



Community Services Advisory Commission
December 13, 2022
Minutes

Commission Members: Present: Elizabeth McClain , Steve Dritz, Dee Kanonchoff, Rex Pryor, Vicki Von Sadovszky

Absent: Vivek Arunachalam, Hong Qiu

Staff Members Present: Megan O’Callaghan, City Manager
Robert Ranc, Deputy City Manager/COO
Nick Tabernik, Deputy Chief of Police
Jeannie Willis, Director of Transportation & Mobility
Tina Wawzkiewicz, Civil Engineer II
Emily Goliver, Management Analyst DCM/COO
J.M. Rayburn, Planner II

Consultants: Katie O’Lone, Toole Design

Guests: Nancy Durant, Geoffrey Feld, Alex Herridge, Colleen Kellerberger, Earnest Shepherd, Korey Yoo

1. Call to Order

Ms. McClain established a quorum was present and called the meeting to order at 6:35 p.m.

2. Public Comments on Items Not on the Agenda

No public comments.

3. Approval of Meeting Minutes

Minutes from the September 13, 2022 meeting were distributed for review via email. Ms. McClain asked if anyone had any changes to the meeting minutes. There were no changes to the meeting minutes. Ms. Von Sadovszky made a motion to approve the minutes. Mr. Dritz seconded the motion. All in favor, the September meeting minutes were unanimously approved.

4. Speed Management Program Update– Jeannie Willis

Ms. McClain introduced Ms. Willis, Director of Transportation and Mobility, and then turned the meeting over to Ms. Willis.

Ms. Willis said the Speed Management Program is being presented again to this commission by our project team. Tonight we will be discussing some of the detail contained in the program. This is a follow-up to the presentation provided at the September meeting as staff worked through our public involvement campaign. Ms. Willis introduced Katie O'Lone from Toole Design. Ms. O'Lone is our expert on the speed management strategies and she helped us develop this proposed program. Toole Design did a great job leading us through this effort, as it was no small undertaking. There are several questions staff would like this commission to work through tonight, hopefully including a positive recommendation for City Council. Ms. Willis asked Ms. O'Lone to lead us through the presentation.

Ms. O'Lone introduced herself. She said her colleague David Shipps presented on behalf of Toole Design at the September meeting and tonight she would be providing an update on that presentation. Ms. O'Lone said that tonight we would be going over the vision statement and goals again. In addition, we will be discussing the proposed program, but we will reviewing it in more detail tonight and then there will be recommendation discussion questions.

Ms. O'Lone said the project team developed and shared out the draft vision and goals the public meeting and pop-up events over the summer. The vision and goals were also presented at the September CSAC meeting. Ms. O'Lone said the vision statement has not changed since it was presented in September.

“The Speed Management Program will provide a framework for a data-driven approach to speed management. The program goals and strategies focus on creating safe and comfortable streets for all road users across Dublin including people walking and rolling.”

Ms. O'Lone said in September there were five goals presented, which have been narrowed down to three goals for this program. The two removed will be carried to the Vision Zero Program. These three goals will remain as a part of the Speed Management Program:

1. Reduce traffic-related fatalities and serious injuries in the City of Dublin for all roadway users, including those walking and rolling
2. Reduce excessive speeding across Dublin. Excessive speeding is defined as traveling more than 15 mph over the speed limit
3. Develop strategies to address speeding concerns on Dublin streets

Mr. Dritz asked if there was another word that could be used for rolling.

Ms. O'Lone said word rolling was used because it is more inclusive to not only bicycling, but also other mobility devices.

Ms. O'Lone moved on to discuss the proposed program. The industry has really changed from focusing on analyzing the individual driver to more of a focus on the environment and be cautious of all roadway users. As we go through this program, Ms. O'Lone wanted to remind everyone that

we are talking about a process to identify specific streets that would receive speed management solutions. The thresholds we are about to discuss are not about ticketing individual drivers. Of course, enforcement is a part of the solution, but when we are talking about solutions like high-visibility enforcement, we are talking about identifying an area that would have a higher presence of police. First, Ms. O’Lone discussed how the team got to this proposed program. The team researched best practices, had conversations with City staff within Transportation and Mobility and Police, and hosted public engagement.

