

RECORD OF PROCEEDINGS

Held

April 24, 2023

CALL TO ORDER

Mayor Fox called the Monday, April 24, 2023 Regular Meeting of Dublin City Council to order at 6:30 p.m.

ROLL CALL

Present were Ms. Alutto, Ms. Amorose Groomes, Vice Mayor De Rosa, Mayor Fox, Mr. Keeler, Ms. Kramb and Mr. Reiner.

Staff members present were Ms. O'Callaghan, Ms. Readler, Mr. Stiffler, Mr. Ranc, Mr. Rogers, Ms. Weisenauer, Mr. Hammersmith, Mr. Earman, Ms. Rauch, Chief Paez, Ms. Blake, Mr. Goodall, Deputy Chief Tabernik, Ms. Miglietti, Mr. Anderson, Ms. Wawszkiewicz, Ms. Goliver and Mr. Ament.

Others present: Sharon Bucey and Madison Hyzdu, Adaptive Sports Connection; Katie O'Lone, AICP, Senior Planner, Toole Design.

ADJOURN TO EXECUTIVE SESSION

Mayor Fox moved to adjourn to executive session for the purposes of:

- Considering the Purchase of Property for Public Purposes

Ms. Alutto seconded the motion.

Vote on the motion: Mr. Keeler, yes; Ms. Kramb, yes; Ms. Alutto, yes; Mr. Reiner, yes; Vice Mayor De Rosa, yes; Mayor Fox, yes; Ms. Amorose Groomes, yes.

THE MEETING WAS RECONVENED AT 7:03 WITH ALL MEMBERS PRESENT.

PLEDGE OF ALLEGIANCE

Mayor Fox invited Ms. Amorose Groomes to lead the Pledge of Allegiance.

SPECIAL PRESENTATION

- Arbor Day Proclamation
Mayor Fox read the proclamation. Mr. Goodall was present to accept the proclamation. He invited everyone to the City's Arbor Day celebration Saturday, April 29, 2023 from 9:00 a.m. – 12:00 p.m. at Post Preserve Park on Royal Plume Dr.
- Adaptive Sports Connection
Mr. Reiner introduced Ms. Bucey. He stated that the work that this community has done with programs like Adaptive Sports Connection is something to be proud of. Caring for others has been a Dublin tradition. Adaptive Sports Connection is a huge expansion of that work.
A video was played introducing the organization and their initiatives.
Ms. Bucey explained that they are located along the Scioto River in Shawnee Hills. They have a beautiful piece of property where they intend to build a one-of-a-kind adventure and wellness lodge to serve people of all abilities. They work with hospitals, VA clinics, and schools. They have many ideas including a veteran's event already being planned.
Ms. Hyzdu stated that she was living in Phoenix, Arizona when she received a call from a friend volunteering with Adaptive Sports Connection. She was bed-bound at the time. She moved back to Dublin and Adaptive Sports allowed her be more independent. Skills learned through sports transfer into other life skills. For example, holding a paddle while kayaking builds grip strength and allows her to grip a brush to brush her own hair. These sports also offer the ability to live life while having fun. She was in physical therapy and occupational therapy but it was not fun. Adaptive Sports changed her life. Working for Adaptive Sports Connection, they get to see people's lives changed daily.

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Ms. Bucey shared their website: adaptivesportsconnection.org and stated that there are many ways to get involved. They always need great volunteers. She closed by thanking Council for having her.

Mr. Reiner noted that the Veterans Committee has been looking for projects to help and to receive help. He also noted that there are Dublin residents and business owners already involved.

CITIZEN COMMENTS

Ms. Weisenauer read into the record the following comments:

Ramesh Madhu, 6553 Wyndburner Drive, 43016
"On Behalf of Columbus Telangana Association thanks to City Mayor Jane Fox for presence in our Holi Event yesterday. We are very fortunate to have you one of the biggest festival in India. We are looking to work with in our future events."

Monica Gacka, 4413 Zachary Court, 43017
"Hello Thank you for the opportunity to share concerns with City Council. I appreciate the time and energy you put into your roles on the council. Thank you for hearing citizen concerns and fostering positive engagement.

There is a bevy of development projects currently in process in the Bridge Street District. As a resident living near the Bridge Street District, I've noticed that several of these projects involve high density residential plans. Many of the concept plans for these projects are so high in density that they are visually congested. They conjure an image of what putting twenty pounds of sugar in a 5 pound bag may look like. This past week, I learned that at times, the Planning and Zoning Commission encourages developers to be "better than code", which was great to hear. However, I also learned last week that there are land parcels within the Bridge Street district that do not have a density limit per acre. How can anyone plan "better than code" for density, if there is no established limit? These plans coming from developers greatly contrast from the existing fabric of our community. I'm concerned that the push for density is happening too quickly with too much and will bring change that not only clashes with the current state, but also detracts from the future vision and goals for the community."

