



CTM Minutes - Group: CTM Board Meeting

By Owen Waller, Secretary

Date: March 3, 2025, 7:00pm

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

Board Members Present (12): In Person: Steve Goodin, Gerald Checco, Jan Checco, Mindi Rich, Tim Noonan, Owen Waller, Kevin Mohan, Brendan Pulte, Patrick Etter, Ben Pantoja, Justin Ogilby, John Whedon

Absent (3): Genet Singh, Kevin Leahy, Barry Gee

A quorum is present. Meeting called to order at 7:06.

(U) below will represent a unanimous vote.

Public attendance in person (16)

Karen Noonan, Jeanne Strauss DeGroot, Kyle Gibbs, Peggy Moses, Pia Lynch, Char Lyon, Mike Anagnostou, Kip Eagen, Brian Frank, Chris Wetterich, Maggie Thurston, 4 Firemen (including Eric Horn), Stefan Nieschwitz

Public Attendance online (10)

Tom Fruth, Concerned Mom, RuthAnn Bumiller, Matthew Hulme, Chris Pantoja, Tom Lohre, Sharyn Lacombe, Leslie Mooney, Steve Schuckman, Malcolm Montgomery

Welcome to our meeting – Contact the CTM email at contactctm@cliftoncommunity.org

Motion to Approve Agenda – Ben Pantoja

The meeting agenda was sent out prior to the meeting. Ben Pantoja motioned to approve the March meeting agenda, Jan Checco seconded the motion. The agenda was approved unanimously.

Motion to Approve February Minutes – Gerald Checco

The minutes were sent out to board members prior to the meeting. Gerald motioned to approve the minutes, Tim seconded. The minutes were unanimously approved.

Fire Report – Cincinnati Fire Dept. (CFD)

Engine 34 Station at Clifton and Ludlow had a total of 165 runs in February, roughly 6 runs per day. 71 runs were ALS, 34 were BLS runs, 41 runs were fire, and 1 fell into a miscellaneous category. The Clifton area had 145 runs, mostly medical runs, a few stuck elevators, gas leaks and the rest were minor issues.

CFD mentioned that the fire department cannot install child's car seats or inspect installation. However, the city service 311cincy.com provides services where parents can get car seats checked. Cincinnati Children's Hospital also provides these services.

One board member asked how the number of fire department runs was above or below average. CFD responded that it was about average.

Resources for car seat installation:

<https://www.cincinnati-oh.gov/ecc/about-ecc/311/>

<https://www.cincinnatichildrens.org/service/c/ccic/injury-prevention/car-safety>

Police Report – Cincinnati Police Dept. (CPD)

No update this meeting.

Clifton Branch Library update - Jeanne Strauss de Groot

Besides the regularly scheduled events, Jeanne highlighted that the library is offering additional programming:

- Tuesday, March 11 Game night: A low-key game night to meet up with friends and make new ones. Board games, card games, and more will be provided.

- Saturday, March 15 Plant Club: Dr. Barbra Walker, from UC's Center for Integrative Health, will be giving a presentation on the healing power of nature.
- Tuesday March 18 ReSource Workshop: Hamilton County's ReSource program will be investigating daily routines and habits that are good for the planet and good for our community. Free starter kits will be given out.

A full list of events and programming provided by the Clifton Branch public library can be found here: <https://chpl.org/locations/cl/>

Additionally, the library is working with the community to create a digital library covering Clifton's history. This will include all of the past Clifton Chronicles, other historic articles, and pictures.

Clifton Recreation Center update - Brittany Havens

No report for this month.

CANS Report - Michelle Burch

No report for this month.

Clifton Business Association Update - Mike Anagnostou

The Clifton Business Association (CBA) will be hosting holiday's on Ludlow this year on the Saturday after Thanksgiving, November 29, 2025. For holidays on Ludlow this year, the CBA is hoping to bring back free carriage rides as a part of the festivities.

The CBA also hosts the Summer Concert Series, every Friday, June through September, from 7pm-9pm at Clifton Plaza. Local musicians are booked to play, and it has been a popular series of events in previous years.

The following are CBA's contributions to local events going on in Clifton:

- \$1,500 for Wednesday's in the Woods hosted by CCAC
- \$4,500 for Cincy VegFest by Our Collective Heart
- \$4,500 for CliftonFest

<https://cliftonculturalarts.org/events/wednesdays-in-the-woods/>

<https://ourcollectiveheart.org/cincy-vegfest/schedule/>

<https://cliftonculturalarts.org/events/cliftonfest/>

Additionally, the CBA works with CTM to write grants such as one from the Neighborhood Business District Improvement Program to fund \$3,300 to relaunch CliftonFest. The CBA also participated in requesting Ludlow Ave be closed off for CliftonFest. Jan mentioned that the CBA also sponsors the flowers planted in the business district along with help from CTM volunteer efforts.

The CBA also pays for police patrols during the summer. The program is a gig-like structure that hires police officers in their time off paying officers \$75/hr, similar to what stadiums pay. This usually totals to \$7,000 per year as most shifts go unfilled. Additionally, patrolling officers will make their way up to the Clifton library at the beginning of each shift, as the library has been having problems with public intoxication and littering on the porch after hours.

One audience member asked whether there are fewer unhoused individuals or panhandling. Mike answered that it was hard to say one way or another, but shared stories of individuals who had a history of violence that were gotten off the street. Another audience member asked whether there was any news about the Hookah Bar, but Mike did not have new information to share.

Bus Rapid Transit Update - Justin Ogilby

Throughout the BRT planning and engagement process, a BRT steering committee encompassing a representative cross-section of the community was put together to advise metro on their ongoing planning.

Justin's presentation can be found on at the end of the meeting minutes included as an attachment

The BRT will have a frequency of every 10 minutes, will include dedicated Bus Rapid Transit stations (similar to the Cincinnati Streetcar stations) and will serve areas of high density to capture ridership. The steering committee is deciding between Ludlow near Middleton and Clifton near Howell based on density in a quarter mile radius.

