

Colorado

Speed Limits: 1994 and 2004

State	Limited Access Rural Interstates		Limited Access Urban Interstates		Other Limited Access Roads		Truck Speed (Y or N)
	1994	2004	1994	2004	1994	2004	
Colorado	65	75	55	55	55	65	N

Speed limits shown above apply to all roadways, subject to a traffic engineering study. Speed Zoning Traffic Engineering Studies by law must contain 85th percentile analysis. This type of analysis measures driving speeds on sections of roadway to calculate speeds of 85 percent of drivers (commonly referred to as the “prevailing speed”). This type of analysis is often used to either increase or decrease a posted limit.

Speeding-related Data

Colorado collects crash data, using driving too fast for conditions and exceeding posted limits data elements. Speeding-related citation data is also collected, as is aggressive driving data. Colorado state patrol produces a report on aggressive driving, which is defined as the operation of a motor vehicle in a manner that endangers or is likely to endanger persons or property.

Proportion Speeding-related Crashes

Year	Speeding-related Fatal Crashes	Speeding-related Injury Crashes	State Patrol Speeding Citations
2003	57%	43%	75,070
2002	55%	45%	62,611
2001	55%	45%	51,706

Colorado analyzed data to determine if a specific group or groups are over represented in the crash data. The speed data shows that Adams, Jefferson, and Denver counties had slightly higher accident areas than any other county. Caucasians, male and the 16-18 years age group had the highest number of crashes.

Efforts to Reduce Excessive Speeding

Colorado implemented a *Click-it-or-Ticket Campaign* that primarily addresses seat belt use, although the majority of violations are for speeding. (In Colorado, in order to cite a driver for not wearing a seat belt, another traffic violation must occur. This is known as a secondary seat belt law.) Colorado has no specific programs that deal only with excessive speeding.

The state highway safety office reported the following aggressive driving programs, in which speeding is an enforcement factor:

- 2003 Aggressive Driving Enforcement in Construction Zones
\$50,000 (State funds)
- 2003 Aggressive Driving Enforcement /Colorado State Patrol
\$200,000 (State funds, \$154,000 agency match)
- 2003 Weld County Sheriff's Office Traffic Unit
\$104,000 (State funds, \$312,000 agency match)
- 2003 El Paso County Sheriff's Office Aggressive Driving
\$26,000 (State funds, \$58,000 agency match)
- 2003 Colorado State Patrol Motorcycle Team Enforcement
\$250,000 (State funds, \$288,000 agency match)
- 2004 Aggressive Driver Enforcement, Colorado State Patrol
\$250,000 (State funds, \$378,670 agency match)
- 2004 Construction Zone Enforcement
\$125,000
- 2005 Aggressive Driver Enforcement/Colorado State Patrol
\$250,000 (State funds, \$378,670 agency match)
- 2005 High Hazard Enforcement Golden
\$107,000 (State funds, \$62,000 agency match)
- 2005 Construction Zone Enforcement
\$125,000 (State funds)

Colorado state highway safety office is committed to reducing crashes and improving transportation efficiency through reducing or managing the gap in driving speeds among drivers on a roadway, known as speed 'differential.' When the speed differential is too great, there is a greater likelihood of crashes occurring. Colorado manages speed differentials by establishing a speed limit as closely as possible to the 85th percentile (the speed at which 85 percent of drivers are driving).

Colorado's Construction Zone Enforcement Program, funded at \$125,000 in 2004, utilizes the state patrol and concentrates on speeding enforcement. The state routinely uses state dollars to perform speed-zoning activities that establish speed limits on curves and on tangent sections of highway.

Colorado reported a positive impact of speeding-related programs in the last two years. The state compares pre- and post-program crash and violation data at locations where speeding and aggressive driving-related programs were implemented. If the number of violations for speeding, red light running, careless driving, failure to yield, failure to stop and other aggressive driving violations has decreased, the program is considered successful. A decrease in numbers of crashes is also used as an indicator of success.

The state focuses on eliminating inappropriately low speed limits and adjusting speed limits to agree with prevailing traffic speeds. By doing so, Colorado has reduced the number of dangerous locations with high-speed differentials, thereby reducing traffic turbulence and aggressive driving incidences.

Public Perception

Colorado's state highway safety office felt the motoring public believes police generally give a 7-10 mph cushion in enforcing the posted speed limit.