CONSENT AGENDA

- Excuse the Absence of Council Member Alutto from the April 10, 2023 Regular Council Meeting
- Minutes of the April 10, 2023 Regular Council meeting
- Notice to the Legislative Authority of a New D3 Permit for HBC Onsite LLC, dba Asuka Ramen, 7541 Sawmill Road, Dublin, Ohio 43016.

There was no request to remove a consent agenda item.

Ms. Alutto moved to approve the consent agenda.
Mr. Reiner seconded.
Vote on the motion: Mr. Reiner, yes; Mayor Fox, yes; Vice Mayor De Rosa, yes; Mr. Keeler, yes; Ms. Kramb, yes; Ms. Amorose Groomes, yes, Ms. Alutto, yes.

SECOND READING/PUBLIC HEARING - ORDINANCES
Ordinance 12-23

Adopting and Enacting a Supplement (S-53) to the Code of Ordinances for the City of Dublin, Ohio
Ms. Readler stated that there are no changes to this Ordinance from the first reading. Staff recommended approval.

There were no public comments.

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Vote on the Ordinance: Ms. Alutto, yes; Ms. Kramb, yes; Ms. Amorose Groomes, yes; Mayor Fox, yes; Vice Mayor De Rosa, yes; Mr. Keeler, yes; Mr. Reiner, yes.

INTRODUCTION/PUBLIC HEARING/VOTE – RESOLUTIONS

Resolution 36-23

Authorizing the City Manager to enter into a collective bargaining agreement with the Fraternal Order of Police Lodge #9 regarding Wages, Hours, and Terms and Conditions of Employment for Employees within the Police Officer and Police Sergeant and Police Lieutenant Bargaining Units

Ms. Alutto introduced the Resolution.

Mr. Rogers stated that the Resolution authorizes the City Manager to enter into a collective bargaining agreement with the Fraternal Order of Police (FOP) for the 2023 through 2025 fiscal years. The new collective bargaining agreement was ratified by the FOP Lodge #9 on March 20, 2023 and includes three revisions from previous agreements. First, the ranks of Corporal and Sergeant are changed to Sergeant and Lieutenant respectively in order to fall in line with the more commonly used rank structure within the profession. This is a change in title only and no monetary changes are involved. Second, the collective bargaining agreement carries wage increases of 3.5% for each of the three years of the agreement. Finally, the Special Duty rates are set at 65% above Step 4 for officers and 65% above the Sergeant rate for supervisors when four or more officers are requested to perform special duty. No other articles were changed during negotiations. Staff recommended approval.

There were no public comments.

Ms. Amorose Groomes confirmed we will not have the position of Deputy Chief. Mr. Rogers explained that the position still exists. They are not part of the bargaining unit.

Vote on the Resolution: Vice Mayor De Rosa, yes; Ms. Kramb, yes; Mr. Keeler, yes; Ms. Alutto, yes; Mr. Reiner, yes; Mayor Fox, yes; Ms. Amorose Groomes, yes.

Resolution 37- 23 - Accepting the Lowest and Best Bid for the 2023 Street Tree Pruning Contract and Authorizing the City Manager to Enter into a Contract for the Project

Ms. Alutto introduced the Resolution.

Mr. Ranc stated that on April 4, 2023, the bid was opened for the 2023 street tree pruning contract. This is the first year that the City has gone out to bid for this program. This is due to increasing costs across the industry. About 5,000 street trees are pruned by the City each year with the vast majority being done in house. The larger trees are contracted out due to specialty equipment that is required, the safety of City staff, and liability considerations. Joseph Tree Service submitted the lowest bid of \$148,769. Staff recommended approval.

There were no public comments.

Vice Mayor De Rosa asked if we have done work with this company before and if our experience was a good one. Mr. Ranc answered affirmatively to both.

Ms. Amorose Groomes stated that we have a lot of canopy height issues and issues with trees with pedestrian conflicts and those were not indicated on the map. Mr. Ranc stated that with increased prices, the scope of this project was reduced in order to get the price necessary. Priority was given to clearance needs, tree health, and the time since last pruning. The budget was increased on the project in order to not fall behind with landscape maintenance.

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Ms. Amorose Groomes encouraged staff to look at heavily traveled pedestrian ways for pedestrian tree conflicts like North High Street and throughout Bridge Park. This is money well spent.