- Best Practice Research
 - Reviewed several programs that live under VZ umbrella
 - Case studies included program such as: Austin’s Speed Management program, West Palm Beach Speed Management Projects, Golden, CO Self-Enforcing Roadways
 - These programs have successfully implemented several projects.
 - Reviewed criteria that the programs used to determine which projects should be funded including reviewing the 85th percentile of speeding.
 - Also reviewed national guides and tools from FHWA, ITE, and NACTO.
- City Staff
 - Clear and simple program that is easy to message for residents
 - Resources are limited for data collection and project implementation
 - Set realistic expectations for residents
- Public Engagement
 - Safety is a top concern
 - Interest in enforcement and physical measures
 - Speed humps/bumps were discussed quite often

Ms. O’Lone continued to say that City staff would determine the speed management solution by first determining the category of speeding. The category is determined by subtracting the 85-percentile speed minus the posted speed. These categories will be used to select context appropriate speed management solutions. These ranges are not the ranges of individual speeds over the posted speeds, but are where the 85th percentile fall into, which is a measure of all speeds on a roadway over a particular time.

- **Category 1** = 85th Percentile Minus Posted Speed = 1-5 mph
- **Category 2** = 85th Percentile Minus Posted Speed = 6-10 mph
- **Category 3** = 85th Percentile Minus Posted Speed = 10+ mph or 1% of motorists are traveling more than 15mph over the limit (gets back to our excessive speeding goal)

Ms. O’Lone said the key takeaway is the more speeding the more robust the solution. Solutions will be discussed shortly.

Ms. O’Lone shared the three big steps of the program:

- **Step 1)** Collecting data to identify a speeding issue
- **Step 2)** Review and evaluate results – assign a “Category”
- **Step 3)** Use what will be the new speed management toolbox for appropriate solutions

Ms. O'Lone pointed out that as a part of this process, residents will be notified of this progress. The City's Speed Management Program webpage will be updated every odd month and residents who have submitted a request will be notified of updates.

Ms. O'Lone discussed the three steps of the program.

- Step 1: Collect Data
 - Resident request
 - Can be submitted through any format such as GoDublin app, email, website or phone
 - City staff request
 - Review of fatal and serious injury crashes in the past five years
 - Police Maintenance Zone
 - Review of citation data
 - Speed-related crashes
 - Speed data will be gathered in response to both request types
 - Data collected within eighteen (18) months will be considered as current, but speed data may be collected again if there has been a change in condition
- Step 2 and 3: Evaluate Results and Select Appropriate Solutions
 - Category 1 and Category 2 - Streets will receive low-cost, high-impact speed management solutions that can be implemented by Transportation & Mobility and Police.
 - Category 1 solutions - Police Mobile Speed Trailers or Rotating Driver Feedback Signs and Public Awareness Campaigns
 - Category 2 solutions - Include same solutions as Category 1 plus Police Observations and Engagement with Community Members, Street Width Reduction or Delineation using Pavement Markings
 - Category 3 - streets will be reviewed on a case-by-case basis to determine the appropriate speed management solution. These solutions are medium-high cost and will likely require specific funding through the Capital Improvements Program
 - This process will include a few steps:
 - Reviewing and evaluating if a Category 2 solution will solve speeding issues.
 - If not, the location will be reviewed in more depth, which would include a road safety audit or corridor study and resident engagement.
 - Solutions in this category include:
 - High Visibility Enforcement
 - Physical Infrastructure (go into more detail in a few minutes)

Ms. McClain asked if this program pertains to certain streets or if it will apply to all streets in Dublin.

Ms. Willis replied that it would apply to all Dublin streets.

Ms. O'Lone provided more detail for the Solutions.

- Category 1 Solutions
 - Police Mobile Speed Trailers and Rotating Driver Feedback signs, which are more easily rotatable.
 - These increase driver awareness and improve speed limit compliance.
 - Awareness Campaigns are just what they sound like. They are intended to educate the public on speeding consequences. We know how detrimental even small increases in speed can be.
 - Studies and information like this can be messaged through a variety of communication tools, such as Media, Ads, Signs, etc.
- Category 2 Solutions
 - All category 1 solutions are included in Category 2 solutions as well.
 - Additional solutions include:
 - Permeant Driver feedback signs
 - Police observations and engagement with community members – this would include things the police are already doing, speaking with residents, lending the radar gun out when appropriate.
 - Reducing the street width with pavement markings is a low-cost solution to visually narrow the roadway.
 - This could be by striping parking as shown here or with wider edge lines.
 - Stamped and Colored Asphalt can be used for emphasizing certain areas, such as crosswalks.
- Category 3 Solutions
 - Reviewed on a case-by-case basis and require additional studies and funding. Part of this process would include working with neighborhood residents for first input on speeding issues and once solutions are selected, feedback on the selected measures
 - Additional solutions include:
 - High Visibility Enforcement
 - Signs and Markings: including additional speed limit signs and words on pavement, such as 25 MPH markings
 - Horizontal measures that reduce pavement width and change curb lines, such as chicanes, traffic circles, roundabouts, curb extensions, landscaped medians
 - Street width reduction and visual narrowing, such as reducing the number of lanes by adding pavement markings or physically narrowing the roadway or reducing lane width
 - Technology Solutions such as speed limiting signal timings, automated data collection tools, along with existing and emerging technologies can be considered

