

# Emerging Plans for Completing Mariemont’s Shared Use Path

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As traffic and civil engineering consultants to the Village of Mariemont, Choice One Engineers conducted an Open House at Mariemont Elementary School on January 8, 2025. The purpose of the meeting was to solicit resident comments and suggestions concerning possible improvements to the peculiar set of intersections that occur in the area of Miami Road and Murray Avenue, sometimes referred to as the “seven-legged intersection.” Council’s Safety Committee and our Village Engineer are considering potential improvements to accompany the extension of the Mariemont shared use path. The primary objective is safety, not just for path users but for pedestrians and drivers in this part of our Village.

## Background

Previous studies and public input guided Village Council to select the “utility corridor,” which was originally the path of a traction railway, as the preferred option for a shared use path east-west through the Village. This segment is a key connector in the Cincinnati Riding or Walking Network (CROWN),

a 34-mile regional loop and will connect Mariemont to the Little Miami Scenic Trail and points beyond.

At this point, the western and eastern segments in Mariemont have been constructed with 75% of funding by two Ohio Department of Natural Resources Clean Ohio Trails Fund grants, with the 25% local match provided by combinations of other gifts to our Village. First, on the western side, Murray Path was constructed from Settle Road to Plainville Road, connecting to the already popular Murray Trail through Fairfax. This past year, on the eastern side, the first phase of the Mariemont Connector was constructed, from Pocahontas Avenue to Miami Road. The eastern terminus of this new segment is the spot at which ODOT agreed to connect with Mariemont as it constructs the Columbia Connector, scheduled to begin construction in 2026. The Columbia Connector is a 14-foot-wide shared use, off-road dedicated pathway from Mariemont to the Little Miami Scenic Trail.

The segment remaining for Mariemont to design and construct will connect from Miami Road to the Murray Path. A design



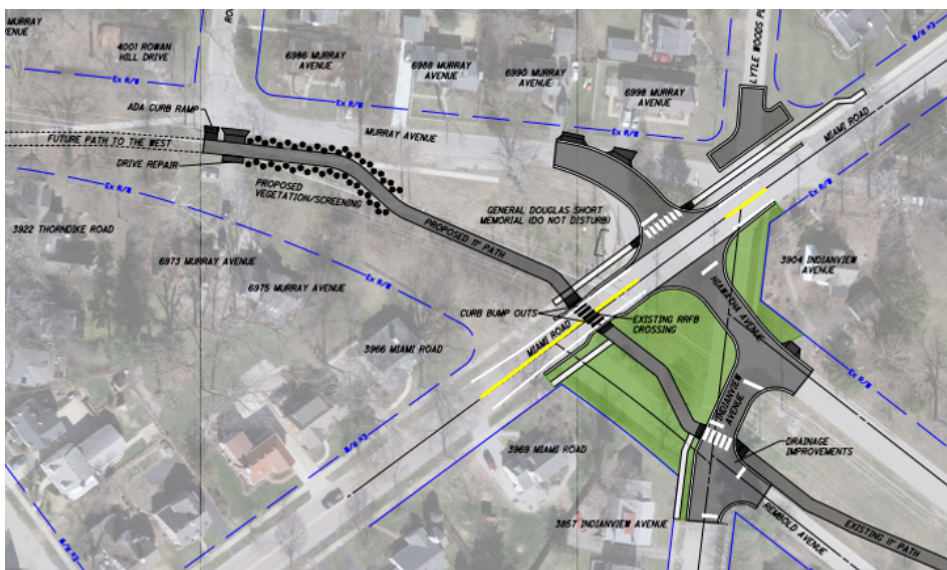
**The existing “seven-legged” intersection along Miami Road**

requires consideration of two principal intersections – at Miami, and at the “six-way” intersection at Plainville. While not explicitly necessary to build the path, Village representatives consider it highly desirable to carefully consider possible intersection improvements as part of the overall project. Choice One conducted the Open House to solicit community suggestions for the study area of the Miami intersection.

