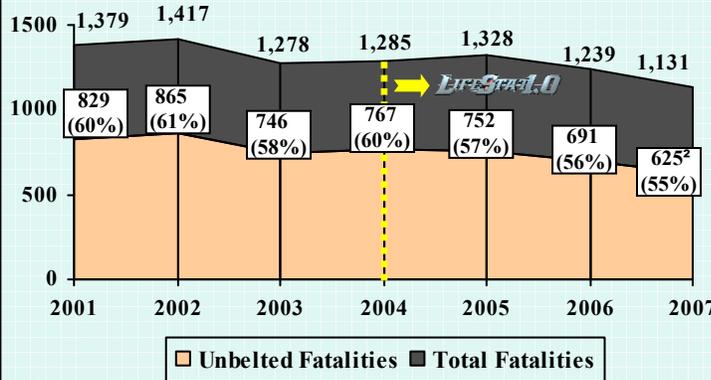




LIFE STAT 1.0: STATEWIDE PERSPECTIVE

positive impacts and enduring challenges in the continuing effort to reduce traffic fatalities in Ohio

Unbelted¹ Traffic Fatalities

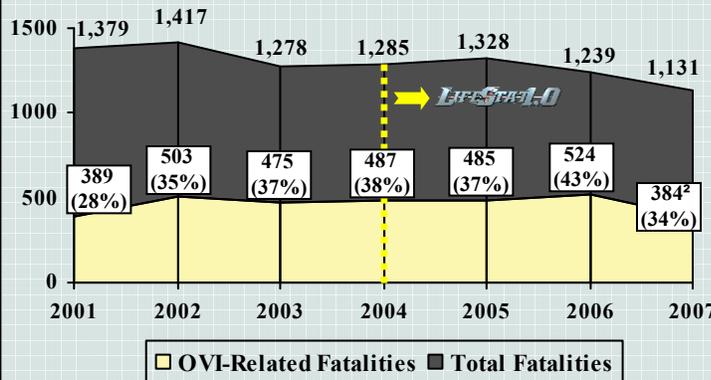


Changes in Reported Unbelted Fatalities:

2001-2003 Average	2004-2006 Average	Percent Change
813	737	- 9

- The number of unbelted traffic deaths has progressively decreased in recent years – a nine percent reduction in the average number of annual fatalities during the LifeStat 1.0 period compared to previous years.

OVI¹-Related Traffic Fatalities

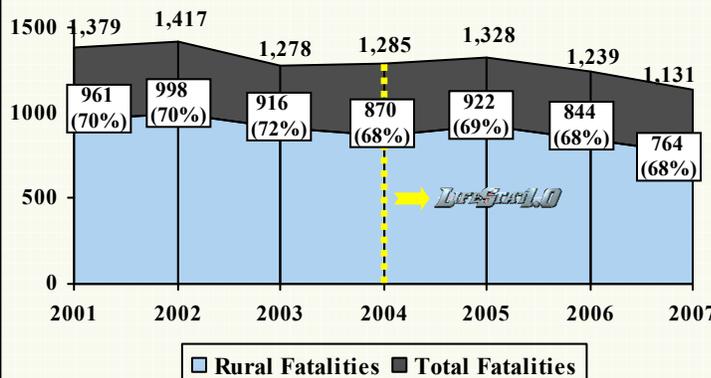


Changes in Reported OVI-Related Fatalities:

2001-2003 Average	2004-2006 Average	Percent Change
456	499	+ 9

- The proportion of all traffic fatalities involving impaired drivers has increased steadily in recent years. Possible explanations for the increase include: increasing instances of impaired drivers; new drug legislation; improved crash reporting; an increased focus on apprehending impaired drivers; and improved substance testing and analysis.

