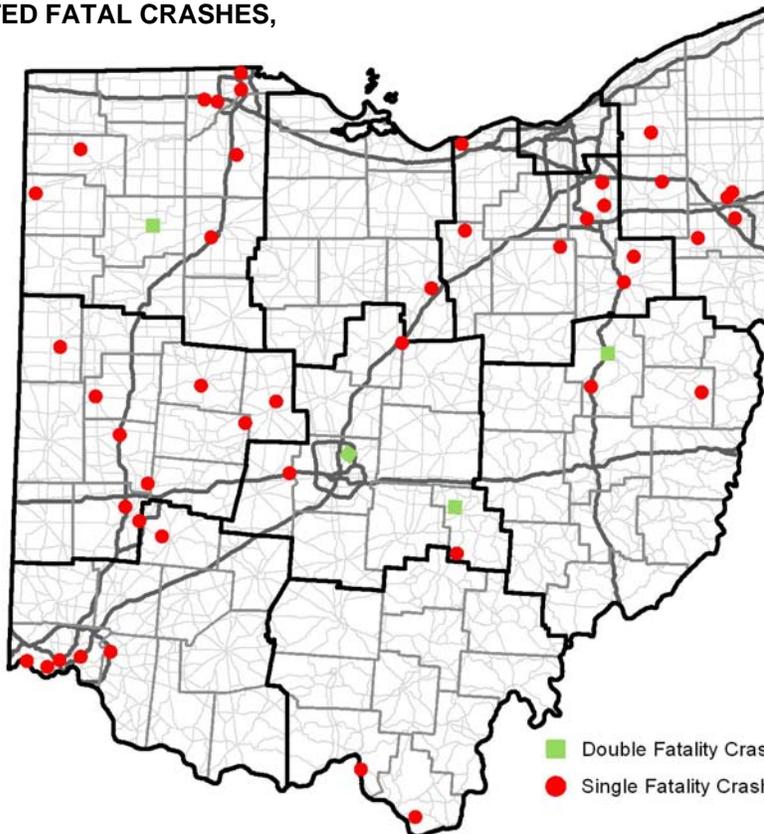




STATEWIDE REPORTED FATAL CRASHES, 1/10/2007 - 2/6/2007



Statewide Reported* Fatal Crashes 1/10/07-2/6/07		
Rural	Urban	Total
31	18	49

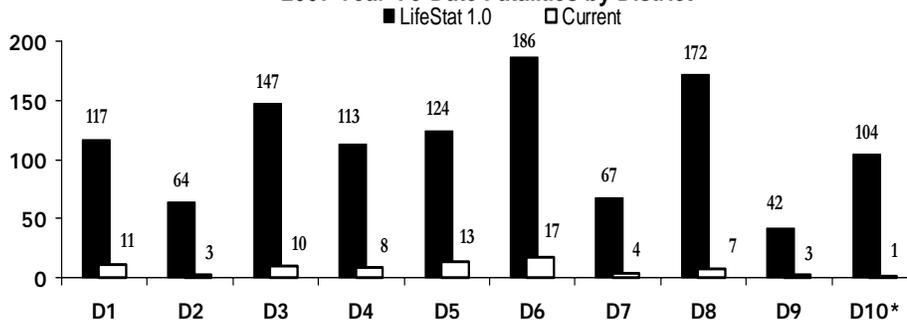
Total Fatalities: 53

■ Double Fatality Crash (4)
● Single Fatality Crash (45)

FATAL CRASH FACTS:

	Past Four Weeks	2007 YTD	Top Crash Causes:	2007 YTD
Alcohol-Related	4	6	Unsafe Speed	15
Intersection	9	16	Failure to Control	13
Commercial Vehicle Involved	5	12	Left of Center	10
Motorcycle Involved	0	0	Failure to Yield	8
Pedestrian	1	8	Drove Off Road, etc.	6

2007 Year-To-Date Fatalities by District



Statewide LifeStat 1.0

* Includes Cuyahoga County



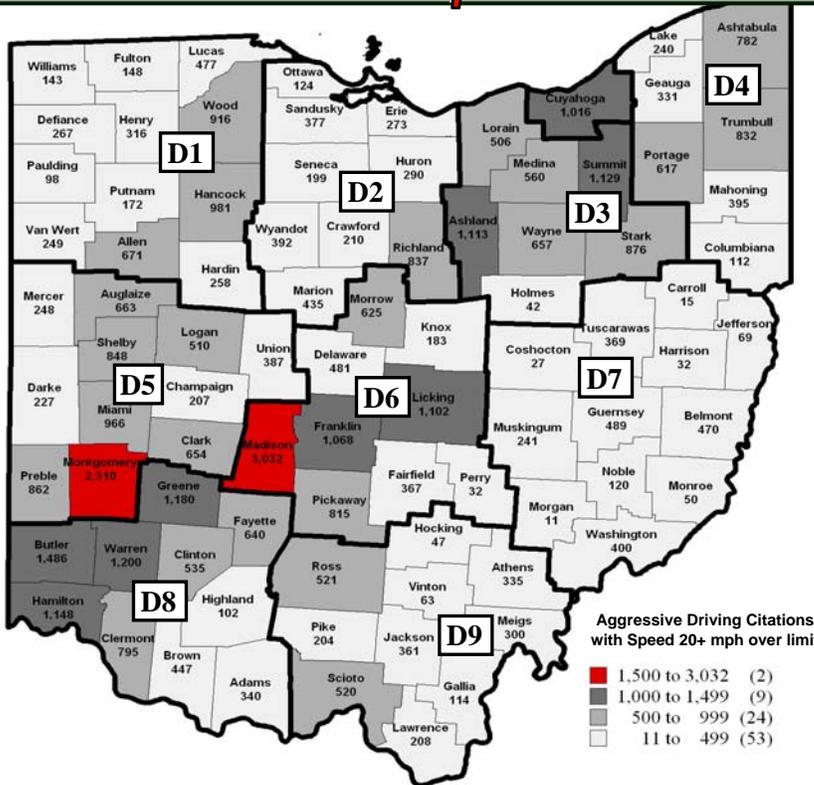
AGGRESSIVE DRIVING: 20+ mph Over the Limit

