

Annual Evaluation Report Federal Fiscal Year 2011



**OHIO DEPARTMENT
OF PUBLIC SAFETY**
EDUCATION • SERVICE • PROTECTION



Office of Criminal Justice Services

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Overview

Housed under the Ohio Department of Public Safety (ODPS) within the Office of Criminal Justice Services, the Traffic Safety Section administers the Section 402 State and Community grants, related National Highway Traffic Safety Administration (NHTSA) awards and initiatives, contracts for traffic safety activities and oversees the state funded Third Grade Seat Belt Education Program.

This Annual Evaluation Report summarizes activities that occurred between October 1, 2010 and September 30, 2011. Activities listed in this report that can be directly tied to a specific county reach 93.48 percent of Ohio's population (approximately 10.6 million people). Grants with the Ohio State Highway Patrol (OSHP), Ohio Investigative Unit (OIU) and our Paid Media contract potentially reach the entire state, for 100 percent reach.

Mission Statement

The Office of Criminal Justice Service's mission is to reduce and prevent crime throughout the state and save lives and reduce injuries on Ohio's roads.

Accomplishments

The 2011 statewide observational seat belt survey conducted by Miami University of Ohio, Applied Research Center showed Ohio's seat belt use rate increased to a record 84.1 percent. Since Ohio continues to be a secondary seat belt state, Ohio will continue to use the model (earned media (education/outreach), paid media, enforcement and evaluation) to increase seat belt usage.

FFY 2011 was the first full year of Ohio's Drug Evaluation and Classification (DEC)/Drug Recognition (DRE) program. A total of 27 officers from across the state were selected for training. Once all officers are fully certified, Ohio will have 33 certified DRES from 19 different agencies in 18 counties.

For the second year, Ohio conducted "Checkpoint Weekend" to kick-off the national alcohol crackdown. During the first weekend of Drive Sober or Get Pulled Over, agencies across the state conducted 40 checkpoints.

The I-8000 breath testing instruments are currently being distributed. At the end of FFY 2011, 300 instruments had been distributed in 83 of Ohio's 88 counties.

In FFY 2011, 44 participants graduated from the DUI Court program. The DUI Courts suspended over 33,000 jail days, saving taxpayers over \$2.9 million.

Safe Communities programs reported over 400 activities that received over 11,000,000 gross impressions using print, radio, television and web. Volunteers also donated over 4,600 hours to the program for a value of \$99,783.24.

The 2011 Governor's Highway Safety Association (GHSA) Annual meeting was held in Cincinnati, Ohio in September 2011. The 2011 GHSA Annual Meeting examined how to raise the visibility of highway safety and convince the public that traffic deaths are not a necessary cost of mobility. The meeting brought together top state safety officials, researchers, and local safety partners to share best practices, strategies and plans to address this issue.

Crash Data

Ohio Performance Measures

Core Outcome Measures 2006 – 2010

	Description	2006	2007	2008	2009	2010	3 Year Avg.	Percent Change 2008 - 2010
C-1	Number of traffic fatalities	1,238	1,321	1,191	1,022	1,080	1,098	-9.32
C-2	Number of serious injuries in traffic crashes	10,701	11,051	10,113	9,774	10,175	10,021	.61
C-3a	Fatalities Per 100 Million Vehicle Miles Traveled (Total)	1.11	1.20	1.10	.92	.95	.99	-13.64
C-3b	Fatalities Per 100 Million Vehicle Miles Traveled (Rural)	2.30	2.22	2.15	1.81	1.87	1.94	-13.02
C-3c	Fatalities Per 100 Million Vehicle Miles Traveled (Urban)	.53	.67	.59	.49	.49	.52	-16.95
C-4	Number of unrestrained passenger vehicle occupant fatalities, all seat positions	503	583	443	400	404	416	-8.80
C-5	Number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher	386	395	351	325	341	339	-2.85
C-6	Number of speeding-related fatalities	253	276	269	287	307	288	14.13
C-7	Number of motorcyclist fatalities	158	178	213	166	170	183	-20.19
C-8	Number of un-helmeted motorcyclist fatalities	117	132	146	130	125	134	-14.38
C-9	Number of drivers 20 or younger involved in fatal crashes	229	252	191	175	159	175	-16.75
C-10	Number of pedestrian fatalities	96	95	99	85	93	92	-6.06

Source: FARS and State Crash Data Files

Core Behavior Measure 2007 – 2011

	Description	2007	2008	2009	2010	2011	Percent Change 2009 - 2011
B-1	Observed seat belt use for passenger vehicles, front seat outboard occupants	81.6	82.7	83.6	83.8	84.1	.59

Source: Ohio Statewide Observational Seat Belt Survey

Core Activity Measure 2007 – 2011

	Description	2007	2008	2009	2010	2011	Percent Change 2009 - 2011
A-1	Number of seat belt citations issued during grant-funded enforcement activities	54,114	39,393	41,890	37,163	39,714	-5.19
A-2	Number of impaired driving arrests made during grant-funded enforcement activities	9,160	6,029	8,268	7,185	8,079	-2.29
A-3	Number of speeding citations issued during grant-funded enforcement activities	116,785	68,116	123,447	126,127	128,464	4.06

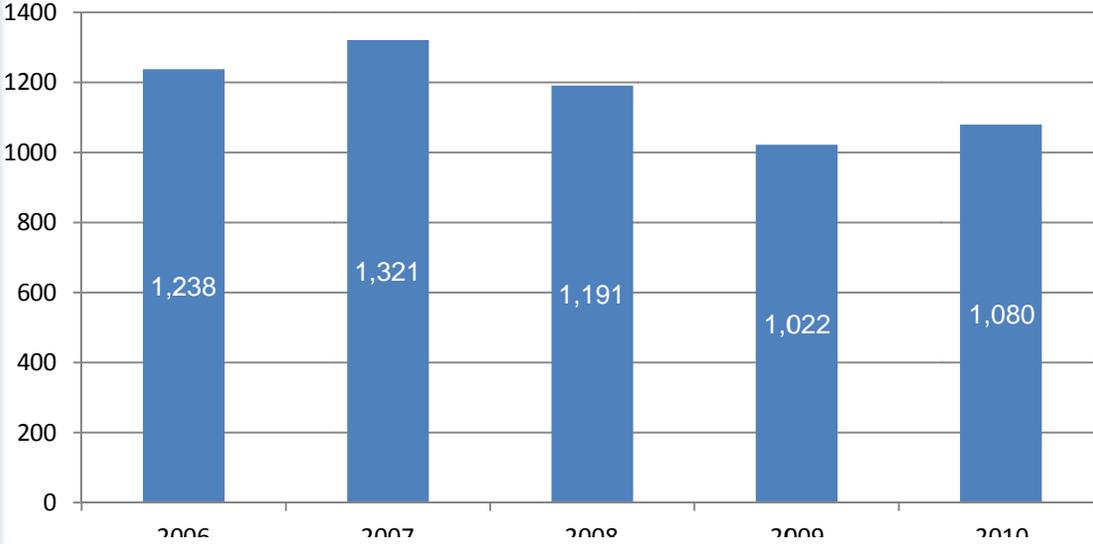
Source: FFY2006 AER, FFY2007 AER, Ohio GRANTS System

Ohio Vehicle Miles of Travel

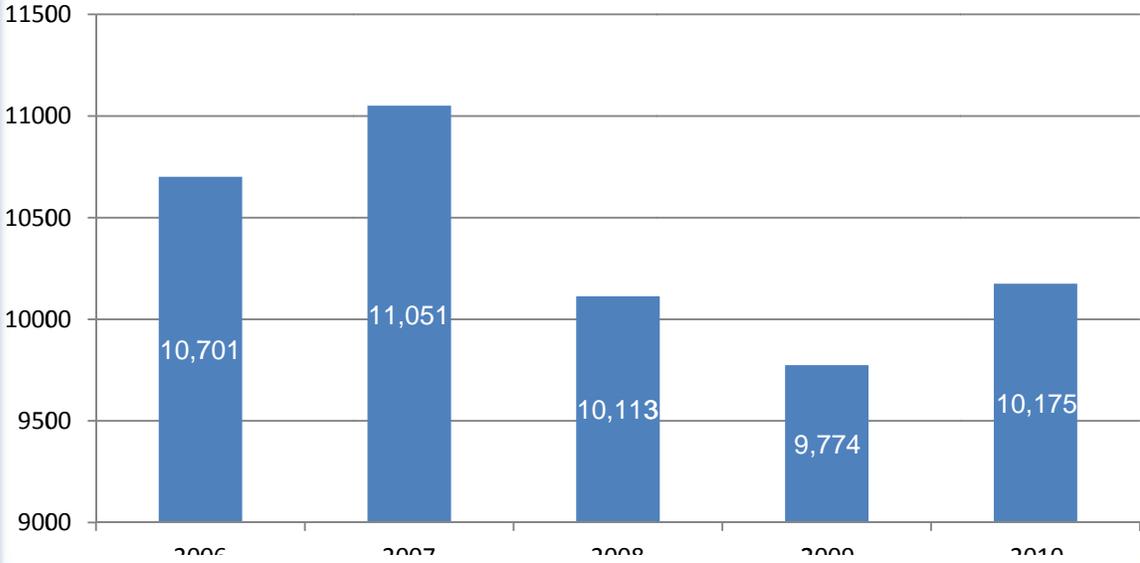
Year	Vehicle Miles of Travel
2006	112,097,916,700
2007	111,063,748,100
2008	108,333,967,350
2009	110,775,675,000
2010	113,503,615,650
Percent Change 2008 – 2010	+4.77

Source: Ohio Department of Transportation

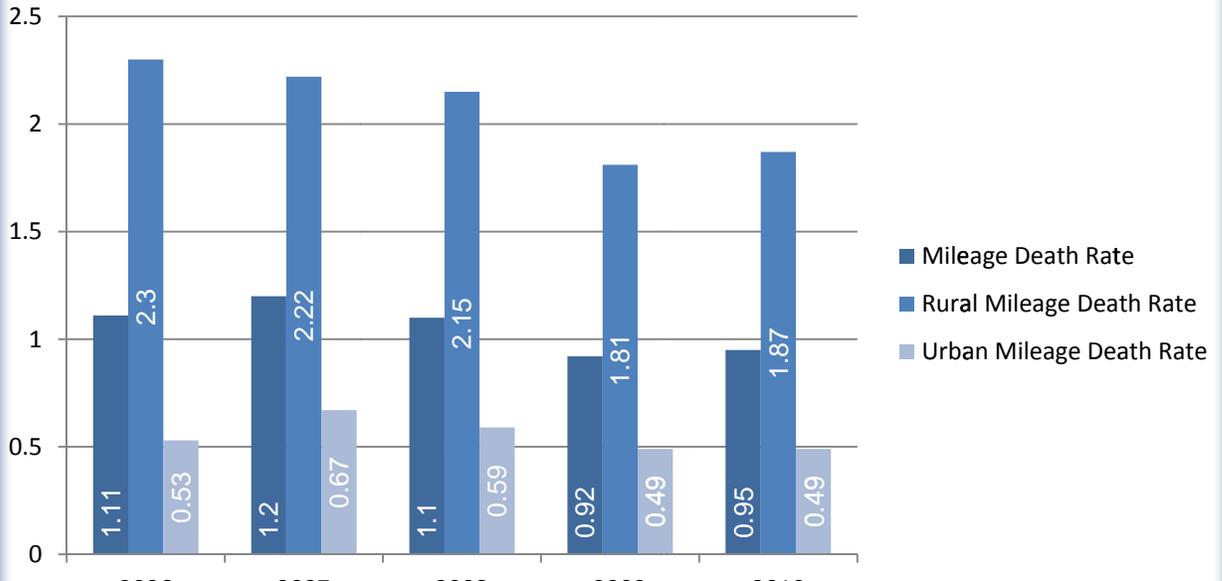
Traffic Fatalities



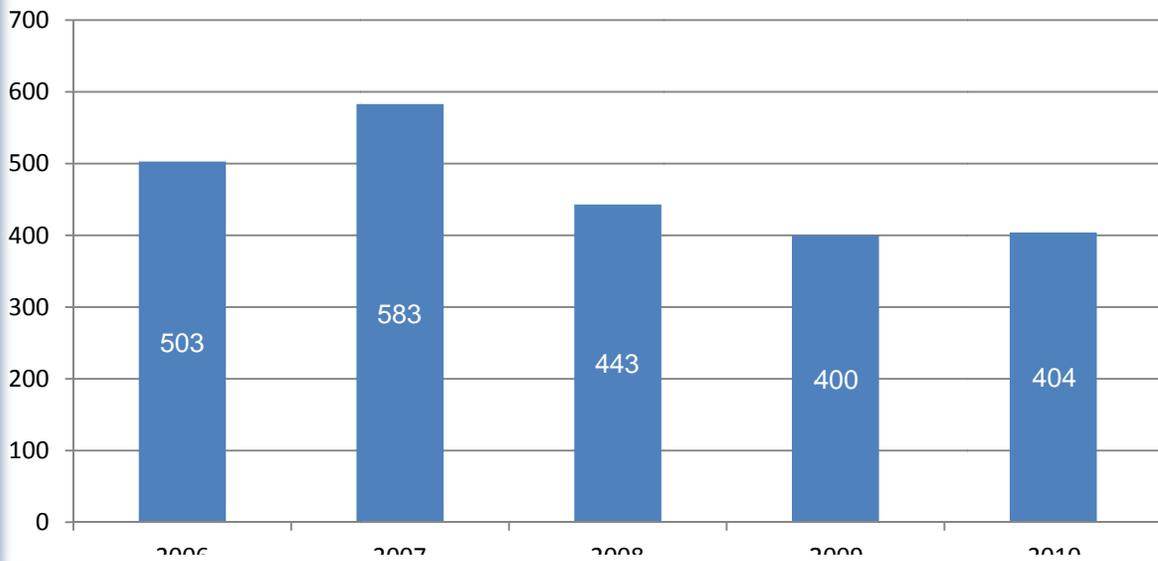
Serious Injuries



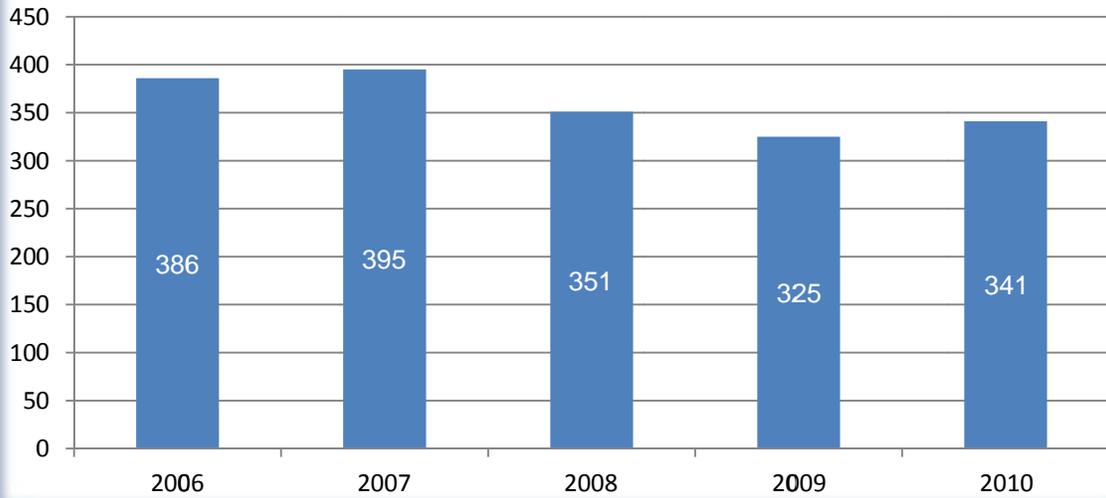
Mileage Death Rates



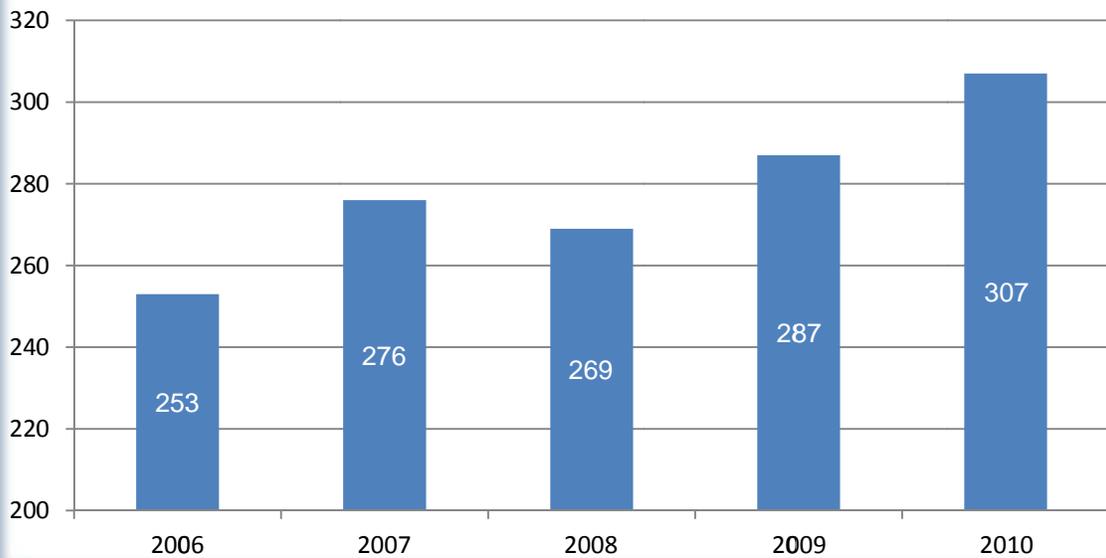
Unrestrained Passenger Fatalities



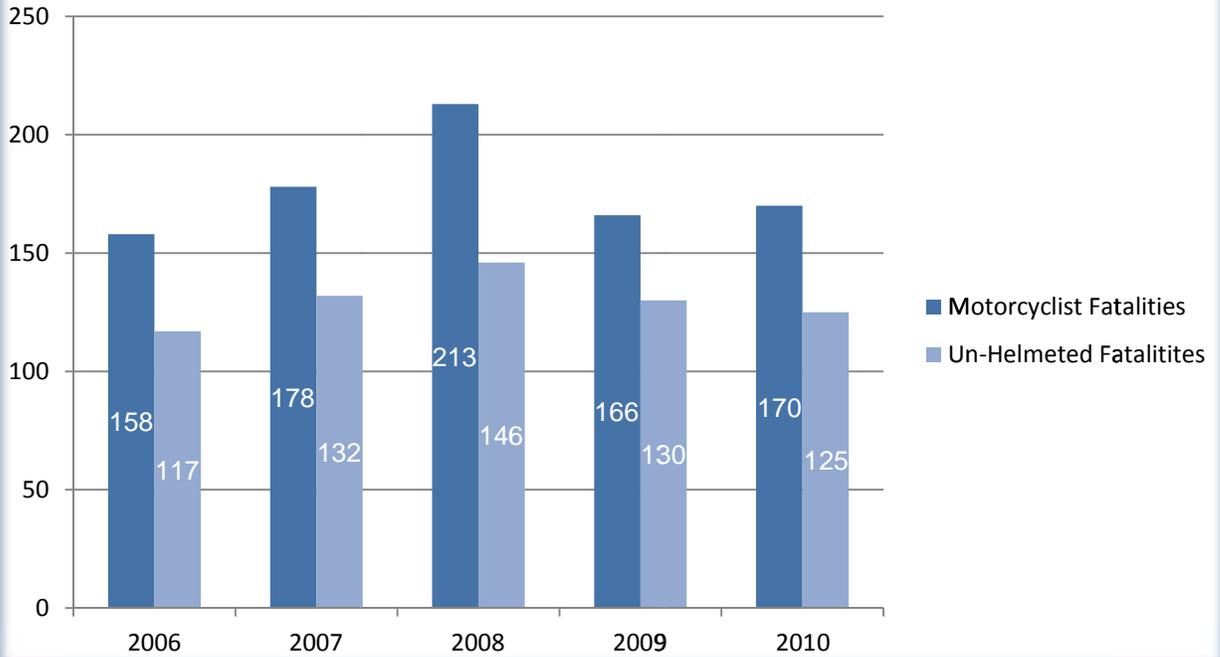
Fatalities Involving a Driver or Motorcycle Operator with a BAC .08 or Higher



