

1986

110484

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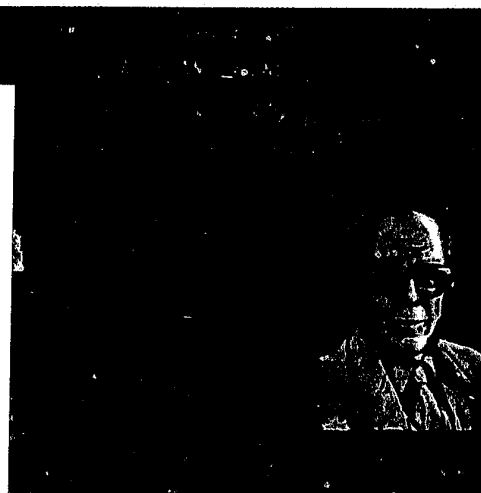
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PERFORMANCE . . .
and the key to its attainment

Annual Report

*"to maintain a physically fit and well trained force
ready to respond to any situation."*

110484



Richard F. Celeste
Governor
State of Ohio



William M. Denihan
Director
Ohio Dept. of Highway Safety

1986 ANNUAL REPORT OHIO STATE HIGHWAY PATROL

About the Cover

Performance is the key to any organization's success and the ability to perform is directly proportional to the physical fitness and well-being of those charged with the agency's responsibilities. The Highway Patrol has assumed a degree of responsibility for monitoring the health of its officers and providing a means for enhancing their physical condition in order to most effectively carry out the division's sixth major goal: To maintain a Physically Fit and Well-Trained Force Ready to Respond to Any Situation. To properly carry out this assumed responsibility a Health and Physical Fitness Center was built at the Academy in 1986. The Center is dedicated to all division officers, past and present, with special recognition to Norris E. Lenahan, M.D., who capably and faithfully fulfilled the medical needs of the Highway Patrol officers for 29 years.

110484

STATE HIGHWAY PATROL

STATE OF OHIO
RICHARD F. CELESTE
Governor

DEPARTMENT OF HIGHWAY SAFETY
WILLIAM M. DENIHAN
Director



COLONEL JACK WALSH
Superintendent

NCJRS

APR 12 1986

ACQUISITIONS

Dear Director Denihan:

To be successful, a law enforcement agency must do more than maintain the status quo . . . it must constantly strive to improve. Historically, the excellence of the Ohio State Highway Patrol has emerged because of in-depth appraisals of what we do and how we do it . . . always in the interest of finding ways to do it better.

Personnel monitor the latest available technology to enhance enforcement operations, improve officer safety, communicate more efficiently, and, ultimately, increase the level of highway safety.

We are always working to perfect our system of attracting the finest young people, the country's most valuable talent, to assume the division's goal of safeguarding Ohio's highways as their own.

One of the division's major objectives is to increase the effectiveness of uniform personnel by freeing more and more of their time to work the road exclusively. Providing behind-the-scenes personnel and technology to accomplish tasks formerly done by uniform officers has allowed these officers to become more visible, more productive, and more valuable in the fight to maintain highway safety.

We have designed programs to keep our force in good physical and mental condition, ready to solve problems, reach objectives, and plan for the future. Building the Health and Physical Fitness Center at the Academy was a milestone in providing health maintenance and monitoring facilities to division employees.

Keenly aware of the importance and strength of an informed and knowledgeable motoring public, the Highway Patrol devotes time and resources to informing and educating highway users. When the public perceives a safety problem, it often tries to bring about a solution. A prime example is the rapidly growing public reaction to drunk drivers. Largely through grass roots actions, public and private groups have acted to help solve this major societal problem through stricter legislation calling for swift, sure punishment of violators, and a greater acceptance of responsibility on the part of individual drivers.

The following report on 1986 activities and accomplishments will provide an overview of division operations for 1986. We think you will agree it was a productive period in the 54-year history of Ohio State Highway Patrol.

Very truly yours,

Colonel Jack Walsh
Superintendent

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Taking Stock of 1986



Colonel Jack Walsh
Superintendent

1986 was a year of hard work which saw the achievement of goals and objectives only dreamed of in past years, the development and implementation of programs designed to solve current problems, and the planning of innovative highway safety programs for the future.

Long-term Goals Achieved

- Since reaffirming the division's goals and rededicating troopers' efforts to reduce rural traffic deaths in 1979, much progress has been made. In the eight years from 1979 through 1986 rural fatalities have decreased by 24.5 percent. This reduction translated into approximately 2,350 lives saved, a figure comparable to the entire population of Bridgeport, Ohio.
- A two-month information and education period conducted by the Highway Patrol effectively prepared Ohio's drivers for the Safety Belt Mandatory Use Law (MUL) which went into effect May 6, 1986. Over 60,000 written warnings were issued to violators; 227 "Saved by the Belt" Awards were presented to traffic crash survivors; and over 40,000 citations were issued for non-use of safety belts during the last six months of 1986.
- The 55 MPH speed limit continued to save lives. Ohio has recorded an average of 400 fewer traffic deaths per year since the law went into effect in 1974.
- The Aviation section completed 10 years and over 80,000 flight hours without a reportable accident involving fixed wing aircraft or helicopters.
- Ohio's mandatory collective bargaining statute passed the legislature and was signed into law in July 1983. On April 28, 1986, after eight months of negotiations, a contract was signed between the State of Ohio and the Fraternal Order of Police/Ohio Labor Council (representatives for bargaining unit #1 — troopers, dispatchers, and radio communications personnel).
- The division realized a cost benefit of approximately \$1.7 million last year through use of the Non-Resident Violator Compact (NRVC), an agreement among 38 states and Washington, D.C., which allows out-of-state drivers to be cited without bond. If they choose not to pay the fine or return for their court date, administrative action is taken against them by the bureau of motor vehicles in their own state. The compact helps reduce the number of hours devoted to bond postings and, thereby increases the number of patrol hours. While the turnpike was the principal beneficiary of the NRVC because of its high percentage of out-of-state vehicles, troopers of the St. Clairsville post were able to utilize the new provision in the law more than any post in the state.

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- The division's pattern of decentralized public information efforts has created a successful environment for educating the public in traffic safety. Many post commanders write highway safety columns which appear on a regular basis in their local newspapers, and radio and television interviews with post personnel are frequent occurrences throughout Ohio.
 - The division participated in Buckeye Boys' and Girls' State and hosted Boys' and Girls' Junior Cadet Weeks at the Academy. Nearly 50 young men and women took the opportunity to spend a week at the Academy viewing cadet training first hand.

1986 Accomplishments

- The 241-mile Ohio Turnpike experienced its lowest fatal accident ratio per 100,000 miles traveled in its 31-year history, despite all-time highs in traffic volume. By directing enforcement efforts toward serious accident-causing violations and suspending construction during the two highest traffic months, this enviable safety record was accomplished.
- A program to test the effectiveness of a Highway Emergency Hotline was instituted in the Columbus-Dayton-Cincinnati area. The toll-free 1-800-525-5555 was made available to motorists in these areas to report highway problems and emergencies. Mobile phone users are not billed for using this number.
- The Integrated Traffic Records System (ITRS) was implemented to permit post commanders to be immediately aware of accident site problem areas and assign officers, in a timely manner, to these high accident frequency locations. A programmer/analyst was hired to oversee the use of the ITRS, conduct in-depth analyses of both state and local traffic problems, and provide management with data and information reports needed to develop new programs and improve existing policies and procedures.
- The Health and Fitness Center was built at the Academy to develop fitness levels of Highway Patrol cadets and provide veteran employees the opportunity to improve their health and fitness by taking advantage of equipment and specialized personnel.
- The division hosted the 20th Annual Workshop of the International Association of Chiefs of Police State and Provincial Police Planning Officers Section in July 1986. Planning officers from 34 different state police and patrol agencies and Canada met in Columbus for the five-day conference.

- Trooper Susan M. Clayman earned the prestigious J. Stannard Baker Law Enforcement Traffic Safety Award for developing and implementing a program to promote the use of safety belts among children and their families. The J. Stannard Baker Award is sponsored annually by the National Highway Traffic Safety Administration and the Northwestern University Traffic Institute.



Colonel Jack Walsh (third from right) accepts the Best Dressed State Police Department award from Bernard J. Lepper, executive director of the National Association of Uniform Manufacturers and Distributors. Also present, left to right: James R. Cobb of Fechhelmer Brothers Company (the Patrol's uniform supplier), Tpr. K. Grambsch, Tpr. C.L. Mathess, Tpr. P.L. Watts, and Director William M. Denihan, Ohio Department of Highway Safety.

- The Highway Patrol tied with Rhode Island State Police for first place in the state agency division of the 1986 Best Dressed Police Department Competition sponsored annually by the National Association of Uniform Manufacturers and Distributors.
- A "Police Fleeer Safety Workshop" was hosted by the division in September. The workshop was sponsored by the International Association of Chiefs of Police and the National Highway Traffic Safety Administration and provided a forum for law enforcement officials to learn more about the use of air bags and safety belts in police fleets.
- A new drivers license examination facility was opened in Centerville to better serve the growing population in Montgomery and surrounding counties.

Future Plans

- The "Operation CIN" program (Confiscating Illegal Narcotics) was developed to cope with an increased flow of drug traffic through Ohio as well as the nation. By the middle of 1987 all uniform officers will be trained in drug interdiction techniques, thereby signaling the beginning of increased drug-related apprehensions and confiscation of illegal narcotics.
- Based on positive experience in southwestern Ohio, the Highway Emergency Hotline (1-800-525-5555) will be enlarged to include additional areas of Ohio. With the cooperation of local mobile phone service providers, the northeast quadrant of the state will implement the toll-free emergency number in mid-1987.
- The division will soon begin the process of accreditation, a method by which an agency is judged by an independent commission to determine that agency's level of professional excellence. This professional excellence is determined by the agency's compliance with nearly 1,000 standards.
- The Highway Patrol is developing a program in cooperation with Ohio University which will result in college credit being awarded to individuals who complete 20 weeks of cadet training at the Academy.
- At the direction of the Ohio Department of Highway Safety, the Highway Patrol will conduct research and help develop a Classified Drivers License (for commercial drivers) in compliance with the Commercial Motor Vehicle Safety Act of 1986.
- Ohio will join with three other states in a pilot program with the National Highway Traffic Safety Administration which will provide a means for an immediate check of driving records of all who apply for driver licenses. The "Problem Driver Pointer System" will provide protection against licensing potentially unsafe or ineligible drivers.

Administration



Lt. Colonel Richard G. Grumney
Assistant Superintendent

A MESSAGE FROM THE ASSISTANT SUPERINTENDENT:

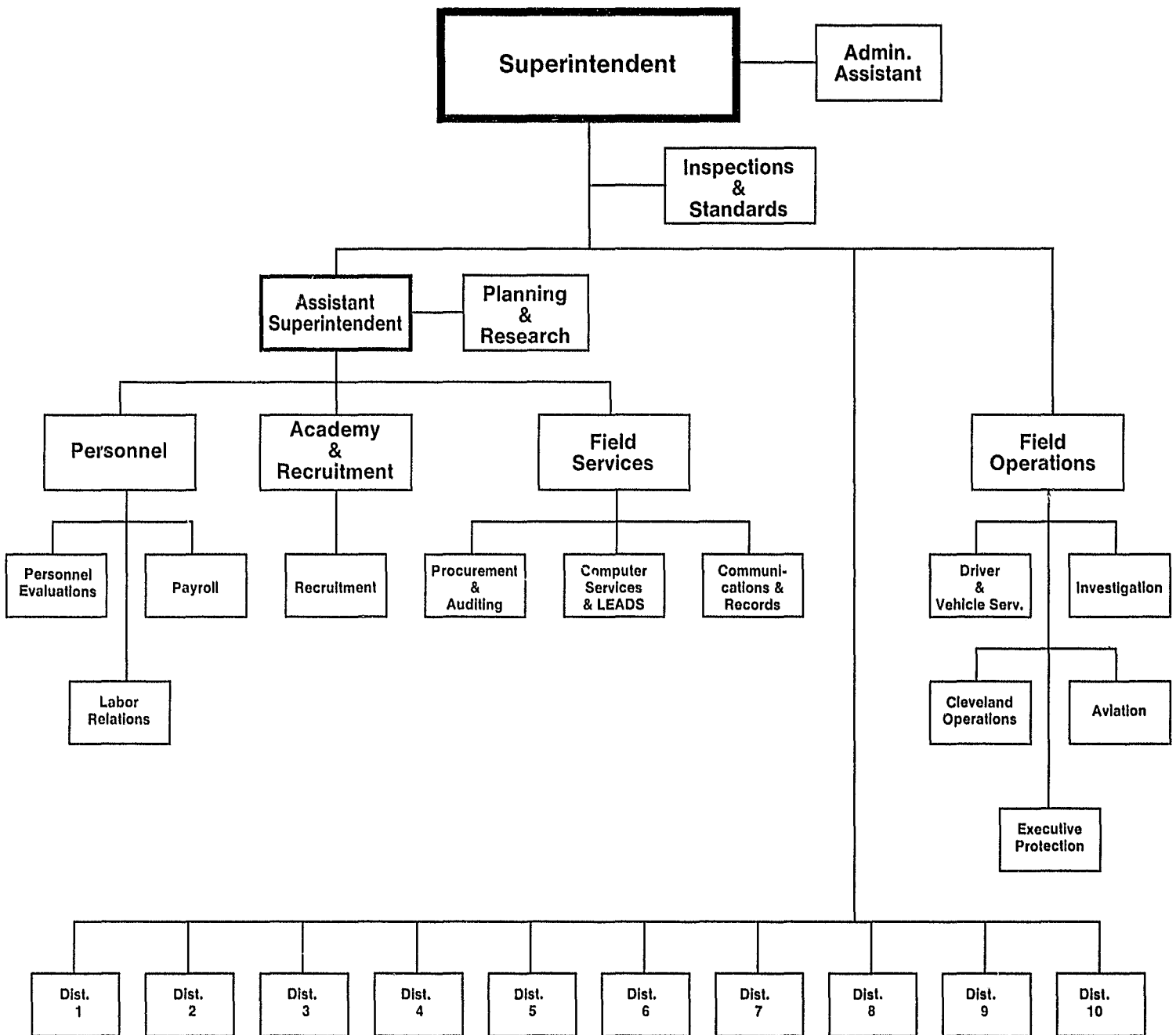
Throughout 1986 as Chief of Staff, I have had opportunities to work with troopers and management personnel from general headquarters, the district and post levels to devise new programs and improve existing ones for the betterment of the Ohio State Highway Patrol.

As a team we have solved many problems and achieved many objectives. We leave 1986 with a deep sense of pride in our accomplishments and look forward to 1987 with even greater expectations.



