



Miles Traveled in Ohio, 1992-2006

1,150

1,125

(per 100 million)

2000	2001	2002	2003	2004
1,361	1,379	1,417	1,278	1,285
1,065	1,070	1,070	1,000	1,000

2006

Annual Report

OCSEA
2503/2505
OCPS PRINTING SERVICES

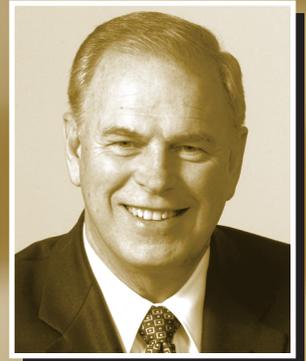
Ohio State Highway Patrol

OHIO STATE HIGHWAY PATROL

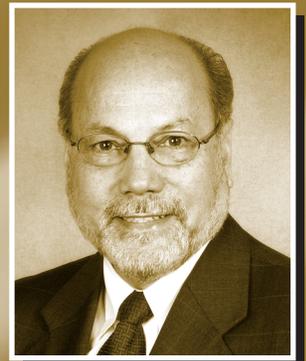
Mission

"...to protect life and property, promote traffic safety, and provide professional public safety services with respect, compassion and unbiased professionalism."

Ted Strickland
Governor
State of Ohio



Henry Guzmán
Director
Department of
Public Safety



Core Values

Honesty
Sense of Urgency
Attention to Detail
Team Oriented
Professionalism
Adaptability
Self-Discipline
Performance Driven
Officer Safety

Richard H. Collins
Superintendent
Ohio State
Highway Patrol



LETTER TO THE DIRECTOR

Dear Director Guzmán:

2006 marked the safest roads in Ohio in 70 years – and each member of the Ohio State Highway Patrol played a part in that amazing success. Through our enforcement and education efforts, as well as statistical analysis, we will build on that momentum, and focus our efforts this year in hopes of achieving our LifeStat 1.0 goal of a traffic fatality rate of one per 100 million vehicle miles traveled in the state of Ohio.

Our success so far has garnered national attention. Our traffic safety accomplishments were featured on the front page of USA Today, and received detailed coverage from nearly every major media outlet in Ohio.

How did we achieve such success? State troopers made over 1.4 million professional stops in 2006, with 60 percent being non-enforcement stops to help, assist, and educate motorists. One out of four enforcement-related stops in 2006 was for either aggressive driving or for an impaired driving (OVI) offense. We arrested 26,187 drivers for OVI in 2006, and cited 133,650 drivers for aggressive driving.

Data for 2006 shows 1,239 people were killed on Ohio roadways compared to 1,328 in 2005. Of those killed, more than 30 percent were on urban roads.

We continued our zero tolerance enforcement of safety belt violations, issuing 124,686 safety belt and child restraint violations. In 2006, 66 percent of motorists killed in urban areas were not wearing safety belts, compared to 58 percent in rural areas. We are committed to tackling the urban crash picture in order to meet our LifeStat 1.0 goal.

Finally, several new research initiatives aided us in monitoring the roadways. Using historical crash data, The Ohio State University's Statistical Consulting Service produced Crash Predictive Models that forecasted where, when, and why a crash might occur. We also used the Google Earth application to map everything from OVI checkpoints to fatal crashes on Ohio roads. Through this innovative use of technology and analysis, troopers had an unprecedented level of information available to identify the most effective areas that they should patrol to enforce dangerous crash-causing violations.

I know our troopers and professional staff across the state are focused and dedicated to reducing traffic fatalities and injuries on Ohio roadways by educating drivers and enforcing Ohio's traffic laws. Our success in 2006 in reducing fatal crashes, along with positive contributions in criminal patrol and auto theft enforcement, shows we are making a difference toward a safer Ohio.

Sincerely,



Colonel Richard H. Collins
Superintendent

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CRASH REDUCTION

Traffic Fatality Rate

Ohio's traffic fatality rate dropped to 1.11 per 100 million vehicle miles traveled in the state, down from 1.19 for 2005.

Total Crashes

There were 334,142 traffic crashes in 2006, which was seven percent less than in 2005.

Urban Fatalities

More than 30 percent of fatal crashes in 2006 occurred on urban roadways (362 fatal crashes).

Alcohol-related

Roughly one-third of traffic fatalities were alcohol-related (494 fatalities).

Youth-related

More than 37 percent of all crashes (125,908) involved drivers ages 15-24.

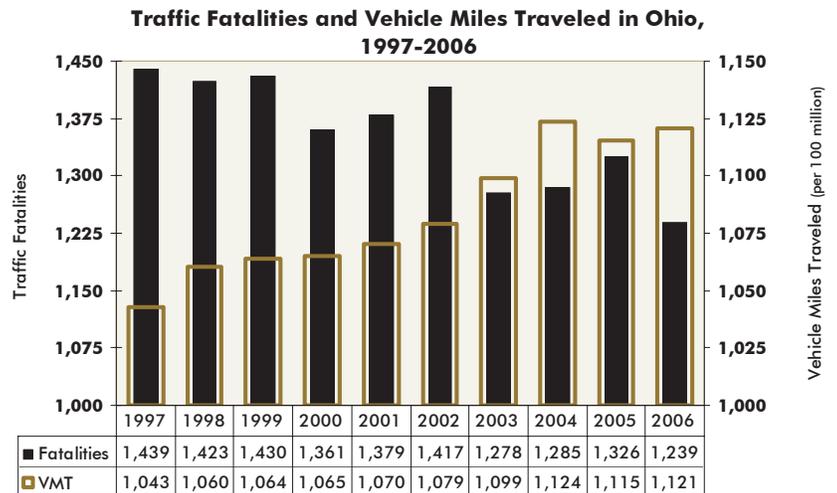
Safety Belts

66 percent of motorists killed in crashes in urban areas were not wearing safety belts.

58 percent of motorists killed in crashes in rural areas were not wearing safety belts.

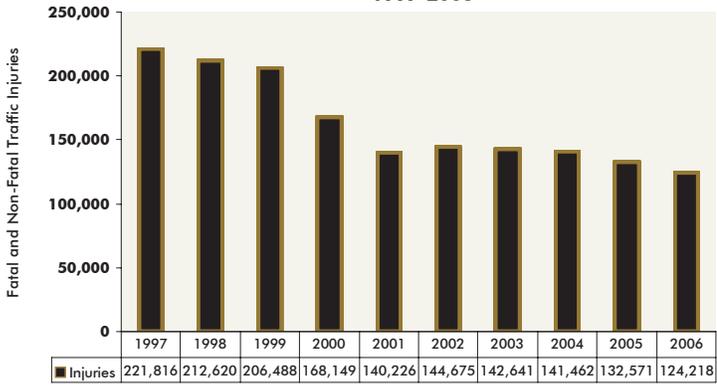
More than 100 fewer people died and thousands fewer were injured in traffic crashes in Ohio in 2006. Statistics show 1,239 people were killed on Ohio roadways in 2006, compared to 1,328 in 2005 — a decrease of about seven percent.

Ohio's traffic fatality rate for 2006 is 1.11 per 100 million vehicle miles traveled in the state, down from 1.19 for 2005, and within sight of our LifeStat goal of 1.0 by the end of 2007.



Source: Traffic fatalities are from the Ohio Department of Public Safety's Ohio Traffic Crash Facts, 1997-2006. Vehicle miles traveled are from the Ohio Department of Transportation's Daily Vehicle Miles Traveled Report, 1997-2006.

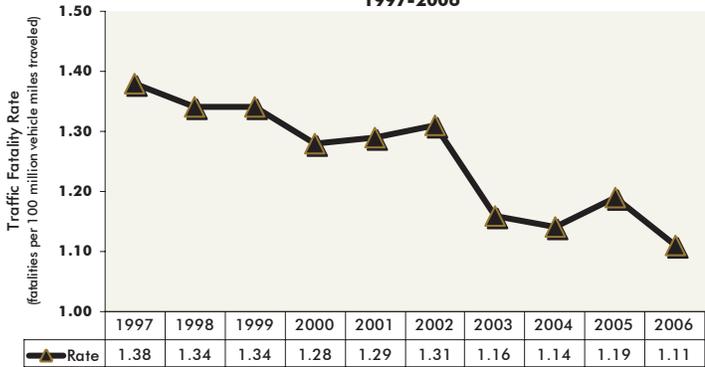
Fatal and Non-Fatal Traffic Injuries in Ohio, 1997-2006



Source: Fatal and non-fatal traffic injuries are from the Ohio Department of Public Safety's Ohio Traffic Crash Facts, 1997-2006.

Our LifeStat 1.0 initiative — which emphasizes education and enforcement efforts tailored to crash-causing factors in individual communities and also provides tools and resources to identify and address those factors — is one reason for the reduction in traffic fatalities.

Traffic Fatality Rate in Ohio, 1997-2006



Source: Traffic fatalities are from the Ohio Department of Public Safety's Ohio Traffic Crash Facts, 1997-2006. Vehicle miles traveled are from the Ohio Department of Transportation's Daily Vehicle Miles Traveled Report, 1997-2006.



