COLORADO
Department of Transportation

MOVING TOWARDS ZERO DEATHS

2012 Statewide Crash Book

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Introduction

Purpose

The Colorado Department of Transportation (CDOT) publishes an annual Crash Book to inform stakeholders and the public about the causes, effects and trends of crashes in the State of Colorado. This information is vital to many state and local agencies whose program managers and administrators use the information to make decisions about traffic safety programs and projects. This information also improves Colorado's road safety by increasing the public's awareness of key safety issues.

Crash Data

The Colorado Department of Revenue (CDOR) maintains the official Crash Record documentation. CDOT summarizes and enhances the CDOR Crash Records for analysis purposes. This CDOT summary data is used by CDOT leaders, engineers, and planners to inform traffic safety program development, scoping and project selection processes. CDOR crash data is compiled from accident reports completed by Law Enforcement agencies from around the state and include both highway and local road crashes.

Fatal Crashes

Statistical data on fatal crashes was compiled and supplied by the Colorado Fatality Analysis Reporting System (FARS). FARS is a nationwide, federally mandated program that tracks, analyses, and stores data on fatal crashes. The criteria used in maintaining the FARS database can differ slightly from the criteria used in maintaining the CDOT summary database. Therefore, there may be slight differences in the data derived from the two databases. It is clearly notated where these differences can be seen within this document.

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Executive Summary

The CDOT Traffic & Safety Engineering Branch, working in conjunction with CDOT's Office of Transportation Safety (OTS) have established the goal of reducing the incidence and severity of motor vehicle crashes and their associated human and economic loss. To that end, a set of four specific objectives have been set.

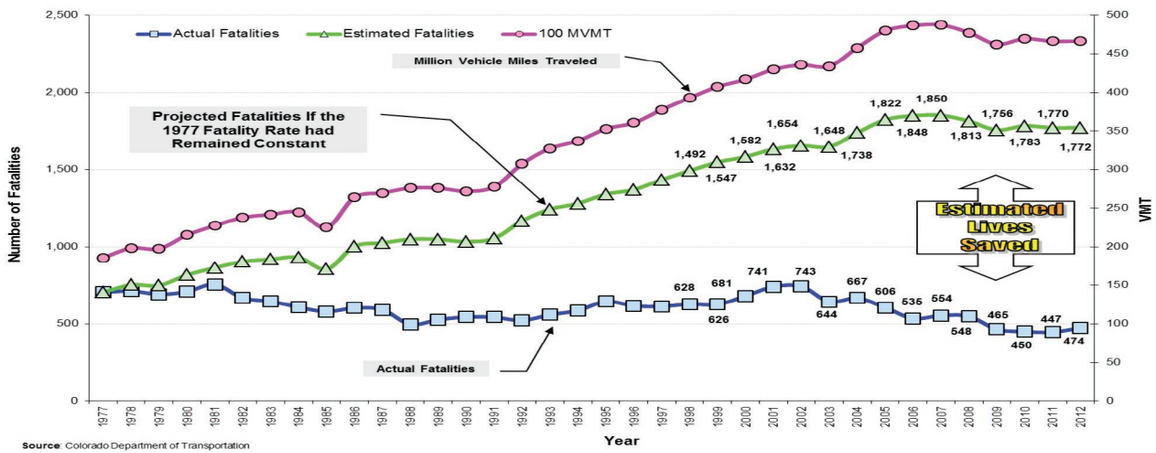
- Reduce the fatality rate per 100 million Vehicle Miles Traveled (VMT)
- Increase the observed seat belt use for passenger vehicles.
- Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.
- Reduce the number of motorcyclist fatalities

As the table below shows, significant progress has been made in most of these areas in the past five years.

OBJECTIVE	2012	AVG. OF 2007-2011	IMPROVEMENT
Fatality Rate	1.01	1.04	0.03
Seatbelt Usage	81.7	81.8	- 0.1
Fatalities (Driver BAC 0.08+)	109	127.2	18.2
Motorcycle Fatalities	79	87.2	8.2

Overall, Colorado's roads are much safer than they were 35 years ago. In 1977 Colorado had 3.8 fatalities per 100 million VMT. The chart below demonstrates how many fatalities could have occurred on Colorado's roads if the 1977 rate had remained unchanged. Cumulatively, CDOT estimates that 25,515 lives have been saved as a result of the steady reduction in statewide fatalities from the 1977 rate. Just in 2012, it was estimated that 1,303 lives have been saved.

Actual Annual Fatalities and Projected Annual Fatalities Colorado 1977—2012



Executive Summary

In 2012, there were 100,881 reported traffic crashes on public roads in Colorado. These crashes involved 12,533 people injured and 473 people killed.

Colorado made progress in the following areas in 2012 when compared to previous years:

- Since 2007, Colorado has seen a 9.8% decline in total crashes and an 18.5% decline in reported injury crashes
- Colorado Fatal crashes have fallen 14.7% from 2007 to 2012
- The fatality rate per 100,000 population dropped from 2007 (11.45) to 2012 (9.13), a decrease of 20.2%
- Speeding related fatalities decreased by 26.8% from 2007 to 2012
- Between 2007 and 2012 passenger fatalities decreased 27.2%
- A 18.9% decrease was observed in the number of total crashes involving young drivers from 2007 to 2012; The number of fatal crashes related to young drivers decreased 23.5% from 81 in 2007 to 62 in 2012.
- The Rate of Crashes per 1000 Registered Motorcycles decreased 15.8% from 2007 (15.78) to 2012 (13.29); The rate of fatal crashes per 1000 registered Motorcycles consistently decreased from 0.55 in 2007 to 0.39 in 2012, a 29.1% reduction.
- Overall helmet use by motorcyclists in crashes increased from 44.6% in 2007 to 48.5% in 2012.
- The crashes involving school age pedestrian decreased from 108 in 2008 to 87 in 2012, a reduction of 51.7%

Some areas of concern are:

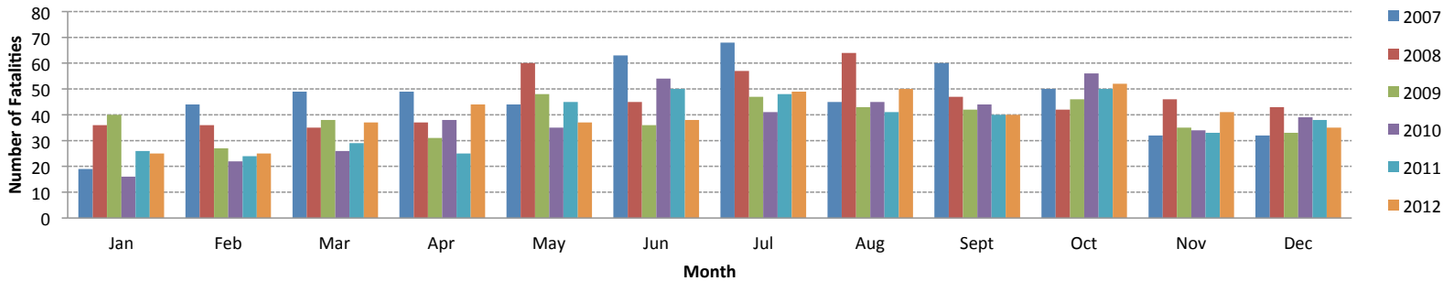
- Bicycle related crashes increased 18.3% , from 1302 in 2007 to 1540 in 2012.
- Pedestrian related crashes increased 5.3% from 2007 to 2012; Pedestrian fatalities increased from 2007 to 2012 by 30%
- 2012 saw the highest percentage (5.0%) of crashes with DUI related charges by Annual rates of the six years observed
- In 2012, 8.8% of fatal crashes in Colorado involved a distracted driver, an increase of 35.4% from 2007 (6.5%)
- From 2007 to 2012 the total crashes involving senior drivers increased almost 10%, where the total crashes, statewide, decreased almost 10%

A safety summit dealing with pedestrian related crashes was held at CDOT HQ in 2013. Utilizing traffic data provided at this summit, stakeholders discussed and strategized engineering, enforcement and prevention measures with the goal to making the roads safer for pedestrians.

Thanks to the hard work off all of those involved in traffic safety, the trend toward safer roads continues in Colorado. The facts and statistics available in Colorado Crash Book can support maintaining this trend by helping to inform decision makers for Colorado's traffic safety programs, and raise awareness of safety issues with the general public.

Overview

2007—2012 Fatalities by Month



- An approximately 28% decrease in fatalities was observed in July 2012 from July 2007.
- On average July sees the highest number of fatalities, followed closely by October and August.

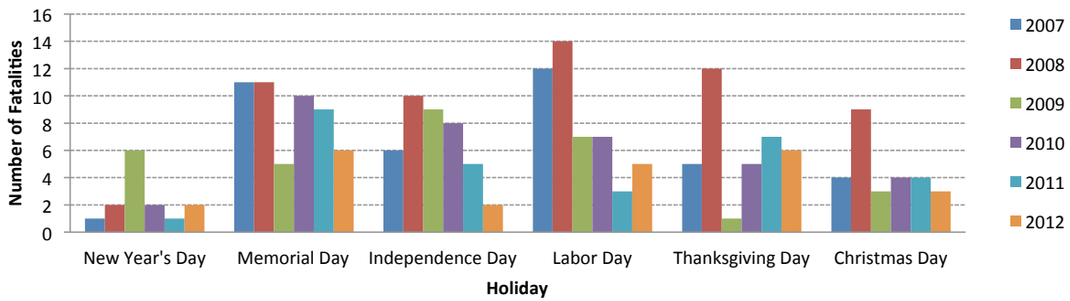
2007—2012 FATALITIES BY MONTH							
MONTH	2007	2008	2009	2010	2011	2012	TOTAL
Jan	19	36	40	16	26	25	162
Feb	44	36	27	22	24	25	178
Mar	49	35	38	26	29	37	214
Apr	49	37	31	38	25	44	224
May	44	60	48	35	45	37	269
Jun	63	45	36	54	50	38	286
Jul	68	57	47	41	48	49	310
Aug	45	64	43	45	41	50	288
Sept	60	47	42	44	40	40	273
Oct	50	42	46	56	50	52	296
Nov	32	46	35	34	33	41	221
Dec	32	43	33	39	38	35	220

- The fewest fatalities were found in January. Over the six year period only 5.5% of fatalities occurred in the first month of the year.

2007—2012 CRASHES AND RATES BY SEVERITY								
	PDO		INJURY		FATAL		TOTAL	
YEAR	#	RATE	#	RATE	#	RATE	#	100 MVMT
2007	99,159	203.6	12,231	25.1	509	1.0	111,899	487.1
2008	93,146	194.6	11,213	23.4	473	1.0	104,832	478.6
2009	91,044	196.9	10,216	22.1	438	0.9	101,698	462.3
2010	89,183	190.0	9,523	20.3	411	0.9	99,117	469.4
2011	91,117	195.5	9,581	20.6	409	0.9	101,107	466.1
2012	90,482	193.5	9,965	21.3	434	0.9	100,881	467.7

- Nearly 90% of all reported crashes in 2012 involved only property damage.
- Since 2007, Colorado has seen a 9.8% decline in crashes and an 18.5% decline in reported injuries.
- Fatal crashes have fallen 14.8% from 2007 to 2012.
- Colorado crash fatalities decreased 14.7% between 2007 and 2012.

2007—2012 Holiday Fatalities



- Overall, holiday fatalities were least common on Christmas and New Year's Day.

2007—2012 HOLIDAY FATALITIES						
YEAR	NEW YEAR'S DAY	MEMORIAL DAY	INDEPENDENCE DAY	LABOR DAY	THANKSGIVING DAY	CHRISTMAS DAY
2007	1	11	6	12	5	4
2008	2	11	10	14	12	9
2009	6	5	9	7	1	3
2010	2	10	8	7	5	4
2011	1	9	5	3	7	4
2012	2	6	2	5	6	3

- Memorial Day and Labor Day fatalities have fallen approximately 45% and 58% since 2007, respectively.

Counties & Cities

2012 CRASH SEVERITY BY COUNTY						
	CRASHES				PERSONS INVOLVED	
COUNTY	PDO	INJURY	FATAL	TOTAL	INJURED	FATALITY
Adams	8,302	811	23	9,136	1,002	26
Alamosa	314	24	3	341	35	4
Arapahoe	9,676	1,020	26	10,722	1,273	29
Archuleta	258	37	1	296	42	1
Baca	36	7	2	45	11	2
Bent	62	10	-	72	13	-
Boulder	4,688	614	23	5,325	761	26
Broomfield	1,085	98	4	1,187	115	4
Chaffee	309	38	3	350	45	4
Cheyenne	40	3	4	47	6	4
Clear Creek	474	52	2	528	64	2
Conejos	91	15	-	106	21	-
Costilla	137	15	1	153	22	1
Crowley	29	3	-	32	3	-
Custer	58	11	2	71	17	3
Delta	399	62	8	469	85	8
Denver	15,415	1,572	34	17,021	1,979	36
Dolores	34	7	-	41	9	-
Douglas	3,829	322	15	4,166	419	16
Eagle	910	107	7	1,024	141	7
El Paso	9,544	1,074	40	10,658	1,342	43
Elbert	234	39	4	277	55	4
Fremont	604	59	6	669	72	6
Garfield	1,247	131	7	1,385	172	8
Gilpin	109	16	-	125	22	-
Grand	338	51	-	389	72	-
Gunnison	275	24	6	305	34	6
Hinsdale	8	8	-	16	9	-
Huerfano	203	37	2	242	53	2
Jackson	73	10	1	84	11	1
Jefferson	9,352	935	33	10,320	1,122	33
Kiowa	22	1	-	23	1	-
Kit Carson	122	14	6	142	19	6
La Plata	1,050	134	15	1,199	175	17
Lake	66	10	-	76	12	-
Larimer	4,661	708	23	5,392	866	24
Las Animas	328	38	4	370	48	6
Lincoln	83	27	3	113	34	4
Logan	394	45	2	441	54	2
Mesa	2,228	318	15	2,561	397	15
Mineral	69	12	-	81	15	-
Moffat	275	47	3	325	57	5
Montezuma	417	83	3	503	126	3
Montrose	524	60	3	587	74	3
Morgan	480	59	9	548	93	9
Otero	215	33	4	252	51	4
Ouray	102	20	-	122	25	-
Park	304	56	3	363	78	3
Phillips	39	6	2	47	8	4
Pitkin	485	50	1	536	59	1
Prowers	133	21	3	157	24	3
Pueblo	3,403	268	22	3,693	349	25
Rio Blanco	125	28	1	154	34	1
Rio Grande	203	25	2	230	34	3
Routt	623	56	2	681	64	2
Saguache	125	20	5	150	28	5
San Juan	36	10	3	49	13	3
San Miguel	125	19	1	145	26	1
Sedgwick	36	7	-	43	8	-
Summit	748	64	2	814	83	3
Teller	369	69	1	439	86	1
Washington	117	6	2	125	6	3
Weld	4,333	424	35	4,792	541	39
Yuma	109	15	2	126	18	2
TOTAL	**90,482**	**9,965**	**434**	**100,881**	**12,533**	**473**

- In 2012, substantially more crashes occurred in Denver County than any other county in the state. Following Denver and in order from greater to fewer crashes (10,722—9,136) are Arapahoe, El Paso, Jefferson and Adams Counties. A third level of counties with high crash numbers (5,325—3,693) includes Boulder, Larimer, Weld, Douglas and Pueblo.
- The 14 Colorado counties with less than 100 crashes in 2012 included: Baca, Bent, Cheyenne, Crowley, Custer, Dolores, Hinsdale, Jackson, Kiowa, Lake, Mineral, Phillips, San Juan, and Sedgwick.
- El Paso County had the highest number fatalities, followed by Weld County and then Denver County.
- Weld County saw 4.75% of the total crashes in Colorado, but 8.3% of all fatalities in the state.
- Conversely Denver County contributed nearly 17% of Colorado crashes, but only 7.6% of all fatalities.

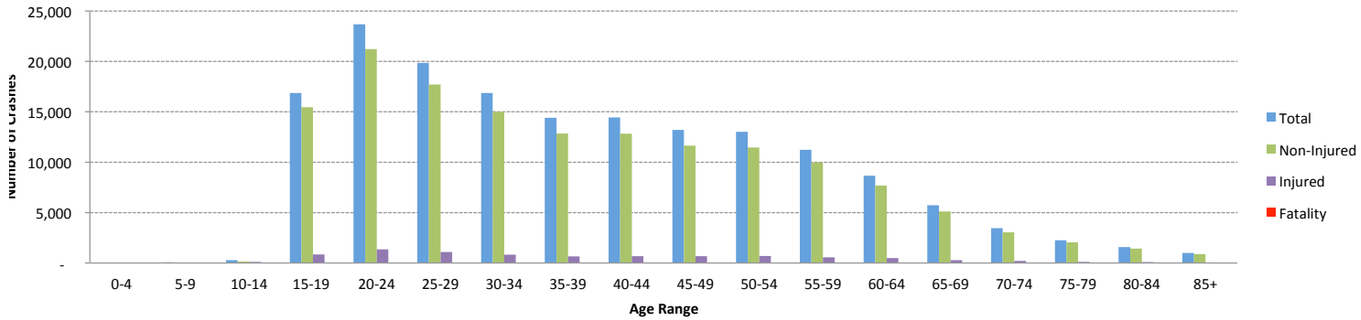
2012 TOP 50 CITIES WITH THE MOST CRASHES						
	CRASHES				PERSONS INVOLVED	
CITY	PDO	INJURY	FATAL	TOTAL	INJURED	FATALITY
Denver	15,423	1,576	35	17,034	1,975	37
Colorado Springs	7,321	777	26	8,124	970	29
Aurora	5,047	760	15	5,822	939	15
Lakewood	3,241	280	10	3,531	323	10
Fort Collins	2,920	297	3	3,220	358	3
Pueblo	2,706	165	10	2,881	204	12
Westminster	1,838	183	9	2,030	220	9
Thornton	1,768	104	5	1,877	128	7
Greeley	1,776	89	7	1,872	105	7
Boulder	1,616	203	3	1,822	248	3
Arvada	1,545	121	3	1,669	139	3
Longmont	1,428	188	2	1,618	239	2
Grand Junction	1,438	165	5	1,608	204	5
Centennial	1,429	82	2	1,513	99	2
Broomfield	1,086	98	4	1,188	111	4
Wheat Ridge	1,015	114	2	1,131	133	2
Commerce City	890	111	2	1,003	129	2
Northglenn	881	58	1	940	70	1
Englewood	849	79	1	929	104	1
Greenwood Village	863	50	-	913	62	-
Littleton	860	42	-	902	49	-
Lone Tree	689	39	1	729	47	1
Brighton	633	49	2	684	63	2
Loveland	508	162	4	674	195	4

- Denver, Colorado Springs, Aurora, Lakewood and Fort Collins were the top 5 cities with the most crashes in 2012.
- While Colorado Springs had approximately 52% fewer crashes than Denver, the city saw only 22% fewer fatalities.
- Conversely 81.1% fewer crashes occurred in Fort Collins than in Denver, and 91.9% fewer fatalities were observed in the city than were recorded in Denver.

	CRASHES				PERSONS INVOLVED	
CITY	PDO	INJURY	FATAL	TOTAL	INJURED	FATALITY
Parker	623	37	-	660	47	-
Castle Rock	517	42	2	561	51	2
Durango	484	42	-	526	47	-
Golden	427	36	4	467	42	4
Lafayette	364	32	1	397	36	1
Montrose	328	29	-	357	37	-
Glenwood Springs	314	21	-	335	25	-
Sheridan	316	19	-	335	21	-
Steamboat Springs	308	17	-	325	17	-
Canon City	296	16	2	314	19	2
Aspen	273	12	-	285	14	-
Cherry Hills Village	245	11	-	256	14	-
Johnstown	232	21	-	253	26	-
Fort Morgan	232	9	-	241	10	-
Louisville	216	21	2	239	25	3
Evans	220	17	-	237	22	-
Sterling	206	27	-	233	30	-
Alamosa	207	6	-	213	7	-
Windsor	186	16	1	203	20	1
Glendale	186	10	-	196	12	-
Trinidad	156	11	-	167	14	-
Delta	137	19	3	159	32	3
Rifle	151	7	-	158	7	-
Breckenridge	150	5	-	155	8	-
Federal Heights	139	13	-	152	17	-

- Drivers aged 20—24 were most often involved in crashes. The same group also accounted for the highest rate of injuries and fatalities.

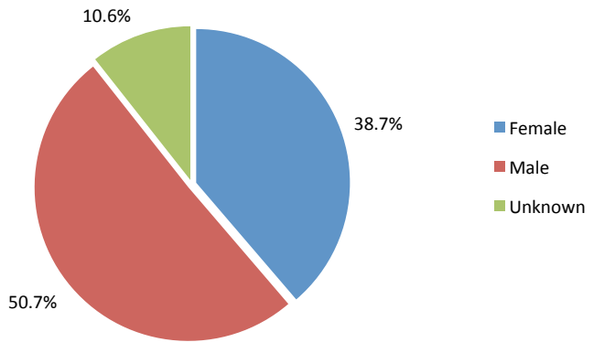
2012 Age Range of Drivers in Crashes



2012 AGE OF DRIVERS IN CRASHES										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
AGE	#	%	#	%	#	%	#	%	#	%
0-4	2	0.0	12	0.0	15	0.2	2	0.6	31	0.0
5-9	6	0.0	26	0.0	44	0.5	1	0.3	77	0.0
10-14	27	0.1	146	0.1	107	1.2	2	0.6	282	0.2
15-19	535	2.0	15,452	10.3	856	9.3	25	7.2	16,868	9.0
20-24	1,065	4.0	21,223	14.1	1,345	14.6	45	12.9	23,678	12.7
25-29	1,024	3.8	17,705	11.8	1,088	11.8	30	8.6	19,847	10.6
30-34	998	3.7	15,008	10.0	824	8.9	31	8.9	16,861	9.0
35-39	879	3.3	12,848	8.5	665	7.2	24	6.9	14,416	7.7
40-44	906	3.4	12,823	8.5	685	7.4	25	7.2	14,439	7.7
45-49	867	3.3	11,643	7.7	676	7.3	27	7.7	13,213	7.1
50-54	833	3.1	11,466	7.6	694	7.5	26	7.4	13,019	7.0
55-59	646	2.4	9,984	6.6	571	6.2	34	9.7	11,235	6.0
60-64	471	1.8	7,690	5.1	487	5.3	21	6.0	8,669	4.6
65-69	303	1.1	5,113	3.4	292	3.2	15	4.3	5,723	3.1
70-74	191	0.7	3,049	2.0	207	2.2	8	2.3	3,455	1.9
75-79	93	0.3	2,047	1.4	116	1.3	6	1.7	2,262	1.2
80-84	41	0.2	1,438	1.0	96	1.0	12	3.4	1,587	0.9
85+	29	0.1	891	0.6	67	0.7	11	3.2	998	0.5
Unknown	17,738	66.5	1,755	1.2	376	4.1	4	1.1	19,873	10.7
TOTAL	**26,654**	**100.0**	**150,319**	**100.0**	**9,211**	**100.0**	**349**	**100.0**	**186,533**	**100.0**

- High injury occurrence was observed in those age groups closest to 20—24. The 25—29 group saw the second highest occurrence of injury and drivers aged 15—19 saw the third.
- Although drivers aged 55—59 contributed about 6% to all crashes, this age group accounted for about 10% of fatalities.

2012 Gender of Drivers in Crashes

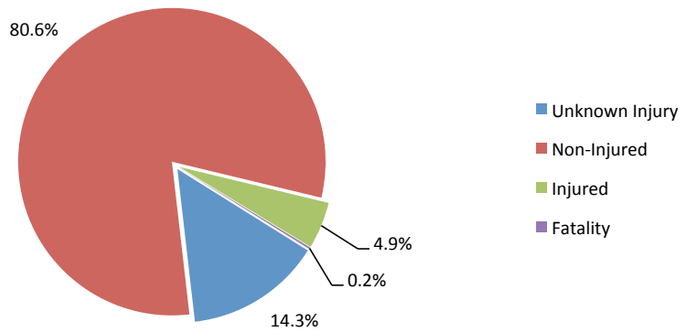


- In 2012, male drivers contributed substantially more to the percentage of crashes, injuries and fatalities than female drivers.

2012 GENDER OF DRIVERS IN CRASHES										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
GENDER	#	%	#	%	#	%	#	%	#	%
Female	4,164	15.6	64,674	43.0	3,316	36.0	76	21.8	72,230	38.7
Male	4,846	18.2	83,860	55.8	5,506	59.8	269	77.1	94,481	50.7
Unknown	17,644	66.2	1,785	1.2	389	4.2	4	1.1	19,822	10.6
TOTAL	**26,654**	**100.0**	**150,319**	**100.0**	**9,211**	**100.0**	**349**	**100.0**	**186,533**	**100.0**

- In 2012, male drivers contributed 50.7% to total crashes, 59.8% to all injuries and 77.1% to crash fatalities.
- Female drivers contributed 38.7% to total crashes, 36.0% to all injuries and 21.8% to crash fatalities.

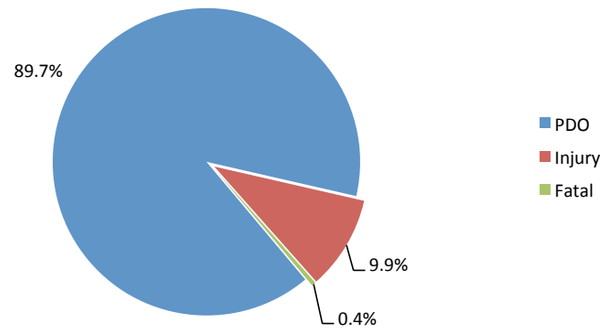
2012 Injury Severity of Drivers in Crashes



- The majority of the crashes involved only property damage (80.6%).
- In 2012, 5.13% of all crashes resulted in either injury (4.9%) or fatality (0.2%).

2012 INJURY SEVERITY OF DRIVERS IN CRASHES				
UNKNOWN INJURY	NON-INJURED	INJURED	FATALITY	TOTAL
26,654	150,319	9,211	349	186,533

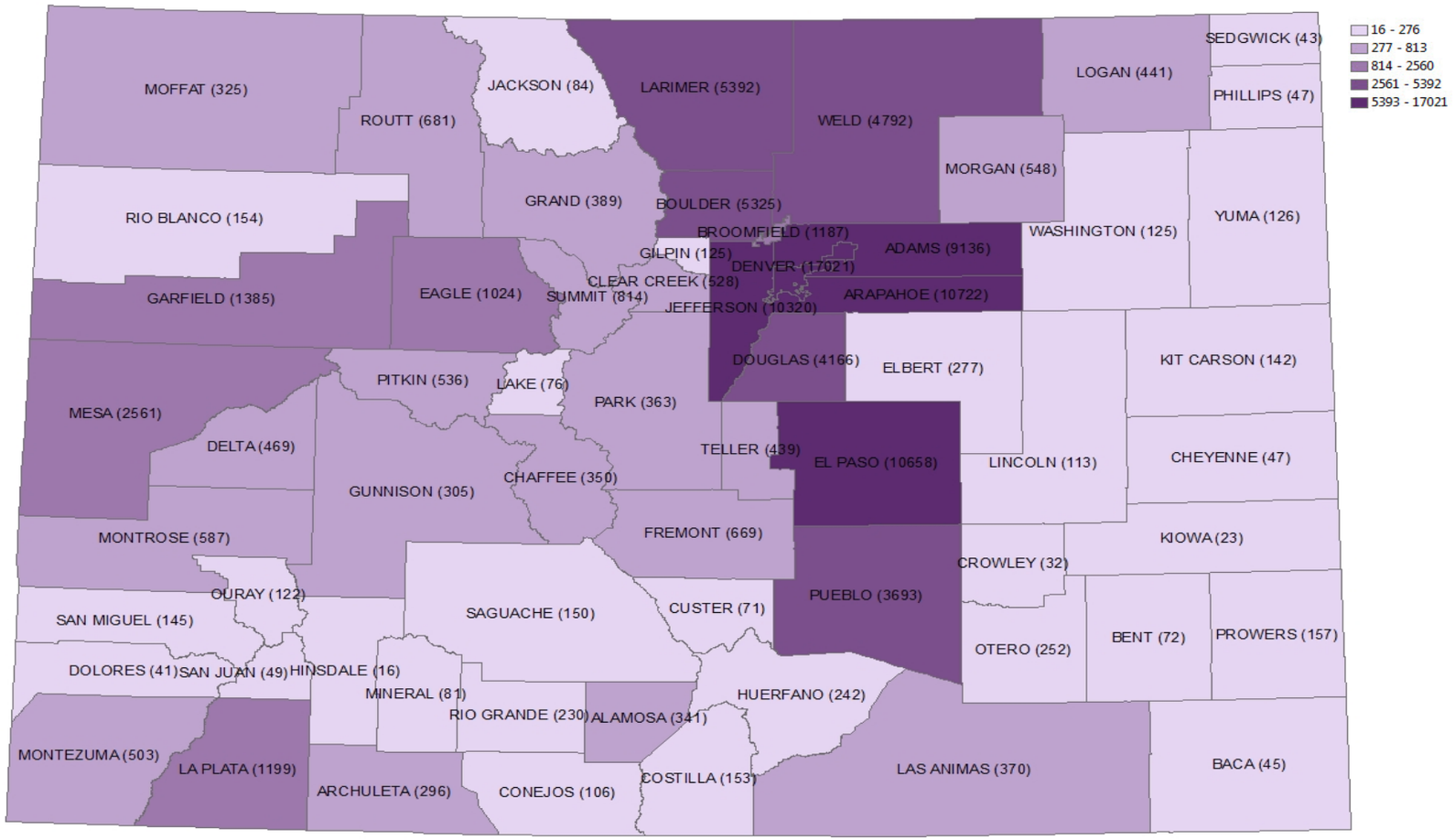
2012 Crash Severity



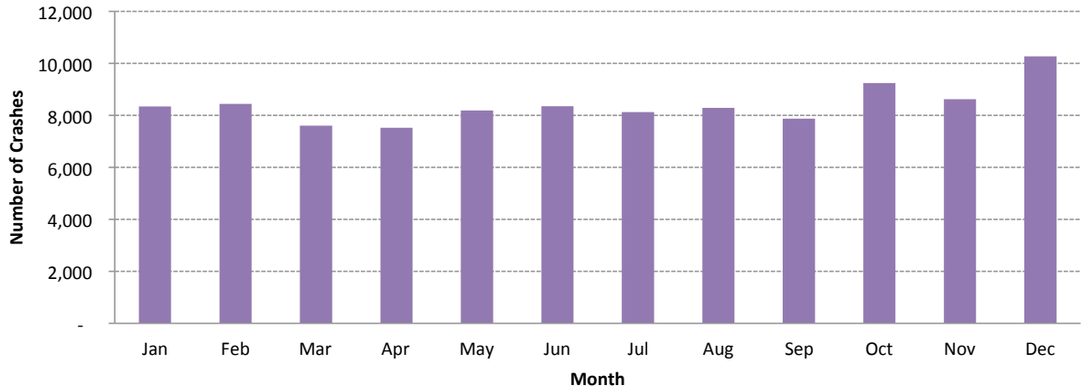
- Approximately 90% of crashes occurring in 2012 resulted in property damage only.
- In 2012, approximately 10% of crashes resulted in injuries and only 0.4% were fatal crashes.

2012 Statewide Total Crashes Density Map

- In 2012, higher numbers of crashes were found near high populated counties. Most notably, crashes occurred in and around Denver, Arapahoe, El Paso, Jefferson, and Adams counties.
- The second level of crashes were in Larimer, Boulder, Weld, and Douglas Counties.
- Out of the 64 counties, 13 counties reported less than 100 crashes in 2012 and 12 counties did not report any fatal crashes.



2012 Crashes by Month of Year

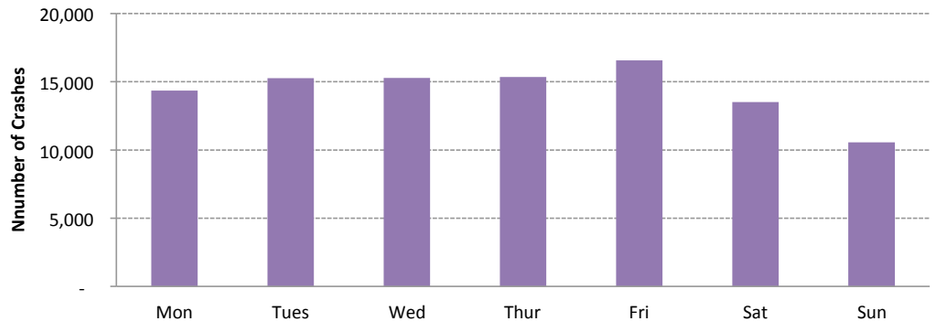


- Crash occurrence in 2012 was highest during the winter months, October through February. Fewer crashes were observed March through April and again in September.
- October and December saw the highest number of crashes of all months in 2012.

2007—2012 CRASHES BY MONTH OF YEAR												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC
2007	11,287	9,304	8,217	8,250	8,543	8,490	9,011	9,583	8,754	9,771	9,127	11,559
2008	9,826	9,099	8,432	7,739	8,130	7,989	8,321	8,659	8,304	8,924	8,701	10,708
2009	9,299	7,072	7,924	7,548	7,762	7,983	8,563	8,332	8,153	9,987	8,303	10,772
2010	7,662	8,106	8,038	7,330	7,898	7,837	8,289	8,607	8,531	8,779	8,845	9,195
2011	9,346	8,428	6,538	7,564	7,703	8,028	8,488	8,788	8,494	8,791	8,401	10,538
2012	8,343	8,445	7,603	7,526	8,194	8,348	8,122	8,289	7,877	9,246	8,618	10,270

- Since 2007, January 2012 has seen the most significant decline in crashes of all months over the six year period. Nearly 3000 fewer crashes were observed in January 2012 over January 2007.
- December has the highest number of crashes when compared to all other months since 2007.
- 2010 saw a slight overall decrease in crashes between 2007 and 2012.

2012 Crashes by Day of Week

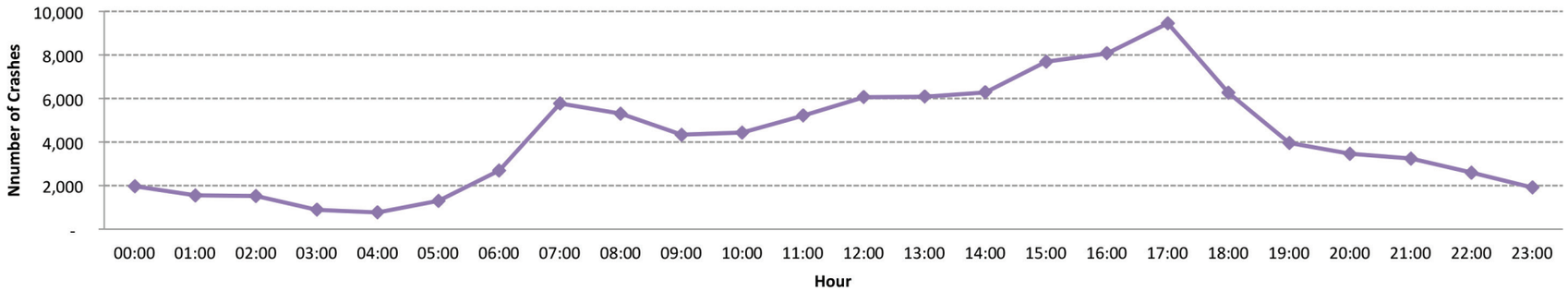


- Crashes increased during the weekdays, with a sharp decline over the weekends.
- The mid-week days Tuesday, Wednesday and Thursday saw very similar crash totals.

2007—2012 CRASHES BY DAY OF WEEK							
YEAR	MON	TUES	WED	THUR	FRI	SAT	SUN
2007	15,781	16,372	17,064	16,651	19,351	15,321	11,356
2008	15,188	15,699	15,834	16,215	17,721	13,442	10,733
2009	14,899	14,888	15,815	15,483	16,774	13,497	10,342
2010	13,793	14,388	14,685	15,756	17,386	12,692	10,417
2011	13,989	14,771	15,830	15,772	17,176	13,182	10,387
2012	14,357	15,254	15,282	15,349	16,565	13,508	10,566

- Over the six year period (2007—2012), crashes were most often observed on weekdays than weekends.
- While Fridays saw the highest number of crashes, the number observed in 2012 was comparable to a Tuesday in 2007 revealing an overall decrease over time.
- Very little variation over the six-year period is observed in the number of crashes on Sundays, compared to the variation found in other days of the week over the same period.

2012 Crashes by Hour of Day



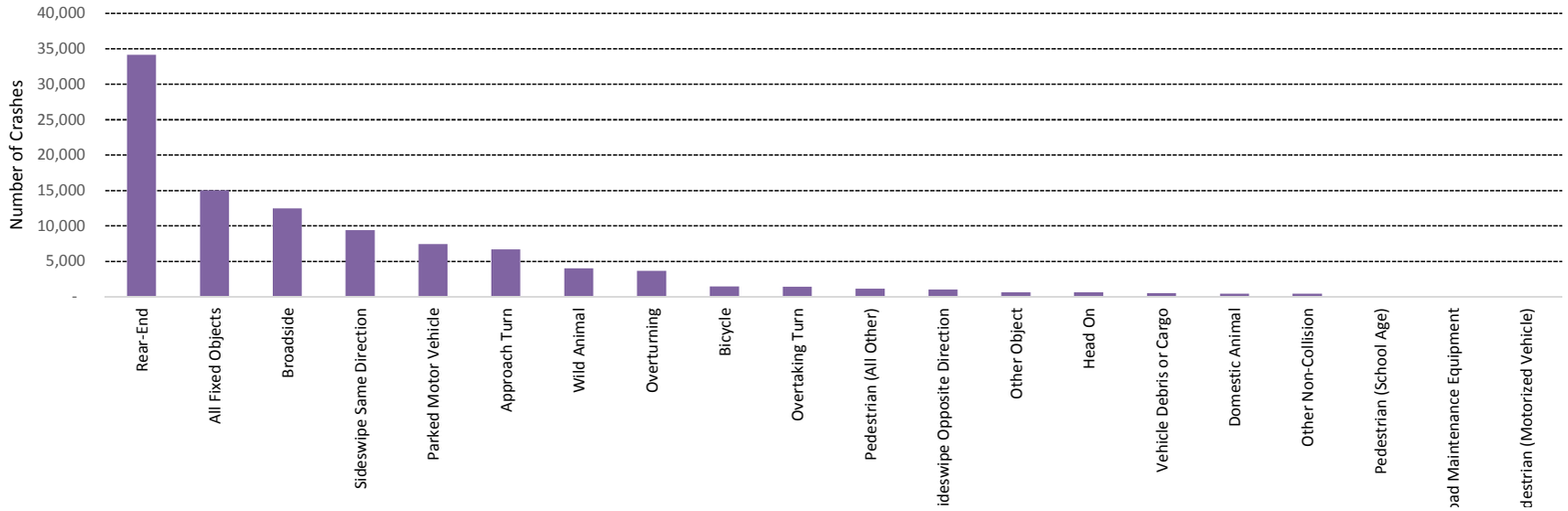
- In 2012, the fewest number of crashes occurred during the 4:00 AM hour.
- Peaks in total number of crashes in 2012 occurred at 7:00 AM and 5:00 PM.
- Substantial increases in the number of crashes occurred between 5:00 and 7:00 AM and between 2:00 and 5:00 PM.
- The number of crashes greatly decreased between the 5:00 PM peak and 7:00 PM.

2007—2012 CRASHES BY HOUR OF DAY																							
YEAR	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2007	2,447	1,760	1,755	973	840	1,360	3,148	6,735	6,519	5,052	5,065	5,977	6,868	6,505	6,885	8,683	8,666	9,712	6,576	4,356	3,535	3,518	2,756	2,126
2008	1,833	1,687	1,731	929	782	1,438	2,852	6,392	5,897	4,627	4,705	5,436	6,248	6,033	6,533	8,006	8,140	9,313	6,348	4,091	3,322	3,317	2,605	2,117
2009	1,775	1,568	1,572	872	727	1,313	2,693	5,587	5,549	4,471	4,603	5,427	6,439	6,173	6,470	7,894	8,129	9,033	6,024	3,890	3,387	3,195	2,615	1,956
2010	1,619	1,460	1,527	829	721	1,267	2,421	5,466	5,221	4,247	4,409	5,322	6,232	5,922	6,292	7,854	8,080	9,147	6,183	3,945	3,179	3,096	2,573	1,867
2011	1,768	1,431	1,427	877	816	1,368	2,744	5,667	5,514	4,524	4,533	5,374	6,301	6,072	6,469	7,964	8,178	8,980	6,020	3,919	3,390	3,120	2,567	1,947
2012	1,973	1,554	1,519	886	765	1,303	2,697	5,767	5,307	4,340	4,441	5,219	6,057	6,077	6,283	7,690	8,069	9,449	6,263	3,957	3,465	3,242	2,593	1,915

- In general, between 2007 to 2012, the total number of crashes decreased for all hours of the day.
- From 2007 – 2012 more crashes per hour occurred between 3:00 and 5:00 PM daily. The greatest number of crashes occurred during the 5:00 PM hour.
- During the six-year period, throughout the day, the least number of crashes occurred between 1:00 and 5:00 AM.

Crash Conditions

2012 Accident Types



- Although rear-ending was the most frequent crash occurrence only 16.6% of these crashes resulted in injuries and 5.8% in fatal crashes.
- Second only to rear-end crashes, broadside crashes resulted in 12.4% of all crashes, 14.1% of crash related injuries and 8.3% of fatal crashes.
- Overturning accounted for 3.6% of all crashes; however, overturning resulted in 22.8% of fatal crashes in 2012.
- In 2012, all pedestrian types were involved in 1.2% of all crashes; however, 6.6% of crashes resulted in injuries and 15.4% were fatal crashes.

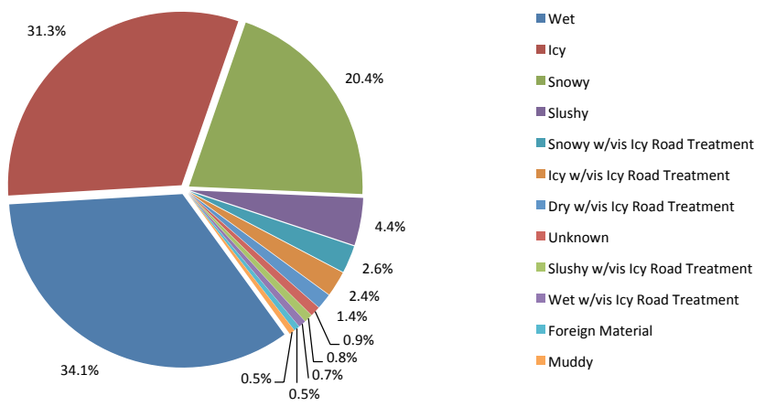
2012 ACCIDENT TYPES				
ACCIDENT TYPE	PDO	INJURY	FATAL	TOTAL
Approach Turn	5,699	1,011	23	6,733
Barricade	53	6	-	59
Bicycle	729	738	13	1,480
Bridge Structure	114	20	4	138
Broadside	11,032	1,403	36	12,471
Cable Rail	289	18	1	308
Concrete Highway Barrier	1,037	180	2	1,219
Crash Cushion / Traffic Barrel	54	9	1	64
Culvert or Headwall	187	40	3	230
Curb	925	119	8	1,052
Delineator Post	420	90	-	510
Domestic Animal	424	34	1	459
Embankment	1,297	284	14	1,595
Fence	1,707	160	14	1,881

TYPE	PDO	INJURY	FATAL	TOTAL
Guard Rail	1,238	221	14	1,473
Head On	414	179	31	624
Large Rocks or Boulder	456	77	8	541
Light Pole / Utility Pole	1,216	173	2	1,391
Mailbox	299	23	1	323
Other Fixed Object	704	71	1	776
Other Non-Collision	378	65	3	446
Other Object	612	35	-	647
Overtaking Turn	1,345	93	7	1,445
Overturning	2,304	1,247	99	3,650
Parked Motor Vehicle	7,187	254	6	7,447
Pedestrian (All Other)	457	612	66	1,135
Pedestrian (Motorized Vehicle)	19	11	1	31
Pedestrian (School Age)	45	43	-	88

TYPE	PDO	INJURY	FATAL	TOTAL
Railroad Crossing Equipment	53	3	-	56
Railway Vehicle / Light Rail	23	2	2	27
Rear-End	32,478	1,652	25	34,155
Road Maintenance Equipment	79	5	-	84
Sideswipe Opposite Direction	860	136	16	1,012
Sideswipe Same Direction	9,054	348	11	9,413
Sign	1,447	131	7	1,585
Traffic Signal Pole	156	33	2	191
Tree	1,033	234	11	1,278
Unknown	-	-	-	-
Vehicle Debris or Cargo	510	19	-	529
Wall or Building	268	44	-	312
Wild Animal	3,880	142	1	4,023
TOTAL	**90,482**	**9,965**	**434**	**100,881**

Crash Conditions

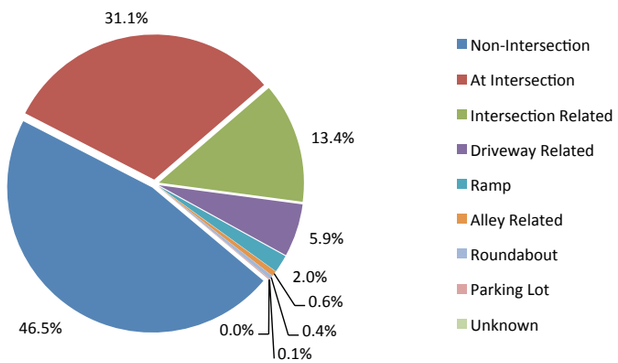
2012 Crashes by Road Condition (Other than "Dry")



- Crashes were most common during dry road conditions (85.6%).
- Wet and Icy conditions were contributed to 4.9% and 4.5% of the total crashes, respectively.

2012 ROAD CONDITIONS IN CRASHES								
	PDO		INJURY		FATAL		TOTAL	
CONDITIONS	#	%	#	%	#	%	#	%
Dry	77,127	85.2	8,880	89.1	394	90.8	86,401	85.6
Wet	4,455	4.9	460	4.6	16	3.7	4,931	4.9
Icy	4,232	4.7	282	2.8	11	2.5	4,525	4.5
Snowy	2,772	3.1	174	1.7	7	1.6	2,953	2.9
Slushy	595	0.7	45	0.5	1	0.2	641	0.6
Snowy w/vis Icy Road Treatment	345	0.4	25	0.3	1	0.2	371	0.4
Icy w/vis Icy Road Treatment	314	0.3	28	0.3	1	0.2	343	0.3
Dry w/vis Icy Road Treatment	195	0.2	14	0.1	-	0.0	209	0.2
Unknown	128	0.1	6	0.1	3	0.7	137	0.1
Slushy w/vis Icy Road Treatment	103	0.1	10	0.1	-	0.0	113	0.1
Wet w/vis Icy Road Treatment	91	0.1	11	0.1	-	0.0	102	0.1
Foreign Material	53	0.1	26	0.3	-	0.0	79	0.1
Muddy	72	0.1	4	0.0	-	0.0	76	0.1
TOTAL	**90,482**	**100.0**	**9,965**	**100.0**	**434**	**100.0**	**100,881**	**100.0**

2012 Crashes by Road Description



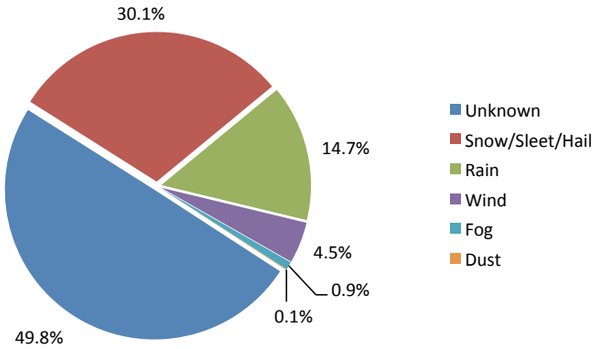
- In 2012, “Non-Intersection Related” crashes are approximately the same as “At Intersection” and “Intersection Related crashes”

2012 CRASHES BY ROAD DESCRIPTION				
ROAD	PDO	INJURY	FATAL	TOTAL
Non-Intersection	41,899	4,661	300	46,860
At Intersection	27,731	3,571	93	31,395
Intersection Related	12,568	955	21	13,544
Driveway Related	5,408	532	14	5,954
Ramp	1,800	175	5	1,980
Alley Related	553	43	1	597
Roundabout	403	23	-	426
Parking Lot	113	5	-	118
Unknown	7	-	-	7
TOTAL	**90,482**	**9,965**	**434**	**100,881**

- “Intersection Related” and “At Intersection” crashes account for 44.5% of the total number of crashes in 2012.
- Although “At Intersection” crashes represented 31.1% of total crashes, they resulted in 35.8% of injury crashes and 21.4% of the fatal crashes in 2012.

Crash Conditions

2012 Inclement Weather Conditions of Crashes

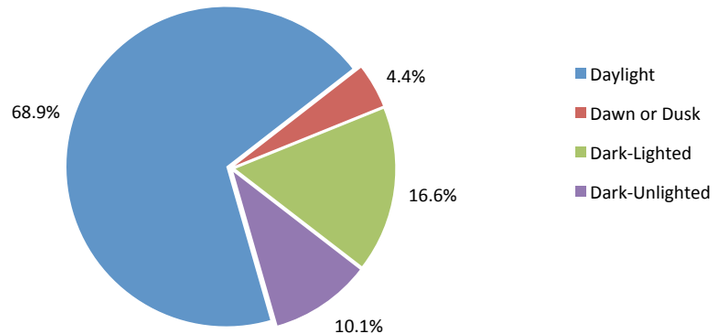


- Rain, 29.4%, and wind, 8.9%, were the second and third most frequent inclement weather conditions coincident with crashes in 2012.

2012 WEATHER CONDITIONS OF CRASHES				
CONDITION	PDO	INJURY	FATAL	TOTAL
None	72,666	7,958	340	80,964
Unknown	8,906	985	28	9,919
Snow/Sleet/Hail	5,338	601	47	5,986
Rain	2,647	282	8	2,937
Wind	772	111	7	890
Fog	143	24	4	171
Dust	10	4	-	14
TOTAL	**90,482**	**9,965**	**434**	**100,881**

- Of inclement weather conditions, snow/sleet/hail was associated with the greatest percentage of crashes, 59.9%, as well as injuries 58.8% and fatal crashes 71.2%.

2012 Lighting Conditions of Crashes



2012 LIGHTING CONDITIONS OF CRASHES				
CONDITION	PDO	INJURY	FATAL	TOTAL
Unknown	296	12	3	311
Daylight	62,492	6,601	235	69,328
Dawn or Dusk	3,958	433	25	4,416
Dark-Lighted	14,819	1,772	79	16,670
Dark-Unlighted	8,917	1,147	92	10,156
TOTAL	**90,482**	**9,965**	**434**	**100,881**

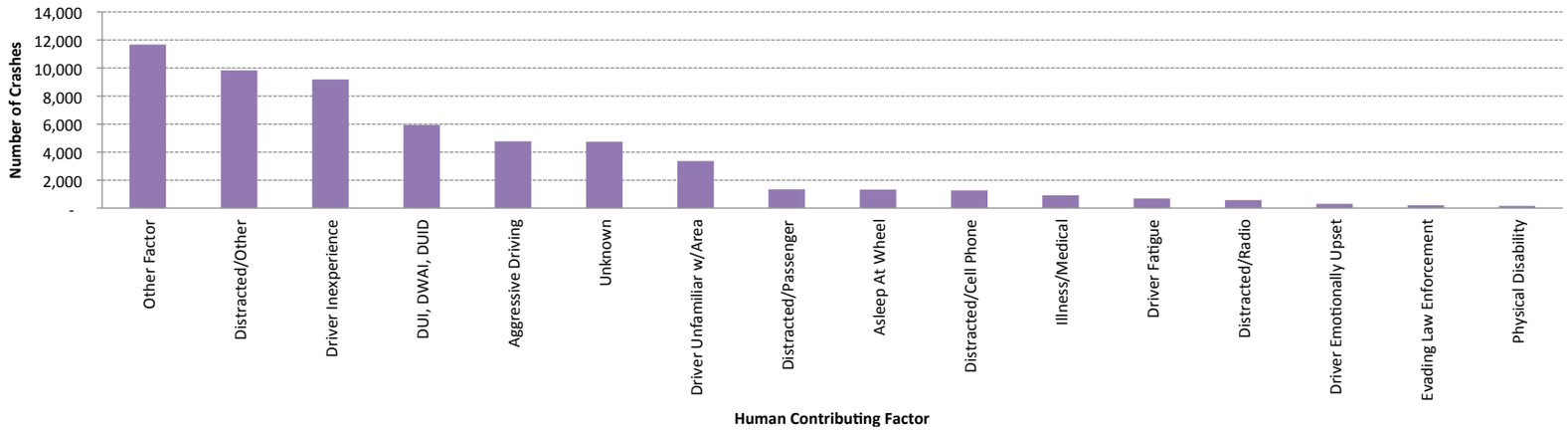
- In 2012, the majority of all crashes, 68.7%, and 54.1% of fatal crashes occurred during daylight conditions.
- Lighted roadways in dark conditions were second only to daylight conditions, with the occurrence of 16.5% of crashes and 18.2% of fatal crashes.
- In 2012, 10.1% of all crashes occurred on unlighted roadways in dark conditions; however, 21.2% of fatal crashes occurred in this lighting condition.
- Crashes were least common during dawn and dusk conditions, 4.4% of all crashes

Crash Conditions

2012 ANIMAL CRASHES BY COUNTY					
	ANIMALS			TOTAL CRASHES	% OF ANIMAL CRASHES
COUNTY	WILD	DOMESTIC	ALL		
Adams	42	17	59	9,136	0.6
Alamosa	28	5	33	341	9.7
Arapahoe	74	10	84	10,722	0.8
Archuleta	76	1	77	296	26.0
Baca	5	3	8	45	17.8
Bent	27	2	29	72	40.3
Boulder	80	14	94	5,325	1.8
Broomfield	5	2	7	1,187	0.6
Chaffee	126	1	127	350	36.3
Cheyenne	11	1	12	47	25.5
Clear Creek	55	0	55	528	10.4
Conejos	26	7	33	106	31.1
Costilla	79	11	90	153	58.8
Crowley	4	3	7	32	21.9
Custer	16	1	17	71	23.9
Delta	56	11	67	469	14.3
Denver	6	3	9	17,021	0.1
Dolores	14	1	15	41	36.6
Douglas	196	11	207	4,166	5.0
Eagle	90	3	93	1,024	9.1
El Paso	208	45	253	10,658	2.4
Elbert	30	10	40	277	14.4
Fremont	97	6	103	669	15.4
Garfield	178	5	183	1,385	13.2
Gilpin	5	0	5	125	4.0
Grand	64	3	67	389	17.2
Gunnison	75	5	80	305	26.2
Hinsdale	1	0	1	16	6.3
Huerfano	48	3	51	242	21.1
Jackson	11	2	13	84	15.5
Jefferson	282	28	310	10,320	3.0
Kiowa	6	4	10	23	43.5
Kit Carson	30	6	36	142	25.4
La Plata	261	8	269	1,199	22.4
Lake	6	0	6	76	7.9
Larimer	128	22	150	5,392	2.8
Las Animas	78	6	84	370	22.7
Lincoln	14	7	21	113	18.6
Logan	77	12	89	441	20.2
Mesa	80	17	97	2,561	3.8
Mineral	19	0	19	81	23.5
Moffat	122	6	128	325	39.4
Montezuma	137	12	149	503	29.6
Montrose	77	8	85	587	14.5
Morgan	47	12	59	548	10.8
Otero	27	11	38	252	15.1
Ouray	36	0	36	122	29.5
Park	75	6	81	363	22.3
Phillips	5	2	7	47	14.9
Pitkin	46	3	49	536	9.1
Prowers	38	5	43	157	27.4
Pueblo	131	18	149	3,693	4.0
Rio Blanco	49	3	52	154	33.8
Rio Grande	79	3	82	230	35.7
Routt	121	13	134	681	19.7
Saguache	15	2	17	150	11.3
San Juan	0	0	0	49	0.0
San Miguel	10	0	10	145	6.9
Sedgwick	12	3	15	43	34.9
Summit	47	1	48	814	5.9
Teller	80	4	84	439	19.1
Washington	24	8	32	125	25.6
Weld	102	51	153	4,792	3.2
Yuma	21	5	26	126	20.6
TOTAL	**4,015**	**472**	**4,487**	**100,881**	**4.4**

- In 2012, counties with the greatest number of crashes involving wild animals were Jefferson and La Plata.
- In 2012, the greatest number of crashes involving domestic animals occurred in Weld and El Paso Counties.
- Nearly 60% of crashes in Costilla County involved animals, and almost 52% involved wild animals - the highest rate among all counties.
- Although Denver County had the greatest occurrence of crashes in 2012, only 0.1% involved animals.

2012 Human Contributing Factors of At-fault Vehicle (other than "None Apparent")



2012 HUMAN CONTRIBUTING FACTOR OF AT-FAULT VEHICLE				
ACTION	PDO	INJURY	FATAL	TOTAL
None Apparent	41,076	3,370	159	44,605
Other Factor	10,556	1,076	36	11,668
Distracted/Other	8,966	851	23	9,840
Driver Inexperience	8,211	962	16	9,189
DUI, DWAI, DUID	4,487	1,353	93	5,933
Aggressive Driving	4,131	596	32	4,759
Unknown	4,381	356	1	4,738
Driver Unfamiliar w/Area	2,976	376	11	3,363
Distracted/Passenger	1,189	149	6	1,344
Asleep At Wheel	1,047	257	22	1,326
Distracted/Cell Phone	1,134	135	5	1,274
Illness/Medical	675	231	8	914
Driver Fatigue	577	104	8	689
Distracted/Radio	516	47	2	565
Driver Emotionally Upset	263	39	4	306
Evading Law Enforcement	158	40	8	206
Physical Disability	139	23	-	162
TOTAL	**90,482**	**9,965**	**434**	**100,881**

- Drivers' lack of familiarity of the area and sleeping at the wheel contributed to greater numbers of crashes. However, the number of fatal crashes resulting from drivers asleep at the wheel was twice as many crashes as drivers' lack of familiarity with the area.
- In 2012, DUI / DWAI / DUID were contributing factors in 5.9% of total crashes, but 13.6% of injuries and 21.4% of fatal crashes.
- Similarly, aggressive driving accounted for 4.7% of total crashes, and 7.4% of fatal crashes.