Ms. Von Sadovszky said she just returned from Ireland and their feedback signs were positive. Their feedback signs would thank you for going the appropriate speed limit. She asked if the City has looked into any type of positive signs.

Ms. Willis said that is a really great question and actually the City just purchased their first set of feedback signs that have a similar type of positive messaging. Ms. Willis said these are things the City is actively looking at and hopefully we will be able to continue to expand their use here in Dublin.

Ms. O'Lone discussed the different placement of the driver feedback signs from earlier.

- Rotating Driver Feedback Sign
 - Placement: Residential Streets
 - Duration: Two to four weeks (resources permitting)
- Permanent Driver Feedback Sign
 - Placement:
 - Non-Residential Streets
 - Streets with a presence of FSI pedestrian/bicycle crashes within the past 5 years and/or
 - Within 500' of a school or community center or park, which are places with a high presence of vulnerable users

Ms. O'Lone wanted to talk a little more about speed humps and vertical deflection.

- Speed humps and speed cushions are vertical measures that have slight pavement elevations that self-enforce a slower speed for motorists.
- In the past, council discouraged vertical deflection due to delay in emergency vehicle response and transport.
- Our engagement to date has included feedback to explore vertical deflection measures.
 - In the online survey, approximately 30 people were in support of speed humps and approximately seven did not want speed humps. This was in response to a few questions we asked:
 - What makes you feel safe on a street?
 - What outcomes would you like to see from the program?
 - When we did engagement through pop-ups we do not have an exact count, but many people asked about speed humps and were in support of them.

Ms. O'Lone further discussed the inclusion of speed cushions. These were not part of the program previously and are designed to allow emergency vehicles to drive through them without delay or minimal delay. Speed cushions can be effective, but it is important to note the fact that they need to be properly spaced to get people to operate within 20-30 mph.

- Speed humps and speed cushions are vertical measures that have slight pavement elevations that self-enforce a slower speed for motorists.
- In the past, council discouraged vertical deflection due to delay in emergency vehicle response and transport
- The inclusion of speed cushions which were not part of the program previously are designed to allow for emergency vehicles to drive through them w/o delay or very minimal delay

- Our engagement to date has included feedback to explore vertical deflection measures.
- Additional Information:
 - Four Independent Studies showed less than one second or zero delay
 - King County, Washington fire personnel noted less discomfort in the vehicles
 - FHWA “In before-and-after speed data, speed cushions reduced the 85th percentile speed by an average of approximately 9 mph”
 - ITE recommends limiting the use of speed hump, speed tables, raised intersections, and raised crosswalks to non-primary emergency vehicle routes

