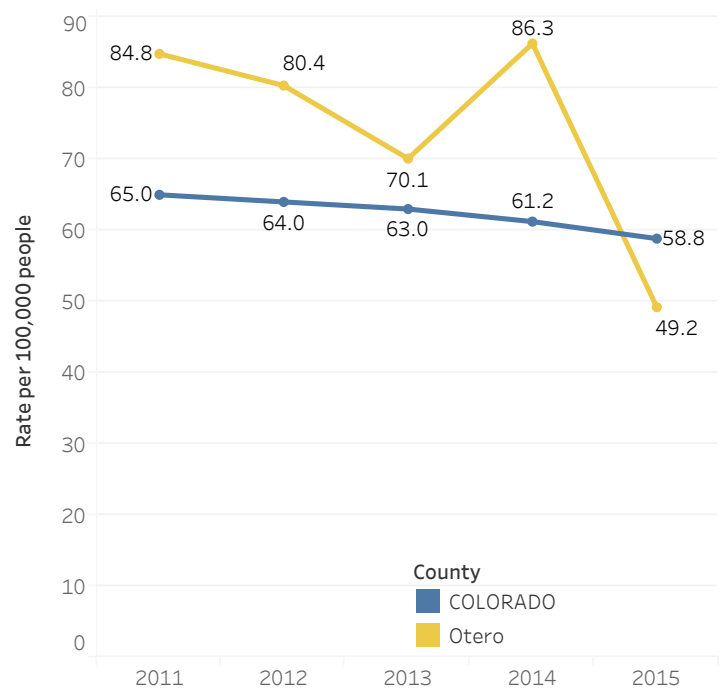
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Otero County

Fatality rate by county and Colorado, 2011-2015



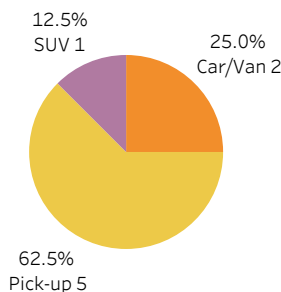
Serious injury rate by county and Colorado, 2011 - 2015



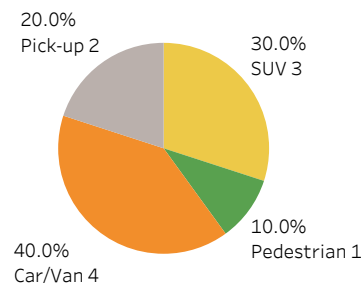
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	3
16-20	3	2	0	1	0	0	7
21-34	3	1	2	0	0	0	14
35-54	8	3	3	2	0	0	8
55-64	1	0	1	0	0	0	7
65+	0	0	0	0	0	0	12
Total	15	6	6	3	0	0	51

Mode of transportation of fatalities by county, 2015

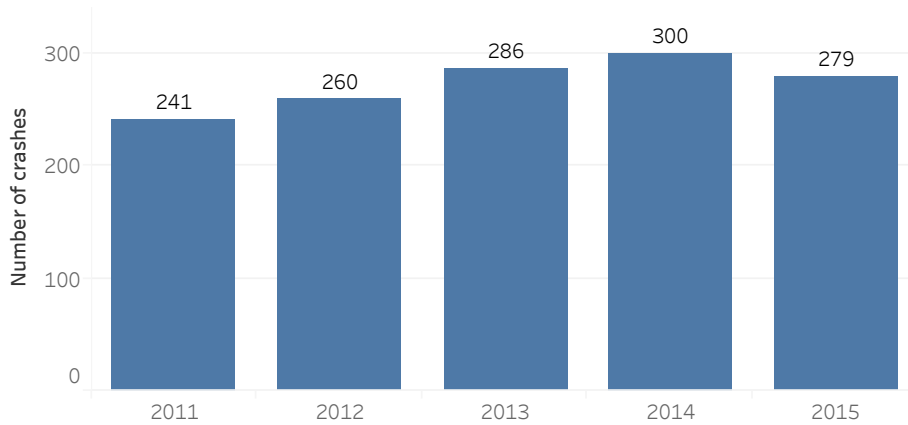


Mode of transportation of seriously injured by county, 2015



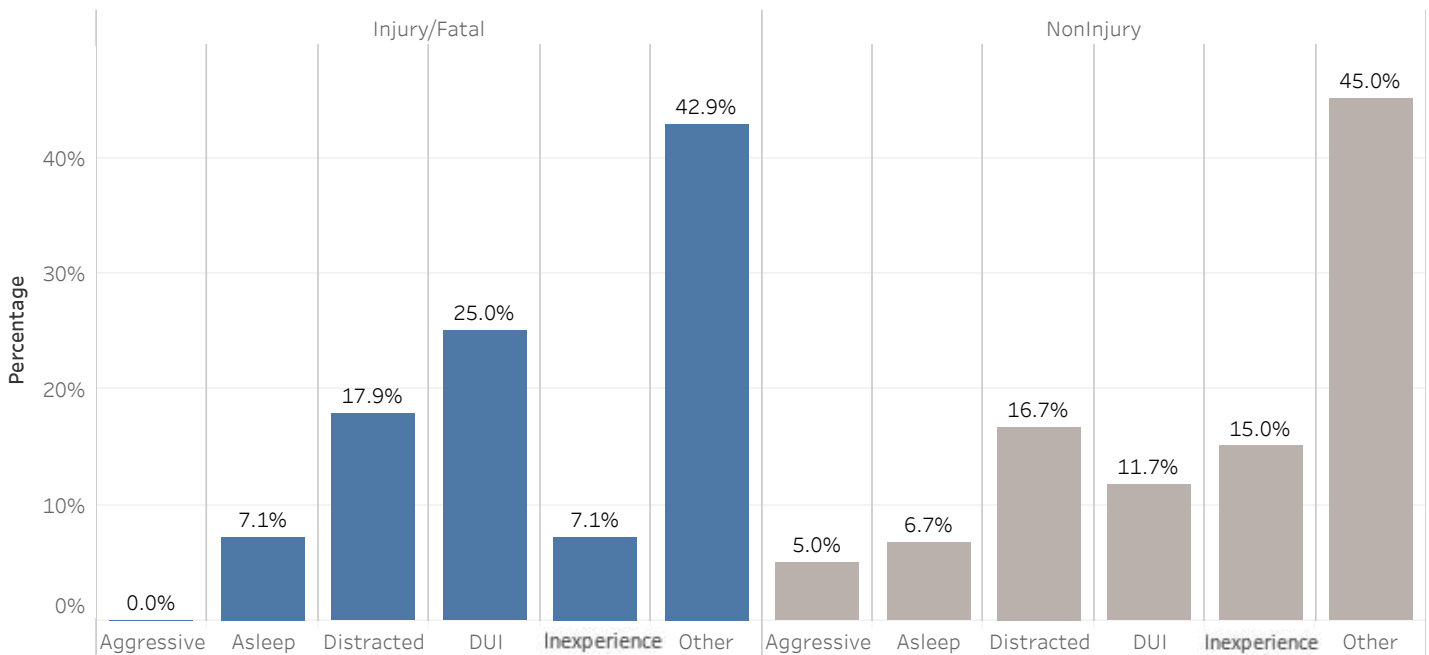
Otero County

Total number of crashes by county, 2011-2015

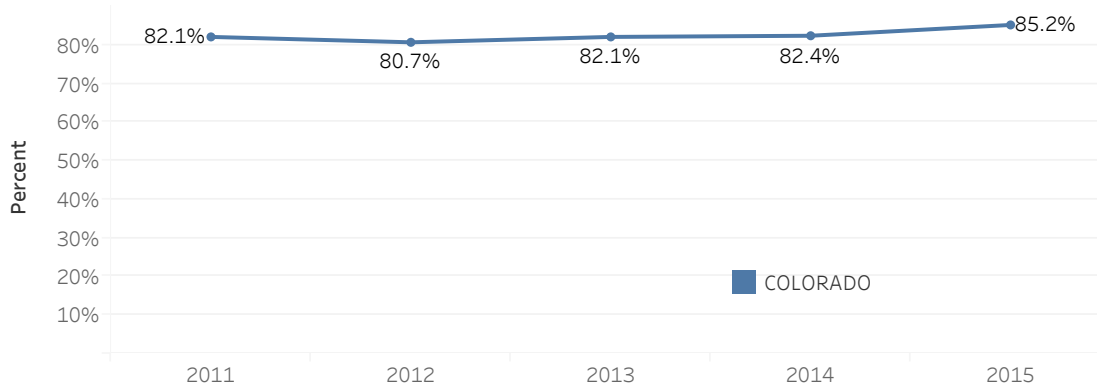


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Otero County

Impaired Driving

Of the 8 fatalities in 2015, 3 (37 percent) 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).

Speed Enforcement

In 2015, 19 percent of injury and fatal crashes and 13 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 18 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 8 of the 8 (100 percent) motor vehicle occupant fatalities and 3 of the 9 (33 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



OURAY COUNTY



Age Group	Female	Male	Total
<5	86	89	175
5-8	76	89	165
9-15	175	169	344
16-20	127	124	250
21-34	261	266	527
35-54	573	584	1,157
55-64	451	404	855
65+	592	593	1,185
Total	2,342	2,316	4,658

Data source: 2015 DOLA

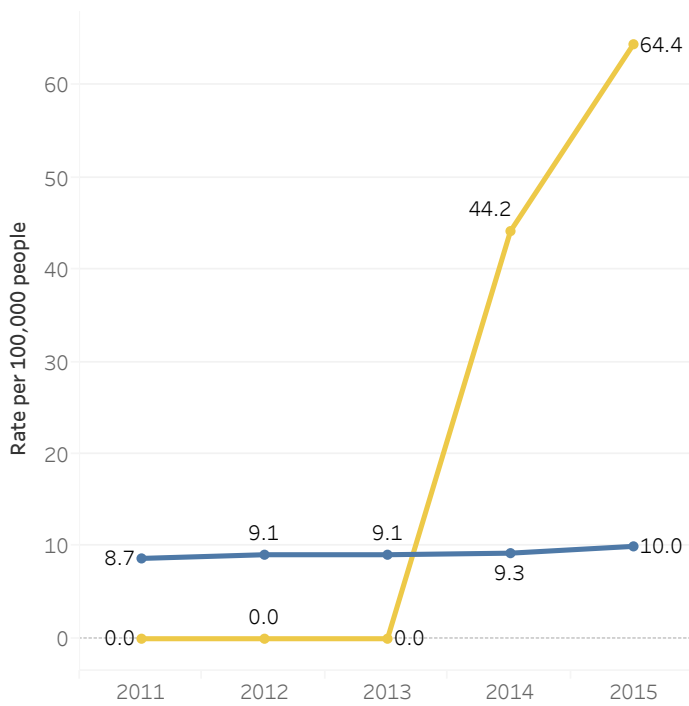
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Ouray County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	0	0	0	2	3	22.2	*
Serious injuries in traffic crashes	63.3	3	9	2	2	2	48.8	↓9.6%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	0	0	0	0	2	8.9	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	1	1	8.9	*
Speeding-related fatalities	2.6	0	0	0	2	3	22.2	*
Motorcyclist fatalities	1.7	0	0	0	1	0	4.4	*
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	*
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	1	4.4	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

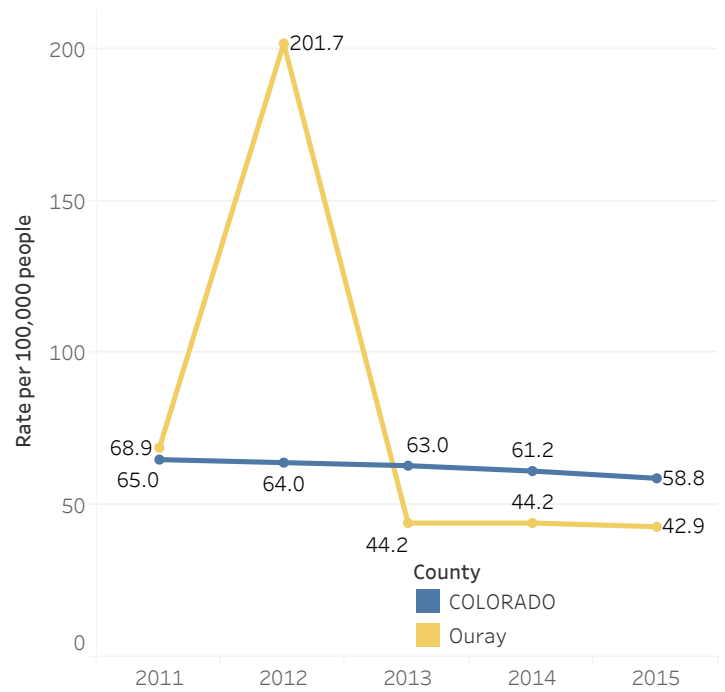
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Ouray County

Fatality rate by county and Colorado, 2011-2015



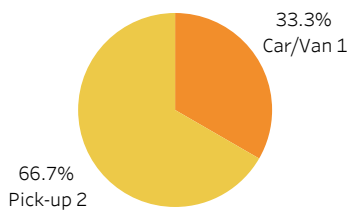
Serious injury rate by county and Colorado, 2011 - 2015



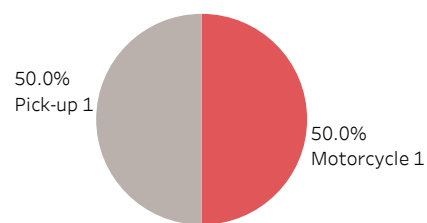
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	1	0	1	0	0	0	0
21-34	2	0	2	0	0	0	3
35-54	1	1	0	0	0	0	1
55-64	1	0	0	1	0	0	1
65+	0	0	0	0	0	0	0
Total	5	1	3	1	0	0	5

Mode of transportation of fatalities by county, 2015

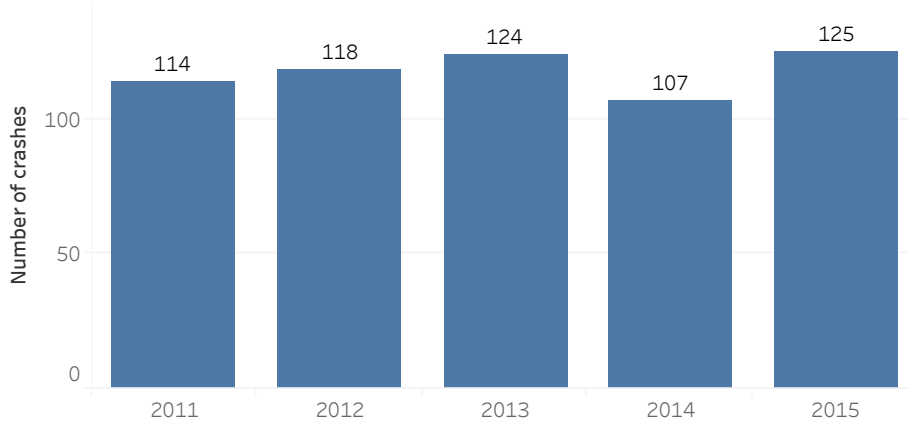


Mode of transportation of seriously injured by county, 2015



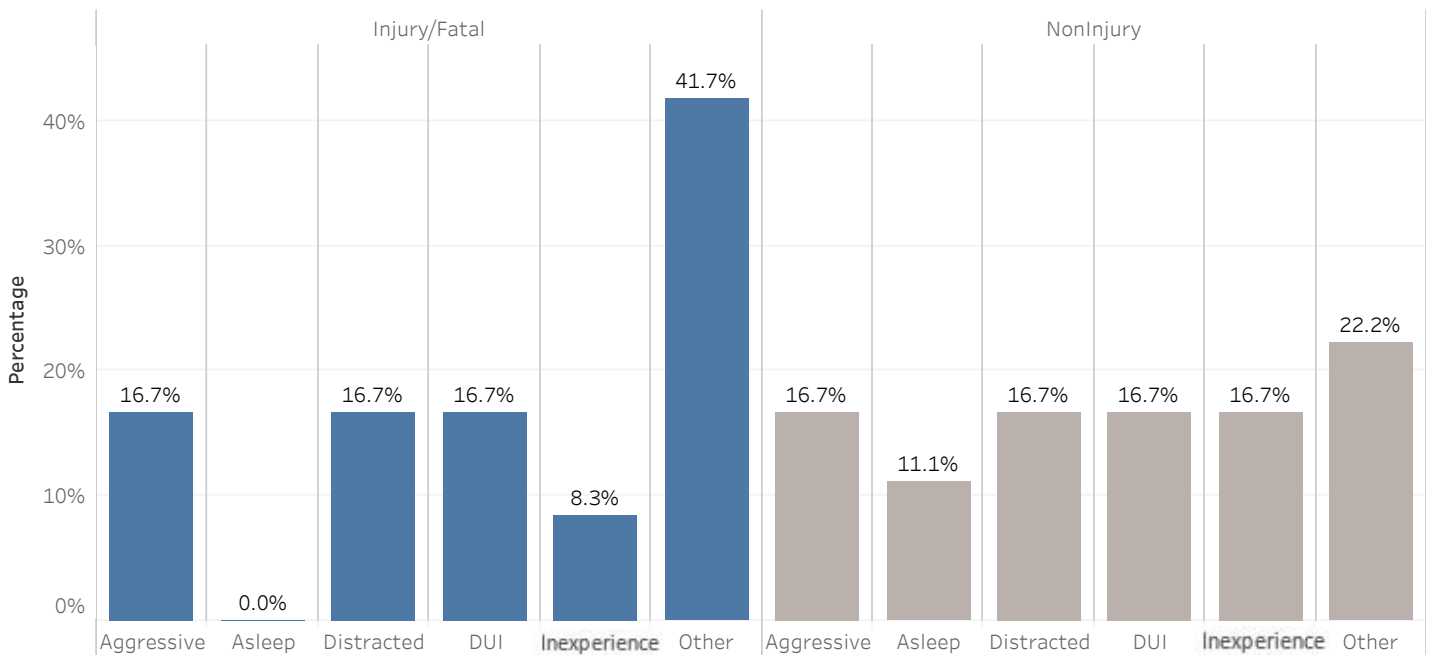
Ouray County

Total number of crashes by county, 2011-2015

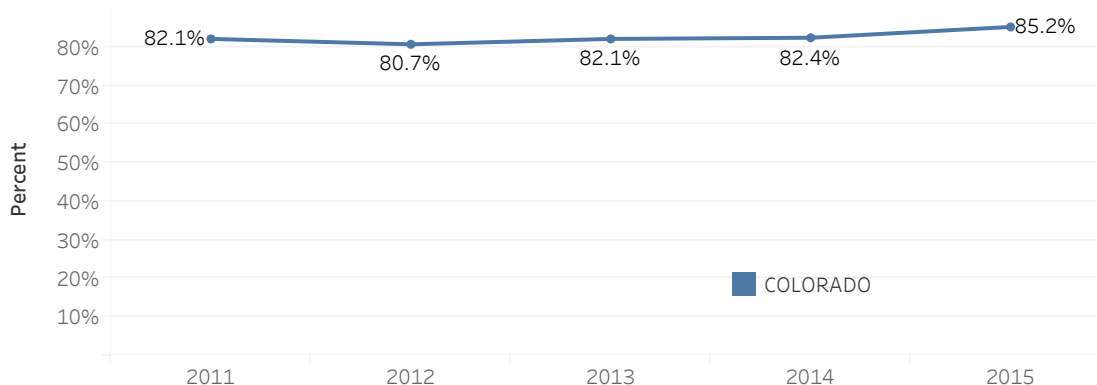


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Ouray County

Impaired Driving

Of the 3 fatalities in 2015, 1 (33 percent) 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).

Speed Enforcement

In 2015, 23 percent of injury and fatal crashes and 18 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 17 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 1 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

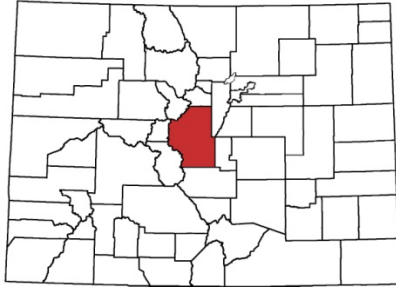
Occupant Protection

In 2015, 2 of the 3 (66 percent) motor vehicle occupant fatalities and 1 of the 1 (100 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



PARK COUNTY



Age Group	Female	Male	Total
<5	304	316	621
5-8	337	351	687
9-15	621	655	1,276
16-20	374	437	812
21-34	922	1,014	1,935
35-54	2,340	2,498	4,838
55-64	1,759	1,854	3,613
65+	1,363	1,514	2,877
Total	8,021	8,638	16,659

Data source: 2015 DOLA

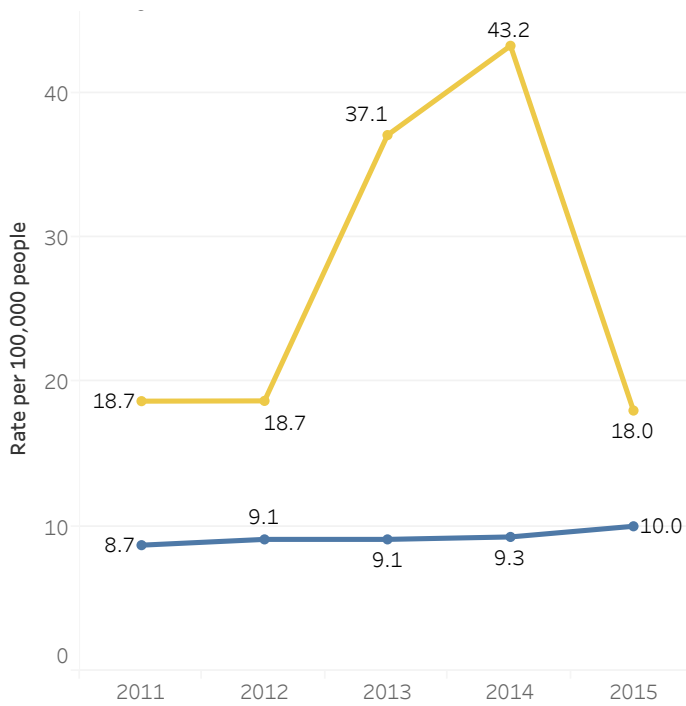
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Park County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	3	3	6	7	3	27.1	0.0%
Serious injuries in traffic crashes	63.3	24	29	35	23	22	171.2	↓2.2%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	2	1	4	1	3	13.5	↑10.7%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	2	1	0	0	4.9	↓100.0%
Speeding-related fatalities	2.6	1	1	3	2	1	9.9	0.0%
Motorcyclist fatalities	1.7	1	1	2	1	0	6.2	↓100.0%
Unhelmeted motorcyclist fatalities	1.1	1	0	1	0	0	2.5	↓100.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	2	1	3.7	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

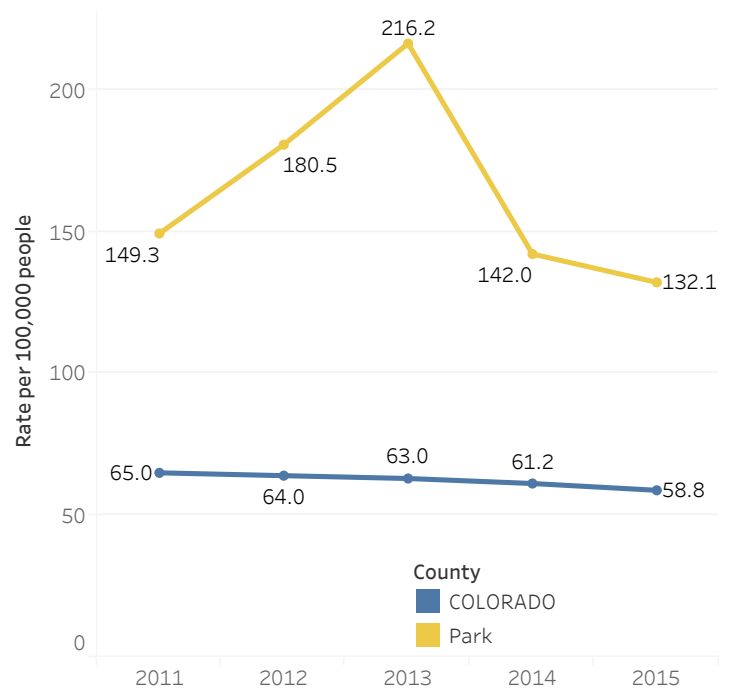
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Park County

Fatality rate by county and Colorado, 2011-2015



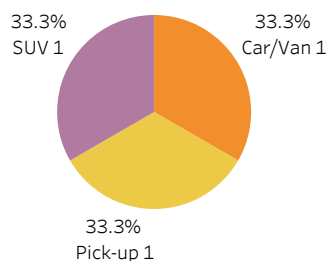
Serious injury rate by county and Colorado, 2011 - 2015



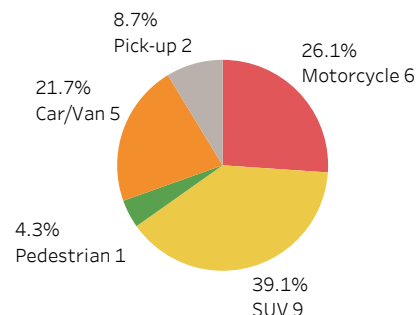
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	1	1	0	0	0	0	5
21-34	3	1	2	0	0	0	3
35-54	4	3	0	1	0	0	16
55-64	3	2	0	1	0	0	13
65+	5	3	1	1	0	0	8
Total	16	10	3	3	0	0	45