2012 TYPES OF VEHICLES IN CRASHES								
	PDO		INJURY		FATAL		TOTAL	
ALL VEHICLES INVOLVED	#	%	#	%	#	%	#	%
Bicycle	736	0.4	741	4.2	13	1.8	1,490	0.8
Farm Equip	49	0.0	6	0.0	1	0.1	56	0.0
Hit & Run - Unknown	5,320	3.2	187	1.1	9	1.2	5,516	3.0
Light Rail	9	0.0	1	0.0	-	0.0	10	0.0
Motor Home	127	0.1	13	0.1	-	0.0	140	0.1
Motorcycle	1,009	0.6	1,498	8.4	79	10.8	2,586	1.4
Motorized Bicycle	28	0.0	39	0.2	2	0.3	69	0.0
Non-school bus	230	0.1	16	0.1	-	0.0	246	0.1
Other - See Report	1,054	0.6	788	4.4	82	11.2	1,924	1.0
Pass Car/Van	89,126	53.0	7,937	44.6	236	32.2	97,299	52.1
Pass Car/Van w/Trailer	411	0.2	36	0.2	1	0.1	448	0.2
Pickup Truck/Utility Van	24,574	14.6	2,315	13.0	112	15.3	27,001	14.5
Pickup Truck/Utility Van w/Trailer	2,199	1.3	165	0.9	9	1.2	2,373	1.3
School Bus	284	0.2	18	0.1	1	0.1	303	0.2
SUV	38,086	22.6	3,568	20.1	138	18.8	41,792	22.4
SUV w/Trailer	170	0.1	9	0.1	2	0.3	181	0.1
Transit Bus	541	0.3	36	0.2	3	0.4	580	0.3
Veh / Veh Comb (10,000+ lbs)	4,333	2.6	404	2.3	46	6.3	4,783	2.6
TOTAL	**168,286**	**100.0**	**17,777**	**100.0**	**734**	**100.0**	**186,797**	**100.0**

- In 2012, passenger cars and vans were involved in the greatest percentage of all crashes, 52.1%, and the greatest percentage of fatal crashes, 32.2%.
- SUVs and Pickup Trucks/Utility Vans were involved in 22.4% and 14.5% of all crashes, respectively, and 18.8% and 15.3% of fatal crashes, respectively.
- Although motorcycles were involved in only 1.4% of the total crashes, they contributed 10.8% to fatal crashes.

2012 NUMBER OF TRAFFIC UNITS (TU) INVOLVED								
# OF TU INVOLVED	PDO		INJURY		FATAL		TOTAL	
	#	%	#	%	#	%	#	%
1 TU	20,048	22.2	3,312	33.2	183	42.2	23,543	23.3
2 TU	63,259	69.9	5,546	55.7	202	46.5	69,007	68.4
3 TU	6,121	6.8	866	8.7	32	7.4	7,019	7.0
4 TU	889	1.0	175	1.8	13	3.0	1,077	1.1
5 TU	120	0.1	46	0.5	2	0.5	168	0.2
6 TU	33	0.0	15	0.2	2	0.5	50	0.0
7 TU	6	0.0	3	0.0	-	0.0	9	0.0
8 TU	2	0.0	1	0.0	-	0.0	3	0.0
9 TU	2	0.0	1	0.0	-	0.0	3	0.0
10 TU	1	0.0	-	0.0	-	0.0	1	0.0
11 TU	1	0.0	-	0.0	-	0.0	1	0.0
TOTAL	**90,482**	**100.0**	**9,965**	**100.0**	**434**	**100.0**	**100,881**	**100.0**

- Approximately 92% of all crashes in 2012 involved 1 or 2 traffic units.
- The greatest percentage of total crashes in 2012, 68.4%, involved 2 traffic units.
- Although single unit crashes accounted for 23.3% of all crashes, they resulted in almost the same number of fatal crashes as 2 traffic unit crashes.
- Nearly 15% of single unit crashes resulted in either an injury or fatality versus two unit crashes whereas roughly 8% of the crashes resulted in either injury or fatality.
- Although the difference in percent fatal crashes between 2 traffic units and 1 traffic unit is 4.3%, the difference in percent injuries between 2 traffic units and 1 traffic unit is 22.5%.

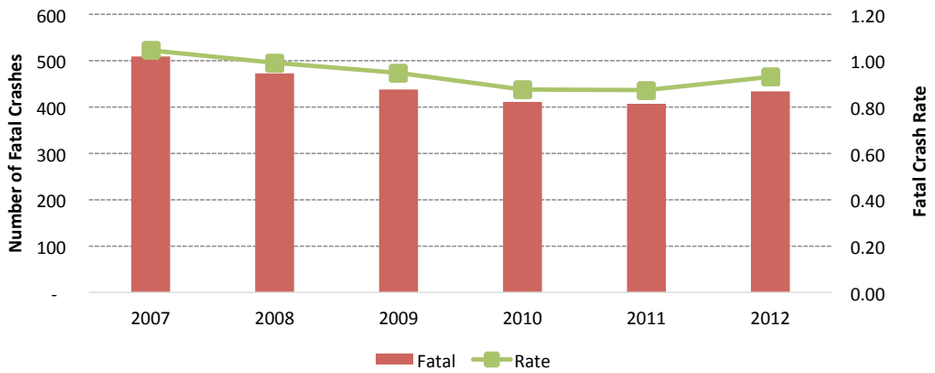
Trends

FARS

Alcohol Related Fatalities

Distracted Driving Related Fatalities

Fatal Crashes and Rates Per 100 MVMT



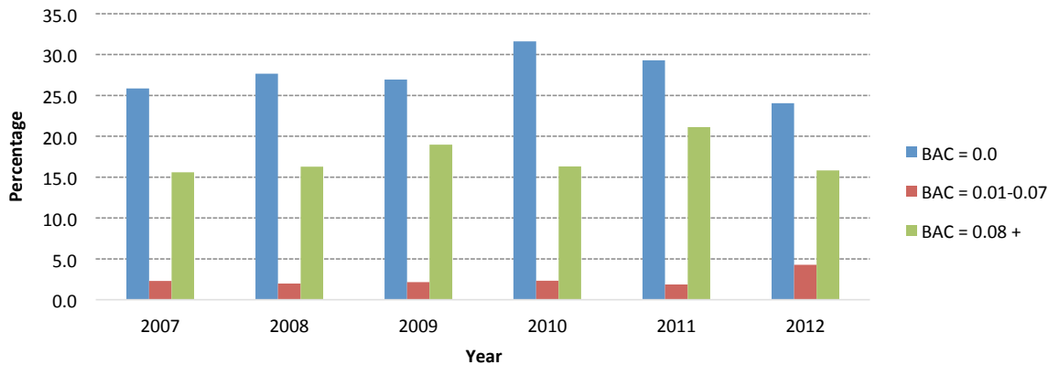
Fatalities and Rates Per 100 MVMT

Fatalities and Rates Per 100,000 Population

2007–2012 FATAL CRASHES AND FATALITY RATES									
	FATAL CRASH RATE BY MVMT			FATALITY RATE PER 100 MVMT			FATALITY RATE PER 100,000 POPULATION		
YEAR	FATAL	100 MVMT	RATE	FATALITIES	100 MVMT	RATE	FATALITIES	100,000 POPULATION	RATE
2007	509	487.1	1.04	554	487.1	1.14	554	48.4	11.45
2008	473	477.3	0.99	548	477.3	1.15	548	49.4	11.09
2009	438	462.3	0.95	465	462.3	1.01	465	50.2	9.26
2010	411	469.4	0.88	450	469.4	0.96	450	50.5	8.91
2011	407	466.1	0.87	447	466.1	0.96	447	51.2	8.73
2012	434	466.4	0.93	474	466.4	1.02	474	51.9	9.13

- From 2007 to 2011 the fatal crash rate per 100 million vehicle miles travelled dropped slightly and began to rise again into 2012.
- The fatality rate per 100,000 population was lower in 2012 than it was in 2007 but increased slightly since a low in 2011.

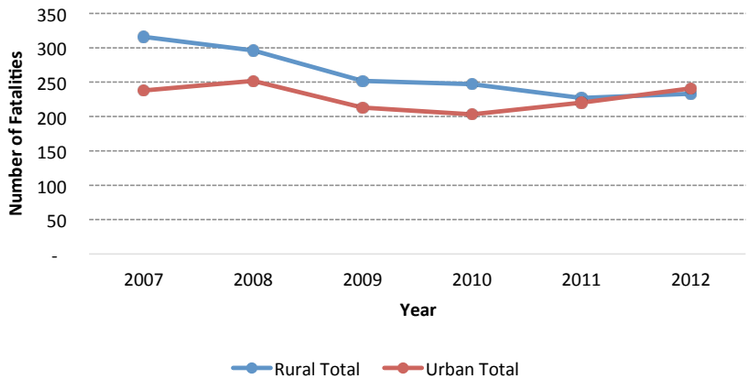
2007-2012 Driver's BAC Levels in Fatal Crashes



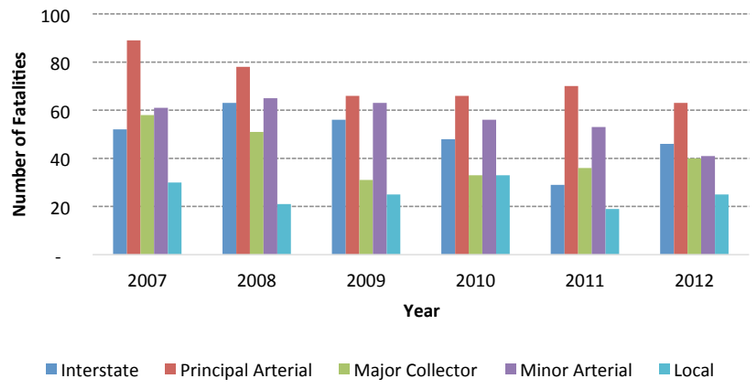
2007—2012 DRIVER'S BAC LEVELS IN FATAL CRASHES							
	BAC = 0.0		BAC = 0.01-0.07		BAC = 0.08 +		TOTAL ALL DRIVERS
YEAR	#	%	#	%	#	%	
2007	204	25.9	18	2.3	123	15.6	789
2008	197	27.7	14	2.0	116	16.3	712
2009	176	27.0	14	2.1	124	19.0	653
2010	190	31.6	14	2.3	98	16.3	601
2011	172	29.3	11	1.9	124	21.1	587
2012	152	24.1	27	4.3	100	15.8	632

- The number of fatalities involving a driver with BAC 0.08+ decreased 18.7% from 2007 to 2012, but the percent of total drivers increased by 0.2%.
- Between 2007 and 2012 the number of drivers with a BAC of 0.01-0.07 involved in a fatality has risen by a half.

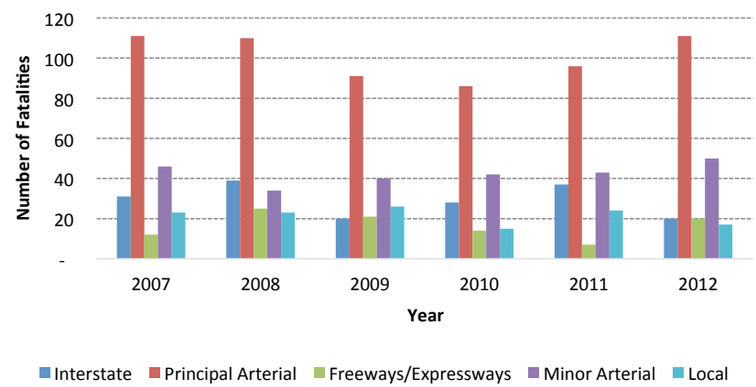
Fatalities by Urban And Rural



Rural Fatalities by Roadway Functional Class



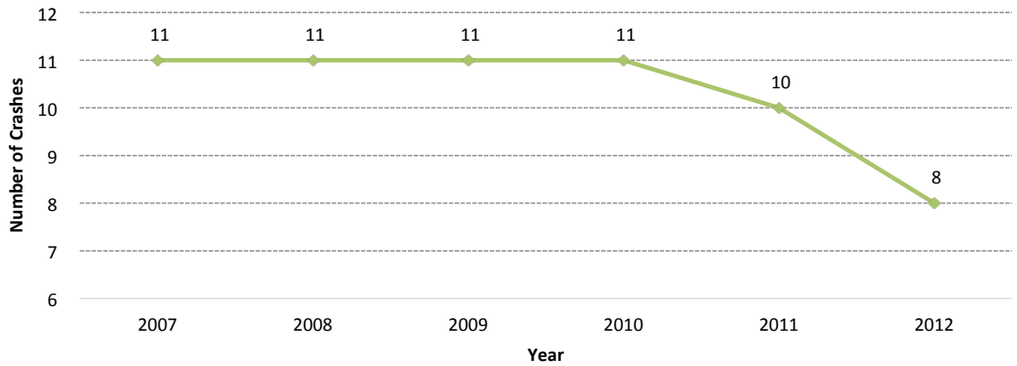
Urban Fatalities by Roadway Functional Class



2007—2012 FATALITIES BY ROADWAY FUNCTIONAL CLASS															
	FUNCTIONAL CLASS														
	RURAL							URBAN							
YEAR	INTERSTATE	PRINCIPAL ARTERIAL	MAJOR COLLECTOR	MINOR ARTERIAL	MINOR COLLECTOR	LOCAL	RURAL TOTAL	INTERSTATE	PRINCIPAL ARTERIAL	FREEWAYS EXPRESS-WAYS	MINOR ARTERIAL	COLLECTOR	LOCAL	URBAN TOTAL	TOTAL ALL
2007	52	89	58	61	26	30	316	31	111	12	46	15	23	238	554
2008	63	78	51	65	18	21	296	39	110	25	34	21	23	252	548
2009	56	66	31	63	11	25	252	20	91	21	40	15	26	213	465
2010	48	66	33	56	11	33	247	28	86	14	42	18	15	203	450
2011	29	70	36	53	20	19	227	37	96	7	43	13	24	220	447
2012	46	63	40	41	18	25	233	20	111	20	50	23	17	241	474

- In 2012, as in years previous, the highest number of fatal crashes was observed on roadways with urban principle arterial function.
- Between 2007 and 2011 the number of total urban fatalities was less than rural fatalities. In 2011, rural fatalities exceeded urban fatalities by 3.1%. In 2012, urban fatalities exceeded rural fatalities by 3.3%.

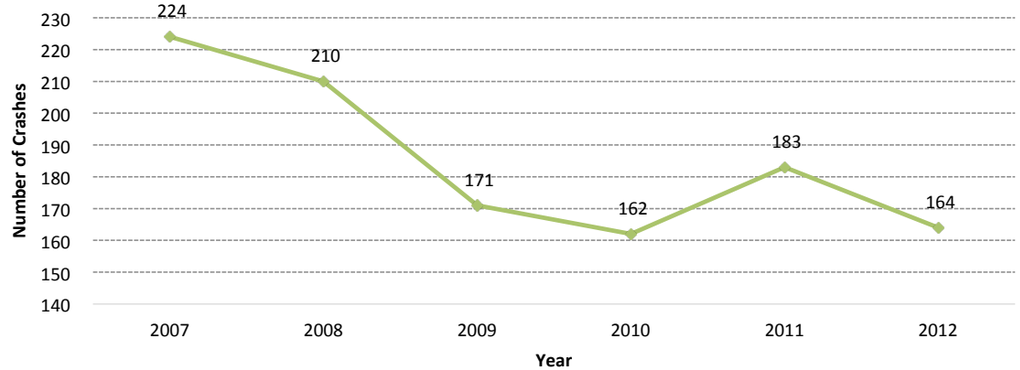
Work Zone Fatalities



2007—2012 WORK ZONE FATALITIES			
YEAR	WORK ZONE FATALITIES #	WORK ZONE FATALITIES %	TOTAL FATALITIES
2007	11	2.0	554
2008	11	2.0	548
2009	11	2.4	465
2010	11	2.4	450
2011	10	2.2	447
2012	8	1.7	474

- From 2007 to 2010 the number of work zone fatalities was consistent while the percent of total fatalitie actually increased. Fewer work zone fatalities were observed in 2011 and in 2012 the fewest work zone fatalities of the six-year period were found.

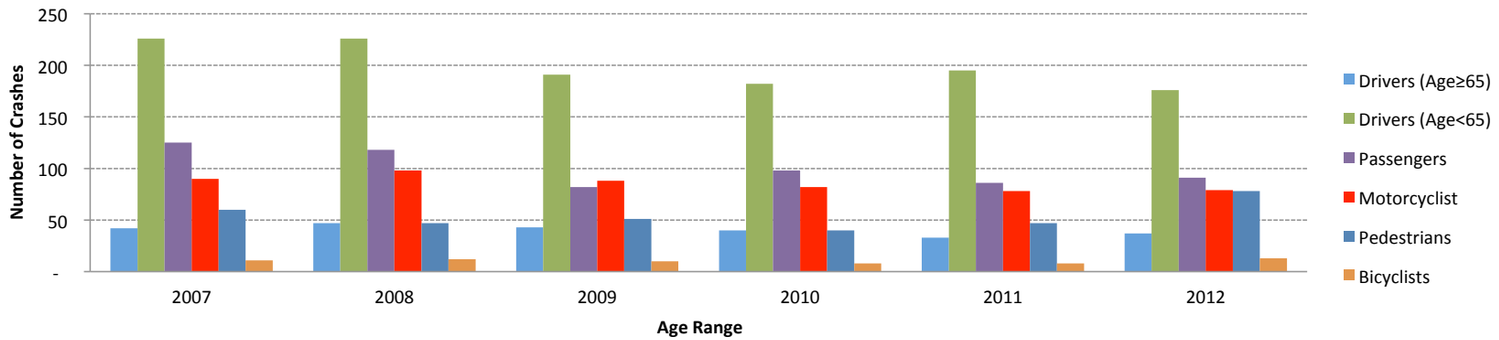
Speeding Related Fatalities



2007—2012 SPEEDING RELATED FATALITIES			
YEAR	SPEEDING RELATED FATALITIES #	SPEEDING RELATED FATALITIES %	TOTAL FATALITIES
2007	224	40.4	554
2008	210	38.3	548
2009	171	36.8	465
2010	162	36.0	450
2011	183	40.9	447
2012	164	34.6	474

- Speeding related fatalities decreased by 26.8% from 2007 to 2012.

2007—2012 Fatalities by Person Type



2007—2012 FATALITES BY PERSON TYPE													
	DRIVERS (AGE ≥65)		DRIVERS (AGE<65)		PASSENGERS		MOTORCYCLIST		PEDESTRIANS		BICYCLISTS		
YEAR	#	%	#	%	#	%	#	%	#	%	#	%	TOTAL
2007	42	7.6	226	40.8	125	22.6	90	16.2	60	10.8	11	2.0	554
2008	47	8.6	226	41.2	118	21.5	98	17.9	47	8.6	12	2.2	548
2009	43	9.2	191	41.1	82	17.6	88	18.9	51	11.0	10	2.2	465
2010	40	8.9	182	40.4	98	21.8	82	18.2	40	8.9	8	1.8	450
2011	33	7.4	195	43.6	86	19.2	78	17.4	47	10.5	8	1.8	447
2012	37	7.8	176	37.1	91	19.2	79	16.7	78	16.5	13	2.7	474

- Similar to years previous, fatalities were more common among drivers younger than 65 than any other person type. The number of fatalities observed among drivers younger than 65 decreased roughly 22.1% from 2007 to 2012.
- Fatalities among passenger person types were second only to drivers (<65) in 2012. Between 2007 and 2012 passenger fatalities decreased 27.2%.
- Pedestrian fatalities increased from 2007 to 2012 by 30%. Pedestrian fatalities increased from 2011 to 2012 by 66.0%.
- Bicycle fatalities increased from 2011 to 2012 by 62.5%.

FATALITIES BY COUNTY							
	YEAR						
COUNTY	2007	2008	2009	2010	2011	2012	TOTAL
Adams	39	39	23	29	29	26	185
Alamosa	6	3	2	6	4	4	25
Arapahoe	36	44	28	19	27	29	183
Archuleta	-	3	2	1	3	1	10
Baca	1	5	6	6	2	2	22
Bent	1	1	-	1	-	-	3
Boulder	15	22	19	20	17	26	119
Broomfield	4	3	1	1	1	4	14
Chaffee	3	3	1	4	7	4	22
Cheyenne	1	-	1	3	8	4	17
Clear Creek	5	3	3	2	2	2	17
Conejos	2	-	1	5	2	-	10
Costilla	1	3	3	4	2	1	14
Crowley	3	1	-	-	-	-	4
Custer	2	2	4	1	1	3	13
Delta	14	7	5	5	6	8	45
Denver	39	46	37	40	33	36	231
Dolores	1	-	-	3	-	-	4
Douglas	14	21	12	13	12	15	87
Eagle	12	8	5	4	4	7	40
El Paso	39	45	42	41	43	43	253
Elbert	2	4	5	6	3	4	24
Fremont	6	6	6	6	9	6	39
Garfield	15	17	12	12	7	8	71
Gilpin	-	-	1	-	1	-	2
Grand	6	4	4	3	2	2	21
Gunnison	4	1	6	2	3	6	22
Hinsdale	2	-	-	1	1	-	4
Huerfano	6	4	6	5	3	2	26
Jackson	2	3	1	-	-	1	7
Jefferson	39	39	27	35	32	33	205
Kiowa	2	4	4	2	-	-	12
Kit Carson	4	3	4	7	3	6	27
La Plata	3	-	1	2	-	-	6
Lake	16	8	13	6	11	17	71
Larimer	25	26	27	16	22	23	139
Las Animas	7	6	5	7	2	6	33
Lincoln	1	5	8	5	4	4	27
Logan	2	5	5	1	2	2	17
Mesa	29	15	17	12	19	15	107
Mineral	2	1	1	1	1	-	6
Moffat	4	3	2	4	4	5	22
Montezuma	9	3	4	7	5	3	31
Montrose	5	9	5	2	4	3	28
Morgan	7	4	3	7	3	9	33
Otero	2	5	-	2	8	4	21
Ouray	2	2	3	1	-	-	8
Park	7	5	8	4	3	3	30
Phillips	1	1	1	-	-	4	7
Pitkin	2	2	2	2	3	1	12
Prowers	3	3	5	2	3	3	19
Pueblo	23	28	22	20	24	26	143
Rio Blanco	1	6	-	2	4	1	14
Rio Grande	2	3	3	2	1	3	14
Routt	11	1	6	3	3	2	26
Saguache	2	3	-	-	2	5	12
San Juan	2	1	-	-	-	3	6
San Miguel	1	4	2	-	1	1	9
Sedgwick	1	-	2	1	-	-	4
Summit	5	3	6	5	8	3	30
Teller	1	2	2	2	1	1	9
Washington	5	2	2	3	3	3	18
Weld	47	45	39	41	36	39	247
Yuma	1	3	1	3	3	2	13
TOTAL	**555**	**548**	**466**	**450**	**447**	**474**	**2,940**

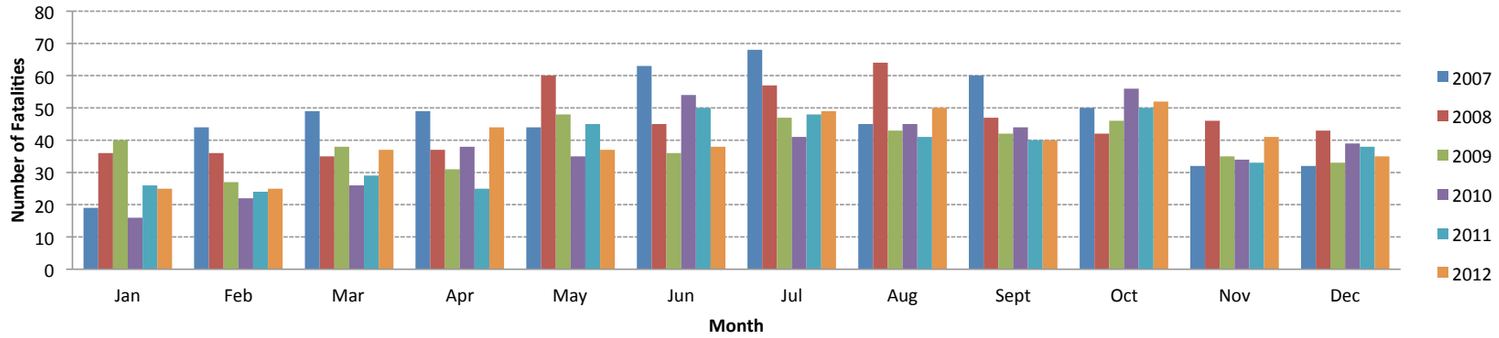
- In 2012, the highest number of fatalities was recorded in El Paso County (43) followed by Weld (39), Denver (36), Jefferson (33), and Arapahoe (29).
- From 2007 to 2012, the highest number of fatalities was recorded in El Paso County (253), Weld (247), Denver (231), Jefferson (205), and Adams (185).
- Of the 64 counties in Colorado, 11 recorded no fatalities in 2012, seven counties had 1 fatality, and another seven counties had 2 fatalities.
- A 17.0% decrease in Weld County fatalities was found from 2007 to 2012.
- A 33.3% decrease in Adams County fatalities was found from 2007 to 2012.
- A 48.3% decrease in Mesa County fatalities was found 2007 to 2012.
- A 73.3% increase in Boulder County fatalities was found 2007 to 2012.

2007-2012 TOP 50 CITIES WITH THE MOST FATALITIES							
CITY	YEAR						TOTAL
	2007	2008	2009	2010	2011	2012	
Denver	39	46	37	40	33	36	231
Colorado Springs	23	23	19	20	21	29	135
Aurora	22	23	17	10	21	14	107
Pueblo	13	11	10	10	9	11	64
Lakewood	11	9	6	14	10	9	59
Thornton	3	9	2	5	7	8	34
Grand Junction	7	7	6	4	5	4	33
Westminster	6	7	3	2	5	9	32
Fort Collins	4	2	9	1	3	4	23
Greeley	4	3	-	6	3	6	22
Arvada	4	4	6	-	3	3	20
Longmont	5	1	6	2	4	2	20
Commerce City	4	2	2	5	1	2	16
Loveland	7	2	1	-	1	4	15
Brighton	4	4	1	4	-	2	15
Boulder	2	-	5	1	4	2	14
Broomfield	4	3	1	1	1	4	14
Wheat Ridge	2	-	1	4	4	2	13
Englewood	3	2	2	5	-	1	13
Northglenn	2	5	3	2	-	1	13
Littleton	3	7	1	1	-	-	12
Louisville	-	3	1	1	1	3	9
Cortez	2	1	3	1	1	-	8
Golden	-	1	-	1	1	4	7
Durango	2	1	2	-	2	-	7
Parker	1	3	-	3	-	-	7

CITY	YEAR						TOTAL
	2007	2008	2009	2010	2011	2012	
Evans	1	1	1	2	-	1	6
Greenwood Village	-	3	1	-	2	-	6
Canon City	1	-	-	-	2	2	5
Vail	1	1	1	-	1	1	5
Castle Rock	-	1	-	-	1	2	4
Lafayette	-	-	-	3	-	1	4
Lone Tree	-	-	-	1	2	1	4
Pueblo West	-	-	-	1	2	1	4
Hudson	1	1	-	1	1	-	4
Centennial	1	1	-	-	-	1	3
Mead	-	2	-	-	-	1	3
Windsor	1	-	-	-	1	1	3
Capulin	-	-	-	3	-	-	3
Frederick	-	1	-	1	1	-	3
Glenwood Springs	1	-	1	1	-	-	3
Johnstown	-	-	1	2	-	-	3
Avon	-	-	-	-	-	2	2
Kremmling	-	-	-	-	-	2	2
Morrison	-	-	-	-	-	2	2
Delta	-	-	-	1	-	1	2
Severance	-	1	-	-	-	1	2
Bennett	2	-	-	-	-	-	2
Federal Heights	-	-	-	2	-	-	2
Firestone	1	-	1	-	-	-	2
Salida	-	1	-	-	1	-	2
Sheridan	1	1	-	-	-	-	2

- From 2007 to 2012 Denver (231) reported the highest number of fatalities followed by Colorado Springs (135), Aurora (107), Pueblo (64), and Lakewood (59).
- In 2012 the highest number of fatalities were found in Denver (30), Colorado Springs (29), Aurora (14), Pueblo (11), Lakewood (9), and Westminster (9).

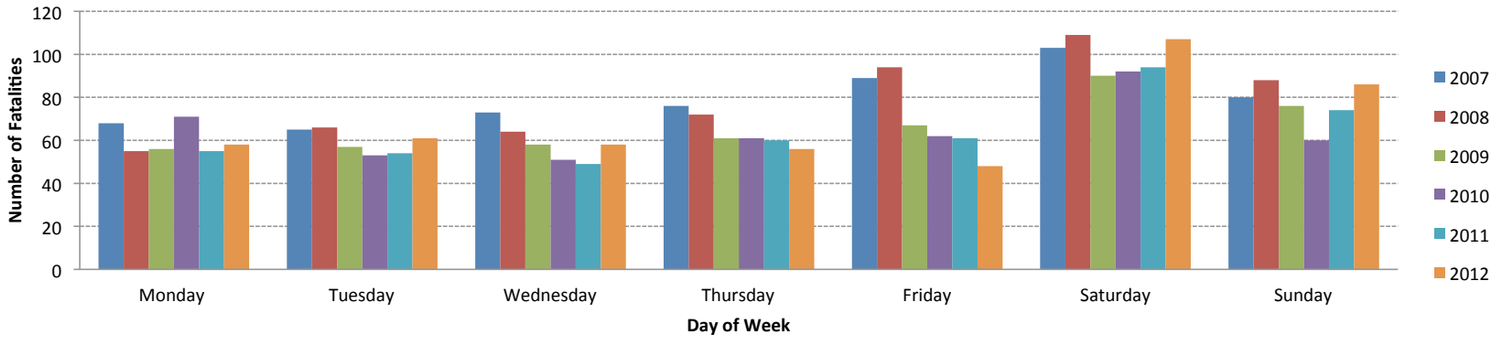
2007—2012 Fatalities by Month



2007—2012 FATALITIES BY MONTH							
MONTH	2007	2008	2009	2010	2011	2012	TOTAL
Jan	19	36	40	16	26	25	162
Feb	44	36	27	22	24	25	178
Mar	49	35	38	26	29	37	214
Apr	49	37	31	38	25	44	224
May	44	60	48	35	45	37	269
Jun	63	45	36	54	50	38	286
Jul	68	57	47	41	48	49	310
Aug	45	64	43	45	41	50	288
Sept	60	47	42	44	40	40	273
Oct	50	42	46	56	50	52	296
Nov	32	46	35	34	33	41	221
Dec	32	43	33	39	38	35	220

- Between 2007 and 2012, the highest number of fatalities occurred in July (310) followed by October (296), August (288), June (286), and September (273). The fewest number of fatalities occurred in January (162), February (178), and March (214).
- In 2012 the highest number of fatalities occurred in October (52) followed by August (50), July (49), April (44), and November (41). The fewest number of fatalities occurred in January (25), February (25), and December (35).

2007—2012 Fatalities by Day of Week



2007—2012 FATALITIES BY DAY OF WEEK							
MONTH	2007	2008	2009	2010	2011	2012	TOTAL
Monday	68	55	56	71	55	58	162
Tuesday	65	66	57	53	54	61	178
Wednesday	73	64	58	51	49	58	214
Thursday	76	72	61	61	60	56	224
Friday	89	94	67	62	61	48	269
Saturday	103	109	90	92	94	107	286
Sunday	80	88	76	60	74	86	310

- In 2012 the highest number of fatalities occurred on Saturdays (107) followed by Sundays (86) and Tuesdays (61)
- Fridays in 2012 saw the fewest number of fatalities. An 46.1% decrease in Friday fatalities can be found between 2007 and 2012.

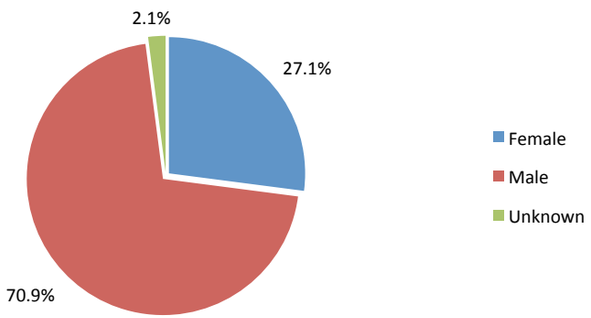
Alcohol Related Fatalities

2012 DRIVER BAC LEVELS BY COUNTY IN FATAL CRASHES						
COUNTY	TOTAL CRASHES	TOTAL FATALITIES	DRIVER BAC = 0.08+	NOT TESTED	RESULTS UNKNOWN	TOTAL DRIVERS
Adams	23	27	3	12	4	33
Alamosa	3	4	-	1	-	5
Arapahoe	26	29	8	21	-	36
Archuleta	1	1	-	-	-	1
Baca	2	2	-	-	1	2
Bent	-	-	-	-	-	-
Boulder	23	26	4	21	1	39
Broomfield	4	4	-	8	-	8
Chaffee	3	4	1	2	-	5
Cheyenne	4	4	-	4	-	7
Clear Creek	2	2	1	-	-	2
Conejos	-	-	-	-	-	-
Costilla	1	1	-	2	-	2
Crowley	-	-	-	-	-	-
Custer	2	3	-	2	-	6
Delta	8	8	1	5	2	12
Denver	34	36	3	41	-	49
Dolores	-	-	-	-	-	-
Douglas	14	15	2	20	1	27
Eagle	7	7	-	5	2	9
El Paso	40	43	11	26	1	54
Elbert	4	4	2	2	-	5
Fremont	6	6	2	2	-	8
Garfield	7	8	3	1	4	8
Gilpin	-	-	-	-	-	-
Grand	1	2	-	-	-	2
Gunnison	6	6	-	5	2	10
Hinsdale	-	-	-	-	-	-
Huerfano	2	2	-	2	1	3
Jackson	1	1	-	1	-	1
Jefferson	32	32	11	16	7	46
Kiowa	2	4	4	2	-	-
Kit Carson	6	6	1	2	-	7
La Plata	15	17	4	11	1	22
Lake	-	-	-	-	-	-
Larimer	23	23	8	11	3	31
Las Animas	4	6	-	1	1	4
Lincoln	3	4	-	5	-	5
Logan	2	2	-	2	-	4
Mesa	15	15	5	9	2	21
Mineral	-	-	-	-	-	-
Moffat	3	5	-	1	-	4
Montezuma	3	3	-	1	1	4
Montrose	3	3	1	1	-	3
Morgan	9	9	2	4	-	12
Otero	4	4	-	-	3	4
Ouray	-	-	-	-	-	-
Park	3	3	2	3	-	6
Phillips	2	4	2	2	-	4
Pitkin	1	1	-	-	1	1
Prowers	3	3	-	2	1	3
Pueblo	23	26	6	24	4	40
Rio Blanco	1	1	1	-	-	1
Rio Grande	2	3	-	2	1	3
Routt	2	2	-	1	-	2
Saguache	5	5	2	1	-	5
San Juan	3	3	1	-	-	3
San Miguel	1	1	-	-	1	1
Sedgwick	-	-	-	-	-	-
Summit	2	3	1	-	-	2
Teller	1	1	1	-	-	1
Washington	2	3	-	1	1	2
Weld	35	39	11	18	5	54
Yuma	2	2	-	1	-	3
TOTAL	**434**	**474**	**100**	**302**	**51**	**632**

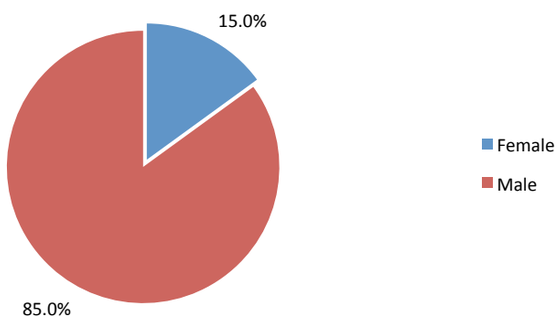
- El Paso, Jefferson, and Weld Counties were tied for the highest number (11) of drivers with BAC 0.08+ involved in a fatal crash.
- While Denver County had the third most numbers of fatal crashes among all counties in Colorado in 2012, only 3 or 6.1% of the total drivers involved in a fatal crash had a BAC of 0.08+.
- In Jefferson County nearly 24% of the total drivers involved in a fatal crash had a BAC of 0.08+.

Alcohol Related Fatalities

2012 Gender of Drivers Involved in Fatal Crashes



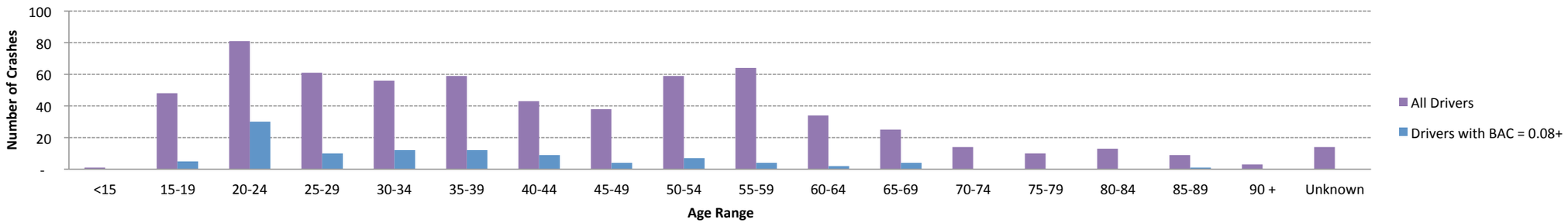
2012 Gender of Drivers Involved in Fatal Crashes with BAC = 0.08+



2012 GENDER OF DRIVERS INVOLVED IN FATAL CRASHES			
		DRIVERS WITH BAC=0.08+	
GENDER	ALL DRIVERS	#	%
Female	171	15	8.8
Male	448	85	19.0
Unknown	13	-	-
TOTAL	**632**	**100**	**15.8**

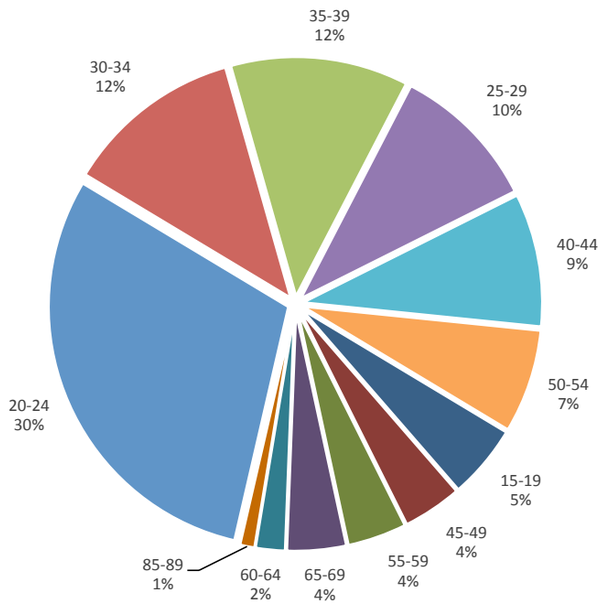
- Male drivers were involved in more fatal crashes than female drivers, over 70% of the total fatal crashes in 2012.
- Female drivers were involved in 27.1% of all fatal crashes in 2012.
- 85% of those drivers involved in a fatal crash with BAC=0.08% were male, 15% were female.

2012 Ages of Drivers in Fatal Crashes



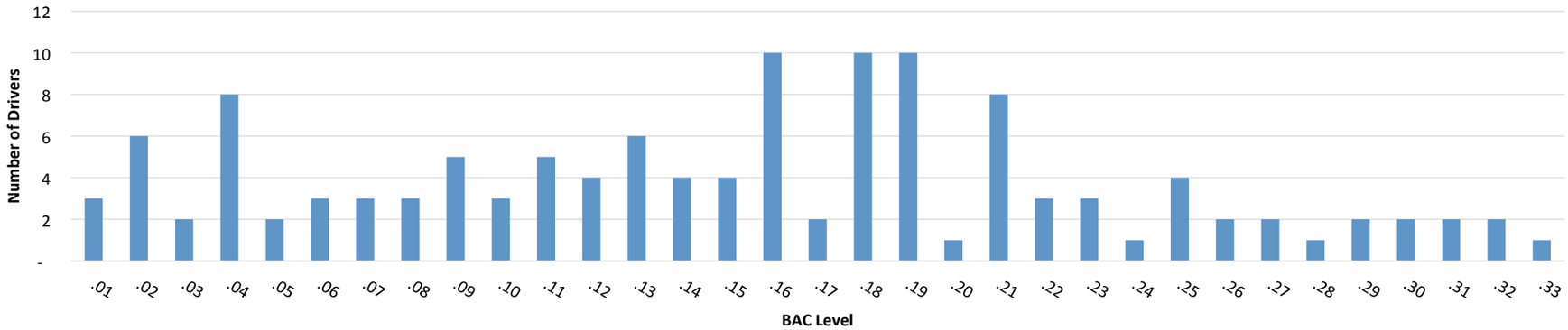
2012 AGES OF DRIVERS IN FATAL CRASHES			
AGE	ALL DRIVERS	DRIVERS WITH BAC = 0.08+	
		#	%
<15	1	-	0.0
15-19	48	5	5.0
20-24	81	30	30.0
25-29	61	10	10.0
30-34	56	12	12.0
35-39	59	12	12.0
40-44	43	9	9.0
45-49	38	4	4.0
50-54	59	7	7.0
55-59	64	4	4.0
60-64	34	2	2.0
65-69	25	4	4.0
70-74	14	-	0.0
75-79	10	-	0.0
80-84	13	-	0.0
85-89	9	1	1.0
90 +	3	-	0.0
Unknown	14	-	0.0
TOTAL	632	100	100.0

2012 Age of Drivers in Fatal Crashes with BAC = 0.08+



- Drivers aged 20—24 (81) were involved in fatal crashes more than any other age group followed by drivers aged 55—59 (64) and 25—29 (61)
- 30% of drivers in fatal crashes with a BAC of 0.08+ were between the age of 20 and 24.
- Only one driver, 70 or older, was involved in a 2012 crash with a BAC of 0.08+.

2012 Driver BAC Levels in Fatal Crashes

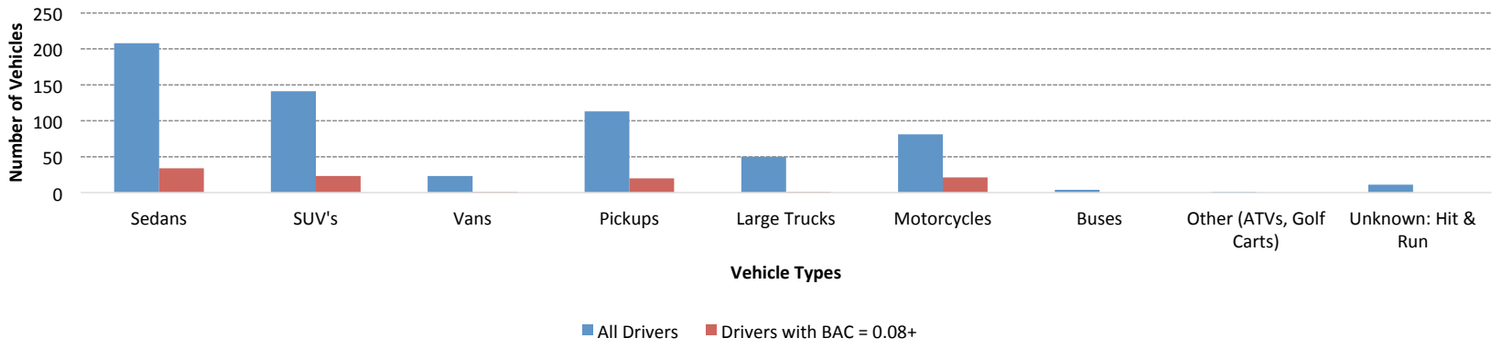


- Drivers with a BAC of 0.16 (10), 0.18 (10), and 0.19 (10) were most often involved in fatal crashes followed by drivers with a BAC of 0.04 (8), 0.21 (8), and 0.02 (6)

2012 DRIVERS BAC LEVELS IN FATAL CRASHES	
BAC LEVEL	TOTAL DRIVERS
.01	3
.02	6
.03	2
.04	8
.05	2
.06	3
.07	3
.08	3
.09	5
.10	3
.11	5
.12	4
.13	6
.14	4
.15	4
.16	10
.17	2

BAC LEVEL	TOTAL DRIVERS
.18	10
.19	10
.20	1
.21	8
.22	3
.23	3
.24	1
.25	4
.26	2
.27	2
.28	1
.29	2
.30	2
.31	2
.32	2
.33	1
TOTAL	127

2012 Types of Vehicles in Fatal Crashes

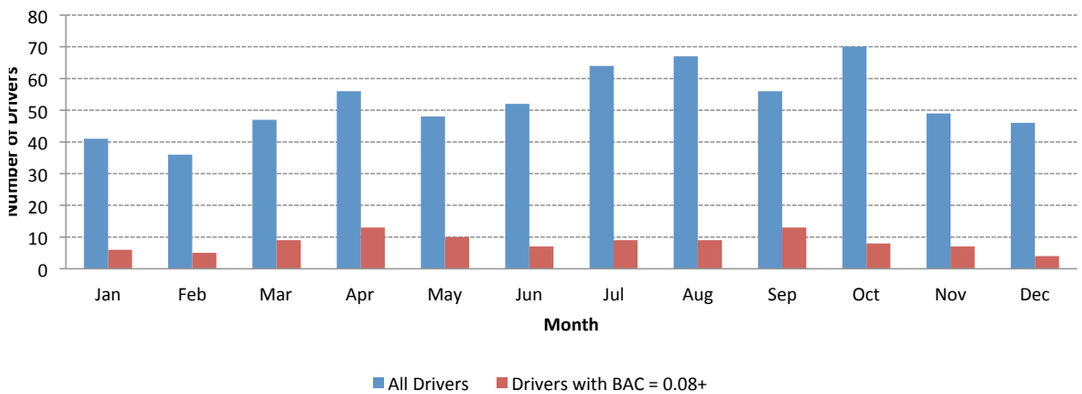


2012 TYPES OF VEHICLES IN FATAL CRASHES				
	ALL DRIVERS		DRIVERS WITH BAC = 0.08+	
VEHICLE TYPES	#	%	#	%
Sedans	208	32.9	34	34.0
SUV's	141	22.3	23	23.0
Vans	23	3.6	1	1.0
Pickups	113	17.9	20	20.0
Large Trucks	50	7.9	1	1.0
Motorcycles	81	12.8	21	21.0
Buses	4	0.6	-	0.0
Other (ATVs, Golf Carts)	1	0.2	-	0.0
Unknown: Hit & Run	11	1.7	-	0.0
TOTAL	632	100.0	100	100.0

- Sedans were involved in more fatal crashes than any other vehicle type in 2012.
- While motorcycles were involved in 12.8% of all fatal crashes, 21% of fatal crashes where the driver had a BAC of 0.08%+ involved a motorcycle.

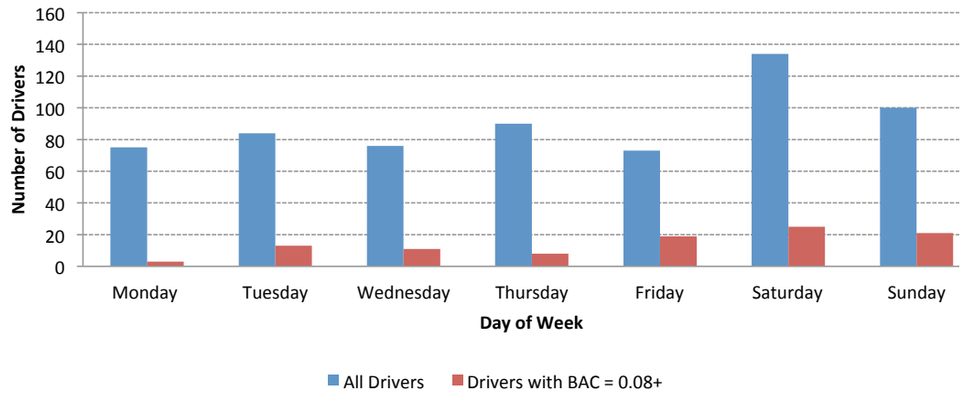
Alcohol Related Fatalities

2012 Drivers in Fatal Crashes by Month



- The highest number of drivers in fatal crashes in 2012 occurred in October (70) followed by August (67) and July (64).
- The fewest number of drivers in fatal crashes in 2012 occurred in February (36) followed by January (41) and December (46).
- The highest number of drivers in fatal crashes with a BAC of 0.08+ occurred in April (13) and September (13) followed by May (10).

2012 Drivers in Fatal Crashes by Day of Week

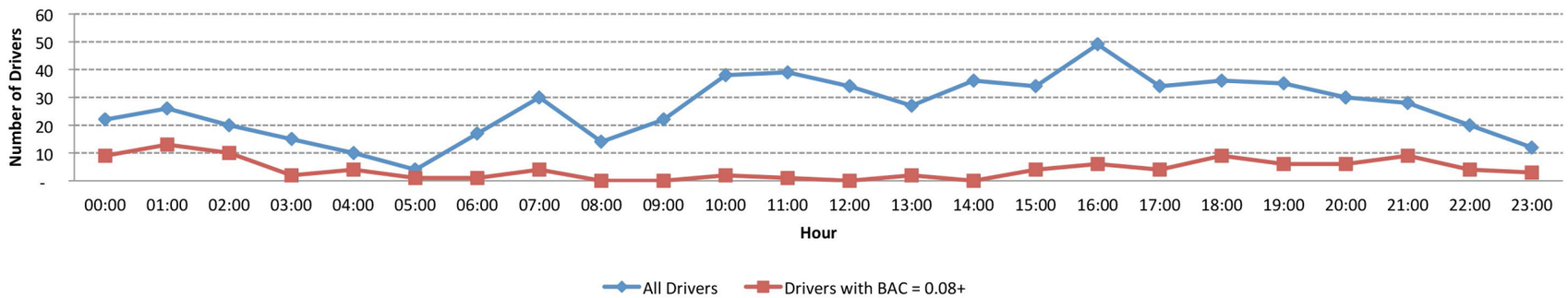


- The highest number of drivers in fatal crashes in 2012 occurred on Saturdays (134) followed by Sundays (100) and Thursdays (90).
- The fewest number of drivers in fatal crashes in 2012 occurred in Fridays (73) followed by Mondays (75) and Wednesdays (76).
- The highest number of drivers in fatal crashes with a BAC of 0.08+ occurred on Saturdays (25) followed by Sundays (21), and Fridays (19).

2012 DRIVERS IN FATAL CRASHES BY MONTH													
DRIVERS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
All Drivers	41	36	47	56	48	52	64	67	56	70	49	46	632
Drivers with BAC = 0.08+	6	5	9	13	10	7	9	9	13	8	7	4	100

2012 DRIVERS IN FATAL CRASHES BY DAY OF WEEK								
DRIVERS	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	TOTAL
All Drivers	75	84	76	90	73	134	100	632
Drivers with BAC = 0.08+	3	13	11	8	19	25	21	100

2012 Drivers in Fatal Crashes by Hour of Day

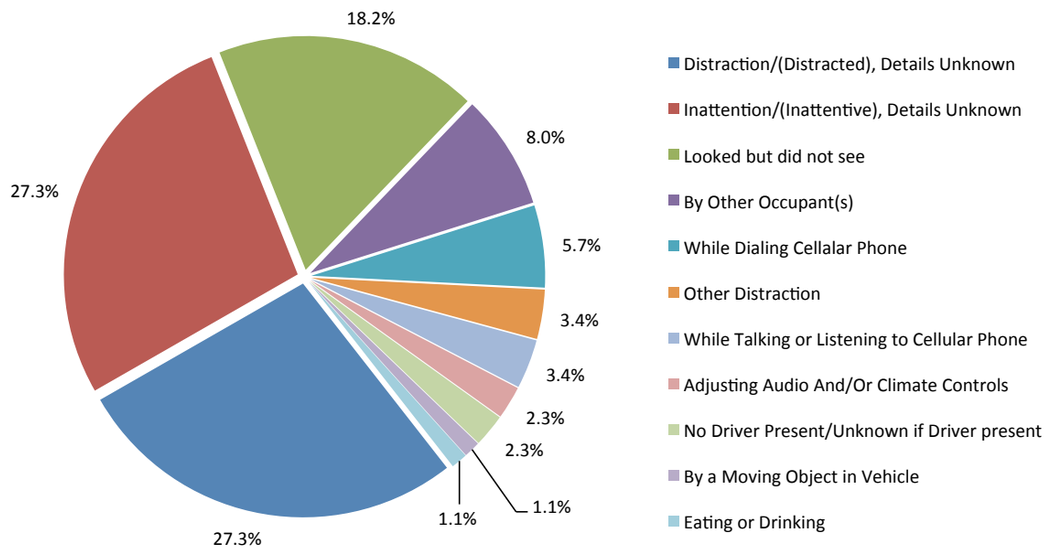


- In 2012, the highest number of fatal crashes occurred during the 4PM hour (49) followed by the 11AM hour (39), 10AM hour (38), 2PM hour (36), and 6PM hour (36).
- The fewest number of fatal crashes occurred during the 5AM hour (4) followed by the 4AM hour (10), and the 11PM hour (12).
- In 2012, the highest number of fatal crashes with drivers with BAC 0.08+ occurred in the 1AM hour (13) followed by the 2AM hour (10).

2012 DRIVERS IN FATAL CRASHES BY HOUR OF DAY																							
DRIVERS	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
All Drivers	22	26	20	15	10	4	17	30	14	22	38	39	34	27	36	34	49	34	36	35	30	28	20	12
Drivers with BAC = 0.08+	9	13	10	2	4	1	1	4	-	-	2	1	-	2	-	4	6	4	9	6	6	9	4	3

Distracted Driving Related Fatalities

2012 Distracted Drivers Involved in Fatal Crashes by Distraction Type

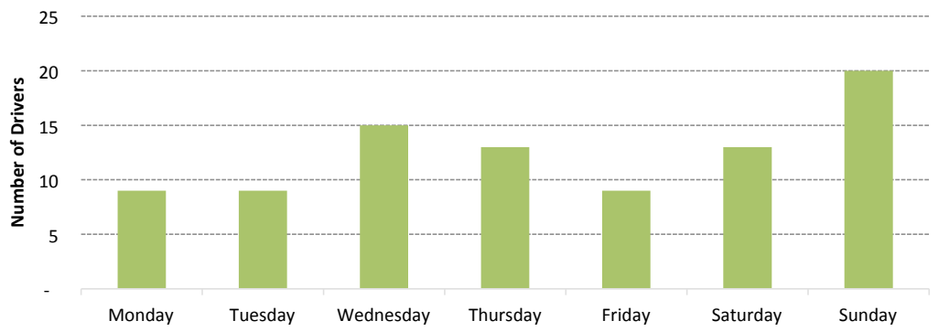


2012 DISTRACTED DRIVER INVOLVED IN FATAL CRASHES BY DISTRACTION TYPE	
DISTRACTION TYPE	NO. OF DRIVERS
Distraction/(Distracted), Details Unknown	24
Inattention/(Inattentive), Details Unknown	24
Looked but did not see	16
By Other Occupant(s)	7
While Dialing Cellalar Phone	5
Other Distraction	3
While Talking or Listening to Cellular Phone	3
Adjusting Audio And/Or Climate Controls	2
No Driver Present/Unknown if Driver present	2
By a Moving Object in Vehicle	1
Eating or Drinking	1
TOTAL	**88**

- In 2012 the most common distraction types in a fatal crash were distraction, details unknown, (27.3%) and inattention, details unknown, (27.3%) followed by drivers who looked but did not see (18.2%).

Distracted Driving Related Fatalities

2012 Distracted Driver Involved in Fatal Crashes by Day of Week

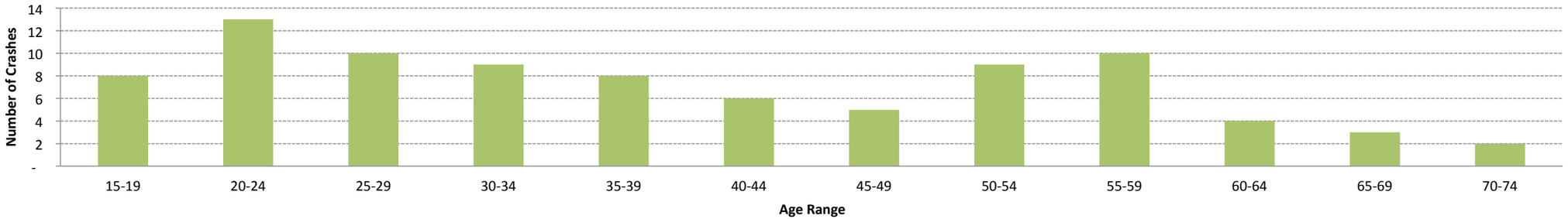


- In 2012 the highest number of distracted drivers involved in a fatal crash occurred on Sundays (20). Wednesdays in 2012 saw the second highest number of distracted drivers (15) involved in fatal crashes followed by Thursdays and Saturdays (13) and finally Mondays, Tuesdays, and Fridays (9).

2012 DISTRACTED DRIVER INVOLVED IN FATAL CRASHES BY DAY OF WEEK	
WEEKDAY	NO. OF DRIVERS
Monday	9
Tuesday	9
Wednesday	15
Thursday	13
Friday	9
Saturday	13
Sunday	20
TOTAL	88

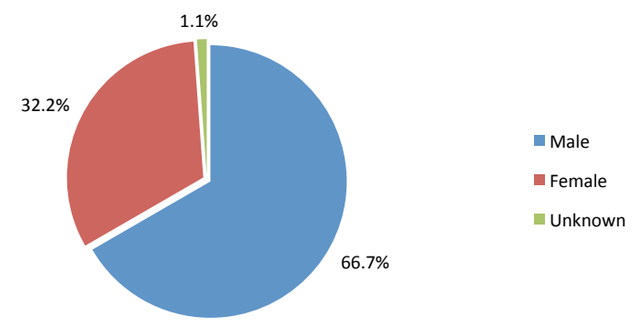
Distracted Driving Related Fatalities

2012 Ages of Distracted Drivers in Fatal Crashes



2012 AGES OF DISTRACTED DRIVERS IN FATAL CRASHES	
AGE	DRIVERS
<15	-
15-19	8
20-24	13
25-29	10
30-34	9
35-39	8
40-44	6
45-49	5
50-54	9
55-59	10
60-64	4
65-69	3
70-74	2
75-79	-
80-84	-
85-89	-
90 +	-
Unknown	-
TOTAL	87

2012 Gender of Distracted Drivers in Fatal Crashes

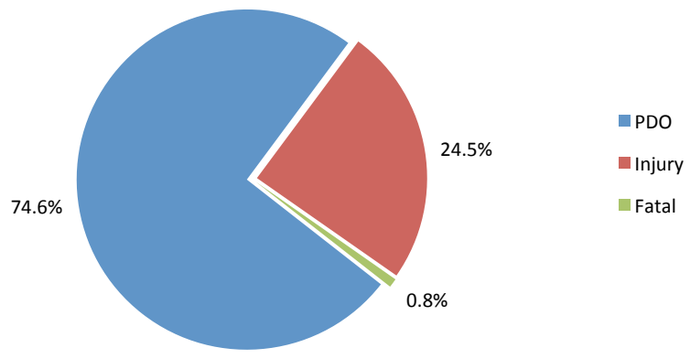


2012 GENDER OF DISTRACTED DRIVERS IN FATAL CRASHES	
GENDER	DRIVERS
Male	58
Female	28
Unknown	1
TOTAL	**87**

- Distracted drivers aged 20—24 (13) were involved in more fatal crashes than any other age group in 2012; followed by distracted drivers aged 25—29 (10) and 55—59 (10).
- No drivers under the age of 15 or over the age of 74 were distracted in a fatal crash.
- Of the 87 distracted driver related fatal crashes in 2012, 66.7% involved male drivers. Female drivers were observed less frequently in distracted driving related fatal crashes.

