

February 26, 2025

To: Mayor and Members of City Council

From: Sheryl M.M. Long, City Manager

202500353

Subject: Traffic Enforcement

Reference Document #202402419

On December 11, 2024, Councilmember Mark Jeffreys referred the following item for report:

MOTION, submitted by Councilmember Jeffreys, WE MOVE that the City Administration issue a report within sixty (60) days that:

- Outlines traffic citations overall and by neighborhood for 2024, and update the same for the previous four years;
- Shares how many ‘traffic blitzes’ there were in 2024 and the number of citations and stops for each traffic blitz;
- Outlines plans for ‘traffic blitzes’ and other plans for traffic enforcement in 2025;
- Shares the number of crashes that CPD responded to on Interstate Highways (I-74/75/71) within city limits in 2023 & 2024, including the total Full Time Equivalent (FTE) hours spent responding to those crashes and the subsequent follow up.

Overall and by neighborhood traffic citations from 2020 through 2024:

Data is preliminary, and subject to further analysis and revision



Prepared by Crime Analysis and Problem Solving
Cincinnati Police Department

Traffic Citation Counts by District						
DISTRICT	2020	2021	2022	2023	2024	Grand Total
CENTRAL BUSINESS SECTION	529	584	610	781	890	3,394
DISTRICT 1	2,697	2,883	2,398	3,357	3,925	15,260
DISTRICT 2	2,356	2,507	2,873	2,736	2,223	12,695
DISTRICT 3	9,171	9,200	11,359	14,463	11,394	55,587
DISTRICT 4	4,838	4,761	4,472	5,471	3,815	23,357
INTERSTATES	1,692	2,235	1,987	3,476	2,507	11,897
N/A OR OUT OF CITY	42	55	47	66	76	286
Grand Total	21,325	22,225	23,746	30,350	24,830	122,476

Traffic Citation Counts by Neighborhood													
NEIGHBORHOOD	2020	2021	2022	2023	2024	Grand Total	NEIGHBORHOOD	2020	2021	2022	2023	2024	Grand Total
AVONDALE	1,136	1,057	1,108	1,012	697	5,010	MOUNT AUBURN	284	217	271	235	361	1,368
BOND HILL	657	603	554	813	421	3,048	MOUNT LOOKOUT	59	72	83	74	70	358
CALIFORNIA	12	24	32	31	23	122	MOUNT WASHINGTON	93	115	103	131	83	525
CAMP WASHINGTON	353	373	444	807	600	2,577	N/A OR OUT OF CITY	42	55	47	66	76	286
CARTHAGE	265	301	239	282	283	1,370	NORTH AVONDALE	504	373	444	364	387	2,072
CBD/RIVERFRONT	453	518	436	571	690	2,668	NORTH FAIRMOUNT	146	184	169	144	145	788
CLIFTON	408	439	475	592	345	2,259	NORTHSIDE	506	559	688	1,416	999	4,168
COLLEGE HILL	461	535	496	833	437	2,762	OAKLEY	191	315	370	321	321	1,518
COLUMBIA TUSCULUM	89	114	200	356	189	948	OVER-THE-RHINE	640	692	664	765	1,320	4,081
CORRYVILLE	428	419	344	353	307	1,851	PADDOCK HILLS	220	261	201	216	139	1,037
CUF	558	631	489	916	781	3,375	PENDLETON	41	42	45	28	35	191
EAST END	77	94	151	99	109	530	PLEASANT RIDGE	118	157	182	162	114	733
EAST PRICE HILL	1,193	1,124	1,560	1,601	1,070	6,548	QUEENSGATE	472	407	353	712	672	2,616
EAST WALNUT HILLS	78	73	84	81	112	428	RIVERSIDE	138	189	220	295	304	1,146
EAST WESTWOOD	300	276	371	273	277	1,497	ROSELAWN	278	395	285	317	336	1,611
ENGLISH WOODS	64	50	73	83	88	358	SAYLER PARK	73	96	97	233	189	688
EVANSTON	251	233	349	342	247	1,422	SEDAMSVILLE	290	196	336	453	273	1,548
HARTWELL	125	139	116	133	136	649	SOUTH CUMMINSVILLE	100	145	165	153	123	686
HYDE PARK	148	189	193	188	196	914	SOUTH FAIRMOUNT	638	1,001	1,126	1,234	1,032	5,031
INTERSTATES	1,692	2,235	1,987	3,476	2,507	11,897	SPRING GROVE VILLAGE	423	448	459	880	442	2,652
KENNEDY HEIGHTS	30	64	57	38	24	213	VILLAGES AT ROLL HILL	102	77	114	103	118	514
LINWOOD	22	55	36	87	65	265	WALNUT HILLS	964	753	744	607	458	3,526
LOWER PRICE HILL	468	468	563	1,289	1,115	3,903	WEST END	702	894	576	701	756	3,629
MADISONVILLE	224	249	289	219	212	1,193	WEST PRICE HILL	1,144	1,150	1,561	1,400	1,030	6,285
MILLVALE	297	308	303	286	216	1,410	WESTWOOD	1,720	1,822	2,454	2,357	2,236	10,589
MOUNT ADAMS	76	66	174	210	200	726	WINTON HILLS	394	326	247	509	322	1,798
MOUNT AIRY	1,178	647	619	1,503	1,142	5,089	Grand Total	21,325	22,225	23,746	30,350	24,830	122,476