Justin mentioned that wherever the station is built, there will be opportunities to enhance pedestrian conditions. This comes with ancillary benefits to whichever location is chosen. The Ludlow near Middleton stop will

necessarily be two one-direction, curbside stops, whereas the Clifton and Howell stop will be one two-way, center stop. Both will be safe for pedestrians. The metro traffic engineers are currently weighing both pros and cons of each station location and completing traffic analyses.

The BRT ad hoc committee preferred the Clifton and Howell station location for various reasons including parking and traffic congestion in the business district. The full presentation has greater detail on the considerations as well as many images and diagrams showing how the BRT stations will fit in at each location.

Motion 1: Budget adjustments for Cliftonfest, Soccer - Tim Noonan

The motion and the financial report are included at the end of meeting minutes. The motion is to add a \$2,500 expense for CliftonFest, funded by \$3,000 of revenue from the golf outing, which will come into the general checking account. The second part of the motion is to add \$3,600 in expense and \$2,000 in income to the Clifton soccer budget. Though this is an expense increase, Clifton soccer has been looking to spend down their current balance.

The full budget update is included at the end of the meeting minutes as an attachment.

Gerald moved to accept the budget requests, Jan seconded the motion. The motion passed unanimously with no discussion.

Motion 2: Eliminate Two Parking Spaces on Middleton - Justin Ogilby

A request to the transportation committee encouraged the removal of two parking spots, south on Middleton, just north Wood Ave. The visibility turning out of Wood avenue has been an issue among neighbors because of the steep hill just north of the Wood and Middleton intersection. Included in the motion is a map of the conditions and what the residents are requesting. The resident survey Justin conducted yielded an overwhelming yes to the removal of those two spots.

Gerald read the motion, which is included at the end of the meeting minutes as an attachment. Justin proposed the motion, Ben seconded the motion. Gerald emphasized that school traffic near the intersection is bad, Justin reassured the board that this would not affect school traffic. The motion unanimously passed.

Motion 3: Bike lane material decision - Justin Ogilby

Justin withdrew motion 3 in favor of addressing bike lane concerns at a future special meeting.

Gerald moved to have a special meeting concerning the Clifton Ave bike lane extension before the Clifton Plan public engagement meeting on March 22, 2025. The results of the discussion are as follows: the meeting date is pending the schedule of the traffic engineer working with Justin. The public will be notified about the date, time, and location of the meeting through the Mailchimp email list and on social media. Ben seconded the motion, and it passed unanimously.

Report from Churches regarding bike lane - Justin Ogilby

Justin, Jan, and Owen all met with Brad Shepard of Emmanuel Presbyterian and Robert English of Clifton United Methodist Church on February 24, 2025 to discuss the bike lane extension and the removal of temporary parking North on Clifton Ave South of Bryant.

A map of the sunday temporary parking is included at the end of the meeting minutes as an attachment. Justin took meeting notes and shared the thoughts of both churches.

Justin read some of his meeting notes included below:

“The Methodist church uses the Dewey's lot. They have a joint lot with Dewey's for parking which is generally sufficient for their needs. Emmanuel parishioners occasionally use the spots that are church only on Clifton Avenue. I mentioned they would probably prefer not to because it feels dangerous parking over there. Emanuel would appreciate dedicated nearby church-only parking.”

Emanuel parishioners would appreciate parking on their side of Clifton Ave. Both pastors strongly suggested converting the south-bound parking lane to 24-hour parking. This would reduce parking constraints when Emmanuel runs afternoon activities. Both pastors also remarked that parishioners often visit the park (Burnet woods) then visit the business district, and would appreciate anything to slow down traffic in that area.

Justin outlined some actions CTM could take to the board and audience: converting no parking areas near the church to church parking only areas and convert the south-bound off-peak parking into 24-hour parking. Additionally, the churches planned on meeting with their leadership councils about the bike lane extension. Both pastors were pleased to be included in the conversation and have their opinions on the traffic conditions taken into account.

Motion 4: Approve Letter Regarding Hyde Park PD, Send to City - Ben Pantoja

The motion, to send a letter to the City of Cincinnati regarding the development in Hyde Park, serves to let the City know the Clifton Community's opinion on the development process, community response, and general precedent.

The letter in the motion was read by Ben. The letter and motion are included at the end of the minutes as an attachment. After some discussion, an amendment was made by Ben to remove a sentence from the letter "the planned development loophole should be abolished." The amendment was voted unanimously to be removed.

Kyle Gibbs shared, from a procedural point of view, that the planning commissions vote was on the PD rather than any concrete design. The concept plan, which is just the first phase of development, is going to be going to the planning commission this month. If approved, the applicant would resubmit a final plan to be approved, which would trigger another round of public comment.

Many board members shared concerns of the city not listening to neighborhood business associations and neighborhood community councils, especially due to the overwhelming opposition. At the same time, many board members also want to encourage the city to not adhere to strict zoning and instead evaluate each project and community holistically.

Ben proposed the motion, Jan seconded the motion. The motion passed 6 - 5 with 1 abstaining.

Clifton Plan Update – Gerald Checco and Kyle Gibbs

There have been two steering committee meetings thus far. The steering committee is made up of 45 people with partial attendance (20-25) at each

monthly meeting. The planning process is moving along well, and a public engagement meeting will be held on March 22nd to include more feedback from Clifton residents.

The most recent neighborhood plan representing the Clifton neighborhood was created and approved in 1980, thus we are overdue for an updated neighborhood plan. The goal is to ask residents what they would like to focus on improving, changing, or maintaining in Clifton in the next 10 years. So far Kyle Gibbs from the city's city planning department has drafted 35 pages detailing the current conditions of Clifton: demographics, physical condition, amenities, etc. The city of Cincinnati has created a neighborhood plan-specific website that has the current conditions report at the following link:

<https://www.cincinnati-oh.gov/planning/neighborhood-plans/ongoing-neighborhood-planning-processes/clifton-neighborhood-plan/>

Besides March 22nd, large public engagement events will be held in May, September, and November at large neighborhood events. The steering committee has identified 119 relevant topics that fall under broad topics including Transportation, Housing and Zoning, Historical, and others. Kyle continued about how the plan, once finished, will be approved by the city, and highlighted more miscellaneous benefits of Clifton having an updated plan including increased funding opportunities.

