



## Community Services Advisory Commission

September 9, 2014  
Minutes

**Commission Members:**

**Present:** Mindy Carr, Derek Graham, Marilyn Baker, Ann Bohman, Mel Ehrlich, Warren Fishman, Christine Gawronski, Stephanie Hall, Kelli Lynn

**Absent:** None

**Staff Members Present:**

Michelle Crandall, Asst. City Manager  
Matt Earman, Director of Recreation Services  
Fred Hahn, Director of Parks & Open Space  
Kyle Kridler, Management Assistant

**Guests:**

Eric Krause, 8606 Kirkhill Ct., Dublin

**I. Call to Order**

Chairperson Christine Gawronski called the meeting to order at 6:34 p.m.

**II. Public Comment on Items Not on the Agenda**

Resident Eric Krause was in attendance at the meeting. Eric provided two documents summarizing his comments along with a PowerPoint presentation of photos focusing on his observations and survey of bicycling in Dublin (attached). Mr. Krause expressed his concern about bicycle safety, convenience, comfort and paths/lanes. Mr. Krause said there is disconnect between City Council members he had talked to and the residents he was surveying. City Council members feel there is a very good trail system that leads to and through downtown Dublin, but that is not the case in reality. He noted several instances where he feels there are problems for which there are solutions that the City has not enacted. Mr. Krause also suggested that the City would benefit from the use of Greenlanes but has been resistant to pursue usage because the City's Engineering staff perceives them as an inconvenience to motorists. In addition, Mr. Krause expressed concern about the plans for the Bridge Street Corridor and that the bridge should have bike lanes and that the current plan will divide the City into Historic Dublin and East Dublin, and he doesn't think that is a good plan for anyone. Mr. Krause's request and challenge to CSAC and the City of Dublin is to make Dublin a bicycle friendly place. He referred to a conversation with Mr. Fishman stating that Dublin should not be concerned about doing what is needed to achieve the next level of being a Bicycle Friendly Community but should instead focus on doing what is best for its residents. He also noted a conversation with City Manager Marsha Grigsby where she said the Bridge Street project will allow bicycles and provide parking at the end of the blocks; however, Mr. Krause feels this discourages bicyclist. The bicyclist should be treated as first class, not third class, citizens and should be given the closest spots for parking at restaurants and businesses. Discussing his views on current bicycle safety in Dublin and stating a personal example, Mr. Krause said that his wife will no longer ride to Giant Eagle for wine tastings because she does not feel safe, and he requested that the City take actions to change this.

Mr. Ehrlich noted that when talking about bicyclist you need to distinguish two groups. One group utilizes bike paths for recreational purposes, and there are also those who use bicycles for transportation. Mr. Krause responded that he actually had three groups of bicyclist in his survey groups. The City needs to design bicycle facilities that accommodate all of them and Mr. Krause stated he has solutions for all categories.

Ms. Gawronski thanked Mr. Krause for his extensive research and presentation.

Bicycle Friendly Community Improvements:

Because the bicycle topic was already under discussion, Mr. Fishman, as part of the subcommittee reviewing this, provided some input on this topic. Mr. Fishman referenced his work on the Bicycle Advisory Task Force (BATF) and the efforts to make Dublin a bicycle transportation city. He explained some of the recent projects by the City (ex: Muirfield Drive and Brand Road bicycle improvements) to provide better bicycle transportation routes.

Ms. Crandall stated that her assignment was to bring back to CSAC a summary/update of the Bicycle Friendly Community Improvements. There are significant efforts being made by the City and that is the reason Dublin has achieved a Bicycle Friendly Community status. There are also some progressive ideas planned for the Bridge Street Corridor as well. Ms. Crandall will provide a more detailed update at the October meeting.

Ms. Bohman noted her role representing COTA on the advisory council for the City of Dublin. She stated there has been a lot of recent news regarding bicycle theft and could not find anything about a bicycle identification program on the City's web site. She asked if the City could post the information for the OSU / COTA / City of Columbus program that provides free on-line bicycle registration. Mr. Crandall responded that Corporal Keiffer of the City's Police Division did look into Dublin implementing a registration program, and the plan is to budget for the ID chips and implement the program in 2015. The Police have provided an RF I.D.tag for bicycles at events or you can come to the Police Division for one, but perhaps it is not promoted on line. The plan is to use the same chip system and coordinate efforts with the OSU / COTA / City of Columbus program. CSAC members suggested that the City's current system or the OSU / COTA/ City of Columbus program be promoted on the City's web site for now.

Ms. Bohman stated that the Fishing subcommittee has worked with the City's GIS staff regarding the bike path map and suggested that it indicate where the 69 fishing ponds are as well as other destinations that can be accessed along bike paths. Ms. Crandall responded that this could be added as a layer on the on-line version of the map; however, staff struggled with what to put on and leave off the paper map because it just gets too busy.

Mr. Fishman referred to what is done in Muirfield and suggested stenciling street names or places of interest on the bike paths.

**III. Approval of Meeting Minutes of June 10, 2014**

Copies of the June 10, 2014 meeting minutes had been distributed by email to CSAC members for review. Ms. Gawronski asked if there were any revisions to the minutes. Ms. Bohman noted that on the first page Ms. Lynn is listed as the COTA representative, however it should list Ms. Bohman. Mr. Fishman noted that on the second page the reference to DAC should be that they received a Grant for \$25,000 to implement a piano program; they did not pay that for the piano. Mr. Fishman also added the word "done" to a statement on page four. With those edits noted, Ms. Baker moved for approval, seconded by Mr. Fishman. The minutes were approved as noted.

**IV. Update on CSAC Projects**

Formalize and Expand Geocaching in City Parks:

Ms. Carr showed a map and provided a handout listing several locations of existing or potential caches that could be used to develop a program in Dublin (list attached). These were selected based on her family's experience as well as discussions with Mr. Hahn and the City's GIS staff. She also asked for suggestions on locations. Ms. Carr provided an overview of the list. Some locations are "hidden gems" (parks that are less used), Art in Public Places locations, river boxes, as well as locations incorporating the idea of doing a river trail. Ms. Carr also talked about including different types of caches (multi-step,

puzzle, etc.). A few suggested locations to consider included Glacier Ridge Metro Park (Cols), Avery Park, NW Quad area, Darree Fields. Ms. Carr noted the goal is to get a trail of approximately 10 - 15 caches as a starting point for the program.

Ms. Lynn suggested that if some of the caches are grouped together they could be accessible by bicycle for a family activity. Ms. Carr responded that there are enough of them that could be grouped and tied to other things in the area to be a destination.

