



City of Cincinnati

801 Plum Street
Cincinnati, OH 45202

Agenda

Climate, Environment & Infrastructure

Councilmember Meeka Owens, Chairperson
Councilmember Mark Jeffreys, Vice-Chair
Councilmember Jeff Cramerding, Member
Councilmember Seth Walsh, Member

Tuesday, April 8, 2025

10:00 AM

Council Chambers, Room 300

PRESENTATION

RESEARCHING INNOVATIVE HOMELESSNESS PREVENTION PROGRAMS

SPEAKERS

Frances Gallagher - Assistant Director of Project Development

Wilson Sheehan Lab of Economic Opportunity - University of Notre Dame

Kevin Finn - President / CEO - Strategies to End Homelessness

AGENDA

- [202500547](#) **REPORT**, dated 3/26/2025, submitted Sheryl M. M. Long, City Manager, regarding the Brent Spence Bridge Corridor Queensgate to Downtown concerns. (Reference Document # 202402548)
Sponsors: City Manager
Attachments: [Report](#)
- [202500539](#) **REPORT**, dated 3/26/2025, submitted Sheryl M. M. Long, City Manager, regarding the Sidewalk Repair Pilot Program. (Reference Document # 202500110)
Sponsors: City Manager
Attachments: [Report](#)
- [202500687](#) **PRESENTATION**, submitted by Councilmember Owens, from Frances Gallagher, Assistant Director of Project Development at the University of Notre Dame, regarding Researching Innovative Homelessness Prevention Programs.
Sponsors: Owens
Attachments: [Presentation](#)

ADJOURNMENT

March 26, 2025

To: Mayor and Members of City Council

202500547

From: Sheryl M. M. Long, City Manager

Subject: Brent Spence Bridge Corridor Queensgate to Downtown Concerns

Reference Document #202402548

The Council at its session on December 18, 2024 referred the following item for review and report.

MOTION, dated 12/10/2024, submitted by Councilmember Owens, WE MOVE that the administration prepare a report within 60 days to address the following concerns that are related to reconnecting Queensgate to Downtown during the design build process of the Brent Spence Bridge Corridor. WE FURTHER MOVE that the administration compare the current proposed local one-way street system across I-75 in Queensgate with the Signature Street Concept attached.

In July 2023, the Brent Spence Bridge Corridor Project's Bi-State Management Team (BSMT) announced Walsh Kokosing as the Design-Build Team (DBT) for Phase 3 of the Brent Spence Bridge Corridor Project (BSB). This kicked off the first phase of the progressive design-build process, the Innovation Phase. The results of the Innovation Phase and the preferred alignment were announced in June 2024. The Department of Transportation and Engineering (DOTE) and the Ohio Department of Transportation (ODOT) presented the innovations to City Council at the Climate, Environment & Infrastructure Committee on June 4, 2024.

The DBT immediately proceeded into detailed design of the preferred alignment, completing 30% plans in January 2025. Design has continued moving forward, with 60% plans scheduled for summer 2025.

The Signature Street Concept includes changes to infrastructure that are both within and outside the BSB project limits. Within the BSB project limits the Signature Street Concept includes proposals to make a connection from 5th Street to 3rd Street on the west side of I-75 and a conversion and realignment of W. 9th Street across I-75. These proposals involve a complete redesign of key aspects of the project, require work and potentially the purchase of additional property that are not included in the project's environmental documents, and add considerable construction costs due to an increase in bridge area. These changes would greatly delay the project, resulting in significantly increased design and construction costs.

It's very unlikely the BSMT would agree to any changes that will require any modifications to the environmental documents or add significant delay to the project. The City may also be required to fund the costs associated with the design changes, construction cost increase and costs associated with the project delay, totaling tens of millions of dollars.