Treasurer Report – Tim Noonan

There were three fraudulent charges on the Clifton Chronicle account. A superior credit union notified the appropriate parties and the charges are being addressed.

Committee Roll Call

Arts & Culture – Mindi Rich

No report this month.

Caretaking/Beautification – Gerald Checco

The beautification committee has given the parks board updated locations for flower plantings. A meeting will be held soon and plantings will likely occur late March.

Chronicle – Jan Checco

The physical chronicle was recently delivered. Copies are provided at the meeting and at the CRC front desk.

Clifton Boundaries — Mary Pat Lienhart

No report this month.

Clifton Golf Outing — John Whedon

Golf outing committee met with Cincinnati State multiple times, wants to nominate a beneficiary that helps students finish their degrees called Cincinnati State Complete.

Clifton Soccer – Mindi Rich

No report this month.

Communications – Ben Pantoja

No report this month.

Events – Mindi Rich

Currently working on the Memorial Day Parade and picnic scheduled for May 26, 2025. Events committee meets monthly, community members are encouraged to join meetings and share ideas.

Governance – Ben Pantoja

No report this month.

Housing & Zoning – Owen Waller

The usual housing and zoning committee meeting will be held next Monday March 10, 2025

Membership & Nominating – Barry Gee

No report this month.

Neighborhood Support Program – Gerald Checco

No report this month.

Public Safety – Steve Goodin

The public safety committee met last week. Official reports on projects will be at next month's meeting. There will be an update on the Hookah bar, the shell bus stop, and other topics.

Transportation – Justin Ogilby

No report this month

Welcome & Connect – Mindi Rich

A date has been confirmed for the Welcome and Connect event at the Clifton Branch public library on September 27, 2025 from 2pm-4pm. The event welcomes people from other countries, whether international students or workers, and introduces them to resources that help them live in Clifton.

Liaison Roll Call

Uptown Consortium – Steve Goodin

No report this month.

Invest in Neighborhoods – Barry Gee

No report this month.

Clifton Community Fund – Gerald Checco

No report this month.

Clifton Business Association – Jan Checco and Genet Singh

The group that manages the Clifton Plaza Gardeners and Makers mart is trying to put together new operating rules and would like to restart with the help of the Clifton Community LLC. The event would run every Thursday from 4pm-7pm from April to October.

Neighborhoods of Uptown – Tim Noonan

No report this month.

Community Questions/Concerns:

One comment from the audience:

First, the Cross Rock project, which is fully funded, will be continued as weather permits. Second, a project to repair utility boxes will be launched, and support from CTM may be requested. Third, another organization in Clifton would like to soon paint a mural in the neighborhood, so CTM will likely hear about that.

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

Next CTM Board Meeting 4/7.

Respectfully submitted,
Owen Waller, Secretary

Attachments:

Motion 1 Clifton Fest and Clifton Soccer Funding
Motion 2 Eliminate Parking Spaces on Middleton
Motion 3 Bike Lane Materials
Motion 4 Hyde Park Square Letter
Sunday Temporary Parking diagram
2025 CTM Budget
Transportation BRT update
Transportation Report on Church Meetings

Motion 1 Clifton Fest and Clifton Soccer Funding

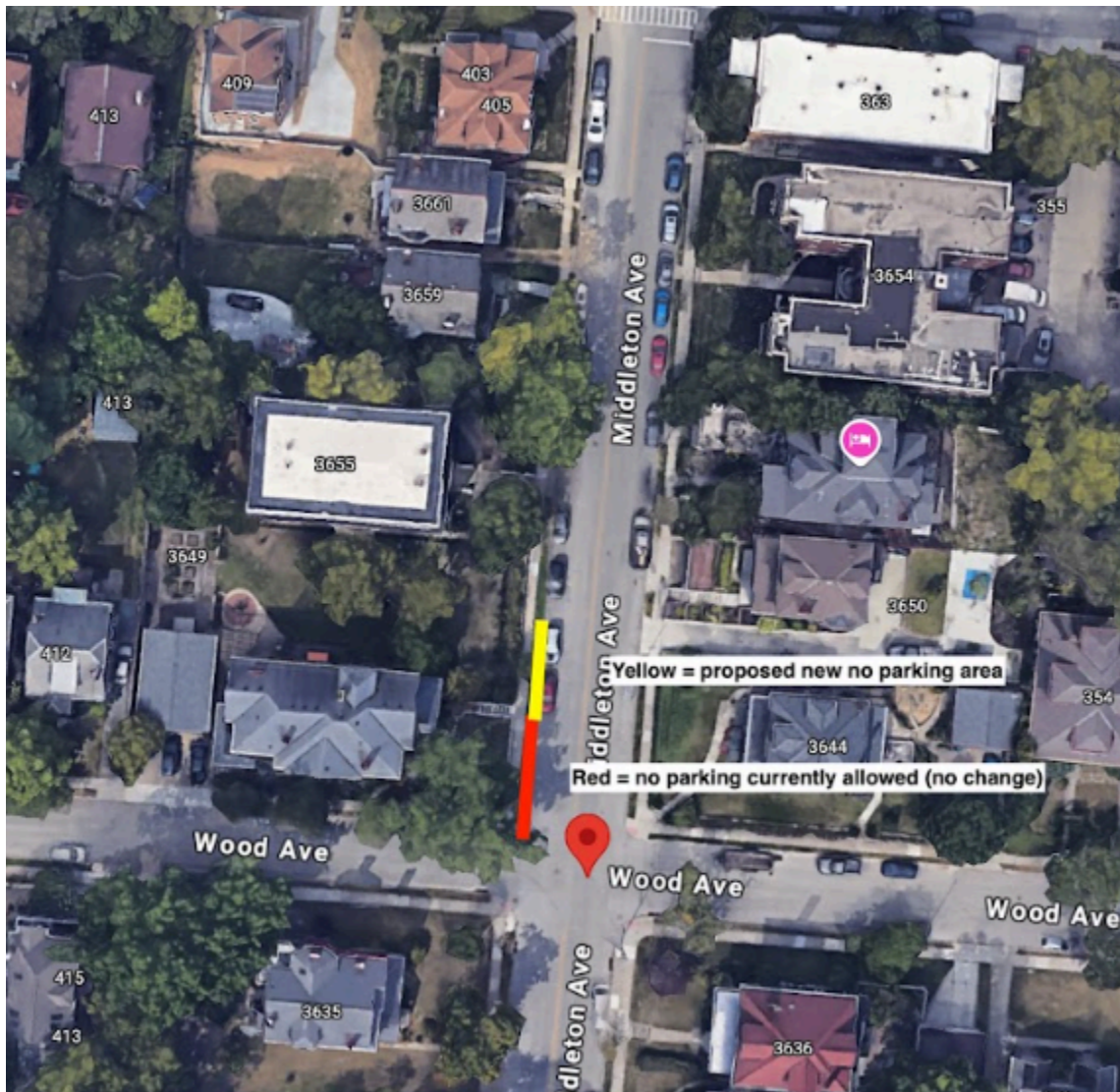
0325 Motion for funding Clifton Fest and Clifton Soccer