Ms. Carr also provided a handout (attached) of the Metro Parks Geo Trail program to provide an idea of something that is happening in the area, and a similar program could be developed for Dublin.

Ms. Carr stated that the next steps are to contact current owners of existing caches in hopes of utilizing what is already in place and asking them if they would potentially incorporate a code into the lid of their container so someone doing the Dublin path can write down the code and work toward the reward (small token - coin or other).

Ms. Crandall will work with Ms. Carr about next steps in how to incorporate with GIS staff on mapping, etc.

#### Scioto River Trail for Canoes and Kayaks:

Ms. Carr provided a brief update stating the subcommittee has met once to talk briefly about direction and got an update from Tony (intern in the City Manager's office) at the City. The City seems to be moving forward identifying boundaries and different points. Ms. Carr went on a boating trip down the Scioto River led by the Nature Conservancy. There are some low points in the river where you need to walk, but folks from the Nature Conservancy were willing to give input on things they thought we should include so that was another important perspective. Ms. Carr was also recently contacted by a MORPC staff person who is working on their watershed stuff and mapping different streams, and he provided some ideas and is willing to meet with the subcommittee members. The subcommittee will meet again.

Ms. Gawronski noted that she has a high school age son and a new trend among high school kids this past summer was to hang out along the river with their hammocks and kayaks. She was pleasantly surprised to find these kids using and enjoying the river.

#### Historic Dublin Pianos for Outdoor Public Access/Playing:

Ms. Gawronski provided an update stating that she looked at Craig's List and found pianos but the timing was not right to have the City involved in picking them up or taking action on the program. She asked if the City is now ready to move forward with getting three pianos. Ms. Crandall stated that the plan for moving forward on the project needed to be taken to Council for approval since it would require City staff resources and potential expenses involved. Ms. Crandall provided a copy of the memo to City Council dated August 21, 2014, and Council did approve picking 2 to 3 sites for the pianos. Once idea staff came up with was perhaps painting the piano with a fall theme and putting it at Coffman Park for the Halloween Spooktacular event.

Ms. Gawronski stated she has found two pianos ready to be picked up this week. One piano is free, the other is \$70. Mr. Fishman stated that are always pianos available but it is important to make sure they are tunable so you need to have someone who can play a bit check them out. Mr. Fishman also stated that his piano tuner said there are likely several piano tuners who would volunteer to tune a piano for the City.

Mr. Fishman stated he did not believe CSAC members have a role in implementing these program so stated that now is the time for City staff to take over. His experience with this type of program is that you put the piano somewhere with a little protection and leave it there. If it gets ruined over time, you can get a new one. They would need to be stored in the winter and brought out in the spring. Coffman Park shelter could be a great location. Ms. Crandall reminded CSAC of Councilman Reiner's challenge to

CSAC that part of the expectation with these projects was to the extent possible that the CSAC members be involved in the implementation. Ms. Crandall said the City will pick up the pianos, but the goal is to haul them the least number of times as possible so it would be best to identify the locations where they would be painted or placed. Mr. Fishman stated that the Charter states that CSAC does not implement, it only makes recommendations to Council and they have staff implement the projects. Ms. Gawronski agreed that was Mr. Reiner's charge to CSAC and asked if the Charter needs to be reviewed/changed. Ms. Crandall said it is not the Charter, but the Code. She believes CSAC members can work on moving the projects forward and the City will be involved in implementing. Ms. Gawronski will contact the Art Department at Coffman High School and see if they will paint the piano to be placed at Coffman Park. Ms. Crandall will work with Ms. Gawronski to have the pianos picked-up and taken to either the high school or a barn at the City where they can be painted.

#### City-wide Bicycle Rental System:

Ms. Baker stated that the subcommittee has met and they have requested information from the City that Ms. Crandall is compiling for them. One of the topics of the bicycle subcommittee is bicycle rental, and the Columbus Dispatch recently provided a wealth of research from a report in May and another in August on the success of their rental program in Columbus. Two of the elements identified with the success were: 1) a sponsor (subsidized by big companies); and 2) locating in areas with attractions. The report also noted that several companies are doing the rental, but the CoGo Bike is the one that is succeeding. That rental program is successful on the OSU campus due to students. It will be important to identify high-traffic areas in Dublin such as hotels and attractions. Mr. Fishman also noted the issue of having an account set-up for the rental and suggested that perhaps hotels could partner on that.

#### Climbing Opportunities:

Ms. Gawronski stated that Mr. Krause had taken interested CSAC members to the climbing wall downtown at Scioto Audubon Metro Park. Ms. Gawronski liked the experience and also noted the sense of community and the age range that used this. She also noted that the City is fortunate because all of the liability concerns are handled through the State because it is included as park equipment. Anyone who uses and does not sign the release is trespassing and the City is not liable.

The subcommittee asked Mr. Hahn if whatever is pending for the City (bouldering and obstacle course) could be put on hold. Ms. Gawronski had visited a climbing boulder in Upper Arlington and talked with someone who was using it and they were not impressed (basically served as a high-rise picnic table). She also looked at the obstacle course at the Scioto Audubon Park and felt it was not really accessible or useable by most people.

The subcommittee will do more research and make a suggestion on what they think would be the best use of the City's money and for the residents. Ms. Lynn also talked about her experience with the climbing wall downtown and noted the popularity with all ages, it draws professionals after work and involves teamwork, strategic thinking, coaching, etc. This is not just another playground; this is something that would keep people in Dublin after work. Corporations could also use it for team building activities.

Mr. Hahn stated that the idea of a climbing wall was discussed with Council in the past, and they did not express great interest. This does not mean that CSAC cannot bring this back to their attention. Regarding budget, the obstacle course is budgeted for design in 2014 and implementation in 2015; however, the project has not been initiated yet. The boulder field is to be implemented in 2015 or 2016, but nothing tangible has been done on this project to date. Mr. Hahn agreed that Ohio does have very sound recreational immunity laws, but you still need to follow established standards such as you can have a climbing structure up to 13 ft. without ropes. The boulder field budgeted would not require ropes. Ms. Crandall added that the Scioto Audubon climbing wall is owned and operated by Franklin County Metro Parks. Council asked staff to approach them to see if we could do some cost sharing to have something in Glacier Ridge. They were not interested and generally don't promote Glacier Ridge

as being an active park. Also, the cost of the Scioto Audubon climbing wall is approximately \$1 million dollars.

