

RECORD OF PROCEEDINGS

Dublin City Council

Minutes of

Meeting

GOVERNMENT FORMS & SUPPLIES 844-224-3338 FORM NO. 10148

June 3, 2024

Held _____

_____ 20 _____

CALL TO ORDER

Mayor Amorose Groomes called the Monday, June 3, 2024 Regular Meeting of Dublin City Council to order at 6:30 p.m.

ROLL CALL

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

Staff members present were Ms. O'Callaghan, Mr. Hartmann, Chief Paez, Ms. Weisenauer, Mr. Stiffler, Mr. Gable, Mr. Earman, Mr. Hammersmith, Ms. Willis, Ms. Wawzkiewicz, Mr. Rayburn, Ms. Goliver, Ms. Blake, Mr. Althouse, Mr. Ament.

Others present: Isabelle Asakura, Andrew Knuppel and Kyle Anderson, Asakura Robinson via Webex.

ADJOURN TO EXECUTIVE SESSION

Mayor Amorose Groomes moved to adjourn to executive session for the purposes of discussing confidential information related to a request for Economic Development Assistance that involves Public Infrastructure Improvements that are directly related to an Economic Development Project, and which executive session is necessary to protect the possible investment or expenditure of public funds to be made in connection with the Economic Development Project; and to consider the appointment of a public official.

Mr. Reiner seconded.

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

RECONVENE

The meeting was reconvened at 7:02 p.m.

PLEDGE OF ALLEGIANCE

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

CITIZEN COMMENTS

There were no citizen comments.

CONSENT AGENDA

- Minutes of the May 13, 2024 Work Session
- Minutes of the May 20, 2024 Regular Council Meeting
- Notice to the Legislative Authority of a Transfer of Ownership of a D5J and D6 Liquor Permit from Cameron Mitchell Restaurants LLC, dba Valentina's, 4595 Bridge Park Avenue, Dublin, Ohio 43017 to Baltimore Corner Restaurant LLC, dba Valentina's, 4595 Bridge Park Avenue, Dublin, Ohio 43017.

There was no request to remove any item from the Consent Agenda.

Mayor Amorose Groomes moved to approve the items on the Consent Agenda.
Mr. Reiner seconded the motion.

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

SECOND READING/PUBLIC HEARING – ORDINANCES

Ordinance 09-24

Authorizing a Modification to the City's Debt Policy

Mr. Stiffler stated that there are no changes to this Ordinance from the first reading. Staff recommended approval.

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There were no public comments.

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

Ordinance 10-24

Authorizing a Modification to the City's General Fund Policy

Mr. Stiffler stated that there are no changes to this Ordinance from the first reading. Staff recommended approval.

There were no public comments.

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

Ordinance 11-24

Authorizing a Modification to the City's Investment Policy

Mr. Stiffler stated that there are no changes to this Ordinance from the first reading. Staff recommended approval.

There were no public comments.

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

Ordinance 12-24

Adopting the Proposed Tax Budget for Fiscal Year 2025

Mr. Stiffler stated that there are no changes to this Ordinance from the first reading. Staff recommended approval.

There were no public comments.

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

INTRODUCTION/ FIRST READING - ORDINANCES

Ordinance 13-24

Amending the Annual Appropriations for Fiscal Year Ending December 31, 2024 (Q2)

Mr. Keeler introduced the Ordinance.

Mr. Stiffler stated that there are a number of appropriations pertaining to capital items that are included in this Ordinance. The staff memo that accompanies the Ordinance provides details to those items.

There were no public comments.

Ms. Kramb asked to what project the last sentence in section three is referring. Mr. Stiffler stated that it is referring to the design of the COHatch project, and the northern Historic Dublin area improvements and the park relate to one another. There are a number of design improvements on the west side of the park that are ongoing. This increase is to allow the park and this project to be better coordinated.

Second Reading/Public Hearing is scheduled for June 17, 2024.

Ordinance 14-24

Vacating 0.223 acres, More or Less, of Dan Sherri Avenue as a Public Road in the City of Dublin, County of Franklin, State of Ohio, and Conveying and Combining the Northern Portion of the Vacated Property with Franklin County

Parcel Number 274-000049-00, owned by R. Thomas Low, and Conveying and Combining the Southern Portion of the Vacated Property with Franklin County Parcel Number 274-000050-00, owned by Ralph Steven Marcus and Kasondra Marcus, Co-Trustees of the S&K Living Trust

Mr. Keeler introduced the Ordinance.

Mr. Hartmann stated that this Ordinance is required to finalize an agreement upon settlement for an eminent domain matter against the Marcuses that began in 2007. As part of the settlement outlined in the judgement entry from the court, the Marcuses are entitled to get a portion of the dead end of Dan Sherri, which requires the City to vacate the property. This is the final step in this process.

There were no public comments.

Second Reading/Public Hearing is scheduled for June 17, 2024.

INTRODUCTION/PUBLIC HEARING/VOTE – RESOLUTIONS

Resolution 28-24

Authorizing the City Manager to Enter into a Letter of Agreement with the Ohio Power Company to Relocate Electric Poles for the Construction of the Riverside Drive West Shared Use Path Project (22-019-CIP)

Mr. Keeler introduced the Resolution.

Mr. Gable stated that AEP has already reviewed and accepted the Letter of Agreement provided with the staff report. Staff finalized the design of the project in 2023, and it has been awaiting AEP’s relocation to commence. Staff anticipates bidding to begin early this fall for construction in 2025. Staff recommended approval.

There were no public comments.

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

Resolution 29-24

To Extend the Micro-Mobility Program and to Permit the Operation of Low-Speed Micro-Mobility Devices on Low-Speed Streets, Sidewalks and Shared Use Paths for an Additional 12-Month Period

Mr. Keeler introduced the Resolution.

Mr. Rayburn provided a presentation regarding the Micro-Mobility Program (attached hereto and incorporated herein by reference as Exhibit A). He stated that he would be reviewing the performance of the pilot program. He stated he would also review the post pilot survey and staff recommendations.

Phase 1 of the pilot program was launched on May 1, 2022 and Phase 2 expanded the program in 2023. Phase 2 incorporated more operational parameters to help with the safety and ease of the program. Mr. Rayburn shared that demand for riding micro-mobility devices continues to grow in Dublin, even during the cold weather months. Bird Scooters skipped hibernation during the 2023 to 2024 winter season due to high ridership compared to previous years. Scooters are filling the gap between the one to two mile trips that are happening throughout the City. Rides are occurring in the business districts as well as neighborhoods. Micro-mobility options are crucial to the prosperity of economic development opportunities in the community.

