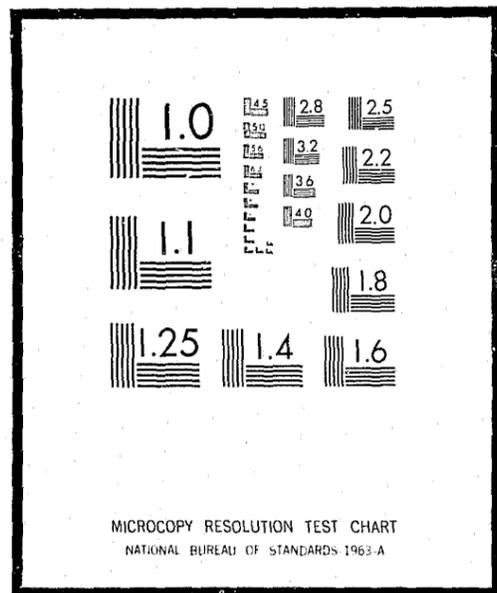


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8/1/75

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# COLORADO - STATE PATROL



## ANNUAL REPORT

GOVERNOR JOHN D. VANDERHOOF  
CHARLES E. SHUMATE, EXEC. DIRECTOR  
DEPARTMENT OF HIGHWAYS  
COLONEL C. WAYNE KEITH  
CHIEF

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COL. C. WAYNE KEITH, CHIEF



# COLORADO STATE PATROL

DEPARTMENT OF HIGHWAYS  
STATE OF COLORADO

4201 EAST ARKANSAS AVE. (303) 757-9011

DENVER, COLORADO 80222

March 21, 1974

Mr. Charles E. Shumate  
Executive Director  
Department of Highways  
4201 E. Arkansas Ave.  
Denver, CO 80222

Dear Mr. Shumate:

It is my pleasure to submit for your review the 1973 Colorado State Patrol Annual Report. It has been a productive year for all Patrol employees and we have accomplished numerous objectives.

Probably the most outstanding accomplishment in 1973 was the reduction of fatalities in Colorado from 737 to 674. While there are many things which contributed to this decrease, the dedicated work of our uniformed officers and supervisors toward the goals of the SPEAR program had a considerable impact.

The Patrol looks forward to even more accomplishments in 1974. Your continued support is appreciated.

Sincerely,

C. WAYNE KEITH  
COLONEL CSP  
CHIEF

CWK:ce

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## GENERAL

The Colorado State Patrol is a highway traffic enforcement and service organization functioning under the provision of Chapter 120, Colorado Revised Statutes, 1963.

The goals of the Colorado State Patrol are:

A. To provide for the judicious and timely enforcement of the State traffic and safety laws and to promote safety on Colorado highways.

B. To provide direct assistance to the State's motoring public regarding emergency accident situations, traffic and highway information, and vehicle breakdowns.

C. To provide other agencies of State Government assistance in collecting taxes, vehicle registration fees and license fees.

D. To cooperate with and assist other agencies of State Government in the enforcement of rules and regulations regarding motor vehicles.

E. To provide properly trained and equipped patrolmen to maintain security at the Governor's mansion and State Capitol complex.

F. To be ready to mobilize men and resources to assist State colleges and universities in the event of natural disaster or civil disorder.

G. To provide law enforcement and security at the Colorado State Fair.

H. To be available and ready to provide assistance to sheriffs and police departments at their request.

I. To provide support systems which will assist Patrol management in the expeditious, efficient and economical utilization of resources in accomplishing primary mission and meeting assigned responsibilities.

The following report documents the extent to which the Colorado State Patrol achieved these goals in 1973.

ENFORCEMENT

SPEAR PROGRAM

The Patrol's SPEAR Program (Selected-Preventive Enforcement Action-Response), a system of priorities, was initiated early in 1973 in an effort to reverse the upward trend of fatalities occurring on Colorado's highways. 1972 had been a disappointing year in Colorado; 737 persons lost their lives in highway crashes. This was an alarming 15% above the preceding year.

The SPEAR Program's objective was and is "to achieve a responsive reduction of traffic crashes in the State of Colorado." The thrust of this program is specifically directed toward the reduction of serious, and often fatal, crashes which statistically have been identified as having causative factors involving some improper driver action or condition. Three of these factors were identified and singled out for intensive enforcement action by Colorado State Patrolmen: SPEEDING, DRIVER INTOXICATION and FLOW CONFLICT VIOLATIONS. Flow Conflict violations are those which, by their nature, cause a conflict in the normal and safe movement of traffic.

Under the SPEAR Program, command officers were directed to adjust officer assignments to better coincide with accident-prone time frames and related accident producing locations on the highway system.

As a direct result of the application of SPEAR concepts in 1973, the Patrol achieved a level of prioritized enforcement never before experienced on the highways in Colorado. Enforcement activity for 1973 showed that though officers were permitted to patrol slightly less hours than in 1972 (1972 - 533,548; 1973 - 532,798) they were successful in achieving an increase in the State Patrol's Hazardous Citation Rate which placed it at a level of 27.5. Penalty citations increased from 173,692 to 195,846. During this same time period, Patrol investigated accidents increased from 32,987 to 34,512, but evidence of some degree of program success was indicated by a reduction of highway crash fatalities. The Patrol's Enforcement index for the year reached a level of 18.9.

Refer to Appendix A for summary of adjudicated charges from penalty tickets for 1973.

SPEED ENFORCEMENT

Of more specific interest has been the fact that the enforcement of SPEAR identified speed violations has resulted in significant increases in activity directed toward reducing this dangerous driver habit. In 1973, 71,146 penalty tickets were written for speeding. This is a 25% increase over the 56,976 written in 1972.

Radar and Vascar: Radar and vascar were used more extensively

this year and were primarily responsible for the increased number of speeding citations. Chart 1 and Chart 2 illustrate these increases.