GIS ANALYSIS

Throughout 2006, the Patrol continued to explore how new and emerging technology could impact Ohio's traffic safety. It was the first full year that the Division was able to analyze geo-located computer-aided dispatch data during patrol operations. It was not until this implementation that all of the data captured in traffic stops, crashes, and case activity could be used for determining trends that could then be used by Field Operations for strategic deployment of Patrol resources.

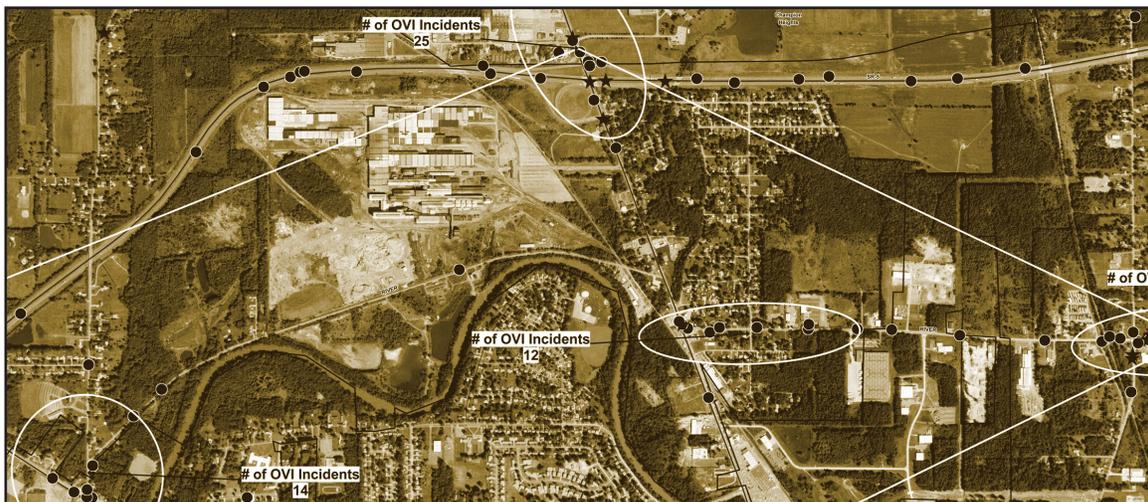
The Division's Statistical Analysis Unit (SAU) continuously analyzes this collection of data creating meaningful map products for field commanders, supervisors, and troopers. In the past year, SAU began using geographic information systems to create maps of fatal crashes, OVI enforcement activity by county, and hot spot analysis of serious and impaired driving crashes which assist in command decisions for increased local enforcement.

In addition to the continuous comprehensive analysis of data, the Division's SAU

launched Google Earth™ with all OSHP OVI traffic stops, OVI checkpoints and fatal crashes. This interactive and innovative use of technology inspired use from command, the public, and media outlets.

Another tool developed for the advancement of the Division's LifeStat goal was a crash forecasting model created by The Ohio State University Statistical Consulting Service in conjunction with the Patrol's Research Unit. This model helps to predict when and where future traffic crashes would occur on specific routes in the major metropolitan areas.

This was the first time in the Patrol's history that GIS and statistical data has been analyzed for operational use by field commanders as well as being so accessible to the public. By using this technology and science, the Patrol has become a national leader for data driven law enforcement because it gives commanders the information needed to deploy personnel and resources in areas with the greatest impact.



The Statistical Analysis Unit creates maps like the one above of OVI incidents to assist field commanders with crash prevention and enforcement activities.

MOTORCYCLE UNIT

After an absence of over 50 years, troopers are once again patrolling Ohio roadways on motorcycles. With nearly 20 percent of Ohio's traffic crash deaths occurring in just five metropolitan areas, motorcycle units are another effective means, along with the Division's commitment to detailed mapping and data analysis, to drive down the number of traffic crashes and fatalities.

Beginning in May, the Patrol's Central Ohio Motorcycle Unit began patrolling

urban interstates in central Ohio, primarily targeting reckless driving and traffic congestion-related issues. The unit operates at one-third the cost of a patrol car tactical squad and can efficiently and effectively move on congested interstates, maximizing motorist education and awareness of problem areas.

The unit's success in 2006 led to the deployment a second motorcycle unit to patrol the Cincinnati metro area in 2007.

June – September, 2006 Four-month Averages

Motorcycle Officer		Patrol Car Officer
250	Patrol Hours	308
543	Total Stops (E+NE)	491
354	Enforcement Stops	247
137	Warnings	170
141	Aggressive	61
57	Safety Belts	55
0	OVI	11
26	Commercial	19
114	Assists	139
1	Crashes	24

38.79	Miles Per Gallon	15.61
\$0.0515	Cost Per Mile	\$0.1957
2,076	Miles Per Vehicle Per Month	2,586



TRAFFIC ENFORCEMENT

Traffic Contacts

Troopers made 1,415,387 traffic contacts in 2006. This included 554,570 enforcement contacts and 860,817 non-enforcement contacts (39 and 61 percent respectively).

Aggressive Driving

Troopers cited 133,650 reckless and/or dangerous drivers.

OVI

Troopers arrested more than 26,000 drunk and drug-impaired drivers. Studies have shown there are more than 33,000 habitual OVI offenders in Ohio and as many as one in four drivers have been drinking at certain times of the night.

Warnings

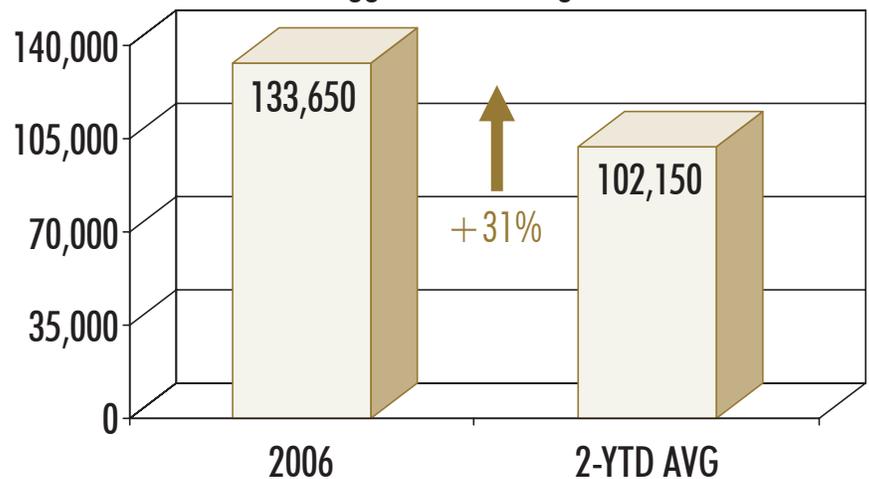
Troopers issued 469,959 traffic safety reminders in 2006, which provided excellent opportunities to impart important traffic safety messages to drivers and passengers.

Assists

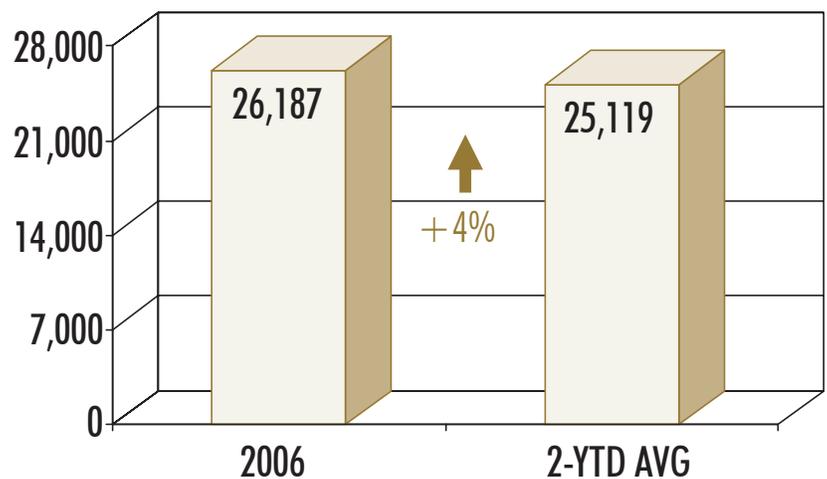
Troopers assisted 421,463 motorists, including those stranded with disabled vehicles, flat tires, and empty gas tanks.

To make travel on Ohio's roadways safer. Our success starts with traffic stops. Our troopers stopped 133,650 aggressive drivers, or those violators cited for failure to yield, following too closely, improper passing, school bus and construction zone violations, and/or speed offenses of 20 mph over speed limit. Troopers also removed 26,187 impaired drivers from Ohio's roads, which is especially important because about one-third of all fatal crashes in 2006 were alcohol-related.