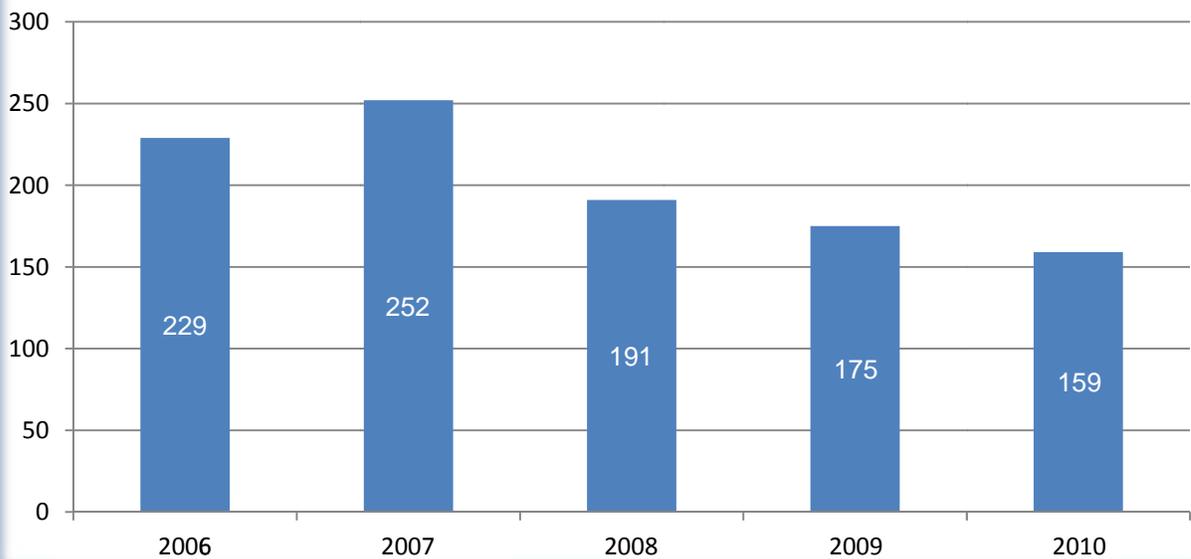
Speed-Related Fatalities



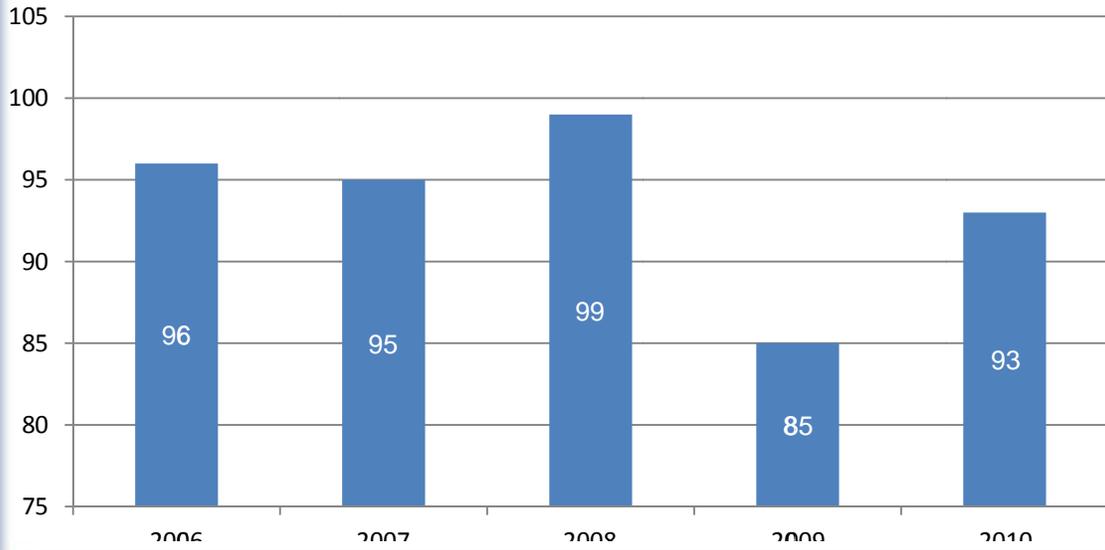
Motorcyclist Fatalities



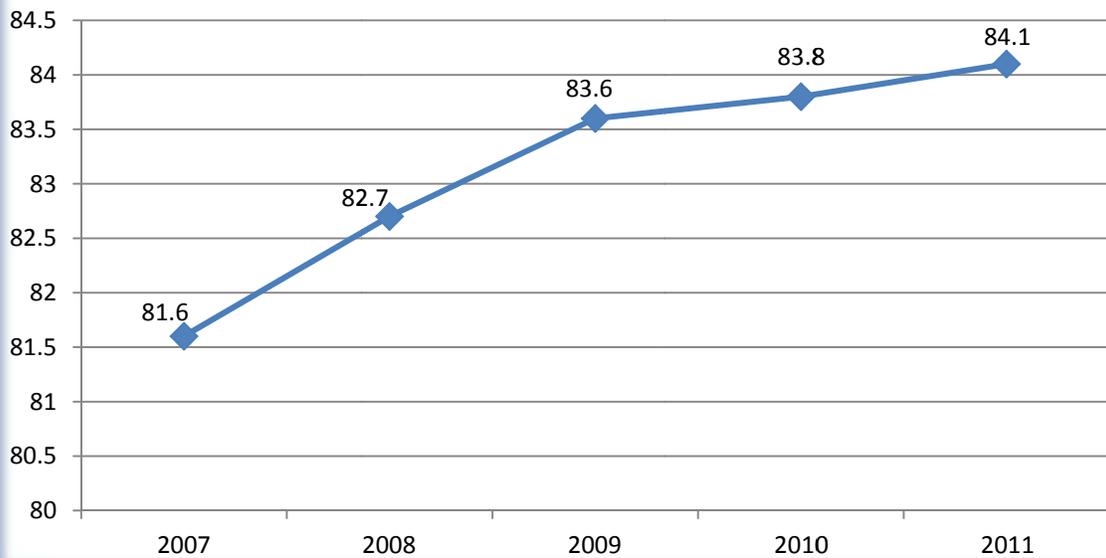
Drivers 20 or Younger Involved in a Fatal Crash



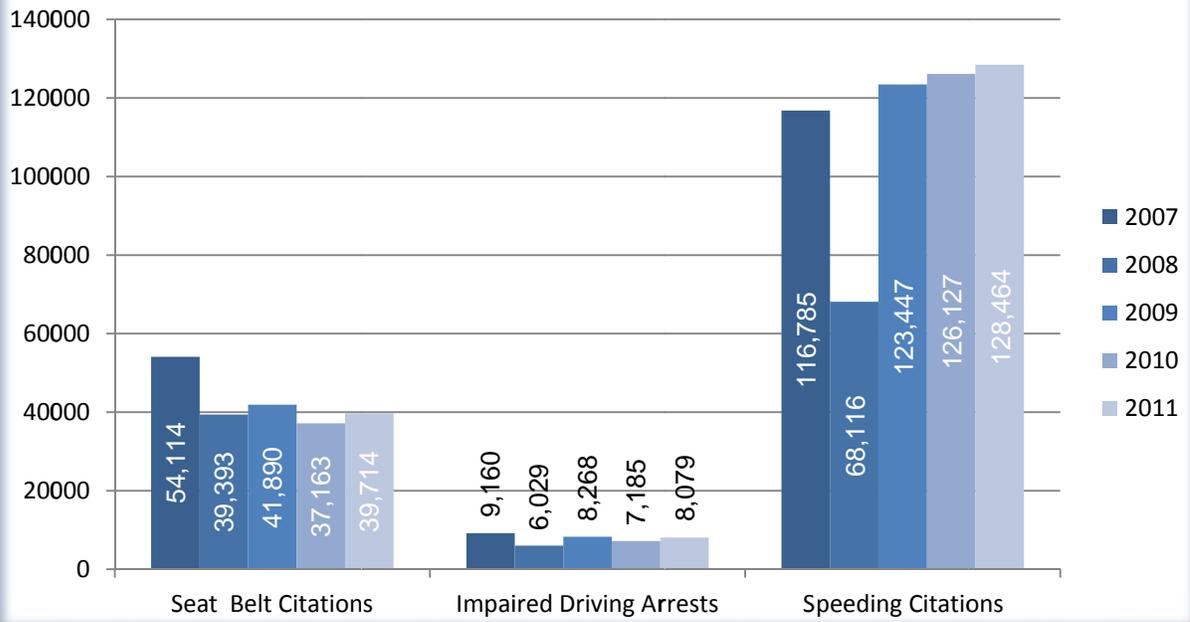
Pedestrian Fatalities



Observed Seat Belt Usage



Grant Funded Activity



Fatal/Serious Injury Program Area

Overview

Core Outcome Measures

- C-1) To decrease traffic fatalities five percent from the 2007 – 2009 calendar base year average of 1,156 to a 2008 – 2010 year average of 1,098 by December 31, 2011.
- C-2) To decrease serious traffic injuries five percent from the 2007 – 2009 calendar base year average of 10,118 to a 2008 – 2010 year average of 9,612 by December 31, 2011.
- C-3a) To decrease the mileage death rate five percent from the 2007 – 2009 calendar base year average of 1.05 to a 2008 – 2010 year average of 1.0 by December 31, 2011.
- C-3b) To decrease the rural mileage death rate five percent from the 2007 – 2009 calendar base year average of 2.06 to a 2008 – 2010 year average of 1.96 by December 31, 2011.
- C-3c) To decrease the urban mileage death rate five percent from the 2007 – 2009 calendar base year average of .56 to a 2008 – 2010 year average of .53 by December 31, 2011.

Programming Efforts

All grant programs listed in the Annual Report worked towards helping Ohio achieve the above mentioned Core Outcome Measures.

Distracted Driving Earned Media Plan

Earned Media Material	Quantity
Park the Phone Posters	2,500
Stay Alive, Don't Txt & Drive Posters	4,000
Distracted Driving Shatters Lives Brochures	52,000

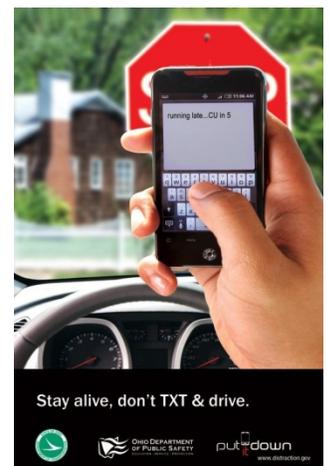
Distracted Driving Materials

Funded Agency

Office of Criminal Justice Services – Traffic Safety Section (OCJS-TS)

Project Description

OCJS-TS allocated funds to purchase/print materials to promote the distracted driving message. In FFY 2011, Park the Phone posters, Stay Alive, Don't Txt & Drive posters and Distracted Driving Shatters Lives brochures were printed with these funds.



Awarded:	\$ 50,000.00	Expended:	\$ 2,947.04	Funding Source:	402 CP
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Sustained Distracted Driving Paid Media

The OCJS-TS paid media component consisted primarily of television buys combined with earned media. The following is a summary of information from the paid media plan for alcohol. There were no non-paid PSA airings or print ads prior to FFY 1999. It is estimated by the media buyer that the size of the audience reached in the buy exceeded 161,364.

Medium	Cost
TV/Cable	\$ 3,640.23
Radio	\$ 0.00
Print Ads	\$ 0.00
Other	\$ 0.00
Total	\$ 3,640.23

The National Highway Traffic Safety Administration (NHTSA) is leading the effort to stop texting use behind the wheel. NHTSA encouraged states to adopt tough laws and launched a campaign to raise public awareness about the issue. The OCJS-TS has utilized the Distraction.gov website as a resource to educate the public about distracted driving. Several television spots that target teens are available on the website and have been rotated into the paid media plan in Ohio. These spots will continue to be used in FFY 2012.

Awarded: \$ 200,000.00 Expended: \$ 3,640.23 Funding Source: 402 PM

High Visibility Enforcement Overtime (HVEO) Grants

Funded Agencies

See listing under Impaired Driving Program Area

Program Description

See Impaired Driving and Speed Program Areas for full description and funding information. Grants were awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2007, 2008 and 2009. In addition, all Sheriff's offices who conducted traffic enforcement were eligible to submit a proposal to participate in high visibility enforcement efforts to impact Ohio's fatal crash goal. In addition to alcohol, speed and seat belts, law enforcement focused on distracted driving. Highly visible enforcement activities were conducted at strategic times throughout the year consistent with the NHTSA Communications calendar.

Distracted Driving Campaign Evaluation

The Applied Research Center (ARC), a Center for Policy Research at Miami University, conducted four random-digit dialing statewide telephone surveys of drivers across the five regions of Ohio. Questions about drivers' distraction, speeding and overall safety were added to the four random-digit dialing statewide telephone surveys of drivers across the five regions of Ohio in 2009 and continued through 2011. The following information summarizes the 2011 survey results regarding those issues:

Nearly 99 percent of respondents acknowledged seeing other drivers talk on a cell phone without the use of a hands-free device daily, almost every day, or sometimes. Moreover, 93 percent said they observed this behavior every day or almost every day. Finally, talking on a cell phone while using a hands-free device (67 percent) and text messaging (81 percent) were both observed daily, almost every day, or sometimes.

During 2011, nearly 47 percent of respondents said they personally used a cell phone while driving daily, almost every day, or sometimes.

While 59 percent of those surveyed said they see other drivers texting on a cell phone every day or almost every day, only five percent claimed to personally engage in this behavior on a daily basis.

More than half of the respondents (56 percent) agreed that they can determine when it is safe or unsafe to use a cell phone while driving; however, 55 percent said that it is unsafe to make a call and 89 percent believed that it is unsafe to text while driving. Furthermore, 64 percent agree that using a hands-free device makes calling safe while driving and 20 percent agreed that it makes texting safe.

Ninety-eight percent of respondents believed it is dangerous to use a cell phone to text. However, 45 percent said they can safely drive while using a hands-free device.

While relatively few respondents acknowledged that they need to make changes to their own driving behaviors, it is encouraging to see that 31 percent of respondents said they should watch their speed and 25 percent said they should stop talking on their cell phone while driving. Additionally, eight percent of those surveyed feel they need to stop texting while they drive and six percent said they should wear their seat belt more often. As expected, most respondents found the actions and behaviors of other drivers to be the cause of most problems on the road.

Evaluation

- C-1) The 2008 – 2010 average number of traffic fatalities is 1,098. Ohio met the goal of 1,098.
- C-2) The 2008 – 2010 average number of serious injuries is 10,021. Ohio did not meet this goal. The number of serious injuries only decreased .95 percent.
- C-3a) The 2008 – 2010 average mileage death rate is .99. Ohio exceeded this goal by .01.
- C-3b) The 2008 – 2010 average rural mileage death rate is 1.94. Ohio exceeded this goal by .02.
- C-3c) The 2008 – 2010 average urban mileage death rate is .52. Ohio exceeded this goal by .01.

Ohio met or exceeded four out of five goals in this area. For the second year in a row, serious injuries have declined, but not enough to meet the goal. Beginning in FFY 2012 Ohio began setting individualized goals based on past trends instead of using a standard five percent reduction for all goals. Ohio will continue to look at serious injuries to see if not meeting this goal is a problem of the goal being unrealistic or if the number of serious injuries is increasing due to an overall reduction in the number of fatalities.

Impaired Program Area

Overview

- C-5) To decrease alcohol impaired driving fatalities (blood alcohol concentration of .08g/dL or higher) five percent from the 2007 – 2009 calendar base year average of 355 to a 2008 – 2010 year average of 337 by December 31, 2011.
- To decrease alcohol related fatal crashes (any impairment level where alcohol was a factor) five percent from the 2007 – 2009 calendar base year average of 400 to a 2008 – 2010 year average of 380 by December 31, 2011.
- To decrease the number of alcohol related fatal crashes from 37.5 percent of all fatal crashes in 2009 to no more than 35 percent of all fatal crashes by December 31, 2011.

Programming Efforts

Drunk Driving. Over the Limit. Under Arrest. /Drive Sober or Get Pulled Over Earned Media Plan

Earned Media	
Press conferences	31
TV news stories	116
Radio news stories	231
Print news Stories	112

Drive Sober or Get Pulled Over Crackdown Materials

Funded Agency

Office of Criminal Justice Services – Traffic Safety Section (OCJS-TS)

Project Description

Existing Drunk Driving. Over the Limit. Under Arrest. materials were distributed in FFY 2011 to deplete materials on hand. OCJS-TS also allocated funds to purchase/print materials to promote the new Drive Sober or Get Pulled Over campaign. Materials purchased in FFY 2011 include bumper magnets, coasters, and Just Your Luck posters.



Awarded: \$ 100,000.00 **Expended:** \$ 8,535.63 **Funding Source:** 410

Drive Sober or Get Pulled Over Alcohol Crackdown Paid Media

The OCJS-TS paid media component consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airing or print ads prior to FFY 1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 19,838,108.

