



Fisher Road Improvements (Wilson Road to Hague Avenue) - FRA-CR22-6.37 - PID 112133

Detailed Responses to Public Comments

Comment Number	Received Comments	Question Number	Summarized Question	Detailed Response
TRAFFIC				
1	I totally disagree with the proposal and would like to see the traffic study.	1	How can I access the traffic study for this proposal?	The FCEO has completed a Certified Traffic Count, required by the Ohio Department of Transportation, to analyze existing and future traffic volumes on the corridor. The Certified Traffic Count submittal was approved by ODOT on 4/23/2026. The FCEO also completed a Signal Capacity Analysis on 2/13/26 to analyze the Level of Service provided at Wilson Rd and Hague Ave signals in the existing and proposed conditions. These analyses are included and summarized in report form and posted on our website.
2	I would like to know what was discovered from the traffic study? Am I able to access and read this study? Why is this reduced lane and adding bike lane being proposed?			
3	Traffic studies do not account for human quick decision errors like these on a well known dangerous road that devastate families for life.	2	Traffic studies do not account for human errors that lead to devastating outcomes such as fatal crashes.	This project is meant to make the road safer and prevent serious crashes. Common serious crash types have been head-on/left-of-centers, left turn/t-bone, off road into fixed objects, and rear ends. To make the road safer, the project proposes the lanes be changed to help slow down cars and give drivers more room to correct mistakes. Safety features will be added, such as narrower lanes, a center turn lane, bike lanes, midblock crosswalks, flashing beacons, and sidewalks. All these changes help reduce speeding and protect everyone who may use the road. These types of designs are supported by past studies and research from the Federal Highway Administration.
4	It went from 2 lanes to 4 to accommodate the increase of traffic back in the 70's, that traffic hasn't stopped, it has grown greatly with all the apartment complexes and industrial growth and it is going to continue to increase so I find it hard to see how going backwards on this is an improvement. How will 2 lanes improve the congestion that 4 lanes is having trouble keeping up with.	3	Fisher Road expanded from two-lanes to four-lanes in the 1970s. Why would you need to reduce capacity now when more traffic is coming through?	In transportation projects, safety and traffic capacity sometimes appear to work against each other. When we try to make roads safer, it can reduce how many cars the road can handle. Sometimes lowering speed limits is enough, but on this corridor, many crashes were not only caused by speed. They included cars leaving the road, rear-end crashes, T-bone crashes, and head-on crashes. When the road was widened in 1979, it helped more cars move through the area, but it also made the road less safe. The goal of today's project is to lower the number of crashes and make the crashes that do happen less serious. We are working to find the right balance between keeping traffic moving and making the road safer for everyone. The existing daily traffic through this corridor is approximately 17,800 vehicles per day. The Certified Traffic Memo completed for the project expects this volume to grow to 18,900 vehicles per day by 2048. This memo has been posted on our website. Federal Highway Administration (FHWA) criteria for road diets have an upper criteria of 20,000 vehicles per day. Therefore, this project currently fits within the FHWA criteria for such a lane reconfiguration. Another important understanding is that the vehicular capacity of this roadway segment is controlled by the existing signals at Wilson Rd and Hague Ave. The project proposes to leave two lanes of traffic through each intersection for several hundred feet back from each signal. Please refer to the exhibit on our website to see this configuration more clearly. Although the project proposes to reduce thru lanes along between the signals, the lane configuration westbound at Wilson Rd and eastbound at Hague Ave will remain the same as they are today. This will allow vehicular traffic to fan out into two thru lanes at the signals the same as they do today. This will allow very similar traffic volume to flow through the signals in the proposed condition as what flows through the signals in the existing condition. A signal capacity analysis was completed at each signal and is posted on our website.
5	Good morning. I attended the "open house" for this project, and it was anything but productive. Maybe it wasn't meant to be. It seems that your team has already decided to change Fisher Road without any input from the people who will be affected by the change. It reminds me of the new women's soccer facility without input from those people who might only have the ability to use that particular park for recreation.			
6	My property runs to Fisher Road, but I live on Nixon Drive. Oftentimes, I can hardly head west on Fisher when it is rush hour or when there is an accident on 70. It takes many light changes before I can get to Wilson. That is with two lanes. Imagine only one lane. Have you seen all of the trucks that use Fisher? I went to Kroger the other morning, and there were at least 6 trucks around me. I can only imagine having to drive in one lane with them. For the most part, they are slow.			
7	In response to the May 28, 2026 meeting on Fisher Road . What the hell are you guys thinking! Your going to cause severe traffic backup worse than what it is. It's been a 4 lane for 50 years, why would you cut it down to 2 lane? a good idea? This is a terrible idea and I am against this.			
8	The additional congestion that reducing the number of lanes would create will increase the level of danger already being experienced by residents exiting Wilson Oaks via Maclam Dr.			
9	If crash patterns are concentrated at specific intersections or are attributable to particular turning movements, targeted improvements such as intersection modifications, signal timing changes, access management measures, or dedicated turn lanes may provide safety benefits without reducing overall corridor capacity.			
	Following are my comments regarding the Fisher Road (Wilson Road to Hague Avenue) Project as presented by the Franklin County Engineer's Office on 5/28/26. I am writing to request that the Fisher Road Project as proposed not proceed any further as I don't believe it is beneficial overall. Following are my reasons. My understanding is that the main reason for the modification is that Franklin County Engineers Office (FCEO) is concerned the subject stretch of road will soon become an accident-prone area. FCEO proposes to better control the traffic by reducing lanes from 4 lanes to 2 narrower lanes, placing bicycle lanes outside of the two lanes, and inserting a middle dual-direction turning lane (thru lane).			



