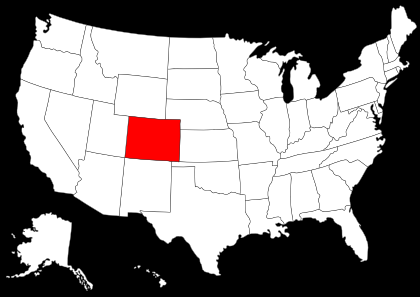


THE
WHITE
LINE



Driver-Involved Deaths of Vulnerable Road Users in Colorado

Public Perspectives on Legal Accountability and Deterrence

Findings from a Statewide Survey of 500 Adults

Fielded June 19, 2025



The Crisis on Colorado Streets: When Drivers Kill and Walk Away

In Colorado, people who walk, bike, work on roads, or rely on mobility aids are regularly killed or seriously injured by drivers. These aren't rare tragedies. They are daily realities...avoidable and too often dismissed.

We set out to understand what Coloradans really think about this crisis: Do people believe our current laws go far enough? Do they trust that drivers are held accountable? And would stronger penalties actually change behavior?

This survey of 500 Colorado adults, balanced to reflect the state's population, offers a clear window into public opinion. The results are stark, emotional, and urgent.

They show a deep disconnect between what people think happens after a deadly crash, and what actually does. More importantly, they reveal a powerful appetite for change.

These insights are meant to inform public understanding, support community conversations, and drive momentum toward safer streets for everyone.

Executive Summary

Colorado voters send a clear message about driver accountability.

They want tougher consequences for drivers who kill vulnerable road users, especially when impairment or distraction is involved, but they also recognize that context matters in determining appropriate penalties.

Key Takeaways

<p>Coloradans want harsher penalties, particularly for impaired drivers.</p>	<p>Current penalties are seen as inadequate.</p>
<p>Three-quarters of respondents</p> <p>75%</p> <p>support increasing penalties specifically for drivers under the influence of drugs or alcohol who kill cyclists or pedestrians. This represents the strongest consensus in the survey and suggests broad public support for policy changes targeting impaired driving.</p>	<p>Given that a four-year term falls right in the middle of the expected sentencing range in Colorado</p> <p>58% of voters believe it should be higher.</p> <p>Only 26% think this penalty is appropriate, indicating significant dissatisfaction with the status quo.</p>
<p>Context matters more than consistency.</p>	<p>Prevention is as important as punishment.</p>
<p>While voters want tougher laws, they simultaneously resist one-size-fits-all approaches. The public appears torn between demanding accountability and recognizing that circumstances vary widely, from distracted driving to genuine accidents to cases where pedestrians or cyclists may bear some responsibility.</p>	<p>Survey responses reveal strong interest in addressing root causes through infrastructure improvements, better enforcement of existing laws, and education campaigns targeting both drivers and vulnerable road users. Many respondents view the current focus on penalties as “too late in the game.”</p>

Bottom Line

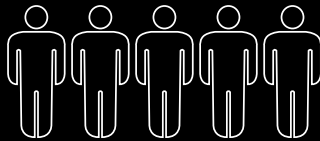
Colorado voters are ready for policy changes that increase accountability for drivers who kill vulnerable road users, but they want smart, nuanced reforms rather than blanket mandatory minimums. The strongest support exists for enhanced penalties in cases involving impairment, distraction, or other clear driver negligence, while maintaining judicial discretion for cases where circumstances are more complex.

This creates an opportunity for policymakers to craft legislation that responds to public demand for tougher consequences while preserving the ability to consider individual case circumstances—potentially through enhanced penalties for specific aggravating factors rather than across-the-board increases.

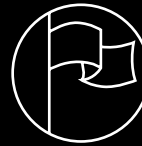


Survey Methodology and Respondent Profile

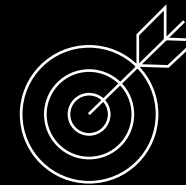
This online survey was conducted using AYTM's proprietary panel (PaidViewpoint), supported by rigorously vetted partner sources, reaching from a global pool of over 100 million respondents. Panelists are pre-profiled across 10 core demographic traits (e.g., age, gender, region) and more than 2,000 psychographic and behavioral markers, allowing for precise targeting and rapid fielding.



Sample size: N = 500



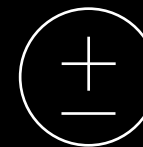
Geographic distribution was calibrated to match U.S. Census demographics across counties. A nested quota design ensured alignment by age, gender, and region, producing a statistically representative statewide sample.



Target population:
Colorado residents, age 18+



The survey was fielded in under 24 hours using quota-based sampling to ensure representativeness.



Results are statistically valid with a **±4.4% margin of error at the 95% confidence level.**

Beyond Partisan Politics

Support Spans the Political Spectrum

In Colorado, nearly half of all registered voters are unaffiliated with any political party. In this survey, about one-third of respondents identified as Independent. That's a gap worth noting. However, the overall mix still reflects a strong balance of political views:

Democrats
31.6%
of respondents

(vs. **25.4%** of registered voters)

Republicans
26.8%
of respondents

(vs. **23.0%** of registered voters)

