

December 6, 2024

To: BRT Leadership Team

From: Clifton Business Association (CBA)

Dear Metro/ BRT officials

Thank you for organizing a series of public engagements concerning the Bus Rapid Transit project. Several CBA members participated in these meetings and expressed their opinions. We had meaningful discussions with many of you and truly appreciate the opportunity.

This letter will serve as a restatement of our position and preferences.

Restating our issues:

- Clifton Business District on Ludlow Avenue, from Whitfield to Clifton Avenue cannot handle bus stations to the magnitude of the ones needed for the BRT.
- Ludlow Avenue is too narrow and too busy with many storefronts.
- On-street parking is at a premium because this area developed when cars were uncommon. Large residential developments were built on streetcar lines without on-site parking requirements.
- Regional “attractions” bring people to our neighborhood which is essential to the financial health of Clifton. These establishments include the Ludlow Garage, the Clifton Cultural Arts Center, and the Esquire Theatre, but also important shops that do not have equivalent nearby and attract patrons from adjacent neighborhoods, notably CVS Pharmacy, Clifton Market and ACE Hardware and several specialty clothing shops.
- Ludlow Avenue is also an area with many school children, from 3 large elementary schools and an art center for after school activities. inviting danger with stop-and-go traffic and children crossing streets.
- Ludlow is already the route and stops for several established Metro bus lines, as well as other institutional smaller bus services. We enjoy an abundance of service in our walkable neighborhood.
- The Clifton Business District is the exception in Cincinnati in that it has maintained its economic viability through the years without going into decline and requiring redevelopment, without major financial help from the city.
- The residents of Clifton have rallied over the decades to preserve its unique historical and cultural character and institutions. The proposed stations simply do not fit in this historical context.

Solution:

We discussed this solution during your sessions, and we believe that it responds to our concerns while providing BRT customers with a more efficient and faster service.

Build the stations on Clifton Avenue, north of Dixmyth, because:

- Clifton Avenue is wider than Ludlow Avenue
- Location is across from the existing bike lane on the downtown-bound route, and adjacent to the bike lane on the out-of-town bound route.
- Ability to create a bike station for the “Last Mile” serving riders transferring onto their bikes
- Potential location for a dual station in the middle of this wide road
- Helps achieve an overarching goal of traffic calming
- This location near Dixmyth and Clifton avenues is the official entrance to Clifton and our business district
- Better serves the population of Corryville (with an abundant apartment population)
- Well serves Good Samaritan Hospital
- Would serve the anticipated use/redevelopment of the land now occupied by Hebrew Union College (HUC) on Clifton Avenue
- This location would eliminate the need for the Good Samaritan Station, but instead Metro could consider adding a station on Martin Luther King to serve UC Northern edge.

Thank you for reaching out to us. We can work together to enhance rather than negatively impact our Business District.

Respectfully,
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Clifton Business Association
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