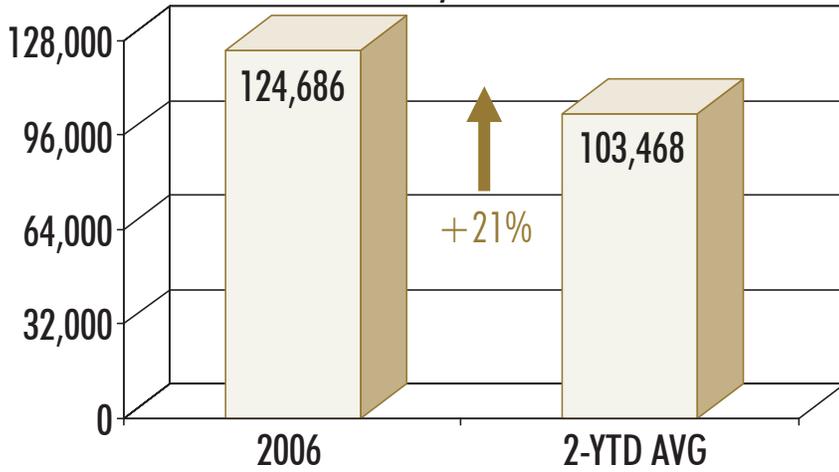
Aggressive Driving Arrests



OVI Arrests



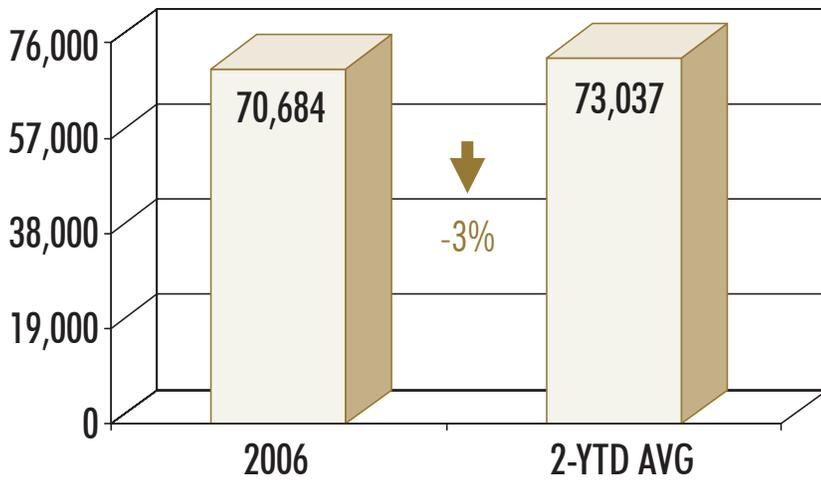
Safety Belt Arrests



Troopers also issued 124,686 safety belt citations, and will continue efforts to educate motorists about Ohio's safety belt laws and the likelihood of escaping death and/or serious injury in a crash when safety belts are in use.

Approximately 15 percent of traffic fatalities in 2006 involved commercial vehicles, which is seven percent less than in 2005. Troopers used commercial enforcement contacts and inspections to educate commercial vehicle drivers and remove unsafe commercial vehicles from the road.

Commercial Vehicle Arrests



CRIMINAL PATROL

Drug Interdiction

Troopers seized more than \$24 million of marijuana and \$28 million of cocaine. Much of these drugs were destined for Ohio communities.

Auto Larceny

Troopers recovered 796 stolen vehicles valued at \$4.9 million, and arrested 500 auto thieves committing the second most profitable crime in the United States.

Felony Arrests

157 troopers earned the Criminal Patrol Award for achieving at least five felony case investigations that resulted in felony arrests.

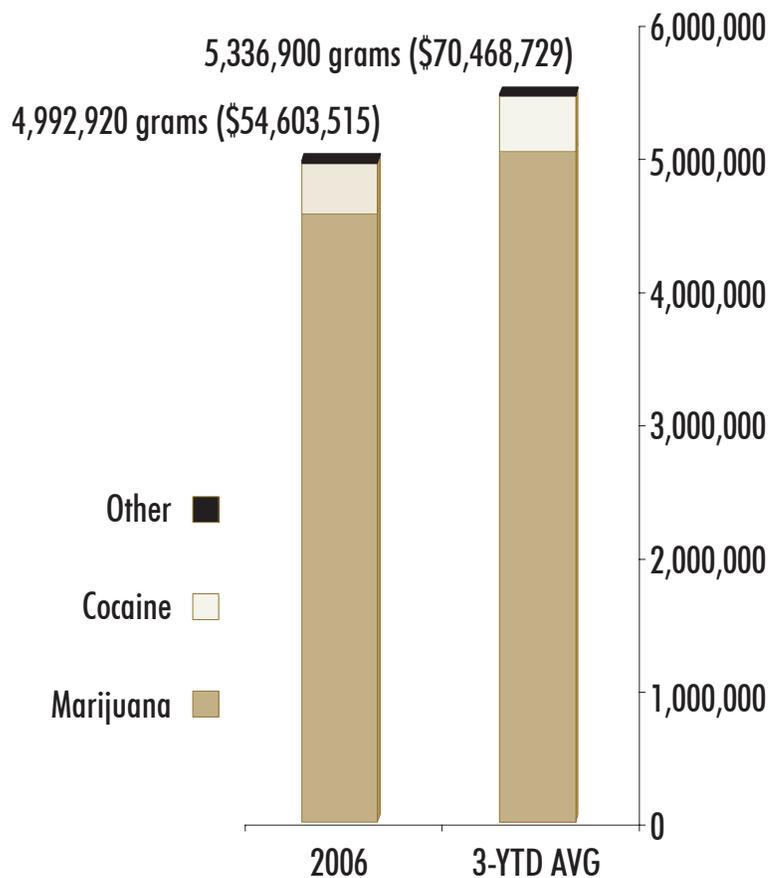
MAPS

Four MAPS (multi-agency policing saturation) efforts resulted in 194 criminal cases, 884 arrests, and the confiscation of illegal narcotics, prescription medications, weapons, and recovered stolen vehicles. Working with local, state, and federal agencies in different areas of the state, troopers orchestrated traffic enforcement blitzes with an emphasis on recognizing criminal indicators during contacts.

The quality of each traffic contact that Patrol personnel make is emphasized. Troopers are encouraged to spend whatever time is necessary to ensure that motorists understand why they were stopped.

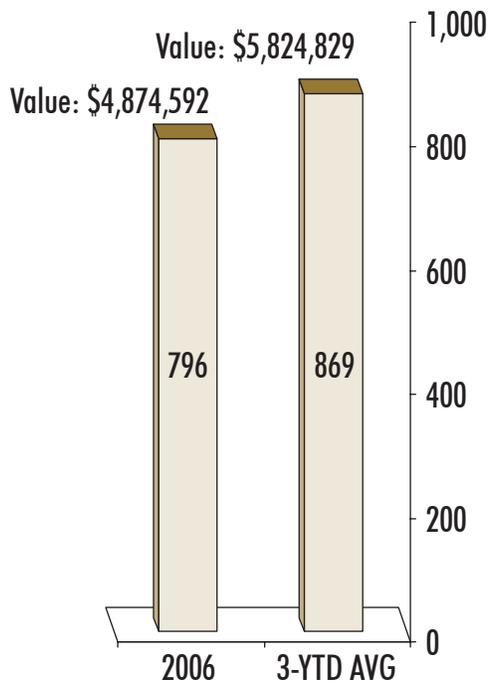
Sometimes as part of that contact, troopers perceive indicators of criminal activity. Because of this attention to detail, we realized remarkable success in apprehending suspected drug couriers, car thieves, and other criminals during 2006.

Narcotics Seizures



Marijuana includes plants /BC Bud and drugs in dosage units are counted as grams.

OSHP Recovered Stolen Vehicles

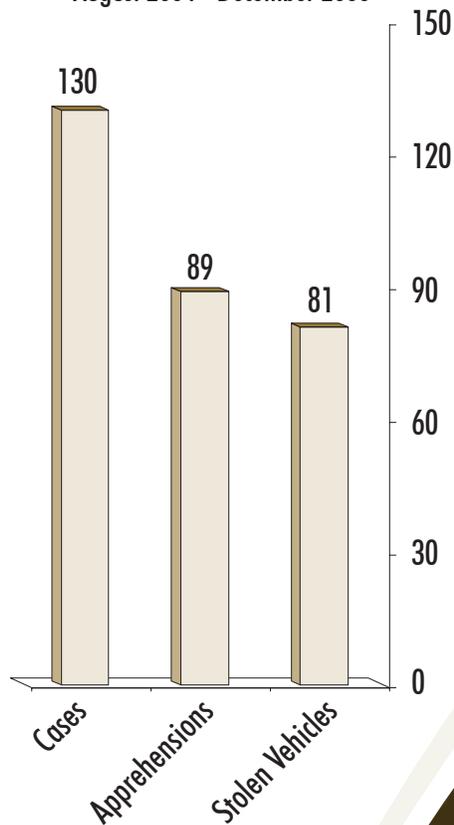


In addition to the vigilance of our troopers, we also employ Automatic Plate Recognition (APR) technology that alerts troopers to the possible presence of stolen vehicles or wanted persons on the Ohio Turnpike. Since August 2004, APR technology has led to multiple criminal cases and stolen vehicle recoveries, as well as 29 stolen license plate recoveries and 20 wanted warrant arrests.