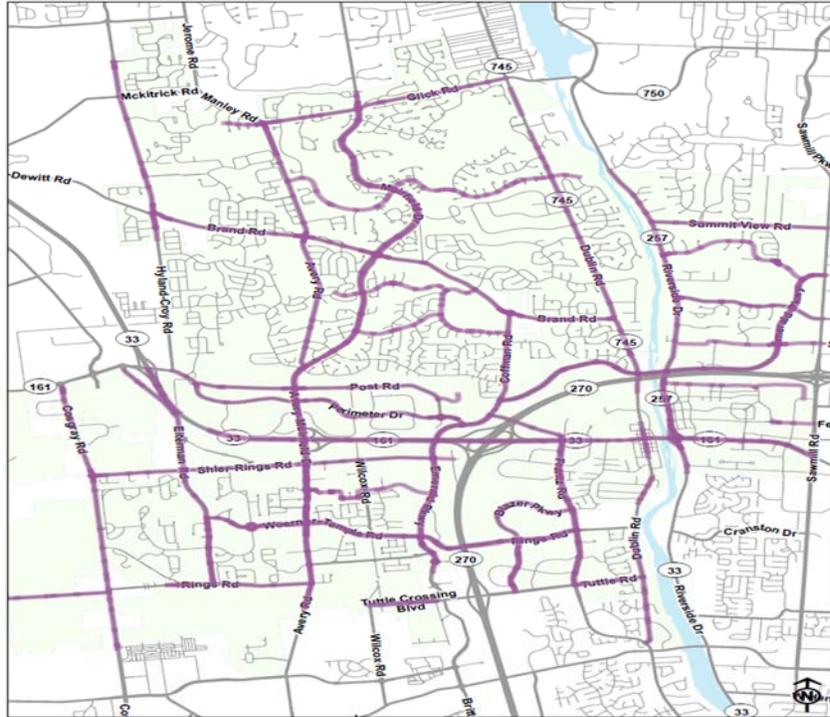
Ms. O’Lone said other considerations for speed humps include:

- Speed humps can increase noise levels (10 to 20 decibels)
- Perception of property value change
 - Looked into this. Research is not clear as to impacts of property value, because there are so many factors that go into property value.
- Would require additional signs and markings
- Ms. O’Lone said they did meet with Washington Township Fire Department and they emphasized it is important to keep vertical deflection measures off primary emergency services routes. This is addressed in the implementation guide we will discuss in a few minutes.

Mr. Dritz commented that he read City maintenance staff did not like one of those two options because of snow plowing. He asked which one the City does not prefer and how could the concerns be addressed.

Ms. Willis said that what she believes Mr. Dritz is referring to is that maintenance staff does not prefer vertical deflection measures because of the impact on snow plows. Also with the speed cushions the issue of debris collecting and ice in the winter months will also collect in the gaps between the two cushions. Those are serious concerns and part of some of the reason why we did not include them in our previous program, but since this option has been brought up again, we are trying to show both sides. There are positive and negative points, along with consequences.

Ms. O’Lone said some streets that are in the ineligible category three solutions such as speed cushions, because they are primary or routine emergency routes that are important to fire, police and first responders and we do not want to impede their response time on these routes. Another cause of ineligibility could be transit route. The ineligible routes are highlighted in purple on the map. Ms. O’Lone commented it was just for certain category three solutions.



Ms. O'Lone shared a more detailed implementation guide that will help staff make decisions about what solutions are most appropriate based on context. This guide includes:

- Appropriateness based on Functional Classification
 - Major Arterial, Minor Arterial or Collector, or Local
- Appropriateness based on Street Type
 - Ineligible routes, like primary emergency routes
 - Transit Route
- Appropriateness based on amount of speeding and estimated speed reduction
 - Determined based on Category 1-3 previously discussed

Speed Management Measure	Street Function			Street Type		Speed Management Category			Estimated Speed Reduction*
	Major Arterial	Minor Arterial or Collector	Local	Ineligible Routes	Transit Route	Category 1	Category 2	Category 3	
Speeding Monitoring, Awareness, and Education									
Public Awareness Campaigns	●	●	●	●	●	✓	✓		-
Police Mobile Speed Trailers	●	●	●	●	●	✓	✓		2-7mph
Rotating Driver Feedback Sign	●	●	●	●	●	✓	✓		2-7mph
Permanent Driver Feedback Sign	●	●	●	●	●		✓		2-7mph
Police Observations and Engagement with Community Members	●	●	●	●	●		✓		-
High Visibility Enforcement & Education	●	●	●	●	●			✓	-
Pavement Treatments, Pavement Markings and Technology									
Pavers	●	●	●	●	●			✓	3-7 mph (2)
Parking Lane Pavers	●	●	●	●	●			✓	-
Pavement Marking Messages (Eg. "SLOW", "XX MPH", etc.)	●	●	●	●	●			✓	1-3mph
Signal Timing	●	●	●	●	●			✓	-
Horizontal Measures									
Chicane	●	●	●	●	●			✓	3-9mph
Traffic Circle	●	●	●	●	●			✓	4mph
Roundabout	●	●	●	●	●			✓	8-14mph
Vertical Deflection									
Speed Cushion	●	●	●	X	●			✓ (posted 25 mph or lower)	5-7mph
Street Width Reduction or Visual Narrowing									
Street Width Reduction or Delineation using Pavement Markings	●	●	●	●	●		✓		1-4mph
Curb Extensions	●	●	●	●	●			✓	1-4mph
Median Island	●	●	●	●	●			✓	3-8mph
Landscaped Median	●	●	●	●	●			✓	3-8mph
On-Street Parking	●	●	●	●	●			✓	1-4mph
Reduce Number of Lanes	●	●	●	●	●			✓	1-4mph (3)
Reduce Lane Width	●	●	●	●	●			✓	1-4mph

