



Community Services Advisory Commission
December 12, 2023
Minutes

Commission Members: Present: Rex Pryor, Vicki Von Sadovszky, Vivek Arunachalam, Steve Dritz, Elizabeth McClain, Hong Qiu, Jessica Tobias

Absent: None

Staff Members Present: Jeannie Willis, Director of Transportation & Mobility
Tina Wawszkiewicz, Deputy Director of Transportation & Mobility
Aisling Babbitt, Public Affairs Officer
J.M. Rayburn, Planner II
Emily Goliver, Management Analyst

Guests: Helena Von Sadovszky, Dublin Resident

1. Call to Order

Mr. Pryor established a quorum was present and called the Community Services Advisory Commission meeting to order at 6:33 p.m.

2. Roll Call

Present were Mr. Arunachalam, Mr. Dritz, Ms. McClain, Mr. Pryor, Ms. Qiu, Ms. Von Sadovszky and Ms. Tobias.

3. Public Comments on Items Not on the Agenda

There were no public comments.

4. Approval of Meeting Minutes

Minutes from the November 14, 2023 meeting were distributed for review prior to the meeting. Mr. Pryor asked if anyone had any changes to the meeting minutes. Mr. Arunachalam noted that on page 6, paragraph 3, the word television should be AppAudio. Ms. Tobias moved to approve the meeting minutes with the change. Ms. Von Sadovszky seconded the motion.

Vote on the motion: Mr. Arunachalam, yes; Mr. Dritz, yes; Ms. McClain, yes; Mr. Pryor, yes; Ms. Qiu, abstain; Ms. Tobias, yes; and Ms. Von Sadovszky, yes.

The meeting minutes were approved.

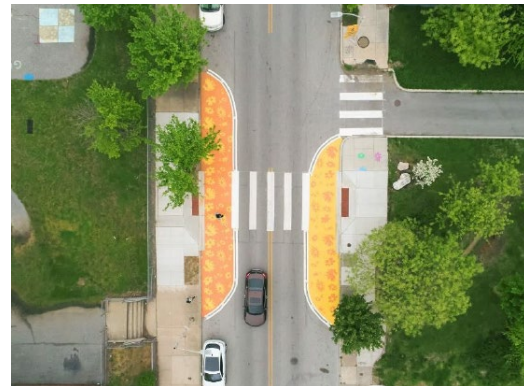
5. Speed Management Program – Tactical Urbanism Pilot Project

Mr. Pryor turned the meeting over to Ms. Willis, Director of Transportation and Mobility to discuss the Speed Management Program and the Tactical Urbanism Pilot Project.

Ms. Willis said it was almost a year ago to the date that staff presented Speed Management to this commission. Staff then made a recommendation to City Council for the Speed Management Program. Staff did meet with City Council a total of four times and on July 31, 2023, the new Speed Management Program was approved by Dublin City Council. Ms. Willis thanked everyone for their contributions and hard work in getting this approved and underway. Ms. Willis said staff is meeting with CSAC this evening as a part of the next steps that were promised to City Council, and to present what is new and different with this program.

Ms. Willis said tonight staff is bringing back to the commission the concept of Tactical Urbanism. It's a somewhat new concept and staff discussed it when they presented to this commission last year. Staff appreciates all of the commission's guidance leading up to this point in the process.

Ms. Willis first wanted to define for the commission what Tactical Urbanism is. Tactical Urban projects range in scope and scale that are characterized by being flexible in short term projects that can be incorporated into any City's landscape in multiple ways. This can include painted curb extensions, planters, street trees, mini traffic circles and or delineators, textured or colored asphalt or chicanes in colorful crosswalks. Ms. Willis provided an example of curb extensions around a school in Baltimore, Maryland where they are trying to improve pedestrian safety and shorten the pedestrian crosswalk distances. Ms. Willis explained in the blue, there are some curb bulb extensions at the intersections and in the link portion of the roadway, there is some roadway narrowing in the yellow.