The basis of our criminal patrol program ties directly into our LifeStat 1.0 goal and our efforts are impacting the criminal element by disrupting illegal business activities.

Automatic Plate Reader (APR) Technology

August 2004 - December 2006



ACTIVITY SUMMARY

Licensing Services

In 2006, Patrol driver license examiners administered 685,531 written tests and 593,901 road tests. We added two Mobile Driver License Exam Stations (DX) to serve citizens in rural areas of the state. The Mobile DXs are funded through a grant from the Ohio Bureau of Motor Vehicles.

Motor Carrier Enforcement

Work continued to remove dangerous overweight or otherwise unsafe commercial vehicles from our roadways. Load limit inspectors weighed more than five million trucks in 2006, and made 16,786 scale overload arrests. Inspectors performed 84,026 commercial vehicle inspections to ensure the safety of trucks traveling in Ohio.

Training Academy

Our Training Academy completed training for 41 officers in the 146th Academy Class and began training 30 cadets in the 147th Academy Class. Cadets received instruction in all aspects of training, as did the 39 members of two basic peace officer classes made up of officer candidates from 29 local agencies from across Ohio. The Academy also provided training opportunities for 700 police officers from agencies around the state.

Investigative Services

Patrol investigators continued serving as members of a task force of federal and state agencies investigating investment improprieties at the Ohio Bureau of Workers' Compensation. Patrol investigators also continued assignments with the FBI Joint Terrorism Task Force program and played integral roles in several major cases.

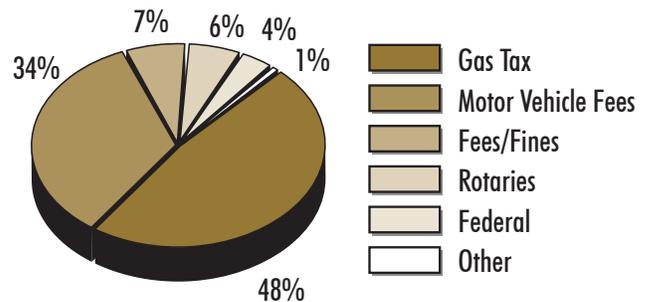
Human Resources

In 2006, there was an average of 1,573 sworn employees. Our average total work force was 2,683 employees.

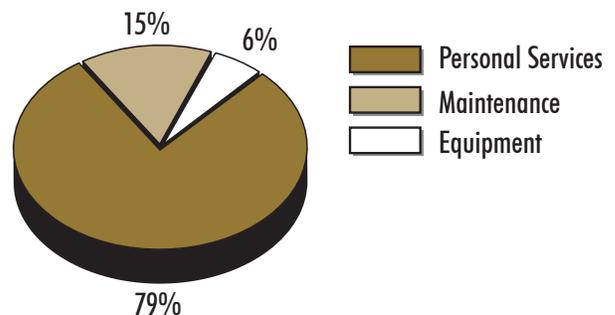
Budget

We collected \$449,937 in OVI fines from 165 county and municipal courts, and received \$63,000 through the Immobilization Act. Revenue from drug fine money totaled \$225,171, and \$715,912 in forfeited funds was received through the efforts of our criminal patrol teams.

FY 2006 Funding



FY 2006 Operating Budget



SAFETY PROGRAMS

The Patrol remains committed to developing partnerships with businesses, community groups, health and safety organizations, local law enforcement agencies, and schools to inform citizens about safety issues.

OhioSafe Commute

To address crash fatalities in metropolitan areas, the Patrol continued the OhioSafe Commute program in Columbus, Cleveland, Cincinnati, Dayton, and Toledo. Through OhioSafe Commute, the Patrol partners with the Ohio Department of Public Safety, Ohio Department of Transportation, and local law enforcement agencies to station officers along the busiest highways during peak traffic hours.

Buckle Up for a Successful Season

For the 2005-06 school year, Honda of America Manufacturing sponsored an awards program to recognize schools, and junior and senior students from those schools, who actively promote traffic safety issues. Winning students earned paid enrollment to the Honda Teen Defensive Driving Program and financial assistance for college from Honda. Statewide winner Ashleigh Hasselbach's winning program, "Click It! Pull Tight," showed young children the proper way to sit and wear safety belts and informed parents on appropriate safety restraints for children in their vehicles.

Ride Smart. Drive Smart.

To help motorcyclists and other drivers share the road safely, the Patrol and the American Motorcyclist Association (AMA) sponsor the Ride Smart. Drive Smart. safety education program. Throughout the spring and summer, we publicized motorcycle safety tips from the AMA to contribute to a safe and enjoyable motorcycle riding season in Ohio.



Findlay District



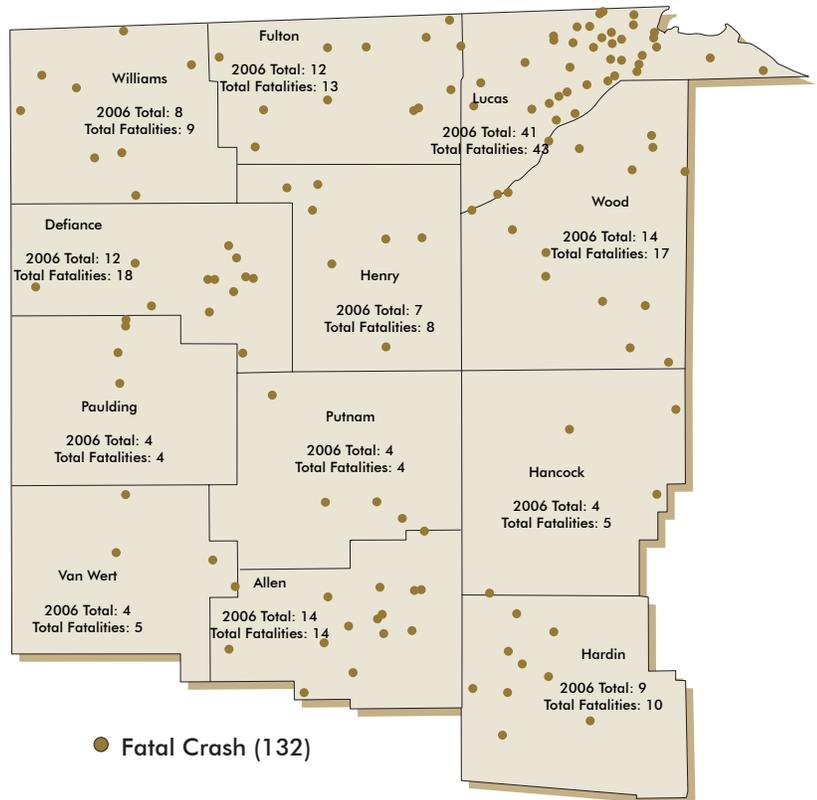
Captain David L. Gillespie, commander

The Findlay District achieved a 10 percent decrease in traffic deaths in 2006 through enforcement efforts focused on impaired and/or aggressive drivers and safety belt compliance. Troopers removed more than 2,900 impaired drivers from northwest Ohio highways, made almost 12,000 aggressive driving contacts, and 10,000 safety belt enforcement contacts.

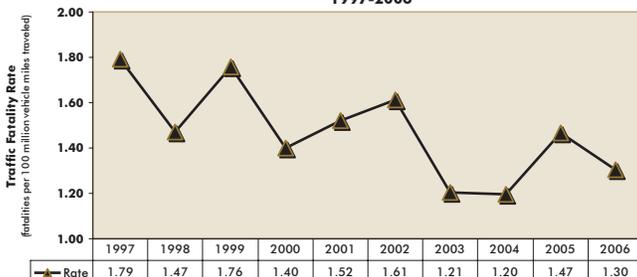
In 2006, 18 percent of traffic deaths in the district involved a motorcyclist. Concerned by this alarming trend, troopers were assigned to driver examination facilities on motorcycle testing days to discuss motorcycle safety with newly endorsed riders.

Our Criminal Patrol Unit made 10 significant drug related seizures in 2006, including the largest single currency seizure of the year when troopers recovered more than \$570,000 in a stop on the Ohio Turnpike.

Fatal Crashes Year 2006



Traffic Fatality Rate in District 1
1997-2006



Source: Traffic fatalities are from the Ohio Department of Public Safety's Ohio Traffic Crash Facts, 1997-2006. Vehicle miles traveled are from the Ohio Department of Transportation's Daily Vehicle Miles Traveled Report, 1997-2006. Includes traffic fatalities that occurred on the Ohio Turnpike.



