

Comment Type	Option A: Intersection Improvements	Option B: Calm Traffic on Miami Road	Option C: Eliminate Cut-Through Traffic on Rowan Hill	Comment
Card	2	3	1	As a key stakeholder, would really like to see the village prioritize eliminating cut-through traffic on Murray Ave. Especially with the path slated to run adjacent to the road. We will have to drive over the path every day to access our driveway. The congestion on our section of Murray is already a large burden and a safety issue. The path will only make worse. Secondly, it would be a very "nice to have" to enhance the park. The only way to do so would be to make it safer as well, make Murray a cul-de-sac, and keep the park safe from car traffic. If blocking Rowan Hill at Cambridge leads to cars going a different route and not solving the cut-through problem, we should cap a street up in the upper Rowan Hill area too.
Card	2	1	3	Pedestrian crossing and creating new intersection are concomitant purities, and work together. I would ask for traffic data re: traffic cutting through to Cambridge installing a barrier.
Card	3	1	2	n/a
Card	1	2	3	I think all 3 of these are great! Unfortunately, #3 probably needs to be decided by the residents of Rowan + Haines, who'll be most impacted.
Card	1	2	3	Very well thought out - People will adjust to new patterns in a very short time. Good for Mariemont. Thank you.
Card	1	3	2	Like the "perpendicular" intersection of Miami Rd + Murray Do not think "Bump Outs" on Miami are a good idea I hope the Lytle Woods residents are OK with their closure. That is a dramatic change! No stop sign on Miami Rd

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Card	1	? Maybe	? Not in favor	n/a
Card	1	2	3	Still believe a four way stop should be implemented to create a safer Miami Rd. Addition of sidewalk on other side of Miami to 1. Narrow the road 2. Provide safer way to get up and down the hill, without having to cross Miami
Card	3	1	2	Option B is a common sense implement. Narrowing the road provides an 'optic' that causes vehicles to slow down. This should be done regardless of other decisions.
Card	1	2	3	I live on the corner of Indianview / Miami / Hiawatha and am in favor of reducing vehicle access points at that intersection. Given the proposals, I'd rather see Lytle Woods access cut off versus open to Miami to create a more typical 4-way intersection.
Card	1	2	3	n/a
Card	2?	1?	3?	Comment on Option B: "I'm not super sure that will help but would love a slow down on Miami" Not pleased with any of the options. Would be interested in seeing what happens when Rowan Hill is closed before deciding. Not convinced any of these ideas will actually improve traffic flows. Would love to keep it on Miami down to Wooster.
Card	0	0	1, 2, 3	1) Do Cambridge / Rowan Hill experiment first to determine if any road work is needed. 2) Sharpen pencil on costs, of the 750K total narrowing Miami is 200-300K. Realistic cost to village with \$750K cost is 450K with 50% grant.

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Card	2	1	3	Rather than closing Rowan Hill near Cambridge, instead close Cambridge, Grace, and Bramble Hill at either Rowan Hill or Grace. This will restrict through traffic and force it to Indian Hill Rd and/or Mariemont Square, which is where you want traffic to flow. Also, look into a roundabout at the bottom of the hill which would be possible if closing off Lytle Woods. This will slow traffic down Miami.
Card	2	3	1	Option C makes the most sense because it calms traffic around the bike trail, Haiwatha, it will create other cut through & create other problems. What about closing all roads (Rowan Hill @ top, Murray & Lytle & East?) & moving all cut through traffic through the village center, which would require better lights etc. Moving all cut through traffic through the village center, which would require better lights etc.
Card	2	3	1	All traffic should be diverted from all of Rowan Hill Drive. Traffic should run through village center. Install better traffic light at intersection Miami x Wooster or turn lane.
Card	1	2 - Do not recommend	Do not recommend	If any action is taken option #1 seems most feasible. Do not recommend options 2-3. I travel this area multiple times a day and have children in elementary that are walking/utilize the area and path. If any action is taken the drainage improvements would be helpful!
Card	2	1	3	My biggest concern is that people do not stop at the stop sign on Indianview & Miami. I also have concerns about the bikers that come down the hill really fast and I am afraid that I won't see them pulling out of my driveway and am going to kill someone accidentally.
Card	1	3	n/a	I have concerns with option B forcing bike riders into traffic. If there can be some means to allow cyclists to continue without being pushed into traffic then I would rate it a "1." I'd also like to know what will be done for those abutting the section of Rembold removed by option A. Where their property is demarcated currently by the sidewalk, in the future it will be continuous with the new public space. What would prevent public encroachment into their front yards?
Card	2	3	1	I moved here in July and love it -> but the corner of Murray and Rowan Hill is very problematic. I have two 3-year old twins and I am very worried for their safety. People fly around the corner during the day and use our street as a thruway during rush hour. People carry speed down Miami onto Murray. People on these streets have tried to take it into their own hands w/ "slow kids at play signs" outside of many homes. Further adding to the issue is the narrow streets, no sidewalks, and traffic from the Barn. Lastly w/ the new path -> there are more pedestrians/joggers/bikers on the street than ever. At an absolute minimum or in addition to current plans we need speed bumps and or stop signs on Rowan Hill and Murray. Examples of speed bumps working on Bramble and similar stop sign by the pool between Mariemont Ave + Miami Bluff. Someone will get hurt if a change is not made.