Ms. Willis said Technical Urbanism does provide innovative ways to reduce pavement and pedestrian crossing widths, including placing planters or artwork to carve out new ways to use City streets. New York, Atlanta, Milan and Barcelona are just a few cities with beautiful examples of successful programs. Ms. Willis shared that she was in New York and to her it was shocking some of the ways New York incorporated Tactical Urbanism into their landscape just as a matter of course. Instantly drivers and pedestrians seemed to adapt to the placement of these types of devices. There were painted curb bulbs, and extensive and wider than imagined. It was very

creative and it was interesting to see how drivers and pedestrians modified their behavior based on the placement of these types of devices. Some additional examples were provided.



Curb Extensions Costa Rica



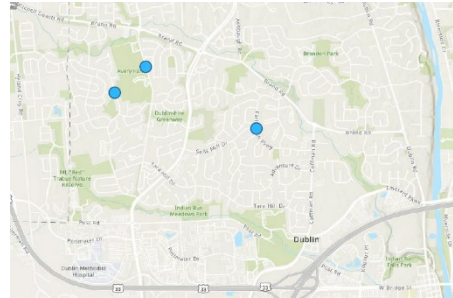
Protected Lane in Barcelona



Planters in Utah

Ms. Willis continued to explain that staff discussed three locations with City Council to propose for pilot projects for Tactical Urbanism. The three locations are at the intersections of:

- Sells Mills and Earlington Parkway
- Jacana Drive and Avery Road
- Shanagan Street and Tullymore Drive



Ms. Willis said the purpose of selecting these locations are their proximity to parks, schools and other types of features with increased pedestrian activity. Ms. Willis said with the Tactical Urbanism Pilot Project, initially one pilot project was contemplated and City Council asked why staff was only looking at one location and not multiple locations. That being the reason staff is bringing back three locations for the commission to consider. This is a topic that staff, and Toole Design, helped navigate and develop what our speed management program is today. Both worked together to identify potential locations.

- Avery Road and Jacana Drive – Frequently used pedestrian location, particularly during soccer season. Connects Avery Park to Hawks Nest and other neighborhoods on the east side of Avery Road. Also, large amount of on street parking in Hawks Nest neighborhood to get over to the park for both baseball and soccer.
- Tullymore Drive and Shanagan Street – Similar to Avery Road and Jacana Drive, as used during park activities as it flanks the west edge of Avery Park in multiple neighborhoods to the west.
- Sells Mills and Earlington Parkway – Connecting neighborhoods on the west to extensive shared-use path systems to the east. It also is the approximate midpoint of Earlington Parkway between Brand Road and Coffman Road.

Ms. Willis turned the meeting over to Ash Babbitt from the City's Communication and Public Information (CPI) team. Ms. Willis explained that Ms. Babbitt has been working side by side with

the Transportation and Mobility staff on developing the City's campaign and education and Ms. Babbitt will be talking about the concepts that staff propose to be used and to talk about the pilot project.

Ms. Babbitt said the CPI team was able to partner with the Division of Transportation and Mobility (T&M) and the Dublin Police Department to roll out the Slow Down Dublin initiative in September 2023. The City continues to promote it and capture the attention of residents, workforce members and visitors through various tools and toolboxes such as social media, newsletters, yard signs, vinyl stickers and bumper stickers. Ms. Babbitt continued to explain that a few key elements derived from this initiative that she would like to share with the commission and explain how these would be used as a part of Tactical Urbanism. Ms. Babbitt shared some images that would be vinyl decals, similar to DORA decals that are around Historic Dublin and Bridge Park. Ms. Babbitt shared four elements:

- Steering wheel with a heart inside
- Slow Down Dublin logo, which is most identifiable
- Trees, which Dublin is known for trees
- Sloth, icon the City will be rolling out next year and identified as the "Slow Down" Sloth



Ms. Babbitt said these icons may be a little eye-catching at first, and that is how they are intended to be. Ms. Babbitt shared three different applications and these icons would be used as a part of the pilot program on the roadways that Ms. Willis mentioned.

Mr. Dritz asked for the reasoning behind the tree decals. He didn't feel they quite made sense on the reasoning behind them.

Ms. Willis said she asked the same question at first when these were presented. The rationale behind using trees in these pilot locations is that they are in close proximity to parks and open space. So to carry that concept through and to emphasize the locations where these icons are being placed is because they are around parks and open space and the City is bringing that into the roadway. This is to help emphasize the surrounding conditions in these intersections.