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10	Our neighborhood has endured too much over the past several years with changes that have not been for the better. I am skeptical and do not want the proposed changes for the reason it causes great safety concerns to our neighborhood as well as for the public. Losing a lane does not make sense for traffic.	4	How does reducing the number of lanes improve safety or traffic?	We know people are worried that changing the road could slow traffic too much. Because of these concerns, FCEO will pause the project and collect more traffic counts and data. We will study how often big backups happen, especially when I-70 or nearby roads are slowed down. Making lanes narrower or reducing the number of lanes is a proven way to slow cars down and make roads safer. In the past five years, 24 crashes happened on this part of Fisher Road, including several injuries and one death. Many crashes were caused by cars leaving the road, cars hitting each other head-on, or rear-end and side-swipe crashes. The new design helps fix these problems. It adds wider buffer space for people who lose control, a center turn lane that separates traffic going different directions, and safer places for drivers to slow down before turning. These changes can help reduce serious crashes along the road. The completed Certified Traffic and Signal Capacity Analysis reports are included on the FCEO website under the Fisher Rd Public Involvement page, to address many of the detailed list of requests noted in Comment 14. As for the additional requested traffic analyses, the FCEO is currently working to complete additional studies which will allow the FCEO to further evaluate/quantify the expected capacity resulting from the project. These will be available to the public once complete, and information shared at a future public meeting, should the project proceed.
11	This project is not needed for this stretch of Fisher Road. This is a heavily traveled area and removing a lane will only make traffic worse. At certain times of the day, the traffic can be difficult to navigate turning in or coming out of our property. This is a challenge for older people such as my dad to get in or exit to Fisher Road. Add in current area construction conditions or an accident on 70, and this road becomes even more congested.			
12	The residents here are familiar with the example locations you mentioned, that you claim improved the traffic flow. We as a community agree they to are parking lots of traffic made worse by the lane restructure, but I'm sure you have no idea about that since you don't live there and most likely don't travel down those roads at all or at best frequently enough anyway to notice. I do agree that a lot of things look good on paper and sound good in theory, however in reality they turn out to be very bad decisions and have to be reversed and corrected. Don't let this be one of those mistakes. Don't waste large amounts of money. Thank you for your time and reconsideration on this project as traffic is increasing and it shows no signs of decreasing.			
13	None of the residents want this, none of the people who are forced to deal with it on a daily basis want this, unlike yourself and the project planners and approvers since not a single one of you live on this road. Things are easy to approve when they don't affect you and you don't know or care about those strangers that are affected. The commuters who use this road are used to having a 2nd lane to pass slower traffic and that suicide lane (sorry multi directional lane) is going to become the new passing lane. People are used to 45mph as well and their not going to slow down. Life doesn't have any place for slowing down. Not on this road or any other for that matter so trying to bottle neck heavy high speed traffic is always a bad idea.			
14	The project materials indicate that safety is a primary justification for the proposed lane reduction. However, the public information provided does not include detailed crash analyses or traffic studies supporting the recommendation. Before proceeding, I respectfully request that the Franklin County Engineer's Office publicly provide: • Ten years of crash data for the Fisher Road corridor and the Fisher Road/North Hague Avenue intersection. • Crash severity classifications and predominant crash types. • Existing Average Annual Daily Traffic volumes. • Peak-hour turning movement counts. • Existing and projected Level of Service analyses. • Queue-length analyses during AM and PM peak periods. • Travel time comparisons before and after implementation. • Truck volume and freight analyses. • Bicycle and pedestrian counts and demand projections. • Traffic diversion analyses. • Emergency response analyses and consultation with police, fire, and EMS agencies. • Analysis of the impacts of routine lane blockages caused by mail delivery, package delivery, utility work, refuse collection, and disabled vehicles. • Documentation explaining why targeted intersection improvements were not selected in lieu of a corridor-wide reduction in roadway capacity.			



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15	One 12 hour traffic study, which is probably the minimum requirement is not sufficient time to do a traffic study of this magnitude that multiple residents of 30 years plus are complaining that your results are incorrect. We would like to request an extended study be done on a regular work day starting at 6 am and continuing longer than 12 hours to get an accurate count, not just a "minimum " that allows it to be counted as completed for this project to move forward.	5	How does the 12-hour traffic study address traffic conditions throughout the entire day? Is it considering the AM and PM traffic rush before and after the work day?	We want to clarify that a full 24-hour traffic count was collected for this project, not a 12-hour count as was mistakenly mentioned at the public meeting. This data was gathered using standard engineering practices, which rely on 12–24-hour counts taken on typical weekdays and include adjustment factors to estimate busier periods throughout the year. These methods are widely used by both ODOT and FHWA and provide a dependable way to understand how a road is performing. We reviewed the results carefully to make sure they were consistent, and we believe they accurately reflect normal traffic conditions along the corridor.
16	I know you have a whopping 12 hours of data but I have 32 years of data and everyone else on this road has years of data, so your 12 hours are not even a drop in the bucket. You and those who feel that lane reducing plan is a great idea have absolutely no clue what so ever about what truly happens on this road or to the people who live on it. I strongly feel you need to further your research on it. I know my neighbor suggested to you that you extend that research and as stated I second that idea on the grounds of safety as you have stated that this is what the project is all about.			
17	There is also another issue that has not been addressed for the single proposed lane of Fisher Rd. , it will back up traffic on Hague Ave. at the exit ramp from the main freeway because of the short distance to the intersection which now will be bottlenecked from semi trucks turning right onto Fisher Rd. causing safety concerns of stopped traffic on the freeway as well as flooding issues on a regular basis of the right lane under the overpass. They could turn left and travel to Trabue to the freeway system.	6	The lane reduction will back up traffic on the I-70 off-ramp on North Hague Avenue. Why can't you make them turn left and travel to Trabue Road to the freeway system instead?	The southbound right-turn movement for vehicles exiting the I-70 westbound ramp onto North Hague Ave has enough lane length before reaching the signal at Hague Ave and Fisher Rd. According to computer analysis, the southbound right-turn movement is not shown to be made significantly worse by the project. Forcing I-70 westbound vehicles to turn left onto Hague Avenue to send them back to the freeway via Trabue Road is not what most people are trying to do. Reducing the southbound right-turn movement would eliminate freeway access to Fisher Rd and require approval from the Ohio Department of Transportation. Some drivers may choose to use Trabue Rd if they find they can no longer comfortably speed down Fisher Road.