## Potential Improvements

Based on previous input from residents and engineers (namely our Village Engineer, Kleingers Group in their Feasibility Study, and Choice One), several possible improvements have been identified. These include:

- Simplifying the Miami intersection by eliminating one or more of its seven legs. This opportunity has a number of possibilities, involving Rembold Avenue, Murray Avenue’s two legs, and/or Lytle Woods Drive.
- Employing proven traffic calming measures on Miami Road.
- Normalizing (straightening) the turn from Indianview to Miami.
- Traffic calming in the local neighborhood. The Village and public have concerns about cut through traffic that utilizes Murray Avenue to bypass downtown Mariemont. Traffic counts indicate an average of 75 vehicles per hour on this roadway during the highest peak



**One of the concepts presented by Choice One at the February Open House**

## VILLAGE

hour. Village officials see these volumes, combined with the 90-degree curve at Rowan Hill, cars parked on the street, lack of sidewalks, and the narrow street width (20-feet), as a livability matter for the residents there and sense there is a need for change to reduce or eliminate cut through traffic.

- Any planned work on the western end of Rembold Avenue should be designed to correct a longstanding stormwater drainage issue.



**Temporary signage will alert drivers in advance of a test period for eliminating the cut through.**

**NOTE: If pursued, the actual date of the experiment will be determined and announced.**

Choice One presented two drawings that showed a variety of potential changes to address the above possible improvements. Neither was presented as a “preferred option,” or as a “final drawing.” Hybrids of either layout will be considered, as will a “no change” option, and any other resident-suggested layouts. Choice One encouraged ideas and suggestions. Comment cards sought input concerning the relative priorities of various possible improvements.

The Open House was well attended by over 40 Mariemont residents, primarily those near the current study area. Residents who live within the existing cut through area strongly favor a plan to eliminate cut through traffic. Residents outside this area were generally either not enthused by the prospect or felt that the decision should be deferred to those residents most affected.

The following is a **sample of a few representative comments**. The entire set of comments received (with resident names and addresses redacted) will be posted on the Village website. Choice One continues to receive and compile resident comments. Please see the concept layouts

and the comment cards at [www.mariemont.org](http://www.mariemont.org). Comments can be directed to [info@mariemont.org](mailto:info@mariemont.org).

“As a key stakeholder, we would really like to see the Village prioritize eliminating cut-through traffic on Murray Ave. ... The congestion on our section of Murray is already a large burden and a safety issue. The path will only make things worse. Secondly, it would be 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.”

“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.”

“Very well thought out - People will adjust to new patterns in a very short time. Good for Mariemont. Thank you.”

“I’m not super sure [a curb bump-out on Miami] 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.”

“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.”

“I was pleased to see Option 1A as it closely resembles my proposal from 2 years

ago. The most important feature is it is a simple 4-way intersection – the safest, cleanest method of dealing with all the streets converging on Miami.”

Before providing direction to design engineers, the Village Safety Committee, Engineer and MPD would first recommend an **experimental evaluation period** to temporarily eliminate the “Miami via Murray/ Rowan Hill” cut through. This trial would first include a minimum two-week period to alert drivers of the temporary closure with temporary signage. Prior to and then during the trial, traffic counts on the upper section of Rowan Hill Drive would be compiled. The Village wants to ensure that closing the cut through would not simply “move the problem” to another street. If the Safety Committee and then Village Council agree to conduct such an evaluation, the timing is not yet firm, but it would take a minimum of five weeks for planning, obtaining and erecting signs, and the two-week “alert” period.

Longer term, Mariemont is considering applying for an ODOT Pedestrian & Bicycle Special Solicitation grant. This program provides an opportunity to fund both design and construction costs for extending the shared use path through Mariemont.

Please watch for upcoming details at Safety Committee and Council meetings. If you have not already done so, please sign up for Village email alerts on these and other developments. <https://mariemont.org/resident-signup/>.

*Matthew Ayer chairs the Village Safety Committee with Members Rob Bartlett and Randy York. Chris Ertel is our Village Engineer.*

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