Move to add \$2500 for Cliftonfest and, for Clifton Soccer, add \$5000 in expenses and \$2000 in income. The Clifton Soccer net budget impact will be covered by the Clifton Soccer savings account.

Motion 2 - Eliminate Parking Spaces on Middleton

0325 Motion to eliminate 2 parking spaces to enable turning from Wood to Middleton

This moves that Justin Ogilby send letter to DOTE on behalf of the Board of Clifton Town Meeting requesting that they eliminate the 2 parking spaces on Middleton just north of Wood Avenue. This motion is due to resident feedback that parked cars make it difficult to safely turn from Wood on to Middleton. This letter should include the image below and highlights of the resident feedback below.



Resident Input re: Middleton at Wood Parking Change

Thank you for proposing the change to the City! We live on Wood Ave and I feel the problem every time I have to leave by car or even when walking to go to Fairview playground with my

kids (I also wish for a marked crosswalk since we have Fairview school right here). So it's on my mind daily. I have been honked at by so many times but there is no other way to see who is coming from down the hill unless you stick your car more into the street. It is not safe. I cannot help but think about my kids driving one day and get hit right at the intersection due to a lack of visibility.

Thank you again! Let me know if you need anything else from the residents on Wood.

Best,
Vera Soper

Thanks, Justin. I find it incredibly difficult to turn off wood onto Middleton (especially left towards McAlpin) and have had several close calls. The only reason I feel like I wasn't hit when turning is because the cars coming up Middleton from McAlpin hadn't gained enough momentum and were able to slam on their brakes in time. Had someone been less alert, I would've surely been in an accident.

I often think about how I will teach my daughters to navigate that turn when they are 16. I would greatly appreciate better sight lines before then.

Thanks,
Heather McCarren

justin -

I live on the other side of Wood, by Fairview. I'd offer that this is a great idea, and if they **minimized parking on both sides it would be better**. There have been several near misses, especially when Fairview traffic is in high concentrations.

Not sure if that is an option, but agree wholeheartedly.

Hi there

My wife Leah and I both currently reside at 440 wood avenue. We were actually just talking about this the other day in how it's hard to see anything coming from the left and that it's dangerous. We have almost been hit a few times simply from the difficulty. I think the proposed change would definitely be beneficial.

Thank you!
-David

Hi Justin,

I live at 416 Wood, and I am 100% in favor of removing those parking spaces to improve the visibility. I have been almost hit a number of times (with my small children in the car) because I can't see down the hill (North) when pulling out when the cars are parked there. There is ample parking in other spots, so losing these 2 spaces won't really matter. The residents of the apartment building can always park across the street (plenty of parking available in front of the B&B) or around the corner on Wood or right across McAlpin where there are never any cars parked next to the nature preserve. Thank you so much for bringing this up, and I really hope this passes. It is so unsafe and I've been so disappointed by the lack of action on this for a few years now.

-Lucinda

Great idea! It's very hazardous taking a left onto Middleton from the long end of Wood. You can't see if cars are coming up the hill.

Thank you,

Agnes Suranyi (436 Wood Ave)

Sent from my iPhone

Hello Justin,

Thanks for asking for the input from the residents on Wood Ave.

While removing 2 parking spaces would be a start, I believe more is needed to address the safety issues with the intersection of Wood and Middleton, especially with all the children that cross at that intersection to enter Fairview's property through the back gate.

I suggest considering a combination of the following in addition to removing the two parking spaces.

1. Adding a speed bump for those coming up the hill on Middleton as many cars accelerate coming up the hill.
2. Adding a mirror on the utility pole across the street so cars on Wood can see cars coming up the hill.
3. A street sign on Middleton indicating a blind intersection with a flashing sign to alert drivers on Middleton

4. A trigger light that flashes to alert people coming up the hill that a car is sitting at the intersection on Wood. The flashing light could also be triggered by a button by pedestrians to help people crossing the street.
5. Final option would be a stop sign at the intersection of Middleton and Wood.

I would be happy to discuss any of those options further to help improve the safety of that intersection for drivers and pedestrians.

Thanks,
Ken Laube

Thanks Justin

I really like Ken's multi-pronged appearance. Perhaps by doing some or all of them , only one parking spot will need to be removed which will make it easier for folks living in the apartment.

Best,
Linda

Hello Justin,

Thank you for taking on this issue. I live on the short side of Wood. It is also very difficult to see to turn coming out of the short side for the same reasons, especially when turning left. Why not also propose removing a parking spot or two on the other side of Middleton? (In front of 3636) Ken's additional suggestions (with the exception of a stop sign which i think might actually make it worse especially w the Fairview traffic at drop off and pick up) might also be worth the committee's consideration.

Thank you for your service on CTM and representing us.

Kimberly

Excellent idea for both sides of Wood.