Independents
34.2%
of respondents

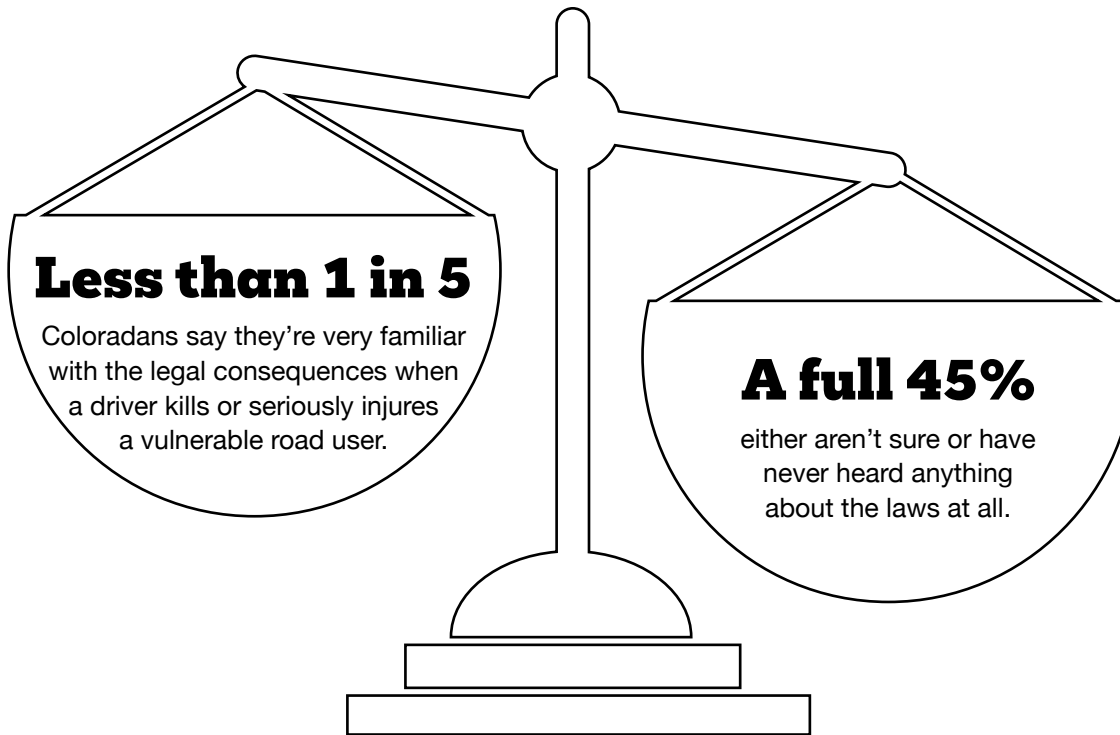
(vs. **49.2%** of registered voters)

Even with some overrepresentation of partisan voters, the survey includes hundreds of voices from across the political spectrum. The key takeaway? Support for stronger accountability laws isn't coming from just one party—it's shared across the board.

THIS ISN'T A PARTISAN ISSUE. IT'S A PUBLIC ONE.

Most Coloradans don't really know the law.

Yet they know it's not working.



THIS LACK OF
AWARENESS
CREATES
CONFUSION
AND WEAKENS
ACCOUNTABILITY.
**PEOPLE CAN'T
DEMAND
BETTER IF THEY
DON'T KNOW
HOW BROKEN
THE SYSTEM
ALREADY IS.**

Most Coloradans
believe drivers who kill
someone go to prison...

**and they're
wrong.**



Nearly 53%

of respondents said they think the typical
sentence is at least 5 years in prison, with
some expecting 20 years or even life.



Only 7.2%

accurately reflected the reality:
that many drivers serve little
or no jail time at all.

THIS DISCONNECT REVEALS JUST HOW OUT OF SYNC THE PUBLIC'S
EXPECTATIONS ARE WITH THE JUSTICE SYSTEM, **AND HOW THAT
GAP ALLOWS DANGEROUS BEHAVIOR TO CONTINUE UNCHECKED.**

**Over
two-thirds
68%**

of respondents believe the
sentence should be at least
5 years in prison

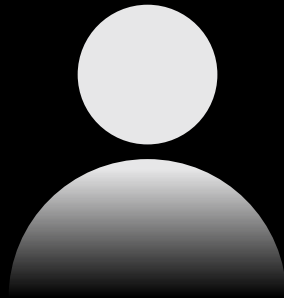
**Only 4.4%
said probation
or minimal
jail time is
appropriate.**

Coloradans
want real
consequences
when a driver
takes a life

**with more
than 1 in 4**
calling for 20 years or more.

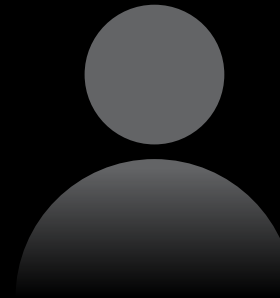
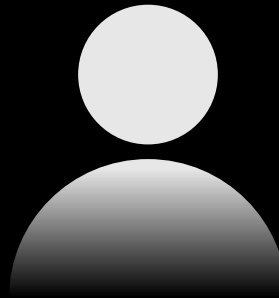
**THIS SENDS A CLEAR MESSAGE: THE PUBLIC EXPECTS THE LAW TO
TREAT THESE DEATHS AS SERIOUS CRIMES...NOT TRAFFIC VIOLATIONS.**

Colorado voters overwhelmingly support felony charges for deadly driving



A full two-thirds

of respondents said that killing someone through reckless or distracted driving should be a felony.



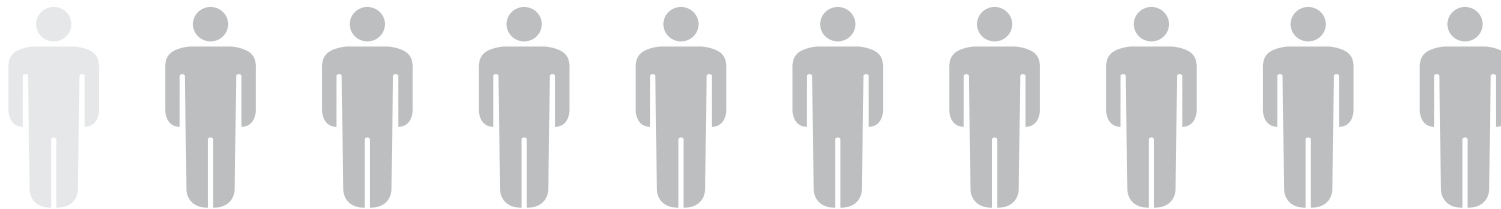
Only 3.6% said it should be treated as a misdemeanor, and many who hesitated still emphasized that consequences should depend on the facts.

THIS REFLECTS A STRONG PUBLIC MANDATE FOR TREATING THESE DEATHS AS SERIOUS CRIMES WHEN RECKLESS BEHAVIOR IS INVOLVED.

**84% of
Coloradans**
believe stronger
penalties could change
driver behavior.

Only 1 in 10
respondents said
criminal penalties
don't affect how
people drive.

The rest said
they would either
increase caution
or dramatically
shift behavior
behind the wheel.



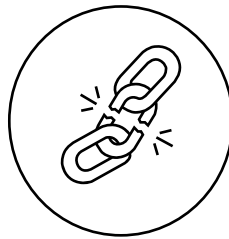
IN A WORLD WHERE CULTURE CHANGE IS HARD, THIS IS GOOD NEWS:
PEOPLE BELIEVE THE LAW STILL MATTERS, AND IT CAN SAVE LIVES.