Mr. Keeler stated that a 30% increase each year for four years is significant but all contracts that the City has used have raised their prices similarly. He noted that some of these trees require use of a bucket truck. At first glance, this contract appears expensive but it is quite involved.

Ms. Amorose Groomes added that some of the most expensive workers comp insurance is on tree work. Those costs are increasing rapidly.

Ms. Kramb stated that she has worked with this contractor in the past and they have increased costs and have done good work.

Vote on the Resolution: Ms. Kramb, yes; Ms. Amorose Groomes, yes; Mayor Fox, yes; Mr. Reiner, yes; Vice Mayor De Rosa, yes; Mr. Keeler, yes; Ms. Alutto, yes.

OTHER BUSINESS

- Speed Management Program Follow Up
- Ms. Wawszkiewicz introduced the speed management program and outlined staff's presentation. They will offer additional introductions, go over the purpose and timeline of the program, review the work session from early March and the discussion questions/outcomes; police will provide a summary around enforcement; and finally, staff will review the current program and next steps.
- Ms. Wawszkiewicz introduced the consulting team working on the project, Toole Design, and Katie O'Lone, Senior Planner.
- Ms. O'Lone stated that Toole Design is committed to planning, designing and building spaces where people can move freely and intuitively while becoming part of the community instead of just moving through it. Their mission is to build livable communities where transportation is safe, convenient and enjoyable regardless of mode. They prioritize systemic measures and a holistic approach with clients. They have a team of local and nationally recognized experts. Ms. O'Lone stated that speeding is very important because of its impact on safety. As speed increases, so does the likelihood of a crash. Higher design speeds increase the risk of fatal or serious injuries.
- She continued providing background stating that the current traffic-calming program was adopted in 2004. Since then, the industry has changed from penalizing individual drivers to a focus on safety of all roadway users including the most vulnerable roadway users bikers and walkers. In 2021, City Council referred the update to the speed management program to the Community Services Advisory Commission (CSAC). Meetings were held with CSAC and a Council work session was held in March of 2023.
- Ms. O'Lone stated the three goals of the program.
1. Reduce traffic related fatalities and serious injuries;
 2. Reduce excessive speeding; and
 3. Develop strategies to address speeding concerns.
- Ms. O'Lone reviewed the five discussion topics covered in the Council work session and provided responses.
1. Is City Council supportive of the Vision Statement and Goals?
The vision statement was revised based on Council feedback to highlight "data-driven" and added "residents". The statement now reads, "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 residents and road users across Dublin including people walking and rolling."
 2. Should the program include vertical deflection, such as speed cushions, in the toolbox for Category 3 solutions?
Council requested that vertical measures be used sparingly and in correct circumstances and environment. Language was changed to consider vertical measures only if other measures are proven ineffective. Speed cushions are limited through the Implementation Guide. They are inappropriate on major arterials but could be appropriate on local roads. Collectors would need to be

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reviewed with partner agencies like fire, police, and COTA. Fire and Police have provided a map of ineligible streets based on emergency vehicle routes. Staff received a question about vertical measures near schools. Schools tend to be generators of vulnerable roadway users.

3. Does City Council have feedback regarding Tactical Urbanism? Is City Council supportive of a pilot project implementing Tactical Urbanism solutions in Dublin?

Based on Council's support for Tactical Urbanism, staff will identify a pilot project location and develop a concept plan for CSAC's feedback and consideration and then to Council for consideration. Implementation can begin later this year.

Ms. Wawszkiewicz continued with Question 4 and 5. The fourth question was regarding establishing a business district. A business district would allow the City to post speed limits at 25 miles per hour without requesting permission from the Ohio Department of Transportation (ODOT). Question 5 was opening up any additions to the speed management program. One of the suggestions related back to public input received. Survey responses were included in Council's meeting packet. There were 290 responses received. Themes focused on local neighborhood streets; providing separation for pedestrians; and enforcement and safety. Based on the feedback received, the program produces shorter turnaround times for low-cost solutions, a variety of speed thresholds matched to appropriate solutions and incorporating solutions with a high level of support from the public.

