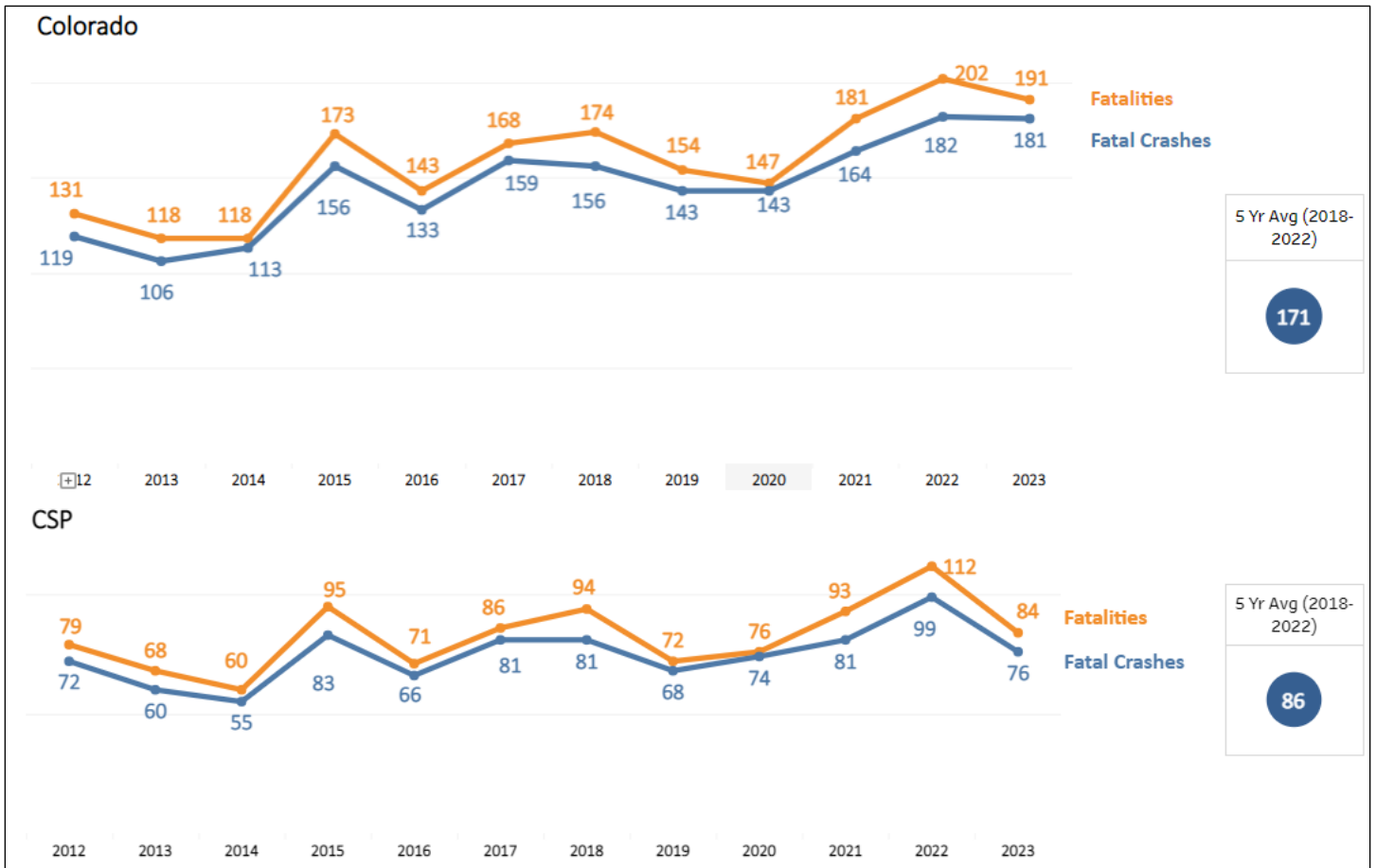# Colorado State Patrol
Monthly Crash Report

April 2023

Accessibility Statement: For an Excel or text-based, more accessible version of a specific dataset, please contact VCAU@state.co.us

<u>Overview</u>

FARS Countable Crashes and Fatalities Year to Date (YTD), 2023[1][2]

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[1] FARS countable fatal crashes do not include fatal crashes that occur on private property, medical, intentional acts, industrial accidents, or suicide. The fatality also has to occur within 30 days of the crash. FARS crashes may not match data from the CSP Reporting Data Warehouse (RDW) since FARS entries have their own criteria.