The BSB project is being designed to allow for an expansion of 5th Street to Gest Street and a connection to 3rd Street, if future development desires. The 5th Street bridge could be converted to two-way in the future if it functions with future improvements. All overpasses would be able to be modified to accommodate streetcar rails if desired with future streetcar expansion also. The project also includes aesthetic commitments made by ODOT on the overpass bridges. Those improvements include planters, shared-use paths, pedestrian level lighting and opaque screening to enhance the pedestrian experience when crossing the highway. Renderings of these commitments can be seen in the image below.



6th Street



7th Street



9th Street

Changes proposed in the Signature Street Concept that are outside the BSB project limits can be evaluated by the City for future implementation. Linn Street and W. 9th/8th Street are part of the City's State to Central RAISE Grant project and will be evaluated with that project.

cc: Greg Long, Interim Director, Transportation and Engineering
Bryan Williams, Division Manager, Transportation and Engineering
John Brazina, Interim Assistant City Manger

Date: March 26, 2025

To: Mayor and Members of City Council
From: Sheryl M. M. Long, City Manager
Subject: Sidewalk Repair Pilot Program

202500539

Reference Document #202500110

The Council at its session on January 29, 2025, referred the following item for review and report.

MOTION, dated January 16, 2025, submitted by Councilmembers Albi, Owens, and Vice Mayor Kearney, **WE MOVE**, that the Department of Transportation and Engineering produce a report within 30 days on the feasibility of creating a residential sidewalk repair pilot program using Cincy on Track funding. The report should include the following details: process for how the City could take on the cost of identifying, assessing and repairing residential sidewalks; and identify several target neighborhoods for the pilot that are underserved and geographically close by to achieve economies of scale for the pilot.

The following report by the Department of Transportation and Engineering (DOTE) provides details for a Residential Sidewalk Repair Pilot Program along with several target neighborhoods that are underserved and geographically close by to achieve economies of scale.

BACKGROUND

DOTE has a program in place for sidewalk repair which follows the Cincinnati Municipal Code Chapter 721 and Ohio Revised Code Chapter 729. C.M.C. Sec. 721-147 requires the abutting property owner to maintain the adjacent sidewalk in good condition and free from nuisance.

DOTE's Sidewalk Safety Program is a complaint-driven program and on average 775 customer service requests are entered per year reporting condemnable sidewalks. City staff inspect the sidewalks noted in each request for condition or hazards. If repairs are necessary, a notification is sent to property owners to begin the sidewalk repair process.

OPPORTUNITY

If a new Pilot Program was funded, DOTE would use Cincy on Track funding to improve existing sidewalk conditions in several target neighborhoods that have been identified by the City as underserved. The funds would be used to identify, assess and repair condemned sidewalks for residential properties in single family (SF) and Residential Mixed (RMX) zones with a preference on owner-occupied. The Pilot Program does not include repair of driveway aprons which will remain the responsibility of the property owner.

Due to existing staffing resources, funding the new pilot program may delay the typical services provided by the Sidewalk Safety Program city-wide. The Sidewalk Repair Program staff will make every effort to continue to inspect, notify homeowners, and make permanent repairs city-wide in addition to the Pilot Program. The proposed Pilot Program is as outlined below.

RESIDENTIAL SIDEWALK REPAIR PILOT PROGRAM

Sidewalk repair requests entered through the existing Customer Service Request Program, 311Cincy, will be inspected by the Sidewalk Safety Program and rated for condition severity and need. Severely condemned sidewalk in need of EMERGENCY repair will be funded through this program, as determined by the Department of Transportation and Engineering, until the available funds allocated for each funding cycle are expended.

The sidewalk Rating Scale as determined by DOTE inspection is as follows:

1. Good – Minor or no repair necessary.
2. Fair – Condition may warrant some repair or notice to the adjacent property owner of future needed repairs.
3. Condemned – Severely condemned sidewalk in need of EMERGENCY repair, which is defined as impassable or hazardous for all users and meets the following criteria:
 - Blocks, or portions thereof, having an edge that differs vertically by 2.5 inches or more from the adjacent sidewalk or top of curb surface, which, in the opinion of the City Engineer’s representative, presents a safety hazard to the public.
 - Blocks adjacent to condemned blocks, which, if left in place, would require the replaced block to be constructed at an improper grade.
 - Blocks, which are severely spalled or holed with loose or missing aggregate, show signs of rapid deterioration.
 - Sidewalk and driveway blocks which, in the opinion of the City’s Sidewalk inspector, present a safety hazard to the public.