Chart 1

RADAR SPEED ENFORCEMENT

1972 - 1973

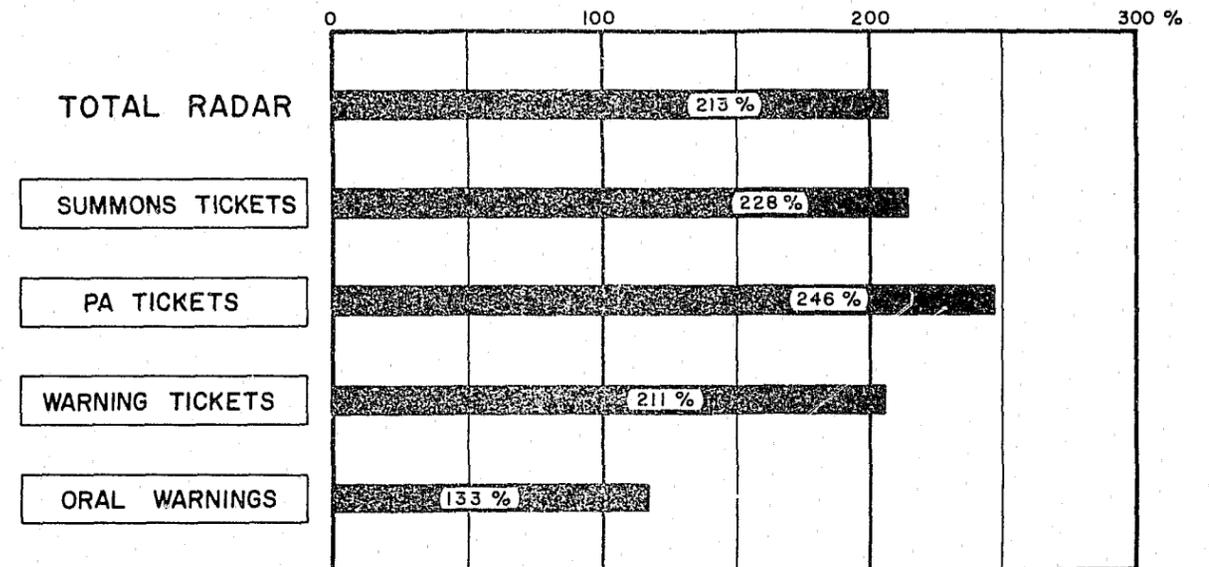
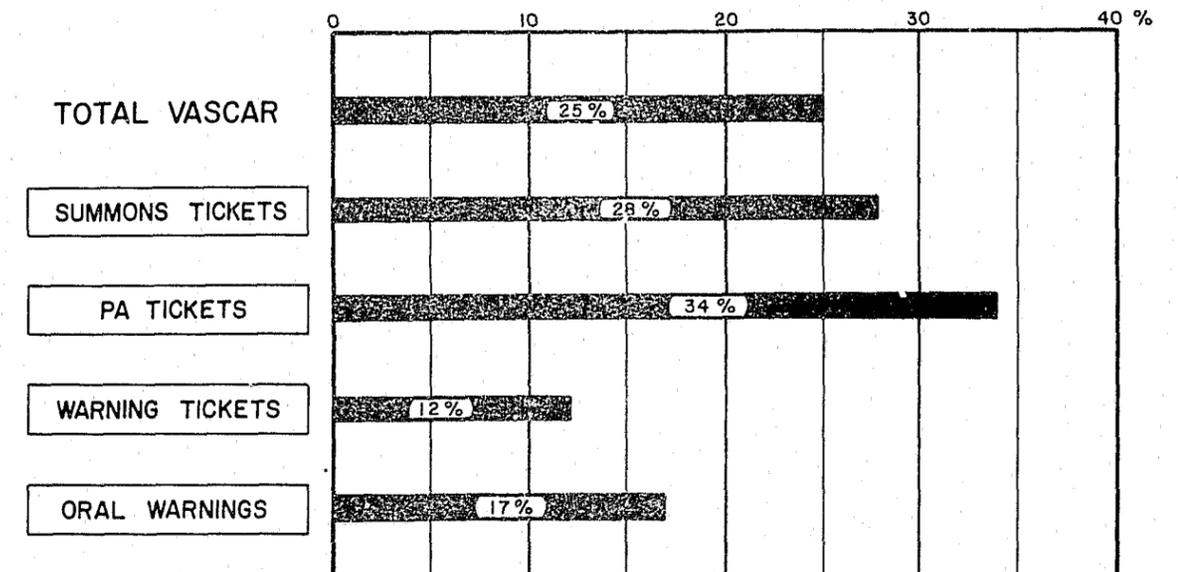


Chart 2

VASCAR ENFORCEMENT

1972 - 1973



Aircraft Speed Enforcement: Hours flown during 1973 totalled 750, of which 314 were spent in speed enforcement. 460 Summons, 672 Penalty Assessments and 87 Warning Tickets were issued. Maximum arrest ticket was issued for 116 MPH. Also during this period 15 additional charges were written for no operators license, 3 for driving while under the influence, 3 for driving while suspended, and 4 for miscellaneous violations for misuse of plates, littering and speed contest. Three commercial buses were cited during this period.

#### DRUNK DRIVING ENFORCEMENT

The numbers of drinking driver arrests climbed to an all-time high of almost 5,500. This is 51% above the 1972 apprehensions.

Division 3 Drunk Driving Program: In 1973 Division 3 concentrated special effort toward the apprehension of drunk drivers in the

Greeley area, which resulted in a 64% increase in drunk driving arrests over 1972.

Supervisors made officers aware of the existing problem by presenting statistics at district or other meetings, emphasizing the abnormally high rate of drinking drivers in the Greeley area. Supervisors also elicited enthusiastic response to the plan by letting officers know that they were aware of the considerable amount of time necessary to process a suspected drunk driver, and that it was realized that other activity rates would suffer when working shifts involving high drunk driver arrest activity.



