



City of Cincinnati

801 Plum Street
Cincinnati, OH 45202

Agenda - Final

Public Safety & Quality of Life

Chairperson Scotty Johnson
Vice Chair Jan-Michele Kearney
Councilmember Anna Albi
Councilmember Jeff Cramerding
Councilmember Ryan James
Councilmember Mark Jeffreys
Councilmember Evan Nolan
Councilmember Meeka Owens

Tuesday, May 19, 2026

9:30 AM

Council Chambers, Room 300

AGENDA

1. [202601547](#) **MOTION**, submitted by Councilmembers James, Albi, Jeffreys and Vice Mayor Kearney, **WE MOVE** that the Clerk of Council and city administration review safety procedures for City Hall and submit a report via presentation within 15 days regarding potential improvements to current policy to ensure a safe workplace for all city employees. (STATEMENT ATTACHED)

Sponsors: James, Albi, Kearney and Jeffreys
Attachments: [202601547](#)
[Motion_001](#)

2. [202601441](#) **REPORT**, dated 4/22/2026, submitted Sheryl M. M. Long, City Manager, regarding traffic enforcement. (Reference Document # 202600192)

Sponsors: City Manager
Attachments: [Report](#)
[Attachment](#)

ADJOURNMENT



Ryan James
Councilmember

May 7, 2026

Motion

WE MOVE that the Clerk of Council and city administration review safety procedures for City Hall and submit a report via presentation within 15 days regarding potential improvements to current policy to ensure a safe workplace for all city employees.

Statement

Due to an increase in threats and threatening rhetoric directed towards city employees, we seek to reevaluate our current procedures. We further seek to explore security measures on the third floor and add any necessary updates based on findings to protect our employees' safety and wellbeing.

PS

Ryan James

Councilman Ryan James

Jan-Middle-Lemo Kearney

Anna Allie



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Mason Jeffery

April 22, 2026

To: Mayor and Members of City Council
 From: Sheryl M.M. Long, City Manager
 Subject: **Council Report on Traffic Enforcement**

202601441

REFERENCE DOCUMENT #202600192

On January 20, 2026, 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 2025, and update the same for the previous four years;
- Shares how many 'traffic blitzes' there were in 2025 and the number of citations and stops for each traffic blitz;
- Outlines plans for 'traffic blitzes' and other plans for traffic enforcement in 2026;
- Shares the number of crashes that CPD responded to on Interstate Highways (1-74/75/71) within city limits in 2024 & 2025, including the total Full Time Equivalent (FTE) hours spent responding to those crashes and the subsequent follow-up.

Traffic Enforcement Cincinnati Police Department

****For Official Use Only****

Data is preliminary, and subject to further analysis and revision



Prepared by Crime Analysis and Problem Solving
Cincinnati Police Department

Table 1:	Traffic Citation Counts by neighborhood from 2021 through 2025
Table 2:	Traffic Citation Counts by District from 2021 through 2025
Table 3:	Crash Summary Statistics for those occurring on 1-74, 1-71, and 1-75 - 2024 and 2025, including FTE hours spent on crash investigations
Table 4:	Blitz Details occurring in 2025
Table 5:	Traffic Initiative Plans in 2026

OTHER PLANS FOR TRAFFIC ENFORCEMENT IN 2026

Districts will participate in the 2026 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.

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. 2025-142 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. 2025-141 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 FY26 Impaired Driving Enforcement Program, to aid in reducing death and injuries resulting from vehicular accidents.

Ordinance No. 2025-143 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.