Mr. Rayburn shared the following statistics from the pilot:

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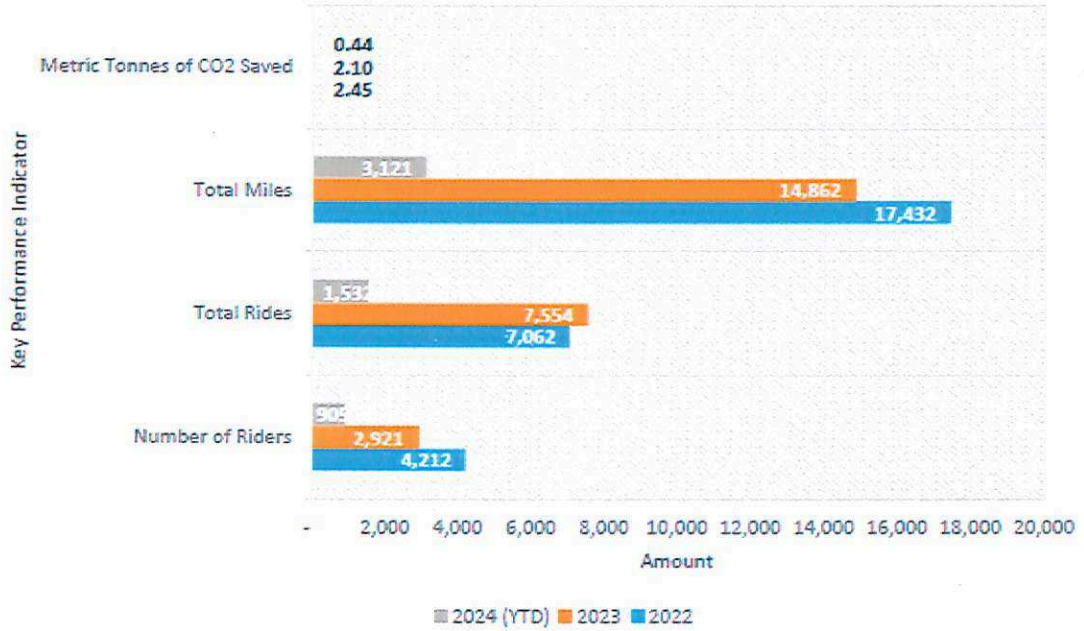
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Mr. Rayburn stated that as staff explores best practices moving forward for the program, a nationwide best practice is to incorporate an annual micro-mobility operator permit for operators wishing to place their devices in the public right-of-way. Staff plans to include the concept of an annual micro-mobility operating fee in a future comprehensive cost study. Staff is coordinating with the City of Columbus on developing a regional RFP for micro-mobility as well as bike, shared bike or rentable bike services. The operating permit option could be incorporated as part of this process. Dublin is also working with Columbus on including enhanced parking compliance measures in the RFP to address any parking compliance issues. Mr. Rayburn shared that 35 respondents completed the post pilot survey. Of these respondents, all but one has had experiences with scooters in Dublin. Some of the feedback received in the survey includes:

- Better or more parking,
- Ride requirements,
- Remove scooters altogether,
- More scooter availability and rebalancing throughout the community, and
- Support for micro-mobility devices in general.

Mr. Rayburn stated that, while there have been operational improvements needed during the course of the micro-mobility program, there are environmental benefits as well as economic development benefits. Staff considers this program pilot to be a success and would like to continue the program and extend it to allow micro or low speed devices on streets and sidewalks as well as shared-use paths. Staff will draft modifications to the existing Code to permanently permit the operation of low speed micro-mobility devices in Dublin. Staff recommends approval of the Resolution and requests referral to the Public Services Committee to review the Code and operational models.

There were no public comments.

Mr. Keeler asked about the reference to revenue in the presentation. Mr. Rayburn stated that the City of Columbus has an annual fee that operators must pay on top of a per scooter fee. Staff would investigate whether or not this would be appropriate for Dublin. In response to Mr. Keeler's clarification that currently the City of Dublin receives no revenue from this program, Mr. Rayburn responded affirmatively.

Mr. Keeler asked about ridership in 2024 and how it compares to previous years. Mr. Rayburn stated that this year, there were rides in January through April, which is a change from previous years due to the Bird Scooters not hibernating. He added that the numbers are ahead of last year for that reason. 2023 numbers show that, year over year, there are 31% more rides so far this year than in April of last year (when the season was just starting).

Mr. Keeler expressed his support for the program and added that he would like to see more scooters in more places outside of Bridge Park.

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Ms. Kramb stated that currently the city does not charge fees because there is only one company. If this is opened up to other companies, then we could charge multiple companies, but she cautioned that what she has witnessed is that having too many companies results in too many scooters. She suggested considering a maximum number of scooters per company so the city is not overwhelmed with scooters.

Ms. Fox stated that the objective here is to get people out of their cars and into another mode of transportation. She expressed that she is disturbed by survey respondents' suggestions to get rid of scooters. She agreed with Mr. Keeler's suggestion that scooters need to be in the neighborhoods. The Historic District and Bridge Park is such a popular and intense area that if everything goes there, it becomes too dense and burdensome. She suggested expanding the micro-mobility options, such as e-bikes or seated scooters versus more scooters.

Ms. De Rosa confirmed that there were 37 total responses to the survey. Mr. Rayburn responded affirmatively. She stated that it is not fair to take 37 responses and say that it represents 50,000 residents. She suggested trying to get a more robust survey. She added that if the goal is to have people riding in neighborhoods, then there need to be bike racks along our walking paths so there is somewhere to dock the scooters. She stated if we are going to do the infrastructure then we have to make it work. She stated it is important to make sure we have opportunity to add things that make sense. She added that if the city is experiencing issues with pick-ups, then maybe we need a different partner.

Mr. Keeler commented on the survey and stated that this is an issue that residents may not care deeply about. The survey respondents are going to be the people who are either really opposed to it or like and support it. This type of program is better in a suburb than it is in a dense area. Scooters make sense here, but the scooters need to be accessible.

Mayor Amorose Groomes asked about the data that is available and asked if it is possible to determine the behavior of riders on scooters. Mr. Rayburn stated that staff relies on feedback from the public. He added that sometimes they reach out to the Police, and staff conducts an investigation with the data that we have to see if it can be determined whether it was a bird scooter or a privately owned scooter.

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

Mayor Amorose Groomes moved to refer the Micro-Mobility Program to the Public Services Committee for review of draft code modifications and micro-mobility operations management options.

Ms. Fox seconded.

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

OTHER BUSINESS

- Dublin Sustainability Plan Update
Ms. Goliver stated that this Plan has been under development for over a year. It is informed by global best practices and industry examples and is driven by data. She introduced the consultant team from Asakura Robinson: Isabelle Asakura, Andrew Knuppel and Kyle Anderson, who joined the meeting virtually. In July 2022, Council adopted the Dublin Strategic Framework, which set forth the City's vision of being the most sustainable, connected and resilient global city of choice. The most sustainable goal set forth Dublin as a City that is a model for sustainable community design, zero waste, carbon neutral and supportive of the natural environment. Staff has worked to update the previously known Dublin

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Sustainability Framework to the Dublin Sustainability Plan. Working with Asakura Robinson, staff has worked to draft a world-class sustainability plan using their industry expertise. Asakura Robinson has developed award-winning sustainability plans that focus on actionable metrics to guide communities in implementing their sustainability goals. The first phase of this project was spent reviewing several local and regional plans to establish alignment with ongoing efforts including the Envision Dublin update to the Community Plan. Throughout the process, there have been several touchpoints with the public including: surveys, a community workshop, and stakeholder interviews. She introduced Ms. Asakura to walk through the project timeline and engagement (presentation attached hereto and incorporated herein by reference as Exhibit B). She stated the recommendations were then operationalized into an action plan where senior leadership staff was engaged in both an initial and final review process. She reviewed the community survey feedback and the greenhouse gas inventory. The community survey feedback received resulted in six key findings:

- Sustainability related issues: She shared that the areas of greatest concern to survey respondents are reliable power, utility costs and air pollution.
- Perceived benefits: When asked about benefits of sustainable cities, respondents indicated that natural area conservation and reducing waste were the top two benefits.
- Personal practices: Nearly all respondents were interested in or already taking measures for recycling, improving home efficiency and high quality landscaping which improves habitat quality and biodiversity.
- Sustainable services and options: Respondents identified sustainability services and options as having some level of importance in deciding their overall quality of life, housing and where they eat.
- Sustainability goals: Respondents ranked goals according to level of importance and recycling; diversion and sustainability in the built environment emerged as the top priorities.
- Sustainability related programs: Programs that received the highest level of participation by Dublin residents include the City's waste-related events, nature-based organizational programming and programming through the school.

