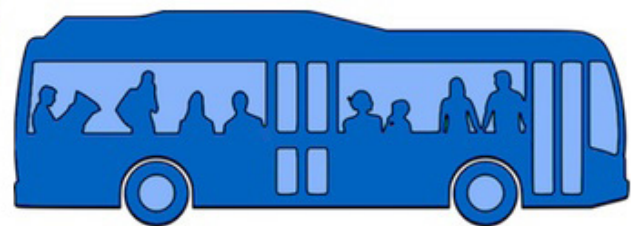


# **The Hamilton County Better Bus Plan**

**A Proposal for Countywide Bus Expansion, Improvement,  
and Bus Rapid Transit**

**Created by the Better Bus Coalition**

**BETTER BUS  
COALITION**



# Table of Contents

**Introduction..... 2**

**Proposed Service Area & Methodology..... 4**

**Access, Mobility, & Usability..... 5**

**Density Calculations..... 7**

**Impact..... 8**

**Part 1..... 11**

**Local Service..... 12**

**Crosstown Service..... 22**

**List of Local & Crosstown Routes..... 24**

**Part 2..... 26**

**Express Service..... 27**

**List of Express Routes..... 30**

**Part 3..... 31**

**Bus Rapid Transit & Limited Stop Service..... 32**

**List of Bus Rapid Transit & Limited Stop Routes..... 36**

**Financials..... 37**

# Introduction

The Better Bus Coalition proudly presents the Hamilton County Better Bus Plan. Many hundreds of hours were spent on this plan, from gathering input from riders and non-riders alike, to drafting the routes, to putting the finishing touches on the maps and images. All time spent creating this plan was graciously donated by the Better Bus Coalition Data Team. The total cost to create this plan is approximately \$50.00, and the cost to the taxpayers to create this plan is exactly \$0.00.

As has been the trend in the past decades, jobs have been steadily moving to suburban job centers in Hamilton County and the region as a whole. While downtown Cincinnati was the major job center of the past (and still is the largest one in the region today), its importance has waned due to the growth of jobs outside downtown. However, the bus system has not meaningfully changed since the 1970's and remains to this day a downtown-centric system. All but 3 routes go downtown, with those 3 routes providing sparse crosstown service within the city limits only. As a result, most people need to go downtown to transfer to another bus line to get to where they actually need to go, resulting in long commutes that are almost always longer than driving.

As there is no crosstown service in the county (as the city is the sole local funder of Metro), anyone traveling from outside the city proper to another place outside the city proper has to take a bus into the city first, transfer to a crosstown line, and then transfer again to the line taking them back out of the city. A 10 to 15 minute drive from Mt. Healthy to Wyoming currently takes 1 hour and 15 minutes by bus. Wonder why transit usage in Hamilton County is so low? This is why. Beyond the lack of crosstown service, service in the county is very infrequent and slow due to no limited stop services and the lack of any funding from the county or municipalities in the county. During rush hours there is express service to downtown from many communities in the suburbs, but these buses get stuck in the same traffic that cars do and only run during peak commuting times.

For years Metro has been in a death spiral with declining service bringing fewer riders, bringing budget cuts, bringing less service, bringing fewer riders, bringing more budget cuts, bringing deferred bus purchases, bringing older buses that break down more often, bringing less reliability, bringing fewer riders, bringing more budget cuts, bringing even less service, and so on. Following the Great Recession in 2008-9, Metro cut 20% of its total service and raised fares 75%. Ridership immediately fell from over 26 million riders in 2008 to 19 million riders in 2010. Since then ridership has steadily decreased to about 15 million riders in 2016, and service has been cut sporadically. The drop in ridership aligns with the percentage amount of service cuts and fare increases, strongly suggesting that these factors make up much of the reason for why ridership is falling beyond the rise of the suburban job centers.

We have a 1970's era bus system on the verge of collapse. Next year 100 buses, or about 30% of the entire bus fleet, will be past their useful life. Older buses cost much more to maintain and break down more often, reducing the efficiency and the reliability of the system, further decreasing ridership. Although all vehicles break down at some point, older vehicles, especially those that drive hundreds of miles per day, all day every day, will break down at much higher rates. More service cuts are on the horizon. Metro long ago cut the fat from its operations, and in 2009 cut the muscle as well. Soon we will be cutting into bone.

The Better Bus Coalition is proposing a new, countywide bus system that serves as many people as possible, as quickly, efficiently, and safely as possible. The days of the only hub being downtown will be over. We propose a web network of 11 Transit Centers countywide, connected by a high quality bus system that allows anyone in any part of the county to get to any other part of the county efficiently by reducing or even eliminating the need to transfer between routes. These 11 Transit Centers, along with dozens of smaller Neighborhood and Municipal Transit Centers, will facilitate the efficient movement of residents, workers, and visitors so they can get on with their lives.

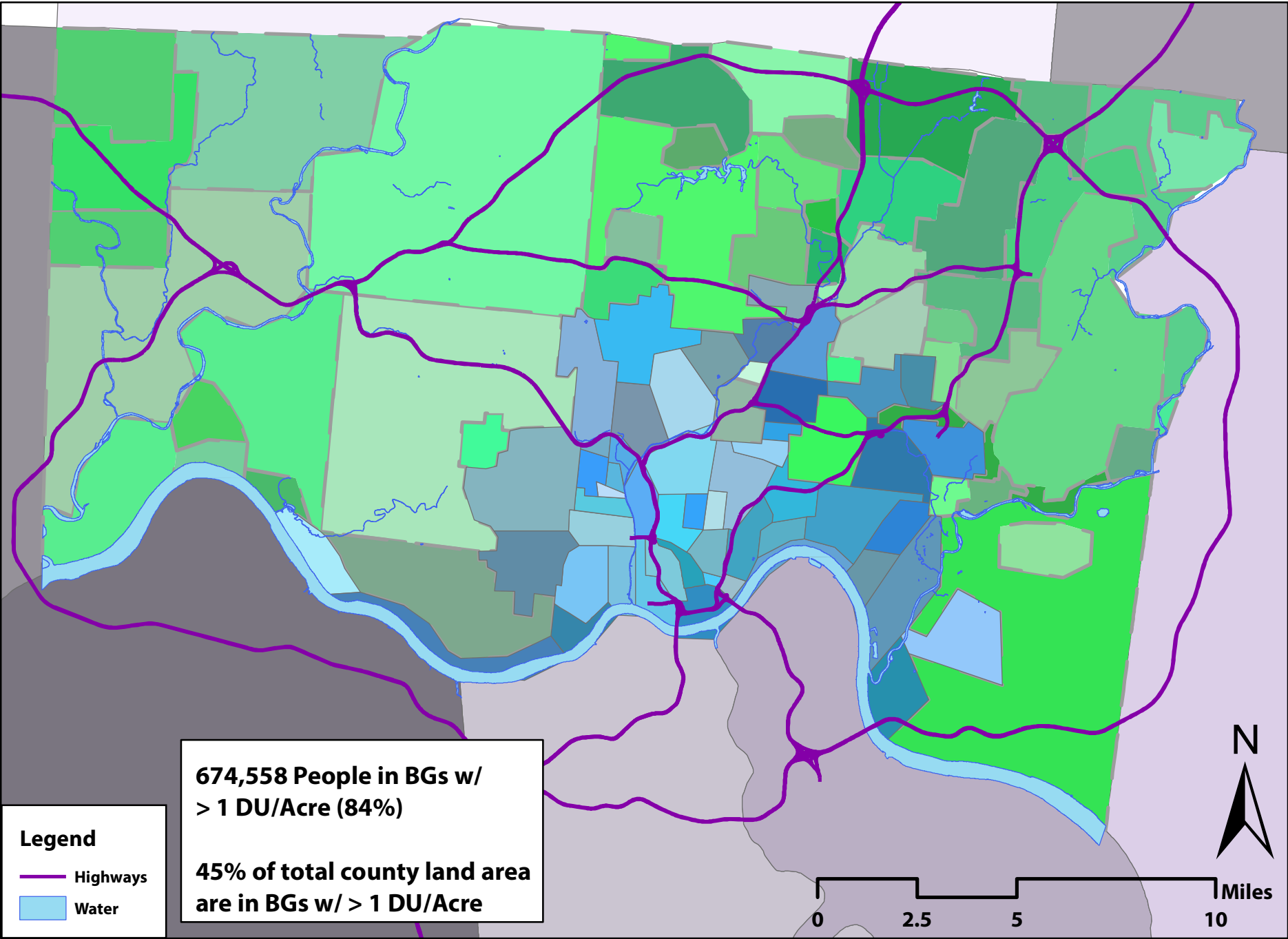
The rest of this plan will provide justifications for improved bus service, explain the impacts that better bus service will have on our region, lay out the entire countywide plan, and discuss the financials of the system. This is not the end all be all plan, but simply a starting point for the countywide discussion that is so desperately needed on bus service. For years no one has taken up the cause of improving our bus system, so the Better Bus Coalition is putting forward a solution. The writers of this plan are frankly embarrassed at the state of our bus system, and we hope that this plan moves our bus system towards excellence.

Thank you for reading,  
Mark Samaan  
Better Bus Coalition Data Manager

People Significantly Involved in the Creation of the Better Bus Plan:

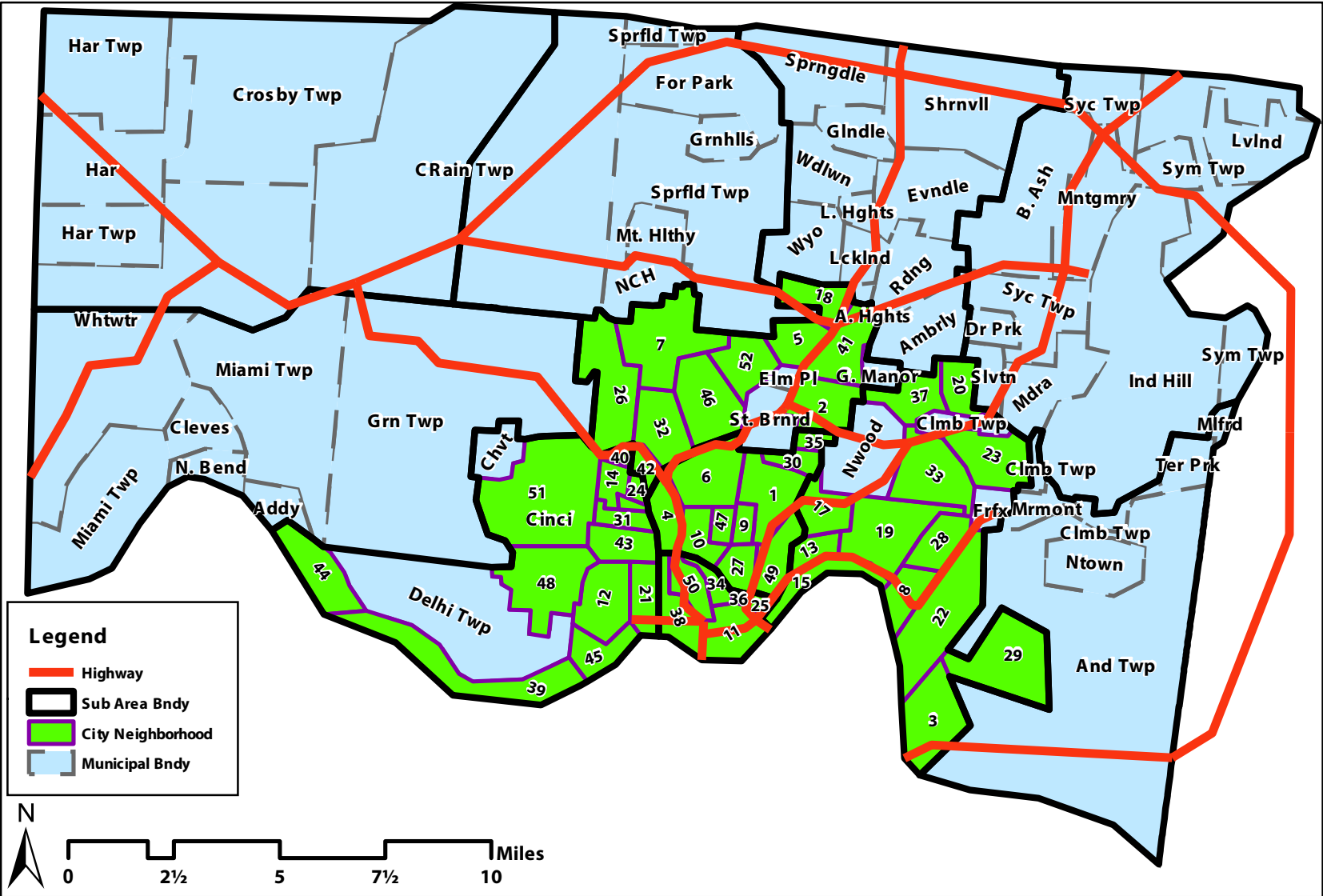
Mark Samaan – Data Manager, Lead Editor & Mapmaker  
Andrew Kapper – Community Input & Text Editing  
Andy Shenk – Community Input & Text Editing  
Isaac Smith – Community Input & Map Editing  
Trent Lobdell – Data Manager  
Cam Hardy – Text Editing

# Hamilton County Municipalities and Neighborhoods



Paid for by Andy Shenk, Treasurer Better Bus Coalition  
Mapped by Mark Samaan 2017

## Primary Service Area Map



The Primary Service Area, or Zone 1, is the entirety of Hamilton County. This document will only deal with the defined area.

There are 49 cities, villages, and townships in Zone 1. The City of Cincinnati contains 52 separate neighborhoods.

To best show proposed service, Zone 1 is divided into 11 sub-areas including:

1. CBD
2. City Central
3. City Northern
4. City Western
5. City Eastern
6. County Central West
7. County Central East
8. County Southwestern
9. County Northwestern
10. County Southeastern
11. County Northeastern

### Major Job Centers

Downtown	Kenwood
Uptown	Norwood
Blue Ash	Glendale
Sharonville	Evendale
Tri-County	Colerain

- |                      |                      |                    |                          |
|----------------------|----------------------|--------------------|--------------------------|
| 1. Avondale          | 14. E. Westwood      | 27. Mt. Auburn     | 40. Roll Hill            |
| 2. Bond Hill         | 15. E. End           | 28. Mt. Lookout    | 41. Roselawn             |
| 3. California        | 16. English Woods    | 29. Mt. Washington | 42. S. Cumminsville      |
| 4. Camp Washington   | 17. Evanston         | 30. N. Avondale    | 43. S. Fairmount         |
| 5. Carthage          | 18. Hartwell         | 31. N. Fairmount   | 44. Saylor Park          |
| 6. Clifton           | 19. Hyde Park        | 32. Northside      | 45. Sedamsville          |
| 7. College Hill      | 20. Kennedy Heights  | 33. Oakley         | 46. Spring Grove Village |
| 8. Columbia Tusculum | 21. Lower Price Hill | 34. Over-the-Rhine | 47. The Heights          |
| 9. Corryville        | 22. Linwood          | 35. Paddock Hills  | 48. W. Price Hill        |
| 10. CUF              | 23. Madisonville     | 36. Pendleton      | 49. Walnut Hills         |
| 11. Downtown         | 24. Millvale         | 37. Pleasant Ridge | 50. W. End               |
| 12. E. Price Hill    | 25. Mt. Adams        | 38. Queensgate     | 51. Westwood             |
| 13. E. Walnut Hills  | 26. Mt. Airy         | 39. Riverside      | 52. Winton Hills         |



Paid for by Andy Shenk, Treasurer Better Bus Coalition  
Mapped by Mark Samaan 2017



## Proposed Main Service Area

**For this proposed system, the main service area for Metro would be Hamilton County in its entirety. In conjunction with neighboring counties' bus networks, routes will be run into Butler, Warren, and Clermont counties to reach farther out job centers in the region. Although Metro will not serve Northern Kentucky, connections to TANK buses can be made downtown for access to the southern side of the river.**

**This service area includes 101 political boundaries with 49 municipalities and 52 Cincinnati neighborhoods. For the purposes of this plan and to better show detailed routings throughout the county, Hamilton County is split further into 11 sub-areas as shown on the previous page. This will be classified as Zone 1 for fare collection purposes, allowing for a single-fare to travel anywhere in Hamilton County. Other Ohio counties will be classified as Zone 2 for fare collection purposes.**

## Methodology and Data Used

**Several datasets and spatial analyses were employed to calculate the numbers used to show how many people, housing units, and jobs are connected by the new plan. These datasets were sourced from CAGIS, SORTA, the US Census Bureau, and the Bureau of Labor Statistics, and the most up to data sets were used.**

**The main type of geographical boundaries used were Census Block Groups, which are made up of many blocks or entire subdivisions in an area. In Hamilton County there are 697 Block Groups, the smallest being a couple of blocks and the largest spanning thousands of acres. In GIS-speak, this shapefile was populated with demographic and employment data to show total numbers and densities. A spatial analysis was performed to calculate how many people and jobs are located within a 5-minute walk (1/4-mile), a 10-minute walk (1/2-mile), a 15-minute walk (3/4-mile) and a 20-minute walk (1-mile). The majority of transit users will come from within a 1/4- to a 1/2- mile radius of a stop, but some will also come from within 1-mile, albeit fewer people.**

**Block Groups were considered within the distance threshold if their centroid was within the radius. This is acceptable for this type of analysis for block groups just on the edge of the radius as we can assume that at least 1/2 of the block group will be in the catchment area, meaning that the people in that block group are on average walking the distance of the radius.**

**For financial calculations regarding bus route operating costs, a cost formula provided by SORTA via the AECOM Service Evaluation, Development, and Management Study. The cost formula is:**

$$((51 * \text{OpHrs}) * 1.1) * T + ((2.63 * \text{Mi}) * T) = \text{Annual Operating Cost}$$

## Census Block Groups

# ACS 2015 Population and Demographics Dataset

# Bureau of Labor Statistics

## 2016 Q1 Dataset

# **Access, Mobility, and Usability - Better Bus Plan**

These three qualities determine how useful a bus route or system is. They are all important, but Access is more important than Mobility which is more important than Usability. Obviously the service should be easily “usable,” but no amount of sleek branding and easy payment options is going to make up for a slow service that doesn’t go anywhere.

## **Access - Can you get there?**

Over 700,000 Hamilton County residents will be within a 5- to 10-minute walk of a local bus line. Almost 400,000 will be within a 5- to 10- minute walk of a fast, frequent limited stop or Bus Rapid Transit line. This puts most residents in easy reach of transit service and half of the county’s population within easy walking distance to the quicker limited stop network. Countywide, 89% of residents will be within a 10-minute walk of a transit line.

