



## **CTM Minutes - CTM Special Meeting for Metro Bus Rapid Transit (BRT)**

By Owen Waller, Secretary

**Date: February 24, 2026, 7:00pm**

Location: Hybrid Meeting – In-person at Clifton Recreation Center. Online using Google Meets

**Board Members Present (9):** Jan Checco, Patrick Etter, Barry Gee, Kevin Mohan, Ben Pantoja, Bob Seigel, Owen Waller, Bridget Waller-Kent, Aaron Weiner

**Absent (3):** Robert DiMartino, Kevin Leahy, Genet Singh

A quorum is present. Meeting called to order at 7:00.

**Public in the Room:** (approx. 70 by head count, not all signed in legibly and many from DOTE or Metro)

### **On record (40)**

Mike Anagnostou, Char and Simon Lyon, Sean Harperink, Michelle Murphy, Karen and Tim Noonan, Mary Pat and Tom Lienhart, Louise Bettman, Gerald Checco, Scott Crawford, Bob Hyland, Devon Rich, Morgan Rich, Michael Moreland, Robert DiTomassi, Dave and Claudia Taylor, Chris Wetterich, Peggy Moses, Justin Ogilby, Nestor Melnyk, Cassandra Clements, David Meyer, Michelle Schwenkner, Rachel Wells, Ben Barlew, Conrad Kent, Ezra Waller, Mick Koenig, Helen Kenion, Betty Huee, Paul Durham, Clara Wen, Katie Kalafut, Mackenzie Mason, Matthew Bauman, Emily R Bauman, Sharyn LaCombe

### **Public Attendance online (10)**

Chris Weyer, Siobhan Bracken, Monica Windholtz, Micah Ovadia, Stefan N, Mark Jeffreys, Glitch Monk, Jennifer LeMasters Wirtz, Gina Marsh, Sarah Simeone

**Agenda:**

**Metro Presentation and Questions 7pm - 8pm**

**CBA Presentation, Questions, and Motion 8pm - 9pm**

**Welcome to our meeting** – Contact the CTM email at  
[contactctm@cliftoncommunity.org](mailto:contactctm@cliftoncommunity.org)

## **Metro Presentation – Sharyn LaCombe**

Sharyn presented slides from Metro regarding the improvements to Metro as a part of “Reinventing Metro”, details about the Bus Rapid Transit (BRT) service, details about the Bus Rapid Transit (BRT) stops, ridership statistics, traffic studies and considerations, and recorded simulations of BRT dropoffs. She then presented the two different options and the traffic implications of both stops.

The main consideration of the meeting is collecting feedback on the two options for a BRT stop that will service the Clifton Ludlow Area. Option 1, a stop on Ludlow Avenue, or Option 2, a stop on Clifton Avenue, are both being considered by Metro. The Metro slides are attached at the end of the written minutes. A full list of attachments is included after the adjournment section of the minutes.

She, the Metro team, and DOTE then took questions from the audience. This includes Sharyn, Nora, Paul, and many other experts who gave their time this evening.

*Note: Thank you’s to the Metro team were present in most questions. These have been omitted for brevity.*

Q: What is the current capacity of the Metro buses by percentage?

A: The load of the vehicles are in about the mid 40’s. Projected ridership required BRT buses to be longer than the current 40 foot buses.

Q: The BRT buses will be supplementing North-South routes. Have you factored in which ridership types will be riding these buses?

A: Metro must follow a rider forecasting method prescribed by the Federal Transit Administration (FTA). This uses existing stops and density to predict ridership.

Q: Will water runoff caused by the BRT station design be problematic on the sidewalks, specifically for accessibility?

A: The BRT stops will be sloped to collect and drain the water. This is included in each BRT stop design.

Q: Were bicyclists included in the level of service modelling? How would each stop contribute to people adopting multi-modal (park & ride, bike to transit, etc) transit usage?

A: Bike level of service has not been specifically calculated. The existing and planned cycling infrastructure will be in place for both designs. The focus thus far has been vehicular level of service.

Concerns of exiting the Clifton Ave BRT stop into a cycling lane was brought up. Nora brought up that a pedestrian activated traffic signal (HAWK Beacon) would be present at Howell and Clifton Ave.

Q: Rider with two kids, what safety measures are in place for the Option 2 station to ensure a safe crossing across many lanes of traffic on Clifton Ave?

A: A signalized intersection may be integrated. Besides that, cars would be required to stop at the HAWK beacon. These solutions have yet to be approved by DOTE.

Note: HAWK beacons are NOT simply lighted crosswalks. [Hawk Beacon Wiki](#).

Q: Would Option 1 give Ludlow Ave an additional crosswalk for enhanced pedestrian safety?

A: Option 1 would improve the current crosswalks on Ludlow, not increase the number of crosswalks. Though more crosswalks would service Option 1 on Ludlow than would service Option 2 on Clifton Ave.

Q: Earlier in the presentation it was mentioned that the Clifton Ave stop may have to be moved further south to accommodate left turns onto Ludlow Ave from Clifton Avenue. How likely is it that DOTE will conclude that left turn queuing will be an issue and the stop will have to be moved?

A: The concern is that the left turn queue to turn from Clifton Ave onto Ludlow will run into the BRT stopping area. No probability estimate currently, but the two solutions would be to either move the station further south or adjust the Clifton-Ludlow light timing. This would make the intersection operate worse overall, but would fix the left-turn queue problem.

Q: Clifton Ave has auto-oriented business design (parking lots in front of restaurants, many driveways for cars, etc).

Are any changes going to be made to the business frontages of UDF, Shell, Einstein Bros, etc to accommodate for more pedestrians in the area if Option 2 is chosen? Have these businesses been consulted?

A: The Clifton Ave bus stop would essentially be a large median limiting the in-and-out traffic of those businesses. No other frontage changes are currently

included in Option 2. Everyone in a zipcode along the BRT routes was sent a postcard, but those businesses have not been particularly contacted.

Q: What is the distance between the Option 2 BRT stop on Clifton Ave and the Good Samaritan stop?

A: The Good Samaritan BRT stop will be roughly 500ft south of the proposed Option 2 location.

Q: Has Metro studied the number of people being served by either Option?

A: The Option 2 stop has more housing units, according to the US Census, within 0.25mi from the stop than Option 1 does.

Q: Has Metro subtracted the overlap from the people already served by the Good Samaritan stop to visualize the net-capture difference between Option 2 or Option 1?

A: Metro will look at the data and evaluate the possible overlap in service.

Q: How would the Option 2 stop affect traffic in and out of Terrace and Howell?

A: Option 2 on Clifton Ave would not affect traffic on Terrace, the Good Samaritan stop would drive turning restrictions out of Terrace. Metro engineers stated Option 2 would not affect left turns out of Howell onto Clifton Ave either, though the City must still grant final approval.

Q: Has Metro evaluated opportunities to develop housing along Clifton Ave to add to Option 2 ridership?

A: The Federal Transit Administration (FTA) does not allow Metro to count development that has not been given permits by the city into ridership counts.

Q: How much additional time will it take to get to key businesses on Ludlow if Option 2 is chosen? (ie Option 1 to CVS walk time vs Option 2 to CVS walk time)

A: Metro has not yet calculated this, but they can.

Q: Clifton Ave will be wider and able to pass traffic through while buses are stopped?

A: Yes Clifton will be wide enough to have dedicated bus lanes along the stretch.

Q: Which bus routes will be eliminated or reduced due to the BRT?

A: The North-South 17 route, which overlaps significantly with the BRT route, will be cut by 66%. The East-West 19 route will receive an extra bus per hour. These may be adjusted after further ridership studies are conducted.

Q: Regarding congestion on Ludlow Ave, has UC been engaged in conversations with Metro to get students on the BRT instead of the current UC shuttle?

A: Metro would love to help students and have already engaged in talks with UC, including offering all students free bus passes.

Q: Option 1 seems like it would include many pedestrian improvements, such as improving the crosswalk in front of Ace Hardware. Would these improvements not occur if Option 2 is chosen?

A: Metro will be re-striping the crosswalks in the business district if Option 1 is chosen. No additional pedestrian signals will be added for Option 1, however Metro can take this feedback back to DOTE and collaborate with them.

Q: Will ridership be cannibalized if Option 2 and the Good Samaritan stop location are close together?

A: This has been observed with the streetcar stops downtown with Court Street and Main. Though the target Good Samaritan ridership is projected to be different from the Clifton-Ludlow ridership. The Clifton-Ludlow ridership will be more recreational rather than commuter.

Q: As a mom of a three year old, I would be afraid to take my kid to school on the BRT if required to cross to the Clifton Ave stop. How much has pedestrian safety been incorporated into CTM and Metro's thinking on stop location?

A: Char answered that these sorts of things have been considered by the BRT ad-hoc committee and asked to present their thinking on their stop location preference.

### **BRT Ad Hoc Committee - Char Lyon, Justin Ogilby**

Justin is an out-going CTM transportation Chair who participated on the BRT ad-hoc committee. Justin explained that he believed both options were good options. At the outset he preferred Option 1 in the current conditions of Clifton, though he stated that Option 2 was now his preference.

He stated that he would want Clifton Ave to look completely different in 10-20 years, but Ludlow to stay relatively the same. The opportunity for funding to transform the Clifton Ave corridor, along with prospects to develop where UDF, Einstein Bros bagels, and Clifton Market currently are driving forces for his decision.

