



## **CTM Minutes - Group: CTM Board Meeting**

By Owen Waller, Secretary

**Date: March 2, 2026, 7:00pm**

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

**Board Members Present (11):** Jan Checco, Robert DiMartino, Patrick Etter, Barry Gee, Kevin Leahy, Kevin Mohan, Ben Pantoja, Bob Seigel, Owen Waller, Bridget Waller-Kent, Aaron Weiner

**Absent (1):** Genet Singh

A quorum is present. Meeting called to order at 7:02.  
(U) below will represent a unanimous vote.

### **Public attendance in person (57)**

Geoff Gelke, Sharyn LaCombe plus +-8 Metro people, Gerald Checco, Lindsay Wile, Bob Hyland, Peggy Moses, Jeanne Strauss DeGroot, Justin Ogilby, Morgan Rich, Chris Wetterich, Rachel Wells, Louise Bettman, Chris Pantoja, Jay Madden, Michele Murphy, Blake Madden, Helen Kenion, Jack Parlin, Ben Barlow, Hiede Mohan, Rowan Grisez, Mackenzie Mason, Ben Longardner, Simon Lyon, Charleen Lyon, Josh Emery, Lavalee T, Roxanne R, Paul Durham, Todd Lu, Muhammad Rahman, Tom Lienhart, Tamar Sella, Andrea Movaric, Jomegy Bri, David Roland, Tim Noonan, Karen Noonan, Kat Ruegger, Hunter Kerzee, Ryan Minnich, Nathan Hum, Joshua Gibson, Jeanne Shaws, Devon Rich, Elise Bergeron, Aspen Dameton, Ben N, Nick Koenig, Katie Kalafut

*Note: Some of the handwriting was difficult to read. Names were copied the best we could!*

### **Public Attendance online (8)**

Brenden Pulte, Alexandria Smille, Evan Walker, Tony McDaniel, Chuck Lohre, Veneta McDaniel, Kristinn Kristinsson, Kerry Devery

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

**Physical Location: Clifton Recreation Center, 320 McAlpin Ave. 45220**

**Remote:** <https://meet.google.com/qym-wjou-ncx>

Start	Time	Topic	Topic Lead
7:00	2	Welcome	President Pantoja
	3	Roll Call/Approve Agenda/Approve minutes	Secretary Owen Waller
	10	Motion to recognize Mindi Rich and appoint new trustee, VP, and committee chairs	Pantoja
	5	Fire Report	Eric Horn
	5	Clifton Rec Center	Brittany Havens
	5	Clifton Library	Jeanne Strauss de Groote
	10	Vote on NSP projects	Barry Gee
7:30	30	Collect more Bus Rapid Transit feedback	President
8:00	5	Motion to change Chronicle printer	Jan & Gerald Checco
	20	Committee Reports	President
	10	Public safety monthly report	Aaron Weiner
	10	Align on Bylaws proposal wording	President
8:45	10	Community Questions/Concerns	President
8:55		Adjournment	President

### **Motion to Approve Agenda – Ben Pantoja**

The meeting agenda was sent out prior to the meeting. Ben made a motion to approve the meeting agenda. Jan seconded the motion. The agenda was approved unanimously.

### **Motion to Approve February General Meeting and Special BRT Meeting Minutes – Owen Waller**

Both minutes were emailed out to the board prior to the meeting and edited from feedback. Owen motioned to approve minutes from both meetings, Robert DiMartino seconded. The minutes were unanimously approved.

### **Motion to recognize Mindi Rich, appoint new trustee, and appoint VP/committee chair openings - Ben Pantoja**

Ben mentioned that Mindi Rich was a trustee up until recently who had to resign for personal reasons. She was vice president, chair of the events committee, and gave a lot of her time to the community. Ben, Jan, Barry, and the rest of the board recognized her commitment and hard work over her time as a trustee.

The motion was to recognize her for her contributions, appoint Lindsay Wile to the board, appoint Lindsay (if elected) to Events chair, appoint Patrick Etter to Vice-President 2, and appoint Bob Seigel to the chair of the Transportation committee. The full motion is attached at the end of the minutes. Ben made the motion, Jan seconded.

The new trustee gave a bio to the board ahead of time and introduced herself to the room. Lindsay's bio will be attached to the minutes below. The motion passed unanimously 11-0.

### **Fire Report – Eric Horn, Cincinnati Fire Dept.**

No report this month.

### **Clifton Recreation Center - Brittany Havens**

No report this month.

### **Clifton Branch Library update - Jeanne Strauss de Groot**

Jeanne introduced herself to the audience and announced a few of the upcoming month's programs.

On March 9th at 6pm, there will be a historic presentation from the Cincinnati Museum Center Heritage Speaker Program. It will be about entertainment and recreation in early Cincinnati.

On March 21st, the library will host a concert of American jazz and popular songs from the 20s and 30s. Matt Tolentino will be playing clarinet, sax, accordion, and vocals, along with some of these bandmates playing guitar and upright bass.

Lastly, on Tuesday, March 24th at 1pm, the library will host Sarah Gray from the Hamilton County Youth Employment Program. Teens and parents/guardians can learn how the program can help teens find working experience and careers.

An updating list of events and programs can be found at the link below:

<https://cincinnati.library.bibliocommons.com/v2/events?locations=CL>

### **Vote on NSP Projects – Ben Pantoja**

Ben explained the Neighborhood Support Program (NSP) to the audience, the solicitation of ideas over the CTM mailing list, and the limitation on projects (feasibility, planning, budget, etc). Barry Gee, the NSP manager, explained he had contacted various parties regarding each project. Voting cards were distributed to all interested Clifton residents before the meeting was called to order.

The complete project list and NSP overview will be attached to the minutes below. Ben announced each project and asked audience members to raise their cards to vote for each idea. The votes were as follows:

<b>Project</b>	<b>Cost (\$)</b>	<b>Votes</b>
Memorial Day Picnic & Parade	2000	25
Website migration	1166	26
Back to School Bash	1000	28
Clifton Chronicle	1000	30
Wednesdays in the Woods	1000	32
Home & Garden Tour	1000	29
Clifton Fest	2500	30

## **Metro BRT Station Location Engagement – Ben Pantoja and Metro/DOTE**

Ben began by explaining to everyone that we would be reviewing a pros and cons list of each stop option and asking for audience comment and Metro information to revise. The pros and cons list will be attached to the minutes below.

Option 1 represents a stop on Ludlow avenue, Option 2 represents a stop on Clifton Ave. Metro's full presentation as well as the BRT subcommittee report will be attached to the minutes below for context.

The pros and cons of each stop would be discussed line by line. Index cards would also be available in the back of the room so that audience members could write their feedback down and submit it to the board. A compiled list of feedback is attached to the minutes below.

Ben started by explaining that residents Jay and Blake Madden had gathered data which showed a greater rider capture with Option 1. This was represented by a map they brought to the meeting. Bob H. asked whether the pros and cons revision would focus on refuting points that were not supported by data. Ben responded yes and explained that wording would be changed accordingly.

Char mentioned that there were many prototype designs that had been considered before narrowing down to Option 1 and Option 2 as they were now. She asked if these would be brought back into consideration. No definite answer was arrived at, but likely not due to modelling and monetary constraints.

Bob H. pointed out that the agenda had not been posted to the website, making it more difficult to follow the issues if not on the email list. Owen explained that the board would work to also post the agenda on the website.

Ben asked how the Ludlow stop would assist with traffic calming. Paul from the Metro/DOTE team answered that the BRT stop would also serve as a bumpout and add to the pedestrian space while reducing the crosswalk distance. Additionally, all crosswalks would be re-painted as a part of the BRT upgrades no matter which stop option was chosen.

Peggy M. inquired about the 17 reduction in service. Sharyn from the Metro team explained that buses would be coming once every third bus. Peggy was

concerned about residents of CUF and students on the west side of campus. Sharyn answered that they were still looking into an operating plan (ie frequency of line 17) and appreciated the feedback

Bob H. brought up that an unmentioned con of Option 2 could be hurting the efficiency of the BRT system. DOTE clarified that the BRT route would in fact be 40s slower if Option 2 was chosen.

Morgan R. explained that Option 1 would complement the walkability of the business district. This is because traffic calming from the BRT stops (Good Samaritan and Clifton-Ludlow stops) would be on either side of the business district rather than concentrated on one side.

An audience member in the front explained they use the 17 to stop by the pharmacy on Ludlow, and that they would prefer the BRT to stop near vital businesses.

Another audience member mentioned that the first pro on the pros and cons list should be split into two pros: easier access for residents to businesses on Ludlow and increased foot traffic + transit proximity for businesses- which has been shown to drastically increase business.

Aaron commented about the process in which the signatures from the business district were collected. He explained that we as a community did not know what information was given at the time of signature collection. The Metro presentation on 2/24/26 clarified the maps, plans, station features, and traffic study information. If businesses made a decision before seeing this, they may have been misled by ambiguity and voted against their best interest.

Owen mentioned that surveying current parking behavior can demonstrate a preference of stop location of the general populus. Parking lots in the center of the business district are always well used, while cars parked on Clifton Ave Northbound are almost never present. This illuminates the general population's preference for a drop-off location without even having to poll them.

An audience member asked when the CTM board planned on voting. Sharyn explained that Metro would be finalizing the location in a few months so a

vote would have to happen before then. Jan mentioned that the CTM board was not obligated to vote on either option.

Another audience member took issue with speculative language in the Option 1 cons. This was in reference to it being stated that traffic models were not always correct and it would be intuitive that traffic would get worse. Jan mentioned that Ben wanted to reach the bottom of the pros and cons list and asked the audience member to write down his concern on a notecard.

There was a discussion of the ADA compliance of the stop and whether this would increase stop length. Metro responded that ramp length was already wrapped into the total stop length of 80ft, the size of which was put into scale on their slideshow from the 2/24/26 meeting. Paul mentioned that the engineering design was still around 30%, and individual stop designs could be altered slightly. The purpose of this meeting was to decide a location.

Gerald mentioned that the rendering of the stops was not accurate in their 2/24/26 presentation. Sharyn responded that the images in the presentation were photoshops made by Metro representing the updated options of stop location. The original renderings, given to the board early last year, cost \$100,000 and could not be redone due to prohibitive cost and lead times. Metro has tried their best to represent the stops despite this constraint.

Ben read off a con of Option 1, that delivery drivers and emergency vehicles would be impeded by the BRT stop on Ludlow. Sharyn explained that Metro would produce a hazards study ensuring emergency response time would not decrease and that this was a requirement before spending federal dollars.

A pro of Option 2 was that there will be more room for delivery trucks on Ludlow. An audience member pointed out that since BRT stops were not reducing loading zones, this pro was explicitly stating it would be easier for delivery trucks to park in non-delivery locations.

Bob mentioned that panhandling concerns seemed to be exacerbated in Option 1 discussions but not Option 2 discussions. This language will be rectified by the board in the next pros and cons list.

Former board member Brenden P. gave a comment virtually. He explained he had experienced delivery drivers and trucks stopping in bus stops frequently, preventing buses from stopping out of traffic. Additionally, BRT load/unload cycles were projected to be shorter than the existing Middleton and Whitfield traffic light cycles.