450,000 jobs will be reachable within a 5- top 10-minute walk of a transit line, with 540,000 jobs reachable within a mile of these lines. Just under 300,000 jobs will be reachable within a 5- to 10-minute walk from a fast, frequent limited stop or Bus Rapid Transit line, with 390,000 jobs reachable within a mile of these lines. Countywide, 90% of jobs are within a 10-minute walk of a transit line. More than ever will Hamilton County residents be able to access jobs, and faster than ever.

## **Mobility - How long does it take to get there?**

Through the web network, Hamilton County residents and visitors will be able to get from any point in the county to any other point with 0 or 1 transfer for the vast majority of trips. The 11 Transit Centers put each municipality and neighborhood in close proximity to hubs with access to the rest of the county and beyond. Additionally, the variety of types of service allow for quicker short-distance and long-distance trips. Local lines will serve more stops in smaller areas and Limited Stop lines will serve fewer stops but over longer distances. This puts the most amount of Hamilton County in reach of transit service with quicker options and more direct options. The variety of bus services will serve both those who want the fewest or no transfers and those who just want the fastest trip.

The high coverage of this proposed network mixed with the choices between many stops or high speed lines also provides high mobility for people with mobility impairments. When conventional bus service serves more places adequately, people with mobility impairments have maximal freedom to live their lives independently. As is now, people with severe impairments that prevent them from using conventional bus service will be able to use the Access Ride Shuttles with wheelchair lifts. However, a strong conventional bus system will serve the needs of people who otherwise would not be able to get around town.

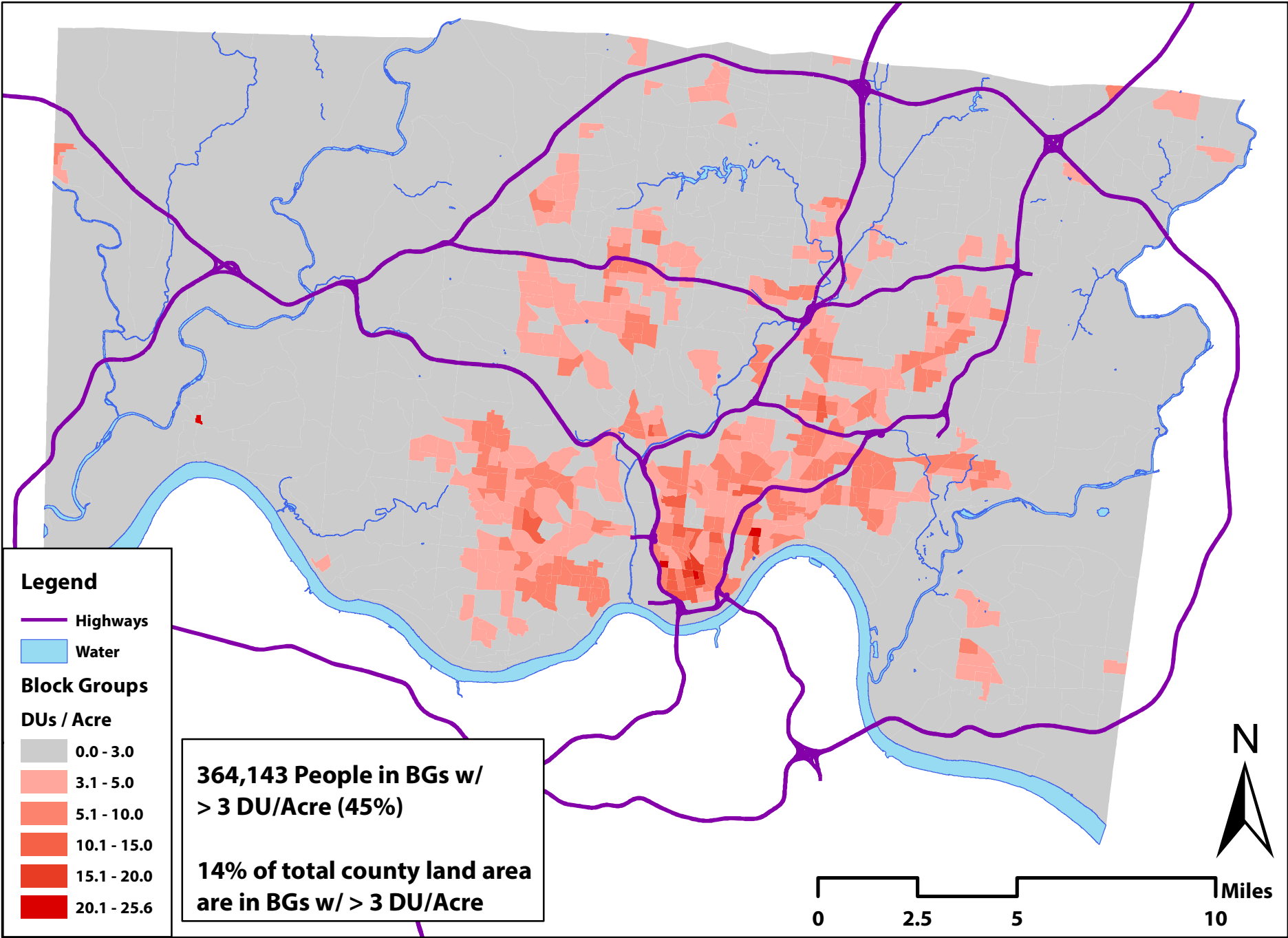
## **Usability - How easy is it to get there?**

A good transit network can be felled if it is not convenient and easy to use. The future bus system will feature amenities and technology to make the user experience as fluid and easy as possible. Bus stops will receive the first upgrades, starting with better signage to indicate what bus routes stop here, in which direction they are going, and the major points along the route. Busier stops will have timetables, maps, and shelters, with the busiest stops featuring fare vending machines and count-down clocks to show the next arrivals of each route.

Paying for your trip will be a snap. A universal tap card paired with mobile payment options will ensure that people can board quickly and easily. Cash will still be accepted, but the tap card and mobile payments will be heavily pushed as those will significantly reduce boarding wait times. Monthly passes and stored values can be put on the tap card and on your phone, eliminating the need to carry around a paper ticket.

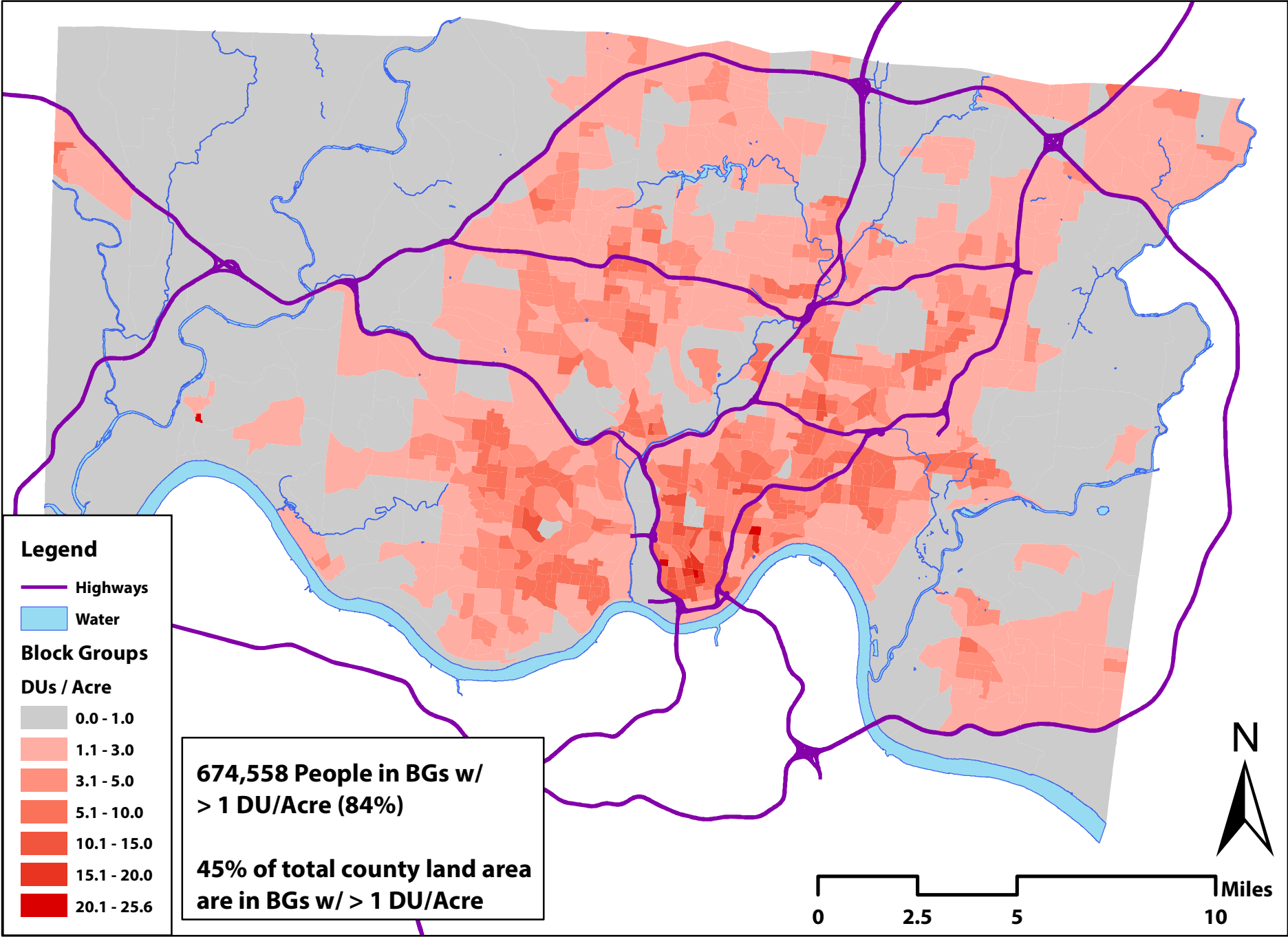
Realtime bus arrival and delay information is already accessible via smartphone, text message, and internet updates. These will be further integrated so you will always know where your bus is. Buses may also feature usb charging ports and a wifi pilot program to keep up with modern travel needs. One by one these features are helpful, but when implemented together the transit experience will become efficient and easy.

# Block Groups with More than 3 Dwelling Units per Acre in Hamilton County



Paid for by Andy Shenk, Treasurer Better Bus Coalition  
Mapped by Mark Samaan 2017

# Block Groups with More than 1 Dwelling Units per Acre in Hamilton County



Paid for by Andy Shenk, Treasurer Better Bus Coalition  
Mapped by Mark Samaan 2017



# Density Calculations

Conventional wisdom will tell you that Cincinnati and Hamilton County are not very dense. Yes, there is downtown and the UC area which are fairly built up with clusters around the County. However, this conventional wisdom is wrong. A density analysis performed by the Better Bus Coalition on Hamilton County’s Block Groups found that the vast majority of County residents, households, jobs, and employers are located in less than half of the County’s actual land area. Essentially, although it seems like this is not a very dense area, the geography of the County and historical settlement patterns created a compact, dense network of cities, towns, and villages developed in clusters with larger low density spaces between them.

There are 264,177 total acres in the study area, Hamilton County. 117,965 acres (45%) of the County’s land area are in a block group with MORE than 1 DU per acre. 37,725 acres (14%) are in a block group with MORE than 3 DUs per acre. 674,558 people (84%) live in 45% of the County’s land area. 364,143 people (45%) live in 14% of the County’s land area.

For emphasis, this means that 84% of the people residing in Hamilton County take up less than half of the total space in the County. The County may not seem dense, as places seem so far away from each other, which they can be. However, most people and jobs are in compact, dense areas with large, low-density areas in between (see Maps on previous page). This configuration makes servicing the vast majority of people with transit very achievable.

In the study area, there are a total of 697 block groups. 333 block groups in Hamilton County have more than 3 Dwelling Units (DU) per acre, with 364,143 people residing in them. 587 block groups have more than 1 DU per acre, with 674,558 people residing in them. 450 of the 587 block groups (77%) with more than 1 DU per acre have their centroid located within a 5-Minute Walk of a Local line, with 482,256 people residing in them. 534 of the 587 block groups (91%) with more than 1 DU per acre have their centroid located within a 10-Minute Walk of a Local line, with 601,981 people residing in them. Thus, it is easy to serve the vast majority of Hamilton County households because they are, for the most part, located in dense and compact block groups. This speaks to the high density of Hamilton County as-is, which can be served efficiently due to the concentrations of people and jobs in the County. See the chart below for more details.

In short, as the County is made up of dense clusters with busy corridors connecting them, transit service that can serve the needs of the County will reach the vast majority of people and jobs.

DU = Dwelling Unit	Hamilton County Total		In Block Groups with > 1 DU/Acre	% of Total	In Block Groups with > 3 DU/Acre	% of Total
Population	804,194		674,558	84%	364,143	45%
Housing Units	377,126		327,202	87%	191,587	51%
Acres of Land	264,177		117,965	45%	37,725	14%



# The Impact

Better bus service not only will have an impact on how people get around, but also on the local economy in 4 specific areas: more accessible job opportunities, less traffic congestion during peak hours, a lower parking demand, and increased consumer spending power. The first two are fairly straight forward as with more bus service to more places there will be more jobs, retail, and services in reach of bus riders and less traffic from people converting to riding the bus from driving. The third and fourth require a little more explanation.

## Parking Impact

The premise of this is fairly simple: when someone takes a bus to go somewhere instead of driving, they don't bring a car with them that needs to be parked and stored somewhere until that person leaves. Multiply this effect countywide and the impact on parking availability and development will be huge. It doesn't even take that many people going to a specific area to switch from driving to riding to boost a business district's fortunes and allow them to serve more consumers.

For example, let's say that a local business district has 10 separate businesses along a short stretch of a main road. The business' shopping hours are generally from 8 am to 10 pm, a total of 14 hours per day. This district has a small parking lot at the edge of the district with approximately 24 parking spaces. Along the road there are an additional 24 street parking spaces with meters, with no parking allowed from 7-9 am on one side of the street and from 3-6 pm on the other. Other road space is taken up by curb cuts, loading zones, etc. This means there are a total of 48 parking spaces that can be used for 10 hours of the day and only 36 spaces that can be used for 4 hours a day. In order for customers to patronize these businesses, they will have to get there and park their car for however long they need to do their business.

To calculate the maximum amount of people this business district can serve at one time we first need to account for the parking needs of the employees. If each business has an average of 2 employees on site at any given time they are open, then there is an average of 20 employees in the district throughout the open hours. If each employee drives alone to work, then right off the bat 20 spaces are already taken up by these employees throughout the day. This leaves 28 spaces for 10 hours a day and 16 spaces for four hours a day. This means that only that many cars can be parked in the district before all the parking is taken. When all the parking is taken, people may cruise around looking for parking in residential areas or will start to avoid the district as it gains a perception of not having enough parking.

If we assume that each customer spends an average of 30 minutes at each establishment, then that means that over the 10-hour non-rush hour period, 560 cars can park in the district (2 cars per space per hour) and 128 cars can park during the 4-hour rush hour period for a total of 688 cars throughout the day.

So what happens if just 2 of those employees take the bus to work instead of driving and parking for their shift? If those two work 8-hour shifts, then that means that 2 extra parking spaces are open throughout the day for customer use. Over the 8-hour shifts an additional 32 cars can park and patronize the business district (2 cars per space per hour). Now the district can serve 720 cars throughout the day. The more employees that take the bus to work, the more available parking there is for customers. Now multiply this countywide and potentially tens of thousands of extra parking spaces throughout the day will become available, despite the fact that the supply of parking spaces hasn't changed at all. Where parking is not free, this lower demand for parking spaces will bring downward pressure on the price of parking as the price is set by supply and demand. Lower demand and the same supply = lower costs per unit.

In addition to this effect, with better bus service more customers may choose to take the bus to an appointment or to do some shopping. In corridors with high bus frequencies (more buses per hour), this allows bus riders to get off the bus on their way to or from work and run a quick errand like pick up lunch or drop off a package without adding significant time to their commute. Someone could get off the bus, buy some printer paper on the way home, and then get right back on the next bus because

the line comes every 10 minutes.

In short, better bus service will allow businesses to serve more people more efficiently and give customers more options and flexibility to shop. For people without cars whether because they can't afford it they choose not to own one, better bus service will open up new areas for shopping and allow businesses to serve more people without needing more parking.

## Increased Consumer Spending Power

It is always cheaper to not own a car and take the bus than it is to own a car and drive everywhere. Show me a car that costs less than \$840 a year in combined gas, maintenance, and insurance costs, not even including the car payment if you have one. You can't, that car doesn't exist.

However, people do not only look at cost when choosing how to commute or travel. Time is just as, if not more, important than cost. If it consistently takes three times longer to take the bus somewhere than to drive, then no matter how cheap the bus is most people will value that time saved over the additional expense of owning a car or even owning multiple cars for their household. Let's be clear: although some will, most people will not dump all their cars and only rely on bus service for all of their trips. However, when bus service is expanded and there are routes that move you from point a to point b more quickly for some, if not all, of your trips, then more people will use their car less and use transit for the trips where it makes sense to use it.

Going somewhere with high parking costs like a special event or downtown? It makes sense to use transit to avoid not only the cost to drive there, but the increased cost to park your car. Do you work somewhere that has good, reliable, and speedy bus service from your house? It may make sense to commute by bus instead of by car, and use your car for other needs outside of commuting.

The greatest financial benefit will be to households who need multiple cars because they cannot rely on bus service to get them to where they need to go in a reasonable amount of time. If a household has two working parents and two children then they probably need two cars to get them both to work and to drop off the kids at school, daycare, and other youth activities. Many households only need two or more cars specifically for commuting to and from work, with only one car being consistently used outside of working hours. With better bus service, many households will be able to get rid of one of their cars and save thousands per year. Even if only one worker in the house can now get to work by bus in a reasonable amount of time, this will allow the household to drop the now unnecessary car. These households will all of a sudden have a significant amount of money to spend on literally anything else.

According to AAA, in 2017 a small sedan costs its owner \$6,354 per year per car including all aspects of car ownership. We can confirm this result by doing a calculation based on conservative estimates of driving costs. Let's say you own your car and don't have any monthly payments on it. In Ohio, the average monthly car insurance premium is \$77 or \$924 per year. If you fill up your tank 4 times a month at a cost of \$25 per fill-up, then you will spend \$100 a month or \$1,200 per year. The maintenance cost of a car annualized comes out to \$1,188 per year. Just with these costs alone you are already looking at a yearly bill of at least \$3,312. Add in a \$150 a month car payment and that total rises to \$5,112 per year. Factor in depreciation and you've hit AAA's estimate. And this is the total cost per car. Households that can drop even just 1 car will see an annual savings of about \$5,500 per car dropped, assuming that all the cars are small sedans. For larger cars the savings is even greater.

