



ADAM W. FOWLER, P.E., P.S.
FRANKLIN COUNTY ENGINEER

September 19, 2025

Re: Responses to Comments
Improvement of Ferris Road Corridor, Minnie Avenue - Cleveland Avenue
FRA-CR172-0.28 (Project ID 119514)

Dear Interested Party,

The Franklin County Engineer's Office in conjunction with the Ohio Department of Transportation (ODOT) held a public meeting open house on July 24, 2025, seeking input on the proposed improvements to the Ferris Road Corridor (County Route 172) between Minnie Avenue and Cleveland Avenue. The proposed improvements will preserve two 10' through lanes of traffic with 5' bike lanes and 5' sidewalk on both sides of Ferris Rd. 8' Street parking will be added on the North side of Ferris in select locations. Signage, crosswalks, and intersection lighting will be updated. Ferris Rd will be resurfaced between Karl Rd and Minnie Ave and widened between Minnie Ave and Cleveland Ave. Addition of curb and full storm sewer replacement will occur throughout the length of the project.

We received several comments during the meeting and during the open comment period and the project team reviewed the comments received from the public and project stakeholders and compiled the attached summary of common questions, comments, and concerns received, and the project team's responses.

The project is tentatively scheduled to begin construction in Spring of 2027 and last approximately 6 months, concluding in Autumn of 2027. Permanent right-of-way and temporary right of way (for construction) are anticipated to be needed for the project. If right-of-way acquisition is necessary from your property, a real estate representative will contact you directly at a later date to discuss the right-of-way needs, the acquisition process, and your rights under that process. Utility relocations are also anticipated and will begin in Spring 2026.

If you have any questions or concerns, please contact me by phone at 614-525-3021, or by email at mrehfus@franklincountyengineer.org.

Respectfully,

A blue ink signature of "Matthew B. Rehfus" in a cursive, flowing script.

Matthew Rehfus, P.E., S.I.
Highway Design Engineer
Franklin County Engineer's Office
Project Manager

Improvement of Ferris Road Corridor, Minnie Avenue - Cleveland Avenue

FRA-CR172-0.28 (Project ID 119514)

Public Comments and Team Responses

Concern: Why are sidewalks and bike paths being built on Ferris Rd when I don't see anyone walking or biking out here?

Response: There are currently no sidewalks or bike facilities that can be utilized on Ferris Rd. Pedestrians may not feel safe walking unprotected along the edge of the road or biking in the vehicular lanes of the road. We received many positive responses from folks at the public involvement meeting providing support for the proposed sidewalks.

Concern: There are safety concerns about the bike path and the dangers of Ferris Road.

Response: Many aspects of the proposed improvements to Ferris Rd are recognized as traffic calming features. These features include the addition of curbs, on-street parking and intersection speed tables. Speed tables are raised intersections similar to a speed bump used to reduce speeds. These improvements impact driver behavior and will lead to decreased speeds from drivers. FCEO collected vehicular speed data, and most vehicles had speeds of 37 mph or less. There were a handful of vehicles travelling upwards of 60 mph though, but the introduction of these improvements should bring these higher speeds down.

Concern: The speed limits, higher taxes, and crime are concerning. There should only be one bike lane because there isn't enough bike traffic for two.

Response: The proposed improvements will provide a traffic calming effect leading to slower vehicles. Taxes will not be raised as a result of this project. This project is funded through a federal grant and the Franklin County Engineer's Office receives local funding through gas taxes and motor vehicle registration fees. Street lighting will be provided at all intersections to increase pedestrian safety at nighttime, illuminate the corridor, and deter criminal activity. Two bike lanes are required to meet our "complete streets" requirements for this project.

Concern: Issues with loss of property and compensation.

Response: We are proposing very minimal permanent right-of-way acquisitions as part of this project as the improvements fit within the existing right-of-way for the majority of the length of the project. The only permanent acquisitions we are proposing are at the west end of the project to align the right-of-way width with the remainder of the corridor. Temporary easements will be required to tie in driveways and yards at a reasonable slope. These temporary easements will expire once the construction is complete. If a temporary easement is needed on your property, a real estate representative will reach out to you to discuss the terms of the easement. The existing right-of-way on Ferris Rd is 60' wide (30' north and 30' south of the centerline), some of this area does include grass lawn that many people may believe to be part of their front yards, but this area is currently public right-of-way.

Concern: Are there plans to include new trees as part of this project?

Response: With our goal of keeping the project footprint as small as possible and remaining within the existing right-of-way, there is not space to provide street trees on this project. Underground utilities and storm sewer limit the areas where trees could be planted. We looked at every possibility to save any existing trees along Ferris Rd.

Concern: On-street parking concerns with strangers parking in front of my house and vehicles blocking sightlines while pulling out of my driveway.

Response: While the purpose of this project is first and foremost to increase safety for the travelling public along the corridor, we recognized the existing use of on street parking and looked for a solution to maintain some amount of parking. We recognize that parked vehicles may pose a sight distance issue, but the plan is to stripe the parking area

to identify designated parking spaces to delineate how close vehicles can park to an adjacent driveway. We recognize this won't stop all drivers from potentially ignoring the lines, however having the 5' bike lane/shoulder will allow vehicles to back out/nose out cautiously into the thru lanes of pavement and provide increased visibility compared to pulling out around cars in the existing condition. Many streets within Columbus/Central Ohio operate safely with designated on-street parking.

Concern: Was a separated biking facility like a 10' wide shared use path considered?

Response: Yes, although on-street unbuffered bike lanes meet all design criteria for a 35-mph roadway, we realize they are not preferred by the cycling community. Our goals of salvaging the existing pavement, limiting the number of permanent right-of-way acquisitions and maintaining on-street parking made the shared use path unfeasible. One of the other primary constraints of this project is the existing conditions we are tying into. The Columbus section of roadway (Karl to Minnie), the mini-roundabout at Ferris/Walford, and Ferris at Cleveland all have dual 5' sidewalks. For uniformity along the corridor, we felt matching the existing condition was important but still recognized the need to accommodate bikes. We are constructing a 10' shared use path on East Cooke Rd from Karl Rd to Cleveland Ave next year that cyclists can use as an east west connection between Karl Rd and Cleveland Ave if they are not comfortable on Ferris Rd.