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18	Thank you for your help and everyone else in explaining the Fisher Road project. I did find my postcard letting me know about the meeting. The back up at Wilson road when turning and the Hague lights back up. (Video attached) Can you see 1 lane for this? With 2 lanes people going straight to McKinley wouldn't block the freeway entrance. Or straight to Fisher road They might use the Wilson exit more if that light didn't take so long to change.	7	Has the County seen how much traffic is backed up at the signals every day? How can you justify reducing the intersections down to one lane in each direction?	Yes, alongside computer analysis to justify the design, FCEO collects camera footage at our traffic signal at Fisher Road and North Hague Avenue to analyze the flow of traffic. We have also been coordinating with the City of Columbus on the impact this project may have at their signal at Fisher Road and Wilson Road to minimize any worsening of traffic. We do wish to clarify that the lane configuration through the signals will not be reduced to one lane in each direction. The lane configuration at the signals will remain essentially unimpacted by this proposed project. Regarding the backups associated with the Fisher Road at North Hague Avenue signal, the most notable ones are caused by outside conditions that are not related to the capacity of Fisher Road itself. These include severe weather or traffic on the I-70 ramp that cause backups to spill into Fisher Road. Under normal conditions, traffic signal operation is acceptable, with eastbound traffic fully clearing during the busiest hours of the day. As for the intersection at North Wilson Road, the FCEO has worked with the City of Columbus to design the proposed project to minimize changing the lanes at that intersection. This was intentionally done so traffic through the signal will not be changed. The lanes would be reduced to the project layout shown far east of the North Wilson Road signal. However, more data collection and computer analysis will be performed to verify this and will be made available at a later date. The FCEO is committed to reviewing and investigating the extra ordinary traffic conditions near Fisher Road before proceeding with the proposed project.
19	On the surface this seems like a good idea, but taking away a lane on Fisher to accommodate this very bad. Fisher Rd is already busy enough and people race down it frequently. We don't need the added traffic issues.			
20	As a resident of the Wilson Oaks community, I do not believe this project reflects the needs or priorities of the residents who live, work, and travel along this corridor every day. Fisher Road currently functions as an important four lane roadway serving neighborhood residents, commuters, commercial traffic, school traffic, and emergency vehicles. Reducing the roadway to two through lanes with a center turn lane will reduce capacity and increase congestion without providing any meaningful benefit to the surrounding communities.			
21	The subject stretch of Fisher Road is busy and carries a significant amount of commercial trucking. There are trucking firms both east and west of the subject section of Fisher. Without the extra lane on each side, there is no chance to get around an unusually slow vehicle. I expect this fact, along with compressing 4 lanes of traffic into two will increase congestion on the road, resulting in driver frustration.			
22	Rain or shine this road backs up. The areas growth has made traffic on this road crazy. It went from 2 lanes to 4 lanes to help accommodate the heavy traffic load and you can see by these pictures that regressing back in time to 2 lanes is not going to improve the amount of traffic on this road, and as the area continues to grow even more as it does with apartments and industrial growth, 2 lanes can't better move what 4 lanes struggle to keep up with. Most people don't look at traffic jams that last 1.5 - 2+ hours to clear as a good thing and that time is going to double when commuters are all forced into 1 lane. This engineering department needs to seriously rethink this project!!! I live on this road so I'm in the battlefield everyday, front and center along with all the other residents that are trying to warn you of the costly mistake you are planning to make. You don't know 1st hand about this road, all you know is what you see on paper, but we DO know.			
23	We DO get traffic backed up twice a day everyday (WITH 4 LANES) which is DOUBLE the 2 lane proposed "improvement". This is an unnecessary and wasteful use of MY tax dollars. I know the people stuck in this horrible "improved" traffic jam are going to agree with me, not you. Also no one who lives on this road wants this and I guarantee you no one who drives on this road wants this. This is going to be an engineering failure with more wasted money to correct. The people who LIVE here know exactly how bad this is going to be and we are trying to warn you, please heed this communities warnings. [RESIDENT NAME] [RESIDENT ADDRESS], 32 year resident. The growth in this area has drastically increased the traffic flow thru the years. I know 1st hand as I deal with it everyday, I'm on the front line in this battle.	8	Is the County able to route trucks away from Fisher Road?	Unlike cities, the County Engineer's Office does not have the authority to determine or alter the route of truck traffic on public streets unless the roadway is physically unable to support the weight of the trucks, in accordance with the authority granted to us per Ohio Revised Code Section 5543.01. We have confirmed that a weight limit is not applicable on Fisher Road. Therefore, we do not have the authority to install "No Trucks" signage along this segment of Fisher Road.
24	This project does not prioritize safety unless it addresses the mindset of drivers and the type of traffic that comes through here. The speed limit needs to be lowered and truck traffic decreased.			
25	I will proceed with requesting the limitation of No Thru trucks in this sector of Fisher Rd			
26	Traffic is already at a standstill in the morning as is freeway and late afternoon. Are you going to divert all semis and other commercial vehicles to Wilson Road so they can get on the freeway/			



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ROADWAY				
27	With narrower travel lanes and the addition of bicycle infrastructure, the current 45 mph speed limit may no longer be appropriate for the corridor	9	Can the County lower the speed limit?	The FCEO completed a speed study on the corridor before this project, in an attempt to lower the speed limit. This speed study followed the Ohio Department of Transportation process that the County is obligated to follow, as outlined in the Ohio Revised Code Section 4511.21. Unfortunately, the results of the speed study did not allow us to post a lower speed limit than the existing 45mph. If this project is built, the FCEO plans to perform another speed study, which could possibly result in a lower posted speed limit because of the reduced lane widths and number of lanes. The crash history along Fisher Road isn't fully attributable to the speed of vehicles or the number of trucks, though slowing speeds is always an important factor to increase safety. Most crashes are a result of the lack of recovery space for errant drivers and lack of traffic calming features. Most drivers will drive at speeds that they feel comfortable driving based on the surrounding roadway features, regardless of the speed limit. Fisher Rd as currently built can support high speeds because of its wide pavement (50-feet+), high visibility, and lack of significant vertical or horizontal visual cues to slow down drivers. With the current responsibilities given to the FCEO by the Ohio Revised Code Section 5543.01, a lane reconfiguration project is one of the few options we have that could result in reducing speeds along this road.