I expect that the individuals most affected by this will be anyone living in the homes on the corners who regularly park on the street. Otherwise it is a definite plus for anyone exiting Wood Ave, particularly the parents who drop off and pickup their children for school.

If this change is made, a stop sign is definitely not necessary.

Thank you,
Margie and Chuck Matthews

This is overkill. A speed bump coming UP the hill?

I could definitely see a crosswalk painted across Middleton and Wood Avenues. And maybe even a sign above. Eliminate the parking spaces and that should be enough.

Margie and Chuck Matthews

So it seems like a four-way stop at wood, and Middleton could take care of the issue without having to lose any parking spaces?

Best,

Linda

Hi Justin & Neighbors,

I love Ken's idea of **a mirror on the utility pole**. I don't know if the city installs mirrors or if the utilities allow it, but if they do that would be all that I need to be able to safely exit from the longer end of Wood. And it would not require the removal of any parking spaces. If the city won't pay for it, perhaps the neighborhood could.

I'm **strongly opposed to the idea of a 4-way stop sign or a speed bump**. The volume of traffic on Middleton is not so heavy that it is difficult to find a gap in which to exit. The problem is sight lines, so let's solve that problem. I don't like putting up stop signs where they are not needed because it punishes every law-abiding driver that travels down the road. It riles me every time I stop at the new stop signs on Middleton at Bryant which are not needed in my opinion. Also, a stop sign or speed hump on Middleton could be a problem whenever the streets are icy. We shouldn't be stopping traffic as it is heading up an icy hill.

Thanks to all for the thoughtful responses.

Phil Herrick
446 Wood Ave

Hi all,

A pole mirror would be very helpful, though I am in full support of removing those two parking spaces. One negative of the pole-only route is that it does not help cars see *us as they head up the hill. It is also possible that, with those two spaces open, visibility will be good enough that the mirror is unnecessary.

Cheers,

-Josh

Motion 3 - Bike Lane Materials

2025-03 Motion on Bike Lane Materials

That DOTE install the Clifton Ave Ludlow to Bryant bike lane extension using standard materials.

- a. Previously CTM approved using “enhanced” materials, the same as were used in the bike lane in College Hill. DOTE has performed a study of those materials and determined they are no longer approved for use.

Motion 4 - Hyde Park Square PD Letter

2025.02 Motion Regarding Hyde Park Square Development

This motion requests approval for CTM President to send the following letter to City Planning, City Council, the Mayor, and the City Manager.

Dear Mayor Pureval, City Manager Long, City Planning Director Keough-Jurs, and members of Council:

The Board of Clifton Town Meeting (CTM) would like to express concern about the way the Hyde Park Square Development project is progressing despite opposition from the Hyde Park Community Council and the Hyde Park Square Business Association. While CTM is not in a position to judge the merits of the development project, we are very concerned that approval of the project despite all this opposition could set a bad precedent for putting development interests ahead of existing zoning laws including the Urban Design Overlay District, ahead of Community Council and Business Association preferences, and ahead of neighborhood plans. The Hyde Park development project could be the first of many instances of the City putting developers first and the people second, and Clifton could be the next victim of this approach. We urge the city, both now and in the future, to pay greater heed to the voices of the groups officially recognized as representing the community and the business district.

- Ben Pantoja, President of Clifton Town Meeting

Sunday Temporary Parking Diagram

Parking Allowed on Clifton Avenue
 Sunday Mornings 8 am - 1 pm
 Location of Signs by Number

1 No parking Clifton/Glenmary



2 Sunday Parking Clifton/Bryant



3 Sunday Parking Clifton at Immanuel

4 Sunday Parking Clifton/Senator



4



5 No Parking Clifton at CUMC



3

BRT Update

2025.03.03

Bus Rapid Transit Ad-Hoc Committee

Objective: To provide input to Metro on the best implementation of BRT for Clifton.

Includes:

- Clifton Town Meeting
- Clifton Business Association
- Local Business & Property Owners
- Residents
- Frequent transit riders

First meeting was on 1/7/25

What we've heard

Concerns:

- BRT busses may back up traffic on Ludlow
- BRT stations may become loitering locations
- BRT stations may not be clean
- BRT stations may obscure Ludlow business signage

Excitement:

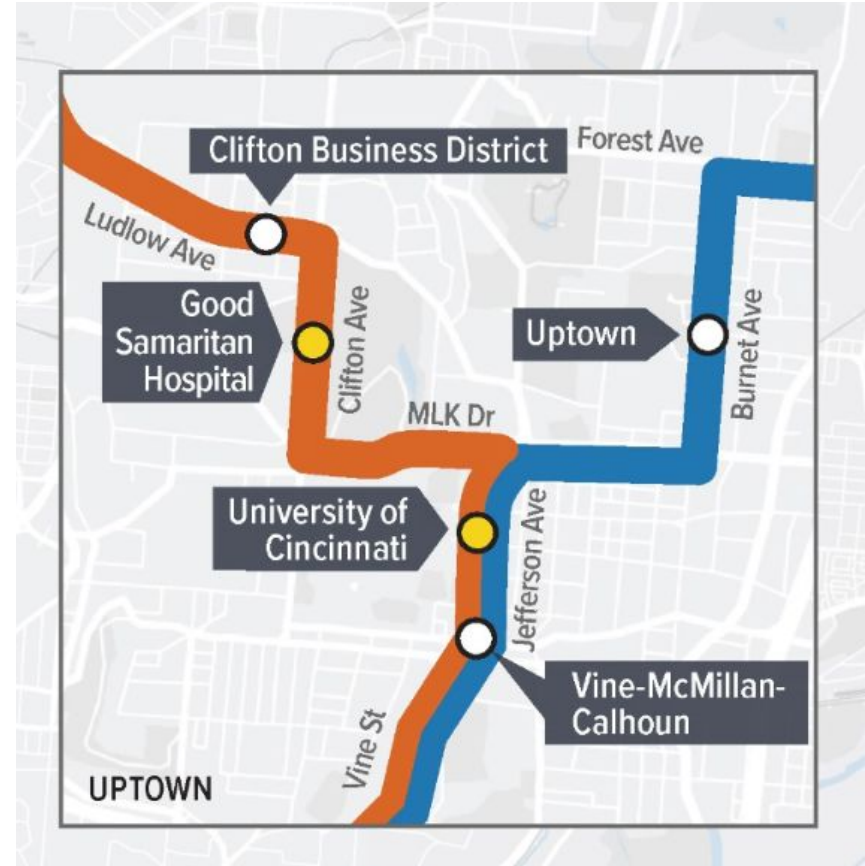
- Faster service, 10 minute headways—riders won't need a schedule
- BRT may slow traffic on Ludlow and make it easier to cross
- BRT may bring improvements to nearby crosswalks and intersections