Coloradans are nearly unanimous:
**our laws aren't too harsh,
they're too weak or
too unclear.**



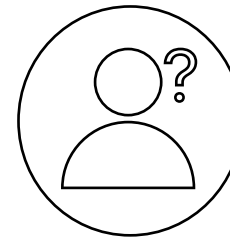
Only 2%

think the current
penalties are too strong.



nearly 4 in 10

say they're too lenient



another 37%

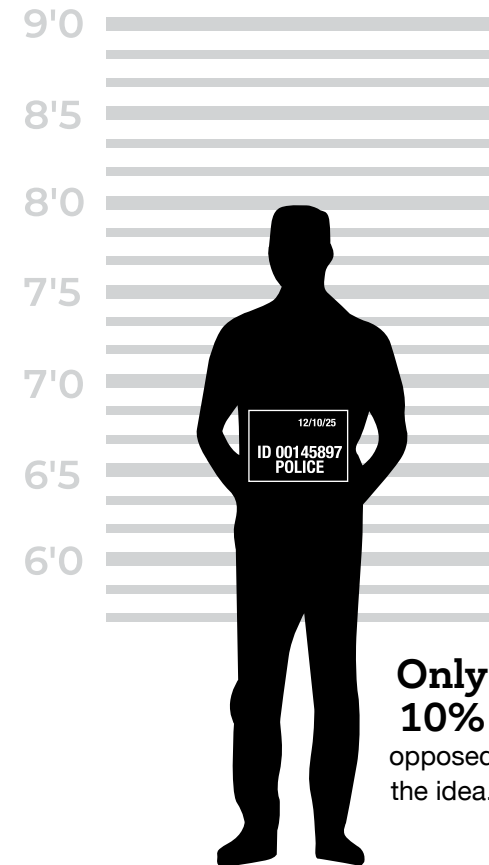
aren't even sure what the
penalties are

THAT'S A PROBLEM. IF PEOPLE THINK JUSTICE IS EITHER
MISSING OR MYSTERIOUS, THE LAW ISN'T DOING ITS JOB.

Two-thirds of Coloradans support mandatory minimum sentences for deadly driving.

A full 66%

of respondents said they support a law that guarantees jail time when a driver kills or seriously injures someone.



Only 10% opposed the idea.

THIS SHOWS CLEAR PUBLIC BACKING FOR ACCOUNTABILITY MEASURES THAT AREN'T OPTIONAL. **WHEN A LIFE IS TAKEN, MOST PEOPLE BELIEVE THE SENTENCE SHOULDN'T BE LEFT TO CHANCE.**

Over 80% of Coloradans

support mandatory drug and alcohol testing after a serious crash.

This is one of the clearest mandates in the entire survey:

**more than
8 in 10**

respondents want mandatory chemical testing when a vulnerable road user is killed or seriously injured.

**Only 3% of people
opposed the idea.**



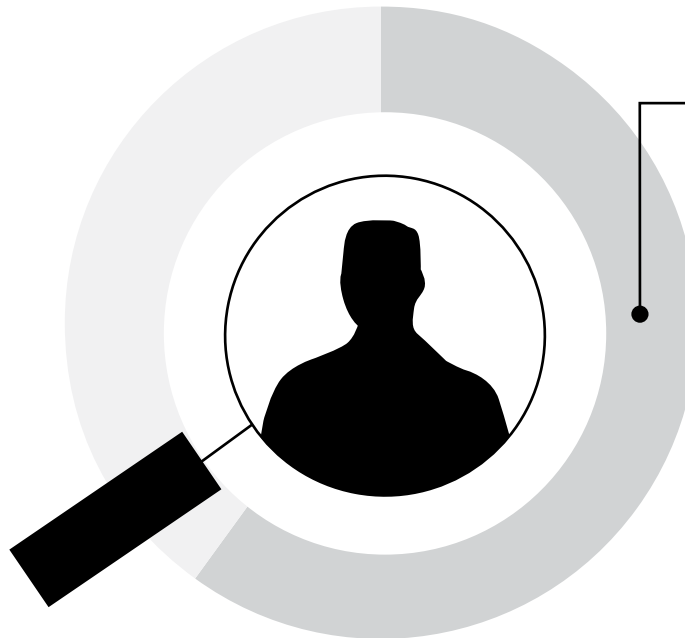
**IN A TIME OF POLARIZATION, THAT'S RARE, AND POWERFUL. THE PUBLIC
WANTS THE TRUTH, AND THEY WANT IT GUARANTEED BY LAW.**

Most Coloradans think accountability is weak... **or don't trust the system at all.**



Only 1 in 4 people

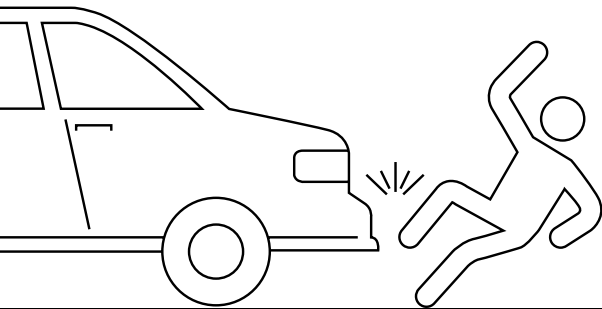
believe that drivers are fully held
accountable when they kill or
seriously injure a pedestrian or cyclist.



Even more
telling:
nearly 40%

said drivers are rarely
accountable, not accountable,
or they just don't know.

THIS EROSION OF TRUST IS DANGEROUS, **NOT JUST FOR SAFETY, BUT FOR JUSTICE ITSELF.**



Over half of Coloradans
say killing someone
with a car comes
with less punishment
than using a gun or
weapon.

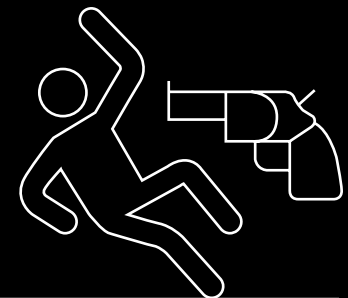
56%

believe the system treats
vehicular killings more
leniently than other forms
of deadly violence.