This represents an opportunity for major economic growth for anyone taking advantage of the better bus system, and for people who will never get on a bus in their entire lives. This savings can be used for anything else. What will you do with your \$5,500? This is enough money saved to move to a better house or apartment, to save for retirement, to buy health insurance (which will continue to increase in cost for the foreseeable future), to buy new clothes for your children and loved ones, to go on vacation, to open up a business, to any number of endless possibilities. Local businesses will benefit from higher consumer spending power, and the local and regional economy will grow for all.

# Part I

## Local Service Crosstown Service

### 23 Local Downtownbound Routes

### 14 Local Crosstown Routes

Local service is defined as frequent stop bus service with no more than 10 stops per mile, but oftentimes less. This type of service serves more people with stops closer to homes and businesses. As a result they are slower than their limited stop and express counterparts. Altogether, the cost to operate these 23 lines is projected at \$55 Million per year in today's dollars

The 14 Crosstown routes ensure that you never have to go downtown unless you are going to Downtown or Northern Kentucky. 12 of these routes go east to west and run as straight as possible with few corridor deviations. 2 of these routes go north to south on the west and east sides of Hamilton County. Altogether, the cost to operate these 14 lines is projected at \$40 million per year in today's dollars



Legend

Bus Routes

4 ABC	20	28, 29	53
6	21 AB	32 AB	69
11	23	33	78
16	24 AB	43 ABC	79
17	26	50	Crosstown Routes
19	27	52	

Streets

Hwy
Arterial

Boundaries

Neighborhood
Other Area

Transit Centers

Main Transit Center
Neighborhood Center

More information on Crosstown Lines in Cross-town Section

Thicker bus lines indicate multiple branches running concurrently

Area 1&2 - Avondale, Camp Washington, Clifton, Corryville, CUF, Mt. Adams, Mt. Auburn, North Avondale, Over-the-Rhine, Paddock Hills, Queensgate, Walnut Hills



Transit Centers

- UC/JEFFERSON CENTER
- Clifton Center
- Hospital Center
- Peeble's Corner
- Hughes Corner
- North Avondale Center
- Woodburn Center



# Areas 1 & 2

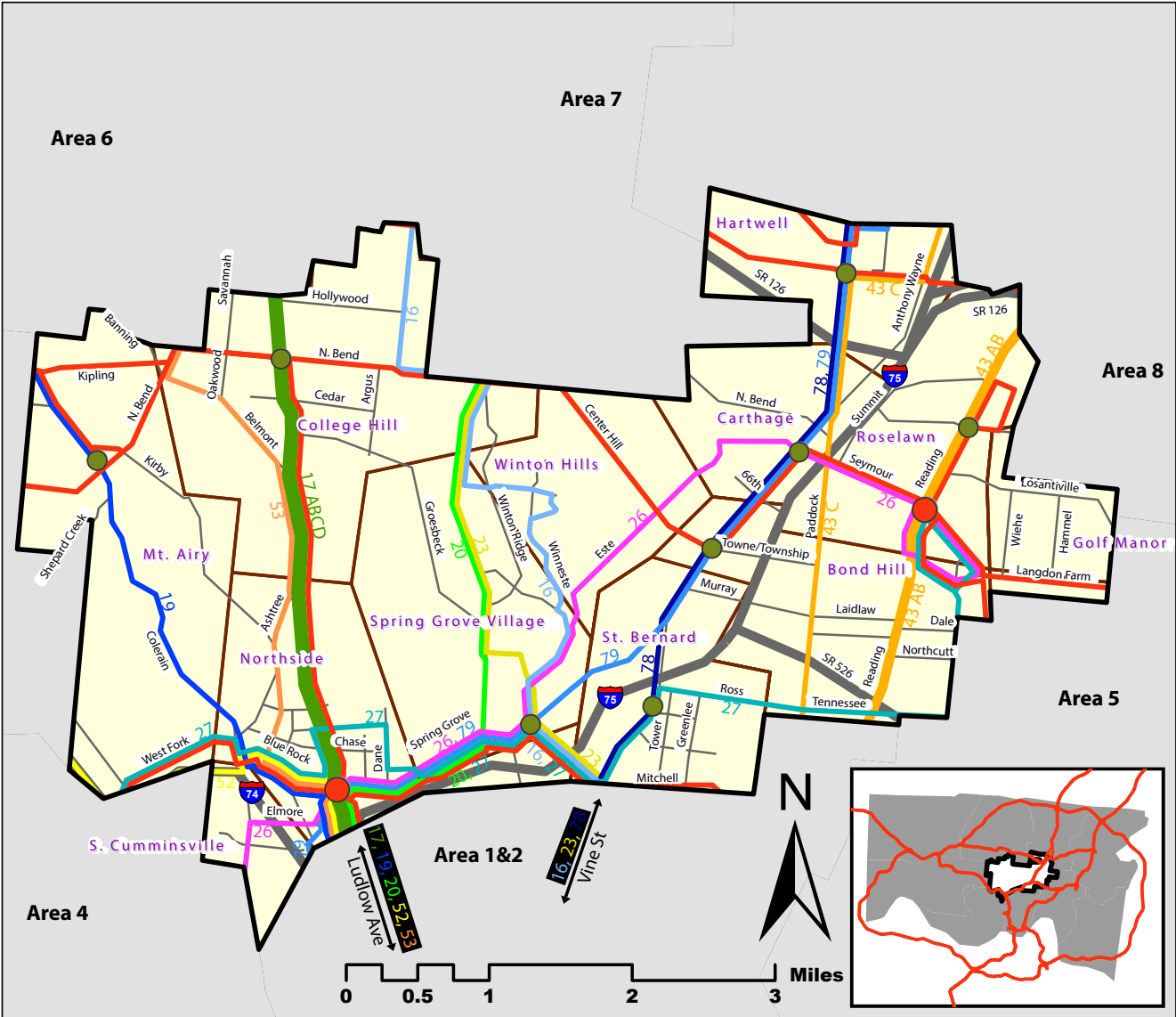
Every downtownbound local route goes through these areas, so the local routes which run through this area will not be described (they can be seen at the end of this section). The major routes include the 43 (Reading Road Corridor), the 17 (Hamilton/Clifton Aves Corridor), the 33 (Glenway/Warsaw Aves Corridor), the 4 (Montgomery Road Corridor), the 16/23/78 (Vine Street Corridor), and the 11/69 (Madison Road Corridor). These local routes all have corresponding limited stop or BRT service.

Many crosstown lines run through Area 2. These include:

- Crosstown 1 with service to Sedamsville, Lower Price Hill, Queensgate, West End, CUF, Corryville, Mt. Auburn, Walnut Hills, East Walnut Hills, Evanston, Norwood, Golf Manor, Bond Hill, and Roselawn
- Crosstown 2 with service to Westwood, North Fairmount, South Fairmount, CUF, Corryville, Walnut Hills, East Walnut Hills, Columbia Tusculum, Mt. Lookout, Hyde Park, Oakley, and Madisonville
- Crosstown 3 with service to Glenway Crossing, West Price Hill, East Price Hill, South Fairmount, CUF, Corryville, Avondale, Evanston, Hyde Park, Mt. Lookout, Linwood, Mt. Washington, and Anderson Twp
- Crosstown 4 with service to Westwood, Cheviot, East Westwood, North Fairmount, Camp Washington, CUF, Corryville, Avondale, Walnut Hills, East Walnut Hills, Hyde Park, Oakley, and Madisonville via WWN/Hopple/MLK/Madison
- Crosstown 5 with service to Mt. Airy, College Hill, Northside, Clifton, Corryville, Avondale, Walnut Hills, East Walnut Hills, Hyde Park, Oakley, Columbia Twp, Kennedy Heights, and Pleasant Ridge
- Crosstown 6 with service to Glenway Crossing, Westwood, Northside, Spring Grove Village, St. Bernard, North Avondale, Avondale, Evanston, Norwood, Oakley, Madisonville, and Mariemont

This plan does not specifically deal with bus routings downtown, as optimizing this will require further study and the completion of the downtown traffic study set to conclude in 2018.

Area 3 - Northside, Mt. Airy, College Hill, Spring Grove Village, Winton Hills, St. Bernard, Carthage, Roselawn, Bond Hill, Hartwell, Golf Manor



Legend

Bus Routes

- 16 Winton Hills
- 17 ABCD Hamilton Ave
- 19 Colerain Ave
- 20 Central Pkwy/Winton
- 23 Auburn/Winton
- 26 Beekman/SGV
- 27 Beekman/Bond Hill
- 43 ABC Reading Rd
- 52 Harrison Direct
- 53 Belmont/Clifton/Auburn
- 78 Springfield/Vine
- 79 Spring Grove/Lockland
- Crosstown Lines

Roads

- Hwy
- Road

Transit Centers

- Main Transit Center
- Neighborhood Center

Boundaries

- Neighborhood
- Other Area

Transit Centers

- NORTHSIDE CENTER
- BOND HILL CENTER
- Roselawn Center
- Spring Grove Center
- St. Bernard Center
- Elmwood Pl Center
- College Hill Center
- Mt. Airy Center
- Carthage Center
- Hartwell Center

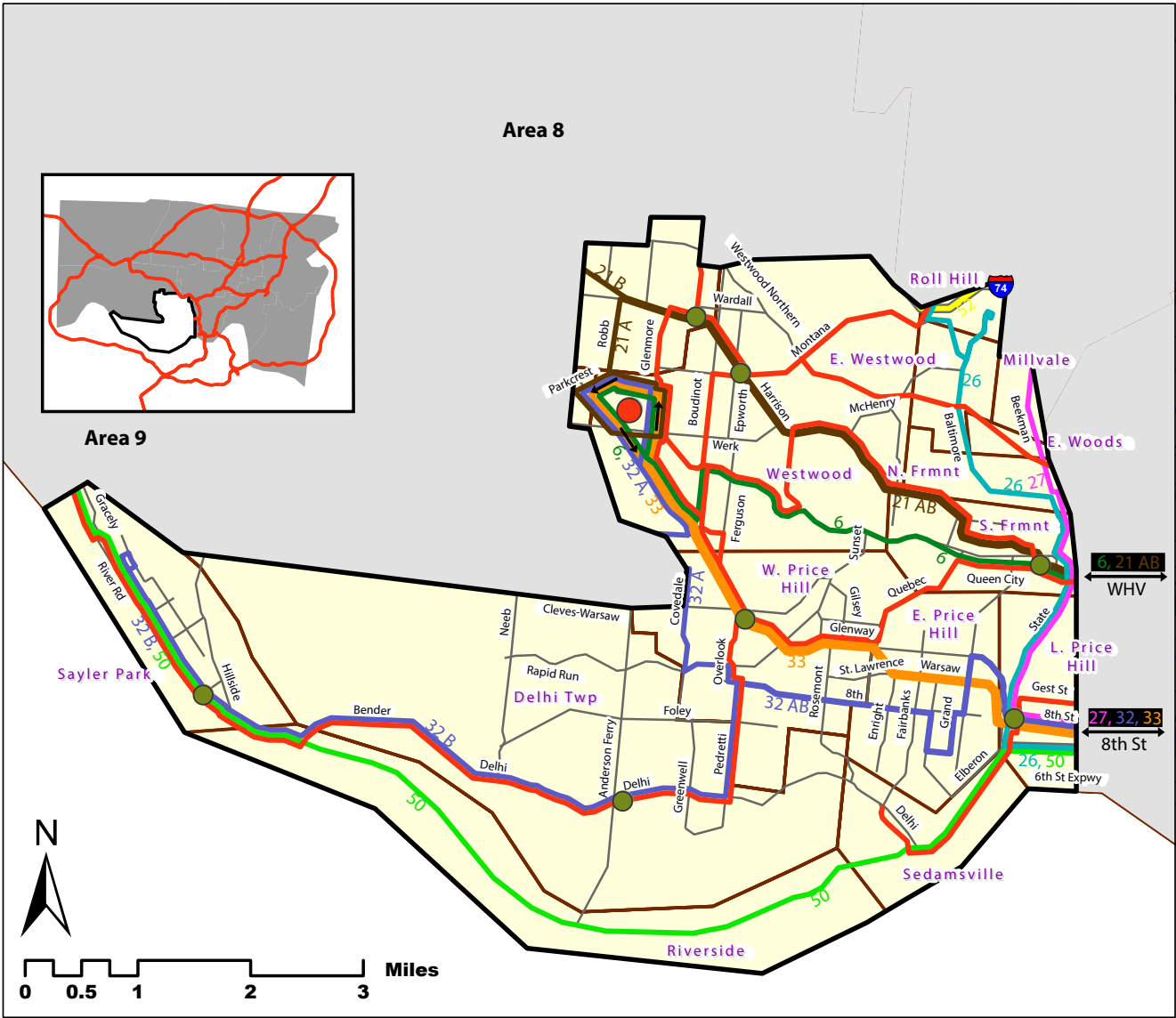
More information on Crosstown Lines in Crosstown Section

Thicker bus lines indicate multiple branches running concurrently



Paid for by Andy Shenk, Treasurer Better Bus Coalition  
Mapped by Mark Samaan 2017

Area 4 - Delhi Twp, East Price Hill, East Westwood, English Woods, Lower Price Hill, Millvale, North Fairmount, Riverside, Roll Hill, Sayler Park, Sedamsville, South Fairmount, West Price Hill, Westwood



Legend

Bus Routes

- 6 Queen City
- 21 AB Harrison/WHP
- 26 Beekman/SGV
- 27 Beekman/Bond Hill
- 32 AB Covedale/Delhi
- 33 Glenway Ave
- 50 River Rd
- 52 Harrison Direct
- Crosstown Lines

Roads

- Hwy
- Road

Transit Centers

- Main Transit Center
- Neighborhood Center

Boundaries

- Neighborhood
- Other Area

Transit Centers

- Glenway Crossing
- Western Hills Plaza
- Cheviot Center
- Westwood Center
- Sayler Park Center
- Delhi Center
- West Price Hill Center
- Lower Price Hill Center
- South Fairmount Center

More information on Crosstown Lines in Crosstown Section

Thicker bus lines indicate multiple branches running concurrently



Paid for by Andy Shenk, Treasurer Better Bus Coalition  
Mapped by Mark Samaan 2017

# Area 3

The major routes in this area include the 43 (Reading Road Corridor), the 17 (Hamilton/Clifton Aves Corridor), and the 78/79 (Vine/Spring Grove Corridor). These local routes all have corresponding limited stop or BRT service. Routes include:

- 16 Mt. Healthy-Uptown Local
  - 17 Hamilton Ave Local Main Line
    - 17A: Terminates in Mt. Healthy
    - 17B: Branch service from Mt. Healthy to Seven Hills and Forest Park via Hamilton/Waycross/Winton
    - 17C: Branch service from Mt. Healthy to Seven Hills-VXI via Hamilton Ave
    - 17D: Branch Service from Mt. Healthy to Northgate via Compton/Colerain
  - 19 Colerain-Mt. Airy Local
  - 20 Forest Park-Winton-Central Pkwy Local
  - 23 Winton-Vine-Tri-County Local
  - 26 Beekman-Spring Grove Local
  - 27 Beekman-President-Ross-Bond Hill Local
  - 43 Reading Road Local Main Line
    - 43A: Branch service from Evendale to Woodlawn via Glendale-Milford
    - 43B: Branch service from Evendale to Sharonville, Springdale, Tri-County via Reading/Kemper
    - 43C: Branch service from Paddock Hills to Hartwell, Lockland, Woodlawn, Glendale, Springdale, Tri-County via Paddock/Wayne
  - 52 Harrison-Northside-Central Pkwy Local
  - 53 Belmont-Kirby-Clifton-Auburn Local
  - 78 Vine-Springfield Pike-Tri-County Local
  - 79 Spring Grove-Princeton Pike Local
- Crosstown 1 with service to Sedamsville, Lower Price Hill, Queensgate, West End, CUF, Corryville, Mt. Auburn, Walnut Hills, East Walnut Hills, Evanston, Norwood, Golf Manor, Bond Hill, Roselawn
- Crosstown 6 with service to Glenway Crossing, Westwood, Northside, Spring Grove Village, St. Bernard, North Avondale, Avondale, Evanston, Norwood, Oakley, Madisonville, and Mariemont
- Crosstown 7 with service to West Price Hill, Westwood, Cheviot, Green Twp, Mt. Airy, College Hill, Winton Hill, Elmwood Place, Bond Hill, Roselawn, Golf Manor, Pleasant Ridge, Columbia Twp, Oakley, Fairfax, and Mariemont
- Crosstown 8 with service to Northgate, Colerain Twp, Mt. Airy, College Hill, Winton Hills, Elmwood Place, Carthage, Roselawn, Bond Hill, Golf Manor, Pleasant Ridge, Kennedy Heights, Silverton, and Kenwood