Rural/Unincorporated Traffic Fatalities



Changes in Reported Rural Fatalities:

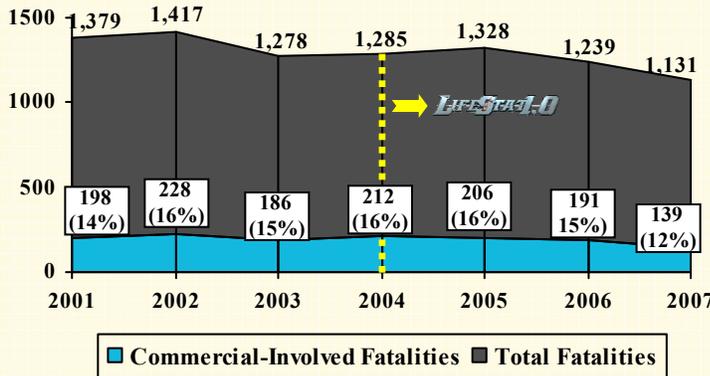
2001-2003 Average	2004-2006 Average	Percent Change
958	879	- 8

- The number of rural fatalities, as well as the proportion they represent of all traffic fatalities, has been decreasing during the course of the LifeStat 1.0 program. The proportion of rural fatalities may continue to decrease for 2007, as some urban police agencies allow considerable lag time before submitting fatal crash reports.

¹ "Unbelted" = Drivers or passengers not wearing safety belts. Includes unhelmeted motorcyclists. "OVI" = Operating a Vehicle Impaired.
² 2007 data is provisional through 12/03/2007.



Commercial-Involved Traffic Fatalities

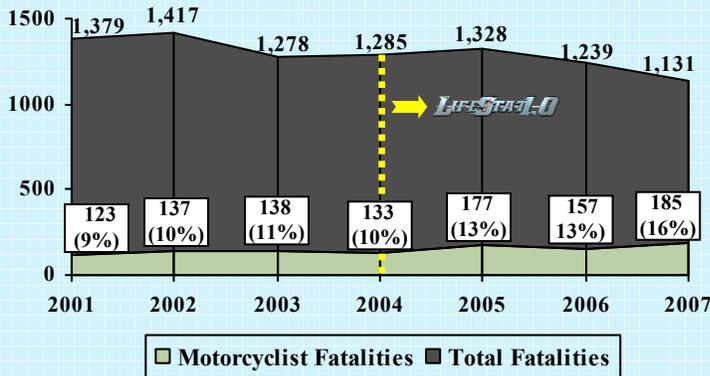


Changes in Reported CMV-Related Fatalities:

2001-2003 Average	2004-2006 Average	Percent Change
204	203	- .005

- Fatalities resulting from crashes involving commercial trucks have remained fairly constant, in terms of their proportion of total fatalities, while actual numbers have fluctuated. If current numbers and proportions remain similar when 2007 reporting is complete, a significant decrease in commercial-related fatalities result.

Motorcycle-Involved Traffic Fatalities

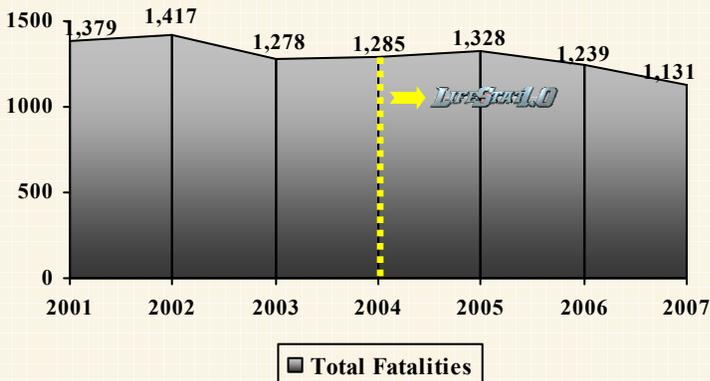


Changes in Reported Motorcyclist Fatalities:

2001-2003 Average	2004-2006 Average	Percent Change
133	156	+ 17

- An alarming increase in motorcyclist fatalities (actual number and proportion) has emerged in recent years. There have been 185 motorcyclist fatalities this year alone, and one in five fatal crashes involved a motorcycle.