Success of the project was assured by training officers to recognize the drunk driver. This was accomplished by supervisors rid-

ing and discussing the subject with them. Also, additional gas chromatograph operators were trained and coached by key operators so that all except the very newest officers would process their own subjects. Contributing also to the success of the project, and the interest of the officers, was the concern shown by supervisors in making assignments, and in making themselves available whenever possible to provide any and all possible assistance.

Officers were assigned as normally required for Friday and Saturday evening shifts until time for bar activity to begin. The majority of available cars would then be reassigned to bar areas, giving maximum coverage in high activity areas and leaving minimum car coverage in areas less inclined to have high bar activity. Too, realizing that a drunk driver contact nullified the officer's effectiveness for further arrests until processing was completed, another very effective method provided for one car to be designated as the "drunk car," usually with a supervisor riding. When the "drunk car" contacted a drunk driver, another officer was immediately called to the scene to take charge of the driver for processing, and the "drunk car" resumed patrolling for other drunk drivers.

These methods were varied from week to week, affording coverage in all problem areas. This plan resulted not only in an increase in number of arrests, but created an awareness on the part of bar patrons of their increased risk of arrest, and thereby reduced the number of drunk drivers.

#### FLOW CONFLICT ENFORCEMENT

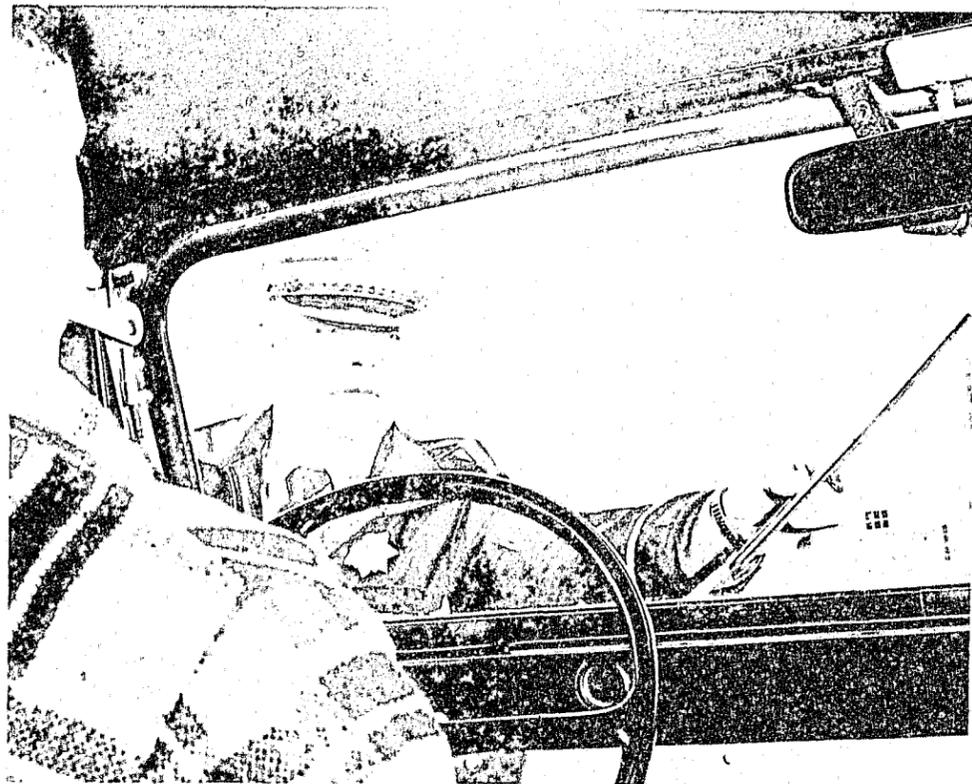
A third priority of SPEAR enforcement has concerned those driver actions which infringe upon the right of others to lawfully and safely travel upon Colorado highways.

The enforcement of five FLOW CONFLICT violations, 1) Following too closely, 2) Right of way from vehicle, 3) Turning violation, 4) Signaling violation, and 5) Improper passing, resulted in an overall 9% increase in 1973. (1972 - 14,788; 1973 - 16,135).

#### Flow Conflict Violations

	<u>1972</u>	<u>1973</u>
Following Too Closely	1,454	2,080
ROW From Vehicle	2,122	2,064
Turning Violation	1,798	2,190
Signaling Violation	1,529	1,857
Improper Passing	7,885	7,944
<b>TOTAL</b>	<b>14,788</b>	<b>16,135</b>