Chief Paez addressed speed compliance. The discussion at the March 6 Council Work Session included a desire to emphasize and focus on speed enforcement as a component of the speed management program. Speed surveys conducted from 2019 through 2022 show that 98 percent of the 85th percentile speed data collected falls within 10 miles per hour of the posted speed limit. The 85th percentile is a national industry standard used in speed studies. The data seems to suggest that a high degree of compliance was experienced from 2019 through 2022. We know there are many occasions where not everyone is adhering to that standard. Traffic complaint investigations have always involved follow up from a police officer. The plan going forward is that all traffic concern complaints will begin with the police department to begin with personal contact. As follow up to the work session, traffic and speed enforcement data was provided. The data fluctuates from year to year but some of the information is attributable to staffing. The Traffic Enforcement Unit is the primary contributor to speed enforcement activity. Over the last year, they have not been able to fully staff the Unit. They intend to move forward filling all vacancies. The Traffic Enforcement Unit typically involves five members. There are currently two officers in the Traffic Enforcement Unit. Staff is working diligently to get all staffing returned to prior levels this year. Enforcement activities information was provided for the first quarter of 2022 and the first quarter of 2023. There has been an increase in the number of traffic stops and speed citations in 2023. Even with increased activity, staff continues to work with strategies and plans for speed enforcement. The 10-year review showed that there is an average of 100 speeding citations issued monthly over the past 10 years. The goal moving forward is to work on plans and strategies to return to those levels of citations across the agency.

Deputy Chief Tabernik stated that in responding to community expectations as well as the feedback from the March 6 Council work session, the traffic enforcement policy was reviewed by supervisors. Direction was given to officers regarding traffic enforcement and speed management. They focused on vulnerable roadway users including school zones and neighborhoods. They are often asked for circumstances where people get tickets. The threshold for warning for speeds up to and including nine miles an hour over speed limit. Drivers may receive a warning or citation for speeds of ten to 14 miles per hour over the limit. The goal is to change the behavior of the driver. Officers are expected to consider road conditions, circumstances, location, vulnerable roadway users and operator driving history. The expectation in those school zones and neighborhoods is that officers would issue a citation for speeds in the ten to fourteen mile per hour range. Drivers who are 15 or more miles per hour over the speed limit, which is considered excessive speed, will be issued a citation. Projecting forward, staff is planning monthly speed campaigns. They will partner with state highway patrol. They

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plan to emphasize school zones. Another topic discussed was the noise complaints in Bridge Park and Historic Dublin. Last year, the Police Division purchased a decibel reader and met with the prosecutor to determine thresholds for unreasonable noise. They specifically targeted excessive speed, engine revving, street racing, reckless operation, and drunk driving. Deputy Chief Tabernik shared information on Community Engagement and Awareness. School Resource Officers teach courses around distracted driving, police interactions, and drunk driving. Staff is actively engaged in sharing traffic safety tips and information across social media platforms. The Mayor's Courts juvenile diversion program is also designed to change that behavior. Another piece of the program is emerging technology. They are looking into speed safety cameras that can help the Police Department issue warning letters. Cameras would provide the license plate, time of incident and speed. They believe this could be very effective strategy.

Ms. O'Lone shared the Speed Management Program. It is conducted in three steps.

1. Collect data and educate. Staff will collect and review data and an officer will reach back out to the resident.
2. Police and Transportation Mobility staff will evaluate results and determine the speed management category. The categories were created by staff with understanding of the court system. Categories relate to how much higher the 85th percentile is driving than the posted speed limit.
 - a. Category 1: speeds of 1-5 mph (within the margin of error of a speedometer);
 - b. Category 2: speeds of 6-10 mph over the speed limit;
 - c. Category 3: speeds of 10+ mph over the speed limit.
3. Use the speed management toolbox and implementation guide to select appropriate solutions.

Category one solutions focus on education and awareness like public awareness campaigns, speed trailers and rotating driver feedback signs. New solutions for Category two add speed warning cameras into police observations and engagement, pavement marking, tactical urbanism, and permanent driver feedback signs. Category three solutions add signs and markings, street width reductions, technology, lane reductions, speed cushions, and pavers.

Ms. Wawszkiewicz continued with the next steps. Staff recommended adoption of the new Speed Management Program and repealing the existing traffic calming program. Staff will develop a Tactical Urbanism concept plan to bring to CSAC. Staff will then bring that to Council and could be implemented this year. Staff will bring forward legislation for City Council to consider establishing of a Business District for a Bridge Street Business District. Staff will purchase a pair of speed warning cameras and if this pilot is successful, staff will request a second set to be budgeted in 2024. Staff will also request proposal and initiate development of the public awareness campaign through 2023 consultant services bulletin. Transportation and Mobility staff is working with Community and Public Information Staff to add enforcement and speed category data to the City's webpage. The Police Department will continue to focus their efforts on the monthly speed and noise campaign with an emphasis on schools and neighborhoods. Budget requests coming forward for the Capital Improvement Program would be for speed safety cameras, mobile speed trailers, and speed management projects described in the toolbox. In the Operating Budget, staff is proposing to purchase additional driver feedback signs.