#### Dog Park:

Ms. Hall stated that she and Ms. Lynn met at the dog park and talked to people there. The main input on features they would like to have at the park are a water feature; more natural features like trees, hills, boulders, creeks; and more seating especially with shade or protection from the elements (a tarp); a hose or dog wash; and waste disposal bags/dispenser. Mr. Hahn said that a dispenser was purposefully left out because the idea was for people to bring their plastic grocery bags and leave bags as a recycling effort. Ms. Hall suggested that perhaps some type of dispenser would work better than a crate for storing bags because they were blowing around. She also asked if the park/fence could be expanded to include some of the adjacent wooded area to create a more stimulating environment for the dogs.

Ms. Hall said she saw in the paper that the City is looking to add another dog park around Coffman and Brand Roads (Wallace tract). Mr. Hahn explained that the City proposed the idea, and Council is wanting CSAC to explore other locations in the City including the area noted, but that location as a dog park was not well received. That tract is city-owned but it is heavily vegetated with honeysuckle.

With new higher density urban development being planned for Dublin, the City may want to include dog parks in areas you can walk to. Ms. Hall said that perhaps the existing dog park could be enhanced and then additional City funds could be programmed for new urban-style development where there are no yards.

Mr. Fishman referred to a dog park in the Linworth area and said that the people who live there do not see it as an amenity. It is very active and loud with barking, traffic, etc. With a location like Darree it is not located close to residential. Mr. Hahn agreed that it is best to have a dog park in place prior to housing so that people know it is there vs. the likely opposition of trying to add it to a developed area later. If a dog park should be included in the Bridge Street District it would be best to know that during the planning stage. Mr. Fishman said that many large cities have pocket parks in dense areas that are not necessarily called dog parks but people do walk their dogs there.

Mr. Fishman asked about attendance at the dog park. Ms. Hall said it varies but it is definitely utilized. The shade and seating would greatly enhance usage.

Ms. Crandall stated that staff will bring to the next meeting some potential locations and what is included in the CIP.

#### Indoor Children's Science Center/Discovery Place:

Ms. Bohman provided a handout summarizing the subcommittee's work. The committee is researching indoor activities / amenities around the area, gathering information to see what is available with the plan to provide a list with links for the City's web site, and perhaps the newspaper and Parent Magazine, etc. Mr. Ehrlich said they will work to define what is available and break the information down by activities, target age group, costs, etc., and then determine where there are still needs to be met. Ms. Hall stated that this type of information will need to be maintained because it can change very quickly.

#### Fishing Education:

Ms. Lynn stated that Ms. Bohman had met with Mr. Hahn over the summer and found that the City has 69 ponds. Ms. Lynn stated that her son did a lot of fishing over the summer and the sport seemed to be catching on with friends, especially with the great accessibility by bike path. The kids even started using Instagram to post their catch and there are now 294 followers in the group. This is a lifelong sport that should be supported in the community.

Mr. Hahn stated that the City does have a map showing all the locations of ponds in Dublin. It was not specifically design for fishing, but it serves as a base map and the City can work with GIS staff to include additional information provided by the subcommittee. Some ideas included bikepaths, some street names for reference, fishing education, information on what fish are best for eating or better for sport, etc.

Mr. Fishman asked if the City stocks its ponds. Mr. Hahn responded that it does where needed but are also fortunate that many have great natural reproduction going on.

Ms. Lynn also mentioned the idea of an ambassador program or demo days where people could mentor kids on fishing or cleaning fish as part of the educational component. There could be a junior ambassador program with the Dublin Leadership Youth program. The subcommittee will continue to research the topic and stated there is good support from the City. Subcommittee members plan to attend the HOA meeting to promote fishing education and events.

Mr. Earman added that camp programs for younger kids provided by the Recreation Center all include a fishing component.

There was discussion about an upcoming fishing event promoted by the Washing Township Fire Department. Mr. Fishman asked if a fishing license is required. Mr. Hahn responded that the State of Ohio considers ponds in Dublin private so no fishing license is needed. A license is required for kids older than 16 to fish on the Scioto River or its tributaries.

Ms. Bohman further explained some of their ideas with the program and will continue to work with the City to implement them. Ms. Lynn said the goal is to launch a program in the spring before school lets out.

Ms. Gawronski thanked everyone for their subcommittee work and reports.

#### **VII. Next Meeting – October 14, 2014**

The next CSAC meeting will be on Tuesday, October 14, 2014 at 6:30 p.m. at Council Chambers. The date was incorrectly listed on the agenda as being October 7, but that is not the standard 2<sup>nd</sup> Tuesday of the month meeting schedule.

#### **VIII. Adjournment**

There being no further business, Ms. Carr moved to adjourn the meeting, seconded by Ms. Baker. All in favor, the meeting was adjourned at 8:32 p.m.

Respectfully Submitted by:

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Tamra S. Moore, Administrative Specialist

My name is Eric Krause and I would like to convey results of surveys I took over the summer to CSAC members. Prior to this summer my surveys and research were focused on unmet needs of active adults and different age groups in outdoor recreational opportunities within Dublin's parks and open spaces. Since the CSAC bicycle subcommittee's first meeting in the early summer I have focused on answering the question: If Dublin is such a "Bicycle Friendly Community" why are there so few people using bicycles to access stores, businesses, and the downtown of Dublin in nice weather compared to so many cities I have visited? The few bicycle racks near stores and in Dublin's core are usually empty.

During my surveys since the CSAC bicycle subcommittee meeting I spoke to just under 70 random Dublin residents (only three or four of which I had met before). A short summary of why Dublin residents did not use bicycles either some of the time or at all to travel to stores, businesses, and the Downtown of Dublin is as follows:

1. **They did not feel safe.** This was the number one response and it often involved concerns of personal safety at intersections and in busier areas with more vehicles/people and/or higher speed vehicles. Note: there are also many other issues and areas in Dublin causing potential bicycle users to not feel safe and discouraged them from using a bicycle to access stores, businesses, and the core of Dublin. The average resident encounters 6 to 15 issues/items that make them feel unsafe for a trip from their home to the core of Dublin or shopping areas.
2. **It was not convenient.** This response involved multiple reasons such as time constraints, some did not feel it was appropriate for destination (i.e. a nice restaurant), impractical for certain trips/errands, etc. But as often as not the inconvenience was related to poor bicycle routing, impediments, and obstacles they faced between their home and intended destination that discouraged bicycle usage. Also note that in a majority of the cases cars are allowed to park closer than bicycles to a particular business. At all road crossings and intersections with pathways bicyclists are third class citizens unless they get off of their bicycle and walk the bike across the road/intersection which negates some of the benefit of using a bicycle.
3. **It was not comfortable.** Some people talked about comfort as it related to personal safety while others said they did not want to get "hot and sweaty" while going somewhere. Others mentioned physical discomfort due to various things such as bumps, surface irregularities, ramps/curb cuts, narrow areas, and sharp turns.
4. **Bicycle paths stop short of the core of Dublin (and other shopping areas).** There is a disconnect between the City Council members I have spoken to who say the paths extend through the core of Dublin and other shopping areas versus residents who say the paths stop north of the library at the Veterans Park along Dublin Road, at Post Road and Bridge Street to the west, and short of the core of Dublin from the south.