Mr. Knuppel spoke about the greenhouse gas inventory (Exhibit B). He stated that at the community scale, transportation was the highest emitter of greenhouse gas and energy consumption of commercial buildings is high, which includes multi-family buildings. Non-residential energy use shows it was higher than some other communities, such as Columbus and Carmel, IN.

Ms. Asakura stated that the plan identifies four themes that are critical to address:

1. Model Sustainable Leadership – leveraging Dublin's successful partnerships and collaborations to lead the way,
2. Design Sustainable Communities – relating to aspects of the built environment and improvements to multimodal mobility, resiliency, efficiency and renewable energy,
3. Support the Natural Environment – supporting natural resource conservation and specifically targeting actions in water, ecology and air, and
4. Achieve Zero-Waste – making a conscious effort to reach zero waste and support a circular economy.

Ms. Asakura stated that to achieve these four themes, the recommendations have been organized into an action plan based on three factors: impact, cost and timeframe.

Mr. Anderson walked through the themes and objectives in the plan (Exhibit B).

Ms. Goliver stated that a key focus of this project has been ensuring that the results of it are actionable.

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There were no public comments.

Mr. Reiner asked about how these recommendations tie into the Code. He would like to see a City ordinance requiring cisterns be incorporated on new builds. Having a cistern would allow houses to use the water captured through the down spouting. He added that including a cistern would not involve a high cost and it would be easy to incorporate. Mr. Anderson agreed with the suggestion. He stated it might be a challenge in terms of cost to developers. Ms. Asakura stated there are two areas there they have talked about water in the plan, both at a larger scale and creating new standards that achieve water efficiency through adaptive development.

Mr. Keeler stated that he would like to encourage or require builders to incorporate green building standards like green roofs. He stated that he would speed up the plan to codify those requirements. He stated that the built environment and transportation are going to have a bigger impact than something like data management.

Ms. De Rosa thanked staff and the consultant team for their work. She stated that there is just too much in this plan. She suggested focusing on three things that are really going to make a difference and work on those. She finds defined measurable goals easier to manage. She recommended looking at this body of work and the list of activities with the lens of: keep it simple, tie it to the biggest impact and how will we know we achieved it. Ms. Goliver thanked Ms. De Rosa for the feedback and clarified that the beginning of each section highlights the measuring success. She understood that Ms. De Rosa wanted to highlight those things more, and focus on fewer actions that will have the most impact. Ms. De Rosa added that if a plan is more than 10 pages, it is too big of a plan. A huge impact will not be achieved if all these things are attempted.

Ms. Krumb stated that her initial impression was that this is an extremely in-depth, technical report. She would like to see an executive summary included that highlights the goals and the objectives of each.

Ms. Fox stated that this plan gives us strategies and actions for the entire City. One of the lessons learned with the recycling program was that it had good marketing, it was easy to follow and it got a great response. She agreed with previous comments that no more than three good strategies should be defined that would have the most impact and concentrate our efforts on marketing those. She also noted that there are several things in the plan that we are already doing, such as micro-mobility. She suggested piggybacking on those and expanding them. She reiterated that it needs to be kept simple.

Mayor Amorose Groomes stated that the research that was done is very good and helpful. She agreed that the draft is really long. She stated if the plan cannot be pared down, then there needs to be a handbook or guide that is associated with it that defines the goals and steps to move the needle on those goals. She stated that she feels the building code should be addressed in this plan; for example, she would like to see any building over three stories be a slab building rather than a stick building. The most sustainable and most resilient buildings are the ones that are well built and can serve multiple purposes over time.

Discussion was held regarding the timeframe for taking this to the Community Services Advisory Commission (CSAC), for their review. Ms. Goliver clarified that the intent for the CSAC review was after it was adopted by City Council. CSAC would assist with implementation of the plan.

Ms. O'Callaghan stated that this document was written more as an inward facing roadmap for staff with all the details on implementation, similar to what was produced for the Parks and Recreation Master Plan. Staff will prepare an external

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facing executive summary type of document. Those items will accompany the plan when it comes back to Council for adoption.

Mr. Reiner stated that another issue for the building codes is top soil. He would like to see developers be required to redistribute the top soil over the clay when their project is finished.

Mayor Amorose Groomes stated that she agreed with Ms. Fox that marketing of the initiatives is important. She stated that going to the schools and educating the kids about sustainability practices will be impactful. She would like this to be part of the rollout.

- South High Street Utility Burial Project Update

Mr. Gable stated that he would be providing a brief overview of the status of the South High Street Utility Burial Project. The Project consists of two phases as requested by AEP. The Phase 1 project area includes Franklin Street south of West Bridge Street and the west side of South High Street between West Bridge Street and Short Street. The Phase 2 area includes the east side of South High Street and Blacksmith Lane between West Bridge Street and Short Street. At the completion of the project, all overhead utility lines and poles along South High Street will be removed between West Bridge Street and Short Street. Presently, Phase 1 of the project has completed construction. AEP has converted all facilities to underground facilities for Phase 1. Charter, Breezeline, and AT&T are nearing completion of their transition to their new underground facilities. The Phase 2 project is currently under design and is actively in the easement acquisition process. The Phase 2 project alignment attempts to cause the least amount of impact between the different properties as it extends up to Pinney Hill Lane. It will address a few primary items for AEP and others then continue down Blacksmith Lane. The remainder of the alignment goes up to West Bridge Street along Spring Hill Lane, which is a connection that AEP needed for Phase 1 work. The easements required for the Phase 2 easements will have two different sections. The first is Short Street to Pinney Hill Lane. The width of the acquisition on these is 20 feet in the back lots. It's important to note that the City's intent is to bore the underground facilities in this area so as to not remove and impact the mature trees that are along the main route.

In response to Ms. Fox's question regarding whether they can bore through stone, Mr. Gable indicated that they can.

He stated that the second area requires acquisition of easements beginning at Blacksmith Lane and in more spotted smaller areas to locate the above ground structures. These easements were created to be as small as feasible while still giving a little room for landscaping to hide the structure. There are a few homes in this area that receive their power and communications from the rear because of larger trees existing on the property. The City has requested donations from all affected property owners for the purposes of these easements. None of the property owners desires to donate their easements. Therefore, staff has moved to the appraisal and negotiation process. Good faith offer letters have been provided to the owners. Overall, staff expects the acquisition process to take anywhere between 6 and 12 months. The schedule could be impacted further if these acquisitions require additional time.

Mr. Gable provided anticipated project timelines. With the current appraisal and negotiation process taking place, staff is aiming at being able to move forward in the end of September – February 2025 timeframe. The overall goal is to bid and start construction in March of 2025. Mr. Gable addressed the concern about the tree growth while the poles still exist. He stated that staff does not anticipate the trees being able to grow enough to be impacted by AEP's existing poles until well after the poles are expected to be removed.

In response to Ms. Fox's question about whether altafiber will be added in these areas while it is dug up, Mr. Gable stated that the Phase One project was ongoing. Staff went ahead and provided space to house or facilitate that installation, so part

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of what occurred was building a Dublin conduit that the City owns. We are working with our partners and altafiber to be able to facilitate some of that entry.

Mayor Amorose Groomes expressed her surprise that no property owner was interested in donating their easements given the great advantage that would be to them. Mr. Gable stated that he is still hopeful that through further discussions with them, they may be willing to donate.

Mayor Amorose Groomes asked about the public meeting where this project was presented. Mr. Gable stated that the public meeting was held in August 2023. Everyone along the west side of South High Street was invited as well as anyone with Historic Dublin Business Association affiliation. Information was also posted on the website with a presentation for anyone who could not attend.