What we've worked on

Informing Clifton-area station locations

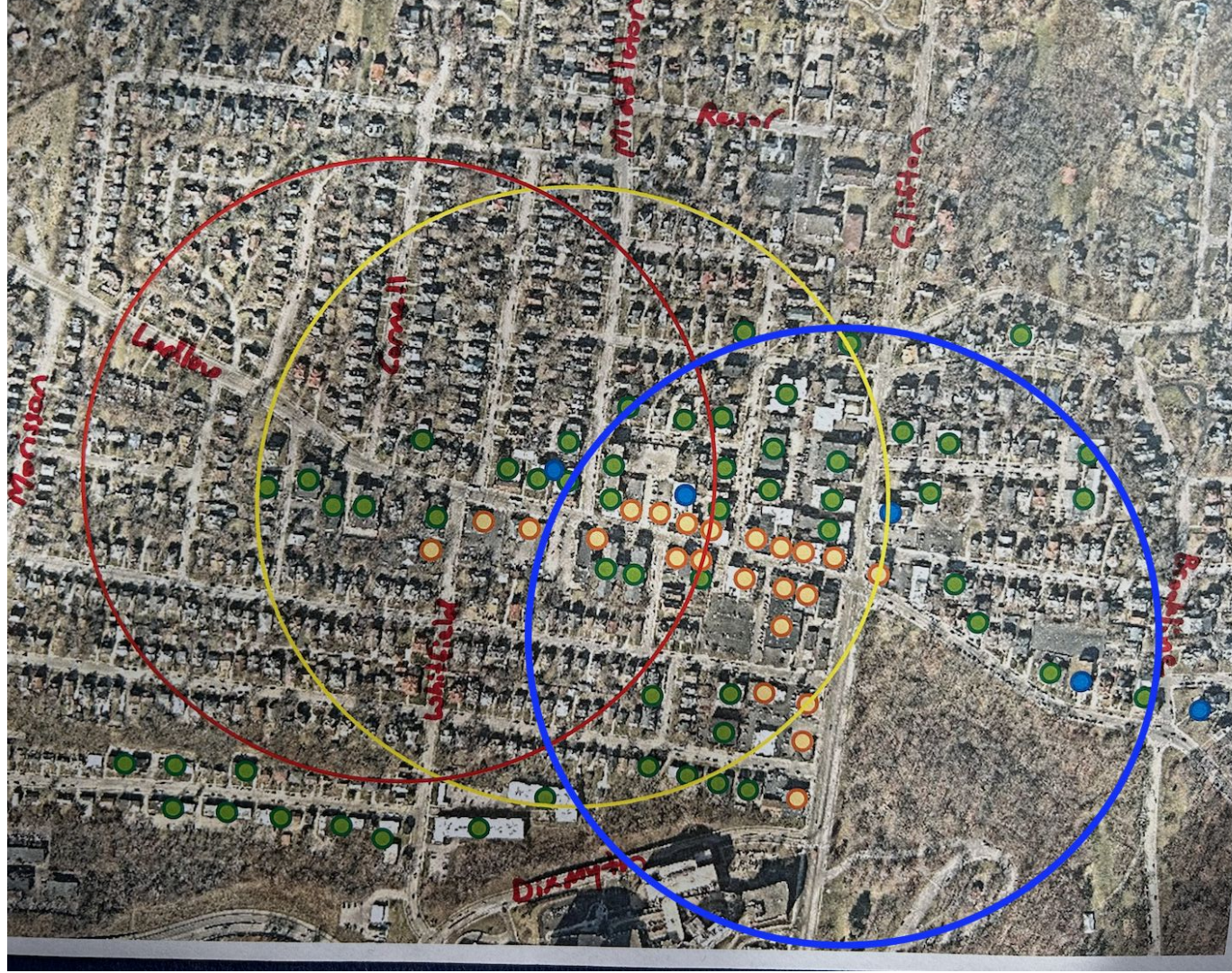
Evaluated 3 locations for CBD station:

1. Ludlow near Middleton
2. Ludlow near Cornell
3. Clifton near Howell



How effective will a station be?