He emphasized how the very problematic corridor could be improved for pedestrians if Option 2 were chosen. This would lend itself to more development in the area creating a safer and more pedestrian-friendly space.

Q: Why not go to the city and advocate specifically for traffic calming on Clifton Avenue?

A: Justin answered that funding is hard to come by, and larger interventions usually take larger amounts of money.

Q: Would the Good Samaritan station take care of a lot of the traffic calming desired on Clifton ave? Would medians with foliage be provided if Option 1 were selected?

A: Paul from DOTE chimed in, without Option 2 there would still be BRT lanes along Clifton Ave and some medians. Metro and DOTE could provide an opportunity to include landscaping, etc by CTM or others.

An audience member explained that his preference was towards Option 2 due to accessibility to Burnet woods and the gateway/landscape it would create while approaching Ludlow Ave.

The BRT ad hoc committee report will be attached to the minutes directly following the metro slides.

### **Clifton Business Association Presentation – Mike Anagnostou**

Mike Anagnostou, another member of the BRT Ad-Hoc committee, presented the Clifton Business Association's presentation. He circulated a petition throughout the business district and obtained 35 business owner's signatures in support of Option 2. Mike explained some of his concerns with Option 1

Mike brought up concerns of space for delivery truck drivers on Ludlow, the elimination of street parking, fears of obstructing ambulances, driving away the

Engine 34 fire station with congestion along Ludlow, and rerouting the buses for Clifton Fest. Since there was not a significant change in ridership projected from Metro in either location, the Clifton Business Association advocates for the Clifton Avenue BRT stop.

Q: How much revenue would be lost by the 3 parking spots being lost on Ludlow?

A: Mike answered that he was also concerned about spots for deliveries to be made to the businesses.

Sharyn commented on the concerns about losing the Engine 34 fire station. She stated that first responders would be integrated into the smart-signalization as a part of the BRT project. Thus, signals could be changed to accommodate for ambulances, fire trucks, and police ensuring they do not get stuck in traffic. Medians on Clifton Ave would be subject to a hazards investigation with police and fire before federal dollars were spent. Both options would require rigorous analysis, which has already been started, to ensure that emergency services would not be impeded by the BRT system.

Micah, a business owner on Ludlow, highlighted the importance of Uber Eats, Door Dash, etc for businesses. He wanted to emphasize that he did not want to hinder delivery drivers on Ludlow Ave as it may have adverse consequences for restaurants.

### **Motion to Support CBA Recommendation – Ben Pantoja**

Bob Hyland requested that CTM take resident feedback on BRT stop preference before discussing a motion. He brought up the benefits of the BRT including increased pedestrian activity without added vehicle traffic. He also questioned how much experience the ad-hoc committee had riding Metro buses. Lastly, he mentioned that there might be a conflict of interest having Mike Anagnostou on the ad-hoc committee while endorsing the decision separately as a part of the CBA.

Rachel Wells brought up that if the BRT were implemented and the 17 route were cut, the amount of transit stops and connectivity on Ludlow would drastically decrease for some residents. Additionally, she mentioned that bus riders primarily shopped locally since box-stores like Target and Walmart were largely inaccessible by transit.

An audience member brought up that separating the Good Samaritan and Clifton-Ludlow BRT stops further apart would improve connectivity for Metro's predominantly black ridership.

Another audience member voiced concerns about the ongoing traffic-study questions of Option 2 (ie left turn queue from Clifton onto Ludlow) and discouraged a board vote before more information was available.

An audience member stated that her car stopped working recently and she became incredibly dependent on transit. She explained it was a large change in perspective and emphasized the need to spotlight the voices of the people who would be taking this transit as their only option.

Another audience member, who commutes with Metro route 17, brought up her enthusiasm for a high quality BRT stop in the Clifton Business District. She cited concerns of walkability and pedestrian safety for bus riders if Option 2 was chosen.

One audience member questioned if a median on Clifton Ave, foliage, etc. would be possible if the Ludlow Ave stop were chosen. He mentioned that proximity to businesses was of great importance to him as a Metro rider.

Katie Kalafut, a resident who served on the CTM Transportation Committee brought up that perfection may be the enemy of progress and a delayed vote could mean CTM loses its choice in stop location later on.

Ben read out the motion. The motion will be attached to the minutes below. Ben made the motion, Patrick seconded the motion. The board debated whether to vote on the motion or table it until more information was available. The board decided to vote on the motion.

The motion failed 8-1:

Yes: Kevin M

No: Jan, Ben, Bob S., Bridget, Aaron, Patrick, Owen, Barry.

**Adjournment - Next CTM Board Meeting 3/2.**

Motion to adjourn called by Ben, seconded by Bridget, and was unanimously approved.

The meeting was adjourned at 9:04.

Respectfully submitted,  
Owen Waller, Secretary

**Attachments:**

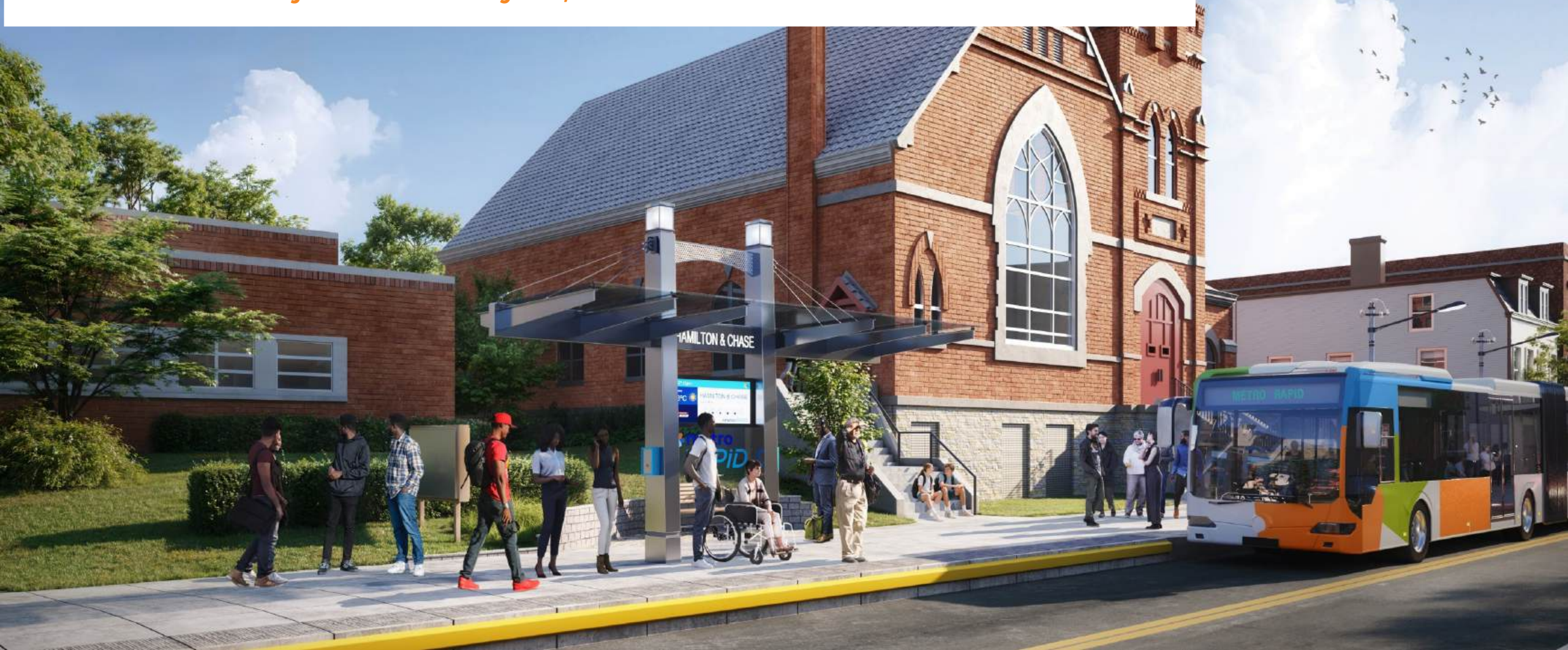
Metro BRT Clifton Town Meeting Presentation - V4 - February 24, 2026.pdf

BRT\_Subcommittee\_Report\_2\_14\_26.pdf

Motion\_to\_Support\_BRT\_Station\_Location\_on\_Clifton\_Avenue.pdf

# METRORAPID CLIFTON-LUDLOW STATION OPTIONS

Hamilton BRT Project – February 24, 2026



# AGENDA

- **Welcome & Introductions**
- **Overview of Bus Rapid Transit**
- **Coordination with the Clifton Community**
- **Station Location Options #1 and #2**
- **Next Steps**



# WELCOME & INTRODUCTIONS



# OVERVIEW OF BUS RAPID TRANSIT

# REINVENTING METRO IMPROVEMENTS

**MetroRapid** is a cornerstone for connectivity in the Reinventing Metro plan.



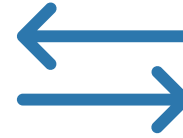
## Expanded Service & Frequency

*Seven 24-hour routes, plus 24/7 Access Service*



## New Facilities

*Upgraded bus stops and a New Transit Center*



## Crosstown Routes

*Better connections with 8 crosstown routes*



## Infrastructure Improvements

*\$349 million for improved roads, sidewalks, & Bridges for Hamilton County*



## Connections to Jobs

*New service to over 93,000 jobs*



## On-Demand Service

*On-Demand Transit with MetroNow!*



## Mobility for All

*Ensuring mobility for all with \$500,000 annually to low-income riders*



## Enhanced Fleet

*Convenience with free WIFI and charging ports on buses, Transit app*

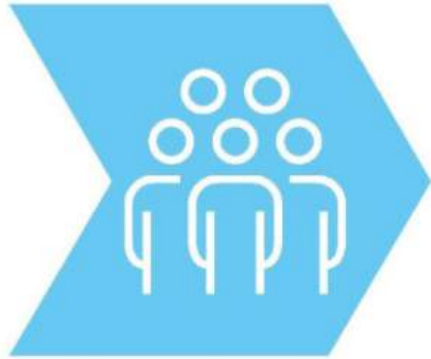
**You Asked, We Delivered**

**#Deliveringonourpromise**



# WHY BUS RAPID TRANSIT (BRT)?

Used in more than 40 cities across the country, BRT service provides a host of wide-ranging benefits.