An audience member mentioned that despite advocating for Option 1, he was incredibly concerned with the traffic on Clifton Ave. Since that street is our namesake, it is embarrassing that it is so dangerous and unpleasant to walk by. Katie Kalafut chimed in that traffic at the Clifton and Woolper intersection was discussed at a PTA meeting just before this. She pleaded that wherever the station goes, something should be done about traffic at the Clifton-Ludlow intersection.

Metro/DOTE brought up slides from engineering that addressed these concerns. They showed that with Option 1, Clifton Ave could still have a tree-lined median and would still have BRT/Emergency only lanes. This was well received by audience members. Similarly, crosswalk repainting would still occur on Ludlow if Option 2 was chosen. The removal of the Clifton Ave sliplane would also occur with both station options.

Rachel mentioned that using a grassy median would be a better choice for traffic calming than the Option 2 stop as it would not put Metro ridership in the middle of Clifton Avenue. Michelle M. mentioned concerns of medians for the businesses on Clifton Avenue. Metro responded that this would only affect left turns into the Shell station from Clifton Avenue.

An audience member asked about the feasibility of Option 2 given the left-turn queue length issues DOTE brought up. This concern is that left-turns from Clifton onto Ludlow would back up into the Option 2 intersection.

Metro and DOTE responded that the Clifton-Ludlow light timing would need to be modified to accommodate Option 2. This light timing change would guarantee the left-turn onto Ludlow from Clifton would not back up into the Option 2 BRT station. This would come at the cost of reduced efficiency at the Ludlow-Clifton intersection.

Owen clarified that Option 1 would be a less-risky choice for traffic backups on Ludlow. Metro explained that because of the light timing changes required to

accommodate Option 2, Option 1 may produce less risk to Ludlow-Clifton intersection backups.

The conversation topic was ended due to time constraints.

### **Motion to Change Chronicle Printer – Jan Checco**

Jan proposed a motion to change the Chronicle printing house. She explained the rationale, read the motion, and moved to change the printer. Patrick seconded the motion. It passed unanimously. The motion will be attached at the end of the minutes.

### **Committee Reports**

*Committee reports were not done this month due to a limitation on time.*

### **Public Safety Monthly Report – Aaron Weiner**

Aaron Weiner gave the safety report. He went through the increases and decreases in crime according to the City of Cincinnati's neighborhood crime report.

Aaron also explained the Safety committee had been following the break-ins on Ludlow and was still waiting for more information. The Safety committee also resolved the incident on Vinecrest where a neighbor discharged a firearm in the air. The police did a door knock and they believe the offender was properly informed of the severity of the incident. Aaron reported that \$2,100 of the \$3,000 for the cameras on Ludlow that overlook the plaza had been spent and the upgrades were underway.

An audience member inquired where the camera footage was going. Ben responded that it all stayed local to the neighborhood and Safety committee. He explained that if there is a crime that occurs, the Safety committee reviews all the footage and sends relevant clips to CPD if requested to help investigations.

### **Community Questions & Concerns – Ben Pantoja**

Josh Gibson introduced himself as a Clifton resident and owner of a business called Aptly Digital. He and his wife run it and specialize in mobile apps and digital presence. Aptly Digital is creating a custom app called Clifton Connect

to bring Cliftonites together in a neighborhood-level media app. The app will launch April 1st, with a few key components:

A directory app to local businesses for businesses to advertise their specials, a resource tab where residents can find local resources, and a networking and chatting/organizing feature. He explained that he would love for beta users to provide feedback and thanked the audience.

Members of the audience thanked CTM for hosting the discussions of the BRT stop, despite the differences in opinions held by everyone in the meeting. They also appealed to the board to focus more on feedback as audience members and residents felt cut-off during the meeting.

### **Adjournment - Next CTM Board Meeting 4/6.**

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

The meeting was adjourned at 8:56.

Respectfully submitted,  
Owen Waller, Secretary

#### **Attachments:**

Motion on CTM Board and Committee Changes.pdf

NSP presentation.pptx

NSP project list and votes.xlsx

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

BRT Subcommittee Report.pdf

Summary of Feedback on Clifton Bus Rapid Transit Station location options.pdf

Option 1 Ridership Capture Map.pdf

BRT\_Feedbackcards.pdf

Motion for Chronicle Print Provider Change 3\_2\_26.pdf

## Motion on CTM Board and Committee Changes

This moves to:

- Recognize Mindi Rich for her contributions to CTM as Vice President and as Chair of the Events Committee
- Appoint Lindsay Wile to fill the vacancy created the resignation of Mindi Rich
- Appoint Patrick Etter as 2nd Vice President to fill the vacancy created by the resignation of Mindi Rich
- Appoint Lindsay Wile as Chair of the Events Committee
- Appoint Bob Siegel as Chair of the Transportation Committee and the BRT Subcommittee

Lindsay Wile was born and raised in Hamilton, Ohio. She attended Tulane University in New Orleans, where she graduated cum laude with degrees in Art History and Anthropology. After graduation, she moved to New York City, where she built a career in documentary television as a writer, producer, and director, working on complex civic issues including social justice, climate change, prison reform, and mental health for networks such as PBS, Netflix, Hulu, CNN, and National Geographic. Her work has been recognized at the highest levels of the industry, earning Emmy and International Documentary Association (IDA) awards.

Lindsay's early success in television led her into senior strategic communications and digital leadership roles in Los Angeles, where she directed multi-platform campaigns, managed multi-million-dollar budgets, led cross-disciplinary teams, and produced national advertising initiatives and high-profile live events for major international brands.

After the birth of her daughter, Lindsay and her family chose to return home to Ohio. Clifton was the only neighborhood her family considered—drawn to its distinct spirit, walkability, and personal memories of evenings at the Esquire Theatre. Since moving back two and a half years ago, she has taken an active role in neighborhood leadership, serving on the executive committee for the 2024 Clifton Home & Garden Tour, which welcomed a record-setting 1,100+ attendees, co-chairing the Clifton Child Study Group, and volunteering with Great Parks, and at Arlitt Preschool, where her daughter currently attends.

While she has led international teams and managed large-scale initiatives, she is most motivated by work that has a tangible impact close to home—strengthening neighborhoods, supporting families, and contributing to the long-term vitality of the community. She would be honored to bring her experience and unique perspective to the Clifton Community Council.



# NSP Overview for Board Meeting

# What is NSP?

- Neighborhood Support Program, funded by the City
- Up to \$10,000 awarded to each community council for projects voted on by residents
  - “Residents” defined by the boundaries in the Bylaws
  - If requests total more than \$10,000, items with the lowest votes are either not funded or just partially funded

# Soliciting ideas

- Solicit ideas as broadly as possible
- CTM uses Mailchimp
  - >1000 people, including hundreds who are not members of CTM
  - CTM also reaches out to partner organizations that usually have projects such as CCAC and CRC

# Screening Ideas – Fit a Category

- Neighborhood Leadership Development Activities
- Communication Projects
- Neighborhood Improvement Activities
- Education Activities
- Neighborhood Services
- Problem-Solving Projects
- Other/ Quality of Life
- Council Business/Administrative/Operations

# Screening Ideas – Feasibility

- From 4/24/25 email from Elizabeth Bartley, director of Invest in Neighborhoods which manages NSP:
  - Vetting -- it is the responsibility of the NSP manager and board to make sure proposed projects are feasible - and because it is the responsibility of the nsp manager/board to make sure the projects actually get done
  - Yes, there needs to be some planning for new projects that haven't happened before
- Therefore, need some level of preliminary planning and cost estimates

# Screening Ideas – Feasibility

- From NSP Guidelines, the NSP review committee approves projects if:
  - The NSP Guidelines have been met
  - All proposal projects are adequately defined
  - The proposed budget is reasonable and clearly itemized
  - There is evidence that the Council submitting the proposal can manage the contract to a successful conclusion

# Screening Ideas – Not Permitted

- All direct social services
- Direct cash awards to individuals or groups
- Advertising that appears in NSP-subsidized publications
- Private entertainment, events and activities
- Activities that duplicate government services
- Promotion of political candidates or their activities
- Donation to causes
- Legal Fees to contest any City rulings
- Improvement to Private Property

<b>Feasible Project</b>	<b>Comments</b>	<b>Proposed</b>	<b>Votes on 3/2</b>	
Memorial Day Picnic & Parade	Annual event with known costs	2000	25	
Website migration	Current website has security issues. Quote was 1700. Reduced ask to meet NSP grant limit.	1166	26	
Back to School Bash	Annual event with known costs	1000	28	
Clifton Chronicle	Known costs	1000	30	
Wednesdays in the Woods	Annual event with known costs	1000	32	
Home & Garden Tour	Frequent Mothers Day event	1000	29	
Clifton Fest	Annual event with known costs	2500	30	
		9666	<b><i>Matches NSP grant total</i></b>	
<b>Projects not approved by property owner</b>				
Modify Firehouse front	Owned by City	4000		
Repaint gaslights	Owned by City	800 per gaslight		
<b>Project that might not be feasible by 10/31</b>				
New lights at Dunore Park	no cost or schedule estimates and no resources	?		

# 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.



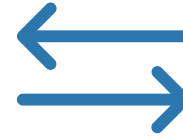
## Expanded Service & Frequency

*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*

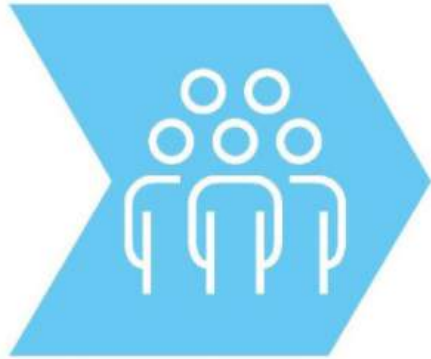
**You Asked, We Delivered**

**#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



ENVIRONMENTAL



ECONOMIC

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

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

- 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

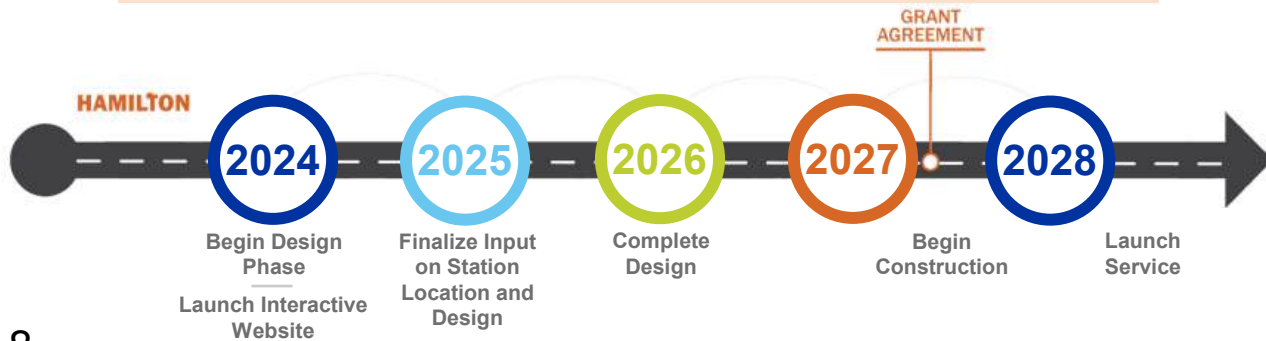
Faster Stops  Frequent Service  Fluid Travel