Lt. R.D. Myers
Administrative Assistant

Table of Organization



Traffic Services

OHIO STATE HIGHWAY PATROL ACTIVITY SUMMARY 1980 - 1986

	1980	1981	1982	1983	1984	1985	1986	% Change 1985-1986
ACCIDENTS								
Accidents Investigated	85,555	84,609	79,149	77,354	85,207	88,373	87,609	- .9
Aircraft Accidents Investigated	85	99	83	78	79	104	78	-25.0
ENFORCEMENT								
DUI Arrests	43,106	45,577	48,938	42,658	44,851	39,326	35,605	- 9.5
Total Arrests	616,089	612,859	566,186	605,402	631,906	681,172	744,203	+ 9.3
Speed Arrests	403,525	418,060	368,040	384,960	395,985	472,104	490,697	+ 3.9
Aircraft Flight Hours	9,289	9,836	9,878	9,657	9,068	10,167	9,215	- 9.4
Registration Fees	\$521,745	\$928,508	\$880,928	\$795,476	\$906,793	\$715,271	\$772,745	+ 8.0
Scale Arrests	19,165	22,834	28,083	27,018	32,716	29,249	35,516	+21.4
Trucks Weighed	4,304,042	5,345,590	7,391,673	7,608,793	7,806,084	6,341,646	7,321,334	+15.4
Case Investigations	6,934	7,142	6,818	6,207	6,514	6,578	7,182	+ 9.2
Equipment Defect Notifications	546,229	528,373	536,062	548,022	524,589	486,314	513,466	+ 5.6
Friendly Warnings	138,744	289,431	332,991	427,361	436,826	408,474	500,754	+22.6
PUBLIC SERVICE CONTACTS								
Assistance to Motorists	435,317	434,318	427,879	549,659	543,756	580,177	540,349	- 6.9
Motor Vehicles Inspected	844,686	768,598	828,236	693,563	622,769	555,230	510,196	- 8.1
Recovered Property School & Church Bus Inspections	\$38,994,972	\$50,013,850	\$48,417,585	\$57,775,583	\$73,408,431	\$71,809,120	\$64,189,940	-10.6
Driver License Pre-Exams	32,323	36,635	36,032	37,236	38,056	37,394	38,915	+ 4.1
Driver License Road Tests	574,198	562,814	551,691	561,501	540,477	550,726	591,928	+ 7.5
Motorcycle Tests	658,550	677,138	570,307	582,721	543,503	551,976	600,469	+ 8.8
Telephone Calls Service/Information	35,770	31,319	30,551	29,746	26,929	24,990	20,863	-16.5
Persons on Post	3,206,490	2,303,327	2,265,315	2,136,478	2,225,113	2,362,557	1,912,941	-19.0
Citizens Band Radio Contacts	386,616	350,065	358,065	344,041	314,335	326,839	285,557	-12.6
	72,632	63,095	62,160	55,431	69,734	83,974	83,705	- 0.3

HIGHWAY PATROL ACTIVITY SUMMARY BY COUNTY — 1986

County	Assists To Motorists	School Bus Inspections	Calls for Service	Persons on Post for Service	Drivers License Tests	Recovered Property	Motor Vehicles Inspected	Cases	Arrests	Accidents	Rural Traffic Deaths 1985	Rural Traffic Deaths 1986
Adams	1,073	216	*	-	2,543	\$ 131,892	758	21	2,440	504	4	6
Allen	8,823	408	45,353	5,030	15,642	1,053,822	9,055	124	13,275	1,198	12	7
Ashland	6,523	182	31,441	9,184	4,555	840,520	20,159	127	13,770	1,263	14	9
Ashtabula	6,803	418	20,885	3,824	11,411	1,328,439	9,374	81	12,301	1,401	24	16
Athens	4,480	260	21,320	5,130	7,788	562,554	6,829	61	7,880	1,009	6	6
Auglaize	4,067	162	23,860	3,629	2,758	625,130	8,213	56	6,401	530	7	12
Belmont	8,411	270	52,687	7,635	9,582	643,918	5,713	56	15,251	1,405	4	10
Brown	3,534	220	35,598	5,224	2,495	434,170	2,495	70	8,030	1,034	11	11
Butler	10,791	868	56,187	2,724	20,259	1,360,493	5,641	156	11,910	811	35	33
Carroll	1,178	112	*	-	1,887	63,555	1,209	8	832	154	6	3
Champaign	1,444	182	*	-	2,798	325,730	1,063	30	2,812	736	8	9
Clark	4,308	444	43,962	4,929	17,268	971,998	3,171	90	8,391	2,210	12	11
Clermont	13,468	602	122,989	8,761	21,764	1,012,043	6,892	124	14,513	3,581	23	31
Clinton	7,502	182	23,302	5,219	3,680	788,530	11,968	50	9,441	790	6	4
Columbiana	5,807	384	43,715	5,253	15,333	853,820	4,177	88	10,406	1,700	19	17
Coshocton	340	166	*	-	3,125	29,584	386	4	527	74	9	10
Crawford	4,712	158	18,327	3,255	6,819	1,143,278	4,547	32	7,614	491	4	11
Cuyahoga	3,068	3,042	63,914	1,192	167,023	305,653	951	37	3,072	208	0	1
Darke	2,328	250	*	-	7,934	218,572	3,707	17	3,112	464	7	14
Defiance	3,443	192	2,188	14,099	8,475	491,281	1,751	32	6,197	807	3	8
Delaware	8,995	200	6,540	27,350	12,002	2,334,802	9,309	219	10,707	1,384	19	22
Erie	10,440	242	5,087	26,840	8,115	18,900,081	8,541	57	16,053	1,374	14	14
Fairfield	2,988	444	6,396	23,766	7,939	277,137	10,010	68	5,471	499	9	10
Fayette	1,242	116	*	-	2,995	86,540	841	20	2,146	51	7	6
Franklin	16,190	2,780	9,324	59,275	115,964	588,416	9,504	355	17,925	918	20	27
Fulton	2,247	220	*	-	3,377	312,754	2,154	35	13,262	550	6	9
Gallia	2,971	214	5,130	21,889	3,431	284,733	2,718	70	4,981	849	5	8
Geauga	2,319	370	9,424	33,661	5,866	314,658	2,167	46	4,204	1,433	15	19
Greene	6,194	576	3,712	38,486	15,583	431,664	4,197	98	10,702	1,606	12	26
Guernsey	9,904	170	4,053	24,523	4,208	435,900	17,638	79	12,852	1,143	7	6
Hamilton	3,417	2,310	*	-	106,808	338,198	1,988	40	4,141	97	22	24
Hancock	7,586	254	5,115	27,714	11,013	494,023	16,334	64	9,362	485	12	25
Hardin	4,417	170	*	-	1,744	287,659	9,511	38	5,451	283	7	4
Harrison	848	96	*	-	784	125,967	917	10	1,386	310	3	5
Henry	389	170	*	-	1,621	55,467	490	4	700	91	16	7
Highland	1,211	200	*	-	2,276	127,300	1,932	8	1,524	334	9	7
Hocking	1,875	78	*	-	2,035	235,395	2,858	26	3,297	386	4	7
Holmes	1,034	130	*	-	358	129,576	429	13	1,641	256	7	6
Huron	6,697	240	15,283	3,720	8,089	834,167	3,447	25	7,870	885	8	7
Jackson	3,392	154	21,853	4,034	3,294	404,604	7,039	34	7,141	760	8	6
Jefferson	4,085	300	13,336	5,106	9,182	606,398	4,412	47	6,670	946	4	3
Knox	2,236	182	*	-	6,050	132,012	999	17	3,600	364	10	11
Lake	3,463	694	*	-	14,567	470,025	3,237	69	6,280	244	21	10
Lawrence	4,735	286	20,252	3,303	7,385	373,885	3,685	60	7,719	1,001	8	5
Licking	9,566	444	25,922	2,926	12,025	203,408	6,263	80	9,486	2,044	22	17
Logan	3,297	144	19,231	4,348	4,904	966,740	4,137	38	6,820	1,188	10	7
Lorain	5,081	644	31,427	11,335	32,825	1,217,595	2,429	98	17,179	2,380	11	18
Lucas	6,960	1,038	89,722	7,148	56,203	969,024	5,427	109	14,313	1,386	24	13
Madison	10,426	178	20,873	4,062	1,951	1,113,345	6,342	311	16,525	762	5	8

County	Assists To Motorists	School Bus Inspections	Calls for Service	Persons on Post for Service	Drivers License Tests	Recovered Property	Motor Vehicles Inspected	Cases	Arrests	Accidents	Rural Traffic Deaths 1985	Rural Traffic Deaths 1986
Mahoning	8,094	828	40,116	8,294	31,762	\$1,529,449	3,931	90	21,621	2,341	23	28
Marion	5,032	228	27,007	4,439	9,464	626,907	3,518	104	9,354	1,059	7	17
Medina	10,807	498	33,647	9,041	15,337	2,095,287	24,087	136	16,055	2,273	17	15
Meigs	1,082	116	*	-	1,808	103,716	990	25	1,814	372	4	3
Mercer	1,010	210	*	-	4,956	155,307	2,041	14	1,590	128	11	7
Miami	6,792	352	35,331	5,383	10,786	879,068	8,411	104	9,180	1,545	18	15
Monroe	957	164	*	-	1,243	38,093	1,541	7	1,123	103	7	8
Montgomery	10,264	1,578	41,009	7,839	63,143	2,891,481	12,308	361	17,119	1,310	31	40
Morgan	29	82	*	-	1,097	2,518	33	1	45	21	2	0
Morrow	8,164	150	37,746	2,096	1,321	481,998	3,646	64	13,152	877	2	7
Muskingum	6,866	400	19,293	3,481	9,576	597,351	7,797	74	10,654	1,226	15	14
Noble	1,163	94	*	-	1,118	46,290	1,873	8	1,365	184	2	3
Ottawa	1,533	162	*	-	1,839	277,443	1,254	8	1,383	191	14	11
Paulding	2,417	134	*	-	1,690	248,635	2,615	10	3,210	245	7	5
Perry	1,033	208	*	-	1,593	54,303	1,818	10	1,461	390	4	11
Pickaway	9,783	232	16,639	2,863	3,869	1,833,956	2,165	191	7,520	464	12	16
Pike	1,378	168	*	-	1,919	227,474	1,859	41	3,041	656	8	4
Portage	10,725	554	32,099	11,919	15,674	885,701	6,744	121	21,644	2,489	26	23
Preble	6,200	222	2,574	4,572	6,116	582,058	9,871	45	8,287	620	8	3
Putnam	1,469	208	*	-	1,799	175,488	1,511	21	2,211	199	10	5
Richland	11,048	370	52,810	3,014	15,819	1,176,525	9,790	249	16,499	2,350	21	11
Ross	9,407	318	16,594	3,599	7,917	322,841	18,403	86	10,093	666	15	11
Sandusky	7,655	222	27,056	6,383	9,798	375,011	7,833	39	17,855	1,272	11	12
Scioto	3,671	360	28,719	4,338	8,677	605,765	4,952	108	8,099	1,450	5	13
Seneca	3,423	140	*	-	4,509	167,696	3,503	18	3,438	758	17	15
Shelby	2,869	186	*	-	3,828	371,384	3,554	44	3,878	228	6	10
Stark	11,501	1,110	71,176	5,751	38,376	1,566,169	14,597	197	19,841	4,588	39	36
Summit	8,974	892	60,193	3,597	59,203	1,034,876	3,946	187	19,764	1,941	26	21
Trumbull	7,178	818	42,941	3,471	22,191	3,246,236	7,972	95	18,345	2,465	21	23
Tuscarawas	12,206	306	21,594	4,254	9,849	658,656	12,531	80	8,619	1,494	9	10
Union	2,356	120	*	-	1,738	379,732	2,111	52	2,743	610	6	10
Van Wert	5,279	116	17,854	6,045	3,134	543,195	5,714	21	7,015	196	5	3
Vinton	680	76	*	-	1,149	81,115	1,411	7	1,432	264	3	2
Warren	12,596	394	20,461	3,353	16,058	1,052,222	2,937	137	12,005	2,444	18	20
Washington	5,379	238	19,938	3,879	6,777	329,822	14,558	95	9,344	1,131	3	11
Wayne	7,801	392	19,307	4,883	11,650	977,913	3,238	102	12,385	1,934	25	26
Williams	3,110	204	*	-	2,925	443,737	3,919	29	7,561	843	11	9
Wood	9,940	390	32,820	1,252	9,781	1,312,354	7,767	95	13,204	1,303	29	26
Wyandot	2,489	118	*	-	1,382	310,177	1,740	51	4,628	433	2	4
† Statewide Rural Fatality Subtotals											1,039	1,074

OHIO TURNPIKE PATROL — 1986

Swanton	19,662	-	1,465	469	-	3,213,109	6,371	291	19,614	482	6	0
Castalia	27,067	-	3,049	263	-	1,395,030	5,757	281	23,336	816	10	5
Hiram	24,741	-	2,314	222	-	2,242,832	9,190	242	21,984	632	3	3
‡ Turnpike Fatality Totals											19	8
Statewide Fatality Totals											1,058	1,082

* Calls are routed to the nearest patrol installation

† Not including turnpike deaths

‡ Includes rural and urban traffic deaths

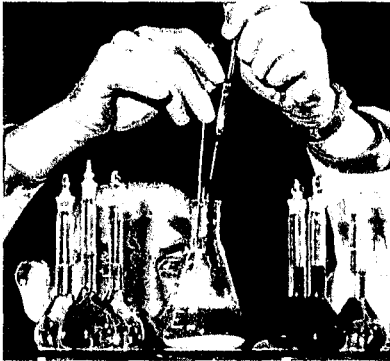
Field Operations



Major Raymond L. Yingling



Lt. J.R. Hedlesten pilots one of the division's two Bell Jet Ranger helicopters.



Top:
Captain Dennis C. Bueno
Operations Executive Officer

Center:
Sgt. J.R. Allard analyzes evidence.

Bottom:
Tpr. S.L. Rohner uses portable scales to weigh a commercial vehicle.

All Highway Patrol matters pertaining to line operations fall within the jurisdiction of the Field Operations command. These include:

- Enforcement policies and procedures
- Accident investigations
- Traffic control
- Criminal investigations and activities of the Crime Lab
- Emergencies within the Highway Patrol's jurisdiction
- Aviation activities
- Driver licensing, school bus inspection, school bus licensing, church bus inspection, driver training, and motor vehicle inspection
- Legislation
- Inspection of district and post safety operations

Enforcement policies and procedures, to be effective, must take into consideration the current problem areas in traffic safety, the adequacy or inadequacy of legislation designed to deal with these problems, and a solution which maximizes the ability of the road trooper to prevent accidents on our highways. It is the task of operations personnel to develop these policies and procedures.

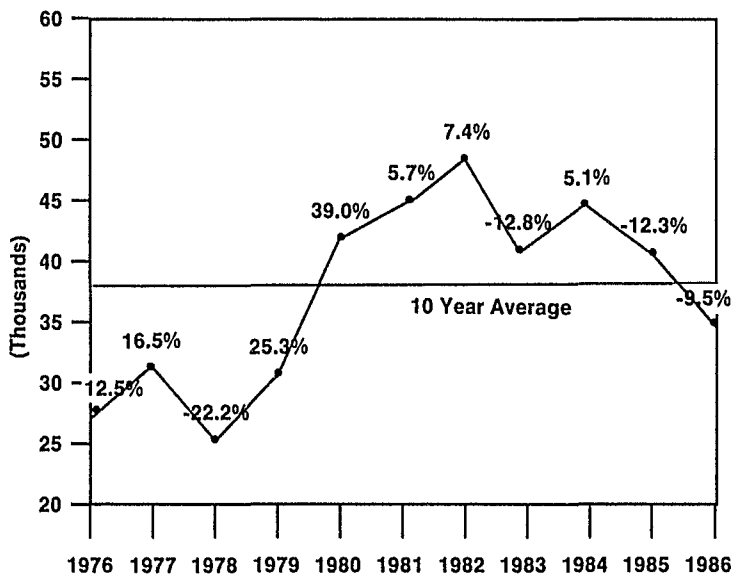
In 1986 the division was more involved than ever with multi-state and multi-agency programs in the continuing effort to make Ohio a safer state in which to travel and live. On a national level, the Highway Patrol participated in Operation CARE (Combined Accident Reduction Effort) and "D" Day on Traffic Ways which is a 13-hour concentrated DUI enforcement effort by all 50 CARE states to remove the drunk or drugged driver from our nation's highways. D-Day introduces National Drunk and Drugged Driver Awareness Week which is a time set aside to remember victims of DUI and focus on the problems caused by the drunk or drugged driver.

On a state level the division participated with other agencies within Ohio on such projects as Operation SEE (Speed Enforcement Effort) on IS 71 between Columbus and Cleveland, and a program devised to cope with increased commercial traffic on IS 275 around Cincinnati due to Kentucky's ban on through northbound truck traffic on IS 75 from Kentucky to Ohio.

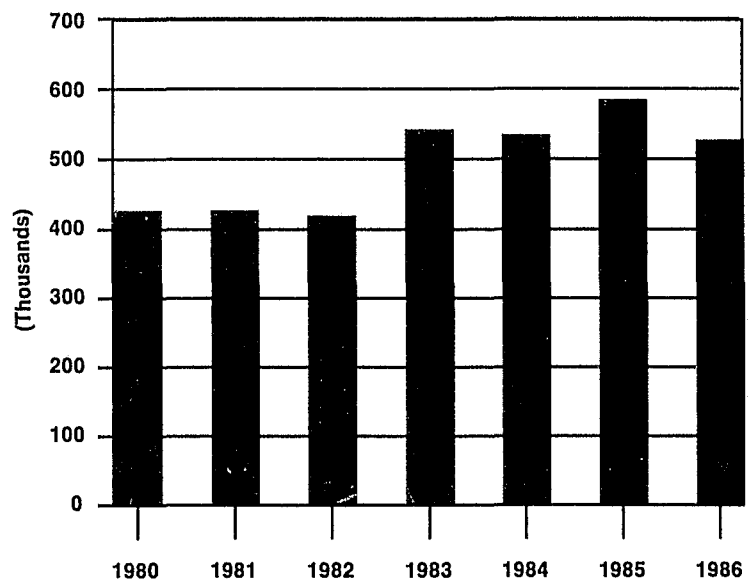
In 1986 the Highway Patrol, in conjunction with the Ohio Department of Transportation, opened an in-pavement Weigh-in-Motion (W.I.M.) device for screening commercial vehicles at a permanent static scale weigh site on IS 80 in northeastern Ohio. The W.I.M. screens for possible weight, height, and dimension violations and directs the potential illegal vehicles to the static scale for closer examination. This system provides a faster, more efficient system to monitor commercial vehicles for violation information.