Ms. Wawszkiewicz addressed how to measure success. Speed surveys will be conducted annually in maintenance zones (I-270, US33, Muirfield Drive, Bridge Park Avenue, Frantz Road, and Brand Road). Speed safety camera data will be reviewed annually. If effective, there will be a reduction in warning letters sent. Speed surveys will be conducted on the new Tactical Urbanism pilot area before and after the completion of the pilot program. The dashboard will be another area by which to measure success.

Geoff Feld, 5814 Tara Hill Drive, 43017 stated that he is excited to see how the program will move forward. There are rotating feedback signs on his street and it seems like people are already responding. He asked how often they are rotated. Ms. Wawszkiewicz stated that those can be requested and are put into a maintenance routine every six months or so.

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Mike Serner, 6988 Raymond Drive, 43017 stated that his immediate concern is right in the area of Tara Hill. He attended one of the speed management meetings in August that Vice Mayor De Rosa also attended. He made a challenge for Council members to join him at his residence to see the traffic problem. He is disappointed that he would make such a challenge and no one took him up on it. It makes him question the sincerity with respect to the speeding concerns. He wanted to address some of the comments heard at the last Council meeting. Mr. Reiner stated that his perception is that offenders are young people. That is incorrect. People use Tara Hill as a cut through. Mayor Fox expressed concerns regarding vertical measures and emergency vehicles and noise. Mr. Serner stated that vertical measures currently exist and asked where the data is regarding noise complaints. Emergency vehicles have used Tara Hill as a cut through. He does not think putting in speed cushions will change emergency vehicles use. He knows that there is a shortage of officers on the traffic enforcement unit. He sees very little enforcement on the weekend. Tara Hill has become an obstacle course. These driver feedback units do not work. Offenders are offenders. A lot of measures have been taken on Tara Hill and they have not worked. He asked for the reason why so many members of Council and staff are against vertical measures. It may it create some noise but it will deter speeding after someone bottoms out. Some Council Members have lost sight of what is trying to be accomplished here. It is to make streets safer and minimize speeding. Aesthetics cannot be prioritized over safety. He believes vertical measures are the solution. The challenge remains to all to come sit in his driveway on a Saturday afternoon. Tullymore has the same problem. Speed humps are the only solution.

Doerte Khan, 7690 Aldridge Place, 43017 stated that she is concerned about crossing Brand Road coming out of the Brandon subdivision. They have installed a blinking light. It gives a false sense of security because cars do not stop. They are speeding. She has been walking a dog for the last two weeks and Brand Road is like a highway around 8:00 in the morning. It is not teenagers. It is adults. She has begun entering the intersection thinking cars on the other side would stop and they do not. Drivers may not have been able to because they are going too fast. She provided multiple examples of people going too fast and not stopping. The flashing lights have made it less safe because they provide a false sense of security.

Ernest Shepherd, 5681 Sell Mill Drive, 43017 stated that he concerned about speed on Sells Mill Drive. Volume also needs to be considered. There has been different analyses and surveys done and it shows that there is not a speeding problem there. For three days during and after spring break and an average number of vehicles during spring break was 1,200. After that, there were 1,800 per day. The average speed of all those vehicles was below 25 miles per hour. That is unbelievable to him. There are exceptions. His request is that we should look at the number of vehicles going up and down these streets. They have speed bumps. He has requested permanent solar signs be considered. They have placed the temporary ones before a couple of weeks. With the taxes that Dublin residents pay, we can take two and make them permanent to deter speeding. We need more police support. He has offered his driveway. The Police dropped off a radar speed gun for him to use. We need speed humps on different parts of Sells Mill. He is not sure what category it fits in but he would like to talk to staff regarding questions that he does not want to burden Council with. He reiterated the need for speed humps to slow traffic down.

Ms. Amorose Groomes stated that there was some alarm on social media when cameras went up. There seemed to be concern that there were nefarious people watching traffic. We do not want them to stick out but somewhere on the cameras, it should indicate Property of City of Dublin and include contact information. Chief Paez stated that those were surveillance cameras not exactly like the speed cameras but he agrees.

Mr. Keeler asked if someone could address the comment about speed humps. He avoids speed humps. Mr. Keeler asked if residents were polled, would they want a speed hump on their street.

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Ms. Wawszikiewicz stated that the speed threshold at which to consider vertical measures is Category 3. Those are streets we will target. It would not be a street with a lower level of speed violations.