Mode of transportation of fatalities by county, 2015

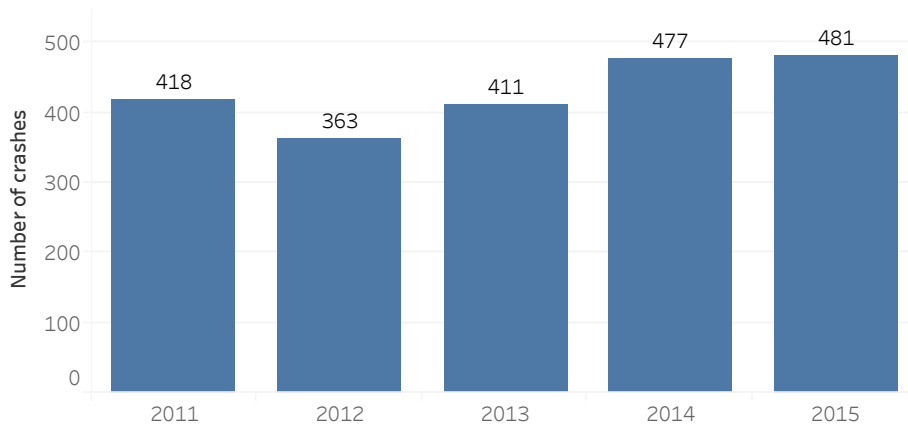


Mode of transportation of seriously injured by county, 2015



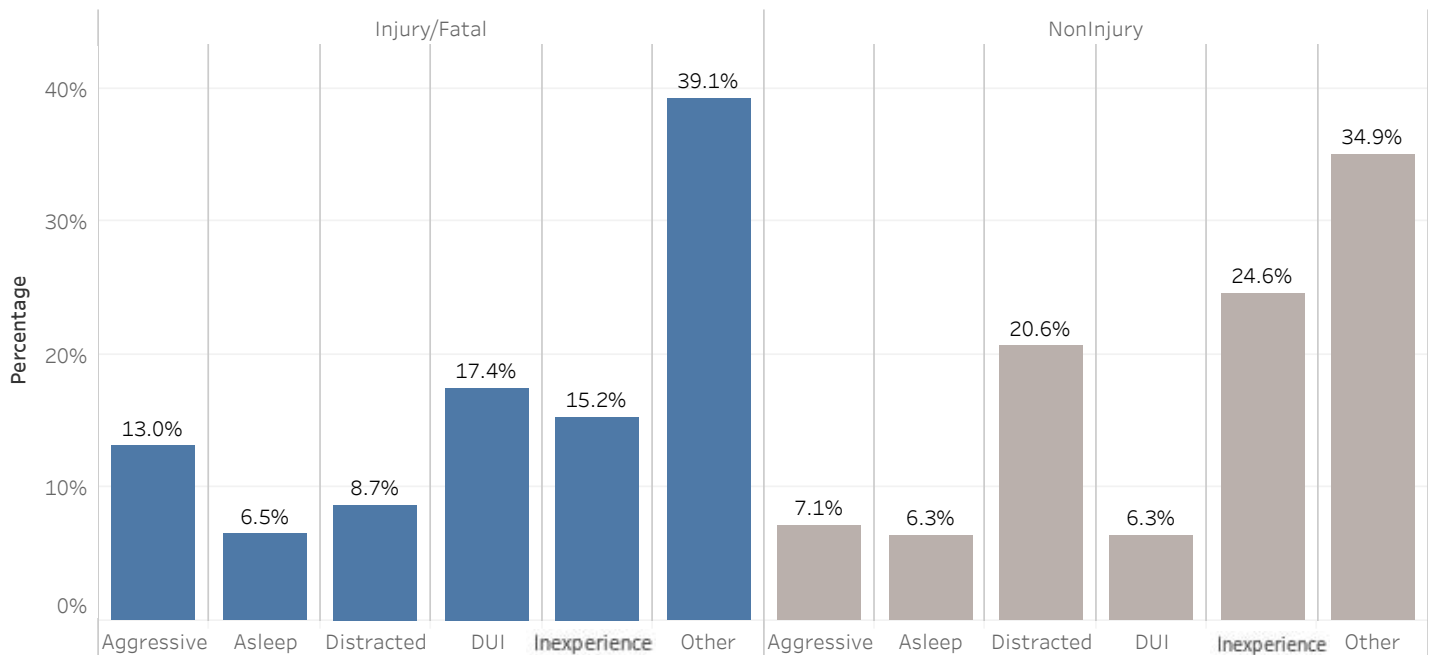
Park County

Total number of crashes by county, 2011-2015

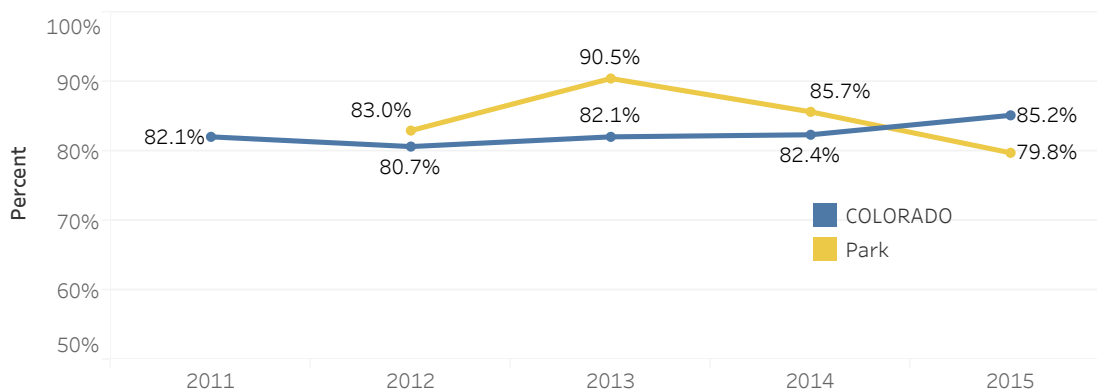


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Park County

Impaired Driving

Of the 3 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 45 percent of injury and fatal crashes and 33 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 9 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 1 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 3 of the 3 (100 percent) motor vehicle occupant fatalities and 1 of the 16 (6 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



PHILLIPS COUNTY



Age Group	Female	Male	Total
<5	132	138	269
5-8	114	105	219
9-15	220	221	441
16-20	133	130	262
21-34	268	283	551
35-54	500	510	1,011
55-64	303	310	613
65+	533	431	964
Total	2,202	2,129	4,331

Data source: 2015 DOLA

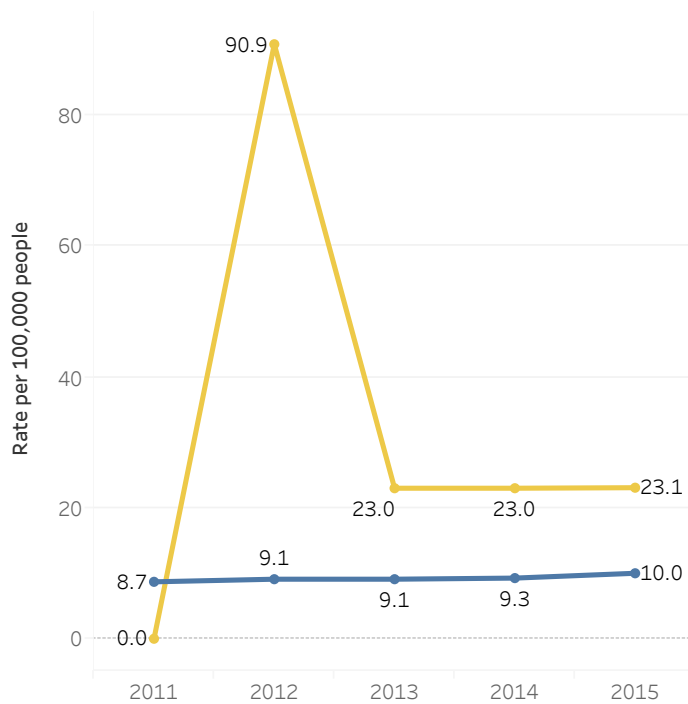
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Phillips County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	0	4	1	1	1	32.1	*
Serious injuries in traffic crashes	63.3	0	3	3	5	1	55.0	*
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	0	4	1	1	0	27.5	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	2	0	0	0	9.2	*
Speeding-related fatalities	2.6	0	0	1	0	0	4.6	*
Motorcyclist fatalities	1.7	0	0	0	0	0	0.0	*
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	*
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	*
Pedestrian fatalities	1.1	0	0	0	0	1	4.6	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

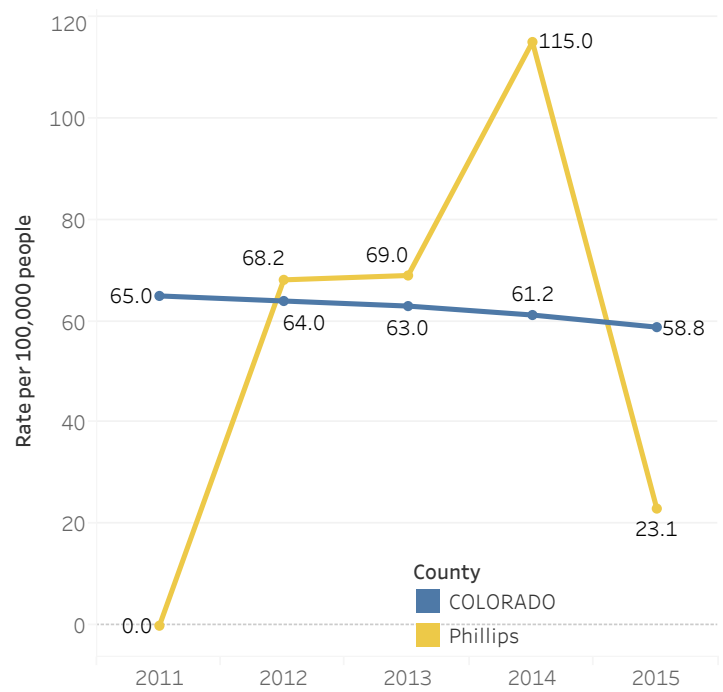
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Phillips County

Fatality rate by county and Colorado, 2011-2015



Serious injury rate by county and Colorado, 2011 - 2015



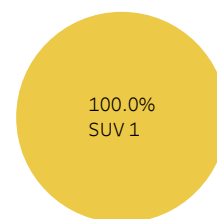
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	1	0	0	0	1	0	0
16-20	0	0	0	0	0	0	0
21-34	1	1	0	0	0	0	4
35-54	0	0	0	0	0	0	3
55-64	0	0	0	0	0	0	2
65+	1	1	0	0	0	0	2
Total	3	2	0	0	1	0	11

Mode of transportation of fatalities by county, 2015

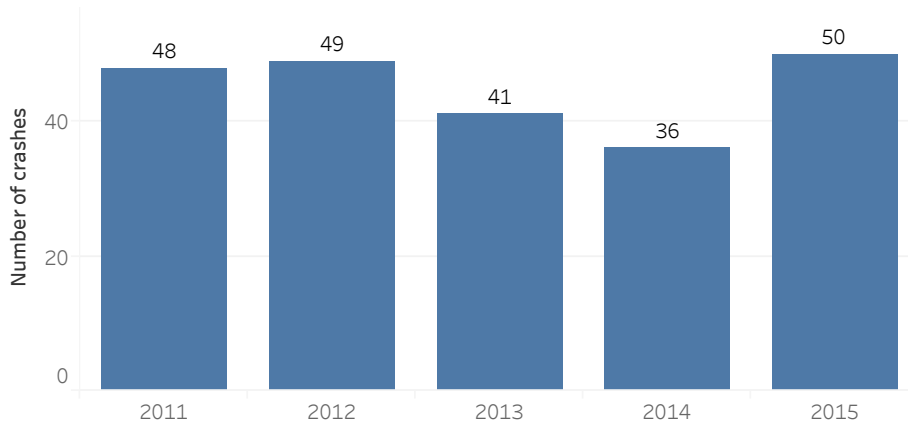


Mode of transportation of seriously injured by county, 2015



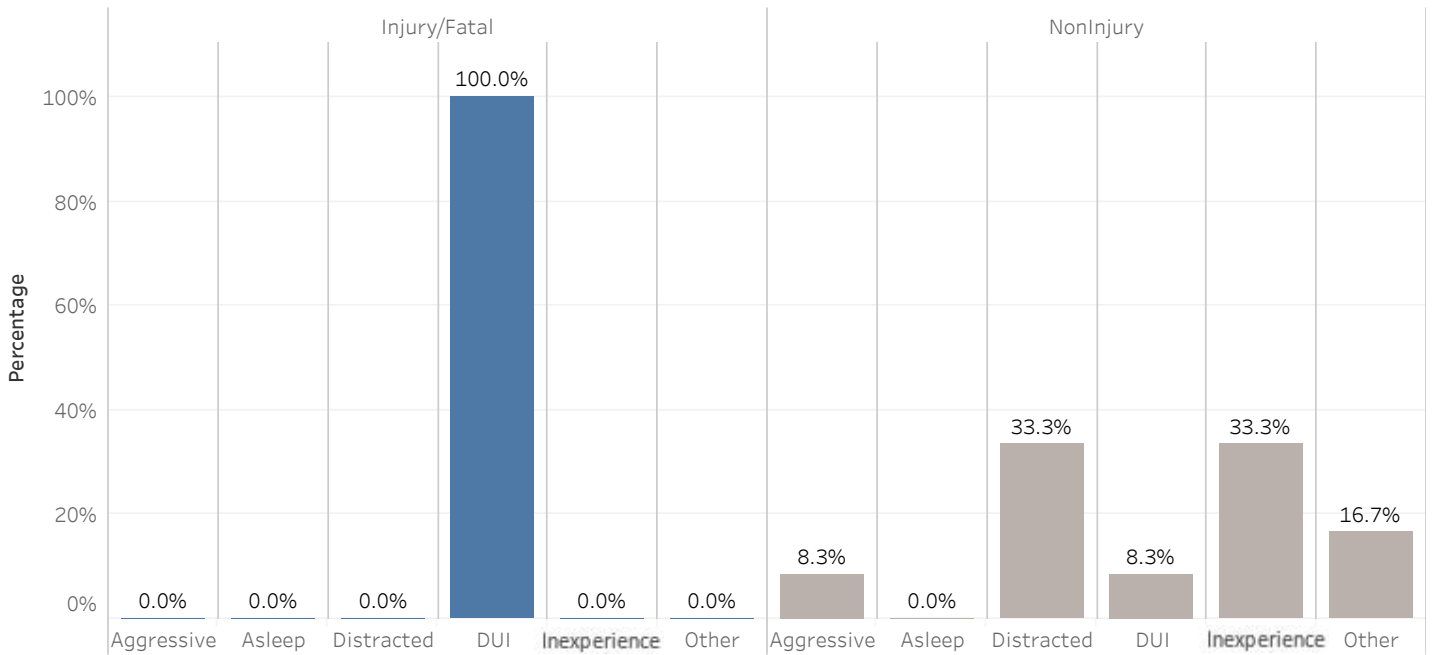
Phillips County

Total number of crashes by county, 2011-2015

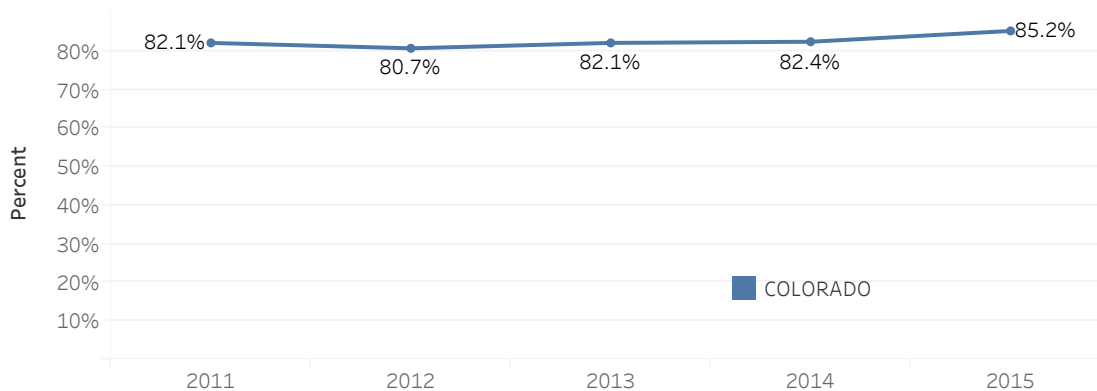


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Phillips County

Impaired Driving

Of the 1 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 25 percent of injury and fatal crashes and 11 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 0 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 1 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 0 of the 0 (0 percent) motor vehicle occupant fatalities and 1 of the 1 (100 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



PITKIN COUNTY



Age Group	Female	Male	Total
<5	364	379	743
5-8	316	335	651
9-15	605	670	1,275
16-20	453	417	870
21-34	1,360	1,592	2,952
35-54	2,564	2,948	5,512
55-64	1,427	1,500	2,927
65+	1,365	1,549	2,914
Total	8,454	9,391	17,845

Data source: 2015 DOLA

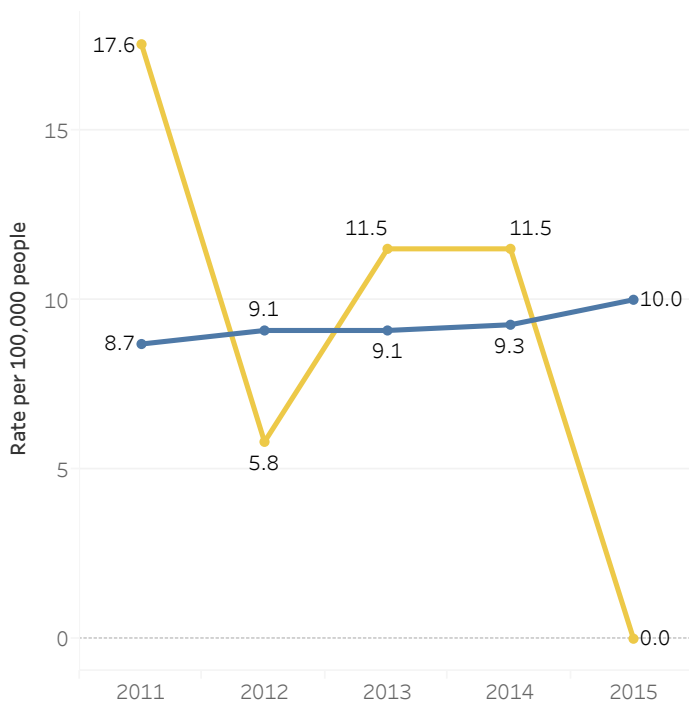
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Pitkin County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	3	1	2	2	0	9.2	↓100.0%
Serious injuries in traffic crashes	63.3	18	16	7	16	14	71.3	↓6.1%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	0	0	1	0	0	1.2	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	1	0	0	1.2	*
Speeding-related fatalities	2.6	0	0	0	0	0	0.0	*
Motorcyclist fatalities	1.7	0	0	0	1	0	1.2	*
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	*
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	*
Pedestrian fatalities	1.1	0	1	1	0	0	2.3	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

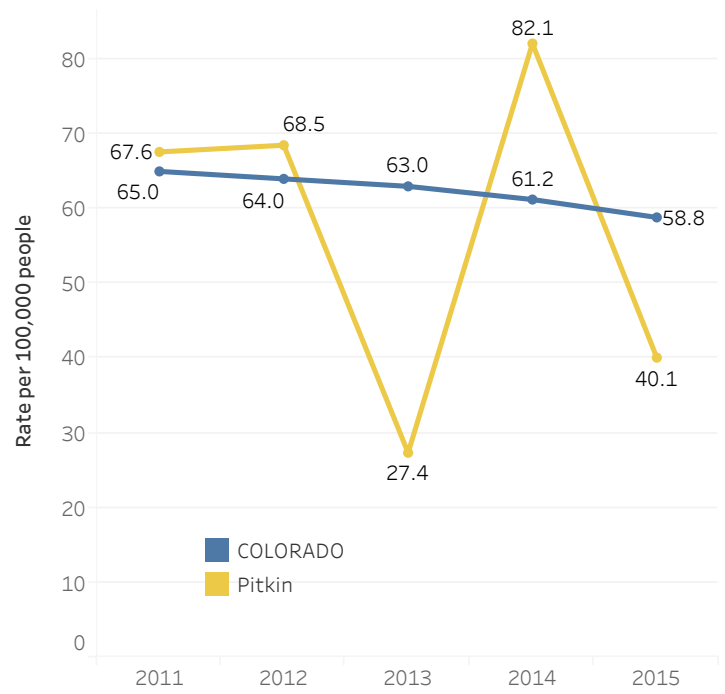
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Pitkin County

Fatality rate by county and Colorado, 2011-2015



Serious injury rate by county and Colorado, 2011 - 2015

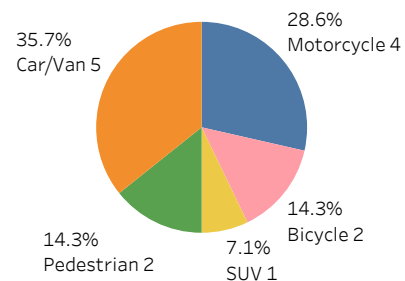


County fatalities by person and vehicle type, and hospitalizations, by age group, 2013-2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	1
21-34	1	1	0	0	0	0	3
35-54	3	0	1	1	1	0	4
55-64	0	0	0	0	0	0	1
65+	0	0	0	0	0	0	3
Total	4	1	1	1	1	0	12

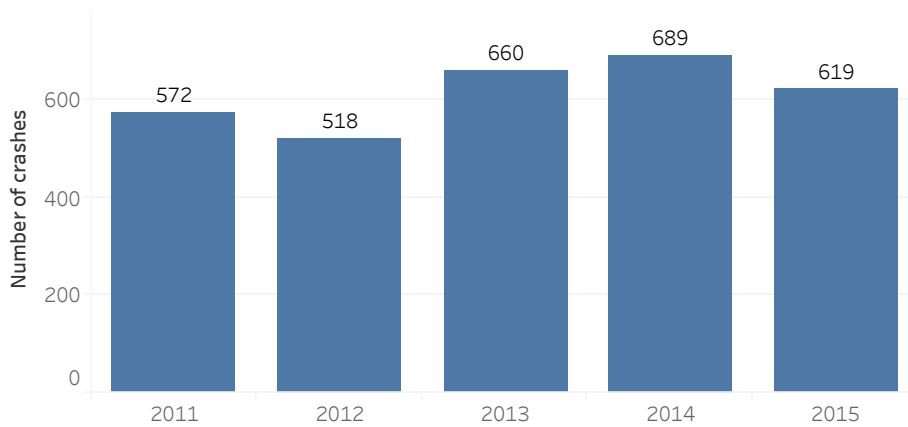
Mode of transportation of seriously injured by county, 2015

Note: There were no motor vehicle fatalities in 2015, therefore no mode of transportation is displayed by fatalities.



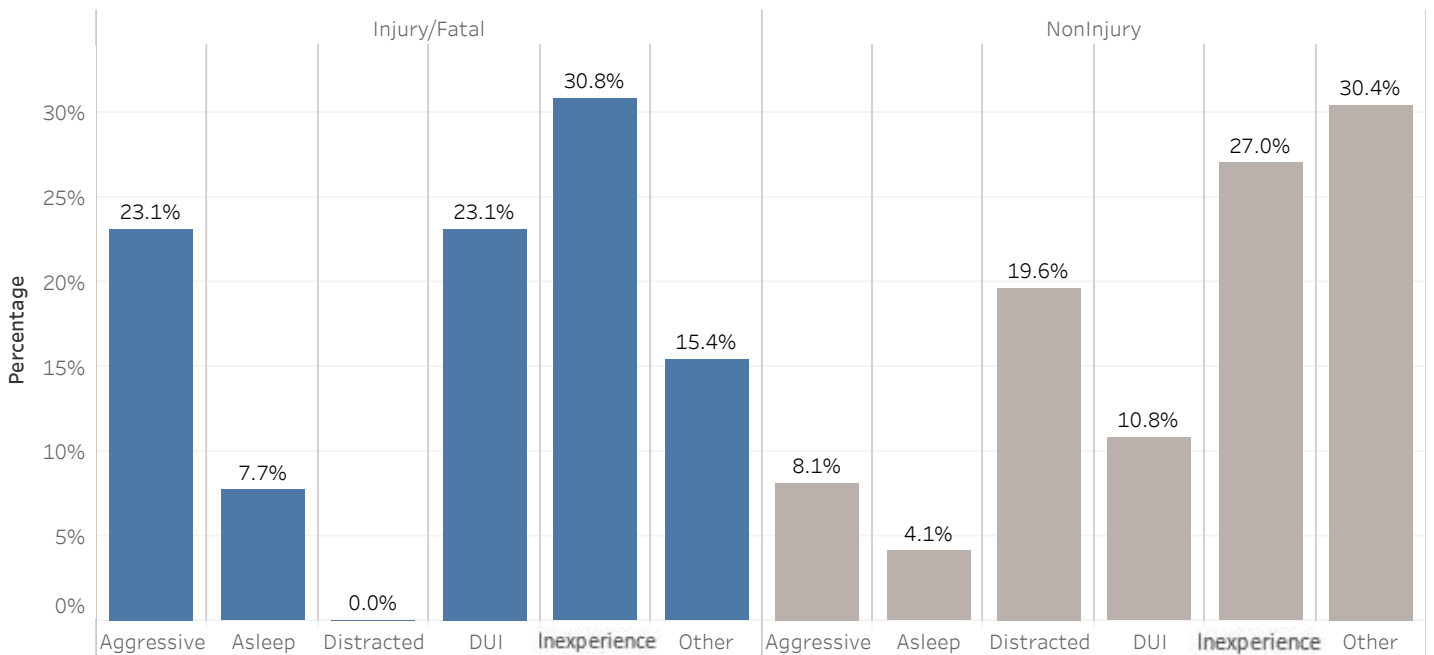
Pitkin County

Total number of crashes by county, 2011-2015

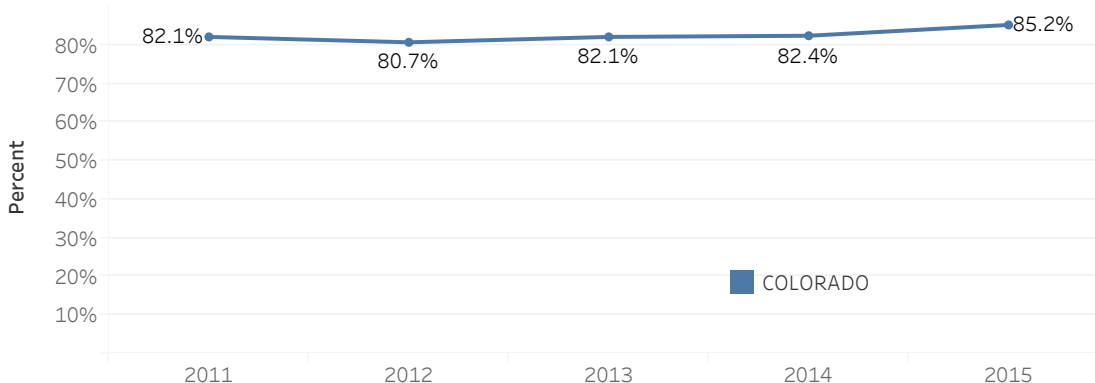


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Pitkin County

Impaired Driving

Of the 0 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 10 percent of injury and fatal crashes and 14 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 0 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 0 of the 0 (0 percent) motor vehicle occupant fatalities and 0 of the 6 (0 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



PROWERS COUNTY



Age Group	Female	Male	Total
<5	384	402	786
5-8	354	400	754
9-15	637	670	1,306
16-20	365	394	759
21-34	876	884	1,760
35-54	1,432	1,385	2,816
55-64	875	850	1,725
65+	1,091	894	1,985
Total	6,014	5,879	11,893

Data source: 2015 DOLA

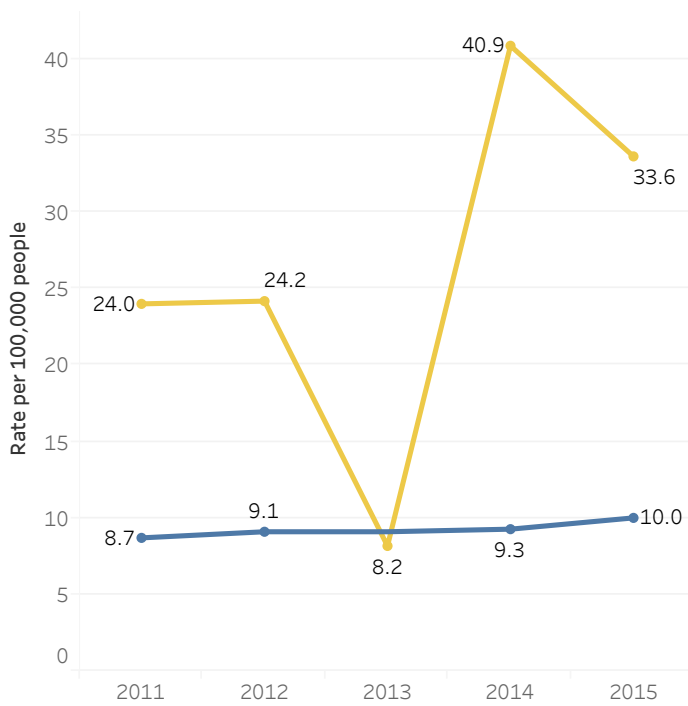
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Prowers County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	3	3	1	5	4	26.1	↑7.5%
Serious injuries in traffic crashes	63.3	8	9	8	6	7	60.4	↓3.3%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	2	1	1	1	2	11.4	0.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	2	0	0	3	0	8.2	↓100.0%
Speeding-related fatalities	2.6	1	1	0	4	0	9.8	↓100.0%
Motorcyclist fatalities	1.7	0	0	0	1	0	1.6	*
Unhelmeted motorcyclist fatalities	1.1	0	0	0	1	0	1.6	*
Drivers age 20 or younger in fatal crashes	1.3	0	1	0	1	0	3.3	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	*

^Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

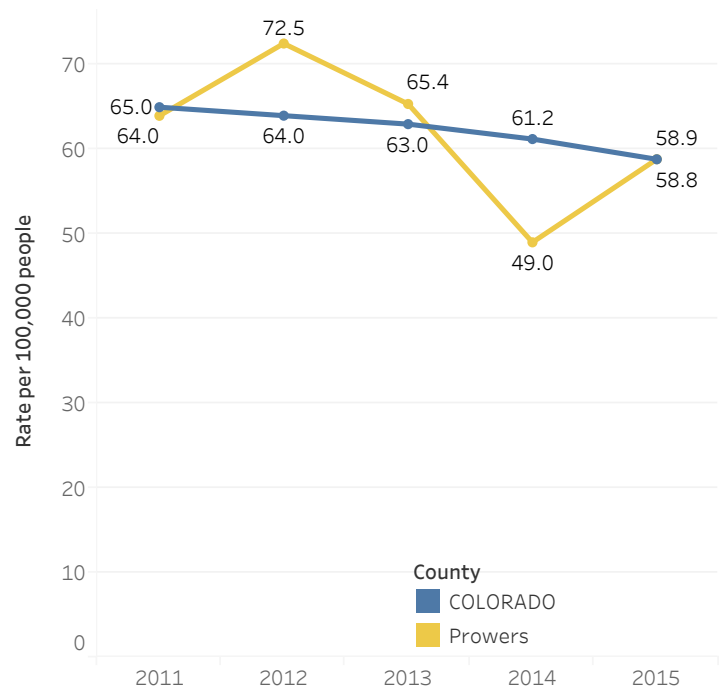
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Prowers County

Fatality rate by county and Colorado, 2011-2015



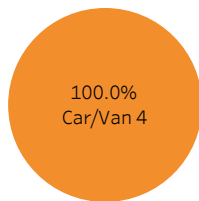
Serious injury rate by county and Colorado, 2011 - 2015



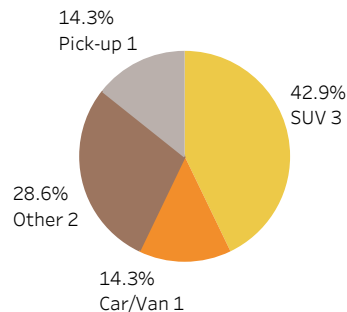
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	2	2	0	0	0	0	2
21-34	2	2	0	0	0	0	2
35-54	3	2	0	1	0	0	6
55-64	0	0	0	0	0	0	8
65+	3	3	0	0	0	0	6
Total	10	9	0	1	0	0	24

Mode of transportation of fatalities by county, 2015

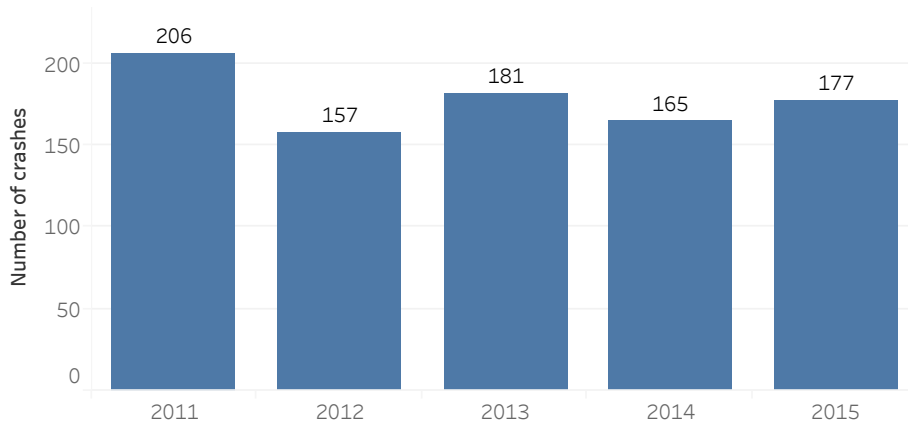


Mode of transportation of seriously injured by county, 2015



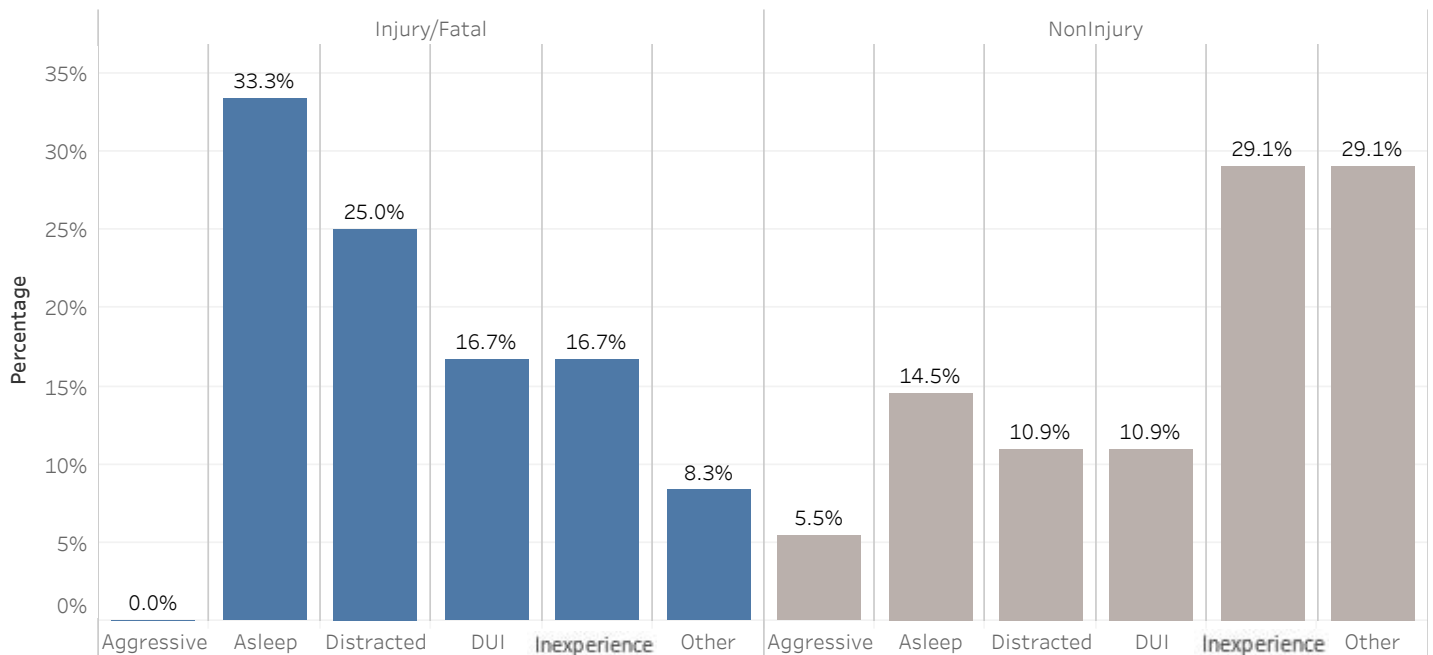
Prowers County

Total number of crashes by county, 2011-2015

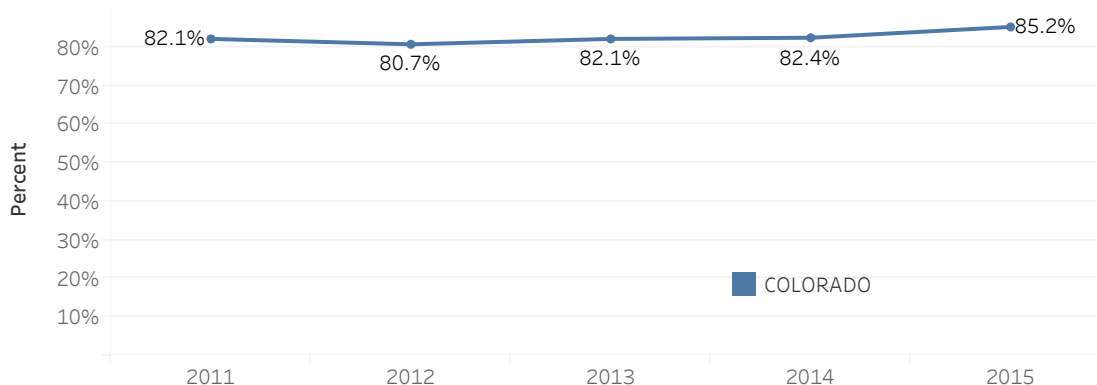


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Prowers County

Impaired Driving

Of the 4 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 20 percent of injury and fatal crashes and 10 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 25 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 2 of the 4 (50 percent) motor vehicle occupant fatalities and 1 of the 7 (14 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



PUEBLO COUNTY

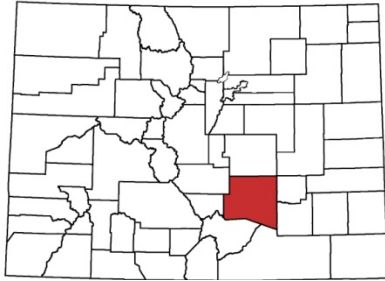


Table 141. Pueblo County Demographics, 2015

Age Group	Female	Male	Total
<5	4,632	4,842	9,474
5-8	4,119	4,453	8,572
9-15	7,609	7,964	15,573
16-20	5,493	5,892	11,384
21-34	13,756	14,211	27,967
35-54	20,079	19,601	39,680
55-64	11,615	10,583	22,198
65+	15,590	12,910	28,500
Total	82,892	80,456	163,348

Data source: 2015 DOLA

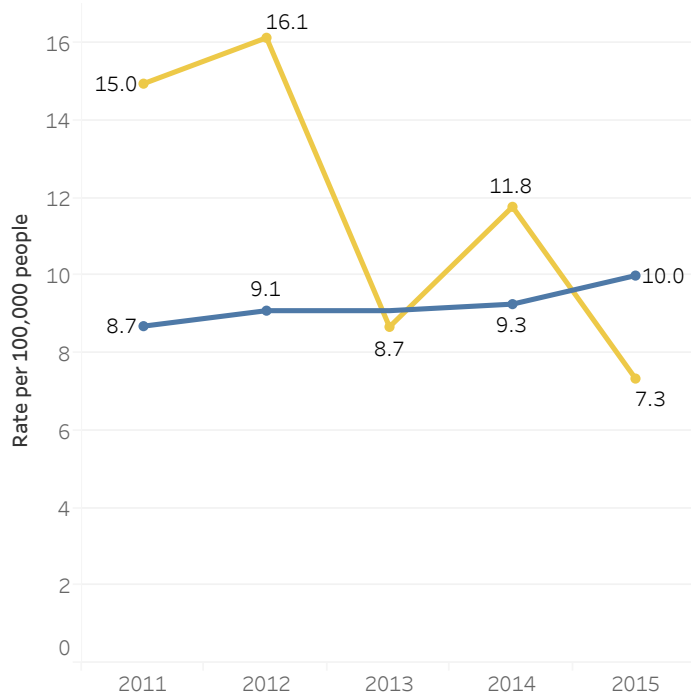
TABLE 142: PUEBLO COUNTY TREND ANALYSIS 2011-2015

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Pueblo County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	24	26	14	19	12	11.8	↓15.9%
Serious injuries in traffic crashes	63.3	98	68	70	64	72	46.3	↓7.4%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	12	10	8	10	5	5.6	↓19.7%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	10	9	4	7	3	4.1	↓26.0%
Speeding-related fatalities	2.6	9	12	4	10	4	4.8	↓18.4%
Motorcyclist fatalities	1.7	4	4	0	2	0	1.2	↓100.0%
Unhelmeted motorcyclist fatalities	1.1	4	3	0	2	0	1.1	↓100.0%
Drivers age 20 or younger in fatal crashes	1.3	4	5	4	3	3	2.4	↓6.9%
Pedestrian fatalities	1.1	6	4	5	1	3	2.4	↓15.9%

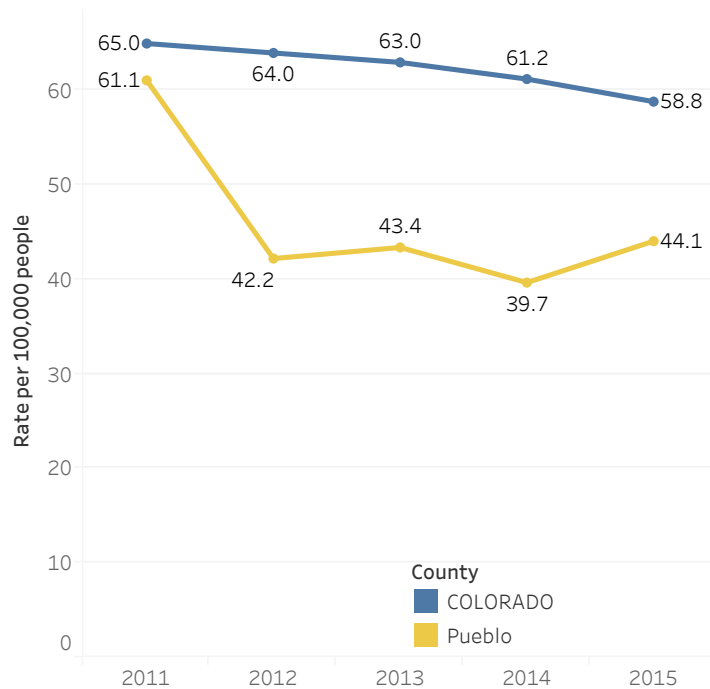
[^]Green cells represent a reduction in the county's numbers for each performance measure from 2010 to 2014, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2010 to 2014, indicating performance areas that need improvement.

Pueblo County

Fatality rate by county and Colorado, 2011-2015



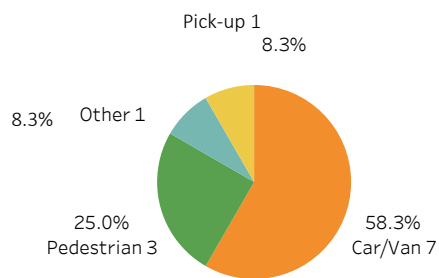
Serious injury rate by county and Colorado, 2011 - 2015



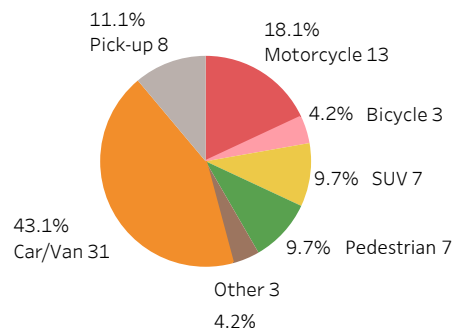
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	3
5-8	0	0	0	0	0	0	2
9-15	0	0	0	0	0	0	8
16-20	9	8	1	0	0	0	32
21-34	8	5	2	0	1	0	99
35-54	15	5	5	2	3	0	92
55-64	7	3	2	0	2	0	52
65+	6	1	2	0	3	0	53
Total	45	22	12	2	9	0	341

Mode of transportation of fatalities by county, 2015

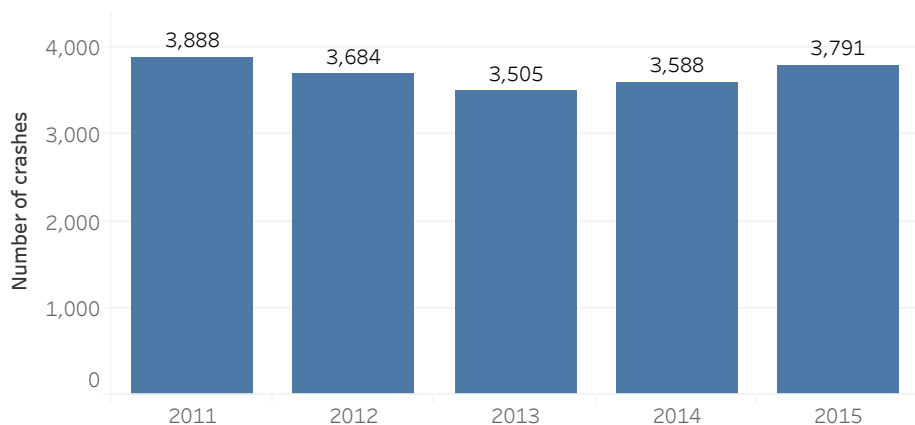


Mode of transportation of seriously injured by county, 2015



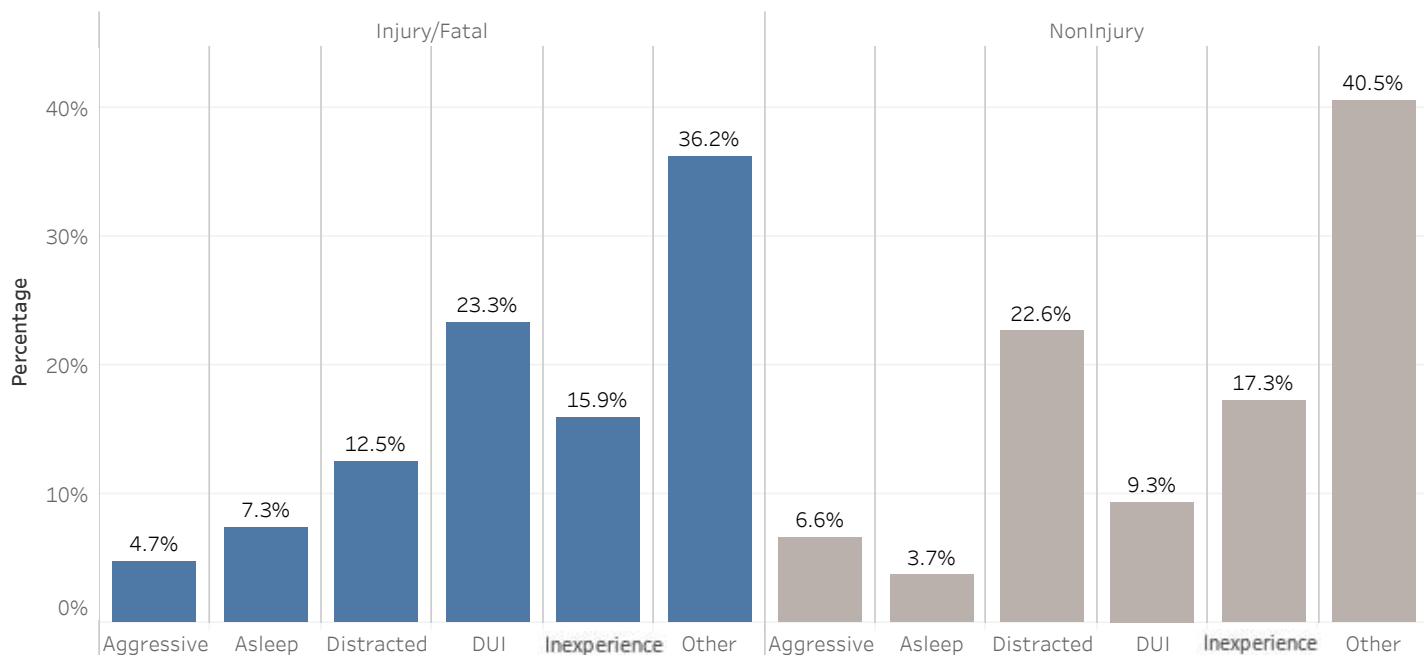
Pueblo County

Total number of crashes by county, 2011-2015

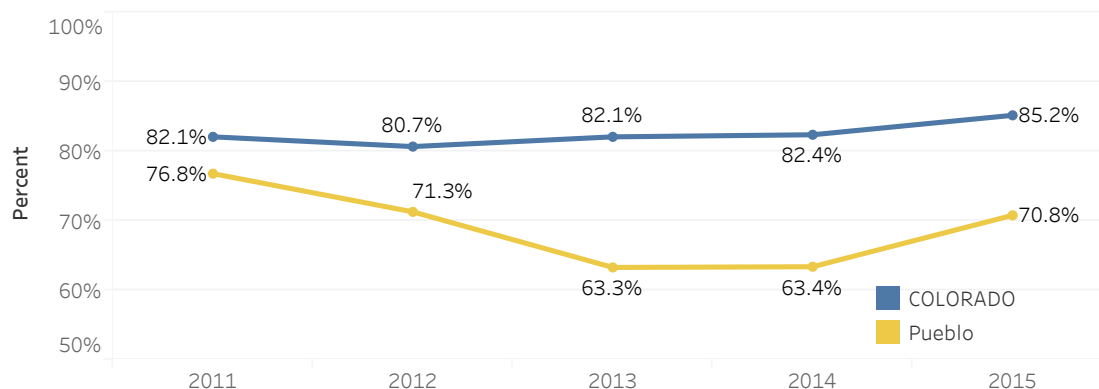


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015





Key Findings



Pueblo County

Impaired Driving

Of the 12 fatalities in 2015, 3 (25 percent) 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).

Speed Enforcement

In 2015, 5 percent of injury and fatal crashes and 8 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 13 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 3 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 3 pedestrian(s) and 0 bicyclist(s) killed in 2015.

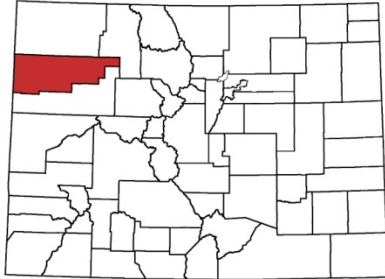
Occupant Protection

In 2015, 5 of the 8 (62 percent) motor vehicle occupant fatalities and 12 of the 49 (24 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



RIO BLANCO COUNTY



Age Group	Female	Male	Total
<5	198	207	404
5-8	183	202	385
9-15	287	319	607
16-20	205	218	423
21-34	551	611	1,163
35-54	794	834	1,628
55-64	451	482	934
65+	482	434	916
Total	3,152	3,307	6,459

Data source: 2015 DOLA

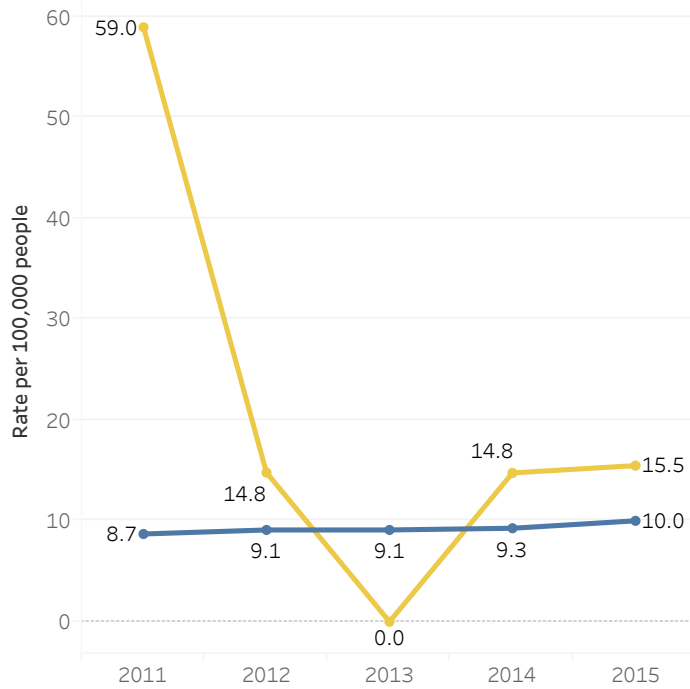
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Rio Blanco County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	4	1	0	1	1	20.9	↓29.3%
Serious injuries in traffic crashes	63.3	9	15	2	5	7	74.5	↓6.1%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	4	1	0	1	0	17.9	↓100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	4	1	0	0	0	14.9	↓100.0%
Speeding-related fatalities	2.6	4	1	0	1	0	17.9	↓100.0%
Motorcyclist fatalities	1.7	0	0	0	0	0	0.0	*
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	*
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	1	1	6.0	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

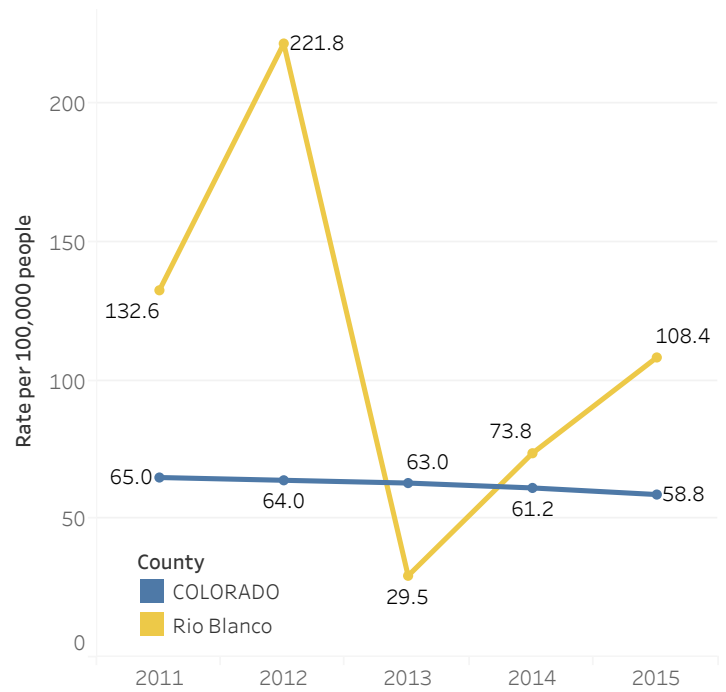
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Rio Blanco County

Fatality rate by county and Colorado, 2011-2015



Serious injury rate by county and Colorado, 2011 - 2015



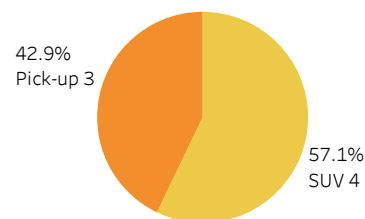
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	1
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	1	0	1	0	0	0	3
21-34	1	1	0	0	0	0	3
35-54	0	0	0	0	0	0	1
55-64	0	0	0	0	0	0	0
65+	0	0	0	0	0	0	3
Total	2	1	1	0	0	0	11