Dates: August 19 – September 5, 2011

Medium	Paid Spots	Bonus Spots	Totals Spots	Cost
TV/Cable	2,747	3,180	5,927	\$ 207,070.62
Radio	3,144	3,123	6,267	\$ 67,239.17
Print Ads				\$ 21,367.47
Other(Kiosks)				\$ 5,993.07
			Total Media Cost	\$ 301,670.33

Awarded: \$ 600,000.00 Expended: \$ 301,670.33 Funding Source: 410 PM

National Alcohol Crackdown

With Ohio working toward decreasing the number of impaired driving crashes and deaths on Ohio roads, the OCJS-TS made it a priority for sub-grantees and non-grantees to participate in the 2011 crackdown. Participation and public awareness focusing on impaired driving continues to increase each year. Ohio conducted “Checkpoint Weekend” August 19 – 21, 2011 to kick-off the national alcohol crackdown for the second year. All four LELs again gained the support of the statewide OVI Task Forces during the first week of *Drive Sober or Get Pulled Over* and unified the participating agencies to conduct OVI checkpoints and saturation patrols on the weekend leading up to Labor Day. Media events were coordinated and agencies were required to conduct public education processes before and after each checkpoint. The unification of this effort drew a great deal of statewide attention to the OVI problem during this holiday period and as a result Ohio experienced a very low fatality rate during the crackdown. Checkpoint Weekend produced the following results:

Number of Checkpoints	40
Vehicles Through Checkpoint	21,109
Vehicles Checked	18,968
OVI Arrests 20 and Under	10
OVI Arrests 21 and Over	76
Other Citations	271
Felony Arrests	7

Dates: August 19 – September 5, 2011

<i>Drive Sober or Get Pulled Over Crackdown Agency Participation</i>			
Law Enforcement Agencies	Total in State	Participating	Reporting
Highway Patrol	63	63	63
County Sheriffs	88	82	60
City / Town Police	791	657	392
Other	151	95	11
Totals	1,093	897	526

<i>Drive Sober or Get Pulled Over Crackdown Activity</i>					
Enforcement Activity	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011
Number of Checkpoints	51	31	53	61	92
Enforcement Hours	119,285	54,010	114,442	184,258	152,582
OVI Arrests	2,735	984	2,792	2,564	2,844
Restraint Citations	12,278	3,788	9,942	9,625	10,665
Child Restraint Citations	298	235	269	480	479
Speed Citations	37,527	9,403	38,567	41,728	43,048
Driving Under Suspension	4,109	3,775	7,122	6,602	6,220
Felony Arrests	2	792	1,009	906	1,443

December/January Drunk Driving. Over the Limit. Under Arrest. Alcohol Crackdown Paid Media

The OCJS-TS paid media component consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airings or print ads prior to FFY 1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 5,132,923.

Medium	Paid Spots	Bonus Spots	Totals Spots	Cost
TV/Cable	168	187	355	\$ 30,330.38
Radio	1,030	1,025	2,055	\$ 60,248.20
Print Ads				\$ 0.00
Other(Kiosks)				\$ 5,522.90
			Total Media Cost	\$ 96,101.48

Awarded: \$ 200,000 Expended: \$ 96,101.48 Funding Source: 410 PM

Sustained Alcohol Paid Media Plan

The OCJS-TS paid media component consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airing or print ads prior to FFY 1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 11,034,392.

Medium	Cost
TV/Cable	\$ 61,388.77
Radio	\$ 98,350.99
Print Ads	\$ 0.00
Other	\$ 39,060.47
Total	\$ 198,800.23

The Fox Sports Ohio (FSO) partnership continued to be a good fit in reaching our male target audience. This partnership has grown to include seat belt use, impaired driving, motorcycles, distracted driving, and teen driving messages. In addition to television/radio advertising, FSO conducted several on ground events to increase the reach of our message.

Awarded:	\$ 350,000.00	Expended:	\$ 198,800.23	Funding Source:	410 PM
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Evaluating Effectiveness of Alcohol Impaired Media Messages

During FFY 2011, the Office of Criminal Justice Services' (OCJS) paid media components consisted primarily of television, radio and outdoor media buys combined with earned media. The following is a summary of information collected by statewide telephone surveys used to evaluate the effectiveness of the FFY 2011 paid media plan for preventing alcohol impaired driving.

The Applied Research Center (ARC), a Center for Policy Research at Miami University, conducted four random-digit dialing statewide telephone surveys of drivers across the five regions of Ohio. Each survey consisted of close to 1,000 respondents; overall, 3,857 interviews were completed. The surveys were conducted between April and September 2011, to identify changes in public opinion in reaction to media campaigns and law enforcement initiatives. The surveys covered a variety of topics, including general driving habits; seat belt use; opinions and actions regarding drinking and driving; and opinions and actions pertaining to Ohio laws and law enforcement. Also, in accordance with a 2010 National Highway Traffic Safety Administration (NHTSA) initiative, the 2011 survey collected data on distracted driving in Ohio (i.e., cell phone use while driving) and speeding.

Forty-eight percent of the 2011 survey participants reported that during the 30 days prior to participating in the survey, they had seen or heard messages in Ohio discouraging drinking and driving.

During the first (baseline) survey, respondents who reported seeing or hearing an alcohol-impaired driving slogan identified the following slogans without prompting: *Drunk Driving. Over the Limit. Under Arrest* (12 percent), *Buzzed Driving is Drunk Driving* (nine percent), and *You Drink and Drive, You Lose* (six percent). During the second and third surveys, recall of those same slogans

was similar. The fourth telephone survey was conducted immediately after the media and enforcement initiatives on alcohol-impaired driving. At that time, respondents recalled the slogans as follows: *Drunk Driving. Over the Limit. Under Arrest* (13 percent), *Buzzed Driving is Drunk Driving* (nine percent), and *You Drink and Drive, You Lose* (16 percent). Consequently, recall of the latter NHTSA slogan to reduce alcohol-impaired driving increased by ten percentage points as a result of media and enforcement initiatives. During the third survey the slogan *Drive Sober or Get Pulled Over* was added to the list of slogans. At that time less than one percent of respondents recalled the slogan. Following the fourth survey, approximately seven percent of those surveyed could recall this slogan without prompting.

Respondents who maintained they had not heard or seen a slogan discouraging drinking and driving during the 30 days prior to the survey, as well as those who claimed to have seen or heard a slogan were then read a list of slogans. Overall, when prompted with the list of slogans, 54 percent had heard *You Drink and Drive, You Lose* and 45 percent said they had heard the slogan *Buzzed Driving is Drunk Driving*. Additionally, 45 percent said they had heard *Drunk Driving. Over the Limit. Under Arrest.* and 20 percent claimed to have heard *Drive Sober or Get Pulled Over*.

Based on the Miami University of Ohio statewide telephone survey results, earned media, paid media education and enforcement efforts will be re-evaluated to determine proper segmentation and geographic location of campaign components.

Alcohol Enforcement and Education

Funded Agency

Ohio Investigative Unit

Project Description

The Ohio Investigative Unit (OIU)'s goal was to reduce the sale of alcoholic beverages to intoxicated persons, including minors and to provide beverage service training to liquor permit premises. Efforts were focused in Ohio's counties that experienced the highest number of alcohol-related fatal crashes. OIU participated with the Countywide OVI Task Forces by attending 23 meetings and participating in 15 checkpoints.



Year	Liquor Permit Premises Visited for Sales to Intoxicated Persons	Citations Issued	Liquor Permit Premises Visited for Sales to Minors	Citations Issued
2011	52	2	400	100
2010	*	*	455	71
2009	*	*	480	94
2008	*	*	240	56

*Figures for Sales to Intoxicated Persons not available 2008 – 2010.

Awarded: \$ 229,084.51 Expended: \$ 115,609.61 Funding Source: 410

Countywide OVI Task Force Program

Funded Agencies

Agency	County
Blue Ash Police Department	Hamilton
Clark County Combined Health	Clark
Dayton Police Department	Montgomery
Fairfield Police Department	Butler
Franklin County Sheriff's Office	Franklin
Lucas County Sheriff's Office	Lucas
Perry Township Police Department	Stark
Summit County Sheriff's Office	Summit
University Hospitals of Cleveland	Cuyahoga
Warren Police Department	Trumbull

Program Description



In FFY 2011, the OCJS-TS continued to place special emphasis on the counties experiencing the highest number of alcohol-related fatal crashes. Ohio funded ten countywide OVI task forces that could coordinate law enforcement activities to impact impaired driving crashes in their county. Agencies receiving these grants were required to coordinate a minimum of twelve sobriety checkpoints with coordinating saturation patrols and three press events. A minimum of two checkpoints and one press event were required to be conducted

during the Drive Sober or Get Pulled Over crackdown. A summary of all task force activity is listed below.

Checkpoint Activity	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011
OVI Checkpoints Conducted	200	194	180	191	199
Vehicles Through Checkpoint	135,949	99,479	86,884	100,548	107,024
Vehicles Checked	109,758	79,827	69,547	78,652	76,606
OVI Arrests 21 and Over	481	477	517	361	279
OVI Arrests Under 21	39	65	105	66	21
Driving Under Suspension	728	575	552	631	574
No Operator License Citations	621	399	365	372	305
Other Citations Issued	1,630	1,337	1,342	1,280	1,092
Vehicles Seized	652	374	415	383	294
Felony Arrests	60	56	59	46	32
Misdemeanor Arrests	559	398	471	441	384
Restraint Citations	2,511	538*	334	404	395
Refusals	124	129	118	123	92

*In FFY 2008, House Bill 119 amended Ohio Revised Code Section 4511.093, discontinuing issuing seat belt citations while conducting OVI or MVI checkpoints unless the officer makes an arrest or issues a ticket for a violation other than a secondary traffic offense as of July 1, 2007.

Saturation Patrol Activity	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011
Overtime Enforcement Hours	22,488	17,287	16,986	16,448	17,712
Number of Traffic Stops	33,219	26,291	25,722	20,310	22,139
OVI Arrests 21 and Over	1,191	1,116	943	713	626
OVI Arrests Under 21	177	150	123	116	88
Adult Restraint Citations	3,157	2,471	2,096	1,370	1,458
Child Restraint Citations	134	92	88	82	100
Speed Citations	7,888	5,561	5,378	4,338	3,948
Driving Under Suspension	1,806	1,423	1,322	1,409	1,389
Felony Arrests	253	238	164	123	122

Of the 199 checkpoints conducted by the Countywide OVI Task forces, 152 were low-manpower (14 officers or less).

In late August, a person that was originally suspected of being under the influence of alcohol would have been released from the check point. However, a DRE was available and determined the person to be under the influence of marijuana.

The Cuyahoga County OVI Task force was able to coordinate pro-bono checkpoints by local departments. Cleveland Police Department, Fifth District and Solon Police Department with assistance from the Cuyahoga County Sheriff's Office conducted three pro-bono checkpoints during FFY 2011 (Cleveland – one, Solon and Cuyahoga County – two). The statics and numbers are included in the tables above.

OVI Task Forces reached 11.36 percent of Ohio's population (approximately 5.9 million people) through earned media, education and high visibility enforcement.

Alcohol-Related Fatal Crashes			
Year	Statewide	Task Force Counties*	Percent in Task Force Counties
2007	435	141	32.41%
2008	412	157	38.11%
2009	354	128	36.16%
2010	393	142	36.13%
2011**	239	93	38.91%

*Only counties that were Task Force Counties all five years were included in the chart above. (Butler, Cuyahoga, Franklin, Hamilton, Lucas, Montgomery, Stark, Summit)

**2011 only includes preliminary numbers January 1, 2011 through October 31, 2011. It is only included to show progress toward stated goals.

Awarded:	\$1,825,412.89	Expended:	\$1,461,649.77	Funding Source:	164 AL
	\$ 170,830.79		\$ 156,476.05		410

Columbus Police Department Checkpoint Grant

Funded Agency

Columbus Police Department

Project Description

In an effort to enhance the Franklin County OVI Task Force's efforts to reduce alcohol-related fatal crashes, Columbus Police Department increased the number of checkpoints inside the city limits. There were 94 alcohol-related fatal crashes and 1,493 alcohol-related injury crashes in Franklin County between 2008 and 2010. Of these, 65 fatal (69.15 percent) and 1,005 injury (67.31 percent) crashes occurred inside Columbus city limits. The City of Columbus also accounts for 66.56 percent of Franklin County's population.

The Columbus Police Department reaches 6.27 percent of Ohio's population (approximately 700,000 people) through earned media, education and high visibility enforcement.

Checkpoint Activity	FFY 2011
OVI Checkpoints Conducted	5
Vehicles Through Checkpoint	3,611
Vehicles Checked	1,630
OVI Arrests 21 and Over	30
OVI Arrests Under 21	0
Driving Under Suspension	51
No Operator License Citations	29
Other Citations Issued	18
Vehicles Seized	1
Felony Arrests	5
Misdemeanor Arrests	36
Restraint Citations	12
Refusals	8

All five checkpoints were low manpower checkpoints (14 officers or less). One checkpoint had a commercial motor vehicle operator hauling 32,000 pounds of steel test over .08.

Columbus	
Year	Alcohol-Related Fatal Crashes
2007	13
2008	25
2009	21
2010	19
2011*	13

*2011 only includes preliminary numbers January 1, 2011 through October 31, 2011. It is only included to show progress toward stated goals. FFY 2011 is the first year for this grant.

Awarded: \$ 23,878.75 Expended: \$ 22,474.53 Funding Source: 164 AL

High Visibility Enforcement Overtime (HVEO) Grants

Funded Agencies

47 Sheriff's Office and 26 local jurisdictions

Allen County	Mahoning County
Allen County Sheriff's Office	Mahoning County Sheriff's Office
Ashland County	Youngstown Police Department
Ashland County Sheriff's Office	Marion County
Butler County	Marion County Sheriff's Office
Middletown Police Department	Marion Police Department
West Chester Police Department	Medina County
Carroll County*	Medina County Sheriff's Office
Carroll County Sheriff's Office	Miami County
Clark County	Miami County Sheriff's Office
Clark County Sheriff's Office	Montgomery County
Springfield Police Department	Dayton Police Department
Clermont County	Montgomery County Sheriff's Office
Clermont County Sheriff's Office	Muskingum County*
Cuyahoga County	Muskingum County Sheriff's Office
Cleveland Police Department	Ottawa County
Cuyahoga County Sheriff's Office	Ottawa County Sheriff's Office
Euclid Police Department	Pickaway County
Westlake Police Department	Pickaway County Sheriff's Office
Delaware County*	Pike County
Delaware County Sheriff's Office	Pike County Sheriff's Office
Erie County*	Portage County
Erie County Sheriff's Office	Portage County Sheriff's Office
Fayette County*	Putnam County
Fayette County Sheriff's Office	Putnam County Sheriff's Office
Franklin County	Richland County
Columbus Police Department	Mansfield Police Department
Gallia County*	Richland County Sheriff's Office
Gallia County Sheriff's Office	Sandusky County*
Geauga County*	Sandusky County Sheriff's Office
Geauga County Sheriff's Office	Scioto County
Hamilton County	Scioto County Sheriff's Office
Cincinnati Police Department	Seneca County
Colerain Township Police Department	Seneca County Sheriff's Office
Hancock County	Shelby County*
Hancock County Sheriff's Office	Shelby County Sheriff's Office
Hardin County	Stark County
Hardin County Sheriff's Office	Canton Police Department
Harrison County	Perry Township Police Department
Harrison County Sheriff's Office	Stark County Sheriff's Office
Henry County*	Summit County

Henry County Sheriff's Office	Akron Police Department
Highland County	Summit County Sheriff's Office
Highland County Sheriff's Office	Trumbull County
Hocking County*	Brookfield Township Police Department
Hocking County Sheriff's Office	Trumbull County Sheriff's Office
Huron County*	Warren Police Department
Huron County Sheriff's Office	Tuscarawas County*
Jefferson County	Tuscarawas County Sheriff's Office
Jefferson County Sheriff's Office	Warren County
Lake County*	Warren County Sheriff's Office
Mentor Police Department	Washington County
Licking County	Washington County Sheriff's Office
Licking County Sheriff's Office	Wayne County
Logan County	Wayne County Sheriff's Office
Logan County Sheriff's Office	Wood County
Lorain County	Lake Township Police Department
Elyria Police Department	Perrysburg Township Police Department
Lorain Police Department	Wood County Sheriff's Office
Vermillion Police Department	Wyandot County
Lucas County	Wyandot County Sheriff's Office
Lucas County Sheriff's Office	
Oregon Police Division	
Toledo Police Department	

*Counties that did not have HVEO activities in all years (2007 – 2011). Crash numbers are not included for these counties in the table below.

2007 – 2011 HVEO Counties				
Year	Fatal Crashes	Alcohol-Related Crashes	Alcohol-Related Fatal Crashes	Injury Crashes
2007	751	10,722	273	60,779
2008	730	10,384	280	58,767
2009	588	9,622	237	55,855
2010	668	9,426	273	56,887
2011*	460	6,621	171	40,124

*2011 only includes preliminary numbers (January 1, 2011 through October 31, 2011). It is only included to show progress toward stated goals.

Program Description

High Visibility Enforcement Overtime grants were awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2007, 2008 and 2009. All agencies were required to conduct highly visible enforcement activities during the following strategic periods:

Halloween	Christmas/New Years	St. Patrick's Day	Click It or Ticket	Drive Sober
Thanksgiving	Super Bowl	Prom Season	4 th of July	Homecoming

All funded agencies were required to focus on three goals: reduce the number of traffic-related fatalities; increase seat belt usage; and decrease the number of alcohol-related fatalities. Enforcement efforts were conducted on locations and times where high visibility enforcement would achieve success in these goals.

Overtime Enforcement	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011
Overtime Enforcement Hours	46,330	39,634	45,864	54,482	51,590
Number of Traffic Stops	60,379	48,745	60,469	71,091	69,622
OVI Arrests 21 and Over	786	752	600	760	674
OVI Arrests Under 21	149	444	83	84	119
Adult Restraint Citations	4,918	3,934	5,682	5,227	5,263
Child Restraint Citations	168	176	182	288	269
Speed Citations	24,051	18,738	24,001	26,473	25,285
Driving Under Suspension	3,131	2,449	3,302	3,709	3,526
Felony Arrests	309	888	263	317	310

Checkpoint Activity	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011
OVI Checkpoints Conducted	12	8	13	32	28
Vehicles Through Checkpoint	8,898	4,212	9,288	19,513	12,370
Vehicles Checked	8,384	4,125	7,637	13,929	9,179
OVI Arrests 21 and Over	17	33	29	32	38
OVI Arrests Under 21	9	3	1	13	1
Driving Under Suspension	9	25	17	47	39
No Operator License Citations	23	8	12	17	11
Other Citations Issued	20	20	8	42	16
Vehicles Seized	9	8	6	14	19
Felony Arrests	3	1	0	7	4
Misdemeanor Arrests	20	14	6	43	27
Restraint Citations	33	16*	3	14	14
Refusals	4	9	5	6	13

*In FFY 2008, House Bill 119 amended Ohio Revised Code Section 4511.093, discontinuing issuing seat belt citations while conducting OVI or MVI checkpoints unless the officer makes an arrest or issues a ticket for a violation other than a secondary traffic offense as of July 1, 2007.

HVEO agencies reached 85.14 percent of Ohio's population (approximately 9.6 million people) through earned media and high visibility enforcement.

Awarded:	\$2,184,525.14	Expended:	\$1,910,260.37	Funding Source:	410
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Statewide HVEO and Training

Funded Agency

Ohio State Highway Patrol

Project Description

The Ohio State Highway Patrol conducted alcohol, speed, occupant restraint, and motorcycle enforcement activity to impact statewide fatal crashes. The OSHP focused on increasing manpower at problem locations throughout the year and used low manpower sobriety checkpoints to be more visible on Ohio roads during blitz periods and mandatory campaigns. The OSHP

offered training courses through the OSHP Academy to train law enforcement officers on issues relating to impaired driving.