# THE PROJECT: HAMILTON AVENUE BRT LINE

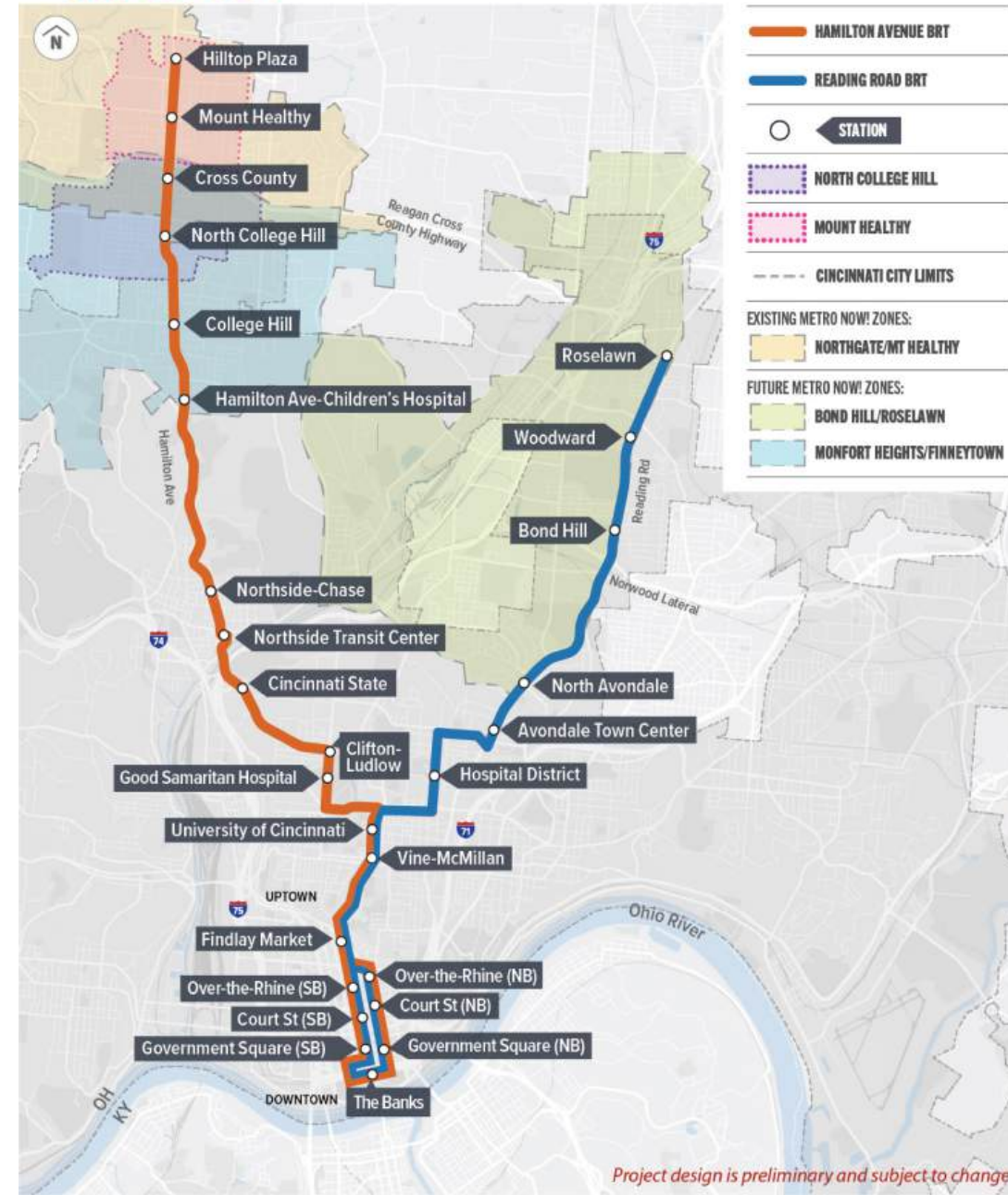
**11.8** Miles of Planned  
Hamilton Avenue BRT