**SOCIAL**

- Frequent, Reliable, and Comfortable Service
- Reduced travel times due to fewer stops and shorter wait times
- Universally Accessible



**ENVIRONMENTAL**

- Increases roadway capacity without widening
- Provides opportunities for community enhancements



**ECONOMIC**

- Connects people to jobs, community resources, and entertainment
- Offers speed and efficiency of rail with less expense and more flexibility

# HOW IS BRT DIFFERENT FROM TRADITIONAL BUS SERVICE?



- **Dedicated lanes** and **smart signals** provide a faster and more reliable transportation network for all vehicles and pedestrians
- **Higher-capacity vehicles** move more people with fewer buses leading to less vehicles on the road
- **All-door level boarding and pre-paid fares** means quicker, easier entry and exit leading to shorter stop times
- **Fulfills the need** for future traditional buses to handle year-over-year ridership increase

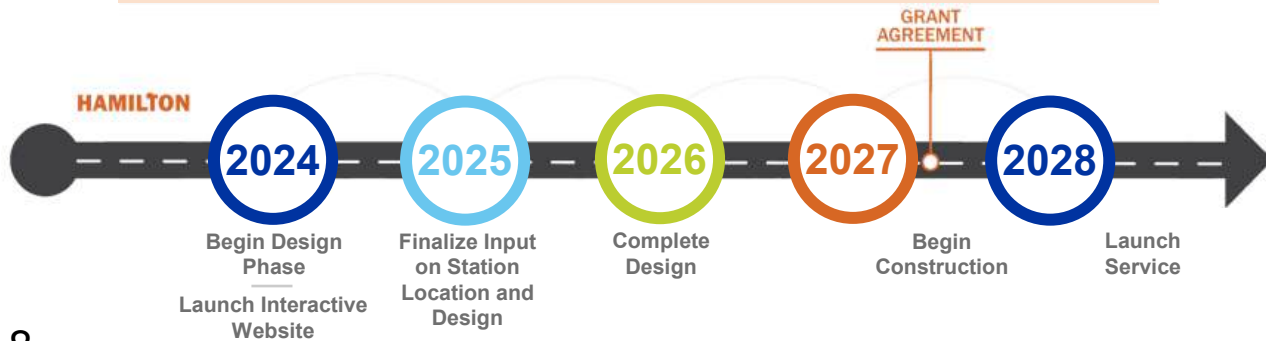
Faster Stops  Frequent Service  Fluid Travel

# THE PROJECT: HAMILTON AVENUE BRT LINE

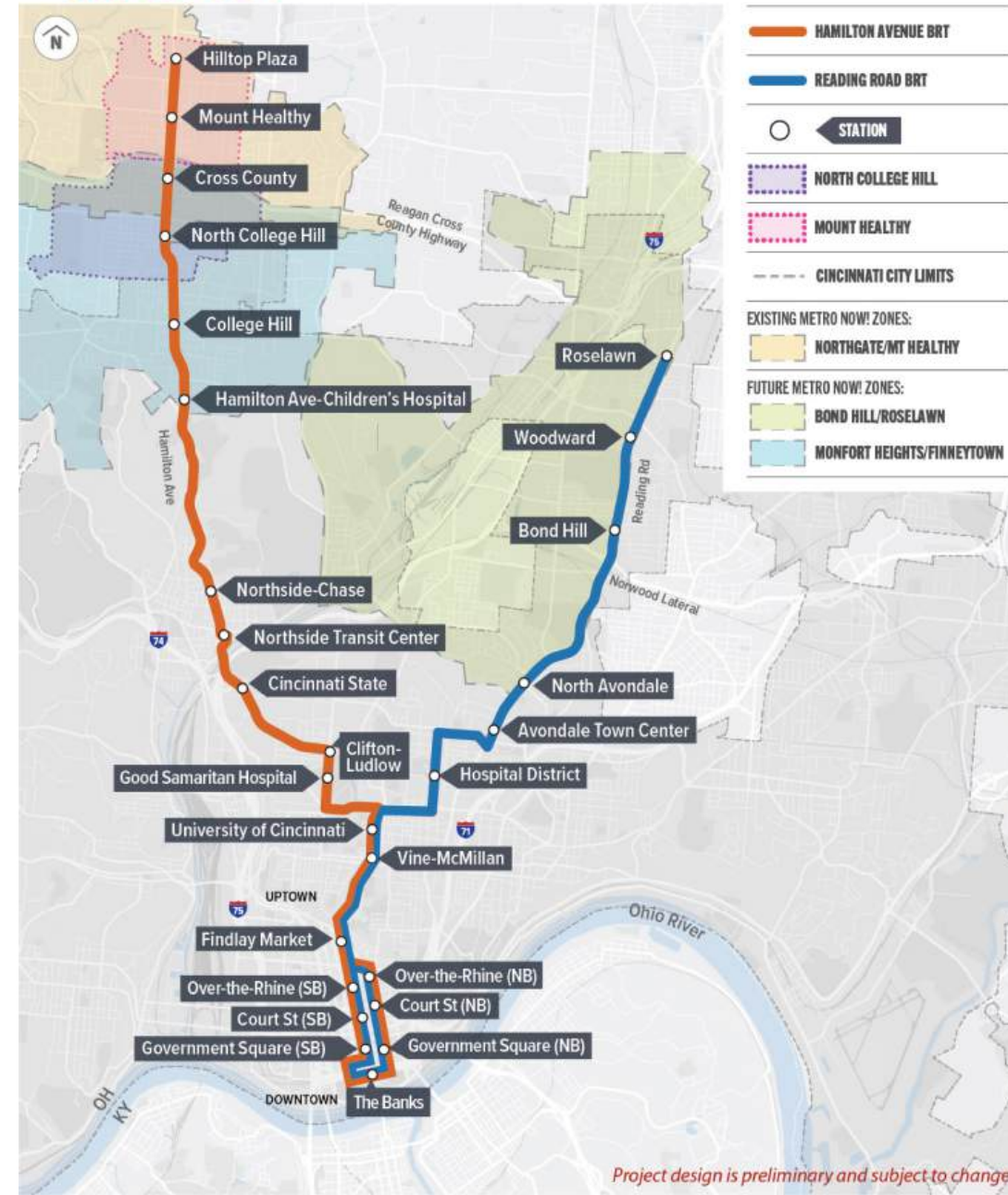
**11.8** Miles of Planned Hamilton Avenue BRT

**11** Planned Hamilton Avenue BRT Stations

**10** Minute BRT Frequency Between 6 AM and 8 PM



## READING ROAD & HAMILTON AVENUE BRT





# COORDINATION WITH THE CLIFTON COMMUNITY

# COMMUNITY COLLABORATION IN CLIFTON



**5** Stakeholder Advisory Group Meetings

**6** Meetings between Metro/City and the CTM/CBA Ad-hoc Committee

**42** Public and stakeholder comments regarding the Clifton location

**248** Public meetings & events along both BRT routes

**We are and will continue to seek community input on BRT!**

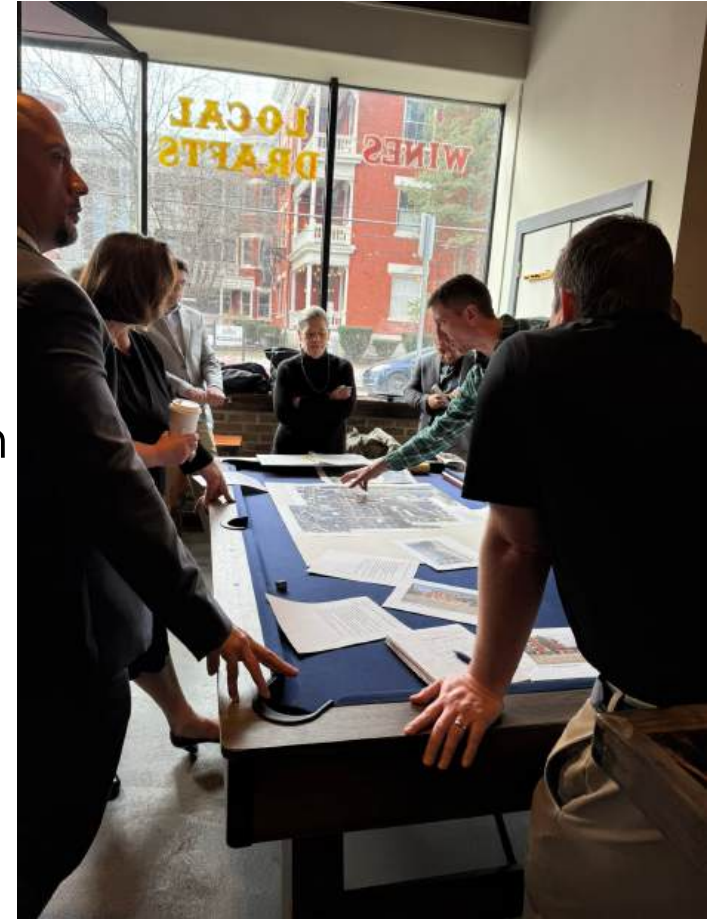
# WHAT WE'VE HEARD

- Desire for **convenient BRT access** to **neighborhoods and key community destinations**
- Importance of **safety** – loitering, pedestrian crossing safety, vehicular safety, rider safety
- Blocking storefronts, loading zones, and existing Metro and UC buses
- Concerns regarding **traffic congestion, pedestrian crossings, and parking removal** - especially on Ludlow Ave
- Interest in preserving and improving **traffic calming**
- Concern about BRT **stopping in the street** for Clifton-Ludlow Station Option #1
- Concern about the close **proximity** of - Option #2 and the Good Samaritan Station location