Note: When I asked if making rental bicycles available would help with usage the top responses were: "Where", "Why", and "That's crazy". A summation of the feeling about rental bicycles is that until Dublin addresses the safety and convenience issues for bicyclists in higher density and potential usage areas that rental bicycles would be a waste.

*Terms for bicycle usage and types of bicyclists as referenced in this summary (my own definitions):*

*An avid bike rider: A person who is a skilled rider and is okay with using a bicycle as a vehicle on streets with motorized traffic where no special bicycle accommodations exist. An avid rider is also a person who will ride a bicycle in weather conditions that other bicyclists will not. Convenience is slightly less of a factor for avid riders compared to other categories of riders. Avid riders make up a very small percentage of the population (I would estimate significantly less than 1% of the population).*

*A skilled bike rider: A person who is okay with using a bicycle as a vehicle on streets with higher speed motorized traffic where no special bicycle accommodations exist. For instance, they would bicycle on the roadway over the Bridge Street bridge across the Scioto River. Convenience and weather play a role in usage, especially as an alternative mode of transportation. I would estimate skilled riders account for less than 5% of the population.*

*An average person: A person who needs to feel completely safe and comfortable using a bicycle to reach a destination and also feels that bicycling is the most desirable and convenient method to do so. This group encompasses the vast majority of Dublin's residents. When a city achieves a significant degree of bicycle usage by the average person for at least some of their trips it will truly be a successful bikeable and livable city.*

CSAC should be concerned there is a misconception by many Dublin residents that some of the safety and convenience issues will be addressed along with the Bridge Street Corridor project. That is false. Some terms like "Livable", "Walkable", and "Bike friendly" have been used by the consultants and planners within Dublin but none of the

designs and plans measure up to the new standards or examples of highly successful livable, walkable, bikeable core areas. Every aspect and design of the Bridge Street Corridor project is based upon the old car-first, pedestrians and bicyclists second (or third in some cases) philosophy and is completely opposite of new planning models and what is found in highly desirable and successful cities. The convenience and movement of a high volume of motor vehicles has been given priority over the safety and convenience of pedestrians and bicyclists in the Bridge Street plans.

If CSAC is interested I have a 35 to 40 minute presentation I can give that details the shortcomings of the current Bridge Street Corridor plans and also shows solutions. CSAC may be interested since some of the items I would talk about in that presentation fall within CSAC's jurisdiction (about one-third). What CSAC does need to address are the safety and convenience issues for pedestrians and bicyclists that exist now and are also in the Bridge Street plans.

Below is a partial list of some of the safety and convenience concerns involving pedestrians and bicyclists. These issues will not be improved by the Bridge Street Corridor project. In some cases they will be even worse with the additional traffic counts and car-first designs. Some may be best understood in the images I have prepared for CSAC. They are not in any particular order. They are a result of my surveys with additional observations of mine.

- There are still vehicle-pedestrian conflicts at the enhanced pedestrian crossings. People do not feel as safe as they could (nor are they). I have observed ongoing situations where the conflicts still occur. It may be that some drivers are distracted while looking high overhead at the enhanced flashing lights or in some cases a mentality of "trying to make it through a yellow light before they have to stop" may exist. The safest pedestrian crossings I have observed in various cities are raised (even raised slightly appears makes a big difference in safety) have reduced motor vehicle speed limits (average of 18mph and down to even 6 mph in some cases, please ask for comparison of speed versus energy and safety I put together if you are interested). It is my understanding that Dublin's City Engineer is resistant to doing a raised crosswalk, a street speed reduction, or a red stop light instead of yellow flashes because they might interfere with the flow of traffic. That is completely opposite of the successful livable/walkable cities where pedestrian safety and convenience is a higher priority.
- The current designs of pathway crossings at roads and intersections are dangerous and/or inconvenient for bicyclists. A person on a bicycle in those crossings has no rights. They have no right-of-way over either pedestrians or motor vehicles. A rider is required to get off their bicycle and walk their bicycle through the crossing to have any degree of right-of-way. The current crossings require a high level of education for both motorists and bicyclists to be safe. While it is true that education needs to be improved it is also true that Dublin should be using more current designs (such as green lanes in high density vehicle or pedestrian areas) that are safer and more intuitive for both motorists and bicyclists. Note; the Dublin Police officer I spoke to said the greatest bicycle safety and accident problem they most frequently see is where a bicyclist is using a pedestrian crossing at an intersection. Unless a bicyclist gets off of the bicycle and walks it across the intersection the bicyclist has no right-of-way at all over any cars or pedestrians. This includes when cars are turning from the intersecting street and the crosswalk sign is green. I have witnessed many transgressions like this take place at multiple places in Dublin. In each and every case if the bicyclist were hit by a car the bicyclist would be at fault. Refer to the photo of a particularly dangerous path crossing at Post Road and Emerald Parkway where a resident told me he almost ran over a bicyclist. The resident made a right turn (in a car) from Post Road (just west of the I-270 bridge) onto northbound Coffman/Emerald Parkway. A bicyclist started riding through the crosswalk with a green crosswalk signal apparently believing he had some level of right-of-way. The bicyclist did not have any rights. Both the car and the bicyclist came to a complete stop just inches from a collision. The bicyclist started yelling at the resident I spoke to saying that the bicyclist had right-of-way because of the green crossing signal. The resident in the car correctly pointed out the bicyclist had no rights in that crossing while riding a bicycle. The bicyclist did not believe the driver of the car but fortunately they parted ways without a physical altercation. Dublin's City Engineer plans to use more unsafe and inconvenient crossings in the new Bridge Street roundabout and other crossings in the new district because he feels other alternatives might inconvenience cars. That is the old car-first thinking and is completely opposite of the new people and bike friendly livable core areas. Bicycle Greenlanes should be used in the core area and other shopping/business areas with high densities of vehicular or pedestrian traffic. They have been extremely successful for years throughout the United States and the rest of the World in greatly improving safety and bicycle usage. Dublin's City Engineer appears to not want to use Greenlanes maybe because of a perceived inconvenience to motorists. Please see the recent study "Lessons

from the Green Lanes: Evaluating Protected Bike Lanes in the U.S.” and other sources. In the first year alone that study found increases of up to 171% (some up to 200%) in bicycle usage and a big increase in the safety factor, both real and perceived. There will likely be compound increases to come in following years as well as when each of the Green Lanes become part of a network. Dublin needs to improve safety by using Greenlanes in high density areas. Dublin also needs to make changes at pathway crossings of roads in the rest of Dublin (there are several options available). We should be building enhance roundabouts with safe provisions for bicycles.