Mode of transportation of fatalities by county, 2015

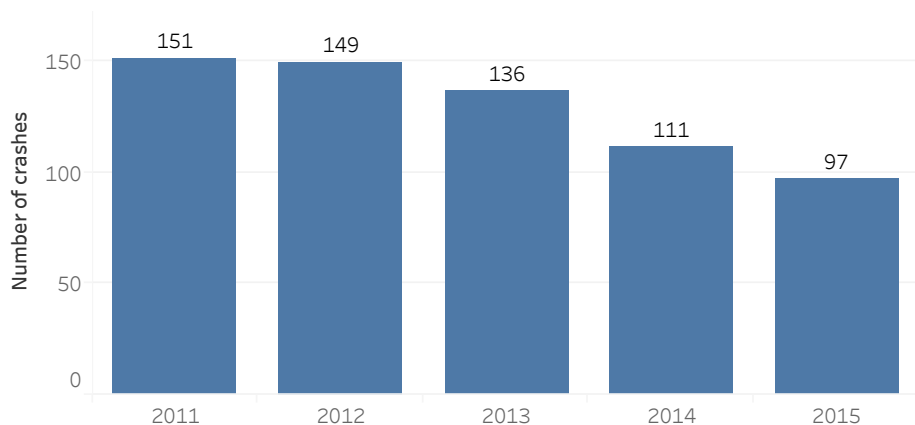


Mode of transportation of seriously injured by county, 2015



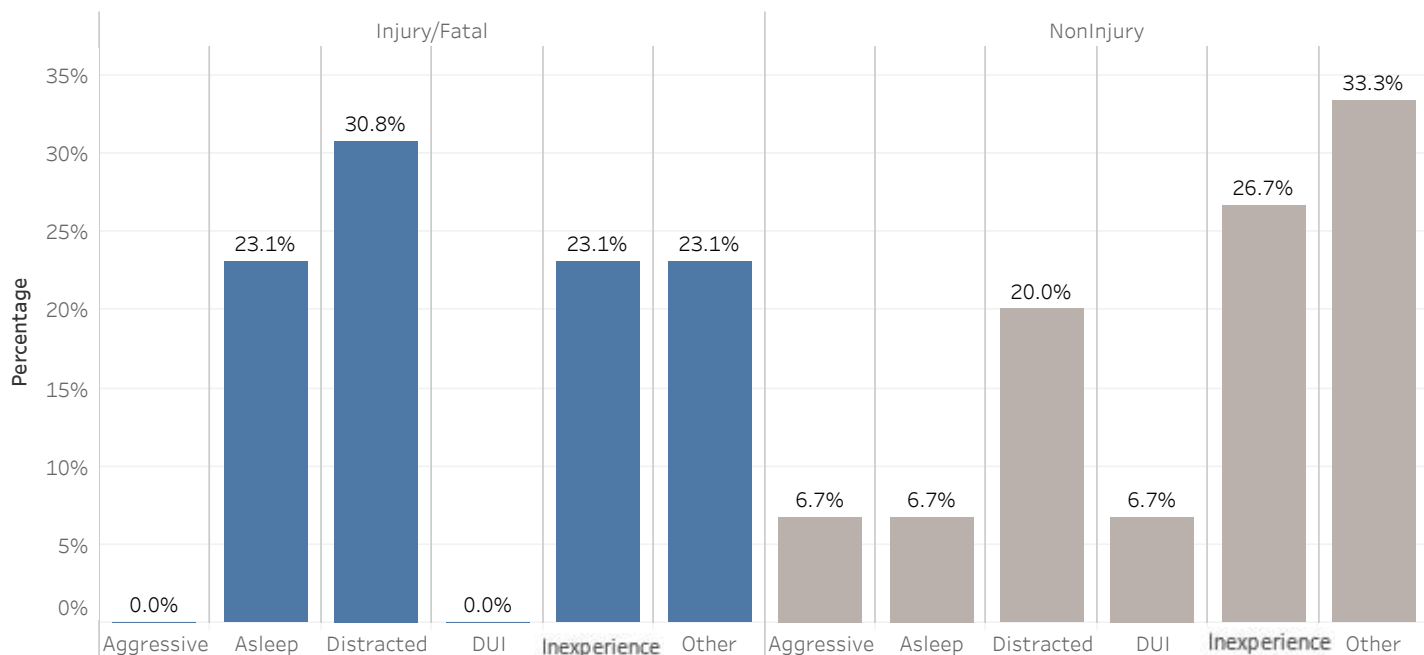
Rio Blanco County

Total number of crashes by county, 2011-2015

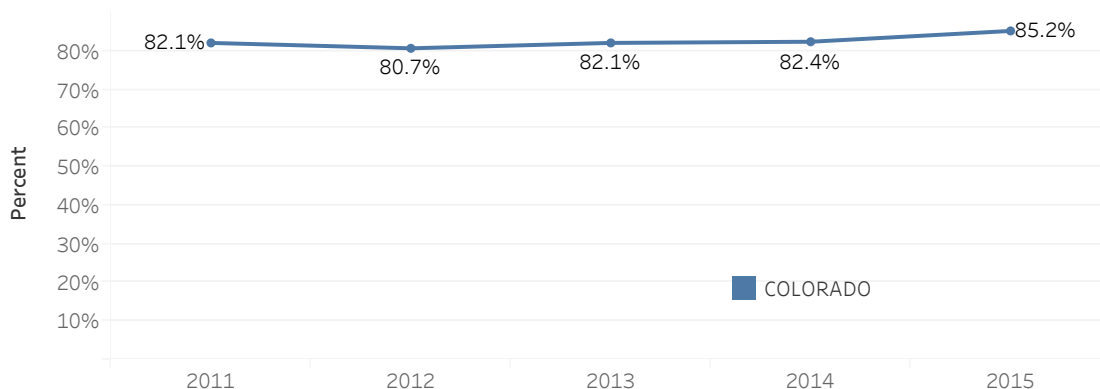


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Rio Blanco County

Impaired Driving

Of the 1 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 35 percent of injury and fatal crashes and 9 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 31 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 1 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 0 of the 1 (0 percent) motor vehicle occupant fatalities and 2 of the 7 (28 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



RIO GRANDE COUNTY



Age Group	Female	Male	Total
<5	335	350	686
5-8	299	313	612
9-15	573	616	1,189
16-20	315	329	645
21-34	798	793	1,591
35-54	1,423	1,307	2,730
55-64	892	897	1,789
65+	1,158	1,076	2,234
Total	5,793	5,682	11,475

Data source: 2015 DOLA

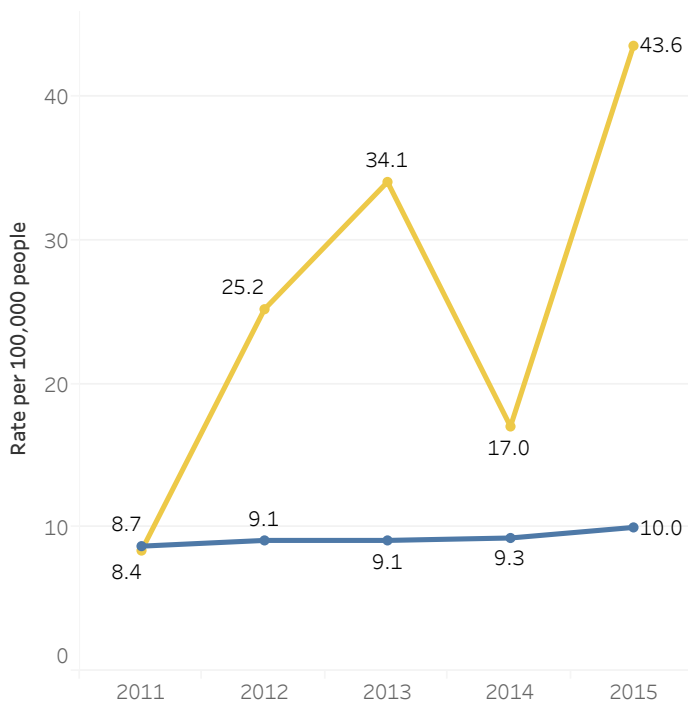
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Rio Grande County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	1	3	4	2	5	25.5	↑49.5%
Serious injuries in traffic crashes	63.3	8	11	11	8	10	81.7	↑5.7%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	1	3	4	2	3	10.2	↑31.6%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	8	11	11	8	1	3.4	0.0%
Speeding-related fatalities	2.6	1	3	4	2	2	11.9	↑18.9%
Motorcyclist fatalities	1.7	8	11	11	8	0	0.0	*
Unhelmeted motorcyclist fatalities	1.1	1	3	4	2	0	0.0	*
Drivers age 20 or younger in fatal crashes	1.3	8	11	11	8	1	3.4	*
Pedestrian fatalities	1.1	1	3	4	2	0	0.0	*

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

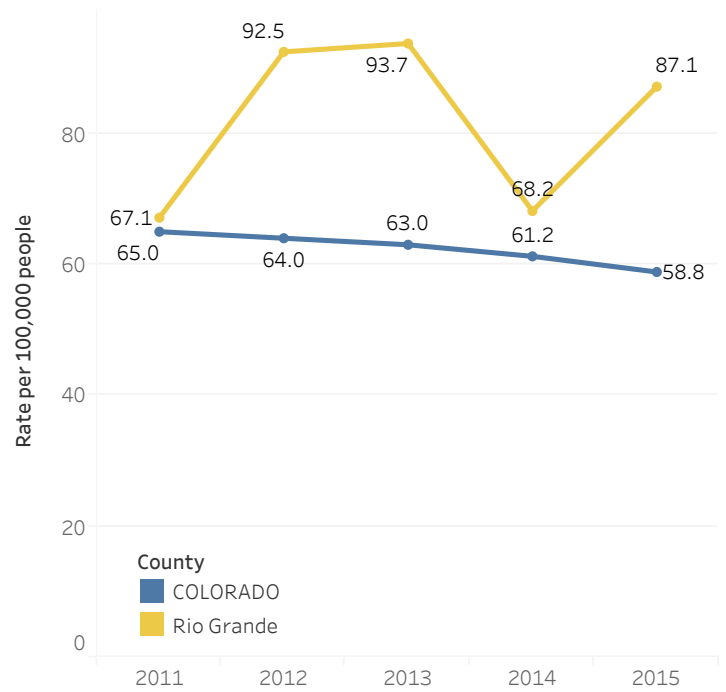
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Rio Grande County

Fatality rate by county and Colorado, 2011-2015



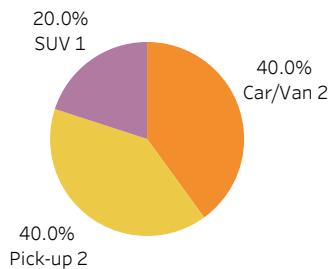
Serious injury rate by county and Colorado, 2011 - 2015



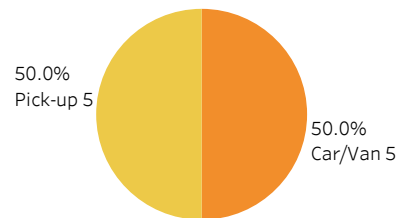
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	2
5-8	0	0	0	0	0	0	1
9-15	0	0	0	0	0	0	3
16-20	2	1	1	0	0	0	1
21-34	0	0	0	0	0	0	4
35-54	2	2	0	0	0	0	5
55-64	1	1	0	0	0	0	8
65+	6	5	1	0	0	0	5
Total	11	9	2	0	0	0	29

Mode of transportation of fatalities by county, 2015

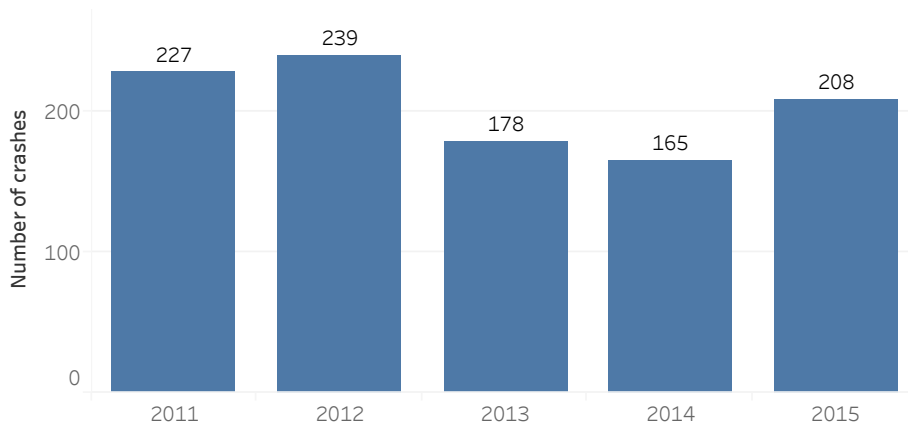


Mode of transportation of seriously injured by county, 2015



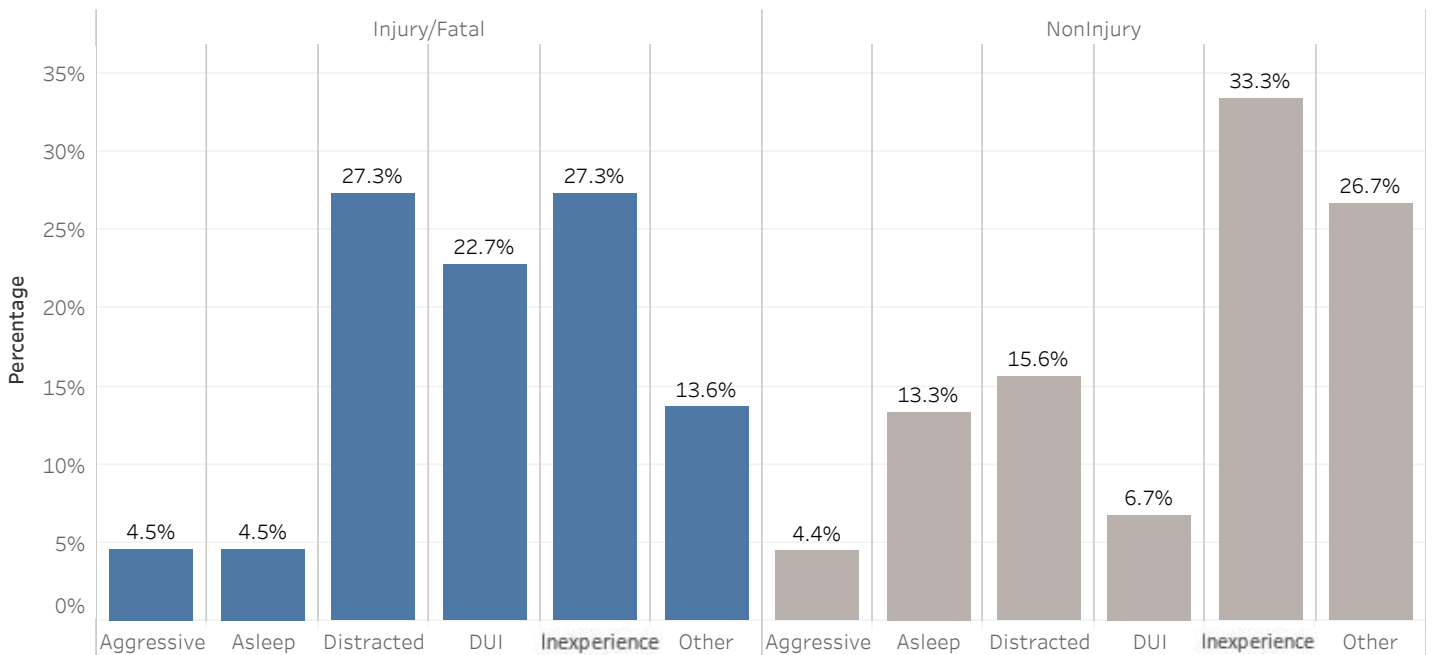
Rio Grande County

Total number of crashes by county, 2011-2015

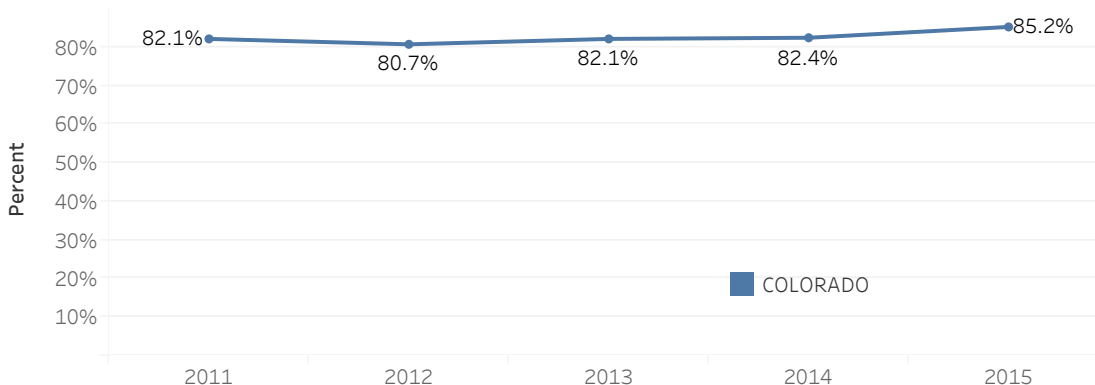


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Rio Grande County

Impaired Driving

Of the 5 fatalities in 2015, 1 (20 percent) 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).

Speed Enforcement

In 2015, 14 percent of injury and fatal crashes and 14 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 27 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 1 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 3 of the 5 (60 percent) motor vehicle occupant fatalities and 3 of the 10 (30 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



ROUTT COUNTY



Table 147: Routt County Demographics, 2015

Age Group	Female	Male	Total
<5	560	584	1,143
5-8	559	535	1,094
9-15	954	1,049	2,003
16-20	687	721	1,408
21-34	1,893	2,360	4,254
35-54	3,332	3,830	7,162
55-64	1,876	2,022	3,898
65+	1,507	1,634	3,141
Total	11,370	12,733	24,103

Data source: 2015 DOLA

TABLE 148: ROUTT COUNTY TREND ANALYSIS 2011-2015

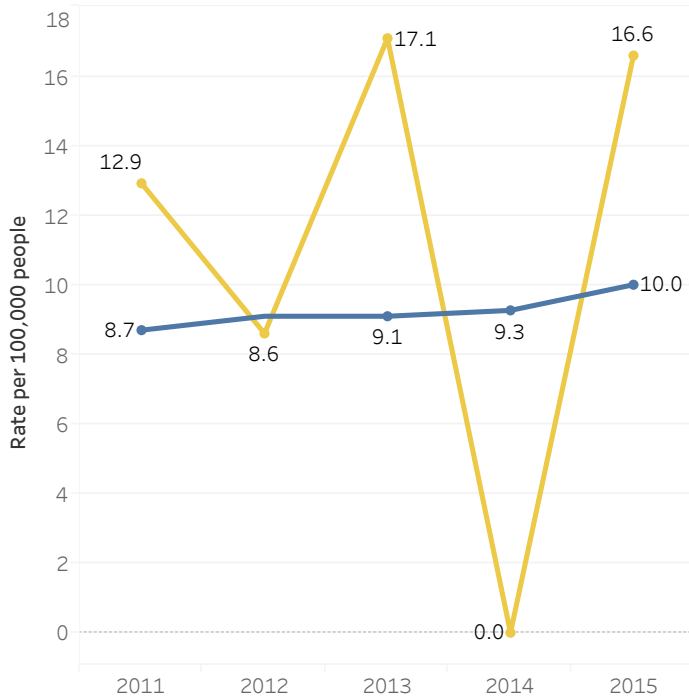
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Routt County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	3	2	4	0	4	11.1	↑7.5%
Serious injuries in traffic crashes	63.3	16	20	14	15	16	63.9	0.0%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	2	2	0	0	3	6.0	↑10.7%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	0	1	0	1	2.6	0.0%
Speeding-related fatalities	2.6	2	0	0	0	2	3.4	0.0%
Motorcyclist fatalities	1.7	0	0	2	0	1	2.6	*
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	*
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	*

. [^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

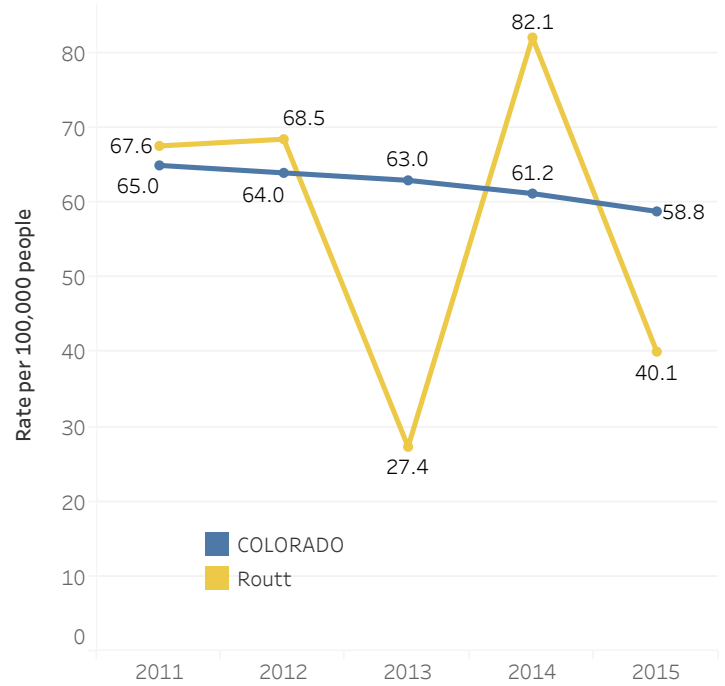
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Routt County

Fatality rate by county and Colorado, 2011-2015



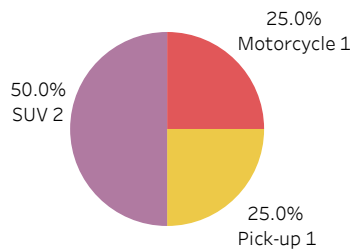
Serious injury rate by county and Colorado, 2011 - 2015



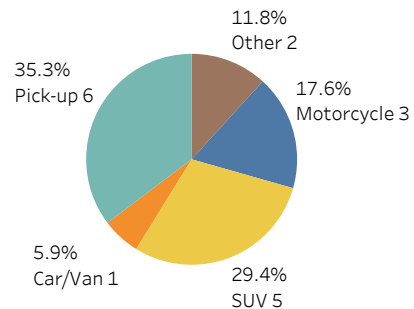
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013-2015

Age Group	Fatalities Total	Fatalities					Hospitalizations
		Car/SUV	Pickup Truck	Motorcycle	Pedestrian	Bicyclist	
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	1
21-34	3	2	1	0	0	0	4
35-54	2	0	2	0	0	0	5
55-64	3	0	0	3	0	0	10
65+	0	0	0	0	0	0	2
Total	8	2	3	3	0	0	22

Mode of transportation of fatalities by county, 2015

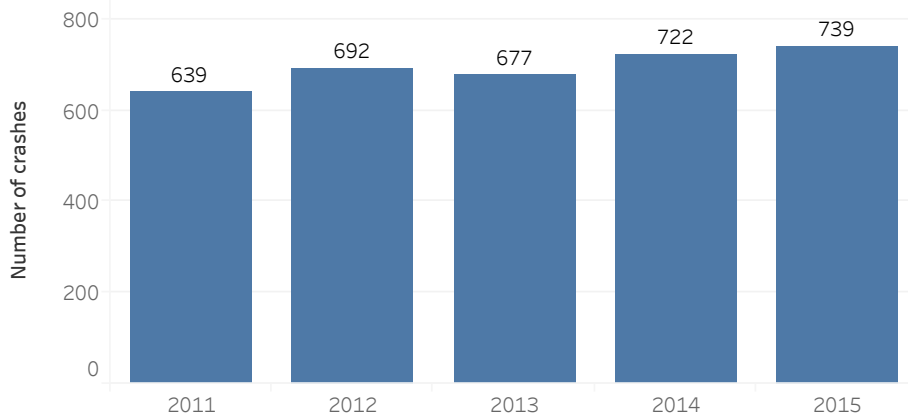


Mode of transportation of seriously injured by county, 2015



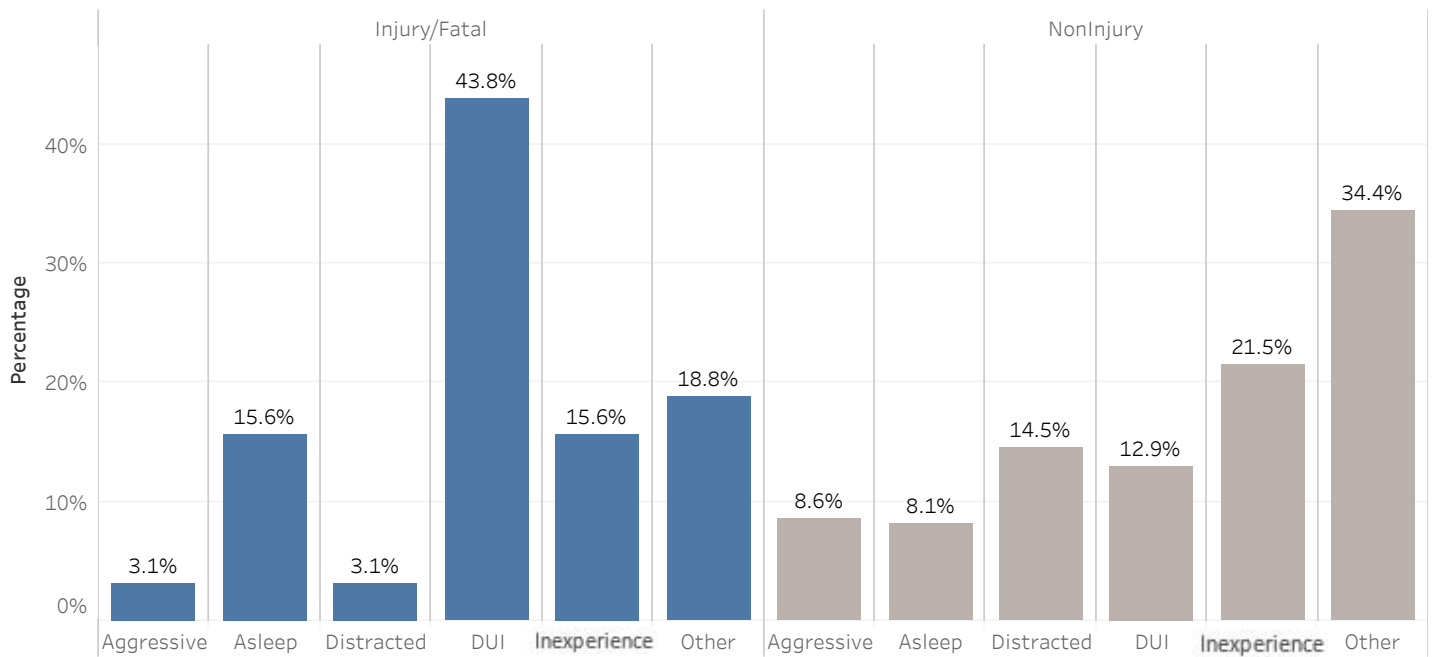
Routt County

Total number of crashes by county, 2011-2015

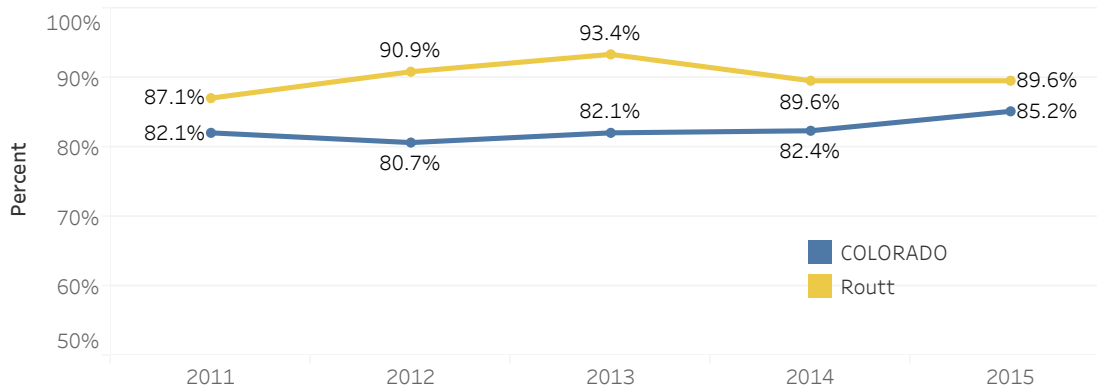


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015





Key Findings



Routt County

Impaired Driving

Of the 4 fatalities in 2015, 1 (25 percent) 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).