Mr. Reiner shared in Mayor Amorose Groomes' thoughts.

STAFF COMMENTS

Ms. O'Callaghan shared that she had several updates regarding items that are of interest and priority to Council Members. For each of these items, she outlined her proposed next steps with regard to funding and welcomed Council feedback.

- The first item is the Hard Road area noise and traffic analysis. Staff has received several concerns from residents (to both staff and Council Member Kramb) in the vicinity of Hard Road regarding the volume of dump truck traffic as well as the resultant noise generated. A study was performed in 2011, and staff is proposing retaining a consultant to update that study to compare the current conditions to those existing in 2011 to assess the situation and potentially identify options and next steps. In addition to the truck traffic volume and noise analysis, the study would also test the accuracy of the newly acquired Sorama noise meters to validate readings from the hand-held device.
 - Staff obtained quotes from a few consultants and the proposed cost is \$45,000. Due to the timing of this issue arising, this project was not budgeted for 2024.
 - Staff proposed utilizing General Funds.
 - Should Council desire for this study to occur in 2024, staff could add the funding to the Q2 supplemental for the 2nd reading, include the funding in a Q3 supplemental, or propose funding as part of the 2025 Operating Budget. Ms. O'Callaghan stated that her recommendation is to add this to the Q2 supplemental for second reading unless there is any objection from Council. Council consensus was to move forward with Ms. O'Callaghan's recommendation.
- Council previously provided direction to issue an RFP for Phase 2 of the feasibility study for a potential holiday market. In furtherance of this direction, an RFP was published on February 20, 2024. The City received five responses to the RFP. A committee comprised of representatives from Community Events, Parks and Recreation, the Office of the City Manager, Finance, Communications and Marketing, Visit Dublin Ohio and the Downtown Dublin Strategic Alliance reviewed the responses and shortlisted the proposals to three. The three consultants were invited to participate in an interview on May 23. One of the consultants withdrew from the process and after interviewing the two remaining firms, the committee unanimously recommends moving forward with Town Square for this project. Town Square demonstrated strong experience, a knowledge of the specifics of a holiday market, and a passion for implementing traditional holiday markets in the United States.
 - The proposed cost for Phase 2 of the study is \$60,000. Due to the timing of the direction to issue an RFP, this project was not budgeted for 2024.
 - Hotel/Motel Funds would be utilized for this project as well.
 - This will be an agenda item for the June 17 Council meeting to provide a more comprehensive update on the selection process and recommendation.

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Depending on the outcome of that discussion, the funding would need to be addressed in the Q3 supplemental.

- In advancement of Council's goal to develop Dublin's "Destination of Choice" Next-Generation Community Events Vision, an RFP was issued on March 1, 2024 for consulting services to develop a Community Events Roadmap. A committee comprised of representatives from City Council, Community Events, Parks and Recreation, the Office of the City Manager, Communications and Marketing, Visit Dublin Ohio and the Downtown Dublin Strategic Alliance reviewed the four responses received. The two shortlisted respondents participated in in-person interviews on May 30. The committee unanimously recommends moving forward with Yard & Co. Yard & Co. showed a strong understanding of placemaking with several examples throughout the country of plans they have developed for communities to activate a space. They displayed a passion for leveraging events to create community and demonstrated an understanding of the project scope.
 - The proposed cost of the roadmap is \$50,000. Due to the timing of Council's direction to issue an RFP, this project was not budgeted for 2024.
 - Hotel/Motel Funds would be utilized for this effort.
 - As with the holiday market discussion, this topic will also be an agenda item for the June 17 Council meeting to provide a more comprehensive update on this selection process and recommendation. Depending on the outcome of that discussion, the funding would need to be addressed in the Q3 supplemental.

- Also in furtherance of Council's goal to develop Dublin's "Destination of Choice" Next-Generation Community Events Vision, staff have collaborated with the Downtown Dublin Strategic Alliance to create a plan for various smaller-scale summer activities to take place in Riverside Crossing Park and complement the various permitted events. Potential events include a Saturday Movie in the Park, with a late afternoon showing followed by an early evening showing. In July, which is Parks and Recreation month, we plan to offer free exercise classes on Wednesday evenings. Another concept is to include a Big Game night in the Plaza on Thursdays. That concept would involve SuperGames, bringing in large format board games such as checkers, the Match Game and Battleship, and those could change.
 - This effort was not specifically budgeted for 2024; however, costs can be covered with available funds within approved budgets.
 - Staff proposed piloting each of these concepts with available funds this summer while the Community Events Roadmap is developed. Ms. O'Callaghan added that staff may request additional funds in the Q3 supplemental to cover events later in the year.

COUNCIL ROUNDTABLE

- Ms. Kramb stated there was a great turnout for the Boards and Commissions reception. She thanked Administrative Committee Chair, Ms. De Rosa for all of her hard work and Ms. Maxwell for her work with the boards and commissions, as well. She also shared that she attended the Citizen U graduation class and congratulated those who completed the program.

- Ms. Fox expressed kudos to staff for the Sustainability Plan, the great Parks and Recreation Master Plan and all the other plans that have been developed. She thanked staff for the energy and massive work that comes with developing these plans. She congratulated Officer Bill Morris who retired from the Police Department after serving our City for quite a long time. She also congratulated the Communications and Marketing Department on receiving seven Prism Awards.

- Mr. Reiner suggested that the City make another attempt to add shade trees down the middle of the center line of State Route 161 from the bridge to the Frantz Road intersection. He would like to continue to make the request to ODOT, as it would

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make a big impact on the aesthetics of a major intersection of the City. He also shared that Superintendent of Dublin Schools John Marchhausen has indicated he would be interested in having a junior ROTC program. The Veterans Committee will continue to work with the Schools on that developing further.

- Ms. De Rosa expressed her gratitude and congratulations to all the boards, commissions and committee members that were sworn in at the ceremony. She thanked Ms. Maxwell for her hard work on board and commissions. She thanked staff for the hard work in getting the City ready for summer and commented on how nice the City looks.
- Mayor Amorose Groomes agreed the City looks great. She thanked staff for the work that has gone into making the City sparkle for spring and summer. She also shared:
 - May 21 she attended the Columbus State of the City;
 - May 22, she was asked to speak at the COTA Board Meeting where they did vote to put LinkUS on the November ballot;
 - Thanks to all involved with the Memorial Day celebration;
 - May 30 she spoke at the Columbus Partnership meeting that was held at the new Research Center at the Ohio State University. This meeting was to garner funds to deliver the message for LinkUS from the business community. Many of our CEO's in Dublin were in attendance; and
 - The Four-Miler was held, and it was great to see so many participate.

ADJOURN TO EXECUTIVE SESSION

Mayor Amorose Groomes moved to adjourn to executive session for the purposes of considering the appointment of a public official.

Ms. De Rosa seconded.

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

RECONVENE ADJOURNMENT

The meeting was reconvened and adjourned at 9:27 p.m.