[2] FARS countable fatalities are the number of fatalities (deaths) per crash that are FARS countable.
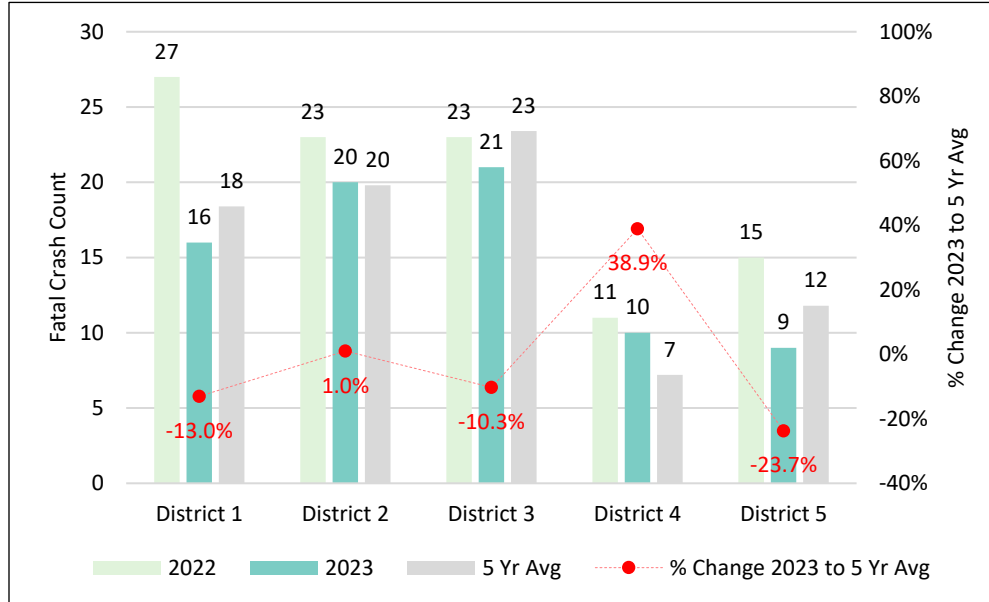
Overview Continued

CSP Crash Comparison YTD[3] [4] [5]

	2022	2023	5 Yr Avg (18-22)	% Change 2023 to 5 Yr Avg
Fatal Crashes	99	76	80.6	-5.7%
Injury Crashes	1,069	1,027	989.4	3.8%
Property Crashes	6,910	8,395	7147.8	17.4%

CSP Impaired (D00/D01) Crash Comparison YTD[6] [7]

	2022	2023	5 Yr Avg (18-22)	% Change 2023 to 5 Yr Avg
Fatal Crashes	25	20	22.0	-9.1%
Injury Crashes	159	141	149.2	-5.5%
Property Crashes	446	422	407.4	3.6%

Fatal Crashes YTD by District Compared to Last Year and 5-Year Average (18-22)

Crashes by Location Troop Year Over Year and 5-Year Average (18-22)
Crash Data Through Month of Report for All Years

Crash analysis by CSP Troop shows this year's totals compared to the same months last year and the same months in the five-year average. [8] For example, the April report shows 2023 totals for Jan-Apr, 2022 and for Jan-Apr, 2023, and the five-year average of Jan-Apr 2018-2022. This provides a comparison of the same year to date over time. A comparison of current year totals to the five-year average is in the "2023 / 5 yr" column as a percentage. A positive percentage indicates the current year total is higher than the five-year average while a negative percentage indicates the opposite.