Mr. Keeler confirmed that it is not the speed that determines whether a road is arterial or not. Ms. Wawszikiewicz agreed. She added that there was feedback received that some people felt that vertical measures were a strong tool and some that were very much opposed to them. Options are always extreme on vertical measures.

Ms. Kramb stated that speed humps are designed to specific standards so they are not effective on a 25 mph street if people were driving 27 mph. Ms. Wawszikiewicz stated that the reason we are targeting Category 3 with vertical measures is because that is where they would provide a level of speed reduction. They are most helpful with speeds above 10 mph over the limit.

Ms. Alutto referenced speed monitors asked if there are requirements for signage on those devices. Ms. Wawszikiewicz stated that there are not because it is a warning system.

Ms. Alutto asked if warnings issued from one of those devices go into a Police Department database. Chief Paez stated that staff has not purchased any equipment yet so those details still need to be worked out but they would want to track that.

Ms. Alutto asked if the devices are intended to be moveable. Ms. Wawszikiewicz responded that they are semi-portable. They do need fairly sturdy foundation. She envisions that anchors will stay in place but poles and equipment could relocate on some sort of maintenance schedule.

Ms. Alutto stated aerial operators for speed enforcement have to appear in court. Deputy Chief Tabernik explained that they are considered expert witnesses and would have to appear in court. They hand out pamphlets that explain that.

Ms. Alutto asked about noise levels with vertical measures. Ms. Wawszikiewicz stated that speed humps have some research and there was a difference in decibel level.

Ms. Alutto asked about maintenance of speed cushions. Ms. Wawszikiewicz stated that there is no data on cushions but they would likely have additional maintenance because there would be potential for debris and ice to build up in those areas.

Rebuilding those with a resurfacing project would take additional materials and labor.

Ms. Alutto asked about how both (speed humps and speed cushions) would work with snow plows. Ms. Wawszikiewicz stated that the concern about ice and snow compacting is more relevant in cushions. The speed humps are a bit of a maintenance headache as is anything in the road.

Ms. Amorose Groomes asked if would be possible to do a speed study on a problematic section of road with some temporary vertical measures like speed tables in the warmer months. That would provide real data to compare. Then details of the tool could be decided if it is determined to be an effective tool. Ms. Wawszikiewicz stated that we were able to do that on Monterey Drive. When it was repaved, they had to remove the speed humps. There is data from that that staff can provide to City Council. With temporary measures, staff would be somewhat concerned about impact to the pavement. Ms. Amorose Groomes stated that we could pick a street that is due to be paved. It would be nice to have that information.

Ms. Alutto agreed with Ms. Amorose Groomes.

Vice Mayor De Rosa stated that she appreciates the follow up information from the Police Department. She noted that her questions and comments fall into two categories: the actual program policy itself and the implementation plan and toolkit. Under the policy itself, she thinks those three categories are interesting but volume and location are also important. There is some context missing. She is supportive of the business district. The language in the policy is too restrictive regarding vertical measures. Language about where and when they can be used needs to be added. The comfort of residents was added to the vision. Residents are not comfortable. There is discomfort with speed, crossing, kids. Vice Mayor De Rosa referenced the implementation plan and toolkit. The policy for enforcement made good sense. She has consistently posed the questions to staff, what would be different a year from today if this is implemented. She was not aware of the shortage of police officers so that will

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be different. One year from now, we may have one camera pilot completed, one tactical urbanism project completed, and we will increase from two units of speed monitoring to three. It is not very much. She is not sure why it would need to return to CSAC instead of directly to Council. She would like to see the City "learn faster". As it relates to the installed cameras, three for a City of our size does not seem like much. Why not 50? Why not test more areas with speed humps? She likes very much the visual traffic enforcement warnings. Why not test with three? She thinks the policy needs some changes but this seem so incredibly cautious. If we are going to change the policy and try to make residents comfortable, we have to do more.

Ms. Kramb offered support for staff finding out how much it would cost to test speed humps, and a few more cameras. We do have to address the context of location. In addition to volume, she would consider the number of pedestrian conflicts within an area.

Diane Cortolano, 3390 Martin Road, 43017 stated that she was encouraged to hear they are not the only ones concerned. Given the current staff shortage with police, she suggested increasing the volume of the vertical measures while building up staffing.