Ms. Dritz said the explanation helps, but he still doesn't get it. He feels like if they are flat, people will just drive over them.

Ms. Willis said it will surprise people how Tactical Urbanism is powerful in lots of ways. There are so many ways to implement the concept on the roadways. It's certainly very subjective as to whether or not people like the concept or not. There are a variety of geometric shapes and colors that have been used in different cities based on their logic. The concept behind the trees on Dublin's roadways is that these areas are close in proximity to parks and greenspace in Dublin. In theory, if it is applied correctly, drivers should not be driving on the decals, but around them.

Mr. Dritz said he still doesn't understand putting trees on the streets. He understands the Slow Down Dublin logo, but he believes the trees will just be a distraction on the roadway.

Ms. Von Sadowszky said she agrees with Mr. Dritz. She said if it were shamrocks, or something more related to "Dublin" it would make more sense, but she feels the trees and the sloths will be a distraction to drivers. Also, Ms. Von Sadowszky said if the sloths are going to line the crosswalk, that would imply to her that the pedestrians walking across the crosswalk should slow down, not the driver.

Ms. Qiu agrees with Ms. Von Sadowszky about the sloths being on the crosswalk. Also, if they are on the crosswalk and Ms. Qiu were driving, she is still going to have to drive over them rather than around them and she would hesitate driving over them. Ms. Qiu also asked how the City would measure how effective these are. Is the City going to put out speed devices to measure the before and after effects of this concept plan?

Ms. Willis said the City would be measuring the effectiveness of this plan before and after.

Ms. Babbitt provided images of the different areas and the design plans.

- Avery Road and Jacana Drive –Slow Down Dublin logo on the road, along with the trees on curb extensions with the sloths in the crosswalks



- Tullymore Drive and Shanagan Street – Use of the steering wheel with the heart around the curb extensions and the crosswalks, as well as the Slow Down Dublin logo in the road



Ms. Qiu asked how long the decals would last on the road. Ms. Qiu also asked how often they would need to be painted or replaced.

Ms. Willis said they are decal stickers, so they are not permanent or paint. They are very similar to the DORA stickers that are in place. If there is a snow storm and the truck blade is cleaning the road, these will come up off the asphalt so staff would have to go back out and clean them up and replace them. They are very low in cost because they are stickers and they are printed in the City's own sign shop, which is one of the reasons the City decided on this methodology.

Mr. Dritz also commented that he did not realize the other image was a steering wheel. Again, he realizes they are meant to be abstract and artsy but he wanted to emphasize that he feels these will be more of a distraction to drivers. Mr. Dritz said if he were driving he would see the person walking across the road because he would first see the decals on the road which would distract him from seeing the person crossing the road.

Ms. Willis said the point is that the driver would slow down, because the driver would notice the decals and slow down to see what they are before they would get to the pedestrian walking across the road. Ms. Willis emphasized that is the point of this pilot concept.

Ms. Von Sadowszky said once people get used to the images, they probably would not still have the sustained effect in these areas. She asked if they are still effective in other cities long term.

Ms. Tobias said she believes the concept is for them to be similar to the markings on a road near a school that are big white letters that read "school" that helps remind drivers they are entering a school zone. Ms. Tobias said those seem to be pretty effective and are on the roadways in different areas for a reason. She feels this is a similar concept drawing the driver's attention to the crosswalk coming up before the driver gets to the actual crosswalk too fast. Ms. Tobias said

she doesn't want to see the design and the qualms about the design take away from a pilot program that can make these roadways safer for the children. Ms. Tobias said, while she shares some of the same concerns about the confusion of the design, she would be hesitant to let the design take away from the good of this pilot program.

Ms. Von Sadovszky said she understands what Ms. Tobias is saying and she agrees with the program idea, but she also agrees with Mr. Dritz in that the design is very distracting for what the City is trying to convey in their message with this pilot program.

Ms. Qiu asked why the City doesn't just use white letters that say "slow down" on the roadways and see if that works or not.