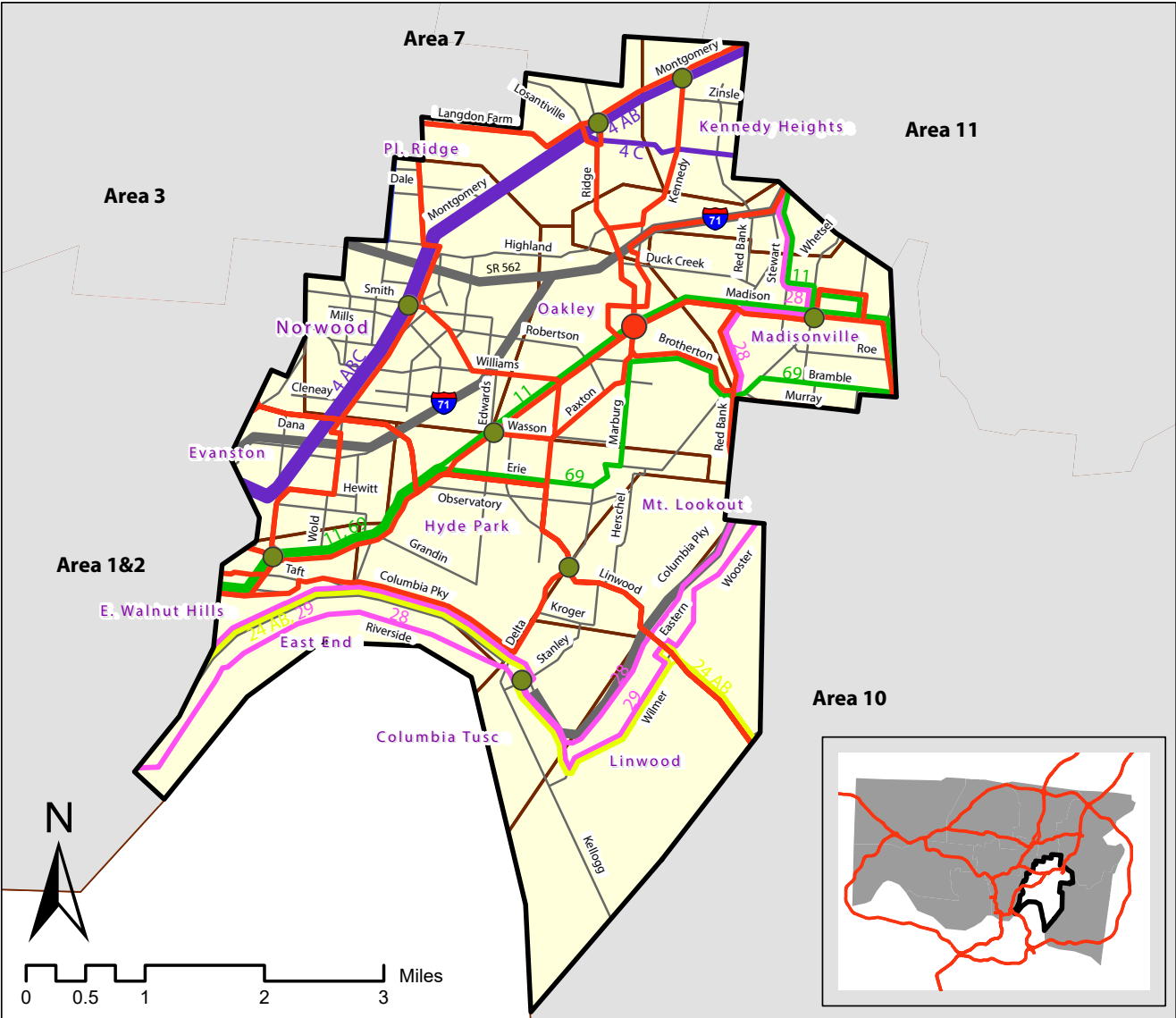
# Area 4

The major routes in this area include the 33 (Glenway/Warsaw Corridor), the 6 (Queen City Corridor), and the 21 (Harrison Ave Corridor). The Glenway and Westwood Northern Corridors have limited stop service. Routes include:

- 6 Queen City Local
  - 21 Harrison Ave Local Main Line with branch service to Dent
  - 26 Beekman-Spring Grove Local
  - 27 Beekman-President-Ross-Bond Hill Local
  - 32 W. 8th St-Price Hill-Covedale with branch service to Delhi-Sayler Park
  - 33 Glenway-Warsaw Local
  - 50 River Road-Cleves Local
  - 52 Harrison-Northside-Central Pkwy Local
- Crosstown 1 with service to Sedamsville, Lower Price Hill, Queensgate, West End, CUF, Corryville, Mt. Auburn, Walnut Hills, East Walnut Hills, Evanston, Norwood, Golf Manor, Bond Hill, Roselawn
- Crosstown 2 with service to Westwood, North Fairmount, South Fairmount, CUF, Corryville, Walnut Hills, East Walnut Hills, Columbia Tusculum, Mt. Lookout, Hyde Park, Oakley, and Madisonville
- Crosstown 3 with service to Glenway Crossing, West Price Hill, East Price Hill, South Fairmount, CUF, Corryville, Avondale, Evanston, Hyde Park, Mt. Lookout, Linwood, Mt. Washington, and Anderson Twp
- Crosstown 4 with service to Westwood, Cheviot, East Westwood, North Fairmount, Camp Washington, CUF, Corryville, Avondale, Walnut Hills, East Walnut Hills, Hyde Park, Oakley, and Madisonville via WWN/Hopple/MLK/Madison
- Crosstown 6 with service to Glenway Crossing, Westwood, Northside, Spring Grove Village, St. Bernard, North Avondale, Avondale, Evanston, Norwood, Oakley, Madisonville, and Mariemont
- Crosstown 13 with service to Addyston, Sayler Park, Delhi Twp, West Price Hill, Westwood, Cheviot, Green Twp, Colerain Twp, Northgate, Tri-County, and Springdale



Area 5 - Columbia Tusculum, East End, East Walnut Hills, Evanston, Hyde Park Kennedy Heights, Linwood, Madisonville, Mt. Lookout, Norwood, Oakley, Pleasant Ridge



**Legend**

**Bus Routes**

- 4 ABC Montgomery/Gilbert
- 11 Madison/Stewart
- 24 Beechmont/E. Gate
- 28 E. End/Red Bank Stewart
- 29 Mariemont/Milford
- 69 Mt. Adams/Erie
- Crosstown Lines

**Roads**

- Hwy
- Road

**Transit Centers**

- Main Transit Center
- Neighborhood Center

**Boundaries**

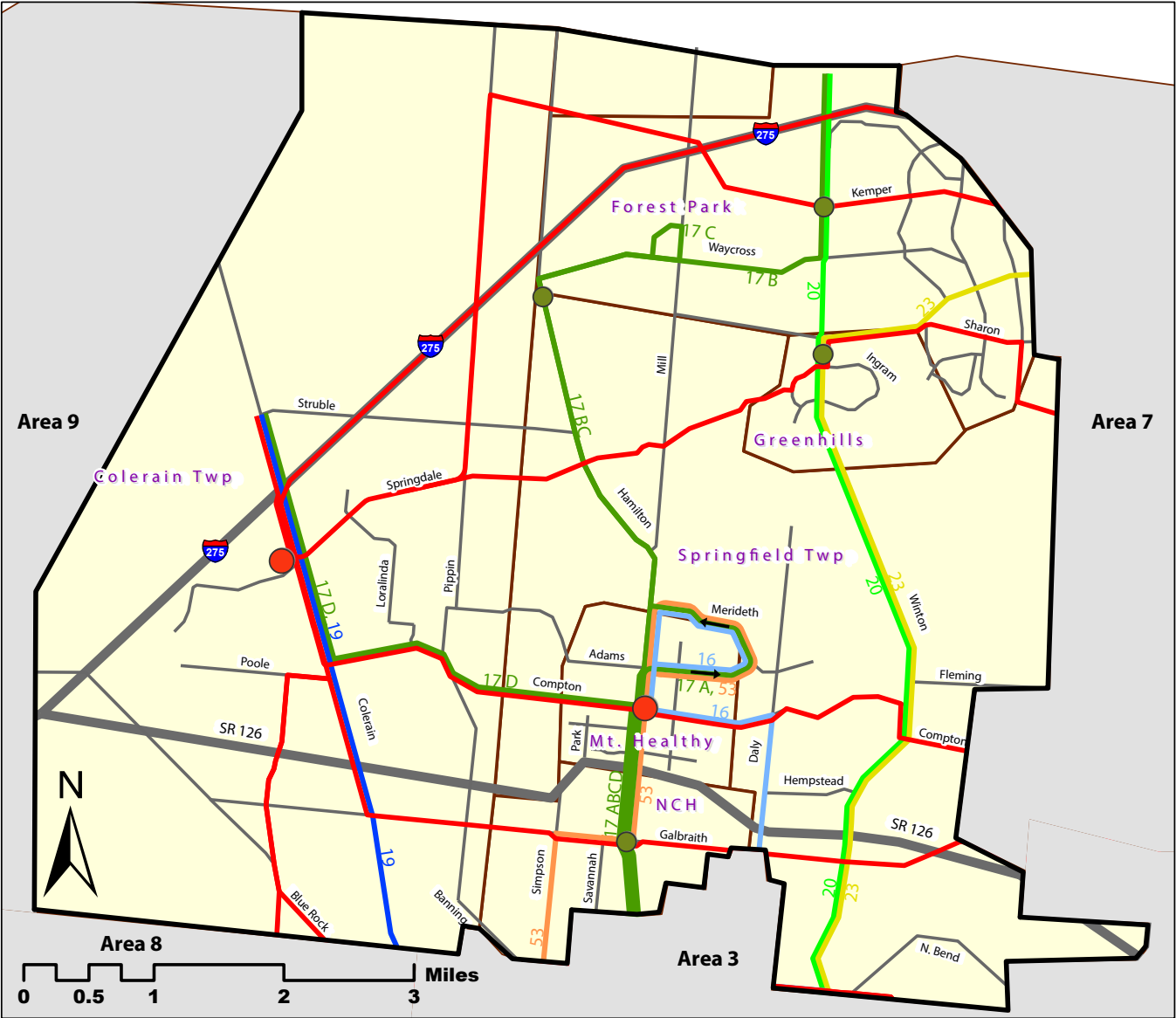
- Neighborhood
- Other Area

- Transit Centers**
  - OAKLEY TRANSIT CENTER
  - Rookwood Center
  - Woodburn Center
  - Norwood Center
  - Evanston Center
  - Mt. Lookout Center
  - Cmb. Tusculum Center
  - Madisonville Center
  - Pleasant Ridge Center
  - Kennedy Heights Center
- More information on Crosstown Lines in Crosstown Section
- Thicker bus lines indicate multiple branches running concurrently



Paid for by Andy Shenk, Treasurer Better Bus Coalition  
Mapped by Mark Samaan 2017

Area 6 - Colerain Twp, Forest Park, Greenhills, Mt. Healthy, North College Hill, Springfield Twp



**Legend**

**Bus Routes**

- 16 Winton Hills
- 17 ABCD Hamilton Ave
- 19 Colerain Ave
- 20 Central Pkwy/Winton
- 23 Auburn/Winton
- 53 Blmnt/Clifton/Auburn
- Crosstown Lines

**Roads**

- Hwy
- Road

**Transit Centers**

- Main Transit Center
- Neighborhood Center

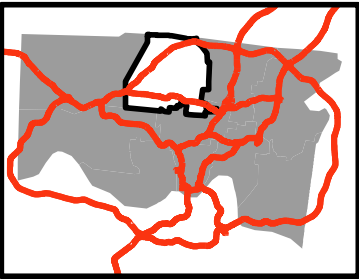
**Boundaries**

- Neighborhood
- Other Area

- Transit Centers**
  - NORTHGATE CENTER
  - MT. HEALTHY CENTER
  - NCH Center
  - Greenhills Center
  - Seven Hills Center
  - Forest Park Center
- More information on Crosstown Lines in Crosstown Section
- Thicker bus lines indicate multiple branches running concurrently



Paid for by Andy Shenk, Treasurer Better Bus Coalition  
Mapped by Mark Samaan 2017





# Area 5

The major routes in this area include the 4 (Montgomery/Gilbert Corridor), the 11/69 (Madison Road Corridor), and the 24 (Beechmont Corridor). The Madison/Gilbert and Montgomery Corridors have BRT or limited stop service with Crosstown Limited Stop service on Linwood, Paxton, and Ridge. Routes include:

**-4 Gilbert-Montgomery Local Main Line**

- 4A: Branch service from Silverton to Kenwood, Montgomery, Symmes Twp, Fields Ertel via Montgomery Rd
- 4B: Branch service from Silverton to Kenwood, Blue Ash, Fields Ertel via Kenwood Rd and Kemper Rd
- 4C: Branch service from Pleasant Ridge to Silverton, Blue Ash, Montgomery via Plainfield/Reed/Pfeiffer Rd

**-11 Madison-Gilbert-Stewart Local**

**-24 Beechmont Local Main Line wiith branch service to Eastgate Mall via Anderson Twp**

**-28 Riverside Drive-Red Bank-Kenwood**

**-29 East End-Mariemont-Milford Local**

**-69 Mt. Adams-Hyde Park-Bramble Local via Erie Ave**

**-Crosstown 1 with service to Sedamsville, Lower Price Hill, Queensgate, West End, CUF, Corryville, Mt. Auburn, Walnut Hills, East Walnut Hills, Evanston, Norwood, Golf Manor, Bond Hill, Roselawn**

**-Crosstown 2 with service to Westwood, North Fairmount, South Fairmount, CUF, Corryville, Walnut Hills, East Walnut Hills, Columbia Tusculum, Mt. Lookout, Hyde Park, Oakley, and Madisonville**

**-Crosstown 3 with service to Glenway Crossing, West Price Hill, East Price Hill, South Fairmount, CUF, Corryville, Avondale, Evanston, Hyde Park, Mt. Lookout, Linwood, Mt. Washington, and Anderson Twp**

**-Crosstown 4 with service to Westwood, Cheviot, East Westwood, North Fairmount, Camp Washington, CUF, Corryville, Avondale, Walnut Hills, East Walnut Hills, Hyde Park, Oakley, and Madisonville via WWN/Hopple/MLK/Madison**

**-Crosstown 5 with service to Mt. Airy, College Hill, Northside, Clifton, Corryville, Avondale, Walnut Hills, East Walnut Hills, Hyde Park, Oakley, Columbia Twp, Kennedy Heights, and Pleasant Ridge**

**-Crosstown 6 with service to Glenway Crossing, Westwood, Northside, Spring Grove Village, St. Bernard, North Avondale, Avondale, Evanston, Norwood, Oakley, Madisonville, and Mariemont**

**-Crosstown 7 with service to West Price Hill, Westwood, Cheviot, Green Twp, Mt. Airy, College Hill, Winton Hill, Elmwood Place, Bond Hill, Roselawn, Golf Manor, Pleasant Ridge, Columbia Twp, Oakley, Fairfax, and Mariemont**

**-Crosstown 14 with service to Anderson Twp, Mt. Washington, Linwood, Mt. Lookout, Hyde Park, Oakley, Kenwood, Sycamore Twp, Montgomery, Symmes Twp, and Fields Ertel**

# Area 6

The major routes in this area include the 17 (Hamilton/Clifton Corridor) and the 19 (Colerain Corridor). The Hamilton Corridor has BRT service with Crosstown Limited Stop service on Colerain and Galbraith. Routes include:

**-16 Mt. Healthy-Uptown Local**

**-17 Hamilton Ave Local Main Line**

- 17A: Terminates in Mt. Healthy
- 17B: Branch service from Mt. Healthy to Seven Hills and Forest Park via Hamilton/Waycross/Winton
- 17C: Branch service from Mt. Healthy to Seven Hills-VXI via Hamilton Ave
- 17D: Branch Service from Mt. Healthy to Northgate via Compton/Colerain

**-19 Colerain-Mt. Airy Local**

**-20 Forest Park-Winton-Central Pkwy Local**

**-23 Winton-Vine-Tri-County Local**

**-53 Belmont-Kirby-Clifton-Auburn Local**

**-Crosstown 9 with service to Northgate, Colerain Twp, North College Hill, Finneytown, Hartwell, Arlington Heights, Amberly Village, Deer Park, Kenwood, and Madeira via Galbraith**

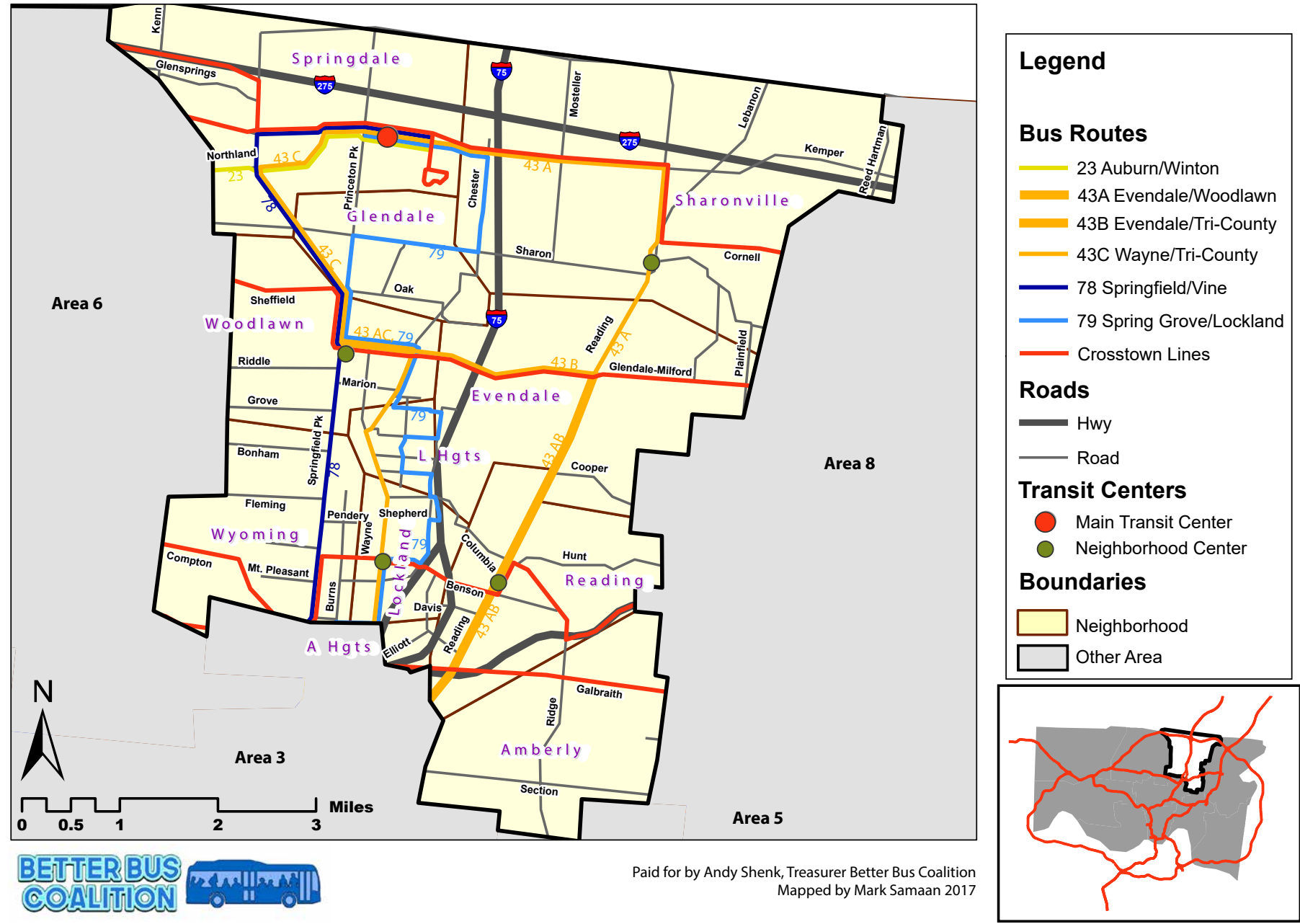
**-Crosstown 10 with service to Northgate, Colerain Twp, Springfield Twp, Mt. Healthy, Wyoming, Lockland, Arlington Heights, Reading, Blue Ash, and Montgomery via Compton/Wyoming/Cooper Rd**

**-Crosstown 11 with service to Northgate, Colerain Twp, Springfield Twp, Greenhills, Forest Park, Woodlawn, Evendale, Blue Ash, and Montgomery via Springdale Rd/Sharon/Glendale-Milford/Pfeiffer**