Speed Enforcement

In 2015, 28 percent of injury and fatal crashes and 17 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 3 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 1 motorcyclist fatal crash(es) in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 3 of the 3 (100 percent) motor vehicle occupant fatalities and 7 of the 14 (50 percent) were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



SAGUACHE COUNTY



Age Group	Female	Male	Total
<5	182	191	373
5-8	180	171	351
9-15	300	280	579
16-20	147	162	309
21-34	432	460	892
35-54	728	729	1,457
55-64	503	547	1,050
65+	606	640	1,246
Total	3,078	3,180	6,258

Data source: 2015 DOLA

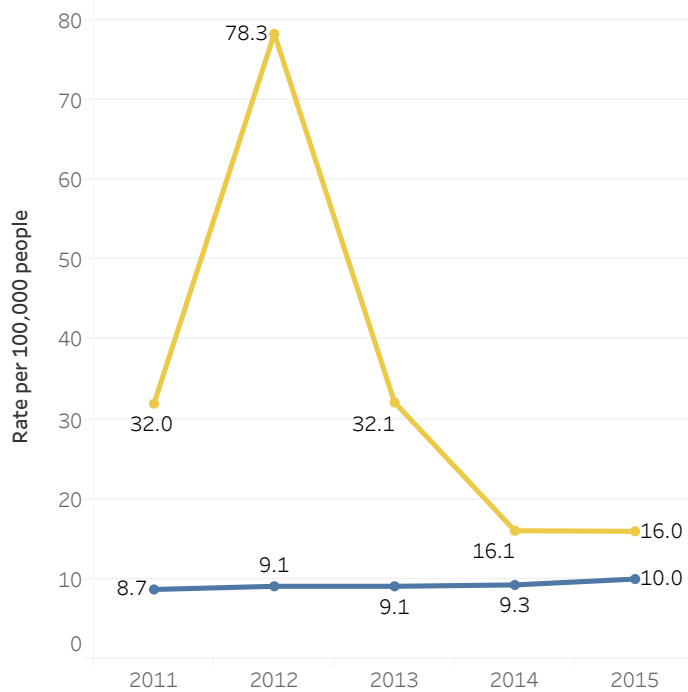
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Saguache County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	2	5	2	1	1	35.1	↓15.9%
Serious injuries in traffic crashes	63.3	6	12	10	11	16	169.0	↑27.8%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	0	4	2	1	1	25.5	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	2	1	0	0	12.8	↓100.0%
Speeding-related fatalities	2.6	2	2	1	0	0	15.9	↓100.0%
Motorcyclist fatalities	1.7	0	0	0	0	0	0.0	*
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	*
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	*

. ^Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

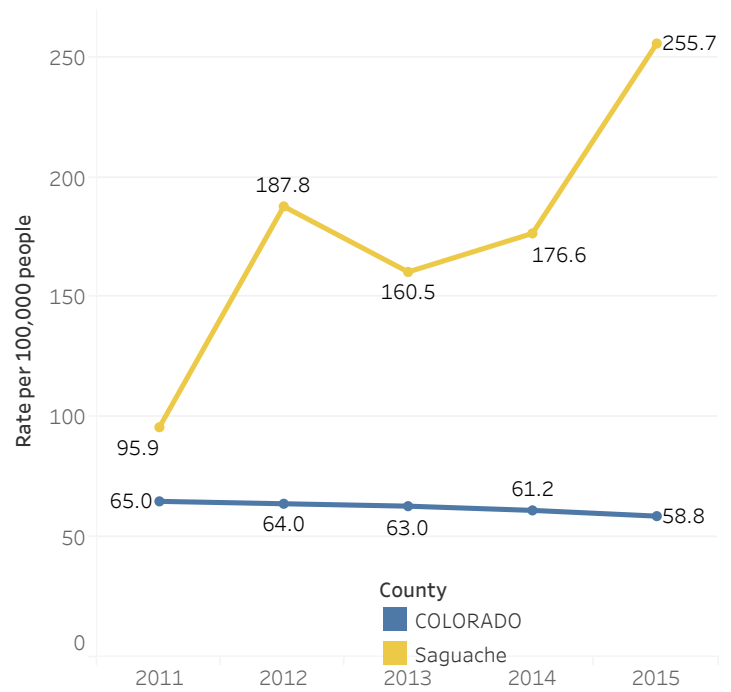
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Saguache County

Fatality rate by county and Colorado, 2011-2015



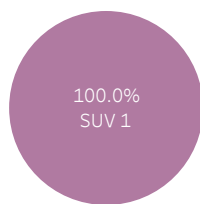
Serious injury rate by county and Colorado, 2011 - 2015



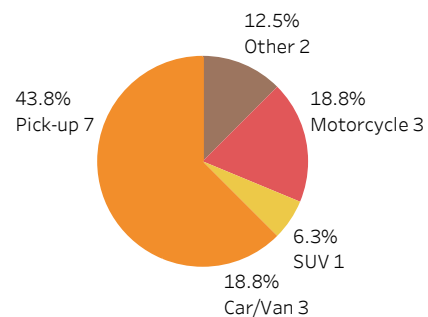
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	1
16-20	1	1	0	0	0	0	2
21-34	0	0	0	0	0	0	3
35-54	1	1	0	0	0	0	9
55-64	1	1	0	0	0	0	4
65+	1	1	0	0	0	0	1
Total	4	4	0	0	0	0	20

Mode of transportation of fatalities by county, 2015

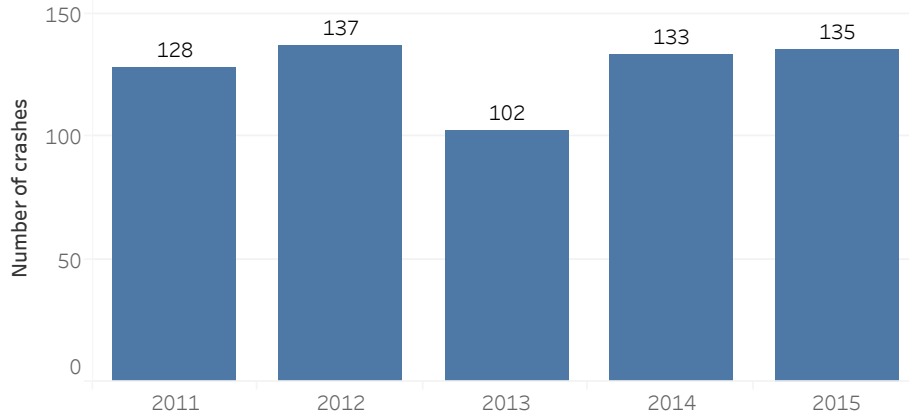


Mode of transportation of seriously injured by county, 2015



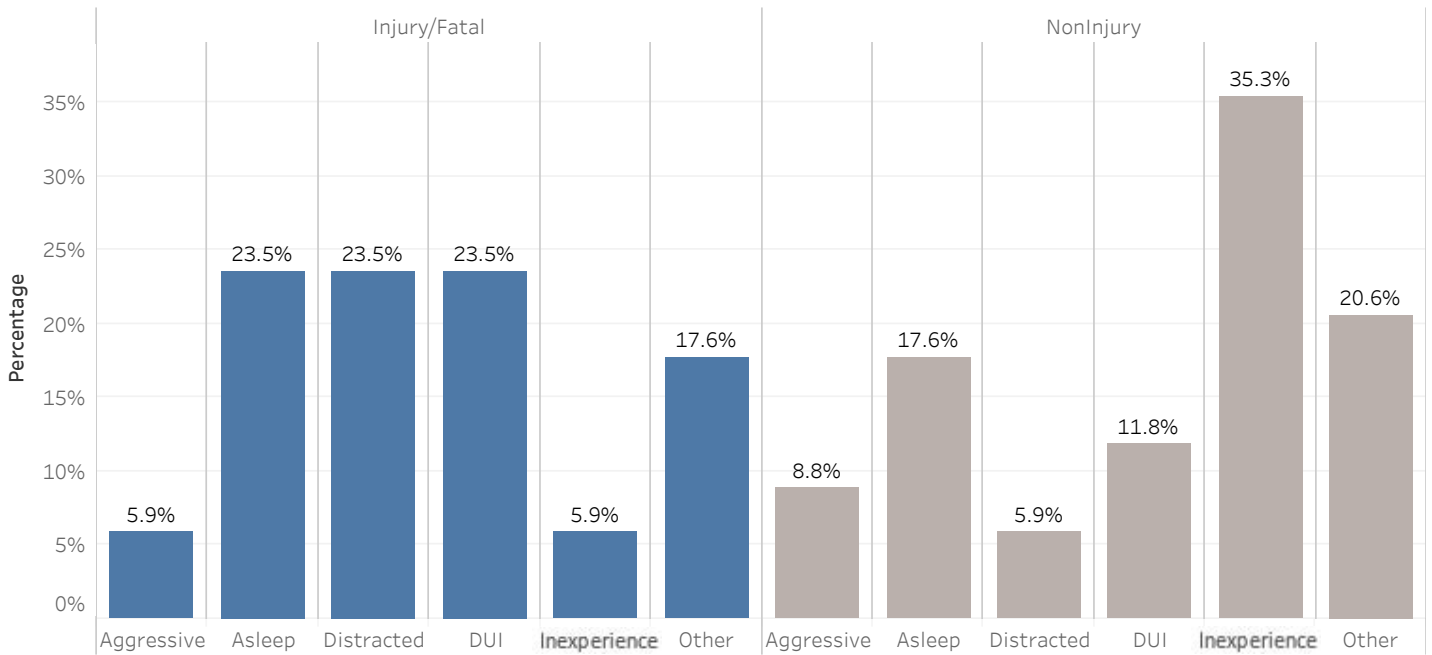
Saguache County

Total number of crashes by county, 2011-2015

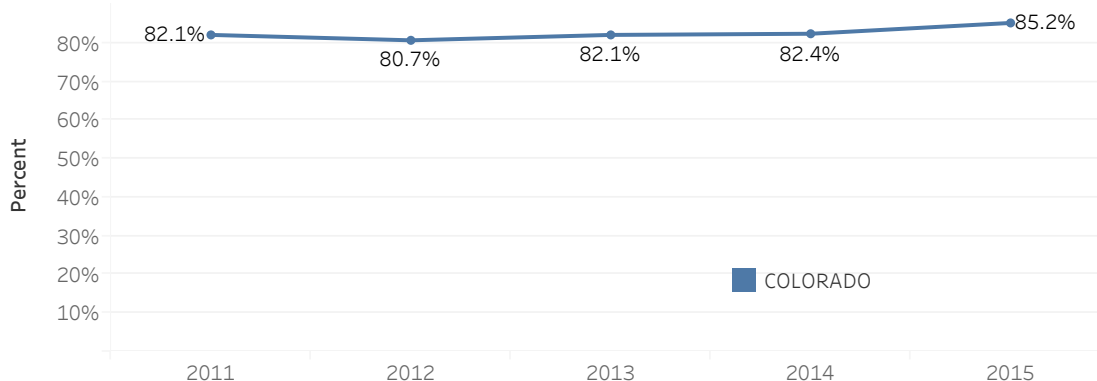


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Saguache County

Impaired Driving

Of the 1 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 8 percent of injury and fatal crashes and 14 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 24 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatal crash(es) in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

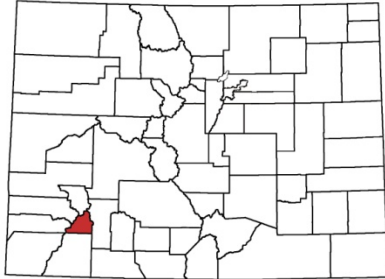
Occupant Protection

In 2015, 1 of the 1 (100 percent) motor vehicle occupant fatalities and 6 of the 13 (46 percent) were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



SAN JUAN COUNTY



Age Group	Female	Male	Total
<5	12	13	25
5-8	11	18	28
9-15	17	32	49
16-20	11	28	39
21-34	52	47	99
35-54	86	101	187
55-64	51	63	114
65+	73	91	164
Total	313	392	705

Data source: 2015 DOLA

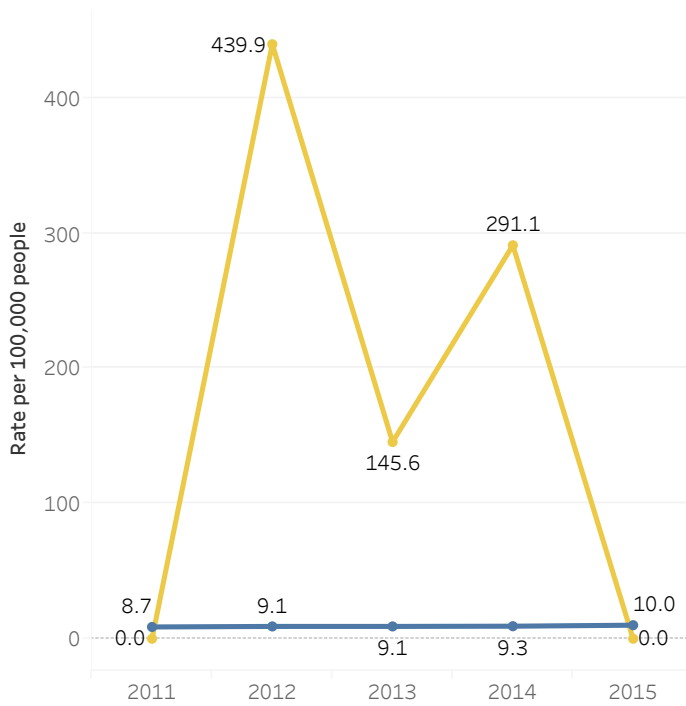
Performance Measure Reduce the number of:	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					San Juan County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Traffic fatalities	9.4	0	3	1	2	0	173.8	*
Serious injuries in traffic crashes	63.3	2	6	0	1	4	202.8	↑18.9%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	0	2	0	1	0	86.9	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	1	0	0	0	29.0	*
Speeding-related fatalities	2.6	0	2	1	2	0	144.8	*
Motorcyclist fatalities	1.7	0	0	0	1	0	29.0	*
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	*
Drivers age 20 or younger in fatal crashes	1.3	0	1	0	0	0	29.0	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	*

. [^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

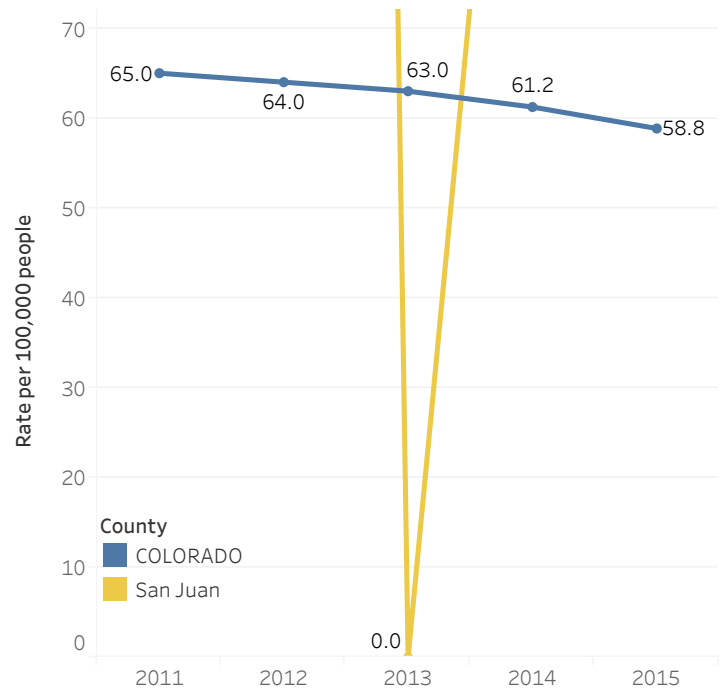
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

San Juan County

Fatality rate by county and Colorado, 2011-2015



Serious injury rate by county and Colorado, 2011 - 2015

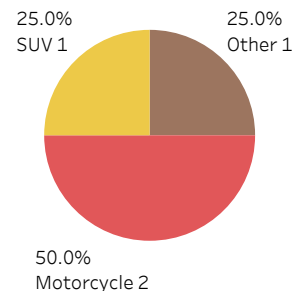


County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	1	0	1	0	0	0	1
35-54	0	0	0	0	0	0	0
55-64	0	0	0	0	0	0	0
65+	2	1	0	1	0	0	1
Total	3	1	1	1	0	0	2

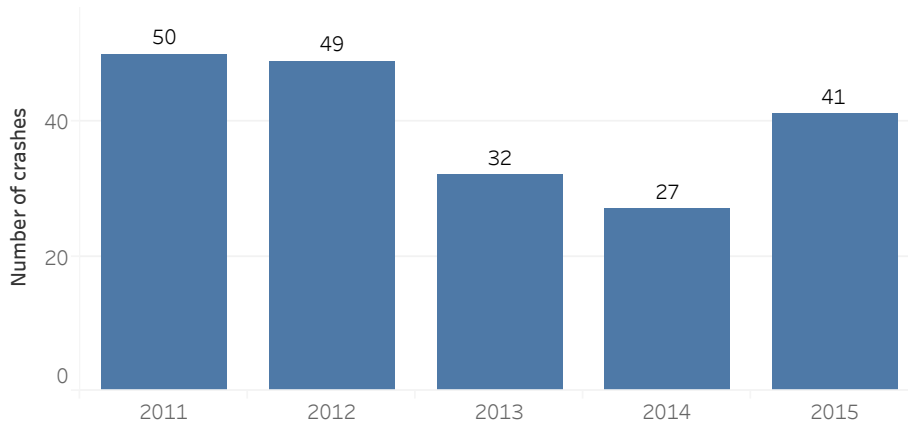
There were no motor vehicle fatalities in 2015; therefore, there is no mode of transportation by fatalities displayed.

Mode of transportation of seriously injured by county, 2015



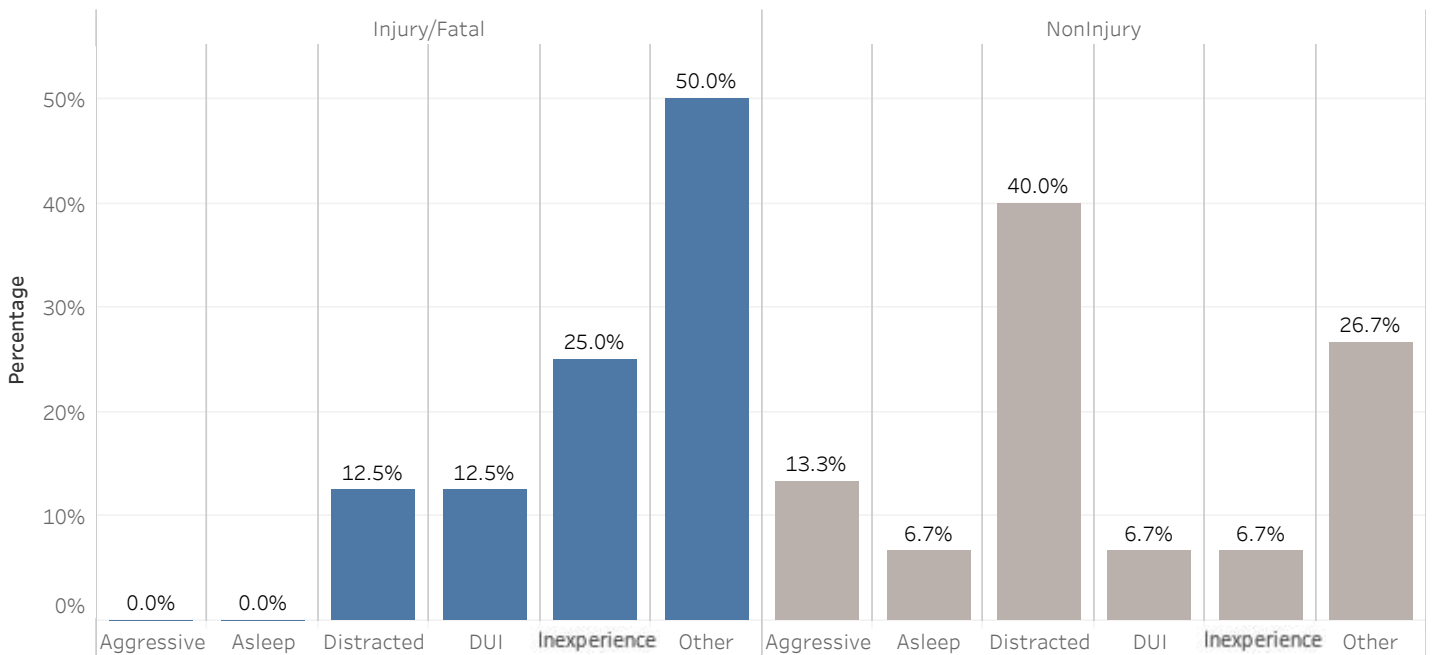
San Juan County

Total number of crashes by county, 2011-2015

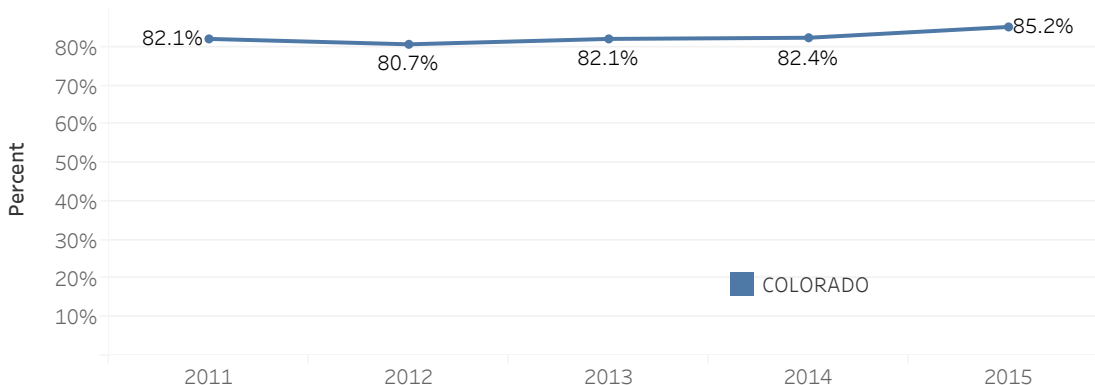


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



San Juan County

Impaired Driving

Of the 0 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 9 percent of injury and fatal crashes and 13 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 13 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 0 of the 0 (0 percent) motor vehicle occupant fatalities and 1 of the 2 (50 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



SAN MIGUEL COUNTY



Age Group	Female	Male	Total
<5	188	195	383
5-8	187	218	405
9-15	309	312	621
16-20	201	197	398
21-34	592	751	1,343
35-54	1,200	1,414	2,614
55-64	551	609	1,161
65+	418	516	934
Total	3,646	4,213	7,859

Data source: 2015 DOLA

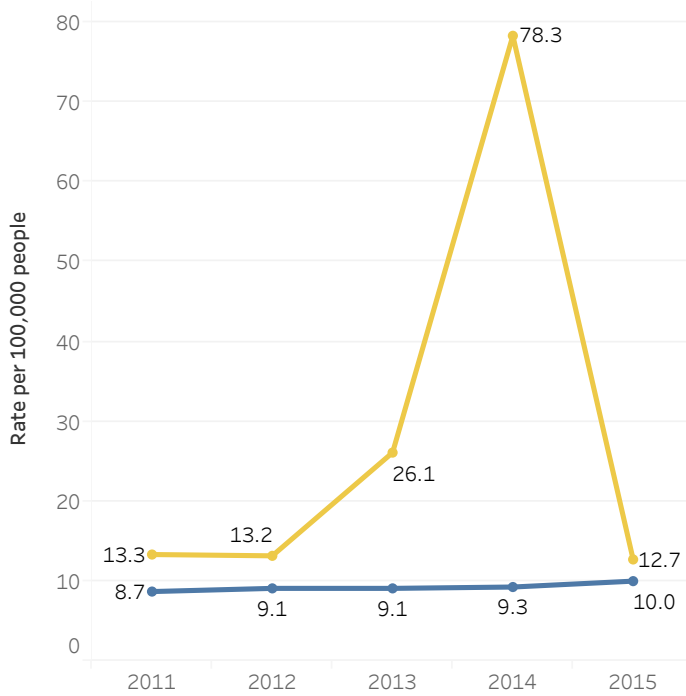
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					San Miguel County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	1	1	2	6	1	28.8	0.0%
Serious injuries in traffic crashes	63.3	12	13	4	4	6	78.4	↓15.9%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	0	0	1	1	1	7.8	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	1	4	0	13.1	0.0%
Speeding-related fatalities	2.6	0	0	1	2	0	7.8	0.0%
Motorcyclist fatalities	1.7	1	1	1	1	0	10.5	↓100.0%
Unhelmeted motorcyclist fatalities	1.1	1	0	1	1	0	7.8	↓100.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	0.0%
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	0.0%

. ^Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

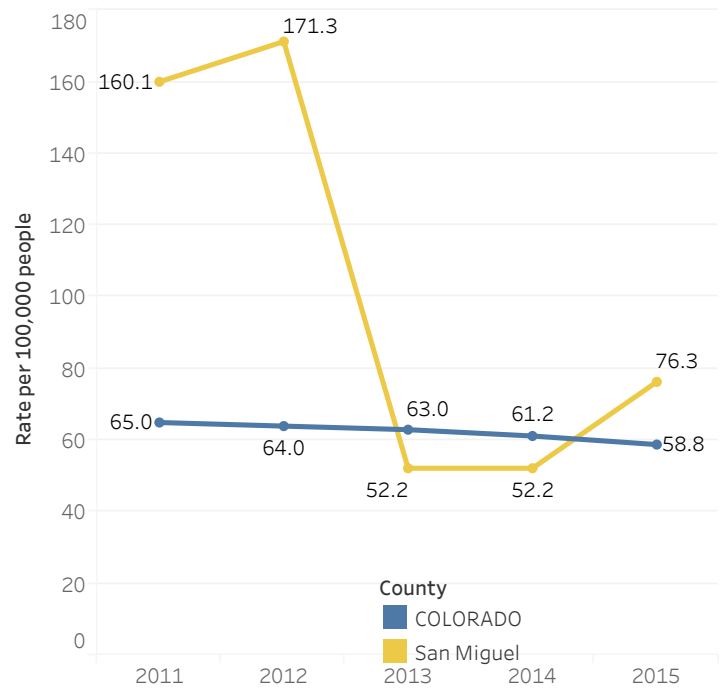
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

San Miguel County

Fatality rate by county and Colorado, 2011-2015



Serious injury rate by county and Colorado, 2011 - 2015



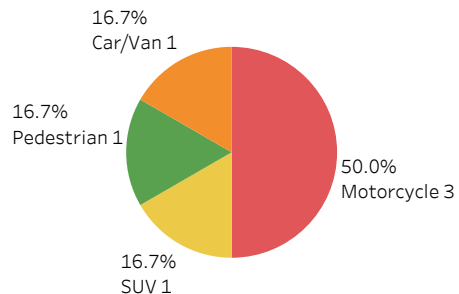
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	4	3	1	0	0	0	1
35-54	1	0	1	0	0	0	3
55-64	2	0	0	2	0	0	1
65+	2	2	0	0	0	0	0
Total	9	5	2	2	0	0	5