# HOW WE HAVE RESPONDED

- **Removed bus lanes** from Ludlow within the business district
- **Shifted** the Ludlow Avenue station away from storefronts
- **Bumped out stations** to preserve sidewalk space, minimize parking space removal, and create a clear transit boarding zone
- **Studied additional alignment and station location options** in coordination with the CTM/CBA Ad-Hoc Committee, refined Option#2
- Performed detailed **engineering and traffic analysis**
- **Reduced the size of the station canopy** from 50 ft to 20 ft
- **Introduced safety measures** to improve pedestrian crossings and calm traffic
- **Evaluated future fixed route changes** to reduce the total number of bus stops along Ludlow Avenue
- **Met with other community partners** like Good Samaritan Hospital and Cincinnati Fire House 34



# STATION LOCATION OPTIONS

Public engagement conducted during the BRT Planning Study indicated that the **Clifton-Ludlow station had the highest interest** from respondents of all proposed station locations apart from the Northside Transit Center.



**Ludlow Avenue Option #1**

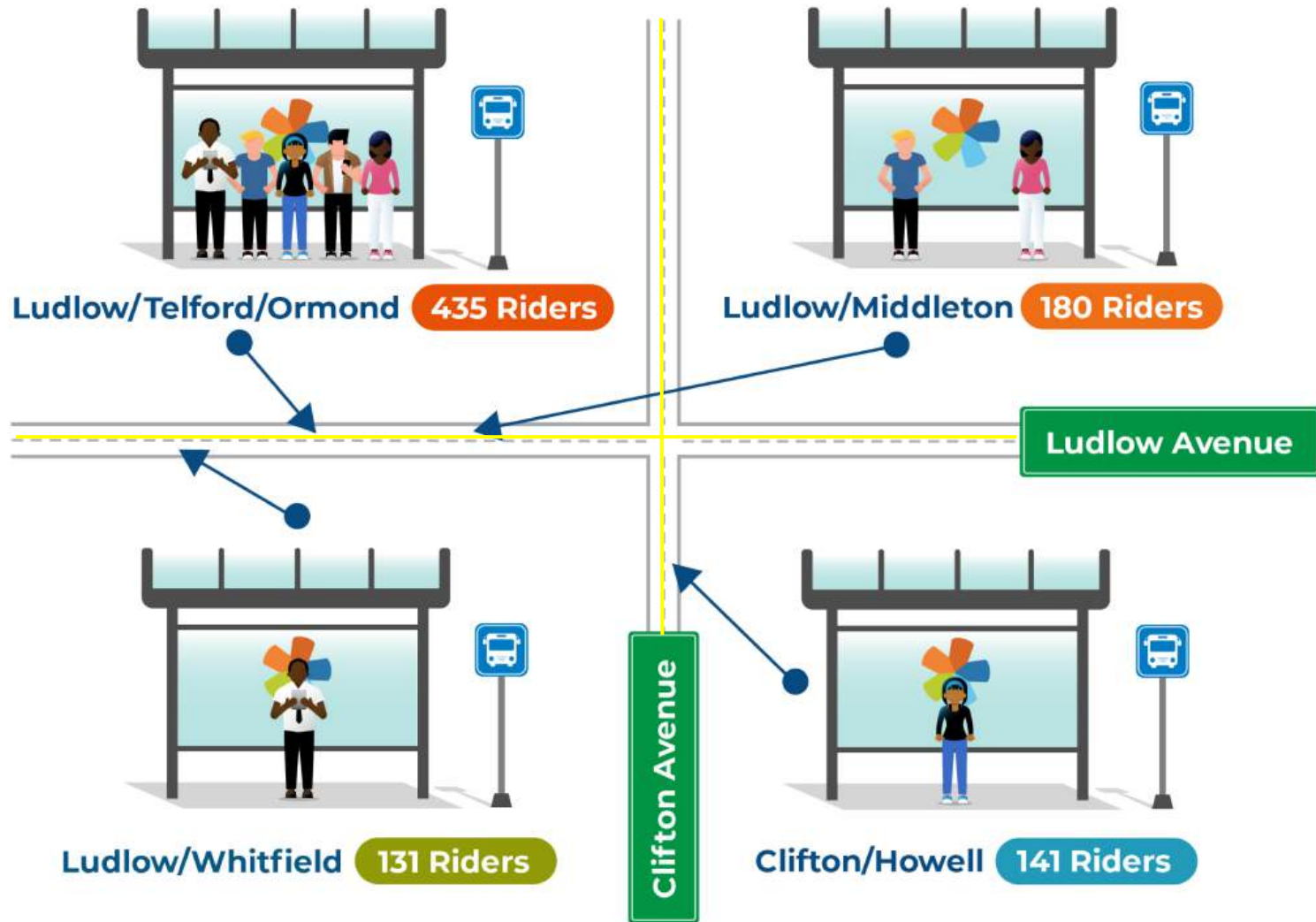


**Clifton Avenue Option #2**




**Planning Study Station Location (no longer under consideration)**


# CLIFTON BUS RIDERSHIP



**25%**   
of riders  
use Metro  
for school

**32%**   
of riders  
use Metro  
for work/business

**19%**   
of riders  
use Metro  
for recreation

**16%**   
of riders  
use Metro  
for shopping

# CLIFTON RIDERSHIP CONTINUES TO GROW

## Fixed Route Service – 2 Locals, 2 Crosstowns (12 Peak Hour buses/hr/direction)

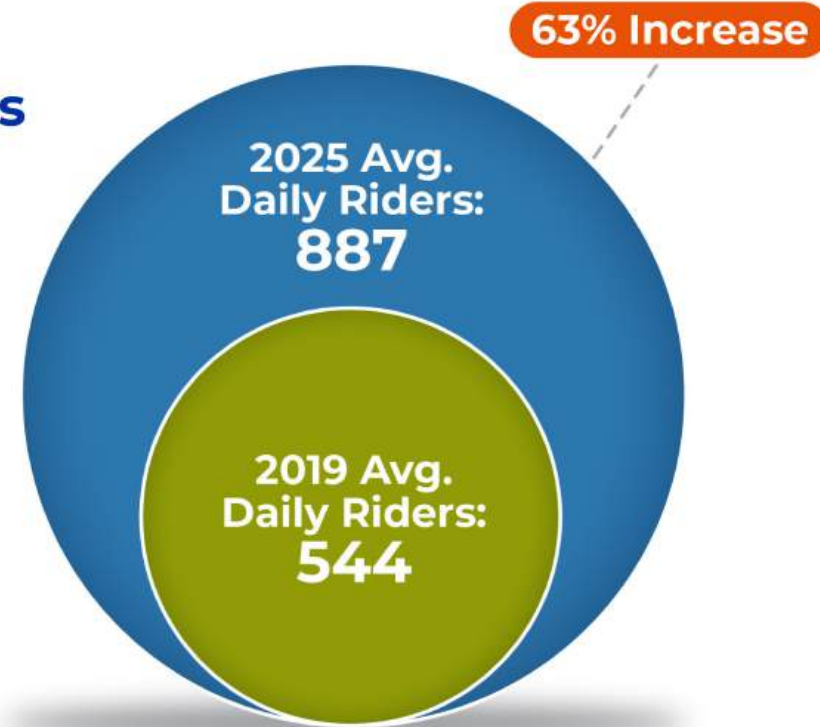
- ❑ 17 Hamilton – Clifton Local
  - 5 buses/hr/direction
- ❑ 19 Colerain – Auburn Local
  - 3 buses/hr/direction
- ❑ 24 Northside – Anderson Crosstown
  - 2 buses/hr/direction
- ❑ 51 Westwood – Oakley Crosstown
  - 2 buses/hr/direction

## BRT Service

- Every 10-minutes **6 AM to 8 PM**  
(6 vehicles per hour per direction)
- Every 20-minutes from 5-6 AM & 8 PM-1 AM (3 vehicles per hour per direction)