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Card	X - NOT AN OPTION!	Best of not great option	X	Don't understand why we keep coming back to these options that won't solve the problem - your consultants/engineers have said so! I don't understand why enforcing the traffic laws is not an option? I've spoken to at least 5 officers in addition to Chief Hines.
Card	3	1	n/a	Bramble Hill + Grace also have excessive cut through traffic + cutting off Rowan Hill should not be an option without also cutting off Grace + Bramble Hill to through traffic. Otherwise traffic that can no longer get through Rowan Hill - Murray - Miami will move over to Grace + Bramble. The section of road in front of the Mariemont Care Center, as I understand, belongs to the Care Center. Should make cutting it off easy, and now that the section is no longer one way it is even more dangerous than Bramble Hill. Please consider the big picture and do not make these decisions without including Grace & Bramble Hill.
Card	2	1	3	Please continue to implement well lit intersections & (?) speed. If more traffic is directed through the Village/Wooster, the no left turn at Plainville & Wooster needs to be reinforced. And with increased traffic pushed to Wooster, the crossing at Indianview & Wooster will be even more difficult- Please consider speed humps and a lighted intersection there as well.
Card	3	1	2	Slowing down traffic on Miami is the priority.- Minimizing the cut through of Indianview to Wooster.
Card	1	2	3	Based on the new speed humps on Columbia Pkwy in Columbia-Tusculum, people won't slow down. Also, for those of us who travel these roads daily, that would be a lot of wear on our cars. If the goal is to slow, it's better to do a stop sign/light. #C is a terrible idea. All you'll do is funnel traffic down another street and the roads over there don't have sidewalks for pedestrian safety. Option D - leave it alone, save \$.
Card	If no closure on Rowan	1	3	If you close Rowan Hill, all that will do is funnel all traffic up to Rowan Hill to Bramble Hill. We already have a lot of excess traffic from the Mariemont Care Center, with people speeding and ignoring the stop sign at Bramble Hill and Joan. Moving all traffic to this route is going to close some of the roads, you should just close access to all streets off Miami, and funnel traffic through Wooster.
Card	1	2	3	n/a

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Card	2 - See comments	n/a	1	Block Murray Rd intersection and only have Lytle Woods open then put closure at Rowan Hill so Murray and Rowan are closed. You could then develop green space from Murray closure and Douglas Park into new park for neighborhood. It slows traffic cut through/stops traffic onto Murray beyond residential and allows the community to recoup green space to redevelop Douglas Park into a new green space and park.
Card	n/a	n/a	1	We are very supportive of the proposed blocking of traffic at Cambridge & Rowan Hill to stop traffic from speeding down Haines Ave. Currently we have a lot of speeding past our house & we have young grandchildren & lots of neighbors children out playing. Block off short Murray.
Card	n/a	n/a	1	Support proposed blocking of traffic for Cambridge onto Rowan Hill & haines to cut down on speeding. Block off short Murray.
Card	(Writing on A map)	1 - Use signage on bike path to yield. Put responsibility on bike path to slow down or stop.	Bad Idea	Minimizing changes to the village should be a priority. Our community should remain as integrated and intact as possible. Putting a barrier and closing Cambridge/Rowan Hills is absolutely unnecessary, and changes the character of that part of town. It has nothing to do with the bike path. Consider one way streets instead of closures. (Writing on A map)