Ms. O’Lone said that we have gone through the proposed program, the team has some specific questions for the commission and we would like to open it up for questions and comments.

Mr. Dritz asked if the City has any traffic circles in Dublin.

Ms. Willis said the City does have several traffic circles including Rings Road, Wilcox Road and there are a few on Tara Hill at various intersections. They are not roundabouts; they are just a circular type of intersection.

Ms. O’Lone continued explain that there are two requests from staff at this time, which include:

- 1) Discussion on four upcoming presented questions
- 2) Recommendation from CSAC for Staff to incorporate any changes and advance the proposed speed management program for their review and consideration for adoption

Ms. Willis suggest that at this time we take any public comments from the guests in the audience.

Ms. McClain said if anyone in the audience would like to make a public comment, we ask that individuals come up to the podium one at a time, and state their name and address for the record prior to making their comments.

Public Comments:

Ernest Shepherd – 5681 Sells Mill Drive

Mr. Shepherd said that he has talked in past about the speed on Sells Mill Drive. There has been some testing done in the past and it has been determined that it is not an issue. Mr. Shepherd stressed the amount of cars traveling on this road is an issue. He asked what the City feels is an appropriate speed limit to be traveling on a street that has a posted speed limit of 25 mph. Is 40 mph too fast on this type of street? He believes people should be traveling at the posted speed limit.

Ms. Willis said staff agrees with Mr. Shepherd that the traveling speed should be at the posted speed limit or lower.

Mr. Shepherd then asked if that is the case than what speed over the actual speed limit is too fast. At what speed does the police officer write a speeding ticket.

Deputy Chief Tabernik added that officers use discretion when patrolling speed, but agreed that 40 MPH on a 25 MPH road is too fast. There is policy and procedure that offers guidance for the officers.

Mr. Shepherd commented that there is often speeding on Sells Mill Drive. He was inquiring as to whether Sells Mill is in the category could qualify for additional speed humps to be installed to help reduce the speed at his end of the street.

Ms. Willis said in terms of Sells Mill, it is an ineligible route because it does already have traffic calming measures in place near the school. It has on street parking spaces and there are many initiatives already in place on that road, so the balance of the street is on the ineligible route map.

Mr. Shepherd pressed for speed humps or other vertical deflection on Sells Mills Drive, not only due to speeding, but also because of the traffic on that road. The traffic on Sells Mill Drive is the perfect reason for why there needs to be more speed humps to slow down traffic. Mr. Shepherd also stated that its good to have signage, but rotating because the City does not have enough is a poor excuse and it does help slow traffic down. Mr. Shepard also asked about the duration of the program and phasing. He assumed it was a 3-5 year program. Mr. Shepherd commented that the City would probably prioritize areas that have accidents and try to concentrate on those areas first, but he would like to be notified when Sells Mill Drive would be included in the phasing.

Ms. Willis responded that the program would be in place for the near future, but the City will prioritize specific areas first. Ms. Willis commented that she would not be able to provide a timeline at this point because staff has not completed an analysis. However, a resident through this speed management program is always welcome to initiate a request for a speed survey using the various avenues of communication, such as GoDublin or by email.

Mr. Shepherd emphasized his concerns not only for the speed, but also for the amount traffic on Sells Mill Drive. He also stressed keeping the speed signs permanently on Sells Mill Drive, not just for durations of 2-4 weeks at a time. He would also like to again, encourage the Dublin Police to utilize his driveway to monitor speed on his road. They have provided Mr. Shepherd with a speed gun, but he would like to see the police using his driveway to monitor the speed, not only during school hours, but also during all different hours. Mr. Shepherd thanked the commission for their time and for listening to his concerns. Mr. Shepherd would also like to be included on updates in regards to this program and to receive a draft of the proposed plan.

Ms. Willis thanked Mr. Shepherd for his feedback and she would provide information to him.