The Aviation section initiated a new program in which pilots worked with officers of selected county sheriff's departments on airspeed checks. The first attempt at multi-agency speed enforcement was very successful.

TOTAL DUI ARRESTS
(Including Yearly Percent of Change)

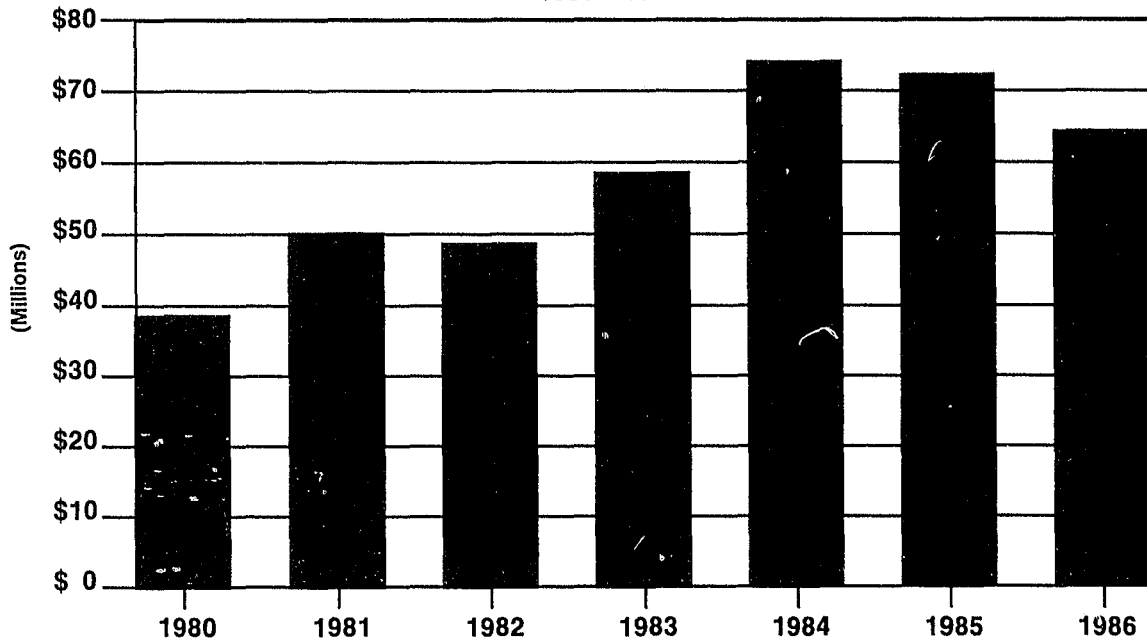


ASSISTANCE RENDERED
1980 - 1986



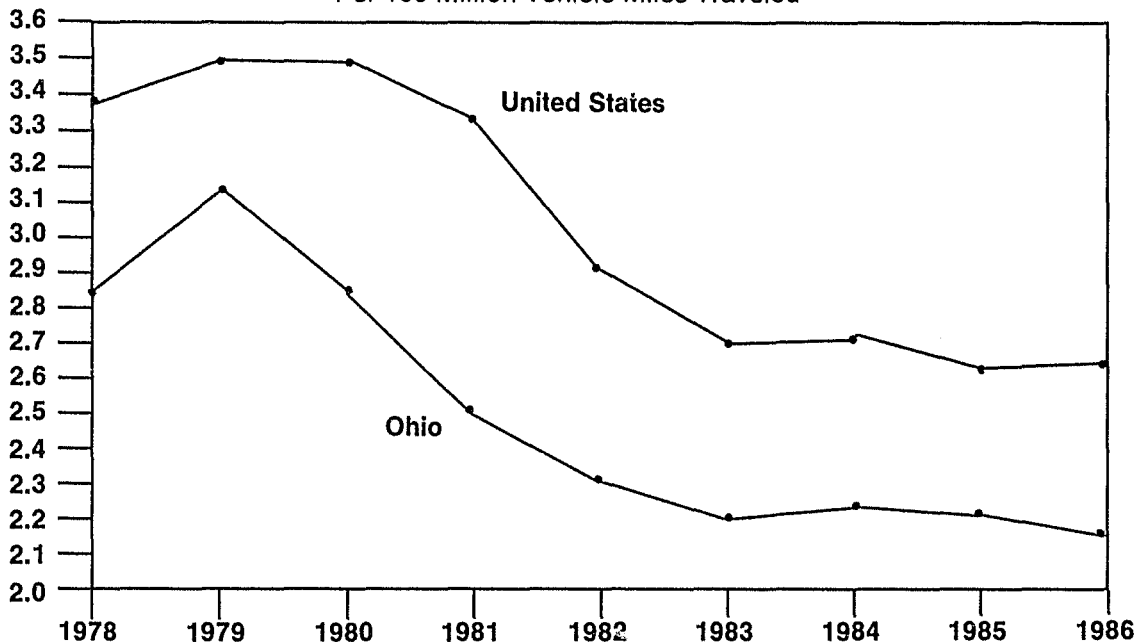
RECOVERED PROPERTY VALUE

1980 - 1986

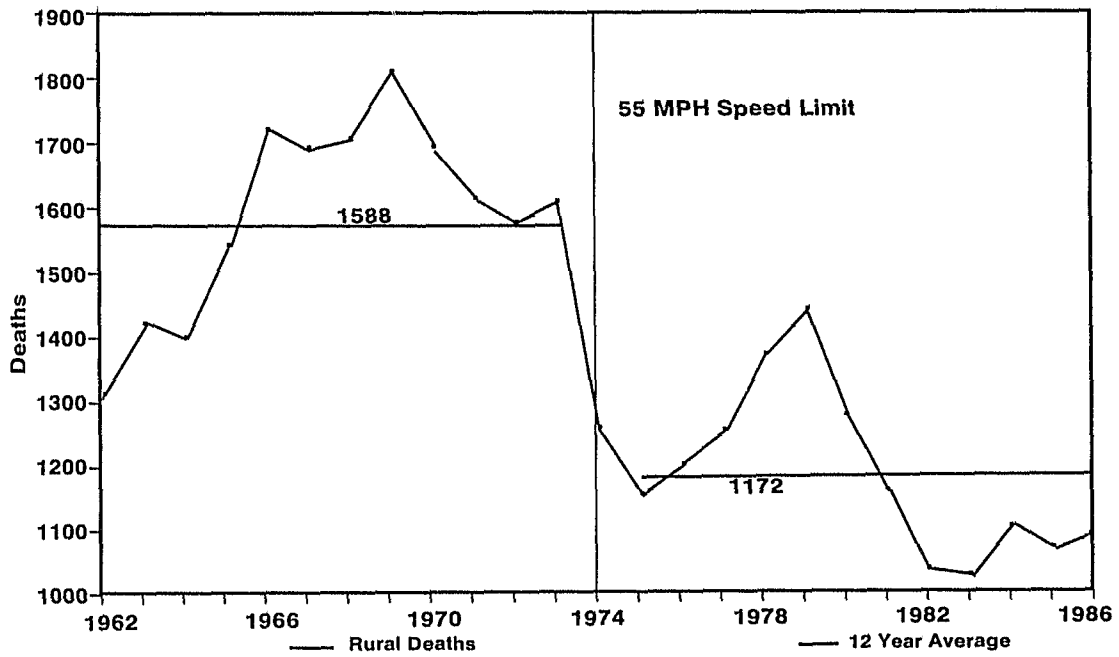


MOTOR VEHICLE DEATH RATES

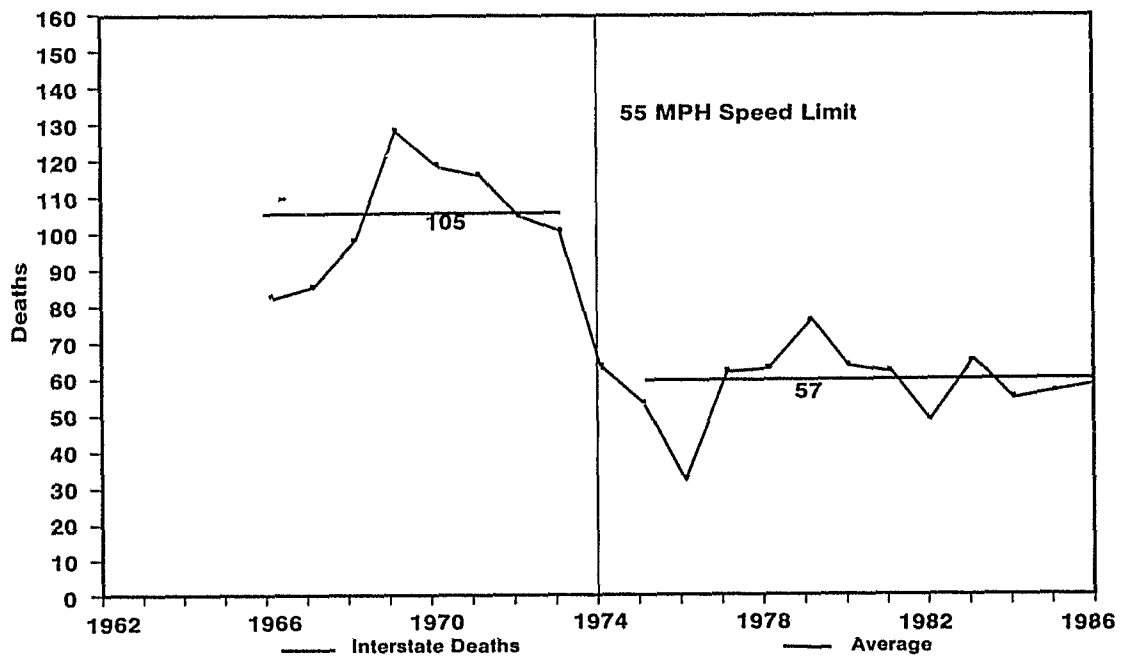
Per 100 Million Vehicle Miles Traveled



OHIO RURAL TRAFFIC DEATHS



OHIO RURAL INTERSTATE TRAFFIC DEATHS



Investigation



Captain Richard F. Wilcox

Investigation officers conduct criminal investigations which fall under the jurisdiction of the Highway Patrol. Responsibilities assigned to this section include:

- Operation of the Crime Laboratory which includes the scientific analysis of evidence for Highway Patrol-generated investigations as well as other law enforcement agencies. In 1986 the Crime Lab acquired new analytical equipment to increase drug and alcohol testing capabilities. Analysis time will be considerably shortened with the use of this new equipment.
- Background investigations of prospective employees — a total of 534 in 1986.
- Criminal investigations for 47 other state agencies — nearly 2,000 cases requiring over 26,000 investigator manhours.
- Polygraph examinations for the Highway Patrol and other law enforcement agencies — 202 exams administered in 1986.
- Forensic hypnosis examinations — three conducted last year.
- Auto larceny investigations — 720 arrests in 1986.

1986 Investigation Activities

Cases Assigned	8,904
Criminal Cases	8,306
Other Investigations	598
Salvage Title Inspections	14,529

1986 Crime Lab Statistics

Total Lab Requests	4,809
DUI Blood/Urine Tests	3,506
Drug Examinations	837
Trace Evidence Analyses	466
Court Testimony Hours	653
Hours of Crime Scene Search	134

Left:
Sgt. A.R. Reitz administers a polygraph examination.



Right:
Tpr. R.G. Corbin completes a salvage title inspection.



Driver and Vehicle Services



Lieutenant Larry A. Davis

Members of the Driver and Vehicle Services section administer commercial driver training school and instructor licensing, the testing of drivers license applicants, the motor vehicle inspection program, and the school and church bus inspection program throughout the state. The section maintains a close liaison with the Bureau of Motor Vehicles and the State Department of Education to accomplish these tasks.

In response to a rapidly growing population in southern Montgomery County, a new drivers license examination station was opened in Centerville in February 1986. Since then, nearly 16,000 perspective drivers have been tested there.

The written test required for school bus drivers (in addition to a chauffeur's license) was completely revised, as was the drivers license exam manual, which was rewritten to reflect changes in Ohio law and testing procedures. Drivers license exam supervisors attended a two-day seminar at the Patrol Academy to review the changes in the drivers license manual.

Highway Patrol personnel administered over a million drivers license examinations. The following is a three-year comparison in various license categories:

	1984	1985	1986
Pre-license exams	540,477	550,726	591,928
Road tests	543,503	551,976	600,469
Motorcycle tests	20,763	24,990	20,863
Motorized bicycle tests	*	3,608	3,404
Total drivers exams	1,104,743	1,132,614	1,216,664

* Motorized bicycle testing began in 1985.

The division's 27 random motor vehicle inspection teams checked 510,196 vehicles in 1986, eight percent fewer than the previous year. The drop in number of random inspections reflects the additional responsibilities delegated to the inspection teams in recent years. Teams which formerly did only on-highway random inspections now do yearly and spot inspections of all school buses in their area, church bus inspections, and salvage and self-assembled blue title inspections. In 1986, a total of 25,717 school bus inspections, 3,198 church bus inspections, and 14,529 blue title inspections were conducted. All of these specialty inspections tend to reduce the amount of time left for on-highway team inspection duties.

Vehicles inspected randomly experienced a 32 percent defective rate, a percentage which has become fairly standard over time.

Section employees processed and issued licenses to 394 commercial driver training schools and 1,542 commercial instructors. Each school and instructor must have an up-to-date license in order to operate and every school is inspected annually for compliance to administrative rules. After investigating several commercial schools suspected of rules violations, the Highway Patrol, through the Ohio Department of Highway Safety, initiated charges against these schools to suspend their licenses.

Since the administrative rules for commercial driving schools have not been updated since 1980 and many changes have occurred in the areas of mandatory safety belt use, driving under the influence laws, and other legislation, members of Driver and Vehicle Services and the Ohio Department of Highway Safety are revising the rules through a joint committee.

Ohio was chosen, along with four other states, to participate in the National Driver Registry program. In 1987 a computer will be installed in all full-time drivers license examination stations for the purpose of running a record check on all out-of-state drivers before they are licensed in Ohio. This will enable the Highway Patrol to thoroughly check the traffic violation records of out-of-state applicants as well as greatly reduce the number of applicants seeking more than one valid drivers license, a practice which is illegal in Ohio.



Left:
Tpr. E.L. Sloan and MVI K.R. Riffe issue a motor vehicle defect notification.

Right:
MVI T.S. Carpenter and Tpr. C.N. Park conduct one of the nearly 26,000 school bus inspections completed last year.



Aviation



Lieutenant James R. Hedlesten

Daily air surveillance patrols, coupled with various other enforcement-related duties, accounted for 9,215 flight hours as the Highway Patrol Aviation section continued its efforts to assist in making Ohio highways safe for the motoring public.

As patrol pilots flew nearly one million miles in 1986, they generated 50,768 arrests, about 50,000 of which were for excessive speed and more than one quarter of these were for exceeding the speed limit by 20 MPH or more.

The Aviation section further assisted speed reduction efforts by conducting speed surveys. A sampling of 400 vehicles was surveyed at each of 61 pre-selected sites three times during the year. This data was then used to coordinate enforcement activities in areas where most needed.