Attachment

Table 1: Traffic Citation Counts by neighborhood from 2021 through 2025

NEIGHBORHOOD	2021	2022	2023	2024	2025	Grand Total
AVONDALE	1,057	1,108	1,012	697	568	4,442
BOND HILL	603	554	813	421	340	2,731
CALIFORNIA	24	32	31	23	34	144
CAMP WASHINGTON	373	444	807	600	647	2,871
CARTHAGE	301	239	282	283	234	1,339
CBD/RIVERFRONT	518	436	571	690	1,271	3,486
CLIFTON	439	475	592	345	305	2,156
COLLEGE HILL	535	496	833	437	573	2,874
COLUMBIA TUSCULUM	114	200	356	189	135	994
CORRYVILLE	419	344	353	307	339	1,762
CUF	631	489	916	781	718	3,535
EAST END	94	151	99	109	95	548
EAST PRICE HILL	1,124	1,560	1,601	1,070	1,207	6,562
EAST WALNUT HILLS	73	84	81	112	118	468
EAST WESTWOOD	276	371	273	277	362	1,559
ENGLISH WOODS	50	73	83	88	94	388
EVANSTON	233	349	342	247	232	1,403
HARTWELL	139	116	133	136	116	640
HYDE PARK	189	193	188	196	176	942
INTERSTATES	2,235	1,987	3,476	2,507	2,678	12,883
KENNEDY HEIGHTS	64	57	38	24	45	228
LINWOOD	55	36	87	65	83	326
LOWER PRICE HILL	468	563	1,289	1,115	1,151	4,586
MADISONVILLE	249	289	219	212	231	1,200
MILLVALE	308	303	286	216	216	1,329
MOUNT ADAMS	66	174	210	200	310	960
MOUNT AIRY	647	619	1,503	1,142	810	4,721
MOUNT AUBURN	217	271	235	361	175	1,259
MOUNT LOOKOUT	72	83	74	70	88	387
MOUNT WASHINGTON	115	103	131	83	120	552
N/A OR OUT OF CITY	55	47	66	76	73	317
NORTH AVONDALE	373	444	364	387	364	1,932
NORTH FAIRMOUNT	184	169	144	145	105	747
NORTHSIDE	559	688	1,416	999	730	4,392
OAKLEY	315	370	321	321	276	1,603
OVER-THE-RHINE	692	664	765	1,320	909	4,350
PADDOCK HILLS	261	201	216	139	125	942
PENDLETON	42	45	28	35	56	206
PLEASANT RIDGE	157	182	162	114	136	751
QUEENSGATE	407	353	712	672	719	2,863
RIVERSIDE	189	220	295	304	318	1,326
ROSELAWN	395	285	317	336	310	1,643
SAYLER PARK	96	97	233	189	135	750
SEDAMSVILLE	196	336	453	273	336	1,594
SOUTH CUMMINSVILLE	145	165	153	123	88	674
SOUTH FAIRMOUNT	1,001	1,126	1,234	1,032	1,232	5,625
SPRING GROVE VILLAGE	448	459	880	442	473	2,702
VILLAGES AT ROLL HILL	77	114	103	118	139	551
WALNUT HILLS	753	744	607	458	463	3,025
WEST END	894	576	701	756	884	3,811
WEST PRICE HILL	1,150	1,561	1,400	1,030	1,215	6,356
WESTWOOD	1,822	2,454	2,357	2,236	2,476	11,345
WINTON HILLS	326	247	509	322	342	1,746
Grand Total	22,225	23,746	30,350	24,830	25,375	126,526

Table 2: Traffic Citation Counts by District from 2021 through 2025

DISTRICT	2021	2022	2023	2024	2025	Grand Total
CENTRAL BUSINESS SECTION	584	610	781	890	1,581	4,446
DISTRICT 1	2,883	2,398	3,357	3,925	3,461	16,024
DISTRICT 2	2,507	2,873	2,736	2,223	2,232	12,571
DISTRICT 3	9,200	11,359	14,463	11,394	11,834	58,250
DISTRICT 4	4,761	4,472	5,471	3,815	3,516	22,035
INTERSTATES	2,235	1,987	3,476	2,507	2,678	12,883
N/A OR OUT OF CITY	55	47	66	76	73	317
Grand Total	22,225	23,746	30,350	24,830	25,375	126,526

¹Data tables (Table 1 and Table 2) reflect citation counts issued by Cincinnati Police for offenses falling under ORC Sections beginning with 45-- and CMC Sections beginning with 5--.

Table 3: Crash Summary Statistics for those occurring on I-74, I-71, and I-75 - 2024 and 2025, 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**
2025	I-74	156	6,293.00	0	352	40.3	35.5
	I-71	558	24,541.00	0	1,476	44.0	67.9
	I-75	1,526	57,325.00	0	303	37.6	28.2
	Total	2,240	88,159.00	0	1,476	39.4	42.2
2024	I-74	177	7,712.40	0	222	43.6	32.2
	I-71	531	24,739.60	0	781	46.6	46.9
	I-75	1,320	56,700.00	0	2,955	43	89.6
	Total	2,028	89,151.90	0	2,955	44	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 58 cases in 2024 and 47 cases in 2025.

* 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: $76.8 * 2 + 44.0 = 197.6$

Table 4: Blitz Details occurring in 2025

Blitz Period	Operational Notes	Citations
<p>2025 (2/17 – 2/28)</p>	<p>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.</p>	<p>1,834</p>
<p>2025 (11/17 – 11/21)</p>	<p>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.</p>	<p>422</p>

Table 5: Traffic Initiative Plans in 2026

Period	Operational Notes
<p>Spring 2026 (3/1 – 3/14)</p>	<p>Traffic Blitz: Partnership between Traffic Unit and Ohio State Patrol.</p>
<p>Summer 2026 (TBD)</p>	<p>Traffic Blitz: Partnership with the 117th recruit class following their release from probationary training with the main goal of exposure to traffic-based stops, processes, and their benefits.</p>
<p>Summer 2026 (6/4, 7/2, & 8/6)</p>	<p>Community Event: 2026 Smale Family Days – Partnership with Hamilton County Safe Communities, Cincinnati Parks Foundation, and Cincinnati Parks, with the main goal of pedestrian safety and education during the event.</p>
<p>Spring - Summer 2026 (4/16, 6/11, & 8/20)</p>	<p>OVI Checkpoint: Partnership between Traffic Unit and Ohio State Patrol.</p>
<p>Fall 2026 (TBD)</p>	<p>Traffic Blitz: Partnership with the 118th recruit class following their release from probationary training with the main goal of exposure to traffic-based stops, processes, and their benefits.</p>