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Card	2	3	1	<p>I would be in favor of testing option C. The traffic on Murray/Rowan Hills drive is dangerous and high volume. As a resident of Lytle Woods Pl, we get a LOT of cut-through traffic going around our circle because they miss the turn on Haines and Murray. Removing the cut-through option would instantly solve this. It would make Murray/Rowan Hills safer for pedestrians as well. I fully support eliminating the cut-through on Rowan Hills. Regarding the intersection improvements I would NOT be in favor of blocking Lytle Woods Pl. Having Murray and Lytle Woods open allows for safe entry for trucks and residents. The removal of cut-through traffic is the primary need for the area.</p>
Card	2	1	-	<p>My family uses the new path between Hiawatha and Renbold daily, thank you! I think options A & B are reasonable suggestions to aid speed and especially drainage. Option C does not seem so useful. It will encourage the existing traffic to continue to find other ways through the neighborhood potentially making the issue worse. The biggest issue is the timing of the stop light at Miami and 50. People drive through the neighborhood to avoid extremely long waits at that intersection.</p>
Email				<p>The attached picture sums up some of the issues on Rowan and Murray due to cut thru from Miami and those traveling from the west as well. I have seen a huge pick up in traffic, maybe due to expansion of Medpace etc in Madisonville.</p> <p>If you also notice, there is an older lady trying to walk and she had to move to the side on someones lawn to avoid getting hit. I have also noticed a pickup in Electric bike and scooter traffic in front of the house. I don't know if you have seen this on the new east bike path. As you know from past discussions, we are in a different situation as this path with cross our driveway which we already share and where it is positioned at the exact curve for both Murray and Rowan.</p> <p>Safety is my main concern!!!</p> <p>You know the issues we deal with, and you and the village are looking at options for better vehicle traffic control, but I would like to see options to cut off streets, mitigate cut thru traffic and reduce speeds.</p> <p>The issue is exasperated during Barn activities. Someone in the village needs to take control. I suggest they charge for events and have people park in public spaces near the square. This could eliminate street traffic and parking and possibly increase business in the Pike section. I also suggest that a shuttle run to the Barn.</p>
Email				<p>Attached is a good example of how bad the congestion can get at Murray and Rowan Hill. This is why folks on Murray are very much focused on seeing cut-through traffic eliminated or significantly reduced by some other means. The path is only going to make the congestion worse at certain times (an event at the barn for example).</p> <p>I hope that council will get a sense of what we are having to experience over on our section of Murray - where the path is going to come right through.</p> <p>Thank you and looking forward to hearing what is going to be presented tonight.</p>

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Letter				<p>1. I was encouraged to see Option 1A as it closely resembles my proposal from 2 years ago. The most important feature is a simple 4-way intersection- the safest, cleanest method of dealing with all the streets converging on Miami. Option 1B includes an additional intersection that reduces safety, increases confusion to those not familiar with the intersection and will increase traffic to Lytle Woods and Haines. 2. Please do not eliminate the sidewalk between Indianview and Miami along Rembold. This existing sidewalk is heavily used because it connects all the existing sidewalk in the area. 3. In addition, this sidewalk is the property boundary for my property and the corner house on Miami. How will these boundaries be replaced in your plans?</p>
Email				<p>I've attended all but 2 open houses regarding a separate Connector path in over 4 years. I missed this last one in Jan. but received numerous input afterwards. The Murray Path will no doubt be in the top 5 of assets Mariemont residences recognize despite a few obstacles. The most recent success of Murray Path construction to Petoskey near the HS is a fine example. Significant green space concerns & safety utilization were mitigated with the path extended through the utility corridor. Landscaping initiatives were put in place for aesthetics and safety initiatives continued. The Miami Road intersection into Mariemont is arguably the 2nd biggest traffic area and aesthetically a potentially beautiful entrance from Indian Hill/Madeira. The proposed simplified intersection is definitely needed. Keeping in the spirit of the Nolan plan though, we need a more iconic entrance to Mariemont from top of Miami Road. A historical marker entrance along with the classical looking wooden sign, surrounded by professional landscaping is what Mariemont and guests deserve.</p> <ul style="list-style-type: none"> •Safety (non speeding) can be incorporated down the hill by narrowing the road with mature landscaping that will slow auto traffic. •The current electronic speed checks further down the hill can be a 2nd deterrent to speeding. The current electronic signs are not overbearing. •Third, sidewalks on one or both sides of Miami should be widened with some form of barriers between them & the roads. <p>The closing off of roads & residences "drive around" should be a welcomed street safety factor. In summary, it can't be emphasized enough how important a Mariemont marquis be evident when entering the Village.</p>
Email				<p>Thank you for the excellent plans to consider safer alternatives for the above intersection(s). As a combined Mariemont / Indian Hill property owner at 4388 Miami Rd., I applaud your efforts to improve this intersection and was reminded of this "stroads" article of May 15, 2024 - 'Stroads' Cause Traffic Problems. An Urban Planning Critic Offers Solutions. - WSJ</p> <p>With the expansive geography available, have you considered a roundabout to help slow traffic through the area while eliminating stop signs? I am impressed with Madeira's change at the intersection of Miami and Kugler Mill / Galbraith rd.</p> <p>As a safe driver, and last moving violation in 1993, I see the beauty of a more patient life and help others to slow down and smell the roses. This seems to be the perfect spot to begin a long-term solution to slow the "downhill demons" that often result in horrific crashes at our 15 mph curve at 4012 and 4386 Miami Rd. Perhaps such a roundabout could be the first step in calming the speeds down Miami rd.</p>
Email				<p>Nice articles in the Town Crier regarding the 7 legged intersection!</p> <p>I have been thinking about the proposed street blockage on lower Rowan Hill @ Cambridge. Although this concept would eliminate cut through traffic on Murray, it would move that traffic to upper Rowan Hill @ Miami Road. Traffic at this upper location is already heavy and the intersection of Miami Road and upper Rowan Hill is a somewhat dangerous one.</p> <p>The proposed street blockage on lower Rowan Hill would certainly force a whole lot more traffic to the upper part of Rowan Hill. There is also driver confusion on the cut-through between Rowan Hill and Bramble Hill. Is this one-way or two-way? Private property so who knows, but seems way too narrow for two-way. Same confusion exists at the entrance to the Health Care facility from Rowan Hill near Miami Road.</p> <p>Thank you for your work on this difficult intersection.</p>