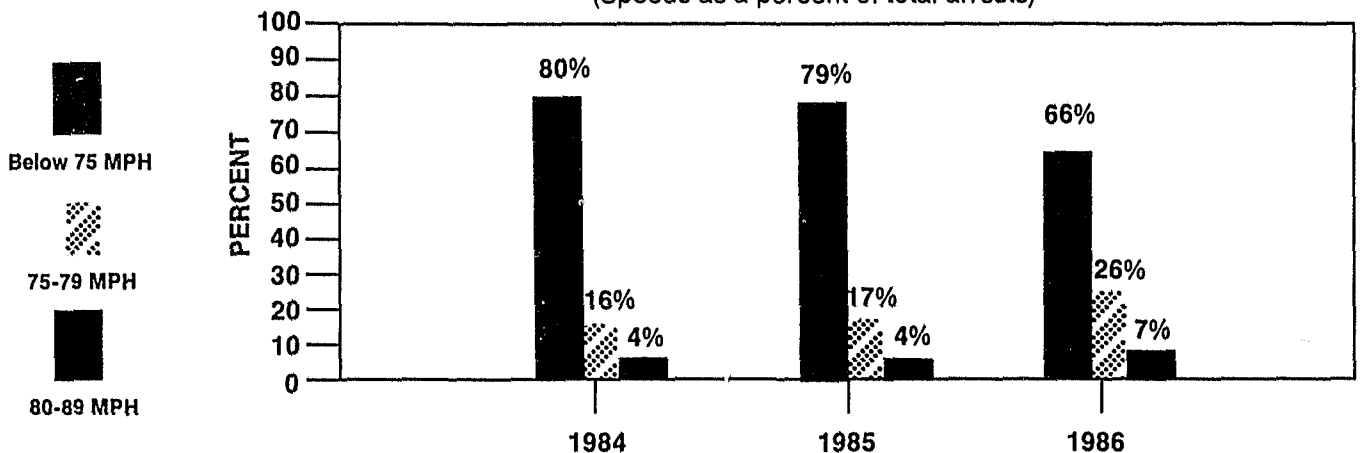
An example of targeting enforcement to meet specific needs was initiated in Hamilton County near Cincinnati. IS 74 proved to be the number one highway in Ohio for non compliance to speed regulations. Through intensive enforcement by Highway Patrol aircraft, working with patrol troopers and deputies from the local sheriff's office, serious violations were reduced by 43 percent in 10 weeks.

In 1986 all aircraft were equipped with an additional highband radio which allows pilots to communicate directly with most other law enforcement agencies in the state via L.E.E.R.N. (Low Enforcement Emergency Radio Network) and stateband frequencies. It is now possible for pilots to communicate effectively with local agencies during ongoing projects as well as emergencies.

During routine patrols, division pilots spotted and turned over to local officials information concerning the whereabouts of over 2,000 marijuana plants, assisted 1,583 motorists, and were responsible for the arrest of 50 drivers who were under the influence of intoxicants.

AVIATION SPEED ARRESTS

(Speeds as a percent of total arrests)



Cleveland Operations



Lieutenant Richard N. Rucker

Cleveland Operations oversees all driver license testing, case investigations, school bus inspections, and salvage title inspections in Cuyahoga County. Personnel were heavily involved last year in a major investigation of the Northeast Ohio Developmental Centers (N.E.O.D.C.). The investigation covered three campuses (the Broadview, Cleveland, and Warrensville Developmental Centers) and required three additional investigators who were temporarily transferred to Cleveland to assist permanent personnel. The 334 cases investigated at all three locations consumed 3,746 manhours and netted 33 cases presented to the Cuyahoga County prosecutor. Fifteen of those went to the Grand Jury and 14 resulted in conviction, thereby bringing positive change for the mentally retarded in these northeastern Ohio institutions.

Incident reports from state institutions in the Cleveland area have increased by 550 percent between 1981 and 1986, thus requiring gradual growth in personnel. Last year the number of cases increased by one-third over the 1985 total.

In addition to the N.E.O.D.C. cases, 229 miscellaneous investigations were conducted by Cleveland personnel, an increase of eight percent over 1985.

The 31 employees who staff Cleveland's three driver license examination stations conducted 166,995 driver license tests, or a combined average for the three stations of 83.5 tests per hour.

Last year Cleveland Operations inspected 1,800 school buses, 180 church buses, and 42 commercial driver training schools and their vehicles. Cleveland City Schools, with the assistance of Highway Patrol personnel, produced a 15-minute videotape of a school bus inspection which was shown to all bus mechanics in the system. Their reinspection rate dropped from 40 percent in 1985 to four percent in 1986.

The 433 "blue title" or salvage and self-assembled vehicle title inspections conducted at Cleveland netted eight salvage-related auto larceny cases which resulted in eight felony indictments.

Personnel Administration



Major Thomas W. Rice



Top:
Secy. 2 K.M. Peay files one of more than 2,000
personnel records.

Bottom:
Secy. 1 S.L. Bower confers with Capt. J.M.
Demaree.



Captain John M. Demaree
Personnel Executive Officer

The personnel command administers personnel and payroll functions of the Highway Patrol including the maintenance of records, the counseling and evaluation of personnel, and labor relations.

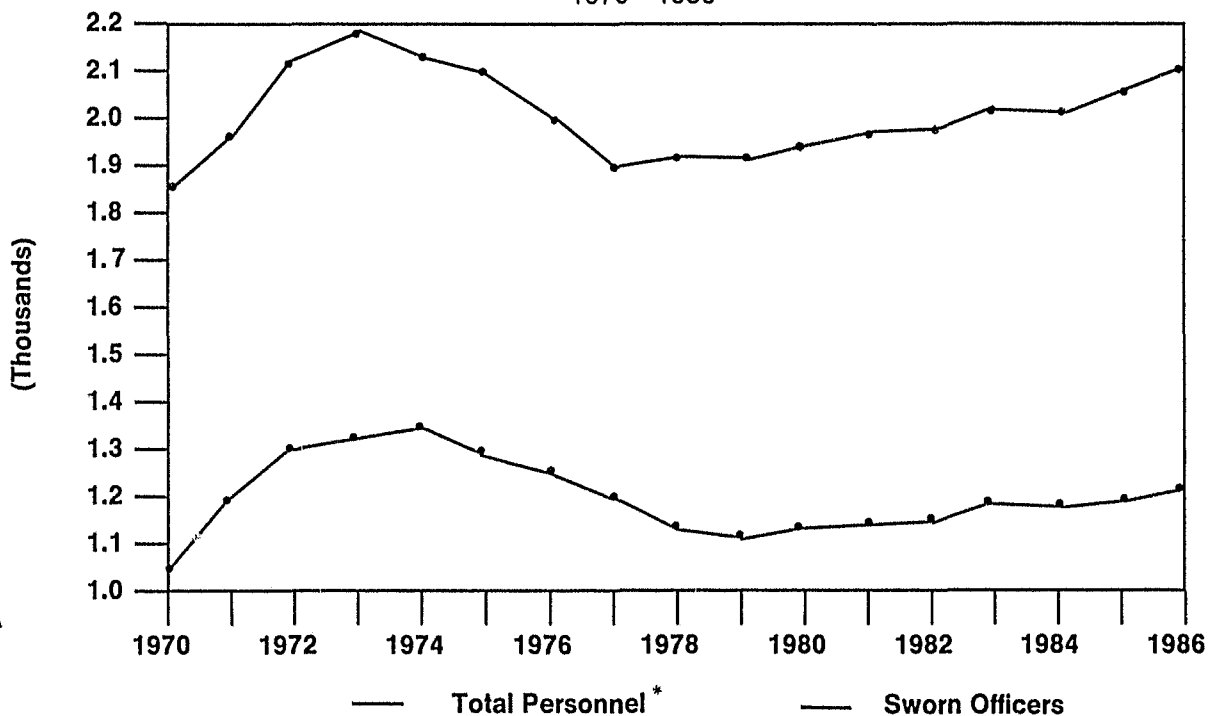
Employees of this command are responsible for maintaining state and division rules and regulations as well as the placement, counseling, and career development of personnel. Security is maintained on more than 2,000 confidential records of active employees in addition to retired and former members of the division.

Within the responsibility of the personnel command are three sections which oversee three different areas of operation: Labor Relations, Personnel Evaluation, and Payroll. Their operational summaries are detailed individually on the following pages.

During 1986 the average number of uniformed officers — 1,211 — increased from 1,183 in 1985. Total personnel strength also increased from 2,034 in 1985 to 2,092 in 1986.

AVERAGE MANPOWER BY YEAR

1970 - 1986



*Includes driver license examiners, load limit inspectors, motor vehicle inspectors and civilians

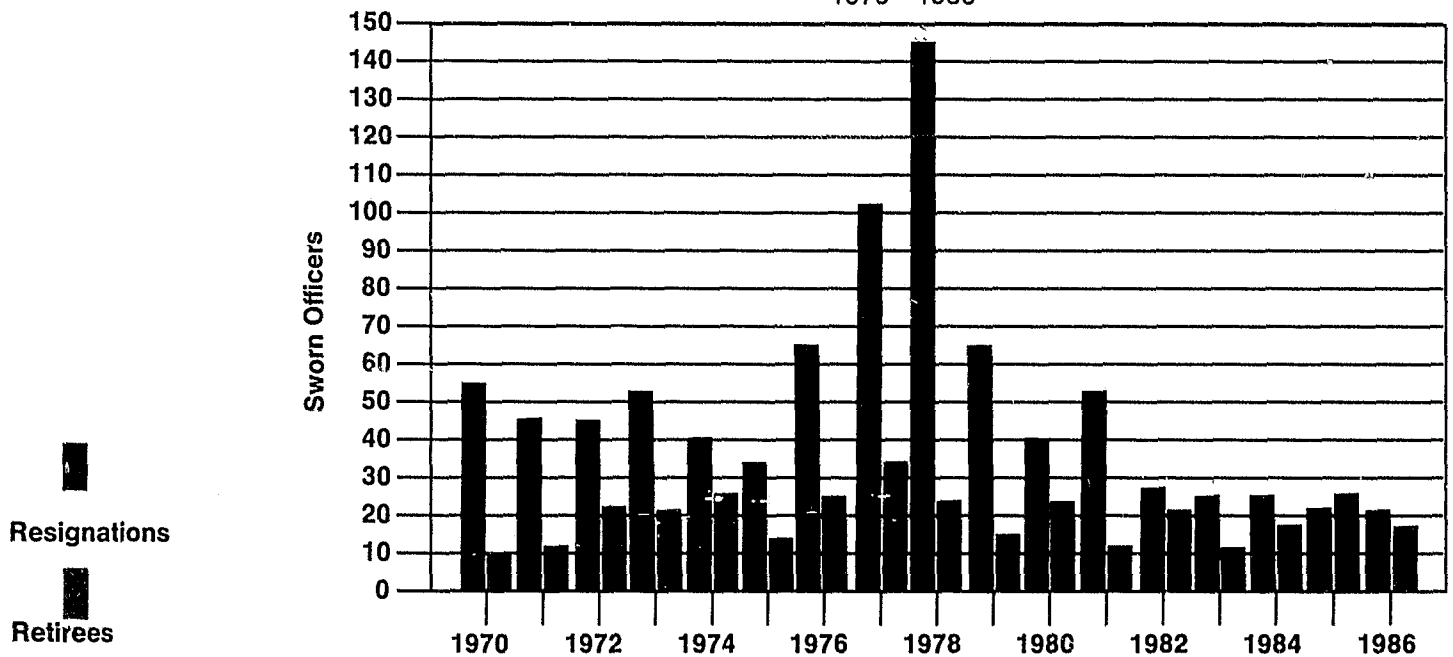
There were 34 retirements including uniformed personnel, driver examiners, dispatchers, radio technicians, load limit inspectors, and civilians. None of these were disability retirements.

1986 Retirements

Lt. Robert D. Carson	1/03/86	Tpr. Dwain F. Hohman	5/02/86
Lr. Walter F. Liddle	1/03/86	Dr. Lic. Exsm 1 Marion R. Bears.....	5/09/86
Sgr. Leon W. Hazelbaker	1/10/86	Tailor 2 Maudie Simpson	5/09/86
Maint. Rpr. Wkr. 2 Leo D. Mills	1/17/86	Lt. Delmer D. Dunlap	5/16/86
Maint. Rpr. Wkr. 2 Sylvester E. Rohr ...	1/17/86	Load Limit Insp. Delbert J.	
Lr. William P. Fieger Jr.	1/31/86	Springer	5/29/86
Load Limit Insp. William S. Springer...	1/31/86	Dr. Lic. Exam. 1 Fred G. Liedtke	5/30/86
Radio Disp. 1 John E. True	2/07/86	Clerk 2 Irma I. Walters	5/30/86
Dr. Lic. Exam. 1 Beverly A. Thomas...	2/14/86	Sgt. Kenneth A. Drake	6/06/86
Sgt. Max S. Wood	2/22/86	Tpr. James W. Smith	6/20/86
Radio Tech. Mgr. Beryl T.		Sgt. William A. Dunn	6/26/86
Reichelderfer	2/27/86	Lr. James M. Dardine	7/18/86
Dr. Lic. Exam. 2 Anthony J. Godesa ..	2/28/86	Tpr. Robert E. Fordham	8/01/86
Aircraft Mech. 2 Glenn D. Moodie ...	2/28/86	Capt. David L. Furiare	8/01/86
Sgr. George E. Barborak	3/03/86	Tpr. Carl H. Bridges	8/22/86
Dr. Lic. Exam. 1 William E. Weber....	4/28/86	Tpr. Frank C. Drannock	8/30/86
Clerk 2 Hazel L. Harshorne ..	4/30/86	Tpr. Lawrence E. Gilbert	10/10/86
Load Limit Insp. Russell R. Lee	5/02/86	Lt. Clifford L. Henson	10/10/86

RETIREMENTS AND RESIGNATIONS

1970 - 1986



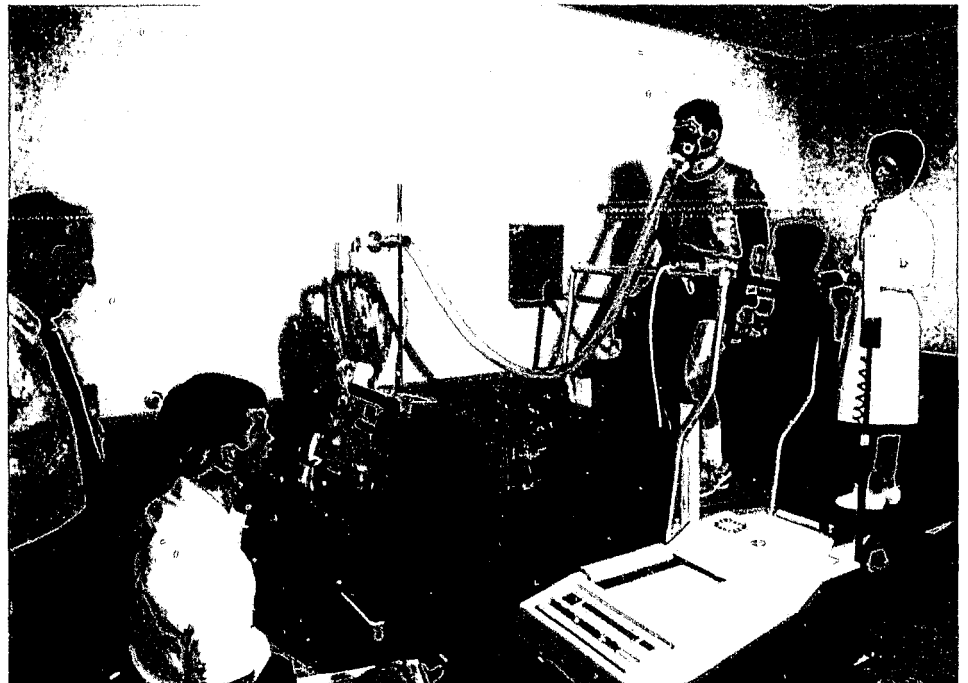
A total of 72* employees (21 sworn, 51 non-sworn) resigned in 1986, a drop of 16 percent from 1985 total resignations. Promotions remained stable for the past two years, 68 and 69, respectively.

Included within the personnel command's scope of responsibility is the Highway Patrol's health maintenance program which provides officers with the opportunity to have regular physical examinations along with graded exercise tests to determine cardiovascular health.

Each officer is checked periodically during his or her career to determine health irregularities or potential problem areas. Testing starts at five-year intervals with a drop to two-year intervals as the officer gets older.

The monitoring procedure is conducted by the Highway Patrol physician, a licensed practical nurse, and an exercise physiologist. Each officer is given a physical examination, blood tests, aerobic fitness measurements, a stress test, and a group of anthropometric tests to determine body composition.

*This figure does not include cadet candidates who resign from a dispatcher position to assume the position of an Academy cadet.



Dr. J.G. Liepack, Patrol physician, Exercise Physiologist T.E. Chodzin, and Nurse G.D. Miller monitor the progress of a trooper during his stress test.