## SAFETY CHECKS

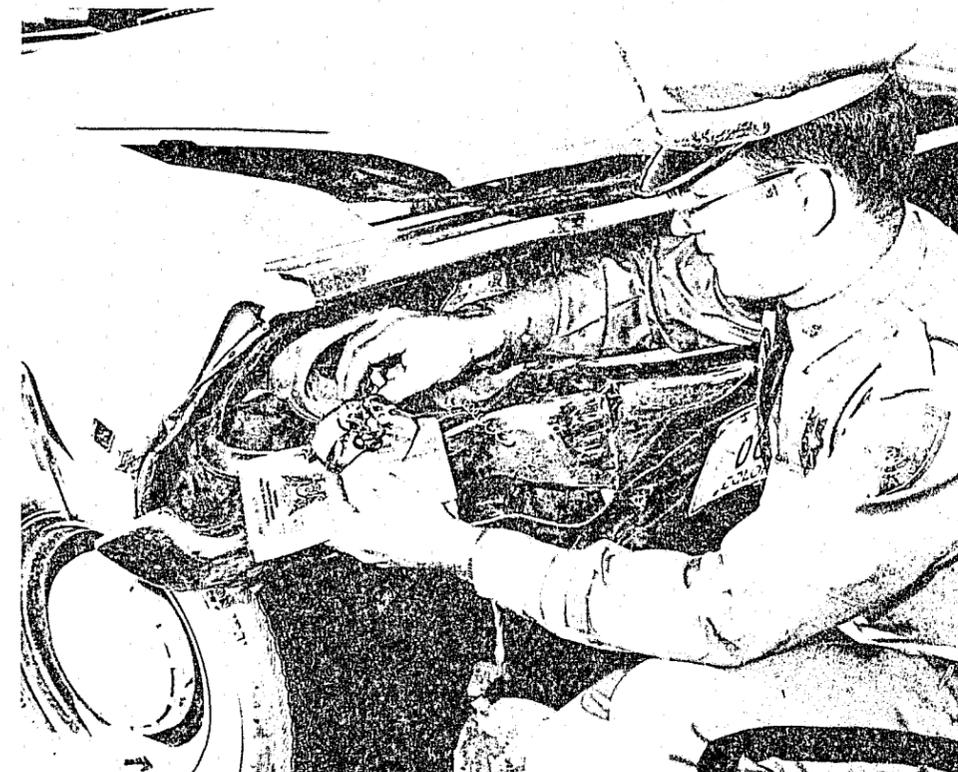


	<u>1972</u>	<u>1973</u>	<u>Percent Change</u>
Safety Checks	632	1,099	+ 74%
Vehicles Contacted	46,211	78,126	+ 69%
Vehicles in Violation	18,586	31,567	+ 70%
Tickets Issued	3,411	6,258	+ 83%
Oral Warnings	16,306	28,492	+ 75%
Drunk Drivers	17	11	- 35%
Total Violations	19,982	35,415	+ 77%

## SCHOOL BUS INSPECTIONS

In 1973 the Colorado State Patrol inspected 2,000 school buses. This program is operated in cooperation with school districts throughout the state and is aimed at preventing tragic school bus accidents. School buses in Colorado must always be in good mechanical condition, particularly when they are used on mountain roads. Mechanical failure on this type of road can be disastrous.

## ACCIDENT INVESTIGATION



## FATAL ACCIDENTS

Contributing Circumstances: In 1972, 737 people were killed in 633 fatal traffic accidents. Based on the trend in population, vehicle registration, vehicle miles of travel and traffic deaths, it appeared that the fatal accidents and fatalities were likely to increase in 1973.

Early in 1973, however, the fatal accidents and fatalities were well behind 1972 figures, and after the winter months they were down 20%. Throughout the summer the situation changed and it seemed headed toward the 1972 high. During the last four months of 1973 the difference once again widened reaching 12% at the end of October and finally by the end of the year it was 9% behind 1972. The final figure for fatalities was 672, 8.8% less than 1972. The final figure for fatal accidents was 576, 8.8% less than 1972.

The classifications under which 1973 fatal accidents are categorized as to the contributing circumstances are illustrated by the chart in Appendix B. In 1973 these percentages were nearly the same as 1972. Speed was again the major contributor accounting for 37.8% of the

fatal accidents, Drunk Driving was second with 21.7%, ROW from Vehicle was third with 14.1%, and Pedestrian Violation was fourth with 10.2%.

The geographic distribution of fatal accidents across the state was typically in and around urban areas, with the exception of some high volume rural highways. This distribution is directly related to areas of high population and traffic volume.

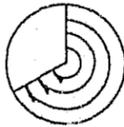
The fatal accident experience for each Division and District by hour of the day shows no appreciable change from previous years in that most of the fatal accidents occur between 4 p.m. and 2 a.m.; Friday, Saturday, and Sunday still continue to be on the increase because of new Monday holidays.

Refer to Appendix B for the percentage of contributing circumstances to 1973 fatal accidents.

**Driver Intoxication:** Driver intoxication is becoming more and more significant as testing in fatal accidents becomes more extensive. In 1973 the gathering of intoxication data took a giant step forward with Senate Bill No. 195 which specified the collection of samples related to fatal accidents. Of all the drivers tested in fatal accidents the percent of Positive Intoxication is highest from 8 p.m. to 4 a.m. Over 300 drivers were actually tested for intoxication in Patrol investigated accidents. 32% had positive test results, 6% were impaired (greater than 0.05% but less than 0.1%) and 22% were considered Drunk (greater than 0.1%). During the 8 p.m. to 4 a.m. period, 68% were positive, 10% impaired, and 33% drunk. Almost one-half of all drivers involved in fatal traffic accidents had been drinking.

1973 Colorado Fatal Accident Driver Intoxication  
(all percents within hour group)

Noon - 8 PM



Drivers	223 Drivers	
% Tested	52.9%	
% Positive	22.9%	
% Illegal	15.7%	
	3.6% AI	DWI

8 PM - 4 AM



Drivers	207 Drivers	
% Tested	68.1%	
% Positive	48.8%	
% Illegal	9.7%	33.3%
	AI	DWI