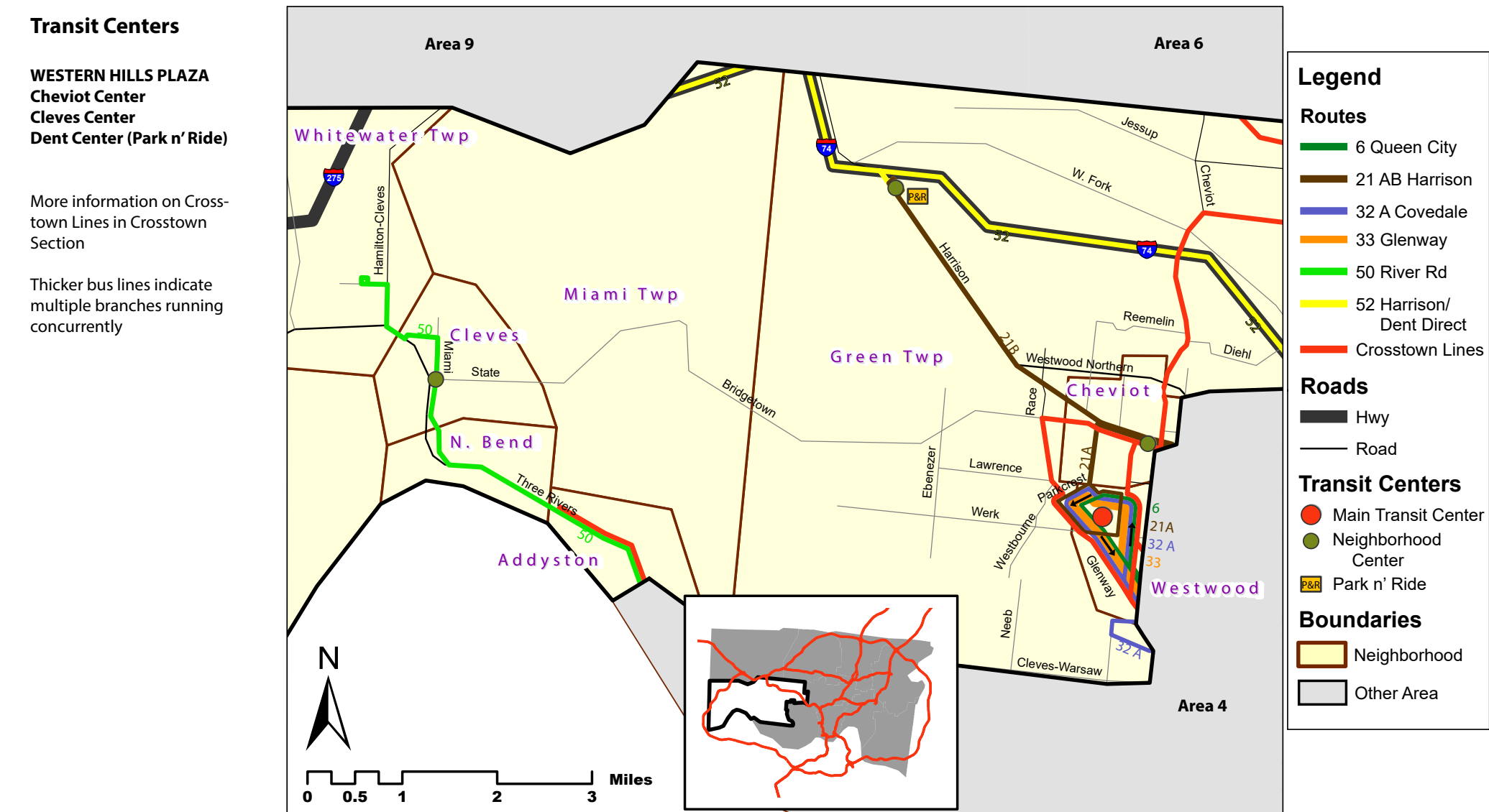
**-Crosstown 12 with service to Northgate, Colerain Twp, Forest Park, Springdale, Sharonville, Blue Ash, Montgomery, Symmes Twp, and Fields Ertel via Kemper**

**-Crosstown 13 with service to Addyston, Sayler Park, Delhi Twp, West Price Hill, Westwood, Cheviot, Green Twp, Colerain Twp, Northgate, Tri-County, and Springdale**

Area 7 - Amberly Village, Arlington Heights, Evendale, Glendale, Lincoln Heights, Lockland, Reading, Sharonville, Springdale, Woodlawn, Wyoming



Area 8 - Addyston, Cheviot, Cleves, Green Twp, Miami Twp, North Bend, Westwood, Whitewater Twp



# Area 7

The major routes in this area include the 43 (Reading Road Corridor) and the 78/79 (Springfield Pike/Central Corridor). The Vine/Springfield and Reading Corridors have limited stop service. Routes include:

- 23 Winton-Vine-Tri-County Local
- 43 Reading Road Local Main Line
  - 43A: Branch service from Evendale to Woodlawn via Glendale-Milford
  - 43B: Branch service from Evendale to Sharonville, Springdale, Tri-County via Reading/Kemper
  - 43C: Branch service from Paddock Hills to Hartwell, Lockland, Woodlawn, Glendale, Springdale, Tri-County via Paddock/Wayne
- 78 Vine-Springfield Pike-Tri-County Local
- 79 Spring Grove-Princeton Pike Local
  
- Crosstown 9 with service to Northgate, Colerain Twp, North College Hill, Finneytown, Hartwell, Arlington Heights, Amberly Village, Deer Park, Kenwood, and Madeira via Galbraith
- Crosstown 10 with service to Northgate, Colerain Twp, Springfield Twp, Mt. Healthy, Wyoming, Lockland, Arlington Heights, Reading, Blue Ash, and Montgomery via Compton/Wyoming/Cooper Rd
- Crosstown 11 with service to Northgate, Colerain Twp, Springfield Twp, Greenhills, Forest Park, Woodlawn, Evendale, Blue Ash, and Montgomery via Springdale Rd/Sharon/Glendale-Milford/Pfeiffer
- Crosstown 12 with service to Northgate, Colerain Twp, Forest Park, Springdale, Sharonville, Blue Ash, Montgomery, Symmes Twp, and Fields Ertel via Kemper
- Crosstown 13 with service to Addyston, Sayler Park, Delhi Twp, West Price Hill, Westwood, Cheviot, Green Twp, Colerain Twp, Northgate, Tri-County, and Springdale

# Area 8

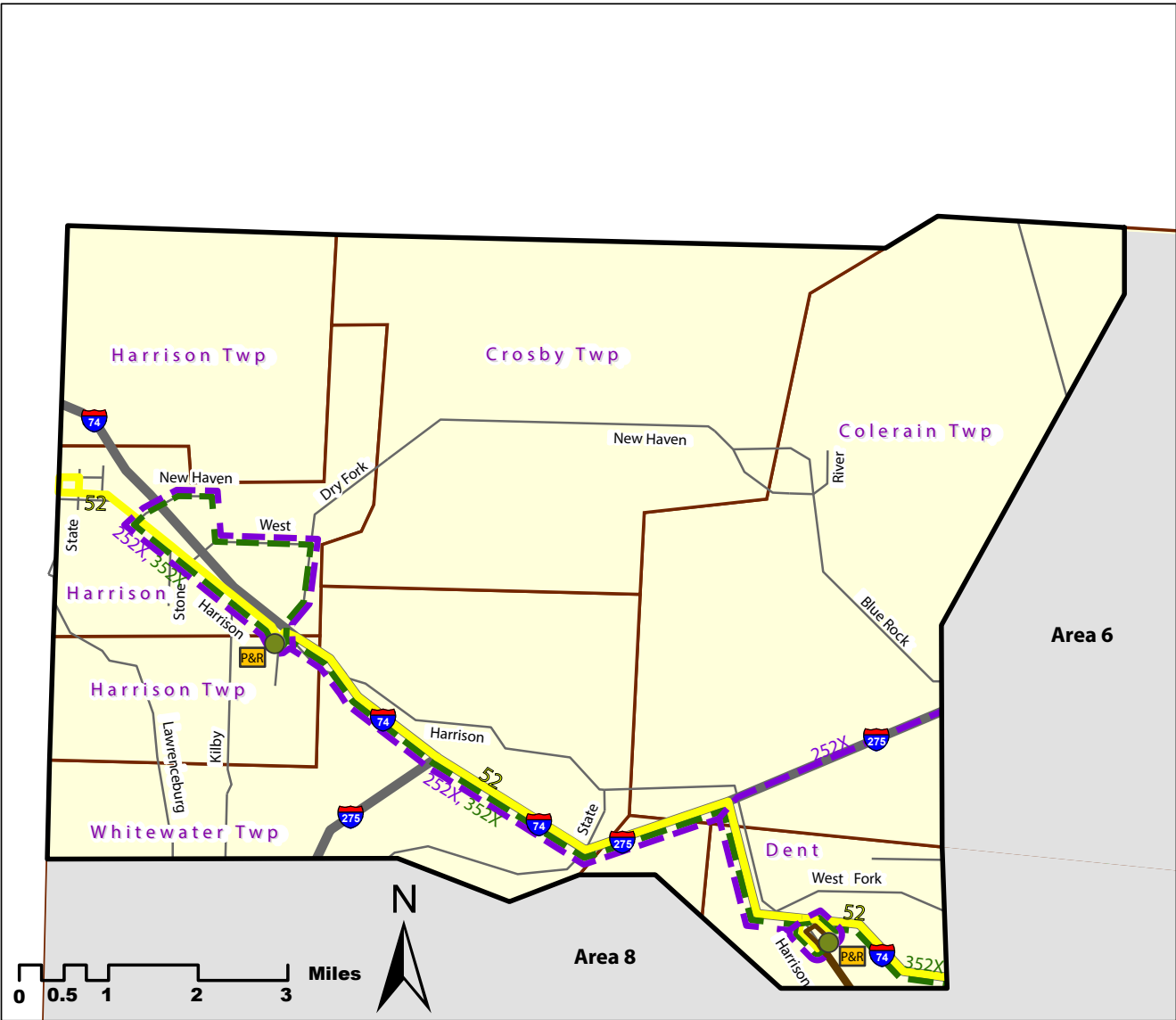
The major routes in this area include the 21B (Harrison/Dent Corridor) and the 50 (River Road/Cleves Corridor). Routes include:

- 6 Queen City Local
- 21B Harrison Ave Local with branch service to Dent
- 32A W. 8th St-Price Hill-Covedale
- 33 Glenway-Warsaw Local
- 50 River Road-Cleves Local
- 52 Harrison-Dent-Northside-Central Pkwy Local
  
- Crosstown 2 with service to Westwood, North Fairmount, South Fairmount, CUF, Corryville, Walnut Hills, East Walnut Hills, Columbia Tusculum, Mt. Lookout, Hyde Park, Oakley, and Madisonville
- Crosstown 4 with service to Westwood, Cheviot, East Westwood, North Fairmount, Camp Washington, CUF, Corryville, Avondale, Walnut Hills, East Walnut Hills, Hyde Park, Oakley, and Madisonville via WWN/Hopple/MLK/Madison
- Crosstown 13 with service to Addyston, Sayler Park, Delhi Twp, West Price Hill, Westwood, Cheviot, Green Twp, Colerain Twp, Northgate, Tri-County, and Springdale

Area 8 will benefit from Park and Rides offering free parking to people using the bus in low-density areas. Additional express service, which is shown in the next section, connects this overwhelmingly residential area to job centers.



Area 9 - Colerain Twp, Crosby Twp, Dent, Green Twp, Harrison, Harrison Twp, Whitewater Twp



**Legend**

**Bus Routes**  
52 Harrison/Dent Direct  
252X Northern Beltway Express  
352X Harrison/CBD Express

**Roads**  
Hwy  
Road

**Transit Centers**  
Main Transit Center  
Neighborhood Center  
Park n' Ride

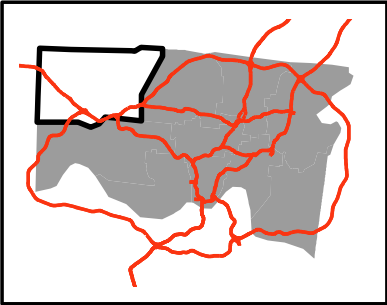
**Boundaries**  
Neighborhood  
Other Area

**Transit Centers**

**Harrison Center (Park n' Ride)**  
**Dent Center (Park n' Ride)**

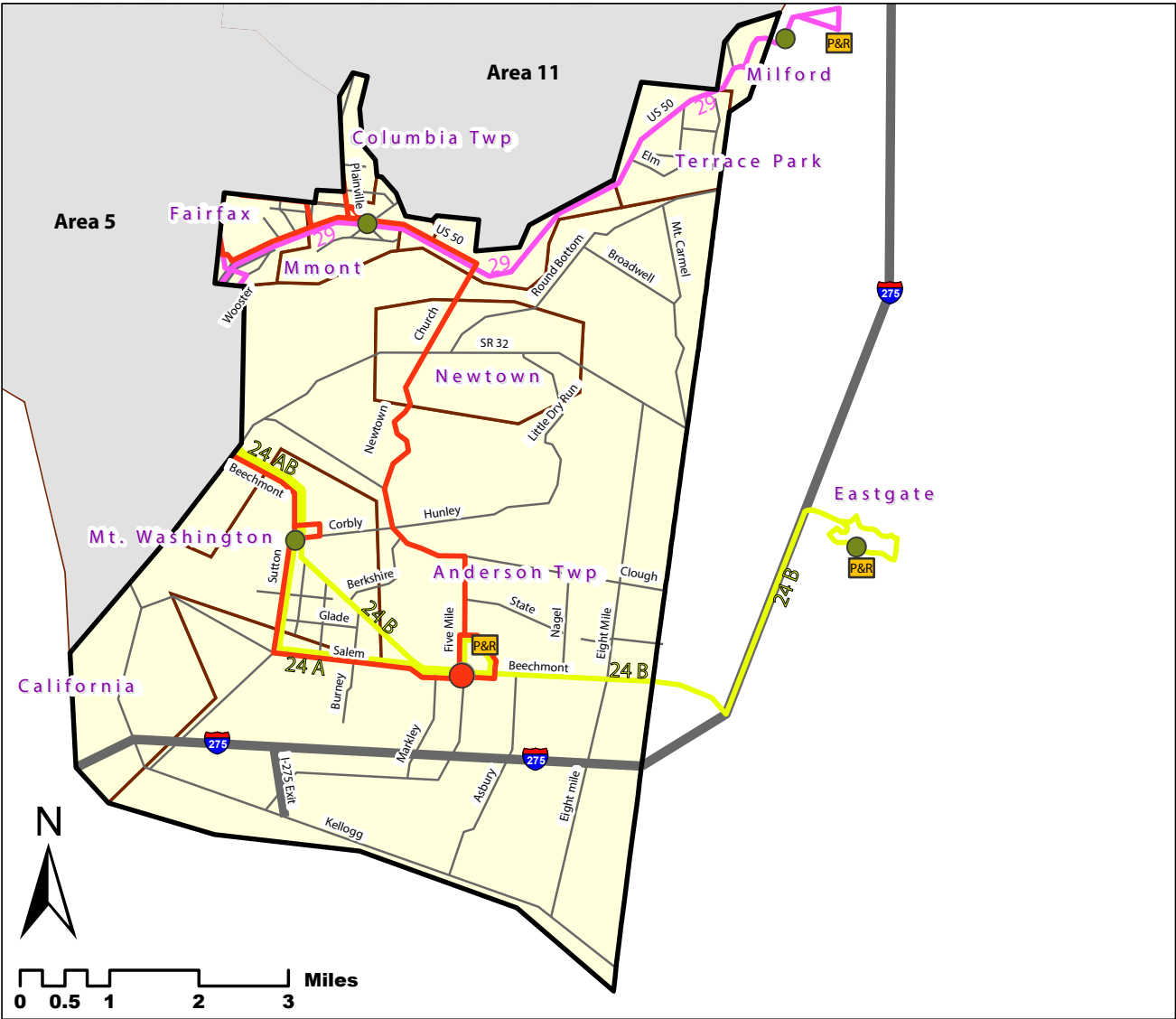
More information on Cross-town Lines in Crosstown Section

Thicker bus lines indicate multiple branches running concurrently



Paid for by Andy Shenk, Treasurer Better Bus Coalition  
Mapped by Mark Samaan 2017

Area 10 - Anderson Twp, California, Columbia Twp, Easgate, Fairfax, Mariemont, Milford, Mt. Washington, Newtown, Terrace Park



**Legend**

**Bus Routes**  
24 AB Beechmont/Easgate  
29 Mariemont/Milford  
Crosstown Lines

**Roads**  
Hwy  
Arterial

**Transit Centers**  
Main Transit Center  
Neighborhood Center  
Park n' Ride

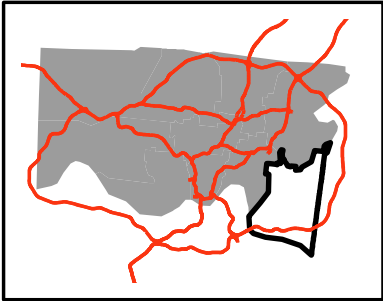
**Boundaries**  
Neighborhood  
Other Area

**Transit Centers**

**ANDERSON CENTER (P&R)**  
**Mt. Washington Center**  
**Mariemont Center**  
**Milford Center (P&R)**  
**Easgate (P&R)**

More information on Cross-town Lines in Crosstown Section

Thicker bus lines indicate multiple branches running concurrently



Paid for by Andy Shenk, Treasurer Better Bus Coalition  
Mapped by Mark Samaan 2017



## Area 9

The major routes in this area include the 52 via I-74. Routes include:

- 52 Harrison-Dent-Northside-Central Pkwy Local
- 252X I-275 Northern Beltway Express with express service to Harrison, Dent, Northgate, Forest Park, Tri-County, Springdale, Sharonville, Montgomery Road, and Fields Ertel
- 352X Harrison-Downtown Express with nonstop service via I-74/I-75

Area 9 will benefit from Park and Rides offering free parking to people using the bus in low-density areas. Additional express service connects this overwhelmingly residential area to job centers.