Green = multi-family residential
Yellow = commercial
Blue = cultural

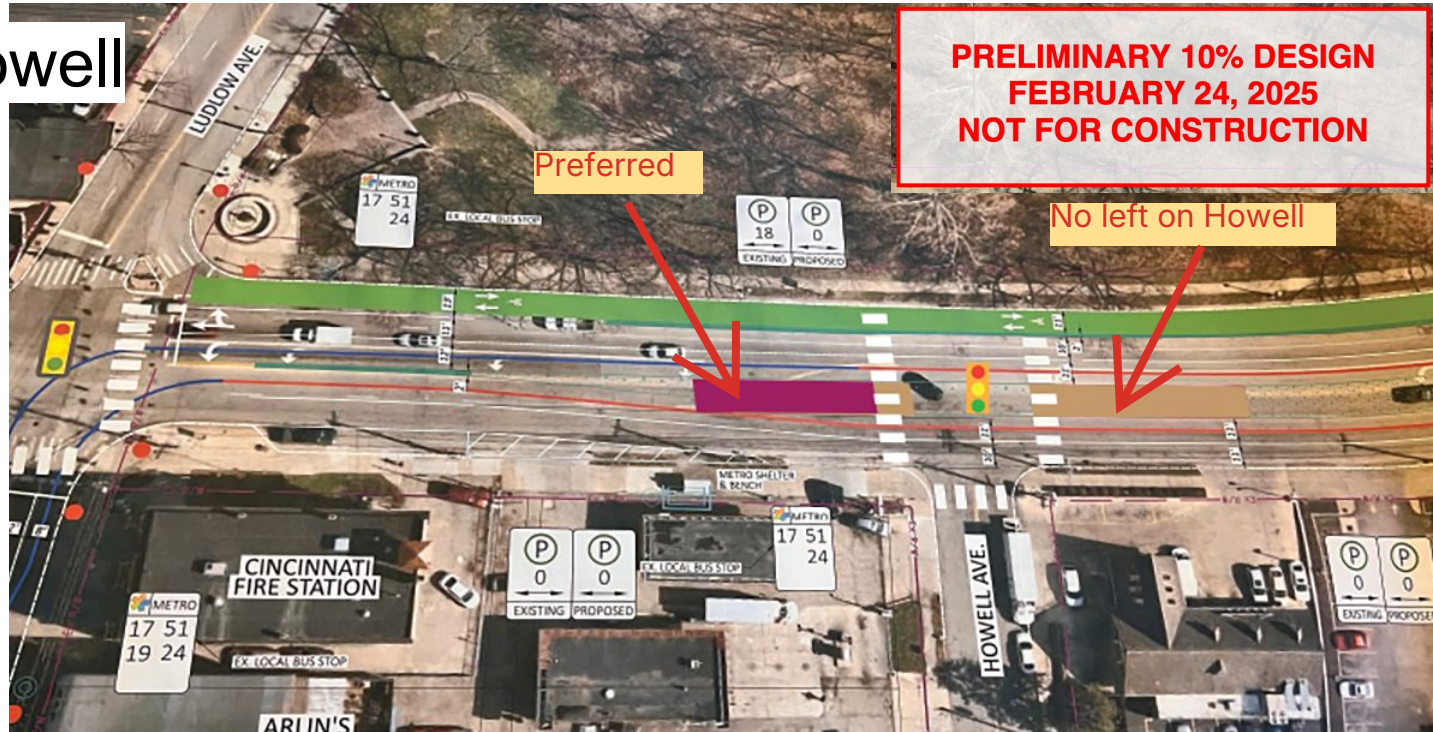


Ludlow near Middleton

- Side stations extend out from the sidewalk
- Busses in mixed traffic
- Stops take 20-30 sec, happen in traffic lanes
- Stations restricted to ticketed riders only
- Small station canopies to reduce storefront obstruction



Clifton near Howell



- Center station in the middle of the street
- Busses drive and stop in their own lane
- Large station serves as business district “gateway”
- Stations restricted to ticketed riders only

Summary

	Ludlow nr Middleton	Ludlow nr Cornell	Clifton nr Howell
Traffic Impact	High Middleton intersection, CVS and Habanero parking lots generate a lot of turning traffic	Low RoW width may allow busses to stop outside of travel lanes	Low RoW width may allow busses to stop outside of travel lanes
Cleanliness and Safety Concerns	High Failure to clean or enforce loitering laws will have a severe negative business district impact	Medium	Medium
Visual Impact	High Ludlow has 10ft sidewalks and side station likely to be directly in front of a business	Low Center placement will minimize obstruction of nearby buildings	Low Center placement will minimize obstruction of nearby buildings
Density / Effectiveness See map on next page	High Many nearby apartments and attractions	Medium Some apartments, many SF homes nearby	High Many nearby apartments and attractions

Committee Recommendation

Clifton north of Howell

Contributing factors to recommendation:

- Proximity to the grocery
- Proximity of the Clifton Cultural Center, Burnet Woods, Library
- Adjacent to a bike lane (essential to the “last mile” needs), opportunity for bike storage
- Upcoming redevelopment of Merchant Lot with 100+ apartments
- Avoid stopping on Ludlow during peak times
- Contribute to calming and pedestrian improvements at a problematic intersection
- CBD “gateway” signage opportunity

Next Steps

Metro is conducting a traffic study that will model impacts all along the route

Expect study results in April

This study will inform their decision about station placement

Ad-hoc committee will continue to engage with Metro during, after the study

Metro has prioritized Reading BRT route, delaying Hamilton route 1yr (2028)