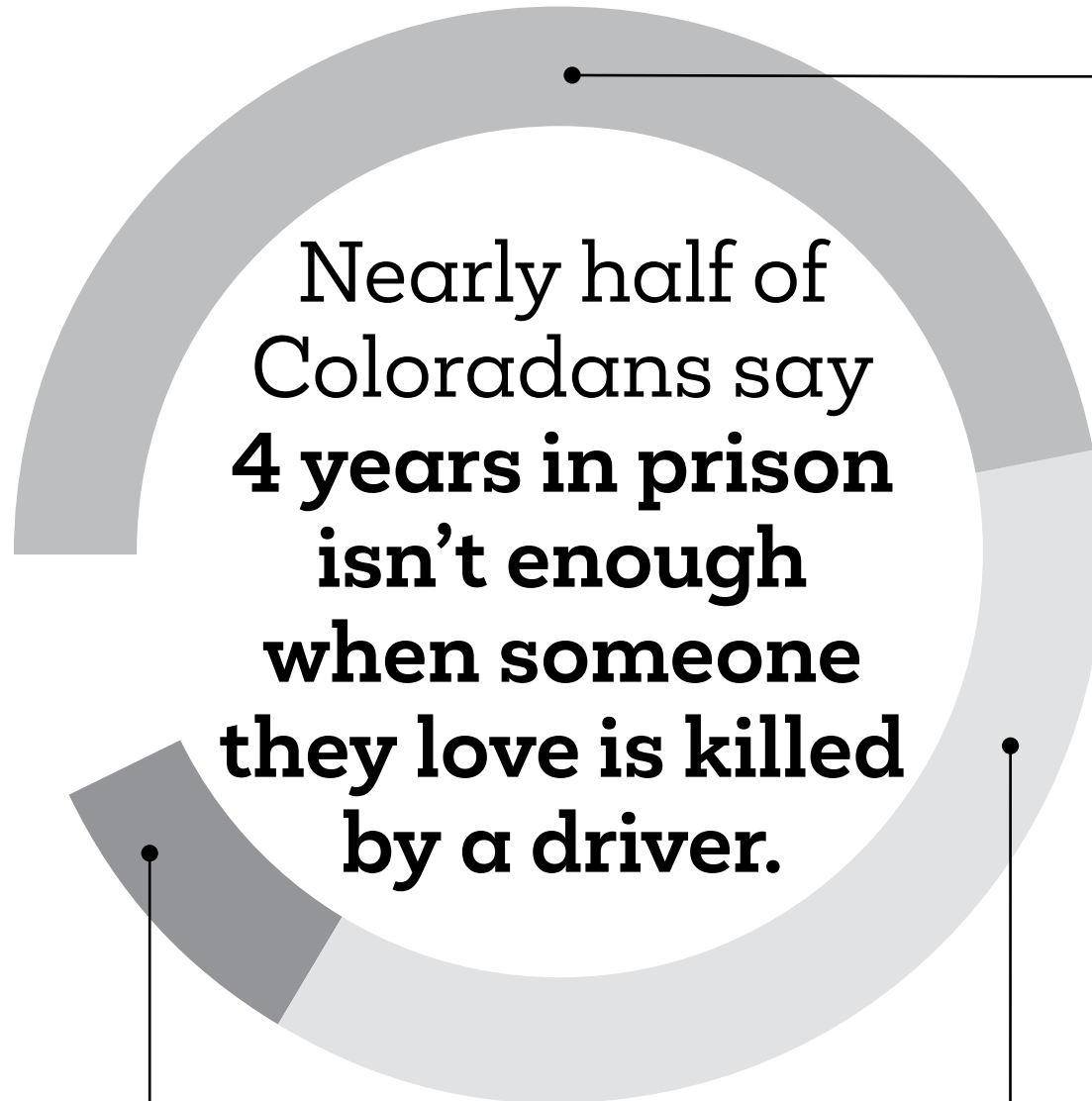
**And only
1 in 5**

think the punishments
are equal.

The public sees a double
standard, and they're right.



**THIS PERCEPTION, COMBINED WITH LOW AWARENESS OF ACTUAL PENALTIES, FUELS
A CULTURE WHERE CARELESS DRIVING IS DISMISSED INSTEAD OF DETERRED.**



Nearly half of Coloradans say
4 years in prison
isn't enough
when someone
they love is killed
by a driver.

47%
Said
it's not
enough

THAT LEAVES JUST
A TINY FRACTION OF
PEOPLE COMFORTABLE
WITH WHAT'S OFTEN
THE UPPER END OF
SENTENCING FOR
DEADLY CRASHES.
**WHEN THE VICTIM IS
PERSONAL, PEOPLE
WANT ACCOUNTABILITY
TO MATCH THE LOSS.**

nearly 37%
Said "maybe," depending on the details.

Only 9% said a 4-year sentence would feel fair.

83% of Coloradans agree:

Colorado should do more to protect people outside the vehicle.



THIS ISN'T A DIVISIVE ISSUE, IT'S A SHARED PRIORITY. **WHETHER YOU WALK, RIDE, DRIVE, OR JUST CROSS THE STREET, COLORADANS BELIEVE OUR ROADS SHOULD BE SAFER FOR EVERYONE.**



In Their Own Words: Raw Voices from Across Colorado

The numbers tell one story. The open-ended comments tell another...raw, unfiltered, and deeply human.

We didn't edit these for tone or polish. We wanted to hear what people actually think about how Colorado handles deadly crashes. And they told us: ***the system isn't working. Drivers walk away. Cyclists and pedestrians are left vulnerable. And people are angry about it.***

Some called for tougher laws. Others shared stories of personal loss or outrage. A few pointed fingers at cyclists. Many simply said: ***"I don't know what the law even is."***

This isn't policy language. This is real life. And it's clear: Coloradans are ready for change, even if they don't all agree on what it should look like. Below are the themes that emerged, along with the voices behind them.

Case-by-Case Assessment & Circumstances Matter

Not everyone wants a blanket rule. Many Coloradans emphasized that every crash is different. What was the driver doing? What were the conditions? Did the pedestrian make a sudden move? These voices urge lawmakers and the public, not to trade justice for simplicity.