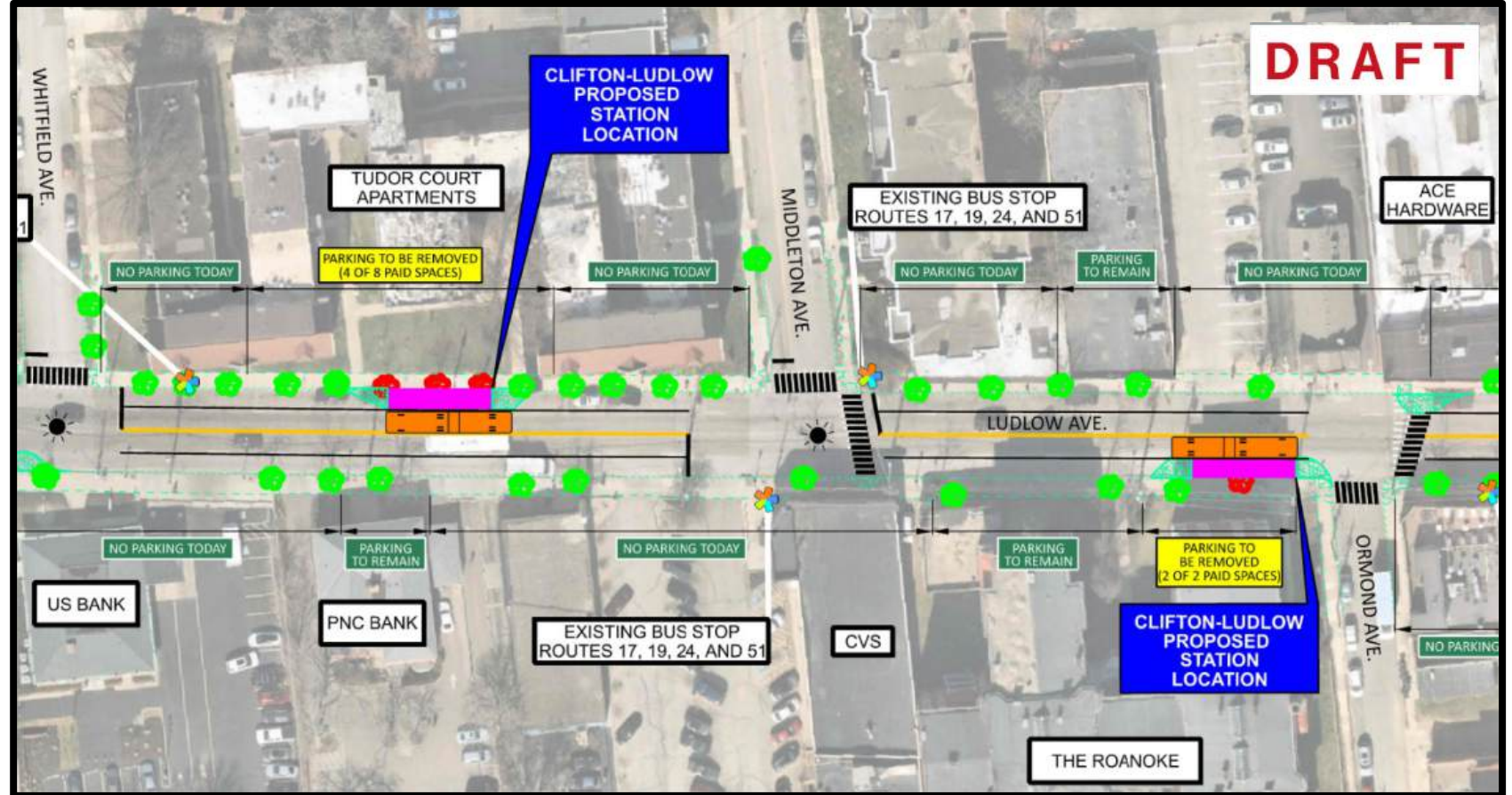
## Combined Fixed Route & BRT (16 Peak Hour buses/hr/direction)

- ❑ 17 Hamilton – Clifton Local
  - Reduced by 2 buses/hr/direction
- ❑ 19 Colerain – Auburn Local
  - Increased by 1 bus/hr/direction
- ❑ No change to 24 or 51



# CLIFTON-LUDLOW STATION - OPTION #1 ON LUDLOW AVENUE

- **Station located in front of sidewalk** to support safe boarding without disrupting pedestrian access
- **Direct access to the Ludlow business district**, including shops, restaurants and services
- **Canopy placement** designed to maintain pedestrian flow and shifted to retain storefront visibility
- **Community-informed design**, with adjustments made to reduce disruption and increase **safety features**
- **Reduced Pedestrian Vulnerability** from lower speed limit, fewer cars, and shorter crossing distance.



25MPH  
9,500 CARS  
32'-42'



4 Removed & 4 Replaced



6 Removed  
3 Added  
NET = 3  
Removed



0 Signed Loading Zones  
Impacted



# CLIFTON-LUDLOW STATION - OPTION #1 ON LUDLOW AVENUE



# SAFETY & SECURITY

October 1, 2025

ORDINANCE, submitted by Sheryl M. M. Long, City Manager, MODIFYING Chapter 723, "Streets and Sidewalks, Use Regulations," by ORDAINING new Section 723-91, "Trespass in a **Transit Center Zone**," and by AMENDING Section 723-26, "Designated **Transit Zone**," to promote the safe and efficient operation of the regional **transit** system in the public right-of-way.

March 19, 2025

## MUNICIPAL CODE, CITY OF CINCINNATI, OHIO

### Sec. 723-26. - Designated Transit Zones.


(b) Bus Rapid Transit Zones. The Director of the Department of Transportation and Engineering may designate a bus rapid transit station platform located in the public right-of-way as a designated bus rapid transit zone, which area shall be accessible exclusively by persons for the limited purposes of boarding or deboarding a bus rapid transit vehicle, waiting to board a bus rapid transit vehicle, or purchasing a fare. Designated bus rapid transit zones shall be clearly marked and contain readily visible signage indicating "Bus Rapid Transit Zone" or other similar notification.



# CLIFTON-LUDLOW STATION – OPTION #2 ON CLIFTON AVENUE




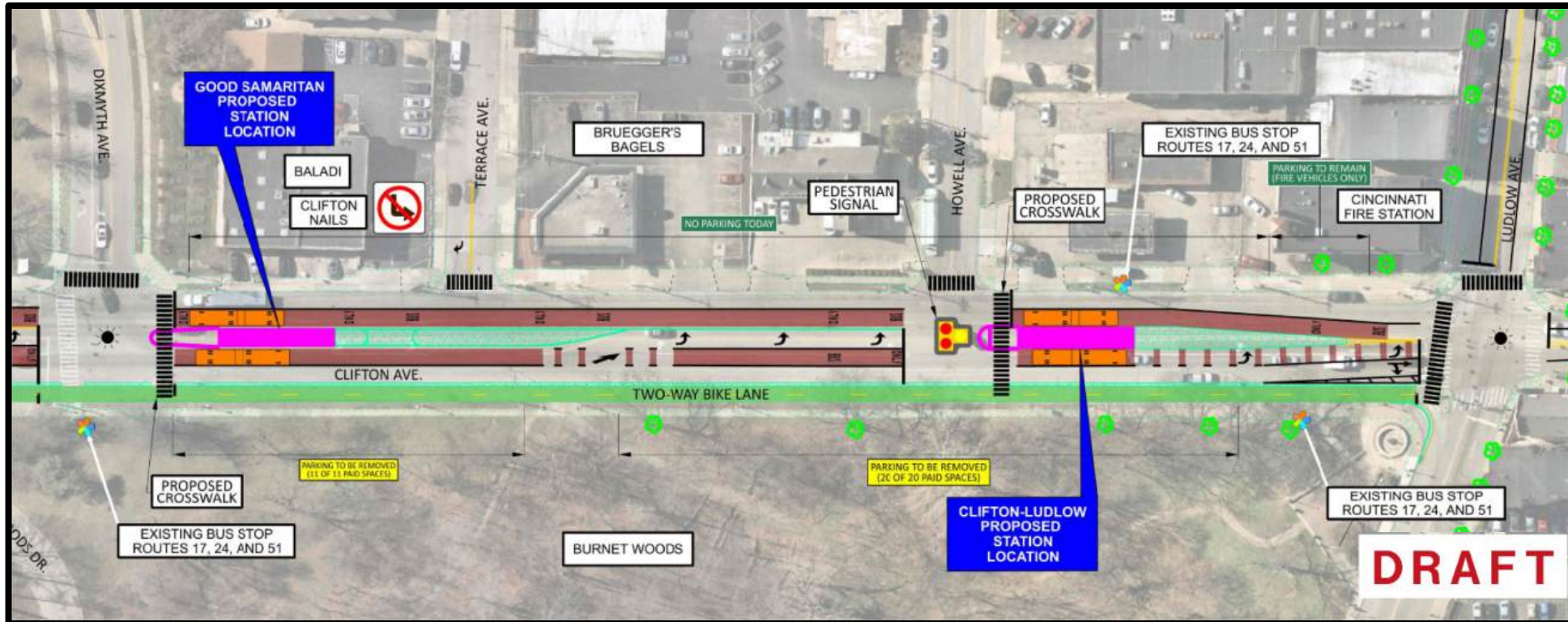
0 Removed & Replaced

 No additional parking for the station needed



Fire House Loading Zone Unimpacted

 30MPH  
15,000 CARS  
70'