Ms. Willis said putting words on pavement that say "slow down" are not what cause people to slow down, but it is the physical environment where they are driving. Elements such as the width of the roadway and the pedestrian crossing length are what cause a driver to change their behavior. Having words on pavement might work for some drivers, but physically restricting the space (similar to construction zones) and making it tighter is what alerts drivers and to slow down and makes their awareness kick in. That is what a program like this one is attempting to do in a low cost manner. The City can do this in-house with staff using City resources. Ms. Willis also said with Tactical Urbanism it is a way of changing the look of the roadway by incorporating different types of artwork to make it look a little better and different to gain the driver's attention as to what is going on. It changes the environment and starts to make people pay attention to what's going on around them that is different.

Ms. Willis also added that the other important part of this program is reducing the pedestrian crossing width. The City wants the pedestrians, who are the most vulnerable road users, to be exposed to vehicular conflict for the shortest amount of time possible. The only way to do that is narrow up the streets. Moving a curb is certainly an option, but it is an extraordinarily expensive option and just cannot be done across the City or within a timely manner to add. Tactical Urbanism is a very different type of marking on the pavement and that is the entire point of the pilot project. It is very low cost and if it doesn't work, the City can just simply pull the decals up which is what makes this project a very low risk to the City.

Mr. Dritz said in his opinion, the road with the most volume would be Avery Road. He asked why the City couldn't put speed humps in that area to slow traffic down.

Ms. Willis said that speed cushions would be a part of the category three solution. It is used and reserved for very limited purposes here in Dublin. Ms. Willis said Dublin has one roadway where a category three is met and the City did a community survey to gauge the community's willingness and desire for vertical traffic calming measures and it was a resounding no. These are the reasons why we don't have them installed. The City also need to take into consideration emergency services, as this would have a significant impact on their services and response times.

Ms. McClain commented that she thought the image of the sloth looked more like Big Foot. She asked if the City could consider using an image such as soccer balls or baseballs, which would be more apparent in the area around the parks such as Avery Road. Ms. McClain said she also didn't think the steering wheel looked like a steering wheel.

Ms. Babbitt said she would make note of the suggestion from Ms. McClain in regards to sports balls. She also took note of the earlier suggestion of using shamrocks. Ms. Babbitt continues with the examples of the images of the different areas and the design plans.

- Sells Mill and Earlington Parkway – includes the tree iconography and the steering wheel. As well the use of the Slow Down Dublin icon again.



Ms. Babbitt, emphasized what Ms. Willis said earlier about these decals being interchangeable and easy to pull up. It is a pilot program and an opportunity to see what works. It is a way for the City to reinforce to the community that staff is listening and actively trying to do things to address the concerns.

Ms. McClain said maybe the City can engage the residents by having a contest to vote on the decal they like the most. Maybe it will get the attention of people to look for these icons, such as the sloth and to pay attention to see if residents spot the icons.

Ms. Babbitt said the sloth will make more sense, as it is a part of the City's 2024 efforts. There will be a video about the sloth and staff is actually trying to get a sloth of the State of the City next year with the Slow Down Dublin backdrop.

Ms. Babbitt said in order for this to be a successful program the City will be seeking feedback from the residents who live near the project locations. Ms. Babbitt shared the communication plan which includes:

- Online survey for area residents
- Dublin News Now features
- Social media

- HOA leadership outreach
- Videos
- Mobility Concierge
- Media

Ms. Babbitt continued to explain that once the decals are installed the City will reach out to residents in the area to get their feedback. The City will also do before and after speed studies to really determine the effectiveness of the pilot program. There will also be additional communication to support awareness and the education about the purpose and the benefits of Tactical Urbanism because it can be a little jarring at first but this will explain why it's done this way and we will share the success of other cities that have implemented this program as well. As a reminder this is part of the City's Slow Down Dublin campaign that was implemented in September. It is very important that the City have community participation and that people are embracing this. Ms. Babbitt turned the presentation back over to Ms. Willis.

Ms. Willis said if the pilot project does prove to be successful, staff would then work to develop guidelines, including materials and color palettes, design criteria, permissible locations and treatment options that could be incorporated into the City's speed management program for implementation throughout Dublin. This would create a grassroots program to allow neighborhoods to be proactive and involved in active solutions, creating a neighborhood driven project with rapid implementation by the residents. Residents can get creative, as the City's options would show, and they can bring their own identity to the neighborhood streets and create comfortable streets for their neighborhoods. There are several examples of resident drive Tactical Urbanism programs throughout the country, including Georgia. Ms. Willis provided an example for their program guideline for their residents and the color palettes that are permissible.