Bucyrus District



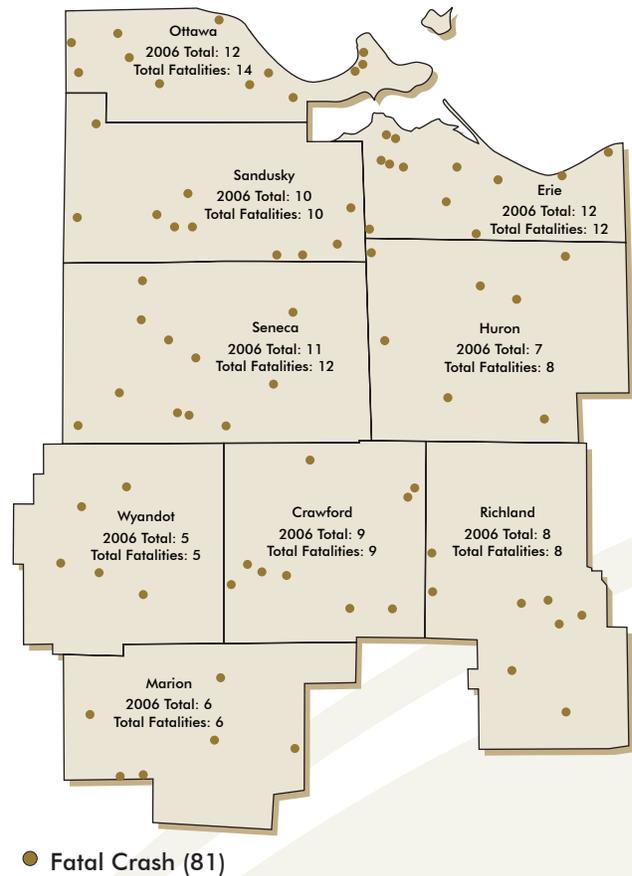
Captain Herbert B. Homan, commander

All posts within the district are actively involved in youthful driver and/or driver intervention programs. District posts conducted several mock crash demonstrations during the year, as well as safety belt campaigns, including a partnership with area Pizza Hut locations to encourage safety belt use among high school students.

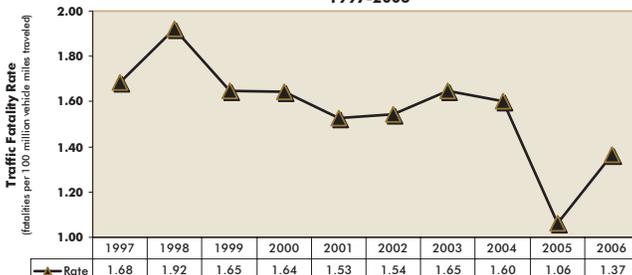
All posts conducted Problem Site Identification and Problem Behavior Identification programs during the year. For example, the Norwalk Post coordinated tactical squads during spring and fall on roads leading to the Pioneer Joint Vocational School after several fatal crashes involving students. No fatal crashes occurred during the enforcement initiatives.

District troopers made 24 auto larceny apprehensions during 2006, and 10 troopers earned the Criminal Patrol Award for making five felony arrests. Troopers investigated a total of 162 felony cases during the year.

Fatal Crashes Year 2006



Traffic Fatality Rate in District 2
1997-2006



Source: Traffic fatalities are from the Ohio Department of Public Safety's Ohio Traffic Crash Facts, 1997-2006. Vehicle miles traveled are from the Ohio Department of Transportation's Daily Vehicle Miles Traveled Report, 1997-2006. Includes traffic fatalities that occurred on the Ohio Turnpike.



Massillon District



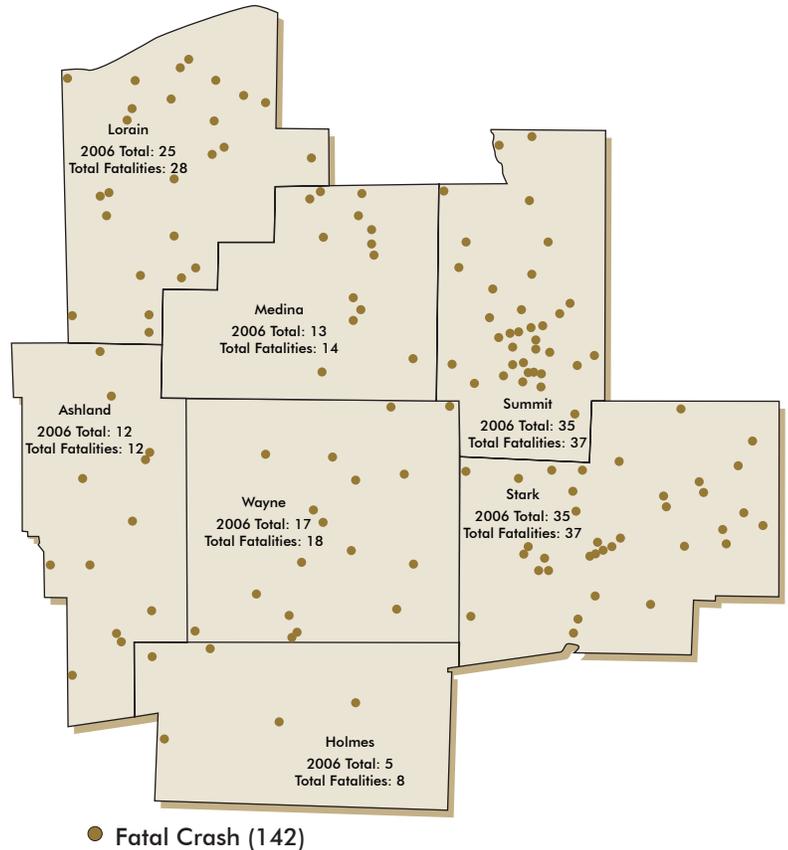
Captain John H. Bistor, commander

Troopers focused enforcement efforts on crash causing behaviors, making 13,358 aggressive driving arrests. The district addressed chronic crash concerns in two counties. Joint enforcement efforts with police agencies in urban Summit County helped hold the number of fatal crashes to 37, while similar efforts in rural Stark County kept the number of fatal crashes at 35.

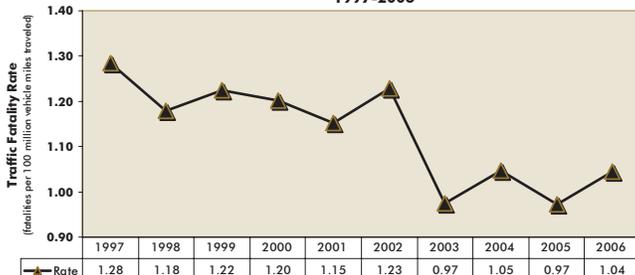
Troopers also targeted impaired driving and made 3,159 OVI arrests. Lorain and Stark counties ranked second and third in the state for the number of OVI arrests.

The Commercial Enforcement Unit led the state in most enforcement categories in 2006. The unit conducted tactical squads in all seven counties in the district, working with local police and county sheriff offices. Three efforts with the Akron Police Department focused on Akron, and 728 hours of tactical enforcement were utilized in Stark and Summit counties where most commercial crashes occur.

Fatal Crashes Year 2006



Traffic Fatality Rate in District 3
1997-2006



Source: Traffic fatalities are from the Ohio Department of Public Safety's Ohio Traffic Crash Facts, 1997-2006. Vehicle miles traveled are from the Ohio Department of Transportation's Daily Vehicle Miles Traveled Report, 1997-2006. Includes traffic fatalities that occurred on the Ohio Turnpike.



Warren District



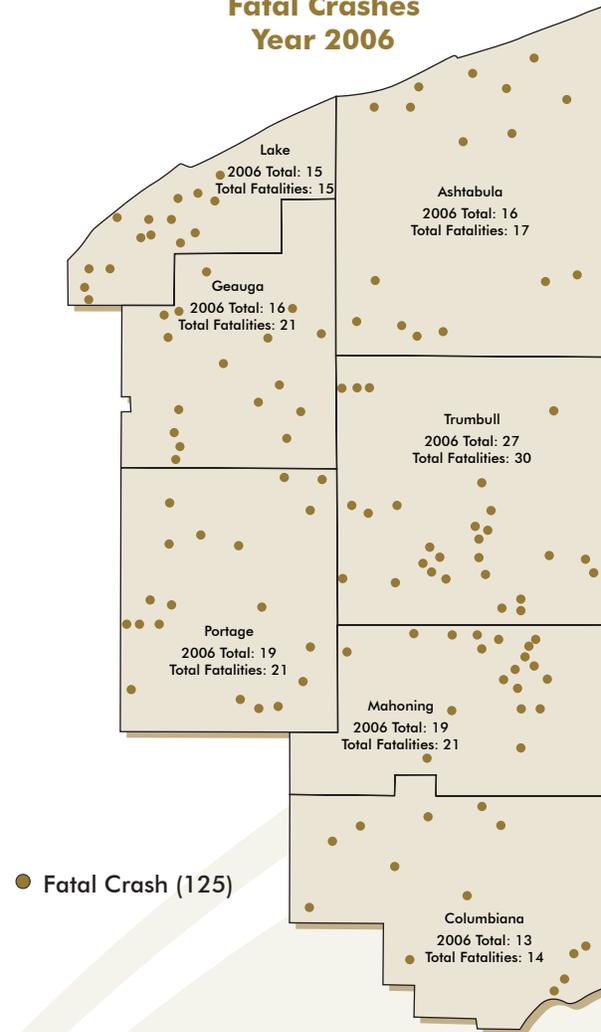
Captain James J. Holt, commander

There was a 14 percent reduction in total crashes in the district in 2006. Troopers increased enforcement efforts in key areas such as aggressive driving, impaired driving, and safety belt use.