**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!**

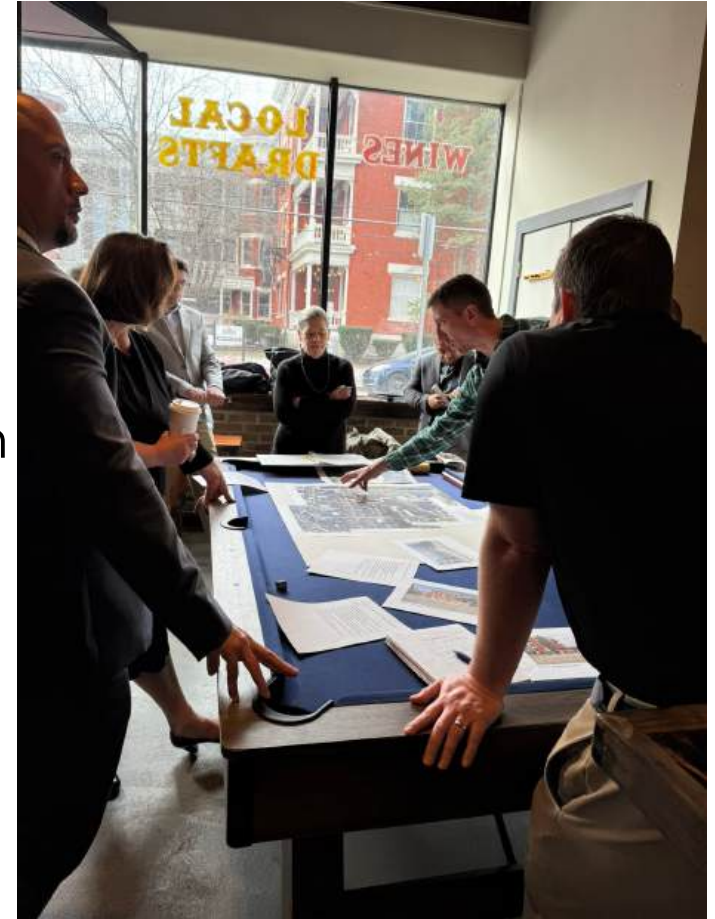
# WHAT WE'VE HEARD

- 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**

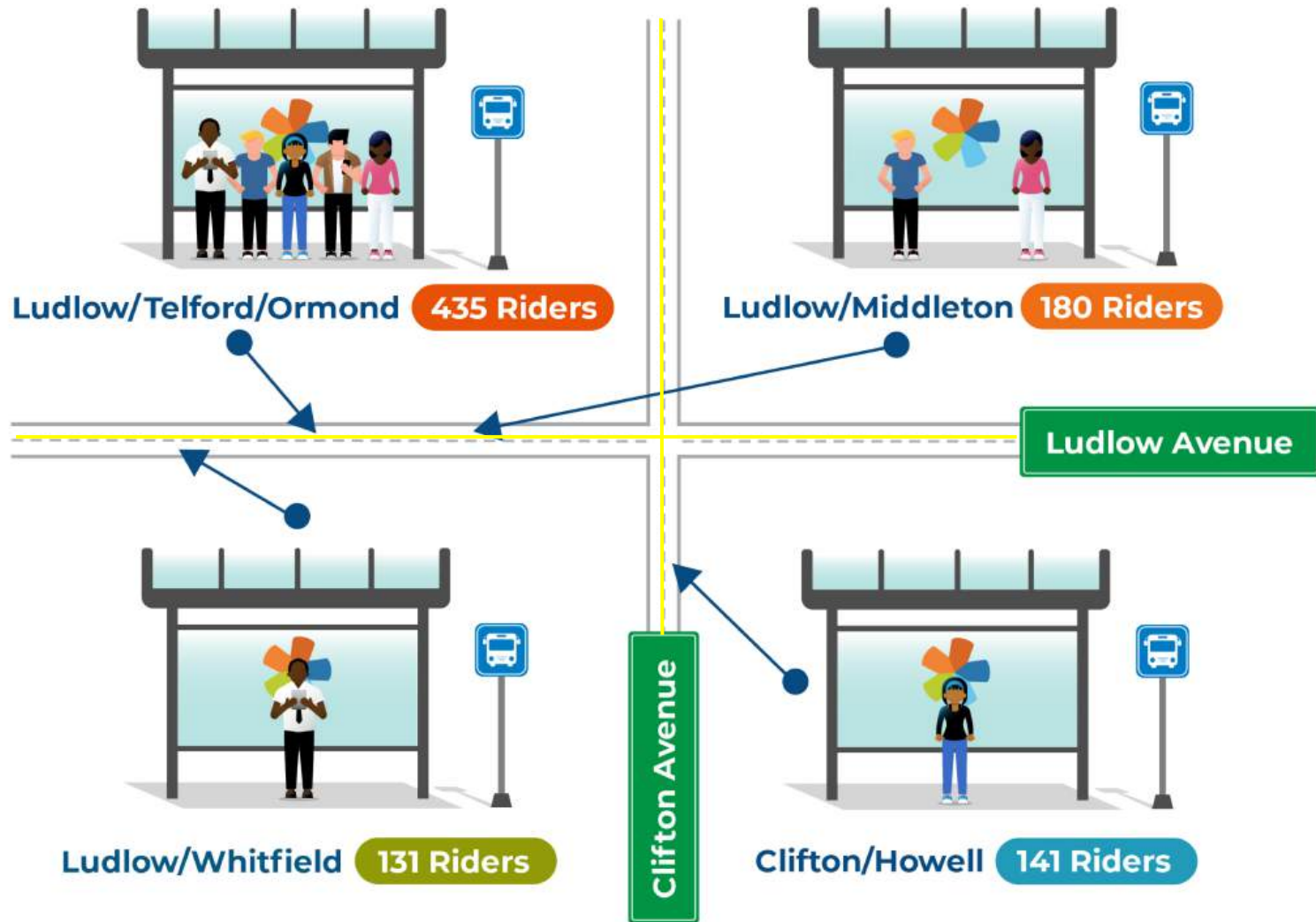


**Clifton Avenue Option #2**





**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)

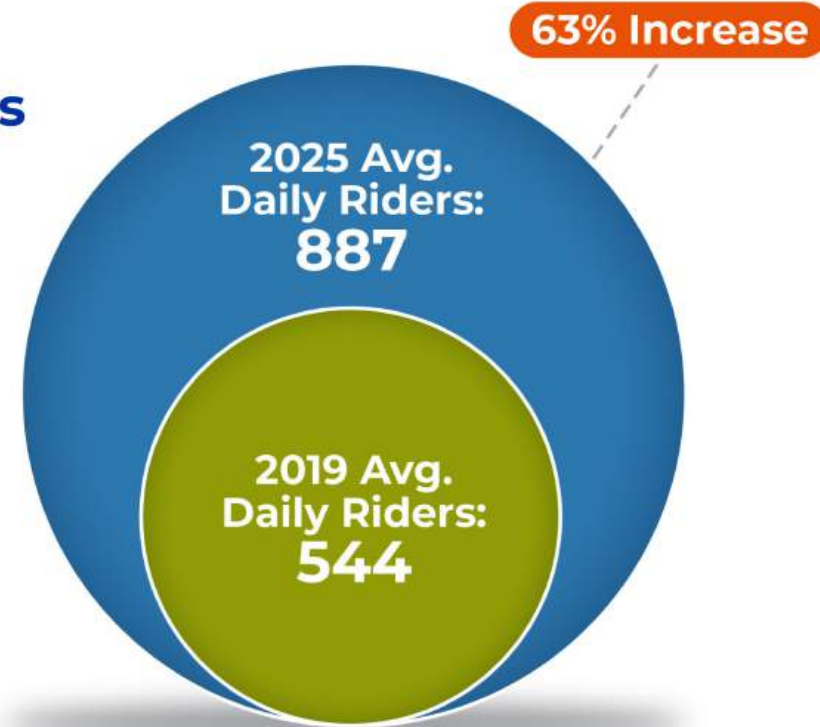
- ❑ 17 Hamilton – Clifton Local
  - 5 buses/hr/direction
- ❑ 19 Colerain – Auburn Local
  - 3 buses/hr/direction
- ❑ 24 Northside – Anderson Crosstown
  - 2 buses/hr/direction
- ❑ 51 Westwood – Oakley Crosstown
  - 2 buses/hr/direction

## 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)

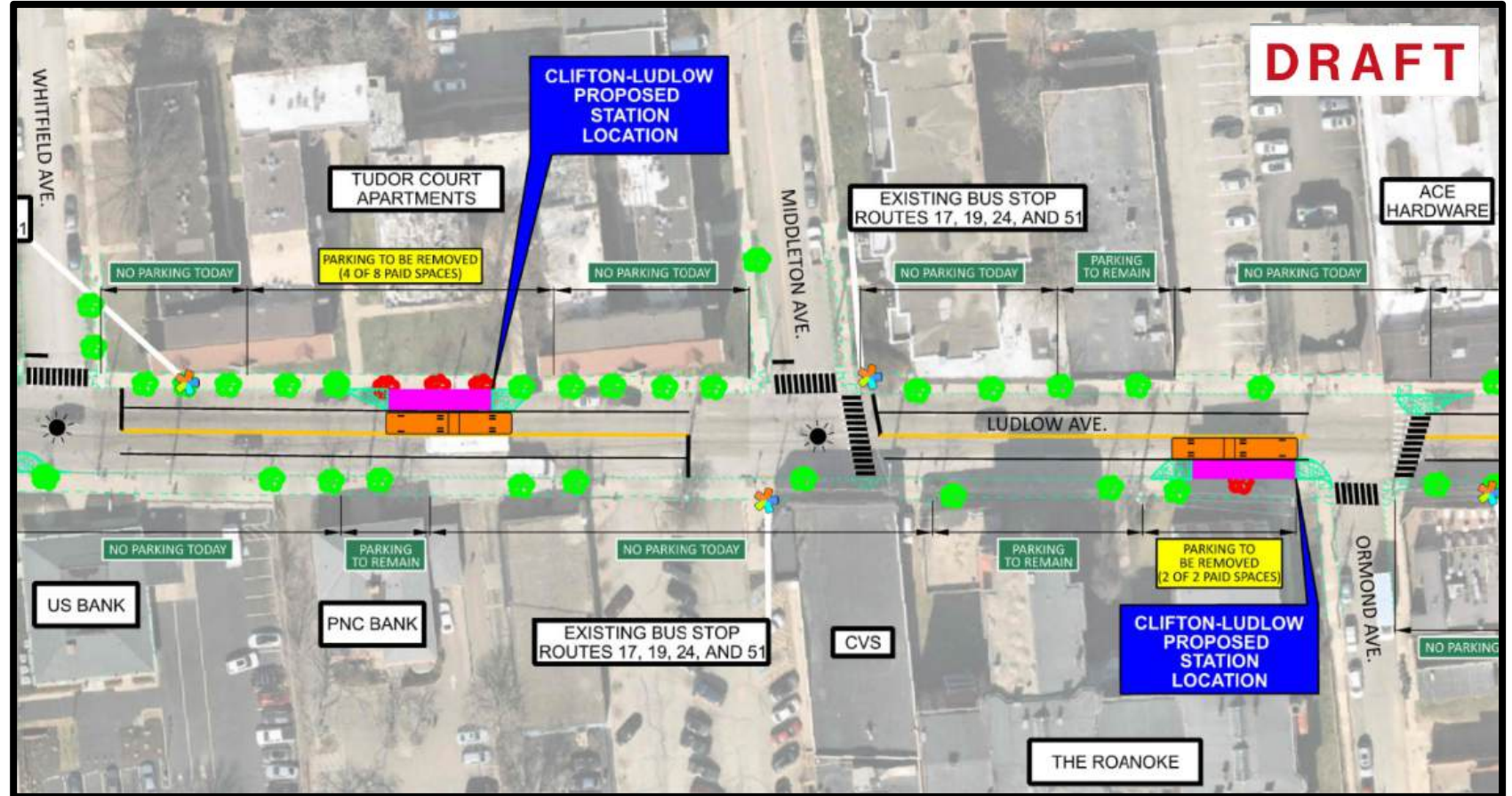
## Combined Fixed Route & BRT (16 Peak Hour buses/hr/direction)