**“each case
is different”**

**“there is no one size
fits all solution”**

**“Each instance requires more
data to determine the penalty”**

**“I think each case should
be decided individually”**

**“Need to read into the facts more and
prove intent of the driver more carefully”**

**“Every accident is different and there needs
to be an outline of the circumstances”**

**“Just that each individual case is
exactly that, an individual case”**

**“This is a very nuanced situation
that a survey can’t really cover”**

Harsher Penalties for Impaired or Distracted Driving

This one came through loud and clear: if you're drunk, high, or texting and you kill someone, the punishment should be severe. Respondents called out leniency for repeat DUI offenders and made it clear that driving under the influence isn't an excuse, it's a choice with deadly consequences.

"if a driver kills someone as a result of another law they are breaking, such as driving drunk or texting, the penalty should be much harsher"

"If the driver is impaired it distracted/cell phone is in use, they should be charged to the fullest extent of the law"

"An accident while texting should be mandatory state prison if convicted"

"Being impaired either drugs or alcohol should never be an excuse"

"I think there should be harsher punishment for drivers who are drunk or under the influence of drugs"

"I think laws should be enforced about distracted driving and using cell phones while driving"

Pedestrian & Cyclist Responsibility

Some respondents turned the focus back on vulnerable road users themselves. They described dangerous behavior from people on bikes or foot and called for more education and shared accountability. Whether you agree or not, these perspectives reveal a deeper tension on our streets.

"I think there should be on an effort to inform cyclists, pedestrians, and other non-automobile/truck users of the streets and highways to obey the laws"

"And the way bike riders ride around here is scary. They ride right out in front of you"

"I see so many pedestrians walking into the streets and do not look up from their phones"

"The laws should also apply to those 'vulnerable users' who also cause accidents"

"There are cyclists and pedestrians who seem to have a death wish and do nothing to assist in their own safety"

"I think that cyclists and pedestrians should be more careful and not just expect drivers to see them"

"Bikers need to not feel entitled.. be careful with car.. they don't own the road"

Infrastructure & Safety Improvements

A number of comments pointed to design...bike lanes too close to traffic, sidewalks that disappear, streets engineered for speed, not safety. These voices don't just want stiffer penalties after a crash. They want streets that prevent crashes from happening in the first place.

"part of the problem is having bike lanes too near vehicle lanes"

"I think bikes should be required to be off the roadway used by motor vehicles or at least in a biker lane"

"Colorado pedestrian infrastructure is nonexistent"

"I think we need to improve bike lanes, sidewalks, and transit - that will help safeguard people best"

"More dedicated bike lanes are needed to try to keep cyclists safe"

"Colorado should build better and more thought-through biking areas and lanes"

"There bike paths don't make any sense and are set up for accidents"

The Current System is Too Lenient

These respondents didn't hold back. They described Colorado's justice system as soft, broken, or worse. They feel like killing someone with a car results in little to no accountability, and they're demanding tougher laws and real consequences.

"Colorado legal system is a pathetic, liberal communist joke all around"

"Colorado hardly ever holds people accountable"

"It's insane how little penalty there is for those that kill with a vehicle"

"The laws are too lenient if you kill someone and it was due to your negligence its manslaughter 20 years maybe parole at 8"

"Colorado is to lenient on All crimes that is why we keep having repeat offender"

"Colorado is too lenient regarding this type of offense"

Personal Stories & Specific Cases

These are the comments that stop you cold. Respondents shared devastating personal stories...parents lost, children injured, killers who walked free. These aren't abstract debates. They're reminders that this issue is deeply human and painfully real.

"My ex killed someone and then they gave him his license back. Then he got drunk and wrecked with our kids they gave him his license back"

"As someone that was hit by a suv as a pedestrian. They should be stronger punishments"

"The girl that hit me got a lighter sentence cause she has kids"

"My Father was a Driver's License Examiner, and he was killed in a Car accident while giving someone a Driving Test"

"The girl that killed magnus white got off too easy"

Hit and Run Concerns

Hit-and-runs came up repeatedly...alongside a fear that mandatory minimums could actually make things worse. People want tougher penalties, but not if they push drivers to flee the scene. It's a tricky balance between deterrence and unintended consequences.

**"I'd like law enforcement
to take hit and runs
more seriously"**

**"We have the highest
rate of hit and runs in the
country which is a problem"**

**"A hit-and-run should
have a harsher
punishment than someone
who stays on the scene"**

**"I feel like mandatory
minimum sentences would
increase the chances of it
turning into a hit and run"**

Focus on Prevention & Education

Not everyone focused on punishment. Some urged us to look upstream: teach drivers to be better, build awareness, shift culture. These voices see careless driving as something preventable, not just punishable, and want to change behavior before tragedy strikes.

"Just to make the roads safer overall, people are way too much in a rush or don't care about other commuters"

"Not really people just need to pay more attention, both sides"

"People need to stop smoking weed and using drugs when driving"

"I think looking at punitive punishment like jail time is too late in the game to change anything- focus needs to be on prevention"

"All drivers need to be more careful"

Enforcement & Police Presence

Several respondents expressed frustration with day-to-day enforcement. Illegal parking. Speeding. Driving without a license. For these individuals, the problem isn't just the laws, it's that no one's enforcing them.

"The police presence needs to increase"

"More police and camera presence and enforcement"

"Colorado should put more cameras around town"

"There are too many unregistered cars & unlicensed drivers"

"They don't keep up with illegal parking"

Debating the Severity of Penalties

Should someone go to prison for an accident? Or only for reckless behavior? Responses here varied widely...from calls for life sentences to skepticism that prison time changes anything. What's clear: people are still wrestling with what justice looks like.

"People should die if they kill someone"

"If someone kills another person they should go to jail for a lifetime and it should be classified a felony"

"I think that people who kill someone walking with a car should at least be sentenced to 5 years"

"I don't think someone who kills a pedestrian or bicyclist should be in prison"

"I think it should be less consequences"

Accident vs. Intent

These comments drew a line between murder and mistake. They acknowledge the difference between intentional harm and a tragic accident, and worry that some proposals don't. It's not about excusing bad behavior. It's about understanding what happened and why.

"I do think that accidents can happen and that it does no good to ruin another life to avenge an accidental death"

"if I accidentally hit and killed someone it would tear me up and it would be an accident"

"If it's a genuine accident, then the sentence should be short"

"some accidents should not be treated as jailable offenses"

"There are some incidents that is completely not the drivers fault"

Systemic Issues & Fairness

From long trial delays to opposition to mandatory minimums, some respondents questioned the fairness and efficiency of the entire system. These voices don't oppose accountability, they just want it to be proportionate, equitable, and grounded in the truth of each case.