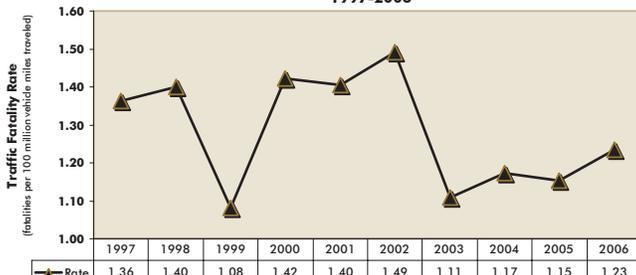
The district was very active in youthful driver education, including a test program through the Lisbon Post to place data capturing devices in high school students' cars to monitor driving behaviors including speed, fast acceleration and deceleration, seat belt use, and critical turning. Other initiatives featured the None for Under 21 program and traffic safety diversion programs and speech details.

Troopers emphasized motorcycle safety through the North Coast Motorcycle Safety Ride on May 20, 2006. Local partners were Concerned Motorcycle Riders of Ohio, the American Motorcyclist Association, Safe Communities, media outlets, and many local businesses.

Fatal Crashes Year 2006



Traffic Fatality Rate in District 4
1997-2006



Source: Traffic fatalities are from the Ohio Department of Public Safety's Ohio Traffic Crash Facts, 1997-2006. Vehicle miles traveled are from the Ohio Department of Transportation's Daily Vehicle Miles Traveled Report, 1997-2006. Includes traffic fatalities that occurred on the Ohio Turnpike.



Piqua District



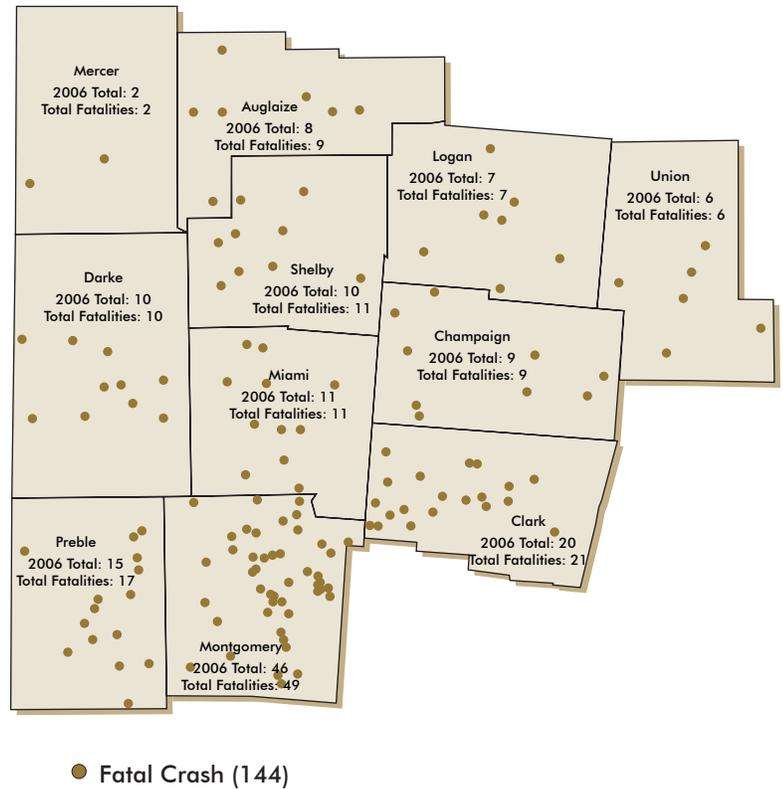
Captain Russell Johnson, commander

District Five achieved a 13 percent reduction in traffic fatalities during 2006. Monthly meetings with post commanders reviewed crash reduction efforts for the previous month, and required commanders to thoroughly know crash causes, enforcement areas, successes and failures, as well as to detail plans for the current month.

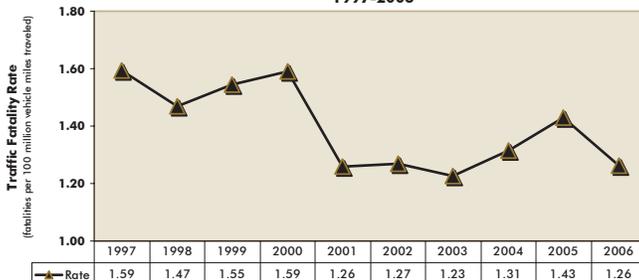
Enforcement with a purpose continued as a focus in the district in 2006 and resulted in the following increases from our 2005 totals: Enforcement stops were up eight percent, aggressive driving arrests were up four percent, OVI arrests were up five percent, and safety belt enforcement was up one percent.

Criminal patrol and auto larceny enforcement were also a focus of troopers in the district and tremendous success was realized in removing criminals from our roadways. The state Criminal Patrol Award winner and the Blue Max Award winner were both from the district's Springfield Post.

Fatal Crashes Year 2006



Traffic Fatality Rate in District 5
1997-2006



Source: Traffic fatalities are from the Ohio Department of Public Safety's Ohio Traffic Crash Facts, 1997-2006. Vehicle miles traveled are from the Ohio Department of Transportation's Daily Vehicle Miles Traveled Report, 1997-2006.



Columbus District



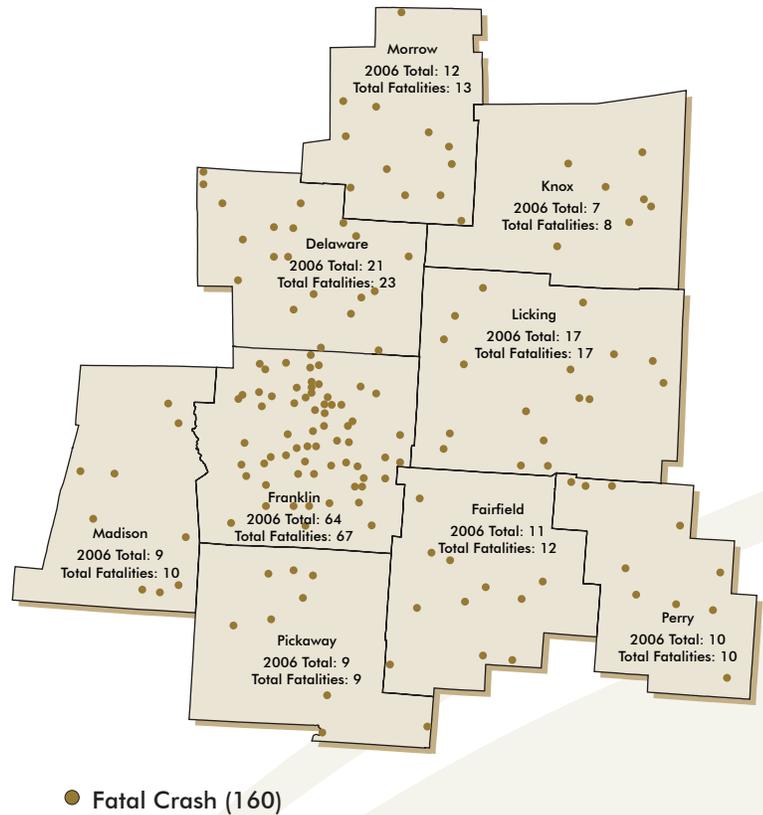
Captain Clarke M. Kiner, commander

There were 42 fewer traffic fatalities in the Columbus District in 2006, a decrease of more than 20 percent compared to 2005. Record fatality lows were achieved in the following counties: Fairfield (since 1996), Licking (since 2000), Pickaway (since 1998), and Franklin (since 1996).

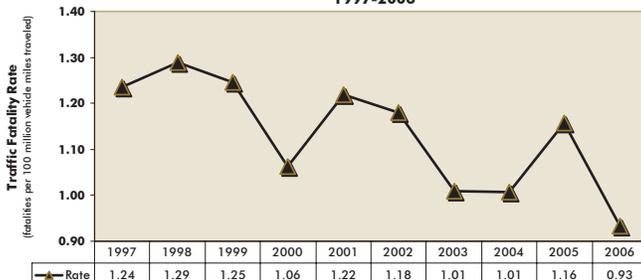
Commercial enforcement targeted commercial-involved high crash areas. The district's Licensing and Commercial Standards section recorded the highest number of commercial inspections ever. Continued enforcement is in place to further reduce commercial-involved crashes in 2007.