Overtime Enforcement	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011
Overtime Enforcement Hours	29,777	24,858	23,555	21,740	19,794
Number of Traffic Stops	51,567	40,461	43,310	45,291	36,618
OVI Arrests 21 and Over	688	498	551	352	351
OVI Arrests Under 21	107	89	96	77	96
Adult Restraint Citations	8,700	6,900	6,489	5,720	5,624
Child Restraint Citations	109	102	192	127	90
Speed Citations	17,725	15,579	16,914	17,597	16,412
Driving Under Suspension	893	921	929	814	796
Felony Arrests	80	75	74	83	80

Checkpoint Activity	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011
OVI Checkpoints Conducted*	29	15	44	43	14
Vehicles Through Checkpoint	17,752	8,226	25,886	27,945	8,890
Vehicles Checked	17,138	7,802	22,852	24,994	6,980
OVI Arrests 21 and Over	102	64	115	92	46
OVI Arrests Under 21	81	4	14	12	3
Driving Under Suspension	97	18	122	147	17
No Operator License Citations	30	18	50	44	5
Other Citations Issued	150	46	120	145	35
Vehicles Seized	29	4	31	22	5
Felony Arrests	2	3	13	16	0
Misdemeanor Arrests	108	13	94	60	24
Restraint Citations	603	38**	86	81	2
Refusals	21	13	34	28	15

*An additional 76 checkpoints were conducted by OSP in FFY 2008, an additional 64 checkpoints were conducted in FFY 2009, an additional 18 checkpoints were conducted in FFY 2010, and additional 17 checkpoints were conducted in FFY 2011 using state dollars. Additional grant funded checkpoints (91) were conducted on the Statewide OVI Checkpoint grant. Low-manpower checkpoints have become an integrated part of operations to reduce alcohol-related fatalities.

**In FFY 2008, House Bill 119 amended Ohio Revised Code Section 4511.093, discontinuing issuing seat belt citations while conducting OVI or MVI checkpoints unless the officer makes an arrest or issues a ticket for a violation other than a secondary traffic offense as of July 1, 2007.

Alcohol Related Training

Training Course	Number of Courses	Number of Students Taught	Number of Agencies
Alcohol Detection Apprehension Prosecution (ADAP)*	3	49	28
Refresher ADAP	1	7	5
Advanced ADAP	2	49	30
ADAP Judges and Prosecutors Seminar	1	61	39

*Beginning in FFY 2012 OSHP will be instructing SFST.

Total Awarded:	\$627,941.36	Expended:	\$ 582,366.80	Funding Source:	410
Enforcement	\$588,725.01		\$ 561,669.83		410
Training	\$ 11,254.18		\$ 10,256.85		410
Education	\$ 27,962.16		\$ 10,440.12		410

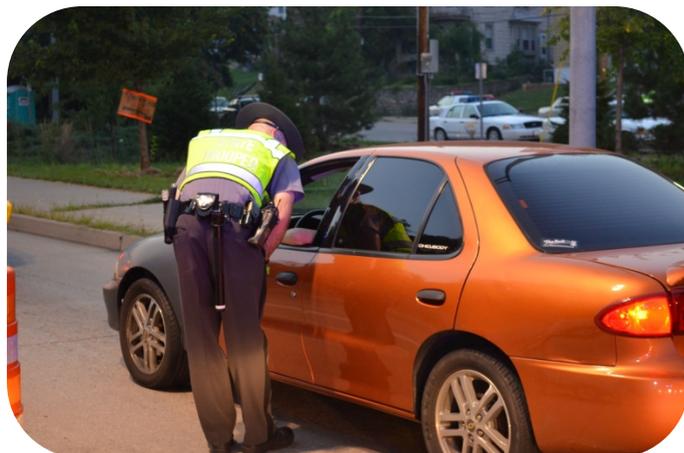
Statewide OVI Checkpoints

Funded Agency

Ohio State Highway Patrol

Project Description

There were 1,160 alcohol-related fatal crashes and 17,081 alcohol-related injury crashes in Ohio between 2008 and 2010. The Ohio State Highway Patrol requested additional funding to place extra emphasis on Ohio's impaired driving problems. OSP used this funding for 144 PBTs, 9 OVI trailers equipped with the necessary checkpoint supplies, 255 Digital In-Car camera system, and 10 Trimble Robotic Total Stations. OSP conducted 91 checkpoints and dedicated 5,387 hours to saturation patrols.



Checkpoint Activity	FFY 2011
OVI Checkpoints Conducted	91
Vehicles Through Checkpoint	50,351
Vehicles Checked	45,035
OVI Arrests 21 and Over	187
OVI Arrests Under 21	19
Driving Under Suspension	98
No Operator License Citations	70
Other Citations Issued	153
Vehicles Seized	15
Felony Arrests	12
Misdemeanor Arrests	125
Restraint Citations	71
Refusals	45

Saturation Patrol Activity	FFY 2011
Overtime Enforcement Hours	5,387
Number of Traffic Stops	11,415
OVI Arrests 21 and Over	379
OVI Arrests Under 21	70
Adult Restraint Citations	1,032
Child Restraint Citations	41
Speed Citations	2,383
Driving Under Suspension	289
Felony Arrests	28

Total Awarded:	\$2,468,051.46	Expended:	\$2,265,715.21	Funding Source:	410/402
Enforcement	\$ 449,964.75		\$ 422,562.44		410
Equipment	\$1,885,075.26		\$1,712,088.84		410
Equipment	\$ 133,011.45		\$ 131,063.93		402

Statewide Alcohol Lab

Funded Agency

Ohio State Highway Patrol

Project Description

The increase in alcohol-related enforcement through the statewide checkpoint grant, the statewide HVEO grant, HVEO grants and Countywide HVEO grants required the Ohio State Highway Patrol to increase personnel and equipment at the OSP lab to meet the demands of OVI testing. Funds were used to hire an office assistant and to purchase a Gas Chromatograph/Mass Spectrometer and Work Station. The Lab Tech – Criminalist position was not filled during FFY 2011.

Awarded:	\$ 151,430.21	Expended:	\$ 107,298.57	Funding Source:	410
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Corridor Enforcement

Funded Agencies

HVEO Sub-grantees

Project Description

The OCJS-TS continued to encourage all HVEO grantees to promote (through the use of earned media) and conduct high visibility enforcement efforts along corridors that have been identified as high crash locations. A countywide corridor project was conducted by the Stark County OVI Task Force during the summer of 2011. Task force members conducted high visibility enforcement on US 30, US 62, and IR 77 through their respective jurisdictions.

Data Driven Approaches to Crime and Traffic Safety (DDACTS)

Funded Agencies

None

Project Description

OCJS encouraged law enforcement to develop strategies based on effective and fluid action plan designed to reduce crime and crashes. The strategy is based on the confluence of traffic incidents and crime and the opportunity to address both issues through common interventions.

DUI Courts

Funded Agencies

Agency	County
Akron Municipal Court	Summit
Fairfield Municipal Court	Butler
Licking County Municipal Court	Licking
Marion County Common Pleas Court	Marion

Program Description



DUI Courts provided cost effective supervision and enhanced coordinated treatment to repeat DUI offenders for the purpose of increasing public safety and returning sober productive individuals to the community.

In FFY 2011, 44 participants graduated from the program. The DUI Courts suspended over 33,000 jail days, saving tax payers over \$2.9 million.

Awarded:	\$ 280,014.15	Expended:	\$ 243,254.34	Funding Source:	163
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OVI Law Training/Education

Funded Agency

Mothers Against Drunk Driving

Project Description

Mothers Against Drunk Driving (MADD) worked to enhance the effectiveness of prosecution and conviction in OVI cases by conducting training sessions for law enforcement. Eight four-hour training sessions were conducted in six different cities. Topics covered included: Field Sobriety Testing Updates, Writing a Better Police Report in OVI Arrests and Testifying Tips in an OVI Case. A total of 110 attended from 45 different agencies (41 law enforcement, 2 prosecutors and 2 supporting agencies).

MADD also developed and distributed 950 After-prom Guide Books to high schools and other partners to increase awareness of the dangers of underage drinking and driving. During the prom season, 12 assemblies in 11 different schools featured peer speakers discussing the consequences they faced when they were arrested for underage drinking. Over 5,000 students attended the prom assemblies.

In FFY 2011, MADD began working with the University of Akron, American Motorcyclist Association (AMA) and other stakeholders to begin outreach to the motorcycle community. MADD developed and distributed 10,000 motorcycle safety pamphlets. Pamphlets were distributed during biker night events, at motorcycle dealerships and garages, partnering agencies such as local law enforcement, and at the MADD Motorcycle Poker Run for Safety Event. During biker night events, a riding safety video was shown, hands on demonstrations with fatal vision goggles were conducted and motorcycle safety information was distributed to riders about the dangers of impaired riding. The Poker Run featured safety messaging and speakers to promote safe and responsible motorcycle riding.

Awarded:	\$ 41,771.52	Expended:	\$ 29,944.96	Funding Source:	164 AL
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Breath-Testing Instrument Project

Funded Agency

Ohio Department of Health

Project Description

Streamlining the impaired driving arrest process was one of the major recommendations from the 2005 Governor’s Task Force on Impaired Driving. The use of the approved standard portable breath testing instrument throughout Ohio is expected to reduce DUI arrest processing time; allow for advanced data collection; automate current manual processes, reduce the likelihood of data input errors; simplify instrument maintenance and increase officer safety. The portable breath testing instruments are currently being distributed on a county basis after each user in the county has been trained. At the end of FFY 2011, 300 instruments were in the field in 83 of Ohio’s 88 counties.

County	Instruments	County	Instruments	County	Instruments
Adams	1	Hamilton	17	Noble	
Allen	4	Hancock	3	Ottawa	3
Ashland	4	Hardin	1	Paulding	1
Ashtabula	5	Harrison	1	Perry	
Athens	3	Henry	1	Pickaway	3
Auglaize	2	Highland	3	Pike	1
Belmont	4	Hocking	2	Portage	8
Brown	1	Holmes	1	Preble	2
Butler	10	Huron	5	Putnam	1
Carroll	1	Jackson	3	Richland	7
Champaign	1	Jefferson	4	Ross	2
Clark		Knox	1	Sandusky	4
Clermont	7	Lake	9	Scioto	3
Clinton	3	Lawrence	2	Seneca	3
Columbiana	5	Licking	6	Shelby	1
Coshocton	1	Logan	2	Stark	5
Crawford	5	Lorain	12	Summit	11
Cuyahoga	3	Lucas	3	Trumbull	8
Darke	2	Madison	4	Tuscarawas	3
Defiance	3	Mahoning	8	Union	3
Delaware	3	Marion	3	Van Wert	1
Erie	5	Medina	5	Vinton	1
Fairfield	3	Meigs	2	Warren	6
Fayette	2	Mercer	2	Washington	3
Franklin		Miami	7	Wayne	4
Fulton	2	Monroe	1	Williams	3
Gallia	3	Montgomery		Wood	5
Geauga	2	Morgan	1	Wyandot	3
Greene	6	Morrow	2	TOTAL	300
Guernsey	1	Muskingum	2		

Tests	
Refusals	2,527
Completed	7,765

Awarded:	\$ 372,966.11	Expended:	\$ 155,375.46	Funding Source:	163.08
	\$ 40,000.00		\$ 40,000.00		410

Traffic Safety Resource Prosecutor Program (TSRP)

Funded Agency

Office of Criminal Justice Services – Traffic Safety Section

Project Description

The OCJS-TS started FFY 2011 with two full time TSRPs. Halfway through the year, both TSRPs were replaced with one full time TSRP. That TSRP has now left the program. The OCJS is committed to the TSRP Program, although there was a transition last year, the goal is to have the TSRP program funded and established in early FFY 2012.

Awarded:	\$ 175,000.00	Expended:	\$ 136,960.47	Funding Source:	163
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DRE (Drug Recognition Expert) Coordinator Program

Funded Agency

Sharon Township Police Department
Office of Criminal Justice Services – Traffic Safety

Project Description

FFY 2011 was the first full year of Ohio's Drug Evaluation and Classification (DEC)/Drug Recognition Expert (DRE) program. A DEC advisory committee, comprised of ten agencies, was formed to develop policies and to select DRE candidates. In FFY 2011, a total of 27 officers from across the state were selected for training. The first group of officers completed all three phases of training and all were certified by the end of FFY 2011. The second group of officers completed the first two phases of training during FFY 2011 and will complete the final phase during the beginning of FFY 2012. One Advanced Roadside Impaired Driving Examination (ARIDE) class was held for the selected candidates to meet the Ohio DRE qualifications. Once all officers are fully certified Ohio will have 33 certified DREs from 19 different agencies in 18 counties.



Awarded:	\$ 161,746.80	Expended:	\$ 93,698.77	Funding Source:	410
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Statewide DRE Lab

Funded Agency

Ohio State Highway Patrol

Project Description

The increase in the number of certified DREs in the state required the Ohio State Highway Patrol to increase equipment at the OSP lab to meet the demands of DRE testing. Funds were used to purchase a Gas Chromatograph/Mass Spectrometer and Work Station.

Awarded:	\$ 119,000.00	Expended:	\$ 92,055.08	Funding Source:	410
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Impaired Driving Assessment

Funded Agency

Office of Criminal Justice Services – Traffic Safety Section

Project Description

The OCJS-TS had an assessment conducted on Ohio’s alcohol program in FFY 2011. A team of six program area experts assessed Ohio’s impaired driving program. The team focused on the following areas: Program Management and Strategic Planning, Prevention, Criminal Justice System, Communication Program, Alcohol and Other Drug Misuse, and Program Evaluation and Data. Ohio will use the final assessment report to make programming improvements to reduce the number of impaired drivers on Ohio’s roads.

Awarded:	\$ 35,000.00	Expended:	\$ 20,950.00	Funding Source:	410
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Evaluation

- C-5) The 2008 – 2010 average number of alcohol impaired driving fatalities (blood alcohol concentration of .08g/dL or higher) is 339. Ohio missed this goal by 2.
- The average number of alcohol-related fatal crashes (any impairment level where alcohol was a factor) is 386. Ohio did not meet the goal of 380.
- Alcohol related fatal crashes represent 39.9 percent of all fatal crashes in 2010. Ohio did not meet the goal of no more than 35 percent.

Alcohol-Related / Total Fatal Crashes			
Year	Alcohol-Related Fatal Crashes	Total Fatal Crashes	Percent of Total Fatal Crashes
2007	435	1,163	37.4
2008	412	1,099	37.4
2009	354	945	37.5
2010	393	984	39.9
2011*	239	697	34.2

*2011 only includes preliminary numbers January 1, 2011 through October 31, 2011. It is only included to show progress toward stated goals.

Ohio did not meet the two goals set in the 2011 Highway Safety Plan. For the FFY 2011 HSP, Ohio used standardized goals. Ohio has since begun using individualized goals based on past trends. Ohio will analyze the data to determine if the past goals were unrealistic or if the failure to meet the goals is again to due to an overall reduction in the number of fatalities.

Occupant Protection Program Area

Overview

Core Outcome Measures

- C-4) To decrease unrestrained passenger vehicle occupant fatalities (all seat positions) five percent from the 2007 – 2009 calendar base year average of 456 to a 2008 – 2010 year average of 433 by December 31, 2011.
- To decrease the number of unrestrained passenger vehicle occupant fatalities from 37.2 percent of all traffic fatalities in 2009 to no more than 35 percent of all fatalities by December 31, 2011.

Core Behavior Measure

- B-1) To increase statewide seat belt compliance 1.2 percentage points from the 2010 calendar base year usage rate of 83.8 percent to 85 percent by December 31, 2011.

Programming Efforts

Click It or Ticket (CIOT) Earned Media Plan

Earned Media	
Press conferences	32
TV news stories	1,126
Radio news stories	1,821
Print news Stories	163

Sustained Seat Belt Materials

Funded Agency

Office of Criminal Justice Services – Traffic Safety Section

Project Description

In FFY 2011, Ohio used the Click It or Ticket (CIOT) and the What's Holding You Back? (WHYB) campaign messages for its sustained seat belt campaign throughout the year. Sustained materials were used in conjunction with high visibility enforcement efforts during time periods outside of the CIOT mobilization to help increase statewide seat belt usage.

Funding was set aside to replenish materials (e.g., banners, signs, coasters, etc.) if necessary to provide law enforcement agencies and other partners (e.g., Safe Communities, traffic safety partners, etc.) to promote seat belt usage. No funds were spent in FFY 2011.

Awarded:	\$ 100,000.00	Expended:	\$ 0.00	Funding Source:	402 OP
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Click It or Ticket Seat Belt Paid Media

The OCJS-TS paid media component consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for seat belts. There were no non-paid PSA airing or print ads prior to FFY 1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 32,131,549.

Medium	Paid Spots	Bonus Spots	Totals Spots	Cost
TV/Cable	3,235	3,279	6,514	\$ 312,615.85
Radio	3,612	3,739	7,351	\$ 108,426.81
Print Ads				\$ 20,961.61
Other				\$ 54,908.63
			Total Media Cost	\$ 496,912.90

Awarded: \$ 862,500.00 Expended: \$ 496,912.90 Funding Source: 402 PM

Click It or Ticket Mobilization

The OCJS-TS made it a priority for grantees and non-grantee partners to participate in the mobilization in 2011. Participation and public awareness focusing on restraint usage continues to increase each year.

<i>Click It or Ticket Mobilization Agency Participation</i>			
Law Enforcement Agencies	Total in State	Participating	Reporting
Highway Patrol	63	63	63
County Sheriffs	88	82	71
City / Town Police	791	657	394
Other	151	95	14
Totals	1,093	897	542

<i>Click It or Ticket Mobilization Activity</i>					
Enforcement Activity	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011
Enforcement Hours	124,880	127,675	123,582	165,508	127,694
OVI Arrests	2,613	1,380	2,229	1,943	2,204
Restraint Citations	20,498	20,630	15,982	13,286	13,812
Child Restraint Citations	459	289	373	459	538
Speed Citations	36,934	18,385	38,280	35,991	37,219
Driving Under Suspension	4,404	3,617	5,493	5,180	5,479
Felony Arrests	671	807	1,140	816	1,174

Materials and Equipment Awards

Agencies across the state were encouraged to participate in the National CIOT and Drive Sober or Get Pulled Over mobilizations. Law enforcement agencies who participated and submitted activity for both mobilizations qualified for equipment. Over 800 agencies participated in the mobilization. Following is the equipment purchased for the incentive.

Equipment Incentives	
Quantity	Item
5	Patrol Cars
30	Lasers
30	Mini Camcorders
30	PBTs
385	Radars

Funds were also allocated to purchase materials (magnets and banners) specifically for the CIOT Mobilizations.

Awarded: \$ 650,000.00 **Expended:** \$ 639,914.75 **Funding Source:** 402 CP

Low Usage Site Mini-Grants

Funded Agency

University Hospitals of Cleveland

Project Description

Mini-grants were awarded to thirteen low-usage jurisdictions in Cuyahoga County. State Farm Insurance, Speedway and WMMS provided \$55,475 worth of gift cards, candy, give-away items, food, prizes and airtime for this project. The following materials were distributed: 60,000 pizza box toppers, 2,000 Click It for a Ticket vouchers for high schools, 248 gas pump stickers, 10,000 enforcement leaflets, 5,000 Click It for a Ticket vouchers for Speedway locations, 121,250 newspaper inserts for low use zip codes. Officers conducted over 374 hours of overtime enforcements in the low usage locations. Officers made 861 stops and wrote 328 restraint citations during these hours. This equals 3.2 stops per hour and .88 restraint citations per hour.

Year	June	September
2007	69.45%	64.20%
2008	73.01%	71.49%
2009	78.40%	69.90%
2010	73.50%	69.60%

2011 results have not been finalized.

Awarded: \$ 55,572.92 **Expended:** \$ 41,518.13 **Funding Source:** 402 OP

Sustained Belt Paid Media Plan

The OCJS-TS paid media component consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for seat belts. There were no non-paid PSA airings or print ads prior to FFY 1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 7,715,420.