DOTE has identified up to seven (7) adjacent underserved neighborhoods centrally located on the western side of the city. These neighborhoods are East Westwood, Villages at Roll Hill, South Cumminsville, Millvale, English Woods, North Fairmount and South Fairmount. The Residential Sidewalk Repair Pilot Program will identify, assess, and repair hazardous sidewalk throughout the identified neighborhoods that are submitted through the Customer Service Request Program, 311Cincy until the funds are expended. If all hazardous sidewalk conditions in the identified neighborhoods are repaired and additional funding remains available, then the program will expand to the adjacent underserved neighborhoods until funds are exhausted. The Pilot Program will not maintain a list of future repairs and once available funds are exhausted, individual property owners will be responsible for repairs following the regular program process.

SUMMARY

If the pilot program is funded using Cincy on Track funding, DOTE recommends utilizing the existing city-wide sidewalk repair contract in place to achieve the most efficient method of repair.

cc: Greg Long, Interim Director, Transportation and Engineering
John S. Brazina, Interim Assistant City Manager



Frances Gallagher
Assistant Director of Project Development
University of Notre Dame

Researching Innovative Homelessness Prevention Programs



**STRATEGIES TO
END HOMELESSNESS**

Kevin Finn
President/CEO



STRATEGIES TO END HOMELESSNESS

Mission/Vision

Mission: Lead a coordinated community effort to end homelessness in Greater Cincinnati

Accomplishing this goal by:

1. **PREVENT**: prevent as many people from becoming homeless as possible
2. **ASSIST**: provide high-quality assistance to help people back into housing
3. **SOLVE**: offering solutions to homelessness through housing





STRATEGIES TO END HOMELESSNESS

Partner Agencies

Bethany House Services

Caracole, Inc.

Independence Alliance

Center for Respite Care

Cincinnati Metropolitan

Housing Authority (CMHA)