Mayor – Presiding Officer



Clerk of Council

Resolution 29-24: Micro-mobility Demonstration Pilot Project: Conclusion and Next Steps

Dublin City Council

June 3, 2024

J.M. Rayburn, AICP, Planner II



Presentation Overview

1. Micro-mobility program overview
2. Pilot project performance
3. Economic development
4. Proposed micro-mobility operating permit
5. New parking compliance measures
6. Post-pilot survey
7. Conclusions
8. Recommendation



Dublin Sustainability Plan

June 3, 2024



KURA
NSON

Vision: Dublin, Ohio is the Most **Sustainable**, **Connected** and **Resilient** Global City of Choice



Sustainable

- Economic
- Fiscal
- Environmental
- Services



Connected

- Democracy
- Mobility
- Infrastructure
- Land Use



Resilient

- Physical
- Mental
- Safety
- Social



Dublin Corporate Area Plan

As Approved by Dublin City Council Ord. 46-18
Amended Ord. 01-22



CITY OF DUBLIN, OHIO
DIVISION OF PLANNING
DEPARTMENT OF DEVELOPMENT

WEST INNOVATION DISTRICT

Community Plan: Special Area Plan Update (2017)



CITY OF DUBLIN, OHIO
DIVISION OF PLANNING
DEPARTMENT OF DEVELOPMENT
ISSUED OCTOBER 23, 2017

REGIONAL SUSTAINABILITY AGENDA 2021–2024



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION



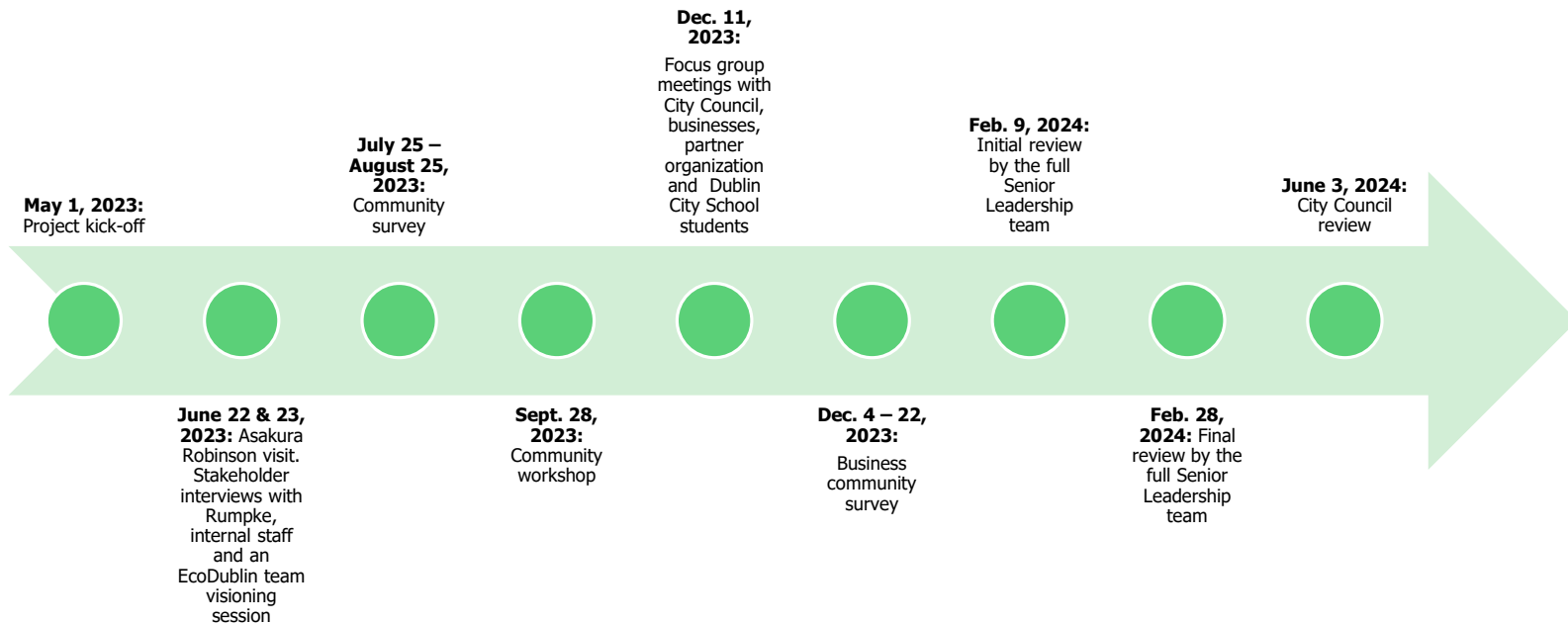
ENVISION DUBLIN

Community Plan

Sustainable, Connected & Resilient

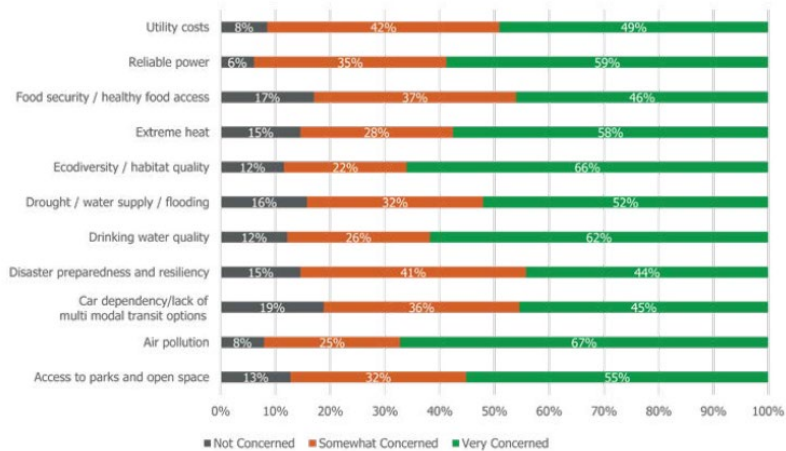


Project Timeline & Engagement

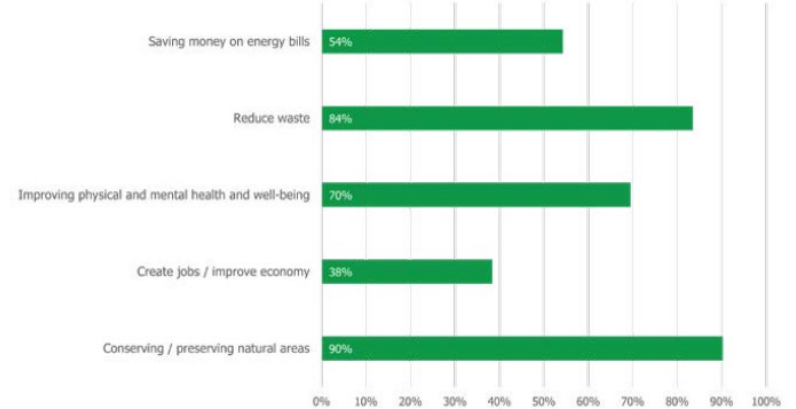


Survey Findings

How concerned are you about the following:

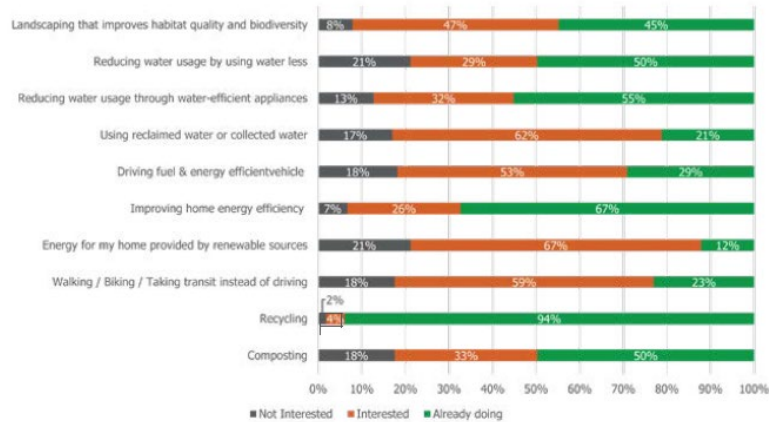


Sustainable cities offer a variety of benefits. What benefits are the most important to your household? Please check all that apply.