- Regarding sharrows painted on roads, the residents I spoke to said they did not feel any safer on roads with sharrows painted on them versus roads without. The sharrows are really reminders for motorists but bicyclists did not feel there was any real benefit. Note; some residents said a separate bicycle lane such as the one on Hilliard’s Rome-Hilliard Road would make them feel much safer.
- I believe there will be a personal safety issue in the new River Park on the east bank of the Scioto River near Bridge Street. When I pointed out to Dublin City planners the design characteristics that would make that park unsafe for a woman to be jogging by themselves in that park I was told by a Dublin City planner that “A woman should never jog by herself.” That statement from a Dublin City planner astounded me. While I certainly agree in even the best parks there may be time and areas where a woman should not jog by herself, that statement showed how far Dublin is from the current thinking and trends of people-first designs and planning. In every great livable city I have seen there are areas within parks in the core areas where it is quite safe for woman to jog alone during reasonable hours. To not even think about making parks as “woman safe” as practical is the wrong place to start and indicates a problem in the thinking within Dublin that needs to be changed.
- In the current core of Dublin, around shopping areas, and in the new Bridge Street project there is some basic allowance for bicycle usage but that level of allowance actually discourages bicycle usage. Dublin is very far from encouraging bicycle usage in core and high density areas (as evidenced by the few bicycles parked in those areas). Marsh Grigsby did not seem to realize she was helping to prove my point when she pointed out how Dublin was considering allowing bicycle parking at the ends of the blocks in parts of the new district. What she did not seem to realize is that by Dublin making bicycles park farther from businesses and allowing cars to park right in front of a business that proves Dublin is pursuing the old car-first models and completely ignoring the new trends and lessons learned. In the current high density areas, and in the new plans, bicycles are discouraged due to greater access, convenience, and even safety given to cars. That is opposite of what is seen in the most desirable and successful livable and cities. Every business in Dublin should have bicycle parking right in front of (or very close to) the business. Bicycle parking should also allow for bicycles with trailers (many young children in Dublin). Currently cars are able to park closer to most businesses in Dublin than bicycles. That sends the wrong message and discourages bicycle usage.
- Note, most residents feel comfortable bicycling on residential streets where the actual free flow vehicle speed is 25 mph or below. However Tara Hill and now Tullymore have elements and features that make those streets less safe and comfortable for bicyclists.
- Most residents encounter an average of 6 to 15 impediments/obstacles if they were to try to bicycle from their house to a store or the core of Dublin. Even one impediment/obstacle is one too many for the average person. Dublin needs to reduce impediments/obstacles to as close to zero for as many people as possible.
- Dublin’s Bicycle Task Force put a lot of time and effort into their final report. Many of the ideas appear to have fallen by the wayside. It may be a good idea for CSAC to review that final report and start by selecting the best benefit to cost ratio items that will result in more people using bicycles to access the core of Dublin or shopping areas.
- One resident I spoke to told me how she hoped to bicycle to the Dublin library from her house after moving here. She drove to the library and asked if they had Dublin bicycle maps with suggested routes while she was there. I told her bike/park maps were available at the Rec Center and online but she suggested more public places like the library and even businesses should have biking maps and do whatever they can to encourage bicycling (better parking, access, and information). After trying to bicycle to the library she was disappointed to find the path along Dublin Road stops north of the library and the path from the west stops at Post Road and Bridge Street. She like others had nice things to say about the paths out in the neighborhoods but felt they were nonexistent in and near the core of Dublin. Note: most people use the narrow concrete sidewalk in front of the library to bicycle south from the end of the path. That is a poor solution and only marginally works since the library frontage has a 99% dead zone (5 feet of entry walk out of 403 feet of frontage). Based upon shortcomings

in the current district plans I am not optimistic the new library will come anywhere close to a more desirable level of 50% or more active zone (Fine Grain Development standards in Sustainable Urban Neighborhoods).

*The following information is included to simply help understand the effects of various motor vehicle speeds on roadways.*

*Motor vehicle speeds are tied to safety and the quality of experience for both pedestrians and motorists (Note; many desirable and successful livable cities have speed limits of 18mph (30kph) in their core areas and are considering lowering vehicle speed limits to 6 mph). "Energy" is reflective of safety, noise, and people's quality of experience levels. "Risk Factor"/"Safety Factor" is reflective of energy and safety levels when compared to a baseline speed of 15mph for vehicles on core area streets. For the following table I used 15mph as a target speed in a core area since that places the pedestrian's safety and experience ahead of the car traffic experience:*

<i>Speed (MPH)</i>	<i>Energy</i>	<i>Risk Factor</i>	<i>Notes</i>
6	36	0.16	6 MPH is the speed Melbourne is going to on some core shared streets. Safety is high but personal comfort may actually suffer
15	225	1	An ideal speed for safety and a high quality personal experience
18	324	1.44	The speed of many existing successful core area streets
20	400	1.78	Typical school zone posted speed limit
23	529	2.35	Typical actual free-flow speed in school zones I observed
25	625	2.78	Typical U.S. "people Zone" posted speed limit
29	841	3.74	Typical free-flow speed on Bridge Street and other 25 zones
30	900	4.00	Highest speed of some streets around perimeter of core area
35	1225	5.44	Typical posted speed on some larger through streets
40	1600	7.11	Speed limit on Riverside Drive in "Target" speed zone
45	2025	9.00	Higher end of posted speeds on area streets (higher actual)

*It should be apparent that speeds designed to facilitate through traffic are highly detrimental to the safety and comfort (personal experience) of pedestrians and cyclists. The need to separate through traffic from local traffic should be readily apparent. Through traffic typically is the pressure that drives actual free flow speeds above posted speed limits. Note; the actual speed of vehicles I observed of local traffic in successful core areas in Australia and New Zealand was less than the posted speed limits (only true when through traffic had been eliminated through rerouting).*

I agree with Mr. Fishman's statement at a previous CSAC meeting. Dublin should not be concerned about doing what is needed to achieve the next level of a Bicycle Friendly Community Award. Dublin should instead be focused on doing what is best for its residents.