4 AM - Noon

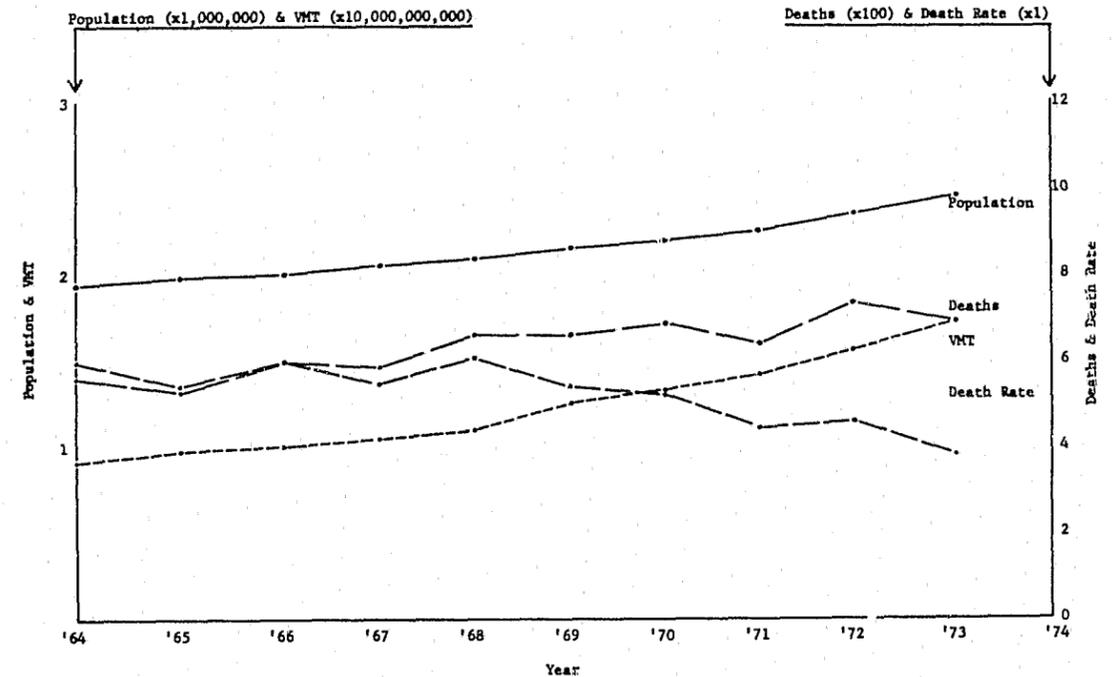


Drivers	90 Drivers	
% Tested	53.3%	
% Positive	16.7%	
% Illegal	4.4%	8.9% DWI

AI - Ability Impaired  
DWI - Driving While Under Influence

**Colorado Trends:** The overall decline in the number of traffic deaths and fatal accidents in 1973 occurred in spite of the fact that the population and vehicle miles of travel continued to rise in 1973. Some of these trends are charted for recent years in Colorado. See the chart below. The reasons for the lower number of deaths and fatal accidents are many, not the least of which is public awareness. It is probably the overriding primary reason. Many safety programs in public awareness programs such as SPEAR, DASAP, FARE, etc., along with improved safety standards in vehicle and highway engineering, contribute to this awareness. It is likely that continued emphasis on such programs will show an even greater decline in fatalities and fatal accidents in the future.

Colorado Trends



SUMMARY OF PATROL INVESTIGATED ACCIDENTS

	1972	1973	Percent Change
Fatal Accidents	564	528	- 6%
Fatalities	666	622	- 7%
Injury Accidents	8,006	6,449	- 19%
Property Damage Accidents	21,672	27,535	+ 27%

PUBLIC ASSISTANCE

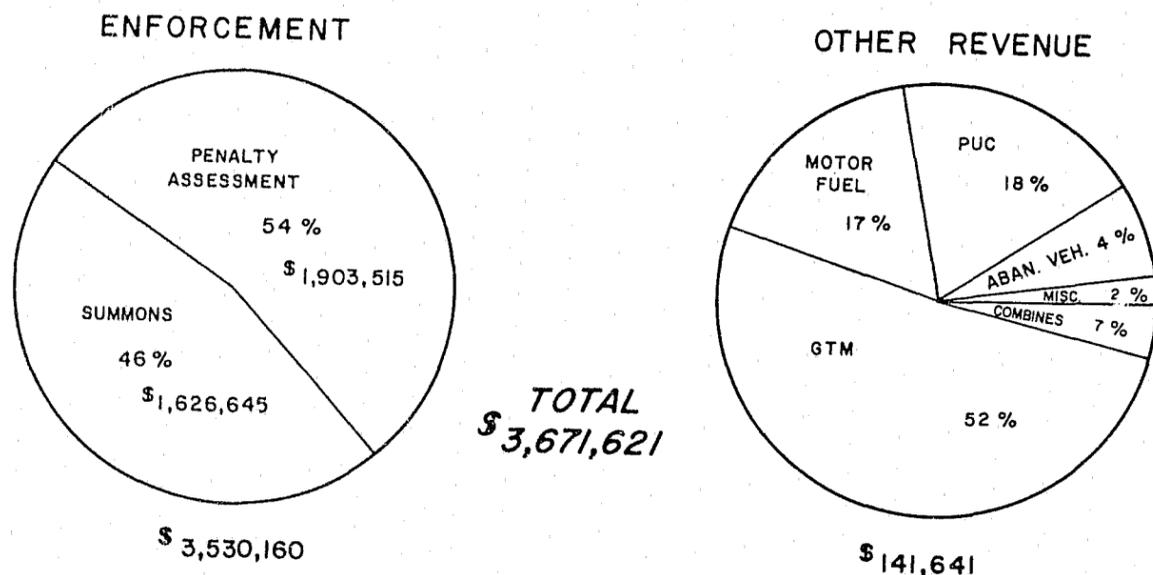
	<u>1972</u>	<u>1973</u>	<u>Percent Change</u>
Assists	97,882	106,920	+ 9%
Information	74,212	84,557	+ 14%

The number of assists to motorists increased by 9%. These assists were for engine trouble, flat tires, etc. 84,557 motorists were provided with road and weather information, a 14% increase.

REVENUE COLLECTIONS

REVENUE

1973



COLORADO STATE PATROL

CAPITOL SECURITY

Capitol Mansion Detail: A security school was conducted at the Patrol Academy by Patrol personnel in September 1973 to add officers to the complement of officers already assigned to the security detail. Additional officers were assigned from time to time to assist with demonstrations and various other functions at the Capitol and Mansion. Officers were sent to other state buildings in the Capitol complex area on bomb threats. Most of these calls were to 1375 Sherman Street.

THE COLORADO STATE FAIR

To provide 24 hour security at the Colorado State Fair at Pueblo from 25 August through 3 September, 1973, a detail of four supervisors, thirty-two patrolmen, and two dispatchers was assigned, augmented by two military policemen from Fort Carson.

Despite the record-breaking crowd thronging the 80 areas of the Fair (over 50,000 each day, with a total of 382,495 for the ten day period) and the numerous problems encountered in policing an area and crowd of this size, the diligence of the Fair detail prevented any really serious difficulty from arising.

AUTO THEFT

The Auto Theft Section is charged with the responsibility for maintaining Statewide Auto Theft records and for processing abandoned vehicles within the state. Numerous physical inspections of vehicle identification numbers are made, fingerprints are taken and research is conducted.