Upon the conclusion of the examination and testing procedure, officers are furnished with a detailed report of the results. In the event health problems are discovered, officers are encouraged to contact their own physician for further diagnosis. Also included within each officer's report are suggestions for health improvement given by the exercise physiologist.

The program has proved very beneficial to the welfare of division officers. Of the 470 physical examinations conducted, two officers were alerted to serious health problems which had gone undetected. These conditions were subsequently corrected or improved through surgery.

A new wing was built at the Academy to house the Health and Fitness Center. The center was designed and built for a specific purpose: to develop fitness levels of Highway Patrol cadets to a level commensurate with job need and provide veteran employees the opportunity to improve their health and fitness by taking advantage of the equipment and specialized medical personnel.



The Health and Fitness Center has complete weight training and cardiovascular fitness exercise equipment.

In Memoriam



Motor Vehicle Inspector Paul R. Hatfield worked as a maintenance repair worker at Lebanon from 1973 to 1974 when he was reclassified as an inspector. He worked as a member of the Wilmington MVI team until his death on June 13, 1986 at the age of 56.



Trooper John F. Donaldson of the Lancaster post died November 23, 1986. He was 52 and had spent 30 years as a member of the Highway Patrol. He served at the Cambridge post from 1956 to 1964 when he was reassigned to Lancaster.

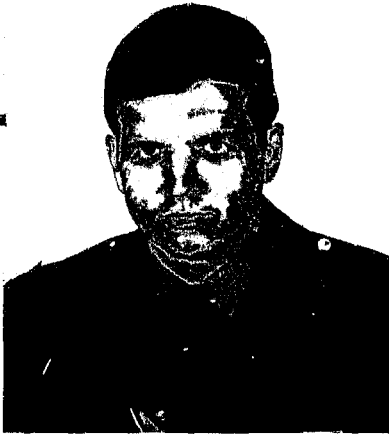


Sergeant James R. Ruoff joined the division in 1967. He served at Zanesville and Delaware until 1978 when he was reassigned to the Executive Protection Section and later, the Investigation Section at General Headquarters. He died December 19, 1986 at the age of 41.



Drivers License Examiner 2 Alvin L. Williams began his Highway Patrol employment in 1968 at the Youngstown driver exam station and remained there throughout his 18-year career. He died December 21, 1986 at the age of 57.

Labor Relations



Lieutenant Darryl L. Anderson

Ohio's mandatory collective bargaining statute passed the legislature and was signed into law by Governor Richard F. Celeste on July 6, 1983. Most sections of the law took effect April 1, 1984.

After the Fraternal Order of Police was chosen by Ohio State troopers as their exclusive bargaining representative, contract negotiations began September 4, 1985. Nearly eight months later, on April 28, 1986, a contract was signed between the State of Ohio and the Fraternal Order of Police/Ohio Labor Council, Inc., on behalf of bargaining unit #1 (troopers, dispatchers, and radio communications personnel). The Labor Relations section was created within the Personnel command to coordinate the smooth and orderly implementation of the contract.

The implementation took two primary forms. First, all managers (uniformed officers of the rank of sergeant and above) attended labor relations training in which the basics of the contract and the law were covered. Labor relations personnel were actively involved in formulating the training process and conducting the in-service training sessions.

Second, this section coordinated the many changes in policy and procedure that were necessary to conform to contractual language.

The transition from non-union to a union environment has been a remarkably smooth one despite the additional workload that it imposes. This smooth transition is due to the adaptability of management and labor and their desire to make the contract work. To ensure this smooth transition continues, members of the section have attended various training seminars concerning labor relations and contract administration. In addition, members of the section continue to provide the necessary assistance to field commanders in contract administration while at the same time serve as a liaison with representatives of the Fraternal Order of Police/Ohio Labor Council, Inc.

Four ongoing committees were formed to deal with specific employee/employer concerns. Composed of members who represent both management and labor, the committees are concerned with the following major issues:

- 1.) Health and Wellness - charged with the responsibility of establishing a comprehensive physical maintenance program designed to promote good health and long life.

-
- 2.) Labor Management - constituted to solve problems of mutual concern to both labor and management personnel.
 - 3.) Health and Safety - designed to address concerns on health and safety in the workplace and solve problems in that area.
 - 4.) Parrol Achievement Recognition - this committee determines and establishes the criteria for some employee awards and helps to select the most deserving employee in these award categories.

A dispatcher uniform subcommittee was formed to design a mutually agreed upon dispatcher uniform and set up criteria for its care and use. This subcommittee completed its task and the new uniform is scheduled for implementation.



The Highway Patrol signed labor contracts with two employee unions in 1986: the Fraternal Order of Police/Ohio Labor Council, Inc. (Unit 1) and the Ohio Civil Service Employees Association (Local 11).

Payroll



Lientenant Louis C. Holben

Under the supervision of the Personnel command, the Highway Patrol's employee payroll is handled by members of the Payroll section.

As a result of the collective bargaining agreement in 1986 numerous additions and modifications had to be made to the Payroll section's recordkeeping. Because different groups of employees are covered under different contracts, constant monitoring must be done to insure accuracy of payroll records which include:

- Wages
- Sick Leave
- Personal leave
- Vacation hours
- Disability leave
- Health, optical, dental, and life insurance
- Overtime hours
- Hazard duty pay
- Shift differential
- Payroll deductions

Over 52,000 payroll checks were distributed to over 2,000 employees with a total of \$69,163,367.78 paid out in salaries and wages.



Acct. Clk. 3 L.J. Young and Lt. L.C. Holben record paychecks before they are distributed to employees.

Personnel Evaluation



Lieutenant John T. Blubaugh

The Ohio State Highway Patrol uses the Diagnostic Forced Choice Evaluation System as an indicator of an officer's potential for the next higher rank as well as a training tool in upgrading officer performance. The system is administered by members of the Personnel Evaluation section and all uniformed officers with at least three years of service are evaluated twice annually. Last year over 2,400 officer evaluations were conducted.

The Trooper Performance Appraisal system, a method used by supervisors to evaluate an individual trooper's day-to-day proficiency and achievement, is also administered by Personnel Evaluation employees. A total of 700 Trooper Performance Appraisals were completed in 1986 providing a constructive aid to career development for the benefit of the trooper as well as his or her supervisors.

Having met with a high degree of success with the Sergeants Assessment Center in late 1984 and 1985, a Troopers Assessment Center Committee was formed in 1986 to develop and implement an assessment center for the rank of sergeant (assistant post commander). The purpose was to effectively screen troopers who consistently place in the promotable category on their Diagnostic Forced Choice Evaluations.

Assessment exercises were developed based on a task analysis that had identified five behavioral dimensions of an assistant post commander. This committee then trained 42 assessors and four district post commanders who served as administrators of the assessment center. The trooper assessment center began December 1, 1986 and was projected to run through the first six weeks of 1987. A total of 78 troopers was expected to be assessed during this period.

The sergeants assessment center also continued throughout 1986. During the year 24 sergeants were assessed for the position of post commander.



Dr. R.M. Loar and Lt. J.T. Blubaugh review results of an assessment center.

Academy and Recruitment



Major Robbie K. Hartsell



Top:
Highway Patrol cadets spend 20 weeks in training to become troopers.

Bottom:
All the division's audio visual and videotape production needs are handled by the Academy. Shown are TV-Radio Comm. Spec. R.T. Foote and Prod. Spec. D.L. Kraft.



Top:
Col. Walsh welcomes members of the 115th Class to cadet training at the Highway Patrol Academy.

Center:
Sgt. F.G. Goldstein and Sgt. R. D. Thatcher issue athletic equipment to Cadet C.M. Felix.

Bottom:
Food Service Mgr. 2 H. Pope and Cook E.M. Lowery helped prepare nearly 99,000 meals at the Academy during 1986.

The Ohio State Highway Patrol Academy is charged with administering and supervising all training and recruitment functions conducted by the division. Staff of the Highway Patrol training academy supervises all training of cadets and inservice personnel. Training programs for police officers of local law enforcement agencies and other members of the criminal justice system are also conducted at the Academy.

The division's recruitment efforts, starting with the initial application and ending with the recruit's first day as a cadet, is centralized at the Academy. This section is responsible for recruiting and screening the very best applicants for the position of Trooper.

Academy

The 115th Academy Class graduated on March 21, 1986 adding 56 new troopers to the ranks. The officers were assigned to 36 different Highway Patrol posts around the state.

Veteran officers returned to the Academy for various in-service courses. New training introduced last year included a domestic violence and hazardous material program; a labor relations and contract administration course for all supervisors; and drug interdiction training.

In keeping with the nation's commitment to reduce the drug problem in our society, the Highway Patrol developed "Operation CIN" (Confiscating Illegal Narcotics) to interrupt the transportation of controlled substances on Ohio's highways. The Academy staff designed a 12-hour course to teach drug interdiction techniques to patrol officers and training was scheduled for late 1986 and early 1987. By the end of May 1987 all officers will have received this training.

With the advent of collective bargaining, all supervisors were provided training in labor relations and contract administration to ensure a smooth transition to contractual relations.

Additional in-service training provided to uniformed officers included:

- Supervision
- Management and administrative skills development
- Officer-coach training
- Post-graduate training for the 115th Class
- Advanced detection, apprehension, and prosecution of persons under the influence of alcohol
- Media training
- Tactical weapons training;
- Hostage negotiation
- Assessor training

Three 15-week basic police training programs for new officers of local law enforcement agencies throughout the state were conducted. Ohio Peace Officer Training Council training certificates were presented to 126 officers upon completion of these programs.

A comprehensive in-service training program for local police agencies was offered during the year. A total of 1,765 officers attended the following courses:

- Police supervision
- Police traffic supervision
- Accident investigation
- Technical accident investigation
- Management and administrative skills development
- Police instructor certification
- Auto larceny
- Police defensive driving
- Firearms, arrest, and self defense tactics
- Radar operation
- Detection, apprehension, and prosecution of persons under the influence of alcohol
- Field training officers

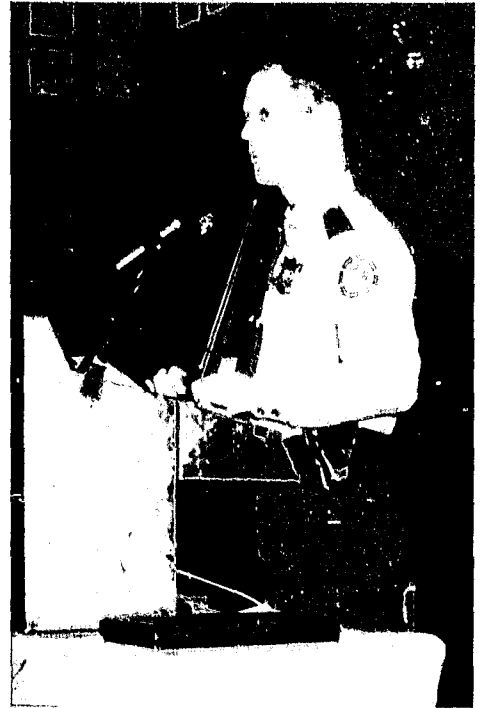
Of the 3,659 students who received training at the Academy in 1986, 48 percent were Highway Patrol personnel and 52 percent were students from other agencies.

Traffic-related courses designed to increase the proficiency of the patrol officer in traffic enforcement comprised 69 percent of the training provided to officers from local departments across the state.

The Academy staff produced 40 training videotapes for use in class instruction. With the acquisition of a federal grant for training tape production in 1987, the video library will be enlarged considerably.



115th Class Cadets J.A. Neel and K.A. Horvath stow their gear.



Top Left:
Entrance of the color guard signals the beginning of graduation ceremonies for a Basic Police Training School.

Top Right:
Each basic school chooses a class speaker who addresses the audience during graduation ceremonies.

Bottom:
Lt. M.P. Megison dispenses equipment to incoming members of the 115th Academy class.



Recruitment



Lieutenant Edwin T. Gerber

It is the responsibility of the Recruitment section to identify, screen, test, and select qualified applicants who wish a career as a trooper.

Once a person has started the recruitment process by interviewing at a patrol post and receiving an application, the prospective applicant's information is entered into the computer under the CAARS (Computer-Assisted Applicant Records System) format. From that point on, the individual's status within the employment process can be instantly identified and retrieved.

Applicants are tested for their reading comprehension level and psychological make-up which measures the following personality traits: restraint, responsibility, personal relations, nurturance, and deference. Testing is conducted twice weekly at the Academy. Beginning in January 1987 a new testing procedure will be implemented in which applicants will be put on hold status until a testing date is established. On the appointed date all applicants will be tested at the same time.

The next phase in the applicant process is the pre-physical stage in which the applicant is photographed, fingerprinted, necessary forms are completed, vision is checked, and height and weight are recorded. The applicant is then placed on a waiting list for a background investigation. The last two phases in the process include a physical examination and a physical agility test.

The Ohio State Highway Patrol is an equal opportunity employer. The following is a composite of the applicants for 1986:

	Applicants Scheduled to Test	Applicants Tested
White Males	1668	1454
Black Males	405	329
White Females	279	230
Black Females	86	67
Spanish Males	23	16
Spanish Females	4	3
Other	8	4

Recruitment personnel worked to enroll the 116th Academy Class which will begin training on April 1, 1987, and is scheduled to graduate September 18, 1987.

Field Services



Major Russell F. Miller



Top:
Tech. Typ. P.A. Rice fulfills thousands of accident
report requests yearly.

Bottom:
The Photo Lab, under the direction of Sgt. D.A.
Peters, processed over 32,000 rolls of film last
year.





Top:
Electronic Tech Mgr Ernie L. Helton
Chief Communications Officer

Center:
Sgt. D.J. Bever checks stock of printed
forms and material for reordering needs.

Bottom:
The use of microcomputers has revolu-
tionized office procedures in virtually
every section of the division. Typ. 2 C.K.
Shonk is shown inputting correspond-
ence.

The Field Services command of the Highway Patrol assists in the preparation of the division's budget; reviews, analyzes, and replies to all matters before the Federal Communications Commission which are relevant to division operations; reviews and approves specifications pertaining to leasing or purchasing facilities and equipment; purchases and monitors all supplies and equipment; is responsible for the supervision of regulations issued under the Occupational Health and Safety Act of 1970; acquires, maintains, and programs all computers used by the division; and maintains the division's communications and management information systems.

Management of the Law Enforcement Automated Data System (LEADS) falls within the responsibility of the Field Services command. Last year LEADS switched their message sending vehicle from telephone lines to the air waves when the entire system went on the State Microwave Service. Previously, all messages from LEADS terminals anywhere in the state went over phone lines to Columbus (information data bank) and back to the outlying terminal. This method was time-consuming and extremely costly. Now the message goes over a phone line only from the terminal to a nearby microwave tower where it is converted to microwave transmission. It is much faster and less expensive because there is no long distance phone line charge.

A new division-owned and maintained phone system was also installed last year at all districts and posts. This will result in substantial cost savings.

Additional projects included:

- Direct data entry of Highway Patrol investigated motor vehicle accident information in the statewide Integrated Traffic Records System (ITRS).
- The Health and Fitness Center was built as an addition to the Academy.
- New uniforms were acquired for load limit inspectors and motor vehicle inspectors while dispatcher uniforms were designed and will soon be let out for bid.

Computer Services and LEADS



Captain Eugene R. Howell

Personnel of the division's Computer Services and LEADS section maintain computerized management information systems and oversee LEADS (Law Enforcement Automated Data System) for all police and other criminal justice agencies in Ohio. LEADS interfaces with NCIC (National Crime Information Center) and NWS (the National Weather Service) in Washington, D.C. It also provides terminal users direct communications with all states.

In 1986 there were 595 terminals on LEADS and 383 terminals accessing data through interfaces in Cincinnati, Cleveland, and Toledo. The system processed a total of 127,832,648 transactions for a daily average of 350,226. System users have access to the following information in the LEADS computer system:

- Driver license records
- Vehicle registrations
- Stolen vehicles
- Missing and wanted persons
- Criminal history files
- Stolen property

A major project involved their conversion of all LEADS terminals and the direct interface data lines from Western Union Service to the State Microwave System. The conversion project took three months to complete and now provides terminal users with a faster, more efficient and economical operating system.

The host computer located at the State Office Tower in Columbus was also upgraded to process a greater volume of data requests at a faster rate. This upgrade took two and one-half years to complete at a cost of \$3,977,000.

