

Slide 1 (Colonel Pride – OSHP)

Slide 2- Ohio Fatality Map

One of the most dangerous activities that each of us engage in daily is driving or riding in a motor vehicle. According to provisional statistics, 1,072 people lost their lives on Ohio's roads last year. Although this is a 9 percent decrease as compared to 2017, there is still much work we can and will do to improve safety in Ohio.

These numbers are not just numbers. These are people; our families, friends and community members. As a state, we must work together to improve safety for everyone.

Slide 3 – Trooper on traffic stop

The four “E’s” of traffic safety form the foundation of Ohio’s approach to roadway safety. The four “E’s” are synergistic; each must perform at an optimal level to be truly successful.

1. **Enforcement** - Enforcement of criminal and traffic laws is a primary duty of any police agency. At the Highway Patrol, we take this duty seriously and enforcement is currently at record levels!

Our goal is simple; stop drivers who are speeding, texting while driving, driving distracted or impaired before they cause a crash that injures or kills someone.

2. **Education** – We are constantly engaged...Every traffic stop is an opportunity to make an impact upon people. I tell our troopers, stop a lot of cars and sell traffic safety. The goal is to change risky driving behavior and improve safety.

The public expects troopers to educate them, and we make that part of our mission.

3. **Engineering** – We all know that properly signed, maintained, lighted, and designed roadways are key to traffic safety. They enhance traffic flow and remove obstacles to safety.

Although the Patrol cannot engineer roadways, we work extensively with the Department of Transportation across Ohio to improve our roads.

Maybe it's a poor sightline at a curve or intersection. Or maybe it's additional signage to warn drivers of dangerous conditions. The point is, law enforcement and roadway engineers partner every day to identify problems and develop solutions.

4. **Emergency care** – “the golden hour” - The sooner patients reach trauma care, particularly if they receive treatment within 60 minutes of being injured, the better the chance of survival and recovery.

Often times, medical helicopters must transport those seriously injured in traffic crashes. Without this lifesaving service, patients cannot be transported to trauma centers to receive lifesaving care.

Slide 4 – Ohio map

Ohio's roadways are critical to travel, national defense, and the movement of commerce across our nation!

Ohio is the heart of it all!...Our slogan is Find it here!... Find it here?... I can't find it if I can't get to it!

Ohio may rank 35th in geographic size, but we have the 8th largest roadway network in the nation!

- This includes the 4th largest interstate network
- And the 2nd largest bridge inventory

Ohio also has the 3rd most freight movement by commercial vehicles of all the states and the 6th largest volume of traffic.

And...Ohio ranks 7th in population, 5th in vehicle miles traveled and 5th in registered vehicles.

Ohio is the cross roads of America...and believe it or not the world. Ohio's economy is ranked 7th among the states and 21st globally. Think about that, Ohio's economy has a higher GDP than 20 countries!

There is a significant amount of commerce and passenger traffic moving in and through our state.

All of the travel and movement of commerce is not possible without a robust highway system.

The overall maintenance of our roadways has a direct correlation to safety, the uninterrupted movement of commerce, our economy, and the quality of life in Ohio.

As the Highway Patrol, we want to see people make it from point A to point B safely, we want to see folks get home safely at the end of the day.

Slide 5 – Crash Scene

Everything we do in law enforcement regarding traffic safety is dependent upon a healthy system of roads and bridges that are in good condition.

There is a tremendous safety risk when traveling on a road surface that is defective.

For instance;

When a vehicle drops off the edge of the roadway and the driver attempts to bring it back onto the surface.....it's important that the berm is solid and in good condition..... Without it, the vehicle's tire could hook the edge of the pavement and cause a serious crash....road maintenance is important!

When a vehicle drifts left of center or crosses over the fog line, it's good that rumble strips alert the driver so a correction can be made, often times preventing crashes and injury.

If I can use a NASCAR example....those racetracks are specifically designed and engineered with a road surface to handle speeds of 200 mile per hour!

- Broad oval turns with high banking

- High tech surfacing materials

- Smooth as possible and blemish free

Those race cars are going to run 200+ mph on that surface.....until for some unknown reason there is a crash.

But as soon as that crash happens...track crews respond to remove the debris and take actions to repair the track surface.

Once there is a crash, the racing surface becomes damaged.

IT CHANGES EVERYTHING for the rest of the race.

It changes the speeds of cars for the rest of the race,

It changes the line and lanes of travel,

It changes the strategy of the drivers.

And, it increases the potential for additional crashes throughout the race.

Slide 6 – Silver/I-35 bridge collapse

The same kinds of changes happen when our roadways and bridges are damaged or defective....it's a game changer, and in the end we're going to have more crashes.

That's more property damage, more injuries and unfortunately more deaths. Travel is slowed and commerce is not moving.

There is absolutely a significant risk when traveling on roadways that are in a state of disrepair.

Remember the Silver Bridge collapse? I know it seems like a long time ago, but on December 15, 1967, while it was full of rush-hour traffic, the bridge collapsed into the Ohio River. The tragedy caused the deaths of 46 people. Two of the victims were never found.

Or, the I-35 bridge collapse in Minnesota?

On August 1, 2007, at the height of the evening rush hour, the bridge fell into the Mississippi River killing 13 people and injuring 145 others.

Thankfully, we have not experienced any recent events of this magnitude. But it is a sober reminder of what can happen.

Slide 7 – Ohio fatality Table

Ohio's roadways have come a long way since 1936 when we began keeping statistics

Our deadliest year was 1969, when 2,778 people were killed that year on Ohio roadways.

What did roads in 1969 look like?

No reflective markers on center lines, no cable barriers, no rumble strips, etc.

Ohio's least tragic year was 2013, when 990 people died on our roads. This marked the first time in Ohio's recorded traffic safety history highway deaths were below 1,000!

The last 8 years have been among the safest years in Ohio's history. We all want this trend to continue, but we sure have work to do!

In 2018, the Highway Patrol responded to more than 38,000 calls for service related to hazardous road conditions.

Approximately 31 percent of all crashes last year listed "road conditions" as a contributing factor.

Approximately 21 percent of our fatal crashes listed "road conditions" as a contributing factor.

Traffic safety is our business and we take this business very seriously!

Our local relationships are critical.

Law enforcement working in collaboration with ODOT managers is key.

We work together to identify and solve problems:

- Locations of pot holes;
- Control of construction zones;
- Work zone safety;
- Traffic control methods and devices;
- Speed limits;
- Signage & message boards;
- Guardrails / cable barriers / jersey barriers / rumble strips / safer crossovers;

And the removal of precipitation....rain, snow, ice, slush.

Slide 8 – Weather videos

Precipitation in any form is not our friend and neither is defective pavement, bridges in disrepair, damaged guardrail or lack of signage.

Traffic congestion, caused by our inability to build additional lanes or re-engineer a portion of roadway, creates traffic hazards, slows our

states and nations economy, and decreases valuable emergency response times.

Slide 9 – OSHP Colonel Pride

DOING THIS WORK AS A PROFESSION FOR THE PAST 30 YEARS, I AM CONFIDENT IN LAW ENFORCEMENTS ABILITY TO CONTINUE POLICING OUR ROADWAYS.

BUT I AM DEEPLY CONCERNED ABOUT OUR ABILITY TO MAINTAIN AND IMPROVE OUR ROADWAYS AND BRIDGES ACROSS OUR STATE.

Thank you