Data Produced: January 3, 2025

Data tables reflect citation counts issued by Cincinnati Police for offenses falling under ORC Sections beginning with 45-- and CMC Sections beginning with 5--.

Crash Summary Statistics for those occurring on I-74, I-71, and I-75 - 2023 and 2024, including FTE hours spent on crash investigations:

		Time Spent on Crash (Time Dispatched to Cleared) In Minutes					
	Interstate	Count	Sum	Min	Max*	Average	Stan Dev**
2023	I-74	198	8,737.8	0	154	44.1	27.2
	I-71	547	24,448.1	0	1,105	44.7	54.9
	I-75	1,166	58,422.2	0	5,870	50.1	174.4
	Total	1,911	91,608.0	0	5,870	47.9	139.6
2024	I-74	177	7,712.4	0	222	43.6	32.2
	I-71	531	24,739.6	0	781	46.6	46.9
	I-75	1,320	56,700.0	0	2,955	43.0	89.6
	Total	2,028	89,151.9	0	2,955	44.0	76.8

Note: This does not include the time the Traffic Unit takes to investigate serious and fatal crashes. They estimate crash investigations take an average of 80-120 hours per case, and more for complex prosecuted cases. This includes multiple traffic officer's time at the scene, investigative processes, and trial preparation. They investigated 70 cases in 2023 and 55 cases in 2024.

* Max field denotes what the highest value., which gives an idea of the outlier value. For instance, in 2024 there was at least one crash report/investigation that lasted 2,955 minutes (49 hours). Upon inspection, the calculation Time (Dispatched to Time Cleared) did not accurately reflect the time report/investigated. Instead, this was a complex crash between a bus, semi-truck, and sedan. The officer entered the crash report the day after, including the finalized time cleared. Similarly, crashes with the minimum value of zero reflect reporting

processes, like entering the same dispatch and clearance date/time.

** Stan Dev denotes the standard deviation or how dispersed the values are around the mean. Typically, two standard deviations around the mean denotes an “outlier”. With this method, a 2024 crash report/investigation lasting longer than 198 minutes would be considered an outlier. Equation for 2024 Total outlier: $76.8 * 2 + 44.0 = 197.6$

Date ranges for the 2024 Traffic Blitzes, the citation/warning count, traffic stop count, and Traffic Blitz plans for 2025:

Blitz Details occurring in 2024

Blitz Period	Operational Notes	Traffic Stops	Citations	Warnings
Spring 2024 (1/22 – 2/3)	Partnership between Traffic Unit and Ohio State Patrol. The main goal is to maximize uniformed presence and address hazardous driving. The secondary goal is to boost morale and develop relationships with a local partner.	1,212	1,797	80
Summer 2024 (6/10 – 6/20)	Performed by select District Officers and supported by Traffic Unit. The main goal was to onboard and expose young officers to traffic stop processes and their benefits. The secondary goal is to maximize enforcement within each district.	644	556	15

Blitz Plan in 2025

Blitz Period	Operational Notes
Spring 2025 (2/17 – 2/28, <i>tentative</i>)	Partnership between Traffic Unit and Ohio State Patrol
Summer 2025 TBD	Partnership between Traffic Unit and District Officers

ⁱ In 2024 (reporting on 2023), CPD sent out a similar report; however, it used a manual process recommended by the Traffic Unit. This focused primarily on moving charges. This was ideal because it narrowly focused on behaviors targeted for a Blitz, most notably unsafe driving. The downside of this method is new charges can be used, it is time-consuming for analysts, and, most importantly, not easily reproduced. This year CPD improved the process and streamlined the approach by collecting all traffic-related charges (ORC 45--- or CMC 5---). The downside of this method is it includes non-moving infractions, like “Failure to Register Vehicle,” and those that aren’t responsive to proactive traffic enforcement, like “Following an Emergency Vehicle.” For that reason, this report will display count discrepancies when compared to the prior Motion Response in 2024.

Future plans for Traffic Blitzes and OVI (Operating vehicle under the influence of alcohol or drugs) checkpoints in 2025:

The Cincinnati Police Department’s Traffic Unit has been tentatively approved to conduct a Traffic Blitz from February 17 through February 28, 2025, and an additional Traffic Blitz in the summer of 2025 (TBD).