- ❑ 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




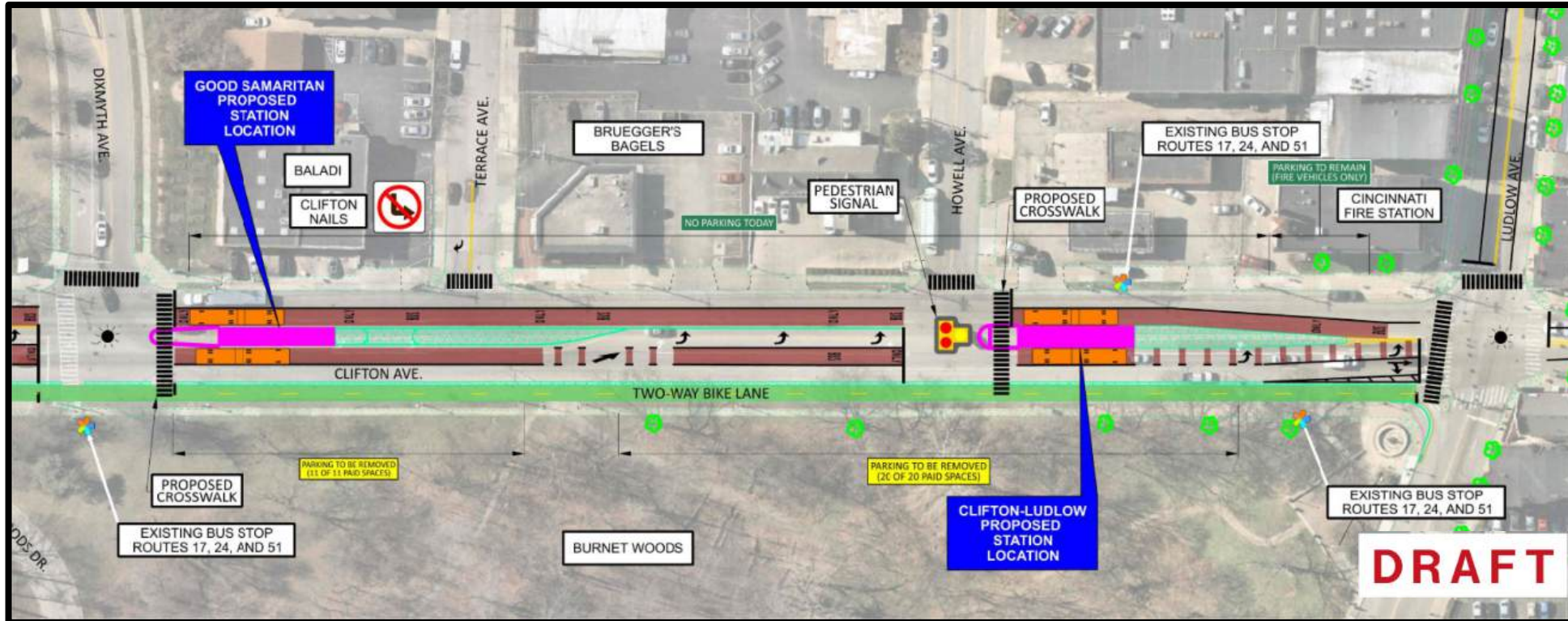
0 Removed & Replaced

 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

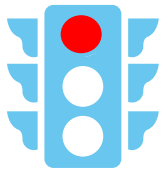
## Traffic Analysis Process

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



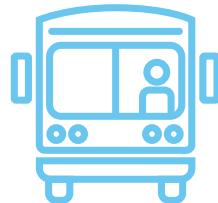
20-50 seconds

### Local Bus Dwell



20-30 seconds

### BRT Dwell



10-15 seconds

### Ped Crossing



10-14 seconds

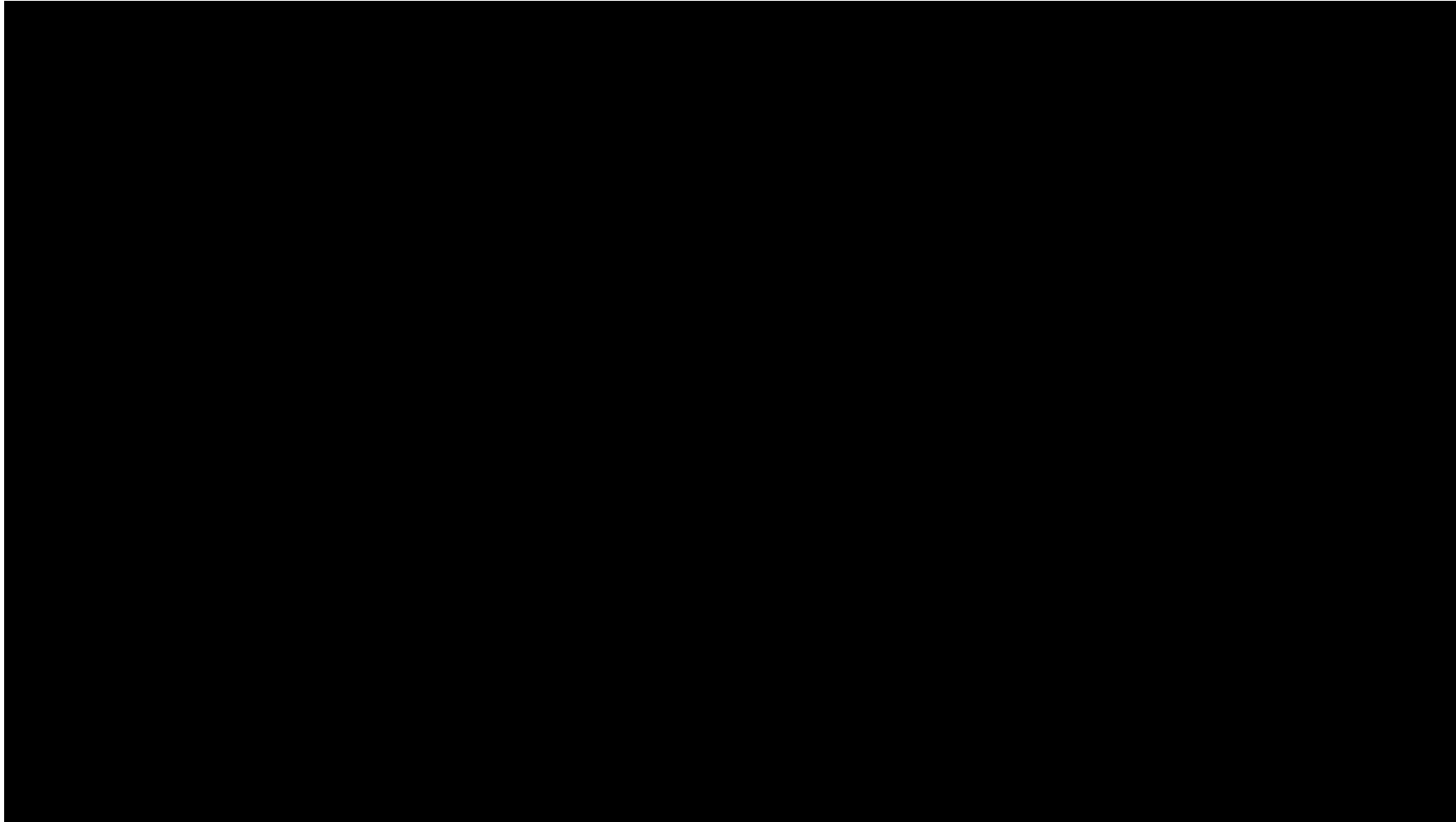
### Parking Maneuver



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**

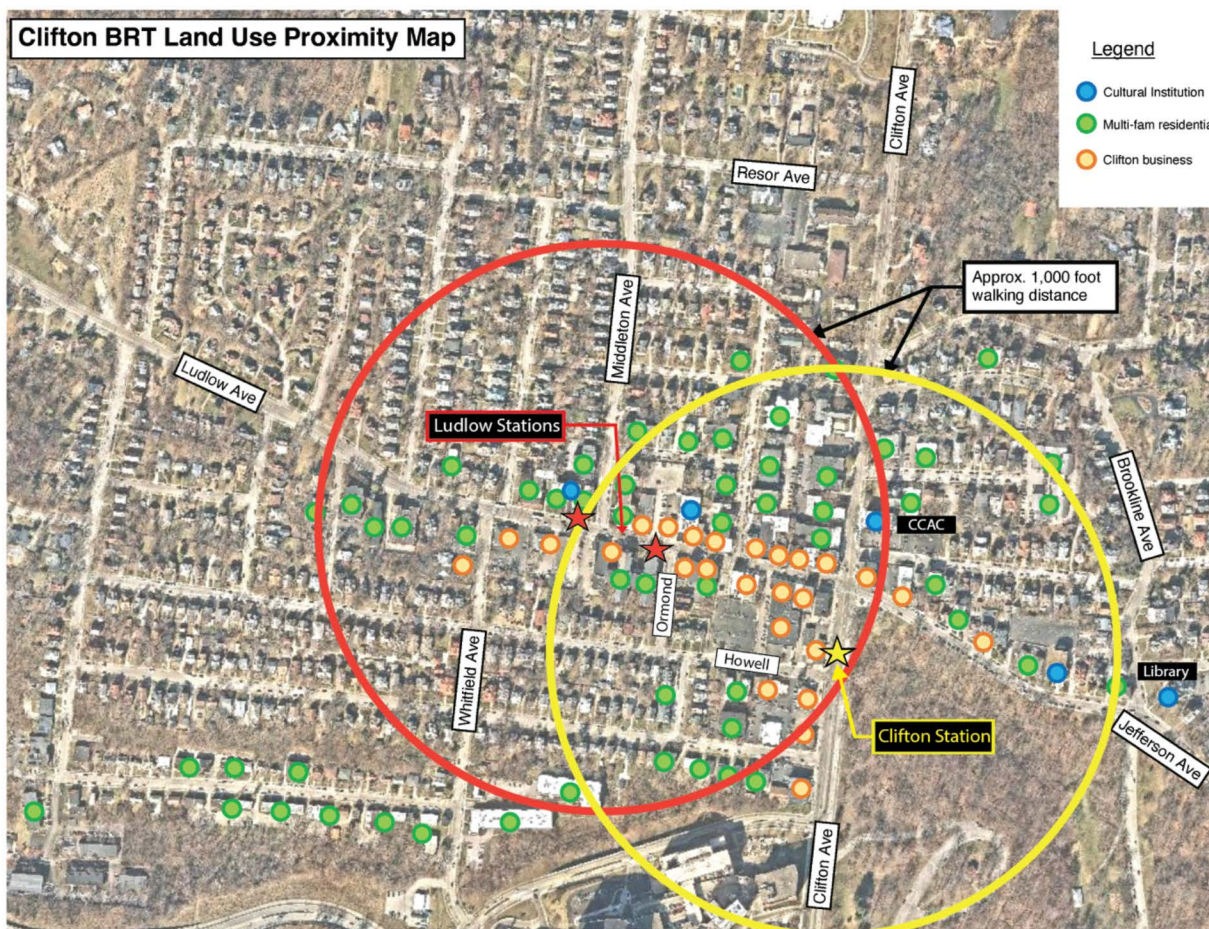
***Report of the BRT Transportation Subcommittee  
February 2026***

# 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:

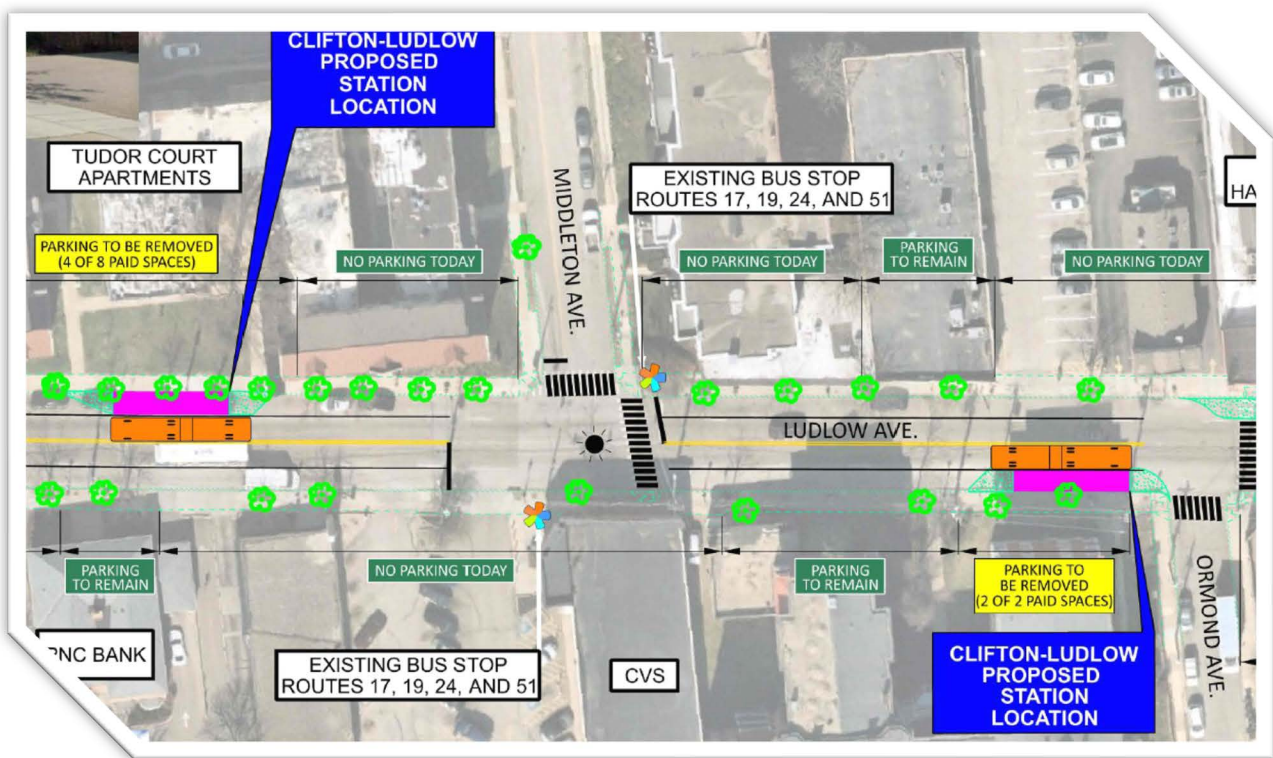
### TWO STATIONS, EACH USING A CURBSIDE LANE ON LUDLOW AVE.