Deputy Chief Tabernik also wanted to add, that in reference to Sells Mill Drive and to this program that it is complaint-based and data-driven. Unfortunately, at this time in regards to Sells Mill Drive, the data does not currently support the resource allocation at this time for speed intervention.

Geoffrey Feld – 5814 Tara Hill Drive

Mr. Feld thanked Mr. Shepherd for speaking on behalf on some of the same concerns Mr. Feld has in regards to Tara Hill Drive. Mr. Feld said traffic volumes increase and decrease throughout the day. He lives near one of the traffic circles and believes they work, but would like to see cohesive mitigation efforts for the entire length of Tara Hill Drive. He added that he would like to see traffic volumes decrease on Tara Hill Drive, stating that it is a residential street and there are a variety of vulnerable users to consider. In talking with some of his neighbors that have lived on this street longer than Mr. Feld. His neighbors have stated that things are not great, but they are much better than they used to be. It would be beneficial to extend some of the mitigation efforts to the rest of the street so that the entire street can benefit from these efforts. Finally, Mr. Feld mentioned that zoning barriers and easement regulations prevent him from building a fence on his property to protect his family from the traffic on Tara Hill Drive.

Ms. Willis thanked Mr. Feld for his comments.

Alex Herridge – 5004 Galway Drive

Mr. Herridge provided feedback and suggested explaining in the program what the 85th percentile is for those that are not familiar with what that means. Mr. Herridge asked what the potential concern is with speed cushions with ice and debris.

Ms. Willis responded that debris in between the humps would be an aesthetic issue and ice would be an issue for emergency vehicles.

Mr. Herridge also asked about exclusion of certain roadways because of emergency vehicles. He asked if that was the sole reason for exclusion.

Ms. Willis said we did talk about this earlier and there are exclusions for primary or routine emergency routes, or they also have existing traffic calming measures already on them and so

additional traffic calming measures would not be appropriate. The concern had already been addressed.

Ms. O'Lone also wanted to point that ineligible streets does not mean that they are ineligible for all solutions, but currently category three solutions.

Mr. Herridge so then asked if this means there is still the possibility of amending existing measures.

Ms. Wills said yes if the data supports amending or adding additional measures.

Mr. Herridge also asked about traffic circles. Do they also delay vehicles or impeded through traffic for emergency vehicles.

Ms. Willis responded that there are a few different situations for traffic circles. She also explained the difference in delays for horizontal or vertical treatments.

Mr. Herridge finally asked about the important differences between the previous traffic-calming program compared to this program.

Ms. Willis said the traffic-calming program was more punitive. This new program is focused on speed management. There is a lot of carryover, but this program also incorporates more technology-based solutions.

Nancy Durrant – 9286 Leith Drive

Ms. Durrant thanked Ms. Wawzkiewicz with all of her help she has provided to the residents that have had numerous questions. There are older residents that are very interested in being involved and want people to fill out those surveys. Ms. Durrant stressed the focus on Glick Road in this program. She also offered help from neighbors and nearby residents that are very interested in being involved.

Ms. McClain thanked the residents for their public comments.

The meeting was turned back over to Ms. O'Lone.

Ms. O'Lone went back to discussion the recommendation request. First, was discussion on the four upcoming presented questions; second, is a recommendation from CSAC to staff to incorporate changes and advance the proposed Speed Management Program to City Council for their review and consideration of adoption.

Ms. O'Lone asked the commission members if CSAC is supportive of the vision statement and goals as presented.

Ms. McClain said data-driven metrics are critical. From a data perspective, number of cars, time of day, days of the week, and specific times of the year are all-important. Looking at different durations for data is important. She also emphasized the sensitivity of public roadways being open to all.

Ms. Von Sadowszky asked if all roads are created equal and if the data supports that.

Ms. Willis responded yes they are, but they are also sensitive to the number of vulnerable users such as students.

Ms. Kanonchoff asked about the placement of driver feedback signs. She asked if they are placed on both sides of the road.

Ms. Willis responded that they are placed going both directions. In addition, in areas where there is a school they are placed before the school, at the school, and on different frontages.

Ms. Kanonchoff said that some drivers ignore the driver feedback signs. She asked if they could be bigger or have flashing LED signs.

Ms. Willis replied that the City does have flashing LED signs. With respect to school flashing signs, Ohio law requires flashing beacons. Ms. Willis added that driver feedback signs can be bigger but they are voluntary compliance.