The five-year comparison column uses a three-color scheme from green to blue where green is lower, no color is mid-range, and blue is higher. Higher percentages (darker blue) across fatalities and crash categories may indicate areas of concern.
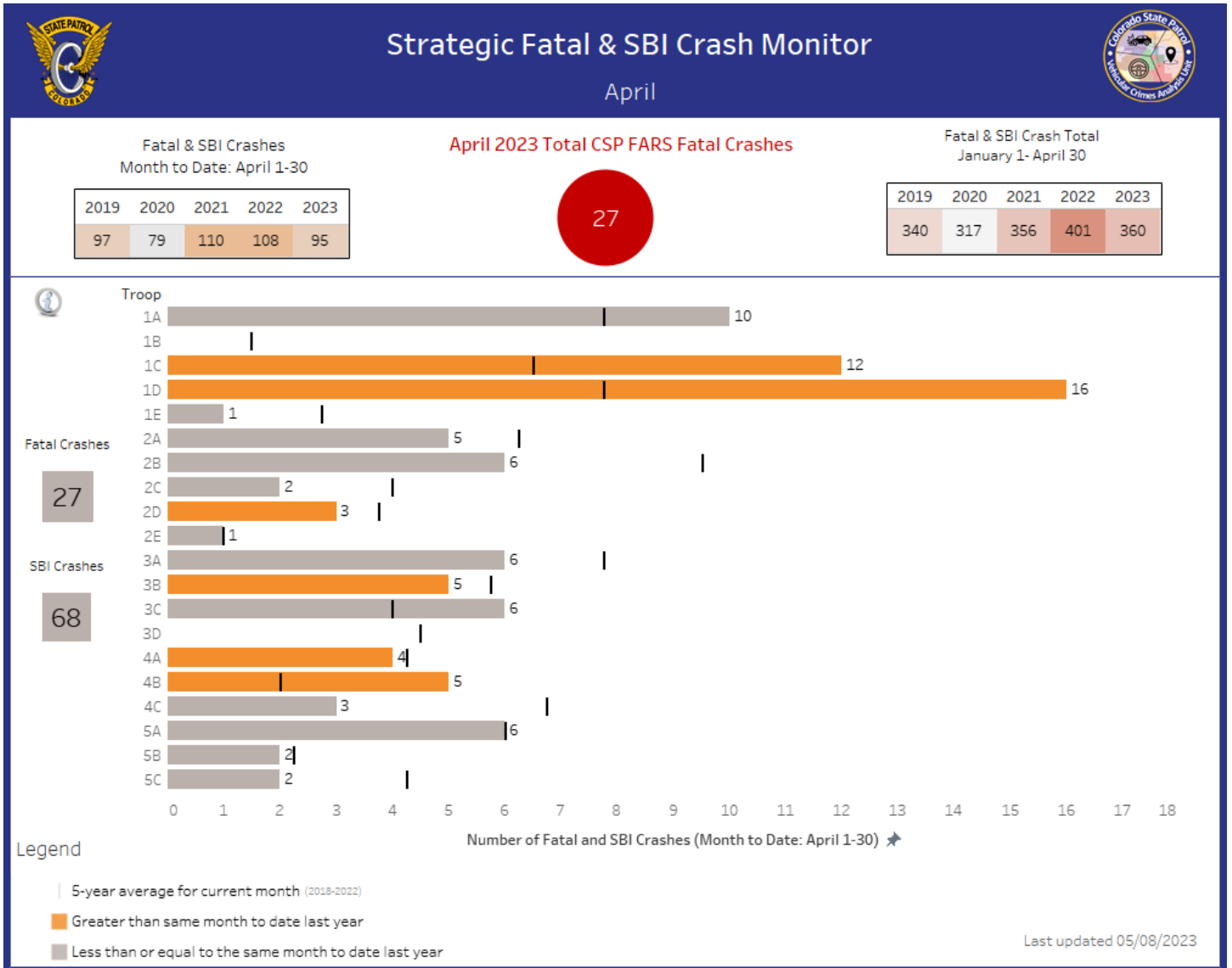
Notes: Whole numbers are used in the table, except for the percentage columns, to declutter the appearance. As such, some of the math may appear incorrect due to a number like 1 replacing what is really a decimal such as 0.6. Large changes between current year data and the five-year average are more likely early in the year as the data sample is relatively small. Obvious outliers may not be color coded.