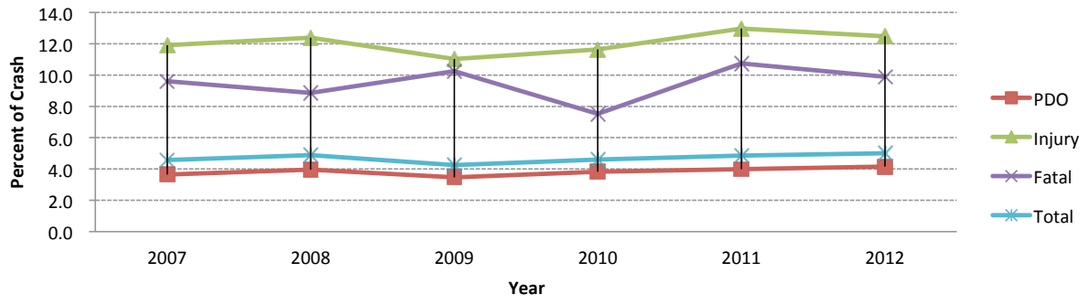
Crashes with DUI Related Charges

2012 Crashes by Severity with DUI Related Charges



- Over the six-year period, total DUI occurrence was highest in 2007 decreasing to its lowest in 2009.
- Annual rates increased steadily and 2012 saw the highest percentage of crashes with DUI related charges of the six years observed.

Percentage of Crash Severity of Crashes with DUI Related Charges



- A general decrease in all DUI related events can be observed in the years 2009 and 2010.
- In 2012, just over 25% of crashes with DUI related charges resulted in injury or a fatality.
- Fatalities observed in crashes with DUI charges dropped dramatically in 2010.
- Crashes resulting in injury with DUI related charges saw a significant drop in 2009 and 2010.

2007–2012 SEVERITY OF CRASH WITH DUI RELATED CHARGES BY YEAR								
	PDO		INJURY		FATAL		TOTAL	
YEAR	ALL	DUI	ALL	DUI	ALL	DUI	ALL	DUI
2007	99,159	3,638	12,231	1,459	509	49	111,899	5,146
2008	93,146	3,705	11,213	1,391	473	42	104,832	5,138
2009	91,044	3,170	10,216	1,128	438	45	101,698	4,343
2010	89,183	3,434	9,523	1,111	411	31	99,117	4,576
2011	91,117	3,648	9,581	1,244	409	44	101,107	4,936
2012	90,482	3,784	9,965	1,245	434	43	100,881	5,072

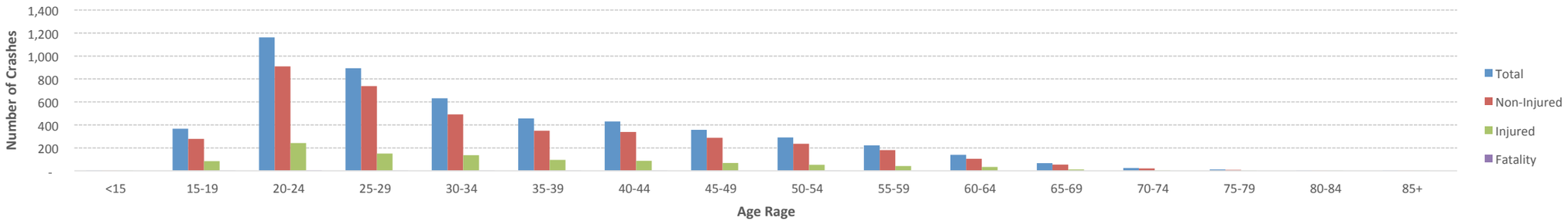
2007–2012 PERCENT OF CRASHES WITH DUI RELATED CHARGES BY YEAR				
YEAR	PDO	INJURY	FATAL	TOTAL
2007	3.7	11.9	9.6	4.6
2008	4.0	12.4	8.9	4.9
2009	3.5	11.0	10.3	4.3
2010	3.9	11.7	7.5	4.6
2011	4.0	13.0	10.8	4.9
2012	4.2	12.5	9.9	5.0

Counties

2012 SEVERITY OF CRASHES WITH DUI RELATED CHARGES BY COUNTY								
	CRASHES WITH DUI RELATED CHARGES				PERSONS INVOLVED		TOTAL CRASHES	% OF DUI CRASHES
COUNTY	PDO	INJURY	FATAL	TOTAL	INJURED	FATALITY		
Adams	443	118	2	563	157	2	9,136	6.2
Alamosa	5	5	-	10	6	-	341	2.9
Arapahoe	413	101	4	518	137	4	10,722	4.8
Archuleta	12	6	-	18	7	-	296	6.1
Baca	3	1	-	4	1	-	45	8.9
Bent	3	1	-	4	1	-	72	5.6
Boulder	193	63	2	258	84	3	5,325	4.8
Broomfield	36	6	-	42	10	-	1,187	3.5
Chaffee	14	5	-	19	5	-	350	5.4
Cheyenne	1	-	-	1	-	-	47	2.1
Clear Creek	15	2	-	17	2	-	528	3.2
Conejos	3	4	-	7	6	-	106	6.6
Costilla	1	4	-	5	5	-	153	3.3
Crowley	2	2	-	4	2	-	32	12.5
Custer	1	2	-	3	3	-	71	4.2
Delta	21	12	1	34	17	1	469	7.2
Denver	471	206	1	678	288	1	17,020	4.0
Dolores	2	1	-	3	1	-	41	7.3
Douglas	173	30	2	205	47	2	4,166	4.9
Eagle	36	15	-	51	18	-	1,024	5.0
El Paso	501	146	5	652	189	6	10,658	6.1
Elbert	5	3	1	9	6	1	277	3.2
Fremont	23	11	1	35	13	1	669	5.2
Garfield	34	9	3	46	15	3	1,385	3.3
Gilpin	12	4	-	16	5	-	125	12.8
Grand	12	5	-	17	6	-	389	4.4
Gunnison	6	1	-	7	1	-	305	2.3
Hinsdale	-	-	-	-	-	-	16	0.0
Huerfano	7	3	-	10	3	-	242	4.1
Jackson	1	-	-	1	-	-	84	1.2
Jefferson	418	131	7	556	180	7	10,320	5.4
Kiowa	1	-	-	1	-	-	23	4.3
Kit Carson	2	2	1	5	3	1	142	3.5
La Plata	45	26	-	71	39	-	1,199	5.9
Lake	4	2	-	6	3	-	76	7.9
Larimer	215	81	5	301	99	5	5,392	5.6
Las Animas	14	7	-	21	11	-	370	5.7
Lincoln	1	-	-	1	-	-	113	0.9
Logan	15	8	-	23	10	-	441	5.2
Mesa	99	32	-	131	43	-	2,562	5.1
Mineral	-	3	-	3	4	-	81	3.7
Moffat	5	9	-	14	9	-	325	4.3
Montezuma	13	8	-	21	15	-	503	4.2
Montrose	13	10	-	23	11	-	587	3.9
Morgan	17	7	1	25	8	1	548	4.6
Otero	12	5	-	17	9	-	252	6.7
Ouray	2	3	-	5	3	-	122	4.1
Park	9	7	-	16	12	-	363	4.4
Phillips	1	-	-	1	-	-	47	2.1
Pitkin	15	5	-	20	8	-	536	3.7
Prowers	5	2	-	7	2	-	157	4.5
Pueblo	129	39	2	170	50	4	3,693	4.6
Rio Blanco	4	4	-	8	6	-	154	5.2
Rio Grande	8	2	-	10	2	-	230	4.3
Routt	24	8	1	33	9	1	681	4.8
Saguache	5	1	1	7	5	1	150	4.7
San Juan	3	1	-	4	2	-	49	8.2
San Miguel	10	2	-	12	2	-	145	8.3
Sedgwick	1	1	-	2	1	-	43	4.7
Summit	29	5	1	35	5	1	814	4.3
Teller	14	12	-	26	13	-	439	5.9
Washington	6	1	-	7	1	-	125	5.6
Weld	194	53	2	249	70	2	4,792	5.2
Yuma	2	2	-	4	2	-	126	3.2
TOTAL	**3,784**	**1,245**	**43**	**5,072**	**1,672**	**47**	**100,881**	**5.0**

- Of the 100,881 crashes in Colorado in 2012, approximately 5% were DUI related.
- Gilpin County saw the highest percentage (12.8%) of DUI related crashes and Crowley County second with 12.5% of crashes relating to DUI. However, neither of these counties saw any DUI related fatalities.
- In 2012, Denver County contributed nearly 17% of all crashes in the state. Of those crashes involving DUI charges, Denver had 13.4% of those observed statewide.

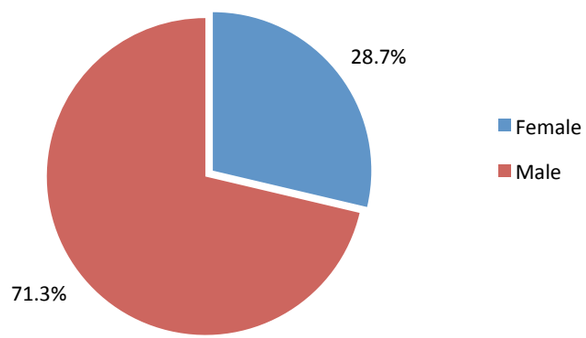
2012 Drivers with DUI Related Charges in Crashes by Age



2012 DRIVERS WITH DUI RELATED CHARGES IN CRASHES BY AGE										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
AGE	#	%	#	%	#	%	#	%	#	%
<15	-	0.0	2	0.0	1	0.1	-	0.0	3	0.1
15-19	3	7.3	279	6.9	84	8.3	1	6.7	367	7.2
20-24	6	14.6	910	22.6	242	23.9	4	26.7	1,162	22.8
25-29	4	9.8	737	18.3	150	14.8	3	20.0	894	17.6
30-34	3	7.3	491	12.2	137	13.5	1	6.7	632	12.4
35-39	8	19.5	350	8.7	96	9.5	2	13.3	456	9.0
40-44	3	7.3	338	8.4	87	8.6	2	13.3	430	8.4
45-49	1	2.4	287	7.1	69	6.8	-	0.0	357	7.0
50-54	2	4.9	235	5.8	52	5.1	2	13.3	291	5.7
55-59	-	0.0	180	4.5	42	4.1	-	0.0	222	4.4
60-64	1	2.4	105	2.6	34	3.4	-	0.0	140	2.8
65-69	1	2.4	55	1.4	11	1.1	-	0.0	67	1.3
70-74	-	0.0	21	0.5	4	0.4	-	0.0	25	0.5
75-79	-	0.0	8	0.2	3	0.3	-	0.0	11	0.2
80-84	-	0.0	2	0.0	1	0.1	-	0.0	3	0.1
85+	1	2.4	1	0.0	1	0.1	-	0.0	3	0.1
Unknown	8	19.5	18	0.4	-	0.0	-	0.0	26	0.5
TOTAL	**41**	**100.0**	**4,019**	**100.0**	**1,014**	**100.0**	**15**	**100.0**	**5,089**	**100.0**

- Drivers aged 20—24 were those most often observed in crashes with DUI charges in all categories.
- Drivers aged 25—29 were the second most often group in crashes with DUI charges in all categories.
- The overall trend for age groups of drivers in crashes with DUI related charges decreased after the age 30.

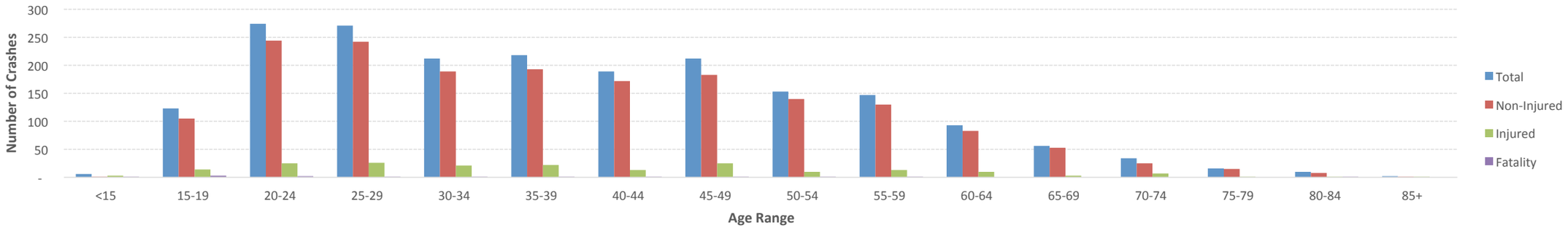
2012 Gender of Drivers with DUI Related Charges in Crashes



2012 GENDER OF DRIVERS WITH DUI RELATED CHARGES IN CRASHES										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
GENDER	#	%	#	%	#	%	#	%	#	%
Female	14	34.1	1,177	29.3	258	25.4	2	13.33	1,451	28.51
Male	20	48.8	2,821	70.2	753	74.3	13	86.67	3,607	70.88
Unknown	7	17.1	21	0.5	3	0.3	-	0.00	31	0.61
TOTAL	**41**	**100.0**	**4,019**	**100.0**	**1,014**	**100.0**	**15**	**100.00**	**5,089**	**100.00**

- In 2012 men were far more likely to be at-fault in a DUI related crash than women, contributing to approximately 71% of the total.
- Drivers charged with a DUI resulting in a fatality, approximately 87% were male than female.

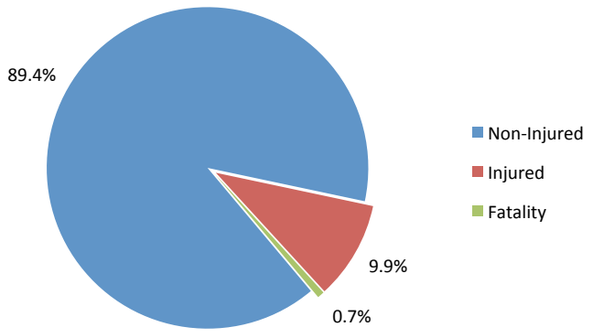
2012 Sober Drivers by Age in Crashes with DUI Related Charges



2012 SOBER DRIVERS BY AGE IN CRASHES WITH DUI RELATED CHARGES										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
AGE	#	%	#	%	#	%	#	%	#	%
<15	1	1.2	1	0.1	3	1.5	1	7.1	6	0.3
15-19	1	1.2	105	5.8	14	7.0	3	21.4	123	5.9
20-24	3	3.7	244	13.6	25	12.6	2	14.3	274	13.1
25-29	2	2.5	242	13.5	26	13.1	1	7.1	271	13.0
30-34	1	1.2	189	10.5	21	10.6	1	7.1	212	10.1
35-39	2	2.5	193	10.8	22	11.1	1	7.1	218	10.4
40-44	3	3.7	172	9.6	13	6.5	1	7.1	189	9.0
45-49	3	3.7	183	10.2	25	12.6	1	7.1	212	10.1
50-54	2	2.5	140	7.8	10	5.0	1	7.1	153	7.3
55-59	3	3.7	130	7.2	13	6.5	1	7.1	147	7.0
60-64	-	0.0	83	4.6	10	5.0	-	0.0	93	4.5
65-69	-	0.0	53	3.0	3	1.5	-	0.0	56	2.7
70-74	2	2.5	25	1.4	7	3.5	-	0.0	34	1.6
75-79	-	0.0	15	0.8	1	0.5	-	0.0	16	0.8
80-84	-	0.0	8	0.4	1	0.5	1	7.1	10	0.5
85+	-	0.0	1	0.1	1	0.5	-	0.0	2	0.1
Unknown	58	71.6	11	0.6	4	2.0	-	0.0	73	3.5
TOTAL	**81**	**100.0**	**1,795**	**100.0**	**199**	**100.0**	**14**	**100.0**	**2,089**	**100.0**

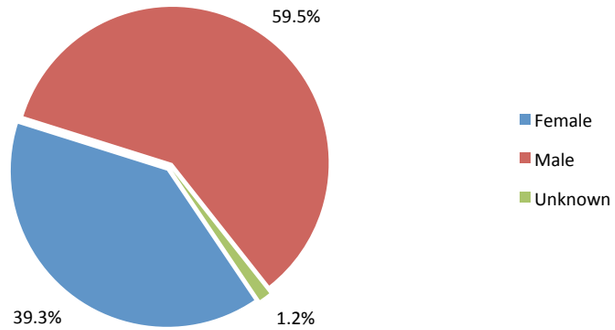
- Drivers in their 20's (groups 20—24 and 25—29) were most often observed in crashes with drivers charged with a DUI.

2012 Sober Drivers in Crashes with DUI Related Charges Injury Severity



- Of those drivers involved in a crash with a driver charged with a DUI, 89.4% were not injured.

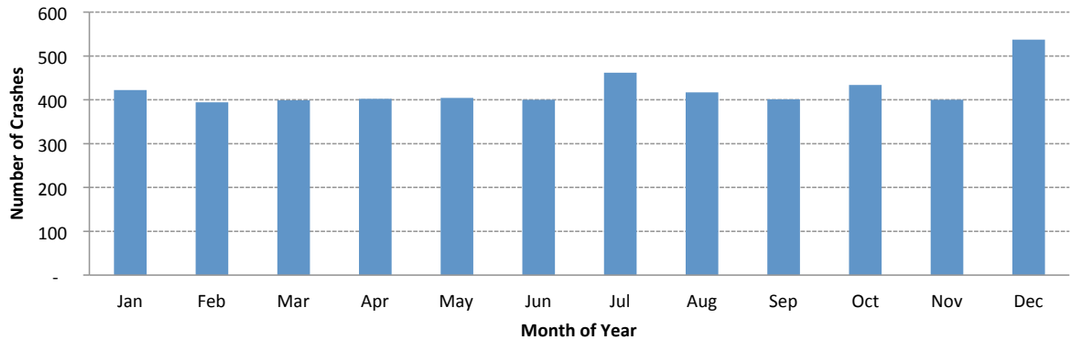
2012 Gender of Sober Drivers in Crashes with DUI Related Charges



2012 GENDER OF SOBER DRIVERS IN CRASHES WITH DUI RELATED CHARGES										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
GENDER	#	%	#	%	#	%	#	%	#	%
Female	-	0.0	695	38.5	94	47.2	4	28.6	793	39.3
Male	-	0.0	1,091	60.5	100	50.3	10	71.4	1,201	59.5
Unknown	1	100.0	18	1.0	5	2.5	-	0.0	24	1.2
TOTAL	**1**	**100.0**	**1,804**	**100.0**	**199**	**100.0**	**14**	**100.0**	**2,018**	**100.0**

- While female drivers were involved in 39.8% of the crashes where the other driver was charged with a DUI, they accounted for 47.2% of the total injuries.

2012 Crashes with DUI Related Charges by Month of Year

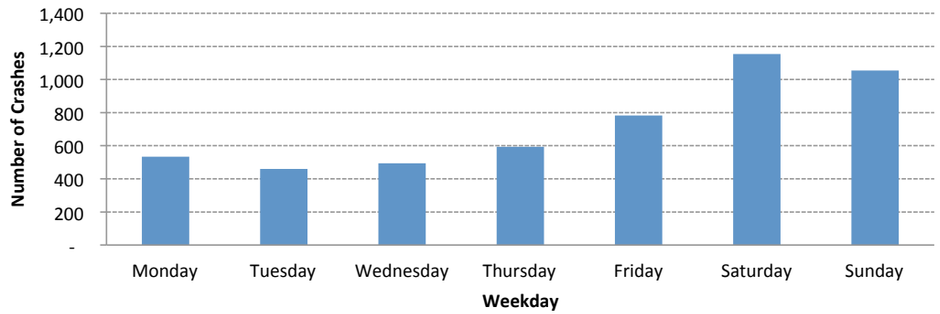


- In 2012, December, July, and October had the highest number of DUI related crashes respectively.
- February and March had the lowest number of DUI related crashes in 2012.

2007—2012 CRASHES WITH DUI RELATED CHARGES BY MONTH OF YEAR												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2007	400	377	423	421	402	456	445	427	428	465	419	483
2008	406	436	426	416	435	386	435	507	429	440	412	410
2009	382	243	170	271	398	391	415	420	405	447	403	398
2010	388	352	342	369	401	351	394	402	373	443	358	403
2011	382	324	350	413	418	423	458	447	464	441	384	432
2012	422	394	399	402	404	400	462	417	401	434	400	537

- Of all months observed over the six-year period, December 2012 had the highest number of DUI crashes.
- March 2009 saw the fewest number of DUI related crashes.
- Over the six-year period, the first months of the year saw fewer DUI related crashes than the summer and fall months.

2012 Crashes with DUI Related Charges by Day of Week

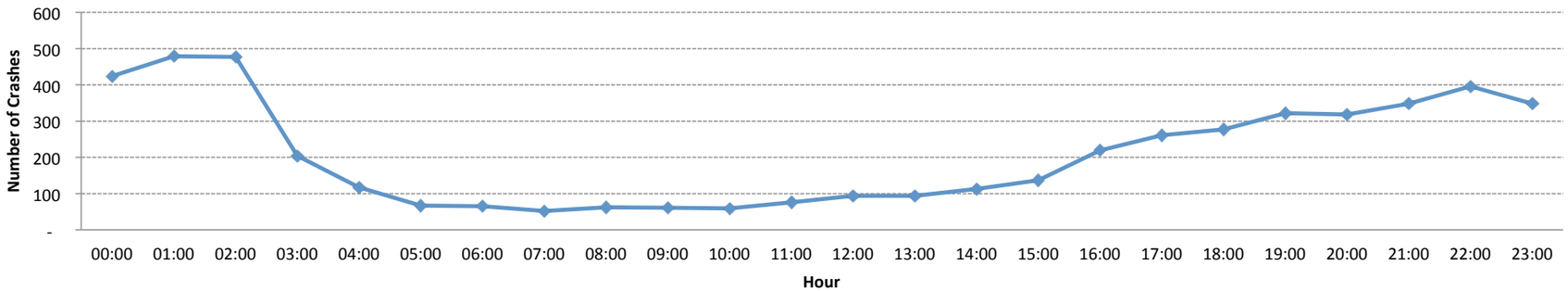


- In 2012 Saturdays had the most crashes with DUI related charges, and Tuesdays saw the fewest.

2007—2012 CRASHES WITH DUI RELATED CHARGES BY DAY OF WEE							
YEAR	MON	TUES	WED	THUR	FRI	SAT	SUN
2007	512	519	509	616	796	1,191	1,003
2008	517	450	545	599	818	1,199	1,010
2009	462	441	448	545	699	919	829
2010	455	452	472	560	727	990	920
2011	489	486	476	586	832	1,072	995
2012	534	459	494	593	783	1,154	1,055

- From 2007 to 2012 Fridays, Saturdays, and Sundays saw more DUI related crashes than Mondays, Tuesdays, and Wednesdays.
- Over the six-year period Tuesdays generally had the fewest DUI related crashes.
- From 2007 to 2012, Saturdays and Sundays (averaged) had more than twice the DUI crashes for Monday through Thursday (averaged).

2012 Crashes with DUI Related Charges by Hour of Day

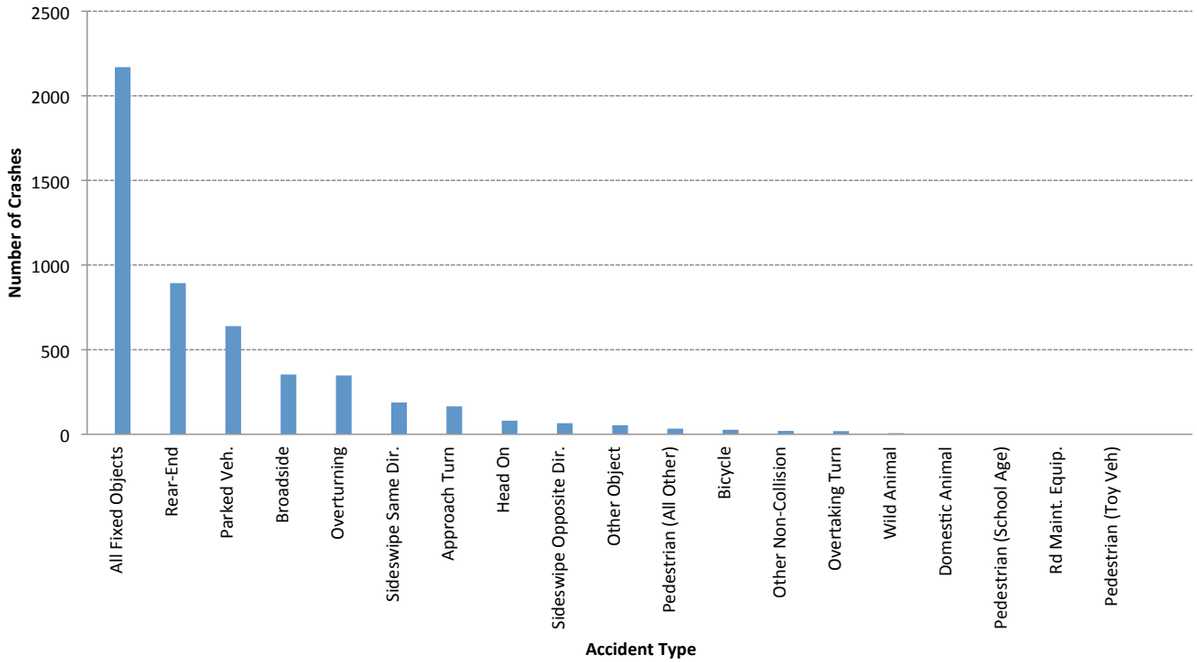


- 2012 followed the same general pattern as the preceding years. DUI related crashes increased in the afternoon hours until 2 AM and fell after last call.

2007—2012 CRASHES WITH DUI RELATED CHARGES BY HOUR OF DAY																							
YEAR	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2007	434	478	498	198	120	56	58	60	57	53	56	73	93	94	108	159	197	277	293	308	326	367	384	392
2008	416	444	506	200	105	70	61	67	48	59	51	51	92	91	135	183	163	260	305	301	311	381	406	404
2009	331	366	391	168	83	57	49	55	43	48	52	49	76	107	117	122	184	224	269	249	301	335	318	339
2010	387	409	402	201	95	73	56	52	71	52	49	57	100	94	122	140	170	245	262	268	267	330	316	345
2011	392	425	458	212	132	93	64	67	49	57	59	74	80	95	99	166	196	276	265	306	292	351	361	358
2012	424	479	477	204	117	67	65	52	62	61	59	76	94	94	113	137	219	261	277	322	318	348	396	348

- Over the six-year period there was very little variation of crashes involving DUI charges by hour of day.
- Observation of DUI occurrence was higher in the evening and nighttime hours. Increasing from the afternoon (beginning 3 PM) into a peak in the early hours (1 AM to 2 AM) and dramatically decreasing from there.

2012 Accident Types of Crashes with DUI Related Charges



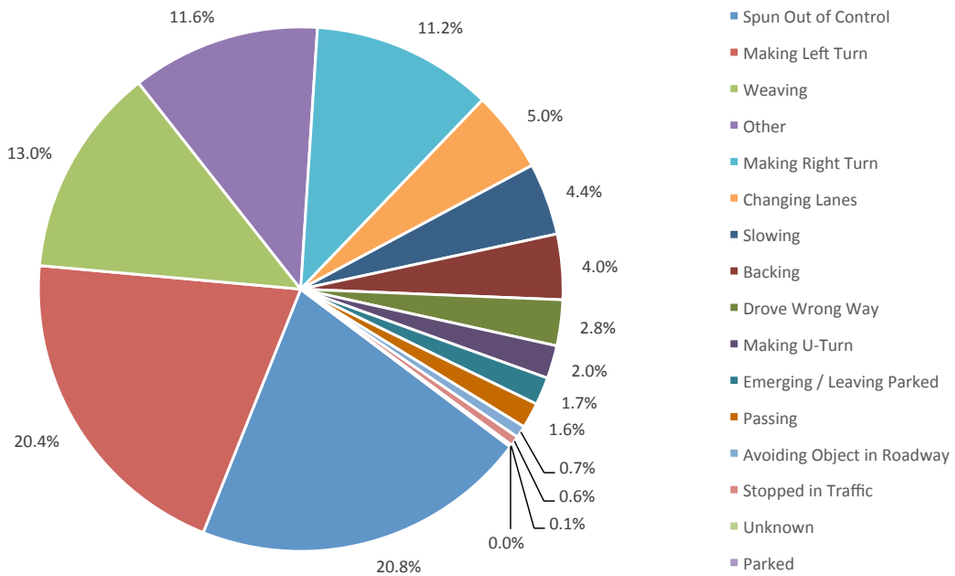
- Rear-end crashes contributed to nearly 18% of those with DUI related charges. Compared to overall 34% rear-end crashes of the total statewide crashes.
- While approach turn accounted for approximately 3% of all DUI related crashes, the accident type contributed to nearly 14% of related fatalities.
- Similarly, crashes attributed to overturning were nearly 7% of the total, but 13.7% of all injuries.
- When combined DUI related crashes involving fixed objects like fences, curbs, trees and signs accounted for approximately 43% of total crashes.

2012 ACCIDENT TYPES OF CRASHES WITH DUI RELATED CHARGES				
TYPE	PDO	INJURY	FATAL	TOTAL
Approach Turn	107	52	6	165
Barricade	8	2	-	10
Bicycle	10	14	3	27
Bridge Structure	8	6	1	15
Broadside	246	105	2	353
Cable Rail	22	1	-	23
Concrete Highway Barrier	91	37	-	128
Crash Cushion / Traffic Barrel	15	5	-	20
Culvert or Headwall	28	12	-	40
Curb	206	39	4	249
Delineator Post	31	17	-	48
Domestic Animal	2	2	-	4
Embankment	133	73	3	209

TYPE	PDO	INJURY	FATAL	TOTAL
Fence	194	50	1	245
Guard Rail	98	56	4	158
Head On	40	38	2	80
Large Rocks or Boulder	56	18	-	74
Light Pole / Utility Pole	172	55	-	227
Mailbox	27	4	1	32
Other Fixed Object	113	22	-	135
Other Non-Collision	14	6	-	20
Other Object	47	7	-	54
Overtaking Turn	16	3	-	19
Overturning	172	170	6	348
Parked Motor Vehicle	546	91	2	639
Pedestrian (All Other)	10	19	5	34

TYPE	PDO	INJURY	FATAL	TOTAL
Pedestrian (Motorized Vehicle)	-	1	-	1
Pedestrian (School Age)	1	1	-	2
Railroad Crossing Equipment	4	1	-	5
Rear-End	744	148	1	893
Road Maintenance Equipment	2	-	-	2
Sideswipe Opposite Direction	49	17	-	66
Sideswipe Same Direction	165	23	-	188
Sign	186	46	-	232
Traffic Signal Pole	24	15	1	40
Tree	149	68	1	218
Vehicle Debris or Cargo	1	1	-	2
Wall or Building	43	17	-	60
Wild Animal	4	3	-	7
TOTAL	**3,784**	**1,245**	**43**	**5,072**

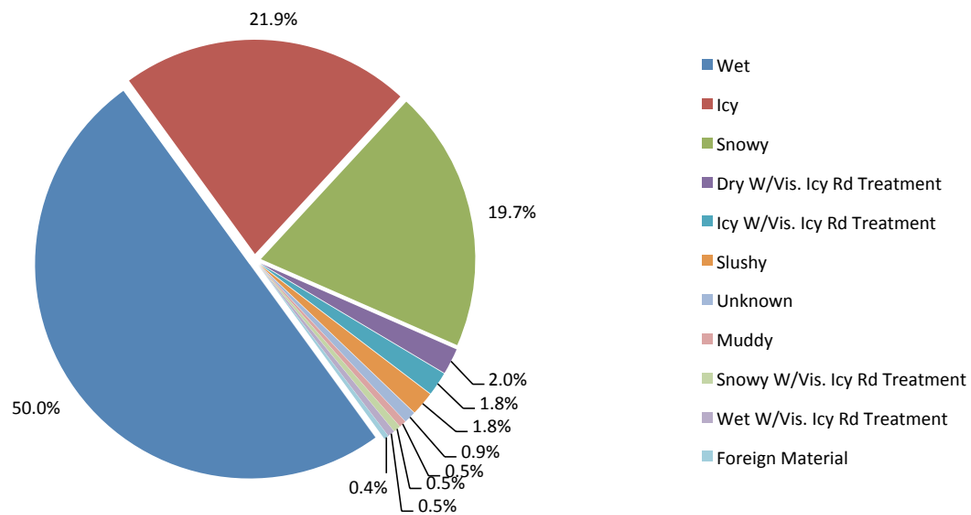
2012 Movement of At-Fault Driver with DUI Related Charges in Crashes (Other than Going Straight)



2012 MOVEMENT OF AT-FAULT DRIVER WITH DUI RELATED CHARGES IN CRASHES				
AT-FAULT DRIVER CHARGED WITH DUI	PDO	INJURY	FATAL	TOTAL
Going Straight	2,102	698	30	2,830
Spun Out of Control	292	153	4	449
Making Left Turn	340	96	4	440
Weaving	204	74	2	280
Other	173	77	1	251
Making Right Turn	204	37	-	241
Changing Lanes	90	18	-	108
Slowing	83	13	-	96
Backing	83	4	-	87
Drove Wrong Way	40	21	-	61
Making U-Turn	40	4	-	44
Emerging / Leaving Parked	34	3	-	37
Passing	22	12	-	34
Avoiding Object in Roadway	12	4	-	16
Stopped in Traffic	10	3	-	13
Unknown	1	1		2
Parked	-	1	-	1
TOTAL	**3,730**	**1,219**	**41**	**4,990**

- In 2012, in 56.7% of crashes caused by a driver charged with a DUI, that driver was going straight.
- Other than “going straight”, spinning out of control and left turns were the second and third most common movements of the at-fault driver charged with a DUI; at approximately 9% and 8.8% of total DUI related crashes respectively.

2012 Crashes with DUI Related Charges by Road Condition (Other than Dry)

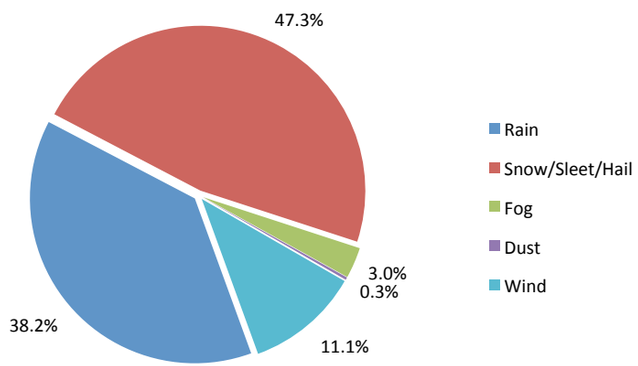


- In 50% of the crashes involving DUI charges that occurred during inclement weather, wet road conditions were observed.
- Icy roads contributed to 21.9% of DUI related crashes, snowy roads were to present for an additional 19.7%.

2012 CRASHES WITH DUI RELATED CHARGES BY ROAD CONDITION				
CONDITION	PDO	INJURY	FATAL	TOTAL
Dry	3,325	1,148	41	4,514
Wet	226	52	1	279
Icy	97	25	-	122
Snowy	97	13	-	110
Dry W/Vis. Icy Rd Treatment	10	1	-	11
Icy W/Vis. Icy Rd Treatment	7	2	1	10
Slushy	9	1	-	10
Unknown	4	1	-	5
Muddy	3	-	-	3
Snowy W/Vis. Icy Rd Treatment	3	-	-	3
Wet W/Vis. Icy Rd Treatment	3	-	-	3
Foreign Material	-	2	-	2
Slushy W/Vis. Icy Rd Treatment	-	-	-	-
TOTAL	**3,784**	**1,245**	**43**	**5,072**

- Dry road conditions were present in approximately 89% of DUI related crashes in 2012.
- Other than dry, wet, icy, and snowy road conditions were observed in 10% of the crashes with DUI related charges in 2012.

2012 Crashes with DUI Related Charges by Inclement Weather Conditions

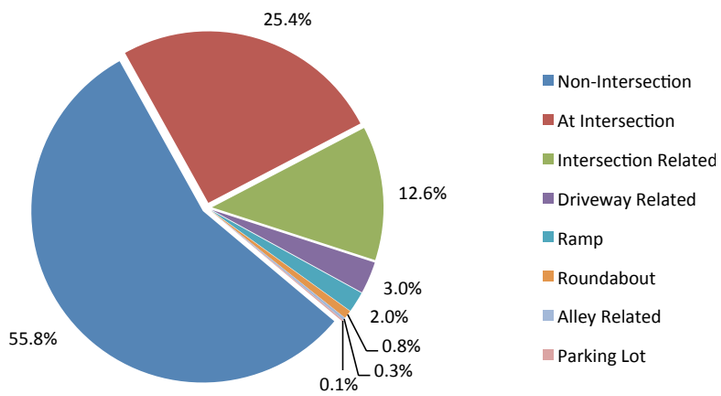


- Of those crashes that occurred during inclement weather, snow/sleet/hail contributed 47.3%.
- Rain was observed in 38.2% of crashes during inclement weather and wind in 11.1%.

2012 CRASHES WITH DUI RELATED CHARGES BY WEATHER CONDITIONS				
CONDITION	PDO	INJURY	FATAL	TOTAL
None	3,034	1,067	42	4,143
Rain	118	32	1	151
Snow/Sleet/Hail	156	31	-	187
Fog	10	2	-	12
Dust	1	-	-	1
Wind	34	10	-	44
Unknown	431	103	-	534
TOTAL	**3,784**	**1,245**	**43**	**5,072**

- The majority of DUI related crashes in 2012 occurred when no inclement weather conditions were present.

2012 Crashes with DUI Related Charges by Road Description

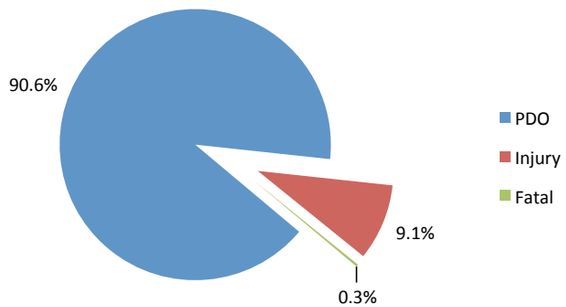


2012 CRASHES WITH DUI RELATED CHARGES BY ROAD DESCRIPTION				
ROAD	PDO	INJURY	FATAL	TOTAL
Non-Intersection	2,065	739	27	2,831
At Intersection	972	305	12	1,289
Intersection Related	501	139	1	641
Driveway Related	121	30	2	153
Ramp	78	20	1	99
Roundabout	33	6	-	39
Alley Related	9	4	-	13
Parking Lot	5	2	-	7
TOTAL	**3,784**	**1,245**	**43**	**5,072**

- Nearly 56% of crashes with related DUI charges occurred in non-intersections.
- Approximately 38% of DUI related crashes occurred either at or involved an intersection.

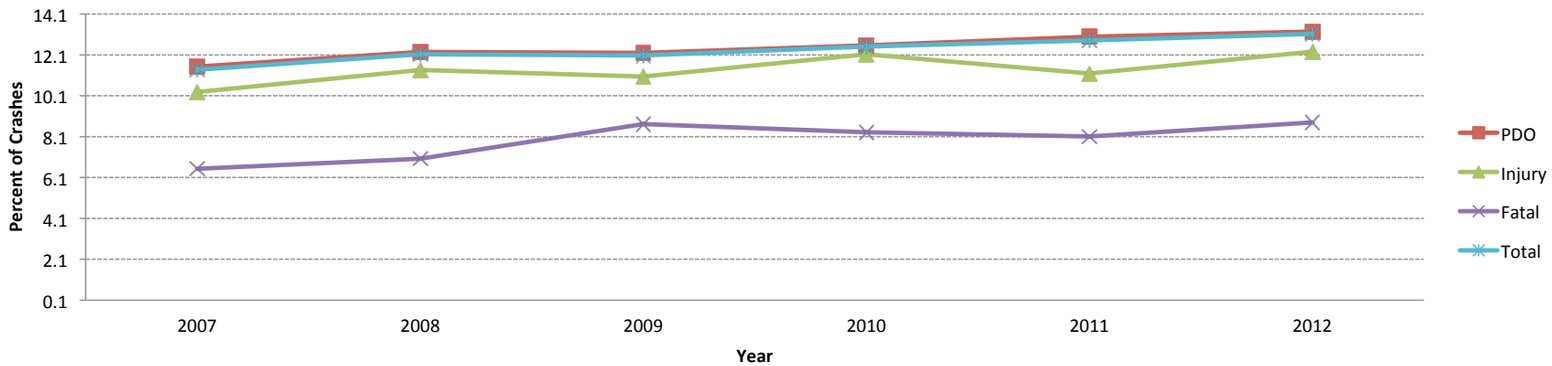
Distracted Driving Crashes

2012 Distracted Driving Crashes by Severity



- In 2012, 90.6% of distracted driving crashes resulted in property damage only.
- Injury was reported in 9.1% of distracted driving crashes in 2012.

2007—2012 Percent of Distracted Driving Crashes by Severity



2007—2012 DISTRACTED DRIVING CRASHES BY SEVERITY												
	PDO			INJURY			FATAL			TOTAL		
	ALL	DISTRACTED DRIVER		ALL	DISTRACTED DRIVER		ALL	DISTRACTED DRIVER		ALL	DISTRACTED DRIVER	
YEAR	#	#	%	#	#	%	#	#	%	#	#	%
2007	99,159	11,390	11.5	12,231	1,253	10.2	509	33	6.5	111,899	12,676	11.3
2008	93,146	11,369	12.2	11,213	1,270	11.3	473	33	7.0	104,832	12,672	12.1
2009	91,044	11,071	12.2	10,216	1,124	11.0	438	38	8.7	101,698	12,233	12.0
2010	89,183	11,175	12.5	9,523	1,151	12.1	411	34	8.3	99,117	12,360	12.5
2011	91,117	11,801	13.0	9,581	1,068	11.1	409	33	8.1	101,107	12,902	12.8
2012	90,590	11,962	13.2	9,857	1,204	12.2	434	38	8.8	100,881	13,204	13.1

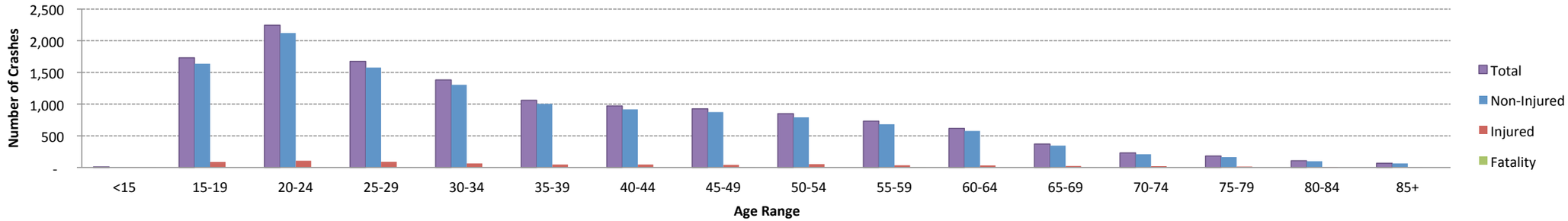
- In 2012, 13.1% of all crashes in Colorado involved a distracted driver.
- A 4.2% increase in distracted driving crashes was observed from 2007 to 2012.

Counties

2012 DISTRACTED DRIVING RELATED CRASHES BY COUNTY								
	CRASHES				PERSONS			
COUNTY	PDO	INJURY	FATAL	TOTAL	INJURED	FATALITY	TOTAL CRASHES	% OF DISTRACTED CRASHES
Adams	1,441	126	3	1,570	126	3	9,136	17.2
Alamosa	37	2	-	39	2	-	341	11.4
Arapahoe	1,387	138	6	1,531	138	6	10,722	14.3
Archuleta	35	3	-	38	3	-	296	12.8
Baca	3	-	-	3	-	-	45	6.7
Bent	4	-	-	4	-	-	72	5.6
Boulder	605	83	2	690	83	2	5,325	13.0
Broomfield	233	13	2	248	13	2	1,187	20.9
Chaffee	22	4	-	26	4	-	350	7.4
Cheyenne	6	-	-	6	-	-	47	12.8
Clear Creek	36	1	-	37	1	-	528	7.0
Conejos	4	1	-	5	1	-	106	4.7
Costilla	4	1	-	5	1	-	153	3.3
Crowley	3	-	-	3	-	-	32	9.4
Custer	2	1	1	4	1	1	71	5.6
Delta	34	7	-	41	7	-	469	8.7
Denver	1,260	130	3	1,393	130	3	17,020	8.2
Dolores	1	-	-	1	-	-	41	2.4
Douglas	586	44	1	631	44	1	4,166	15.1
Eagle	74	7	1	82	7	1	1,024	8.0
El Paso	1,292	145	2	1,439	145	2	10,658	13.5
Elbert	21	4	-	25	4	-	277	9.0
Fremont	59	6	-	65	6	-	669	9.7
Garfield	140	14	-	154	14	-	1,385	11.1
Gilpin	8	2	-	10	2	-	125	8.0
Grand	21	6	-	27	6	-	389	6.9
Gunnison	13	2	4	19	2	4	305	6.2
Hinsdale	-	-	-	-	-	-	16	0.0
Huerfano	21	2	-	23	2	-	242	9.5
Jackson	8	4	1	13	4	1	84	15.5
Jefferson	1,929	169	1	2,099	169	1	10,320	20.3
Kiowa	-	-	-	-	-	-	23	0.0
Kit Carson	8	-	-	8	-	-	142	5.6
La Plata	132	11	-	143	11	-	1,199	11.9
Lake	10	1	-	11	1	-	76	14.5
Larimer	848	74	1	923	74	1	5,392	17.1
Las Animas	26	5	-	31	5	-	370	8.4
Lincoln	5	4	1	10	4	1	113	8.8
Logan	29	6	-	35	6	-	441	7.9
Mesa	265	35	-	300	35	-	2,562	11.7
Mineral	2	-	-	2	-	-	81	2.5
Moffat	14	6	-	20	6	-	325	6.2
Montezuma	30	4	-	34	4	-	503	6.8
Montrose	50	5	1	56	5	1	587	9.5
Morgan	46	4	-	50	4	-	548	9.1
Otero	21	7	-	28	7	-	252	11.1
Ouray	3	2	-	5	2	-	122	4.1
Park	18	12	-	30	12	-	363	8.3
Phillips	2	-	-	2	-	-	47	4.3
Pitkin	48	10	-	58	10	-	536	10.8
Prowers	4	4	1	9	4	1	157	5.7
Pueblo	336	29	3	368	29	3	3,693	10.0
Rio Blanco	10	3	-	13	3	-	154	8.4
Rio Grande	15	3	-	18	3	-	230	7.8
Routt	39	5	-	44	5	-	681	6.5
Saguache	10	2	1	13	2	1	150	8.7
San Juan	1	-	-	1	-	-	49	2.0
San Miguel	9	-	-	9	-	-	145	6.2
Sedgwick	3	2	-	5	2	-	43	11.6
Summit	77	3	-	80	3	-	814	9.8
Teller	43	3	-	46	3	-	439	10.5
Washington	8	1	-	9	1	-	125	7.2
Weld	551	48	3	602	48	3	4,792	12.6
Yuma	10	-	-	10	-	-	126	7.9
TOTAL	**11,962**	**1,204**	**38**	**13,204**	**1,204**	**38**	**100,881**	**13.1**

- The highest percentage of distracted driving related crashes occurred in Broomfield (20.9%), Jefferson (20.3%), Adams (17.2%), Larimer (17.1%), and Jackson (15.5%) counties.
- No distracted driving crashes were recorded in Hinsdale and Kiowa counties in 2012.
- Gunnison County recorded a comparatively low rate (6.2%) of distracted driving crashes. However, approximately 21% of the 19 distracted driving related crashes in Gunnison County resulted in a fatality in 2012.
- The highest number of distracted driving related fatal crashes among Colorado counties was observed in Arapahoe County.

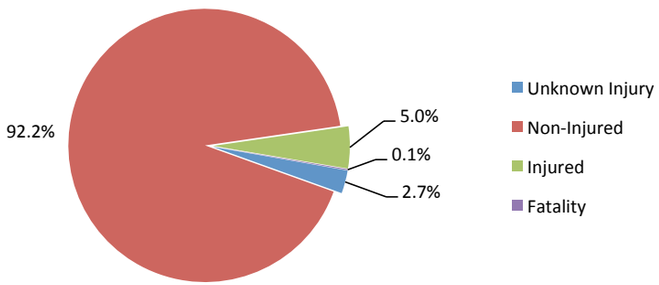
2012 Age Range of Distracted Drivers in Crashes



2012 AGE OF ALL DISTRACTED DRIVERS IN CRASHES										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
AGE	#	%	#	%	#	%	#	%	#	%
<15	-	0.0	7	0.1	2	0.3	1	6.3	10	0.1
15-19	11	3.0	1,636	13.2	85	12.8	-	0.0	1,732	12.9
20-24	18	4.9	2,121	17.1	105	15.8	2	12.5	2,246	16.7
25-29	8	2.2	1,576	12.7	88	13.2	1	6.3	1,673	12.5
30-34	11	3.0	1,305	10.5	64	9.6	2	12.5	1,382	10.3
35-39	10	2.7	1,003	8.1	46	6.9	1	6.3	1,060	7.9
40-44	10	2.7	918	7.4	45	6.8	-	0.0	973	7.2
45-49	8	2.2	876	7.1	41	6.2	1	6.3	926	6.9
50-54	5	1.4	791	6.4	52	7.8	1	6.3	849	6.3
55-59	6	1.6	684	5.5	36	5.4	6	37.5	732	5.5
60-64	8	2.2	577	4.7	32	4.8	-	0.0	617	4.6
65-69	3	0.8	343	2.8	22	3.3	1	6.3	369	2.7
70-74	1	0.3	211	1.7	19	2.9	-	0.0	231	1.7
75-79	1	0.3	165	1.3	15	2.3	-	0.0	181	1.3
80-84	-	0.0	97	0.8	8	1.2	-	0.0	105	0.8
85+	1	0.3	63	0.5	2	0.3	-	0.0	66	0.5
Unknown	264	72.3	9	0.1	4	0.6	-	0.0	277	2.1
TOTAL	**365**	**100.0**	**12,382**	**100.0**	**666**	**100.0**	**16**	**100.0**	**13,429**	**100.0**

- By far, the highest numbers of fatalities (6) were observed among distracted drivers aged 55—59.
- In 2012, drivers aged 20—24 were most often observed in distracted driving related crashes.
- Distracted drivers aged 20—24 were injured in crashes more than any other age group, nearly 16% of the total injured crashes.

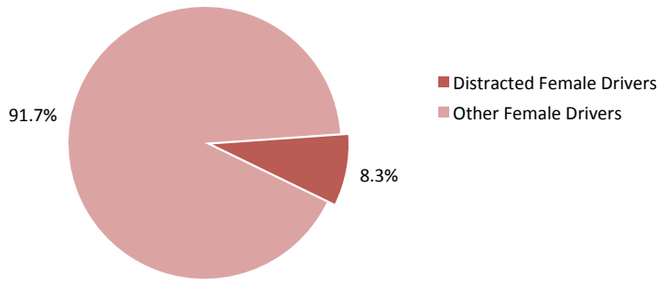
2012 Injury Level of All Distracted Drivers in Crashes



2012 GENDER OF DISTRACTED DRIVERS IN CRASHES										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
GENDER	#	%	#	%	#	%	#	%	#	%
Female	37	10.1	5,651	45.6	315	47.3	4	25.0	6,007	44.7
Male	72	19.7	6,723	54.3	348	52.3	12	75.0	7,155	53.3
Unknown	256	70.1	8	0.1	3	0.5	-	0.0	267	2.0
TOTAL	**365**	**100.0**	**12,382**	**100.0**	**666**	**100.0**	**16**	**100.0**	**13,429**	**100.0**

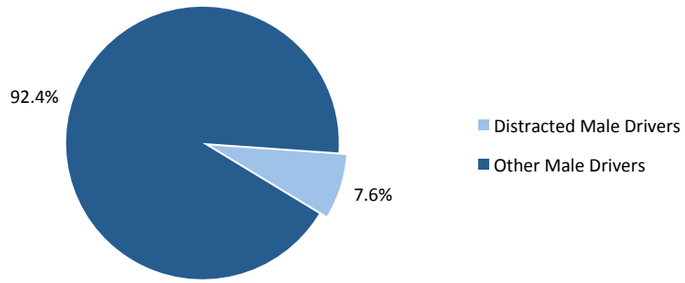
- Where driver gender was known, male drivers made up 54.4% of distracted drivers in crashes; female drivers accounted for 45.6%.
- Fatalities were observed more often among distracted drivers who were male, 75% of observed distracted driving related fatalities in 2012 were men.

2012 Female Drivers: Distracted vs. All Crashes



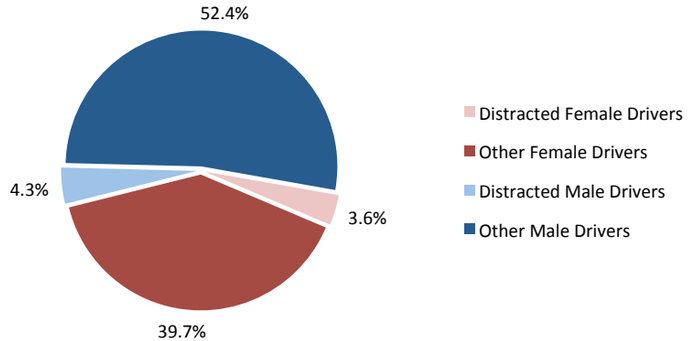
- Of the 72,230 female drivers involved in crashes in 2012, 8.3% were distracted.

2012 Male Drivers: Distracted vs. All Crashes



- Of the 94,481 male drivers involved in crashes in 2012 7.6% were distracted.

2012 Drivers: Distracted vs. All Crashes

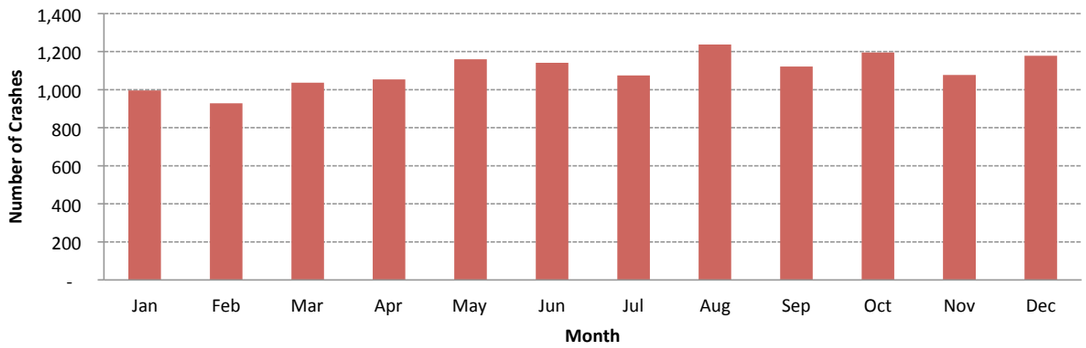


- Male drivers who were distracted were involved in 4.3% of crashes in 2012, whereas female drivers accounted for only 3.6% of total crashes.

2012 GENDER OF DISTRACTED DRIVERS VS. TOTAL DRIVERS										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
GENDER OF DRIVERS	#	% of Total Drivers	#	% of Total Drivers	#	% of Total Drivers	#	% of Total Drivers	#	% of Total Drivers
Distracted Female Drivers	37	0.4	5,651	3.8	315	3.6	4	1.2	6,007	3.6
Other Female Drivers	4,127	45.8	59,023	39.7	3,001	34.0	72	20.9	66,223	39.7
Distracted Male Drivers	72	0.8	6,723	4.5	348	3.9	12	3.5	7,155	4.3
Other Male Drivers	4,774	53.0	77,137	51.9	5,158	58.5	257	74.5	87,326	52.4
Total All Drivers	**9,010**	**100.0**	**148,534**	**100.0**	**8,822**	**100.0**	**345**	**100.0**	**166,711**	**100.0**

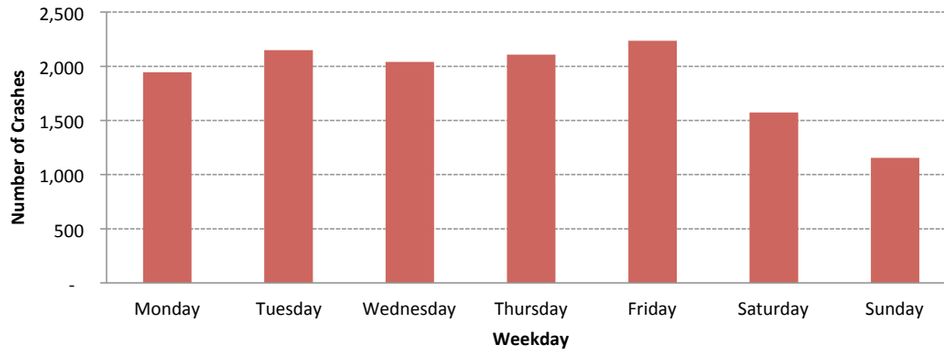
- While distracted male drivers were involved in 19.1% more crashes than distracted female drivers in 2012, approximately 10.5% more distracted male drivers were injured than distracted female drivers.

2012 Distracted Driving Related Crashes by Month of Year



- In 2012 the highest number of distracted driving crashes was observed in August followed by October, December, and May.
- The fewest number of distracted driving related crashes in 2012 were found in February, January, and March.

2012 Distracted Driving Crashes by Day of Week



- In 2012, the fewest distracted driving crashes occurred on Sundays followed by Saturdays and then Mondays.
- Fridays, Tuesdays, and Thursdays in 2012 had the most distracted driving related crashes respectively.

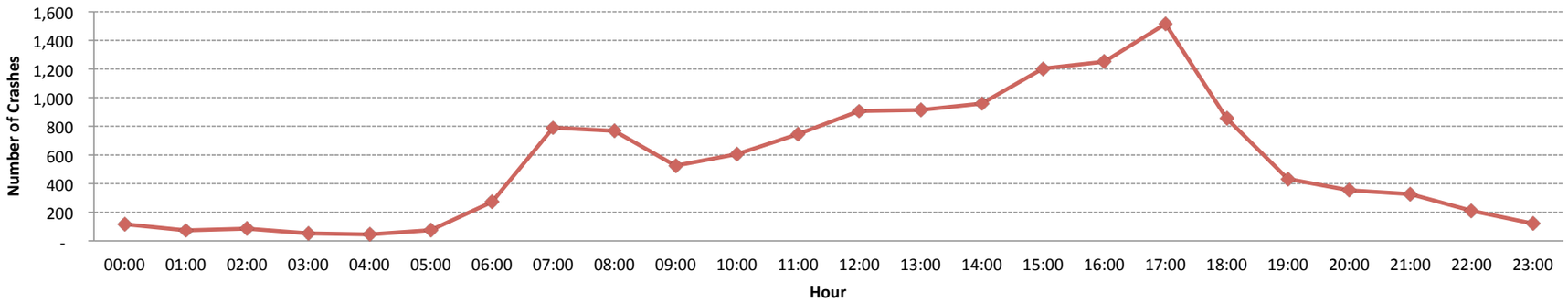
2007–2012 DISTRACTED DRIVING RELATED CRASHES BY MONTH OF YEAR												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2007	936	776	942	1,018	1,070	1,091	1,089	1,316	1,203	1,203	1,081	951
2008	938	943	943	958	1,084	1,115	1,121	1,113	1,205	1,176	1,043	1,033
2009	892	799	955	887	1,076	1,113	1,183	1,129	1,133	1,114	1,021	931
2010	812	756	919	873	1,081	1,139	1,114	1,165	1,139	1,157	1,105	1,100
2011	873	845	926	1,076	1,034	1,125	1,181	1,226	1,230	1,241	1,091	1,054
2012	996	928	1,037	1,054	1,160	1,142	1,075	1,237	1,122	1,196	1,078	1,179

- From 2007 to 2012, the highest number of distracted driving related crashes was found in August of 2007; the fewest number of crashes occurred in February of 2010.
- Distracted driving related crashes in December increased nearly 24% from 2007 to 2012.