- **Connects** to existing transportation activity along Clifton Avenue, including bike lanes, removes parking
- **Station located within the roadway**, requiring pedestrian crossings in a higher-traffic corridor near fire station
- **Safety features** and traffic considerations were refined with CBA/CTM Ad-Hoc Committee
- **Close proximity** to the Good Samaritan station, which slows down BRT service by 40 seconds
- **Queue length of left turns** from Clifton onto Ludlow are a concern to traffic engineers, which may result in having to move the station further south and eliminating left turns at Howell

# CLIFTON AVENUE STATION - OPTION #2

## ON CLIFTON AVENUE



# TRAFFIC COMPARISON

Existing



Future with BRT



Clifton-Ludlow Station - Option 1  
On Ludlow Avenue

AM

Ludlow Intersection	Existing		Ludlow Station	
	LOS	Delay (s)	LOS	Delay (s)
Whitefield Ave	B	11	B	14
Middleton Ave	A	6	A	7
Telford St	A	9	A	8
Clifton Ave	B	20	C	23

PM

Ludlow Intersection	Existing		Ludlow Station	
	LOS	Delay (s)	LOS	Delay (s)
Whitefield Ave	B	13	B	15
Middleton Ave	B	11	A	9
Telford St	A	8	A	8
Clifton Ave	C	23	C	28

Clifton-Ludlow Station - Option 2  
On Clifton Avenue

AM

Ludlow Intersection	Existing		Clifton Station	
	LOS	Delay (s)	LOS	Delay (s)
Whitefield Ave	B	11	B	13
Middleton Ave	A	6	A	6
Telford St	A	9	B	11
Clifton Ave	B	20	C	26

PM

Ludlow Intersection	Existing		Clifton Station	
	LOS	Delay (s)	LOS	Delay (s)
Whitefield Ave	B	13	B	13
Middleton Ave	B	11	A	7
Telford St	A	8	A	9
Clifton Ave	C	23	C	34

# TRAFFIC ANALYSIS & RESULTS

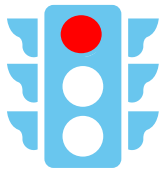
## Traffic Analysis Process

1. Existing Traffic Counts Collected (weekday morning and afternoon rush during the school year)
2. Existing Traffic Modeled and Calibrated (with field verification)
3. Utilized Multiple Traffic Analysis Software (to model future conditions)
4. Analysis Reviewed by City of Cincinnati DOTE, Traffic Engineering Division

## Traffic Analysis Results

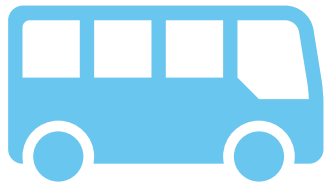
1. Traffic signal improvements were incorporated into the design
2. With BRT, vehicular delays remain very similar to today with either option (changes of less than 20 seconds)
3. All traffic signals operate at an acceptable level of service with either option
4. BRT dwell time is less than a regular bus
5. Local buses will stop less often because stops will be removed at Middleton and the 19 Telford stop will move East of Clifton
6. BRT travel time is 40 seconds longer with the Clifton Station - Option #2 (to model future conditions)

### Red Time



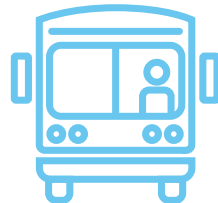
20-50 seconds

### Local Bus Dwell



20-30 seconds

### BRT Dwell



10-15 seconds

### Ped Crossing



10-14 seconds

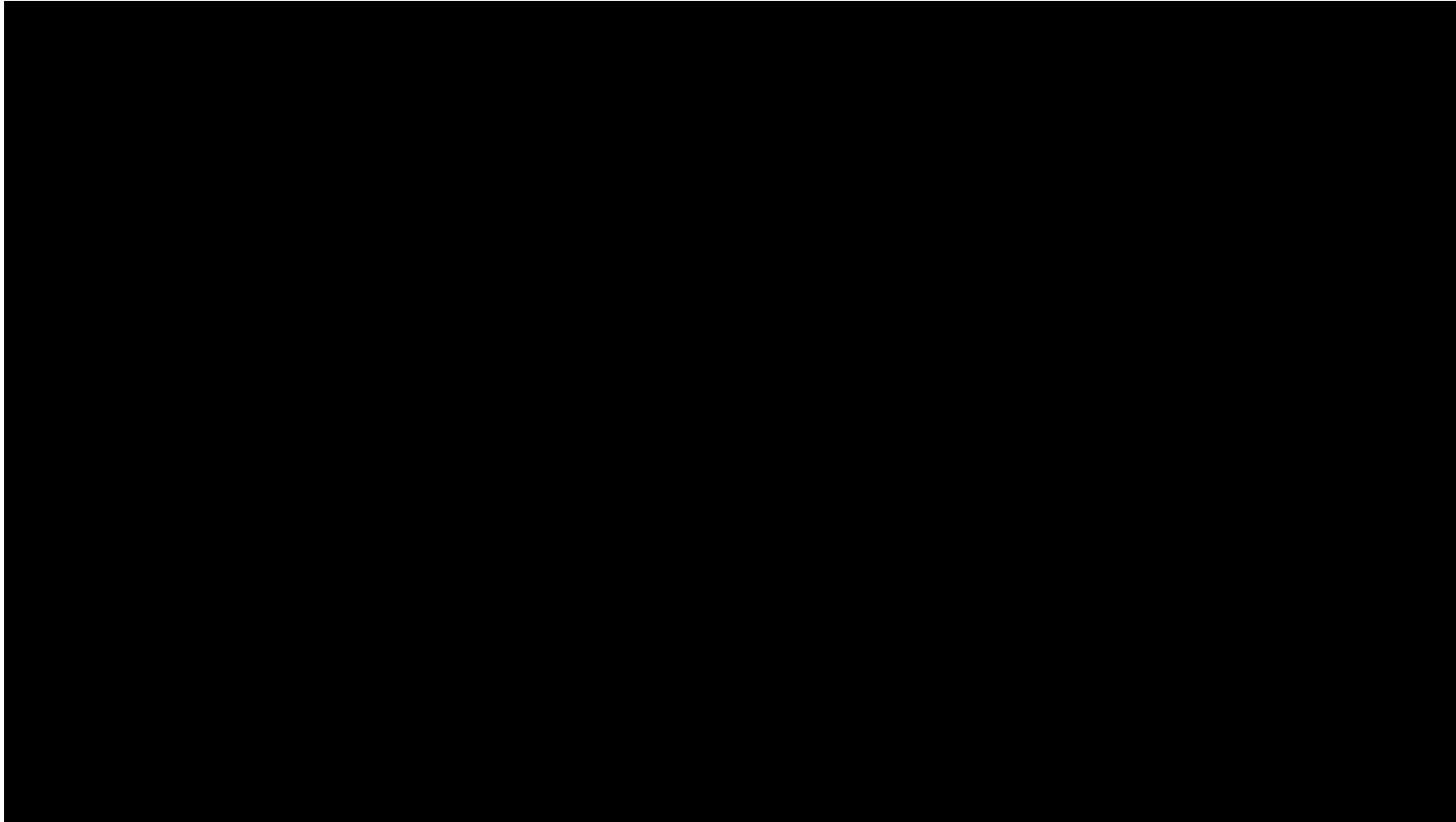
### Parking Maneuver



18 seconds

# TRAFFIC COMPARISON

## LUDLOW AVENUE TRAFFIC SIMULATION



# TRAFFIC COMPARISON

## CLIFTON AVENUE TRAFFIC SIMULATION





# NEXT STEPS

# CONTINUED COLLABORATION

- Metro is listening to the Community
- Clifton Town Meeting and Clifton Business Association to provide official recommendation(s)
- Metro makes final decision
- Metro to coordinate with the City
- Metro will engage with the communities along the BRT routes to advance the station designs, select station finishes, and identify community enhancements



# OUR GOAL

- **Provide the Best Bus Rapid Transit Project in Greater Cincinnati that:**
  - Attracts Riders
  - Improves transit speed and reliability
  - Improves transportation system connectivity
  - Provides a safe environment for transit riders at stations and onboard Metro busses and BRT vehicles
  - Supports local businesses and economic development



**We are looking forward to hearing from you!**



**THANK YOU**



## *A Unique Opportunity to Direct Investment and Shape the Future of Our Neighborhood*



**Why We're Recommending a Centrally Located BRT Station on Clifton Ave. for the Clifton Business District and the Clifton Community**