In 1973 in an attempt to make Colorado State Patrolmen more aware of their responsibilities regarding stolen cars, classes were taught at recruit and in-service schools and special articles were printed in the Patrol magazine.

Closer contact with other enforcement agencies was partially achieved, and this will be enhanced as the work load allows.

Summary of Auto Theft Activities

Stolen Vehicles	10,194
Recoveries	7,915
Abandoned Vehicles	5,069
Vehicle Physical Inspections	564
Temporary Permits Issued	191
Fingerprints Taken	221

## SUPPORT SERVICES

## EDUCATION AND SAFETY

	<u>1972</u>	<u>1973</u>	<u>Percent Change</u>
Group Programs	2,500	3,102	+ 24%
Attendance	179,008	137,106	- 23%
Films Shown	1,260	1,203	- 5%

A basic premise of the SPEAR Program was, and is, that enforcement will have considerably less effect if effort were not made to seek a more active public involvement. Every effort was made to have Patrolmen talk of the SPEAR concepts at the public meetings they attended. The radio and newspapers were also used to educate and involve the public.

The Patrol also cooperated with the Colorado Safety Association to plan and formulate safety committees at various locations throughout the state. These meetings have been well attended and serious organizational plans are being implemented.

Division 2 Green Pennant Program: Division 2 became a participant, in conjunction with the Pueblo Police Department, in the "Green Pennant Program," a nationwide elementary school safety program sponsored by General Motors Corporation. This program is helping reduce the student accident rate.

All elementary schools in a participating city fly from their flagpole, below the national and/or state standards, a green pennant on which is imposed a figure of a school safety patrol in white. The pennant is also flown from the flagpole of some of the civic and business buildings as an indication of support of the program.

If an elementary school student is involved in an injury accident, whether as a pedestrian, riding a bicycle, on skates, or as a passenger in a motor vehicle, wherein the student is to any degree at fault (for instance, neglecting to fasten seatbelts in a car) the school must take its green pennant down for a period of 30 days. Schools with an accident free record for the school year are presented with a safety award certificate.

The Green Pennant Program has been received with enthusiasm by the elementary school children of the Pueblo area and has been instrumental in instilling in them a high degree of safety consciousness.

## PHOTO LAB

During 1973 the State Patrol Photo Lab received 3,288 requests

for film processing, and printed a total of 37,107 photographs. A considerable number of these photographs were printed at the request of attorneys, insurance companies, and other interested persons, who purchased them for use as evidence in pending civil of criminal cases.

In addition to film processing, photo lab personnel completed numerous special photographic assignments.

All 93 State Patrol cameras were inspected and serviced.

## PERSONNEL

A long-planned project was accomplished when the Reproduction Unit of the Department of Highways completed microfilming the entire personnel records of all former State Patrol employees from 1935 through 1968.

An attractive 12-page recruiting booklet was designed to replace the brief brochure we have used for many years.

Again in 1973, decentralization of examinations from the Department of Personnel was a major activity, with all phases of Radio Dispatcher and Patrolman examinations being administered by the State Patrol.

The continuous examination program for State Patrolman was initiated with the distribution of a new announcement scheduling written examinations three times yearly, on the first working days of April, July, and December.

Effort was continued toward perpetuating an employee selection program exemplifying and typifying the ideals, concepts, and precepts of equal employment opportunity, with special emphasis on reaching and acquainting minority communities with information regarding job openings and examinations.

A large number of personnel actions were forwarded to the Department of Personnel and Executive Budget Office for employment and termination of employees, creation and abolishment of positions, adjustment of salaries, and correction of records. Nine applications for retirement were processed and approved by PERA.

The Personnel Unit maintained all permanent personnel records, sick and annual leave records, merit ratings and correspondence.

## FINANCE

## Expenditures for 1972-73:

Personal Services	\$ 7,515,420
Operating Expense	\$ 1,166,176
Travel	\$ 18,004
Capital Outlay	\$ 724,839
	<hr/>
	\$ 9,424,439

## Appropriation for 1973-74:

Personal Services	\$ 7,809,393
Operating Expense	\$ 1,231,243
Travel	\$ 27,168
Capital Outlay	\$ 771,147
	<hr/>
	\$ 9,838,951

## Federal Grants:

Coordinator of Highway Safety:	
Fatal Analysis Project	\$12,553
Hazardous Materials Handling Project	\$10,000
Traffic Police Administration Project	\$ 7,305
Department of Criminal Justice (LEAA):	
Communications Control Center Project	\$65,000

## PURCHASING AND SUPPLY

The supply section issues, on an average, over forty line items a day. This includes office supplies, automotive parts, uniforms, food, emergency equipment, riot gear and guns.

Three recruit schools totalling 101 officers were measured, fit and issued equipment. This amounts to 45 separate items for each man. Total uniforms ordered and issued amounted to 1,013 slacks, 936 shirts, and 359 boots. Also issued were regular replacement of some 300 caps, 100 nylon jackets, and leather goods.

In addition to supplying standard Patrol items, the supply section handles the food purchasing for the Colorado Law Enforcement Training Academy. This includes the bidding and purchasing of all food items such as meat, produce, canned goods, coffee, dairy products and kitchen supplies for over 53,000 meals served in 1973.

## FLEET MAINTENANCE

During 1973 the fleet traveled 15,246,274 miles. This mileage is down some 438,110 miles from the previous year. A total of 184

new cars were purchased, 11 of which were additions to the fleet for new men. An additional car was placed in Fort Lupton for a new sub-district Sergeant and one additional car added to the security/warrant section in headquarters. The Chief's 1970 sedan was replaced.

The shop showed a daily average increase in major/minor repairs averaging 7.73 per day up from 6.5 of the previous year. Major engine, transmission and rear end overhauls increased more during the 1973 period than any previous time. The number of cars serviced per day dropped from 25.4 to 19.8. This service work is now being done at the Broomfield District office with personnel employed through the federally funded Emergency Employment Act. Tire purchase and installation is now being done throughout the state at the local level. The shop, in cooperation with the Denver Public Schools, has a high school student spending three hours a day in the shop in a training program as part of his mechanics course.