Ms. Willis said staff does have some discussion questions for the commission this evening. After discussion staff is requesting a recommendation from commission for staff to incorporate any changes the commission would like to see and advance the proposed Tactical Urbanism pilot program to City Council for their review and consideration for implementation. Ms. Willis turned the discussion over to the commission regarding the following questions.

1. Is CSAC supportive of tactical urbanism installations in Dublin?
2. Which location options would CSAC like to pursue?
3. Is CSAC support of the elements and designs proposed in the pilot project?
4. Are there other elements CSAC would like to see in a Tactical Urbanism pilot project?
5. Is CSAC support of a positive recommendation, incorporating any changes, to advance the proposed Tactical Urbanism Pilot Program to City Council?

Mr. Pryor asked what the timeline is for the pilot program. When will they be installed and how long will they remain on the roadways?

Ms. Willis doesn't foresee installation until the spring due to the weather and because the snow plows will pull the decals up on the asphalt. She proposes installation in the spring or early summer. The timeframe for the decals to remain on the streets will depend on resident feedback. If there is support and the residents like them, then staff will plan to keep them on the streets through the year. If residents don't like them, they can be pulled up at any time.

Ms. Von Sadovszky said she has no issue with the Tactical Urbanism pilot program. Her concern lies with the choice of icons being used. She feels that the more the City needs to explain the reason for the choice of icon, the less effective it will be. Ms. Von Sadovszky said the other issue she has with the design of the tree icon is how uneven the design is. In looking at the examples from the other cities, theirs are streamlined and even. There is a clear demarcation of boundaries that the examples Dublin wants to implement but does not have that. Also, the sloth in a crosswalk implies it is targeted at the pedestrians walking, not necessarily the drivers on the road approaching the crosswalk.

Mr. Pryor said in one of the examples from Baltimore, it shows where the design is cutting into a crosswalk by a school; it was stated that it helps so that people are spending less time in the way of vehicles. Is the expectation, the pedestrians are waiting to cross in this area on the road or are they to stay on the sidewalk?

Ms. Willis said pedestrians can move into the roadway itself onto the painted area to provide visibility for the driver.

Mr. Pryor had concern that if people aren't familiar with the program that the trees will be distracting and it would be more dangerous for pedestrians to be standing in the roadway on the painted areas during a pilot program.

Ms. Von Sadovszky commented that if there were lines then drivers would realize they need to stay on the outside of the line, rather than with a tree there is no distinct line order.

Ms. Willis asked if staff adds a white line around the trees if that would address some of the concerns she is hearing from the commission.

Ms. Von Sadovszky said it would create a boundary that drivers would be used to about not crossing lines.

Ms. Willis said Ms. Von Sadovszky brings up a valid point.

Ms. Tobias also brought up the example from Baltimore. There are white poles that are in the painted area also, to help keep drivers from driver in the painted area. Just having the painted areas might be a little confusing to drivers. She does appreciate staff bringing Tactical Urbanism to these areas. She would like to see the decals that will be placed in these areas because there is some concern, especially in the Tullymore area, about speed. There seems to be a lot of speed

and not a lot of drivers paying attention before they come around the curb by Avery Park. Ms. Tobias would like to see the pilot project move forward to see if it does help, but she does agree with other commission members that some of the designs could be confusing. Ms. Tobias is also still a little unsure if the decals are to prohibit drivers from being in that area where the decals are or to draw attention to those areas.

Ms. Willis said the decals are supposed to do both, but drivers should not drive on the decals at all. Ms. Willis said the suggestion of adding some white edge lines around the detail of the areas is a fair point and seems to be a distinguishing feature between the imagery that staff has presented tonight versus what other cities have done.

Mr. Dritz asked why there is a recommendation to put the steering wheels in the crosswalks on Tullymore. It seems like there are different icons on different streets in different areas and that message could be confusing.