Total Traffic Fatalities



Changes in Reported Total Fatalities:

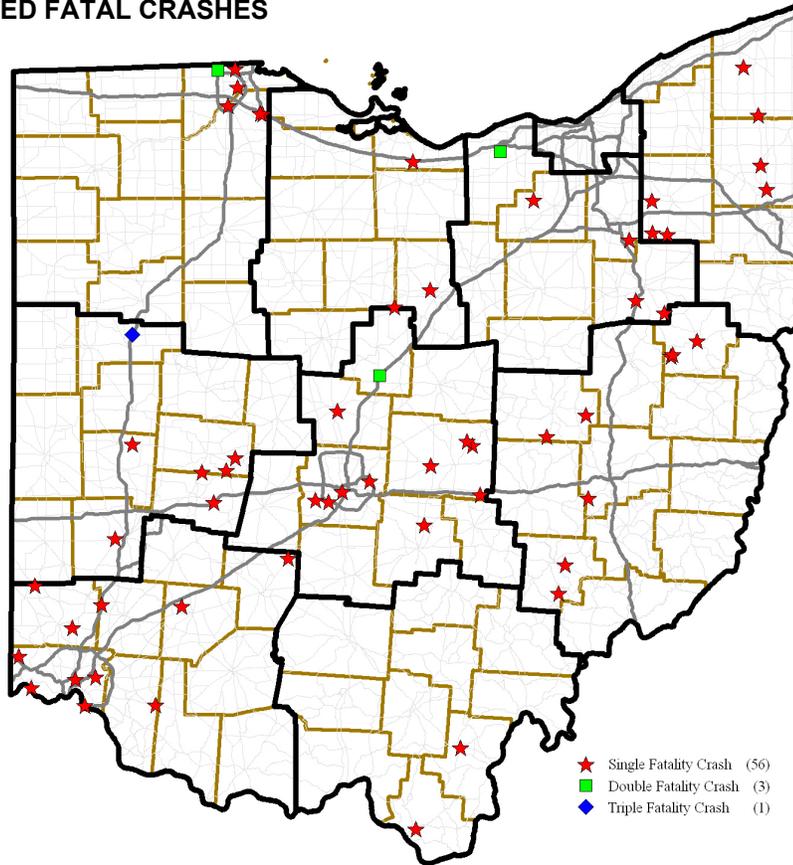
2001-2003 Average	2004-2006 Average	Percent Change
1,358	1,284	- 5

- Average annual traffic fatalities decreased by 5% during the LifeStat 1.0 program compared to previous years.
- The Ohio State Highway Patrol has investigated over half (51%) of the state's fatal crashes since 2001.



STATEWIDE REPORTED FATAL CRASHES

11/21/2007-12/18/2007



Statewide Reported* Fatal Crashes 11/21/07-12/18/07		
Rural	Urban	Total
47	13	60

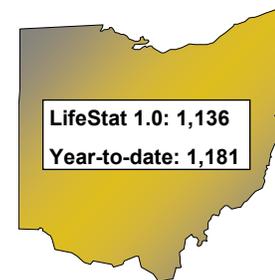
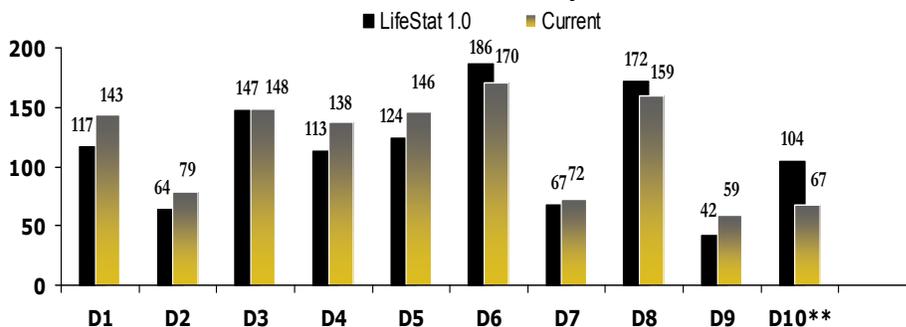
Total Fatalities: 65

- ★ Single Fatality Crash (56)
- Double Fatality Crash (3)
- ◆ Triple Fatality Crash (1)

FATAL CRASH FACTS:

	Past Four Weeks	YTD	Top Crash Causes:	YTD
OVI-Related	9	331	Failure to Yield	205
Intersection	9	263	Unsafe Speed	208
Commercial Vehicle Involved	8	139	Failure to Control	164
Motorcycle Involved	0	184	Driving Off Roadway	135
Pedestrian	8	98	Left of Center	103

Year-To-Date Fatalities by District



Statewide LifeStat 1.0

* Only fatal crashes that have been reported in the LINCOS fatal crash reporting system are included in this update.

**Includes Cuyahoga County