*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

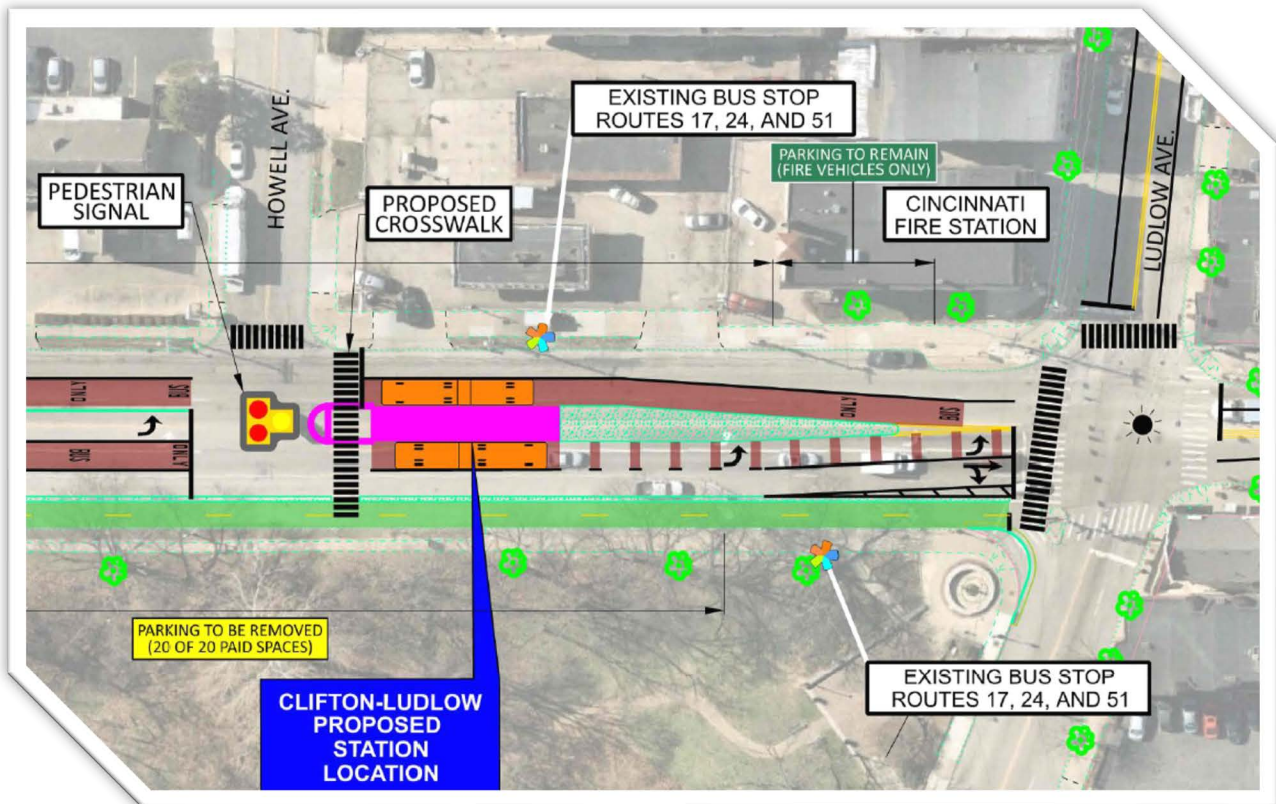


## OPTION 2:

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

*The Subcommittee's alternative proposal.*

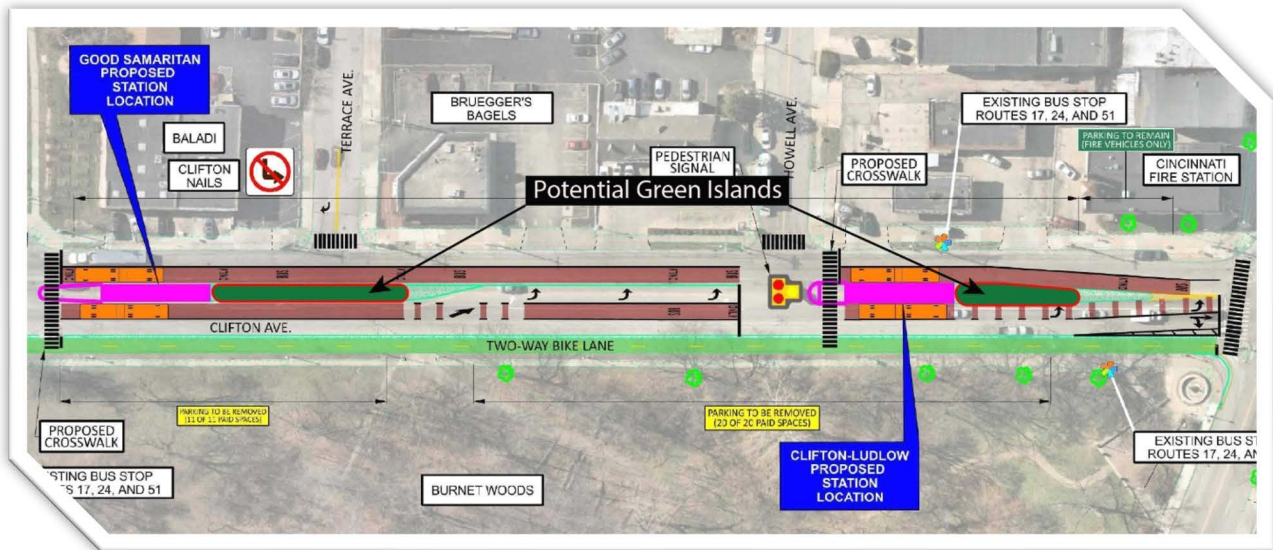
BRT buses *will not stop traffic* on Clifton Avenue. Downtown-bound BRT buses will have a dedicated lane and College Hill-bound BRT buses will share the left turn lane with cars, as they do now.



**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.*

## Summary of Feedback on Clifton Bus Rapid Transit Station location options

### Option 1: Ludlow BRT

- Pros
  - Drops people off at the location with the most popular attractions (e.g., Graeters, movie theater, Ace Hardware, Ludlow Garage. Riders from other locations like Northside, College Hill, UC might be more likely to get off in Clifton and frequent the businesses if the BRT stops in this location.
  - More residents would have less than a 0.5 mile walk with Option 1 because those who are If our analysis doesn't show it a problem now, then making that more conservative by say 10-15 seconds is not going to substantially change the results. Given that existing traffic in the district is operating well above what is considered acceptable D in most urban areas), it is doubtful that the signal timing changes mentioned relative to Method 1 would be that significant as to cause delay to get the intersection to a failing level of E or F. closer to Ludlow/Whitfield and Ludlow/Ormond would walk to the Clifton BRT and those who are closer to Clifton/Dixmyth would walk to the Good Sam BRT.
  - Most riders currently boarding a bus in Clifton to go downtown will board the #17 bus on Ludlow. When BRT is implemented, there will be a reduction in #17 bus service, so these riders would benefit from having the BRT on Ludlow so that they don't need to walk to a BRT station on Clifton.
  - During the special meeting, someone talked about a BRT station on Ludlow providing pedestrian safety advantages. Does anyone know what specific advantages he was referring to so that this could be documented here? Bump outs
  - Familiar to go from sidewalk to bus
  - When riders exit the bus, they end up on the sidewalk without a need to immediately cross a busy street.
  -
- Cons
  - When the bus stops to load/unload, all traffic must stop. Traffic backups on Ludlow are worse than traffic backups on Clifton, and this could make these backups worse. Note that Metro's computer models suggest that this effect will be minor, but models are not always correct and it seems intuitive that stopping traffic every 10 minutes would have an impact on congestion.
  - There will be a net loss of 3 parking spaces in the part of Ludlow where parking is in very high demand.
  - The platform is 8" higher than a normal sidewalk. Current plan is to slope the sidewalk upward to meet the platform. This slanted sidewalk would be 80 feet long at each BRT station. Will the elderly find it challenging to walk on this slanted sidewalk? Is it ADA compliant? Will people stumble as they transition between a level platform and a slanted sidewalk? Will there be drainage issues?
  - Vehicles frequently stop to load and unload in areas with "no parking" because Ludlow is so congested that sometimes they have no other choice. The BRT on Ludlow would create an 80 foot long bump out eastbound and another 80 foot long bump out westbound. These would be in front of apartment buildings rather than stores/restaurants so it might have minimal impact on business related loading and unloading, but it would affect the options for loading and unloading related to apartment residents such as UPS, Amazon, Door Dash, pizza delivery, etc.
  - There is high emergency vehicle traffic on Ludlow. BRT's would need to continue blocking emergency vehicle traffic until they are finished loading and unloading because the bump-outs

prevent them from pulling over out of the traffic the way an ordinary bus can. They are also 60 feet long so that they would likely not be able to find any open space to pull over to make way for the emergency vehicle until they completely leave the narrow business district or find a street they can turn on to.

- Aggressive panhandlers could be a problem. There is an ordinance against loitering on the BRT platform. However this platform will be next to the sidewalk. Loitering on the sidewalk is allowed. Panhandlers could stay on the sidewalk as long as they want and approach people waiting for the BRT.
- No business owners have indicated they prefer Option 1 versus 35 signing a petition that they prefer Option 2.

## Option 2: Clifton BRT

- Pros

- The BRT on Clifton would not stop traffic when loading and unloading because they would have dedicated lanes for these purposes, allowing traffic to continue to flow.
- The most dangerous traffic in Clifton is on Clifton Avenue, both northbound and southbound, near Ludlow Avenue. A center station on Clifton Avenue between Ludlow and Howell would significantly calm traffic by reducing southbound through lanes from 2 to 1, adding a center median that reduces how far pedestrians need to walk to cross Clifton, adding a traffic light at Howell that causes cars to slow down, and eliminating the “slip turn” that northbound drivers currently use to make right turns on to Ludlow. Note that, even with Option 1, there would be some traffic calming due to the Good Sam BRT station between Terrace and Dixmyth and which exists with both Option 1 and Option 2.
- A BRT station on Clifton would provide a connection to the bike lane on Clifton for riders who want to make a combined BRT and bike route.
- Having the central island Clifton and Good Sam BRT stations on Clifton will provide options for Clifton gateway signage, artwork, and greenspace.
- 35 businesses on Ludlow signed a petition stating that they preferred to have the BRT on Clifton Avenue due to concerns with congestion on Ludlow, parking, and loading/unloading
- The Clifton Business Association has asked CTM to support their recommendation to put the BRT on Clifton Avenue.
- Although the location is not at the most popular destinations in Clifton, it is close to some important destinations such as CCAC, Burnet Woods, the churches, apartments on Jefferson Avenue and Clifton