"Sometimes it takes a long time to go through the court system especially if it goes to a jury trial"

"The DA needs to hold them accountable, along with all laws"

"I am opposed to mandatory minimum sentences. Sentencing should depend on the circumstances"

"We never know, it's unpredictable"

"It is impossible to answer these questions since the specifics of each incidence would have to be made known"

Edge Cases & Emerging Issues

Not every comment fits cleanly into a mainstream theme, but that doesn't mean they don't matter. These voices point to nuanced, overlooked, or fringe concerns that deserve space in the conversation. From black ice to scooter laws to calls for helmet cameras, these comments reflect the complexity of road safety, and the deeply personal lens people bring to it.

Marijuana-Specific Concerns:

"Weed is a scary factor for those who drive worse than a cell phone"

Specific Vulnerable Road Users:

"I am mostly worried about those motorized scooters crashing into me when I am a pedestrian"

"There are way to many electrical scooters with no laws on how and where to drive them"

"YES! No place here did you mention HORSES! I am an equestrian. We are **CONSTANTLY** dodging cars **AND CYCLISTS!** The people on **BIKES** are the **WORST-** most selfish!!!! You need to educate **THEM** too! **HORSES** have the right of way over **ALL** others."

Weather/Environmental Factors:

"You see Colorado gets a lot of black ice that forms real fast. The punishment should be determined by different circumstances"

"We need to ban cyclists and pedestrians from any highway that has narrow shoulders"

Extreme Penalty Suggestions:

"Why was there no 'death penalty' option? That's what it ought to be"

Vehicle/Mechanical Issues:

"One needs to know the circumstances of an accident before determining what to do about a death or an injury. Example: what if the vehicle itself caused the accident (brakes quit working and so on) even tho the car was well maintained"

Immigration- Related Comments:

"They should be stricter on illegals and people with no insurance or drink driving"

Medical Emergency Scenarios:

"if the driver loses control or has a heart attack then I believe 4 years is enough"

Homeless Population Specific:

"if someone steps out in front of them, as I hear the homeless are doing deliberately in some cases, my sympathy is with the driver"

Technology Solutions:

"I think cameras should be required on all bicycle helmets if they are going to ride their bikes in the road"

"Disabled phone data while driving but instead you make the car fully compatible with phones!!!!"

What This Means for Lawmakers: **A Roadmap for Reform**

The survey findings reveal both clear public mandates and important tensions that Colorado policymakers must navigate when reforming laws around driver accountability for vulnerable road user deaths.



Clear Areas for Legislative Action

Elevate Careless Driving Resulting in Death to a Felony. The survey reveals widespread public dissatisfaction with current penalties, with 58% saying the current 4-year maximum is too low and strong support for real consequences when drivers kill vulnerable road users. Upgrading careless driving resulting in death from a misdemeanor to a felony would align Colorado law with public expectations that taking a life, even through carelessness, deserves serious criminal consequences. This change would ensure that drivers who kill through negligent behavior face felony-level accountability, not just a traffic ticket.

Mandatory Chemical Testing for All Vulnerable Road User Deaths and Serious Injuries. With 75% of Coloradans supporting enhanced penalties specifically for impaired drivers who kill cyclists or pedestrians, there is clear public mandate for ensuring impairment is properly identified and prosecuted.

2025 Vehicle v VRUs (Colorado)



Currently, chemical testing is often discretionary, meaning impaired drivers may escape detection and accountability. Mandatory testing would close this enforcement gap, ensuring that when a vulnerable road user is killed or seriously injured, investigators have the evidence needed to pursue appropriate charges if impairment is a factor.

These two reforms address the survey's core findings: Coloradans want meaningful consequences for deadly driving and particularly strong accountability when impairment is involved. Together, they would transform how Colorado responds to vulnerable road user deaths, ensuring serious charges are filed when appropriate and that impairment doesn't go undetected due to inadequate investigation protocols.

Navigating **the Consistency** vs. **Context** **Tension**

Building a Foundation with Felony Classification. Upgrading careless driving resulting in death from a misdemeanor to a felony directly addresses the public's core concern that current penalties don't match the severity of taking a life. This foundational reform establishes that all deaths caused by driver negligence, regardless of specific circumstances, warrant serious criminal consequences, while still preserving judicial discretion in sentencing within the felony framework.

Evidence-Based Prosecution Through Mandatory Testing. The mandatory chemical testing requirement ensures that the 75% of Coloradans who want enhanced penalties for impaired drivers actually see those penalties applied. Currently, many impaired drivers escape appropriate charges simply because evidence of impairment isn't collected—mandatory testing closes this gap and enables prosecutors to pursue the enhanced penalties the public demands.

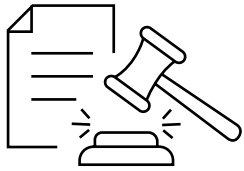


Beyond Criminal Justice: **Prevention and Comprehensive Safety**

While this survey focused on criminal penalties, respondents consistently emphasized that accountability measures work best alongside prevention efforts. Strong public interest emerged around infrastructure improvements, enhanced enforcement of existing laws, and education campaigns targeting both drivers and vulnerable road users.

These findings suggest that the felony classification and mandatory testing reforms will be most effective when paired with continued investments in separated bike infrastructure, automated enforcement technology, and comprehensive safety education, creating a multi-layered approach that prevents crashes while ensuring accountability when prevention fails.

Strategic Considerations for Advocates



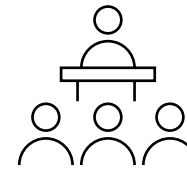
Lead with Foundational Reforms.

The felony classification and mandatory testing proposals represent foundational changes that enable everything else the public wants to see. These reforms don't require choosing between consistency and case-by-case assessment. They simply ensure serious charges can be filed and evidence is available for prosecution.



Build from Evidence, Not Assumptions.

Mandatory chemical testing addresses one of the survey's key findings: strong support for enhanced penalties specifically when impairment is involved. But enhanced penalties are meaningless if impairment goes undetected. This reform ensures evidence-based prosecution rather than guesswork.



Create Platform for Future Enhancements.

Once careless driving resulting in death is properly classified as a felony, future legislative sessions can focus on penalty enhancements for specific aggravating factors like distraction, speeding, or hit-and-run, building on the solid foundation established by these initial reforms.