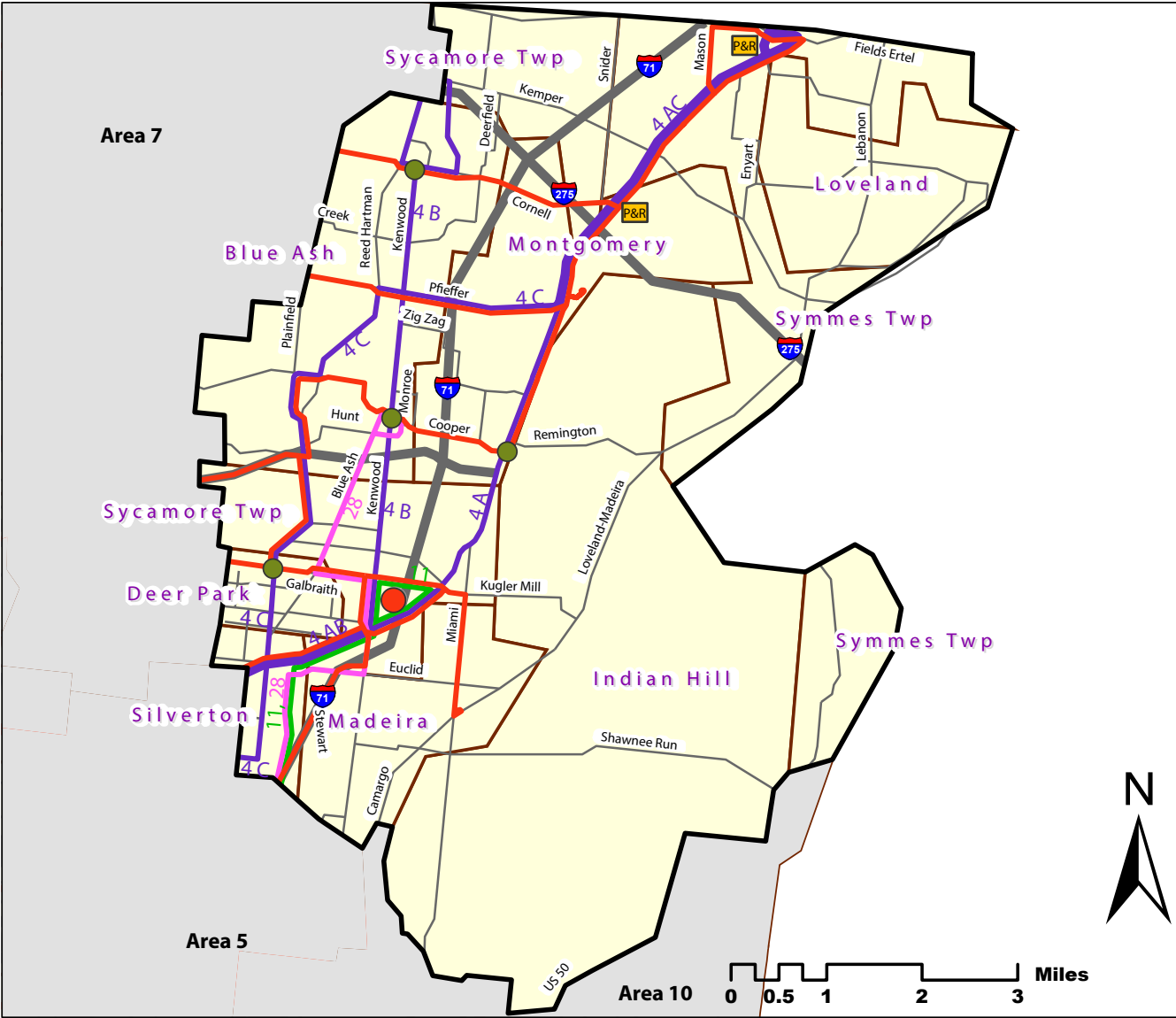
## Area 10

The major routes in this area include the 24 (Beechmont Corridor). The Beechmont Corridor has Crosstown limited stop service. Routes include:

- 24 Beechmont Local Main Line with branch service to Eastgate Mall via Anderson Twp
- 29 East End-Mariemont-Milford Local
- Crosstown 3 with service to Glenway Crossing, West Price Hill, East Price Hill, South Fairmount, CUF, Corryville, Avondale, Evanston, Hyde Park, Mt. Lookout, Linwood, Mt. Washington, and Anderson Twp
- Crosstown 6 with service to Glenway Crossing, Westwood, Northside, Spring Grove Village, St. Bernard, North Avondale, Avondale, Evanston, Norwood, Oakley, Madisonville, and Mariemont
- Crosstown 7 with service to West Price Hill, Westwood, Cheviot, Green Twp, Mt. Airy, College Hill, Winton Hill, Elmwood Place, Bond Hill, Roselawn, Golf Manor, Pleasant Ridge, Columbia Twp, Oakley, Fairfax, and Mariemont
- Crosstown 14 with service to Anderson Twp, Mt. Washington, Linwood, Mt. Lookout, Hyde Park, Oakley, Kenwood, Sycamore Twp, Montgomery, Symmes Twp, and Fields Ertel

Area 10 will benefit from Park and Rides offering free parking to people using the bus. Additional express service, which is shown in the next section, connects this mostly residential area to job centers.

Area 11 - Blue Ash, Deer Park, Indian Hill, Kenwood, Loveland, Madeira, Montgomery, Silverton, Sycamore Twp, Symmes Twp



Paid for by Andy Shenk, Treasurer Better Bus Coalition  
Mapped by Mark Samaan 2017

**Legend**

**Bus Routes**

- 4 A Fields Ertel/Montgomery
- 4 B Kenwood/Montgomery
- 4 C Plainfield/Montgomery
- 11 Madison/Stewart/Kenwood
- 28 E. End/Red Bank/Stewart Blue Ash
- Crosstown Lines

**Roads**

- Hwy
- Road

**Transit Centers**

- Main Transit Center
- Neighborhood Center
- Park n' Ride

**Boundaries**

- Neighborhood
- Other Area

**Transit Centers**

**KENWOOD CENTER**  
**Blue Ash Center**  
**Cornell Park**  
**Montgomery Center**  
**Deer Park Center**

More information on Crosstown Lines in Crosstown Section

Thicker bus lines indicate multiple branches running concurrently

An inset map of the Cincinnati area, with Area 11 highlighted in red.

Area 11

The major routes in this area include the 4 (Montgomery/Gilbert Corridor). The I-71/Montgomery/Gilbert Corridor has BRT service with Crosstown Limited Stop service at the Kenwood Mall. Routes include:

- 4 Gilbert-Montgomery Local Main Line
  - 4A: Branch service from Silverton to Kenwood, Montgomery, Symmes Twp, Fields Ertel via Montgomery Rd
  - 4B: Branch service from Silverton to Kenwood, Blue Ash, Fields Ertel via Kenwood Rd and Kemper Rd
  - 4C: Branch service from Pleasant Ridge to Silverton, Blue Ash, Montgomery via Plainfield/Reed/Pfeiffer Rd
- 11 Madison-Gilbert-Stewart Local
- 28 Riverside Drive-Red Bank-Kenwood
- Crosstown 8 with service to Northgate, Colerain Twp, Mt. Airy, College Hill, Winton Hills, Elmwood Place, Carthage, Roselawn, Bond Hill, Golf Manor, Pleasant Ridge, Kennedy Heights, Silverton, and Kenwood
- Crosstown 9 with service to Northgate, Colerain Twp, North College Hill, Finneytown, Hartwell, Arlington Heights, Amberly Village, Deer Park, Kenwood, and Madeira via Galbraith
- Crosstown 10 with service to Northgate, Colerain Twp, Springfield Twp, Mt. Healthy, Wyoming, Lockland, Arlington Heights, Reading, Blue Ash, and Montgomery via Compton/Wyoming/Cooper Rd
- Crosstown 11 with service to Northgate, Colerain Twp, Springfield Twp, Greenhills, Forest Park, Woodlawn, Evendale, Blue Ash, and Montgomery via Springdale Rd/Sharon/Glendale-Milford/Pfeiffer
- Crosstown 12 with service to Northgate, Colerain Twp, Forest Park, Springdale, Sharonville, Blue Ash, Montgomery, Symmes Twp, and Fields Ertel via Kemper
- Crosstown 14 with service to Anderson Twp, Mt. Washington, Linwood, Mt. Lookout, Hyde Park, Oakley, Kenwood, Sycamore Twp, Montgomery, Symmes Twp, and Fields Ertel

Area 10 will benefit from Park and Rides offering free parking to people using the bus. Additional express service, which is shown in the next section, connects this area to job centers.

# Crosstown Service

## Northern Crosstown Routes

- CT1 West End-McMillan-Walnut Hills-Bond Hill

CT5 NW City-Uptown-NE City

CT7 Anderson Ferry-North Bend-Ridge

CT8 North Bend-Montgomery-Kenwood

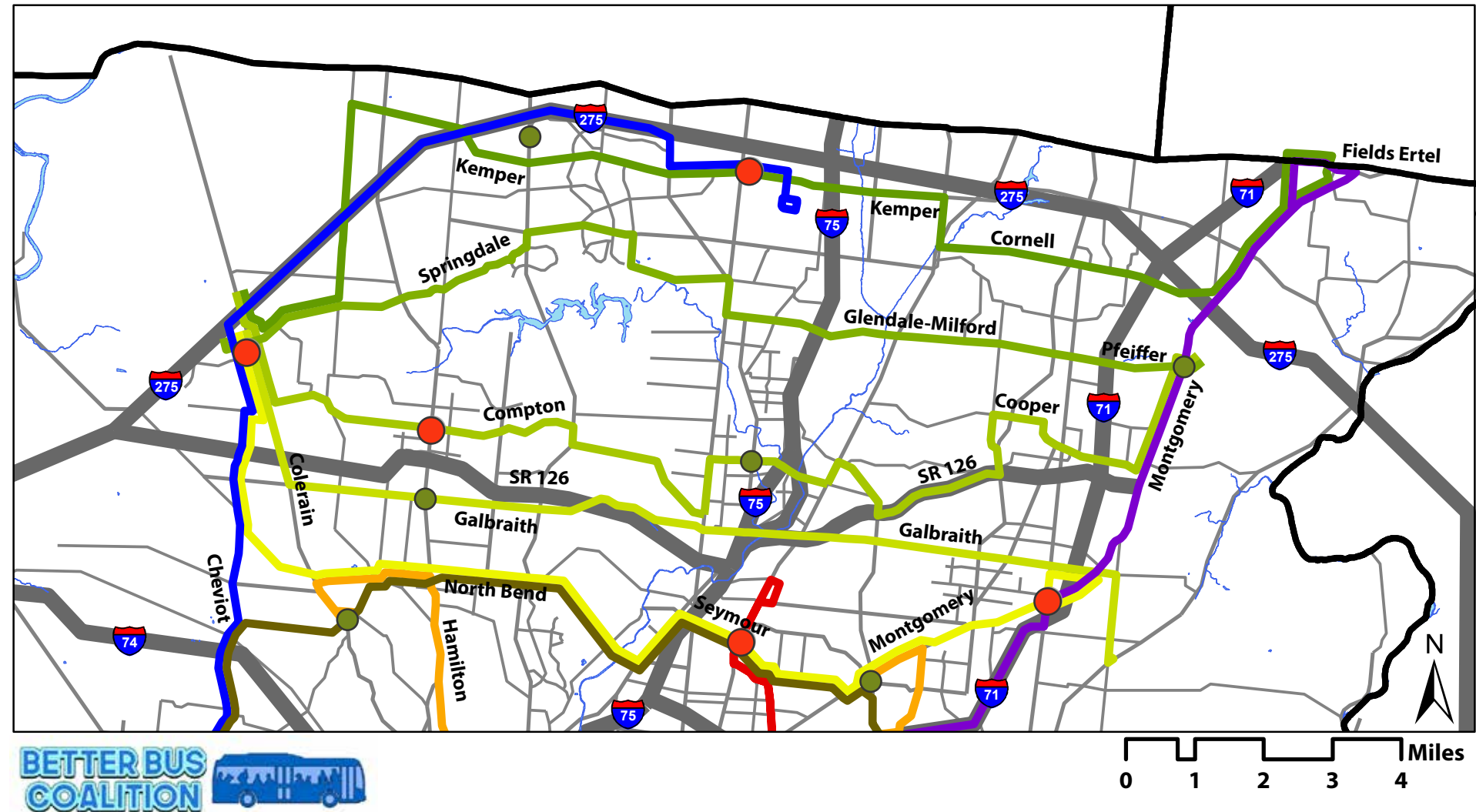
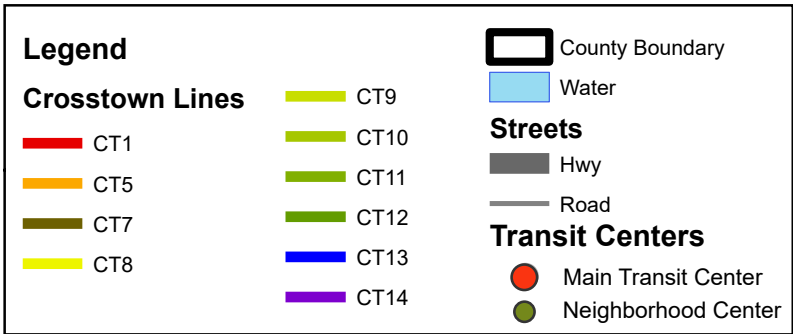
CT9 Galbraith
- CT10 Compton-Cooper

CT11 Springdale-Glendale-Milford

CT12 Kemper

CT13 Westside North/South

CT14 Eastside North/South



## Southern Crosstown Routes

- CT1 West End-McMillan-Walnut Hills-Bond Hill

CT2 Harrison-McMillan-Paxton

CT3 Price Hill-Uptown-Anderson

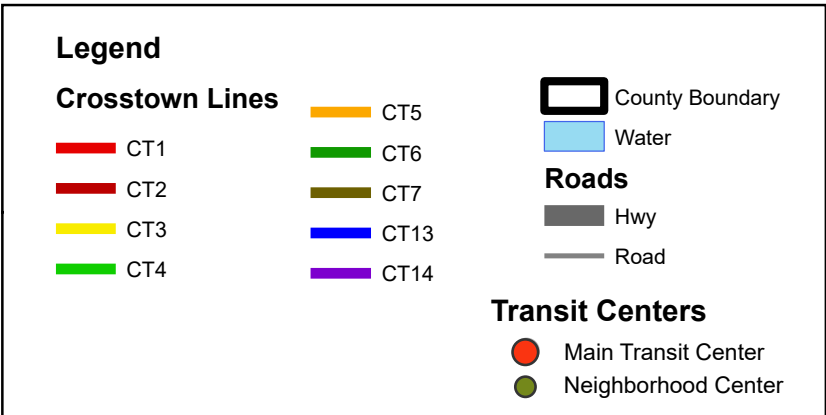
CT4 WWN-Hopple-MLK-Madison

CT5 NW City-Uptown-NE City
- CT6 Montana-Mitchell-Norwood-Madison

CT7 Anderson Ferry-North Bend-Ridge

CT13 Westside North/South

CT14 Eastside North/South



# In The Better Bus Plan...

## Within a 5-Minute Walk of a Local or Crosstown Line

**80%** of Hamilton County residents

**86%** of Hamilton County jobs

## Within a 10-Minute Walk of a Local or Crosstown Line

of Hamilton County residents **89%**

of Hamilton County jobs **93%**

## Within a 15-Minute Walk of a Local or Crosstown Line

**93%** of Hamilton County residents

**96%** of Hamilton County jobs

## Within a 20-Minute Walk of a Local or Crosstown Line

of Hamilton County residents **96%**

of Hamilton County jobs **97%**



# Full List of Local and Crosstown Routes

## LOCAL ROUTES (23 or 33 with branches)

**4 Gilbert-Montgomery Local Main Line:** Silverton, Kennedy Heights, Pleasant Ridge, Norwood, Evanston, Walnut Hills, Pendleton, Downtown

- 4A: Branch service from Silverton to Kenwood, Sycamore Twp, Montgomery, Symmes Twp, Fields Ertel via Montgomery
- 4B: Branch service from Silverton to Kenwood, Sycamore Twp, Blue Ash, Symmes Twp, Fields Ertel via Kenwood Rd and Kemper Rd
- 4C: Branch service from Pleasant Ridge to Kennedy Heights, Silverton, Deer Park, Blue Ash, Montgomery via Plainfield/Reed/Pfeiffer

**6 Queen City-Linn St Local:** Western Hills Plaza, Glenway Crossing, Westwood, South Fairmount, West End, Downtown

**11 Stewart-Madison-Gilbert Local:** Kenwood, Silverton, Madisonville, Oakley, Hyde Park, East Walnut Hills, Walnut Hills, Downtown

**16 Mt. Healthy/Uptown Local:** Mt. Healthy, Daly, College Hill, Winton Hills, Spring Grove Village, St. Bernard, Avondale, Clifton, Corryville, Mt. Auburn, Over-the-Rhine, Downtown

**17 Hamilton Ave Local Main Line:** Mt. Healthy, North College Hill, College Hill, Northside, Clifton, CUF, Over-the-Rhine, Downtown

- 17A: Terminates in Mt. Healthy
- 17B: Branch service from Mt. Healthy to Seven Hills and Forest Park via Hamilton/Waycross/Winton
- 17C: Branch service from Mt. Healthy to Seven Hills-VXI via Hamilton Ave
- 17D: Branch Service from Mt. Healthy to Northgate via Compton/Colerain

**19 Colerain-Mt. Airy Local:** Northgate, Colerain Twp, Green Twp, Mt. Airy, Northside, Clifton, Central Parkway, West End, Over-the-Rhine, Downtown

**20 Forest Park-Winton-Central Pkwy Local:** Forest Park, Greenhills, Springfield Twp, Finneytown, Winton Hills, Spring Grove Village, Northside, Clifton, Central Parkway, West End, Over-the-Rhine, Downtown

**21 Harrison Ave Local Main Line:** Cheviot, Westwood, South Fairmount, West End, Over-the-Rhine, Downtown

- 21A: Branch service from Cheviot to Western Hills Plaza via Robb St
- 21B: Branch service from Cheviot to Green Twp and Dent via Harrison Ave

**23 Winton/Vine Local:** Tri-County, Springdale, Forest Park, Greenhills, Springfield Twp, Finneytown, Winton Hills, Spring Grove Village, St. Bernard, Avondale, Clifton, Corryville, Mt. Auburn, Over-the-Rhine, Downtown

**24 Beechmont Local Main Line:** Anderson Twp, Mt. Lookout, Linwood, Columbia Tusculum, East End, Downtown

- 24A: Terminates at Anderson Towne Center
- 24B: Branch service from Anderson Towne Center to 8-Mile and Eastgate Mall via Beechmont/275

**26 Beekman-Spring Grove Local:** Roselawn, Bond Hill, Carthage, Winton hills, Spring Grove Village, Northside, South Cumminsville, Millvale, North Fairmount, south Fairmount, Lower Price Hill, Queensgate, Downtown

**27 Beekman-President-Ross Local:** Roselawn, Bond Hill, Paddock Hill, St. Bernard, Spring Grove Village, Northside, Fay Apartments, East Westwood, North Fairmount, South Fairmount, Lower Price Hill, Queensgate, Downtown