- Cons

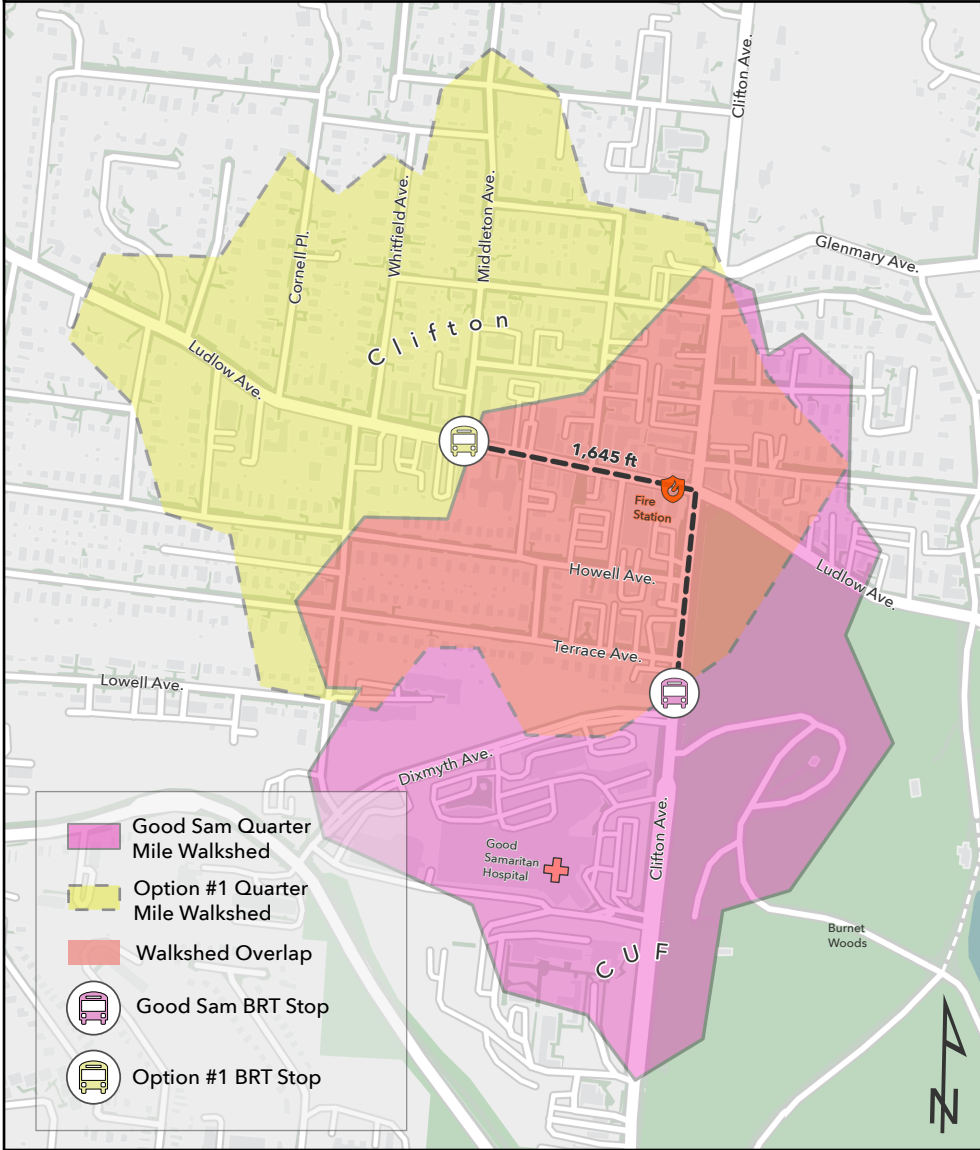
- The Clifton BRT would be in a less attractive location within Clifton. This might reduce how many riders are drawn to disembark in Clifton to visit the businesses.
- Fewer people could walk less than 0.5 miles to a BRT station with this option because they are closer together than seen in Option 1.
- Some riders feel intimidated by the idea of having to cross Clifton Avenue to get to and from the central BRT station even though they would have traffic lights for crosswalks, only need to move halfway across the street, and there will only be one through lane northbound and southbound.
- A Clifton BRT station would reduce the length available for northbound cars to queue to make a left turn on to Ludlow. The Department of Transportation is concerned that cars waiting to turn left could sometimes block through traffic. If this happens, they might want to move the BRT station further south such that it would block left turns from Howell to Clifton and left turns from Clifton to Howell. This would make it much harder to access the Merchants Lot and Howell Avenue. An alternative is a longer left turn signal, but this would slightly increase congestion on

Ludlow due to longer red lights. Sharyn LaCombe in Metro wrote the following about the impact of a longer left turn light:

- If our analysis doesn't show it a problem now, then making that more conservative by say 10-15 seconds is not going to substantially change the results. Given that existing traffic in the district is operating well above what is considered acceptable D in most urban areas), it is doubtful that the signal timing changes mentioned relative to Method 1 would be that significant as to cause delay to get the intersection to a failing level of E or F.
- Panhandling and loitering could be a problem because the station would be closer to Burnett Woods and Diggs Plaza. When the Metro stop at the Shell station had seating, it had major problems with loitering, drug abuse, and pan handling because of its proximity to Burnett Woods which is where many people with substance abuse issues gather. It is true that there is an ordinance against loitering at a BRT station but there is no guarantee that this ordinance will be consistently enforced.

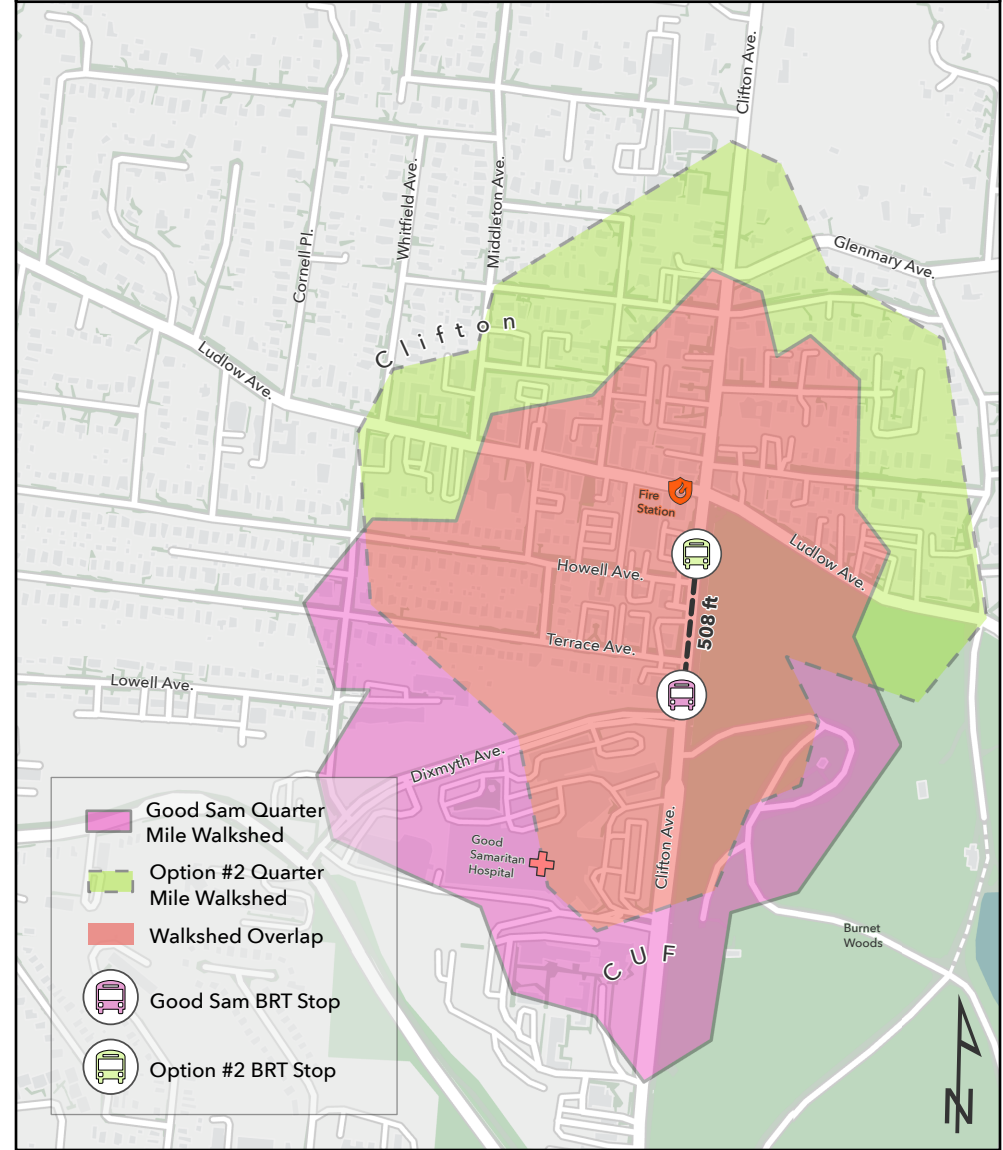
# Clifton-Ludlow BRT Option 1:

- Combined Walkshed Area 0.25 Sq. Mi.
- Estimated Population Reached: 2,379
- Walkshed Percent Overlap: 43%

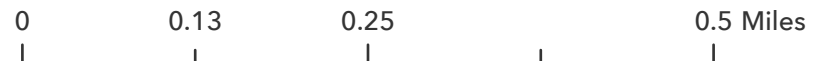


# Clifton-Ludlow BRT Option 2:

- Combined Walkshed Area: 0.21 Sq. Mi.
- Estimated Population Reached: 1,973
- Walkshed Percent Overlap: 65%



Population data collected from the U.S. Census Bureau's American Community Survey 2025 Estimates  
 Map Projection: NAD 1983 StatePlane Ohio South FIPS 3402 (US Feet)



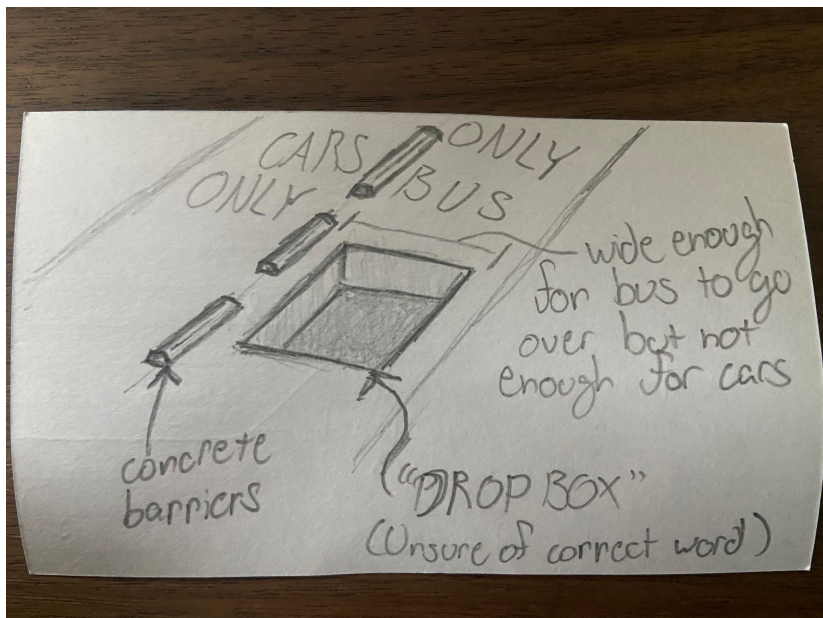
Maps produced by:  
 Blake Madden  
 & Jay Madden

## Index Card Feedback from 3.2.2026 CTM Meeting

I don't think emergency vehicle disruption should be a con for option 1 - this is not consistent with evidence presented by Metro last week, in fact, their presentation showed that option 2 would be more likely to disrupt emergency vehicles. The con for option 1 about unloading in "no parking" zones should be removed - they shouldn't be unloading in "no parking" zones in any case. Strike the second Pro for option 2: traffic calming measures for Clifton Avenue are the same either option, so the pro about traffic calming on Clifton Ave ( option 2) should be removed. Either option would provide a connection to Clifton Avenue with bike lane so this pro is not exclusive to option 2. Why are there 2 Pros for option 2 that state the businesses support option 2? Those are the same should be just one point.

The number of people dropped off by BRT will more than compensate for the three parking spots lost. by orders of magnitude. Option 1 is more in line with the global standard. Option 2 would never be proposed in the UK Netherlands Singapore Etc or other countries that have used BRT to create thriving business districts. Is there any factual correlation between BRT and panhandling? Will panhandlers suddenly appear for every new BRT stop indefinitely? Is this an imagined issue? Can we find statistics from other cities that show an increase in panhandling after improving Transit infrastructure?

I personally prefer a Center Concrete Island so that when getting off I can decide which street side to go to ( equal distance between street sides ) and it makes connections easier to make. Will there be concrete barriers to stop regular vehicles from driving in bus lanes? That's a concern I have. will there be other measures such as drop boxes wide enough for buses to go over but not enough for cars? Unsure of the correct word for Dropbox (Image drawn on back of note card)



Where is our opportunity to read the petition? their closed door convincing versus our public meeting. can we get the pro/con list published? 35 businesses "signing a petition" is neutral at best if they aren't sharing every second of their process like we are.