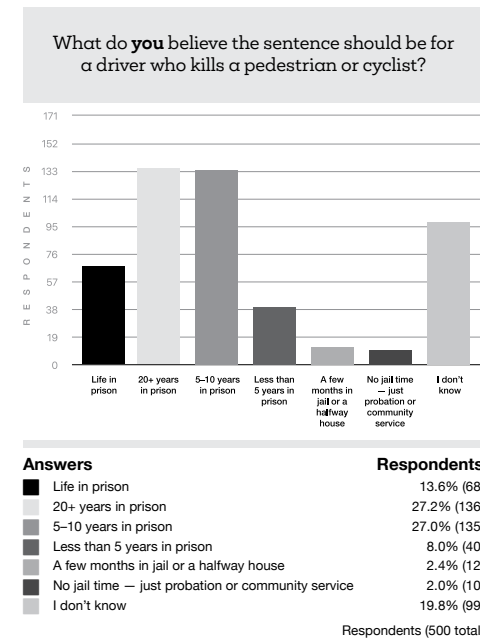
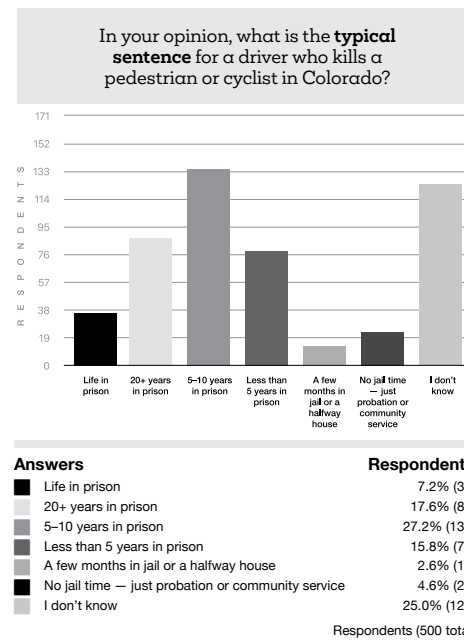
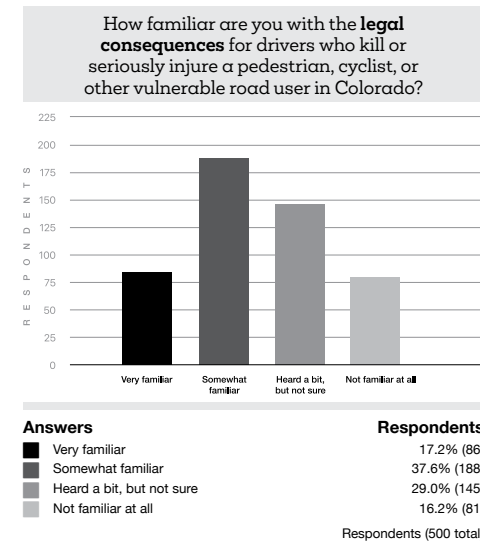
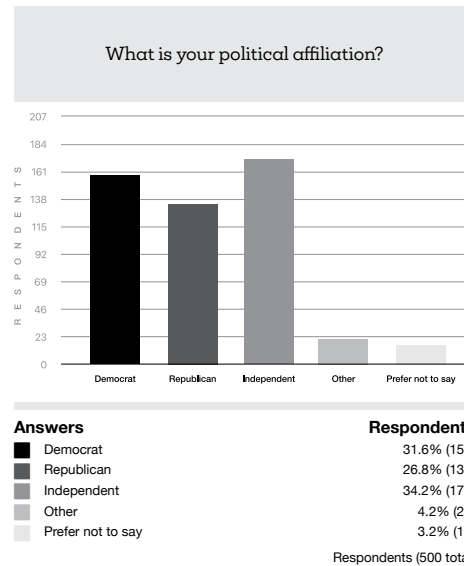
The Path Forward

These survey findings provide strong public support for the two foundational reforms needed this session: felony classification for careless driving deaths and mandatory chemical testing. These changes directly respond to Coloradans' core demands for accountability while creating the legal and evidentiary framework needed for future enhancements.

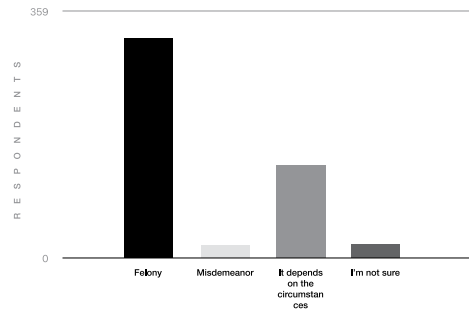
Rather than attempting to solve every issue at once, this approach builds the infrastructure for justice that the public expects. Ensuring deaths are treated as felonies and impairment is properly investigated, while preserving opportunities to address the other priorities identified in this survey during future legislative sessions.

Appendix

These are the questions and response distributions as fielded on June 19, 2025.

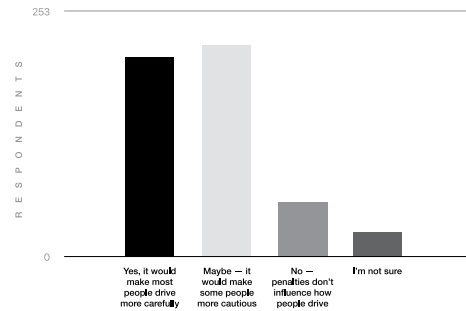


When **a driver's actions** — like speeding, running a red light, or texting — result in the death of a pedestrian, cyclist, or other vulnerable road user, should that be treated as a:



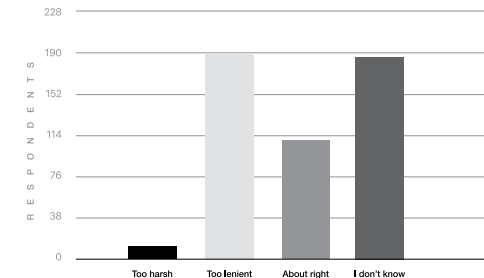
Answers	Respondents
Felony	65.0% (325)
Misdemeanor	3.6% (18)
It depends on the circumstances	27.4% (137)
I'm not sure	4.0% (20)
Respondents (500 total)	

Do you think drivers would be more careful if Colorado had **stronger criminal penalties** for killing or seriously injuring someone with a car?