2007–2012 DISTRACTED DRIVING RELATED CRASHES BY DAY OF WEEK							
YEAR	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
2007	2,002	2,001	2,018	1,974	2,082	1,538	1,061
2008	1,934	2,020	2,031	1,910	2,203	1,476	1,098
2009	1,789	1,929	1,892	1,960	2,127	1,492	1,044
2010	1,856	1,920	1,994	1,967	2,146	1,428	1,049
2011	1,796	1,992	2,066	2,062	2,387	1,517	1,082
2012	1,944	2,149	2,040	2,108	2,236	1,573	1,154

- Over the six-year period, the highest number of distracted driving related crashes occurred on Fridays in 2011. The fewest number of distracted driving related crashes were observed on Sundays in 2009.

2012 Distracted Driving Related Crashes by Hour of Day

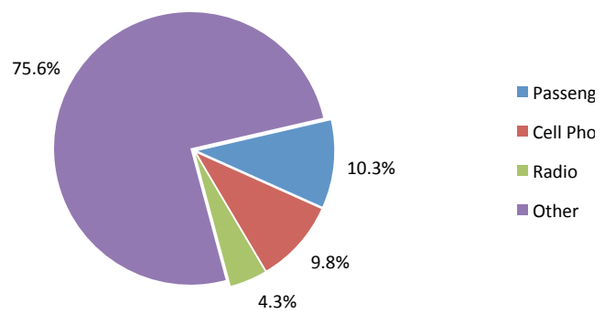


- The fewest number of distracted driving related crashes occurred between the 11 PM hour and the 5 AM hour. A slight increase in crashes can be observed from the 5 AM hour to the 6 AM hour, followed by a dramatic increase from the 6 AM hour to the 7 and 8 AM hours. The 9 AM hour had roughly 33.5% fewer crashes than the 7 AM hour in 2012. Distracted driving related crashes increased steadily from the 9AM hour to the 5 PM hour. From 5 PM to 7 PM a sharp decrease (71.5%) was recorded before gradually declining into the 10 PM hour.

2007—2012 DISTRACTED DRIVING RELATED CRASHES BY HOUR OF DAY																							
YEAR	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2007	126	82	82	46	34	67	282	777	757	561	583	740	886	886	886	1,142	1,221	1,377	844	387	280	269	203	151
2008	107	88	80	46	52	107	267	835	751	550	550	755	855	823	984	1,165	1,140	1,391	803	407	285	264	203	131
2009	110	76	74	43	40	70	216	692	620	491	553	702	892	884	908	1,189	1,188	1,387	812	387	292	264	190	120
2010	91	77	73	29	30	72	230	700	738	446	583	740	910	900	876	1,155	1,186	1,370	848	398	290	268	190	134
2011	120	65	89	54	45	88	234	741	747	520	586	763	960	959	986	1,130	1,227	1,376	825	411	317	265	236	147
2012	116	73	85	52	45	75	272	790	767	525	605	745	906	914	959	1,203	1,250	1,515	856	432	353	326	211	121

- In 2012, distracted driving related crashes occurring between the 3 PM hour and the 7 PM hour in increased 5.7% from the previous five years (2007-2011) which remained stable.
- An approximate 5% increase was observed in the 3 PM hour from 2007 to 2012. Similarly, a 21.2% increase was observed in distracted driving related crashes in the 9 PM hour from 2007 to 2012.

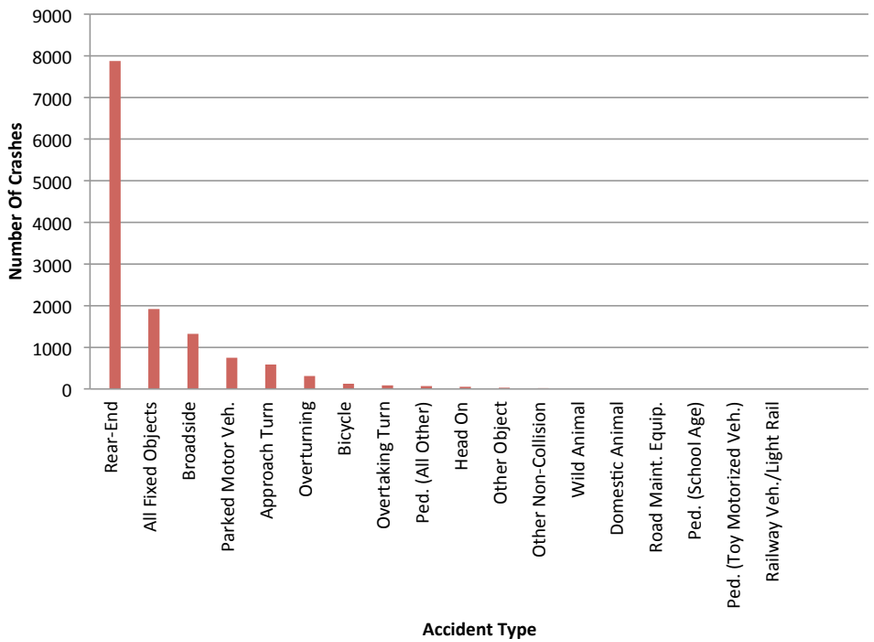
2012 Distraction of At-Fault Driver in Distracted Driving Related Crashes



2012 DISTRACTION OF AT-FAULT DRIVER IN DISTRACTED DRIVING RELATED CRASHES				
DISTRACTION TYPE	PDO	INJURY	FATAL	TOTAL
Passenger	1,189	149	6	1,344
Cell Phone	1,134	135	5	1,274
Radio	516	47	2	565
Other	8,966	852	23	9,841
TOTAL	**11,805**	**1,183**	**36**	**13,024**

- Other distraction types were present in 75.6% of distracted driver related crashes.
- Aside from Other Distractions, distracted by passengers were the factor in 45% of injury crashes and 46.2% of fatal crashes, while cell phones were a distraction in 40.8% of injury crashes and 38.5% of fatal crashes in distracted driving related crashes.
- For all distracted driver related crashes in 2012, 98.6% of the at-fault driver was distracted.

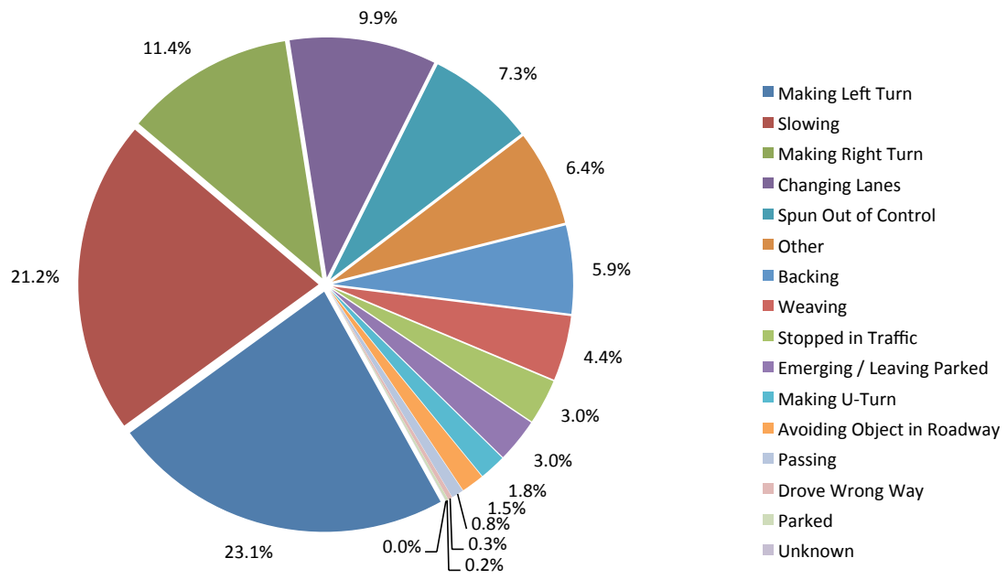
2012 Distracted Driving Related Crashes by Accident Type



- Rear-end was the most common accident type observed among distracted driving crashes in 2012, accounting for approximately 59.6% of distracted driving related crashes.
- The highest numbers of fatal crashes were found among those crashes determined to be overturning accidents; approximately 29% of all fatal distracted driving crashes.
- Of those distracted driving related crashes involving a pedestrian 55.6% resulted in injury; 7.4% were fatal crashes.

2012 DISTRACTED DRIVING RELATED CRASHES BY ACCIDENT TYPE				
ACCIDENT TYPE	PDO	INJURY	FATAL	TOTAL
Approach Turn	490	95	1	586
Barricade	4	2	-	6
Bicycle	57	68	-	125
Bridge Structure	10	1	-	11
Broadside	1,164	158	3	1,325
Cable Rail	28	3	-	31
Concrete Highway Barrier	45	16	-	61
Crash Cushion / Traffic Barrel	6	-	-	6
Culvert or Headwall	15	2	-	17
Curb	58	5	-	63
Delineator Post	50	8	-	58
Domestic Animal	8	3	-	11
Embankment	104	25	-	129
Fence	117	14	1	132
Guard Rail	105	17	1	123
Head On	42	9	2	53
Large Rocks or Boulder	45	11	-	56
Light Pole / Utility Pole	92	15	-	107
Mailbox	29	1	-	30
Other Fixed Object	68	5	-	73
Other Non-Collision	13	5	1	19
Other Object	30	1	-	31
Overtaking Turn	79	8	2	89
Overturning	197	105	11	313
Parked Motor Vehicle	717	31	-	748
Pedestrian (All Other)	24	40	6	70
Pedestrian (Motorized Vehicle)	2	1	-	3
Pedestrian (School Age)	4	4	-	8
Railroad Crossing Equipment	3	-	-	3
Railway Vehicle / Light Rail	2	-	-	2
Rear-End	7,399	466	8	7,873
Road Maintenance Equipment	8	2	-	10
Sideswipe Opposite Direction	72	19	1	92
Sideswipe Same Direction	600	26	-	626
Sign	132	8	-	140
Traffic Signal Pole	14	1	-	15
Tree	93	22	1	116
Vehicle Debris or Cargo	5	1	-	6
Wall or Building	17	4	-	21
Wild Animal	14	2	-	16
TOTAL	**11,962**	**1,204**	**38**	**13,204**

2012 At-Fault Vehicle's Movement in Distracted Driving Crashes (Other than "Going Straight")

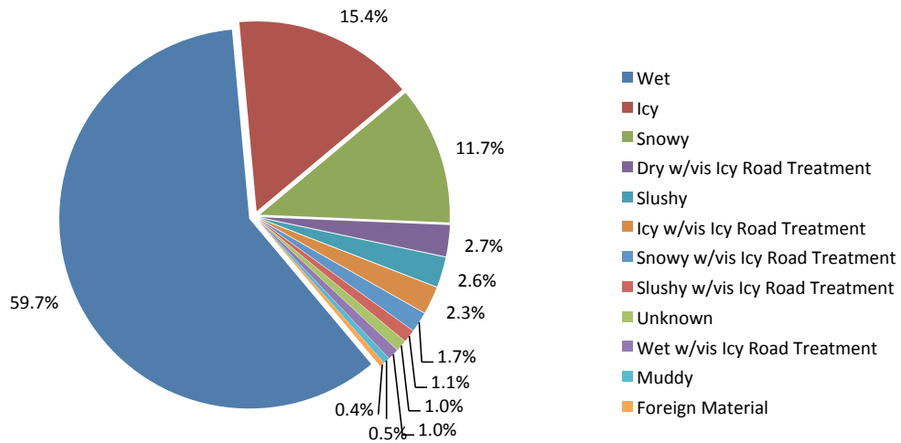


- Aside from going straight, turning movements (combined) was a factor in 36.2% of total crashes and 48.6% of the injury distracted driving crashes.
- Other than turning movements, Slowing (21.2%) and Changing Lanes (9.9%) were the next largest factor in total distracted driving crashes aside from Going Straight.

2012 AT-FAULT VEHICLE'S MOVEMENT IN DISTRACTED DRIVING CRASHES				
MOVEMENT	PDO	INJURY	FATAL	TOTAL
Going Straight	8,057	786	21	8,864
Making Left Turn	816	142	1	959
Slowing	851	29	-	880
Making Right Turn	429	43	1	473
Changing Lanes	391	19	-	410
Spun Out of Control	221	78	3	302
Other	233	32	2	267
Backing	244	2	-	246
Weaving	154	25	3	182
Stopped in Traffic	121	5	-	126
Emerging / Leaving Parked	121	1	1	123
Making U-Turn	64	8	2	74
Avoiding Object in Roadway	55	8	1	64
Passing	33	1	-	34
Drove Wrong Way	7	4	1	12
Parked	7	-	-	7
Unknown	1	-	-	1
TOTAL	**11,805**	**1,183**	**36**	**13,024**

- The majority (68%) of distracted driving crashes in 2012 occurred while going straight, and 58% of fatals.
- Other than going straight, spinning out of control and weaving were observed in the most fatal distracted driving related crashes.

2012 Road Conditions of Distraction Related Crashes (excluding "Dry")

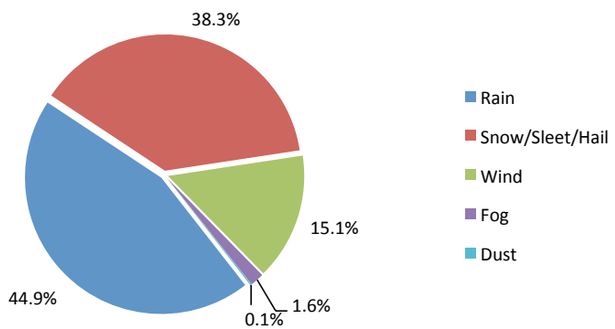


- Aside from those crashes that occurred on dry roads; wet (59.7%), icy (15.4%), and snowy (11.7%) road conditions were present in the majority of distracted driving related crashes in 2012.

2012 ROAD CONDITIONS OF DISTRACTION RELATED CRASHES				
CONDITION	PDO	INJURY	FATAL	TOTAL
Dry	11,100	1,131	36	12,267
Wet	507	51	1	559
Icy	137	7	-	144
Snowy	101	8	1	110
Dry w/vis Icy Road Treatment	24	1	-	25
Slushy	23	1	-	24
Icy w/vis Icy Road Treatment	21	1	-	22
Snowy w/vis Icy Road Treatment	15	1	-	16
Slushy w/vis Icy Road Treatment	10	-	-	10
Unknown	9	-	-	9
Wet w/vis Icy Road Treatment	9	-	-	9
Muddy	3	2	-	5
Foreign Material	3	1	-	4
TOTAL	**11,962**	**1,204**	**38**	**13,204**

- In 2012, nearly 93% of distraction related crashes occurred on dry roads and nearly 95% of fatal crashes.
- Fatal distraction related crashes were observed on dry, wet and snowy roads.

2012 Distracted Driving Crashes by Inclement Weather Conditions

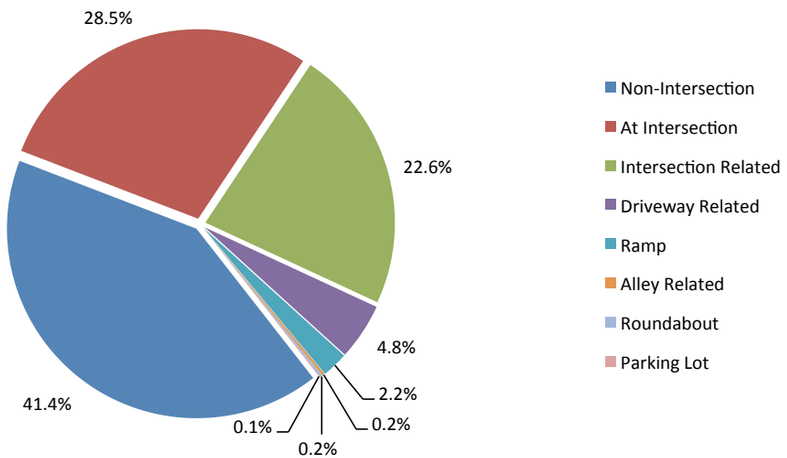


- Rain was the most common inclement weather condition present during distracted driving crashes in 2012. Nearly 45% of distracted driving crashes where inclement weather was present occurred in the rain.
- Wind accounted for over 15% of distracted driving crashes compared to 4.5% of total crashes (taken from Overview).

2012 DISTRACTED DRIVING CRASHES BY WEATHER CONDITIONS				
CONDITION	PDO	INJURY	FATAL	TOTAL
None	11,358	1,139	36	12,533
Rain	275	26	-	301
Snow/Sleet/Hail	233	23	1	257
Wind	87	13	1	101
Fog	8	3	-	11
Dust	1	-	-	1
TOTAL	**11,962**	**1,204**	**38**	**13,204**

- No inclement weather conditions were present in 94.9% of distracted driving crashes in 2012.
- Snow/Sleet/Hail was present in 38.3% of distracted driving crashes which occurred during inclement weather.

2012 Distracted Driving Crashes by Road Description



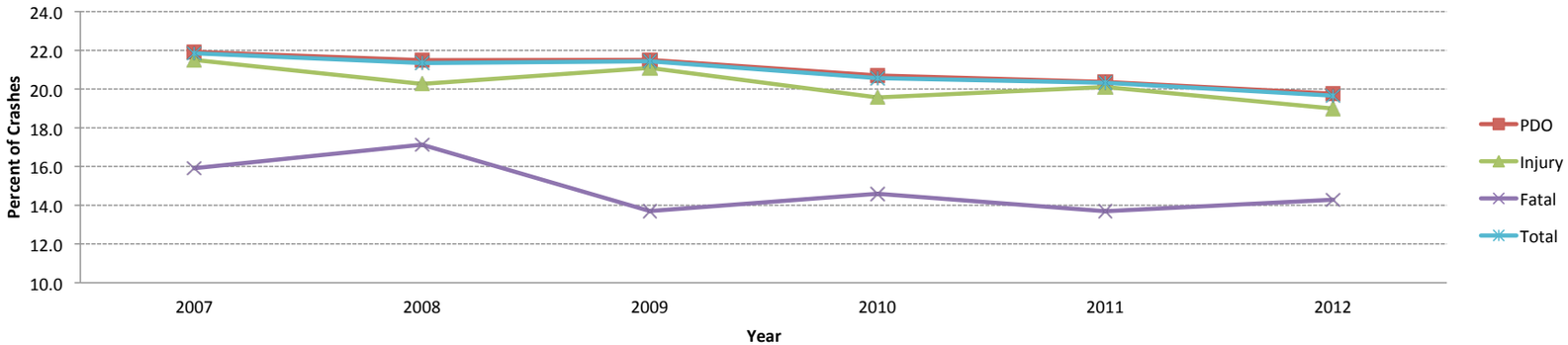
- At intersection and intersection related were second and third most often observed road types in distracted driving crashes.
- Combined, at intersection and intersection related crashes accounted for 51.1% of total crashes and 47.9% of injury crashes

2012 ROAD DESCRIPTION IN DISTRACTED RELATED CRASHES				
ROAD	PDO	INJURY	FATAL	TOTAL
Non-Intersection	4,893	543	29	5,465
At Intersection	3,368	392	5	3,765
Intersection Related	2,791	185	2	2,978
Driveway Related	568	68	2	638
Ramp	277	16	-	293
Alley Related	28	-	-	28
Roundabout	26	-	-	26
Parking Lot	11	-	-	11
TOTAL	**11,962**	**1,204**	**38**	**13,204**

- Approximately 41.4% of distracted driving related crashes occurred at non-intersections in 2012.
- No fatal distracted driving crashes were observed on ramps, alley related, roundabouts or parking lots.

Crashes involving Young Drivers (Age 20 and younger)

2007—2012 Crashes by Severity Involving Young Drivers



2007—2012 CRASHES BY SEVERITY INVOLVING YOUNG DRIVERS												
	PDO			INJURY			FATAL			TOTAL		
	ALL	YOUNG PERSONS RELATED		ALL	YOUNG PERSONS RELATED		ALL	YOUNG PERSONS RELATED		ALL	YOUNG PERSONS RELATED	
YEAR	#	#	%	#	#	%	#	#	%	#	#	%
2007	99,159	21,731	21.9	12,231	2,630	21.5	509	81	15.9	111,899	24,442	21.8
2008	93,146	20,022	21.5	11,213	2,272	20.3	473	81	17.1	104,832	22,375	21.3
2009	91,044	19,579	21.5	10,216	2,155	21.1	438	60	13.7	101,698	21,794	21.4
2010	89,183	18,463	20.7	9,523	1,863	19.6	411	60	14.6	99,117	20,386	20.6
2011	91,117	18,561	20.4	9,581	1,926	20.1	409	56	13.7	101,107	20,543	20.3
2012	90,590	17,899	19.8	9,857	1,872	19.0	434	62	14.3	100,881	19,833	19.7

- From 2007 to 2012 the percent of crashes involving young drivers has steadily decreased. An approximately 19% decrease was observed in the number of total crashes involving young persons from 2007 to 2012.
- Over the six-year period, crashes involving young drivers where only property damage and injury was recorded declined along with the total number of crashes involving young drivers.
- Unlike the total observed crashes involving young persons, the percent of fatal crashes related to young drivers increased from 15.9% to 17.1% between 2007 and 2008 then fell dramatically in 2009 to 13.7%. Since 2009 the percent of crashes where a fatality was recorded has hovered at approximately 14%.

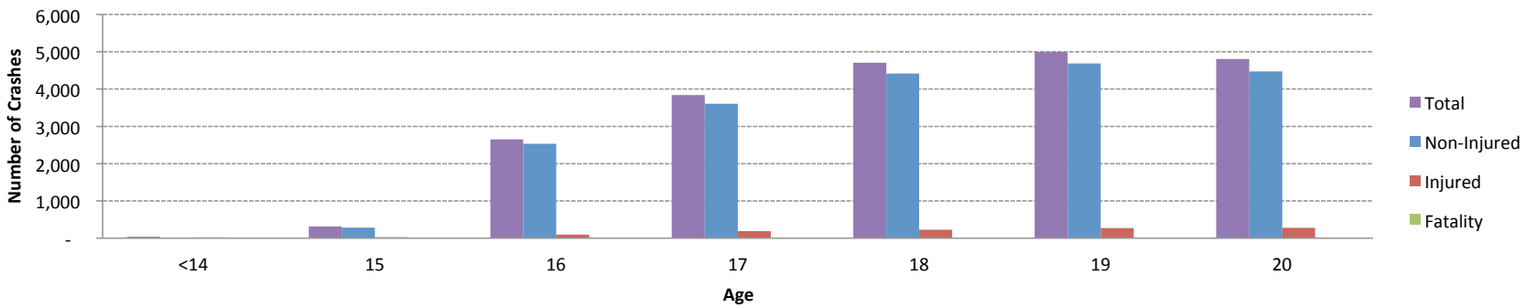
Counties

2012 CRASHES BY COUNTY INVOLVING YOUNG DRIVERS

COUNTY	CRASHES				PERSONS		TOTAL CRASHES	% OF TOTAL CRASHES
	PDO	INJURY	FATAL	TOTAL	INJURED	FATALITY		
Archuleta	43	10	-	53	14	-	296	17.9
Baca	8	-	-	8	-	-	45	17.8
Bent	12	4	-	16	4	-	72	22.2
Boulder	1,067	111	5	1,183	151	5	5,325	22.2
Broomfield	248	20	-	268	21	-	1,187	22.6
Chaffee	45	5	-	50	7	-	350	14.3
Cheyenne	4	1	-	5	1	-	47	10.6
Clear Creek	66	7	-	73	7	-	528	13.8
Conejos	16	2	-	18	3	-	106	17.0
Costilla	8	2	-	10	3	-	153	6.5
Crowley	4	-	-	4	-	-	32	12.5
Custer	7	-	-	7	-	-	71	9.9
Delta	80	15	-	95	27	-	469	20.3
Denver	1,932	209	5	2,146	314	7	17,020	12.6
Dolores	4	-	-	4	-	-	41	9.8
Douglas	1,025	69	4	1,098	98	4	4,166	26.4
Eagle	118	14	1	133	23	1	1,024	13.0
El Paso	2,164	222	2	2,388	299	3	10,658	22.4
Elbert	55	12	2	69	15	2	277	24.9
Fremont	122	5	-	127	5	-	669	19.0
Garfield	193	23	1	217	30	2	1,385	15.7
Gilpin	6	-	-	6	-	-	125	4.8
Grand	39	5	-	44	7	-	389	11.3
Gunnison	48	3	1	52	5	1	305	17.0
Hinsdale	-	-	-	-	-	-	16	0.0
Huerfano	17	5	1	23	8	1	242	9.5
Jackson	7	1	-	8	1	-	84	9.5
Jefferson	2,032	155	4	2,191	205	4	10,320	21.2
Kiowa	4	-	-	4	-	-	23	17.4
Kit Carson	21	4	1	26	6	1	142	18.3
La Plata	189	27	2	218	39	2	1,199	18.2
Lake	9	-	-	9	-	-	76	11.8
Larimer	1,241	194	-	1,435	253	-	5,392	26.6
Las Animas	49	8	-	57	11	-	370	15.4
Lincoln	13	3	1	17	4	2	113	15.0
Logan	104	11	2	117	12	2	441	26.5
Mesa	547	71	3	621	90	3	2,562	24.2
Mineral	5	-	-	5	-	-	81	6.2
Moffat	36	13	-	49	14	-	325	15.1
Montezuma	68	14	-	82	21	-	503	16.3
Montrose	111	8	1	120	11	1	587	20.4
Morgan	109	22	1	132	34	1	548	24.1
Otero	31	10	-	41	15	-	252	16.3
Ouray	13	2	-	15	2	-	122	12.3
Park	48	8	-	56	14	-	363	15.4
Phillips	4	2	-	6	2	-	47	12.8
Pitkin	53	6	-	59	7	-	536	11.0
Prowers	17	6	-	23	7	-	157	14.6
Pueblo	662	54	5	721	77	8	3,693	19.5
Rio Blanco	17	9	-	26	12	-	154	16.9
Rio Grande	37	4	-	41	6	-	230	17.8
Routt	104	9	-	113	9	-	681	16.6
Saguache	13	2	-	15	3	-	150	10.0
San Juan	-	1	1	2	2	1	49	4.1
San Miguel	7	1	-	8	1	-	145	5.5
Sedgwick	5	1	-	6	1	-	43	14.0
Summit	95	7	1	103	11	1	814	12.7
Teller	66	10	-	76	13	-	439	17.3
Washington	23	1	-	24	1	-	125	19.2
Weld	1,082	115	9	1,206	155	9	4,792	25.2
Yuma	24	1	1	26	3	1	126	20.6
TOTAL	**17,899**	**1,872**	**62**	**19,833**	**2,550**	**70**	**100,881**	**19.7**

- The highest number of total crashes involving young drivers was recorded in El Paso County (2,388), followed by Jefferson County (2,191), Arapahoe County (2,148), Denver County (2,146), and Adams County (1,849).
- The fewest number of total crashes involving young drivers was observed in Hinsdale County (0), followed by San Juan (2), Crowley (4), Dolores (4), and Kiowa (4).
- Weld County observed the highest number of fatal crashes (9) involving young drivers and El Paso County reported the highest number of injury (222) among all Colorado counties.

2012 Age of All Young Drivers in Crashes

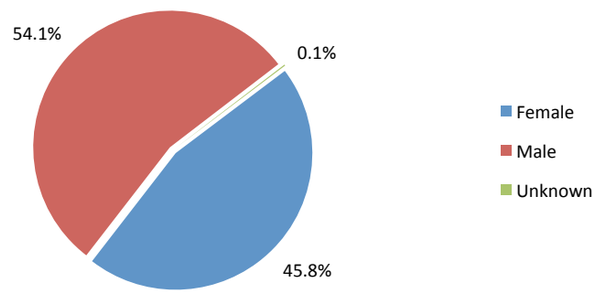


- In 2012 drivers aged 14 or younger were involved in 38 crashes and 15 year-old drivers were involved in 315 crashes.
- Young driver involvement in crashes increased dramatically from those drivers aged 15 and 14 or younger to drivers aged 16. An approximately 31% increase in crash occurrence was observed between drivers aged 16 to 17 and an 18.4% increase between drivers 17 to 18. An approximately 4% decrease was recorded from drivers aged 19 to 20.

2012 AGE OF ALL YOUNG DRIVERS IN CRASHES										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
AGE	#	%	#	%	#	%	#	%	#	%
<14	3	1.5	15	0.1	20	1.8	-	0.0	38	0.2
15	5	2.5	286	1.4	24	2.2	-	0.0	315	1.5
16	18	9.1	2,531	12.6	95	8.6	5	18.5	2,649	12.4
17	43	21.8	3,607	18.0	188	17.0	3	11.1	3,841	18.0
18	49	24.9	4,420	22.1	228	20.6	9	33.3	4,706	22.0
19	33	16.8	4,689	23.4	270	24.4	4	14.8	4,996	23.4
20	46	23.4	4,473	22.3	280	25.3	6	22.2	4,805	22.5
TOTAL	**197**	**100.0**	**20,021**	**100.0**	**1,105**	**100.0**	**27**	**100.0**	**21,350**	**100.0**

- Drivers aged 19 were involved in the greatest number of crashes among young drivers in 2012.
- The highest percentage of fatalities among young drivers involved those drivers aged 18.

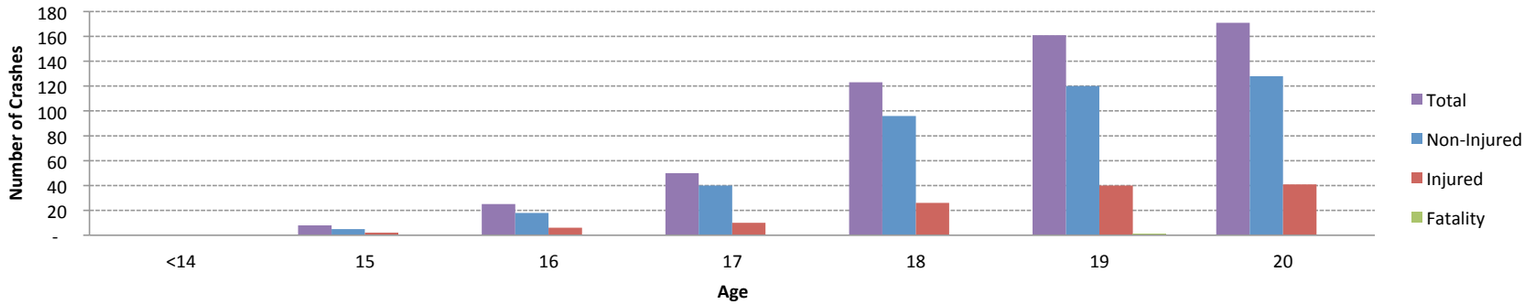
2012 Crashes Involving Young Drivers by Gender



2012 CRASHES INVOLVING YOUNG DRIVERS BY GENDER										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
GENDER	#	%	#	%	#	%	#	%	#	%
Female	93	0.0	9,229	46.1	441	39.9	6	22.2	9,769	45.8
Male	104	0.0	10,768	53.8	659	59.6	21	77.8	11,552	54.1
Unknown	-	0.0	24	0.1	5	0.5	-	0.0	29	0.1
TOTAL	**197**	**0.0**	**20,021**	**100.0**	**1,105**	**100.0**	**27**	**100.0**	**21,350**	**100.0**

- At 54.1%, male drivers were observed more often in crashes involving young drivers than female drivers (45.8%).
- In 2012, male drivers comprised 59.6% of injury crashes and females comprised 39.9% of injury crashes involving young drivers.
- Of the 27 fatalities in crashes involving young drivers 21 or 77.8% were male.

2012 Age of Young Drivers Charged with DUI in Crashes

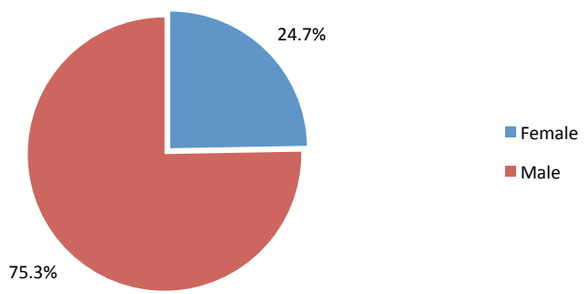


- Approximately the same number of injuries were observed among drivers aged 19 and 20 even though 19 year-old drivers were charged with a DUI in 5.8% fewer crashes than 20 year-old drivers.

2012 AGE OF YOUNG DRIVERS CHARGED WITH DUI IN CRASHES										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
AGE	#	%	#	%	#	%	#	%	#	%
<14	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0
15	1	20.0	5	1.2	2	1.6	-	0.0	8	1.5
16	1	20.0	18	4.4	6	4.8	-	0.0	25	4.6
17	-	0.0	40	9.8	10	8.0	-	0.0	50	9.3
18	1	20.0	96	23.6	26	20.8	-	0.0	123	22.9
19	-	0.0	120	29.5	40	32.0	1	100.0	161	29.9
20	2	40.0	128	31.4	41	32.8	-	0.0	171	31.8
TOTAL	**5**	**100.0**	**407**	**100.0**	**125**	**100.0**	**1**	**100.0**	**538**	**100.0**

- In 2012 no young drivers aged 14 and under were charged with a DUI.
- Drivers aged 20 were most often charged with a DUI - 31.8% of the total young drivers.

2012 Gender of Young Drivers Charged with DUI in Crashes

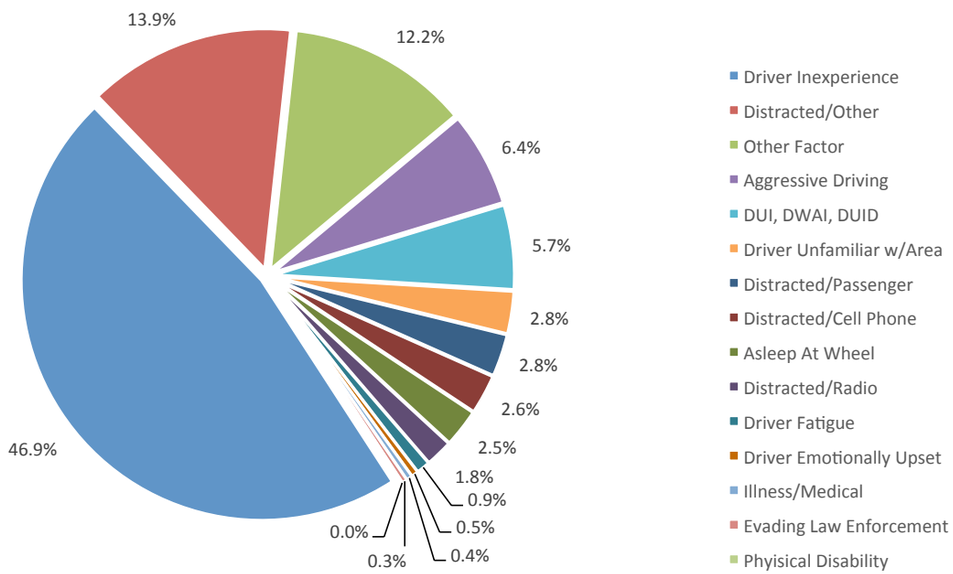


- Male drivers comprised 75.3% of crashes compared to the 24.7% of female drivers in crashes involving young drivers with DUI related charges.

2012 GENDER AND AGE OF YOUNG DRIVERS CHARGED WITH DUI IN CRASHES											
		UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
GENDER & AGE		#	%	#	%	#	%	#	%	#	%
Female	<14	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0
	15	-	0.0	3	3.0	-	0.0	-	0.0	3	2.3
	16	-	0.0	6	6.0	3	9.7	-	0.0	9	6.8
	17	-	0.0	11	11.0	3	9.7	-	0.0	14	10.5
	18	-	0.0	22	22.0	4	12.9	-	0.0	26	19.5
	19	-	0.0	31	31.0	8	25.8	-	0.0	39	29.3
	20	2	100.0	27	27.0	13	41.9	-	0.0	42	31.6
Total Females		**2**	**100.0**	**100**	**100.0**	**31**	**100.0**	**-**	**100.0**	**133**	**100.0**
Male	<14	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0
	15	1	33.3	2	0.7	2	2.1	-	0.0	5	1.2
	16	1	33.3	12	3.9	3	3.2	-	0.0	16	4.0
	17	-	0.0	29	9.4	7	7.4	-	0.0	36	8.9
	18	1	33.3	74	24.1	22	23.4	-	0.0	97	24.0
	19	-	0.0	89	29.0	32	34.0	1	100.0	122	30.1
	20	-	0.0	101	32.9	28	29.8	-	0.0	129	31.9
Total Males		**3**	**100.0**	**307**	**100.0**	**94**	**100.0**	**1**	**100.0**	**405**	**100.0**

- Among young male drivers, those aged 19 were injured most often.
- Among young female drivers, those aged 20 were injured most often.

2012 Human Contributing Factors of At-Fault Young Drivers in Crashes (Other than "None Apparent")

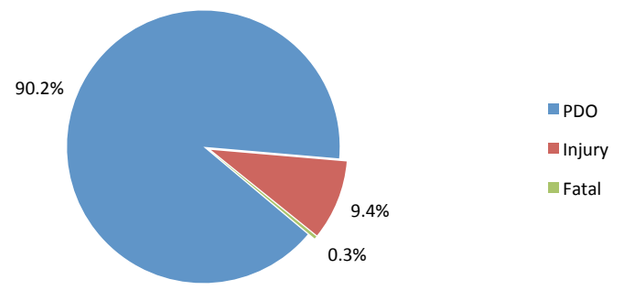


- Driver inexperience was the most common contributing factor of at-fault young drivers in crashes aside from none apparent.
- Distracted/other factor was the second most common contributing factor (other than none apparent) followed by other factors, aggressive driving, DUI, and driver unfamiliarity with area.
- All distractions combined were 2,170 or 21.3% of contributing factors other than "None Apparent".

2012 HUMAN CONTRIBUTING FACTOR OF AT-FAULT YOUNG DRIVERS IN CRASHES				
FACTOR	PDO	INJURY	FATAL	TOTAL
None Apparent	4,613	374	10	4,997
Driver Inexperience	4,339	444	9	4,792
Distracted/Other	1,311	110	3	1,424
Other Factor	1,154	91	3	1,248
Aggressive Driving	555	90	4	649
DUI, DWAI, DUID	401	169	9	579
Driver Unfamiliar w/Area	251	37	2	290
Distracted/Passenger	262	28	-	290
Distracted/Cell Phone	236	33	1	270
Asleep At Wheel	216	43	1	260
Distracted/Radio	173	12	1	186
Driver Fatigue	79	13	1	93
Driver Emotionally Upset	39	5	3	47
Illness/Medical	33	8	-	41
Evading Law Enforcement	20	12	3	35
Phyisical Disability	3	2	-	5
TOTAL	**13,685**	**1,471**	**50**	**15,206**

- No apparent factor was attributed to approximately 33% of all crashes where the young driver was determined to be at-fault in 2012.
- Crashes in which the at-fault young driver was charged with DUI, DWAI, DUID contributed to 3.8% of the total but 11.5% of recorded injury and 18% of fatal crashes.

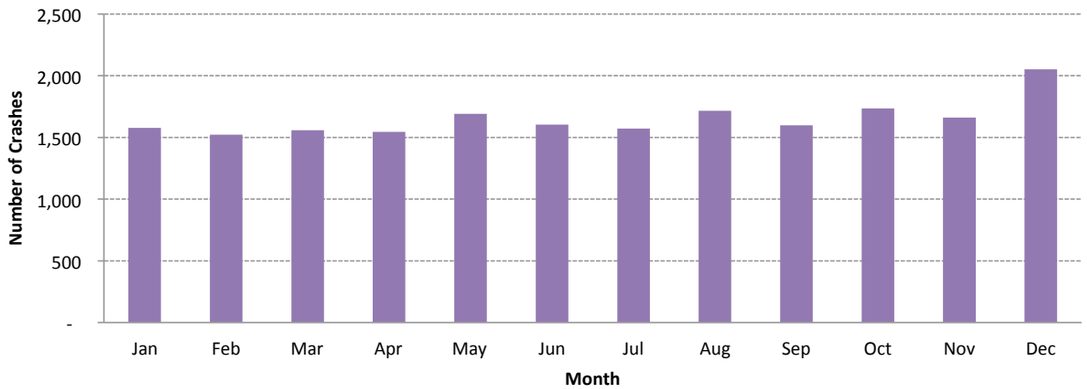
2012 Crashes Involving Young Drivers Severity



2012 CRASHES INVOLVING YOUNG DRIVERS BY SEVERITY			
PDO	INJURY	FATAL	TOTAL
17,899	1,872	62	19,833

- In 2012, 90.2% of crashes involving young drivers resulted in only property damage.
- Of the 19,833 crashes involving young drivers 62 were determined to be fatal, approximately 0.3% of the total; which is less than the overall of all drivers fatal crash rate of 0.4%.

2012 Crashes by Month of Year Involving Young Drivers

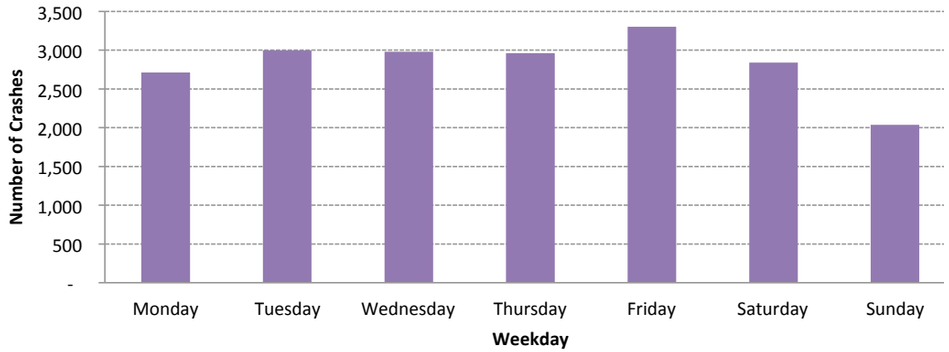


- In 2012 the highest number of crashes involving young drivers occurred in December, followed by October, August, and May.
- February of 2012 saw the fewest crashes related to young drivers.

2007—2012 CRASHES BY MONTH OF YEAR INVOLVING YOUNG DRIVERS												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2007	2,286	1,869	1,778	1,827	2,041	1,870	2,011	2,129	2,063	2,245	1,928	2,395
2008	1,922	1,822	1,734	1,700	1,802	1,670	1,862	1,878	1,858	2,066	1,829	2,232
2009	1,869	1,501	1,686	1,593	1,852	1,774	1,897	1,889	1,810	2,050	1,701	2,172
2010	1,617	1,633	1,529	1,459	1,805	1,660	1,670	1,841	1,757	1,807	1,821	1,787
2011	1,900	1,635	1,373	1,564	1,678	1,707	1,716	1,817	1,801	1,776	1,580	1,996
2012	1,577	1,522	1,559	1,545	1,691	1,604	1,571	1,716	1,598	1,736	1,661	2,053

- Between 2007 and 2012, December 2007 saw the highest number of crashes (2,395) involving young drivers. The fewest number of crashes involving young drivers over the six-year period were recorded in March 2011 (1,373).
- Over the six-year period the fewest numbers of crashes involving young drivers were recorded in March, April, and February. The highest numbers of crashes were observed in December and October.

2012 Crashes by Day of Week Involving Young Drivers

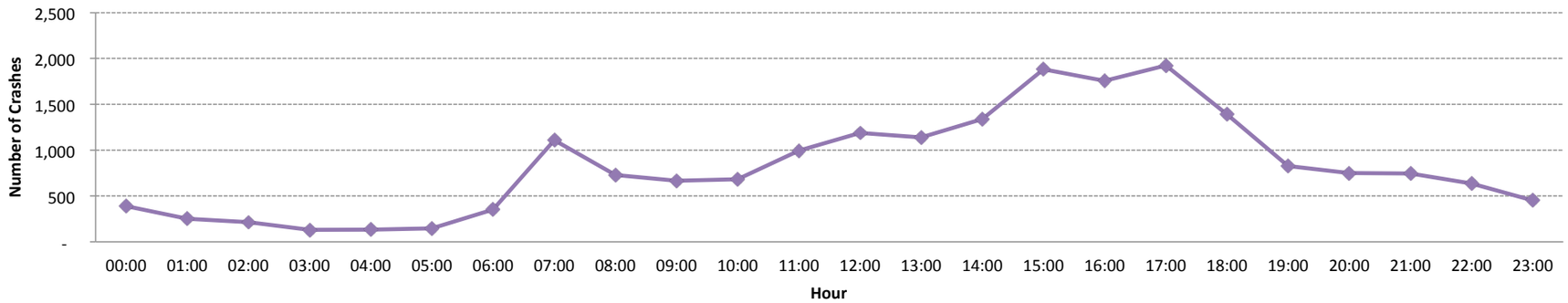


- Similar to the preceding five years, Fridays in 2012 saw more crashes involving young drivers than any other day of the week.
- Tuesday, Wednesday and Thursday had approximately the same number of crashes in 2012.

2007—2012 CRASHES BY DAY OF WEEK INVOLVING YOUNG DRIVERS							
YEAR	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
2007	3,371	3,555	3,604	3,570	4,302	3,497	2,543
2008	3,125	3,289	3,321	3,421	3,885	2,978	2,356
2009	3,002	3,164	3,367	3,223	3,714	3,053	2,271
2010	2,734	2,928	2,925	3,206	3,754	2,668	2,171
2011	2,729	2,961	3,180	3,131	3,633	2,802	2,107
2012	2,713	2,998	2,980	2,963	3,301	2,841	2,037

- Between 2007 and 2012 more crashes involving young drivers occurred on a Friday than any other day of the week.
- Over the six-year period the fewest number of crashes involving young drivers occurred on Sundays.

2012 Crashes by Hour of Day Involving Young Drivers

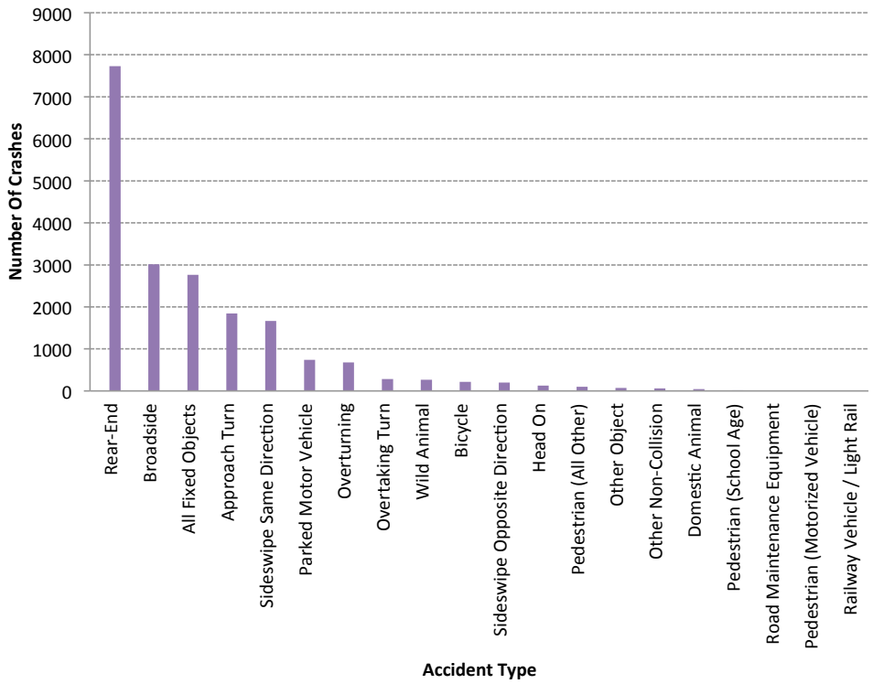


- In 2012, crashes involving young drivers were fewest in the 3 AM hour and stayed consistent until the 6 AM hour. Crash occurrence increased dramatically in the 7 AM hour and decreased slightly between 8 AM and 10 AM. During the 11 AM hour crashes increased again to similar levels observed during the 7 AM hour and steadily increased to a peak in the 3 PM hour. A slight decrease in the 4 PM hour was recorded before reaching the highest observed crash occurrence in the 5 PM hour. Crashes dramatically decreased into the 7 PM hour before leveling off and then decreasing again into the early morning hours.

2007—2012 CRASHES BY HOUR OF DAY INVOLVING YOUNG DRIVERS																							
YEAR	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2007	539	349	303	186	151	184	442	1,360	1,061	773	842	1,232	1,459	1,421	1,636	2,296	2,153	2,238	1,580	1,082	850	939	766	578
2008	396	331	309	205	144	196	368	1,301	912	722	779	1,095	1,331	1,292	1,508	2,057	1,874	2,139	1,459	988	824	822	702	558
2009	390	323	272	163	107	153	335	1,111	843	719	777	1,092	1,382	1,348	1,468	2,091	1,877	2,065	1,435	902	871	848	663	494
2010	327	259	247	154	87	118	312	1,101	756	633	727	992	1,304	1,213	1,342	2,005	1,851	2,038	1,436	941	717	762	590	432
2011	360	249	238	155	134	176	381	1,161	815	684	722	1,024	1,258	1,237	1,385	1,964	1,855	1,912	1,328	882	764	742	642	452
2012	389	252	214	131	132	146	351	1,109	728	666	682	995	1,189	1,140	1,340	1,881	1,756	1,923	1,390	828	749	745	635	451

- Over the six-year period crashes involving young drivers were consistently most common beginning in the 7 AM hour and again between the 11 AM and 6 PM hours.
- Over the six-year period, by far, more crashes involving young drivers occured between the 3 PM and 6 PM hours.

2012 Crashes by Accident Type Involving Young Drivers

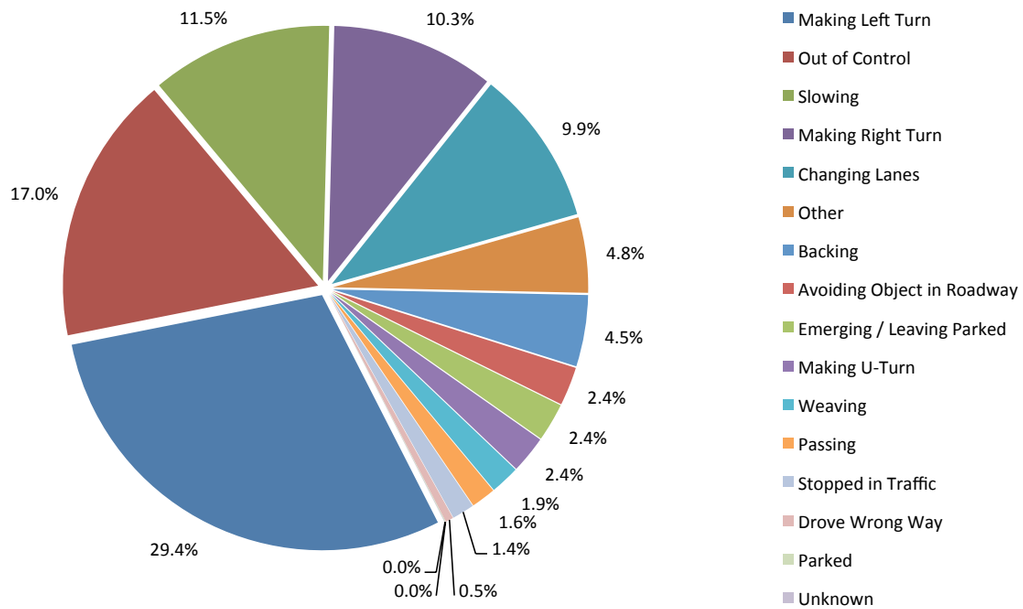


- In 2012, Rear-End crashes were by far the most common when young drivers were involved. This is the same for all age drivers combined.

2012 CRASHES BY ACCIDENT TYPE INVOLVING YOUNG DRIVERS				
ACCIDENT TYPE	PDO	INJURY	FATAL	TOTAL
Approach Turn	1,564	273	7	1,844
Barricade	11	1	-	12
Bicycle	103	110	1	214
Bridge Structure	11	-	-	11
Broadside	2,670	333	9	3,012
Cable Rail	41	4	1	46
Concrete Highway Barrier	176	28	1	205
Crash Cushion / Traffic Barrel	6	-	1	7
Culvert or Headwall	31	13	-	44
Curb	189	23	-	212
Delineator Post	74	15	-	89
Domestic Animal	39	4	-	43
Embankment	273	47	1	321
Fence	1,707	160	14	1,881
Guard Rail	203	30	4	237
Head On	91	33	4	128
Large Rocks or Boulder	72	17	1	90
Light Pole / Utility Pole	191	32	-	223
Mailbox	63	5	1	69
Other Fixed Object	144	9	-	153
Other Non-Collision	49	11	1	61
Other Object	67	4	-	71
Overtaking Turn	262	21	1	284
Overturning	456	210	11	677
Parked Motor Vehicle	706	32	1	739
Pedestrian (All Other)	37	58	4	99
Pedestrian (Motorized Vehicle)	4	2	-	6
Pedestrian (School Age)	10	7	-	17
Railroad Crossing Equipment	3	-	-	3
Railway Vehicle / Light Rail	3	-	-	3
Rear-End	7,410	318	4	7,732
Road Maintenance Equipment	9	-	-	9
Sideswipe Opposite Direction	162	35	2	199
Sideswipe Same Direction	1,599	64	2	1,665
Sign	199	24	-	223
Traffic Signal Pole	22	5	-	27
Tree	214	51	2	267
Vehicle Debris or Cargo	45	1	-	46
Wall or Building	44	7	-	51
Wild Animal	258	11	-	269
TOTAL	**17,899**	**1,872**	**62**	**19,833**

- The highest occurrence of injury was found in broadside (333) crashes, followed by rear-end (318), approach turn (273), and overturning (210).
- Fatal crashes were most common in overturning accidents (11) followed by broadside (9) and approach turn (7).

2012 At-Fault Young Driver's Vehicle Movement in Crashes (excluding "Going Straight")

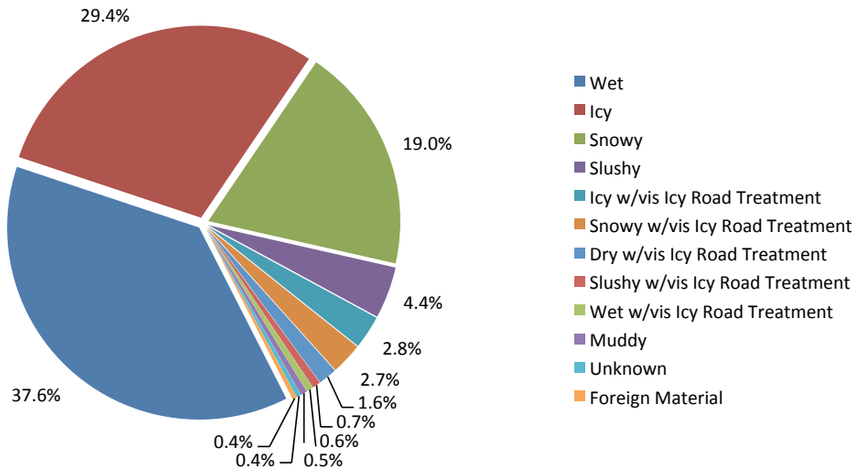


- Excluding straight movement, the five most common forms of movement in crashes involving young drivers were Making a Left Turn (29.4%), Out of Control (17%), Slowing (11.5%), Making a Right Turn (10.3%), and Changing Lanes (9.9%).
- Turning movements (combined) were cause of crashes 42.1% total, 46.7% of injury crashes, and 25% of the fatal crashes excluding going straight.

2012 AT-FAULT YOUNG DRIVER'S VEHICLE MOVEMENT IN CRASHES				
	AT-FAULT DRIVER			
MOVEMENT	PDO	INJURY	FATAL	TOTAL
Going Straight	7,203	700	26	7,929
Making Left Turn	1,855	278	5	2,138
Out of Control	1,037	194	8	1,239
Slowing	808	28	-	836
Making Right Turn	688	63	-	751
Changing Lanes	679	38	1	718
Other	289	55	3	347
Backing	325	4	-	329
Avoiding Object in Roadway	153	24	1	178
Emerging / Leaving Parked	171	5	-	176
Making U-Turn	152	19	1	172
Weaving	100	31	4	135
Passing	98	15	-	113
Stopped in Traffic	96	7	-	103
Drove Wrong Way	27	9	1	37
Parked	2	1	-	3
Unknown	2			2
TOTAL	**13,685**	**1,471**	**50**	**15,206**

- Going Straight was the most common form of movement in crashes involving young drivers. (52.1%)
- In 14.1% of the crashes involving young drivers the vehicle was making a left turn, but that movement type contributed to approximately 19% of recorded injuries.

2012 Crashes by Road Conditions Involving Young Drivers (excluding "Dry")

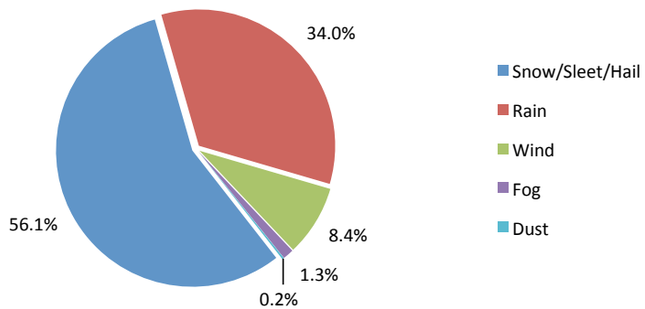


- Aside from dry, wet road conditions is the most common for crashes involving young drivers followed by icy and snowy, respectively.

2012 CRASHES BY ROAD CONDITIONS INVOLVING YOUNG DRIVERS				
CONDITION	PDO	INJURY	FATAL	TOTAL
Dry	15,340	1,686	56	17,082
Wet	943	88	4	1,035
Icy	768	40	-	808
Snowy	498	26	-	524
Slushy	110	10	-	120
Icy w/vis Icy Road Treatment	70	6	1	77
Snowy w/vis Icy Road Treatment	68	5	-	73
Dry w/vis Icy Road Treatment	40	3	-	43
Slushy w/vis Icy Road Treatment	17	2	-	19
Wet w/vis Icy Road Treatment	14	2	-	16
Muddy	14	1	-	15
Unknown	10	-	1	11
Foreign Material	7	3	-	10
TOTAL	**17,899**	**1,872**	**62**	**19,833**

- The majority of crashes involving young drivers occurred during dry road conditions. (86.1%)

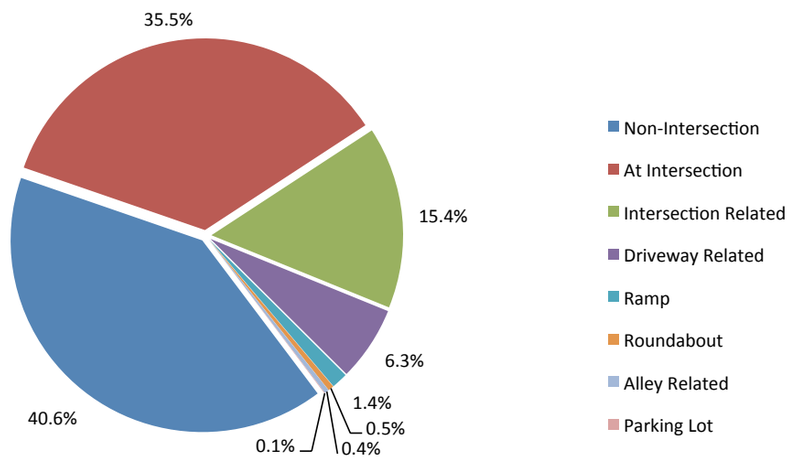
2012 Crashes by Inclement Weather Conditions Involving Young Drivers



2012 CRASHES BY WEATHER CONDITIONS INVOLVING YOUNG DRIVERS				
CONDITION	PDO	INJURY	FATAL	TOTAL
None	16,188	1,723	58	17,969
Snow/Sleet/Hail	979	66	1	1,046
Rain	572	59	2	633
Wind	136	20	1	157
Fog	21	3	-	24
Dust	3	1	-	4
TOTAL	**17,899**	**1,872**	**62**	**19,833**

- The majority of crashes involving young drivers in 2012 occurred where no inclement weather conditions were present.
- Snow/Sleet/Hail was reported in 1,046 (56.1%) crashes involving young drivers while Rain was present in 633 (34%) crashes.