Mayor Fox stated that residents come forward and complain about speed but when we study it, the data does not support that. She asked if that is because it is a relative speed. If we receive frequent complaints about a certain area, that would have to be considered. The vision statement talking about data-driven is really important. Dangerous situations concerning crossings (Brand Road and Starbucks) need to be addressed in a more immediate fashion. Ms. Wawszkiewicz stated that there is a perception of speed from pedestrians. You do feel a real risk. 25 miles per hour feels much different to a pedestrian than to a driver in a vehicle. Chief Paez stated that even as we see most vehicles going at or below the speed limit, there are people driving much faster and that is what vulnerable roadway users are feeling. That is why we commit to officers being in those locations. Ms. Wawszkiewicz stated that staff will track the frequency of complaints on that dashboard. She explained that staff will focus on crossings. At Starbucks, there is a construction project that will add the traffic signal and full pedestrian walk system. When that is in place, the warning system at Starbucks will be removed.

Mayor Fox asked about pedestrian crossings where the pavement lights up. Ms. Wawszkiewicz stated that snow plows have a really hard time with that. Similar technology was tried in 2018 at the roundabout and they do not hold up to Ohio winters. Staff has been looking at using lighting in other ways. Newer pedestrian crossings have floodlights that only come on when the pedestrian system is activated. Lighting is an important piece of the puzzle. Vice Mayor De Rosa stated that this is why we have to have multiple tests. She knows some of these particular areas need to be addressed. She avoids the crossing at Brand Road because it is dangerous. She is encouraged that there seem to be a lot of good ideas. She would like to see Dublin test many more ideas.

Mayor Fox stated that she is happy to hear about the webpage data. She is interested to see whether or not an increase in citations makes a difference in an area where efforts are concentrated.

Ms. O'Callaghan stated that the foundation of the sepped management program as proposed is based on data and the results of speed studies. The measures taken are escalated based on the categories established in the program. That is based on the results of those speed studies. Staff will take some measures, perform a speed study, and determine whether the measures are effective. If there is a speeding issue, then they will escalate to the next level. If there is not a speeding issue, then that concludes that portion of the program. She asked if Council wants to test measures regardless of what those speed studies tell us. Vice Mayor De Rosa stated that the vision says that we want people to feel safe and comfortable. If they don't, based on repeated situations, then we haven't met vision of

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program. She thinks the three categories are insufficient to answer the question at hand.

Ms. Kramb stated that there needs to be more of a matrix of whether or not there is a problem based on additional criteria. More information that speed goes into whether we advance to different solutions.

Ms. Amorose Groomes stated that one of the things that change a street is driveways entering the road. Speed of 47 mph on Riverside Drive feels different than a street where someone is backing out of their driveway. It is important when these are truly residential streets with driveway access. The kind of street makes a difference.

Mr. Keeler stated that the percentage of speed over the speed limit should be the consideration. He also noted that in Carmel, Indiana, he found himself driving slowly because they had raised crosswalks. They were not extraordinarily high but enough to slow a car down. Not a day goes by that he does not hear people driving cars really fast down Brand Road. If you put a slightly raised crosswalk in, it would break up those miles enough that it would force drivers to slow down. It seems that the data is there. The questions becomes what rules we are willing to apply to the data. He is willing to apply more extreme mearures. No one will feel less safe because traffic is moving slower.

Ms. Willis stated that several of the items raised are able to be accommodated within the existing program with few slight tweaks to the program. Regarding speed humps and different categories, we do have the ability to use those as a tool.

Ms. O'Callaghan stated that staff will take this feedback and go back and determine next steps.

STAFF COMMENTS

Ms. O'Callaghan shared the following:

- Next Monday, May 1 at 6:00 p.m. in Council Chambers, Planning Staff will provide an update at the City Council work session on renewable energy equipment. Staff is notifying the public.
- Meetings were held with regard to the Community Plan last week. Meeting discussion will be released as a podcast this week. She thanked staff and Council Members.
- The spring Neighborhood Leadership meeting took place April 19 with approximately 40 attendees. She thanked Council for participation and staff for planning and presenting to this vital group of stakeholders.