Ms. Willis said the purpose of the steering wheel is to highlight the condition of the crosswalk to show there is something different. One of the things that helps drivers recognize that there is a change in condition, is a change in texture. For example, in Bridge Park there are bricks in sidewalk and pavers in sidewalks, which serves the same purpose as this program. The icons highlight there is something different going on and they need to pay attention.

Ms. Tobias agrees that this one can be confusing because the same decal is being used on the crosswalks, as well as around the curb cuts where drivers shouldn't be driving. Ms. Tobias said she is not sure that sloths are the solution, but the icon on the crosswalk needs to differentiate from the street icons to show the difference in what should and shouldn't be done.

Ms. Willis wanted to confirm that what she is hearing from the commission is to make a distinction between the crosswalks and the curb bulbs and then delineate the curb bulbs with white edge lines.

Ms. Von Sadowszky said as a scientist typically when we roll out a pilot program, we pick one thing and do that one thing in multiple areas. Then if it is proven successful, then maybe go to different decals designs. It would be confusing to have different icons in different areas on the roadway/crosswalk on different streets. People might interpret it as pretty art rather than putting the meaning behind the icons.

Ms. Qiu agreed with the concerns that other commission members have stated previously. It makes sense to be simple and not complex when starting a pilot program. She also likes the example from Baltimore.

Mr. Arunachalam commented that the view from Jacana Drive isn't a concern but the view coming around Avery Road is more of a safety concern and he doesn't want to see people standing in the road testing the pilot program and getting hurt.

Ms. Tobias said she is much more concerned about the City not doing something than she is about placing a decal as a pilot program and seeing how it works, especially on Tullymore. She would like to see some type of pilot program to see how the City can get creative. She can see how the designs can be confusion and maybe staff can take back some of the recommendations this commission has made regarding some of the design and placement concerns and hopefully see it move forward. She would like to see this commission be in a place where the commission can be supportive but with certain conditions.

Ms. Von Sadovszky said she is not hearing any lack of support from commission members for this program. What Ms. Von Sadovszky is hearing concerns over it being more distracting about the current proposal. Ms. Von Sadovszky she wasn't sure how cost prohibitive it is, but she is wondering if there is a way to do this in school crosswalks also, as a part of the pilot program so that people associate it with places where drivers need to slow down.

Ms. Willis said adding school crosswalks would be appropriate for an expansion. At this point staff is not entirely sure of what all the cost and all the logistics, so staff is proposing to keep it a little more contained. The intent would be that if it is successful, those would be the areas that would be first choice to go to. Ms. Willis agrees that school crosswalks would be great locations to expand to.

Ms. Qiu said she appreciates all the time and effort that City staff has put into this proposal to keep the City safe and keep it beautiful at the same time.

Mr. Pryor asked Ms. Willis if she is asking the commission to make a motion on each of the five questions.

Ms. Willis said she would like each of the questions voted on so it is all on record.

Ms. Goliver said the recommendation can be inclusive of any of the changes and discussion brought up regarding the first four questions. If the commission can go through the first four questions and get consensus on those four and then identify if there are any additional comments or recommendations. The motion can include that discussion identified. Then the comments on those changes will be identified in the meetings minutes that are recorded, as staff takes this recommendation back to City Council.

Ms. Willis asked if the chair can pose each question and ask commission members to answer yes or no if they are in agreement with the questions. Then at the end, one motion can be made inclusive of all of the comments and suggestions and can be incorporated on the public record.

Mr. Pryor asked if CSAC is supportive of Tactical Urbanism installations in Dublin?

All commission members were unanimously supportive of Tactical Urbanism installations in Dublin.

Mr. Pryor asked which location options CSAC would like staff to pursue? Mr. Pryor suggested all three locations be implemented as a part of the pilot program, but maybe with some element changes as the commission will discuss in a moment.

All commission members agreed with Mr. Pryor's suggestion of including all three locations as a part of the pilot program. Ms. Von Sadovszky also agreed but would like to see the schools included.

Mr. Pryor asked if CSAC is supportive of the elements and designs proposed in this pilot program?

Mr. Pryor said he thinks the steering wheel is probably more than is needed. He suggested sticking with the trees and the sloth and removing the steering wheel from the pilot program.

