



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

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February 2, 2026

Re: FRA-CR10-7.14, PID 119688 Dublin Road Improvements - Public Involvement

To Whom it May Concern:

Franklin County, the Ohio Department of Transportation, and our consultant GPD received comments on the Dublin Road Improvements project through a public participation process that ended on January 2, 2026. We appreciate the community's interest and participation in this public involvement effort.

Many citizens took the time to offer thoughtful feedback. We have reviewed the comments and summarized them below, along with our responses regarding steps to make these locations safe, efficient, pedestrian-friendly facilities that will serve the community for many years. Note that comments specific to a particular property were responded to directly.

#### **Public Comment Themes**

- 1. This is a highly anticipated project, and we look forward to the construction of the path.**
- 2. We are concerned about the removal of trees and landscaping to make room for the path.**  
We chose the path alignment carefully. We aimed to preserve as many trees and landscaping features as possible. At the same time, we ensured proper drainage and maintained the path width throughout the project. In various locations, we have incorporated modular block walls to prevent the need for extensive grading on private property. Unfortunately, not all trees and landscaping features can be avoided. We will be planting additional trees in the public right-of-way at the conclusion of the project and compensation will be provided for any work that occurs on private property. If you have specific concerns about a tree or landscaping feature on private property, please contact me directly and we can discuss our plans with you.
- 3. Why is the path being proposed on the east side of Dublin Road south of Hayden Run Rd?**  
Although there are portions of Dublin Road where the west side is more accommodating for constructing the path, ultimately the east side was chosen due to the reduced number of major street crossings, obstructions and available right-of-way throughout the entire corridor. It was our intent to keep the path on one side of the road to prevent path users from having to cross Dublin Road to remain on the path.
- 4. The 45mph speed limit is too high for this residential corridor, can this be reduced to 35mph prior to the path being built?**  
Work is underway to assess the current 45mph speed limit on Dublin Road. If it is determined that the speed limit can be reduced to 35mph with the addition of the pedestrian features to the roadway, we will plan to make this change as part of the shared use path project.
- 5. Will there be streetlighting installed as part of this project and what is being done to prevent light pollution?**  
We are planning to install streetlighting at locations where the path crosses a roadway. Shields will be installed on the streetlights to prevent light from spilling over onto adjacent properties.

**6. Why is the path 11 feet wide?**

The 11-foot path width is the minimum width stated in the Ohio Department of Transportation’s Multimodal Design Guide. This project uses federal funds for construction and is expected to follow this guide. In locations where we have limited room for the path, we have proposed exceptions where the path width is reduced to 10 feet for a short distance.

**7. What is being done to make the signalized intersections at Hayden Run Road and Fishinger Road more accommodating to pedestrian traffic?**

The proposed path will cross the east leg of these two intersections. In both cases, the southbound left turning vehicles have a left turn signal that only permits left turns on the green arrow. Drivers cannot make southbound left turns when the pedestrian signal displays the Walk or Flashing Don’t Walk symbols. We are considering including electronic “No Turn on Red” signs as part of this project that will be activated by the pedestrian signal to eliminate the right turn on red conflicts. In addition, signs will be installed cautioning right turning vehicles to yield to pedestrians.

**8. What is meant by “Enhanced Crossings” and how will they to provide access to the west side of Dublin Road?**

There are seven (7) enhanced crossings proposed along the corridor which include concrete medians, high-visibility crosswalk striping, street lighting and pedestrian activated flashing crosswalk signs. The crossings are proposed at locations where the need to access the path from the west side of the road is anticipated. In addition to the enhanced crossings, pedestrian signals and crosswalks will be installed at the signalized intersections at Hilliard-Cemetery Road and Davidson Road to provide additional access between the path and the west side of the road.

**9. How will the path connect to the Quarry Trails Metro Park property?**

We have been in coordination with Columbus and Franklin County Metro Parks on a connection to the park at the southern end of the project. Metro Parks is planning on constructing a trail that will run along the west bank of the Scioto River and tie into the southern terminus of the Dublin Road path. The Metro Parks trail is anticipated to be constructed concurrently with the work on Dublin Road.

**10. Who is responsible for maintaining the path?**

The responsibility for routine maintenance of the path including snow and debris removal will depend on the jurisdiction but should be similar to the responsibility associated with sidewalks. Repair and replacement of the path will be the responsibility of the agency that maintains the right-of-way.

Thank you for your interest and contributions to our project. We appreciate your input as we continue the design for this project. The project is scheduled to start construction in Spring 2028. If you have any additional questions, please feel free to contact me at [mandrako@franklincountyengineer.org](mailto:mandrako@franklincountyengineer.org) or (614) 525-6158.

Respectfully,  
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