28	This project does not prioritize safety unless it addresses the mindset of drivers and the type of traffic that comes through here. The speed limit needs to be lowered and truck traffic decreased.			
29	"They" said this was all to slow traffic. What about changing the speed limit? What about more police presence? I know a round about might really slow things with all of the tractor trailers driving through, so that doesn't seem to be an option. Fisher is very heavily traveled. In closing, I want to say that first, we got the bus terminal, then the prison, and now the city is adding yet another thing to cause grief. Please rethink this and please get input.			
30	This is a picture of my home showing one of those fatalities. Although you can't see the late Jessica laying mangled on the ground in front of her SUV I still can and this happened October 2013. This accident took place during road work that closed my side of the road down to 1 lane starting at the rental property beside me. That is where the accident started, at that point where it went from 2 lanes to 1. She lost her life and her 4 year old little boy lost his mommy. I'm asking you how many more lives have to be lost and how many more babies have to grow up with out their parents.	10	How does this project address the fatal crashes we see on Fisher Rd, like the one in 2013 where Jessica Hubble passed away after a collision which happened during a maintenance of traffic phase that reduced the number of lanes?	The proposed lane reconfiguration will give drivers room to recover from mistakes, like drifting left of center or leaving the roadway, by increasing width to recover from losing control. The fatal crash report in question indicated the crash was caused by a loss of control due to excessive speed upon entering the work zone. The driver went left of center, then overcorrected and went off road. This project aims to reduce speeds and increase safety along the corridor to prevent additional fatal crashes.
31	In addition, the proposed concrete barriers and intersection changes appear likely to create frustration for drivers, limit roadway flexibility, and make access more difficult for residents and businesses. These changes seem designed around a transportation philosophy that does not match the realities of this corridor or the needs of the surrounding neighborhoods.	11	The FCEO should explore alternatives to preserve Fisher Road as a four-lane roadway. If not, the FCEO should provide clear data demonstrating existing safety issues, projected traffic impacts, anticipated pedestrian and bicycle usage, and how the proposed changes will address community concerns regarding safety, crime, and neighborhood quality of life.	A lane reconfiguration is recommended as the most cost-efficient and community-conscious way of reducing the predominant crash type and severity of crashes along this segment of Fisher Road. Providing the recovery space of a two-way left-turn lane and buffered bike lanes, while maintaining 4 through lanes of traffic, would result in significantly increased cost, utility, and right-of-way/property impacts related to the project, particularly when the completed traffic analysis does not require that four thru lanes are required to convey the traffic demand along the corridor. Please refer to the documents posted on the website project page for the Certified Traffic Counts, and for the Signal Capacity Analysis. The proposed on-street bike lanes and sidewalks are consistent with the Franklin Township adopted 2011 Scioto-Franklin Neighborhood plan and reinforced by the adopted 2024 Columbus Bike Plus plan. Both documents generated by other public agencies can be found online via internet search.
32	I respectfully request that the Franklin County Engineer's Office reconsider this project and explore alternatives that preserve Fisher Road as a four lane roadway. At a minimum, the County should provide clear data demonstrating existing safety issues, projected traffic impacts, anticipated pedestrian and bicycle usage, and how the proposed changes will address community concerns regarding safety, crime, and neighborhood quality of life.			
33	Some residents pull trailers, campers and boats and this tighter lane design is going to make problems for them. None of these issues have been taken into consideration since none of the people making the decision live on this road or have ever lived on it, and the general consensus seems to be from all of you is that we don't live there, we won't be affected by it so let's do it.	12	Unlike the existing four-lane configuration, the proposed design removes operational redundancy. A disabled vehicle, minor crash, utility work, or maintenance activity could effectively block the only available travel lane in one direction. The tighter lane design will also impact larger vehicles.	We want to clarify that the physical width of existing pavement is not decreasing. Both the Two-Way Left-Turn Lane and buffered bike lane will provide space for vehicles to pull over and create room for emergency vehicles to move through. This also applies to other scenarios where additional pavement width is needed for roadway uses other than travel; including mail, garbage, or roadside work, or larger vehicles.
34	Unlike the existing four-lane configuration, the proposed design removes operational redundancy. A disabled vehicle, minor crash, utility work, or maintenance activity could effectively block the only available travel lane in one direction.			



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35	Transportation infrastructure should balance the needs of all users, including pedestrians, bicyclists, motorists, freight traffic, businesses, and emergency responders. Roadway design should consider not only average traffic conditions but also the corridor's ability to absorb routine operational disruptions and maintain reliability during incidents and emergencies.	13	Transportation infrastructure should balance the needs of all users while anticipating operational disruption.	One of the additional benefits of lane reconfiguration projects is to accommodate safer options for vulnerable roadway users and include them in the roadway design process. This project would achieve this by giving existing roadway width not used by vehicles to create buffered bike lanes. The proposed sidewalk improvements would also fit within the existing permanent right-of-way footprint of the corridor. Sizing roadways around extra ordinary events or conditions is not a standard method of roadway design. Doing so would lead to overdesign, like wide roadways or shoulders that, when under-utilized, result in unintended speeding issues. Typical traffic analysis prediction methods utilize the 30th busiest hour of the year, not the 1st busiest, as the design criteria. This method is backed by historically reliable outcomes and is meant to minimize overdesign.
36	The center turn lane will only cause agitated drivers to pass semi's with increasing speed passing while maneuvering back over dangerously before the crosswalk concrete blocks the lane.	14	Is it safe to have a Two-Way Left-Turn Lane (TWLTL) on a roadway like this? What stops agitated commuters from using it to pass others?	The proposed TWLTL is intended for left-turn movements and will be clearly marked with standard signage and striping for its purpose. The Federal Highway Administration uses studies to show that the introduction of a TWLTL reduces crashes by separating turning-traffic from through-traffic. If illegal usage of the TWLTL is an issue, law enforcement would be needed as an additional component to enforce the road laws against passing in the TWLTL per ORC 4511.25, 4511.27, & 4511.29.