CSAC should help make it a goal for the City of Dublin that by the middle of summer next year there will be bicycle parking in front of more businesses and other high density areas and those bicycle parking spaces will be completely full of bicycles during fair weather. Dublin will achieve success in creating a desirable walkable, bikeable, and livable core area when the average person (not a skilled cyclist or an avid cyclist) feels completely safe using their bicycle to reach any location in the core area (and other business areas too) and also feels it is the most convenient or desirable way to do so at least some of the time.

My personal request of CSAC is that bicycling to businesses in Dublin is made safe enough that my wife will bicycle down to Giant Eagle for their wine tastings. She is an "average person" (under definitions of a bicycle user) with slightly below average bicycling skills. I used to be able to talk her into bicycling down to the Giant Eagle Market Place wine tastings but after doing it several times she will not do it anymore on a bicycle because she does not feel it is safe. We now go by car, even in nice weather. She actually enjoys casual bicycling but feels safer in many other cities including ones much larger and busier than Dublin. She would be interested in bicycling to Giant Eagle again if it felt safe to do so and there were not so many impediments/obstacles along the route. CSAC will know it has done a good job making Dublin a safer place to bicycle when my wife will bicycle to Giant Eagle Market Place.

Respectfully,  
Eric Krause

Email: [kee@wowway.com](mailto:kee@wowway.com)

Phone: 614-889-0181

My name is Eric Krause and I live at 8606 Kirkhill Court. After the first meeting of the CSAC bicycle subcommittee I went out and surveyed almost 70 residents to answer a question I had (plus seven other photo and observation survey trips).

**IMAGE 1**

**That question is: If Dublin is supposedly so bicycle friendly why are so few bicycles seen at shopping centers and in the core of Dublin during good weather compared to so many other cities I have visited?**

I have not been allotted enough time tonight to go over the results of the survey and my observations in detail so I hope you will read the pages I have prepared for you. They cover some of those details. Please excuse any typos. I typed those pages very late at night.

**At this meeting I will show images to you that illustrate some of the issues.**

**First, the four most frequent reasons people told me they did not use a bicycle to go shopping or to the core of Dublin were:**

- 1. They did not feel safe bicycling to those destinations (several sub-reasons).**
- 2. It was not convenient to bicycle (multiple sub-reasons)**
- 3. It was not comfortable (multiple sub-reasons)**
- 4. There are no bike paths or lanes in the core of Dublin (and missing elsewhere too).**

When I asked if making rental bikes available would help, responses were: Why /Where/Thought would be a waste.

One item I consistently encountered is a misconception that the new Bridge Street Corridor project will solve some of those issues and make Dublin more pedestrian and bicycle friendly. That is not true. The Bridge Street plans are the old car-first, pedestrians and bicyclists second model which is opposite of new trends and what exists in highly desirable cities. Residents should also be concerned about the Old Dublin versus East Dublin result of the Corridor project.

**IMAGE 2**

**Pedestrian safety**

**Bicycle safety and conflicts. We should be building intersections and enhanced roundabouts that encourage bicycling.**

**IMAGE 3**

**There are no bicycle lanes or bike paths in the core of Dublin to facilitate and encourage bicycling.**

**IMAGE 4**

**Green lanes work extremely well in the most desirable cities in the US and around the World (see High St. possibility).**

**IMAGE 5**

**Bicycle usage, safety, and user perception of safety have dramatically increased in those cities (up to a 200% increase in the first year alone). Dublin has been resistant to using green lanes and is falling behind (refer to reports).**

**IMAGE 6**

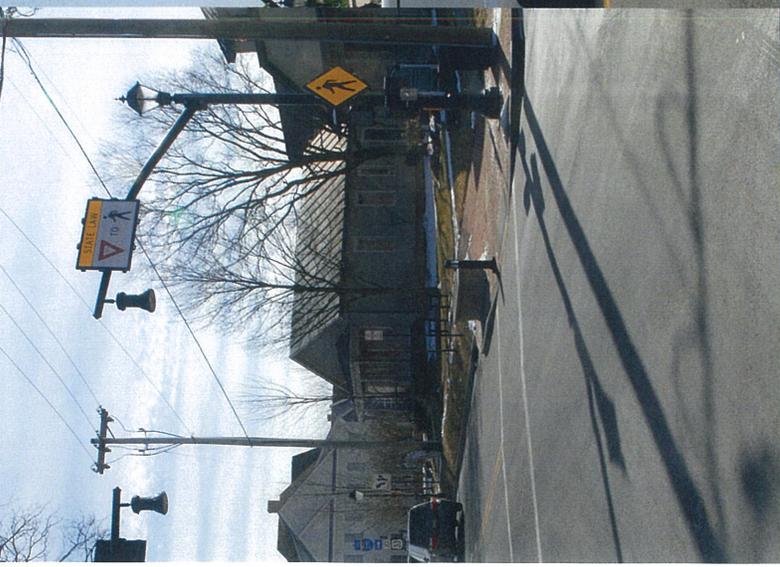
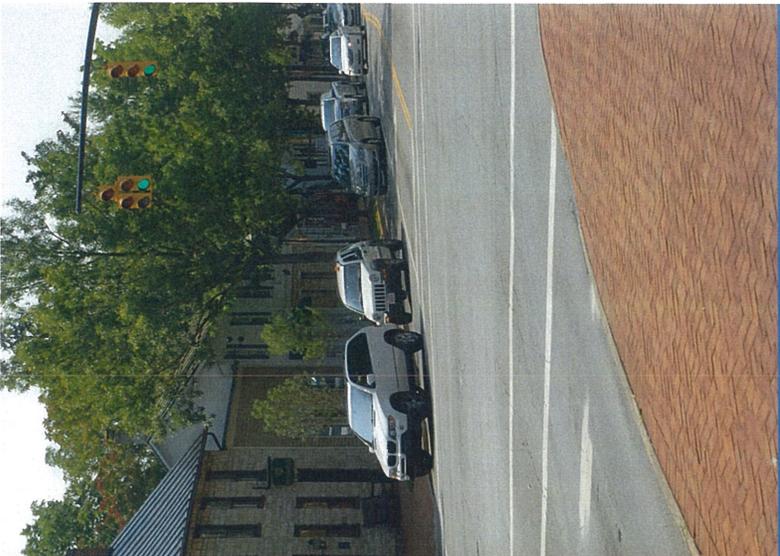
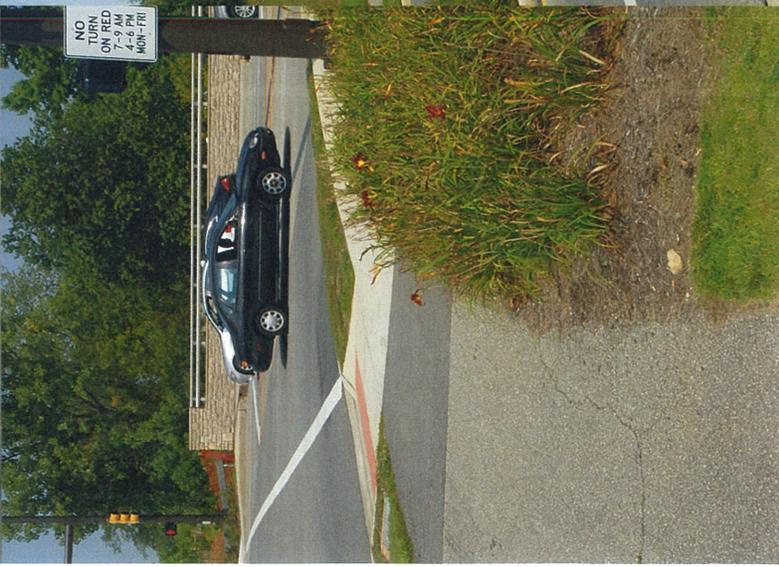
**Bicycle usage is encouraged in all of the desirable cities by treating bicyclists as first class citizens, BUT NOT IN DUBLIN. Dublin is, and will continue to be a car-first city, even more so after the Bridge Street Corridor is built out (refer to bicycle parking in the new district and other stated design elements as examples).**