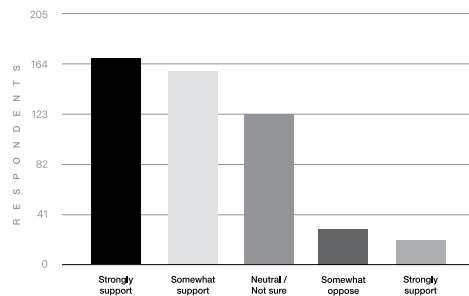
Answers	Respondents
Yes, it would make most people drive more carefully	40.6% (203)
Maybe — it would make some people more cautious	43.2% (216)
No — penalties don't influence how people drive	11.2% (56)
I'm not sure	5.0% (25)
Respondents (500 total)	

Do you think penalties for killing a vulnerable road user in Colorado are currently:



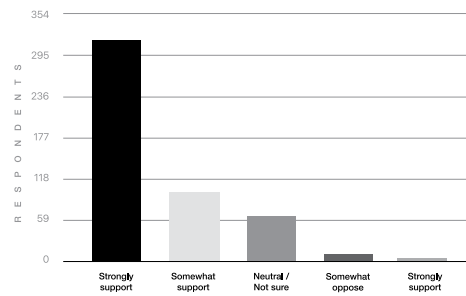
Answers	Respondents
Too harsh	2.4% (12)
Too lenient	38.2% (191)
About right	22.0% (110)
I don't know	37.4% (187)
Respondents (500 total)	

Would you support or oppose a Colorado law that sets **mandatory minimum sentences** for drivers who kill or seriously injure a pedestrian, cyclist, or other vulnerable road user?



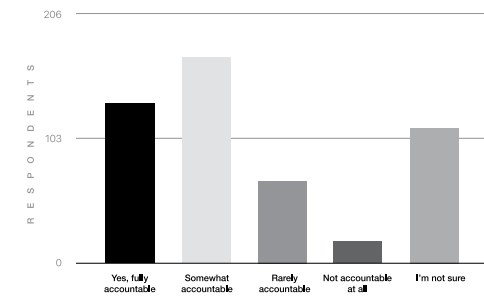
Answers	Respondents
Strongly support	33.8% (169)
Somewhat support	31.8% (159)
Neutral / Not sure	24.6% (123)
Somewhat oppose	5.8% (29)
Strongly oppose	4.0% (20)
Respondents (500 total)	

Would you support or oppose a law that requires **mandatory chemical testing (for alcohol or drugs)** of drivers involved in crashes that result in the serious injury or death of a vulnerable road user?

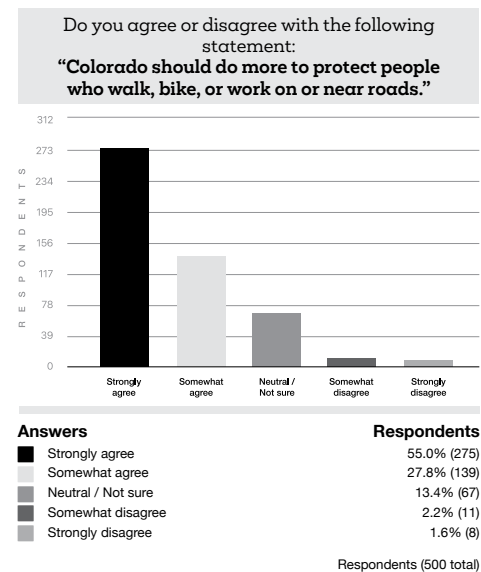
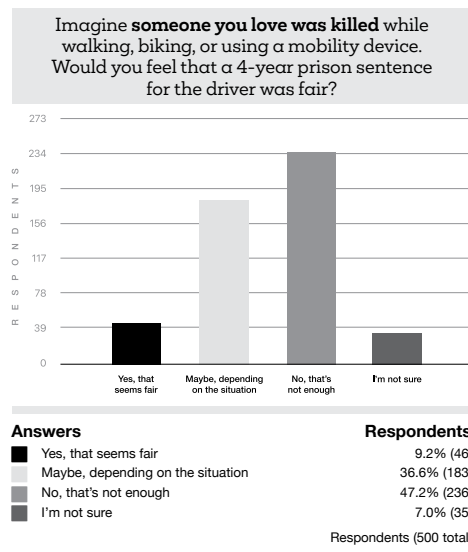
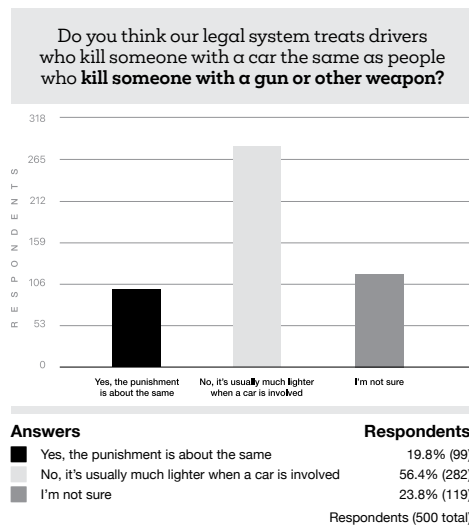


Answers	Respondents
Strongly support	63.8% (319)
Somewhat support	20.0% (100)
Neutral / Not sure	13.0% (65)
Somewhat oppose	2.2% (11)
Strongly oppose	1.0% (5)
Respondents (500 total)	

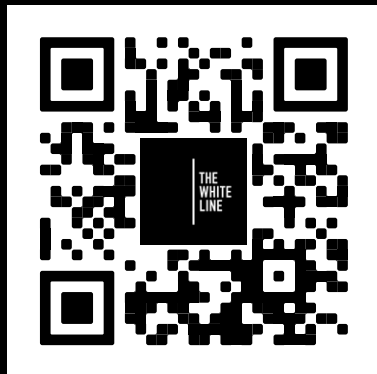
Do you believe drivers who kill or seriously injure vulnerable road users are held accountable under Colorado law?



Answers	Respondents
Yes, fully accountable	26.4% (132)
Somewhat accountable	34.0% (170)
Rarely accountable	13.6% (68)
Not accountable at all	3.6% (18)
I'm not sure	22.4% (112)
Respondents (500 total)	



THE RAW SURVEY DATA IS AVAILABLE
FOR **DOWNLOAD** AS A CSV



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