2012 Crashes by Road Description Involving Young Drivers

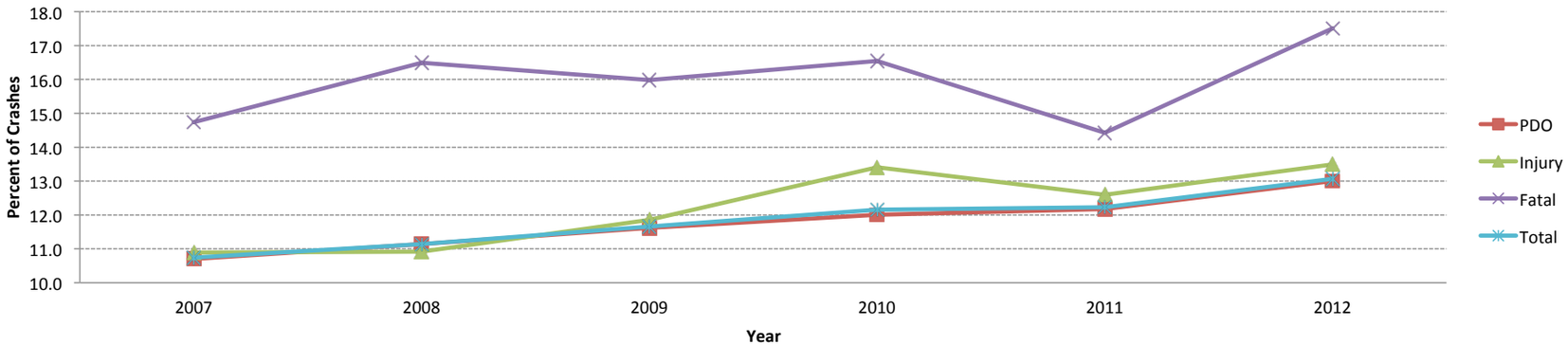


2012 CRASHES BY ROAD DESCRIPTION INVOLVING YOUNG DRIVERS				
ROAD	PDO	INJURY	FATAL	TOTAL
Non-Intersection	7,235	772	38	8,045
At Intersection	6,249	776	15	7,040
Intersection Related	2,862	181	3	3,046
Driveway Related	1,135	111	4	1,250
Ramp	248	21	2	271
Roundabout	93	3	-	96
Alley Related	66	8	-	74
Parking Lot	10	-	-	10
Unknown	1	-	-	1
TOTAL	**17,899**	**1,872**	**62**	**19,833**

- Non-Intersection crashes contributed to 40.6% of the total crashes involving young drivers but 61.3% of fatal crashes. Similarly, 35.5% of total crashes occurred at intersections but 41.5% of crashes resulted in injury.
- Intersection and Intersection Related crashes (combined) contributed to almost 51% of the total crashes, 51% of injury crashes, and 29% of fatal crashes.

Crashes involving Seniors (Age 65 and Older)

2007—2012 Crashes by Severity Involving Senior Drivers



2007—2012 CRASHES BY SEVERITY INVOLVING SENIOR DRIVERS												
	PDO			INJURY			FATAL			TOTAL		
	ALL	SENIOR DRIVERS		ALL	SENIOR DRIVERS		ALL	SENIOR DRIVERS		ALL	SENIOR DRIVERS	
YEAR	#	#	%	#	#	%	#	#	%	#	#	%
2007	99,159	10,610	10.7	12,231	1,332	10.9	509	75	14.7	111,899	12,017	10.7
2008	93,146	10,374	11.1	11,213	1,224	10.9	473	78	16.5	104,832	11,676	11.1
2009	91,044	10,578	11.6	10,216	1,211	11.9	438	70	16.0	101,698	11,859	11.7
2010	89,183	10,704	12.0	9,523	1,277	13.4	411	68	16.5	99,117	12,049	12.2
2011	91,117	11,097	12.2	9,581	1,207	12.6	409	59	14.4	101,107	12,363	12.2
2012	90,590	11,777	13.0	9,857	1,330	13.5	434	76	17.5	100,881	13,183	13.1

- From 2007 to 2012 total crashes involving senior drivers increased almost 10%, where the total crashes decreased almost 10%.
- In 2012, 13.1% of all crashes and 17.5% of all fatal crashes in Colorado involved a senior driver.

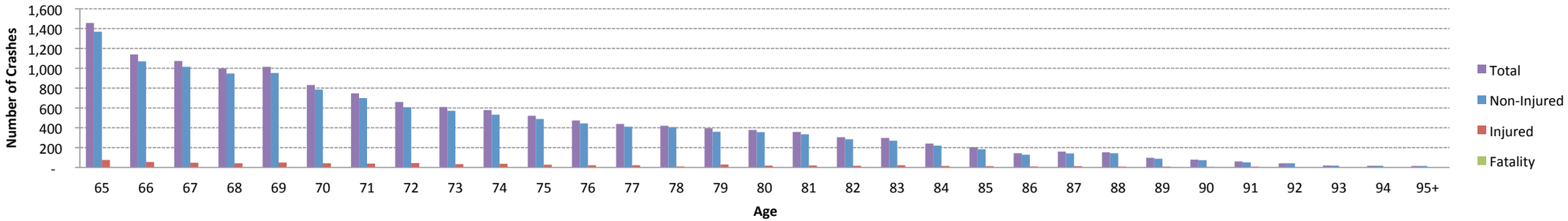
Counties

2012 CRASHES BY COUNTY INVOLVING SENIOR DRIVERS

COUNTY	CRASHES				PERSONS		TOTAL CRASHES	% OF TOTAL CRASHES
	PDO	INJURY	FATAL	TOTAL	INJURED	FATALITY		
Adams	852	83	2	937	101	2	9,136	10.3
Alamosa	56	5	-	61	6	-	341	17.9
Arapahoe	1,333	148	1	1,482	197	1	10,722	13.8
Archuleta	41	2	1	44	2	1	296	14.9
Baca	2	-	-	2	-	-	45	4.4
Bent	2	1	-	3	2	-	72	4.2
Boulder	648	80	3	731	100	3	5,325	13.7
Broomfield	132	13	1	146	14	1	1,187	12.3
Chaffee	52	13	-	65	15	-	350	18.6
Cheyenne	4	-	1	5	1	1	47	10.6
Clear Creek	53	7	-	60	9	-	528	11.4
Conejos	8	5	-	13	9	-	106	12.3
Costilla	21	1	-	22	1	-	153	14.4
Crowley	4	-	-	4	-	-	32	12.5
Custer	9	1	2	12	5	3	71	16.9
Delta	70	9	2	81	10	2	469	17.3
Denver	1,622	178	8	1,808	224	8	17,020	10.6
Dolores	4	-	-	4	-	-	41	9.8
Douglas	425	35	5	465	48	6	4,166	11.2
Eagle	79	8	-	87	10	-	1,024	8.5
El Paso	1,260	150	10	1,420	195	11	10,658	13.3
Elbert	24	5	-	29	7	-	277	10.5
Fremont	118	14	-	132	14	-	669	19.7
Garfield	117	9	-	126	11	-	1,385	9.1
Gilpin	14	1	-	15	2	-	125	12.0
Grand	42	5	-	47	8	-	389	12.1
Gunnison	33	2	-	35	2	-	305	11.5
Hinsdale	4	2	-	6	2	-	16	37.5
Huerfano	37	4	-	41	12	-	242	16.9
Jackson	12	-	-	12	-	-	84	14.3
Jefferson	1,540	155	3	1,698	185	3	10,320	16.5
Kiowa	1	-	-	1	-	-	23	4.3
Kit Carson	9	-	1	10	-	1	142	7.0
La Plata	133	18	5	156	27	6	1,199	13.0
Lake	4	1	-	5	1	-	76	6.6
Larimer	638	111	6	755	139	7	5,392	14.0
Las Animas	36	2	1	39	3	2	370	10.5
Lincoln	9	5	1	15	7	1	113	13.3
Logan	75	8	1	84	8	1	441	19.0
Mesa	385	52	5	442	66	5	2,562	17.3
Mineral	6	3	-	9	3	-	81	11.1
Moffat	36	5	2	43	7	2	325	13.2
Montezuma	60	17	-	77	23	-	503	15.3
Montrose	118	13	-	131	17	-	587	22.3
Morgan	73	6	1	80	11	1	548	14.6
Otero	46	5	-	51	7	-	252	20.2
Ouray	13	1	-	14	1	-	122	11.5
Park	42	5	-	47	8	-	363	12.9
Phillips	13	3	-	16	3	-	47	34.0
Pitkin	64	6	-	70	8	-	536	13.1
Prowers	25	2	1	28	3	1	157	17.8
Pueblo	592	40	8	640	59	8	3,693	17.3
Rio Blanco	10	2	-	12	3	-	154	7.8
Rio Grande	30	3	-	33	3	-	230	14.3
Routt	63	4	-	67	6	-	681	9.8
Saguache	21	2	-	23	2	-	150	15.3
San Juan	6	1	-	7	1	-	49	14.3
San Miguel	11	3	-	14	6	-	145	9.7
Sedgwick	2	-	-	2	-	-	43	4.7
Summit	67	4	-	71	4	-	814	8.7
Teller	61	14	-	75	17	-	439	17.1
Washington	16	-	1	17	-	2	125	13.6
Weld	479	57	4	540	75	4	4,792	11.3
Yuma	15	1	-	16	1	-	126	12.7
TOTAL	**11,777**	**1,330**	**76**	**13,183**	**1,711**	**83**	**100,881**	**13.1**

- In 2012 crashes involving senior drivers were observed in every Colorado county. The highest percent of total crashes were found in Hinsdale County (37.5%), Phillips County (34.0%), Montrose County (22.3%), Otero County (20.2%) and Fremont (19.7). Of these five counties no fatal crashes involving senior drivers were reported in 2012.
- The lowest rates of crashes involving senior drivers in 2012 were found in Bent County (4.2%), Kiowa County (4.3%), Baca County (4.4%), and Sedgwick County (4.7%).
- Fatal crashes involving senior drivers were observed in 25 of Colorado's 64 counties. Nine of the 64 Colorado counties recorded no injury related to crashes involving senior drivers.
- The highest numbers of fatalities in crashes involving senior drivers were observed in El Paso County (11), Pueblo County (8), Denver County (8), Larimer County (7), La Plata County (6), and Douglas County (6).

2012 Age of All Senior Drivers in Crashes

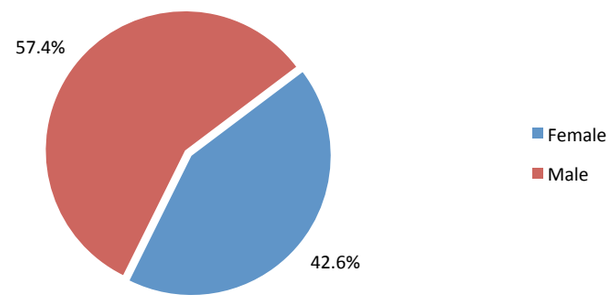


- The highest injury rate (10.3%) was found among senior drivers aged 65, while the highest rate of fatality (10%) in 2012 was recorded among those senior drivers aged 67.
- Remarkably low injury rates were found among senior drivers aged 78 as compared to drivers nearest 78. Additionally no fatalities were recorded for 78 year-old drivers.

2012 AGE OF ALL SENIOR DRIVERS IN CRASHES										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
AGE	#	%	#	%	#	%	#	%	#	%
65	10	7.9	1,368	10.5	76	10.3	3	7.5	1,457	10.5
66	12	9.5	1,069	8.2	56	7.6	3	7.5	1,140	8.2
67	8	6.3	1,014	7.8	47	6.4	4	10.0	1,073	7.7
68	8	6.3	946	7.3	42	5.7	2	5.0	998	7.2
69	10	7.9	952	7.3	50	6.8	2	5.0	1,014	7.3
70	4	3.2	786	6.0	42	5.7	-	0.0	832	6.0
71	7	5.6	699	5.4	39	5.3	2	5.0	747	5.4
72	8	6.3	608	4.7	45	6.1	-	0.0	661	4.7
73	5	4.0	570	4.4	33	4.5	1	2.5	609	4.4
74	8	6.3	532	4.1	37	5.0	1	2.5	578	4.1
75	5	4.0	488	3.7	28	3.8	1	2.5	522	3.7
76	6	4.8	445	3.4	22	3.0	-	0.0	473	3.4
77	3	2.4	412	3.2	22	3.0	1	2.5	438	3.1
78	6	4.8	405	3.1	10	1.4	-	0.0	421	3.0
79	3	2.4	359	2.8	30	4.1	2	5.0	394	2.8
80	2	1.6	357	2.7	18	2.4	2	5.0	379	2.7
81	2	1.6	335	2.6	21	2.8	-	0.0	358	2.6
82	4	3.2	284	2.2	16	2.2	1	2.5	305	2.2
83	3	2.4	270	2.1	22	3.0	2	5.0	297	2.1
84	2	1.6	220	1.7	15	2.0	3	7.5	240	1.7
85	4	3.2	184	1.4	13	1.8	2	5.0	203	1.5
86	1	0.8	129	1.0	10	1.4	3	7.5	143	1.0
87	2	1.6	142	1.1	13	1.8	2	5.0	159	1.1
88	1	0.8	144	1.1	8	1.1	-	0.0	153	1.1
89	1	0.8	89	0.7	7	0.9	1	2.5	98	0.7
90	-	0.0	74	0.6	6	0.8	-	0.0	80	0.6
91	1	0.8	52	0.4	7	0.9	-	0.0	60	0.4
92	-	0.0	42	0.3	-	0.0	1	2.5	43	0.3
93	-	0.0	18	0.1	2	0.3	1	2.5	21	0.2
94	-	0.0	16	0.1	1	0.1	-	0.0	17	0.1
95+	-	0.0	15	0.1	-	0.0	-	0.0	15	0.1
Unknown	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0
TOTAL	**126**	**100.0**	**13,024**	**100.0**	**738**	**100.0**	**40**	**100.0**	**13,928**	**100.0**

- In 2012 crash occurrence generally decreased as senior driver age increased. Drivers aged 65 were most often observed in crashes, followed by a significant decline in crash involvement among those aged 66 succeeded by a continued decrease except an increase from age 68 to 69, then steadily decreased from those drivers aged 70 and up.

2012 Crashes Involving Senior Drivers by Gender

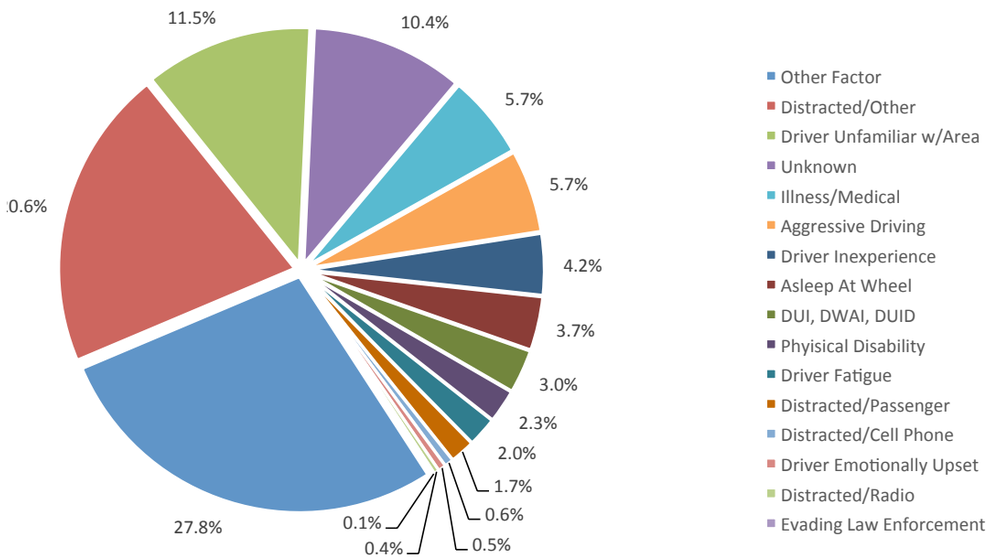


- Where driver gender was known, male drivers were observed in 57.4% of crashes involving senior drivers; female drivers were present in 42.6% of those crashes.

2012 GENDER OF SENIOR DRIVERS IN CRASHES										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
GENDER	#	%	#	%	#	%	#	%	#	%
Female	60	47.6	5,537	42.5	318	43.1	16	40.0	5,931	42.6
Male	65	51.6	7,478	57.4	420	56.9	24	60.0	7,987	57.3
Unknown	1	0.8	9	0.1	-	0.0	-	0.0	10	0.1
TOTAL	**126**	**100.0**	**13,024**	**100.0**	**738**	**100.0**	**40**	**100.0**	**13,928**	**100.0**

- Female drivers were injured in 43.1% of involving injured senior drivers.
- Male drivers accounted for 60% of the fatalities involving senior drivers.

2012 Human Contributing Factors of At-Fault Senior Driver in Crashes (Other than "None Apparent")

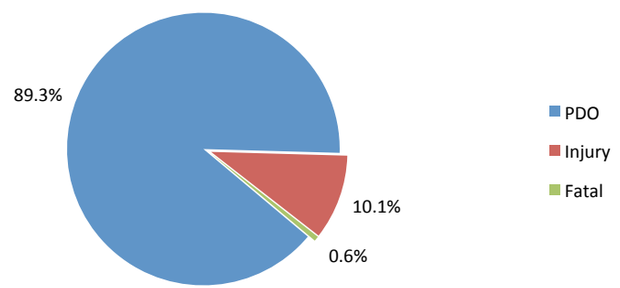


- No apparent factor was attributed to 50% of the at-fault drivers in crashes involving senior drivers in 2012.
- Senior drivers were determined to be at-fault in 62.3% of crashes.

2012 HUMAN CONTRIBUTING FACTOR OF AT-FAULT DRIVERS IN CRASHES INVOLVING SENIORS								
	AT-FAULT SENIOR DRIVER				AT-FAULT NON-SENIOR DRIVER			
FACTOR	PDO	INJURY	FATAL	TOTAL	PDO	INJURY	FATAL	TOTAL
None Apparent	3,609	352	15	3,976	1,896	121	9	2,026
Other Factor	921	179	7	1,107	564	49	1	614
Distracted/Other	726	94	-	820	607	40	3	650
Driver Unfamiliar w/Area	394	59	4	457	149	27	-	176
Unknown	371	43	1	415	257	22	-	279
Illness/Medical	166	59	3	228	14	2	-	16
Aggressive Driving	194	31	-	225	177	22	3	202
Driver Inexperience	147	19	1	167	430	40	-	470
Asleep At Wheel	111	29	6	146	31	6	2	39
DUI, DWAI, DUID	89	25	4	118	67	31	1	99
Phyisical Disability	76	14	-	90	3	-	-	3
Driver Fatigue	71	9	-	80	20	3	1	24
Distracted/Passenger	53	14	-	67	81	11	-	92
Distracted/Cell Phone	22	1	1	24	76	7	-	83
Driver Emotionally Upset	21	-	-	21	11	2	1	14
Distracted/Radio	13	1	-	14	28	-	-	28
Evading Law Enforcement	2	-	-	2	4	3	1	8
TOTAL	**6,986**	**929**	**42**	**7,957**	**4,415**	**386**	**22**	**4,823**

- Aside from those crashes where no apparent factor was observed, the human contributing factors most often recorded in crashes involving senior drivers were other factors (27.8%), distracted/other (20.6%), driver unfamiliar with area (11.5%).

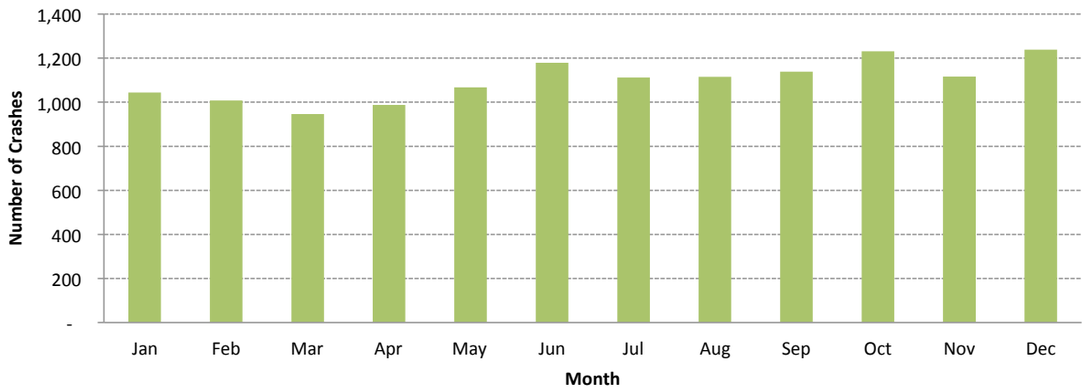
2012 Crashes Involving Senior Drivers by Severity



2012 CRASHES INVOLVING SENIOR DRIVERS BY SEVERITY			
PDO	INJURY	FATAL	TOTAL
11,777	1,330	76	13,183

- Property damage only was observed in nearly 90% of crashes involving senior drivers in 2012.
- Approximately 0.6% of crashes involving senior drivers were fatal and 10.1% resulted in injury.

2012 Senior Drivers in Crashes by Month of Year

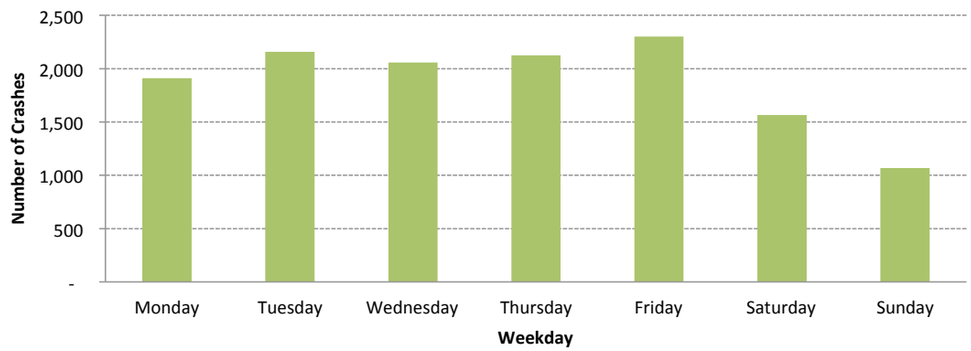


- The fewest number of crashes involving senior drivers in 2012 were observed in March. While the highest number of crashes were recorded in the months of December and October.
- From the lowest numbers in March of 2012, crashes involving senior drivers increased steadily to a peak in June. A slight dip in crash observation occurred from July to September and reached another peak in October, dipped again in November and reached the highest observation occurrence in December.

2007—2012 SENIOR DRIVERS IN CRASHES BY MONTH OF YEAR												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2007	1,009	890	901	849	995	995	1,008	1,162	1,022	1,108	1,022	1,056
2008	957	953	902	784	994	913	1,014	1,028	948	1,104	976	1,103
2009	986	771	805	926	914	1,040	1,076	1,057	1,052	1,075	1,020	1,137
2010	812	815	937	930	984	1,058	1,095	1,069	1,112	1,106	1,082	1,049
2011	1,032	871	739	890	940	1,034	1,137	1,184	1,168	1,119	1,059	1,190
2012	1,044	1,008	946	988	1,067	1,179	1,112	1,115	1,139	1,231	1,116	1,238

- From 2007 to 2012, the highest number of crashes were observed in December 2012 and October 2012 followed by December 2011, August 2011, and June 2012.
- Over the six-year period the fewest crashes tended to occur in the early months of the year; February, March, and April.

2012 Senior Drivers in Crashes by Day of Week

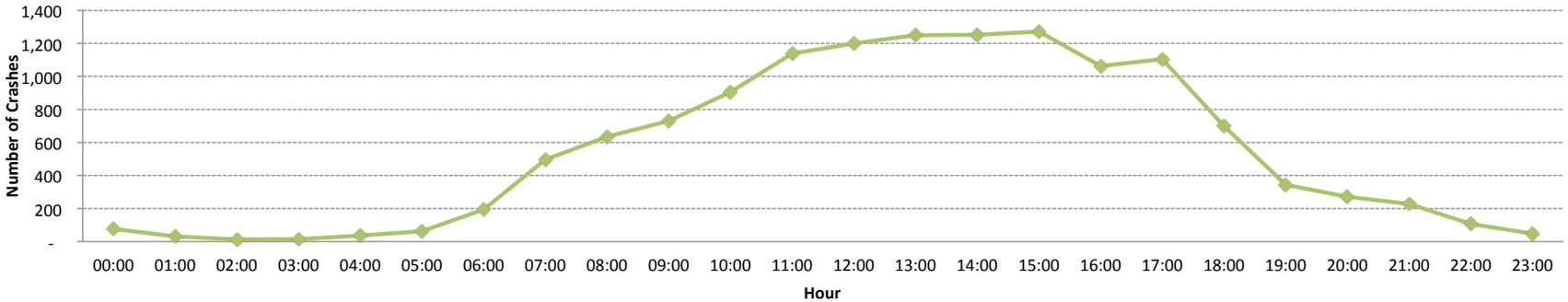


- In 2012 senior drivers were involved in crashes most often on Fridays then Tuesdays, Thursdays, Wednesdays and Mondays. A sharp decline in senior driver related crashes was recorded during the weekends. The fewest crashes involving senior drivers in 2012 occurred on Sundays followed by Saturdays.

2007—2012 SENIOR DRIVERS IN CRASHES BY DAY OF WEEK							
YEAR	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
2007	1,863	1,991	1,943	1,919	2,038	1,326	937
2008	1,781	1,872	1,820	1,873	2,057	1,338	935
2009	1,824	1,970	2,025	1,859	1,948	1,324	909
2010	1,787	1,929	1,904	2,028	2,062	1,349	990
2011	1,778	1,961	2,052	1,968	2,190	1,412	1,002
2012	1,910	2,158	2,057	2,124	2,301	1,565	1,068

- From 2007 to 2012, the highest number of crashes involving senior drivers occurred on Fridays in 2012, followed by Fridays in 2011 and Tuesdays in 2012. The fewest crashes were found on Sundays in 2009, 2008, and 2007, respectively.
- Sundays in 2012 saw 53.6% fewer crashes involving senior drivers than Fridays in 2012.

2012 Senior Drivers in Crashes by Hour of Day

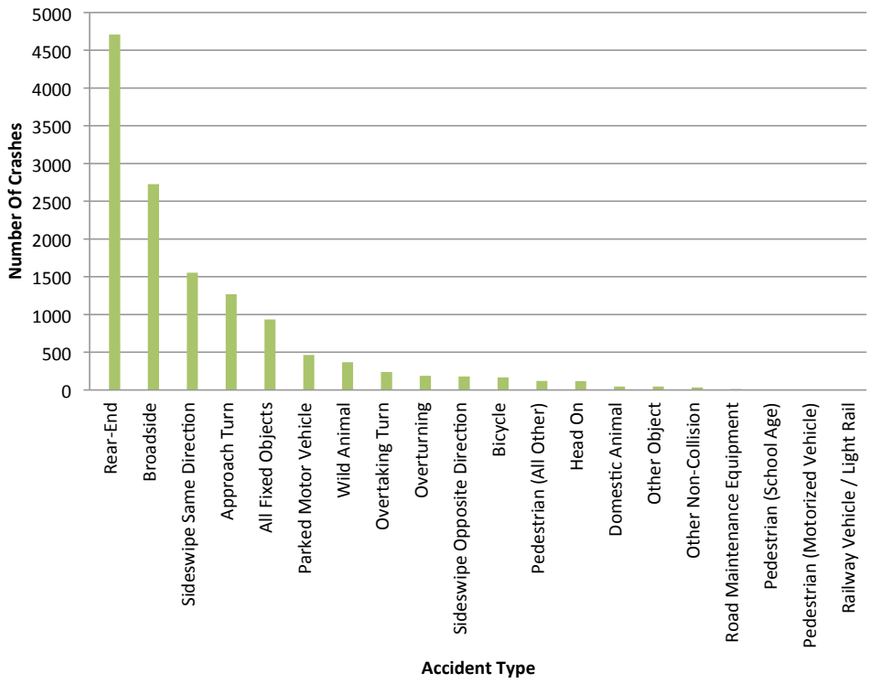


- In 2012, the fewest number of crashes involving senior drivers were observed during the 2 AM hour increasing slowly until the 6 AM hour. A sharp increase was observed between the 6 AM hour to the 7 AM hour and gradually increased into the 1 PM hour. Crash occurrence slowly increased to a high in the 3 PM hour and decreased sharply after the 5 PM hour.

2007—2012 SENIOR DRIVERS IN CRASHES BY HOUR OF DAY																							
YEAR	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2007	100	23	23	17	22	75	191	446	598	775	911	1,109	1,113	1,051	1,107	1,136	970	959	560	325	198	174	88	40
2008	56	9	19	9	19	53	168	436	569	731	935	1,015	1,078	1,103	1,086	1,158	940	903	547	294	189	182	84	51
2009	60	14	19	15	17	71	151	386	581	697	880	1,055	1,123	1,176	1,065	1,173	978	908	590	280	238	189	123	50
2010	44	20	20	15	22	56	146	403	554	722	883	1,085	1,196	1,055	1,131	1,250	1,052	956	555	301	206	204	103	56
2011	56	18	18	14	20	60	165	460	609	738	914	1,060	1,174	1,113	1,171	1,263	1,036	924	587	337	262	197	104	55
2012	77	31	13	15	37	63	195	497	635	731	905	1,139	1,200	1,249	1,252	1,272	1,063	1,105	699	344	272	228	107	49

- Between 2007 and 2012 crashes involving senior drivers were most common between the hours 10 AM and 5 PM, reaching a peak during the 3 PM hour.

2012 Crashes by Accident Type Involving Senior Drivers



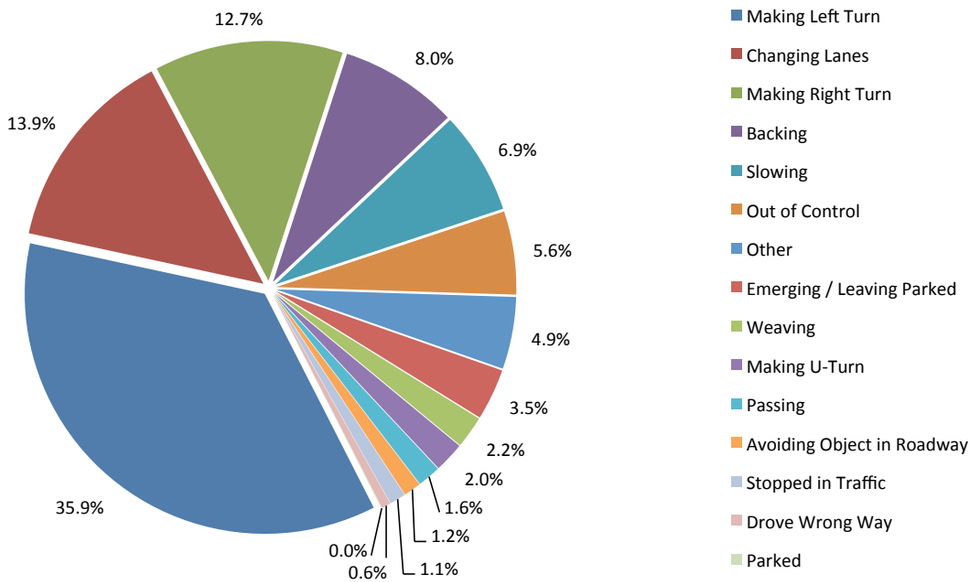
- Rear-end accidents were most often observed in crashes involving senior drivers. In 2012, nearly 94% of rear-end accidents involving senior drivers resulted in property damage only.
- The second most common accident type involving senior drivers was broadside crashes. There were 42% fewer broadside crashes than rear-end crashes. However, the highest number of both injury and fatal crashes were broadside accidents.

2012 CRASHES BY ACCIDENT TYPE INVOLVING SENIOR DRIVERS

ACCIDENT TYPE	PDO	INJURY	FATAL	TOTAL
Approach Turn	1,045	217	7	1,269
Barricade	4	-	-	4
Bicycle	83	83	1	167
Bridge Structure	6	-	1	7
Broadside	2,400	310	17	2,727
Cable Rail	12	1	-	13
Concrete Highway Barrier	42	4	-	46
Crash Cushion / Traffic Barrel	4	1	-	5
Culvert or Headwall	12	4	1	17
Curb	42	9	-	51
Delineator Post	37	13	-	50
Domestic Animal	46	1	-	47
Embankment	73	17	1	91
Fence	82	10	2	94
Guard Rail	76	8	1	85
Head On	78	33	7	118
Large Rocks or Boulder	44	9	2	55
Light Pole / Utility Pole	58	13	1	72
Mailbox	12	1	-	13
Other Fixed Object	32	5	-	37
Other Non-Collision	32	1	-	33
Other Object	42	5	-	47
Overtaking Turn	222	16	-	238
Overturning	110	72	7	189
Parked Motor Vehicle	439	24	-	463
Pedestrian (All Other)	46	61	12	119
Pedestrian (Motorized Vehicle)	3	1	-	4
Pedestrian (School Age)	5	2	-	7
Railroad Crossing Equipment	8	1	-	9
Railway Vehicle / Light Rail	1	1	1	3
Rear-End	4,421	279	8	4,708
Road Maintenance Equipment	11	-	-	11
Sideswipe Opposite Direction	147	29	3	179
Sideswipe Same Direction	1,498	54	1	1,553
Sign	110	9	-	119
Traffic Signal Pole	6	2	-	8
Tree	51	17	3	71
Vehicle Debris or Cargo	66	-	-	66
Wall or Building	14	7	-	21
Wild Animal	357	10	-	367
TOTAL	**11,777**	**1,330**	**76**	**13,183**

- In 2012, 15.8% of fatal crashes involving senior drivers were pedestrian crashes
- Remarkably, 20.7% of senior drivers related crashes were broadside, compared to a statewide average of 12.3% (taken from the Overview Section).

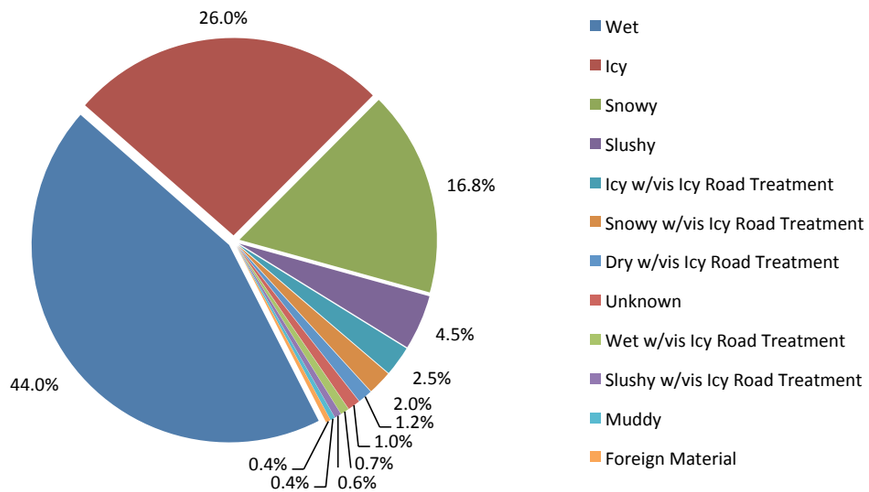
2012 Vehicle Movement of At-Fault Senior Drivers in Crashes (excluding "Going Straight")



2012 VEHICLE MOVEMENT IN CRASHES INVOLVING SENIOR DRIVERS								
	AT-FAULT SENIOR DRIVER				AT-FAULT NON-SENIOR DRIVER			
MOVEMENT	PDO	INJURY	FATAL	TOTAL	PDO	INJURY	FATAL	TOTAL
Going Straight	3,201	449	26	3,676	2,660	268	16	2,944
Making Left Turn	1,284	232	6	1,522	650	74	3	727
Changing Lanes	561	28	1	590	317	14	1	332
Making Right Turn	506	33	-	539	273	11	-	284
Backing	333	6	-	339	141	1	-	142
Slowing	278	15	-	293	296	9	1	306
Out of Control	196	41	1	238	62	18	1	81
Other	174	28	4	206	90	26	6	122
Emerging / Leaving Parked	145	2	-	147	65	1	-	66
Weaving	70	19	3	92	36	3	3	42
Making U-Turn	76	10	-	86	49	7	-	56
Passing	59	7	-	66	61	6	1	68
Avoiding Object in Roadway	41	8	1	50	21	2	-	23
Stopped in Traffic	44	2	-	46	46	2	-	48
Drove Wrong Way	18	7	1	26	12	1	1	14
Parked	2	-	-	2	9	-	-	9
Unknown				-	1			1
TOTAL	**6,988**	**887**	**43**	**7,918**	**4,789**	**443**	**33**	**5,265**

- The vehicles involved were going straight in 46.4% of crashed involving a senior driver. Excluding going straight, making left turn (35.9%), changing lanes (13.9%), making right turn (12.7%), and backing (8.0%) were the most common forms of vehicle movement recorded in crashes involving senior drivers.
- At-fault vehicles were making a left turn in 17.1% of all crashes involving senior drivers in 2012. Senior drivers were determined to be at-fault in 67.7% of those crashes where the vehicle was making a left turn.

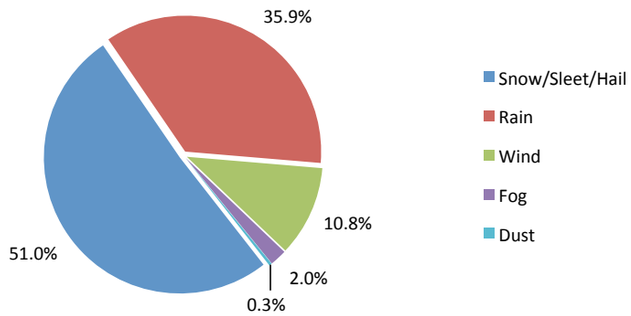
2012 Crashes by Road Conditions Involving Seniors (excluding "Dry")



- In 2012 the majority (90.4%) of crashes involving senior drivers occurred during dry road conditions.
- Less than 0.5% of crashes involving seniors on treated roads resulted in injury, compared to 8.6% of injury crashes on non-treated roads.
- Excluding dry, wet road conditions were observed in 44% of crashes involving seniors in 2012.

2012 CRASHES BY ROAD CONDITIONS INVOLVING SENIOR DRIVERS				
CONDITION	PDO	INJURY	FATAL	TOTAL
Dry	10,643	1,206	69	11,918
Wet	498	56	2	556
Icy	296	31	2	329
Snowy	192	20	1	213
Slushy	49	8	-	57
Icy w/vis Icy Road Treatment	30	1	-	31
Snowy w/vis Icy Road Treatment	24	1	-	25
Dry w/vis Icy Road Treatment	12	3	-	15
Unknown	10	1	2	13
Wet w/vis Icy Road Treatment	8	1	-	9
Slushy w/vis Icy Road Treatment	7	-	-	7
Muddy	5	-	-	5
Foreign Material	3	2	-	5
TOTAL	**11,777**	**1,330**	**76**	**13,183**

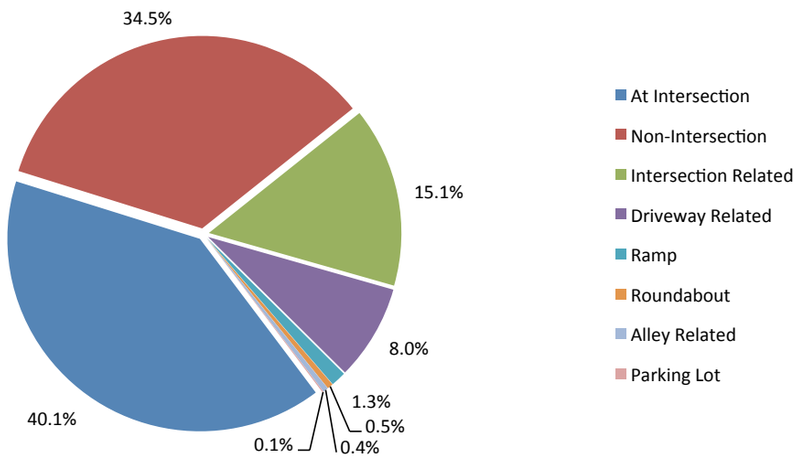
2012 Crashes by Inclement Weather Conditions Involving Senior Drivers



2012 CRASHES BY WEATHER CONDITIONS INVOLVING SENIOR DRIVERS				
CONDITION	PDO	INJURY	FATAL	TOTAL
None	10,978	1,235	70	12,283
Snow/Sleet/Hail	403	53	3	459
Rain	294	28	1	323
Wind	84	12	1	97
Fog	15	2	1	18
Dust	3	-	-	3
TOTAL	**11,777**	**1,330**	**76**	**13,183**

- The majority (93.2%) of crashes involving senior drivers occurred where no inclement weather conditions were present.
- Of those crashes that occurred during inclement weather conditions approximately 51% occurred during Snow/Sleet/Hail followed by Rain (35.9%) and Wind (10.8%).

2012 Crashes by Road Description Involving Senior Drivers

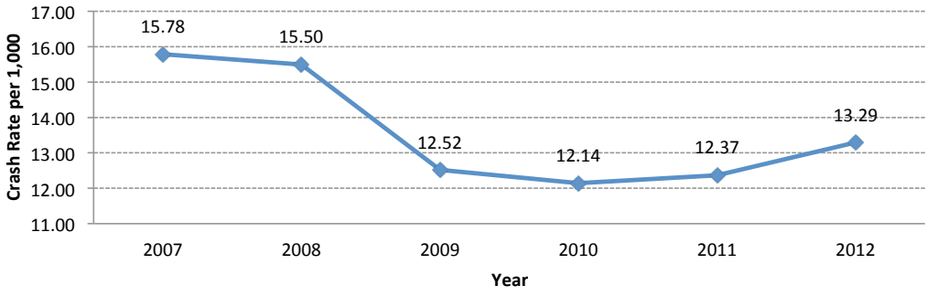


2012 CRASHES BY ROAD DESCRIPTION INVOLVING SENIOR DRIVERS				
ROAD	PDO	INJURY	FATAL	TOTAL
At Intersection	4,636	623	27	5,286
Non-Intersection	4,051	449	43	4,543
Intersection Related	1,851	139	3	1,993
Driveway Related	949	106	1	1,056
Ramp	157	9	1	167
Roundabout	64	1	-	65
Alley Related	54	3	1	58
Parking Lot	13	-	-	13
Unknown	2	-	-	2
TOTAL	**11,777**	**1,330**	**76**	**13,183**

- Crashes involving senior drivers in 2012 most often occurred at intersections (40.1%) and at non-intersections (34.5%). Fatal crashes involving senior drivers were more common at non-intersections (56.6%) than at intersections (35.5%).
- No fatal crashes involving senior drivers were observed on roundabouts, parking lots or unknown roads.

Motorcycles

Rate of Crashes per 1,000 Registered Motorcycles

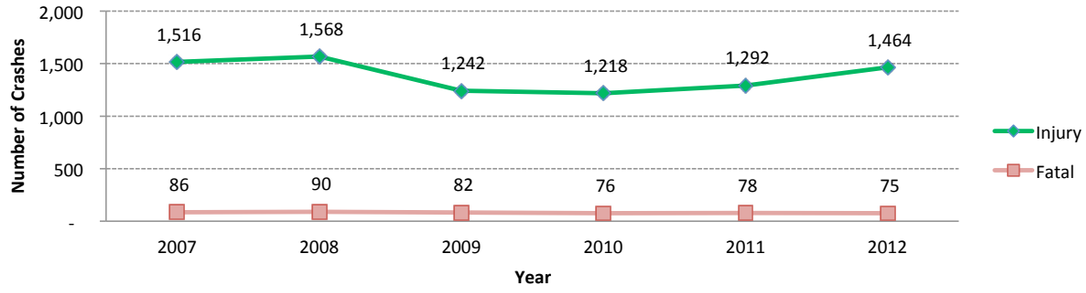


- The rate of total motorcyclists in crashes per registered motorcycles demonstrates a notable decreasing trend from 2007 to a low point in 2010. Between 2010 and 2012, the rate increases slightly but still remained much lower than the highest rate in 2007.

2007—2012 RATE OF CRASHES PER 1000 REGISTERED MOTORCYCLES									
YEAR	TOTAL REGISTERED MOTORCYCLES *SOURCE CDOR	PDO		INJURY		FATAL		TOTAL	
		#	RATE	#	RATE	#	RATE	#	RATE
2007	157,430	883	5.61	1,516	9.63	86	0.55	**2,485**	**15.78**
2008	173,517	1,031	5.94	1,568	9.04	90	0.52	**2,689**	**15.50**
2009	174,915	866	4.95	1,242	7.10	82	0.47	**2,190**	**12.52**
2010	176,885	854	4.83	1,218	6.89	76	0.43	**2,148**	**12.14**
2011	184,174	908	4.93	1,292	7.02	78	0.42	**2,278**	**12.37**
2012	190,849	998	5.23	1,464	7.67	75	0.39	**2,537**	**13.29**

- The number of registered motorcycles consistently increased between 2007 and 2012. The greatest increase occurred between 2007 and 2008. A second notable increase (one-half the earlier change) occurred between 2010 and 2011.
- The rate of motorcycle related fatal crashes per registered motorcycles consistently decreased between 2007 and 2012.
- Property damage and injury motorcycle related crashes decreased between 2007 and 2010; but increased in 2011 and 2012.

Crashes Involving Motorcycles



- The number of motorcycle related injury crashes increased between 2007 and 2008; decreased to the lowest number in 2010; and then increased to a number similar to that in 2007.
- In contrast, the number of motorcycle-related fatal crashes decreased from 2007 to 2012.

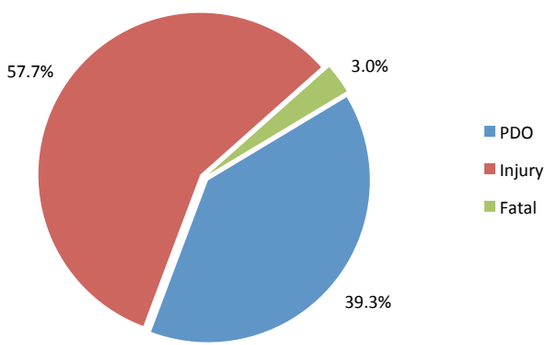
2007—2012 PERCENT OF TOTAL CRASHES THAT INVOLVE MOTORCYCLES												
	PDO			INJURY			FATAL			TOTAL		
	TOTAL CRASHES	MOTORCYCLE RELATED		TOTAL CRASHES	MOTORCYCLE RELATED		TOTAL CRASHES	MOTORCYCLE RELATED		TOTAL CRASHES	MOTORCYCLE RELATED	
YEAR	#	#	%	#	#	%	#	#	%	#	#	%
2007	99,159	883	0.9	12,231	1,516	12.4	509	86	16.9	**111,899**	**2,485**	**2.2**
2008	93,146	1,031	1.1	11,213	1,568	14.0	473	90	19.0	**104,832**	**2,689**	**2.6**
2009	91,044	866	1.0	10,216	1,242	12.2	438	82	18.7	**101,698**	**2,190**	**2.2**
2010	89,183	854	1.0	9,523	1,218	12.8	411	76	18.5	**99,117**	**2,148**	**2.2**
2011	91,117	908	1.0	9,581	1,292	13.5	409	78	19.1	**101,107**	**2,278**	**2.3**
2012	90,482	998	1.1	9,965	1,464	14.7	434	75	17.3	**100,881**	**2,537**	**2.5**

- The percentage of motorcycle-related crashes relative to total crashes was 2.5% in 2012.
- Motorcycle-related crashes resulting in property damage only was 1.1% in 2012.
- However in 2012, the percentage of motorcycle-related crashes resulting in injury (14.7%) or fatality (17.3%) demonstrates that motorcycles were by far over-represented relative to percentage of total crashes (2.5%).
- The greatest percentage of total crashes involving motorcycles, 2.6%, occurred in 2008.

Counties

- In 2012 eight Colorado counties had more than 100 motorcycle crashes.
- El Paso (377) and Jefferson (329) had the greatest total motorcycle crashes. The other six counties included Denver (278), Adams (200), Arapahoe (217), Boulder (131), Douglas (110), and Larimer (202).

2012 Motorcycle Related Crash Severity

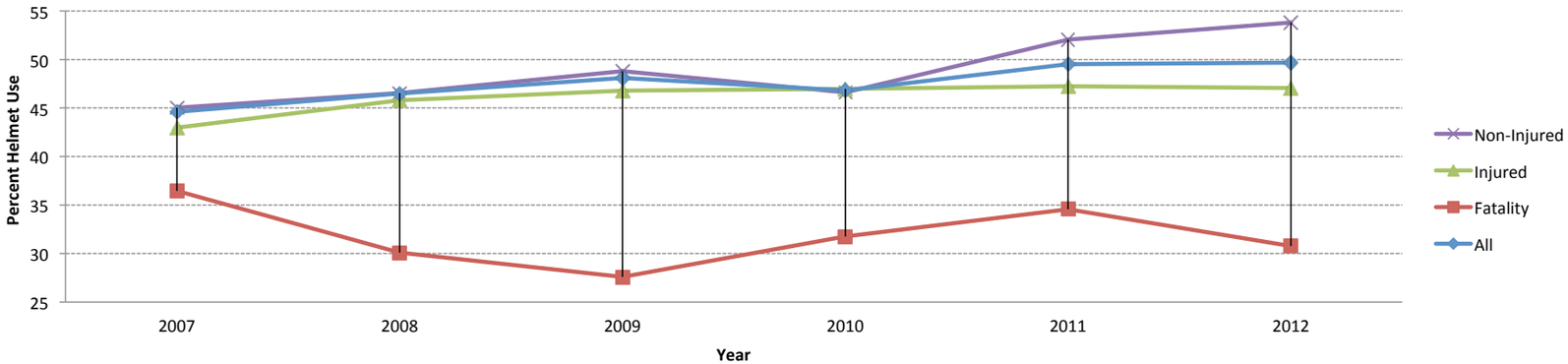


- In Colorado, 57.7% of motorcycle related crashers were injury crashes, 39.3% were property damage only, and 3.0% were fatal crashes.

2012 MOTORCYCLE CRASH SEVERITY BY COUNTY

COUNTY	CRASHES				PERSONS INVOLVED	
	PDO	INJURY	FATAL	TOTAL	INJURED	FATALITY
Adams	83	114	3	200	120	6
Alamosa	2	1	-	3	1	-
Arapahoe	92	119	6	217	121	6
Archuleta	9	5	-	14	7	-
Baca	-	-	-	-	-	-
Bent	-	1	-	1	1	-
Boulder	40	85	6	131	96	7
Broomfield	6	11	-	17	12	-
Chaffee	3	9	1	13	10	1
Cheyenne	-	-	1	1	2	1
Clear Creek	7	12	-	19	13	-
Conejos	-	1	-	1	1	-
Costilla	1	1	-	2	1	-
Crowley	-	-	-	-	-	-
Custer	3	5	-	8	5	-
Delta	2	7	2	11	8	2
Denver	117	158	3	278	171	3
Dolores	-	2	-	2	3	-
Douglas	42	66	2	110	77	2
Eagle	8	9	-	17	7	-
El Paso	169	197	11	377	217	10
Elbert	3	3	1	7	4	1
Fremont	7	21	1	29	24	1
Garfield	10	14	-	24	14	-
Gilpin	7	3	-	10	5	-
Grand	2	7	-	9	8	-
Gunnison	9	7	1	17	10	1
Hinsdale	-	5	-	5	5	-
Huerfano	-	6	-	6	6	-
Jackson	-	4	-	4	5	-
Jefferson	130	190	9	329	205	8
Kiowa	1	-	-	1	-	-
Kit Carson	1	3	-	4	3	-
La Plata	12	17	3	32	25	3
Lake	1	1	-	2	1	-
Larimer	68	131	3	202	148	4
Las Animas	3	7	-	10	8	-
Lincoln	1	2	-	3	2	-
Logan	1	3	-	4	3	-
Mesa	25	29	2	56	32	2
Mineral	-	3	-	3	4	-
Moffat	2	4	1	7	4	1
Montezuma	4	11	-	15	11	-
Montrose	7	15	-	22	17	-
Morgan	5	4	2	11	7	2
Otero	1	6	-	7	9	-
Ouray	2	5	-	7	4	-
Park	5	14	1	20	14	1
Phillips	-	-	-	-		
Pitkin	5	9	-	14	9	-
Prowers	-	1	-	1	2	-
Pueblo	39	39	4	82	44	4
Rio Blanco	-	5	-	5	5	-
Rio Grande	1	1	-	2	1	-
Routt	6	10	-	16	11	-
Saguache	3	1	-	4	1	-
San Juan	1	4	-	5	6	-
San Miguel	2	2	1	5	3	1
Sedgwick	-	-	-	-		
Summit	7	1	-	8	1	-
Teller	12	16	-	28	18	-
Washington	-	-	-	-		
Weld	31	54	11	96	64	11
Yuma	-	3	-	3	2	-
TOTAL	**998**	**1,464**	**75**	**2,537**	**1,618**	**78**

2007-2012 Helmet Use of Motorcyclists (Operator and Passenger) in Crashes *Source CDOR



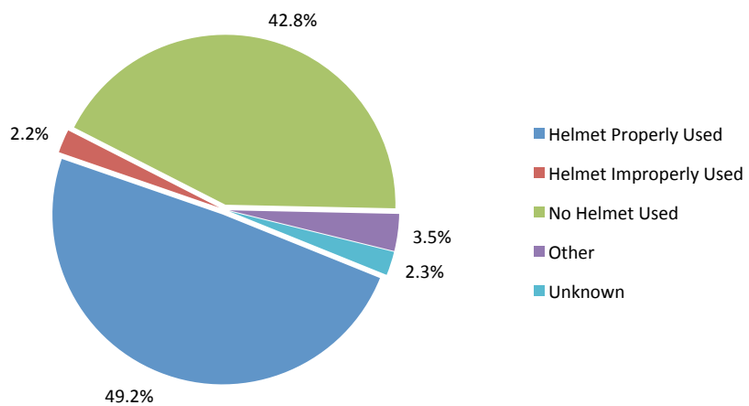
- Proper helmet use by motorcyclists (operator and passengers) in crashes increased from 43.5% in 2007 to 49.2% in 2012.
- From 2007 to 2012, the percentage of motorcyclists properly using helmets and not injured exceeded the percentage of all motorcyclists in crashes.
- Helmet use by motorcyclists injured in crashes was only slightly less than use by all motorcyclists in crashes (less than 2.5% difference).
- Statistics show that not using helmets properly leads to injuries and fatalities.

2007—2012 HELMET USE OF MOTORCYCLISTS IN CRASHES (OPERATOR AND PASSENGER) *SOURCE CDOR

	NON-INJURED						INJURED						FATALITY						TOTAL		
YEAR	NO HELMET #	HELMET IMPROPERLY USED #	OTHER #	UNKNOWN #	HELMET PROPERLY USED #	HELMET PROPERLY USED %	NO HELMET #	HELMET IMPROPERLY USED #	OTHER #	UNKNOWN #	HELMET PROPERLY USED #	HELMET PROPERLY USED %	NO HELMET #	HELMET IMPROPERLY USED #	OTHER #	UNKNOWN #	HELMET PROPERLY USED #	HELMET PROPERLY USED %	TOTAL MC OCCUPANTS #	HELMET PROPERLY USED #	HELMET PROPERLY USED %
2007	352	22	53	131	457	45.0	813	44	39	26	695	43.0	46	4	2	2	31	36.5	2,717	1,183	43.5
2008	409	25	57	144	553	46.5	788	38	35	30	753	45.8	61	4	-	-	28	30.1	2,925	1,334	45.6
2009	337	25	40	113	491	48.8	612	25	46	31	628	46.8	59	4	-	-	24	27.6	2,435	1,143	46.9
2010	351	22	50	120	474	46.6	602	28	31	37	618	47.0	56	2	-	-	27	31.8	2,418	1,119	46.3
2011	385	23	53	43	547	52.0	673	24	27	33	678	47.2	44	4	1	4	28	34.6	2,567	1,253	48.8
2012	370	30	53	26	558	53.8	737	29	40	34	747	47.1	50	1	2	1	24	30.8	2,702	1,329	49.2

- Overall trend of helmet use increased between 2007 and 2012.
- Percentage of motorcyclists' (operator and passengers) fatal crashes when properly using helmets fluctuated from 36.5% in 2007, to the lowest point of 27.6% in 2009, and increased to 30.8% in 2012.

2012 Helmet Use of Motorcyclists (Operator and Passengers) in Crashes *Source CDOR

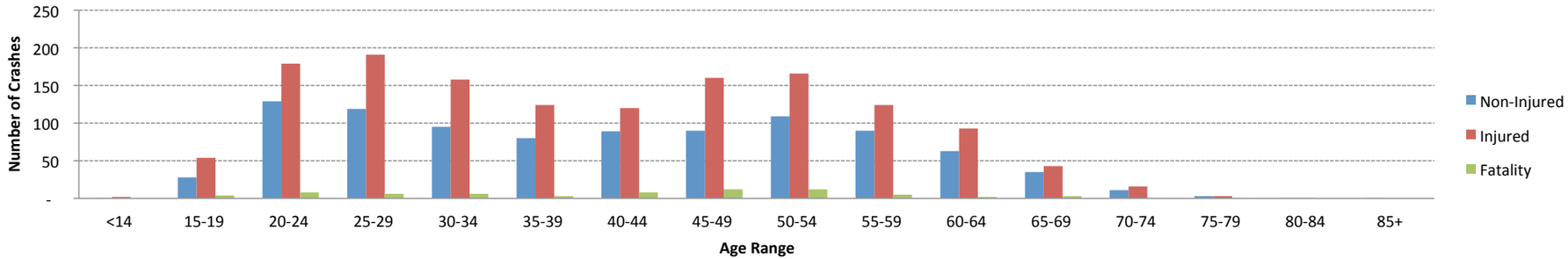


- In 2012, 45% of motorcyclists (operator and passengers) in crashes were not or not properly using helmets.
- In 2012, only 4.2% more motorcyclists in crashes were properly using helmets than those motorcyclists in crashes not properly using helmets.

2012 HELMET USE OF MOTORCYCLISTS (OPERATOR AND PASSENGERS) IN CRASHES *SOURCE CDOR								
	NON-INJURED		INJURED		FATALITY		TOTAL	
HELMET USE	#	%	#	%	#	%	#	%
Helmet Properly Used	558	53.8	747	47.1	24	30.8	1,329	49.2
Helmet Improperly Used	30	2.9	29	1.8	1	1.3	60	2.2
No Helmet Used	370	35.7	737	46.4	50	64.1	1,157	42.8
Other	53	5.1	40	2.5	2	2.6	95	3.5
Unknown	26	2.5	34	2.1	1	1.3	61	2.3
TOTAL	**1,037**	**100.0**	**1,587**	**100.0**	**78**	**100.0**	**2,702**	**100.0**

- In 2012, only 49.2% of all motorcyclists (operator and passengers) in motorcycle-related crashes used helmets properly.
- Only 24 of the 78 motorcyclists deceased in crashes (30.8%) were using helmets properly.
- Of the total 1,037 non-injured motorcyclists in crashes in 2012, only 53.8% were using helmets properly.
- In motorcyclists' fatal crashes, 65.4% of deceased motorcyclists either were not using or not properly using helmets.