## BUILDING MAINTENANCE

The Building Maintenance Section did several remodeling jobs. This included the Golden Division office, the Fort Collins District office and the Castle Rock and Idaho Springs sub-district offices. A number of gas pumps and tank installations were made around the state: Frisco, Sterling, Salida, and La Junta. Offices were moved in our headquarters and training school buildings. Electrical and plumbing jobs were done at a number of installations plus many items built in our headquarters shop for offices throughout the state. Routine construction and maintenance was done throughout the Highway Patrol complex which includes the repair and renewal of all types of office furniture. The capital inventory was also brought up to date.

## CENTRAL RECORDS

A procedure for processing warrants was developed. This procedure specifies exactly how warrants are entered into and cancelled from the Colorado Criminal Information System. This procedure was necessary because of the addition of terminals in Radio rooms throughout the state having direct access to the CCIC system.

A research library was created and three hundred dollars worth of research materials were purchased. In addition, a catalog of books and periodicals has been developed and the research materials have been indexed for easy accessibility.

## Summary of Central Records Activity

	<u>1972</u>	<u>1973</u>	<u>Percent Change</u>
Penalty Assessment Tickets	102,440	130,000	+ 27%
Summons	77,237	70,000	- 9%
Tracers	14,573	18,500	+ 27%
Warning Tickets	53,957	58,500	+ 8%

## COMMUNICATIONS

An increase of radio calls has been experienced with the creation of Division 6 and the addition of uniformed officers on the road. A new system is in the process of design for the Headquarters Communications Center under a Federal Grant. In relation to the new system, many new procedures and some new equipment were experimented with in 1973. Experimentation will continue through 1974 on some items. As part of this program, recording devices are now being used for officers to call in their reports to the Headquarters PBX Board. The reports are then transcribed at the convenience of the PBX Operator.

Additional CCIC/CLETS (Colorado Crime Information Center/Colorado Law Enforcement Teletype System) terminals have been added to the State Patrol Radio System at Trinidad and Lamar. Other patrol stations approved as CCIC/CLETS terminal sites include Limon, Durango, Colorado Springs, Eagle, Sterling and Fort Morgan. The terminals on the CCIC/NCIC/CLETS System at the Headquarters Communication Center handled an average of 62,153 transactions per month in 1973. This includes record checks, checks for wanted persons and vehicles, vehicle listings, entries and cancellations on warrants and teletype traffic. During 1973, 3,193 warrants were entered into the CCIC system and 3,820 warrants were cancelled by the dispatchers at Headquarters.

## PUBLIC INFORMATION

A public information officer was officially designated in 1973. Previously, this activity was performed by various employees and no standard policy for releasing information was followed. By establishing this position, the Patrol hoped to accomplish two basic things:

1. Establishment of standard policies and procedures for dissemination of timely news releases to all news agencies.
2. Improvement of the Patrol's image with the public and news media through a more comprehensive public information effort.

The initial reaction to the new position has been favorable.

## TRAINING

The training of State Patrol recruits was increased from an eight-week curriculum to that of ten weeks. The increase represents 146 instructional hours; 439 hours to 585 hours. Social Psychology, State and Local Government and Communications represent the major portion of the increase. Instruction in these areas was provided by Community College of Denver.

Continued emphasis and updating was placed on the four weeks of "on-the-job" training, as the new men work with an experienced officer prior to full certification.

Recruit Training

106 officers                      1,713 hours

In-Service training for the Colorado State Patrol was continually evaluated and updated in many areas. Principally among these were: Firearms, Law and Communications.

In-Service Training

693 officers                      1,020 hours

Members of the TSD serve a dual function. They also serve as administrative and instructional staff for the Colorado Law Enforcement Training Academy. Training was provided for other officers as follows:

CLETA Officers

704 officers                      2,264 hours

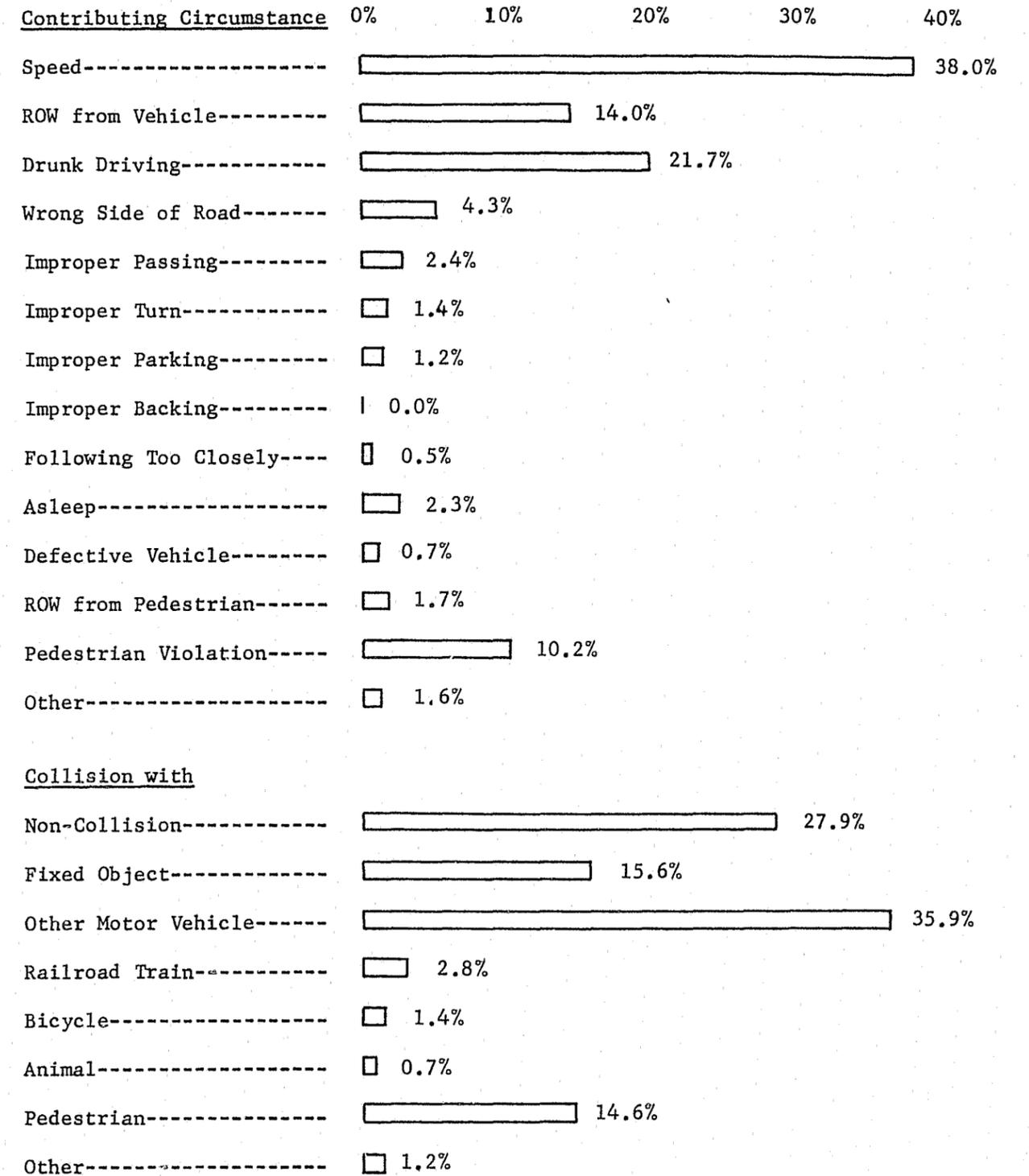
In addition, 801 officers were trained in pursuit driving.