**28 Riverside Drive-Red Bank-Stewart Local:** Blue Ash, Sycamore Twp, Deer Park, Kenwood, Silverton, Madisonville, Fairfax, Linwood, Columbia Tusculum, East End, Downtown

**29 East End-Mariemont-Milford Local:** Milford, Terrace Park, US 50, Columbia Twp, Mariemont, Fairfax, Linwood, Columbia Tusculum, East End, Downtown

**32 Covedale-Delhi-Price Hill Local Main Line:** Westwood, West Price Hill, East Price Hill, Lower Price Hill, Queensgate, Downtown

- 32A: Branch service from West Price Hill to Covedale, Glenway Crossing, Western Hills Plaza via Glenway
- 32B: Branch service from West Price Hill to Delhi Twp, Sayler Park via And. Ferry/Delhi Ave

**33 Glenway-Warsaw Local:** Western Hills Plaza, Glenway Crossing, Westwood, West Price Hill, East Price Hill, Lower Price Hill, Queensgate, Downtown

**43 Reading Road Local Main Line:** Paddock Hills, North Avondale, Avondale, Corryville, Mt. Auburn, Pendleton, Downtown

- 43A: Branch service from Evendale to Woodlawn via Glendale-Milford
- 43B: Branch service from Evendale to Sharonville, Springdale, Tri-County via Reading/Kemper
- 43C: Branch service from Paddock Hills to Bond Hill, Carthage, Hartwell, Arlington Heights, Lockland, Lincoln Heights, Woodlawn, Glendale, Springdale, Tri-County via Paddock/Wayne

- 50 Cleves-Sayler Park-Riverside Local:** Whitewater Twp, Cleves, North Bend, Addyston, Sayler Park, Riverside, Sedamsville, Lower Price Hill, Downtown
- 52 Harrison-Northside-Central Pkwy Local:** Harrison, Dent, Northside, Clifton, Central Parkway, West End, Over-the-Rhine, Downtown
- 53 Belmont-Kirby-Clifton-Auburn Local:** Mt. Healthy, North College Hill, Casey, Northside, Clifton, Avondale, Corryville, Mt. Auburn, Over-the-Rhine, Downtown
- 69 Mt. Adams-Hyde Park-Bramble Local:** Madisonville, Columbia Twp, Oakley, Hyde Park, East Walnut Hills, Walnut Hills, Mt. Adams, Downtown
- 78 Vine-Tri County Local:** Tri-County, Springdale, Glendale, Woodlawn, Wyoming, Hartwell, Carthage, Elmwood Place, St. Bernard, Avondale, Clifton, Corryville, Mt. Auburn, Over-the-Rhine, Downtown
- 79 Spring Grove-Princeton Pike Local:** Tri-County, Sharonville, Glendale, Woodlawn, Lincoln Heights, Lockland, Arlington Heights, Hartwell, Carthage, Elmwood Place, St. Bernard, Spring Grove Village, Northside, Camp Washington, West End, Liberty St, Over-the-Rhine, Downtown

**CROSSTOWN ROUTES (14)**

- CT1 West End/McMillan/Walnut Hills/Bond Hill Crosstown:** Sedamsville, Lower Price Hill, Queensgate, West End, CUF, Corryville, Mt. Auburn, Walnut Hills, East Walnut Hills, Evanston, Norwood, Golf Manor, Bond Hill, Roselawn
- CT2 Harrison/McMillan/Paxton Crosstown:** Westwood, North Fairmount, South Fairmount, CUF, Corryville, Walnut Hills, East Walnut Hills, Columbia Tusculum, Mt. Lookout, Hyde Park, Oakley, Madisonville
- CT3 W. Price Hill/Anderson Crosstown:** Glenway Crossing, West Price Hill, East Price Hill, South Fairmount, CUF, Corryville, Avondale, Evanston, Hyde Park, Mt. Lookout, Linwood, Mt. Washington, Anderson Twp
- CT4 Crosscity Crosstown:** Westwood, Cheviot, East Westwood, North Fairmount, Camp Washington, CUF, Corryville, Avondale, Walnut Hills, East Walnut Hills, Hyde Park, Oakley, Madisonville. Runs on WWN/Hopple/MLK/Madison
- CT5 NW City/Uptown/NE City Crosstown:** Mt. Airy, College Hill, Northside, Clifton, Corryville, Avondale, Walnut Hills, East Walnut Hills, Hyde Park, Oakley, Columbia Twp, Kennedy Heights, Pleasant Ridge
- CT6 Montana/Mitchell/Norwood/Madison Crosstown:** Glenway Crossing, Westwood, Northside, Spring Grove Village, St. Bernard, North Avondale, Avondale, Evanston, Norwood, Oakley, Madisonville, Mariemont
- CT7 And. Ferry/North Bend/Ridge Crosstown:** West Price Hill, Westwood, Cheviot, Green Twp, Mt. Airy, College Hill, Winton Hill, Elmwood Place, Bond Hill, Roselawn, Golf Manor, Pleasant Ridge, Columbia Twp, Oakley, Fairfax, Mariemont
- CT8 North Bend/Montgomery Rd Crosstown:** Northgate, Colerain Twp, Mt. Airy, College Hill, Winton Hills, Elmwood Place, Carthage, Roselawn, Bond Hill, Golf Manor, Pleasant Ridge, Kennedy Heights, Silverton, Kenwood
- CT9 Galbraith Crosstown:** Northgate, Colerain Twp, North College Hill, Finneytown, Hartwell, Arlington Heights, Amberly Village, Deer Park, Kenwood, Madeira
- CT10 Compton/Cooper Crosstown:** Northgate, Colerain Twp, Springfield Twp, Mt. Healthy, Wyoming, Lockland, Arlington Heights, Reading, Blue Ash, Montgomery via Compton/Wyoming/Cooper Rd
- CT11 Springdale/Glendale-Milford Crosstown:** Northgate, Colerain Twp, Springfield Twp, Greenhills, Forest Park, Woodlawn, Evendale, Blue Ash, Montgomery via Springdale Rd/Sharon/Glendale-Milford/Pfeiffer
- CT12 Kemper Crosstown:** Northgate, Colerain Twp, Forest Park, Springdale, Sharonville, Blue Ash, Montgomery, Symmes Twp, Fields Ertel
- CT13 Westside Crosstown:** Addyston, Sayler Park, Delhi Twp, West Price Hill, Westwood, Cheviot, Green Twp, Colerain Twp, Northgate, Tri-County, Springdale
- CT14 Eastside Crosstown:** Anderson Twp, Mt. Washington, Linwood, Mt. Lookout, Hyde Park, Oakley, Kenwood, Sycamore Twp, Montgomery, Symmes Twp, Fields Ertel

# Part 2

## Express Service

### 25 Downtownbound Express Routes

### 3 Uptownbound Express Routes

Express service is defined as bus service with frequent stops over a short length of suburbs before getting on the highway system and running express to downtown or uptown. These routes run faster than Local service and even the limited stop as they utilize the highway system for most of their routes

Express routes will enter the Uptown/Downtown area via I-71, I-75, Columbia Parkway (US 50 E), and River Road (US 50 W) On I-71 and I-75, express buses will run in a dedicated bus only lane (as happens now on portions of I-71 during rush hours) to zoom past traffic. This lane could be exclusive to buses or also allow cars which pay a toll.

Express service typically runs only during peak hours, but popular routes could run during the day if there is adequate demand for daytime or evening service. This service should also run for large special events to provide parking and traffic relief. Altogether, the cost to operate these 28 lines is projected at \$10 million per year in today's dollars



# Eastside Express Routes

## Transit Centers

KENWOOD CENTER  
OAKLEY CENTER  
ANDERSON CENTER (P&R)  
Blue Ash Center  
Montgomery Center  
Fields Ertel Center (P&R)  
Mt. Washington Center

Cornell Park Center  
Pleasant Ridge Center  
Kennedy Heights Center  
Madisonville Center  
O'Bryonville  
Woodburn

Legend

Express Routes

252X I-275 Express

303X Symmes Twp/Blue Ash Express

304X Fields Ertel/Montgomery Express

305X Mont./Blue Ash/Deer Park/Silverton Uptown Express

312X Madeira/Madison Road Express

324X Anderson/471 Express

325X Madisonville/Mt. Lookout Express

330X Anderson/8-Mile/Mt. Wash Express

354X Loveland/Wards Corner Express

371X Fields Ertel/King's Island Express

382X Eastgate/Newtown/SR 32 Express

Roads

Hwy

Road

Boundaries

Municipal Bndy

Other Area

Transit Centers

Main Transit Center

Neighborhood Center

P&R Park n' Ride

The map displays the Eastside Express Routes network. It includes a legend with the following details:

- Express Routes:**
  - 252X I-275 Express (Green line)
  - 303X Symmes Twp/Blue Ash Express (Orange line)
  - 304X Fields Ertel/Montgomery Express (Yellow line)
  - 305X Mont./Blue Ash/Deer Park/Silverton Uptown Express (Red line)
  - 312X Madeira/Madison Road Express (Pink line)
  - 324X Anderson/471 Express (Brown line)
  - 325X Madisonville/Mt. Lookout Express (Purple line)
  - 330X Anderson/8-Mile/Mt. Wash Express (Magenta line)
  - 354X Loveland/Wards Corner Express (Light Purple line)
  - 371X Fields Ertel/King's Island Express (Dark Purple line)
  - 382X Eastgate/Newtown/SR 32 Express (Blue line)
- Roads:**
  - Hwy (Thick black line)
  - Road (Thin grey line)
- Boundaries:**
  - Municipal Bndy (Yellow shaded area)
  - Other Area (Grey shaded area)
- Transit Centers:**
  - Main Transit Center (Red dot)
  - Neighborhood Center (Green dot)
  - P&R Park n' Ride (Yellow box with 'P&R')

The map shows the following transit centers and P&R locations:

- Main Transit Centers:** Kenwood Center, Pleasant Ridge Center, Kennedy Heights Center, O'Bryonville, Woodburn.
- Neighborhood Centers:** Blue Ash Center, Madisonville Center, Fields Ertel Center, Mt. Washington Center.
- P&R Locations:** Fields Ertel, Camargo, Eastgate, 5 Mile, 8 Mile.

Key roads and highways shown include SR 126, SR 526, SR 32, US 50, I-71, and I-275. The map also includes a scale bar (0 to 3 miles) and a north arrow.

**All Express Routes go Downtown, except for 252X on I-275 and 305X to Uptown**

BETTER BUS COALITION

Paid for by Andy Shenk, Treasurer Better Bus Coalition  
Mapped by Mark Samaan 2017

# Westside Express Routes

## Transit Centers

- WESTERN HILLS PLAZA

NORTHGATE CENTER

Cheviot Center

Cleves Center

Dent Center (P&R)

Delhi Center (P&R)
- Glenway Crossing

Harrison Center (P&R)

L. Price Hill Center

South Fairmount Center

Westwood Center

All Express Routes go Downtown, except for 318X to Uptown

Legend

Express Routes

252X I-275 Express

318X Colerain/Mt. Airy Uptown Express

319X Colerain/Mt. Airy Express

340X Cheviot/Montana Express

350X Three Rivers/US 50 Express

351X Westwood Express

352X Harrison Express

353X Pippin/Hilltop Express

374X Northgate/Cheviot Road Express

377X WHP/Delhi Express

Streets

Hwy

Road

Boundaries

Municipal Bndy

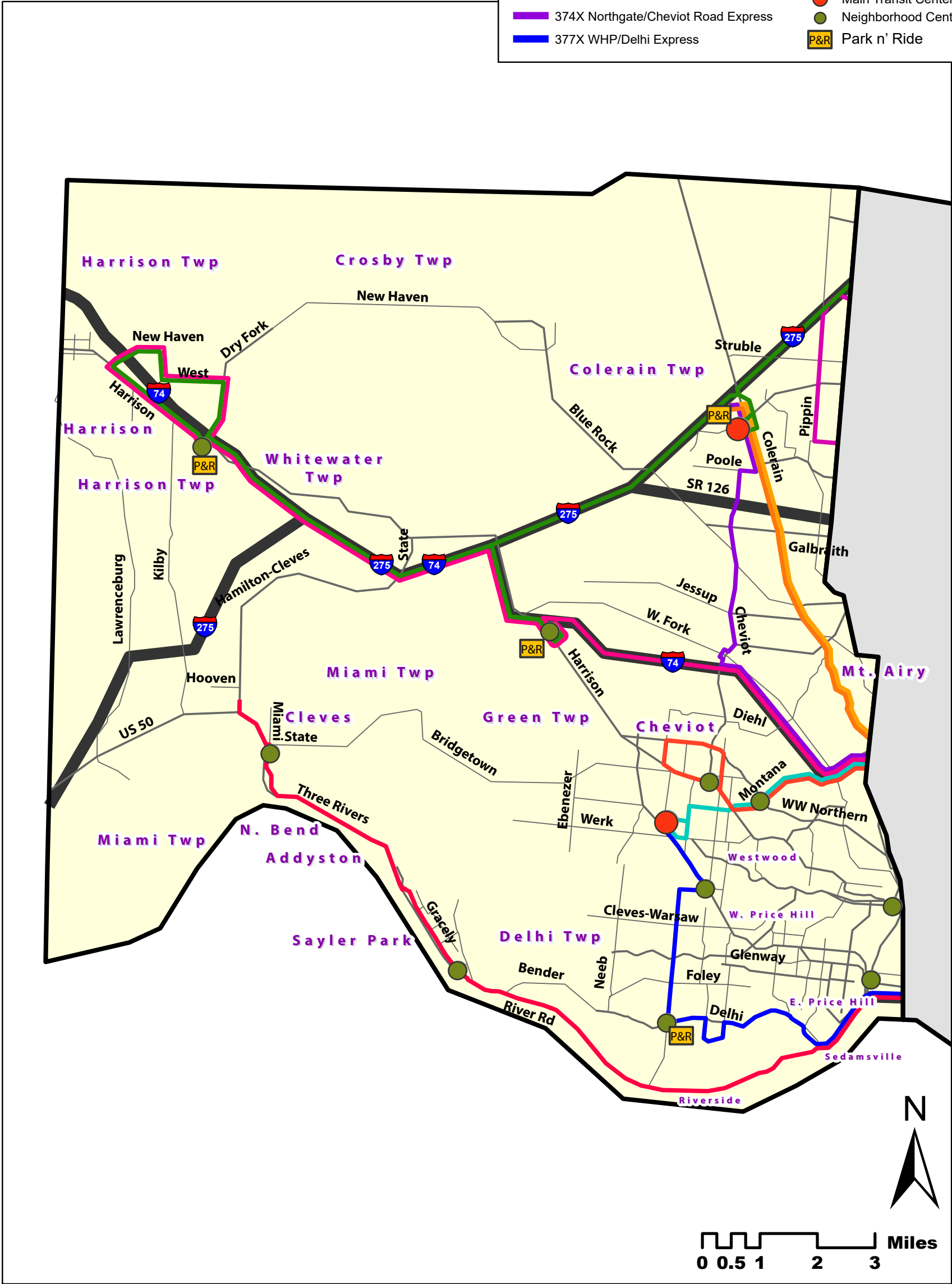
Other Area

Transit Centers

Main Transit Center

Neighborhood Center

P&R Park n' Ride



# Central Express Routes

## Transit Centers

**NORTHSIDE CENTER**  
**TRI-COUNTY CENTER**  
**MIDPOINTE CROSSING**  
**MT. HEALTHY**  
**Forest Park Center**  
**Lockland Center**  
**North College Hill Center**

Legend

Name

252X I-275 Express

315X Mt. Healthy/Daly Express

316X Kemper Uptown Express

317X College Hill Express

318X Colerian/Mt. Airy Uptown Express

319X Colerain/Mt. Airy Express

320X Winton Road Express

323X Kemper Express

340X Cheviot/Montana Express

342X Tylersville Road Express

343X Hartwell/Bond Hill/Roselawn Express

351X Westwood Express

352X Harrison Express

353X Pippin/Hilltop Express

374X Northgate/Cheviot Road Express

378X Tri-County/Springfield Pike/Lockland Express

379X Reading/Lockland/Carthage Express

Streets

Hwy

Road

Boundaries

Municipal Bndy

Other Area

Transit Centers

Main Transit Center

Neighborhood Center

P&R

Park n' Ride

All Express Routes go Downtown, except for 316X to Uptown

The map displays the Central Express Routes network, showing various bus lines and transit centers. The routes are color-coded and labeled with their respective numbers and names. The map includes major highways (I-75, I-275, SR 126, SR 74) and local streets. Transit centers are marked with red dots, and neighborhood centers with green dots. Park & Ride (P&R) locations are marked with yellow squares. The map also shows municipal boundaries and other areas. A scale bar and a north arrow are provided for reference.