The Cincinnati Police Department is a member of the Ohio Traffic Safety Office County OVI Task Force. The goal of the task force is to reduce the number of fatal traffic crashes and alcohol-related fatal crashes by utilizing, where feasible, the low-manpower OVI checkpoint model to conduct low-cost, highly effective OVI checkpoints throughout Hamilton County, and by enforcing zero tolerance of safety belt and child safety seat law violations. Possible OVI checkpoints are in the planning phase for 2025. The dates are to be determined.

Other plans for traffic enforcement in 2025:

Districts will participate in the 2025 Traffic Blitz events and use both data and complaints from the community and community councils to proactively address traffic concerns. Data driven approaches to crime and traffic safety, e.g., crash data, provided by Crime Analysis and Problem Solving (CAPS) will assist districts to conduct enforcement efforts where needed. Traffic enforcement plans are driven through data analysis and initiatives may be spontaneous in response at the district level.

For example, in 2024 District One specifically set their focus on Liberty Street and select Over-The-Rhine streets including Vine Street and Green Street, after reviewing data and other reports presented by CAPS, reflecting top crash and weapon call for service locations. Additionally, District One officers focused on traffic concerns brought by the community related to Mohawk and Renner Streets. This effort was in response to concerned residents of these streets, although Mohawk and Renner Streets were not identified as top crash locations by CPD.

Another example, in 2024 District Three designated the 1500 to 2200 block of Queen City Avenue for PVO (Police Visibility Overtime) traffic enforcement. This was based largely on data from CAPS, which showed the largest concentration of traffic accidents in District Three occurring there. Since then, traffic calming measures have been installed in the area, but District Three has continued to conduct enforcement efforts in this corridor. District Three has also focused on Glenway Avenue between Crookshank and Werk Road, Glenway Avenue in the “traffic calming zone,” to stop drivers from using the middle lane to pass, Colerain Avenue near North Bend Road, and on Harrison Avenue between Werk Road and McHenry Avenue. Additionally, District Three’s Neighborhood Liaison Unit has worked on traffic complaints in the areas of Chase and Virginia, Werk and Harrison, and Colerain and North Bend.

Districts will also continue to assist and give recommendations to the Department of Transportation and Engineering (DOTE) in support of their traffic calming efforts. The districts will continue to conduct periodic enforcement in the short term, repeatedly looking for longer term solutions, such as a change in traffic patterns, etc. Additionally, Neighborhood Liaison Units will conduct traffic/pedestrian safety training at community meetings and at schools. Several designated traffic enforcement officers have been selected to focus on reducing speeding, auto accidents, while increasing pedestrian safety.

Grants/Ordinances:

Ordinance No. 2024-187 of the City of Cincinnati is authorizing the City to apply for, accept, and appropriate a Selective Traffic Enforcement Program grant from the State of Ohio Department of Public Safety, for the purpose of funding a program to reduce deaths and injuries resulting from vehicular accidents due to speeding, loss of control, restraint violations, operating a vehicle under the influence, and high visibility enforcement efforts to reduce fatal accidents.

Ordinance No. 2024-186 of the City of Cincinnati is authorizing the City to apply for, accept, and appropriate a grant from the Ohio Department of Public Safety, the Ohio Traffic Safety Office's FY25 Impaired Driving Enforcement Program, to aid in reducing death and injuries resulting from vehicular accidents.

Ordinance No. 2024-188 of the City of Cincinnati is authorizing the City to apply for, accept, and appropriate a grant from the State of Ohio Department of Public Safety, Ohio Traffic Safety Office, to fund a Traffic Safety Resource Prosecutor (TSRP) position to provide training, education, and technical support to traffic crimes prosecutors and law enforcement agencies throughout the State of Ohio, and to develop a coordinated statewide, multidisciplinary planned approach to the prosecution of impaired driving and other traffic crimes in Ohio.

Conclusion:

The Cincinnati Police Department will continue to conduct periodic short term traffic enforcement while repeatedly looking for longer term solutions in addition to the continued collaboration with their partners on traffic enforcement and traffic calming measures. Additionally, CPD will continue to utilize data driven approaches to crime and traffic safety, e.g., crash data, in collaboration with Crime Analysis and Problem Solving (CAPS).

CPD will utilize the listed grant funding to collaborate with the Traffic Unit, who has staff supervision over the Department's selective enforcement program and other specialized traffic-related programs. The Traffic Unit acts as a liaison and an implementation site for state programs such as the seat belt and holiday drunk driving programs, to reduce deaths and injuries resulting from vehicular accidents due to speeding, loss of control, restraint violations, operating a vehicle under the influence, and high visibility enforcement efforts to reduce fatal accidents.

cc: Colonel Teresa A. Theetge, Police Chief