



Responses to Public Comments

Fisher Road Improvements (Wilson Rd to Hague Ave) – FRA-CR22-6.37 – PID 112133

TRAFFIC

1. **Question:** How can I access the traffic study for this proposal?
Response: The FCEO completed a Certified Traffic Report on 4/23/26 and Signal Capacity Analysis on 2/13/26. These documents are available on FECO's project website, and by mail or email upon request.
2. **Question:** Traffic studies do not account for human errors that lead to devastating outcomes such as fatal crashes.
Response: This project is meant to make the road safer and prevent serious crashes. To do this, the lanes will be changed to help slow cars down and give drivers more room to correct mistakes. Safety features such as narrower lanes, a center turn lane, bike lanes, midblock crosswalks, flashing beacons, and sidewalks will be added.
3. **Question:** 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?
Response: The purpose of the proposed lane reconfiguration is to improve traffic safety by reducing speeding and the number of severe crashes.
4. **Question:** How does reducing the number of lanes improve safety or traffic?
Response: Making lanes narrower or reducing the number of lanes is a proven way to slow cars down and reduce injury crashes, thereby making roads safer.
5. **Question:** 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 workday?
Response: 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.
6. **Question:** 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?
Response: This project will not affect the I-70 westbound exit onto North Hague Avenue. Additionally, the FCEO does not have the authority to dictate or redirect the flow of interstate traffic without approval from the Ohio Department of Transportation.
7. **Question:** 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?
Response: The proposed lane reconfiguration does not impact the lane assignments next to each signal. Two thru lanes of traffic at each signal will be maintained. The proposed lane reconfiguration will be several hundred feet back from each intersection. Traffic will be able to spread out into two through-lanes as it approaches each signal, the same as it does



today. Because the lane assignment at each signal is not being changed, the corridor capacity will continue to function as it does today.

8. **Question:** Is the County able to route trucks away from Fisher Road?

Response: No, the FCEO does not have the authority to decide or change the route of truck traffic on public streets, in accordance with the authority granted to us by the Ohio Revised Code.

ROADWAY

9. **Question:** Can the County lower the speed limit?

Response: The FCEO completed a speed study on the corridor prior to this project to lower the speed limit. Unfortunately, the results of the speed study did not allow us to reduce the speed limit, in accordance with the authority given to us by the Ohio Revised Code.

10. **Question:** 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?

Response: 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.

11. **Question:** 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.

Response: A lane reconfiguration is recommended to be the most cost-efficient and community-conscious way of reducing the severity of crashes along Fisher Road. Maintaining a four-lane highway as proposed does not provide a means of reducing the predominant crash types being experienced along the corridor. The on-street bike lanes and sidewalks are consistent with the adopted 2011 Scioto-Franklin Neighborhood plan and reinforced by the adopted 2024 Columbus Bike Plus plan. Both of these documents generated by other public agencies can be found online via internet search.

12. **Question:** 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.

Response: We want to clarify that the pavement width is not decreasing. There will be more room than exists today for vehicles to occupy the road outside of the travel lanes during work or emergency, by means of the center two-way left turn lane, and buffered bike lanes.



- 13. Question:** Transportation infrastructure should balance the needs of all users while anticipating operational disruption.
Response: Designing corridor projects around extra ordinary traffic conditions (like crashes at the intersections or construction along I-70) can contribute to overdesign, large cost, and right-of-way impacts.
- 14. Question:** 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?
Response: The proposed TWLTL is intended for left-turn movements only and will be clearly marked with standard signage and striping for its intended use. Coordination with local law enforcement will provide an enforcement component to address and deter any illegal use of passing or travelling in the center lane.
- 15. Question:** This project will make it harder for residents to exit their driveways onto the roadway.
Response: 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.
- 16. Question:** 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?
Response: 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.
- 17. Question:** 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?
Response: Emergency vehicles are permitted, by law, to travel the roadway in whatever manner is necessary while responding to an emergency with proper equipment. The buffered bike lane is wide enough for vehicles or work to occupy without blocking normal traffic.
- 18. Question:** Residents are having trouble turning North out of Maclam Drive due to the geometries of the road.
Response: After hearing this concern, FCEO looked closely at the road's slopes and curves. 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.