Medium	Cost
TV/Cable	\$ 42,627.23
Radio	\$ 0.00
Print Ads	\$ 67,217.80
Other	\$ 55,548.93
Total	\$ 165,393.96

Awarded: \$ 287,500.00 Expended: \$ 165,393.96 Funding Source: 402 PM

Evaluating Effectiveness of Seat Belt Usage Media Messages

The Office of Criminal Justice Services' (OCJS) paid media components pertaining to seat belt use consisted primarily of television and radio buys with earned media television, radio and outdoor advertising. The following is a summary of information collected via statewide telephone surveys used to evaluate the effectiveness of the FFY 2011 paid media plan for enhancing the statewide use of seat belts.

As reported in the Impaired Driving Program Area, the Miami University Applied Research Center (ARC) conducted four random-digit dialing statewide telephone surveys of 3,857 drivers across the five regions of Ohio. These surveys were conducted between April and September 2011, to identify changes in public opinion in reaction to media campaigns and law enforcement initiatives. The surveys covered an array of topics pertaining to highway safety, including general driving habits; seat belt use; opinions and actions regarding drinking and driving; and opinions and actions related to Ohio laws and law enforcement.

Seventy-four percent of survey participants reported that during the 30 days prior to completing the survey, they had "definitely" or "probably" seen or heard messages in Ohio encouraging people to wear their seat belts. Approximately 44 percent of those respondents saw or heard the message on television while 23 percent reported being exposed to set belt messages through the radio. Additionally, 13 percent of respondents reported they were exposed to these messages through both the television and the radio. When respondents were asked to identify other places they had seen or heard messages encouraging seat belt use, 42 percent cited billboards and 37 percent said road signs. Others mentioned places including electronic roadway signs (six percent), banners (four percent), bumper stickers (four percent), newspapers (three percent), signs on buses (two percent), signs at rest areas or welcome centers (two percent) and yard signs (two percent). Places that were each mentioned by fewer than one percent of the respondents included: driver's education classes or programs and friends or relatives.

During FFY 2011, the majority of respondents reported that the number of seat belt messages they had seen or heard in the 30 days prior to the survey had been about the same (79 percent), while 15 percent claimed they had seen or heard more messages than usual.

Sixty-two percent of respondents reported that they had seen or heard slogans encouraging seat belt use during the 30 days prior to the survey. Those who reported seeing or hearing a slogan identified the following specific slogan names without prompting: During the first (baseline) survey, respondents mentioned *Click It or Ticket* (65 percent) and *What's Holding You Back?* (three percent). During the second survey, which was congruent with the first paid media initiative, respondents mentioned *Click It or Ticket* (81 percent) and *What's Holding You Back?* (three percent). During the third survey, respondents mentioned *Click It or Ticket* (78 percent) and *What's Holding You Back?* (three percent). During the fourth survey, which followed the second paid media initiative, respondents mentioned *Click It or Ticket* (80 percent) and *What's Holding You Back?* (five percent). Consequently, recall of slogans encouraging seat belt use, and especially *Click It or Ticket*, remained relatively stable through the fourth survey.

Finally, it is also significant that respondents who maintained that they had not heard or seen a slogan encouraging seat belt use during the 30 days prior to the survey as well as those who saw or heard a slogan were then questioned about the *Click It or Ticket* and *What's Holding You Back?* slogans by name. When prompted, 78 percent of those respondents had heard *Click It or Ticket* and 33 percent said they had heard the *What's Holding You Back?* slogan.

Based on results from the Miami University ARC's statewide telephone surveys, earned media, paid media, and education and enforcement efforts will be re-evaluated to establish proper campaign segmentation and geographic location.

Occupant Protection Coordinator (OPC) Program

Funded Agency

Ohio Department of Health

Project Description

The Ohio Department of Health (ODH) was again the lead agency for the OPC program. ODH contracted with eight regional OPC Coordinators to provide occupant restraint programming to all 88 Ohio counties. This program was responsible for coordinating a child safety seat distribution program for low-income families. Last year this program distributed a total of 5,457 seats. Other activities conducted by the regional OPC coordinators are listed below. During FFY 2011, OPC coordinators and ODH received \$30,395.00 in donations and in-kind contributions from local businesses.



Activity	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011
Car Seat Check Events	221	168	157	160	121
Car Seats Checked at Events	4,022	3,030	2,308	2,568	1,191
Car Seats Checked at Fitting Stations	11,813	9,346	8,434	11,370	5,272
32-Hour Technician Classes	14	18	15	20	10
New CPS Technicians	159	215	172	199	140
Refresher Courses	31	25	11	25	40
Refresher Course Attendees	461	333	186	316	237

Awarded: \$ 352,740.01 **Expended:** \$ 349,829.47 **Funding Source:** 402 OP

Special Needs Program

Funded Agency

Goodwill Industries

Project Description

In FFY 2011, the Goodwill Industries of the Miami Valley continued to distributed free seats to low income special needs families, provide consultations to families with special needs children, attend special needs clinics and attend special event. The numbers declined in all areas during the year due to the resignation of the program coordinator which caused some down time while a replacement was trained. Goodwill also completed a Special Needs brochure and distributed over 2,000 of them during the grant year. Goodwill Industries adopted a No Texting and Driving safety initiative addressing the community that transports children with special needs and integrated the initiative as part of their safety standards.

Activity	FFY 2010	FFY 2011
Car Seats/Safety Restraints Provided	103	68
Consultations	592	368
Special Needs Clinics	78	34
Community Special Events	11	5

Awarded: \$ 38,048.41 **Expended:** \$ 32,705.36 **Funding Source:** 402 OP

Third Grade Seat Belt Program

Funded Agencies

201 local law enforcement agencies

Project Description

The Third Grade Seat Belt Program completed its 24th year in 2011. The program is offered to all agencies throughout the state. The program was taught in 61 of Ohio's 88 counties. This program is state funded through local fines levied against seat belt violators. Funds were used to print materials and pay law enforcement agencies an instructor stipend for each student taught. Participating agencies received videos, course curriculum guides and student materials to assist

them in making presentations to third grade students where officers stressed the importance of wearing a seat belt at all times while riding in a motor vehicle. The training also serves to impress to all law enforcement officers the importance of wearing their seat belt and to enforce the seat belt law.

Agencies Enrolled	Agencies Providing Training	Students Trained
201	179	52,754

Awarded:	\$ 352,000	Expended:	\$ 271,588	Funding Source:	State
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Car Seat Grant

Funded Agency

Cincinnati Reds Community Fund Organization

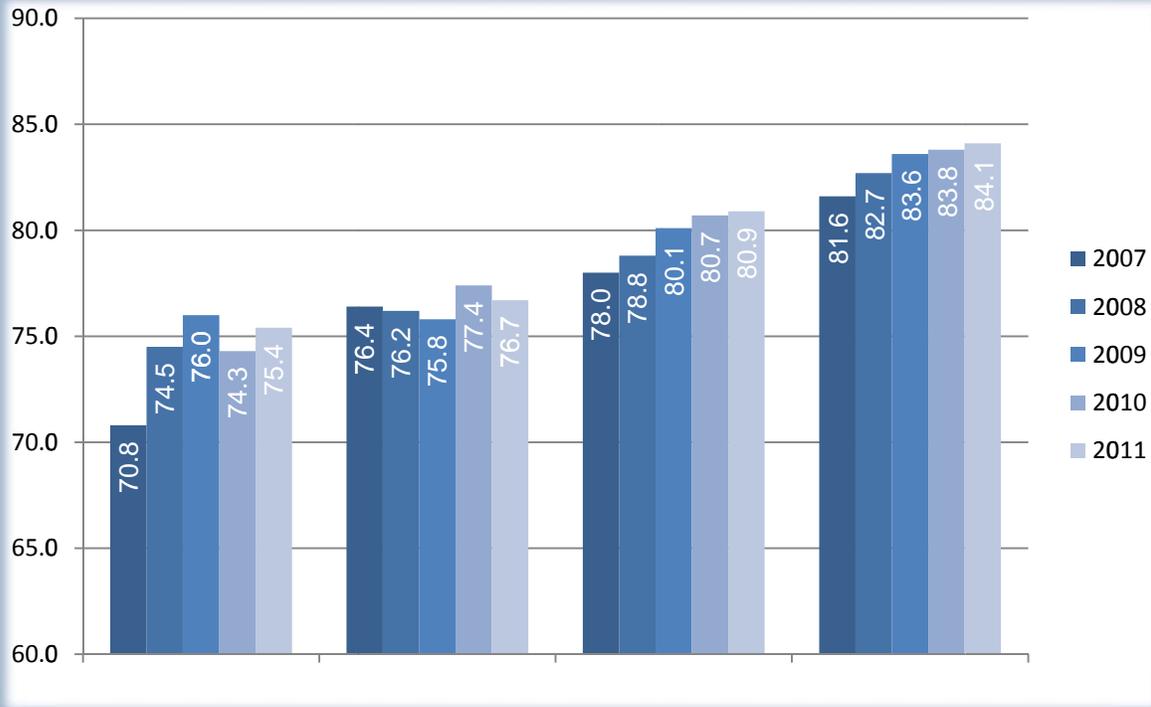
Project Description

Cincinnati Reds Announcer, Thom Brennaman, waived his talent fee for a radio spot (\$5,000) for the third year in a row. He requested that the funds go back into the community. The OCJS-TS was able to provide a grant to the Reds Community Funds for the purchase of 50 car seats. The car seats were distributed to low-income Ohio families in the greater Cincinnati Area. Additionally, for each Cincinnati Reds pitching save, a message was announced during the game on the importance of using proper occupant restraints.

Awarded:	\$ 5,000.00	Expended:	\$ 5,000.00	Funding Source:	402 OP
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Evaluation

- C-4) The 2008 – 2010 average number of unrestrained passenger vehicle occupant (all seat positions) is 416. Ohio exceeded this goal of 433 by 17.
- Unrestrained passenger vehicle occupant fatalities represent 37.41 percent of all traffic fatalities in 2010. Ohio did not meet the goal of unrestrained fatalities being no more than 35 percent of all traffic fatalities.
- B-1) The 2011 observed seat belt rate is 84.1 percent. Ohio did not meet the goal of 85 percent.



Ohio exceeded the core performance goal, but did not meet the core behavior measure or the additional goal set in the 2011 HSP. For the FFY 2011 HSP, Ohio used standardized goals. Ohio has since begun using individualized goals based on past trends. Ohio will analyze the data to determine if the past goals were unrealistic or if the failure to meet the goals is again due to an overall reduction in the number of fatalities.

Speed Management Program Area

Overview

Core Outcome Measures

- C-6) To decrease speeding-related fatalities five percent from the 2007 – 2009 calendar base year average of 279 to a 2008 – 2010 year average of 265 by December 31, 2011.
- To decrease the number of speed-related fatalities from 22.6 percent of all fatalities in 2009 to no more than 25 percent of all fatalities by December 31, 2011.

Programming Efforts

High Visibility Enforcement Overtime (HVEO) Grants

Funded Agencies

See listing under Alcohol Program Area

Project Description

High Visibility Enforcement Overtime grants were awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2007, 2008 and 2009. All agencies were required to conduct highly visible enforcement activities during the following strategic periods:



Halloween	Christmas/New Years	St. Patrick's Day	Click It or Ticket	Drive Sober
Thanksgiving	Super Bowl	Prom Season	4 th of July	Homecoming

All funded agencies were required to focus on three goals: reduce the number of traffic-related fatalities; increase seat belt usage; and decrease the number of alcohol-related fatalities. Enforcement efforts were conducted on locations and times where high visibility enforcement would achieve success in these goals.

See enforcement activity under Impaired Driving Program Area.

Awarded:	\$1,509,241.12	Expended:	\$1,251,454.77	Funding Source:	402 PT
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Statewide HVEO and Training

Funded Agency

Ohio State Highway Patrol

Project Description

The Ohio State Highway Patrol conducted alcohol, speed, occupant restraint, and motorcycle enforcement activity to impact statewide fatal crashes. The OSHP focused on increasing manpower at problem locations throughout the year to be more visible on Ohio roads during blitz periods and mandatory campaigns. The OSHP offered training courses through the OSHP Academy to train law enforcement officers on issues relating to speed and crash investigation.

See enforcement activity under Impaired Program Area.

Crash Related Training

Training Course	Number of Courses	Number of Students Taught	Number of Agencies
Electronic Speed Measuring Device (ESMD)	3	63	41
ESMD Instructor	1	22	19
Basic Traffic Crash Investigation	2	55	30
Intermediate Traffic Crash Investigation	2	36	24
Technical Crash Investigation	2	21	16
Pedestrian Crash Investigation	1	15	10

Total Awarded:	\$ 627,941.35	Expended:	\$ 582,366.81	Funding Source:	402 PT
Enforcement	\$ 588,725.00		\$ 561,669.84		402 PT
Training	\$ 11,254.19		\$ 10,256.85		402 PT
Education	\$ 27,962.16		\$ 10,440.12		402 PT

Corridor Enforcement

Funded Agencies

HVEO Sub-grantees

Project Description

The OCJS-TS continued to encourage all HVEO grantees to promote (through the use of earned media) and conduct high visibility enforcement efforts along corridors that have been identified as high crash locations. A countywide corridor project was conducted by the Stark County OVI Task Force during the summer of 2011. Task force members conducted high visibility enforcement on US 30, US 62, and IR 77 through their respective jurisdictions.

Data Driven approaches to Crime and Traffic Safety (DDACTS)

Funded Agencies

None

Project Description

OCJS encouraged law enforcement to develop strategies based on effective and fluid action plan designed to reduce crime and crashes. The strategy is based on the confluence of traffic incidents and crime and the opportunity to address both issues through common interventions.

Speed Management

Funded Agency

Office of Criminal Justice Services – Traffic Safety Section

Project Description

The SHSP planning committee approved incorporating speed management concepts into the Strategic Highway Safety Plan in FFY 2007. In FFY 2009, the OCJS-TS worked closely with ODOT in adding speed management strategies under the CHST High-Risk Behaviors/Drivers subcommittee. In FFY 2010, strategies included meeting to discuss development of a state speed management policy, identifying best practices, development of educational materials and implementation of a joint speed management pilot project with ODOT. OCJS-TS and ODOT both set aside funding for use in FFY 2011 to jointly fund any projects that met SHSP goals.

Ohio will continue to work with NHTSA on how to best implement speed management programs and best practices in FFY 2012.

Awarded:	\$ 10,000	Expended:	\$ 0.00	Funding Source:	402 SC
	\$ TBD		\$ 0.00		ODOT

Construction Zone Safety Project

Funded Agencies

Agency	County
Cincinnati Police Department	Hamilton
Dayton Police Department	Montgomery
Eastlake Police Department	Lake
Mentor Police Department	Lake
Ohio State Highway Patrol	Cuyahoga, Lake, Montgomery, Warren
Warren County Sheriff's Office	Warren
Willoughby Police Department	Lake

Project Description

The Ohio Department of Transportation (ODOT) designated federal safety funds to be spent directly on work zone enforcement presence in the 2011 construction season. The ODOT, the ODPS, and the agencies listed above formalized a partnership to reduce crashes in Ohio's work zones. The work zones targeted in FFY 2011 were:

Interstate 75 Warren County
 Interstate 75 Montgomery County
 State Route 2 Lake County
 Interstate 90 Cuyahoga County
 Interstate 77 Cuyahoga County



Construction Zone Enforcement Results					
Enforcement Activity	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011
Enforcement Hours	2,495	1,944	2,780	2,437	3,469
Number of Traffic Stops	4,902	2,840	3,809	3,790	5,899
OVI Arrests 21 and Over	3	2	9	11	29
OVI Arrests Under 21	2	0	3	3	2
Adult Restraint Citations	705	203	253	126	354
Child Restraint Citations	8	5	1	30	21
Speed Citations	2,802	1,925	2,668	2,504	3,102
Driving Under Suspension	87	71	60	71	88
Felony Arrests	4	16	8	133	7
Other Citations	448	356	344	674	582

Awarded: \$ 299,211.18 Expended: \$ 187,828.21 Funding Source: ODOT

Evaluation

- C-6) The 2008 – 2010 average number of speeding-related fatalities is 288. Ohio did not meet the goal of 265.
- Speed-related fatalities represent 28.43 percent of all fatalities in 2010. Ohio did not meet the goal of no more than 25 percent.

Ohio did not meet either goal set in the 2011 HSP. Speed-related fatalities are trending up. Ohio will continue to monitor speed-related crashes and adjust programming accordingly to address this trend.

Motorcycle Safety Program Area

Overview

Core Outcome Measures

- C-7) To decrease motorcyclist fatalities five percent from the 2007 – 2009 calendar base year average of 189 to a 2008 – 2010 year average of 180 by December 31, 2011.
- C-8) To decrease un-helmeted motorcyclist fatalities five percent from the 2007 – 2009 calendar base year average of 133 to a 2008 – 2010 year average of 126 by December 31, 2011.
- To decrease the number of motorcycle fatalities from 17.9 percent of all fatalities in 2009 to no more than 15 percent of all fatalities by December 31, 2011.

Programming Efforts

Motorcycle Safety Earned media Plan

Earned Media Material	Quantity
Ride SMART Banner	189
Ride SMART Parking Lot Sign	119
Ride SMART Napkins	8,100
Ride SMART Kick Stand Plates	87,480
Ride SMART Litter Bags	85,600
Ride SMART Shirts	320
Motorists Awareness Bumper Magnets	50,925

Motorcycle Safety Strategic Planning Work Group

The Motorcycle Safety Strategic Planning Work Group was established in 2005 to provide input to Motorcycle Ohio on development of the motorcycle safety strategic plan.

The Ohio Department of Transportation (ODOT), the Ohio State Highway Patrol (OSHP), Miami University of Ohio, motorcycle dealers, the American Motorcyclist Association (AMA), motorcyclist organizations, and motorcycle-related businesses continued to participate in the meetings and assisted with implementation of the strategic plan in FFY 2011.

Motorcycle Strategic Plan

Funded Agency

Office of Criminal Justice Services – Motorcycle Ohio

Project Description



Motorcycle Ohio (MO) developed the Ride SMART (Sober, Motorcycle endorsed, Alert, Right gear, Trained) campaign to help make motorcyclists more aware of safety issues associated with riding. 2010 funds were spent on earned media materials, motorcycles, motorcycle parts, an instructor workshop, and a truck to transport motorcycles to and from the training site. For the first time in FFY 2011, funds were distributed to sub-grantees to fund educational opportunities.

Awarded: \$ 492,851.00 Expended: \$ 356,695.59 Funding Source: 2010

Motorcycle Safety Paid Media

The OCJS-TS's paid media components consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for motorcycle safety. There were no non-paid PSA airing or print ads prior to FFY 1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 31,413,856.

Medium	Paid Spots	Bonus Spots	Totals Spots	Cost
TV/Cable	299	440	739	\$ 111,857.53
Radio	7,734	6,650	14,384	\$ 124,501.54
Print				\$ 3,615.21
Other(Billboards)				\$ 77,992.51
			Total Media Cost	\$ 317,966.79

Awarded: \$ 500,000.00 Expended: \$ 317,966.79 Funding Source: 402 PM

Safe Communities

Funded Agencies

See Comprehensive Program Area for full list of Safe Communities

Program Description

See Comprehensive Program Area for full description and funding information. Since FFY 2008, each Safe Communities program has been required to conduct motorcycle safety activities. During FFY 2011, the OCJS-TS continued to require Safe Communities to develop partnerships and hold

events at the grassroots level to reach motorcyclists in their communities. Safe Communities provided the education/earned media portion of the motorcycle campaign while our law enforcement agencies including the Ohio State Highway Patrol conduct motorcycle enforcement based upon fatality/serious injury problem identification. Some examples of education/earned media that were provided last year are participation in local bike nights, safety awareness rides, safety fairs, kickoff events for the riding season and distributing materials.