Education efforts focused on youthful drivers and other groups over-represented in crashes. Drivers under age 24 were responsible for 23 percent of crashes while mature drivers were responsible for 18 percent of crashes. Safety belt contacts were up 10 percent from 2005 with 16,763 citations issued.

Fatal Crashes Year 2006



Traffic Fatality Rate in District 6
1997-2006



Source: Traffic fatalities are from the Ohio Department of Public Safety's Ohio Traffic Crash Facts, 1997-2006. Vehicle miles traveled are from the Ohio Department of Transportation's Daily Vehicle Miles Traveled Report, 1997-2006.



Cambridge District



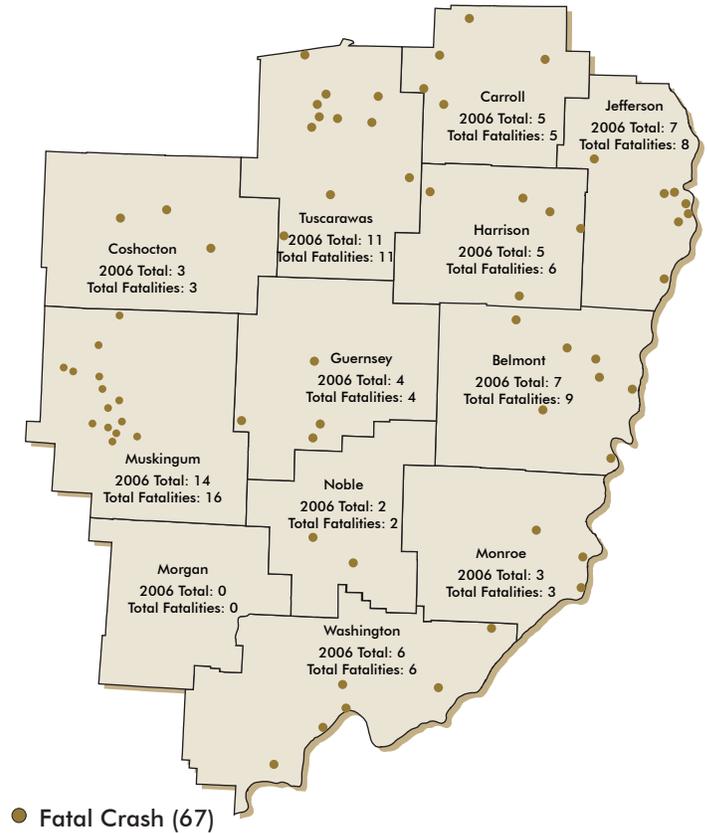
Captain George J. Williams, commander

The District achieved a decrease in traffic fatalities for the fifth consecutive year while total crashes decreased 13 percent. In 2006, troopers focused on reducing speeds on our interstates. Interstate fatalities dropped from 12 in 2005 to two in 2006.

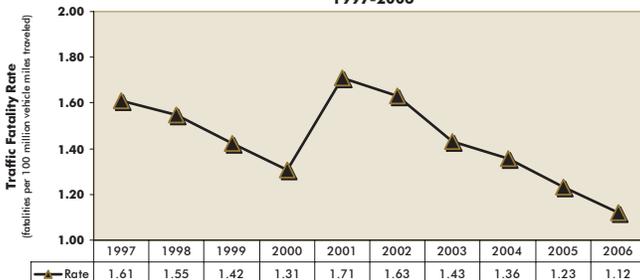
Stricter speed enforcement on our interstates also led to increases in other areas. Impaired driver arrests increased eight percent, aggressive driver enforcement increased 24 percent and safety belt enforcement increased six percent.

The Marietta and Zanesville posts each conducted three-day MAPS (multi-agency policing saturation) efforts in conjunction with federal, state, and local agencies. Because of the outstanding interagency cooperation, the combined events resulted in 664 arrests, 24 OVI arrests, 46 drug-related cases, and more than 2,300 traffic stops.

Fatal Crashes Year 2006



Traffic Fatality Rate in District 7
1997-2006



Source: Traffic fatalities are from the Ohio Department of Public Safety's Ohio Traffic Crash Facts, 1997-2006. Vehicle miles traveled are from the Ohio Department of Transportation's Daily Vehicle Miles Traveled Report, 1997-2006.



Wilmington District



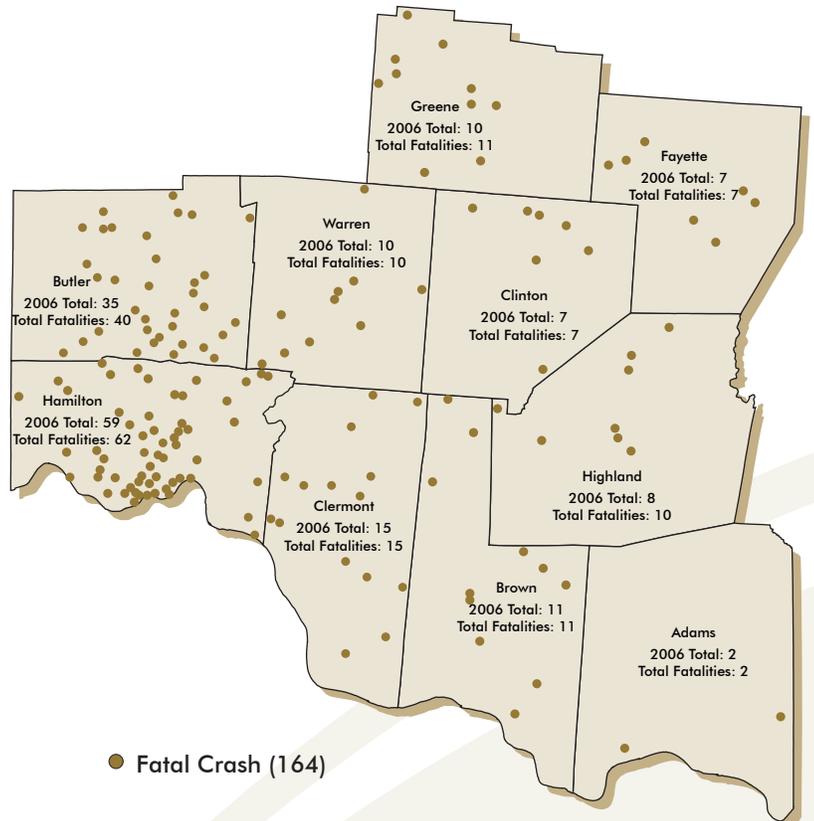
Captain Daniel E. Kolcum, commander

District troopers achieved a dramatic 22.5 percent decrease in traffic fatalities during 2006, which translates into 51 lives saved compare to 2005. Post commanders utilized 33 low-man-power OVI checkpoints and partnerships with local law enforcement to prevent crashes.

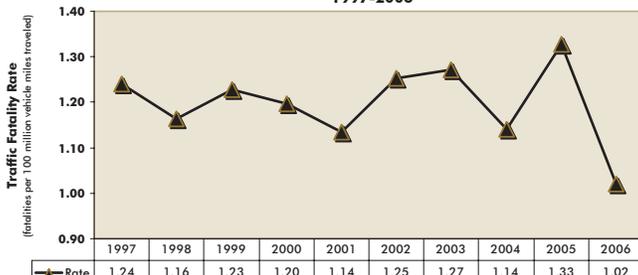
Troopers also worked with Cincinnati police in the Metro High Risk Traffic Crash Reduction Effort. The program teamed officers on the ground with Patrol pilots to target aggressive drivers in identified high-crash areas. As a result, fatal and injury crashes were significantly reduced.

Another group effort, Circle Cincinnati, is a re-occurring enforcement partnership with agencies in Ohio, Kentucky, and Indiana that have jurisdiction along Interstate 275. Each agency assigns a traffic car along Interstate 275 on the same days and during the same hours, either in conjunction with holiday travel, or for as long as a month.

Fatal Crashes Year 2006



Traffic Fatality Rate in District 8 1997-2006



Source: Traffic fatalities are from the Ohio Department of Public Safety's Ohio Traffic Crash Facts, 1997-2006. Vehicle miles traveled are from the Ohio Department of Transportation's Daily Vehicle Miles Traveled Report, 1997-2006.