37	The traffic congestion will only encourage motorists to go around or thru the bike lanes and turning lane. This project is a recipe for disaster, possibly tragic. Enforcement is not practical on a daily basis by Columbus Police or Franklin Township.			
38	I'm concerned frustrated drivers may even resort to illegally using the bicycle paths or the thru lane.			
39	We are opposed to this project as it will hinder exiting our driveways onto Fisher Rd. Please leave Fisher Rd as is.	15	This project will make it harder for residents to exit their driveways onto the roadway.	A three-lane roadway with a center turn lane makes entering and exiting driveways easier than a four-lane roadway by reducing the number of through lanes that turning traffic needs to wait for a gap in traffic to occur in order to enter the roadway.
40	Furthermore, the proposed design may make it more difficult for residents to enter and exit the roadway safely and efficiently. Increased congestion, additional traffic controls, and roadway modifications could create unnecessary inconvenience for the very citizens this project is supposed to serve.			
41	We can hardly get out our driveway and sometimes have to wait over 5 minutes.			
42	My name is [redacted], a resident of Wilson Oaks community located between I-70, Fisher and Wilson Rds. The planned changes to Fisher Rd WILL create a MORE challenging and dangerous exit from our community at Maclam and Fisher. It is already a dangerous situation that we deal with daily...HEAVY TRUCK TRAFFIC.			
43	Residents are warning that the "multi directional/suicide lane" will become the "get on the gas and pass lane" even though you deny that will happen and with the above mentioned delivery issues you can't turn around and say that they can use the "multi directional/suicide lane" to pass. You can't have it both ways and if you try, then you'll be teaching people to do just that, use it as a passing lane and put residence in danger just for trying to get into/out of our driveways. The residents don't want to be forced to live with and deal with this horrible disaster of an idea that nonresidents came up with.	16	Pages 14 and 21 of the Ohio BMV Driver's Manual state that a Two-Way Left-Turn Lane is not to be used for passing, merging into traffic, or traveling. How can the FCEO be okay with designing this for vehicles to use to merge into traffic out of their driveways?	The FCEO recommends that drivers follow the guidance provided by the Ohio BMV Driver's Manual and the laws set forth by the Ohio Revised Code. The TWLTL increases safety for drivers also by providing additional separation between directions of traffic, such that if someone were to turn in or break without enough room between vehicles, the turn lane space could be safely used to evade a collision with oncoming traffic.
44	When I expressed my concerns at the proposal presentation about turning left onto Fisher from Maclam with the increased congestion, it was stated that it will be safer because one can enter the thru lane, then enter eastbound Fisher when traffic clears. It was stated that this procedure could also be used by Fisher road home owners turning left from their driveways. However, upon reviewing the latest version of the Ohio BMV Drivers Manual, there is no mention of the existence of such a "thru lane". A "two-way left turn only lane" is mentioned on pages 14 and 21. On page 21, under the section titled "center two-way left turn lane" it states " This lane is not used for passing, merging into traffic, or traveling." Therefore, the lane cannot legally be used to assist with left turns onto Fisher road. This certainly will result in more difficulty for people trying to turn left onto Fisher road.			



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45	I am also concerned about the effect the proposed design could have on emergency response operations. Fisher Road serves as a critical route for police, fire, EMS, utility responders, and other public safety personnel. The existing four-lane section provides flexibility for emergency vehicles to maneuver around congestion and incidents. Under the proposed configuration, emergency responders would have limited opportunities to bypass queued traffic. Temporary obstructions such as mail delivery vehicles, package delivery vehicles, disabled vehicles, crashes, or maintenance operations could significantly delay emergency response. While motorists may attempt to move into the center lane to yield, the center lane is intended for turning movements and not as a dedicated emergency bypass lane. Simultaneous use by turning vehicles and emergency responders creates additional conflict points and uncertainty.	17	How can you endorse emergency vehicles using the center lane or bike lane to pass? What if there is a broken-down vehicle, delivery, or utility work that is obstructing the roadway?	According to Ohio Revised Code Section 4511.041, while responding to an emergency and displaying proper warning equipment (flashing lights, etc) the driver of an emergency or public safety vehicle is exempt from Section 4511.33 and other relevant sections that dictate usage of the center lane or applicability of signs. Section 4511.45 permits drivers to make way for a public safety vehicle to pass, by yielding as close to the right edge/curb as possible. In this case, drivers would be permitted to occupy the buffered bike lane to make way for any public safety or emergency vehicle. This is applicable to other roadside uses such as a broken-down vehicle, delivery, or utility work, where the 8' buffered bike width provides a safer pull-off than what exists today.
46	Also I have concerns about emergency equipment. Firetrucks, ambulances and police fly down this road quite frequently. Lack of 4 lanes are going to prevent these 1st responders from getting where they need to go in a timely manner.			
47	Fisher road is necessary for the Columbus Police department. Making one lane or putting islands for crosswalks could endanger their need to get to the freeway. Delivery trucks, mail trucks, trash trucks, busses that stop have more room with 2 lanes.			
48	Residents leaving Maclam going north on Fisher currently have a very difficult time due to the curve and incline in the road.	18	Residents are having trouble turning North out of Maclam Dr due to the geometries of the road.	The project does not change the shape or layout of the road. However, after hearing this concern, FCEO looked closely at the road's slopes and curves at this intersection. FCEO recommends the addition of Side Road Intersection warning signs with road name plaques to be added to Fisher Road, warning drivers of the approaching intersection at Maclam Drive. The FCEO also identified a sight distance issue caused by the overgrowth of trees at the intersection. Crews were sent out for trimming in mid-June, and stopping sight distance requirements were checked and confirmed to currently meet requirements at this intersection. Now that the trees are cleared, drivers can see about 500 feet ahead on Fisher Road near Maclam Drive, which is the safe distance needed for a 45-mph road.