It is important to note that all training objectives, instructional procedures and techniques are under constant evaluation, revised when necessary, and designed to culminate in a well-trained police officer.

ADJUDICATED CHARGES FROM PENALTY TICKETS

HAZARDOUS VIOLATIONS	<u>1973</u>
Speed	71,146
Speed Contests	1,288
Reckless	557
Careless	9,360
Following Too Closely	2,080
ROW From Vehicle	2,064
Drunk Pedestrian	122
Stop Sign/Signal	1,778
Warning Sign/Signal	487
Signaling Violation	1,857
Turning Violation	2,190
Wrong Way/Side/Lane	5,139
Improper Passing	7,944
Drunk Driving	2,344
Manslaughter	80
Hit and Run	333
Improper Parking	1,637
Pedestrian Violation	1,359
Improper Lights	1,398
Ability Impaired	1,234
Stops for School Bus	165
Hitchhiking	1,732
Other Hazardous	10,012
Total Hazardous	<u>126,300</u>
NON-HAZARDOUS VIOLATIONS	
Registration	7,114
Drivers License	21,565
Inspection Law	20,998
Def./Imp. Equipment	4,583
Def./Imp. Lights	2,286
Illegal Load	1,087
Motor Fuel/PUC & GTM	274
Other Non-Hazardous	11,633
Total Non-Hazardous	<u>69,540</u>
<u>TOTAL VIOLATIONS</u>	<u>195,846</u>

1973 Fatal Accidents  
% Contributing Circumstances



EXECUTIVE DIRECTOR  
COLO DEPT OF HIGHWAYS

CHIEF  
COLO STATE PATROL

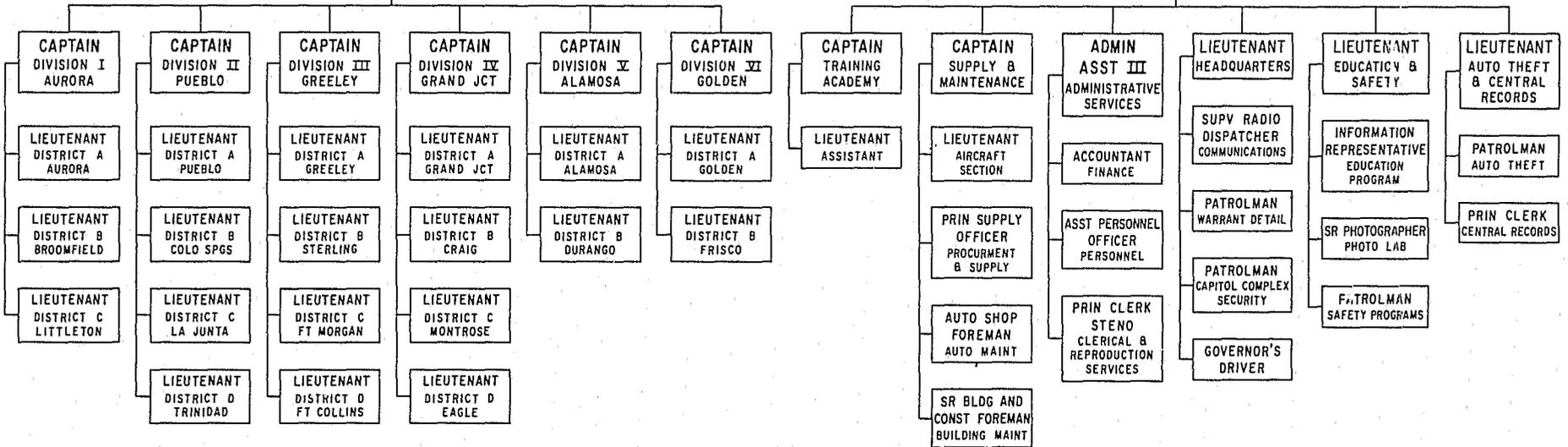
SR ADMIN  
SECRETARY

DEPUTY CHIEF  
COLO STATE PATROL

MAJOR  
FIELD SERVICES

PRIN CLERK  
STENO

MAJOR  
STAFF SERVICES



ORGANIZATION CHART  
COLORADO STATE PATROL  
APRIL, 1973

**END**