Map: 2006 OSHP Arrests by County for Driving 20+ mph Over the Speed Limit. →

Table: 2006 OSHP Arrests by District for Driving 20+ mph Over the Speed Limit. ↓

OSHP Districts	Number of Arrests
District 1	4,696
District 2	3,137
District 3	4,883
District 4	3,309
District 5	7,882
District 6	7,705
District 7	2,293
District 8	7,873
District 9	2,673
CUY	1,016

Total: 45,467



- Ohio State Highway Patrol issued a total of 133,650 aggressive driving citations in 2006. Of these, 45,467 (43%) included a violation for driving 20 mph or greater above the speed limit.²
- Madison and Montgomery counties had the highest number of citations for driving 20 mph or greater above the speed limit (3,032 and 2,310, respectively), accounting for 12% of the statewide total. Nine additional counties each had over 1,000 such citations for the year (see map above).
- The number of citations issued for driving 20 mph or greater above the speed limit varied substantially by OSHP District. It should be noted that the CAD reporting system was not fully functional in Districts 7 and 9 until approximately April 2006, which may account for fewer reported aggressive driving citations in those Districts.
- Nearly two out of five (39%) 2006 OSHP arrests for driving 20 mph or greater above the posted speed limit took place on Saturday and Sunday; nearly half (49%) took place from noon to 8:00 p.m.
- OSHP's Aviation Section continues to play an important role in the identification of aggressive drivers on Ohio roads, having conducted 41 TRIAD (Targeting Reckless, Intimidating, and Aggressive Drivers) details and 25 Operation Safe Commute details during 2006. For more information on OSHP traffic enforcement from the air, please see the following page.

¹ Data Source: OSHP Computer Aided Dispatch System (CAD). Any of the following are considered by OSHP to be aggressive driving offenses: 20+ mph over the limit; failure to yield; following too closely; improper passing (including passing school buses illegally); reckless operation; and all work zone violations.

² Total of 133,650 includes citations on Ohio Turnpike (16,395) and unmappable citations (11,110). Proportion given (43%) is of total mapped in CAD (106,145).



LIFE STAT 1.0 Weekly

Office of Strategic Services

2/7/2007

AGGRESSIVE DRIVING ENFORCEMENT FROM THE SKY

OSHP Aviation Enforcement Operations

Traffic enforcement from the air is one of the most important functions performed by Patrol pilots. With over 1,000 traffic fatalities occurring annually on Ohio roads, Patrol pilots are an integral piece of the Ohio State Highway Patrol's ongoing LifeStat 1.0 mission to make Ohio's roads as safe as possible.

The primary focus of Patrol pilots is to identify aggressive drivers. The pilots can be considered as a "force-multiplier" because they can identify multiple violators within a short time period. Working in conjunction with several ground officers results in a more efficient enforcement method than one officer working alone.

Operation TRIAD

Since the late 1990s, Targeting Reckless, Intimidating, and Aggressive Drivers (TRIAD) has been the Patrol's comprehensive enforcement and media relations program focused on identifying and stopping the most dangerous drivers on Ohio roads. It is a collective enforcement effort involving the Highway Patrol, local law enforcement agencies, and the media for public awareness.

The program is generally conducted in and around metropolitan areas because that is often where the most egregious aggressive driving violations occur. For example, Interstate 270 around Columbus, during rush hour, near a construction zone would be a typical location where aggressive driving violations are most likely to occur.

Commanders requesting a TRIAD operation are encouraged to actively work with local media to promote the effort. Reporters are encouraged to ride with pilots and ground units during TRIAD operations as a way to enhance coverage and public awareness of the comprehensive efforts to stop some of Ohio's most dangerous drivers. Media ride-alongs with Patrol pilots and ground officers can be coordinated on request through the Division's Public Affairs Unit at 614-752-2792.

Air-Speed Operations

An air-speed operation is a time-distance calculation. The pilot observes the traffic flow from up in the aircraft, and estimates the speed of a vehicle using roadway markers and a stopwatch. Air-speed lines, painted on specific roadway sections across Ohio, are measured by registered surveyors (typically the Ohio Department of Transportation). The lines are 1,320 feet apart (one-quarter of a mile), a distance that Patrol pilots have programmed into a digital stopwatch. The pilot times a vehicle as it passes through each of four consecutive white lines, for a total observation distance of one mile. The stopwatch then calculates the vehicle's traveling speed at each of the quarter-mile markers and produces an average speed.

When a violation is observed, the pilot communicates information over the radio to the ground officer, including the offending vehicle's color, style, and lane of travel. As the vehicle approaches the officer, who is normally in a stationary position alongside the roadway, the pilot offers guidance as to the safest means for making the traffic stop. The pilot then provides the time and speed of the violation, as well as verbal confirmation that the correct vehicle was stopped, and then returns to the start of the air-speed zone to begin looking for the next violator.