49	Residents now maintaining a 3' grass strip exposing them to dangerous traffic with a push mower that we are responsible for maintaining	19	How is it safe to have residents be responsible for maintaining the 3-foot tree lawn in front of the sidewalk? They are being exposed to dangerous traffic.	Residents along this corridor currently maintain the grass within the public Right-of-Way, up to the existing curb line. The proposed project will not change this. The proposed project would be moving Fisher Rd traffic an additional 8' away from the existing curb, which further separates flowing traffic from residents on their lawns or driveways.
50	The snow removal would pile up on the sidewalk. Would the people on Fisher road be responsible for keeping it clean and insured? We have enough with our driveways and mailboxes to dig out.	20	Will residents be responsible for clearing the sidewalk of snow?	No, homeowners on properties within unincorporated Franklin County jurisdiction are not responsible for clearing the sidewalk of snow.



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Detailed Responses to Public Comments

Comment Number	Received Comments	Question Number	Summarized Question	Detailed Response
COMPLETE STREETS				
51	From the map, it looks like the bike lane doesn't connect to anything. It is not common to see a lot of people biking out here. When we do, it's typically people that are planing to case the neighborhood.	21	Why is adding a bike lane or sidewalk necessary when the types of businesses in the area are not meant for that type of traffic?	While accommodating bicyclists and pedestrians was not the primary safety improvement motivation of this project, the introduction of buffered on-street bike lanes and sidewalks within the existing permanent right-of-way footprint are beneficial ways to utilize the resulting pavement and right-of-way space resulting from the proposed vehicular lane reconfiguration. Part of the Systemic Highway Safety Improvement Program (HSIP) Application is addressing vulnerable road users, which includes but is not limited to cyclists and pedestrians. While we recognize and agree there are not many existing bicycle and pedestrian facilities to connect to in this area, there are several proposed projects that will extend bicycle and pedestrian accommodations down Hague Avenue and Wilson Road. This project proposes to fill in future pedestrian access gaps by tying into a future intersection improvement at Fisher Road and Hague Avenue, which will have full pedestrian accommodation. This project will also connect two future Central Ohio Transportation Authority (COTA) Transit Support Infrastructure projects. These are the first of many planned bicycle and pedestrian facilities in the area. By doing this, FCEO is working towards fulfilling the Franklin County Commissioner's adopted "Complete Streets" policy, which aims to accommodate pedestrians and cyclists on our projects as much as possible. Sidewalks and bike lanes are not only designed with people who are already walking and biking in the area in mind, they are also designed with people who may want to walk or bike but are unwilling due to a lack of safe infrastructure in the area in mind. The proposed on-street bike lanes and sidewalks are consistent with the Franklin Township adopted 2011 Scioto-Franklin Neighborhood plan and reinforced by the adopted 2024 Columbus Bike Plus plan. Both documents generated by other public agencies can be found online via internet search.
52	I am also concerned about the addition of bicycle lanes, sidewalks, and shared use paths along this stretch of Fisher Road. This is not a heavily used pedestrian or bicycle corridor. There are no major shopping districts, schools, parks, or destinations that generate significant foot or bicycle traffic. The County has not demonstrated that there is substantial demand for this type of infrastructure in this area nor has it shown why this project should be prioritized over other transportation needs within Franklin County.			
53	Additionally, the proposed sidewalks appear to address a problem that does not exist. This road experiences very little pedestrian traffic, and there has been no demonstrated need for sidewalks that would justify the cost, environmental impact, and loss of private property associated with their construction. Taxpayer dollars should be invested in projects that provide meaningful benefits to the community, not infrastructure that will see minimal use.			
54	You can put a bike lane in, but what good does it do when it ends at Hague and Wilson at the other end? Again, you can have a nice bike path between Wilson and Hague, and then what? No more bike lane.			
55	There are very few walkers or bike riders down Fisher Road.			
56	I believe the addition of sidewalks on both sides of the road, along with the addition of crosswalks with warning flashers to be a waste of money and a construction inconvenience to the residents of Fisher road. Given that foot traffic is virtually non-existent and there are very few connecting sidewalks, there will be no benefit. The cost, along with the inconvenience to the landowners is not justified.			
57	Fuel trucks, and other semi's HEAVILY use this route. There are no sidewalks but there is NO need for them as there is NO commercial properties requiring walking traffic access!! As to the "bike" lane...there is no park or other commercial business that would require that type of access!!!			
58	The funds would be better spent improving Wilson Rd. by providing said "sidewalks, crosswalks and bike lane" there ARE a number of commercial properties (i.e. McDonalds, UDF, Pilot and a small strip plaza/Minelli's Pizza and others just north of the freeway) that would benefit by this type "improvement". PLEASE RECONSIDER this project...it will not be of value to those most affected!! Thank you,			
59	Calling this an "improvement" to Fisher Rd is like calling the iceberg an "improvement" to the Titanic!!!! We get little to No bike or foot traffic.			
60	In regard to mobility for bikes and pedestrians, there are few pedestrians or bikes. The ones that are on foot or bike are likely bus station or jail or area homeless. The bike lanes do not connect to any other bike lanes in this area.			
61	The County should consider reducing the size of sidewalks and bike paths.	22	Has the County considered reducing the widths of the sidewalks and bike paths?	The proposed 5' sidewalks and 5' bike lanes are already as narrow as possible while still meeting minimum design requirement standards according to the Americans with Disabilities Act (ADA) and the ODOT Multi-Modal Design Guide. The width of the 3'+ buffer area for the bike lanes is a factor of the existing width of the Fisher Road pavement.