**BETTER BUS COALITION**

Paid for by Andy Shenk, Treasurer Better Bus Coalition  
Mapped by Mark Samaan 2017



# Full List of Express Routes (28)

- 252X I-275 Northern Beltway Express: Harrison – Dent – Northgate – Forest Park – Tri-County, Springdale, Sharonville – Montgomery Road, Fields Ertel Express**
- 303X: Fields Ertel, Symmes Twp, Montgomery, Blue Ash, Sycamore Twp, Deer Park, Silverton – Oakley Transit Center – Downtown Express**
- 304X: Fields Ertel, Symmes Twp, Montgomery, Sycamore Twp, Kenwood – Rookwood – Downtown Express**
- 305X: Montgomery, Blue Ash, Deer Park, Silverton – Uptown Express**
- 312X: Madeira, Madisonville, Oakley, Hyde Park – Downtown Express**
- 315X: Mt. Healthy, Daly, College Hill, Northside – Downtown Express**
- 316X: Forest Park, Springdale, Sharonville, Glendale – Uptown Express**
- 317X: Mt. Healthy, North College Hill, College Hill, Winton Hills, Spring Grove Village – Downtown Express**
- 318X: Northgate, Colerain, Mt. Airy – Uptown Express**
- 319X: Northgate, Colerain Twp, Mt. Airy – Downtown Express**
- 320X: Forest Park, Greenhills, Springfield Twp, Finneytown – Downtown Express**
- 323X: Forest Park, Springdale, Tri-County, Sharonville – Downtown Express via Kemper Rd**
- 324X: Anderson Towne Center, 5-Mile – Downtown Express via 275-471**
- 325X: Madisonville, Columbia Twp, Hyde Park, Mt. Lookout, Columbia Tusculum – Downtown Express**
- 330X: 8-Mile, Anderson Twp, Mt. Washington – Downtown Express**
- 340X: Cheviot, Westwood, Montana – Downtown Express**
- 342X: Tylersville Rd, West Chester – Downtown Express**
- 343X: Hartwell, Roselawn, Bond Hill – Downtown Express**
- 351X: Western Hills Plaza, Westwood, Montana – Downtown Express**
- 352X: Harrison, Dent – Downtown Express**
- 353X: Forest Park, Colerain Twp, Mt. Healthy – Downtown Express via Pippin/Hilltop Plaza**
- 354X: Loveland, Wards Corner – Kenwood – Rookwood – Downtown Express**
- 371X: Kings Island, Deerfield Twp, Fields Ertel – Kenwood – Rookwood – Downtown Express**
- 374X: Northgate, Colerain Twp, Green Twp, North Bend Rd – Downtown Express**
- 377X: Western Hills Plaza, Glenway Crossing, Delhi Twp, Sedamsville – Downtown Express**
- 378X: Tri-County, Springdale, Glendale, Woodlawn, Wyoming, Lockland, Arlington Heights – Downtown Express**
- 379X: Lockland, Reading, Arlington Heights, Carthage – Downtown Express**
- 382X: Eastgate, Anderson Twp, Newtown, SR 32 – Downtown Express**

# Part 3

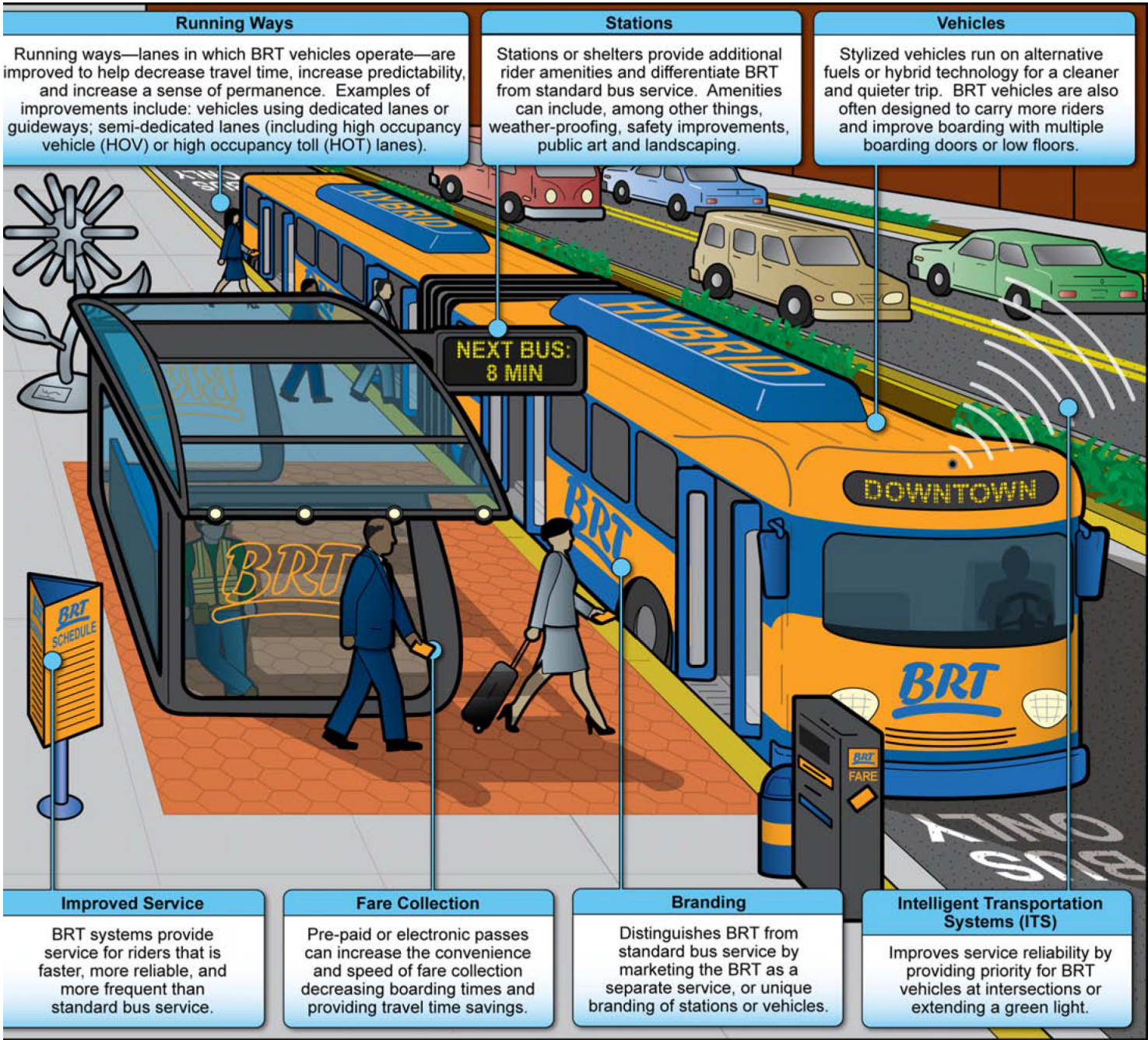
## Bus Rapid Transit Limited Stop Service

Bus Rapid Transit is a bus route that acts like a rail line. BRT routes generally get dedicated bus lanes and signal priority at all or certain intersections. BRT stops are more like stations, with shelters, seating, fare machines, maps, timetables, a live countdown clock, and other amenities. Because these routes have stops every 1/2- to 1-mile and much of the routes are in dedicated lanes, this type of service moves much faster than conventional bus service.

Limited Stop routes have the longer distances between stops like BRT but do not generally employ dedicated lanes. Signal priority and upgraded stations are also included.

This rapid bus network will utilize several techniques and technologies to dramatically speed up service and improve reliability for riders. In the core of the network these buses will have bus-only lanes from the riverfront to the University of Cincinnati/Uptown area, creating an ultra high-frequency transit ‘spine’ that moves people through and between what are by far the two densest areas in the region.

Faster than a car.



Source: GAO analysis of bus rapid transit research.

Thanks to the U.S. Government Accountability Office's WatchBlog for creating this graphic

<https://blog.gao.gov/2016/04/13/rapid-buses-for-rapid-transit/>



# Cincinnati Rapid Transit Map

**BUS RAPID TRANSIT to Downtown**  
Red Line - Hamilton/Clifton Ave BRT  
Blue Line - Blue Ash Busway/I-71 Corridor BRT

**LIMITED STOP SERVICE to Downtown**  
Purple Line - Vine/Springfield Pike Limited  
Green Line - Reading/Tri-County Limited  
Yellow Line - Glenway/Cheviot Limited  
Orange Line - Madison/Mariemont Limited

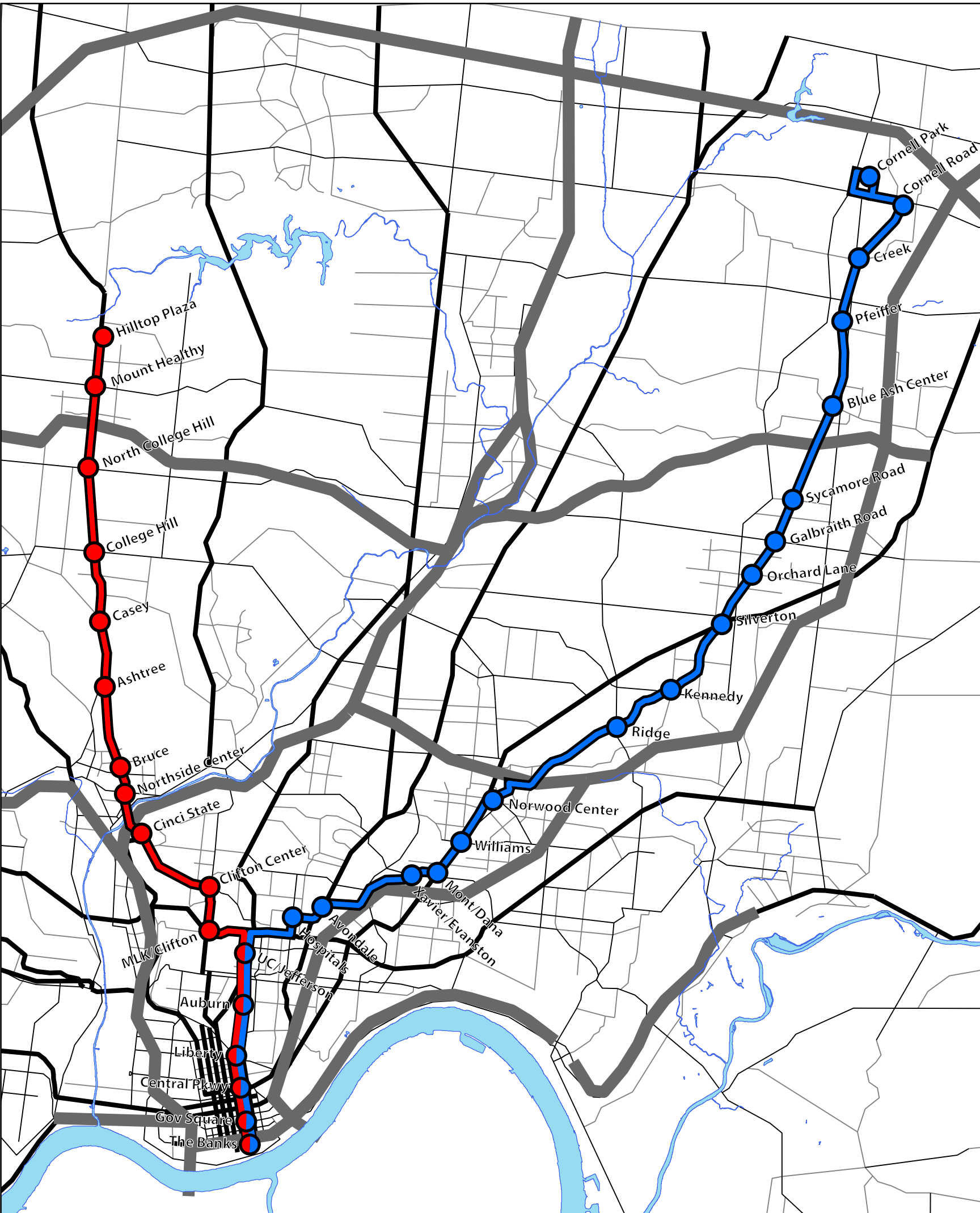
**CROSSTOWN LIMITED STOP SERVICE**  
Silver Line - Westwood Northern/MLK/Madison  
Crosstown Limited  
Brown Line - Colerain/Galbraith to Oakley/  
Anderson Crosstown Limited  
Pink Line - Glenway/Northside/Oakley/  
Kenwood Crosstown Limited



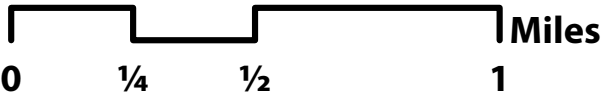
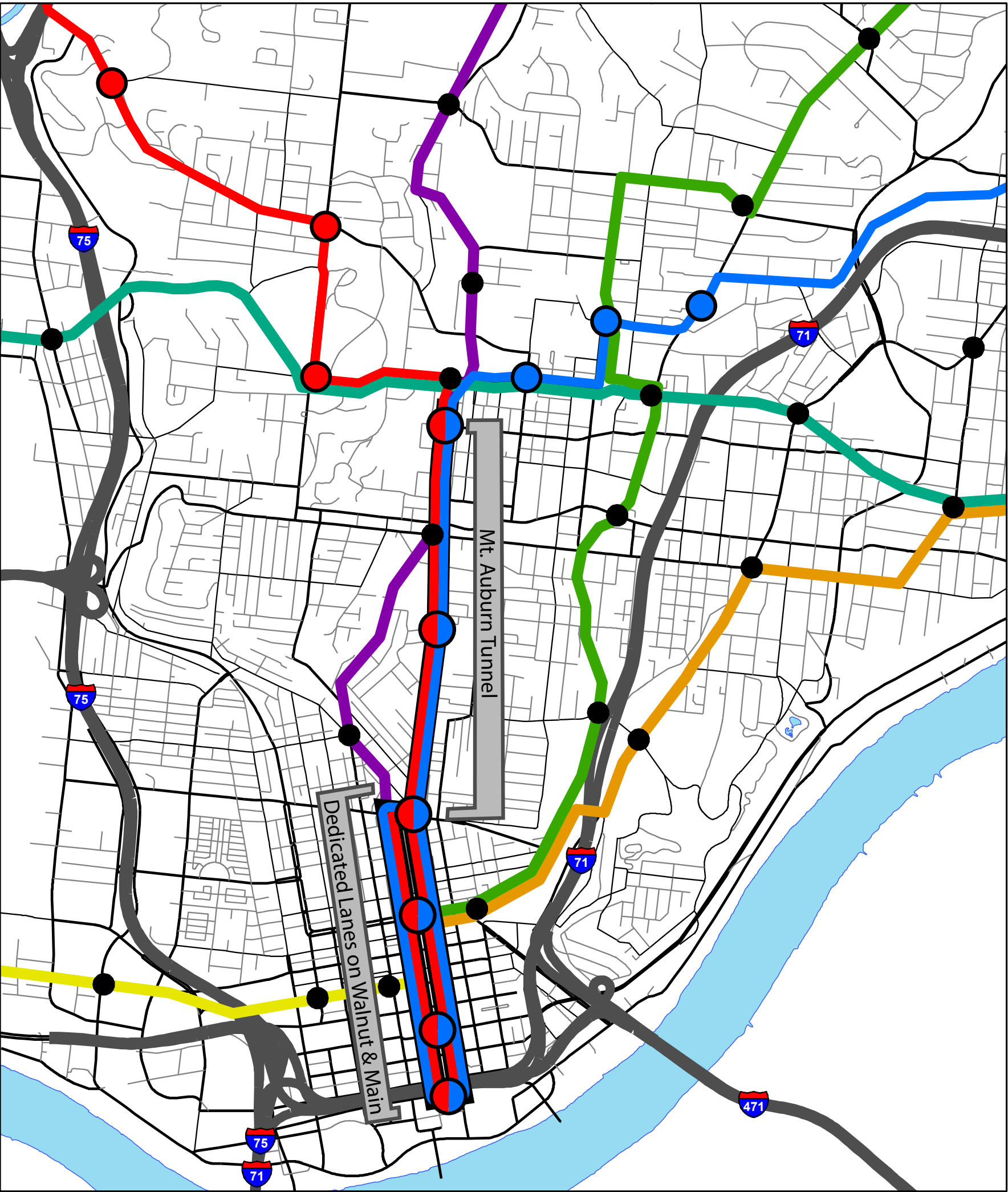


# Cincinnati Bus Rapid Transit Initial Segments

Red Line	Blue Line	Stations
11.5 Miles	17.8 Miles	Level Boarding
17 Stops	23 Stops	All Door Boarding
1.5 Stops/Mile	1.3 Stops/Mile	Shelters & Benches
45 Minutes	45 Minutes	Real Time Arrival Clocks



# Core County BRT Routing



Paid for by Andy Shenk, Treasurer Better Bus Coalition  
Mapped by Mark Samaan 2017

The Red and Blue BRT Lines as well as the Purple, Green, Orange, and Yellow Limited Stop Lines will use dedicated bus-only lanes running southbound on Walnut St and northbound on Main St. Four stops downtown at Liberty, Central Parkway, Government Square, and The Banks, serve the Central Business District, Over-the-Rhine, and Pendleton. The BRT Lines and possibly the Purple and Green Lines would then utilize two short 1/2-mile tunnels under Mt. Auburn, with a surface stop at Christ Hospital/Auburn Avenue. Because of the geography of this area, these tunnels would rise at a 7% grade and emerge in a valley where a surface stop would be built, significantly lowering costs that come with an underground station. Surfacing at Jefferson and University, the lines would then diverge. Thanks to Jules Rosen for the initial idea of this tunnel alignment.

# BRT and Limited Stop - The Numbers

Altogether, the cost to operate these 9 lines is projected at \$32 million per year in today’s dollars.

## Within a 5-Minute Walk of a BRT or Limited Stop Line

**15%** of Hamilton County residents

**36%** of Hamilton County jobs

## Within a 10-Minute Walk of a BRT or Limited Stop Line

of Hamilton County residents **36%**

of Hamilton County jobs **62%**

## Within a 15-Minute Walk of a BRT or Limited Stop Line

**52%** of Hamilton County residents

**74%** of Hamilton County jobs

## Within a 20-Minute Walk of a BRT or Limited Stop Line

of Hamilton County residents **61%**

of Hamilton County jobs **81%**

# **Full List of BRT & Limited Stop Routes (9)**

**Blue Line BRT: Blue Ash, Sycamore Twp, Deer Park, Silverton, Kennedy Heights, Pleasant Ridge, Norwood, Evanston, Walnut Hills, Pendleton, Over-the-Rhine, Downtown.**

**Red Line BRT: Mt. Healthy, North College Hill, College Hill, Northside, Clifton, CUF, Over-the-Rhine, Downtown.**

**Green Line Reading Road Limited: Tri-County, Sharonville, Evendale, Reading, Roselawn, Bond Hill, Paddock Hills, North Avondale, Avondale, Corryville, Mt. Auburn, Pendleton, Downtown. Runs limited stop, MetroPlus service on Reading Road**

**Purple Line Vine Street Limited: Tri-County, Springdale, Glendale, Woodlawn, Wyoming, Hartwell, Carthage, Elmwood Place, St. Bernard, Avondale, Clifton, Corryville, Mt. Auburn, Over-the-Rhine, Downtown.**

**Yellow Line Glenway/Cheviot Limited: Cheviot, Westwood, West Price Hill, East Price Hill, Lower Price Hill, Queensgate, Downtown.**

**Orange Line Madison Road Limited: Mariemont, Madisonville, Oakley, Hyde Park, East Walnut Hills, Walnut Hills, Pendleton, Downtown.**

**Silver Line Crosscity Limited: Western Hills Plaza, Cheviot, Westwood, East Westwood, North Fairmount, Camp Washington, CUF, Corryville, Avondale, Walnut Hills, East Walnut Hills, Hyde Park, Oakley, Madisonville.**

**Brown Line Anderson – Colerain Limited: Anderson Twp, Mt. Washington, Mt. Lookout, Hyde Park, Oakley to Finneytown, North College Hill, Colerain Twp, Northgate.**

**Pink Line Glenway Crossing – Kenwood Limited: Glenway Crossing, Westwood, Northside, Spring Grove Village to Oakley to Kenwood.**



# Financials

Local Service	\$55 Million
Crosstown Service	\$40 Million
BRT & Limited Stop	\$32 Million
Express Service	\$10 Million
Access Ride Service	\$10 Million
Total Operating Cost	\$147 Million
Bus Purchases	\$30 Million
BRT Construction & Infrastructure	\$20 Million
Total Capital Cost	\$50 Million
Total Annual Cost	\$197 Million

Thanks For Reading!