**My request and challenge to CSAC is for Dublin to make biking safe enough that my wife will bicycle to the Giant Eagle wine tastings. She tried it several times in the past at my urging but felt it was too unsafe to continue.**

**Mr. Fishman was right when he said we should focus on what is best for Dublin residents and not simply try to achieve the next bicycle award level. I request that CSAC and all of Dublin's departments commit to that goal.**







the

# Rise of Protected Bike Lanes in North America

Separated from traffic by parked cars, plastic posts, curbs, and even planters, the number of protected bike lanes doubled in the US in 2012 and is expected to nearly double again by the end of 2013.

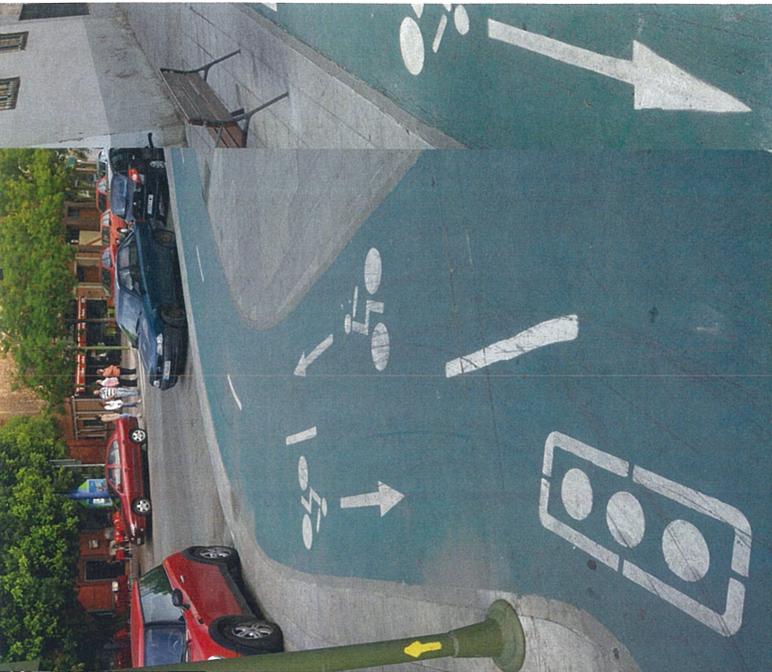
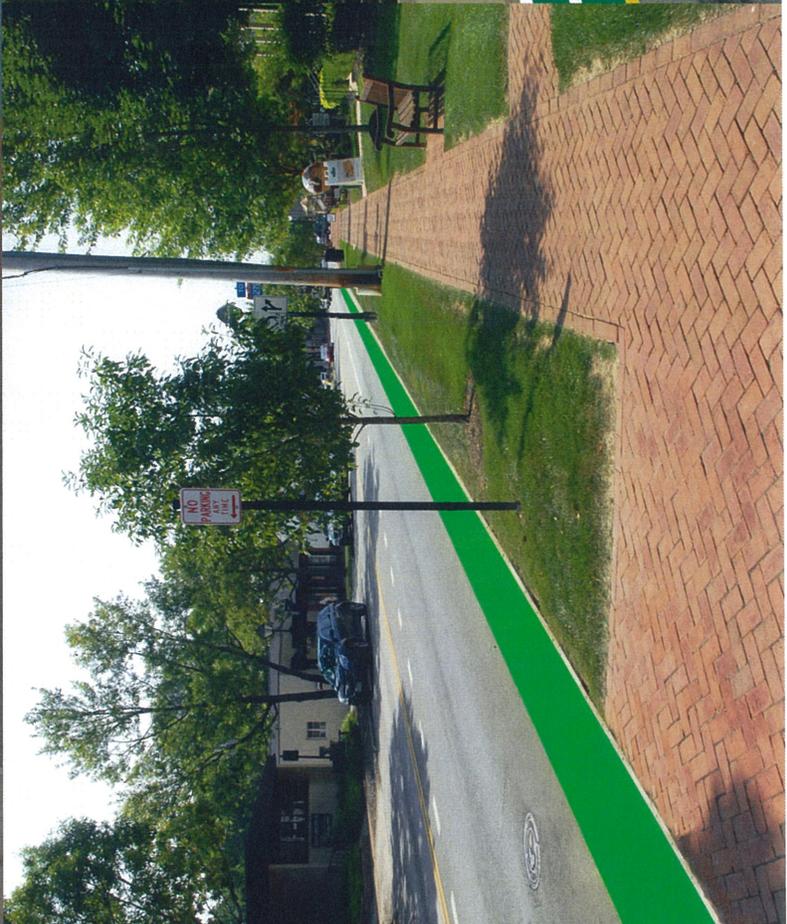