LEADS was audited by the NCIC for compliance with their regulations. The Highway Patrol, as the state's control terminal agency, and 27 randomly selected LEADS users were examined. The foundation on which a police computer network is built is the ability of that network to provide to the criminal justice community complete, accurate and timely information. The system received an excellent rating indicating the records are credible and accurate and the security of the system is not jeopardized.

Members of the LEADS staff joined with personnel from the Bureau of Criminal Identification and Investigation and the Ohio Attorney General's Office to conduct seminars for the Buckeye State Sheriff's Association and the Ohio Association of Chiefs of Police. These seminars were designed to present and explain the liability associated with participation in a police computer network.

Another project completed was the revision, publication, and distribution of a pocket-size LEADS Guidebook for law enforcement officers and all users of LEADS. The book explains, in depth, what information is available in the LEADS/NCIC files.

LEADS personnel also ran 115 off-line computer searches to assist Highway Patrol and local police investigations. These searches resulted in five felony arrests and numerous misdemeanor violation arrests. Running an inquiry off-line is faster, provides more information and does not tie up computer lines. It is a valuable investigative aid in serious crimes when only fragments of information and evidence are available. By providing the computer with a partial registration number, for instance, the resulting data can be run off-line and lists of vehicles having that series of numbers can be retrieved.

The section's computer programmers developed the following:

- A program for quality assurance checks on vehicles entered in the stolen file that show as being registered after the date of theft. The entering agency is required to follow up on these entries and certify the quality of the record.
- A program for quality assurance checks to detect any stolen titles used for re-registry of vehicles in Ohio.



Data Sys. Coordinators G.Y. Green and J.L. Gahm work with Lt. W.F. Callahan of LEADS Control to process an average of 350,000 messages per day.

Communications and Records



Captain Alvin R. Whitehead

The Communications and Records section oversees communication services, recordkeeping, and the generation of photographs for investigative and identification purposes.

Radio personnel handle the division's communications needs whether they be radio equipment, computers, or telephone systems. As a result of new base station radios installed last year at each patrol post, two-way radio communication is now at the state-of-the-art level at every patrol facility in Ohio. In addition to acquiring new radios, technicians were trained in troubleshooting and repair of this equipment which keeps downtime to a minimum and the communication network available to the greatest percentage of users at all times.

Since microcomputers are used at virtually every patrol facility in the state, communications personnel were trained in the electronic repair and maintenance of these highly technical instruments. Both downtime and repair costs were reduced by using on-site personnel instead of service contracts with manufacturers and vendors. Approximately 119 microcomputers are in use at division installations statewide.

Communications personnel also completed installation of new telephone systems at all district headquarters and patrol posts. These systems, now owned by the division at a cost of \$220,833, are maintained and repaired by patrol radio technicians. In this manner maintenance costs, which had been escalating at a rapid rate, can be controlled. The system is more efficient and upon payoff in two years, will save approximately \$90,000 per year in equipment leasing costs.

In January 1986, recordkeeping personnel began direct data entry of Highway Patrol investigated motor vehicle accident information into the statewide Integrated Traffic Record System (ITRS) and discontinued maintenance of a separate data file. This procedure has eliminated any duplication of effort and reduced the workload of Ohio Department of Highway Safety data entry personnel by an average of 85,000 accident records annually.

The Highway Patrol's in-house Photography Laboratory handles the photo processing needs of the division. Purchased film is provided to field personnel to photograph accident scenes, events, personnel, suspects, and evidence. Exposed film is sent back to the lab where it is developed and printed at the rate of approximately 130 rolls or 800 prints per day. These prints are then used by division personnel or provided to insurance companies, attorneys, or other interested parties at a pre-paid fee.

Photo lab personnel are also on call to photograph crime scenes and accident sites wherever and whenever they occur. Another responsibility of the photo lab is to maintain current personnel photo files on all employees — over 2,000 — for identification purposes.

The lab processed over 32,000 rolls of film.



Top:
Clerical Specialists L. Jeter and J. Hicks file accident records.



Bottom:
Printing Mach. Oper. 2 R.H. Butler and the print shop staff produce over 4,000,000 impressions per year on the division's printing and copying equipment.

Procurement and Auditing



Captain James F. Spurrier

The Procurement and Auditing section is responsible for the purchase/lease of supplies and equipment, land acquisition and building programs, and payment to all vendors who deal with the division.

After specifications are developed, bids are analyzed, and contracts are signed, supplies and equipment are ordered, stored, and distributed to Highway Patrol facilities throughout Ohio by members of this section.

The planning of capital expenditures for new buildings as well as the maintenance and repair of existing structures and equipment is handled within this section. Before any proposed project receives the go-ahead, it is thoroughly investigated and judged as to its need and cost effectiveness.

One such project completed last year was the Health and Fitness Center built as an addition to the Patrol Academy. The facility was designed to house the medical staff, health maintenance equipment, and an area for storage.

Planning the Highway Patrol's biennial budget is another important responsibility of this staff. Future needs must be projected based on historical experience, technological advancement in any given area, and sound budget and management principles. The 1986-87 biennial budget will draw to a close June 30, 1987 at a cost of nearly \$180 million. The 1988-89 budget is projected at \$196 million.

As a result of testing various types of equipment to improve officer safety, cage screens and cable restraints are now being installed in patrol cars. Turn-around time for pay-back of job-related travel expenses to employees was significantly improved as a result of a pilot program in which expense accounts were processed "in-house" rather than through Ohio's Office of Budget and Management.

The division's accounting system was completely converted to "CAS," a computerized fund accounting system. Presently, accounting personnel are working with a state task force to comply with a legislative mandate to convert all financial statements to be in accordance with GAAP (Generally Accepted Accounting Principles). The project is scheduled for completion by June 30, 1987.

A total of 12,591 vouchers were processed and \$16,599,403 was paid to vendors. The division's fleet traveled 34,200,180 miles consuming a total of 2,725,894 gallons of gasoline with a miles-per-gallon average of 12.55. Total cost-per-mile for fleet vehicles was 8.88 cents with a cost-per-mile for fuel of only 5.7 cents.

Inspections and Standards



Major David D. Sturtz

In-depth management appraisals of patrol post operations and administration are conducted by the Inspections and Standards command. The objective of these management appraisals is to develop the knowledge, skill, and attitudes of the division's field commanders. This, in turn, helps them to utilize their personnel and total resources as efficiently and effectively as possible.

Line and staff inspections were conducted by assistant district commanders at all 57 patrol facilities during 1986. These inspections were coordinated with the management appraisals of General Headquarters.

Management/line evaluations were conducted at the following facilities during 1986:

Marietta
Delaware
Mr. Gilead
Piqua

Zanesville
Norwalk
Hamilton
Chillicothe

Bellefontaine
Lisbon
Portsmouth
Castalia

This command also administers the processing of citizens' complaints against Highway Patrol employees. Every legitimate complaint is investigated completely and reviewed by the Inspections and Standards commander. Only 80 of the 334 complaints filed and investigated in 1986 were found to be valid, or one in 38,750 contacts with the public.



In-depth management appraisals of post operations are conducted by Maj. D.D. Sturtz.

Legal Section



Deborah O'Neill
Assistant Attorney General

An assistant attorney general from the Ohio Attorney General's office is assigned to the Highway Patrol to serve as counsel and legal advisor to the division. Legal interns are also employed to assist with research.

The attorney serves as counsel for sworn officers who may be civilly charged, interprets revisions of the Ohio Criminal Code, keeps the division current on new court decisions and legislation and their effect on the Highway Patrol, writes new or revised legislation as requested, and serves as an instructor for courses dealing with legal subjects.

Other responsibilities of the legal section include:

- Providing legal interpretations of NHTSA (National Highway Traffic Safety Administration) standards and requirements
- Reviewing and/or preparing contracts
- Assisting with legal and technical accuracy in preparing specifications
- Reviewing and interpreting the latest state and federal equal employment guidelines
- Assisting with legal matters involving other state departments
- Providing guidance in all legal matters encountered by the Highway Patrol



Legal Interns C. Roberto and K. Spies assist with research required for cases in litigation.

Planning and Research



Captain Donald A. Mack

In addition to providing short- and long-range planning functions for the executive staff, personnel of Planning and Research are specifically responsible for:

- Preparation and distribution of news releases to the media
- Copy preparation, editing, and working with printers on all division publications
- Coordination of all division awards programs
- Preparation of exhibits and displays
- Writing magazine articles and speeches
- Administering federally funded special programs
- Answering all surveys and questionnaires (approximately 12 per month) sent by individuals and agencies
- Planning conferences, seminars, meetings, and other events conducted and hosted by the Highway Patrol
- Preparation of commissions and training certificates
- Coordination of the division's participation in Buckeye Boys' and Girls' State and Junior Cadet Weeks
- Maintaining records of the Highway Patrol Auxiliary

Publications produced by the staff included the 1985 annual report, four issues of the *Flying Wheel* (employee magazine), the 1987 training calendar, the *Lightning Chronicle* (auto larceny enforcement newsletter), a field sobriety testing instruction booklet, special event programs, and many other brochures and printed pieces. A total of 87 news releases were written and distributed.

The division's awards programs are coordinated by planning and research employees. Following are the statewide honors presented to officers in 1986:

- Ohio State Trooper of the Year — Tpr. Michael A. King, Dayton
- Robert M. Chiaromonte Humanitarian Award - Tpr. David L. Dorson, Cambridge. (This award was initiated by retired superintendent Colonel R.M. Chiaromonte; it has been endowed through his financial support.)

-
- Blue Max Award — Tpr. Timothy W. Hubbell, Lima
 - Superintendent's Proficiency Award for Auto Larceny — Tpr. Charles E. Wright, Jr., Piqua
 - O. W. Merrell Meritorious Service Award — Tpr. Harry E. Schwind, Delaware

Staff members prepared the nomination package for Tpr. Susan M. Clayman, who won the J. Stannard Baker Law Enforcement Traffic Safety Award, and the division's presentation for the 1986 Best Dressed Police Department Competition, which resulted in Ohio earning the award along with Rhode Island. Displays were designed for the Ohio State Fair, the Department of Education Traffic Safety Conference at Rickenbacker Air National Guard Base, and many other meetings and presentations.

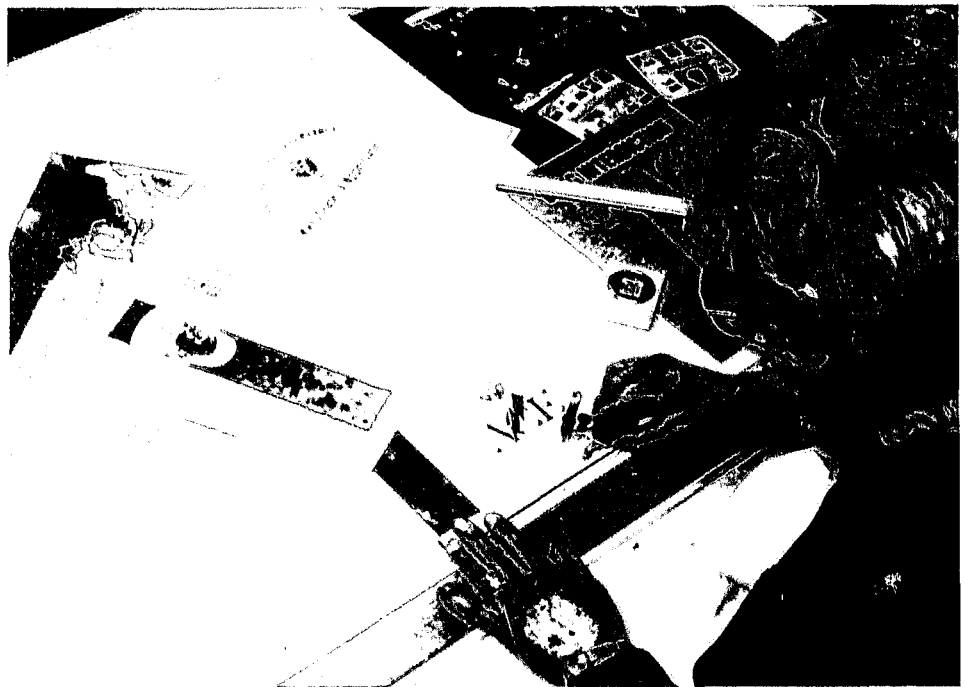
Special federally funded programs were designed, implemented, and coordinated including STEP (Selected Traffic Enforcement Program). A traffic records data analyst was hired to run statistical analyses of the output of the Integrated Traffic Records System and other division information systems for the purpose of identifying existing and potential traffic problems and devising solutions. This information will aid field commanders in managing resources to effectively reduce rural fatal and injury-producing traffic crashes.

Another federally funded project was implemented to upgrade the Patrol's video production studio at the Academy through the purchase of new equipment and the hiring of two new people for a period of two years. The project requires one videotape to be produced every three months which deals with various law enforcement topics. These videotapes are available to all agencies in Ohio as a training aid.

A Police Staff and Command Course, also federally funded, was designed to offer upper level management training to command officers of local agencies. The course will be conducted at the Academy in early 1987.

Planning and Research organized and coordinated several meetings and conferences in 1986. The division hosted the International Association of Chiefs of Police (IACP) State and Provincial Police Planning Officers Conference in July. Planning officers from 34 state police and patrol agencies and Canada met in Columbus for the five-day workshop. Later in the year superintendents from various state police and patrol agencies met in Columbus for the fall conference of the Mid-West Organization of State Police/Highway Patrol Superintendents. A "Police Fleet Safety Workshop" was hosted by the division and jointly sponsored by IACP and NHTSA (National Highway Safety Administration). The workshop provided a forum for law enforcement officials to learn more about the use of air bags in fleet vehicles.

The section upgraded its typesetting and graphics capabilities extensively by acquiring a digitized typesetter and a trained employee to most effectively use the equipment. Typesetting and the creation of forms is now accomplished in-house whereas previously much of this work had to be sent out to private printers and typesetters.



Layout Design Artist D.R. Miller produces certificates and necessary artwork for printed material generated by the division.

Much of the work generated by the section is now done by computer, especially any statistical data needed for management reports, recordkeeping, and word processing functions.

The Highway Patrol has committed to a process of accreditation in which the division must meet a set of standards devised by the Commission on Accreditation for Law Enforcement Agencies to achieve professional excellence.

The accreditation process requires 18-24 months to complete. It involves on-site assessment by a panel of assessors, full compliance with 701 mandatory standards, 80 percent compliance with 242 optional standards, and recertification every five years.

Planning and Research personnel have been responsible for readying the division for this process which will continue through 1987 and into the following year. The goal of accreditation is the achievement of professional excellence for law enforcement. The objectives are:

- 1.) Increase agency capability to prevent and control crime;
- 2.) Enhance agency effectiveness and efficiency in the delivery of services;
- 3.) Improve cooperation among agencies and other components of criminal justice systems; and
- 4.) Increase citizen and staff confidence in the agency.