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Email				<p>Thanks for sharing information from the January connector meeting, as I was unable to attend. After reviewing the recent Town Crier article, public comment card, and two basic alternatives presented, I am first grateful for the consideration given to the residents of the affected area. Thank you for allocating time and resources to consider multiple options for this project. I also applaud the efforts to broadly communicate this information and solicit community input.</p> <p>As a 12+ year homeowner of XXXX Rowan Hill Drive, I witness the large volume of "cut through" traffic passing in front of our house daily. Given the street's lack of sidewalks, blind spots, and grade/incline, safety has long been a concern for my family. I strongly support efforts to calm the traffic patterns on our street and those surrounding it.</p> <p>Adding a road closure structure, while inconvenient and aesthetically questionable, would obviously eliminate current traffic "cutting through" via Murray Ave and Haines St. I am concerned that traffic will simply redirect NW from Miami Ave and continue to "cut through" via Rowan Hill Dr, Grace Ave, or Bramble Hill Dr. As discussed in the Town Crier article, a trial closure would offer insight into potential effects of this change.</p> <p>Has there been any study on making Rowan Hill, parts of Rowan Hill, or other nearby streets "one way?" I previously lived on the "one way" section of XXX. Designating a one-block section of XXX "one way" greatly diminished its use as a "cut through" street without necessitating a physical block of the road. I am simply curious to know if this has been considered and am not at this time advocating for or against.</p> <p>I have a few additional questions:</p> <ul style="list-style-type: none"> • What types of road closure structures on Rowan Hill look are under consideration? • What does "emergency vehicle" access allowable (as indicated in the alternate map pdfs) look like? • We have a fire hydrant in our front yard. How would placement of a road closure structure impact hydrant access/fire safety to our neighbors? <p>Finally, I support the simplification of the Rembold/Indianview/Hiawatha intersections with Miami Rd. Thanks again for your time and consideration.</p>
Card	1	2	3	<p>Thank you for your thorough research and extensive efforts into finding a solution to this challenging problem. I think both options 1 and 2 are both reasonable and sound ideas and either would provide a better level of safety. However, I believe that option 3 is problematic. You would basically be trading one challenging intersection for another. Rowan Hill at Miami by St Theresa is in itself, a difficult intersection to navigate with limited visibility. You would be increasing traffic for that intersection tremendously by making that the only access to Miami from Madison Place and the Mariemont residents in that neighborhood. Not to mention the additional traffic that occurs with events at the Barn.</p>