2012 Age Range of Motorcycle Operators

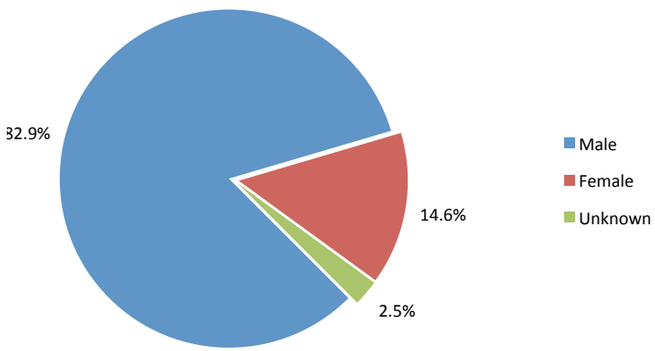


- There was a substantial increase in the number of motorcycle operators in crashes between consecutive age ranges 15—19 years and 20—24 years, 232 or 9%, and the motorcycle operators injured in crashes, 125 crashes or 8.7%.
- Overall, motorcycle operators in age range 20—29 years had the greatest number of crashes (637 total crashes, 24.6%) and injuries (370 total injuries, 25.8%).
- In the age range, 45—54 years, a second spike occurred in motorcycle operators' crashes (551 total crashes, 21.3%) and injuries (326 total injuries, 22.7%). Motorcycle operators in four age groups encompassing 20—29, and 45—54 years accounted for 45.9% total crashes and 48.5% total injuries.

2012 AGE RANGE OF MOTORCYCLE OPERATORS BY SEVERITY										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
AGE RANGE	#	%	#	%	#	%	#	%	#	%
<14	-	0.0	1	0.1	2	0.1	-	0.0	3	0.1
15-19	-	0.0	28	2.9	54	3.8	4	5.6	86	3.3
20-24	2	1.6	129	13.6	179	12.5	8	11.3	318	12.3
25-29	3	2.4	119	12.5	191	13.3	6	8.5	319	12.3
30-34	4	3.1	95	10.0	158	11.0	6	8.5	263	10.2
35-39	5	3.9	80	8.4	124	8.6	3	4.2	212	8.2
40-44	-	0.0	89	9.3	120	8.4	8	11.3	217	8.4
45-49	1	0.8	90	9.5	160	11.1	12	16.9	263	10.2
50-54	1	0.8	109	11.4	166	11.6	12	16.9	288	11.1
55-59	-	0.0	90	9.5	124	8.6	5	7.0	219	8.5
60-64	-	0.0	63	6.6	93	6.5	2	2.8	158	6.1
65-69	-	0.0	35	3.7	43	3.0	3	4.2	81	3.1
70-74	-	0.0	11	1.2	16	1.1	1	1.4	28	1.1
75-79	-	0.0	3	0.3	3	0.2	1	1.4	7	0.3
80-84	-	0.0	1	0.1	1	0.1	-	0.0	2	0.1
85+	-	0.0	1	0.1	-	0.0	-	0.0	1	0.0
Unknown	111	87.4	8	0.8	2	0.1	-	0.0	121	4.7
TOTAL	**127**	**100.0**	**952**	**100.0**	**1,436**	**100.0**	**71**	**100.0**	**2,586**	**100.0**

- Motorcycle operators age 45—49, and 50—54 years experienced the greatest percentage of fatalities (16.9%).
- The next greatest percentage of fatalities, 11.3%, occurred in motorcycle operators' ages 20—24 and 40—44 years.

2012 Gender of Motorcyclists (Operators and Passengers) in Crashes *Source CDOR



- Male motorcyclists (operators and passengers) accounted for almost five times as many crashes as female and unknown motorcyclists combined.

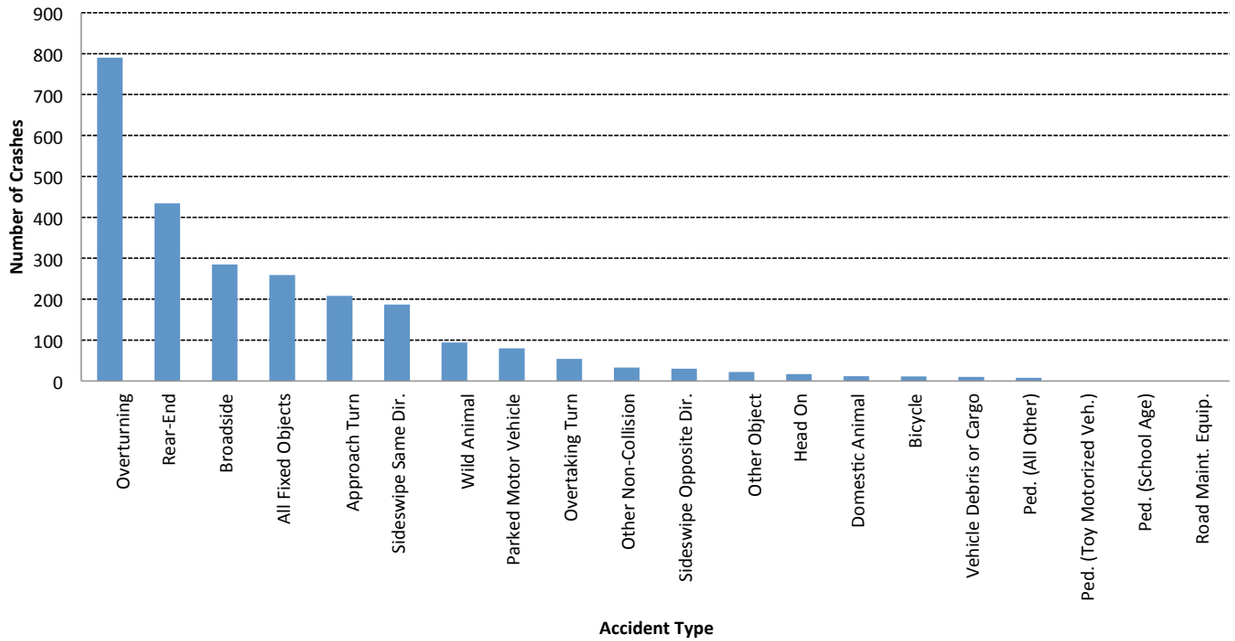
2012 OCCUPANT PLACEMENT OF MOTORCYCLIST (OPERATORS AND PASSENGERS) IN CRASHES *SOURCE CDOR								
	NON-INJURED		INJURED		FATALITY		TOTAL	
OCCUPANT PLACEMENT	#	%	#	%	#	%	#	%
Operator	951	91.7	1,423	89.7	74	94.9	2,448	90.6
Passenger	86	8.3	164	10.3	4	5.1	254	9.4
TOTAL	**1,037**	**100.0**	**1,587**	**100.0**	**78**	**100.0**	**2,702**	**100.0**

- Motorcycle operators account for the majority of motorcyclists in crashes (90.6%) and motorcyclists in fatal crashes (94.9%).

2012 GENDER OF MOTORCYCLIST (OPERATORS AND PASSENGERS) IN CRASHES *SOURCE CDOR								
	NON-INJURED		INJURED		FATALITY		TOTAL	
GENDER	#	%	#	%	#	%	#	%
Male	854	82.4	1,314	82.8	73	93.6	2,241	82.9
Female	141	13.6	249	15.7	4	5.1	394	14.6
Unknown	42	4.1	24	1.5	1	1.3	67	2.5
TOTAL	**1,037**	**100.0**	**1,587**	**100.0**	**78**	**100.0**	**2,702**	**100.0**

- Male motorcyclists account for the majority of motorcyclists in crashes (82.9%) and motorcyclists in fatal crashes (93.6%).

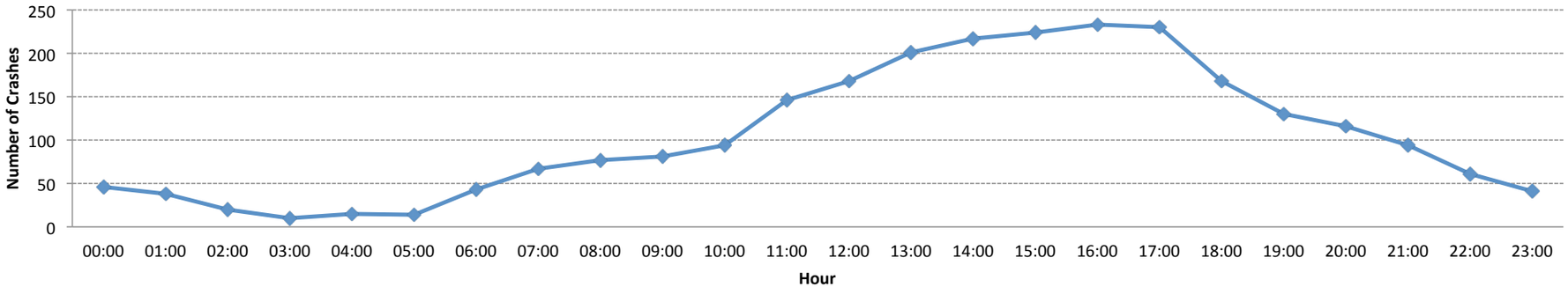
2012 Motorcycle Related Crashes by Accident Type



- Almost 31.1% of motorcycle crashes and 36.3% of injuries and fatalities resulted from motorcycles overturning.
- Almost 36.8% of motorcycle crashes resulted from being rear-ended, broadsided or sideswiped.
- Half of all motorcycle crashes involved another moving vehicles.

2012 MOTORCYCLE RELATED CRASHES BY ACCIDENT TYPE				
ACCIDENT TYPE	PDO	INJURY	FATAL	TOTAL
Overturning	232	537	21	790
Rear-End	251	176	7	434
Broadside	110	170	5	285
Approach Turn	73	120	15	208
Sideswipe Same Direction	97	89	1	187
Wild Animal	23	70	1	94
Parked Motor Vehicle	68	11	1	80
Curb	18	53	8	79
Overtaking Turn	26	24	4	54
Guard Rail	10	22	4	36
Embankment	13	20	1	34
Other Non-Collision	12	21	-	33
Sideswipe Opposite Direction	10	19	1	30
Other Object	8	14	-	22
Concrete Highway Barrier	1	18	-	19
Fence	5	12	-	17
Head On	4	9	4	17
Large Rocks or Boulder	4	9	1	14
Sign	5	9	-	14
Tree	6	7	1	14
Domestic Animal	4	8	-	12
Bicycle	3	8	-	11
Vehicle Debris or Cargo	3	7	-	10
Light Pole / Utility Pole	5	4	-	9
Delineator Post	3	5	-	8
Pedestrian (All Other)	1	7	-	8
Culvert or Headwall	1	4	-	5
Unknown	-	-	-	-
Other Fixed Object	-	4	-	4
Mailbox	1	2	-	3
Wall or Building	-	2	-	2
Barricade	-	1	-	1
Pedestrian (Motorized Vehicle)	1	-	-	1
Pedestrian (School Age)	-	1	-	1
Road Maintenance Equipment	-	1	-	1
TOTAL	**998**	**1,464**	**75**	**2,537**

2012 Crashes Involving a Motorcycle by Hour of Day

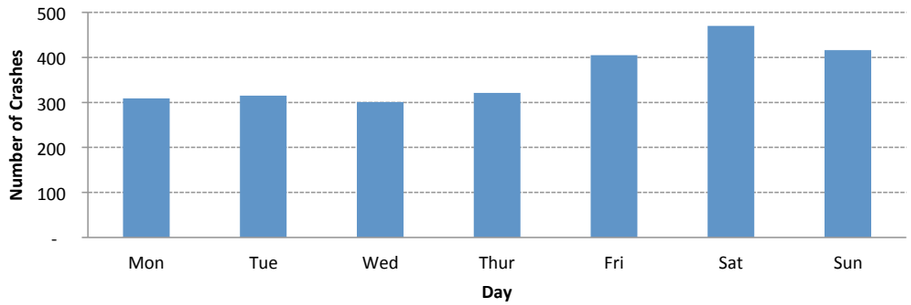


- On average, motorcycle crashes increased steadily from 5:00 AM (05:00) to peak at 4:00 PM (16:00) and sharply declined after 5:00 PM (17:00).
- On average, one-half of motorcycle crashes (50.2%) occur in the 6 hours between 12:00 PM and 6:00 PM; the other one-half occurred in the remaining 18 hours of the day.

2007-2012 CRASHES INVOLVING A MOTORCYCLE BY HOUR OF DAY																							
YEAR	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2007	51	31	27	16	6	21	36	90	50	63	105	147	194	186	207	207	204	245	188	124	104	86	58	38
2008	39	39	22	5	7	18	36	100	74	90	122	152	184	170	198	234	266	256	183	139	121	101	53	70
2009	27	19	25	8	7	13	32	50	55	55	75	142	161	164	192	205	197	206	158	118	109	75	50	38
2010	34	27	23	14	9	14	29	62	77	73	108	115	176	143	188	204	207	204	140	92	80	49	45	33
2011	26	31	22	6	9	13	56	79	66	72	94	122	152	182	173	215	224	218	152	97	108	61	57	42
2012	46	38	20	10	15	14	43	67	77	81	94	146	168	201	217	224	233	230	168	130	116	94	61	41

- Consistently from 2007 to 2012, the number of motorcycle crashes between 12:00 PM and 6:00 PM (6 hours) approximates the total motorcycle crashes that occurred in the remaining 18 hours of the day.

2012 Crashes Involving a Motorcycle by Day of the Week

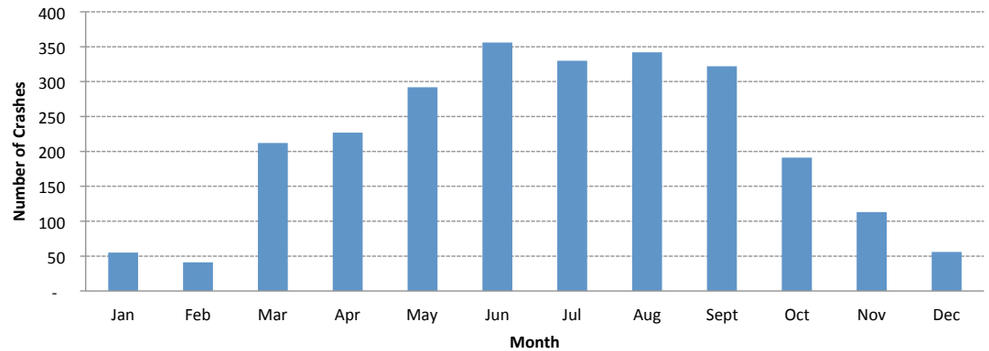


- On average, the majority of motorcycle crashes occurred on weekends, Friday through Sunday.

2007-2012 CRASHES INVOLVING A MOTORCYCLE BY DAY OF WEEK							
YEAR	MON	TUE	WED	THUR	FRI	SAT	SUN
2007	263	292	255	309	389	490	487
2008	291	331	329	351	378	521	488
2009	224	245	331	296	349	373	372
2010	263	253	251	271	328	423	359
2011	277	232	258	282	385	446	398
2012	309	315	301	321	405	470	416

- From 2007 to 2012, the majority of motorcycle crashes consistently occurred on weekends, Friday through Sunday.

2012 Crashes Involving a Motorcycle by Month of Year



- On average, the greatest number of motorcycle crashes occurred in the months, May through September.
- On average, very few motorcycle crashes occurred in the winter months.

2007-2012 CRASHES INVOLVING A MOTORCYCLE BY MONTH OF YEAR												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC
2007	11	44	159	183	274	398	395	343	323	199	136	20
2008	31	63	116	194	312	447	414	407	333	226	118	28
2009	67	69	135	142	272	275	352	383	253	119	87	36
2010	30	15	105	131	234	294	302	346	341	202	88	60
2011	31	31	91	178	211	356	353	410	320	216	61	20
2012	55	41	212	227	292	356	330	342	322	191	113	56

- Consistently over the six-year period, 2007—2012, the average number of motorcycle crashes from December through February accounted for only 4.9% of all motorcycle related crashes.

Crash Conditions

2012 HUMAN CONTRIBUTING FACTOR OF AT-FAULT VEHICLE				
ACTION	PDO	INJURY	FATAL	TOTAL
Aggressive Driving	67	126	11	204
Asleep At Wheel	-	3	-	3
Distracted/Cell Phone	3	3	1	7
Distracted/Other	80	97	5	182
Distracted/Passenger	5	9	-	14
Distracted/Radio	2	3	-	5
Driver Emotionally Upset	1	5	-	6
Driver Fatigue	2	7	1	10
Driver Inexperience	162	245	6	413
Driver Unfamiliar w/Area	48	72	3	123
DUI, DWAI, DUID	33	142	16	191
Evading Law Enforcement	5	10	1	16
Illness/Medical	3	5	1	9
None Apparent	463	575	21	1,059
Other Factor	124	162	9	295
TOTAL	**998**	**1,464**	**75**	**2,537**

- Among at-fault drivers, driver inexperience was the most influential human contributing factor in injuries (16.8%) and total crashes (16.3%).
- Additional factors of influence included: all distractions (8.2%), aggressiveness (8.0%), and DUI (7.5%).
- The most influential factors in fatal crashes were DUI (21.3%) and aggressive driving (14.7%).

2012 HUMAN CONTRIBUTING FACTOR OF MOTORCYCLES ONLY				
ACTION	PDO	INJURY	FATAL	TOTAL
Aggressive Driving	42	100	11	153
Asleep At Wheel	-	1	-	1
Distracted/Cell Phone	-	-	1	1
Distracted/Other	28	62	3	93
Distracted/Passenger	1	4	-	5
Distracted/Radio	-	2	-	2
Driver Emotionally Upset	-	3	-	3
Driver Fatigue	2	5	-	7
Driver Inexperience	122	213	3	338
Driver Unfamiliar w/Area	27	47	1	75
DUI, DWAI, DUID	21	121	14	156
Evading Law Enforcement	4	10	1	15
Illness/Medical	1	5	-	6
None Apparent	243	348	13	604
Other Factor	61	100	6	167
TOTAL	**552**	**1,021**	**53**	**1,626**

- Driver inexperience was the most influential human contributing factor for motorcycle operators (28.8%) and injuries (20.9%).
- The next most influential factors were DUI (9.6%) and aggressive driving (9.4%).
- The most influential factors in motorcycle fatal crashes were DUI (26.4%) and aggressive driving (20.8%).

2012 HUMAN CONTRIBUTING FACTOR OF NON-MOTORCYCLES ONLY				
ACTION	PDO	INJURY	FATAL	TOTAL
Aggressive Driving	25	26	-	51
Asleep At Wheel	-	2	-	2
Distracted/Cell Phone	3	3	-	6
Distracted/Other	52	35	2	89
Distracted/Passenger	4	5	-	9
Distracted/Radio	2	1	-	3
Driver Emotionally Upset	1	2	-	3
Driver Fatigue	-	2	1	3
Driver Inexperience	40	32	3	75
Driver Unfamiliar w/Area	21	25	2	48
DUI, DWAI, DUID	12	21	2	35
Evading Law Enforcement	1	-	-	1
Illness/Medical	2	-	1	3
None Apparent	220	227	8	455
Other Factor	63	62	3	128
TOTAL	**446**	**443**	**22**	**911**

- For non-motorcycle drivers the most influential human contributing factor in crashes with motorcycles (11.7%) and resulting injuries (9.9%) was all distractions
- Non-motorcycle drivers inexperience was the second most influential factor in crashes involving motorcycles (8.2%) and related injuries (7.2%).
- Non-motorcycle drivers inexperience was the primary factor in fatalities (13.6%).

Crash Conditions

2012 MOTORCYCLE MOVEMENT IN CRASHES				
AT-FAULT MOTORCYCLE	PDO	INJURY	FATAL	TOTAL
Avoiding Object in Roadway	17	47	-	64
Backing	1	-	-	1
Changing Lanes	16	29	-	45
Drove Wrong Way	2	3	-	5
Emerging / Leaving Parked	4	1	-	5
Going Straight	274	533	37	844
Making Left Turn	50	49	-	99
Making Right Turn	34	56	-	90
Making U-Turn	5	6	1	12
Other	29	53	2	84
Parked	-	-	-	-
Passing	20	25	3	48
Slowing	37	59	5	101
Spun Out of Control	57	139	4	200
Stopped in Traffic	3	2	-	5
Weaving	3	19	1	23
TOTAL	**552**	**1,021**	**53**	**1,626**

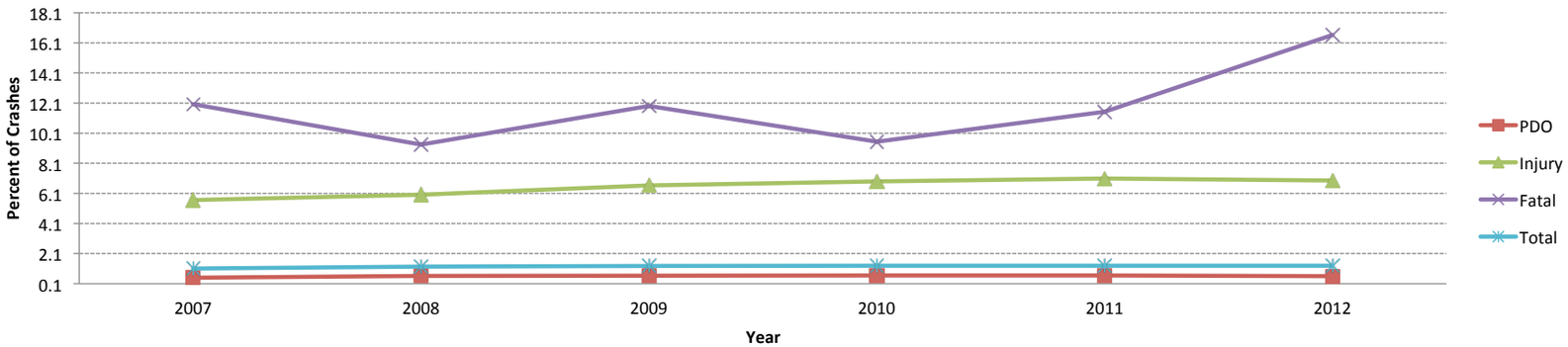
- Overwhelming, at-fault motorcycles were going straight prior to crashes.
- Aside from going straight, spun out of control was the second greatest movements of motorcycles in crashes (12.3%).

2012 MOVEMENT OF OTHER VEHICLES INVOLVED IN MOTORCYCLE CRASHES									
AT-FAULT VEHICLE	PDO	INJURY	FATAL	TOTAL	ALL OTHER VEHICLES	PDO	INJURY	FATAL	TOTAL
Unknown	3	-	-	3	Unknown	3	-	-	3
Avoiding Object in Roadway	4	2	-	6	Avoiding Object in Roadway	7	5	-	12
Backing	37	4	-	41	Backing	37	4	-	41
Changing Lanes	45	64	1	110	Changing Lanes	47	67	2	116
Drove Wrong Way	-	2	1	3	Drove Wrong Way	-	2	1	3
Emerging / Leaving Parked	19	5	-	24	Emerging / Leaving Parked	19	5	-	24
Going Straight	139	113	3	255	Going Straight	226	232	10	468
Making Left Turn	108	180	15	303	Making Left Turn	131	197	21	349
Making Right Turn	30	27	-	57	Making Right Turn	36	34	1	71
Making U-Turn	15	13	1	29	Making U-Turn	17	14	1	32
Other	15	21	-	36	Other	17	26	-	43
Parked	-	-	-	-	Parked	14	16	2	32
Passing	3	1	-	4	Passing	4	1	-	5
Slowing	22	4	-	26	Slowing	60	44	1	105
Spun Out of Control	2	2	-	4	Spun Out of Control	2	4	-	6
Stopped in Traffic	3	1	-	4	Stopped in Traffic	87	71	1	159
Weaving	1	4	1	6	Weaving	1	4	1	6
TOTAL	**446**	**443**	**22**	**911**	**TOTAL**	**708**	**726**	**41**	**1,475**

- Overwhelmingly, prior to crashes involving motorcycles at-fault vehicles were going straight or making a left turn.
- Prior to crashes involving motorcycles 33.3% of at-fault vehicles were making a left turn.
- In crashes involving motorcycles 40.6% of injury crashes occurred when the at-fault vehicle was making a left turn prior to the crash.
- In motorcycle crashes where the other vehicle was at fault, 68.2% of fatal injuries occurred when the at-fault vehicle was making a left turn prior to crash.
- When motorcycles and other vehicles were not at-fault, prior to most crashes the other vehicles were going straight or making a left turn.
- In fatal crashes involving motorcycles, at-fault and other vehicles were making left turns prior to the crash 51.2% of the time.

Pedestrian Related Crashes

2007—2012 Percent of Pedestrian Crashes by Severity



2007—2012 PEDESTRIAN CRASHES BY SEVERITY												
	PDO			INJURY			FATAL			TOTAL		
	ALL	PEDESTRIANS		ALL	PEDESTRIANS		ALL	PEDESTRIANS		ALL	PEDESTRIANS	
YEAR	#	#	%	#	#	%	#	#	%	#	#	%
2007	99,159	449	0.5	12,231	687	5.6	509	61	12.0	111,899	1,197	1.1
2008	93,146	542	0.6	11,213	670	6.0	473	44	9.3	104,832	1,256	1.2
2009	91,044	538	0.6	10,216	674	6.6	438	52	11.9	101,698	1,264	1.2
2010	89,183	545	0.6	9,523	653	6.9	411	39	9.5	99,117	1,237	1.2
2011	91,117	554	0.6	9,581	675	7.0	409	47	11.5	101,107	1,276	1.3
2012	90,590	507	0.6	9,857	682	6.9	434	72	16.6	100,881	1,261	1.2

- From 2007 to 2012, the total percent of crashes involving a pedestrian ranged from a low of 1.1% in 2007 to a high of 1.3% in 2011.
- The total number of crash related injuries fell approximately 19% from 2007 to 2012, however the percent of pedestrian related injuries increased from 5.6% in 2007 to 6.9% in 2012.
- Similarly, a nearly 15% decrease in overall crash related fatalities was recorded from 2007 to 2012 but, the percentage of pedestrian crash related fatalities rose from 12% in 2007 to 16.6% in 2012; the highest observed over the six-year period.
- From 2007 to 2011, the percentage of crash related pedestrian fatalities were consistently observed at or below 12%. An 18% increase was recorded in 2012 from 2007.

Counties

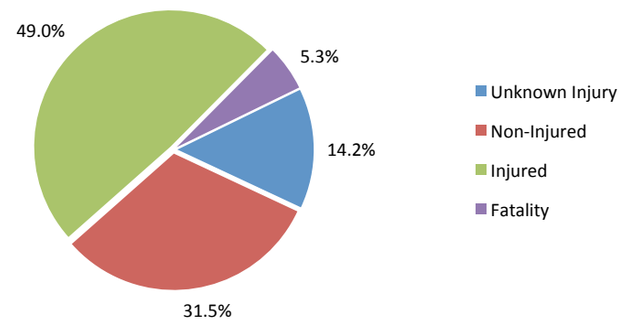
2012 PEDESTRIAN CRASHES BY COUNTY

COUNTY	CRASHES				PERSONS		TOTAL CRASHES	% OF PEDES-TRIAN CRASHES
	PDO	INJURY	FATAL	TOTAL	INJURED	FATALITY		
Adams	54	64	9	127	70	10	9,136	1.4
Alamosa	1	1	-	2	1	-	341	0.6
Arapahoe	77	84	7	168	92	7	10,722	1.6
Archuleta	1	1	-	2	1	-	296	0.7
Baca	-	-	-	-	-	-	45	0.0
Bent	-	-	-	-	-		72	0.0
Boulder	17	42	3	62	42	3	5,325	1.2
Broomfield	1	5	2	8	6	2	1,187	0.7
Chaffee	-	-	-	-	-	-	350	0.0
Cheyenne	-	-	-	-	-	-	47	0.0
Clear Creek	-	-	-	-	-	-	528	0.0
Conejos	-	-	-	-	-	-	106	0.0
Costilla	-	-	-	-	-	-	153	0.0
Crowley	-	-	-	-	-	-	32	0.0
Custer	-	-	-	-	-	-	71	0.0
Delta	-	2	-	2	2	-	469	0.4
Denver	114	196	18	328	209	18	17,020	1.9
Dolores	-	-	-	-	-	-	41	0.0
Douglas	7	7	5	19	9	6	4,166	0.5
Eagle	3	4	1	8	4	1	1,024	0.8
El Paso	49	63	9	121	68	11	10,658	1.1
Elbert	1	1	-	2	1	-	277	0.7
Fremont	7	-	-	7	-	-	669	1.0
Garfield	4	4	-	8	7	-	1,385	0.6
Gilpin	-	1	-	1	1	-	125	0.8
Grand	-	2	-	2	2	-	389	0.5
Gunnison	1	1	-	2	1	-	305	0.7
Hinsdale	-	-	-	-	-	-	16	0.0
Huerfano	-	-	-	-	-	-	242	0.0
Jackson	-	-	-	-	-	-	84	0.0
Jefferson	54	78	5	137	86	5	10,320	1.3
Kiowa	-	-	-	-	-	-	23	0.0
Kit Carson	-	-	-	-	-	-	142	0.0
La Plata	5	12	-	17	12	-	1,199	1.4
Lake	1	1	-	2	1	-	76	2.6
Larimer	25	27	3	55	30	3	5,392	1.0
Las Animas	1	3	-	4	3	-	370	1.1
Lincoln	-	-	1	1	-	2	113	0.9
Logan	-	4	-	4	4	-	441	0.9
Mesa	11	16	2	29	16	2	2,562	1.1
Mineral	-	-	-	-	-	-	81	0.0
Moffat	2	1	-	3	1	-	325	0.9
Montezuma	1	6	-	7	7	-	503	1.4
Montrose	2	1	-	3	1	-	587	0.5
Morgan	2	4	-	6	4	-	548	1.1
Otero	-	-	-	-	-	-	252	0.0
Ouray	-	1	-	1	1	-	122	0.8
Park	-	1	-	1	1	-	363	0.3
Phillips	-	-	-	-	-	-	47	0.0
Pitkin	2	5	1	8	5	1	536	1.5
Prowers	-	2	-	2	2	-	157	1.3
Pueblo	37	18	4	59	18	4	3,693	1.6
Rio Blanco	-	1	-	1	1	-	154	0.6
Rio Grande	-	-	-	-	-	-	230	0.0
Routt	2	3	-	5	3	-	681	0.7
Saguache	-	-	-	-	-	-	150	0.0
San Juan	-	-	-	-	-	-	49	0.0
San Miguel	1	1	-	2	1	-	145	1.4
Sedgwick	-	-	-	-	-	-	43	0.0
Summit	4	3	1	8	3	1	814	1.0
Teller	1	2	-	3	2	-	439	0.7
Washington	-	-	1	1	-	1	125	0.8
Weld	19	13	-	32	13	-	4,792	0.7
Yuma	-	1	-	1	1	-	126	0.8
TOTAL	**507**	**682**	**72**	**1,261**	**732**	**77**	**100,881**	**1.2**

- In 2012, crashes involving pedestrians were recorded in 42 of Colorado's 64 counties.
- Denver County reported the highest number of crashes involving pedestrians; followed by Arapahoe, Jefferson, Adams, and El Paso counties.
- In Denver, Arapahoe, and Jefferson counties the percent of fatal crashes ranged from 3.6% to 5.5% of the total pedestrian related crashes. In El Paso County, 7.4% of pedestrian related crashes resulted in fatality.
- Weld, Garfield, and La Plata counties saw significant occurrence of total pedestrian crashes but none recorded a fatality in 2012.
- Denver saw almost twice the amount of pedestrain related crashes than any other county.

Pedestrian/Driver Conditions

2012 Injury Level of All Pedestrians in Crashes

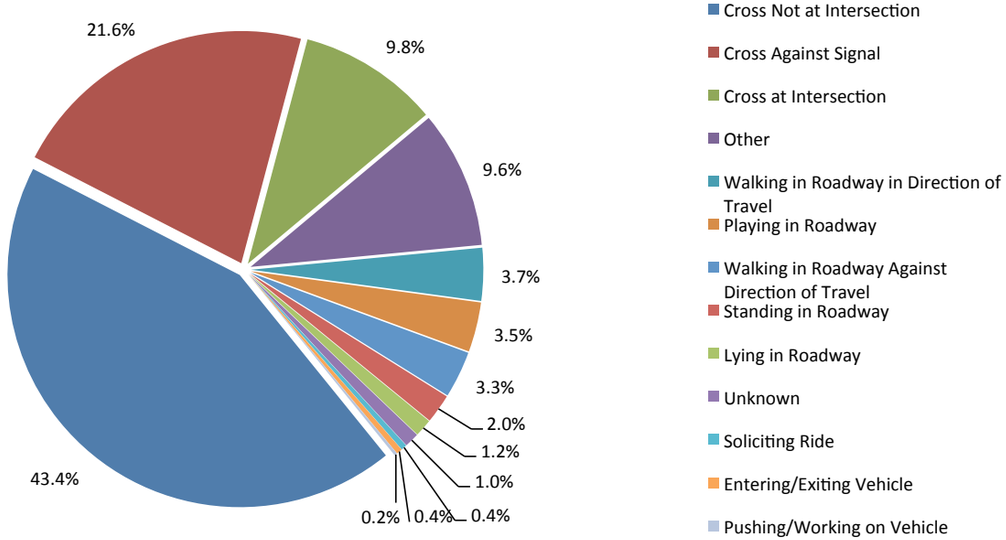


2012 INJURY SEVERITY OF PEDESTRIANS IN CRASHES				
UNKNOWN INJURY	NON-INJURED	INJURED	FATALITY	TOTAL
186	413	642	70	1,311

- In 2012, 1 in 3 pedestrians involved in crashes emerged without injury.
- Nearly half of all pedestrians involved in a crash incurred injury.
- A fatality was observed in 5.3% of pedestrian in crashes in 2012.

Pedestrian/Driver Conditions

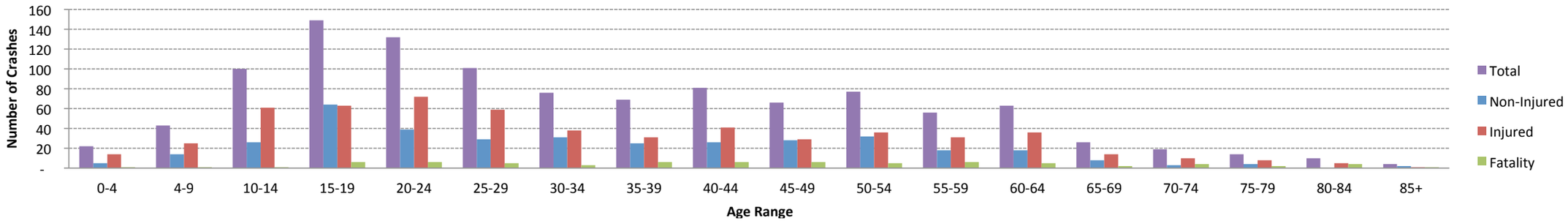
2012 At-Fault Pedestrian Action in Crashes



2012 AT-FAULT PEDESTRIAN ACTIONS IN CRASHES					
	AT-FAULT PEDESTRIAN				
ACTION	UNKNOWN INJURY	NON-INJURED	INJURY	FATALITY	TOTAL
Cross Not at Intersection	24	43	126	20	213
Cross Against Signal	12	23	64	7	106
Cross at Intersection	9	12	26	1	48
Other	6	7	33	1	47
Walking in Roadway in Direction of Travel	2	4	9	3	18
Playing in Roadway	4	4	9	-	17
Walking in Roadway Against Direction of Travel	1	4	9	2	16
Standing in Roadway	2	1	6	1	10
Lying in Roadway	2	-	2	2	6
Unknown	3	1	1	-	5
Soliciting Ride	-	-	2	-	2
Entering/Exiting Vehicle	-	-	1	1	2
Pushing/Working on Vehicle	1	-	-	-	1
TOTALS	**66**	**99**	**288**	**38**	**491**

- In approximately 39% of pedestrian related crashes, the pedestrian was determined to be at-fault.
- Nearly 75% of at-fault pedestrian actions involved crossing the road, 43.4% was not at an intersection and 21.6% were against the signal.
- At-fault pedestrians not crossing at an intersection and crossing against a traffic signal resulted in 27 of the 38 fatalities (71.1%) in 2012.
- Walking or playing in the roadway contributed to 10.4% of the at-fault pedestrian actions in crashes.

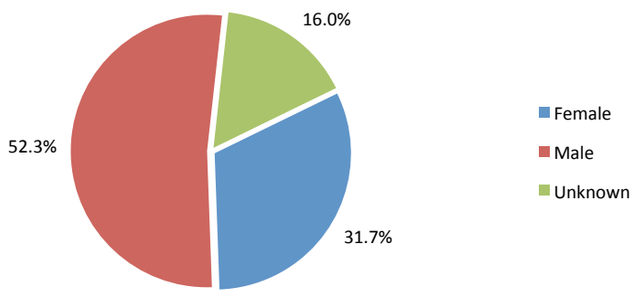
2012 Age Range of Pedestrian in Crashes



2012 AGE OF ALL PEDESTRIANS IN CRASHES										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
AGE	#	%	#	%	#	%	#	%	#	%
0-4	2	1.1	5	1.2	14	2.2	1	1.4	22	1.7
4-9	3	1.6	14	3.4	25	3.9	1	1.4	43	3.3
10-14	12	6.5	26	6.3	61	9.5	1	1.4	100	7.6
15-19	16	8.6	64	15.5	63	9.8	6	8.6	149	11.4
20-24	15	8.1	39	9.4	72	11.2	6	8.6	132	10.1
25-29	8	4.3	29	7.0	59	9.2	5	7.1	101	7.7
30-34	4	2.2	31	7.5	38	5.9	3	4.3	76	5.8
35-39	7	3.8	25	6.1	31	4.8	6	8.6	69	5.3
40-44	8	4.3	26	6.3	41	6.4	6	8.6	81	6.2
45-49	3	1.6	28	6.8	29	4.5	6	8.6	66	5.0
50-54	4	2.2	32	7.7	36	5.6	5	7.1	77	5.9
55-59	1	0.5	18	4.4	31	4.8	6	8.6	56	4.3
60-64	4	2.2	18	4.4	36	5.6	5	7.1	63	4.8
65-69	2	1.1	8	1.9	14	2.2	2	2.9	26	2.0
70-74	2	1.1	3	0.7	10	1.6	4	5.7	19	1.4
75-79	-	0.0	4	1.0	8	1.2	2	2.9	14	1.1
80-84	1	0.5	-	0.0	5	0.8	4	5.7	10	0.8
85+	-	0.0	2	0.5	1	0.2	1	1.4	4	0.3
Unknown	94	50.5	41	9.9	68	10.6	-	0.0	203	15.5
TOTAL	**186**	**100.0**	**413**	**100.0**	**642**	**100.0**	**70**	**100.0**	**1,311**	**100.0**

- Pedestrians between 15—24 were involved in roughly 21% of pedestrian in crashes.
- 36.8% of pedestrians injured in crashes were between the ages 10—29.

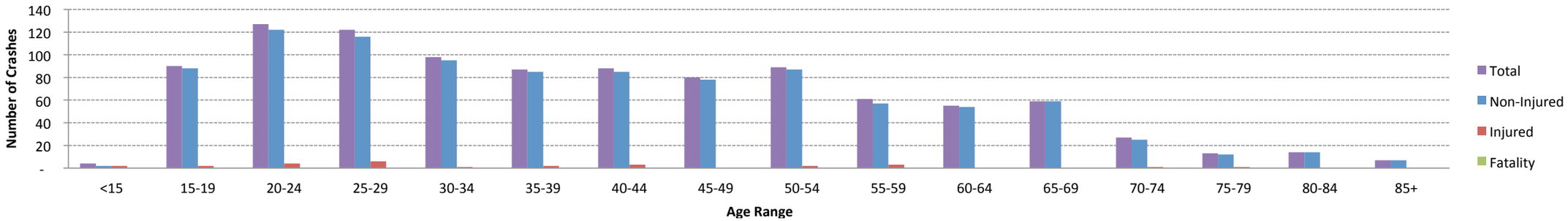
2012 Gender of All Pedestrians in Crashes



2012 GENDER OF PEDESTRIANS IN CRASHES										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
GENDER	#	%	#	%	#	%	#	%	#	%
Female	38	20.4	153	37.0	203	31.6	21	30.0	415	31.7
Male	59	31.7	213	51.6	366	57.0	48	68.6	686	52.3
Unknown	89	47.8	47	11.4	73	11.4	1	1.4	210	16.0
TOTAL	**186**	**100.0**	**413**	**100.0**	**642**	**100.0**	**70**	**100.0**	**1,311**	**100.0**

- In 2012, male pedestrians were involved in 52.3% of pedestrian related crashes.
- Total female pedestrian fatalities (21) accounted for less than half of those recorded where male pedestrians (48) were involved.

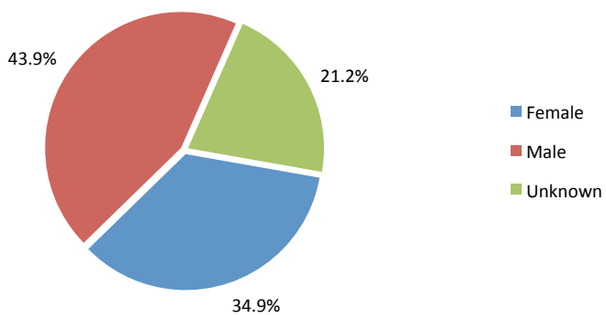
2012 Age Range of Drivers in Pedestrian Related Crashes



2012 AGE RANGE OF DRIVERS IN PEDESTIRAN RELATED CRASHES										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
AGE	#	%	#	%	#	%	#	%	#	%
<15	-	0.0	2	0.2	2	7.1	-	0.0	4	0.3
15-19	-	0.0	88	8.7	2	7.1	-	0.0	90	6.9
20-24	1	0.4	122	12.0	4	14.3	-	0.0	127	9.7
25-29	-	0.0	116	11.4	6	21.4	-	0.0	122	9.4
30-34	2	0.8	95	9.4	1	3.6	-	0.0	98	7.5
35-39	-	0.0	85	8.4	2	7.1	-	0.0	87	6.7
40-44	-	0.0	85	8.4	3	10.7	-	0.0	88	6.8
45-49	2	0.8	78	7.7	-	0.0	-	0.0	80	6.1
50-54	-	0.0	87	8.6	2	7.1	-	0.0	89	6.8
55-59	1	0.4	57	5.6	3	10.7	-	0.0	61	4.7
60-64	1	0.4	54	5.3	-	0.0	-	0.0	55	4.2
65-69	-	0.0	59	5.8	-	0.0	-	0.0	59	4.5
70-74	1	0.4	25	2.5	1	3.6	-	0.0	27	2.1
75-79	-	0.0	12	1.2	1	3.6	-	0.0	13	1.0
80-84	-	0.0	14	1.4	-	0.0	-	0.0	14	1.1
85+	-	0.0	7	0.7	-	0.0	-	0.0	7	0.5
Unknown	251	96.9	30	3.0	1	3.6	-	0.0	282	21.6
TOTAL	**259**	**100.0**	**1,016**	**100.0**	**28**	**100.0**	**-**	**0.0**	**1,303**	**100.0**

- No driver fatalities occurred in pedestrian related crashes in 2012.
- Drivers aged 20—29 were involved in 19.1% of pedestrian related crashes; surpassing any other age group.
- Drivers in the 55—59 age group and older were involved in fewer crashes than their younger counterparts.

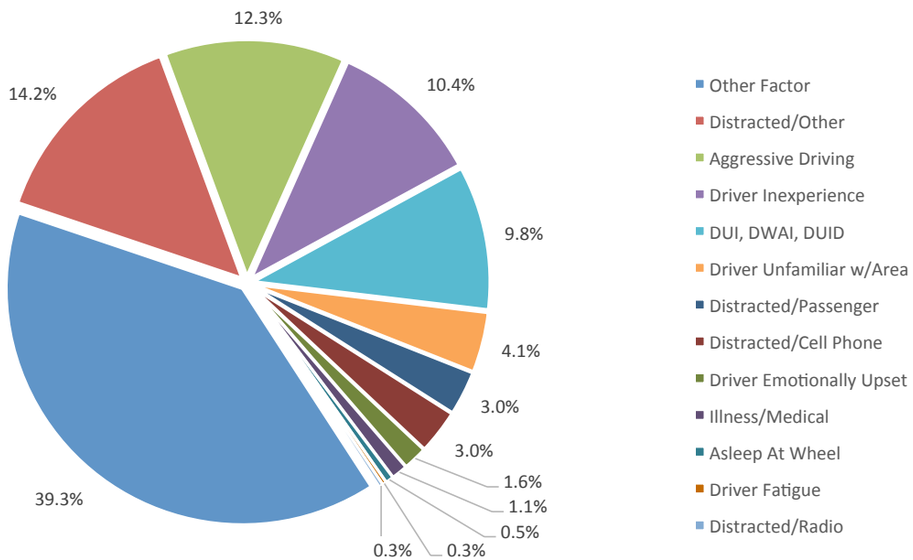
2012 Gender of Drivers in Pedestrian Crashes



2012 GENDER OF DRIVERS IN PEDESTRIAN CRASHES										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
GENDER	#	%	#	%	#	%	#	%	#	%
Female	5	1.9	443	43.6	7	25.0	-	0.0	455	34.9
Male	13	5.0	539	53.1	20	71.4	-	0.0	572	43.9
Unknown	241	93.1	34	3.3	1	3.6	-	0.0	276	21.2
TOTAL	**259**	**100.0**	**1,016**	**100.0**	**28**	**100.0**	**-**	**100.0**	**1,303**	**100.0**

- Where driver gender was known, male drivers were involved in nearly 56% of pedestrian related crashes.
- Male drivers involved in pedestrian related crashes were more often injured than female drivers; 71.4% of drivers injured were men.

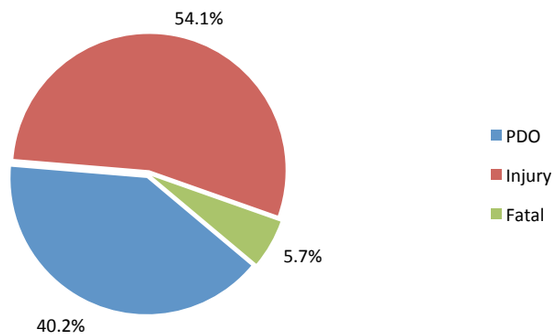
2012 Human Contributing Factors of At-Fault Driver in Pedestrian Related Crashes (Other than "None Apparent")



2012 HUMAN CONTRIBUTING FACTOR OF AT-FAULT DRIVER IN PEDESTRIAN RELATED CRASHES				
FACTOR	PDO	INJURY	FATAL	TOTAL
None Apparent	217	178	9	404
Other Factor	65	73	6	144
Distracted/Other	20	29	3	52
Aggressive Driving	17	25	3	45
Driver Inexperience	16	21	1	38
DUI, DWAI, DUID	12	15	9	36
Driver Unfamiliar w/Area	4	11	-	15
Distracted/Passenger	4	7	-	11
Distracted/Cell Phone	5	5	1	11
Driver Emotionally Upset	2	4	-	6
Illness/Medical	1	2	1	4
Asleep At Wheel	-	2	-	2
Driver Fatigue	1	-	-	1
Distracted/Radio	-	1	-	1
Evading Law Enforcement	-	-	-	-
Phyisical Disability	-	-	-	-
TOTAL	**364**	**373**	**33**	**770**

- No apparent factor was attributed to approximately 52% of pedestrian related crashes in 2012.
- Even though drivers charged with DUI, DWAI, DUID could be attributed to 4.7% of the total pedestrian related crashes, the factor contributed to 27.3% of observed fatalities where the driver was at-fault.
- The at-fault driver was distracted in nearly 10% of pedestrian related crashes in 2012.

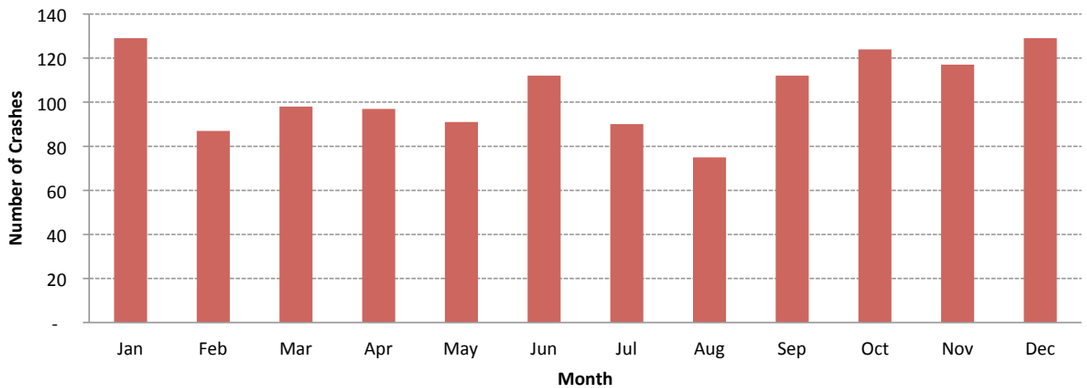
2012 Pedestrian Crashes by Severity



2012 PESTRIAN CRASHES BY SEVERITY			
PDO	INJURY	FATAL	TOTAL
507	682	72	1,261

- Nearly 60% of pedestrian related crashes in 2012 resulted in either an injury or fatality.

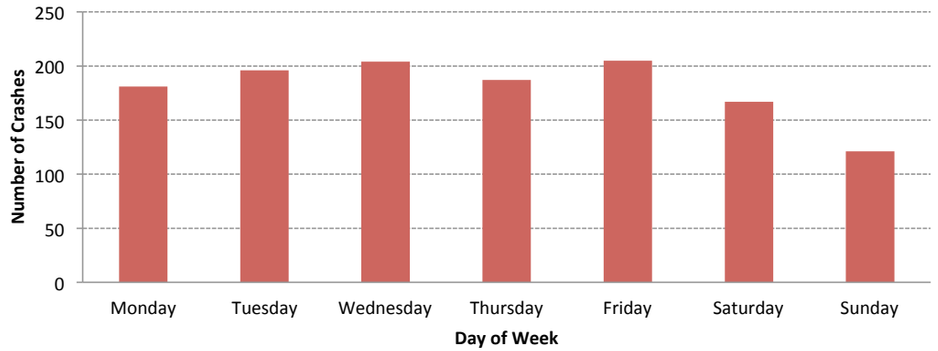
2012 Pedestrian Related Crashes by Month of Year



2007—2012 PEDESTRIAN RELATED CRASHES BY MONTH OF YEAR												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2007	117	97	96	81	102	85	82	92	112	116	114	103
2008	128	91	87	79	104	95	102	93	113	101	136	127
2009	129	93	99	98	107	93	88	110	104	128	114	101
2010	105	91	74	120	82	81	89	98	139	132	108	118
2011	129	117	88	87	88	114	75	99	127	110	131	111
2012	129	87	98	97	91	112	90	75	112	124	117	129

- Over the six-year period, pedestrian related crashes were most often observed in the autumn and early winter from September through January.
- Between 2007 and 2012, September 2010 observed the highest number of pedestrian related crashes and March 2010 saw the fewest.
- In 2012, 129 pedestrian related crashes were recorded in both January and December; the highest for the year.
- The fewest pedestrian related crashes of the year were observed in August and February 2012.

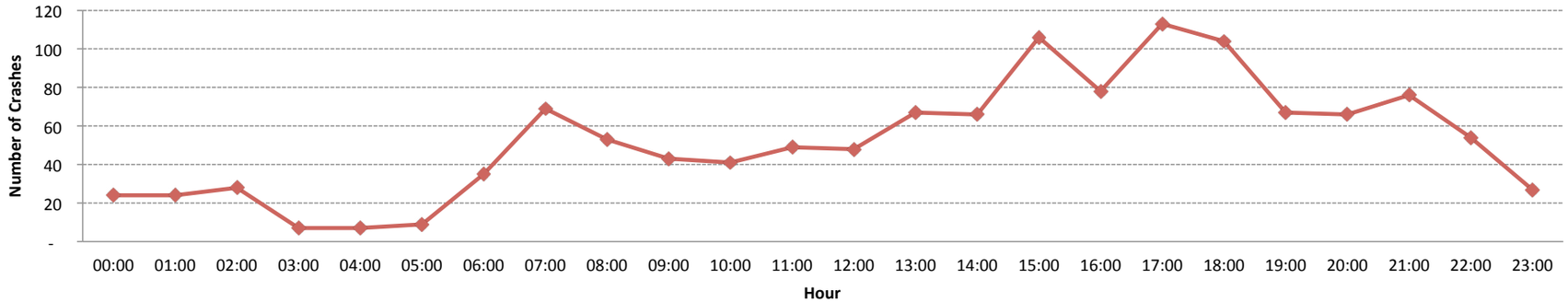
2012 Pedestrian Related Crashes by Day of Week



2007—2012 PEDESTRIAN RELATED CRASHES BY DAY OF WEEK							
YEAR	MON	TUE	WED	THUR	FRI	SAT	SUN
2007	196	173	175	186	226	138	103
2008	180	194	197	211	224	153	97
2009	193	213	207	202	202	137	110
2010	145	211	206	185	244	133	113
2011	176	192	197	197	234	172	108
2012	181	196	204	187	205	167	121

- The fewest number of pedestrian related crashes in 2012 occurred on Sundays; however 2012 observed the highest number of crashes on Sundays as compared to the previous five years.
- The highest number of pedestrian related crashes occurred on Wednesdays and Fridays.
- Saturdays and Thursdays in 2012 saw the second and third least number of pedestrian related crashes.

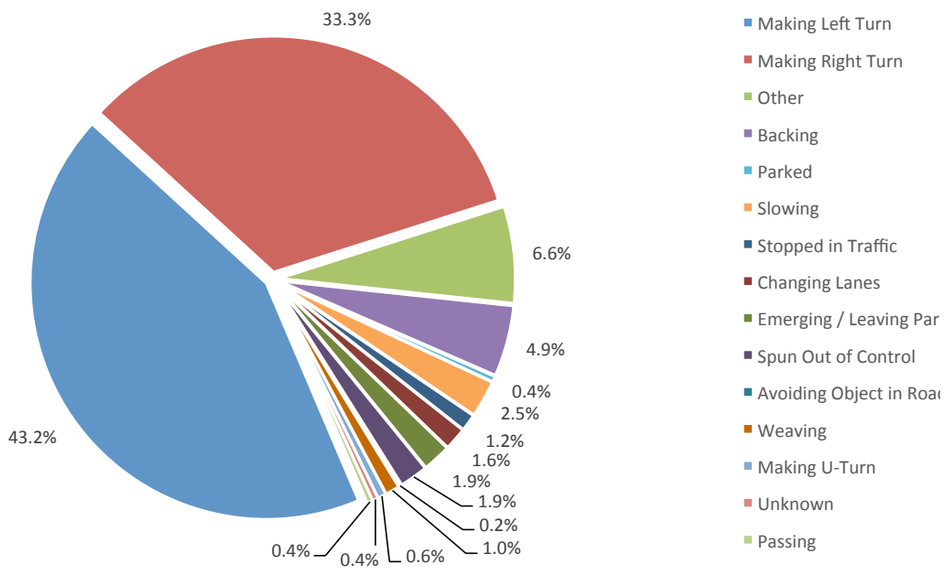
2012 Pedestrian Related Crashes by Hour of Day



2007-2012 PEDESTRIAN RELATED CRASHES BY HOUR OF DAY																							
YEAR	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2007	25	28	22	5	5	8	26	74	52	43	34	44	53	55	69	102	93	82	101	69	61	71	34	40
2008	22	25	21	7	4	13	25	66	67	29	40	49	63	58	74	109	91	124	103	71	64	52	37	40
2009	23	20	18	9	-	6	32	72	61	38	45	51	71	67	74	124	88	110	110	62	59	62	35	25
2010	20	21	25	8	7	11	43	73	53	36	48	56	64	39	76	108	105	103	94	67	53	63	37	24
2011	27	27	17	8	6	10	33	69	65	32	39	61	51	62	70	111	96	122	90	82	59	59	45	35
2012	24	24	28	7	7	9	35	69	53	43	41	49	48	67	66	106	78	113	104	67	66	76	54	27

- From 2007 to 2012, pedestrian related crashes occurred most often between the hours of 3 PM and 6 PM.
- Excluding 2010, the 4 PM hour saw a consistent drop in crashes over the six-year period.
- Similar to previous years, in 2012 most pedestrian related crashes occurred between 3 PM and 6 PM with a slight decrease during the 4 PM hour.
- In 2012, a secondary increase in crashes was recorded during the 7 AM hour and again during the 9 PM hour.

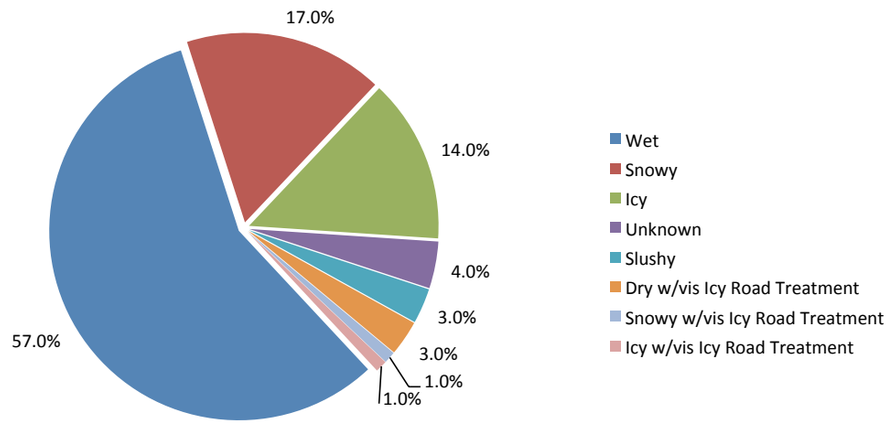
2012 Movement of the At-Fault Vehicle in Pedestrian Related Crashes (Other than Going Straight)



2012 MOVEMENT OF THE AT-FAULT VEHICLE IN PEDESTRIAN RELATED CRASHES				
	AT-FAULT VEHILCE			
MOVEMENT	PDO	INJURY	FATAL	TOTAL
Going Straight	108	126	22	256
Making Left Turn	98	122	2	222
Making Right Turn	101	67	3	171
Other	13	19	2	34
Backing	10	14	1	25
Parked	1	-	1	2
Slowing	9	4	-	13
Stopped in Traffic	5	1	-	6
Changing Lanes	2	5	1	8
Emerging / Leaving Parked	6	4	-	10
Spun Out of Control	5	5	-	10
Avoiding Object in Roadway	-	1	-	1
Weaving	2	2	1	5
Making U-Turn	1	2	-	3
Unknown	1	1	-	2
Passing	2	-	-	2
Drove Wrong Way	-	-	-	-
TOTAL	**364**	**373**	**33**	**770**

- At-fault vehicles going straight contributed to 33.2% of all pedestrian related crashes in 2012.
- Disregarding straight movement of at-fault vehicles involved in pedestrian related crashes, making a left turn and making a right turn were responsible for 43.2% and 33.3% of crashes respectively.

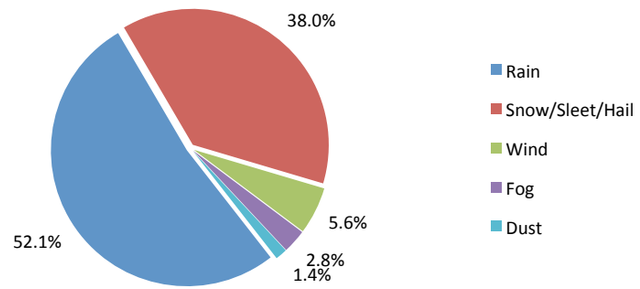
2012 Road Conditions of Pedestrian Related Crashes (Other than "Dry")



- Dry road conditions were present in 92% of all pedestrian related crashes in 2012.
- Other than Dry; Wet, Snowy, and Icy road conditions were present in 57%, 17% and 14% of pedestrian related crashes.
- Only five of the 1,261 pedestrian related crashes occurred on roads that had been treated.