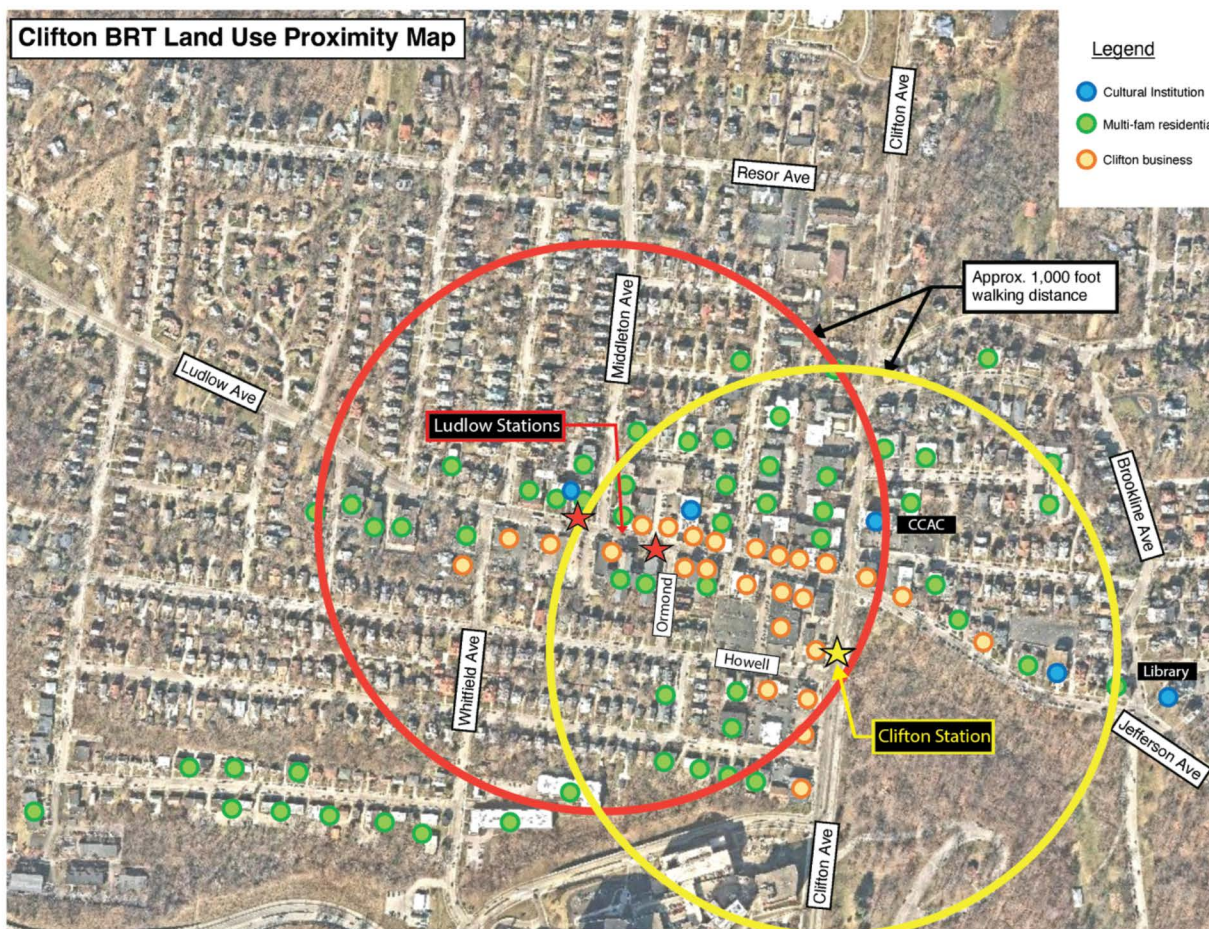
***Report of the BRT Transportation Subcommittee  
February 2026***

# Introduction

In 2024, Metro proposed two Bus Rapid Transit (BRT) stations, using curbside lanes on Ludlow Avenue, to serve the Clifton Business District. (Option 1)

In early 2025, CTM organized a committee, known as the BRT Transportation Subcommittee, to further study this proposal. Members of the Subcommittee represented both the Clifton Business Association (CBA) and the Clifton Town Meeting (CTM). (CTM's representatives are community members with professional experience in transportation planning, engineering and design.)

After considerable study and discussion, the Subcommittee has determined that there is another and better option (Option 2) for the Clifton Business District—a “center station”, using a center median on Clifton Avenue, immediately north of the Howell and Clifton intersection.



**Red circle represents a 1000-foot walking distance from two BRT stations on Ludlow Ave.— (Option 1)**

**Yellow circle represents a 1000-foot walking distance from a center station on Clifton Ave.— (Option 2)**

*Image Source: The Subcommittee*

What do we want our neighborhood to look like, ten years from now? Most people would say we want our Ludlow Avenue Business District to look very much the same. It's a great NBD and the heart of our community.

Most of us would like this stretch of Clifton Ave. to seem less like an interstate. It should be pedestrian and bike-friendly and easy to cross. It should better connect our community with Burnet Woods, UC and beyond.

The Subcommittee believes that a BRT station, centrally located on Clifton Ave., will enable us to better achieve these goals.



***Proposed center station on Clifton Avenue, looking North.***

*Image Source: Metro*

## OPTION 1:

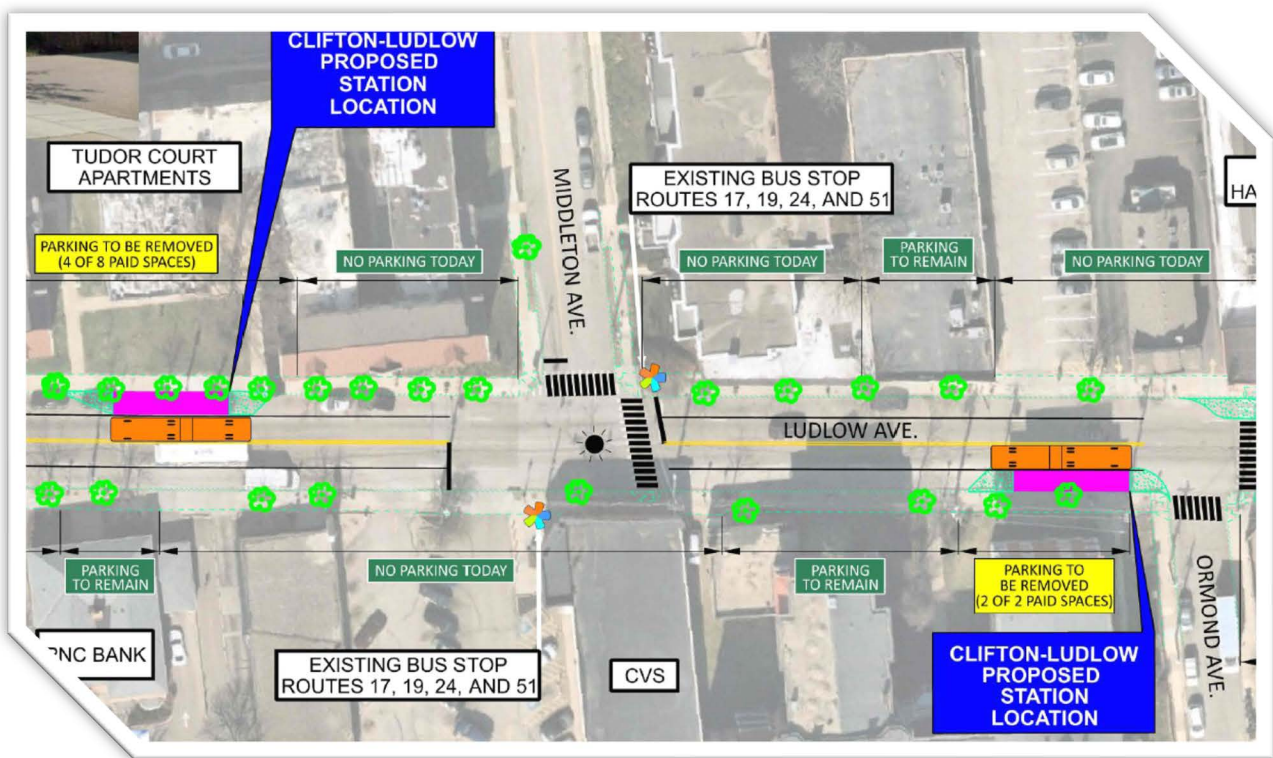
### TWO STATIONS, EACH USING A CURBSIDE LANE ON LUDLOW AVE.

*Metro's original proposal.*

BRT buses *will completely stop traffic* on Ludlow Ave. every ten minutes, from 6am to 8pm, Monday through Friday.

1. Though placing BRT stations on Ludlow Ave. would be in the heart of the Business District, Ludlow Avenue is a key route for both ambulances and fire emergency vehicles. Every time a BRT bus stops at a BRT station on Ludlow, it will create an obstacle in the paths of these emergency vehicles, potentially, endangering lives. (The fact that these two BRT stations will create “pinch-points” on Ludlow Avenue will also contribute to an already congested traffic situation.)

2. Non-BRT Metro buses (19, 24 & 51 and fewer 17s) will continue to make stops along Ludlow Avenue, at their own designated bus stops. (By not pulling completely to the curb, while loading and unloading, many of these buses already create traffic backups on Ludlow.)



***BRT buses are 60'-long and platforms are roughly 70-80'-long.***

*Image Source: Metro*

3. These two, curbside lane-located BRT stations will necessitate the removal of a minimum of at least (6) parking spaces (and perhaps more) on Ludlow Avenue.

4. These 70-80-foot-long curbside platforms will hamper the ability of delivery trucks to service Ludlow Avenue businesses, many of whom rely on street-front delivery locations.



**Example of permanent narrowing of traffic lanes.**

*Image Source: Metro*

5. As passengers wait for the arrival of BRTs on curbside station platforms, they may become attractive targets for panhandlers. (Though it is technically against the law for panhandlers to "beg "on these platforms, panhandlers can still beg from adjacent sidewalks.)

6. Both Ludlow stations would be in front of apartment buildings. In other words, people's homes—potentially degrading their quality of life with additional noise and air pollution and potential loitering. (Metro is reworking these renderings to be more accurate.)