Motorcycle Ohio Program

Funded Agency

Office of Criminal Justice Services – Motorcycle Ohio

Program Description

The state-mandated Motorcycle Ohio (MO) program, a section under the Office of Criminal Justice Services, provided motorcycle safety courses to the public. In addition to training Ohio motorcyclists, MO developed and distributed public information and education materials to the public. MO provided sub-grantees and instructors with funding and program materials to make presentations regarding motorcycle safety. MO continued to work to improve the drivers licensing system for motorcyclists.

The program’s 16-hour Basic Riding Course (BRC) is mandatory for 16 and 17 year olds to obtain a motorcycle endorsement. Successful completion of the basic course waives the state on-cycle skill test; an incentive that has driven the increase in course enrollment since 2000.

In 2011, MO trained 12,168 students at 23 permanent and 3 mobile training sites across the state. Private providers trained an additional 2,622 students.

Five workshops and curriculum updates were held throughout the state with participation of 297 certified MO instructors. MO conducted two Instructor Preparation Courses. Forty-seven candidates successfully completed the course.



Awarded:	\$3,390,359	Expended:	\$2,549,363.07	Funding Source:	State
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Motorcycle Data Evaluation Grant

Funded Agency

University of Akron

Program Description

The University of Akron developed a statewide database collecting all motorcycle-related crash records from 2008 through September of 2011. Driver and vehicle records from the Bureau of Motor Vehicles were added to the database. Using this data, the University of Akron was able to develop a multivariate probit model that was able to compare rider at-fault in a crash, trend graphs comparing a wide range of events including alcohol, time-of-day, gear worn by the rider, and geography. The university also developed a new kind of statistics that identified “hot spots”

throughout the state and developed geo-spatial predictive models that estimate areas within the state that have a higher potential for future crashes.

All these results have been made available on the university’s website for access. The University of Akron also gave presentations to large groups, individual agencies, provided information over the phone and customized information from the website throughout the grant year in an effort to supplement law enforcement motorcycle safety efforts. University of Akron also met with Safe Communities, American Motorcycle Association (AMA), Mothers Against Drunk Driving and riding groups to share their findings.

The findings have been presented to the National Highway Transportation Safety Administration, Region 5, at the 2011 Transportation Research Board meeting in Washington, DC and the findings have been written about in AMA’s national magazine.

Awarded:	\$ 76,598.01	Expended:	\$ 64,983.05	Funding Source:	402 MC
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OVI Law Training/Education

Funded Agency

Mothers Against Drunk Driving (MADD)

Program Description

See Impaired Driving Program Area for full description and funding information. In FFY 2011, MADD began working with the University of Akron, AMA and other stakeholders to begin outreach to the motorcycle community. MADD developed and distributed 10,000 motorcycle safety pamphlets. Pamphlets were distributed during biker night events, at motorcycle dealerships and garages, partnering agencies such as local law enforcement, and at the MADD Motorcycle Poker Run for Safety Event. During biker night events, a riding safety video was shown, hands-on demonstrations with fatal vision goggles were conducted and motorcycle safety information was distributed to riders about the dangers of impaired riding. The Poker Run featured safety messaging and speakers to promote safe and responsible motorcycle riding.

High Visibility Enforcement Overtime (HVEO) Grants

Funded Agencies

See listing under Impaired Driving Program Area

Program Description

See Impaired Driving and Speed Programs areas for full description and funding information. High Visibility Enforcement Overtime grants were awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2007, 2008 and 2009. All agencies were required to conduct highly visible enforcement activities during the following strategic periods:

Halloween	Christmas/New Years	St. Patrick’s Day	Click It or Ticket	Drive Sober
Thanksgiving	Super Bowl	Prom Season	4 th of July	Homecoming

All funded agencies were required to focus on three goals: reduce the number of traffic-related fatalities; increase seat belt usage; and decrease the number of alcohol-related fatalities. In addition to these goals, jurisdictions including OSHP whose problem identification indicates a motorcycle problem were encouraged to conduct motorcycle enforcement. Enforcement efforts were conducted on locations and times where high visibility enforcement would achieve success in these goals.

Evaluation

- C-7) The 2008 – 2010 average number of motorcyclist fatalities is 183. Ohio did not meet the goal of an average of 180.
- C-8) The 2008 – 2010 average number of un-helmeted motorcyclist fatalities is 134. Ohio did not meet the goal of 126.
- Motorcycle fatalities represent 15.74 percent of all fatalities in 2010. Ohio did not quite meet the goal of no more than 15 percent.

Motorcycle Crashes		
Year	Motorcycle Crashes	Motorcycle Fatal Crashes
2007	5,096	190
2008	5,075	212
2009	4,401	163
2010	4,435	168
2011*	3,389	149

*2011 only includes preliminary numbers January 1, 2011 through October 31, 2011. It is only included to show progress toward stated goals.

Although Ohio did not meet the Core Performance Measures or the additional goal listed in the FFY 2011 HSP, the numbers are moving in the right directions for all goals listed. For the FFY 2011 HSP, Ohio used standardized goals. Ohio has since begun using individualized goals based on past trends. Ohio will analyze the data to determine if the past goals were unrealistic. Ohio will continue to make motorcycle safety a priority and will continue to allocate funding based on problem identification.

Youthful Driver Program Area

Overview

Core Outcome Measures

- C-9) To decrease drivers age 20 or younger involved in fatal crashes five percent from the 2007 – 2009 calendar base year average of 195 to a 2008 – 2010 year average of 185 by December 31, 2011.
- To decrease the number of youth (age 20 and under) fatalities from 16.3 percent of all fatalities in 2009 to no more than 15 percent of all fatalities by December 31, 2011.

Programming Efforts

Students Against Destructive Decisions (SADD)

Funded Agency

Clark County Combined Health District

Project Description

Lights for Life event was held in Columbus. Students attended sessions on topics such as texting and driving, underage drinking, and seat belt campaigns. The students left the event with materials and items to take back and implement at their schools. During the year, materials and programming were offered to schools throughout Ohio.

Awarded:	\$	44,790.05	Expended:	\$	22,335.51	Funding Source:	402 CP
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Ford Driving Skills for Life

Funded Agency

Office of Criminal Justice Services – Traffic Safety

Project Description

This project was not completed in FFY 2011. We will be working with Ford Driving Skills for Life to try to accomplish this project in FFY 2012.

Awarded:	\$	20,000.00	Expended:	\$	0.00	Funding Source:	402 CP
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Southwestern Ohio Youth Program

Funded Agency

Ohio State Highway Patrol

Project Description

This project was not completed in FFY 2011.

Awarded:	\$	50,000.00	Expended:	\$	0.00	Funding Source:	402 CP
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Safe Communities

Funded Agencies

See listing under Comprehensive Program Area

Program Description

See Comprehensive Program Area for full description and funding information. All Safe Communities programs were required in their grant to conduct activity for both Prom and Homecoming. Some examples of the activities for youth included: Every 15 Minutes, High School Safety Fairs, University Health Fairs, Buckle-Up Bowls, school presentations, youth safety councils, Homecoming presentations, Prom Promise events, media events, and car teens.

Faith Based Initiatives

Funded Agency

City of Refuge Point of Impact (First Church of God)

Project Description

See Multicultural Program Area for full description and funding information. A youth summit was conducted for 125 participants in the Dayton area. The summit focused on topics such as impaired driving, seat belts, speed and distracted driving. The City of Refuge Point of Impact also conducted a Mock Crash in Warren, Ohio. The mock crash reached 150 people.

Hispanic Initiatives

Funded Agencies

Ohio Hispanic Coalition

Project Description

See Multicultural Program Area for full description and funding information. The Ohio Hispanic Coalition conducted a Latino Youth Safety Summit covering impaired driving, seat belt usage and speed.

Asian Initiatives

Funded Agency

Asian American Community Services

Project Description

See Multicultural Program Area for full description and funding information. The Asian American Community Services grant provided teen/parent safety workshops. Parents and teens attend the workshop together. This stresses the importance of parents' roll in teen driver education.

Alcohol Enforcement and Education

Funded Agency

Ohio Investigative Unit

Project Description

See Impaired Driving Program Area for full description and funding information. A large component of the Ohio Investigative Unit's grant is doing compliance checks of establishments that serve/sell alcohol to ensure they are not serving /selling alcohol to anyone underage.

High Visibility Enforcement Overtime (HVEO)

Funded Agencies

See list under Impaired Driving Program Area

Program Description

See Impaired Driving and Speed for full description and funding information. Each HVEO program had overtime enforcement for Prom and Homecoming.

Evaluation

- C-9) The 2008 – 2010 average number of drivers age 20 or younger involved in fatal crashes is 175. Ohio exceeded this goal by 10.
- Youth (age 20 and under) fatalities represents 11.3 percent of all fatalities in 2010. Ohio exceeded the goal of 15 percent.

Youth Crashes		
Year	Youth Crashes	Youth Fatal Crashes
2007	73,248	210
2008	69,738	182
2009	65,525	169
2010	63,109	156
2011*	44,185	113

*2011 only includes preliminary numbers January 1, 2011 through October 31, 2011. It is only included to show progress toward stated goals.

Ohio exceeded both the core performance measure and the additional goal set in the FFY 2011 HSP. Ohio will continue to monitor and analyze youth data to ensure the trend continues in this direction.

Multicultural Program Area

Overview

Outcome Measures

- To ensure all vital traffic safety materials and messaging are available in languages that reach Ohio's populations.
- To make traffic safety messaging culturally relevant to Ohio's populations.

Programming Efforts

Ohio's Multicultural Partners

Funded Agency

Office of Criminal Justice Services – Traffic Safety

Program Description

In FFY 2011, the Office of Criminal Justice Services – Traffic Safety Section (OCJS-TS) continued to network with multicultural partners to promote seat belt use, reduce the incidence of alcohol-impaired driving and address other traffic safety issues. Information was made available through the OCJS web site encouraging participation in the seat belt and alcohol campaigns. Additionally, communities received weekly traffic safety e-mail broadcasts.

Faith Based Initiatives

Funded Agency

City of Refuge Point of Impact (First Church of God)

Project Description

The City of Refuge Point of Impact (First Church of God) hosted community events, a youth summit, displayed posters, had pulpit announcements, weekly e-mail broadcasts, PSAs, television broadcasts and safety awareness trainings to reach over 1,000,000 people with messages on seat belt usage and impaired driving. City of Refuge also partnered with local barbershops to deliver seat belt messaging to African American males. Messaging was delivered through partnering churches and universities to Franklin, Lucas, Montgomery and Trumbull Counties.

Awarded:	\$ 72,806.68	Expended:	\$ 61,726.31	Funding Source:	402 CP
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Cleveland's Multicultural Communities

Funded Agency

University Hospitals of Cleveland

Project Description

University Hospitals of Cleveland continued their population based-minority outreach effort to reach both the African American and the Hispanic communities in Cleveland. The hospital partnered with 31 new churches in the East Cleveland, Cleveland and Clark Fulton neighborhoods by conducting church seat belt ice cream socials, Sunday school presentation and church health fairs. The hospital also partnered with 30 barber shops and beauty salons in the Cleveland, East Cleveland and Clark Fulton neighborhoods. Another avenue to reach these communities was local gas stations and stores. The project staff and the communities involved distributed leaflets, window decals, gas pump stickers and educational materials. In addition, local stores, businesses and restaurants sponsored radio contests promoting seat belts. Additional materials were distributed at Hispanic festivals and community events and at family reunions and large church gatherings in the African American Communities. Over 31,000 pieces of earned media materials were distributed in FFY 2011.

University Hospitals of Cleveland was able to obtain pro bono media for this program again last year. Radio One (urban radio station) promoted seat belt safety and distributed items that reinforced the seat belt message and Radio One events and at community events, reaching approximately 5,500 individuals. Radio One also provided approximately \$5,000 worth of online support for the Keep Your Family Tight contest. Clear Channel donated the space for ten billboards. Potentially 512,585 people were exposed to these billboards. In addition to Radio One and Clear Channel, other community partners donated services for a total value of \$16,125.

Awarded:	\$ 95,179.75	Expended:	\$ 85,075.80	Funding Source:	402 CP
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African American Youth Injury Prevention Program (YIP)

Funded Agency

Cincinnati Children's Hospital Medical Center

Project Description

This grant was awarded to conduct educational sessions and peer to peer programming aimed to increase seat belt usage among African American teens. The coordinator for this project went out on medical leave during the grant period. The amount spent paid for work completed. Cincinnati Children's Hospital Medical Center did not have staff available to complete the goals and objectives of the grant.

Awarded:	\$ 41,038.05	Expended:	\$ 6,486.45	Funding Source:	402 CP
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Hispanic Initiatives

Funded Agencies

Ohio Hispanic Coalition
OCCHA

Project Description

The Ohio Hispanic Coalition worked with the Hispanic community in central Ohio that had been court ordered to attend Victim Impact classes as a result of driving under the influence. While the coalition was unable to train additional bi-lingual car seat technicians in FFY2011, the five that were trained the previous year are still providing support. The Ohio Hispanic Coalition hosted 14 car seat checks and participated in ten safety/health fair events. A total of 150 car seats were provided. The Youth Safety Summit was held as part of the Dia de los Niño's (Children's Day) celebration. Throughout the grant year, Coalition staff distributed traffic safety literature in the community by visiting Hispanic business such as grocery stores, restaurants, beauty salons, clinics, etc.

OCCHA worked with the Hispanic community in northeastern Ohio. OCCHA attended many local festivals and fairs to distribute educational literature on impaired driving, seat belt usage, motorcycle safety and child passenger safety. OCCHA conducted 30 car seat checks. OCCHA checked 95 car seats in FFY 2011.

Awarded:	\$ 132,597.75	Expended:	\$ 100,358.19	Funding Source:	402 CP
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Asian Initiatives

Funded Agencies

Asian American Community Services
Asian Services in Action

Project Description

In Central Ohio, the Asian American Community Services (AACS) continued to work with new drivers from the Asian community whether they were adults new to driving in America or teen

drivers. AACS conducted six safe driving workshops in the Chinese, Korean, Filipino and Vietnamese communities reaching 164 participants. AACS distributed over 500 educational materials (translated in various Asian languages) at the Asian Health Fair, the Asian Festival and at the workshops. In addition to working with new drivers, AACS conducted four child passenger safety workshops in the Chinese, Korean and Vietnamese communities with 50 families. AACS distributed over 500 copies of the new child passenger safety law brochure. 40 car seats were checked and 11 car seats and 1 booster seat were provided to participants without the proper seat for their children. The car seat checks found that even if a child was in the proper seat, the seat was not properly installed in the car (some seats were not attached to the car at all). Additional time was spent educating parents about the importance of proper installation and showing the parents how to install the seat.

In Northeast Ohio, Asian Services in Action conducted presentations on traffic safety, traffic laws and passenger safety for parents and other drivers for the Burmese, Karen, Nepali, Mon and Chinese Communities. Topics covered included aggressive driving, seat belt usage, and driving under the influence of alcohol. All translated materials have been placed on the agency’s website for access to others reaching these communities. Asian Services in Action also conducted ten workshops on traffic safety and traffic laws reaching a total of 122 Indian, Korean, Burmese, Karen and Bhutanese refugees and immigrants. An additional three workshops were conducted on child passenger safety topics. These workshops were attended by 25 Mon, Laotian, Mexican, Indian, Karen and Burmese parents. Educational materials were also distributed at the Cleveland Asian festival, workshops and health fairs. Two car seat checks were completed in Cleveland and Akron. Twenty-six seats were inspected for 24 families. As with the grant in Central Ohio, the seat checks found that seats were not buckled into the cars.

Awarded:	\$ 112,240.36	Expended:	\$ 71,984.31	Funding Source:	402 CP
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Somali Initiative

Funded Agency

Somali Women and Children’s Alliance

Project Description

Somali Women and Children’s Alliance (SWCA) produced 11 editions of a Somali Traffic Safety newsletter that was distributed to over 50 Somali businesses reaching over 3,000 people. The newsletter was also placed on three Somali websites which received over 6,000 people. Approximately 1,200 students and 700 adults attended traffic safety programming through SWCA. Two cars seat checks were provided to the Somali community reaching 69 people. During one car seat check, SWCA worked with Children’s Hospital Center for Injury Research and Policy to film a Somali language video on child safety seats.

Awarded:	\$ 35,238.58	Expended:	\$ 31,470.32	Funding Source:	402 CP
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Mature Driver

Funded Agency

Office of Criminal Justice Services – Traffic Safety

Project Description

This funding was set aside in FFY 2011 to allow for any material costs related to mature driver issues. Information was available to partners on the website and through the weekly e-mail broadcasts. No funds were spent during FFY 2011.

Awarded:	\$	5,000.00	Expended:	\$	0.00	Funding Source:	402 CP
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Evaluation

During FFY 2011, the OCJS-TS continued to deliver traffic safety messaging to faith-based communities, Hispanic/Latino communities, Asian communities and Central Ohio's Somali community. While efforts to ensure all vital traffic safety materials and messaging are available in languages that reach Ohio's populations and to make traffic safety messaging culturally relevant to Ohio's populations will continue in FFY 2012, funds will be allocated to projects that demonstrate measureable results.

Comprehensive Program Area

Overview

Core Outcome Measures

The comprehensive program projects address multiple core outcome measure and/or the core behavior measure.

Programming Efforts

Ohio Strategic Highway Safety Plan (SHSP) Coordinating Committee

Funded Agency

Office of Criminal Justice Services – Traffic Safety

Project Description

The federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for User (SAFETEA-LU) enacted in August 2005 required states to conduct strategic highway safety planning. State Strategic Highway Safety Plans (SHSP) are to be used to identify and analyze highway safety problems and opportunities, include projects or strategies to address them, and evaluate the accuracy of data and the priority of proposed improvements. The SHSP must be based on accurate and timely safety data, consultation with safety stakeholders, and performance-based goals that address infrastructure and behavioral safety problems on all public roads. States

are also required to develop an evaluation process to assess results and use the information to set priorities for highway safety improvements.

Ohio began work on development of its strategic plan, titled the Strategic Highway Safety Plan, in FFY 2005. Ohio's project is interdisciplinary and inclusive of all levels of government. The plan identifies highway safety emphasis areas, with specific strategies to address crashes and fatalities. Safety emphasis areas are not limited to crash type, but rather can include population sectors, driving behavior or a number of other factors.

The Ohio Transportation Safety Coordinating Committee serves as the steering committee of Federal, State and local highway safety partners which steers plan development and oversees implementation of the plan. Highway safety partners comprised of highway safety interest groups communicate with Coordinating Committee members and provide feedback on the plan through subcommittees established for each of the plans' emphasis areas.

The ODOT takes the lead on oversight of the plan. The OCJS is a member of the Ohio Transportation Safety Coordinating Committee, chairs the subcommittee on High-Risk Behaviors/Drivers, and participates in the Data and Support Systems and Special Vehicles/Roadway Users subcommittees.