2012 ROAD CONDITIONS OF PEDESTRIAN RELATED CRASHES				
CONDITION	PDO	INJURY	FATAL	TOTAL
Dry	455	637	69	1,161
Wet	27	29	1	57
Snowy	10	7	-	17
Icy	7	7	-	14
Unknown	1	1	2	4
Slushy	3	-	-	3
Dry w/vis Icy Road Treatment	3	-	-	3
Snowy w/vis Icy Road Treatment	-	1	-	1
Icy w/vis Icy Road Treatment	1	-	-	1
Muddy	-	-	-	-
Foreign Material	-	-	-	-
Wet w/vis Icy Road Treatment	-	-	-	-
Slushy w/vis Icy Road Treatment	-	-	-	-
TOTAL	**507**	**682**	**72**	**1,261**

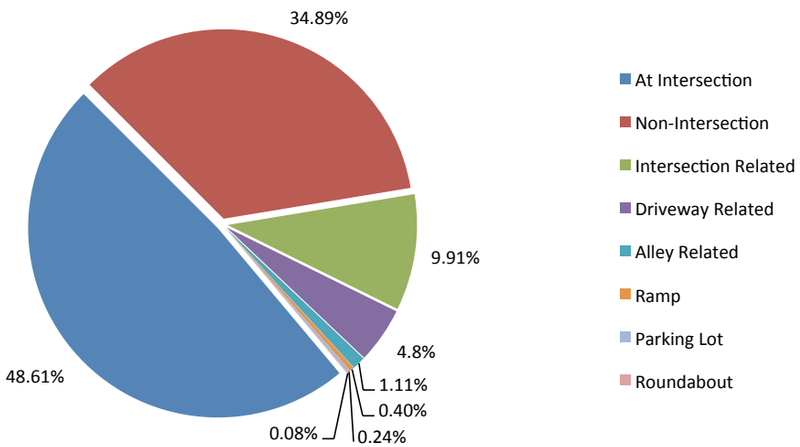
2012 Pedestrian Related Crashes by Inclement Weather Conditions



2012 WEATHER CONDITIONS OF PEDESTRIAN RELATED CRASHES				
CONDITION	PDO	INJURY	FATAL	TOTAL
None	470	652	68	1,190
Rain	18	17	2	37
Snow/Sleet/Hail	16	11	-	27
Wind	1	2	1	4
Fog	1	-	1	2
Dust	1	-	-	1
TOTAL	**507**	**682**	**72**	**1,261**

- Roughly 94% of all pedestrian related crashes occurred when no inclement weather was present.
- Rain and Snow/Sleet/Hail were present in 90.1% of pedestrian related crashes where inclement weather conditions were observed.
- No fatalities were recorded where Snow/Sleet/Hail conditions were present.

2012 Road Description in Pedestrian Related Crashes

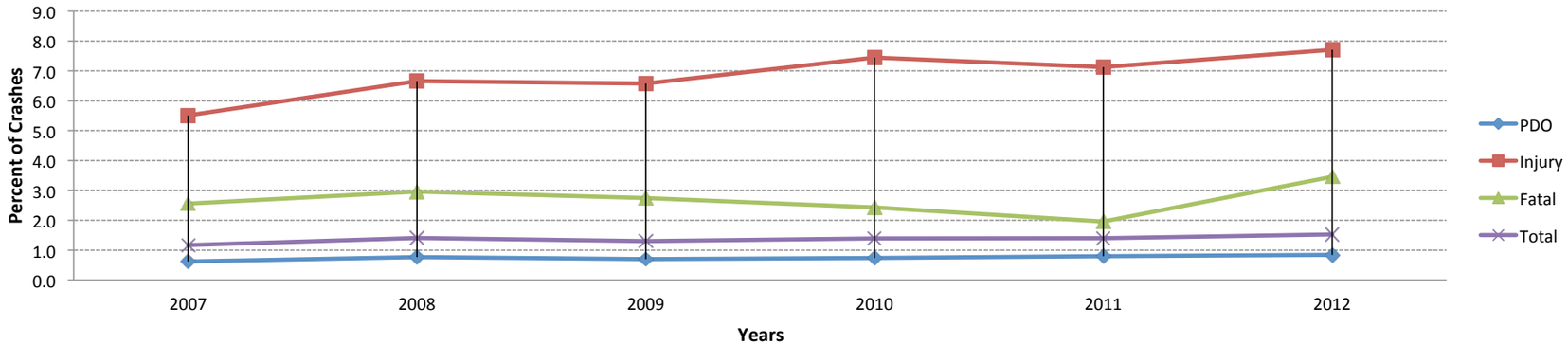


2012 ROAD DESCRIPTION IN PEDESTRIAN RELATED CRASHES				
ROAD	PDO	INJURY	FATAL	TOTAL
At Intersection	287	309	17	613
Non-Intersection	142	253	45	440
Intersection Related	40	80	5	125
Driveway Related	29	28	3	60
Alley Related	5	8	1	14
Ramp	1	3	1	5
Parking Lot	2	1	-	3
Roundabout	1	-	-	1
TOTAL	**507**	**682**	**72**	**1,261**

- In 2012, 58.5% of pedestrian related crashes either occurred at an intersection or were intersection related.
- Of the 440 non-intersection related crashes 10.2% resulted in fatality, whereas 2.8% of those crashes at an intersection resulted in fatality.

Bicycles

2007—2012 Bicycle Related Crashes by Severity



2007—2012 BICYCLE RELATED CRASHES BY SEVERITY												
	PDO			INJURY			FATAL			TOTAL		
	ALL	BICYCLE CRASHES		ALL	BICYCLE CRASHES		ALL	BICYCLE CRASHES		ALL	BICYCLE CRASHES	
YEAR	#	#	%	#	#	%	#	#	%	#	#	%
2007	99,159	615	0.6	12,231	674	5.5	509	13	2.6	111,899	1,302	1.2
2008	93,146	713	0.8	11,213	747	6.7	473	14	3.0	104,832	1,474	1.4
2009	91,044	639	0.7	10,216	672	6.6	438	12	2.7	101,698	1,323	1.3
2010	89,183	659	0.7	9,523	709	7.4	411	10	2.4	99,117	1,378	1.4
2011	91,117	722	0.8	9,581	683	7.1	409	8	2.0	101,107	1,413	1.4
2012	90,482	757	0.8	9,965	768	7.7	434	15	3.5	100,881	1,540	1.5

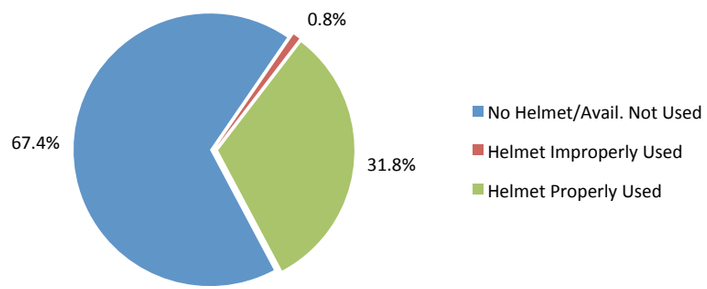
- While the total number of crashes generally decreased over the six-year period, bicycle related crashes increased approximately 18.3% from 2007 to 2012.
- In 2012, only 1.5% of all crashes were bicycle related.
- Bicycle injury occurrence was at its lowest in 2007 but increased steadily to a high of 7.7% of total injury crashes in 2012.
- Between 2007 and 2011, recorded fatalities in bicycle related crashes declined until the highest rates were observed in 2012. Bicycle related crash fatalities increased by approximately 88% from 2011 to 2012.

Counties

2012 BICYCLE RELATED CRASHES BY COUNTY								
	CRASHES				PERSONS		TOTAL CRASHES	% OF TOTAL CRASHES
COUNTY	PDO	INJURY	FATAL	TOTAL	INJURED	FATALITY		
Adams	47	41	-	88	41	-	9,136	1.0
Alamosa	7	1	-	8	1	-	341	2.3
Arapahoe	93	86	2	181	86	2	10,722	1.7
Archuleta	-	3	-	3	3	-	296	1.0
Baca	-	-	-	-	-	-	45	0.0
Bent	-	-	-	-	-	-	72	0.0
Boulder	64	115	1	180	115	1	5,325	3.4
Broomfield	5	10	-	15	10	-	1,187	1.3
Chaffee	2	2	1	5	2	1	350	1.4
Cheyenne	-	-	-	-	-	-	47	0.0
Clear Creek	-	-	-	-	-	-	528	0.0
Conejos	-	-	-	-	-	-	106	0.0
Costilla	-	-	-	-	-	-	153	0.0
Crowley	-	-	-	-	-	-	32	0.0
Custer	-	-	-	-	-	-	71	0.0
Delta	3	2	1	6	2	1	469	1.3
Denver	139	150	2	291	150	2	17,020	1.7
Dolores	-	-	-	-	-	-	41	0.0
Douglas	23	12	1	36	12	1	4,166	0.9
Eagle	4	6	-	10	6	-	1,024	1.0
El Paso	63	58	-	121	58	-	10,658	1.1
Elbert	-	-	1	1	-	1	277	0.4
Fremont	4	1	1	6	1	1	669	0.9
Garfield	8	7	-	15	7	-	1,385	1.1
Gilpin	-	-	-	-	-	-	125	0.0
Grand	1	1	-	2	1	-	389	0.5
Gunnison	-	1	1	2	1	1	305	0.7
Hinsdale	-	-	-	-	-	-	16	0.0
Huerfano	-	2	-	2	2	-	242	0.8
Jackson	1	1	-	2	1	-	84	2.4
Jefferson	84	66	2	152	66	2	10,320	1.5
Kiowa	-	-	-	-	-	-	23	0.0
Kit Carson	-	-	-	-	-	-	142	0.0
La Plata	3	8	-	11	8	-	1,199	0.9
Lake	-	-	-	-	-	-	76	0.0
Larimer	102	112	-	214	112	-	5,392	4.0
Las Animas	-	-	-	-	-	-	370	0.0
Lincoln	-	-	-	-	-	-	113	0.0
Logan	-	2	-	2	2	-	441	0.5
Mesa	21	26	-	47	26	-	2,562	1.8
Mineral	-	-	-	-	-	-	81	0.0
Moffat	1	-	-	1	-	-	325	0.3
Montezuma	2	2	-	4	2	-	503	0.8
Montrose	2	4	-	6	4	-	587	1.0
Morgan	-	1	1	2	1	1	548	0.4
Otero	1	-	-	1	-	-	252	0.4
Ouray	-	-	-	-	-	-	122	0.0
Park	-	-	-	-	-	-	363	0.0
Phillips	-	1	-	1	1	-	47	2.1
Pitkin	4	3	-	7	3	-	536	1.3
Prowers	-	2	-	2	2	-	157	1.3
Pueblo	39	2	-	41	2	-	3,693	1.1
Rio Blanco	-	-	-	-	-	-	154	0.0
Rio Grande	-	1	-	1	1	-	230	0.4
Routt	4	5	-	9	5	-	681	1.3
Saguache	-	1	-	1	1	-	150	0.7
San Juan	-	-	-	-	-	-	49	0.0
San Miguel	1	1	-	2	1	-	145	1.4
Sedgwick	-	1	-	1	1	-	43	2.3
Summit	2	4	-	6	4	-	814	0.7
Teller	1	2	-	3	2	-	439	0.7
Washington	-	-	-	-	-	-	125	0.0
Weld	26	25	1	52	25	1	4,792	1.1
Yuma	-	-	-	-	-	-	126	0.0
TOTAL	**757**	**768**	**15**	**1,540**	**768**	**15**	**100,881**	**1.5**

- Of Colorado's 64 counties, 23 did not record a bicycle related crash in 2012.
- In 2012, Denver County had the highest total number of bicycle related crashes (291).
- Larimer County had the highest percentage of bicycle related crashes,1 in 25 crashes involved a cyclist in 2012.
- The five counties with the highest occurrence of bicycle related crashes were Denver, Larimer, Arapahoe, Boulder, and Jefferson counties.

2012 Bicyclists and Helmet use in Crashes (Of Known Helmet Use)

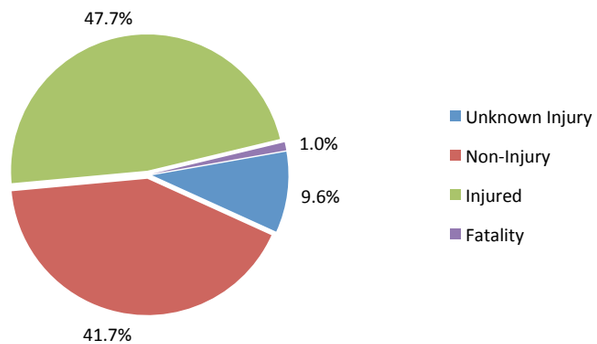


2012 BICYCLISTS AND HELMET USE IN CRASHES										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
HELMET USE	#	%	#	%	#	%	#	%	#	%
N/A (Cars/Trucks)	5	3.4	43	6.6	27	3.6	1	6.7	76	4.9
No Helmet	29	19.5	398	61.2	445	59.9	8	53.3	880	56.5
Available Not Used	-	0.0	1	0.2	-	0.0	-	0.0	1	0.1
Helmet Improperly Used	-	0.0	4	0.6	7	0.9	-	0.0	11	0.7
Helmet Properly Used	7	4.7	169	26.0	234	31.5	6	40.0	416	26.7
Unknown	108	72.5	35	5.4	30	4.0	-	0.0	173	11.1
TOTAL	**149**	**100.0**	**650**	**100.0**	**743**	**100.0**	**15**	**100.0**	**1,557**	**100.0**

2012 BICYCLISTS AND HELMET USE IN CRASHES (EXCLUDING "N/A (CARS & TRUCKS" AND "UNKNOWN")		
	TOTAL	
HELMET USE	#	%
No Helmet/Avail. Not Used	881	67.4
Helmet Improperly Used	11	0.8
Helmet Properly Used	416	31.8
TOTAL	**1,308**	**100.0**

- No helmet was used in 67.4% of bicycle related crashes.
- The majority of injuries (59.9%) in bicycle related crashes occurred when the bicyclist was not wearing a helmet.

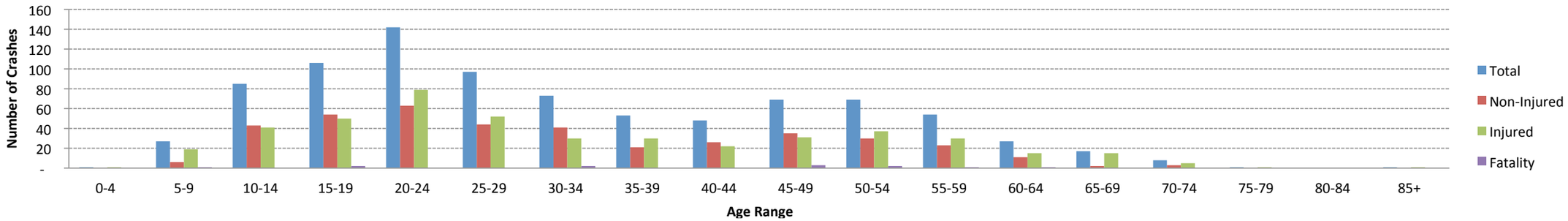
2012 Injury Severity of Bicyclist in Crashes



2012 INJURY SEVERITY OF BICYCLIST IN CRASHES				
UNKNOWN INJURY	NON-INJURY	INJURED	FATALITY	TOTAL
149	650	743	15	1,557

- Cyclists were injured in 47.7% of bicycle related crashes in 2012.
- Nearly 1 in 100 bicycle related crashes in 2012 resulted in a cyclist fatality.

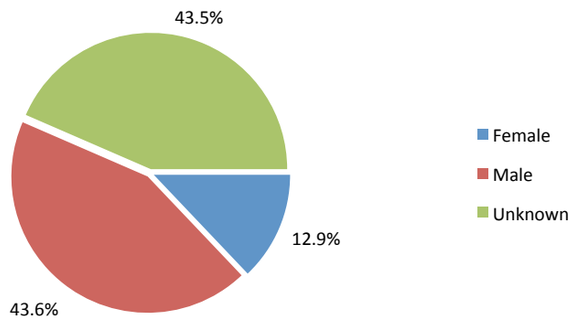
2012 Age Range of All Bicyclists in Crashes



2012 AGE RANGE OF ALL BICYCLISTS IN CRASHES										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
AGE	#	%	#	%	#	%	#	%	#	%
0-4	-	0.0	-	0.0	1	0.1	-	0.0	1	0.1
5-9	1	0.7	6	0.9	19	2.6	1	6.7	27	1.7
10-14	1	0.7	43	6.6	41	5.5	-	0.0	85	5.5
15-19	-	0.0	54	8.3	50	6.7	2	13.3	106	6.8
20-24	-	0.0	63	9.7	79	10.6	-	0.0	142	9.1
25-29	1	0.7	44	6.8	52	7.0	-	0.0	97	6.2
30-34	-	0.0	41	6.3	30	4.0	2	13.3	73	4.7
35-39	2	1.3	21	3.2	30	4.0	-	0.0	53	3.4
40-44	-	0.0	26	4.0	22	3.0	-	0.0	48	3.1
45-49	-	0.0	35	5.4	31	4.2	3	20.0	69	4.4
50-54	-	0.0	30	4.6	37	5.0	2	13.3	69	4.4
55-59	-	0.0	23	3.5	30	4.0	1	6.7	54	3.5
60-64	-	0.0	11	1.7	15	2.0	1	6.7	27	1.7
65-69	-	0.0	2	0.3	15	2.0	-	0.0	17	1.1
70-74	-	0.0	3	0.5	5	0.7	-	0.0	8	0.5
75-79	-	0.0	-	0.0	1	0.1	-	0.0	1	0.1
80-84	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0
85+	-	0.0	-	0.0	1	0.1	-	0.0	1	0.1
Unknown	144	96.6	248	38.2	284	38.2	3	20.0	679	43.6
TOTAL	**149**	**100.0**	**650**	**100.0**	**743**	**100.0**	**15**	**100.0**	**1,557**	**100.0**

- Cyclists aged 20—24 were involved in more crashes than any other age group in 2012.
- Cyclists aged 15—19 and 25—29 were the second and third most often observed group in crashes in 2012.
- While 9.1% of bicycle related crashes involved cyclists aged 20—24, no fatalities were reported among the group.
- The highest fatality rate was observed in cyclists aged between 45 and 49.

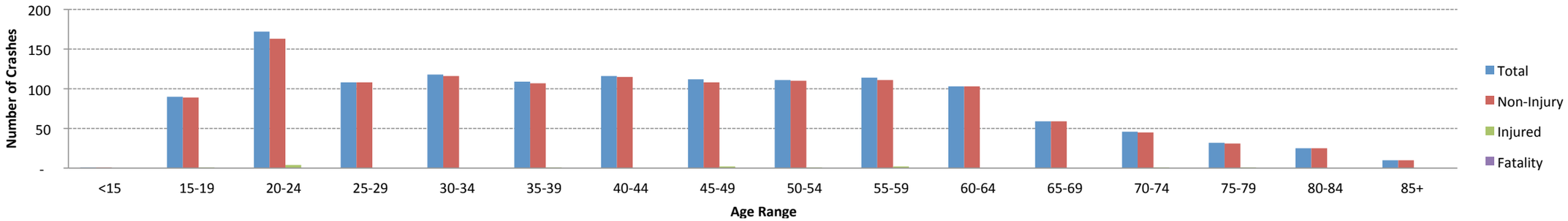
2012 Gender of Bicyclists in Crashes



2012 GENDER OF BICYCLISTS IN CRASHES										
	UNKNOWN		NON-INJURED		INJURED		FATALITY		TOTAL	
GENDER	#	%	#	%	#	%	#	%	#	%
Female	7	4.7	89	13.7	104	14.0	1	6.7	201	12.9
Male	15	10.1	308	47.4	345	46.4	11	73.3	679	43.6
Unknown	127	85.2	253	38.9	294	39.6	3	20.0	677	43.5
TOTAL	**149**	**100.0**	**650**	**100.0**	**743**	**100.0**	**15**	**100.0**	**1,557**	**100.0**

- Where the gender was known, male cyclists made up 76.8% of the injuries and 91.7% of the fatalities in bicycle related crashes.
- In crashes where cyclist gender was known, 22.8% of cyclists were female.

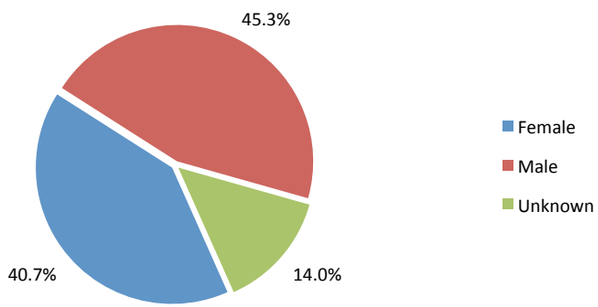
2012 Age of All Other Drivers in Bicycle Related Crashes



2012 AGE OF ALL OTHER DRIVERS IN BICYCLE RELATED CRASHES										
	UNKNOWN INJURY		NON-INJURY		INJURED		FATALITY		TOTAL	
AGE	#	%	#	%	#	%	#	%	#	%
<15	-	0.0	1	0.1	-	0.0	-	0.0	1	0.1
15-19	-	0.0	89	6.8	1	7.7	-	0.0	90	5.8
20-24	5	2.2	163	12.4	4	30.8	-	0.0	172	11.1
25-29	-	0.0	108	8.2	-	0.0	-	0.0	108	7.0
30-34	2	0.9	116	8.8	-	0.0	-	0.0	118	7.6
35-39	1	0.4	107	8.2	1	7.7	-	0.0	109	7.0
40-44	1	0.4	115	8.8	-	0.0	-	0.0	116	7.5
45-49	2	0.9	108	8.2	2	15.4	-	0.0	112	7.2
50-54	-	0.0	110	8.4	1	7.7	-	0.0	111	7.2
55-59	1	0.4	111	8.5	2	15.4	-	0.0	114	7.4
60-64	-	0.0	103	7.9	-	0.0	-	0.0	103	6.7
65-69	-	0.0	59	4.5	-	0.0	-	0.0	59	3.8
70-74	-	0.0	45	3.4	1	7.7	-	0.0	46	3.0
75-79	-	0.0	31	2.4	1	7.7	-	0.0	32	2.1
80-84	-	0.0	25	1.9	-	0.0	-	0.0	25	1.6
85+	-	0.0	10	0.8	-	0.0	-	0.0	10	0.6
Unknown	212	94.6	10	0.8	-	0.0	-	0.0	222	14.3
TOTAL	**224**	**100.0**	**1,311**	**100.0**	**13**	**100.0**	**-**	**100.0**	**1,548**	**100.0**

- Other drivers aged between 20 and 24 were most likely to be involved in a bicycle related crash in 2012, 11.1% of the total belonged to that age group.
- Injury reported among other drivers was low (<1%) however, other drivers within age groups 20—24, 45—49 and 55—59 were injured more often.
- No fatalities were reported among drivers involved in a bicycle related crash.

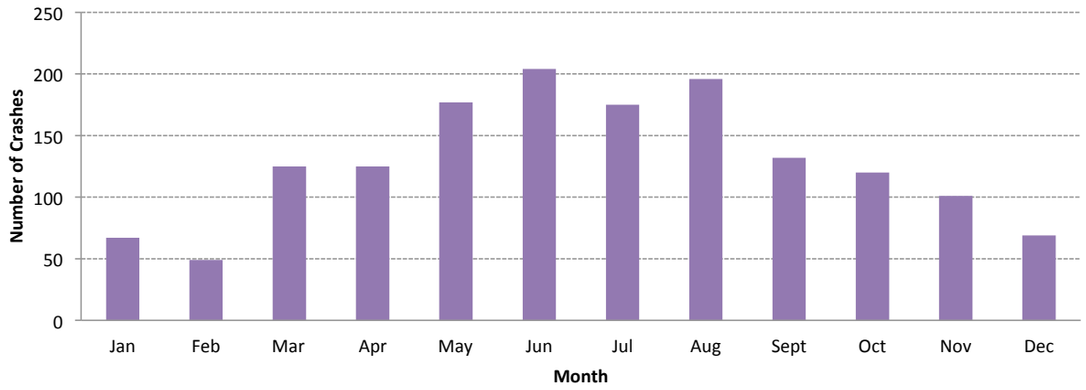
2012 Gender of Other Drivers in Bicycle Related Crashes



2012 GENDER OF OTHER DRIVERS IN BICYCLE RELATED CRASHES										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATAL		TOTAL	
GENDER	#	%	#	%	#	%	#	%	#	%
Female	6	2.7	621	47.4	3	23.1	-	0.0	630	40.7
Male	10	4.5	682	52.0	10	76.9	-	0.0	702	45.3
Unknown	208	92.9	8	0.6	-	0.0	-	0.0	216	14.0
TOTAL	**224**	**100.0**	**1,311**	**100.0**	**13**	**100.0**	**-**	**100.0**	**1,548**	**100.0**

- In bicycle related crashes where other driver gender was known, male drivers were involved in 52.7% of crashes.

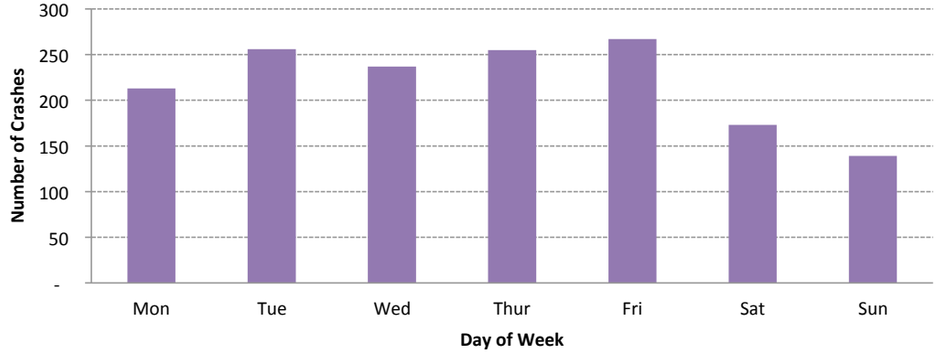
2012 Bicycle Related Crashes by Month of Year



2007—2012 BICYCLE RELATED CRASHES BY MONTH OF YEAR												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC
2007	15	38	84	80	130	185	182	193	152	142	79	22
2008	30	47	63	104	137	185	213	197	210	150	101	37
2009	53	66	78	68	154	159	178	190	166	95	88	28
2010	37	34	75	102	133	150	169	172	235	131	75	65
2011	51	44	74	99	116	179	172	223	211	135	69	40
2012	67	49	125	125	177	204	175	196	132	120	101	69

- Over the six-year period the highest numbers of bicycle related crashes were observed in September 2010 (235), the fewest were recorded January 2007 (15).
- Warm weather months May through October saw the most crashes over the six-year period. Of those 36 months, only one (October 2009) recorded less than 100 bicycle related crashes.
- May through October, for all 6 years considered, accounts for 71.7% of the total bicycle related crashes.
- In 2012, June and August had the most bicycle related crashes; followed closely by May and July.
- February saw the fewest number of bicycle related crashes in 2012.

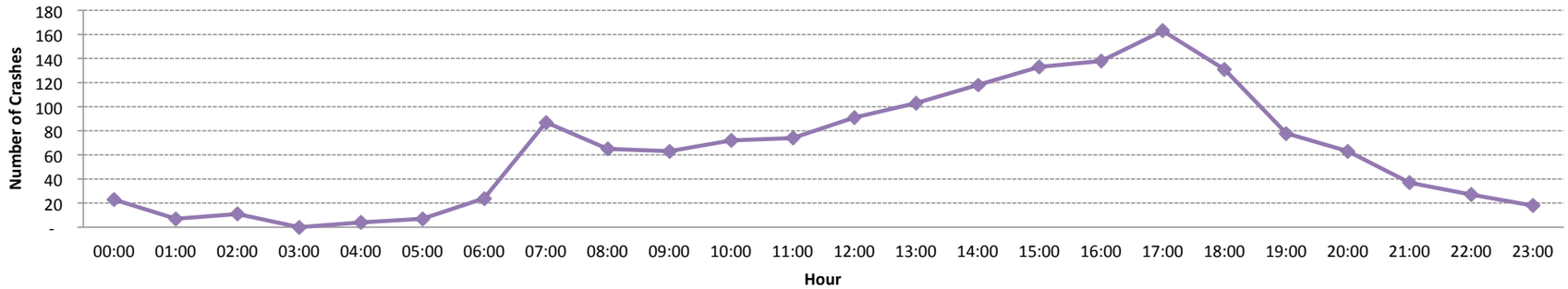
2012 Bicycle Related Crashes by Day of Week



2007—2012 BICYCLE RELATED CRASHES BY DAY OF WEEK							
YEAR	MON	TUE	WED	THUR	FRI	SAT	SUN
2007	194	218	205	171	239	157	118
2008	216	250	253	235	229	172	119
2009	179	232	210	225	209	153	115
2010	219	239	217	202	216	166	119
2011	205	234	207	230	246	169	122
2012	213	256	237	255	267	173	139

- Over the six-year period, bicycle related crashes were far more common during the work week than during the weekend.
- In 2012 Fridays saw more bicycle related crashes than any other day of the week followed closely by Tuesdays.
- Tuesdays, Thursdays, Fridays, Saturdays and Sundays in 2012 saw more bicycle crashes than those same days in the five preceding years.
- Sundays, Saturdays and Mondays saw the fewest bicycle related crashes in 2012.

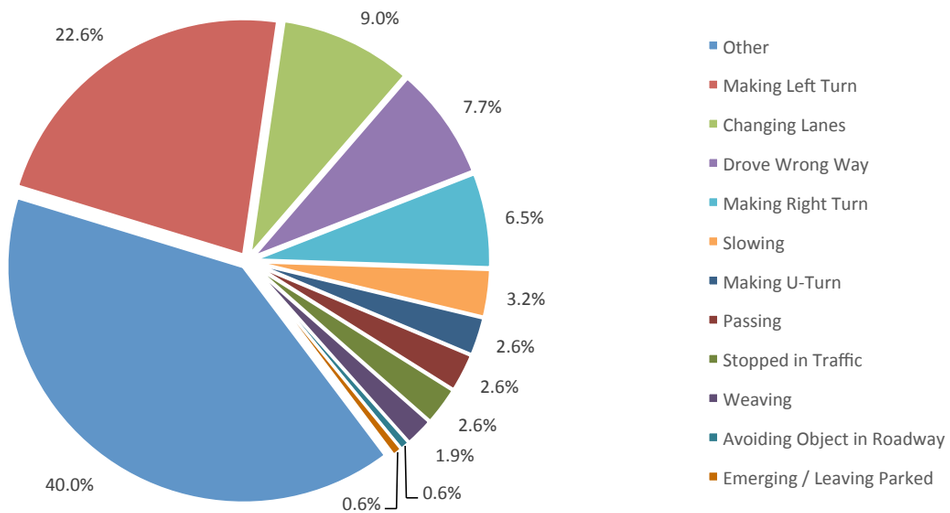
2012 Bicycle Related Crashes by Hour of Day



2007–2012 BICYCLE RELATED CRASHES BY HOUR OF DAY																							
YEAR	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2007	14	5	6	4	3	6	43	70	64	39	57	66	88	79	95	142	110	151	96	58	52	23	19	12
2008	17	12	5	2	1	10	31	100	65	44	61	84	88	74	103	131	139	181	112	71	54	36	27	18
2009	14	13	5	2	2	6	29	74	51	53	59	71	83	92	94	126	122	135	89	73	47	45	21	11
2010	16	7	11	2	1	5	29	78	55	45	71	61	104	79	93	157	125	157	93	67	38	32	26	21
2011	15	11	5	-	4	7	34	81	71	54	53	84	95	92	111	131	134	141	97	63	50	39	16	18
2012	23	7	11	-	4	7	24	87	65	63	72	74	91	103	118	133	138	163	131	78	63	37	27	18

- Over the six-year period the highest number of bicycle related crashes generally occurred between 3 PM and 5 PM. In 2012, this greater bicycle traffic continued into the 6 PM hour.
- Even though 2012 saw the highest rate of bicycle related crashes over the six-year period, the fewest number of crashes was recorded during the 6 AM hour in 2012 as compared to the previous five years.
- As in previous years, in 2012 the highest occurrence of bicycle related crashes was during the 5 PM hour.
- In 2012 and 2011, no bicycle related crashes were reported during the 3 AM hour.

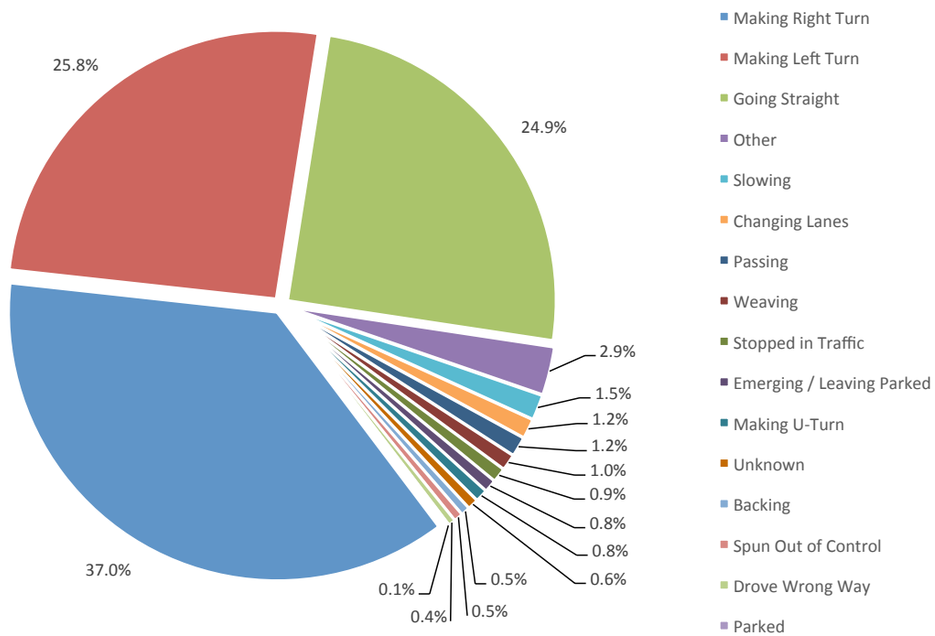
2012 At-Fault Bicycle Movement in Crashes (Other than Going Straight)



2012 AT-FAULT BICYCLE MOVEMENT IN CRASHES				
AT-FAULT BICYCLE	PDO	INJURY	FATAL	TOTAL
Going Straight	238	209	6	453
Other	35	26	1	62
Making Left Turn	17	18	-	35
Changing Lanes	3	11	-	14
Drove Wrong Way	8	4	-	12
Making Right Turn	4	6	-	10
Slowing	2	3	-	5
Making U-Turn	2	2	-	4
Passing	1	3	-	4
Stopped in Traffic	3	1	-	4
Weaving	1	2	-	3
Avoiding Object in Roadway	-	1	-	1
Emerging / Leaving Parked	-	1	-	1
Backing	-	-	-	-
Parked	-	-	-	-
Spun Out of Control	-	-	-	-
Unknown	-	-	-	-
TOTAL	**314**	**287**	**7**	**608**

- The bicycle was going straight in 74.5% of bicycle related crashes where the cyclist was determined to be at fault.
- In crashes where the bicycle was determined to be at-fault, making a left turn were the most common type of movement other than “going straight” and “other”.

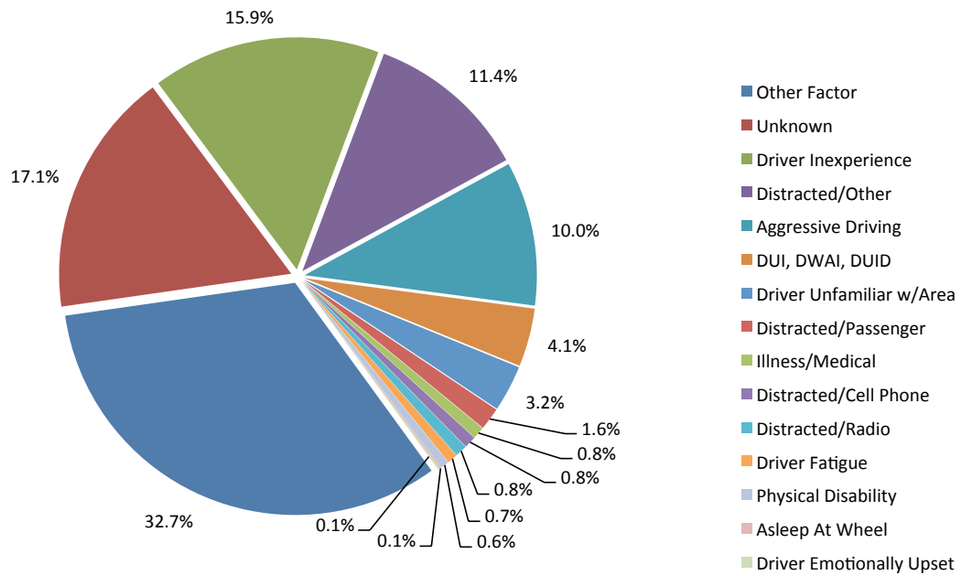
2012 Movement of At-Fault Vehicle in Bicycle Related Crashes



2012 MOVEMENT OF AT-FAULT VEHICLE IN BICYCLE RELATED CRASHES				
AT-FAULT VEHICLE	PDO	INJURY	FATAL	TOTAL
Making Right Turn	201	143	1	345
Making Left Turn	95	144	1	240
Going Straight	97	128	7	232
Other	14	13	-	27
Slowing	8	6	-	14
Changing Lanes	2	9	-	11
Passing	3	8	-	11
Weaving	3	6	-	9
Stopped in Traffic	3	5	-	8
Emerging / Leaving Parked	3	4	-	7
Making U-Turn	3	4	-	7
Unknown	4	2	-	6
Backing	4	1	-	5
Spun Out of Control	2	3	-	5
Drove Wrong Way	1	3	-	4
Parked	-	1	-	1
Avoiding Object in Roadway	-	-	-	-
TOTAL	**443**	**480**	**9**	**932**

- Vehicles were determined to be at-fault in 60.5% of the bicycle related crashes in 2012.
- In bicycle related crashes where the driver was determined to be at fault, approximately 63% were making a turn.
- Making a right turn, making a left turn, and going straight were the most common types of movement in a bicycle related crash where the vehicle was at-fault.

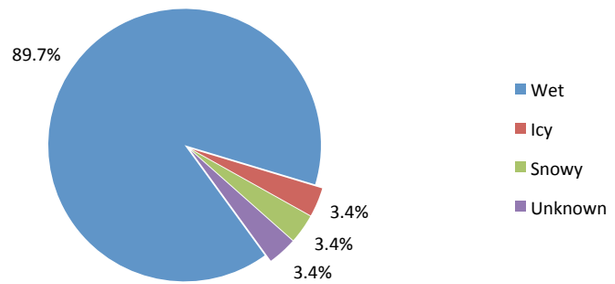
2012 Bicycle Related Crashes by Human Contributing Factors of the At-Fault Traffic Unit (Other than "None Apparent")



2012 HUMAN CONTRIBUTING FACTOR OF THE AT-FAULT TRAFFIC UNIT				
ACTION	PDO	INJURY	FATAL	TOTAL
None Apparent	367	330	6	703
Other Factor	133	138	3	274
Unknown	80	63	-	143
Driver Inexperience	55	78	-	133
Distracted/Other	44	51	-	95
Aggressive Driving	37	45	2	84
DUI, DWAI, DUID	10	21	3	34
Driver Unfamiliar w/Area	12	15	-	27
Distracted/Passenger	5	8	-	13
Illness/Medical	2	5	-	7
Distracted/Cell Phone	4	3	-	7
Distracted/Radio	2	5	-	7
Driver Fatigue	3	3	-	6
Physical Disability	2	3	-	5
Asleep At Wheel	1	-	-	1
Driver Emotionally Upset	-	-	1	1
Physical Disability	-	-	-	-
TOTAL	**757**	**768**	**15**	**1,540**

- Driver Inexperience and Distracted/Other factors were the most common known contributing factors in bicycle related crashes.
- Driver Inexperience was responsible for 8.6% of the total bicycle related crashes, but 10.2% of the total injuries.
- All distractions contributed to 14.6% of bicycle related crashes (other than "None Apparent").

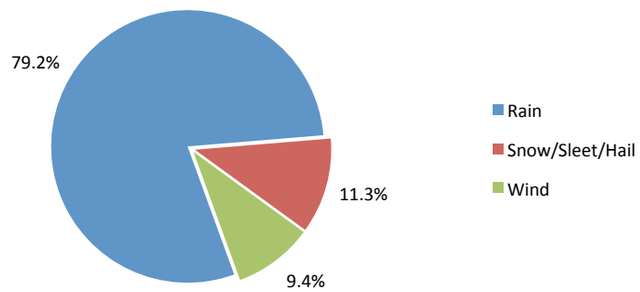
2012 Bicycle Related Crashes by Road Condition (Other than Dry)



- Dry road conditions were present in 96.2% of all bicycle related crashes in 2012.
- Where inclement road conditions were observed in bicycle related crashes; wet, icy, and snowy roads were present in 89.7%, 3.4% and 3.4% respectively.
- No bicycle related crashes were reported on treated roadways.

2012 BICYCLE RELATED CRASHES BY ROAD CONDITION				
CONDITION	PDO	INJURY	FATAL	TOTAL
Dry	734	733	15	1,482
Wet	20	32	-	52
Icy	1	1	-	2
Snowy	1	1	-	2
Unknown	1	1	-	2
Muddy	-	-	-	-
Slushy	-	-	-	-
Foreign Material	-	-	-	-
Dry W/Vis. Icy Rd Treatment	-	-	-	-
Wet W/Vis. Icy Rd Treatment	-	-	-	-
Snowy W/Vis. Icy Rd Treatment	-	-	-	-
Icy W/Vis. Icy Rd Treatment	-	-	-	-
Slushy W/Vis. Icy Rd Treatment	-	-	-	-
TOTAL	**757**	**768**	**15**	**1,540**

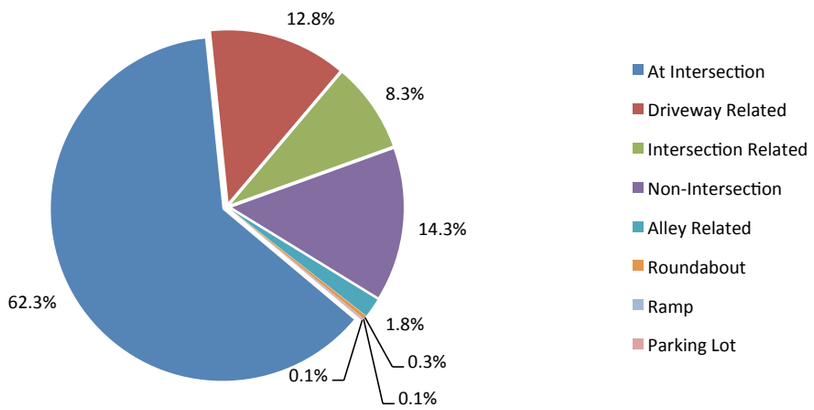
2012 Bicycle Related Crashes by Inclement Weather Conditions



2012 WEATHER CONDITIONS IN BICYCLE RELATED CRASHES				
CONDITION	PDO	INJURY	FATAL	TOTAL
None	731	741	15	1,487
Rain	21	21	-	42
Snow/Sleet/Hail	2	4	-	6
Wind	3	2	-	5
Fog	-	-	-	-
Dust	-	-	-	-
TOTAL	**757**	**768**	**15**	**1,540**

- No inclement weather conditions were observed in 96.6% of bicycle related crashes.
- Every fatality related to a bicycle related crash occurred where no inclement weather was present.
- Where inclement weather conditions were observed, rain was present during 79.2% of bicycle related crashes.

2012 Bicycle Related Crashes by Road Description

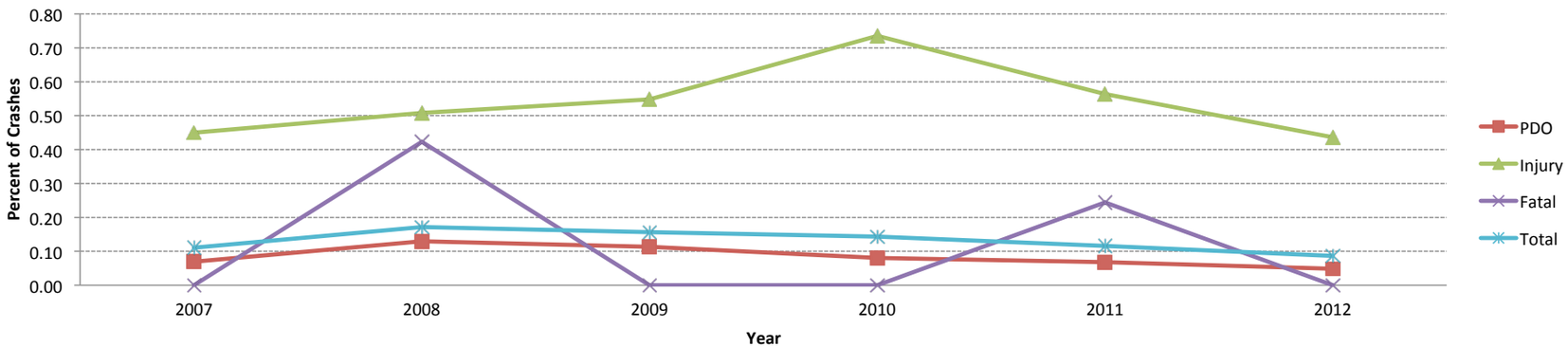


2012 BICYCLE RELATED CRASHES BY ROAD DESCRIPTION				
ROAD	PDO	INJURY	FATAL	TOTAL
At Intersection	489	462	8	959
Driveway Related	110	86	1	197
Intersection Related	56	71	1	128
Non-Intersection	83	132	5	220
Alley Related	15	13	-	28
Roundabout	2	3	-	5
Ramp	-	1	-	1
Parking Lot	2	-	-	2
TOTAL	**757**	**768**	**15**	**1,540**

- The majority (62.3%) of bicycle related crashes in 2012 occurred at intersections.
- Of the total bicycle related fatal crashes, 53.3% were at intersection and 33.3% were non-intersection related.
- Injuries were reported in 60% of non-intersection bicycle related crashes.

School Age Pedestrian (to/from School) Related Crashes

2007—2012 Percent of School Age Pedestrian (to/from School) Related Crashes by Severity



- From 2007 to 2008 the percent of crashes involving school aged pedestrians increased slightly and then steadily declined to the lowest rate in 2012.

2007—2012 SCHOOL AGE PEDESTRIAN (TO/FROM SCHOOL) RELATED CRASHES BY SEVERITY												
	PDO			INJURY			FATAL			TOTAL		
	ALL	PEDESTRIANS		ALL	PEDESTRIANS		ALL	PEDESTRIANS		ALL	PEDESTRIANS	
YEAR	#	#	%	#	#	%	#	#	%	#	#	%
2007	99,159	69	0.1	12,231	55	0.5	509	-	-	111,899	124	0.1
2008	93,146	121	0.1	11,213	57	0.5	473	2	0.4	104,832	180	0.2
2009	91,044	103	0.1	10,216	56	0.6	438	-	-	101,698	159	0.2
2010	89,183	72	0.1	9,523	70	0.7	411	-	-	99,117	142	0.1
2011	91,117	62	0.1	9,581	54	0.6	409	1	0.2	101,107	117	0.1
2012	90,590	44	0.1	9,857	43	0.5	434	-	-	100,881	87	0.1

- Less than 0.1% of all Colorado crashes in 2012 were school aged pedestrian related.
- Between 2007 and 2012 the highest number of school aged pedestrian related crashes were found in 2008 (180), the fewest numbers were recorded in 2012 (87); a 51.7% decrease.

Counties

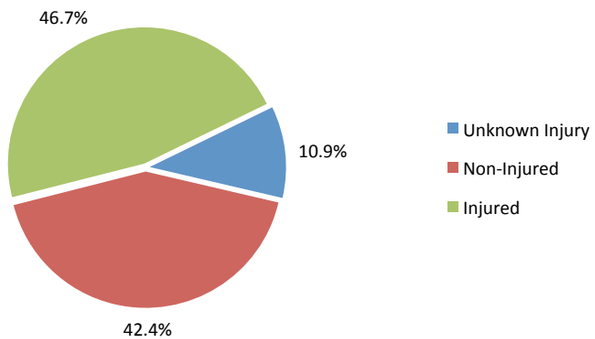
2012 SCHOOL AGE PEDESTRIAN (TO/FROM SCHOOL) CRASHES BY COUNTY

COUNTY	CRASHES				PERSONS INVOLVED		TOTAL CRASHES	% OF TOTAL CRASHES
	PDO	INJURY	FATAL	TOTAL	INJURED	FATALITY		
Adams	3	10	-	13	11	-	9,136	0.1
Alamosa	-	-	-	-	-	-	341	0.0
Arapahoe	9	9	-	18	9	-	10,722	0.2
Archuleta	-	-	-	-	-	-	296	0.0
Baca	-	-	-	-	-	-	45	0.0
Bent	-	-	-	-	-	-	72	0.0
Boulder	1	1	-	2	1	-	5,325	0.0
Broomfield	-	1	-	1	1	-	1,187	0.1
Chaffee	-	-	-	-	-	-	350	0.0
Cheyenne	-	-	-	-	-	-	47	0.0
Clear Creek	-	-	-	-	-	-	528	0.0
Conejos	-	-	-	-	-	-	106	0.0
Costilla	-	-	-	-	-	-	153	0.0
Crowley	-	-	-	-	-	-	32	0.0
Custer	-	-	-	-	-	-	71	0.0
Delta	-	-	-	-	-	-	469	0.0
Denver	5	3	-	8	3	-	17,020	0.1
Dolores	-	-	-	-	-	-	41	0.0
Douglas	2	1	-	3	1	-	4,166	0.1
Eagle	-	-	-	-	-	-	1,024	0.0
El Paso	4	3	-	7	3	-	10,658	0.1
Elbert	-	-	-	-	-	-	277	0.0
Fremont	-	-	-	-	-	-	669	0.0
Garfield	-	-	-	-	-	-	1,385	0.0
Gilpin	-	-	-	-	-	-	125	0.0
Grand	-	-	-	-	-	-	389	0.0
Gunnison	-	-	-	-	-	-	305	0.0
Hinsdale	-	-	-	-	-	-	16	0.0
Huerfano	-	-	-	-	-	-	242	0.0
Jackson	-	-	-	-	-	-	84	0.0
Jefferson	7	8	-	15	10	-	10,320	0.2
Kiowa	-	-	-	-	-	-	23	0.0
Kit Carson	-	-	-	-	-	-	142	0.0
La Plata	1	-	-	1	-	-	1,199	0.1
Lake	-	-	-	-	-	-	76	0.0
Larimer	3	1	-	4	2	-	5,392	0.1
Las Animas	-	-	-	-	-	-	370	0.0
Lincoln	-	-	-	-	-	-	113	0.0
Logan	-	1	-	1	1	-	441	0.2
Mesa	3	2	-	5	2	-	2,562	0.2
Mineral	-	-	-	-	-	-	81	0.0
Moffat	-	-	-	-	-	-	325	0.0
Montezuma	-	-	-	-	-	-	503	0.0
Montrose	-	-	-	-	-	-	587	0.0
Morgan	-	1	-	1	1	-	548	0.2
Otero	-	-	-	-	-	-	252	0.0
Ouray	-	-	-	-	-	-	122	0.0
Park	-	-	-	-	-	-	363	0.0
Phillips	-	-	-	-	-	-	47	0.0
Pitkin	-	-	-	-	-	-	536	0.0
Prowers	-	-	-	-	-	-	157	0.0
Pueblo	4	1	-	5	1	-	3,693	0.1
Rio Blanco	-	-	-	-	-	-	154	0.0
Rio Grande	-	-	-	-	-	-	230	0.0
Routt	-	-	-	-	-	-	681	0.0
Saguache	-	-	-	-	-	-	150	0.0
San Juan	-	-	-	-	-	-	49	0.0
San Miguel	-	-	-	-	-	-	145	0.0
Sedgwick	-	-	-	-	-	-	43	0.0
Summit	-	-	-	-	-	-	814	0.0
Teller	-	-	-	-	-	-	439	0.0
Washington	-	-	-	-	-	-	125	0.0
Weld	2	1	-	3	1	-	4,792	0.1
Yuma	-	-	-	-	-	-	126	0.0
TOTAL	**44**	**43**	**-**	**87**	**47**	**-**	**100,881**	**0.1**

- In 2012 school aged pedestrian crashes were recorded in 15 of Colorado's 64 counties.
- The highest number of crashes involving school aged pedestrians in 2012 occurred in Arapahoe County (18), followed by Jefferson County (15), and Adams County (13).
- The highest number of school aged pedestrian related crashes with injury in 2012 were found in Adams County, 10 of the 13 (76.9%) crashes there resulted in injury.

School Age Pedestrian/Driver Conditions

2012 Injury Level of All School Age Pedestrians (to/from School) in Crashes



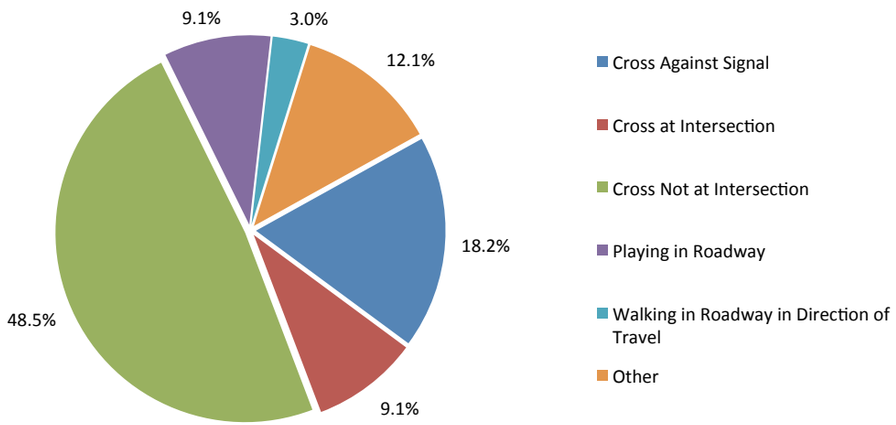
- Of the known injuries, school aged pedestrians involved in crashes were more often injured than not.

2012 INJURY SEVERITY OF SCHOOL AGE PEDESTRIANS (TO/FROM SCHOOL) IN CRASHES				
UNKNOWN INJURY	NON-INJURED	INJURED	FATALITY	TOTAL
10	39	43	-	92

- No fatalities involving a school aged pedestrian were recorded in 2012.

School Age Pedestrian/Driver Conditions

2012 At-Fault School Age Pedestrian (to/from School) Action in Crashes

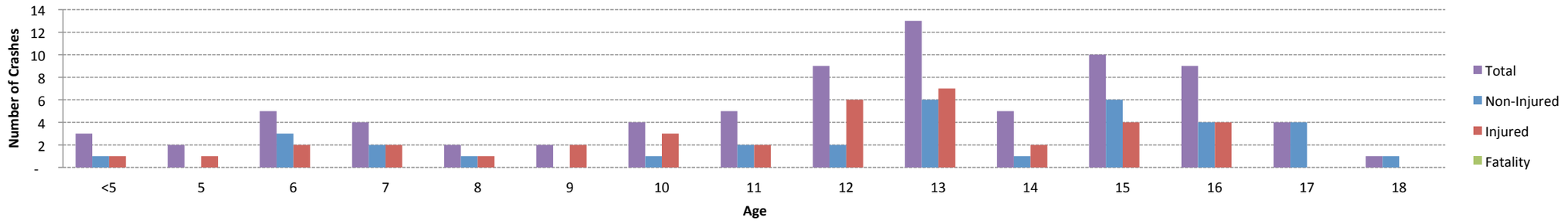


- Where the school age pedestrian was at-fault, 48.5% were found to be crossing not at an intersection and 18.2% were crossing against a signal.

2012 SCHOOL AGE PEDESTRIAN (TO/FROM SCHOOL) ACTIONS IN CRASHES										
	AT-FAULT PEDESTRIAN					ALL PEDESTRIANS				
ACTION	UNKNOWN INJURY	NON-INJURED	INJURED	FATALITY	TOTAL	UNKNOWN INJURY	NON-INJURED	INJURED	FATALITY	TOTAL
Cross Against Signal	2	2	2	-	6	2	5	2	-	9
Cross at Intersection	-	3	-	-	3	4	20	25	-	49
Cross Not at Intersection	2	5	9	-	16	2	7	10	-	19
Standing in Roadway	-	-	-	-	-	-	-	-	-	-
Playing in Roadway	-	2	1	-	3	-	2	1	-	3
Soliciting Ride	-	-	-	-	-	-	-	-	-	-
Walking in Roadway in Direction of Travel	-	1	-	-	1	1	1	-	-	2
Walking in Roadway Against Direction of Travel	-	-	-	-	-	-	-	1	-	1
Entering/Exiting Vehicle	-	-	-	-	-	-	-	-	-	-
Pushing/Working on Vehicle	-	-	-	-	-	-	-	-	-	-
Lying in Roadway	-	-	-	-	-	-	-	-	-	-
Other	1	-	3	-	4	1	4	4	-	9
TOTALS	**5**	**13**	**15**	**-**	**33**	**10**	**39**	**43**	**-**	**92**

- School aged pedestrian related crashes were most common where the pedestrian was crossing at an intersection (53.3%).
- The pedestrian was determined to be at-fault in over one-third of crashes (35.9%) involving school aged pedestrians in 2012.

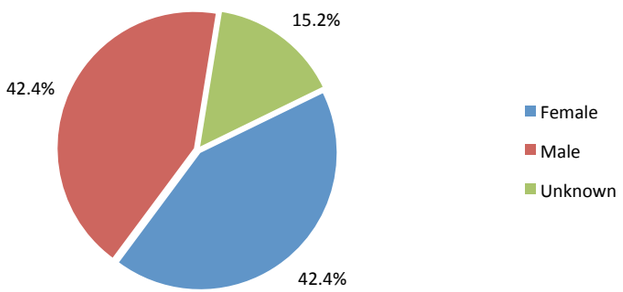
2012 Age of School Age Pedestrians (to/from School) in Crashes



2012 AGE OF SCHOOL AGE PEDESTRIANS (TO/FROM SCHOOL) IN CRASHES										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
AGE	#	%	#	%	#	%	#	%	#	%
<5	1	10.0	1	2.6	1	2.3	-	0.0	3	3.3
5	1	10.0	-	0.0	1	2.3	-	0.0	2	2.2
6	-	0.0	3	7.7	2	4.7	-	0.0	5	5.4
7	-	0.0	2	5.1	2	4.7	-	0.0	4	4.3
8	-	0.0	1	2.6	1	2.3	-	0.0	2	2.2
9	-	0.0	-	0.0	2	4.7	-	0.0	2	2.2
10	-	0.0	1	2.6	3	7.0	-	0.0	4	4.3
11	1	10.0	2	5.1	2	4.7	-	0.0	5	5.4
12	1	10.0	2	5.1	6	14.0	-	0.0	9	9.8
13	-	0.0	6	15.4	7	16.3	-	0.0	13	14.1
14	2	20.0	1	2.6	2	4.7	-	0.0	5	5.4
15	-	0.0	6	15.4	4	9.3	-	0.0	10	10.9
16	1	10.0	4	10.3	4	9.3	-	0.0	9	9.8
17	-	0.0	4	10.3	-	0.0	-	0.0	4	4.3
18	-	0.0	1	2.6	-	0.0	-	0.0	1	1.1
Unknown	3	30.0	5	12.8	6	14.0	-	0.0	14	15.2
TOTAL	**10**	**100.0**	**39**	**100.0**	**43**	**100.0**	**-**	0.0	**92**	**100.0**

- Where age was known, 13 year-old pedestrians (18.1%) were most often observed in crashes involving a school aged pedestrian, followed by 15 year-old pedestrians (13.9%), then 12 year-old and 16 year-old pedestrians (12.5%).