### LUDLOW STATION EB NEAR MIDDLETON



**Above, College Hill-bound, Below, Downtown-bound.**

*Image Source: Metro (note "EB" and "WB" are incorrect)*

### LUDLOW STATION WB AT ORMOND

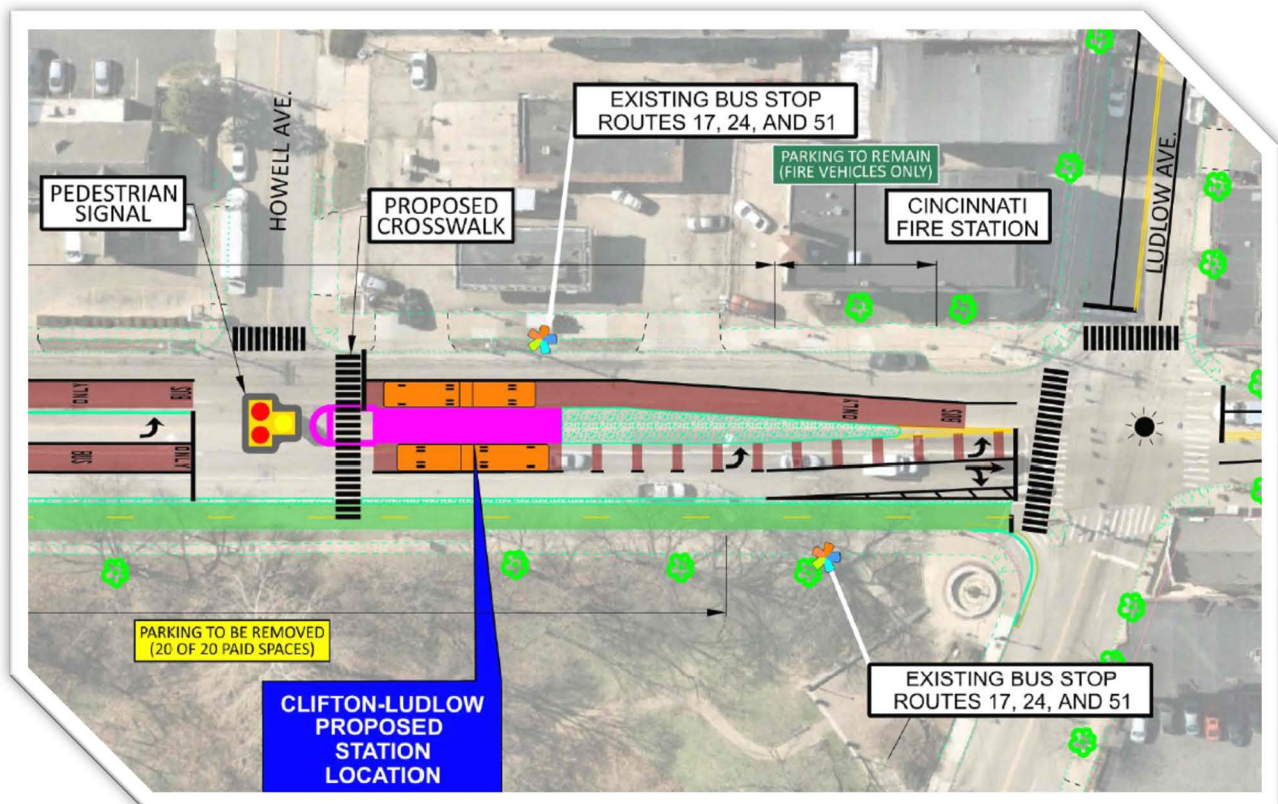


## OPTION 2:

### ONE STATION, USING THE CENTER MEDIAN ON CLIFTON AVE.

*The Subcommittee's alternative proposal.*

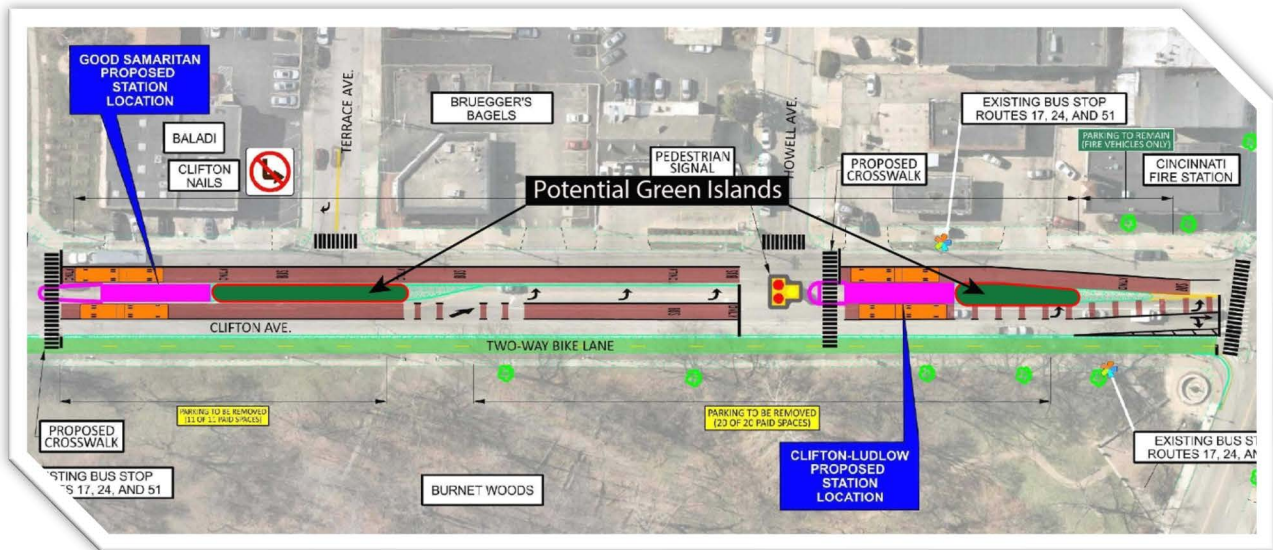
BRT buses *will not stop traffic* on Clifton Avenue. Downtown-bound BRT buses will have a dedicated lane and College Hill-bound BRT buses will share the left turn lane with cars, as they do now.



**Option 2 – BRT Station on Clifton at Howell Ave.**  
**This plan allows for traffic calming and greening on Clifton Ave.**

*Image Source: Metro*

1. A pedestrian-activated or fully signalized (preferred) intersection at Howell Ave. will provide access to this BRT station from both the east and west sides of Clifton Avenue, via crosswalks.
2. The proximity of this station to the Clifton Ave. Bike Lane will strengthen our connections to it. (There could also be space created, nearby, for additional bike infrastructure, e.g., a Red Bike station and/or a bike repair station).
3. Locating this BRT station, here, will greatly enhance traffic calming and other safety initiatives—priorities for CTM. (As shown in Metro’s drawing, above) Metro & City will:
  - (1) rework the Clifton and Ludlow intersection to create a much safer crossing for pedestrians and cyclists, which will also enhance the Bike Lane crossing at Ludlow Ave.
  - (2) enlarge Diggs Plaza, near the fountain.



**Option 2 – Two BRT Stations on Clifton Ave.**

**Both stations offer proximity to the Bike Lane, protected crossings, green islands and a gateway opportunity to announce arrival in Clifton.**

*Image Source: Metro*

4. During Metro's exploratory phase, Good Samaritan Hospital requested that Metro move the BRT station meant to serve the hospital, from south of Dixmyth to north of Dixmyth on Clifton Avenue, bringing the Good Sam station closer to the Clifton station.

5. Metro is supportive of these two stations being close to each other, as each station will serve a different clientele and it happens in a few other places on the line—both Downtown and near the University of Cincinnati.

6. The "centrality" and "visibility" of these two stations will offer an iconic “gateway” opportunity for identifying Clifton. This location is also more central to Clifton's two iconic cultural institutions: the Clifton Cultural Art Center and Cincinnati Public Library Clifton Branch.

7. The two BRT stations on Clifton Avenue will complement one another and will create green spaces, which will provide opportunities for enhanced streetscaping, such as decorative lighting, decorative paving, landscaping (including trees), and permanent or temporary art elements, such as mosaics and sculptures.

*If you have questions or comments about the Subcommittee's recommendation, please send an email to: [contactctm@cliftoncommunity.org](mailto:contactctm@cliftoncommunity.org).*

*Please put "BRT" in the subject line. Thank you.*

## **Motion to Support BRT Station Location on Clifton Avenue**

Whereas Metro has stated that the Clifton Avenue option and the Ludlow Avenue option are equally attractive as sites for the Clifton Bus Rapid Transit (BRT) Station, and

Whereas Metro has asked CTM and CBA (the Clifton Business Association) to each write a letter stating what location their organization would like Metro to support moving forward, and

Whereas CBA prefers the Clifton Avenue option, and

Whereas the President of CBA sent an email asking CTM to join them in supporting the Clifton Avenue location, and

Whereas it would be difficult for Metro to move forward if the two organizations make different recommendations, and

Whereas the CTM and CBA joint BRT Ad Hoc Committee after multiple meetings with Metro recommended the Clifton Avenue location in their 2/13/26 Final Report, and

Whereas about 30 Ludlow Avenue businesses far have signed a petition supporting the Clifton Avenue option, and

Whereas the businesses on Ludlow are the only entities who are financially impacted by the location of the BRT station and have stated that Clifton is their preferred location,

Therefore, this moves that the President of CTM write a letter to Metro supporting the CBA recommendation to locate the Clifton BRT station on Clifton Avenue. CBA will write a similar letter so that Metro can move forward with this united recommendation.