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62	The proposed sidewalks and shared use paths would create new pedestrian connections directly through and alongside residential areas such as Wilson Oaks and Tall Timbers. Residents are concerned that this could increase foot traffic from individuals recently released from correctional facilities and create additional opportunities for trespassing, theft, and other unwanted activity. Whether or not these impacts can be statistically predicted, these concerns are real and should not be dismissed. Families who live here deserve to have their safety concerns taken seriously.	23	The proposed sidewalks will result in increasing crime in the area.	Thank you for raising that point. We understand that safety is the top priority for residents, and we recognize and appreciate your concern about crime in the community. Fisher Road is a public roadway. The FCEO's primary responsibilities are to design, build, and maintain public roadways to provide for safe and efficient movement of people and goods from place to place. The presence of sidewalks is not a policing or crime-reduction initiative. It does not change how law enforcement operates or how crime is addressed. The proposed on-street bike lanes and concrete sidewalks on this segment of Fisher Road are consistent with currently established master plans for this area and adopted "complete streets" policies, including the 2011 Franklin Township adopted Scioto-Franklin Neighborhood Plan, and the 2024 Columbus Bike Plus Plan.
63	They told us at the meeting that a study showed 13 people a day walking along Fisher, but admitted that these people were crossing the street at Wilson, not walking along Fisher. You rarely see anyone walking along Fisher, and when you do, they don't look like someone I want wandering into my neighborhood. Sorry to say that, but it's true. I wouldn't feel safe walking along Fisher because you can put a sidewalk in, but we are still on the Westside. Westway Body Shop has had to lock its doors since the prison opened because prisoners come to their door when released, asking for water, etc. What about the people with mailboxes along Fisher? If this does increase foot traffic, will mail get stolen?			
64	Regarding the proposed RRFB crossings, I would also encourage the use of highly visible signage clearly explaining driver expectations when the beacons are activated.	24	Can a stop sign be installed, or can highly visible signage be installed alongside the RRFBs to prepare drivers to stop?	Rectangular Rapid-Flashing Beacons (RRFBs) are a common solution to higher speed roadways with limited pedestrian access. Data from the National Cooperative Highway Research Program (NCHRP) Report 841 "Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments (2017)" says that RRFBs alone can reduce the rate of pedestrian collisions by up to 50%. On top of that, the same research report shows the presence of midblock refuge islands can reduce pedestrian collisions by up to 70%. We typically sign mid-block crossing locations with warning signs in advance of the crossing, as well as "Yield to Pedestrian" signs at the crosswalk. Lastly, installing Pedestrian Hybrid Beacons (PHB) requires an engineering study at the specified location to justify a PHB, according to the 11th Edition of the Manual for Uniform Traffic Control Devices (MUTCD). The current pedestrian volumes counted at the North Wilson Road and North Hague Ave intersections neither meet nor contribute to the minimum volumes required to install a PHB along a proposed crossing on Fisher Road.
65	Additionally, please consider treatments that require drivers to stop rather than simply yield, as compliance with yield-only crossings can often be inconsistent.			
66	I would strongly encourage the county to use a truly protective buffer for the bike lanes rather than relying solely on painted striping or flexible plastic delineators. Fisher Road regularly carries large trucks and commercial traffic, and more substantial separation — such as continuous concrete curb barriers — would provide significantly better safety and protection for cyclists	25	Can the project install something to physically separate cyclist traffic from roadway traffic, such as a concrete barrier or medians?	Installing corridor-length concrete barriers or medians to separate bike lanes is outside of the project's current budget and scope. It could present several unintended challenges along the roadway. Among these include reduced intersection and driveway access, reduced trash pickup, snow clearing, pavement maintenance access, and increased maintenance costs. The current design of the buffered bicycle lane is greater than the minimums outlined by section 6.3.5 of the Multimodal Design Guidance, which is published by the Ohio Department of Transportation. Striped buffers are an option to increase cyclist interest and comfort while balancing the budget, needs, and community impacts of the project.
67	Then look where you put the useless crosswalks, right near driveways, creating open invitations for accidents. This plan is not well thought out and your data is severely lacking. Pedestrians and bicyclist are going to be hit down this road as drivers can't stay in their lane or even on the road itself for that matter. Us residents are trying to warn you, the people who know 1st hand how bad this is going to be, you have got to heed our warning. Do more research on it, a few hours are not acceptable or logical for a project of this magnitude.	26	Why are the crosswalks being placed next to the intersections? That is an unsafe idea.	This is the standard placement of crossing locations for two reasons. The first is because an intersection is where there is the highest expectation by drivers for pedestrians to cross. The intersection has existing sight lines for vehicles that benefit pedestrian crossings. The second is to provide pedestrians with the same travel options as passenger vehicles to prevent pedestrians from crossing at unauthorized and dangerous points.
68	Plans for mobility do not have any street lighting for this project, so you have people walking and biking in the dark.	27	Will street lighting be installed for the pedestrian accommodations, so people aren't biking and walking in the dark?	Lighting will be provided at the mid-block pedestrian crossings where potential conflicts between pedestrians and vehicles are most likely to occur.



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RIGHT-OF-WAY IMPACTS				
69	One of my greatest concerns is the impact on mature pine trees located along the roadway. These trees have been part of our community for many years and provide beauty, privacy, wildlife habitat, noise reduction, and environmental benefits that cannot be easily replaced. The removal or damage of these trees would permanently alter the character of our neighborhood and reduce property values for nearby homeowners.	28	I am concerned with how much the natural environment and our properties are being impacted by the project.	Many of these environmental features are within the existing Right-of-Way and roadside clear zone, which are typically not permitted to remain there. However, the focus of the design in this project is to minimize community impacts and tree removals. Many of the construction limits are being cut short to avoid removing existing trees near the road. As such, in the current set of plans, only four 12" pines and three 6" trees are proposed to be removed. Some landscaping bedding that is occupying the existing road right-of-way will need to be removed to make way for the sidewalk. A small handful of bushes/hedges will be removed as well.
70	I am also concerned about the impact on property owners. The project would require taking additional land from residents who have invested in and maintained their properties for years. Homeowners should not be forced to sacrifice portions of their property for a project that offers limited value to the people who actually live here.			Only one 5-ft permanent acquisition across one commercial parcel is necessary for the supportive ground of the sidewalk. Small temporary easement areas across 28 parcels are proposed for partial driveway reconstruction to install sidewalks through the driveways at an ADA-compliant levels. Legally, these temporary acquisitions will grant access rights to the county's contractor for 2 years. However, after project completion, the FCEO does not have any use for these areas and residents will be returned all existing rights of ownership after the temporary easement expires. All impacted owners will be involved throughout the acquisition process to provide input and negotiate their compensation. The FCEO has postponed the right-of-way acquisition process for this project indefinitely, with the intent to further evaluate roadway traffic congestion concerns.