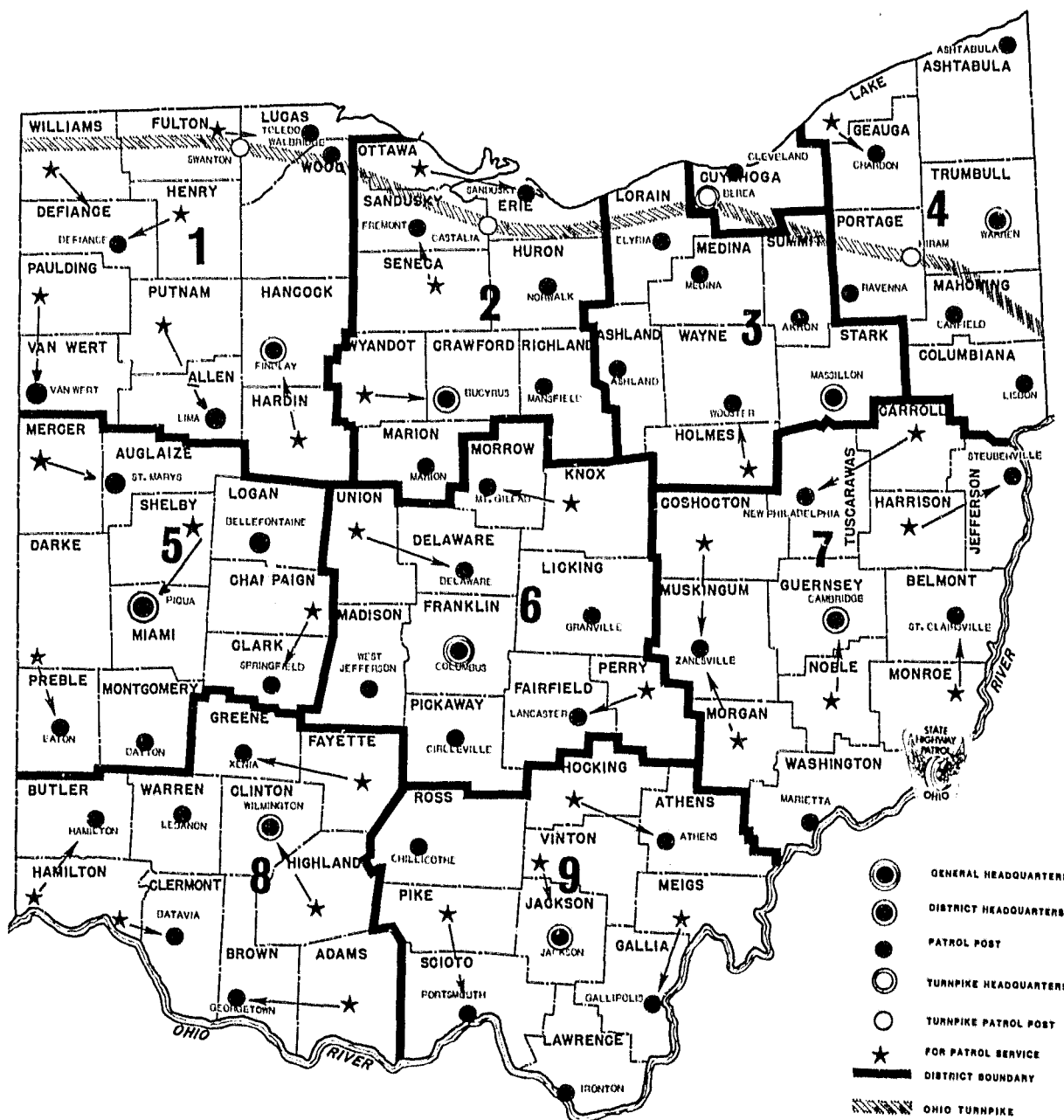
Once primary accreditation has been achieved the task becomes one of staying current with existing standards and adapting written regulations to conform to newly implemented standards.

A pilot project was devised to heighten the motoring public's willingness to be alert for and expediently report incidents requiring emergency traffic police action. A toll-free emergency 800-number was provided to motorists in the southwestern quadrant of the state to determine its impact on police traffic services. While mobile phone users are the target group for this Highway Patrol-funded project, the 800-number is available to anyone traveling in that area of the state. An evaluation of this pilot program will determine if the project is implemented statewide.



OHIO STATE HIGHWAY PATROL District Operations

The traffic safety needs of the citizens of Ohio are served through a network of 10 Ohio State Highway Patrol districts having jurisdiction over 57 patrol posts located throughout the state's 88 counties. Following is a district-by-district summary of 1986 accomplishments.



DISTRICT 1

Findlay



Captain Charles E. Ireland

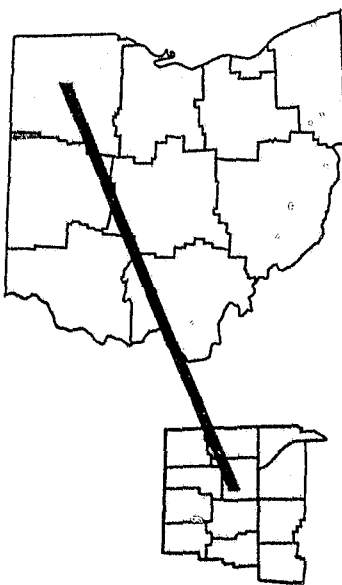
The Highway Patrol's 1986 traffic law enforcement efforts in the 12-county Findlay district centered on the problems of alcohol and drug-impaired drivers, rural fatal accidents, and the mandatory safety belt use law which went into effect in July 1986.

Findlay district administrative staff chose to bring the media into these three areas to force public attention on the problems and wage successful public information campaigns in an attempt to solve them.

"Circle Toledo" was a cooperative event conceived and organized by the Walbridge and Toledo posts. Local sheriff's departments, city police agencies, township police officers, and the Highway Patrol joined together in a concentrated enforcement effort to remove the impaired driver from the highway on specific weekend nights. Three television stations and a major newspaper provided widespread coverage before, during, and after the event. Local residents voiced strong support for the program and a similar campaign is being planned for 1987.

"Operation Crossroads" was instituted in response to a rash of fatal intersection accidents in Hancock County. The Findlay post and Hancock County sheriff's office determined which intersections were most hazardous, focused media attention on these areas, and then assigned officers to concentrate their attention on these crossroads for a two-week period. A close tabulation of accident experience showed a large reduction of intersection-related accidents upon completion of the project.

Through an unfortunate twist of fate, Van Wert's safety belt efforts were enhanced in 1986. A trooper stopped a local resident for a traffic violation and subsequently cited her for failure to use her safety belt. About a week later, while wearing her belt, she was involved in an accident in which the other driver was killed. The woman, however, escaped serious injury and credits the safety belt with saving her life. The local media provided excellent coverage of the story including televising the woman receiving her "Saved by the Belt" Award.



DISTRICT 1 COUNTIES

Williams	Fulton
Lucas	Defiance
Henry	Wood
Paulding	Putnam
Hancock	Van Wert
Allen	Hardin

DISTRICT 2

Bucyrus



Captain Delmar L. Everett

1986 was a very good year for the nine-county area encompassing the Bucyrus district. Alcohol-involved fatalities decreased, stolen vehicle recoveries and subsequent apprehensions more than doubled, and four officers received special recognition for superior performance or lifesaving actions.

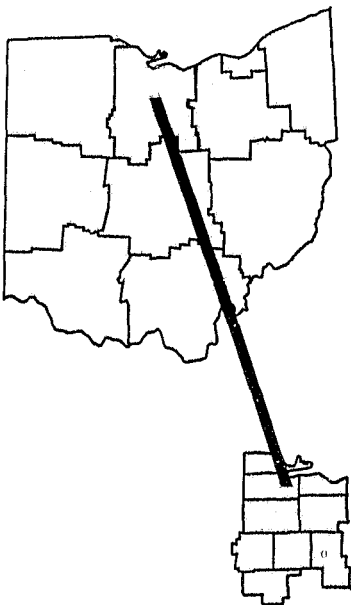
As a result of focusing media attention on the alcohol and drug-impaired driver as a threat to highway safety, Seneca County's alcohol-involved rate in fatalities fell from 85 percent to 15 percent, indicating a reluctance on the part of the public to drink and drive in that county.

The Bucyrus district earned 47 lightning bolts for recovering stolen vehicles with on-the-spot apprehensions. This compares with 21 bolts earned in 1985. For the first time in 10 years the district had two officers achieve ACE status for excellence in auto larceny enforcement; one at Marion (the first in its history) and one at Mansfield.

Of equal significance were the 117 felony arrests made by troopers, in the normal course of traffic checks, for crimes involving weapons, drug violations, and people wanted by other departments. One DUI suspect admitted to committing a murder in Michigan. Authorities confirmed the crime and the suspect was extradited.

Another area of increased performance was in the number of investigations and off-highway hours spent at the two correctional facilities in Mansfield and Marion. Investigations increased from 58 in 1985 to 208 in 1986, bringing about a 411 percent increase in hours devoted to this purpose. Ongoing investigations have resulted in the dismissal and filing of criminal charges against several corrections employees.

Cooperative efforts among the Bucyrus, Massillon, and Columbus districts led to the implementation of Operation S.E.E. (Speed Evaluation and Enforcement) which began on Labor Day and ended on November 15, 1986. As a result of this program, average car speed on IS 71 dropped. The most significant decrease came in the percentage of commercial vehicles traveling in excess of 65 MPH. This number fell from 23 percent to 13.4 percent.



DISTRICT 2 COUNTIES

Ottawa	Sandusky
Erie	Seneca
Huron	Wyandot
Crawford	Richland
Marion	

DISTRICT 3

Massillon



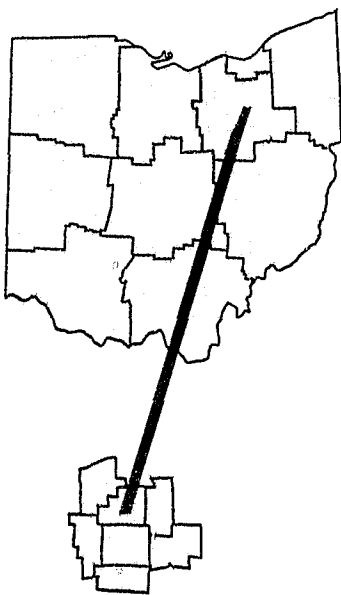
Captain Warren H. Davies

Massillon district officers demonstrated accident investigation expertise as well as their tenacity to pursue and apprehend offenders in 1986 by solving three fatal hit-skip accidents. In each case troopers had little more to go on than experience, perseverance, and, possibly, a handful of vehicle parts. Two of the accidents occurred in Medina County, one involving a car-bicycle crash and the other, a non-contact accident involving a car and a motorcycle. The third accident took place in Stark County and its victim was a young pedestrian. All three drivers were subsequently charged.

The Massillon post developed the S.C.A.R.E. (Stark County Accident Reduction and Enforcement) program to keep the focus on drinking drivers. Eight major law enforcement groups in Stark County are involved and the program is well supported by the media and the public.

Safety belt education, a priority in District 3, was pushed to the forefront of traffic safety by members of the Wooster post. Post personnel, in conjunction with the Wayne County Safety Task Force, presented a comprehensive safety belt educational program at the Wayne County Fair. Safety belt literature, T-shirts with safety belt logos, and a 12-page tabloid dealing with safety belts were passed out to the public.

Personnel demonstrated their professionalism and innovative thinking when called upon to develop plans to move oversize and overwidth equipment of such enormous size that skeptics felt it impossible. Realizing this equipment had to be moved, and considering the safety factor involved, plans were developed and implemented. This cooperative effort involved C & H Nationwide Heavy Hauling Company of Dallas, Texas, General Motors officials, and the Ohio Department of Transportation. Troopers in off-duty status provided traffic control for the 45 separate loads, some of which were 120 feet long and ranged, in gross weight, from 200,000 to 600,000 pounds. The move was a slow, arduous eight-to-twelve hour trip along IS 71 from the Port of Cleveland to the General Motors plant in Mansfield. The success of this mission is measured by the absence of incidents and all equipment arriving safely at its destination.



DISTRICT 3 COUNTIES

Lorain
Summit
Wayne
Holmes

Medina
Ashland
Stark

DISTRICT 4

Warren



Captain Stephen A. Lamantia

The Warren district has some unique problems due to their nuclear power plants, hazardous and toxic waste dump sites, and the potential hazard of chemical spills from vehicles traveling through the district to and from these locations.

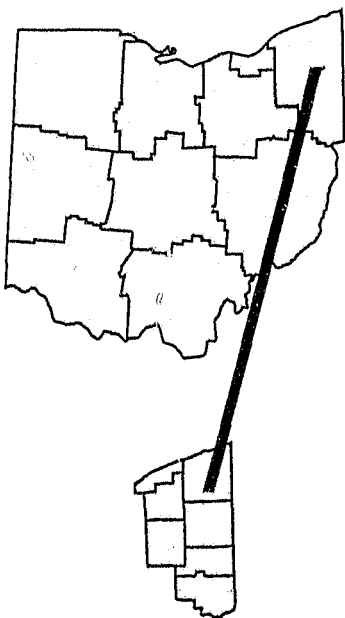
In 1986 alone the district experienced 12 chemical spills which resulted in three troopers being treated for injuries. Four officers had to destroy their uniforms after being contaminated by a spill. Five spills occurred on state routes, three on interstate routes, three at permanent scale locations, and one in an interstate rest area.

Nuclear power plants and waste sites include:

- The Perry plant in Lake County which has a 10-mile evacuation zone that covers parts of Lake, Geauga, and Ashtabula Counties. Chardon and Ashtabula troopers are responsible for traffic control during evacuation exercises.
- The Beaver Valley plant near the state line has a 10-mile zone which covers a large part of Columbiana County. The Lisbon post participated in a 1986 drill which netted the division a satisfactory rating by the Federal Emergency Management Agency.
- Waste Treatment Industries (W.T.I.) in Columbiana County, activated in 1986, is responsible for toxic waste destruction from political subdivisions and private industry within a 250-mile radius. Between 250 and 350 commercial outfits haul waste into W.T.I. daily from Ohio, Pennsylvania, New York, and Canada.
- An increase in brine hauling to an Ashtabula County dump site resulted in a Highway Patrol/Ashtabula County Sheriff's Department combined effort to weigh incoming loads. Two teams worked separate sections of this large county. Public complaints and overload violations decreased as a result of this team enforcement effort.

Spring and fall civil disturbance training sessions in 1986 centered on reviews of hazardous materials and their potential for destruction, emergency personnel job responsibilities, and power plant evacuation plans. All officers developed a stronger awareness of the potential for problems and acquired confidence in their ability to respond knowledgeably and professionally.

Their training was tested on Thanksgiving Day in the village of McDonald in Trumbull County when a natural gas valve defect resulted in explosions and fire which damaged over 100 homes and businesses. The subsequent evacuation was orderly and no major traffic problems or accidents were experienced on adjacent IS 80 during the holiday period.

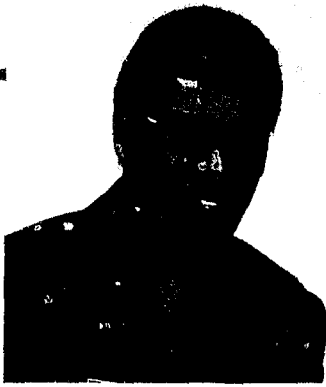


DISTRICT 4 COUNTIES

Lake	Ashtabula
Geauga	Trumbull
Portage	Mahoning
Columbiana	

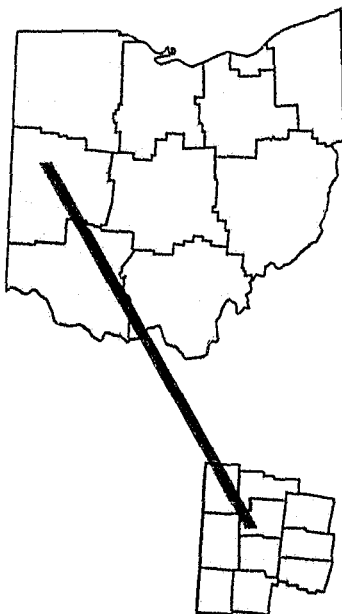
DISTRICT 5

Piqua



Captain Gilbert H. Jones

Officers stationed in the Highway Patrol's 10-county central western Piqua district were called upon repeatedly in 1986 to cope with the aftermath of accidents involving hazardous materials. In February, a tractor-trailer accident resulted in a poisonous chemical spilling into the Stillwater River. Another commercial vehicle accident occurred in December which involved a burning propane tanker. Each of these disasters resulted in necessary evacuation of residents and the closing of interstate highways in and around the affected area. As serious and disastrous as these accidents were, they were dwarfed in comparison to the rail accident that occurred in the city of Miamisburg on July 8, 1986. On that date, five cars of a 42-car train derailed, caught fire and burned until extinguished on July 12. During these four days, a large plume of smoke from burning phosphorus constantly changed directions over the Miami Valley, causing approximately 35,000 residents from three communities to be evacuated from their homes. Area hospitals reported some 238 persons treated and 27 persons admitted for injuries related to the chemical spill. Miamisburg was closed to all but necessary emergency personnel. Access to the city via IS 75 was closed and officers from numerous agencies were involved in redirecting traffic and controlling traffic volumes. The impact of this incident was felt for weeks after its occurrence.



1986 was a banner year in District 5 for auto larceny enforcement: officers made 73 stolen vehicle recoveries with on-the-spot apprehensions and earned 119 proficiency points for recovering stolen vehicles and making arrests through investigation. Five officers earned proficiency and ACE awards. In addition, the district was honored to bring home the 1986 Ohio State Trooper of the Year Award. Trooper Michael A. King of Dayton earned the distinction.