Mr. Dritz referenced back to the first two residents that state there are a high volume of cars on their streets. He asked if the City has a definition of what "high volume" would be.

Ms. Willis replied the City does not have a definition, but the City does have capacity thresholds for different kinds of roadways. In reference to Tara Hill Drive and Sells Mill Drive, they are both well under the capacity for that type of roadway. They are both considered collector level roadways and we would expect them to have a slightly higher traffic volume in comparison to other local level roadways.

Ms. Willis asked the following questions:

1. *Is CSAC supportive of the Vision Statement and Goals?*

CSAC agreed and they are supportive of the Vision Statement and Goals.

2. *Are there any methods of communication that CSAC would like to see other than the methods that are already identified?*

Mr. Pryor suggested including the Next Door apps and other forms of social media.

Ms. Kanonchoff suggested the bulletin board at the DCRC. This would engage people as they are in the recreation center.

No other suggestions were made.

3. Is CSAC support of strategies included in Steps 1-3?

Mr. Dritz asked if traffic volume would be included in the program. Ms. Willis said staff would think about it and look into traffic volumes to incorporate into the program.

Ms. McClain also added to Mr. Dritz's point, that the more metrics, the better. She also stressed the role of a public roadway.

Ms. O'Lone also commented that the street classifications start to tackle the traffic volume criteria. She also emphasized the program is focused on speed management and not necessarily volume management. Ms. O'Lone said that Vision Zero could be a tool to address volume management.

Mr. Pryor mentioned that he would like to see micro-mobility and sustainability incorporated into the program.

Ms. Kanonchoff suggested the use of the City's public website for engagement and public awareness.

Ms. Willis said that a public education and awareness campaign is a part of the program.

Mr. Dritz asked if staff defines metrics for reporting purposes. He also asked if staff has defined critical success factors and measurements.

Ms. Willis responded that the City already has many of the metrics in place. She also responded that the City has not completely defined all the success measurements, but what staff would like to see is a decline in the number of requests for speed management services.

CSAC are supportive of strategies included in Steps 1-3.

4. Is CSAC support of recommending the Speed Management Program to City Council?

CSAC is supportive of recommending the Speed Management Program to City Council.

Ms. Willis thanked the commission members for their interest and support in helping staff develop this program.

5. Sustainability Framework Update – Emily Goliver

Ms. Goliver provided a brief update on the Sustainability Framework. As everyone may have read in the memo, the City sought requests for proposals to develop a Sustainability Framework and to create an inventory of existing practices. The decision to seek a consultant to assist with this work was made to utilize the expertise of professionals that do this for a living. Proposals were due on November 30, 2022 and staff is currently working to analyze these submissions. As the resident Sustainability Advisory Committee for the City, CSAC will of course be involved in this process. Staff will keep the commission apprised on this progress.

Mr. Dritz asked what the \$50,000 is referencing.

Ms. Goliver said that is the budget for the consultant. This amount is in the budget portion of the request for proposal (RFP).

Mr. Dritz was curious how the scoring system works for the consultants.

Ms. Goliver said that each member of the selection committee would evaluate the proposals based on the point system.

Mr. Ranc said it is common when we issue a competitive RFP. We let the consultants know what our rubric is for scoring so they know what is important when we evaluate the proposals.

Ms. McClain thanked Ms. Goliver for the update.

Alex Herridge – 5004 Galway Drive

Mr. Herridge was curious about the implementation of the Sustainability Framework 2.0. He asked if the RFP is for the implementation plan.

Ms. Goliver said the consultant selected will be able to utilize the work that staff has already completed in draft 2.0. The goal is to take the draft and create a Sustainability Framework based on their experiences and other Cities best practices globally. Part of our Dublin Strategic Framework is to be the most sustainable community, so the goal is to utilize the professional work that a consultant has done and their expertise and to take that and run with it and add more.

Mr. Herridge thanked Ms. Goliver for her clarification.

6. Other Items of Interest

Mr. Dritz attend the Residents for Sustainable Central Ohio MORPC meeting. Mr. Dritz commented that the city received kudos for collaborating with Hilliard on Styrofoam recycling. Mr. Dritz also said there was a very large presentation that was sent to him. He was not sure if he should forward to the rest of CSAC, if there was any interest.

Ms. Goliver also received the presentation and she said she would happy to send it out the commission members.