Final station location decision in 2026

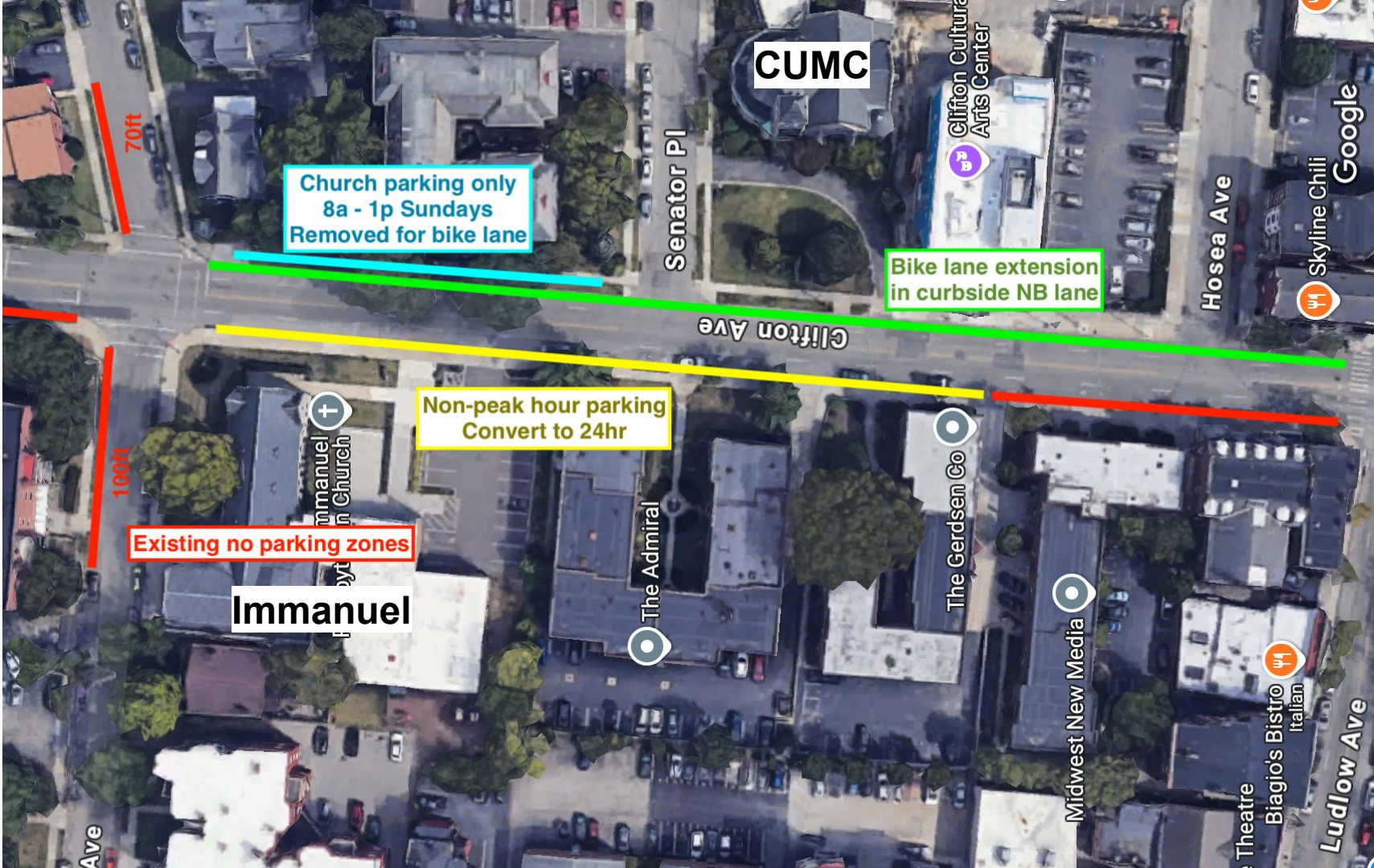
Clifton Ave Bike Lane Extension - Church Feedback

Discussion of the planned Clifton Ave bike lane extension from Ludlow to Bryant and the impact of removing the church-only Sunday AM parking currently allowed between Senator and Bryant

Church Feedback

Discussion with Brad Sheppard (Immanuel) and Robert English (CUMC)

- CUMC uses joint lot with Deweys and this is generally sufficient for them
- Immanuel parishioners occasionally use the spots on NB Clifton Ave, some would prefer not to as it feels unsafe
- Immanuel would appreciate dedicated nearby church-only parking, ideally on their side of Clifton Ave. (Their may have been some in the past on Bryant that was eliminated)
- Both strongly suggest converting current non-peak hour parking in front of Immanuel into 24hr parking. This would help afternoon / evening activities and apartment dwellers
- Both remarked that parishioners often visit the business district before/after service and that the walk sometimes feels unsafe
- Both excited about the “multi-use path” design developed as part of the Clifton Ave Redesign work



CUMC

Clifton Cultural Arts Center

Church parking only
8a - 1p Sundays
Removed for bike lane

Bike lane extension
in curbside NB lane

Non-peak hour parking
Convert to 24hr

Existing no parking zones

Immanuel

Immanuel Church

The Admiral

The Gerdson Co

Midwest New Media

Blagio's Bistro Italian

Theatre

Ludlow Ave

Senator Pl

Hosea Ave

Clifton Ave

70ft Skyline Chili

Google

70ft

100ft

70ft

Next Steps

1. Investigate converting non-peak hour parking SB Clifton between Ludlow and Bryant into 24hr parking
2. Investigate adding Sunday-only parking, potentially by shrinking existing no-parking zones on the west side of Clifton Ave
3. Churches to discuss bike lane extension letter of support with their leadership councils

BACKUP

Jan's Notes

Notes from 2/24/24 meeting with

Brad Sheppard/Immanuel and Robert English/CUMC

By JBC 3/1/24

CUMC uses Dewey's/CCAC parking lots on Sunday, which are generally sufficient. Removing the 8 spaces on east side of Clifton Avenue would have minimal impact on them. The congregants at Immanuel prefer to use spaces open on the west side of Clifton Avenue because crossing the street feels unsafe. Using parking spaces along the west side of Clifton Avenue are preferred, also using spaces on the south side of Bryant (at the corner of Immanuel.) If the 8 spaces on Clifton Avenue east side were to be eliminated, it is necessary to relocate parking for Sunday morning at a minimum for Immanuel's congregation.

Adding more parking spaces along southbound Clifton Avenue would also create additional parking for residents of nearby apartments, which would relieve a problem of illegal parking in the CUMC parking lot by renters (that's a nuisance.) Also, creating 24/7 parking on the east side of Clifton Avenue from Senator Place to Bryant could be a traffic calming strategy.

Pedestrian crossings at Clifton/Bryant and Clifton/Ludlow are both dangerous. These will benefit from improvements. (CUMC)

24/7 parking along the west side of Clifton Avenue from Bryant running southbound would create 10 – 12 parking spaces that would help participants in daytime activities at Immanuel, CUMC and CCAC. (Immanuel) A bump out would be necessary just north of Bryant intersection to funnel traffic into one lane (example given of economical bump-outs created with curbing and PVC rails in Northside on Hamilton Avenue.)

Elimination of lanes on Clifton Avenue, limiting traffic flow to 2 lanes total from Bryant to Ludlow, will be good for speed reduction. (Immanuel)

If DOTE will not allow for 24/7 parking on west side of Clifton Avenue from Bryant to Ludlow, ask about ability to create parking spaces for 8 cars on Bryant between Clifton and Telford. (Immanuel)

There's a strong preference for the conceptual drawing shown that includes wide apron sidewalks from Ludlow to Bryant, to be used by pedestrians and cyclists alike (see Wasson Way.) Taking up the width of the entire curb lane, this would also provide space for street trees, benches, flowerpots and people socializing. (CUMC)