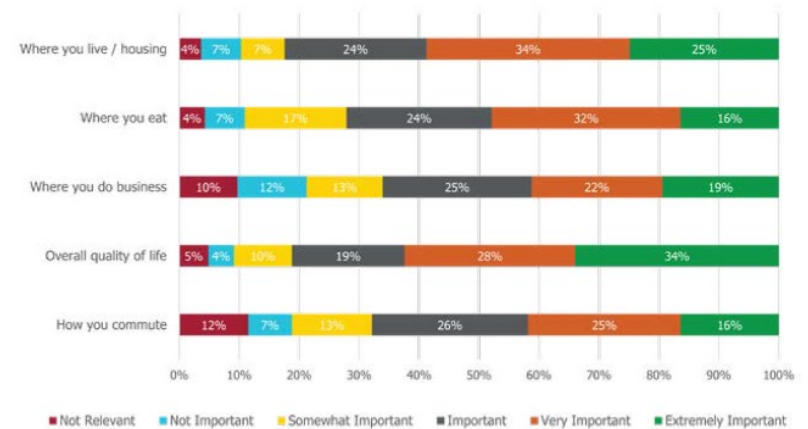


Survey Findings

What types of sustainability measures is your household interested in or is currently undertaking?

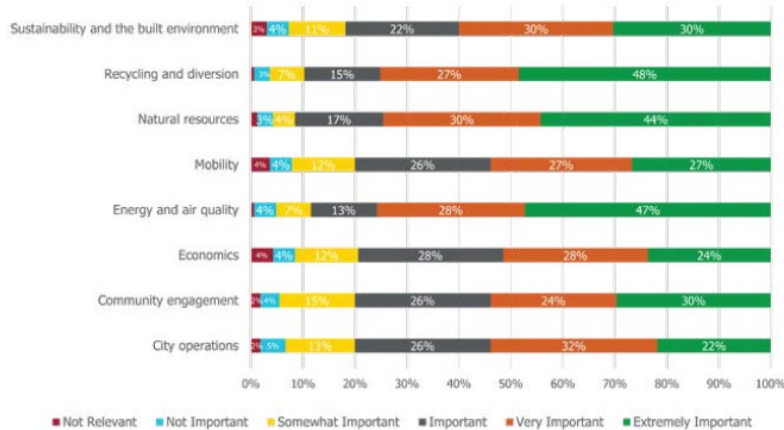


How important are sustainable services and sustainability options in deciding the following:

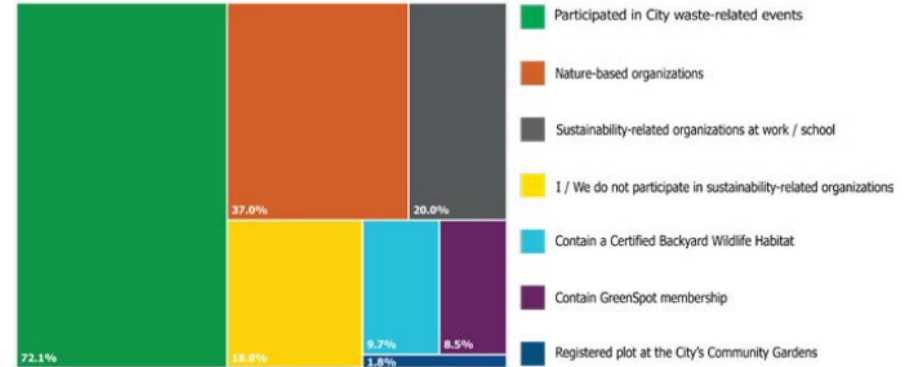


Survey Findings

Rank the City of Dublin's seven (7) sustainability goals according to your priorities or level of importance in your household.

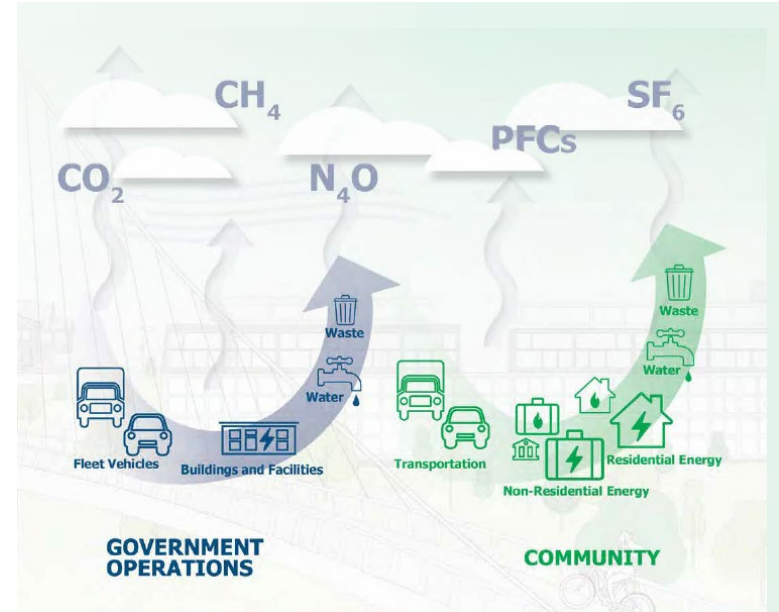


Do you or a family member participate in sustainability-related programs and/or organizations? Please check all that apply.



Greenhouse Gas Inventory

- Reviewed 2022 data
- Scope 1 emissions – directly produced by local actions (gasoline from vehicles)
- Scope 2 emissions – indirect emissions, such as electricity
- Scope 3 emissions – occur upstream or downstream (water and wastewater treatment)

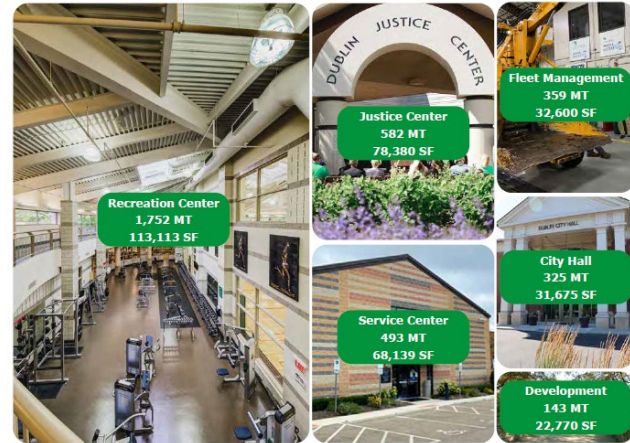


Greenhouse Gas Inventory – Government Operations

- Pre-IGS contract for 100% renewable energy
- 131 gas powered vehicles
- 32 diesel vehicles
- 58 CNG vehicles

Estimated Government Building Emissions

3,654 metric tons of carbon dioxide equivalent (MT CO₂e)



Estimated Fleet Emissions

912 metric tons of carbon dioxide equivalent (MT CO₂e)

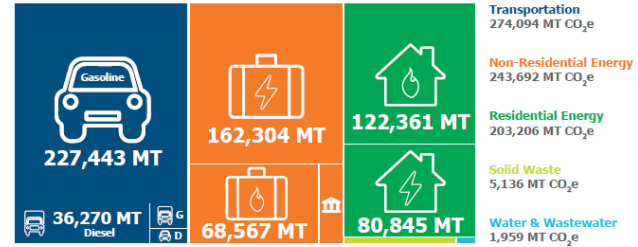


Greenhouse Gas Inventory – Community Scale

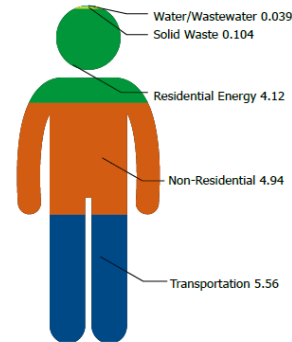
- Transportation was the highest emitter of GHGs
- Energy consumption at commercial buildings is high
 - Includes multi-family housing

Estimated 2022 Greenhouse Gas Emissions (Community Scale):

728,087 metric tons of carbon dioxide equivalent (MT CO₂e)

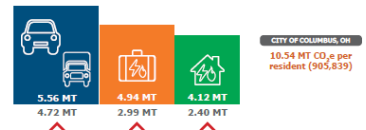
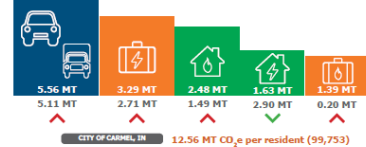


Per Capita Emissions (MT CO₂e)



How does Dublin compare to other communities?