Opt 2 - Con: since the Clifton Ave stop would be so close to the Good Sam stop there would be less of a need to get on/off at the proposed option 2 stop. People would have no need to use it, but they would have a reason to use the Ludlow stop.

Opt 2 - Con: As a resident who walks and drives frequently around the Clifton area and Ludlow, my perspective is that the Clifton Ave stop would be less safe than the Ludlow stop. Clifton Ave is harder to cross since the street is wider and cars go faster. Ludlow however, already has better pedestrian infrastructure. As a driver, I would be more concerned about the Clifton Ave stop.

Opt 1 - Pro: The BRT stop on Ludlow will provide more patronage for the businesses on Ludlow. Riders will be likely to shop on Ludlow if they get on/off there - they likely would not, however, if they are further away such as on the Clifton Ave stop.

Opt 2 - Con: A location on Clifton Avenue will be less accessible, and therefore less people will be likely to utilize the BRT route. Since it is in a non-centralized area as opposed to Ludlow, people will be less likely to walk over to the Clifton Ave location.

Opt 1 - Pro: Putting the BRT stop on Ludlow will give a greater amount of people access to the bus route, and therefore more people will be likely to utilize it. Riders that already use the bus will continue to use it, and it will also encourage New Riders to start taking the bus.

I prefer option 1 since the estimated population reached is greater and the distance covered by walking is also greater. The three parking spaces will be better used by the BRT.

I think it is irresponsible for a board member to act "hostile" to community members during meetings. During this meeting there were some inappropriate comments made towards community members who had valid complaints/concerns.

Northside resident of four and a half years. I just recently moved downtown. I look forward to continuing to use fast frequent buses to visit and patronize amenities of your fantastic neighborhood business district. If Metro is already guaranteeing a stop at Good Sam Hospital on Clifton avenue, why put another stop also on Clifton Avenue further from the center of the business district Ludlow Avenue with less of a venn diagram and more of single overlapping circle. Businesses do not go out of business because a fast frequent bus stop was located near their business. It'll actually lead to more foot traffic and/or window shopping. Be serious, a net loss of three parking spaces is not a con to lose sleepover. some may say losing three parking spaces isn't a con at all... Support option 1 all day everyday!

I am in support of option 1, for many reasons already listed. The discussion around option 2 reveals how fearful we are of Clifton ave. This does not have to be the case. It is embarrassing how the potential asset of such a large thoroughfare is so often an obstacle to development and daily life. Take this opportunity to consider pedestrian refuge islands and bump outs on Clifton to reduce its threat to our neighbors. Option 2 provides an interesting road layout on Clifton by reducing car travel lane width and eliminating the always empty parking. Let's implement option 1, but not leave Clifton untouched. Watch Good Sam station implementation for pedestrian safety concerns. Calm that traffic! More crossing options!!!

Cars parking in the bus lanes is what's causing the traffic jams today ( part of the reason ), and blaming "panhandling" on bus stops when that would occur anyway. We create third spaces for people to linger and build community, using loitering as a con feels extremely biased, classist, and racist ( unless ctm plans to address the root issues that is causing this?)

Option #1

Option 2: Con: Oppositional towards the growth of the bus riding population in a dense area. Con: less conducive to access by the disabled. Con: Little reason for existing when in such close proximity to Good Sam stop. Con: Antithetical to the premise of servicing the bus-riding public in scale of access to the stop and route efficiency, as opposed to the vacuous prospective concern over business-related aesthetics.

Option 2 lists business support as two separate pros, when it should be just one. The last pro is also undercut by saying it's not an ideal location.

Option 1, con one: Ignores that congestion from buses is already an issue that would be alleviated by elevated platforms making it faster to board and a light.

Option 1, the con related to higher sidewalks isn't an issue. It's standard for BRT and already exists at Streetcar stops.

Option 1 of the BRT is not just the best option for Clifton it's the only viable option. Traffic concerns are negligible on both options and option 2 could create a vast amount of unintended consequences. Pedestrians are far safer with option 1, and it's an option that helps businesses there much more now that pedestrians have fewer unsafe crossings.

Option 1: Con one - BRT dwell time is significantly lower, therefore I feel congestion/backup will either not be affected or even improved. Option 2 - Pro one - traffic will have to stop for pedestrians leaving the bus anyway and do the same just farther up at Good Sam station, this point seems wrong.

The cons are BS. The Business Association is more concerned about a poor subset of the population loitering on Ludlow, the loss of 3 to 6 parking spots, and more traffic backup. We need to make the right choice.

Option 1 has improvements to pedestrian access on Ludlow; there are also improvements to Clifton in terms of the median. Option 2 has no infrastructure on Ludlow thus no pedestrian improvements. On Clifton, it seems like making pedestrians cross Clifton to board the bus uses humans as traffic calming measures.

During the special BRT meeting it was mentioned by the CBA that Ace has to load in the mornings due to traffic. The BRT does not affect this as the option 1 BRT stop is not in front of any business. In this example Ace would still need to unload in the mornings no matter what.

I work as a professor at UC. I live in an apartment complex on Terrace Ave between Whitfield and Morrison. I take the bus regularly from Clifton to the University for work. I prefer the proposal of option 1 for BRT in Ludlow ave. After a long day at work, I like to do shopping at Ludlow. Being dropped off at Ludlow means it's easier for me to buy food at Auntie Apple or Ajeet on my way home. I also pick up my groceries at Ludlow wines. (unable to read) Ludlow would enable me to do business at Ludlow. Stopping at Burnett Woods is very inconvenient and would not let me walk through Clifton on my way home. Dropping off at Burnett means I just walk home directly. Crossing Clifton is already very inconvenient. The Clifton stop would turn a 10 minute stroll through Ludlow Ave into a 20 to 25 minute walk if I wanted to walk through Ludlow.

If a CTM trustee is going to limit one neighbor's participation she should equitably limit her husband's participation.

Option 1 additional pros: The option presents the primary purpose of BRT which is efficiency. As a continuation of the previous point, BRT will be better for the environment and for efficiency and increased ridership (reduced drivers). The vast majority of people at both the special meeting and the March meeting prefer option 1.

Option 1 - cons the emergency vehicle claim is so disingenuous. Remove aggressive from panhandling in fact remove the whole thing as a con because there is no data to support it.

Pros for option 1: Parking demand on Ludlow will go down because people can get there much easier with BRT. Traffic will decrease because option 1 supports more residents. See the maps with walkable range so fewer car drivers. Drop off at vital not just popular attractions CVS grocery etc. Fundamentally supports bus use by Clifton residents. Greater ease for ADA compliance and accessibility for disabled and elderly pedestrians coming up straight from middle of Clifton. Cons - Amendments: Aggressive panhandling is subjective language not based on fact, also panhandling is unrelated to bus. Option 2 pro arguments: We can't just rely on this bus stop to fix Clifton ave. We could just put the median there without making bus drivers stand there in the middle. Actually all the same structures can be implemented as Sharyn from Metro was saying. The bike route connectivity point does not feel legit.

Option 2 Pros - Bullet 1 Metro said the island station could back up the left turn traffic all the way to single lane of Clifton North therefore blocking traffic so this pro is not true as written. Bullet 2: as a bicyclist there's no way around the bus / bike connection as described here.

Obviously the community supports option one, do the right thing.

Please please do something to Clifton Ave at Ludlow regardless of where the bus stop goes. medians/greenspace/road diet. I'm so grateful that Metro was ready to address this at the meeting. I truly don't care where the bus station goes, but we need change to this intersection.

Metro Bus -> slow stops close together Metro rapid -> fast stops far apart for fast. It's basically a street car. It's basically heavy transit. It should be in the business district!

I'm so excited to take the bus very fast on the Metro rapid BRT! I want to get dropped off at Ludlow!

If we want to promote local businesses, why are we also concerned with car deliveries? I want Uber Eats on a bike in a bike lane!

Will the cameras be monitored in real time? Who would call CPD to address issues?

Option 2 con: less miles and fewer streets get traffic calming and safety improvements.

It seems like the data from similar projections in other cities needs to be shared with the business owners - of course they're going to push back on a concept they don't fully understand. We could also benefit from a study of amount of revenue from bus goers/pedestrians.

Option 1 Ludlow will prioritize the safety of current and future bus riders. build near housing density, community resources, walkability - I have had too many close calls biking and walking on Clifton. I want to pick up prescriptions at the pharmacy when I'm unable to walk. Please don't make me drive there!

1 pros: More efficiency in operations means less cost per passenger. Opportunity to do safety improvements on Ludlow. Closer to what matters.

Pro option 1 the Ludlow business district is not healthy enough to make it harder for bus riders to get there. BRT stop on Ludlow provides a much-needed economic boost with the lowest possible physical impact to Ludlow. The only equivalent would be to add very tall buildings with residents directly on Ludlow. I cannot fathom Clifton getting behind that level of Housing Development on its main street. Ludlow Needs Bus Riders!

I'd like to advocate for option 1. As a student I frequently use the 17 to get places I need to go. Once the 17 is reduced I will use the BRT instead. I prefer the BRT stop be closer to the places I need / like to go such as the pharmacy, theater, Ace Hardware. Additionally there is a good

chance that with option 1 it will decrease traffic on Ludlow because people who could drive will instead take the BRT which means there will be less traffic. So I think option 1 is the best one.

First pro of Option 1 should be two bullet points: popular locations Graeters Etc. should be one, and vital locations Pharmacy Groceries Etc. another. The first con of Option 1 implying that a Ludlow stop would result in more traffic backups is not supported by evidence / by Metro's presentation last week. Option 1 may reduce traffic in the Clifton business district because more people can take the bus into Clifton business district (additional pro for option one.) Option 1 pro: the demand for parking in Clifton business district will likely decrease because people can take the bus in instead of drive there. All options will be Ada compliant. Concerns about ADA and storm water drainage apply to all options, not only option one.

I would like to express my overall concern about how some of the points in the pros/cons list are not consistent with what Metro presented last week. We should make sure what is listed on the pros/cons is accurate and supported by models interpreted by experts. Additional cons for option 2: with option 2, essentials such as pharmacy/grocery store on Ludlow will be less accessible to bus riders. With option 2 it's harder for bus riders to get to coffee shops, businesses, restaurants on Ludlow. Bus will be 41 seconds slower with option 2. No Ludlow safety improvements with option 2.

My name is spot. I have dots. I'm a cat meow!



**Motion for a Change of Printing Service and Mail Handling for Clifton Chronicle 3\_2\_26**

- Given that, after a two-year search, we have identified a professional service that will consolidate printing, mail handling and delivery to the USPS for postal service, while also delivering 500+ overrun pieces for hand distribution to Clifton;
- And that this new service will deliver a product of equal quality to our present publication;
- And that the cost for these consolidated services is lower than our present process, in part because would be working with a business in Columbus, Indiana, instead of Colorado, Chicago and Blue Ash – thus reducing our carbon footprint:
- The Chronicle Committee requests permission to begin working immediately with AIM Columbus with the signature by our President provided on an agreement.