COUNCIL REPORTS

- Finance Committee Report
Ms. Alutto stated that the Finance Committee had Redtree Investment attend and report on performance of investments. There was discussion regarding benchmarking, the potential for request for proposals for investment proposals, language changes to the investment policy, reporting strategy and process. Meeder Investment Management and Manning & Napier provided reports on the performance of their investment portfolios. The next meeting is scheduled for May 9 at 4:00 p.m.
- Liaison Reports:
 - Ms. Alutto stated that there will be a Board of Educaiton meeting tomorrow (April 25, 2023).
 - Vice Mayor De Rosa stated that Envision Dublin had the first meeting last week the day after the joint boards and commission meeting. It was a great group of members of community. They conducted the same workshop that was conducted with the joint meeting. This will be a very useful committee. She will report back on that every time they meet.
 - Mr. Keeler reported on the US 33 Corrdior meeting. Marysville recently updated their strategic plan and identified ten different priorties. They had six applicants for their façade improvement grant program and

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- granted five of six. Union County has set aside 10,000 acres for solar. They have two projects approved and moving forward. Plain City recently completed an Uptown Master Plan.
- Mr. Reiner reported on the Dublin Arts Council. They established the Sunday at the Scioto series for August 27 through October 8. Most other municipalities wind up in summer and they have received positive feedback about fall timing. The Veterans Committee are working on Veteran ID cards. Veterans are being called out by other municipalities to serve as well as our own.
 - Ms. Kramb attended the April 11 Washington Township meeting. They assigned Trustee Rozanski to the steering committee for the Community Plan. They will repost for the Public Relations position. Architectural Review Board has full agendas but no major concerns from them.
 - Ms. Amorose Groomes stated that there may be some grant money available from MORPC Money Mondays regarding safe streets. On the 11th, Dr. Hugh Sherman, Ohio University, will be the lunch speaker. The last Planning and Zoning agenda meeting was canceled. She echoed Vice Mayor De Rosa's thought on the Envision Dublin Steering Committee. She was encouraged that it will be a high participation and high creative thinking. Consultants seemed to indicate meetings would be roughly monthly or every other month.

COUNCIL ROUNDTABLE

Ms. Kramb asked when the material for the May 1 work session will be posted. Ms. O'Callaghan stated that they will be posted first thing tomorrow morning.

Ms. Kramb thanked Architectural Review Board and Planning and Zoning Commission members for joining Council for an additional meeting. She thanked residents who attended the for community planning and homeowners association meeting. She thanked JASCO for the Thursday evening event. Saturday she attended the Dublin Chamber Community Champion Awards. She thanked the Chamber for inviting her.

Mr. Keeler thanked residents for coming out and contributing to the community plan conversation. Dublin is great because of our residents. According to Business First, Dublin has the most educated residents. Congratulations to residents and to Quantum Health for being voted Central Ohio's coolest office.

Mr. Reiner agreed with Ms. Kramb and Mr. Keeler. Tha level of interaction is impressive. He would would like to see some items not addressed at the Council Retreat be discussed.

Ms. Alutto thanked to residents and board and commission members. It was a good work session.

Ms. Amorose Groomes thanked State Representative Somani for her time. Several of us had breakfast on April 11 and she enjoyed hearing about the work being done for Dublin. There was a school funding meeting on April 12. She is looking forward to that conversation continuing regarding what the future of school funding will be. She thanked Council for their time at the retreat. She thanked staff for enduring that time. Regarding the Envision meeting she again thanked the public for that time. She thanked the Chamer of Commerce for the Community Champion Awards. If this world isn't an incredibly better place in 20 years than it is now, then shame on us. She congratulated and encouraged the kids involved.

Vice Mayor De Rosa thanked everyone for their time this past week. The Jasco gala was terrific. It was so impressive to hear the billions invested in this community from Japanese-owned businesses. She thanked staff as we head into summer. This is such a busy time and the City looks great because of the hard work of staff. She had

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opportunity to go to a production at the Abbey Theater on Friday. She wanted to applaud performing arts in our community. The caliber of performers is terrific. She wished Mayor Fox a Happy Birthday.

Mayor Fox thanked neighborhood leadership for their time and encouraged any homeowners' associations that may not have their contact information on file with the City to call into City and do so. She attended the Jasco gala. Jasco is once again planning the Obon Festival in Riverside Crossing Park on August 12 from 4:00 to 8:00. It is a wonderful opportunity to experience Japanese culture. The Community Champion Awards held by the Chamber of Commerce is about the efforts these kids do with regards to community service. Their leadership and caring hearts are working on missions across the globe. They are making a difference. She thanked the Dublin Chamber of Commerce and teachers for what they provide to these kids. Sunday, she participated in Holi festival in Coffman Park. It is a festival to celebrate spring and renewal and the triumph of good over evil. The festivals and traditions celebrated by diverse communities is allowing them to bring their happiness to the surface and allow us to get to know each other better. Everyone is invited and encouraged to attend. She suggested to Envision Dublin that they provide cards to pass out that will tell people all about it. She also suggested sandwich boards at prime locations as things are coming up.

ADJOURNMENT

The meeting was adjourned at 9:22 p.m.



Mayor – Presiding Officer



Clerk of Council