Ms. Tobias is supportive with some of the design suggestions already discussed earlier in this meeting.

Ms. Von Sadovszky is not in support of the designs proposed this evening. Ms. Von Sadovszky would like to see more simplified designs and also to include the white lines.

Ms. McClain agreed with Ms. Von Sadovszky.

Ms. Qiu also agreed with Ms. Von Sadovszky and feels the elements should be more simplified.

Mr. Arunachalam also agreed with Ms. Von Sadovszky.

Mr. Dritz agreed with Ms. Von Sadovszky but would also like to see consistency in how the decals are used. For example, use the sloth decal in the same area of the crosswalk and use a different decal around the curbs. Do not intermingle different design elements in different areas. That will be more confusing for the drivers.

Mr. Pryor said he also agrees with Ms. Von Sadovszky especially about the boundaries and adding the white lines.

Mr. Pryor asked if there are other elements CSAC would like to see in a Tactical Urbanism pilot project. Mr. Pryor believes this was answered in the discussion of the last questions, but he asked if anyone had any additional comments about this question.

The commission agreed with Mr. Pryor and no further discussion was added for this question as it was discussed in the prior question.

Mr. Pryor asked if CSAC is supportive of a positive recommendation, incorporating any changes, to advance the proposed Tactical Urbanism Pilot Program to City Council?

Mr. Arunachalam made a motion that CSAC is supportive of a positive recommendation, incorporating any changes, to advance the proposed Tactical Urbanism Pilot Program to City Council. Ms. Qiu seconded the motion.

Vote on the motion: Mr. Arunachalam, yes; Mr. Dritz, yes; Ms. McClain, yes; Mr. Pryor, yes; Ms. Qiu, abstain; Ms. Tobias, yes; and Ms. Von Sadowszky, yes.

The motion was unanimously approved by the commission.

Ms. Willis thanked the commission for their time this evening.

6. Other Items of Interest

Mr. Dritz commented that a meeting in 2023 was canceled, for valid reason, with very little notice. He would just asked that in the future if staff is aware of cancellations ahead of time, if the commission could be give a little more notice for personal planning.

Ms. Von Sadowszky asked the staff from Transportation and Mobility if a part of the campaign discussed tonight is also studying drivers running red lights, as there seems to be an increase with that issue also.

Ms. Willis said that is an interesting question and staff has been communicating with the City's police staff regarding this issue. Some of the new technology in place at some of the intersections has the capabilities of capturing running red lights. Transportation and Mobility staff and Police are running a correlation between running red lights and crashes, so yes, red light running in on the list of priorities that staff is trying is trying to tackle, as well as near misses.

Mr. Dritz asked if there are any findings on the speed being reduced to 25 MPH on Riverside Drive?.

Ms. Willis said citations in that area have increased. Ms. Willis has asked Ms. Wawszkiewicz to find out how many citations were issued just on Riverside Drive. Mr. Willis said that she has heard more often than nothow supportive residents are of the 25 MPH zone on Riverside Drive and how that is a big benefit to the City.

Ms. Qiu commented that she is having some issues with her city issued iPad.

Ms. Goliver said she would set up some dates of availability for commission members to come over to the service center with issues. Some may be that passwords have expired, but Ms. Goliver will reach out commission members with some dates.

Ms. Arunachalam wanted to thank staff for following up and taking care of the issue he brought up at the November meeting with AppAudio at the recreation center not working on Sundays. It is now working.

Ms. Goliver thanked Mr. Pryor for attending the Dublin City Council meeting on December 11, 2023 to provide the annual report on behalf of this commission. As a part of Ordinance establishing this commission, it is required that CSAC provide an annual report. Ms. Goliver said Mr. Pryor did an excellent job at representing this commission. The presentation was short and to the point, but encompassed all of the great work that this commission has done this year.

7. Next meeting: January 9, 2024

The next meeting will be Tuesday, January 9, 2024 at 6:30 p.m.

8. Adjournment

The meeting was adjourned at 7:32 p.m.

Respectfully Submitted by:



Marja Keplar, Administrative Support III



Rex Pryor, Commission Chair

Attachments: Guest Sign-In Sheet