Subcommittees representing the plan's five emphasis areas (Data and Support Systems, High-Risk Behaviors/Drivers, Serious Crash Types, Special Vehicles/Roadway Users, and Incident and Congestion Related Crashes) meet quarterly to review and update project information.

Ohio Department of Public Safety (ODPS)/Ohio Department of Transportation (ODOT) Meetings

Funded Agencies

Office of Criminal Justice Services – Traffic Safety
Ohio Department of Public Safety

Project Description

The OCJS-TS and ODOT's System Planning and Program Management staff continued to meet to share information, discuss common problems and identify joint ventures to address Ohio's crash problems. Benefits of this closer partnership between the two agencies included sharing of crash problem identification, assistance with grant proposal review, better coordination of local safety efforts and collaboration on joint projects.

Employer Safety Partners

Funded Agency

Office of Criminal Justice Services

Project Description

The OCJS-TS has recognized that in order to impact the 21 – 40 year old age group, a partnership with the business community is an important element. Since October 1992, the OCJS-TS has coordinated a statewide network of employers and safety advocates entitled the Ohio Partnership for Traffic Safety (OPTS). The purpose of this network is to unite government and the private

sector by combining the safety expertise and resources of ODPS with the knowledge and insight of Ohio business leaders. This partnership can increase profits, reduce operating costs, and minimize the public cost to citizens by reducing vehicle-related deaths and injuries. While, in FFY 2011, OPTS partnered with organizations with employees and company vehicles, no federal dollars were spent. Materials that are available to sub-grantees are made available to businesses as well. Additionally, the OPTS partners received a weekly broadcast from relaying up to date traffic safety information and available resources to use within their companies.

Awarded: \$ 10,000.00 Expended: \$ 0.00 Funding Source: 402 CP

Law Enforcement Liaisons

Funded Agencies

Agency	Region
Cincinnati Police Department	Southwest
Shawnee Township Police Department	Northwest
Summit County Sheriff's Office	Northeast
Upper Arlington Police Department	Central/Southeast

Project Description

In FFY 2011, Ohio's four Law Enforcement Liaisons (LELs) worked with law enforcement agencies across the state to encourage participation in both the *Click It or Ticket* and the *Drive Sober or Get Pulled Over* national mobilizations. Two of the LELs facilitated large media events in Columbus and Cincinnati. All four LELs worked with the Countywide OVI Task Forces and participating agencies to conduct the second "Checkpoint Weekend" to kick off the *Drive Sober or Get Pulled Over* crackdown. In addition to working closely with law enforcement, the LELs worked with the Safe Community programs throughout the state on projects including motorcycle safety, occupant protection, and teen driving. The LELs assisted with the Drug Recognition Expert (DRE) program, attended National Lifesavers, LEL and Traffic Safety Resource Prosecutor Training, and the Governor's Highway Safety Administration (GHSA) conference.

Awarded: \$ 381,544 Expended: \$ 294,295.70 Funding Source: 402 CP

Officer Training

Funded Agency

Ohio Peace Officer Training Academy (OPOTA)

Project Description

OPOTA continued to train Ohio officers in OVI, speed enforcement and crash investigation. Under grant OPOTA provided law enforcement training to 206 officers in the various courses listed in the following chart.

Training Course	Number of Courses	Number of Students Taught	Number of Agencies
Alcohol Detection Apprehension and Prosecution (ADAP)*	2	44	23
ADAP Instructor	1	9	8
Advanced ADAP	3	59	23
Driving Impaired Criminal Enforcement	1	13	3
Electronic Speed Measuring Device (ESMD) Instructor	1	11	11
Radar & Lidar Operator	1	10	10
Crash Investigation Techniques for the Patrol Officer	1	19	10
Traffic Collision Investigation Level I	2	21	15
Advanced Traffic Collision Investigation Level II	2	20	18

*Beginning in FFY 2012 OSHP will be instructing SFST.

Awarded: \$ 100,000.00 Expended: \$ 91,125.00 Funding Source: 402 PT

Safe Communities

Funded Agencies

Agency	County
Brunswick Division of Police	Medina
Clark County Combined Health	Clark
Clermont County General Health District	Clermont
Columbus Health Department	Franklin
Delaware General Health District	Delaware
Fairfield County Department of Health	Fairfield
Family Recovery Center	Columbiana*
Fowler Township Police Department	Trumbull
Greene County Combined Health District	Greene
Hamilton County General Health	Hamilton
Knox County Health Department	Knox
Lake County General Health	Lake
Licking County Health Department	Licking
Lima-Allen County Regional Planning Commission	Allen
Lorain County General Health District	Lorain
Lucas County Educational Service Center	Lucas
Mansfield-Richland County Health Department	Richland
Morrow County Health Department	Morrow
New Middletown Police Department	Mahoning
Pickaway County Sheriff's Office	Pickaway*
Putnam County Educational Service Center	Putnam*
Ravenna Department of Health	Portage
Ross County Health District	Ross
Safety Council of Southwestern Ohio	Butler*
Stark County Sheriff's Office	Stark
Summa Health System	Summit*
UHHS Memorial Hospital of Geneva	Ashtabula

Union County Health District	Union
University Hospitals of Cleveland	Cuyahoga
University of Cincinnati	Brown
Williams County Combined Health	Williams
Your Human Resource Center	Holmes
Your Human Resource Center	Wayne

*Counties that did not have a Safe Communities program in all years (2007 – 2011). Crash numbers are not included for these counties in the table below.

Safe Community Counties			
Year	Fatal Crashes	Alcohol-Related Fatal Crashes	Seat Belt Usage
2007	615	224	81.6
2008	608	234	82.7
2009	495	193	83.6
2010	504	213	83.8
2011*	386	133	84.1

*2011 only includes preliminary numbers January 1, 2011 through October 31, 2011. It is only included to show progress toward stated goals.

Project Description



Ohio Safe Communities is a data driven initiative to save lives and reduce injuries by building collaboration between state, county, and local community partners. In FFY 2011 there were 33 countywide community-based programs. Each program had five primary goals that included increasing seat belt usage, increasing seat belt and impaired driving awareness, increasing motorcycle safety awareness, coalition building and fatal data review.

All Safe Community programs were required to conduct Fatal Data Review meetings to review each fatal in the county to determine if trends or patterns could be identified. The committee made recommendations to the coalition on how the fatal crash might have been avoided. Overall, Safe Community coordinators reported that 116 countermeasures were recommended last year and 63 have been or are in the process of being implemented.

Safe Community programs reported \$27,764 in monetary donations to their programs in addition to donations of advertising, space, food, time, door prizes, etc.

Volunteers donated 4,671.5 hours to the Safe Communities program. Using the national estimated dollar value of volunteer time of \$21.36 per hour, volunteers contributed \$99,783.24.

Coordinators reported 410 activities, including 23 that were “in-kind”. The “in-kind” activities were traffic safety related activities conducted by the coordinators or coalition members that were not charged to the grant. The reported activities reached over 5.6 million people of all population types (teens, mature drivers, minorities, etc.). These activities received the following gross impressions:

Type of Media	Gross Impressions
Print	6,063,769
Radio	1,829,051
Television	1,796,804
Web	1,574,421

In FFY 2011, Safe Community programs reached 71.66 percent of Ohio's populations (approximately 8.1 million people) through earned media and education.

Awarded:	\$1,475,650.29	Expended:	\$1,266,741.30	Funding Source:	402 SA
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Safe Communities Advisory Committee

Funded Agency

Safe Communities Advisory Committee

Project Description

The Safe Communities Advisory Committee met during the year to address issues and to provide a forum for better communications.

Governor's Highway Safety Association (GHSA) Conference

Funded Agency

Governor's Highway Safety Association

Project Description

The 2011 Governor's Highway Safety Association (GHSA) Annual meeting was held in Cincinnati, Ohio in September, 2011. The 2011 GHSA Annual Meeting examined how to raise the visibility of highway safety and convince the public that traffic deaths are not a necessary cost of mobility. The meeting brought together top state safety officials, researchers, and local safety partners to share best practices, strategies and plans to address this issue. This grant paid for printing, audio visual, security and postage for the event. GHSA spent an additional \$2,681.90 on these items for the meeting as well as providing the funding for the facilities, meals, and all other related expenses related to the conference. OCJS-TS staff provided on-site assistance for registration, event assistance (directing participants, taking tickets, etc.), workshop assistance, and photography. The funding amount below is only for the costs incurred by GHSA.

Awarded:	\$ 57,240.00	Expended:	\$ 57,240.00	Funding Source:	402 CP
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Evaluation

Funded Agency

Miami University

Project Description

Statewide Observation Survey of Seat Belt Use

The policy-related goal of this annual research is to determine the percentage of Ohio drivers and/or passengers who wear seat belts while traveling in a motor vehicle. The observation survey was conducted by retired Ohio State Highway Patrol Officers at two different times last year. For this project, the Applied Research Center (ARC) selected sites; monitored and updated observation sites; collected data from observers, completed data entry and statistical analysis; and reported the findings of the annual statewide observation survey data to the Office of Criminal Justice Services (OCJS) and the National Highway Traffic Safety Administration (NHTSA). Ohio's

seat belt use rate for 2011, based on 22,971 drivers and front-seat passengers, was 84.1 percent, surpassing the 2010 rate of 83.8 percent.

Office of Criminal Justice Service’s Sub-Grantee Survey

OCJS required that all FFY 2011 Safe Communities and High Visibility Enforcement Overtime (HVEO) grant recipients conduct observation surveys of seat belt use in their respective counties. The required surveys conducted at selected sites were a major component of the ongoing OCJS commitment to reduce highway fatalities and serious injuries throughout Ohio by increasing seat belt use. The ARC selected sites; completed data entry analyzed the data and completed a report on the findings. OCJS sub-grantees conducted 197,866 surveys of occupant seat belt use, including 169,466 drivers and 28,420 passenger surveys (as of 9/30/2011).

A Geographical and Temporal Analysis of Fatal Crashes in Ohio

To recognize trends in traffic safety in Ohio, the ARC continued to systematically map and analyze the locations of fatal crashes occurring on Ohio roads and highways in 2006 through 2010. Fatality data for 2011 are currently being added to the database as it become available. The ARC used the ESRA ArcGIS program to show interrelation of disparate fatal crash data and specific attributes of that data at a specific point or geographic location. Using coordinate data on fatal crash locations throughout the state, accompanying maps include information on fatal crashes for all counties relative to season, time of day, average daily vehicle miles traveled (DVMT), and in reference to the observation sites used during the Observational Survey of Seat Belt Use in Ohio for 2006 through 2010. The interlinked geographic and temporal data provide information on specific geographic areas and time frames where more intense interventions are needed to reduce the number of traffic fatalities. The effectiveness of existing laws and initiatives concerning seat belt use, motorcycle helmet use, alcohol-impaired driving, and other risky driving behaviors and conditions can also be determined and addressed by conducting preliminary analyses of the Ohio Department of Public Safety (ODPS) data on fatalities resulting from these crashes. At the local level, the ARC provided mapped information of 2006 through most-current 2011 fatal crash data for the Butler County Safe Communities Fatality Review Board monthly meetings. Mapped data of 2010 fatal and severe injury crashes, which included seat belt or motorcycle helmet use and alcohol related information, was also provided for the Butler County Safety Council. With this detailed geographic information the Fatality Review Board and Safety Council can recognize trends and identify problematic areas at the local level and begin prevention efforts to reduce traffic fatalities in Butler County. Additional variables from 2006 through 2010 crash reports, and 2011 as it becomes available, and other pertinent sources are being added to the existing database. Subsequent multivariate analyses of the comprehensive fatality data from these crashes, along with other relevant data, will provide more specific information and recommendations. This will allow Ohio to better target its preventative efforts and thereby reach, surpass and/or update its current highway safety goals.

Report Collaboration

The ARC worked collaboratively with the OCJS to prepare specific reports for NHTSA as needed.

Awarded:	\$ 450,000.00	Expended:	\$ 450,000.00	Funding Source:	402 CP
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Evaluation

The comprehensive program area projects addressed multiple problem areas already listed in the document. See Fatal/Serious Injury Program Area Evaluation, Impaired Driving Program Area Evaluation, Occupant Protection Program Area Evaluation, Speed Management Program Area Evaluation, Motorcycle Safety Program Area Evaluation, Youthful Driver Program Area Evaluation, Multicultural Program Area Evaluation, and Pedestrian Safety Program Area Evaluation.

Pedestrian Safety Program Area

Overview

Core Outcome Measures

- C-10) To decrease pedestrian fatalities five percent from the 2007 – 2009 calendar base year average of 97 to a 2008 – 2010 year average of 92 by December 31, 2011.
- To decrease the number of pedestrian fatalities to no more than eight percent of all fatalities by December 31, 2011.

Programming Efforts

Safe Routes to School (SRTS) Advisory Committee

Funded Agency

Office of Criminal Justice Services – Traffic Safety

Project Description

The Office of Criminal Justice Services – Traffic Safety (OCJS-TS) section participated in the Safe Routes to School (SRTS) Advisor Committee which is housed at ODOT. OCJS-TS provided technical assistance as needed and provided a communication and distribution network to the SRTS coordinator through the weekly e-mail broadcast.

OSU Safety Outreach

Funded Agency

Ohio Department of Transportation

Project Description

The Ohio Department of Transportation (ODOT) worked with Yay Bikes, a local bicycle group to reduce the number of bicycle crashes on the Ohio State University campus. ODOT and the Mid-Ohio Regional Planning Commission (MORPC) identified ten high crash locations on campus. Volunteers observed cyclists' behaviors at these ten sites. Based on the crash data and the observations, three themes were developed for messaging: "We Ride the Roads", "We Light the Night" and "We Respect the Red". These themes were used on banners, posters, and spoke cards. These materials were distributed to bicyclists on campus. These three topics (riding on the road, not the sidewalk; riding with lights; and



stopping at red lights and stop signs) were also emphasized during the lessons on the educational tours. The educational tours were conducted with two instructors and up to six participants. By the end of the grant year, 110 students had taken the educational tour. The instructors take the students on a tour of the city, showing them local attractions (places to eat, shop, etc.). Along the ride, the instructors are providing the “educational” part of the tour by providing students with safety information, bicycle laws, etc. Yay Bikes worked with local businesses along the tour route to provide coupons and freebies to participants. The final phase of the project was a focus on lights. Lights were installed on 398 bicycles through the rides and events. The program, materials, educational tours were all publicized on Facebook, Twitter and through a media kick-off event. Crash statistics and follow-up observation surveys will be conducted to determine if this project had an impact.

Awarded:	\$ 50,000.00	Expended:	\$ 50,000.00	Funding Source:	402 PS
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Safe Communities

Funded Agency

Columbus Health Department

Project Description

See Comprehensive Program Area for full description and funding information. Three Safe Communities programs elected to focus efforts on pedestrian safety (based on local problem identification). The Franklin County Safe Communities program (Columbus Health Department) participated in the county fair and local safety days to reach over 14,000 people. They also worked with local communities to distribute pedestrian safety posters in both Somali and Spanish. A pedestrian component was added to the English as a Second Language (ESL) curriculum. It is estimated that 8,000 people a year will view this programming.



Statewide HVEO and Training

Funded Agency

Ohio State Highway Patrol

Project Description

See Speed Program Area for full description and funding information. The Ohio State Highway Patrol (OSHP) conducted one Pedestrian Crash Investigation course training 15 officers from 10 agencies on the special techniques that are required to investigate and reconstruct pedestrian and bicycle crashes. In this course, officers learned to recognize and interpret the evidence and correlate it with the collision sequence. Officers received classroom instruction and practical exercises with staged crash situations.

Evaluation

- C-10) The 2008 – 2010 average number of pedestrian fatalities is 92. Ohio exceeded the goal of 97.
- Pedestrian fatalities represent 8.61 percent of all fatalities. Ohio did not meet the goal of no more than eight percent.

Pedestrian Fatalities	
Year	Fatalities
2007	95
2008	99
2009	85
2010	93
2011*	66

*2011 only includes preliminary numbers January 1, 2011 through October 31, 2011. It is only included to show progress toward stated goals.

Ohio met the Core Performance Measure, but did not meet the additional goal listed in the FFY 2011 HSP. For the FFY 2011 HSP, Ohio used standardized goals. Ohio has since begun using individualized goals based on past trends. Ohio will analyze the data to determine if the past goals were unrealistic. Ohio will continue to monitor and analyze pedestrian fatality data to support local programming.

Roadway Safety Program Area

Overview

Outcome Measure

- Improvements made from the studies will help reduce crashes at high crash corridor/intersections.

Programming Efforts

Roadway Safety Studies

Funded Agencies

City	County	City	County
Cincinnati (3 studies)	Hamilton	Sharonville	Hamilton
Barberton	Summit	Stow	Summit
Beavercreek	Greene	Trotwood (3 studies)	Montgomery
Centerville	Montgomery	Twinsburg	Summit
Moraine	Montgomery	Glendale (3 studies)	Hamilton

Project Description

The projects completed in FFY 2011 focused on improvements to various intersections within city limits. The consultant, through the use of collection and analysis of crash data, traffic count, and on-site observations of the intersections identified potential safety-related countermeasure and

developed cost estimates for improvements. The studies help determine if additional funding is available to agencies. The joint partnership between OCJS-TS, ODOT and the locals completed 47 intersections studies in FFY 2011.

Awarded: \$ 206,000.00 **Expended:** \$ 205,904.50 **Funding Source:** 402 RS

Roadway Safety Training

Funded Agency

Ohio Department of Transportation

Project Description

ODOT provided highway safety related training to state, county and local municipal employees to educate them on current roadway safety and traffic practices. The courses were determined based on a training needs assessment and by individual division or district needs.

Training Course	Number of Courses	Number of Students Taught	Number of Agencies
Signalized Intersection Guidebook Workshop	7	170	59
New Approaches to Highway Safety Analysis	4	85	21
Low-Cost Safety Improvements	4	86	35
Highway Safety Manual Practitioner's Guide for Two-Lane Rural Highways	2	46	29
Highway Safety Manual Practitioner's Guide for Multi-Lane Highways	1	25	15

Awarded: \$ 141,100.00 **Expended:** \$ 135,400.00 **Funding Source:** 402 RS

ODOT 164 HE Funds

Funded Agency

Ohio Department of Transportation

Project Description

ODOT/ODPS split the 164 penalty funds during FFY 2011. ODOT received 95 percent to be used for roadway safety improvement and ODPS received five percent to be used for alcohol programming.

Awarded: \$37,757,644.00 **Expended:** \$23,791,394.24 **Funding Source:** 164 HE

Evaluation

Intersection studies were completed at 47 local high crash location intersections. Final studies contain both short term and long term recommendations to reduce crashes. These intersection will be tracked to determine if recommendations were made and if the changes made an impact on the crash problem.

Traffic Records Program Area

Overview

Outcome Measure

- Improvements in traffic records will provide a more accurate problem identification to help determine future funding for traffic safety projects.

Programming Efforts

Traffic Records Coordinating Committee

Funded Agency

Traffic Records Coordinating Committee

Project Description



The Traffic Records Coordinating Committee (TRCC), comprised of state, local and federal agencies, met throughout FFY 2011 to oversee the implementation of the Traffic Records Strategic Plan and assisted in the development of the 408 application. In FFY 2011, the committee focused its efforts on the recommendations from the Traffic Records Assessment completed in FFY 2010.