Mode of transportation of fatalities by county, 2015

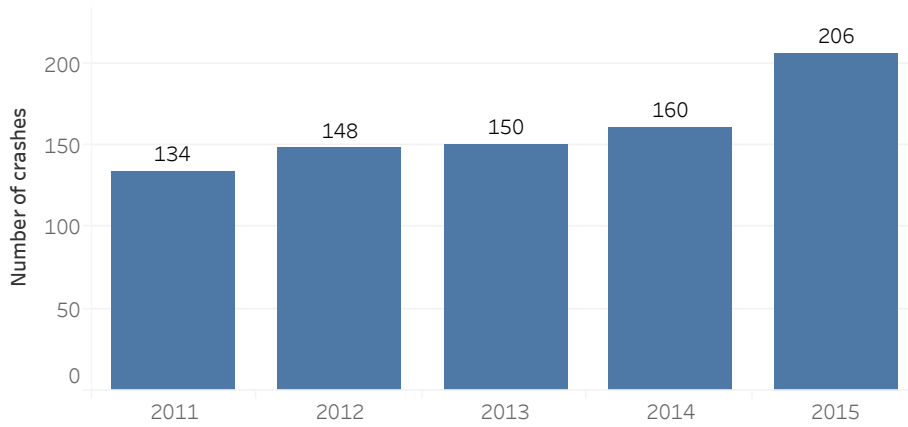


Mode of transportation of seriously injured by county, 2015



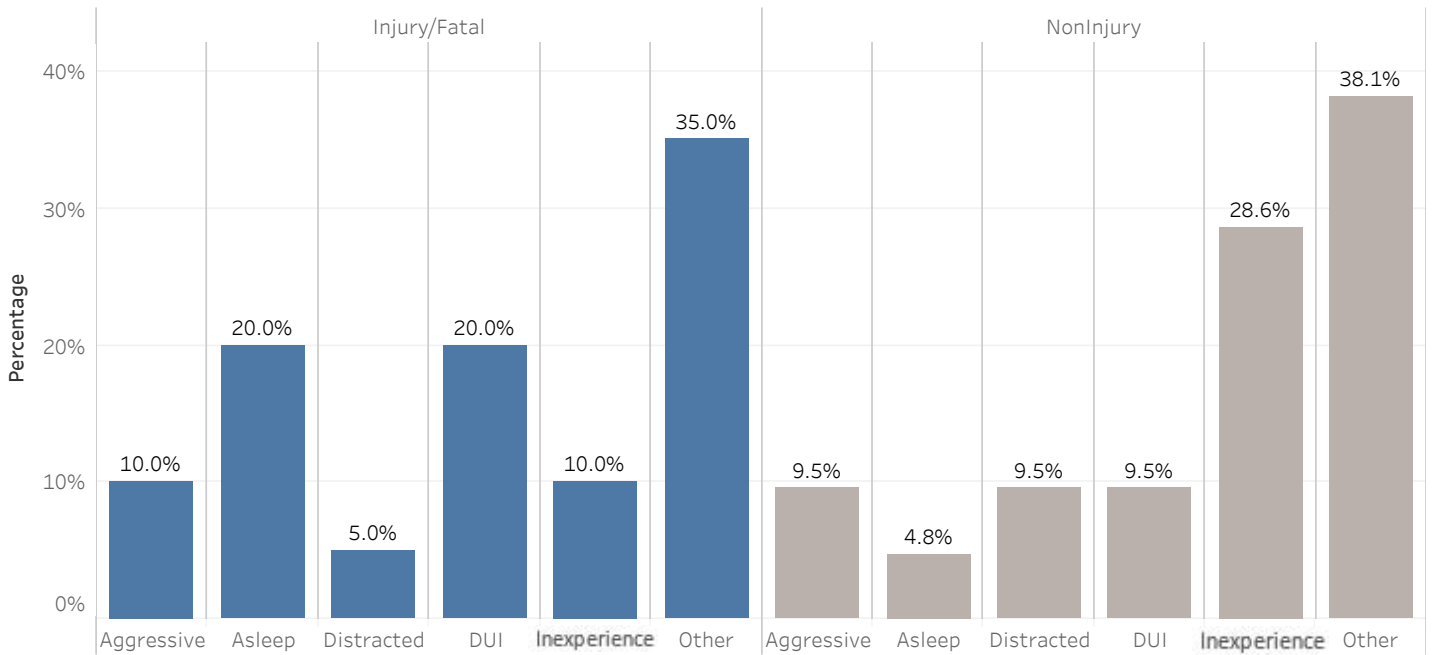
San Miguel County

Total number of crashes by county, 2011-2015

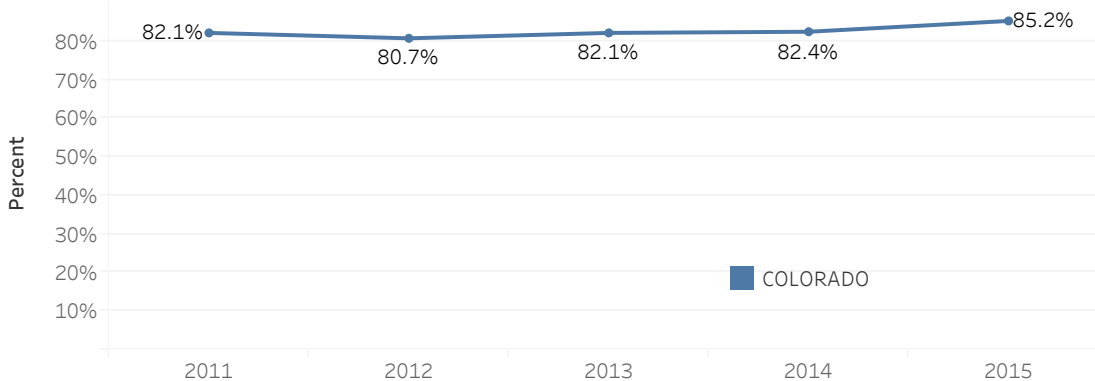


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



San Miguel County

Impaired Driving

Of the 1 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 17 percent of injury and fatal crashes and 12 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 5 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 1 of the 1 (100 percent) motor vehicle occupant fatalities and 0 of the 2 (0 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



SEDGWICK COUNTY



Age Group	Female	Male	Total
<5	65	68	134
5-8	55	51	105
9-15	92	85	178
16-20	53	69	122
21-34	150	158	309
35-54	265	267	532
55-64	198	205	403
65+	325	269	594
Total	1,203	1,173	2,376

Data source: 2015 DOLA

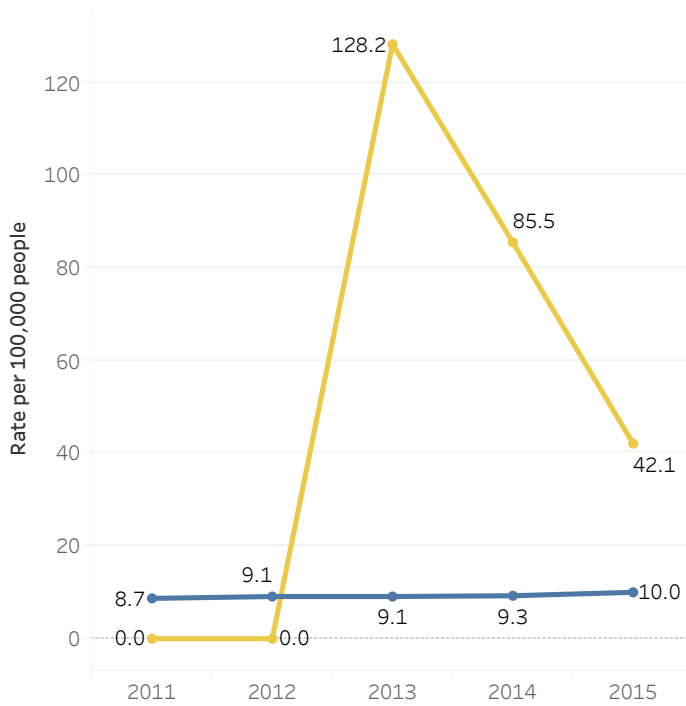
Performance Measure Reduce the number of:	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Sedgwick County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Traffic fatalities	9.4	0	0	3	2	1	51.0	*
Serious injuries in traffic crashes	63.3	3	1	7	2	2	178.4	↓9.6%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	0	0	0	2	1	25.5	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	0	1	1	17.0	*
Speeding-related fatalities	2.6	0	0	0	1	1	17.0	*
Motorcyclist fatalities	1.7	0	0	0	0	0	0.0	0.0%
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	0	0	0	0	0.0	0.0%
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	0.0%

. [^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

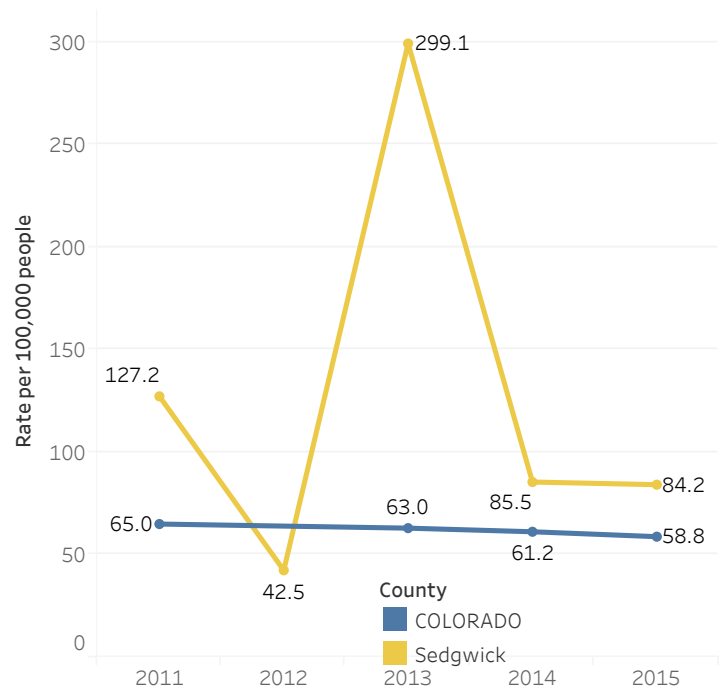
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Sedgwick County

Fatality rate by county and Colorado, 2011-2015



Serious injury rate by county and Colorado, 2011 - 2015



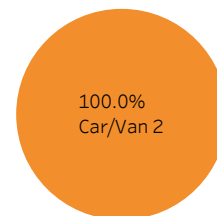
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	1	0	1	0	0	0	1
35-54	0	0	0	0	0	0	0
55-64	1	1	0	0	0	0	2
65+	4	1	3	0	0	0	1
Total	6	2	4	0	0	0	4

Mode of transportation of fatalities by county, 2015

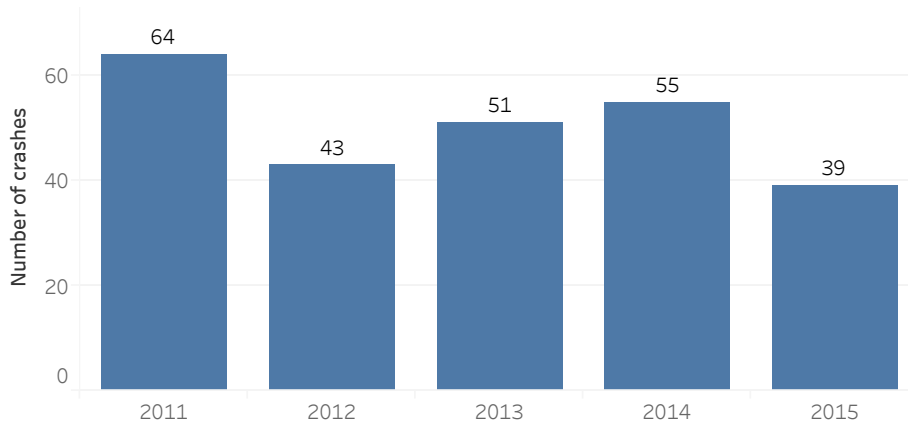


Mode of transportation of seriously injured by county, 2015



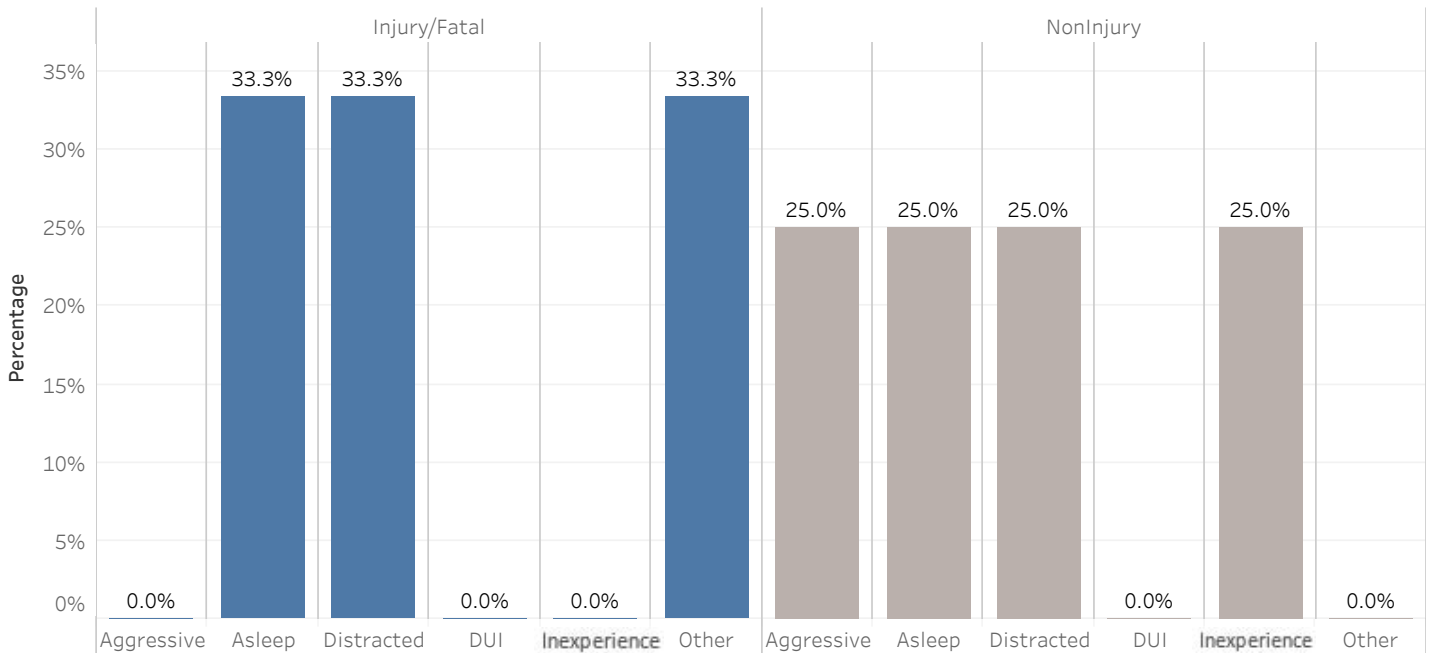
Sedgwick County

Total number of crashes by county, 2011-2015

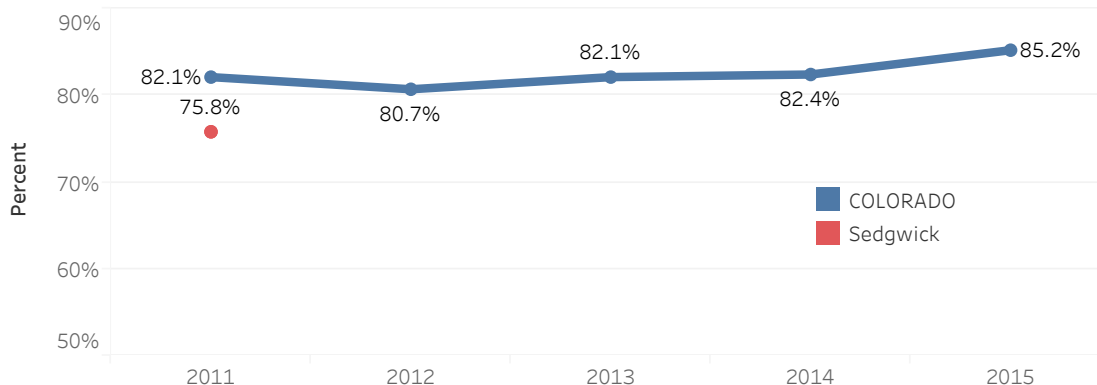


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Sedgwick County

Impaired Driving

Of the 1 fatalities in 2015, 1 (100 percent) 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).

Speed Enforcement

In 2015, 16 percent of injury and fatal crashes and 18 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 33 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 1 of the 1 (100 percent) motor vehicle occupant fatalities and 2 of the 2 (100 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



SUMMIT COUNTY



Age Group	Female	Male	Total
<5	719	751	1,470
5-8	620	642	1,263
9-15	1,034	1,093	2,126
16-20	649	723	1,372
21-34	2,877	3,777	6,655
35-54	4,282	5,462	9,745
55-64	2,024	2,226	4,250
65+	1,609	1,810	3,419
Total	13,814	16,485	30,299

Data source: 2015 DOLA

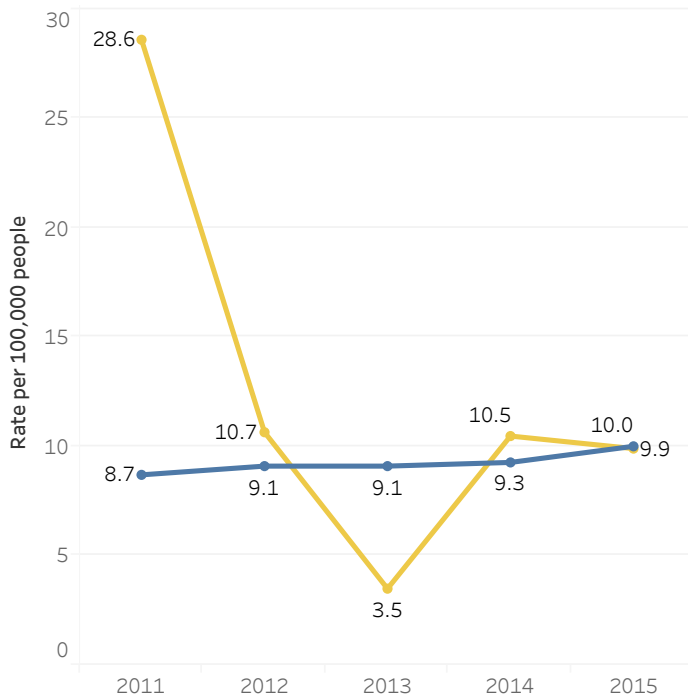
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Summit County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	8	3	1	3	3	12.5	↓21.7%
Serious injuries in traffic crashes	63.3	24	24	14	24	21	67.5	↓3.3%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	3	1	1	0	1	4.2	↓24.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	2	1	0	0	1	2.8	↓15.9%
Speeding-related fatalities	2.6	6	2	1	1	1	7.7	↓36.1%
Motorcyclist fatalities	1.7	3	0	0	0	0	2.1	↓100.0%
Unhelmeted motorcyclist fatalities	1.1	2	0	0	0	0	1.4	↓100.0%
Drivers age 20 or younger in fatal crashes	1.3	2	1	0	1	0	2.8	↓100.0%
Pedestrian fatalities	1.1	0	1	0	1	1	2.1	*

. [^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

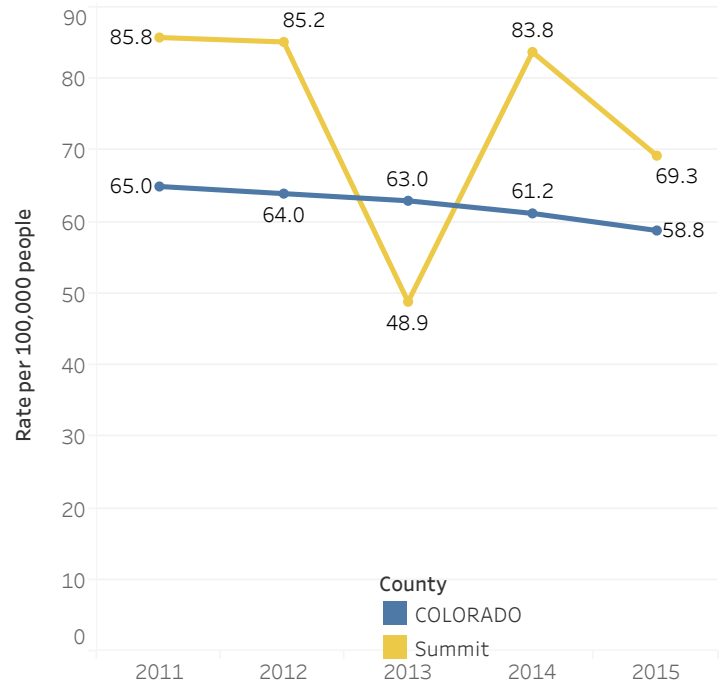
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Summit County

Fatality rate by county and Colorado, 2011-2015



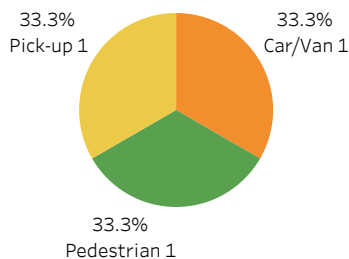
Serious injury rate by county and Colorado, 2011 - 2015



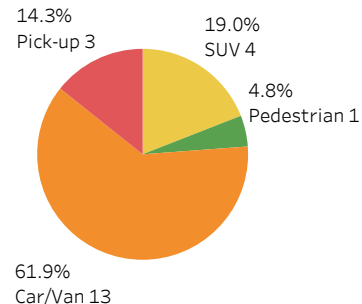
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	1	1	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	3	1	0	0	2	0	16
35-54	0	0	0	0	0	0	10
55-64	1	0	1	0	0	0	3
65+	2	2	0	0	0	0	8
Total	7	4	1	0	2	0	37

Mode of transportation of fatalities by county, 2015

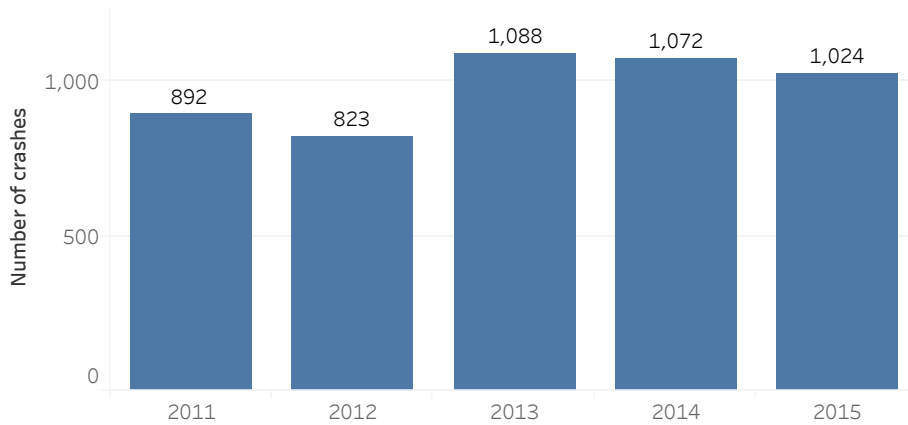


Mode of transportation of seriously injured by county, 2015



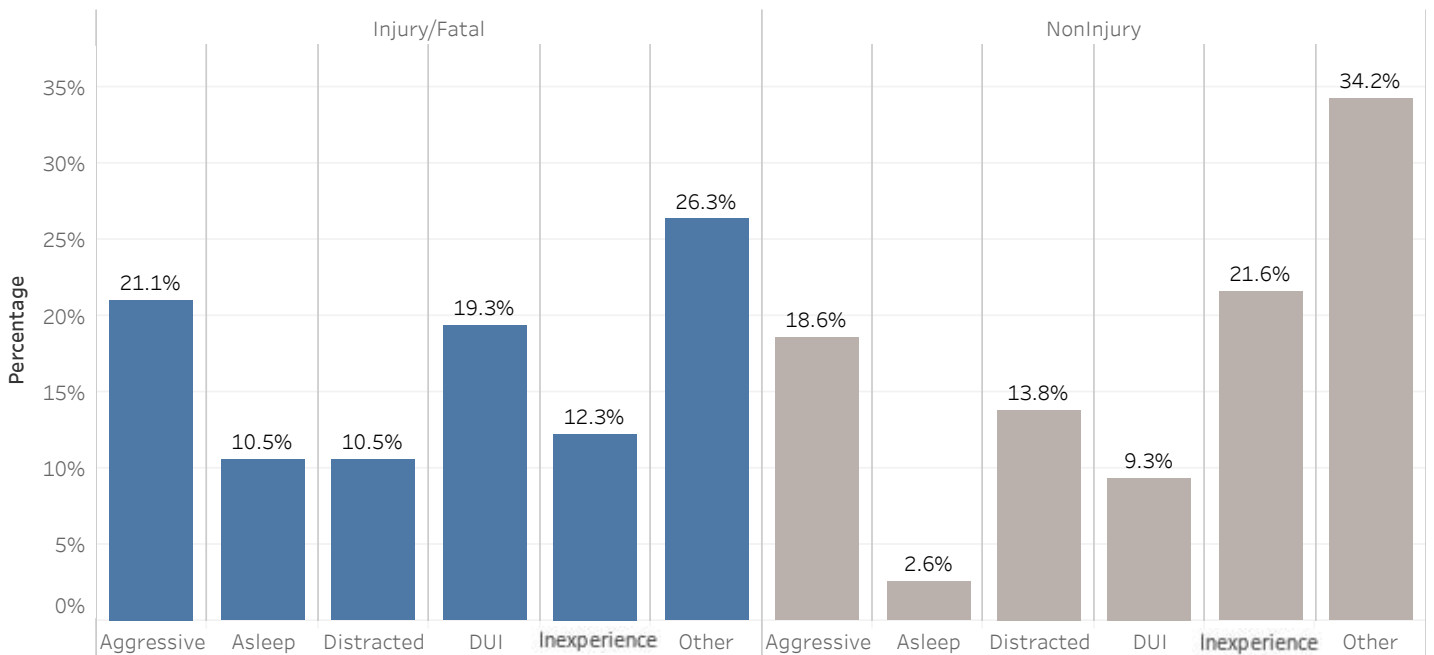
Summit County

Total number of crashes by county, 2011-2015

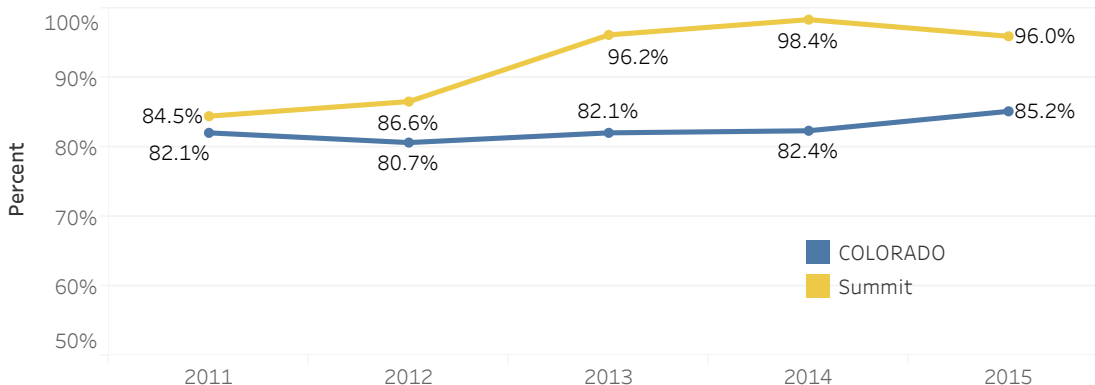


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015





Key Findings



Summit County

Impaired Driving

Of the 3 fatalities in 2015, 1 (33 percent) 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).