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Email				<p>I think you are on the wrong path. Literally. I went to the meeting on 1/8/2025, and I spoke to 2 representatives from the engineering firm. They were not well prepared. They didn't know how much the "intersection improvements" would cost, but said "grant money would cover the cost". How do you know that? Someone is going to give Mariemont a blank check? They said they didn't have all of the bids. A neighbor spoke to another rep from the firm and got a range from \$400K to over \$800K. In other words, the engineering firm doesn't know what it will cost, and no one knows if grant money will cover it all. Please stop. Wait until you have all the information, have another, better publicized meeting, and be sure you can account for how much any of this would cost and how it would be paid for. When you have a meeting and the engineering firm reps can't answer basic questions, there is a problem. Until the costs are determined, I think the intersection project needs to be on hold. Don't put the cart before the proverbial horse, as you have already done.</p> <p>The time to fix the intersection to Miami was prior to putting in that hideous asphalt path in the middle of our green space. It is a path to nowhere. The sidewalks and drainage issues on Rembold haven't been fixed. I know the Council argument was "we have a grant!". So what? Our green space is sullied, our problems are not fixed. Just because you have access to money doesn't mean you should spend it based on what interests outside our community think they might like. Or does it just not matter because it is north of the Pike? Do you who live south of the Pike not care? An additional maintenance issue has been created - how are the lawn folks supposed to cut around those boulders? Who is supposed to pay to maintain the asphalt? Why should anyone trust you when you won't address the existing issues, like the sidewalk and drainage? Or getting our leaves picked up or the streets cleaned?</p> <p>The traffic calming on Miami Road with built out curbs and the solution to eliminate cut through traffic on Rowan Hill are ridiculous. The curb bump outs are likely to cause accidents and again create maintenance issues. And blocking off Rowan Hill at Cambridge? Several folks at the meeting in January asked the firm reps if it had been studied. It hasn't. One rep said they can set up a model and give us feedback for 3 days. That isn't long enough, and folks will find other ways to get around, which may be worse. The people working on this don't live in this area, don't watch the traffic. I do, I see it every day, throughout the day. I walk the area regularly. I think no one knows what the impact will be, and it could create greater traffic issues, greater safety issues. The "experts" don't know. Why are you so interested in spending money we don't have to fix a problem that we can all live with to potentially create a worse problem that your engineers don't understand? Why do you want to isolate people in our community and make access such an issue that our home values drop? Or does it just not matter because we are north of the Pike?</p> <p>I think our community government needs revamping. There are some very smart financial people in our community, but only council works on the finances, so our funds are ever dwindling and we are using expensive outside studies to come up with solutions that may not, or likely won't, work. I moved to Mariemont in the past month and as such was not aware of the shared use path history, actions and plans moving forward. I read the recent article in the Town Crier and cannot clearly discern the options being considered. One major concern of mine is that the idea of blocking off any of the adjacent access roads is going to force traffic onto Hiawatha Ave. I live on Hiawatha Ave and this road is already heavily used for a roadway with a traffic sign erected to identify it as a "Residential Street". In addition traffic does not move at the stated speed limit of 25. More traffic on Hiawatha will exacerbate this problem.</p>
Email				<p>There is steady traffic in either direction on Hiawatha, load being time of day dependent. Rowan (? - the parallel road to Hiawatha) is also being used regularly. Both streets provide a great cut through for cars avoiding the main square of Mariemont, zipping over to the High School, library, or a back access to Wooster to rush on over to Ace Hardware, Kroger and points east. These "convenient" cut throughs exist with the currently available options for traffic flow at Miami, Rembold, Murray, Lytle Woods, etc. "Simplifying the Miami intersection by eliminating one or more of its legs..." seems like it will shift the problems to adjacent streets.</p> <p>I did not see any discussion in the Town Crier article that shows the Village Council, planners, Safety representative, or Choice One are considering the impact to those of us on Hiawatha Ave. Has anyone considered making some of the adjacent streets one way, ie, Hiawatha and Rowan, and erecting "Closed to Through Traffic" signs, adding speed bumps, etc?</p>



Join Mariemont Village Council's Safety Committee for an Open House meeting, January 8th, 2025 to provide your suggestions for:

Miami/Indianview/
LytleWoods/Murray/
Rembold intersection
improvements

Traffic calming
measures

Alignment for extending
the shared use path
from Miami Road to
Cambridge Avenue.

What will be presented at this meeting?

- Objectives of proposed changes
- Options for improvements to the Miami Road & Murray/Rembold/Indianview/Lytle Woods seven-legged intersection
- Possible traffic calming/access changes in the Lytle Woods/Haines Street/Murray Avenue neighborhood



Mariemont is planning to seek an Ohio Department of Transportation (ODOT) Pedestrian & Bicycle Special Solicitation grant by April 2025. This program provides an opportunity to fund both design and construction costs for extending the shared use path through Mariemont.

Get Involved! Mariemont values public feedback on these important developments. Join us at the Open House to learn more, ask questions, and provide your suggestions as we seek a design that works best for our Village residents. Meeting information is below.

Date: January 8th, 2025 **Time:** 6:30 to 8:00 PM

Location: Mariemont Elementary School Cafeteria

Can't make the meeting? Presentation materials including comment cards will be posted on the Village website, www.mariemont.org