Troop	Fatalities				Fatal Crashes				Injury Crashes				Total Crashes			
	2022	2023	5 Yr Avg	2023 / 5 Yr Avg	2022	2023	5 Yr Avg	2023 / 5 Yr Avg	2022	2023	5 Yr Avg	2023 / 5 Yr Avg	2022	2023	5 Yr Avg	2023 / 5 Yr Avg
1A	5	4	3	25.0%	5	4	3	25.0%	106	106	108	-1.9%	862	864	935	-7.6%
1B	1	0	1	-100.0%	1	0	1	-100.0%	9	14	9	59.1%	78	77	70	9.7%
1C	6	6	5	11.1%	5	5	5	-3.8%	76	88	70	26.1%	668	878	776	13.1%
1D	16	7	10	-27.1%	15	6	9	-31.8%	122	150	116	28.9%	946	1,309	1,078	21.4%
1E	1	1	1	25.0%	1	1	1	66.7%	13	16	13	23.1%	70	70	70	0.6%
D1	29	18	20	-8.2%	27	16	18	-13.0%	326	374	316	18.4%	2,624	3,198	2,929	9.2%
2A	4	1	5	-80.8%	3	1	5	-79.2%	46	47	44	5.9%	332	432	373	15.8%
2B	6	14	7	94.4%	6	13	7	91.2%	81	72	87	-17.4%	627	779	657	18.6%
2C	7	2	4	-47.4%	6	2	3	-41.2%	20	21	20	2.9%	169	169	168	0.8%
2D	11	5	5	0.0%	8	4	4	-9.1%	57	38	45	-15.2%	408	304	330	-7.8%
2E	0	0	0	-100.0%	0	0	0	-100.0%	26	11	15	-24.7%	107	101	89	13.5%
D2	28	22	22	1.9%	23	20	20	1.0%	230	189	211	-10.6%	1,643	1,785	1,616	10.4%
3A	4	9	9	-2.2%	3	9	8	18.4%	75	62	71	-12.4%	468	448	424	5.7%
3B	9	6	7	-11.8%	9	6	6	3.4%	33	31	29	6.9%	224	301	215	40.3%
3C	4	1	6	-82.1%	3	1	5	-78.3%	85	65	68	-5.0%	488	525	501	4.9%
3D	8	6	6	-3.2%	8	5	5	-7.4%	49	39	35	10.2%	258	380	215	76.4%
D3	25	22	28	-20.9%	23	21	23	-10.3%	242	197	204	-3.2%	1,438	1,654	1,354	22.1%
4A	4	1	2	-50.0%	4	1	2	-50.0%	48	44	36	22.2%	327	334	280	19.3%
4B	1	8	2	233.3%	1	7	2	218.2%	22	52	29	81.8%	302	391	313	25.1%
4C	7	2	3	-37.5%	6	2	3	-33.3%	99	84	91	-7.9%	932	1,130	829	36.3%
D4	12	11	8	44.7%	11	10	7	38.9%	169	180	156	15.5%	1,561	1,855	1,422	30.5%
5A	12	5	7	-24.2%	9	4	6	-28.6%	35	26	42	-38.1%	291	433	360	20.4%
5B	3	4	4	11.1%	3	3	4	-16.7%	32	33	28	16.2%	205	193	214	-9.9%
5C	3	2	3	-23.1%	3	2	3	-23.1%	35	28	32	-13.0%	316	380	322	17.9%
D5	18	11	13	-14.1%	15	9	12	-23.7%	102	87	103	-15.2%	812	1,006	896	12.3%
Total	112	84	89	-6.0%	99	76	81	-5.7%	1069	1027	989	3.8%	8,078	9,498	8,218	15.6%

Color coding for 2023 % change to 5 year average comparison applied to each column individually

Lowest — Middle — Highest

[8] Fatalities and fatal crashes data sourced from the VCAU FARS Counts log. Injury crashes and property crashes sourced from the RDW. Total crashes are the sum of fatal, injury and property crashes. Reporting troop and location troop are not always the same, leaving some crashes assigned to troops differently in this crash report. E.g., Crashes by Location Troop chart may assign a crash to a different troop than Fatal Crash ACFs by Reporting Troop chart.

Fatal and SBI Crash Monitor for Month of Report

Strategic Fatal & SBI Crash Monitor
April

Fatal & SBI Crashes Month to Date: April 1-30

2019	2020	2021	2022	2023
97	79	110	108	95

April 2023 Total CSP FARS Fatal Crashes

27

Fatal & SBI Crash Total January 1- April 30

2019	2020	2021	2022	2023
340	317	356	401	360

Fatal Crashes
27

SBI Crashes
68

Troop

Troop	Value
1A	10
1B	
1C	12
1D	16
1E	1
2A	5
2B	6
2C	2
2D	3
2E	1
3A	6
3B	5
3C	6
3D	
4A	4
4B	5
4C	3
5A	6
5B	2
5C	2