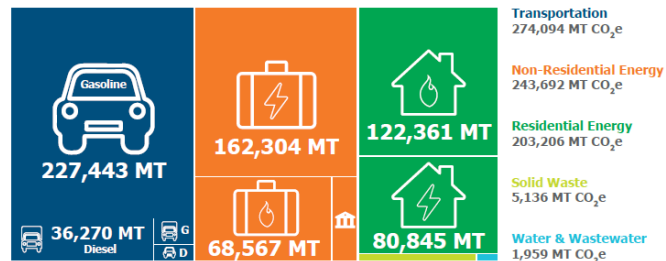
Dublin's Per Capita Emissions: 14.76 MT CO₂e per resident (49,314)



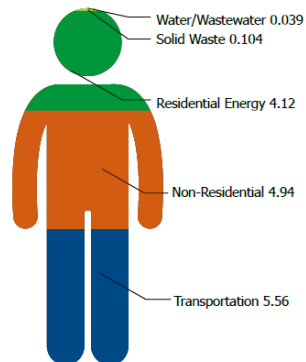
Greenhouse Gas Inventory – Comparison

- Vehicle travel is higher
 - ~34% fewer VMT per capita in Columbus
- Dublin's non-residential energy usage compared to both communities is significantly higher
 - Likely reflects large, aging office buildings

728,087 metric tons of carbon dioxide equivalent (MT CO₂e)

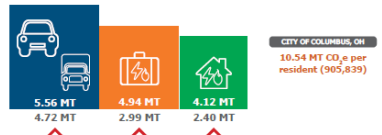
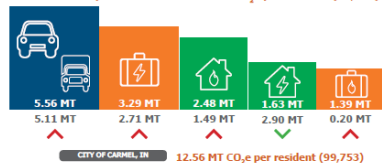


Per Capita Emissions (MT CO₂e)



How does Dublin compare to other communities?

Dublin's Per Capita Emissions: 14.76 MT CO₂e per resident (49,314)



Goals and Themes

1. Model Sustainable Leadership
2. Design Sustainable Communities
3. Support the Natural Environment
4. Achieve Zero-Waste



Reading the Action Plan

Legend

Impact

Direct = Results in Lower GHG Emissions

**Indirect = Lowers GHG Emissions
from Related Activities**

Cost

\$ = \$0 - \$49,999

\$\$ = \$50,000 - \$149,999

\$\$\$ = \$150,000 - \$499,999

\$\$\$\$ = \$500,000+

Timeframe

1 - 3 Years

3 - 7 Years

7+ Years



A photograph of a family walking away from the camera on a dirt path through a dense forest. The scene is bathed in a warm, golden light, suggesting late afternoon or early morning. The path is flanked by tall trees and thick undergrowth. In the foreground, a young boy in a striped shirt and shorts walks on the left, a young girl in a striped shirt and shorts walks in the middle, and a woman in a white shirt and dark pants walks on the right, carrying a bag. The overall mood is peaceful and natural.

Themes and Objectives



Model Sustainable Leadership

Theme	Objective
<p data-bbox="117 330 548 361">1. Model Sustainable Leadership:</p> <p data-bbox="117 401 643 642">The City of Dublin has a history of successful partnerships and collaborations that drive sustainable innovations. Dublin can leverage these to establish a constellation of diverse sustainable partners to mobilize support for sustainable actions.</p>	<p data-bbox="678 295 1765 361">1.1 Create a constellation of partners: increase local and regional collaboration and education opportunities to advance innovative, sustainable solutions.</p> <p data-bbox="678 385 1750 450">1.2 Integrate local planning contexts: ensure local planning efforts are integrating sustainable actions.</p> <p data-bbox="678 475 1707 579">1.3 Amplify Dublin’s sustainability story: develop clear and consistent communications regarding events, programs, and opportunities for community participation.</p> <p data-bbox="678 603 1736 669">1.4 Embed equity into sustainable leadership: incorporate an equity lens into sustainability efforts to maximize access and participation by all Dublin residents.</p> <p data-bbox="678 693 1754 798">1.5 Champion green business: create an ecosystem that encourages and supports the growth of environmentally friendly businesses, buildings, markets, and technology.</p> <p data-bbox="678 822 1740 927">1.6 Institutionalize the use of sustainability data: standardize and expand the use of sustainability data throughout the City operations to continually measure and evaluate sustainability plan progress.</p>



Design Sustainable Communities

Theme	Objective
<p>2. Design Sustainable Communities:</p> <p>Sustainability practices can have the greatest impact on development and the future of the built environment by improving multi-modal mobility, resiliency, efficiency, and renewable energy. Strategies include increasing access to transportation options, enhancing community resiliency, improving energy and water efficiency, and increasing access, generation, and use of renewable energy.</p>	<p>2.1 Multi-modal city: provide our increasingly diverse community access to a range of transportation options, connecting more people to more places.</p> <p>2.2 Adapted city: foster greater adaptive capacity through community resilience building and adaptive or sustainable building development.</p> <p>2.3 Efficient city: the City of Dublin can have a positive impact on reducing emissions to meet federal air quality standards by continuing to focus on conserving energy and transition to renewable and cleaner energy sources.</p> <p>2.4 Renewable city: increase the use of renewable energy by the City, residents, and local businesses.</p>



Support the Natural Environment

Theme	Objective
<p>3. Support the Natural Environment:</p> <p>Target action in water, ecology, and air. The City of Dublin aims to establish a community that is ecologically sound for both people and wildlife through the conservation of parks, open areas, rights-of-way, watersheds, streams, and rivers.</p>	<p>3.1 Blue city: improve the quality of municipal and natural water resources through regional collaboration and more robust water quality programs and regulations.</p> <p>3.2 Regenerative city: protect, preserve, and regenerate Dublin's environment throughout the City, leading by example through City-led projects and more ecologically-driven development processes.</p>



Achieve Zero-Waste

Theme	Objective
<p>4. Achieve Zero-Waste</p> <p>Move towards a zero-waste city that supports a circular economy and is a leader in waste management and diversion through recycling, reuse, food donating and food waste composting.</p>	<p>4.1 Circular city: reduce overall waste generation and foster a more sustainably-oriented economy through cyclical economics, expanded access to recycling and composting, and greater connectivity with local food-related industries.</p>



A photograph of a family walking away from the camera on a dirt path through a dense forest. The scene is bathed in a warm, yellowish light, suggesting late afternoon or early morning. The family consists of a woman in a white shirt and dark pants, a young girl in a striped shirt and shorts, and a young boy in a striped polo shirt and shorts. The woman is holding a bag. The text "Action Plan Implementation Overview" is overlaid in the center of the image.