3CDC GeneroCity513

City Gospel Mission

Emergency Shelter of NKY

Excel Development

Found House Interfaith Housing Network

Freestore Foodbank

Greater Cincinnati Behavioral

Health Services

Hamilton County Job & Family Services

Hamilton County Mental Health & Recovery

Services Board

HER Cincinnati

Joseph House

Lighthouse Youth & Family Services

Lydia's House

Neighbor Hub Health

Northern KY Health District

Ohio Valley Goodwill Industries

OTR Community Housing

Shelterhouse

St. Francis/St. Joseph Catholic Worker House

Society of St. Vincent de Paul

Talbert House

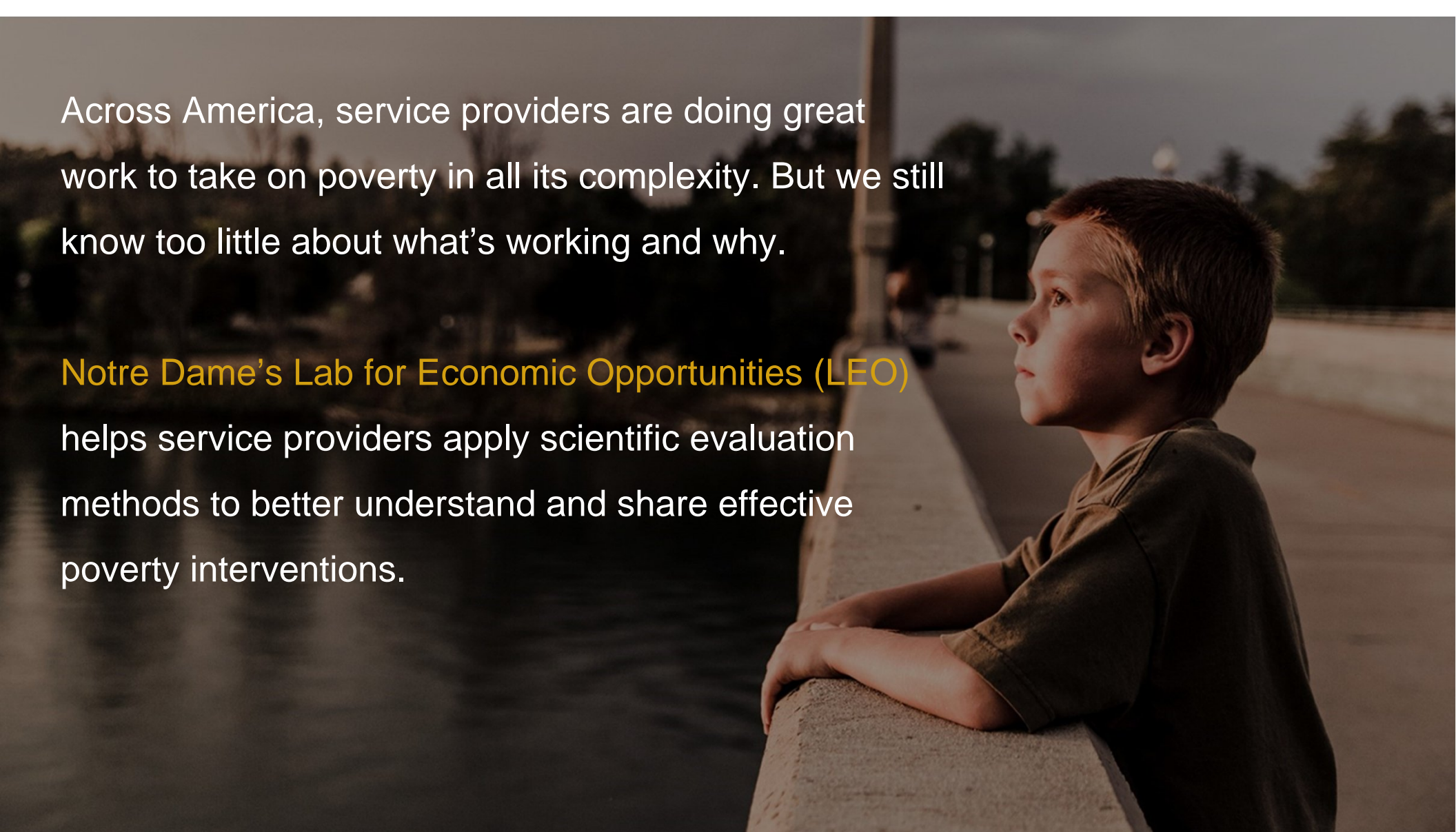
Tender Mercies

The Salvation Army

Veterans Administration

Volunteers of America

YWCA Greater Cincinnati



Across America, service providers are doing great work to take on poverty in all its complexity. But we still know too little about what's working and why.

Notre Dame's Lab for Economic Opportunities (LEO) helps service providers apply scientific evaluation methods to better understand and share effective poverty interventions.



WE BELIEVE

Poverty can be **outsmarted**.

The **social service community** contains innovations that show us how to end poverty.

Evidence (rather than hunches or assumptions) lights the path to learning what works, with whom, and at what frequency, sequence, and intensity.

Families in poverty **deserve** interventions that work.



WHY WE EXIST

37 million people in poverty

\$1 trillion spent annually fighting poverty

As little as 1% goes to evidence-based programs



WHAT WE DO

Find the **innovators**

Teach about **impact evaluations**

Overlay research design on anti-poverty programs

Learn & iterate

Share findings & scale



PARTNERS AND PROJECTS

105 projects **29** states



Employment



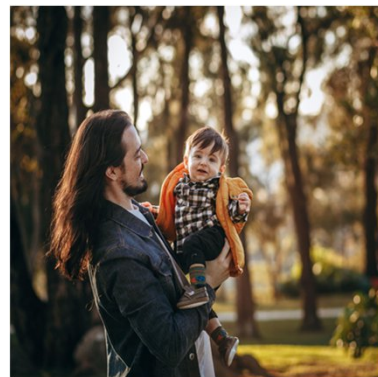
Housing & Homelessness



Education



Criminal Justice



Economic Mobility



Health



WHY PARTNER WITH LEO



Impact starts with knowing. Evidence-based solutions provide better insight and actionable steps for fighting poverty. The more we know, the better our impact.