Crash Outcomes Data Evaluation System (CODES) Project

Funded Agency

Center for Injury Research and Policy at Columbus Children's Hospital

Project Description

Ohio CODES continues to operate out of Children's Hospital's Center for Injury Research and Policy (CIRP). The CODES data manager continued to link motor vehicle crash records, EMS incidence report, hospital discharge data, emergency department data, trauma registry data, driver's license records and death certificate data to keep the linkages up to date. The CODES data manager is a member of the TRCC.

Location Based Response System (LBRS)

Funded Agencies

Ashtabula County	Meigs County Engineer
Belmont County Engineer's Office	Perry County Engineer
Columbiana County Engineer	Sandusky County Engineer
Logan County Engineer	Vinton County Engineer
Lucas County Engineer	

Project Description

The Location Based Response System (LBRS) project has been listed as a priority in the Traffic Records Strategic Plan since 2006. Once the project is complete, Ohio will have a multi-jurisdictional statewide database containing accurate street centerline information, valid address

ranges for every road throughout the state, along with other critical roadway inventory items that will improve traffic crash location information and highway safety analysis, as well as enable quick response of emergency responders. Counties that have been completed are available online at: <http://gis3.oit.ohio.gov/%5Cibrs/downloads/docs/The%20Ohio%20Location%20Based%20Response%20System.pdf>

County Status	
66	County Data Accepted
2	County Reviewing Data
6	Memorandums of Agreement – Approved/Collecting
3	Memorandums of Agreement – Pending Controlling Board Approval
4	County Requested Memorandums of Agreement
5	County Requested Information

Awarded: \$ 913,334.00 Expended: \$ 571,000.00 Funding Source: 408

*An additional \$842,583 was spent by local agencies for the LBRS project.

Electronic Crash Data Marketers

Funded Agencies

Pickaway County Sheriff’s Office
Sharon Township Police Department

Project Description

ODPS used two retired law enforcement officers to market the use of Ohio’s electronic crash submission program. The crash marketers visited approximately 100 law enforcement agencies across the state and discussed the various options available to submit crash reports electronically. Since the crash marketers made their visits, three or four more agencies have started submitting electronically.

Awarded: \$ 64,000.00 Expended: \$ 62,411.36 Funding Source: 408

Crash Data Export

Funded Agency

Ohio State Highway Patrol – Traffic Statistics

Project Description

Agencies with existing electronic records management systems that were not compatible with ODPS’s electronic crash report system were evaluated for the cost effectiveness of working with the vendor to enable those agencies to submit electronically. In FFY 2011, ODPS worked with Alerts to enable 15 agencies to submit electronically.

Awarded: \$ 350,000.00 Expended: \$ 8,141.05 Funding Source: 408

Ohio Trauma Registry

Funded Agency

Ohio Department of Public Safety – Emergency Medical Services

Project Description

Emergency Medical Services (EMS) submitted a project to the TRCC for funding through the 408 grant to create a system that meets the data collection needs of the state of Ohio and is capable of providing improved analysis of the state trauma systems and trauma care, as well as allowing for comparison of data with other state and national data. This project reached a temporary set-back in FFY 2011 and the contract had to repeat the state's bidding process to select a vendor. This project will move forward in FFY 2012. The only expenses that were incurred in FFY 2011 were for staff to attend training on the new data definitions.



Awarded:	\$ 350,000.00	Expended:	\$ 2,250.00	Funding Source:	408
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E-Citation with Franklin County Municipal Clerks Office

Funded Agency

Franklin County Municipal Clerks Office

Project Description

This project was initially submitted to the TRCC and approved for 408 funding, however it was placed on hold. The TRCC began addressing E-Citation on a statewide level. Several meetings have taken place involving all stakeholders needed to establish a statewide E-Citation tracking system. Statewide E-Citation will continue in FFY 2012.

Awarded:	\$ 166,000.00	Expended:	\$ 0.00	Funding Source:	408
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Database Update

Funded Agency

Ohio Department of Public Safety

Project Description

This project was submitted to the TRCC to fund the migration for Oracle to SQL. The migration requires a re-write of the crash related software. No funds were charged to this project in FFY 2011.

Awarded:	\$ 200,000.00	Expended:	\$ 0.00	Funding Source:	408
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EMS Assessment

Funded Agency

Ohio Department of Public Safety – Emergency Medical Services

Project Description

The Ohio Department of Public Safety – Emergency Medical Services (EMS) had an assessment conducted on Ohio's EMS program in FFY 2011. A team of program area experts assessed Ohio's EMS program. Ohio will use the final assessment report to make programming improvements to the EMS program.

Awarded:	\$ 35,000.00	Expended:	\$ 20,880.00	Funding Source:	402 EM
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Evaluation

The LBRS project has been completed in 66 of Ohio's 88 counties, 11 more counties are in the process of collecting data, reviewing data, or getting Memorandums of Agreement approved and an additional nine counties have either requested a Memorandum of Agreement or requested information about the project. This leaves two more counties. The Crash Data Export project is taking longer than expected, but is progressing as Ohio adds more agencies that are submitting crash reports electronically. The other projects will continue into FFY 2012 as mentioned in the individual descriptions. As these projects continue and as new projects are added, Ohio continues to improve the timeliness and accuracy of traffic records. This improves the problem identification used to determine funding and programming.

Grant Management Program Area

Overview

Outcome Measure

- To administer the State and Community Highway Safety Grant Program and other state and federal funded highway safety programs; to plan for coordinated highway safety activities; to use strategic resources most effectively; and to decrease traffic crashes, deaths and injuries.

Programming Efforts

OCJS – TS Grant Program Management

Funded Agency

Office of Criminal Justice Services – Traffic Safety Section

Program Description

The Office of Criminal Justice Services – Traffic Safety Section (OCJS-TS) administered the Section 402 State and Community grants, related NHTSA awards and initiatives, and contracts for

traffic safety activities as well as the State funded Third Grade program. In addition to direct office expenditures, OCJS-TS incurred the cost for staff salaries, benefits, office expenses such as travel, equipment, supplies and other indirect costs necessary to carry out the functions of the office.

Awarded:	\$ 668,672.00	Expended:	\$ 527,945.98	Funding Source:	402 PA
	\$ 314,441.95		\$ 314,441.95		402 CP
	\$ 668,672.00		\$ 527,945.98		State Soft Match

Web-Based Grants Management System

Funded Agency

Office of Criminal Justice Services – Traffic Safety Section

Program Description

The Office of Criminal Justice Services – Traffic Safety Section (OCJS-TS) continued to use the web-based grants management system called GRANTS (Grant Records and Application Network for Traffic Safety). Using a web-based grants management system has enhanced grant tracking because all agencies are required to submit their proposal, reports, reimbursement claims, and grant revision through the GRANTS system. Funds were used for annual maintenance and for upgrades to enhance the system.

Awarded:	\$ 109,000	Expended:	\$ 66,533.40	Funding Source:	402 PA
	\$ 109,000		\$ 66,533.40		State Soft Match

Regional Strategy

Funded Agency

Office of Criminal Justice Services – Traffic Safety Section

Program Description

The Office of Criminal Justice Services – Traffic Safety Section (OCJS-TS) continued the regional approach in FFY 2011. Each planner was assigned to manage most agreements within the region. Ohio has found that the regional approach encourages staff to build relationships with a broader array of traffic safety advocates in a geographic area of the State and allows for more consistency for sub-grantees by reducing the number of staff assigned to a sub-grantee agency, broadens staff’s knowledge of all grant program areas. Ohio will continue the regional approach in FFY 2012.

Evaluation

The OCJS-TS administered the State and Community Highway Safety Grant Program and other state and federal funded highway safety programs; planned for the coordinated highway safety activities listed in this document; and used strategic resources effectively to reduce traffic related fatalities and injuries.

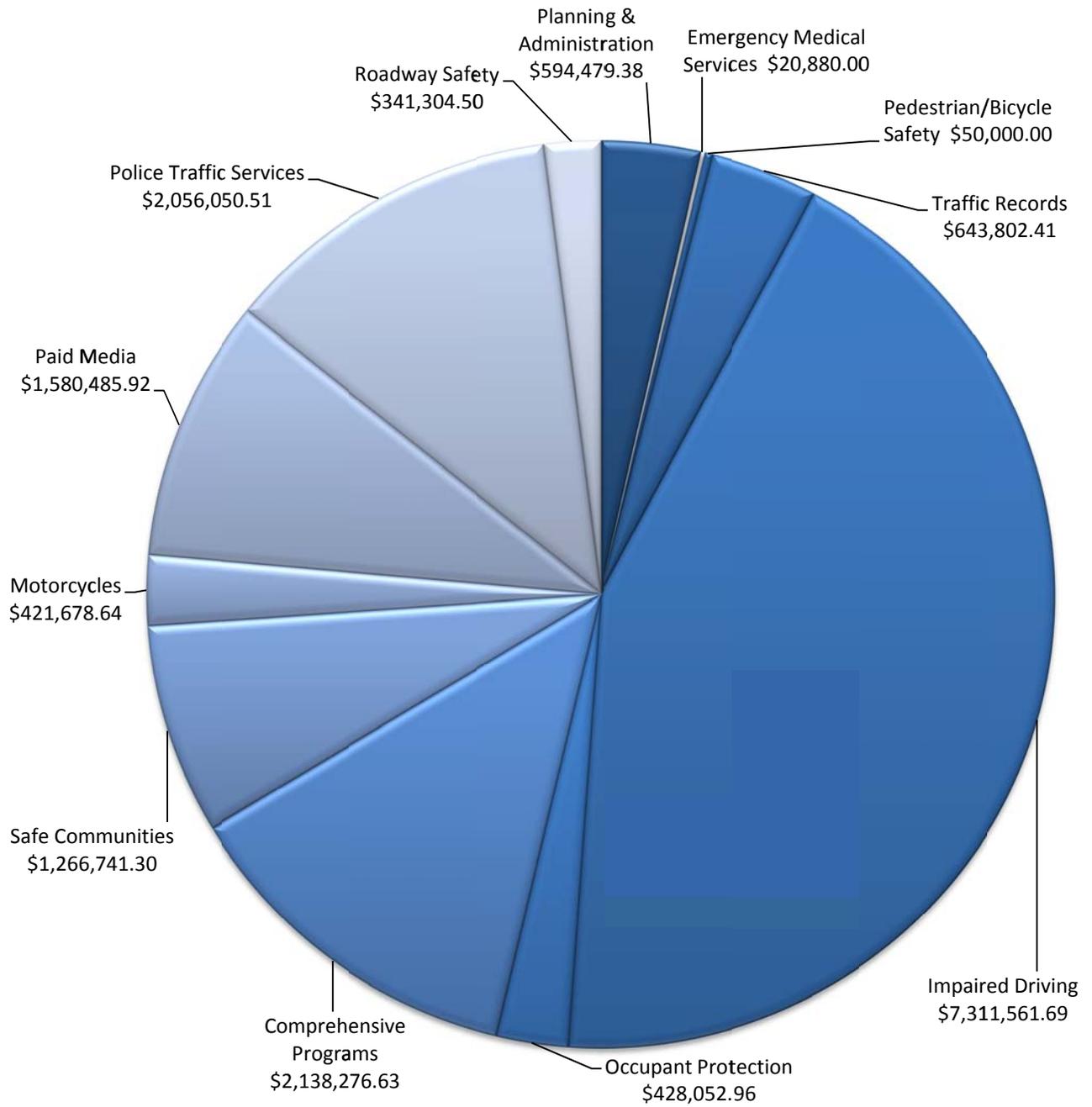
FFY 2011 Financial Summary Table

Federal Fund	Code	Program Descriptions	Federal Obligated	Expended	% Spent	Local Benefit	% Local
402	PA	Administration	\$1,880,291.79	\$ 594,479.38	100%	0.00	0%
402	EM	Emergency Medical	35,000.00	20,880.00	60%	0.00	0%
402	MC	Motorcycle Safety	77,000.00	64,983.05	84%	64,983.05	100%
402	OP	Occupant Protection	548,000.00	428,052.96	78%	401,951.73	94%
402	PS	Pedestrian/Bicycle Safety	50,000.00	50,000.00	100%	50,000.00	100%
402	PT	Police Traffic Services	2,280,000.00	2,056,050.51	90%	1,342,619.77	65%
402	CP	Comprehensive Programs	2,515,000.00	2,138,276.33	85%	1,180,972.59	55%
402	RS	Roadway Safety	350,000.00	341,304.50	98%	341,304.50	100%
402	SA	Safe Communities	1,600,000.00	1,266,741.30	79%	1,266,741.30	79%
402	SC	Speed Control	10,000.00	0.00	0%	0.00	0%
402	PM	Paid Advertising	1,850,000.00	983,913.88	53%	0.00	0%
402	SE	Speed Enforcement	1,964,197.59	0.00	0%	0.00	0%
402 Total			13,159,489.38	7,944,681.91	60%	4,648,572.94	59%
408 Total	K9	Data Program	3,160,851.03	643,802.41	20%	633,411.36	98%
410	K8	Impaired Driving	13,673,017.90	5,261,902.16	38%	2,157,320.39	41%
410	K8PM	Paid Advertising	1,150,000.00	596,572.04	52%	0.00	0%
410 Total		Section 410 Impaired Driving	14,823,017.90	5,858,474.20	40%	2,157,320.39	37%
2010 Total	K6	Motorcycle Safety	705,703.35	356,695.59	51%	25,802.41	7%
164	164AL	Section 164 Alcohol Programs	1,910,442.24	1,514,069.26	79%	1,514,069.26	100%
164	164HE	Section 164 Hazard Elimination	60,606,842.38	23,791,394.24	39%	0.00	0%
164 Total			62,517,284.62	25,305,463.50	40%	1,514,069.26	6%
Total GTS			94,366,346.28	40,109,117.61	43%	8,954,176.36	55%
FHWA							
163	163	163.08	1,586,485.49	535,590.27	34%	243,254.34	45%

Note:

Total GTS Percent Local figured on Total Local Benefit / Total Expended (excluding 164HE)

FFY 2011 Financial Summary Chart



Total Enforcement Activity

Activity	FFY 2008	FFY 2009	FFY 2010	FFY 2011
Overtime Enforcement Hours	272,098	329,295	444,873	378,594
Number of Traffic Stops	312,954	281,147	360,341	412,986
OVI Arrests 21 and Over	5,272	7,851	6,474	6,912
OVI Arrests Under 21	757	428	900	955
Adult Restraint Citations	40,499	41,276	31,683	39,095
Child Restraint Citations	941	1,120	1,466	1,557
Speed Violations	76,831	127,431	128,631	121,636
Driving Under Suspension	13,334	19,130	18,610	17,765
Felony Arrests	2,899	2,753	2,447	3,223
OVI Checkpoints Conducted	217	237	266	429
Vehicles through Checkpoint	119,454	131,168	148,006	182,246
Vehicles Checked	99,291	109,146	117,575	139,430
No Operator License Citations	434	427	433	420
Other Citations Issued	22,486	22,613	50,304	75,157
Vehicles Seized	401	461	419	334
Misdemeanor Arrests	458	595	544	596
Refusals	167	170	157	173

Activity includes Construction Zone Activity.

Legislative Report

Ohio House of Representatives	
H.B. 99:	To prohibit driving a vehicle while writing, sending, or reading a text-based communication on an electronic wireless communications device and to require driver education courses to include instruction in the dangers of texting while driving.
Sponsor:	Damschroder and Garland
Bill Summary:	Prohibits driving a vehicle while using an electronic communications device to write, send, or read a text-based communication. Establishes certain exemptions to the prohibition, including a person using an electronic communications device for emergency purposes and a person driving a public safety vehicle who uses such a device in the course of the person's duties. Provides that for the first six months after the effective date of the bill no ticket, citation, or summons may be issued for a violation of the new prohibition by the bill, only a warning that provides information about the prohibition.
Status:	Passed House of Representatives (88-10) – 06/28/2011 Referred to Senate Highways & Transportation Committee – 09/20/2011 First Hearing (Sponsor Testimony) – 09/28/2011 Second Hearing – 11/16/2011
Link:	http://www.legislature.state.oh.us/BillText129/129_HB_99_PH_Y.pdf http://www.lsc.state.oh.us/analyses129/h0099-ph-129.pdf
H.B. 147:	To require the Registrar of Motor Vehicles to disqualify the holder of a commercial driver's license from operating a commercial motor vehicle upon a municipal OVI conviction and to eliminate the waiver provision for restricted commercial driver's licenses for farm-related service industries.
Sponsor:	Weddington
Bill Summary:	Requires the Registrar of Motor Vehicles to disqualify the holder of a commercial driver's license from operating a commercial motor vehicle if the holder pleads guilty to or is convicted of a municipal OVI offense. Eliminates all references in the CDL law to a "waiver" being issued to the holder of a restricted CDL for farm-related service industries.
Status:	Currently in House Transportation, Public Safety & Homeland Security Committee
Link:	http://www.legislature.state.oh.us/BillText129/129_HB_147_I_Y.pdf

Ohio Senate	
S.B. 19:	To permit a judge to elect to order the Registrar of Motor Vehicles not to suspend the probationary driver's license, restricted license, or temporary instruction permit of certain juvenile repeat traffic violators, and to require the Registrar to establish standards for advanced juvenile driver improvement programs.
Sponsor:	Hughes
Status:	Pass the Senate (33-0) – 12/13/2011
Link:	http://www.legislature.state.oh.us/BillText129/129_SB_19_PS_Y.pdf http://www.lsc.state.oh.us/analyses129/s0019-rs-129.pdf
S.B. 42	To specify that it is an unlawful discriminatory practice that is within the jurisdiction of the Ohio Civil Rights commission for any law enforcement agency or officer in Ohio to engage in racial profiling; to require the Commission to compile data from law enforcement agencies regarding routine or spontaneous investigatory activities of the agencies' officers and analyze the data for significantly significant disparities related to the race, ethnicity, nation origin, or gender of the subjects of the activities; to provide for Commission access to LEADS to obtain the data and require law enforcement agencies to enter the data on LEADS; and to require law enforcement agencies to maintain a policy designed to eliminate racial profiling by the agency and its officers and to cease exiting practices by the agency and its officers that permit or encourage racial profiling.
Sponsor:	Kearney
Status:	Introduced – 02/01/2011 Referred to the Senate Judiciary – Criminal Justice Committee – 02/02/2011 First Hearing (Sponsor Testimony) – 02/16/2011
Link:	http://www.legislature.state.oh.us/BillText129/129_SB_42_I_Y.pdf http://www.lsc.state.oh.us/analyses129/s0042-i-129.pdf
S.B. 154	To prohibit driving a vehicle while using an electronic wireless communication device to write, send, or read a text-based communication and to establish the violation as a secondary traffic offense.
Sponsor:	Smith
Status:	Currently in Senate Highways and Transportation Committee
Link:	http://www.legislature.state.oh.us/BillText129/129_SB_154_I_Y.pdf
S.B. 157	To authorize the use of traffic signs warning of the presence of a child with a disability.
Sponsor:	Patton
Bill Summary:	Upon request, authorizes placement of a warning sign advising of the presence of a deaf or blind child on a state highway or street or highway under the jurisdiction of a local authority.
Status:	Currently in Senate Highways and Transportation Committee
Link:	http://www.legislature.state.oh.us/BillText129/129_SB_157_I_Y.pdf



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