MISCELLANEOUS				
71	I further would like to request that a second meeting date be setup to allow for those residents that were not informed of the May 28th meeting and did not receive their post card in the mail. There were three residents in a short amount of time that said they did not receive one so how many others are there that did not receive theirs? To show good faith and not just the "requirement " of the grant to move forward I think this should be considerate of their rights and be addressed.	29	Can a second Public Involvement Meeting be held, instead of only one to meet the minimum requirement? Many residents did not get a post card invitation	Thank you for bringing this to our attention. We understand how important it is that every resident has a fair chance to participate, and we're sorry to hear that some neighbors may not have received the May 28th meeting postcard. Your concern is valid, and we appreciate you speaking up about it. To make sure everyone has the opportunity to stay informed and share their thoughts, prior to proceeding with the project, the FCEO would plan to hold a second public meeting. The exact meeting date is unknown at this time. We value the input of all residents and want the process to feel open, transparent, and accessible. We'll continue working to improve our outreach so that no one feels left out, and we appreciate your patience as we make sure communication reaches everyone who may be impacted by the proposed project.
72	Please reconsider this project. Give us, the residents, the people impacted by this, a vote on it. Let our voices be heard, let our opinions count, let us and our families and our neighbors be protected.	30	Can the residents vote on whether or not to continue with this project?	Before the Public Involvement process begins on any project, the roadway issues have been objectively determined and documented with studies and data. On this segment of Fisher Rd, the FCEO is the agency with the duty and responsibility, per the Ohio Revised Code, to develop ways to solve them. Therefore, roadway changes are not determined by a popular vote of approval or disapproval of the local community alone. The primary purpose and need for any public roadway improvement must also consider the safety and needs of the travelling public.
73	If we had the opportunity to vote, it would NOT pass!!!! It's our road, there our homes!!!! Heed our warnings. You know from the feedback, that this is going to be a costly mistake that's going to need to be reversed. Don't throw away those funds on something that looks good on paper, but in reality doesn't work. Everything looks good on paper or in theory. It's when there used in real life that mistakes are realized. The residents and their community are the people it's going to harm, and we're trying desperately to open your eyes to this fact. Listen to us and cancel this project! Thank you for your time and reconsideration of this project. [RESIDENT NAME] [RESIDENT ADDRESS]. 32 year resident on Fisher Rd.			This project is not only aimed at improving safety for the residents of Fisher Road, but also for the nearly 17,800 vehicles that pass by every day. The Public Involvement process is important to allow residents to provide input regarding impacts to their community and local transportation needs, and call to our attention aspects of the design that the public feels may not have been considered. The FCEO strongly believes in working with the public to create a design that minimally disrupts those living along the corridor while still delivering the needs of the travelling public. The FCEO is therefore planning to complete additional traffic analysis to review the concerns brought up by residents. Prior to proceeding with this proposed project, a second public meeting would be held to share the findings of those investigations.
74	The County should consider a stop light at Maclam and Fisher	31	The County should consider a stop light at Maclam Drive and Fisher Road	The intersection at Maclam Drive and Fisher Road does not meet any of the traffic signal criteria that are required to install a traffic signal, according to the most recent edition of the Manual for Uniform Traffic Control Devices (MUTCD 2025). The presence of traffic signals can result in an increase in crashes and/or reduction in roadway capacity, which is why there is a regimented process that is followed to determine whether the traffic demand on the intersecting streets warrants a signal to be installed. In the instance of Maclam Drive and Fisher Road, a signal does not meet the required warrants.



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75	The County should consider a roundabout at Maclam and Fisher	32	The County should consider a roundabout at Maclam Drive and Fisher Road	Installing a roundabout at Maclam Drive and Fisher Road will result in larger impacts to the roadside and nearby property owners than what is currently being proposed. This roundabout would have to have a 120-130-foot Inscribed Circle Diameter (ICD) to accommodate the amount of semi-truck traffic traveling through Fisher Rd. With only a 50-foot existing pavement width and 80-foot existing Right-Of-Way width, a two-by-one roundabout at a 130-foot ICD would likely result in property acquisitions exceeding 15-feet in width along impacted parcels. The project would be more expensive, result in much larger impacts, and would not be solving a significant existing safety problem.
76	The County should consider shutting down the I-70 freeway ramps off of Hague Avenue	33	Can the I-70 ramps off of North Hague Ave be shut down to reduce the flow of traffic through Fisher Road instead?	This cannot be done for two reasons. The first is that shutting down the I-70 ramp on North Hague Avenue will not solve the safety issues and crash pattern history on Fisher Road. This will only result in the tens of thousands of daily commuters who would be using that ramp to be redirected to the ramp at North Wilson Road, which would have several significant unintended impacts. The second reason is that the FCEO does not have either the jurisdiction or authority to initiate roadway projects that primarily impact the freeway system. That is the jurisdiction of the Ohio Department of Transportation (ODOT).
77	I propose that instead of road modifications, enforcement should be used. The proper authority should post "traffic enforcement area" signs at each end, and have police stationed at Nixon and Maclam periodically to provide enforcement.	34	I propose that instead of road modifications, additional traffic enforcement should be used.	Additional traffic enforcement is rarely a cost-effective or permanent solution to systemic roadway issues. However, we will document and share these responses with the Franklin County Sheriff's Office and the Franklin Township Police Department for their awareness.
78	It would also help to post a flashing "Slow, hidden road entrance" sign on the north side of Fisher, east of Maclam.	35	The County should post "Slow, hidden road entrance" signs on the north side of Fisher Road, East of Maclam Drive.	The FCEO will investigate posting these signs. The FCEO would also plan to conduct an additional speed study on the corridor, after the project would be built, to determine if the speed limit could be lowered from the existing 45mph limit at that time.