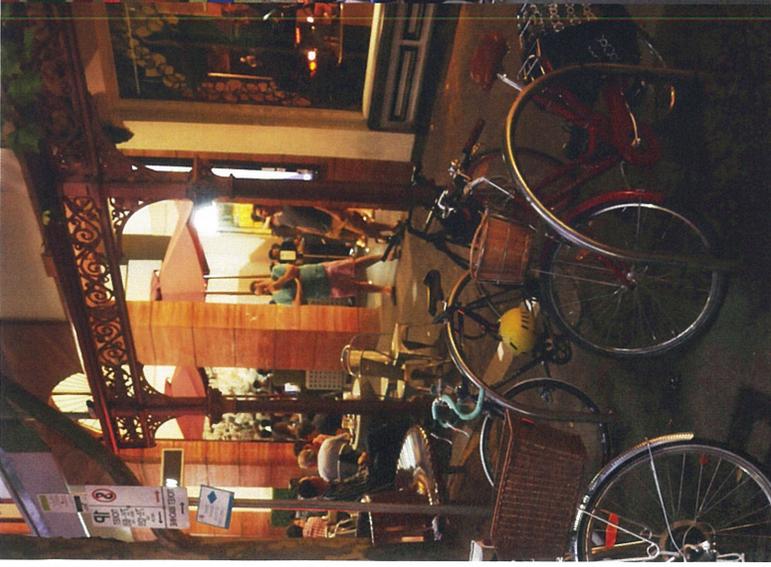
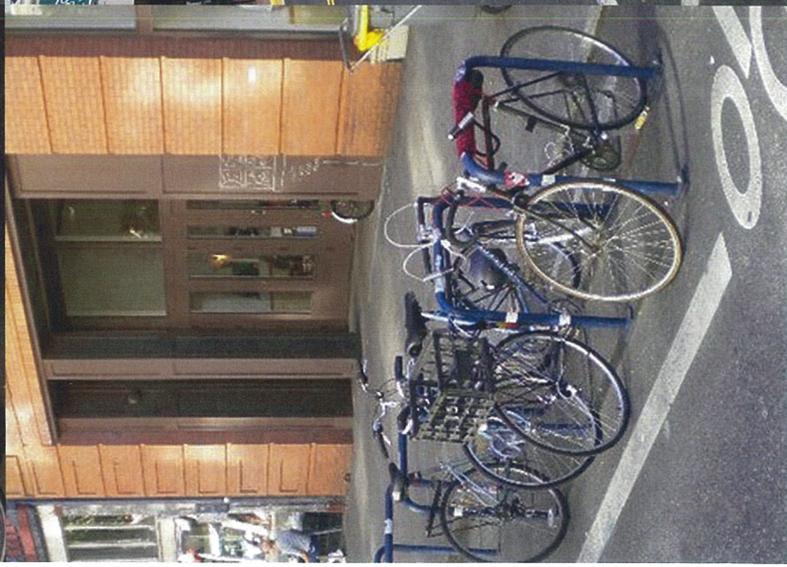
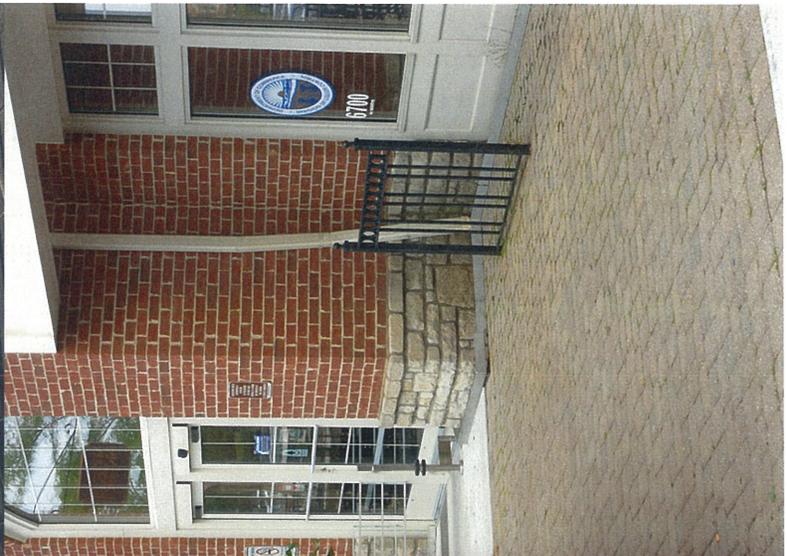
**BICYCLE RIDERSHIP BEFORE** INSTALLATION OF BICYCLE LANES

**BICYCLE RIDERSHIP AFTER** INSTALLATION OF BICYCLE LANES

MILES OF PROTECTED BIKES LANES







**COMMUNITY SERVICE ADVISORY COMMISSION**  
**City of Dublin**  
2014 -2015  
**Indoor Children's Science Center/Discover Place**

Project Topic Committee members: Ann Bohman, Mel Ehrlich, and Stephanie Hall  
Staff Contact: Matt Earman  
(9/9/14 meeting report)

*\*Research other children's science centers across the nation*

Ann will contact:

Bassmuseum of Art - Kylee Crook, Educational Program Manager,  
Miami Beach, Florida

Mel will contact:

\_\_\_\_\_?

*\*Create cost and feasibility analysis*

Holden-Wright Museum (artifacts) could house a place for a children's museum?  
A place for children to learn about their community's history in an interactive way.

*\*Explore opportunity of partnerships*

Partner with places that provide INDOOR EDUCATIONAL ACTIVITIES  
(Science/Discover areas) for all ages:

NAME - of the organization or program

ABOUT THE WORKS - Ann

COSI-Mel

Columbus Museum of Art and/or Dublin Art Museum -Stephanie

GOAL/PURPOSE/MISSION of the organization or program?

LOCATION of the organization or program - address and/or directions?

CONTACT INFORMATION - phone, website, Facebook, etc.

AVAILABILITY - hours, seasons, times, etc.

AGE RANGE - preschool, elementary age, middle school, etc.

COST??(I hope everything is FREE)-membership, etc.

OTHER ITEMS OF INTEREST

This list of opportunities will be a welcome source of information for Dublin families, especially during the rainy and cold months of the year. This information could be posted on the various websites and maybe even in the PARENT MAGAZINE.