2012 Injury Level of School Age Pedestrians (to/from School) in Crashes

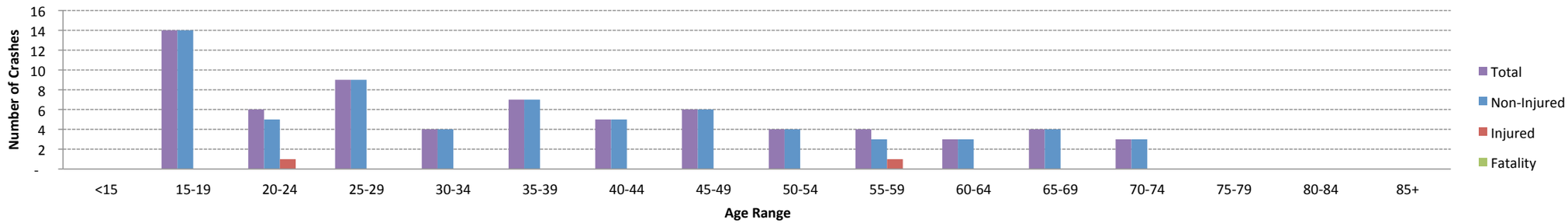


- Male school aged pedestrians were injured more often than their female counterparts; where gender was known, 56.8% of school aged pedestrians injured in a crash in 2012 were male.

2012 GENDER OF SCHOOL AGE PEDESTRIANS (TO/FROM SCHOOL) IN CRASHES										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
GENDER	#	%	#	%	#	%	#	%	#	%
Female	5	50.0	18	46.2	16	37.2	-	0.0	39	42.4
Male	3	30.0	15	38.5	21	48.8	-	0.0	39	42.4
Unknown	2	20.0	6	15.4	6	14.0	-	0.0	14	15.2
TOTAL	**10**	**100.0**	**39**	**100.0**	**43**	**100.0**	**-**	0.0	**92**	**100.0**

- Where gender was known, half of the school aged pedestrians involved in crashes were male and half female.

2012 Age Range of Drivers in School Age Pedestrian (to/from School) Related Crashes

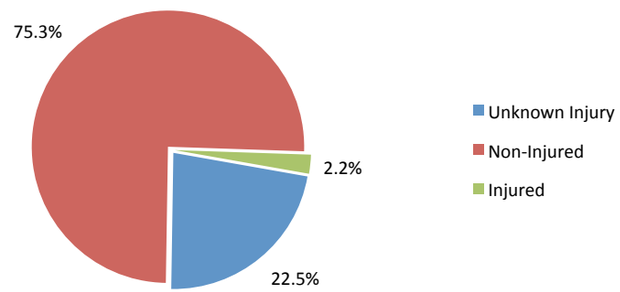


2012 AGE RANGE OF DRIVERS IN SCHOOL AGE PEDESTRIAN (TO/FROM SCHOOL) RELATED CRASHES										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
AGE	#	%	#	%	#	%	#	%	#	%
<15	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0
15-19	-	0.0	14	20.9	-	0.0	-	0.0	14	15.7
20-24	-	0.0	5	7.5	1	50.0	-	0.0	6	6.7
25-29	-	0.0	9	13.4	-	0.0	-	0.0	9	10.1
30-34	-	0.0	4	6.0	-	0.0	-	0.0	4	4.5
35-39	-	0.0	7	10.4	-	0.0	-	0.0	7	7.9
40-44	-	0.0	5	7.5	-	0.0	-	0.0	5	5.6
45-49	-	0.0	6	9.0	-	0.0	-	0.0	6	6.7
50-54	-	0.0	4	6.0	-	0.0	-	0.0	4	4.5
55-59	-	0.0	3	4.5	1	50.0	-	0.0	4	4.5
60-64	-	0.0	3	4.5	-	0.0	-	0.0	3	3.4
65-69	-	0.0	4	6.0	-	0.0	-	0.0	4	4.5
70-74	-	0.0	3	4.5	-	0.0	-	0.0	3	3.4
75-79	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0
80-84	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0
85+	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0
Unknown	20	100.0	-	0.0	-	0.0	-	0.0	20	22.5
TOTAL	**20**	**100.0**	**67**	**100.0**	**2**	**100.0**	**-**	0.0	**89**	**100.0**

- Where age was known, drivers aged 15-19 (20.3%) were most often observed in crashes involving school aged pedestrians, followed by drivers aged 25-29 (13.0%).

School Age Pedestrian/Driver Conditions

2012 Injury Level of Drivers in School Age Pedestrian (to/from School) Related Crashes

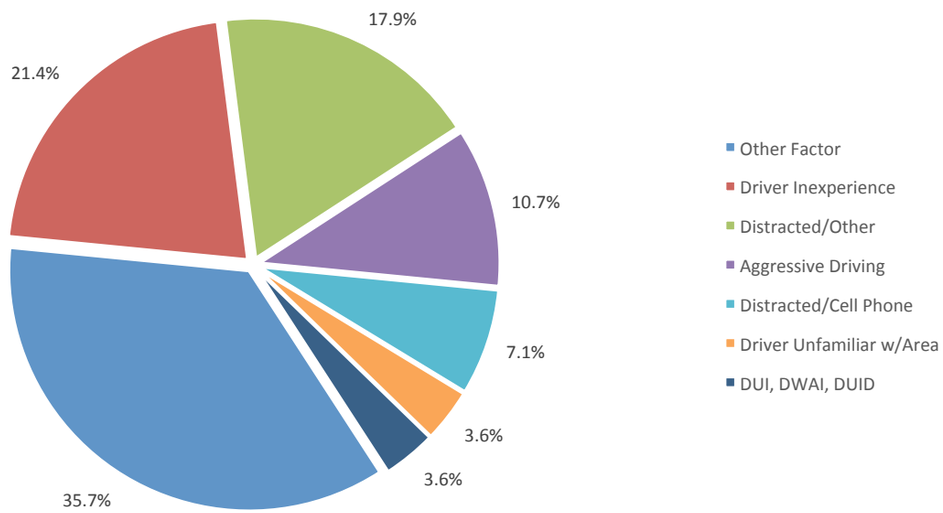


2012 GENDER OF DRIVERS IN SCHOOL AGE PEDESTRIAN (TO/FROM SCHOOL) CRASHES										
	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
GENDER	#	%	#	%	#	%	#	%	#	%
Female	-	0.0	44	65.7	2	100.0	-	0.0	46	51.7
Male	-	0.0	23	34.3	-	0.0	-	0.0	23	25.8
Unknown	20	100.0	-	0.0	-	0.0	-	0.0	20	22.5
TOTAL	**20**	**100.0**	**67**	**100.0**	**2**	**100.0**	**-**	**100.0**	**89**	**100.0**

- Where driver gender was known female drivers were present in two thirds of crashes involving a school aged pedestrian in 2012.
- In cases where the injury level was known, driver injuries accounted for only 2.9 % of the drivers.

School Age Pedestrian/Driver Conditions

2012 Human Contributing Factors of At-Fault Driver in School Age Pedestrian (to/from School) Related Crashes (Other Than "None Apparent")

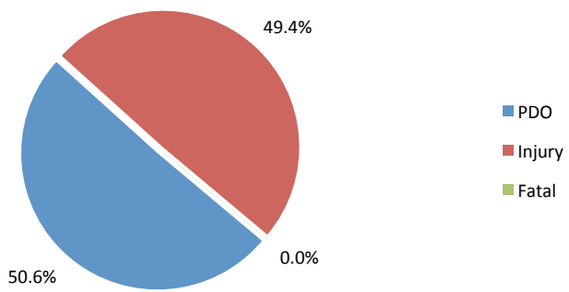


- In crashes involving a school aged pedestrian where a human contributing factor was observed, other factors (35.7%) were most often recorded followed by driver inexperience (21.4%), distracted other (17.9%), aggressive driving (10.7%), and distracted/cell phone (7.1%).

2012 HUMAN CONTRIBUTING FACTOR OF AT-FAULT DRIVER IN SCHOOL AGE PEDESTRIAN (TO/FROM SCHOOL) RELATED CRASHES				
FACTOR	PDO	INJURY	FATAL	TOTAL
None Apparent	14	12	-	26
Other Factor	7	3	-	10
Driver Inexperience	3	3	-	6
Distracted/Other	3	2	-	5
Aggressive Driving	1	2	-	3
Distracted/Cell Phone	1	1	-	2
Driver Unfamiliar w/Area	-	1	-	1
DUI, DWAI, DUID	-	1	-	1
Asleep At Wheel	-	-	-	-
Driver Fatigue	-	-	-	-
Illness/Medical	-	-	-	-
Driver Emotionally Upset	-	-	-	-
Evading Law Enforcement	-	-	-	-
Physical Disability	-	-	-	-
Distracted/Passenger	-	-	-	-
Distracted/Radio	-	-	-	-
TOTAL	**29**	**25**	**-**	**54**

- No apparent factor was recorded in 48.1% of crashes related to a school aged pedestrian in 2012.

2012 School Age Pedestrian (to/from School) Crashes by Severity

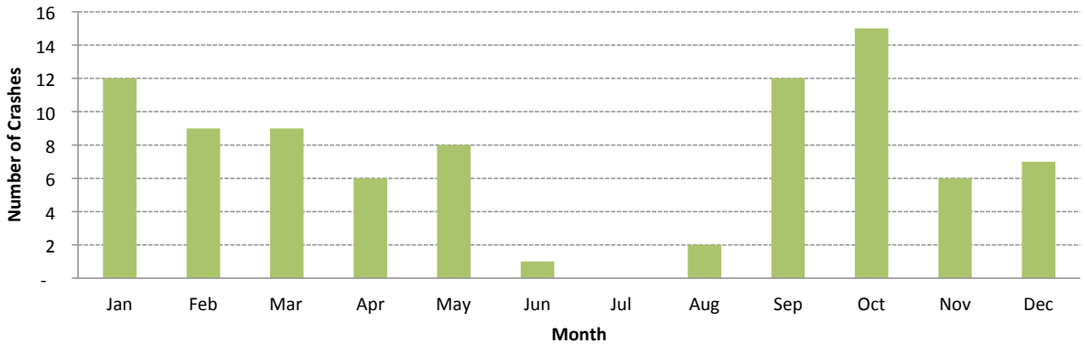


- Nearly half (49.4%) of the 87 crashes involving a school aged pedestrian in 2012 resulted in injury, the remaining crashes (50.6%) reported property damage only.

2012 SCHOOL AGE PEDESTRIAN (TO/FROM SCHOOL) CRASHES BY SEVERITY			
PDO	INJURY	FATAL	TOTAL
44	43	-	87

- In 2012, no fatal crashes involving school aged pedestrians were observed.

2012 School Age Pedestrian (to/from School) Related Crashes by Month of Year

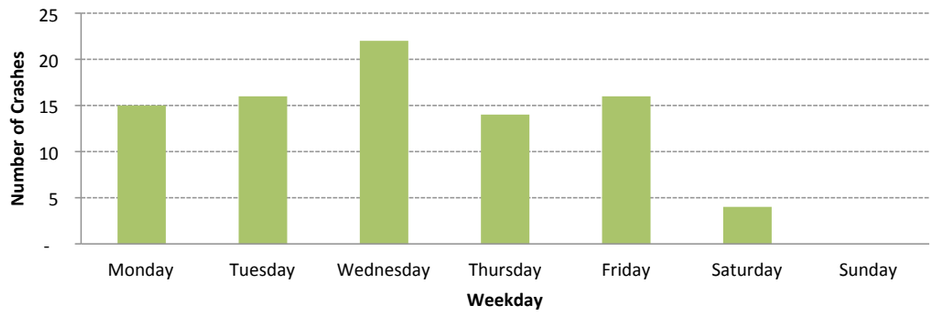


- In 2012 the highest number of school aged pedestrian related crashes occurred in October, no crashes were found in July.
- The number of crashes involving a school aged pedestrian in 2012 decreased over the late winter and spring months from January to July and increased sharply in the fall and early winter months from August to October.

2007–2012 SCHOOL AGE PEDESTRIAN (TO/FROM SCHOOL) RELATED CRASHES BY MONTH OF YEAR												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2007	18	9	10	10	15	4	-	8	16	11	16	7
2008	31	9	18	13	17	2	4	9	24	16	20	17
2009	18	15	15	18	15	4	4	11	16	15	15	13
2010	17	12	12	18	12	5	1	8	19	16	14	9
2011	19	8	10	4	6	4	2	11	13	14	16	10
2012	12	9	9	6	8	1	-	2	12	15	6	7

- Over the six-year period the highest number of crashes involving school aged pedestrians occurred in January of 2008. No school aged pedestrian related crashes were recorded in July of 2007 and July of 2012
- Between 2007 and 2012 school aged pedestrian related crashes were most common in the months of January, September, October, and November.

2012 School Age Pedestrian (to/from School) Related Crashes by Day of Week

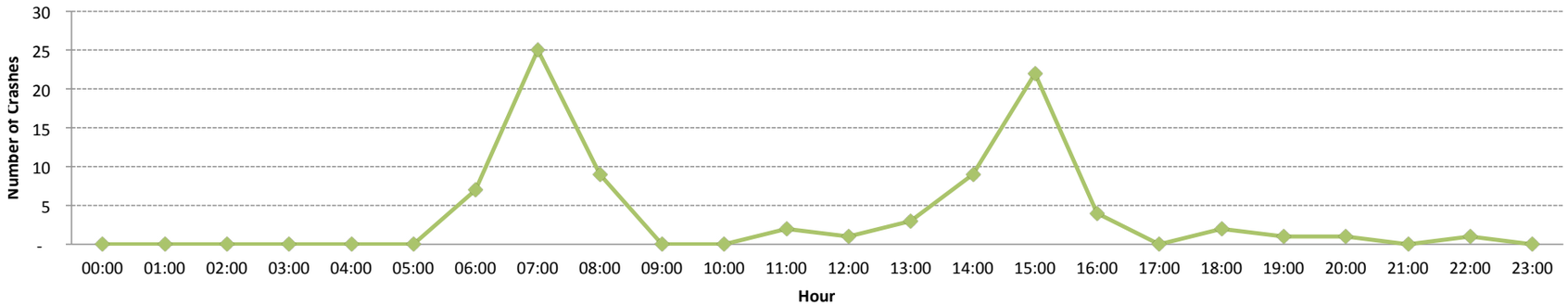


- Over the six-year period, Thursdays saw the most crashes, followed by Tuesday and Wednesday.

2007–2012 SCHOOL AGE PEDESTRIAN (TO/FROM SCHOOL) RELATED CRASHES BY DAY OF WEEK							
YEAR	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
2007	17	35	23	22	21	5	1
2008	29	31	33	48	24	9	6
2009	24	32	30	34	23	5	11
2010	20	29	28	29	24	10	3
2011	17	21	24	26	25	4	-
2012	15	16	22	14	16	4	-

- In 2012, more crashes involving school aged pedestrians occurred on Wednesdays (25.3%) than the other days of the week. Tuesdays and Thursdays were next highest at 18.4%.

2012 School Age Pedestrian (to/from School) Related Crashes by Hour of Day

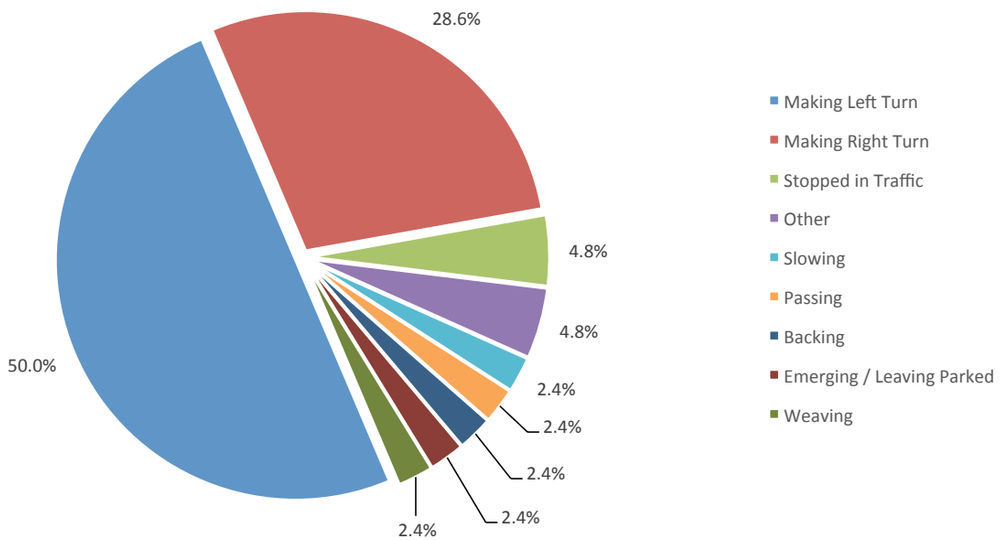


- In 2012 no school aged pedestrian related crashes were observed between the 12 AM and 5 AM hours, a slight increase in crashes was recorded in the 6 AM hour and a dramatic increase into the 7 AM hour. Crash numbers fell again in the 8 AM hour and no school aged pedestrian related crashes were observed in the 9 AM and 10 AM hours. Between the 11 AM and 1 PM hours crash numbers rose slightly and increased significantly in the 2 PM hour before reaching a second peak during the 3 PM hour. Crashes related to school aged pedestrians decreased sharply into the 4 PM hour and few crashes were observed into the remaining evening hours.

2007—2012 SCHOOL AGE PEDESTRIAN (TO/FROM SCHOOL) RELATED CRASHES BY HOUR OF DAY																							
YEAR	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2007	-	1	-	1	-	-	5	27	16	4	-	2	8	3	12	31	7	4	1	-	-	1	1	-
2008	1	3	3	2	-	1	6	30	21	5	3	4	9	9	11	26	16	12	7	6	3	1	-	1
2009	2	-	-	1	-	-	8	30	22	8	3	5	7	2	12	27	12	6	5	3	2	-	-	2
2010	-	1	-	-	-	-	11	28	16	3	2	6	4	4	14	27	14	6	3	-	2	-	-	1
2011	1	-	-	-	-	1	10	24	19	1	-	5	4	3	7	22	9	5	2	2	-	1	1	-
2012	-	-	-	-	-	-	7	25	9	-	-	2	1	3	9	22	4	-	2	1	1	-	1	-

- Over the six-year period the highest number of crashes involving school aged pedestrian occurred during the 3 PM hour in 2007.
- In general between 2007 and 2012 the majority school aged pedestrian related crashed occurred between the 6 AM and the 4 PM hours.
- From 2007 to 2012 the 7 AM hour saw the highest number of school aged pedestrian related crashes followed by the 3 PM hour.

2012 Movement of Vehicles in School Age Pedestrian (to/from School) Related Crashes (Other than Going Straight)

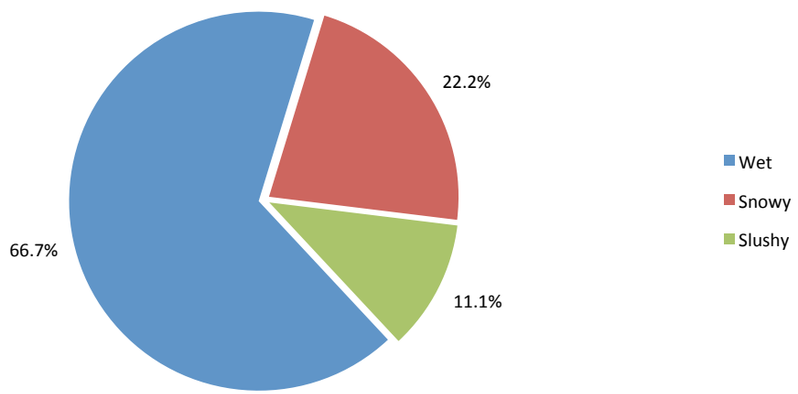


- Aside from going straight, the vehicle was making a left turn in 50% of crashes involving a school aged pedestrian in 2012.

2012 MOVEMENT OF VEHICLES IN SCHOOL AGE PEDESTRIAN (TO/FROM SCHOOL) RELATED CRASHES								
	AT-FAULT VEHICLE				ALL VEHICLES			
MOVEMENT	PDO	INJURY	FATAL	TOTAL	PDO	INJURY	FATAL	TOTAL
Going Straight	7	9	-	16	20	27	-	47
Making Left Turn	11	8	-	19	13	8	-	21
Making Right Turn	5	6	-	11	6	6	-	12
Stopped in Traffic	1	1	-	2	1	1	-	2
Other	1	-	-	1	2	-	-	2
Slowing	1	-	-	1	1	-	-	1
Passing	1	-	-	1	1	-	-	1
Backing	-	1	-	1	-	1	-	1
Emerging / Leaving Parked	1	-	-	1	1	-	-	1
Weaving	1	-	-	1	1	-	-	1
Making U-Turn	-	-	-	-	-	-	-	-
Parked	-	-	-	-	-	-	-	-
Changing Lanes	-	-	-	-	-	-	-	-
Avoiding Object in Roadway	-	-	-	-	-	-	-	-
Spun Out of Control	-	-	-	-	-	-	-	-
Drove Wrong Way	-	-	-	-	-	-	-	-
Unknown	-	-	-	-	-	-	-	-
TOTAL	**29**	**25**	**-**	**54**	**46**	**43**	**-**	**89**

- The vehicle was going straight in the majority (52.8%) of crashes involving a school aged pedestrian in 2012. Where the vehicle was found to be at-fault, making a left turn was the most common form of movement (35.2%).

2012 Road Conditions of School Age Pedestrian (to/from School) Related Crashes (Other than "Dry")

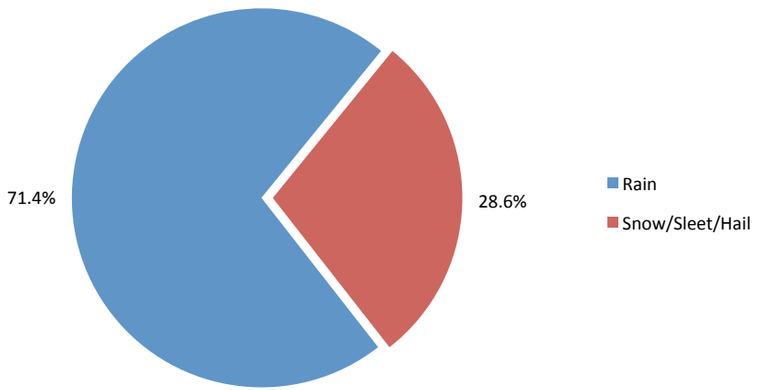


- Aside from dry only wet, snowy, and slushy road conditions were observed in crashes involving school aged pedestrians.

2012 ROAD CONDITIONS OF SCHOOL AGE PEDESTRIAN (TO/FROM SCHOOL) RELATED CRASHES				
CONDITION	PDO	INJURY	FATAL	TOTAL
Dry	40	38	-	78
Wet	2	4	-	6
Snowy	1	1	-	2
Slushy	1	-	-	1
Icy	-	-	-	-
Unknown	-	-	-	-
Dry w/vis Icy Road Treatment	-	-	-	-
Snowy w/vis Icy Road Treatment	-	-	-	-
Icy w/vis Icy Road Treatment	-	-	-	-
Muddy	-	-	-	-
Foreign Material	-	-	-	-
Wet w/vis Icy Road Treatment	-	-	-	-
Slushy w/vis Icy Road Treatment	-	-	-	-
TOTAL	**44**	**43**	**-**	**87**

- Nearly 90% of crashes involving school aged pedestrians in 2012 occurred on dry roads.

2012 School Age Pedestrian (to/from School) Related Crashes by Inclement Weather Conditions

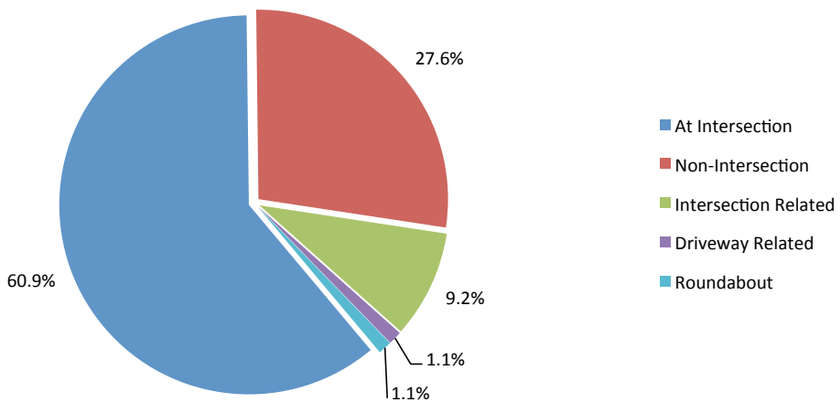


- Where inclement weather was observed, rain was reported in 71.4% of crashes involving school aged pedestrians and snow/sleet/hail was found in 28.6% of crashes; no other inclement weather conditions were observed.

2012 WEATHER CONDITIONS OF SCHOOL AGE PEDESTRIAN (TO/FROM SCHOOL) RELATED CRASHES				
CONDITION	PDO	INJURY	FATAL	TOTAL
None	41	39	-	80
Rain	2	3	-	5
Snow/Sleet/Hail	1	1	-	2
Wind	-	-	-	-
Fog	-	-	-	-
Dust	-	-	-	-
TOTAL	**44**	**43**	**-**	**87**

- No inclement weather was observed in 92% of crashes involving school aged pedestrians in 2012.

2012 Road Description in School Age Pedestrian (to/from School) Related Crashes



- At intersection and intersection related, accounted for 70.1% of total crashes.
- The majority (60.9%) of crashes involving school aged pedestrians in 2012 occurred at an intersection.

2012 ROAD DESCRIPTION IN SCHOOL AGE PEDESTRIAN (TO/FROM SCHOOL) RELATED CRASHES				
ROAD	PDO	INJURY	FATAL	TOTAL
At Intersection	30	23	-	53
Non-Intersection	9	15	-	24
Intersection Related	3	5	-	8
Driveway Related	1	-	-	1
Roundabout	1	-	-	1
Parking Lot	-	-	-	-
Alley Related	-	-	-	-
Ramp	-	-	-	-
TOTAL	**44**	**43**	**-**	**87**

- 43.4% of crashes which occurred at an intersection involving a school aged pedestrian resulted in injury, while 62.5% of crashes at non-intersections had a recorded injury.

Glossary

Alley Related
Any crash that occurs in an alley or occurs when a vehicle is entering or exiting an alley.

Approach Turn
A crash type that involves two vehicles in the opposite direction, one turns into the path of the other

At Intersection
This term describes a crash in which the first harmful event occurs in the confines of an intersection.

Bicycle
A crash type involving a bicycle and motor vehicle

Bicycle
A vehicle upon which a person may ride and which is propelled by human power applied to pedals. It may have either two wheels in tandem, or three wheels-two parallel and one forward. All wheels must be more than 14" in diameter.

Blood Alcohol Content (BAC)
BAC refers to the amount of alcohol contained in a person's blood. It is measured as weight per unit of volume. Typically, this measurement is converted to a percentage such as 0.10%, which indicates that one-tenth of a percent of a person's blood is alcohol.

Broadside
A crash type that involves two vehicle approaching from non-opposing angular directions (i.e. T-bone)

Complaint of Injury
Is any injury reported or claimed which is not an evident injury

Distracted Driver
Determined from Officer's Observations. This data element identifies the attribute(s) which best describe this driver's attention to driving prior to the driver's realization of an impending critical event or just prior to impact if realization of an impending critical event does not occur. Distraction from the primary task of driving occurs when drivers divert their attention from the driving task to some other activity. Driving while daydreaming or lost in thought is identified as distracted driving by NHTSA.

CDOT Codes:
Distracted / Passenger
Distracted / Cell Phone
Distracted / Radio
Distracted / Other i.e. Food, Objects, Pet, etc.

Driveway Related
A crash in which the first harmful event occurs when a vehicle is entering or exiting a driveway. A driveway access is a roadway providing access to property adjacent to ta traffic way.

DUI
Driving Under the Influence (of alcohol or other drugs)

Farm Equipment
A vehicle that is exclusively used as an implement of husbandry.

FARS
Fatal Analysis Reporting System is a nationwide census providing NHTSA, Congress and the American public yearly data regarding fatal injuries suffered in motor vehicles crashes.

Fatal
A fatal is a crash wherein an involved party sustains a crash related injury that results in death within 30 days of the crash.

Fatality
Number of the person(s) with fatal injuries who was involved in the traffic crash.

Head-On
A crash type that involves two vehicles approaching opposite directions and intending to continue in opposite directions collide in a frontal or angular manner as a result of one or both vehicles crossing the painted or unpainted centerline or divided median of the roadway. This includes a collision resulting from one vehicle traveling the wrong way down a divided roadway.

Hit and Run/Unknown
Unknown vehicle type, a vehicle that left the scene of a crash.

Holidays (FARS Definition)
The length of a "FARS holiday" depends on the day on which the holiday occurs. NHTSA uses the following times for holiday analysis:

Day of Holiday Time Period Used for Analysis
Sunday or Monday: 6 p.m. Friday to 5:59 a.m. Tuesday
Tuesday: 6 p.m. Friday to 5:59 a.m. Wednesday
Wednesday: 6 p.m. Tuesday to 5:59 a.m. Thursday
Thursday: 6 p.m. Wednesday to 5:59 a.m. Monday
Friday or Saturday: 6 p.m. Thursday to 5:59 a.m. Monday

Glossary

Human Contributing Factors
The most prevalent contributing factor in which played a role in the involvement of the traffic crash

Incapacitating Injury
Any injury (other than a fatal injury) that prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury is an incapacitating injury. Examples include severe lacerations, broken limbs, and skull, chest, or abdominal injuries. Momentary unconsciousness is not included.

Injured
Number of person(s) with an injury who was involved in the traffic crash

Injury
An injury crash is where at least one person is injured from the results of the crash

Intersection Related
A crash in which the first harmful event occurs on an approach to or exit from an intersection and the harmful event results from movements controlled by the intersection.

Light Rail
A vehicle other than a railroad train for transporting persons or property upon rails, principally within a municipality.

Lighting Condition
Description of the lighting conditions at the time and location of the first harmful event

Motorcycle
For the purpose of the crash report, a motor vehicle designed to travel on not more than three wheels in contact with the ground and has an engine greater than 50cc in displacement.

Motorhome
A vehicle built on a truck chassis and designed to serve as self-contained living quarters for travel.

Motorized Bicycle
A motor-driven cycle is any motorcycle having an engine with less than 150 cubic centimeters displacement or with five brake horsepower or less. Including, but not limited to: Moped, miniature motorcycle, minibike, “Pocket” Motorcycle, motor scooter.

MVMT –Million Vehicle Miles Traveled
One vehicle mile of travel is the movement of one privately operated vehicle for one mile, regardless of the people in the vehicle.

Non-Incapacitating Injury
This type of injury is evident to observers at the scene, but is not a fatal or incapacitating injury. Examples include bruises, lumps, and lacerations.

Non-Intersection
A crash in which the first harmful event occurs that is not due an intersection, driveway, or alleyway.

Non-School Bus
Motor vehicle with seating for transporting nine or more persons, including the driver

Objects
A crash type where a vehicle collides with an object either on the roadway or off. Objects included: Barricade, Bridge structure, cable rail, concrete highway barrier, Crash cushion/traffic barrel, culvert or headwall, curb*, delineator post*, domestic animal, embankment, fence, guard rail, large rocks or boulders, light pole/utility pole, mailbox, other fixed object, other object, railroad crossing equipment, sign, traffic signal pole, tree, unknown, wall or building, wild animal.

**Curbs and Delineator Posts are only considered the Crash type if it is the only collision.*

Other
Other vehicle type, consists of any traffic unit that does not have a classification (e.g. Pedestrians, snowmobiles, ATVs, Roadway Maintenance Equipment, emergency vehicles, etc.).

Other Non-Collision
A harmful event that does not involve a vehicle colliding with another vehicle or object (e.g. a tire blow out, a jack knife or a fire)

Overtaking Turn
A crash type that involves two vehicles traveling in the same direction, one vehicle turns into the path of the other

Overturning
A crash type in which a vehicle overturns on or off the roadway without first having been involved in some other type single or multiple vehicle crash (i.e. rollover)

Parked Motor Vehicle
A crash type in which a vehicle in motion collides with a parked motor vehicle whether occupied or not

Parking Lot
A crash in which the first harmful event occurs within a parking lot

Passenger Car/Van
A passenger car/van is any car/van where the area behind the driver or cab is designed for carrying passengers.

Pedestrian (all others)
A crash type involving any person who is not an occupant of a vehicle. This includes persons operating mechanized toy vehicles, skateboards, etc., who are not otherwise classified as occupants.

Pedestrian (School Age, To/From School)
A crash type involving a child (18 and under years old) in route to or from school whether walking or on a toy-vehicle.

Pedestrian on a Toy Vehicle
A crash type involving a pedestrian on any vehicle, that has wheels with an outside diameter or not more than 14 inches and is not designed, approved, or intended for use on public roadways or highways. Toy vehicles includes, but is not limited to, gas-powered or electronic-powered vehicles commonly known as mini bikes, “pocket bikes”, kamikaze boards, go-peds, and stand-up scooters.

Pickup Truck/Utility Van
A truck is a motor vehicle designed primarily for carrying property. A utility van is a motor vehicle consisting primarily of a transport device which has a gross vehicle weight rating (GVWR) of 10,000 pounds or less and is basically a “box on wheels” that is identifiable by its enclosed cargo area, step-up floor, and relatively short (or non-existent) hood. Vans are classified by size based on frame type and overall vehicle body width.

Property Damage Only (PDO)
A crash type that the persons involved are not injured or killed.

Railway Vehicle/ Light Rail
A crash type involving a vehicle designed for moving persons or property from one place to another on rails.

Ramp
A crash in which the first harmful event occurs on an exit or entrance ramp

Rear-End
A crash type that involves two vehicles in a position of one behind the other and collide, regardless of what movements(s) either vehicle was in the process of making with the exception of one or both vehicles backing. This type includes a collision in which the leading vehicles spun out and became turned 180 degrees around such that the resulting same directions collision had it strike front end to front end with the following vehicle.

Road Conditions
Description of the roadway where the first harmful event occurred

Road Maintenance Equipment
A crash type involving a road construction/maintenance equip such as a motor scraper, backhoe, motor grader, compactor, tractor, trencher, bulldozer, street sweeper, snowplow, etc.

Roadway Functional Class
Is the process by which streets and highways are grouped into classes, or systems, according to the character of traffic service that they are intended to provide. There are three highway functional classifications: arterial, collector, and local roads. All streets and highways are grouped into one of these classes, depending on the character of the traffic (i.e., local or long distance) and the degree of land access that they allow.

Roundabout
A crash in which the first harmful event occurs within or upon entering or exiting a roundabout. A circular intersection joining two or more streets which feeds traffic into a circulatory roadway that surrounds a central island.

School Bus
A school bus is a motor vehicle which is owned or under contract to a public school or governmental agency and is used for the transportation of schoolchildren to or from public school or school activities. Any automobile, bus, van, utility vehicle, truck, or other vehicle that is designed for the transportation of schoolchildren and which meets the criteria above qualifies as a school bus.

Senior Drivers
Drivers of motor vehicles 65 years old or older

Sideswipe Opposite Direction
A crash type that involves two vehicles approaching opposite directions and intending to continue in opposite directions collide in a sideswiping manner as a result of one or both vehicles crossing the painted or unpainted centerline or divided median of the roadway. Also includes a collision resulting from one vehicle traveling the wrong way down a divided roadway.

Sideswipe Same Direction
A crash type that involves two vehicles moving alongside each other and collide, with at least one of the vehicles being struck on the side. This type would include a collision resulting from one of the vehicles making an improper turn suck as a left from the right lane or vice-versa or turning right from the appropriate outside lane and striking a vehicle passing on the right shoulder.

SUV
A sports utility vehicle as defined by the manufacturer.

Toy Vehicle
Any vehicle, whether or not home-built by the user, that has wheels with an outside diameter of not more than fourteen inches and is not designed, approved, or intended for use on public roadways or highways. Toy vehicle includes, but is not limited to, gas-powered or electronic-powered vehicles commonly known as mini bikes, “pocket bikes”, kamikaze boards, go-peds, and stand-up scooters.

Traffic Crash
A traffic crash is defined as unintentional damage or injury caused by the movement of a motor vehicle or its load.

Traffic Unit
A traffic unit is a motor vehicle, vehicle, or pedestrian involved in the circumstances of a traffic crash.

Transit Bus
A bus used for passenger transportation over fixed, scheduled routes within primarily urban geographical areas.

Vehicle Debris or Cargo
A crash type where debris or cargo has fallen off one vehicle and colliding with another vehicle.

Vehicle Movement
Description of the movement of the vehicle prior to impact. The attributes include Avoiding Object in Roadway, Backing, Changing lanes, Drove Wrong Way, Emerging/Leaving Parked Position, Going Straight, Making a Left Turn, Making a Right Turn, Making a U-turn, Other, Parked, Passing, Slowing, Spun Out of Control (for CDOT purposes, anytime where a driver is not in control of the vehicle prior to crash), Stopped in Traffic, Weaving

Vehicle/Vehicle Combination (10,000+lbs)
A motor vehicle designed & used primarily for drawing other vehicles (normally a large trailer) but is constructed to carry a load other than a part of the weight of the vehicle that it pulls. Tractor has a cab and a bed.

Work Zone
A work zone is an area of a traffic way where construction, maintenance or utility work activities are identified by warning signs/signals/indicators, including those on transport devices that mark the beginning and end of a construction, maintenance or utility work activity.

Young Drivers
Drivers of motor vehicles 20 years old and younger.

State of Colorado Traffic Accident Report

DR 2447 (02/01/06)
COLORADO DEPARTMENT OF REVENUE

MAIL TO: STATE OF COLORADO
MOTOR VEHICLE
TRAFFIC RECORDS
DENVER, CO 80261-0016

STATE OF COLORADO TRAFFIC ACCIDENT REPORT

☐ **AMENDED/SUPPL.** ☐ **UNDER $1,000** ☐ **COUNTER REPORT** ☐ **PRIVATE PROPERTY** **PAGE _____ OF _____ PAGES**

CDOT Code | Case # | ☐ INTERSTATE HWY ☐ STATE HWY ☐ CITY ST/CNTY RD | HWY NUMBER ☐☐☐ MILEPOINT ☐☐☐.☐☐ | DOR Code

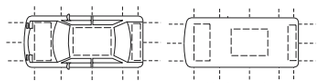
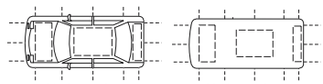
Date of Accident | City | Agency | County | County #

Time (24 Hr.) | Officer Number | Officer Name | Signature | Detail

Number Killed | Number Injured | Location Route, Street, Road _____ Miles _____ Feet N☐ S☐ E☐ W☐ OF: _____ ☐ At: _____

Date of Report | Latitude _____ _____ _____ _____ Longitude _____ _____ _____ _____

Agency Code | Investigated @ Scene ☐ | Total Vehicles | District Number | Public Property/ Employee ☐ | Photos Taken ☐ | Railroad Crossing Related ☐ | Const. Zone Related ☐ | Highway Interchg. ☐ | Bridge Related ☐

Traffic Unit # 1 or _____ ☐ Veh. ☐ Parked ☐ Bicycle ☐ Pedestrian ☐ Non-Vehicle ☐ Non-Contact Veh.	Traffic Unit # 2 or _____ ☐ Veh. ☐ Parked ☐ Bicycle ☐ Pedestrian ☐ Non-Vehicle ☐ Non-Contact Veh.
Last Name / First / MI	Last Name / First / MI
Street Address / Personal Phone ( )	Street Address / Personal Phone ( )
City / State / ZIP / Bus. Phone ( )	City / State / ZIP / Bus. Phone ( )
Driver License Number / CDL / State / Sex / DOB	Driver License Number / CDL / State / Sex / DOB
Primary Violation ☐ DUI	Primary Violation ☐ DUI
Violation Code / Citation Number / Common Code	Violation Code / Citation Number / Common Code
Year / Make / Model / Body Type	Year / Make / Model / Body Type
License Plate Number / State or Country / Color	License Plate Number / State or Country / Color
Vehicle Identification Number	Vehicle Identification Number
Vehicle Owner Last Name ☐ Same / First / MI	Vehicle Owner Last Name ☐ Same / First / MI
Address ☐ Same / City / State / ZIP	Address ☐ Same / City / State / ZIP
Towed Due to Damage ☐ By: To:	Towed Due to Damage ☐ By: To:
Trailer VIN#_____  _____ Undercarriage ____ Undercarriage 1- Slight 2- Moderate 3- Severe	Trailer VIN#_____  _____ Undercarriage ____ Undercarriage 1- Slight 2- Moderate 3- Severe
Insurance Company ☐ None ☐ No Proof / Exp. Date	Insurance Company ☐ None ☐ No Proof / Exp. Date
Policy Number	Policy Number
Owner Damaged Prop. Last Name / First / MI	Address / City / State / ZIP
Owner Damaged Prop. Last Name / First / MI	Address / City / State / ZIP

T.U. #	POS.	REST.	ENDO.	SAFETY EQUIP.	AIR BAG	EJECT	SUSPECTED ALCO	SUSPECTED DRUG	INJ. SEV.	AGE	SEX	NAME / ADDRESS

Approved By | I.D. # | Date

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Case #	DOR CODE	Accident Date	Agency

Describe Accident

T.U. #	Carrier Name	US DOT ☐ ICC ☐ State DOT ☐
	Address	Carrier Identification #
T.U. #	Carrier Name	US DOT ☐ ICC ☐ State DOT ☐
	Address	Carrier Identification #

State of Colorado Traffic Accident Report

TRAFFIC ACCIDENT REPORT

OVERLAY A

A. LOCATION
01. On Roadway
02. Ran Off Left Side
03. Ran Off Right Side
04. Ran Off 'T' Intersection
05. Vehicle Crossed Center Median Into Opposing Lanes
06. On Private Property

B. HARMFUL EVENT SEQUENCE
NON-COLLISION ACCIDENT
01. Overturning
02. Other Non-Collision

COLLISION WITH PEDESTRIAN
03. School Age To / From School
04. Pedestrian on Toy Motorized Veh.
05. All Other Peds

COLLISION WITH MOTOR VEHICLE IN TRANSPORT
06. Front to Front
07. Front to Rear
08. Front to Side
09. Rear to Side
10. Rear to Rear
11. Side to Side-Same Direction
12. Side to Side-Opposite Direction

COLLISION WITH OTHER VEHICLE
13. Parked Motor Vehicle
14. Railway Vehicle/Light Rail
15. Bicycle
16. Road Maintenance Equipment

COLLISION WITH ANIMAL
17. Domestic Animal
18. Wild Animal

COLLISION WITH OBJECT
19. Light Pole / Utility Pole
20. Traffic Signal Pole
21. Sign
22. Guard Rail
23. Cable Rail
24. Concrete Highway Barrier
25. Bridge Structure
26. Vehicle Debris or Cargo
27. Culvert or Headwall
28. Embankment
29. Curb
30. Delineator Post
31. Fence
32. Tree
33. Large Rocks or Boulder
34. Railroad Crossing Equipment
35. Barricade
36. Wall or Building
37. Crash Cushion / Traffic Barrel
38. Mailbox
39. Other Fixed Object (Specify in Narrative)
40. Other Object (Specify in Narrative)

C. APPROACH/OVERTAKING TURN
01. Approach Turn
02. Overtaking Turn
03. Not Applicable

D. ROAD DESCRIPTION
01. At Intersection
02. Driveway Access Related
03. Intersection Related
04. Non-Intersection
05. Alley Related
06. Roundabout
07. Ramp
08. Parking Lot

E. ROAD CONTOUR
01. Straight On-Level
02. Straight On-Grade
03. Curve On-Level
04. Curve On-Grade
05. Hillcrest

F. ROAD SURFACE
01. Concrete
02. Blacktop
03. Brick or Block
04. Gravel, Slag or Stone
05. Dirt
06. Other (Describe in Narrative)
07. Unknown

G. ROAD CONDITION
01. Dry
02. Wet
03. Muddy
04. Snowy
05. Icy
06. Slushy
07. Foreign Material
08. Dry W/Visible Icy Road Treatment
09. Wet W/Visible Icy Road Treatment
10. Snowy W/Visible Icy Road Treatment
11. Icy W/Visible Icy Road Treatment
12. Slushy W/Visible Icy Road Treatment

H. LIGHTING CONDITION
01. Daylight
02. Dawn or Dusk
03. Dark - Lighted
04. Dark - Unlighted

J. ADVERSE WEATHER CONDITION
00. None
01. Rain
02. Snow / Sleet / Hail
03. Fog
04. Dust
05. Wind

K. VEHICLE / VEHICLE COMBINATION
FMC (Overlay C) Required
01. Vehicle / Vehicle Combination (10,001 lbs. and over)
02. School Bus (all school buses)
03. Non-school Bus (9 occupants or more including driver) in commerce
04. Transit Bus

GVWR 10,000 lbs. or Less
05. Passenger Car / Passenger Van
06. Passenger Car / Passenger Van W/ Trailer
07. Pickup Truck / Utility Van
08. Pickup Truck / Utility Van W/Trailer
09. SUV
10. SUV W/Trailer
11. Motor Home
12. Motorcycle
13. Bicycle
14. Motorized Bicycle
15. Farm Equipment
16. Hit & Run Unknown
17. Light Rail
18. Other (Describe in Narrative)

L. DIRECTION OF TRAVEL – PRIOR TO IMPACT
01. North
02. Northeast
03. East
04. Southeast
05. South
06. Southwest
07. West
08. Northwest

M. VEHICLE MOVEMENT – PRIOR TO IMPACT
01. Going Straight
02. Slowing
03. Stopped in Traffic
04. Making Right Turn
05. Making Left Turn
06. Making U-Turn
07. Passing
08. Backing
09. Entering / Leaving Parked Position
10. Parked
11. Changing Lanes
12. Avoiding Object in Roadway
13. Weaving
14. Spun Out of Control
15. Drove Wrong Way
16. Other (Describe in Narrative)

N. ROADWAY SPEED LIMIT - Vehicles Only
Traffic Unit #1 or _____

Traffic Unit #2 or _____

P. ESTIMATED VEHICLE SPEED - Vehicles Only
Traffic Unit #1 or _____

Traffic Unit #2 or _____

Q. DRIVER ACTIONS (Officer Opinion Only)
00. No Action
01. Exceeded Safe/ Posted Speed
02. Impeded Traffic
03. Failed to Yield ROW
04. Disregard Stop Sign
05. Failed to Stop at Signal
06. Disregarded Other Device
07. Improper Turn
08. Turned from Wrong Lane or Position
09. Other Improper Turns
10. Lane Violation
11. Improper Passing on Left
12. Improper Passing on Right
13. Followed Too Closely
14. Improper Backing
15. Signaling Violation
16. Reckless Driving
17. Careless Driving (if used, block R can not be coded "00")

R. DRIVER - MOST APPARENT HUMAN CONTRIBUTING FACTOR (Officer Opinion Only)
00. No Apparent Contributing Factor
01. Asleep at the Wheel
02. Driver Fatigue
03. Illness / Medical
04. Driver Inexperience
05. Aggressive Driving
06. Driver Unfamiliar With Area
07. Driver Emotionally Upset
08. Evading Law Enforcement Officer
09. Physical Disability
10. DUI, DWAI, DUID
11. Distracted / Passenger
12. Distracted / Cell Phone
13. Distracted / Radio
14. Distracted / Other i.e. Food, Objects, Pet, etc.
15. Other Factor (Describe in Narrative)

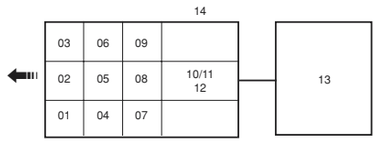
S. BY PEDESTRIAN ACTION (Officer Opinion Only)
01. Cross Against Signal
02. Cross / Enter at Intersection
03. Cross / Enter NOT at Intersection
04. Standing in Roadway
05. Playing in Roadway
06. Soliciting Rides
07. Walking in Roadway in Direction of Traffic
08. Walking in Roadway Against Direction of Traffic
09. Entering / Exiting Vehicle
10. Pushing / Working on Vehicle
11. Lying in Roadway
12. Other (Describe in Narrative)

T. VEHICLE DEFECT / CONDITION (Officer Opinion Only)
00. No Vehicle Defects
01. Defective Head Light(s)
02. Defective Brake/Tail Light(s)
03. Defective Signaling Device
04. Brakes Defective/Out of Adjustment
05. Defective Tires
06. Sudden Tire Failure
07. Improper Tires for Conditions
08. Mechanical Failure
09. Obstructed Window(s)
10. Improper Load
11. Spilled Load – Commercial Aggregate
12. Spilled Load – Commercial Non- Aggregate
13. Spilled Load – Other
14. Parking Violation
15. Other Defect(s) (Describe in Narrative)

OVERLAY B

Traffic Unit #

Position In / On Vehicle



01. Driver
02-09. Passengers
10. Other **ENCLOSED** passenger/cargo area
11. Other **UN-ENCLOSED** passenger/cargo area
12. Sleeper Section of Truck
13. Trailer
14. Riding/Hanging on to Exterior of vehicle or trailer
15. Pedestrian

Compliance with Driving Restrictions 00. Not Restricted; 01. Complied With Restrictions; 02. Did Not Comply With Restrictions; 03. Compliance With Restrictions Not Known

Compliance with Driving Endorsements 00. No Driving Endorsements; 01. Endorsements Required and Complied With; 02. Endorsements Required and Not Complied With; 03. Endorsements Required and Compliance Not Known

Safety equipment used

SYSTEM
A. None
B. Shoulder and Lap Belt
C. Shoulder belt only
D. Lap belt only
E. Child safety restraint
F. Motorcycle
G. Bicycle

USE (Restraints & MC Eye Protection)
00. Not used
01. Properly used
02. Improperly used
03. Unknown
04. Bicycle

HELMET
A. N/A (Cars/Trucks)
B. No Helmet
C. Available, not used
D. Helmet Improperly used
E. Helmet Properly used
F. Unknown
G. Bicycle Helmet

Air Bag 00. Not Equipped; 01. Not Deployed; 02. Deployed at pos. only; 03. Deployed at pos. & others; 04. Not deployed at pos., deployed at others; 05. Unknown

A. None
B. Front
C. Side
D. Curtain
E. Rear
F. Multiple

Ejection 00. No; 01. Yes - Partial; 02. Yes - Full; 03. Extricated

Suspected alcohol (Officer Opinion Only) 00. No; 01. Yes; 02. Unknown

Suspected drugs (Officer Opinion Only) 00. No; 01. Yes; 02. Unknown

Injury Severity 00. No injury; 01. Complaint of injury; 02. Evident - non-incapacitating; 03. Evident - incapacitating; 04. Fatal

Age Age ***MUST BE*** in whole Numbers (Under the Age of 1 year Age = 0)

Sex

Name / Address

Traffic Unit #
Position In / On Vehicle
Compliance with Driving Restrictions
Compliance with Driving Endorsements
Safety Equipment Used -System
-Use
-Helmet
Air Bag -Deployment
Air Bag -Type
Ejection
Suspected alcohol (Officers Opinion Only)
Suspected drugs (Officers Opinion Only)
Injury Severity
Age Age ***MUST BE*** in whole Numbers (Under the Age of 1 year Age = 0)
Sex
Name / Address

State of Colorado Traffic Accident Report

FEDERAL MOTOR CARRIER INFORMATION

OVERLAY C

AA. CARRIER TYPE
01. Interstate
02. Intrastate
03. Government Vehicle (10,001lbs. GVWR and over)
04. Not in Commerce (10,001lbs. GVWR and over)
(If #4 is chosen, complete ***only*** blocks CC, DD, EE, FF, and GG or NN.)

BB. SOURCE OF NAME
01. Log Book
02. Shipping Papers, Truck, Bus, or Trip Manifest
03. Driver
04. Side of Vehicle

CC. GROSS VEHICLE WEIGHT RATING
01. Under 10,001 Pounds
02. 10,001 to 26,000 Pounds
03. 26,001 Pounds and Over

DD. TOTAL NUMBER OF AXLES
Enter the total number of axles including truck and trailer.

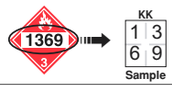
EE. VEHICLE CONFIGURATION
01. Passenger Car (only if HM placarded)
02. Light Truck (only if HM placarded)
03. Bus/ Limousine
04. Single-unit Truck (2 axles)
05. Single-unit Truck (3 or more axles)
06. Truck and Trailer
07. Truck Tractor (Bobtail)
08. Truck Tractor and Semi-Trailer
09. Truck Tractor and Double Trailers
10. Truck Tractor and Triple Trailers
11. Other (Describe in narrative)

FF. CARGO BODY TYPE
01. Bus/ Limousine (seats 9-15 occupants including the driver)
02. Bus/Limousine (seats 16 or more occupants including the driver)
03. Van/ Enclosed Box
04. Cargo Tank
05. Flatbed/Pickup
06. Dump Bed
07. Concrete Mixer
08. Auto Transporter
09. Garbage Refuse
10. Grain, Chips, Gravel
11. Pole
12. Intermodal Container
13. Vehicle Towing another Vehicle
14. Fire Aparatus
15. Ambulance
16. No Cargo Body
17. Other (Describe in Narrative)

HH. HAZARDOUS MATERIALS
Did the vehicle have a hazardous material placard?
00. No
01. Yes

JJ. HAZARDOUS MATERIALS
Was hazardous cargo from the placarded truck released?
(Do not count fuel from the vehicle fuel tank)
00. No
01. Yes

KK. HAZARDOUS MATERIALS
Enter the ***four*** digit number from the placard. If no number on the placard enter the ***four*** digit identification number from the shipping paper(s).



KK
1 3
6 9
Sample

LL. HAZARDOUS MATERIALS
Enter the one digit number taken from the bottom of the placard.

MM. LIQUID HAZARDOUS MATERIALS
Enter the amount of bulk liquid cargo at time of accident.
01. 0 to 1,000 gallons
02. 1,001 to 2,000 gallons
03. 2,001 to 3,000 gallons
04. 3,001 to 4,000 gallons
05. 4,001 to 5,000 gallons
06. 5,001 to 6,000 gallons
07. 6,001 to 7,000 gallons
08. 7,001 to 8,000 gallons
09. 8,001 gallons and over

SEQUENCE OF ACCIDENT EVENTS

GG. Block AA Top

NN . Block AA Bottom

1st
2nd
3rd
4th

NON-COLLISION
01. Ran Off the Road
02. Jackknifed
03. Overturning
04. Downhill Runaway
05. Cargo Loss or Shift
06. Explosion or Fire
07. Separation of Units
08. Crossed the Median/Center Line
09. Equipment Failure (Tires, etc.)
10. Other (Describe in Narrative)

COLLISION
11. Pedestrian
12. Motor Vehicle inTransport
13. Parked Motor Vehicle
14. Train
15. Pedal Cycle (Bicycle, Tricycle, etc.)
16. Animal
17. Fixed Object
18. Work Zone Maintenance Equipment
19. Other Movable Object
20. Other (Describe in Narrative)

COLORADO INVESTIGATOR'S FATAL TRAFFIC ACCIDENT SUPPLEMENTAL REPORT

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Case #	DOR CODE	Accident Date	Agency

EMERGENCY MEDICAL SERVICES
(Record all time using 24 Hr. time)

Time Notified	Time Arrived @ Scene	Time Arrived @ Hospital

If times are unknown provide name of responding services

TRAFFICWAY FLOW ☐
01. Not Divided (Two Way)
02. Divided, Median W/O Barrier
03. Divided, Median W/Barrier
04. One Way

NUMBER OF TRAVEL LANES ☐
If the accident is totally contained on half of a divided highway (physical barrier not painted median), only count the number of travel lanes on that half.

ACCIDENT AVOIDANCE MANEUVER
00. No Avoidance Maneuver
01. Braking (Skid marks evident)
02. Braking (Per driver, no skid marks evident)
03. Braking (Per witness, no skid marks evident)
04. Steering (Evidence or stated)
05. Steering & Braking (Evidence or stated)
06. Other Avoidance Maneuver

Traffic Unit #1 or ___ ☐ | Traffic Unit #2 or ___ ☐ | Traffic Unit #3 or ___ ☐ | Traffic Unit #4 or ___ ☐

FIRE/HAZARDOUS MATERIALS INVOLVEMENT
00. No Fire/No Haz-Mat Cargo
01. No Fire/Haz-Mat Cargo Not Involved
02. No Fire/Haz-Mat Incident
03. Vehicle Fire/No Haz-Mat Cargo
04. Vehicle Fire/Haz-Mat Cargo Not Involved
05. Vehicle Fire/Haz-Mat Incident

Traffic Unit #1 or ___ ☐ | Traffic Unit #2 or ___ ☐ | Traffic Unit #3 or ___ ☐ | Traffic Unit #4 or ___ ☐

TRAFFIC CONTROL DEVICE FUNCTIONING
01. No Controls
02. Not Functioning
03. Functioning Improperly
04. Functioning Properly
05. Unknown

☐ List the Most Significant Types of Traffic Control Devices

MUST BE COMPLETED FOR ALL PERSONS INVOLVED EXCEPT UNINJURED BUS/RAILWAY PASSENGERS.

(A) Traffic Unit Number (list Traffic Unit Number as on DR 2447)

(B) Position in Vehicle

03	06	09	14
02	05	08	10/11 12
01	04	07	

13

01. Driver
02-09. Passengers
10. Other **ENCLOSED** passenger/cargo area
11. Other **UN-ENCLOSED** passenger/cargo area
12. Sleeper Section of Truck
13. Trailer
14. Riding/Hanging on to Exterior of Vehicle or Trailer
15. Pedestrian

(C) Ejection Path 00. Not Ejected/ Not applicable 01. Through Side Door Opening 02. Through Side Window 03. Through Windshield 04. Through Back Window 05. Through Back Door/Tailgate Opening 06. Through Roof Opening (sun roof/convertible top down) 07. Through Roof (convertible top up) 08. Other Path (e.g. back of pickup truck) 09. Unknown

(D) Alcohol Suspected (Officer Opinion Only) Yes > 01. Preliminary Breath Test 02. SFST 03. Observed 04. Passive Alcohol Sensor 05. Other method | No > 06. Preliminary Breath Test 07. SFST 08. Observed 09. Passive Alcohol Sensor 10. Other method

(E) Tested for Alcohol 00. Not Tested 01. Blood 02. Breath 03. Urine 04. Other 05. Refusal 06. By Coroner

(F) Other Drug/Impairment Suspected (Officer Opinion Only) Yes > 01. Drug Recognition Expert 02. SFST 03. Observed 04. Other | No > 05. Drug Recognition Expert 06. SFST 07. Observed 08. Other Method

(G) Tested for Other Drugs 00. Not Tested 01. Blood 02. Breath 03. Urine 04. Other 05. Refusal 06. By Coroner

(H) Dead at Scene 00. No 01. Yes

Name	Taken to	Date Expired	Time