Number of Fatal and SBI Crashes (Month to Date: April 1-30) 📌

Legend

| 5-year average for current month (2018-2022)
🟧 Greater than same month to date last year
⬜ Less than or equal to the same month to date last year
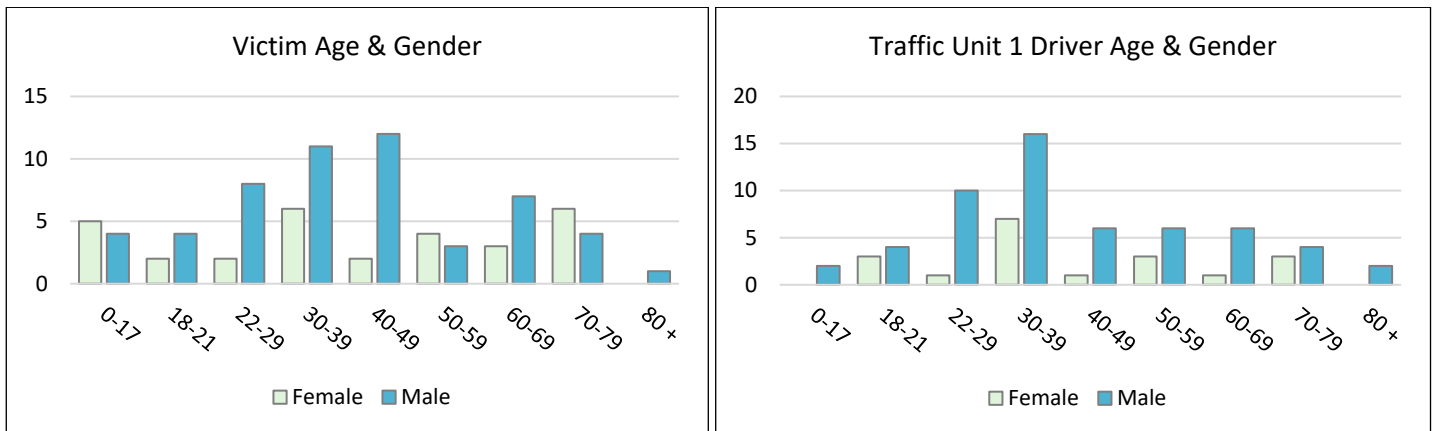
Last updated 05/08/2023

Fatal and Injury Crash Time and Day of Week
Fatal Crash Victim and At Fault by Age and Gender

Fatal and Injury Crashes YTD[9]

Crashes by Hour and Day of Week

Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
0	6	5	2	3	4	3	7	30
1	16	2	3	3	1	2	6	33
2	5	2		1	1	1	4	14
3	5	3	1	1	1	2	7	20
4	3	1	2	3	1		3	13
5	4	8	4	3	2		2	23
6	4	6	13	6	7	4	8	48
7	1	12	15	10	17	13	6	74
8	4	14	13	11	12	7	5	66
9	4	4	8	6	6	7	9	44
10	9	3	5	8	5	7	6	43
11	5	8	10	11	6	11	9	60
12	2	4	2	5	4	11	4	32
13	9	8	4	12	10	5	8	56
14	6	10	8	11	12	7	11	65
15	10	17	5	10	12	15	7	76
16	8	8	12	13	7	11	11	70
17	16	11	11	13	15	10	8	84
18	7	6	12	7	12	8	6	58
19	7	4	5	4	4	9	9	42
20	4	8	3	6	7	9	11	48
21	7	4	3	6	5	6	6	37
22	9	4	3	2	3	4	4	29
23	3	3	5	6	5	3	12	37
Total	154	155	149	161	160	155	169	

Fatal Crash Victim and At Fault (TU1) Age and Gender YTD[10]

Victim Age & Gender

Traffic Unit 1 Driver Age & Gender

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[9] Fatal crash data by hour and day of week comes from CDOT fatalities log. Injury crash data by hour and day of week comes from the RDW.

[10] Fatal crash victim and traffic unit one age and gender data comes from CDOT fatalities log.