Our research is free. We don't charge our partners a fee for our work.



More evidence = more money. Today's philanthropists care about impact on people's lives. Being able to prove this impact with evidence helps our partners raise more money to support their poverty-fighting missions.



Our research is third-party validation of impact. Evidence speaks for itself. Many social service leaders, staff, and supporters welcome independent confirmation of the impact of the agency's work. Third-party validation is critical to creating continuous improvement and attracting future investment.



Why we are working together:

- Document effectiveness, make improvements.
- Many people who need assistance and are not receiving it.
- Shrinking resources = need to focus on outcomes-based, cost-effective solutions.
- Policy change: the largest funder of homeless services is the federal government, which does not currently permit its largest funding stream (Continuum of Care for the Homeless funds) to support homelessness prevention activities.

Intervention Types



Study #1: Shelter Diversion

- Program began in 2012 as ARRA funds expired; effort to preserve services for people most likely to become literally homeless (street/shelter/DV)
- Primarily households that are doubled-up and running out of options, **coming to shelter in the next 14 days**
- Helps them back into their own **permanent housing** instead of bringing them into shelter, sleeping on the streets
 - Housing placement & case management for up to 6 months (Bethany House & FreeStore Foodbank)
- **95% successful** in preventing future homelessness
 - Compared to 65-78% success rate for people assisted after homeless
- **Significantly reduced cost** to system
 - \$1650 per person compared to \$4700+ to assist after literally homeless
- **Reduced Trauma**: mainly families = children not experiencing homelessness.
- Current capacity: **servicing 1/3** of households that met criteria (161/483)
- LEO study began in November 2024

Study #1: Shelter Diversion

- Research questions:
 - (1) Does the Shelter Diversion Program reduce the likelihood of individuals and families using emergency shelters or street outreach (signaling on-the-street homelessness) in both the short and long term?
 - (2) How does participation in the Shelter Diversion Program impact broader outcomes such as housing stability, employment, and criminal justice involvement?
- Study Outcomes
 - Primary:** Emergency Shelter Stays, Days in Shelter. Street Outreach Engagement, Additional CAP Helpline Calls
 - Secondary:** Involvement in Other Homelessness Services and Programs, Criminal Justice Involvement, Evictions, Educational Outcomes, Economic Outcomes, Credit Outcomes, Neighborhood Quality, Access to Social Support Programs
- Sample Size: 1760 Individuals total (over 2 years)

Study #2: Housing Stability Collaborative

Using **predictive data analytics** to identify households in the very early stages of a housing crisis

– even before they realize their situation could lead to housing loss –
and **proactively offer assistance** to resolve the situation

- Supported by the City of Cincinnati as first Impact Award in 2023
- Pursuing 25+ data sets that are predictive of housing instability
- Predictive Data Model, which is being updated with new data sets quarterly
- Outreach being conducted to highest risk families identified
- System navigation services provided by:



- Other key partners:



Study #2: Housing Stability Collaborative

Launching fall 2025



What We Are Hoping to Accomplish:

- Document the effectiveness of these homelessness prevention program through research.
- Utilize research results to secure additional and new resources for outcomes-based, cost-effective solutions.
- Convince the federal government to permit communities to use current funding streams to support homelessness prevention activities.
- Add capacity to homelessness prevention activities to:
 - Serve more households
 - Serve additional populations (e.g. single individuals)
 - Expanded geography (e.g. all of Hamilton County, then Greater Cincinnati, etc.)
- Replicate these homelessness prevention services in other communities
- Reduce and end homelessness in Cincinnati