Speed Enforcement

In 2015, 30 percent of injury and fatal crashes and 28 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 11 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 1 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 1 of the 2 (50 percent) motor vehicle occupant fatalities and 10 of the 20 (50 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



TELLER COUNTY



Age Group	Female	Male	Total
<5	477	498	976
5-8	443	451	894
9-15	834	1,009	1,842
16-20	711	748	1,460
21-34	1,292	1,469	2,761
35-54	3,173	3,028	6,201
55-64	2,495	2,378	4,874
65+	2,181	2,273	4,454
Total	11,607	11,854	23,461

Data source: 2015 DOLA

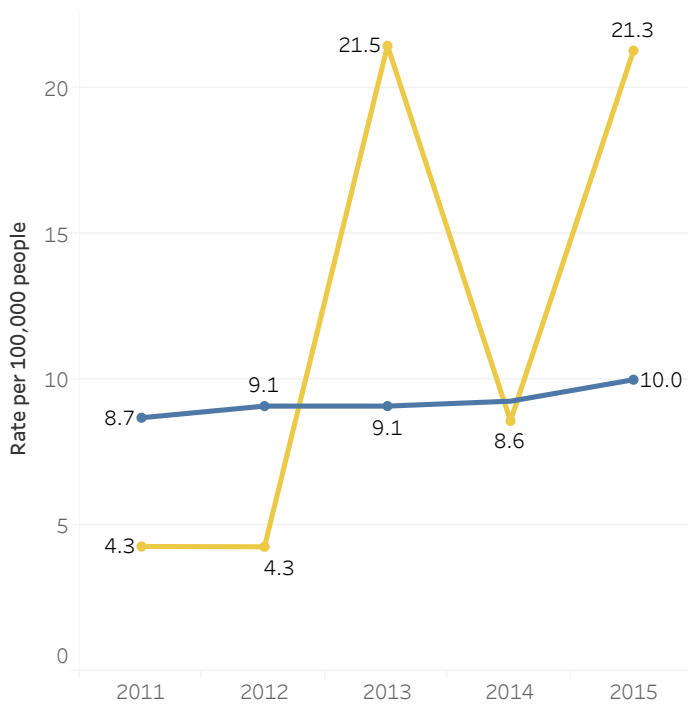
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Teller County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	1	1	5	2	5	12.0	↑49.5%
Serious injuries in traffic crashes	63.3	13	27	16	15	12	61.6	↓2.0%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	1	1	2	1	1	5.1	*
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	1	1	0	0	1.7	*
Speeding-related fatalities	2.6	1	1	0	1	3	5.1	↑31.6%
Motorcyclist fatalities	1.7	0	0	1	0	1	1.7	*
Unhelmeted motorcyclist fatalities	1.1	0	0	1	0	0	0.9	*
Drivers age 20 or younger in fatal crashes	1.3	0	0	1	1	1	2.6	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	0.0%

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

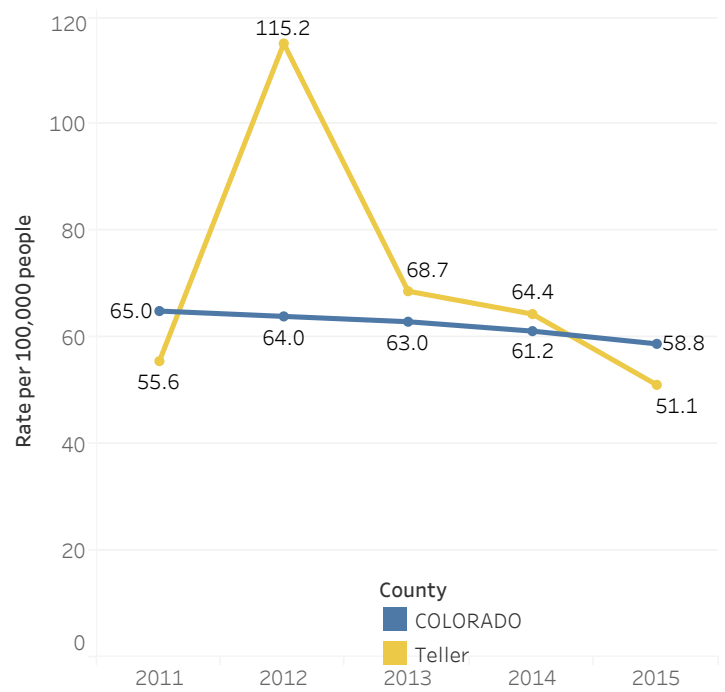
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Teller County

Fatality rate by county and Colorado, 2011-2015



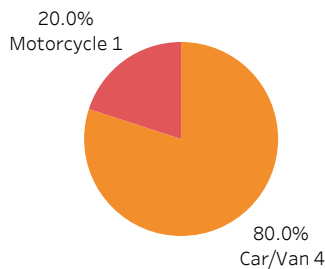
Serious injury rate by county and Colorado, 2011 - 2015



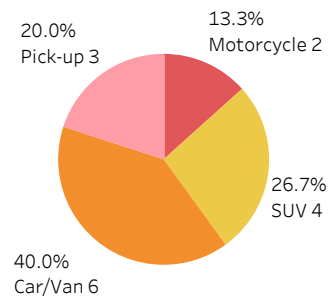
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	1
9-15	1	1	0	0	0	0	1
16-20	0	0	0	0	0	0	4
21-34	3	2	1	0	0	0	9
35-54	3	1	2	0	0	0	13
55-64	2	1	0	1	0	0	16
65+	3	2	0	1	0	0	6
Total	12	7	3	2	0	0	50

Mode of transportation of fatalities by county, 2015

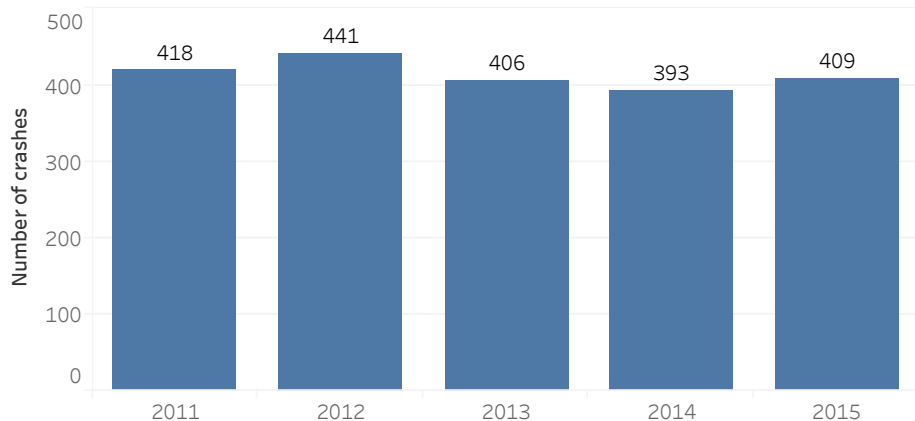


Mode of transportation of seriously injured by county, 2015



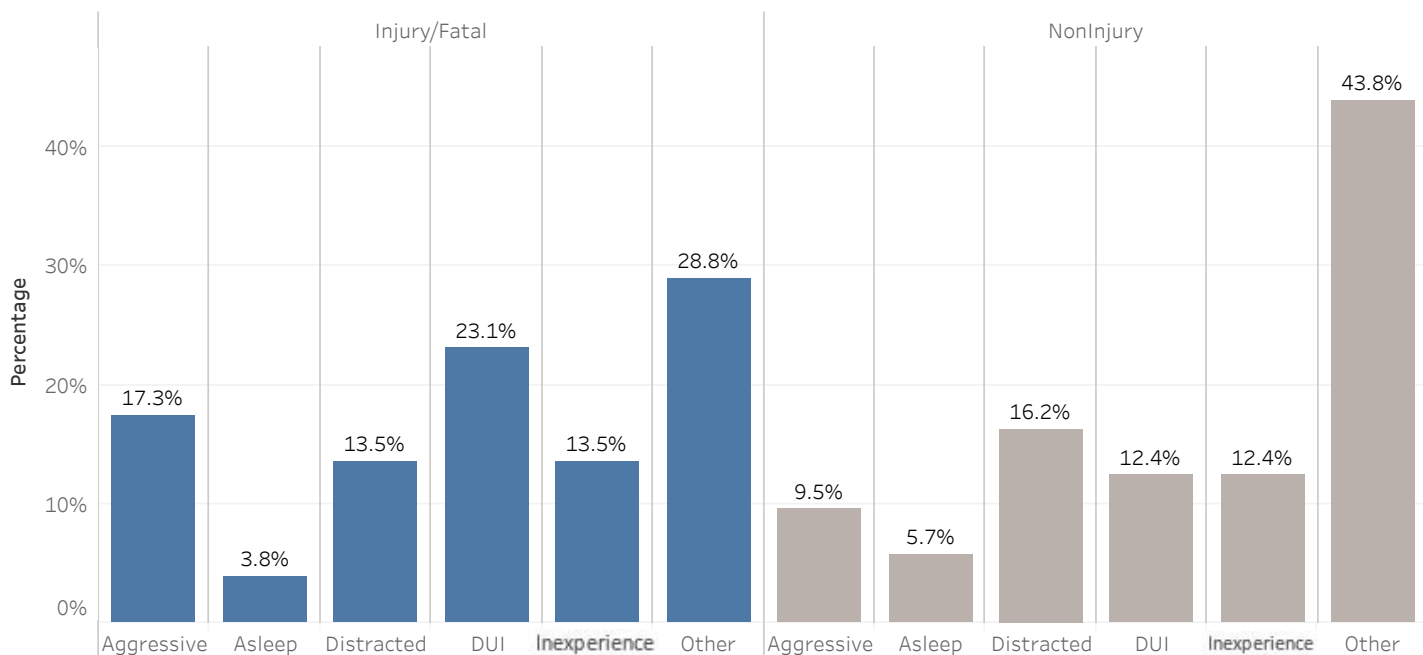
Teller County

Total number of crashes by county, 2011-2015

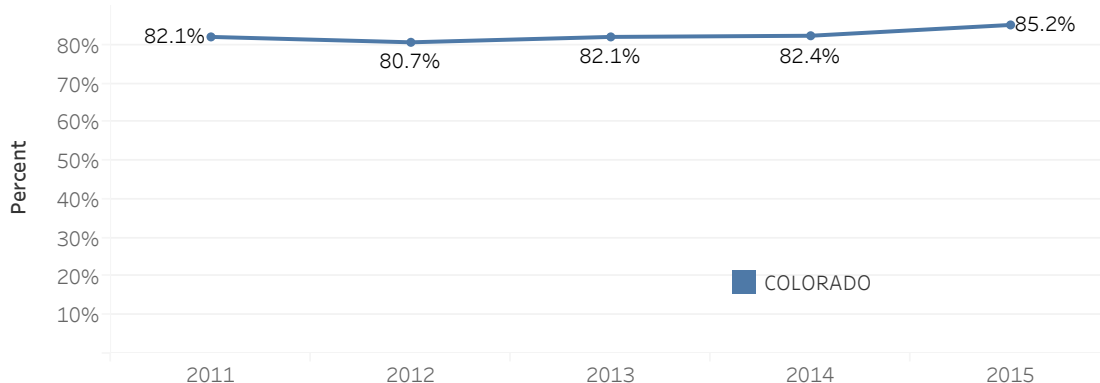


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Teller County

Impaired Driving

Of the 5 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 7 percent of injury and fatal crashes and 12 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 13 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 1 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 1 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

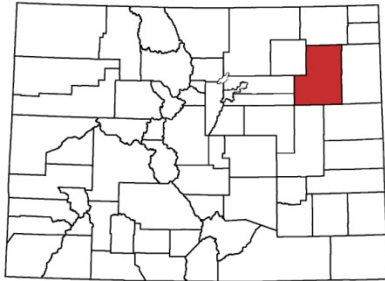
Occupant Protection

In 2015, 1 of the 4 (25 percent) motor vehicle occupant fatalities and 0 of the 13 (0 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



WASHINGTON COUNTY



Age Group	Female	Male	Total
<5	107	112	219
5-8	107	125	232
9-15	206	220	426
16-20	144	138	283
21-34	292	383	675
35-54	542	626	1,168
55-64	395	380	775
65+	571	490	1,061
Total	2,364	2,475	4,839

Data source: 2015 DOLA

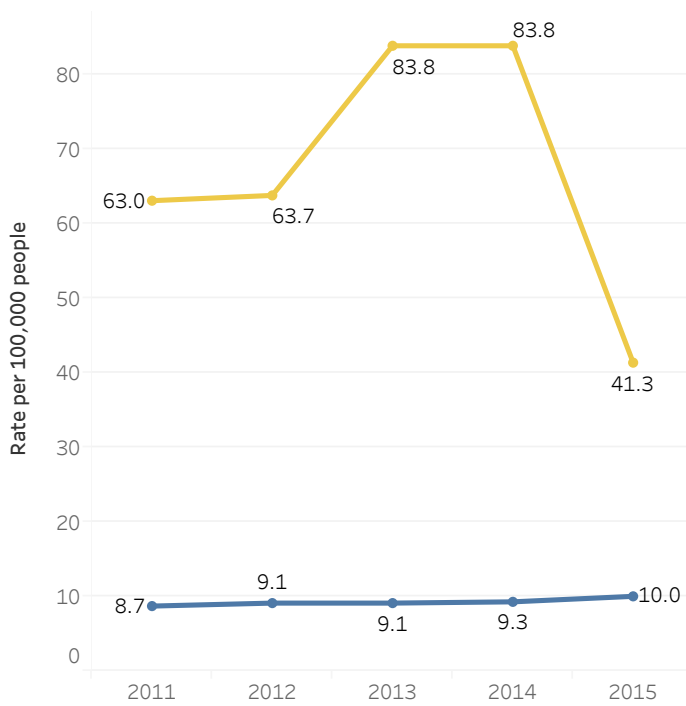
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Washington County Five Year Crude Rate Event/100,000 people	Five Year Percent Change^
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	3	3	4	4	2	67.1	↓9.6%
Serious injuries in traffic crashes	63.3	4	1	7	7	3	117.4	↓6.9%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	2	2	3	2	0	37.7	↓100.0%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	0	0	1	0	0	4.2	*
Speeding-related fatalities	2.6	1	0	2	0	0	12.7	↓100.0%
Motorcyclist fatalities	1.7	0	0	0	0	0	0.0	0.0%
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	1	0	0	0	1	8.4	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	0.0%

^Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

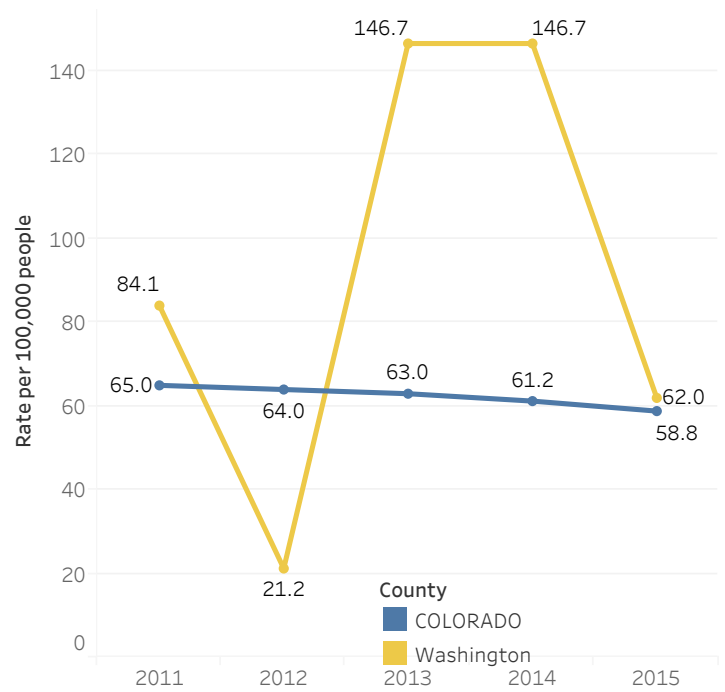
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Washington County

Fatality rate by county and Colorado, 2011-2015



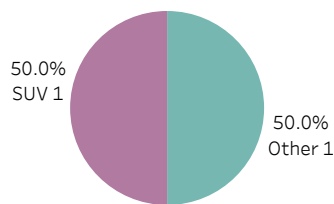
Serious injury rate by county and Colorado, 2011 - 2015



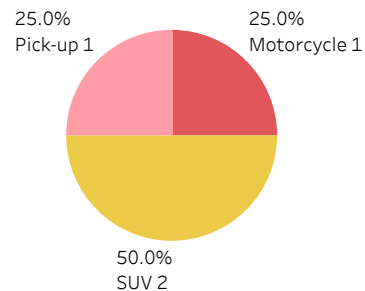
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	0	0	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	1	1	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-34	3	2	1	0	0	0	2
35-54	3	2	1	0	0	0	2
55-64	2	2	0	0	0	0	2
65+	1	1	0	0	0	0	0
Total	9	8	1	0	0	0	6

Mode of transportation of fatalities by county, 2015

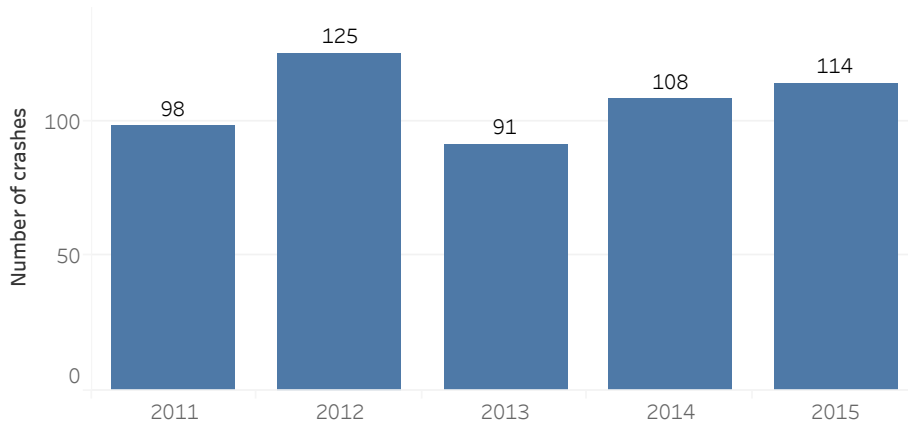


Mode of transportation of seriously injured by county, 2015



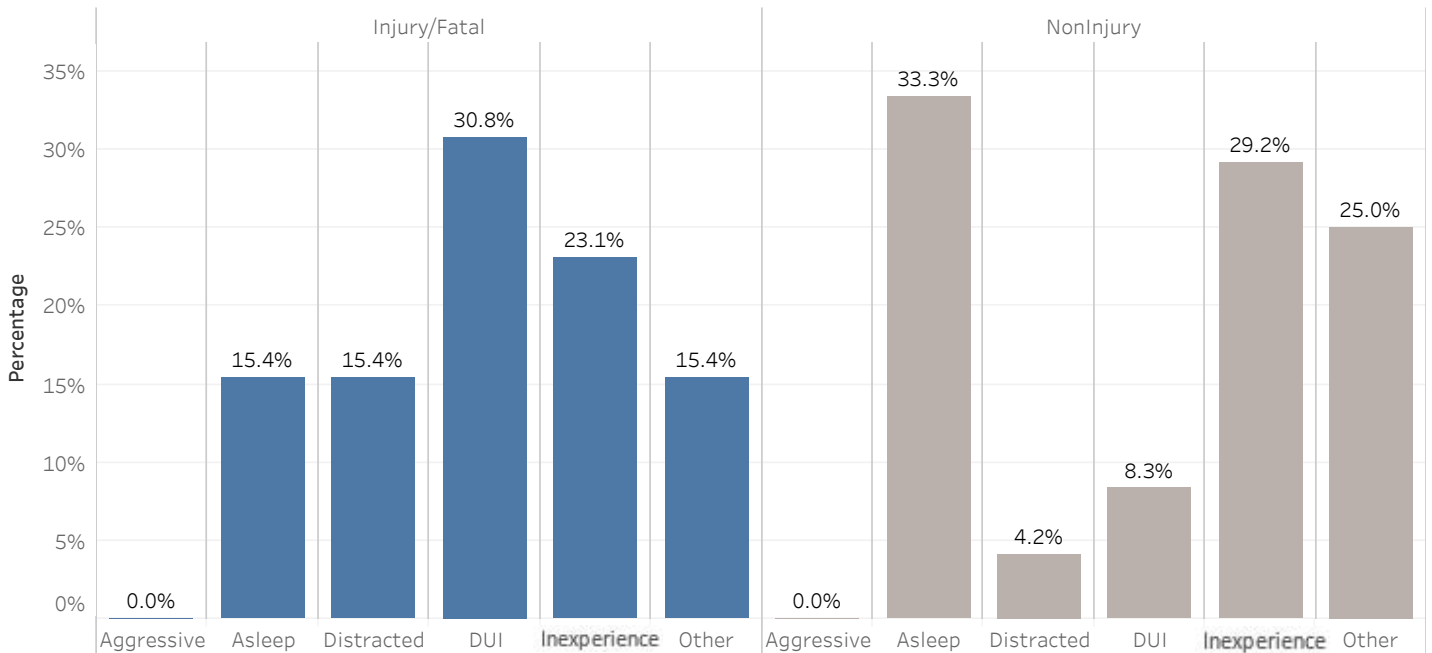
Washington County

Total number of crashes by county, 2011-2015

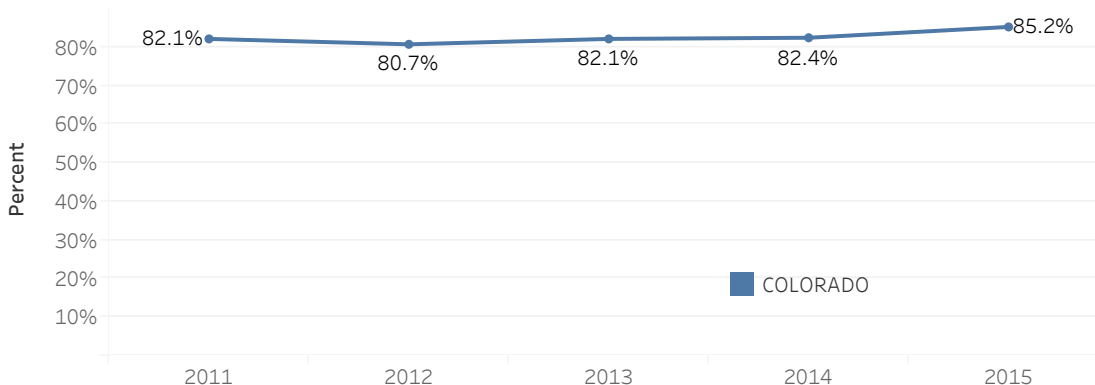


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Washington County

Impaired Driving

Of the 2 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 6 percent of injury and fatal crashes and 20 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 15 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 1 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

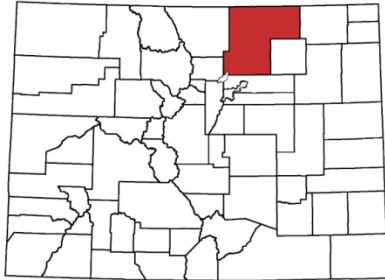
Occupant Protection

In 2015, 0 of the 1 (0 percent) motor vehicle occupant fatalities and 0 of the 3 (0 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



WELD COUNTY



Age Group	Female	Male	Total
<5	9,990	10,418	20,408
5-8	8,310	8,719	17,029
9-15	15,053	15,555	30,608
16-20	12,036	12,043	24,079
21-34	27,160	27,531	54,691
35-54	36,460	37,536	73,996
55-64	15,938	15,530	31,468
65+	17,512	15,085	32,597
Total	142,458	142,418	284,876

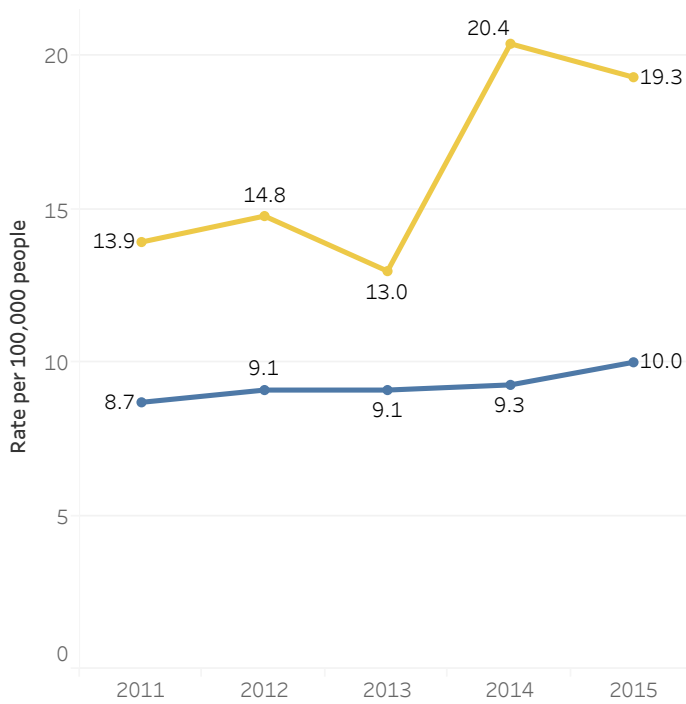
Data source: 2015 DOLA

Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Weld County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	36	39	35	55	55	16.3	↑11.2%
Serious injuries in traffic crashes	63.3	162	149	140	206	168	60.6	↑0.9%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	16	13	12	22	23	6.4	↑9.5%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	14	12	7	12	14	4.4	0.0%
Speeding-related fatalities	2.6	13	13	16	14	25	6.0	↑17.8%
Motorcyclist fatalities	1.7	4	11	5	7	8	2.6	↑18.9%
Unhelmeted motorcyclist fatalities	1.1	4	11	4	4	7	2.2	↑15.0%
Drivers age 20 or younger in fatal crashes	1.3	4	9	3	12	6	2.5	↑10.7%
Pedestrian fatalities	1.1	1	0	2	3	0	0.4	↓100.0%

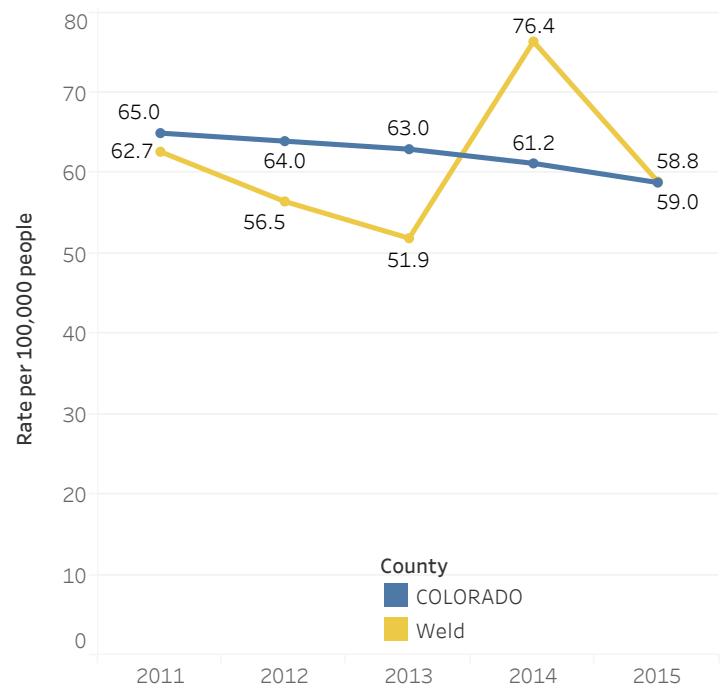
[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

Weld County

Fatality rate by county and Colorado, 2011-2015



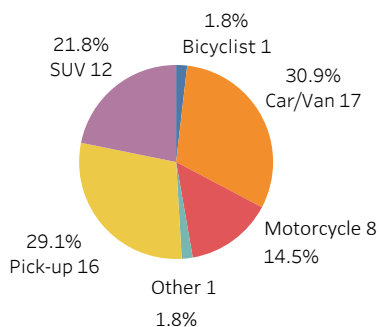
Serious injury rate by county and Colorado, 2011 - 2015