Fatal Crash Accident Causal Factor Breakdown

Fatal Crash ACFs by Reporting Troop YTD[11]

Reporting Troop	D00 D01	M02 M03	M04	M07	M08	M09	M11	M12	M14	M15	M22	M23	Total
1A		2		1							1	1	5
1C	1		3								1		5
1D	1	1	1	1						1			5
1E				1									1
D1	2	3	4	3	0	0	0	0	0	1	2	1	16
2A							1						1
2B	1	3	1	3			1	2			1	1	13
2C		2											2
2D	2			1		1							4
D2	3	5	1	4	0	1	2	2	0	0	1	1	20
3A	3	1	1		1			2	1				9
3B	3	2		1									6
3C	1												1
3D	1	1		1			1	1					5
D3	8	4	1	2	1	0	1	3	1	0	0	0	21
4A		1											1
4B	2	1		3			1						7
4C	1							1					2
D4	3	2	0	3	0	0	1	1	0	0	0	0	10
5A	3	1											4
5B		2									1		3
5C	1			1									2
D5	4	3	0	1	0	0	0	0	0	0	1	0	9
CSP Fatal ACFs	20	16	6	13	1	1	3	6	1	1	4	2	76

Fatal Crash Impairment Status, Seatbelt and Helmet Use[12]

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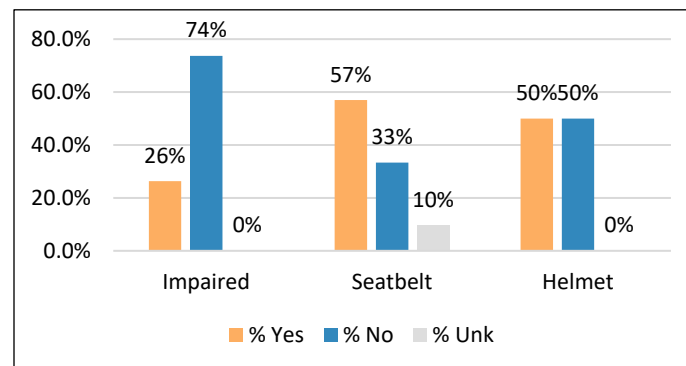
[11] ACF data by reporting troop comes from CDOT fatalities log. Reporting troop and location troop are not always the same, leaving some crashes assigned to troops differently in this crash report. E.g., Fatal Crash ACFs by Reporting Troop chart may assign a crash to a different troop than Crashes by Location Troop chart.

[12] Fatal crash impaired status, seatbelt use and helmet use comes from CDOT fatalities log.

Fatal and Injury Crashes with Proactive Traffic Stops

Top Five Accident Causal Factors and Proactive Traffic Stop Ratios[13] [14] [15]

	2023 YTD	% of all F&I crashes (2023)	% of all proactive traffic stops (2023)	Ratio of crashes to proactive stops
1. M02/03 Exceeded Safe/Legal Speed Crashes	254	23.0%	58.3%	1 : 2.53
Proactive traffic stops for probable cause of speeding violations	32,568			
2. M07 Lane Violation Crashes	163	14.8%	6.8%	1 : 0.45
Proactive traffic stops for probable cause of lane usage violations	3,795			
3. M12 Inattentive to Driving	141	12.8%	1.5%	1 : 0.11
Proactive traffic stops for probable cause of improper, reckless and careless driving	850			
4. D00/01 Impaired Crashes	161	14.6%	1.3%	1 : 0.08
Proactive DUI/D citations	719			
5. M04 Failure to Yield ROW crashes	85	7.7%	1.0%	1 : 0.13
Proactive traffic stops for probable cause of right of way violations	569			
Overall Performance Measure Ratio CY 2023				
CY 2023 Top 5 Fatal and Injury Crashes	804	72.9%	68.9%	1 : 0.94
CY 2023 Top 5 Proactive Traffic Stops	38,501			

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[13] Fatal crash data comes from CDOT fatalities log. Injury crash data comes from the RDW.

[14] Proactive traffic stop data comes from Tableau server Crash and Contact Analysis Dashboard, Traffic Stop & Citation Data tab, using the definitions and common codes outlined in the instructions and definitions tab.

[15] A 1:1 ratio goal ensures the percentage of proactive traffic enforcement stops initiated for target behaviors is representative of the percentage of the top causal factors causing the most fatal and injury crashes. A ratio of 1:0.94 demonstrates that CSP is 0.06, or 6%, below achieving a ratio goal of 1.0 for proactive traffic stops initiated for the behaviors that have caused the most fatal and injury crashes.