Jackson District



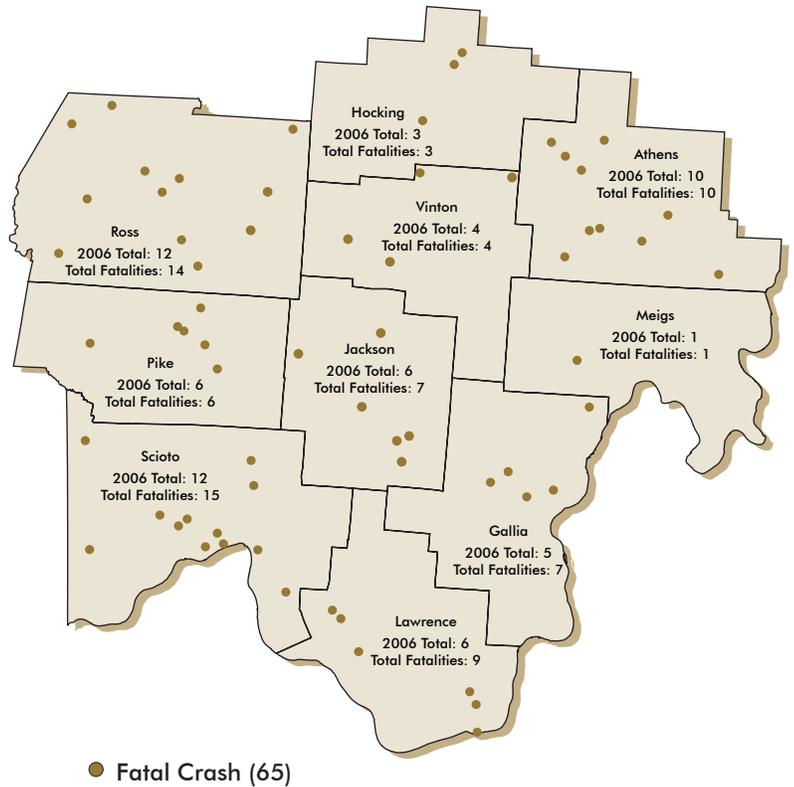
Captain Paul A. Pride, commander

Total crashes in the Jackson District have decreased over the past three years, with a 10 percent decrease from 2005 totals. "Enforcement with a Purpose" was the motto throughout 2006. Focus on increasing traffic stops proved to be an effective tool and made a tremendous difference in the communities we serve.

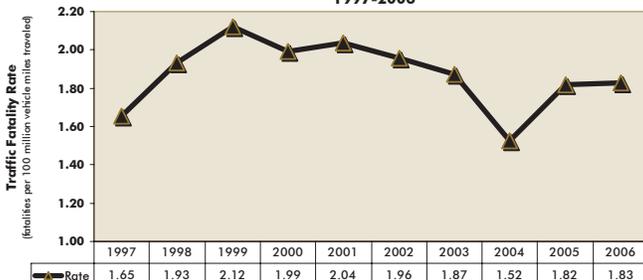
Troopers participated in a MAPS (multi-agency policing saturation) effort in conjunction with federal, state, and local agencies in Scioto County. This effort proved effective throughout year. Crashes and reported crimes in the county were down significantly during the enforcement periods, and the county experienced an extended decrease in its crime rate.

District personnel assisted the Ross County Sheriff's Office after the escape of convicted murderer John Parsons on July 29, 2006. Officers played an integral part in his capture on October 19, 2006.

Fatal Crashes Year 2006



Traffic Fatality Rate in District 9
1997-2006



Source: Traffic fatalities are from the Ohio Department of Public Safety's Ohio Traffic Crash Facts, 1997-2006. Vehicle miles traveled are from the Ohio Department of Transportation's Daily Vehicle Miles Traveled Report, 1997-2006.



Berea District



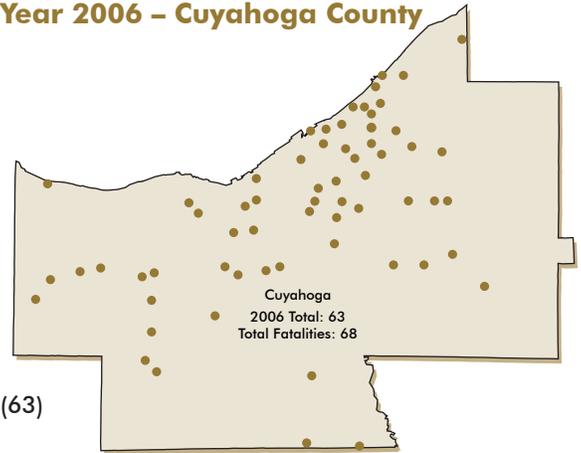
Captain Roger A. Hannay, commander

The Ohio Turnpike's fatal crash ratio for 2006 was .3 per 100 million miles traveled, which reflected a 28 percent decrease in fatal crashes and a 42 percent decrease in fatalities from 2005. Turnpike posts continued to utilize Partners for Safety initiatives to drive crash numbers down.

Nearly 52 million vehicles traveled more than three billion miles on the Ohio Turnpike in 2006. Both miles traveled and total number of vehicles increased from 2005. Commercial vehicles using the Turnpike increased by more than 500,000, and total miles traveled by commercial vehicles topped one billion.

Cuyahoga County driver examination stations recorded 161,888 tests given at all locations. The phone center received 73,870 inquiries. Attention to detail by front-line employees resulted in 23 criminal cases investigated by troopers, including instances of fraud and forgery.

Fatal Crashes Year 2006 – Cuyahoga County



● Fatal Crash (63)



Fatal Crashes Year 2006 – Turnpike

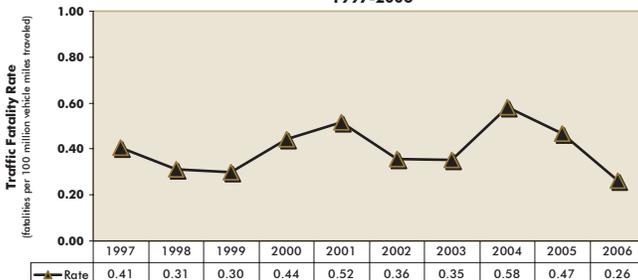


● Fatal Crash (8)

*Berea District fatal crashes were also counted in totals for the Findlay, Massillon, and Warren districts.



Traffic Fatality Rate in District 10
1997-2006



Source: Traffic fatalities and vehicle miles traveled are from the Ohio Turnpike Commission's Annual Report, 1997-2006. Includes only traffic fatalities that occurred on the Ohio Turnpike.

In Memory

On September 28, 2006, Sergeant Dale R. Holcomb and Trooper Joshua P. Risner, both of the Gallipolis Post, were killed in a two-vehicle crash in Gallia County. The crash also claimed the life of a Gallia County woman.

Sergeant Holcomb trained with the 115th Academy Class and earned his commission on March 21, 1986. His first assignment was to the Athens Post where he was District and Post Trooper of the Year for 1990. He earned a promotion to sergeant in May 1992 and transferred to Gallipolis as an assistant post commander. Sergeant Holcomb is survived by his wife, Connie, and sons, Tyler and Trent.

Trooper Risner joined the Patrol as a member of the 134th Academy Class and earned his commission on December 10, 1999. He served at the Van Wert Post in the Findlay District until June 2001 when he transferred to Gallipolis. Trooper Risner is survived by his wife, Bridget, and children, Joshua Peyton and Paige Breeanna. His father is retired Trooper John Risner.



Dale R. Holcomb



Joshua P. Risner

OSHP Memorial

Sgt. John F. Best June 17, 1935
 Ptl. Leroy S. Bedell August 20, 1935
 Ptl. James E. Ivory..... January 7, 1936
 Ptl. Charles W. Timberlake August 7, 1936
 Ptl. Karl E. Bushong June 7, 1937
 Ptl. George A. Conn..... September 27, 1937
 Ptl. Charles G. Cannon..... January 1, 1938
 Ptl. John G. Hough..... December 3, 1940
 Ptl. Paul L. McManis September 28, 1941
 Cpl. John E. Ruch..... March 4, 1942
 Lt. Vance M. Andrews November 21, 1945
 Ptl. James P. Gardner February 28, 1948
 Ptl. Harry D. Grimes..... June 8, 1952
 Ptl. James A. Fredericka May 8, 1953
 Ptl. Earl W. Casterline October 19, 1953
 Ptl. Frank J. Hossler September 22, 1956
 Ptl. Robert E. Karsmizki..... March 31, 1957
 Ptl. Ernest E. Cole..... October 3, 1964
 Ptl. Jon D. Birchem February 27, 1967
 Sgt. Harold K. Hanning..... August 6, 1970
 Lt. James A. Kirkendall October 28, 1970
 Ptl. Joel F. Miller December 6, 1971
 Ptl. Carl L. Thrush..... February 6, 1972
 Ptl. William J. Keller October 14, 1972
 Ptl. David L. Sterner February 25, 1973
 Ptl. Jerry R. Neff..... January 30, 1974
 Sgt. Edward G. Moore July 23, 1976
 Tpr. Charles V. Vogel, Jr. January 24, 1980

Tpr. William R. Bender November 20, 1982
 Tpr. Jody S. Dye July 5, 1985
 Tpr. Wendy G. Everett August 5, 1988
 Tpr. Kenneth A. Maloney July 28, 1990
 Tpr. James A. Gross..... January 19, 1996
 Tpr. Robert Perez..... May 15, 2000
 Tpr. Frank G. Vazquez..... November 6, 2001
 Sgt. Dale R. Holcomb September 28, 2006
 Tpr. Joshua P. Risner..... September 28, 2006





TED STRICKLAND, GOVERNOR
HENRY GUZMÁN, DIRECTOR