Several events affected traffic flow within District 5 in 1986 and caused officers to control and redirect traffic to insure safety for motorists and event participants. "Hands Across America," a project designed to combat hunger, was routed across US 40 through Dayton and Springfield. The Dayton Air Show and Minster Octoberfest are two additional events which attract thousands of visitors and present potential traffic problems to Piqua district personnel.

Looking to future challenges — IS 675, a 27-mile section of interstate highway east of Dayton which connects IS 70 to the north with IS 75 to the south, opened in October. Predictions indicate the new highway will bring a multitude of new industry, business, and traffic for the communities of Beavercreek, Fairborn, Centerville, and Kettering.

DISTRICT 5 COUNTIES

Mercer	Auglaize
Darke	Shelby
Logan	Miami
Champaign	Clark
Preble	Montgomery

DISTRICT 6

Columbus



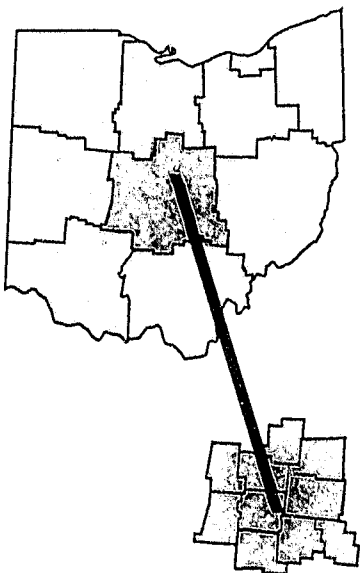
Captain Richard A. Curtis

District 6, dubbed the "Crossroads of America," is ideally located to host large public events where literally hundreds of thousands of people in vehicles must be moved efficiently and safely into the event and back home. Troopers in central Ohio have become proficient at this responsibility.

Some of central Ohio's more famous 1986 events included:

- The Jack Nicklaus Memorial Golf Tournament at Muirfield Village attended by about 50,000 people per day for the week preceding Memorial Day.
- The Scioto River Valley Bicycle Tour which attracts 4,000 to 5,000 bicycle riders for their annual trek from Columbus to Portsmouth and back.
- A "Hands Across America" benefit during the Memorial Day weekend which had a large turnout of people but no problems.
- The annual Spring Nationals Drag Racing in Licking County brought 100,000 people into the area. Arrests were made for assorted violations including excessive speed, reckless operation, and DUI.
- The Farm Science Review in Madison County is the largest farm show in the country. Despite record crowds no problems were experienced.
- Home football games at Ohio State University in Columbus pull in nearly 90,000 people on an average Saturday afternoon.
- The Circleville Pumpkin Show, the largest of the country expositions, attracts 500,000 people each year.
- Assorted rock concerts, horse races, and auto races add to the number of yearly events which require the services of District 6 personnel.

In early 1986 central Ohio officers had the responsibility of escorting \$5,000,000 in cash and a diamond ring from Cleveland to Columbus and back to Cleveland. This was done in conjunction with the Ohio Lottery's announcement of the new "Super Lotto" game on February 5, 1986. The Highway Patrol provided escort and security officers for the news conferences the Lottery scheduled in Cleveland and Columbus.



DISTRICT 6 COUNTIES.

Union	Delaware
Morrow	Knox
Licking	Madison
Franklin	Pickaway
Fairfield	Perry

DISTRICT 7

Cambridge



Captain Donald G. Goodman

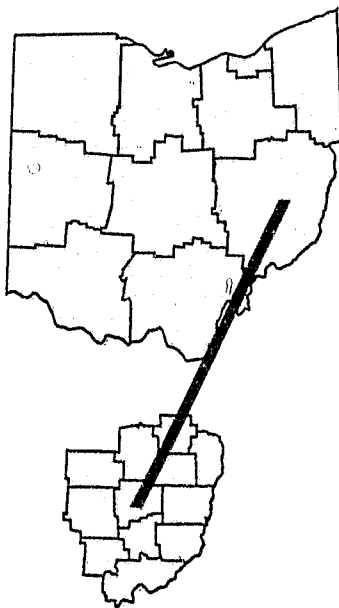
Officers of the Cambridge district went the "extra mile" in 1986 to increase voluntary compliance with the safety belt mandatory use law. In addition to enforcement efforts, emphasis was placed on public information and education. Troopers assigned to speaking engagements took advantage of a safety belt slide presentation produced at General Headquarters for district use. At over 40 meetings of civic, social, and educational groups officers explained the mandatory use law to more than 1,800 people who viewed the slide presentation. It proved very effective in getting the message out.

There were several events or cases of note which required special handling in the district last year:

- The Cambridge post made two difficult and important apprehensions: one involved the arrest and conviction of a driver who fled the scene of a fatal hit-skip pedestrian accident; the second centered around the successful apprehension of a fleeing felon wanted for homicide and auto larceny.
- Zanesville officers detected a PCB (extremely toxic pollutant) leak coming from a disabled commercial vehicle on IS 70. The spill was immediately secured and the Ohio EPA responded. Despite the quick containment, 13 people, including three troopers, were treated at area hospitals for PCB exposure.
- A rockslide on IS 77 near New Philadelphia and two landslides on IS 70 near New Concord kept post personnel busy. The slide on IS 70 left a gaping hole 600 feet long and 70 feet deep and interstate traffic had to be rerouted through New Concord from September 30 through October 30.

Building projects started in the district which have current or potential impact on Patrol operations include:

- A tourist information center on IS 77 near Marietta has replaced a platform scale site. Weight and size compliance by commercial traffic is now being monitored by a portable scale team.
- A three-lane highway between Marietta and Reno is expected to alleviate current high traffic volume and, therefore, decrease accidents.
- A US 22 four-lane bypass around Wintersville, Steubenville, and Weirton, West Virginia will allow increased traffic volumes to flow unrestricted, thus providing better access to Pittsburgh.



DISTRICT 7 COUNTIES

Coshocton	Tuscarawas
Carroll	Harrison
Jefferson	Muskingum
Guernsey	Belmont
Morgan	Noble
Monroe	Washington

DISTRICT 8

Wilmington



Captain Dennis S. Kohn

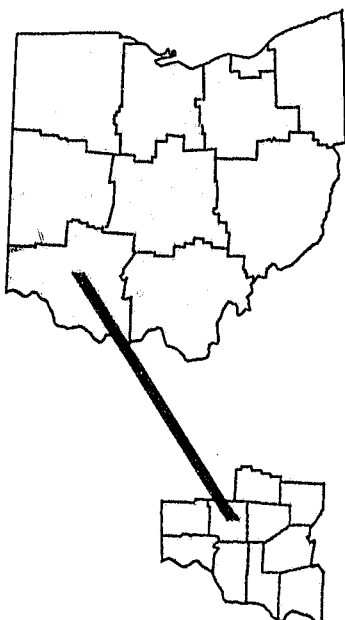
During the last half of 1986, District 8 experienced an unusual situation in southwestern Ohio which affected the commercial traffic entering Ohio from Kentucky. Due to the number of fatal accidents involving commercial traffic in this area, Governor Collins of Kentucky ordered all northbound through truck traffic on IS 75 between IS 275 and Cincinnati rerouted. This immediately created an overflow of truck traffic on IS 275, particularly on the east side of Cincinnati in Clermont County.

In response to expressed citizen concern over the volume and speed of truck traffic and the possibility of hazardous material spills, the Highway Patrol created a tactical squad to increase law enforcement presence in the area.

In the last five months of 1986 the district implemented a saturation enforcement program. Troopers invested 2,612 hours on surveillance of the area. Through their diligent efforts, average speed of commercial vehicles was reduced and the feared threat to the safety of area citizens never materialized.

The situation is unusual and has caused a great deal of debate among citizens and government officials from both Kentucky and Ohio. The combined efforts of District 8 personnel and members of the Aviation section have largely eliminated the concerns of Greater Cincinnati residents.

Wilmington district personnel also made strides in educating the public on the importance of using safety belts. By providing a safety belt slide presentation (developed by support personnel at Columbus General Headquarters) to over 3,200 people at 37 different showings, many people were convinced to routinely use their belts.

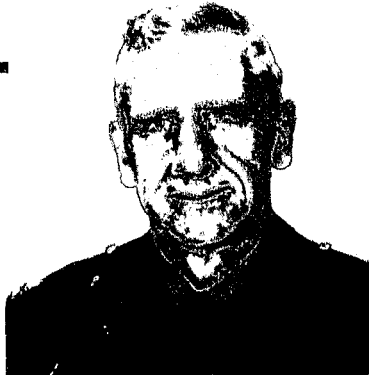


DISTRICT 8 COUNTIES

Butler	Warren
Greene	Clinton
Fayette	Highland
Hamilton	Clermont
Brown	Adams

DISTRICT 9

Jackson



Captain Charles J. Nishwitz

The dissemination of public information as a means of promoting highway safety is a priority in District 9. To this end the posts located within the 10-county Jackson district in southeastern Ohio have developed an excellent working relationship with the media. A total of 118 Highway Patrol-oriented articles were printed in local newspapers and 138 radio and television announcements and programs were aired during 1986. Officers conducted 161 traffic safety speech details for schools and civic groups.

As a special fatal accident prevention measure, officers at the Athens post visited every high school in Athens and Hocking Counties prior to prom night to deter students from drinking and driving. As a result no accidents occurred in Athens during prom season involving a drinking teenager.

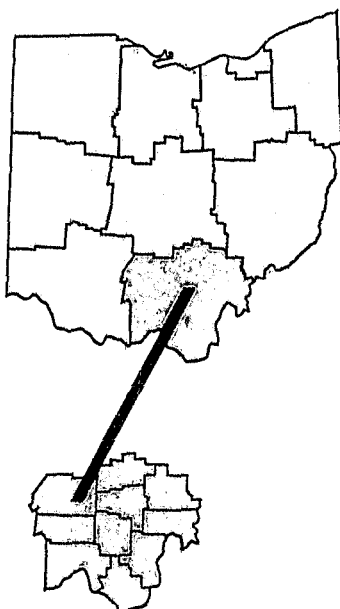
Gallipolis post personnel handled the flow of over 88,000 vehicles into and out of the parking lots at the Bob Evans Farm Festival held annually at Rio Grande.

Another giant traffic detail that occurs each year is the Jackson Apple Festival which draws more than 20,000 people every September. In all of 1986 the Jackson post did not experience a multiple-fatality motor vehicle accident.

Trooper Warren D. Hunter of Ironton was selected by WSAZ-TV as "Hometown Hero" and interviewed for a 30-minute program. Trooper Jacob P. Kisor arrested a suspect and found eight ounces of cocaine with a street value of \$50,000. The vehicle was seized and papers filed for the state to obtain ownership. Ironton and eastern Lawrence County residents now have a direct link to Huntington, West Virginia via the 31st Street Bridge which was completed in 1986 to span the Ohio River.

Chillicothe achieved great success in two areas: vehicle theft enforcement and fatality reduction. Trooper James E. Fisher became the post's first-ever ACE and personnel surpassed their own fatality reduction goal of 25% by an additional two percent. Officers visited every high school in Ross County at least once and participated in Students Against Drunk Drivers. Teenage fatalities dropped from nine in 1985 to two in 1986.

Along with its regular day-to-day operations, the Portsmouth post participated in an emergency preparedness drill last year at the Martin-Marietta Gaseous Diffusion Plant in Piketon. Officers also handled traffic control during the 25th Annual Bicycle Tour from Columbus to Portsmouth and back. The May event attracted in excess of 4,000 bicycle riders and thousands of spectators. A second Ohio River bridge was opened in District 9 last year, the Jesse Stuart Bridge in eastern Scioto County which crosses into Kentucky.

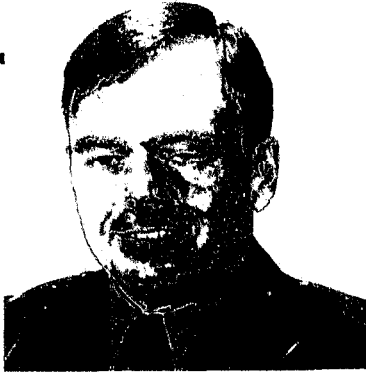


DISTRICT 9 COUNTIES

- | | |
|---------|----------|
| Ross | Hocking |
| Athens | Vinton |
| Meigs | Pike |
| Jackson | Gallia |
| Scioto | Lawrence |

DISTRICT 10

Ohio Turnpike



Captain Raymond R. Smith

1986 was the Ohio Turnpike's busiest and safest year since the toll road opened 31 years ago. Only eight fatalities occurred although total miles traveled reached 1.82 billion. With increased mileage came increased toll receipts for a total of \$73.4 million, up nearly five percent from 1985.

The 1986 fatal accident ratio was .44 deaths per 100,000,000 vehicle miles, an excellent record among comparable toll highways around the nation.

To achieve this record enforcement efforts were directed toward serious accident-causing violators and violations. The commercial driver, the sleepy driver, and the drinking driver have traditionally posed the greatest safety threat on Ohio's Turnpike. These were the areas of focus for Turnpike troopers.

Since 1984 the Ohio Turnpike has been engaged in a major bridge rebuilding program. These projects have disrupted traffic in the summer months to enormous proportions. In 1986 modifications were made in the program to suspend construction during the months of July and August which are the highest traffic months. This permitted the free flow of traffic, improved driving conditions for motorists, and reduced citizens' complaints. This decision undoubtedly contributed to the lower accident record for the year.

Once again District 10 personnel wholeheartedly supported the division's auto larceny program. The three Turnpike posts logged 185 auto larceny cases with 122 vehicles recovered and the district produced three ACE Award winners.

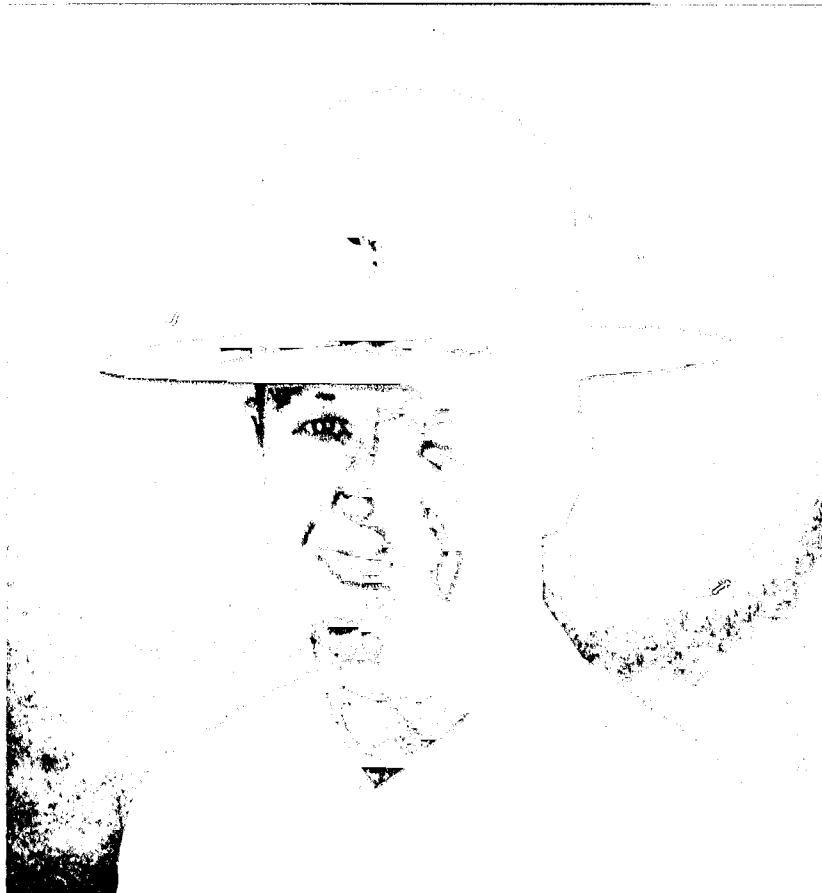
During 1986 the District 10 Communications Center was relocated to a new area which affords much more room for the expanding facility. A computer-aided dispatch system is still being developed and is planned for installation in 1987. One of the top five LEADS users in the state, over 641,000 inquiries were handled last year in the center. In addition to coordinating all patrol radio traffic, center personnel also handled over 30,000 telephone calls.



DISTRICT 10 POSTS

Swanton
Castalia
Hiram





The 1986 Patrol Car . . .



. . . a Ford Crown Victoria Four-Door Sedan