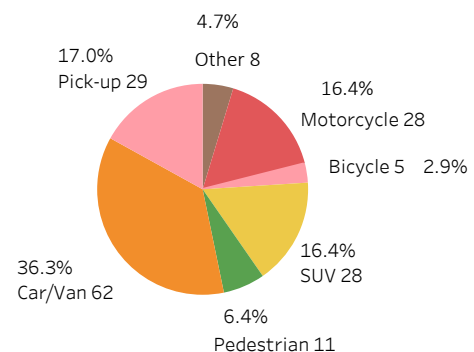
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	1	1	0	0	0	0	9
5-8	3	3	0	0	0	0	5
9-15	7	5	1	1	0	0	30
16-20	19	16	3	0	0	0	61
21-34	39	22	12	3	1	1	166
35-54	48	19	15	11	2	1	144
55-64	16	4	6	4	2	0	53
65+	12	7	4	1	0	0	54
Total	145	77	41	20	5	2	522

Mode of transportation of fatalities by county, 2015

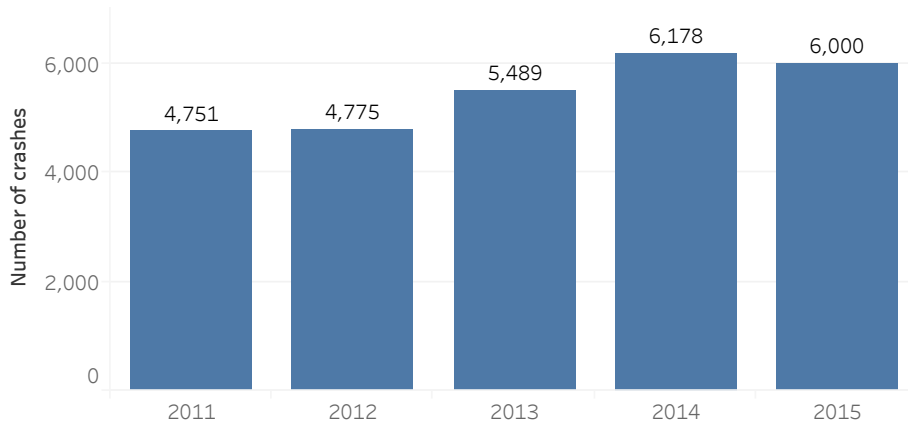


Mode of transportation of seriously injured by county, 2015



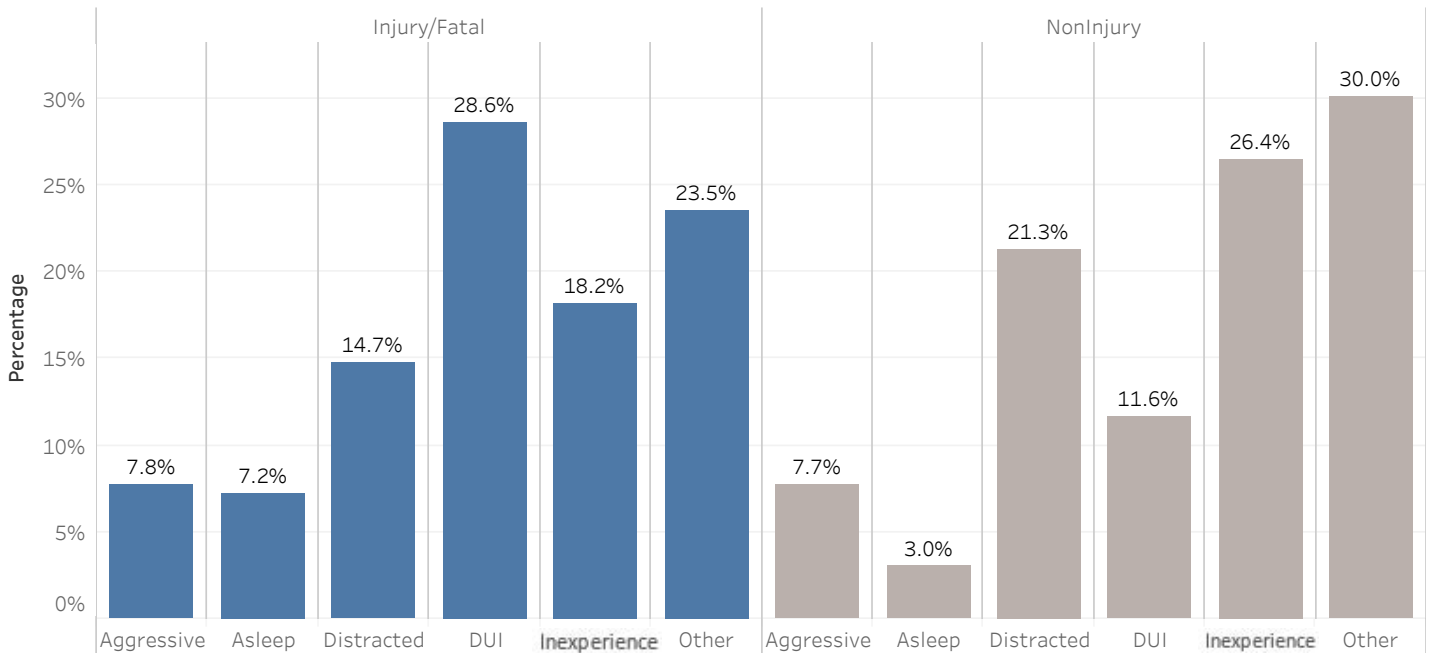
Weld County

Total number of crashes by county, 2011-2015

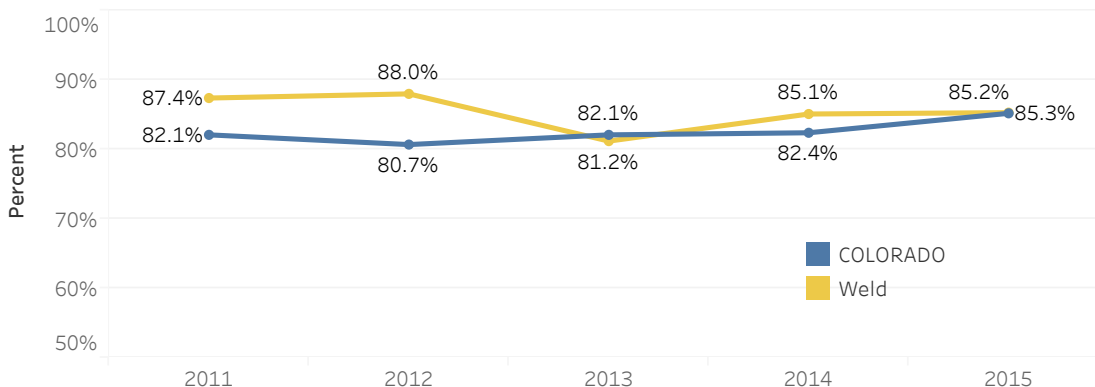


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015





Key Findings



Weld County

Impaired Driving

Of the 55 fatalities in 2015, 14 (25 percent) 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).

Speed Enforcement

In 2015, 8 percent of injury and fatal crashes and 8 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 15 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 6 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 8 motorcyclist fatalities in 2015 and 88 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 1 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 23 of the 45 (51 percent) motor vehicle occupant fatalities and 40 of the 127 (31 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



YUMA COUNTY



Age Group	Female	Male	Total
<5	361	377	738
5-8	343	283	627
9-15	526	490	1,015
16-20	282	296	579
21-34	728	802	1,531
35-54	1,182	1,291	2,472
55-64	648	643	1,291
65+	1,036	837	1,873
Total	5,106	5,019	10,125

Data source: 2015 DOLA

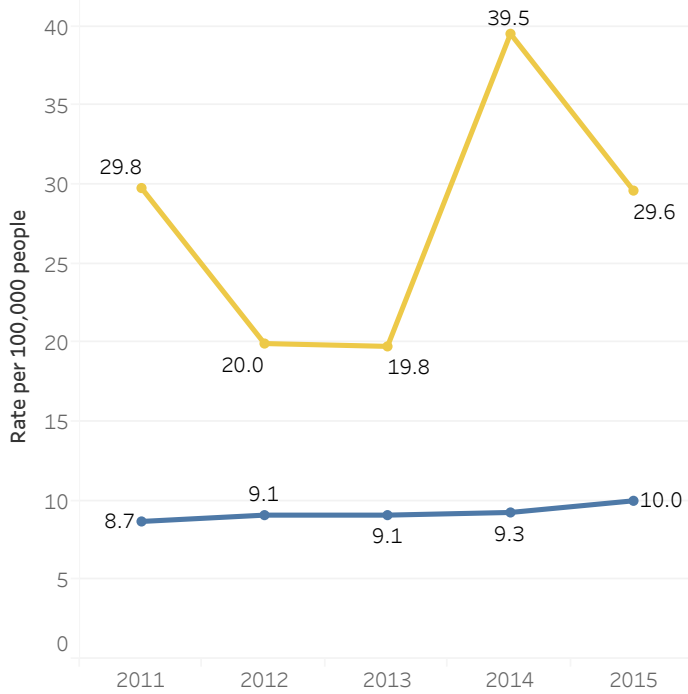
Performance Measure	CO 5 Year Crude Rate Event/100,000 people	County Numbers By Year					Yuma County Five Year Crude Rate Event/100,000 people	Five Year Percent Change [^]
		2011	2012	2013	2014	2015		
Reduce the number of:								
Traffic fatalities	9.4	3	2	2	4	3	27.8	0.0%
Serious injuries in traffic crashes	63.3	8	5	7	5	6	65.4	↓6.9%
Unrestrained passenger vehicle occupant fatalities, all seat positions	3.4	1	2	1	3	2	17.8	↑18.9%
Fatalities in crashes with a driver or motorcycle operator with a BAC of .08 and above	2.3	1	0	0	1	0	4.0	*
Speeding-related fatalities	2.6	2	0	1	2	1	11.9	↓15.9%
Motorcyclist fatalities	1.7	0	0	0	0	0	0.0	0.0%
Unhelmeted motorcyclist fatalities	1.1	0	0	0	0	0	0.0	0.0%
Drivers age 20 or younger in fatal crashes	1.3	0	1	1	0	0	4.0	*
Pedestrian fatalities	1.1	0	0	0	0	0	0.0	0.0%

[^]Green cells represent a reduction in the county's numbers for each performance measure from 2011 to 2015, indicating where the county is doing well. Red cells represent an increase in the county's numbers per performance measure from 2011 to 2015, indicating performance areas that need improvement.

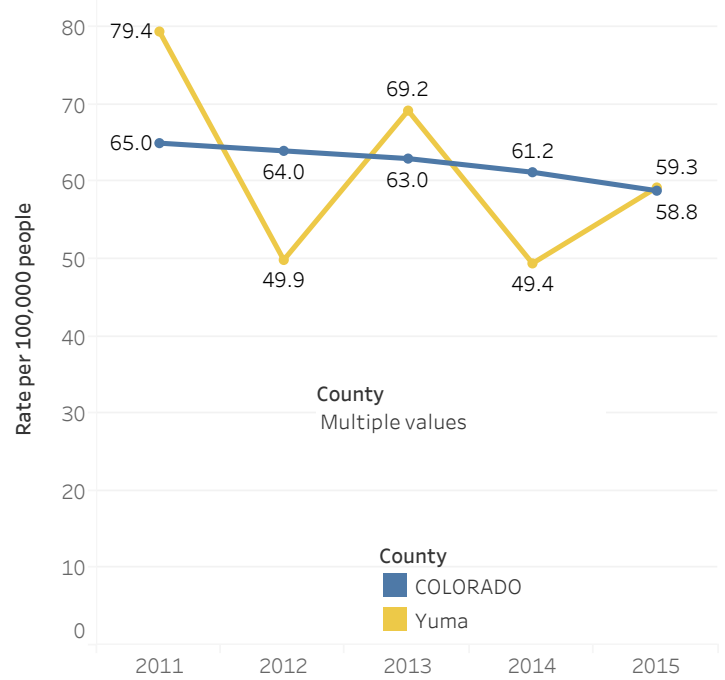
*Due to small numbers, calculating the 5-year percent change is not a suitable method to assess change over time.

Yuma County

Fatality rate by county and Colorado, 2011-2015



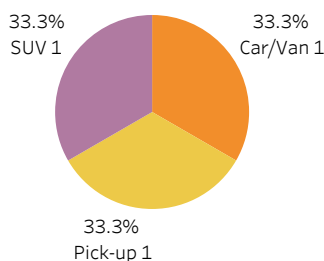
Serious injury rate by county and Colorado, 2011 - 2015



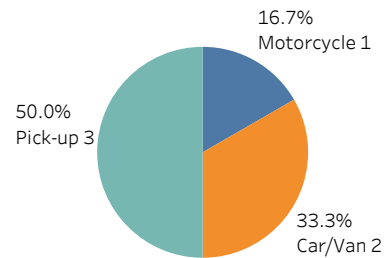
County fatalities by person and vehicle type, and hospitalizations, by age group, 2013 - 2015

Age Group	Fatalities Total	Fatalities Car/SUV	Fatalities Pickup Truck	Fatalities Motorcycle	Fatalities Pedestrian	Fatalities Bicyclist	Hospitalizations
0-4	1	1	0	0	0	0	0
5-8	0	0	0	0	0	0	0
9-15	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	4
21-34	3	2	1	0	0	0	4
35-54	3	2	1	0	0	0	4
55-64	1	1	0	0	0	0	7
65+	1	0	1	0	0	0	2
Total	9	6	3	0	0	0	21

Mode of transportation of fatalities by county, 2015

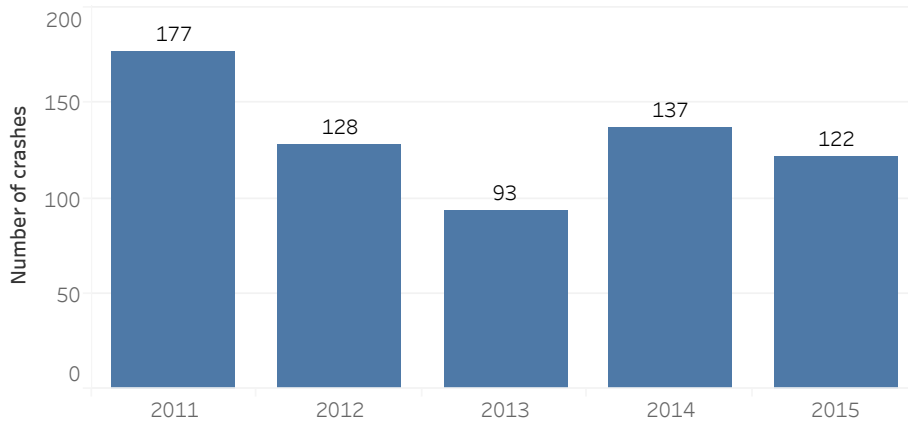


Mode of transportation of seriously injured by county, 2015



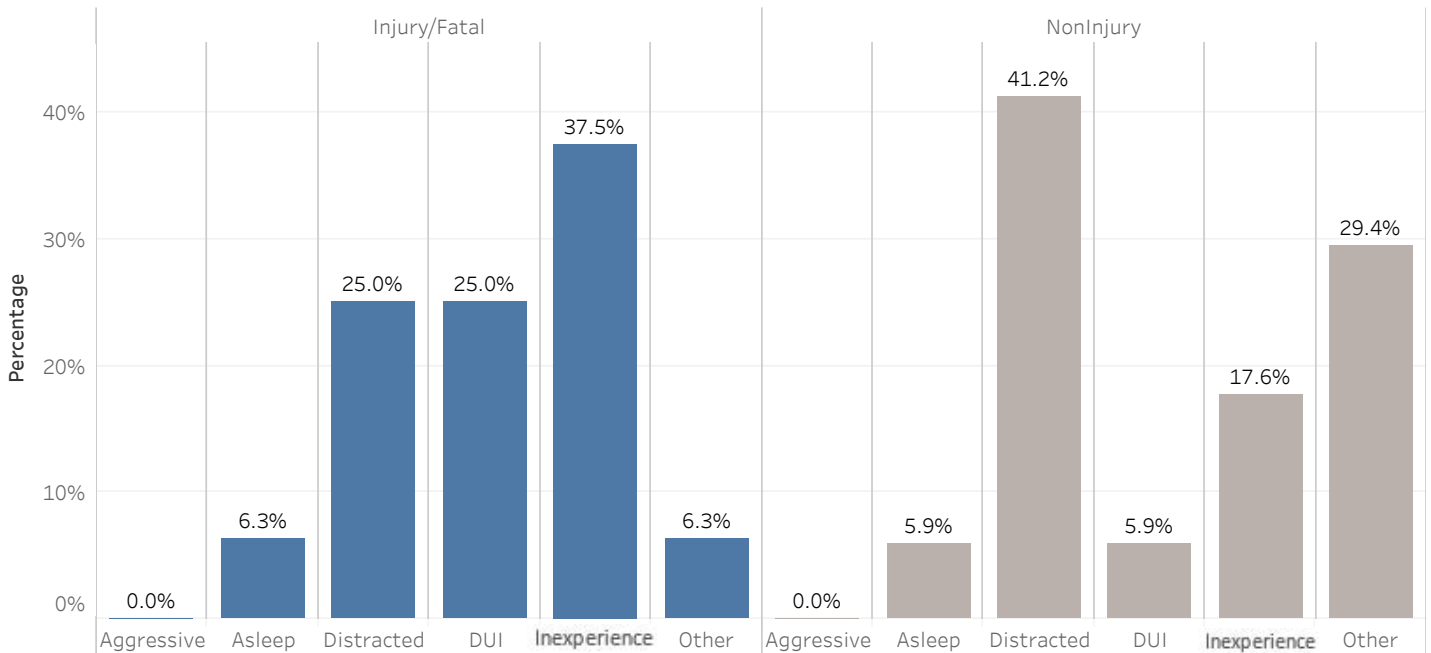
Yuma County

Total number of crashes by county, 2011-2015

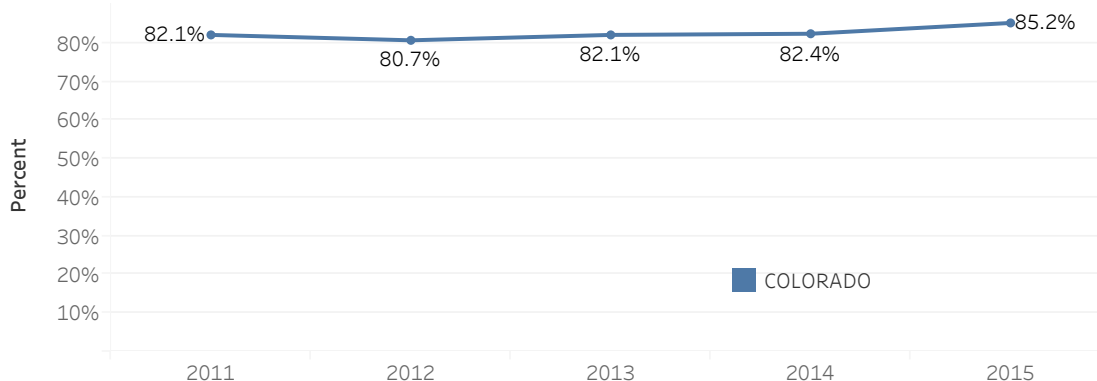


Contributing factors among drivers in injury and fatal vs. non-injury crashes, by county, 2015

(Distracted = Distracted by Passenger, Cell Phone, Radio, Food, Objects, Pet, Etc.)



Seat belt use by county and Colorado, 2011 - 2015



Seat belt survey data was collected in only select counties each year; therefore, data may only be shown for selected counties and/or Colorado only.



Key Findings



Yuma County

Impaired Driving

Of the 3 fatalities in 2015, 0 (0 percent) 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).

Speed Enforcement

In 2015, 11 percent of injury and fatal crashes and 11 percent of non-injury crashes involved speeding drivers.

Distracted Driving

In 2015, law enforcement reported that 25 injury or fatal crashes involved distracted drivers.

Young Drivers

In 2015, 0 drivers age 20 and younger were in fatal crashes.

Motorcycle Safety

There was/were 0 motorcyclist fatalities in 2015 and 0 percent were not wearing a helmet.



Pedestrian and Bicycle Safety

There were 0 pedestrian(s) and 0 bicyclist(s) killed in 2015.

Occupant Protection

In 2015, 2 of the 3 (66 percent) motor vehicle occupant fatalities and 4 of the 5 (80 percent) seriously injured were not using a seat belt or other restraint.

Data Sources: Electronic Accident Reporting System (EARS) – Data on all crashes and serious injuries
Fatality Analysis Reporting System (FARS) – Data on fatal crashes and number and type of fatalities
Institute of Transportation Management at Colorado State University – Data on seat belt use
Colorado Department of Local Affairs (DOLA) – Data on population and other demographic information



Colorado state performance measures by county, 2015

Performance Measures	Fatalities	Serious injuries	Occupant fatalities, unrestrained all seat positions	Fatalities in crashes where driver/motorcycle operator has BAC ≥ 0.08	Speeding-related fatalities	Motorcyclist fatalities	Unhelmeted motorcyclist fatalities	Driver under 21 years old in fatal crashes	Pedestrian fatalities
Colorado ISP Target	481	3,292	176	136	150	85	50	57	50
Colorado	546	3,216	188	124	216	106	67	67	59
Adams	44	296	14	9	17	7	6	4	6
Alamosa	4	10	2	2	0	0	0	0	0
Arapahoe	37	310	9	10	17	7	3	9	6
Archuleta	3	22	1	0	0	1	0	0	0
Baca	2	2	1	0	1	0	0	0	0
Bent	1	7	0	0	1	0	0	0	0
Boulder	19	211	5	5	5	5	4	2	4
Broomfield	1	38	0	0	0	0	0	0	1
Chaffee	3	24	2	0	2	0	0	0	0
Cheyenne	0	2	0	0	0	0	0	0	0
Clear Creek	4	18	2	1	1	2	1	0	0
Conejos	2	8	0	0	0	0	0	0	0
Costilla	2	8	0	0	2	0	0	1	0
Crowley	0	2	0	0	0	0	0	0	0
Custer	0	9	0	0	0	0	0	0	0
Delta	0	17	0	0	0	0	0	0	0
Denver	51	584	11	11	27	14	9	7	13
Dolores	1	2	1	0	0	0	0	0	0
Douglas	13	105	3	4	4	5	5	2	2
Eagle	7	19	3	2	1	0	0	0	0
El Paso	48	272	18	14	15	10	5	6	6
Elbert	3	19	2	0	3	1	0	0	0
Fremont	9	32	5	1	4	1	0	1	1
Garfield	8	31	5	2	5	0	0	2	1
Gilpin	5	12	1	1	2	2	0	0	0
Grand	4	16	1	0	3	1	0	1	0
Gunnison	9	14	2	1	3	4	3	2	0
Hinsdale	1	5	0	1	1	0	0	0	0
Huerfano	2	12	2	0	1	0	0	1	0
Jackson	1	6	0	1	0	0	0	0	0
Jefferson	55	244	10	17	22	14	7	4	9
Kiowa	0	2	0	0	0	0	0	0	0
Kit Carson	1	9	1	0	1	0	0	0	0
La Plata	7	42	0	2	3	2	1	1	0
Lake	1	3	1	0	0	0	0	0	0
Larimer	33	185	10	6	9	9	7	5	2
Las Animas	1	16	0	0	0	0	0	0	0

Performance Measures	Fatalities	Serious injuries	Occupant fatalities, unrestrained all seat positions	Fatalities in crashes where driver/motorcycle operator has BAC ≥ 0.08	Speeding-related fatalities	Motorcyclist fatalities	Unhelmeted motorcyclist fatalities	Driver under 21 years old in fatal crashes	Pedestrian fatalities
Colorado ISP Target	481	3,292	176	136	150	85	50	57	50
Lincoln	4	6	1	0	2	0	0	0	0
Logan	6	10	3	2	3	2	2	1	0
Mesa	20	110	7	0	3	7	5	2	3
Mineral	1	5	0	0	1	0	0	0	0
Moffat	4	10	2	1	3	1	0	1	0
Montezuma	3	16	1	0	0	0	0	0	0
Montrose	7	20	3	5	5	1	0	0	0
Morgan	7	26	3	0	2	0	0	0	0
Otero	8	9	8	3	4	0	0	0	0
Ouray	3	2	2	1	3	0	0	1	0
Park	3	22	3	0	1	0	0	1	0
Phillips	1	1	0	0	0	0	0	0	1
Pitkin	0	14	0	0	0	0	0	0	0
Prowers	4	7	2	0	0	0	0	0	0
Pueblo	12	72	5	3	4	0	0	3	3
Rio Blanco	1	7	0	0	0	0	0	1	0
Rio Grande	5	10	3	1	2	0	0	1	0
Routt	4	16	3	1	2	1	0	0	0
Saguache	1	16	1	0	0	0	0	0	0
San Juan	0	4	0	0	0	0	0	0	0
San Miguel	1	6	1	0	0	0	0	0	0
Sedgwick	1	2	1	1	1	0	0	0	0
Summit	3	21	1	1	1	0	0	0	1
Teller	5	12	1	0	3	1	0	1	0
Washington	2	4	0	0	0	0	0	1	0
Weld	55	168	23	14	25	8	7	6	0
Yuma	3	6	2	0	1	0	0	0	0

GLOSSARY OF ACRONYMS

ALR/ALS = Administrative License Restraint/Administrative License Suspension

BAC = Blood Alcohol Concentration

CDOT = Colorado Department Of Transportation

CDPHE=Colorado Department of Public Health and Environment

CHA = Colorado Hospital Association

CR=Child Restraint

CSU=Colorado State University

DOLA = Department Of Local Affairs

DOT=Department Of Transportation

DUI = Driving Under the Influence

DUID = Driving Under the Influence of Drugs

DWAI = Driving While Ability Impaired

DWI=Driving While Intoxicated

EARS = Electronic Accident Reporting System

FARS = Fatality Analysis Reporting System

FHA=Federal Highway Administration

HSO= Highway Safety Office

GDL = Graduated Driver Licensing

MLDA = Minimum Legal Drinking Age

NHTSA = National Highway Traffic Safety Administration

OTS = Office of Transportation Safety

PBT = Preliminary Breath Test

RETAC = Regional Emergency Medical and Trauma Advisory Council

SUV = Sport Utility Vehicle

USDOT=United States Department of Transportation

VMT = Vehicle Miles Traveled

Definitions

County Urban or Rural status: Counties were classified as rural or urban based upon the Colorado Rural Health Facilities Definition. Counties classified as urban include: Adams, Arapahoe, Boulder, Broomfield, Clear Creek, Denver, Douglas, El Paso, Elbert, Jefferson, Larimer, Mesa, Park, Pueblo, Teller and Weld. The remaining 48 counties were classified as rural.

For more information, please visit:

http://coruralhealth.org/wp-content/uploads/2013/10/2014.CountyDesignations_facilities.pdf

Blood Alcohol Concentration (BAC): BAC levels fall on a continuum. The legal definition of alcohol intoxication begins with a BAC value of 0.08. There are variations in the units that BAC is reported. This report follows the convention of grams of alcohol per deciliter of blood; therefore, the value of 0.08 is in g/dL. Other agencies will report the BAC as a percent weight per volume; hence, the intoxicated legal limit is reported as a percent – 0.8%. Regardless, either unit used corresponds to the same limit for legally intoxicated by alcohol.

Gerson B. Alcohol *Clin Lab Med*. 1990;10(2):355-74.

Serious Injury: An injury where the officer marked the injury severity as: “evident incapacitating injury”.

Regional Emergency Medical and Trauma Advisory Councils (RETACs): Colorado has 11 authorized by statute to provide a coordinated approach to emergency medical and trauma care. Each RETAC consists of five or more counties that participate through a local advisory council, which is responsible for creating a regional implementation plan for delivering emergency medical and trauma care. Each RETAC has a coordinator, who provides support and services to the board and member counties. This report contains a factsheet that compiles data from the counties comprising each RETAC region.