19. Question: 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.

Response: Residents along this corridor currently maintain the grass within the public Right-of-Way, up to the existing curb line, which is adjacent to a free flowing 45mph thru lane of vehicular traffic. The proposed project is proposing to shift the vehicular traffic 8' further away from the existing curb and gutter, thereby increasing buffer space and safety for residents to mow, check their mail, etc.

20. Question: Will residents be responsible for clearing the sidewalk of snow?

Response: No, homeowners on properties within unincorporated Franklin County jurisdiction are not responsible for clearing the sidewalk of snow.

COMPLETE STREETS

21. Question: 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?

Response: This project proposes to fill in future pedestrian access gaps by tying into multiple nearby future planned projects, including converting Fisher Road at Hague Avenue to a roundabout, and two future Central Ohio Transportation Authority (COTA) Transit Support Infrastructure projects on Wilson Road and Hague Avenue.

22. Question: Has the County considered reducing the widths of the sidewalks and bike paths?

Response: The proposed 5' sidewalks and 5' bike paths 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.

23. Question: The proposed sidewalks will result in increasing crime in the area.

Response: We understand that safety is a 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, including the 2011 Franklin Township adopted Scioto-Franklin Neighborhood Plan, and the 2024 Columbus Bike Plus Plan.

24. Question: Can a stop sign be installed, or can highly visible signage be installed alongside the RRFBs to prepare drivers to stop?

Response: Warning signs with flashers would be installed at the proposed crosswalks. Stop condition traffic control is not consistent with the design intent of the proposed RRFBs.

25. Question: Can the project install something to physically separate cyclist traffic from roadway traffic, such as a concrete barrier or medians?



Response: Installing corridor-length concrete barriers or medians to separate bike lanes is outside of the project's current budget and scope.

26. Question: Why are the crosswalks being placed next to the intersections? That is an unsafe idea.

Response: The proposed crosswalk placement follows standard design practices to provide pedestrian access, proper sight distance, and warning signage between pedestrians and vehicles. Intersections are where vehicles primarily expect pedestrians to cross.

27. Question: Will street lighting be installed for the pedestrian accommodations, so people aren't biking and walking in the dark?

Response: Lighting is being investigated to be provided at the proposed pedestrian crossings near Maclam Drive and Nixon Drive. Corridor wide street lighting is outside the scope and budget of the project.

PROPERTY IMPACTS

28. Question: I am concerned with how much the natural environment, and our properties are being impacted by the project.

Response: The focus of the design in this project is to minimize community and property impacts by completing nearly all proposed work within the Existing Right-of-Way limits. Less than ten trees and a small handful of shrubs would be removed. Only one permanent acquisition and 28 temporary easements are currently planned.

MISCELLANEOUS

29. Question: 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.

Response: 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 didn't receive 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 and prior to proceeding with this proposed project, the FCEO would plan to hold a second public. 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.

30. Question: Can the residents vote on whether or not to continue with this project?

Response: Highway Safety Improvement Projects are not subject to referendum. The purpose and need of this project is objective and is the Franklin County Engineer's Office responsibility to determine a solution to reduce the rate and severity of crashes. However, FCEO strongly believes in working with residents to ensure they are not bearing any undue burden for the needs of the roadway to be met. We propose conducting additional traffic



data collection and analysis to investigate and report on the concerns being brought to our attention.

31. Question: The County should consider a stop light at Maclam Drive and Fisher Road

Response: The intersection at Maclam Drive and Fisher Road does not meet the required engineering warrants to justify the installation of a traffic signal.

32. Question: The County should consider a roundabout at Maclam Drive and Fisher Road.

Response: Constructing a roundabout at Maclam Drive and Fisher Road would result in much larger property and environmental impacts than what is currently proposed, and not directly address the crash type and crash rates along the length of the corridor. The existing traffic signal at Fisher Road and North Hague Avenue is being studied to be converted to a multi-lane roundabout at some point in the future.

33. Question: Can the I-70 ramps off of North Hague Avenue be shut down to reduce the flow of traffic through Fisher Road instead?

Response: The FCEO does not have the authority to shut down any segments or portions of the freeway network.

34. Question: I propose that instead of road modifications, additional traffic enforcement should be used.

Response: 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 Franklin Township Police for their awareness.

35. Question: The County should post "Slow, hidden road entrance" signs on the north side of Fisher Road, East of Maclam Drive.

Response: The FCEO will investigate posting these signs. The FCEO would be conducting an additional speed study on the corridor, after the project would be built, to determine if we could lower the speed limit from the existing 45mph limit at that time.