Action Plan Implementation Overview



Overview of Implementation (In Progress and Short Term)

In Progress	Short Term (1 – 3 Years)
<ul style="list-style-type: none"> 1.1.4 Promote City sustainability programs and incentives 1.1.9 Engage local businesses on sustainability initiatives 1.5.3 Recruit, train, and retain green workforce 1.6.1 Create data management strategy and processes 	<ul style="list-style-type: none"> 1.1.1 Coordinate with CSAC for community partnerships. 1.1.3 Create sustainability-focused community volunteering opportunities 1.1.5 Use signature annual events to lead by example and build awareness 1.1.10 Create public private partnerships through leadership and programming 1.1.11 Engage non-profits to align efforts with ongoing programs 1.2.3 Prioritize implementation of planning strategies and actions to support sustainability goals 1.3.2 Improve outreach and engagement 1.4.1 Ensure equitable evaluation and participation in City programs 1.4.2 Ensure equitable access to incentive programs and sustainability actions. 1.5.1 Build off sustainable purchasing outlined in administrative orders. 1.5.2 Promote green business practices 1.6.1 Create data management strategy and processes 1.6.2 Create sustainability dashboard
<ul style="list-style-type: none"> 2.1.2 Enable Transit-Supportive Places 2.1.2 Enable Transit-Supportive Places 2.2.2 Foster adaptive reuse approach to redevelopment 2.3.4 Reduce residential and commercial water use 2.4.1 Reduce or eliminate dirty diesel/standard fuel vehicles from the City's fleet 2.4.4 Increase renewable energy generation and storage for residential and commercial buildings 	<ul style="list-style-type: none"> 2.1.1 Reduce single occupancy vehicle commuting 2.2.1 Pursue community level disaster resilience and emergency preparation planning 2.2.3 Assess and update building performance and energy conservation standards 2.2.4 Create a Green Neighborhoods subcommittee of EcoDublin 2.3.1 Reduce energy consumptions and emissions for carbon neutrality 2.3.3 Reduce water use by City buildings and facilities 2.3.4 Reduce residential and commercial water use 2.4.1 Reduce or eliminate dirty diesel/standard fuel vehicles from the City's fleet 2.4.3 Increase use of renewable energy sources at City facilities
<ul style="list-style-type: none"> 3.2.2 Improve new development practices in preservation of existing natural features 	<ul style="list-style-type: none"> 3.1.3 Develop capacities and procedures for maintaining and improving water quality in critical natural waterways 3.1.4 Reduce private contributions to stream impairment 3.1.6 Establish community centered programs to promote nature-based solutions 3.1.7 Increase resident and neighborhood participation in City efforts to expand GSI 3.1.3 Develop capacities and procedures for maintaining and improving water quality in critical natural waterways 3.1.4 Reduce private contributions to stream impairment 3.1.6 Establish community centered programs to promote nature-based solutions 3.1.7 Increase resident and neighborhood participation in City efforts to expand GSI 3.2.1 Enhance quality of natural spaces on City-owned land 3.2.2 Improve new development practices in preservation of existing natural features
<ul style="list-style-type: none"> 4.1.4 Collaborate with local food pantries for food donation 4.1.6 Expand community recycling 	<ul style="list-style-type: none"> 4.1.2 Foster development of circular industries 4.1.4 Collaborate with local food pantries for food donation 4.1.6 Expand community recycling 4.1.7 Expand residential composting capacity

Overview of Implementation (Medium Term and Long Term)

Medium Term (4 – 7 Years)

- 1.1.2 Guide development of more sustainability-supportive bylaws and regulations
- 1.1.3 Create sustainability focused community volunteering opportunities
- 1.1.4 Promote City sustainability programs and incentives
- 1.1.5 Use signature annual events to lead by example and build awareness
- 1.1.6 Offer sustainability programs at schools
- 1.1.7 Increase diversion rate in schools
- 1.1.8 Work with local higher education institutions
- 1.1.10 Create public private partnerships through leadership and programming
- 1.2.1 Incorporate in Envision Dublin implementation
- 1.2.2 Incorporate in PRMP implementation
- 1.2.3 Prioritize implementation of planning strategies and actions to support sustainability goals
- 1.3.1 Collaborate with DAC to foster art
- 1.3.2 Improve outreach and engagement
- 1.4.2 Ensure equitable access to incentive programs and sustainability actions
- 1.5.2 Promote green business practices
- 1.5.3 Recruit, train, and retain green workforce
- 1.5.4 Explore feasibility of Green business incubator
- 1.6.1 Create data management strategy and processes

- 2.1.1 Reduce single occupancy vehicle commuting
- 2.1.2 Enable Transit-Supportive Places
- 2.1.3 Increase active transportation and micro-mobility
- 2.1.4 Foster development of complete green streets
- 2.2.2 Foster adaptive reuse approach to redevelopment
- 2.2.5 Expand and maintain green development program incentives and funding
- 2.2.6 Create new incentives for promoting green building or development certifications
- 2.3.1 Reduce energy consumptions and emissions for carbon neutrality
- 2.3.2 Reduce residential and commercial energy
- 2.3.3 Reduce water use by City buildings and facilities
- 2.3.4 Reduce residential and commercial water use
- 2.4.1 Reduce or eliminate dirty diesel/standard fuel vehicles from the City's fleet
- 2.4.2 Revisit potential for community aggregation program
- 2.4.3 Increase use of renewable energy sources at City facilities
- 2.4.4 Increase renewable energy generation and storage for residential and commercial buildings

- 3.1.1 Expand and deepen Dublin's water planning efforts and coordination
- 3.1.2 Incorporate water efficiency strategies into new municipal developments and redevelopment projects
- 3.1.3 Develop capacities and procedures for maintaining and improving water quality in critical natural waterways
- 3.1.4 Reduce private contributions to stream impairment
- 3.1.5 Deepen City engagement with nature-based solutions
- 3.2.1 Enhance quality of natural spaces on City-owned land
- 3.2.2 Improve new development practices in preservation of existing natural features
- 3.2.3 Remove City barriers for native planting features
- 3.2.4 Support MORPC efforts to assess air quality

- 4.1.1 Formalize deconstruction and material reuse for redevelopment
- 4.1.2 Foster development of circular industries
- 4.1.3 Prioritize establishment of circular economy through food systems
- 4.1.5 Connect residents and businesses with local food producers
- 4.1.7 Expand residential composting capacity

Long Term (7+ Years)

- 1.1.3 Create sustainability focused community volunteering opportunities
- 1.1.6 Offer sustainability programs at schools
- 1.1.8 Work with local higher education institutions
- 1.1.10 Create public private partnerships through leadership and programming
- 1.1.11 Engage non-profits to align efforts with ongoing programs
- 1.1.12 Work with regional organizations
- 1.2.1 Incorporate in Envision Dublin implementation
- 1.2.2 Incorporate in PRMP implementation
- 1.5.4 Explore feasibility of Green business incubator

- 2.1.1 Reduce single occupancy vehicle commuting
- 2.1.2 Enable Transit-Supportive Places
- 2.2.7 Exemplify green building methods through future municipal building design and construction
- 2.3.3 Reduce water use by City buildings and facilities
- 2.4.3 Increase use of renewable energy sources at City facilities

- 4.1.1 Formalize deconstruction and material reuse for redevelopment

Discussion

1. What is Council's feedback regarding the strategies and actions outlined in the draft Dublin Sustainability Plan?
2. Is there anything not included in the Plan that Council would like it to address?
3. Is Council supportive of referring the implementation of the Dublin Sustainability Plan to the Community Services Advisory Commission for their feedback?



Micro-mobility program overview

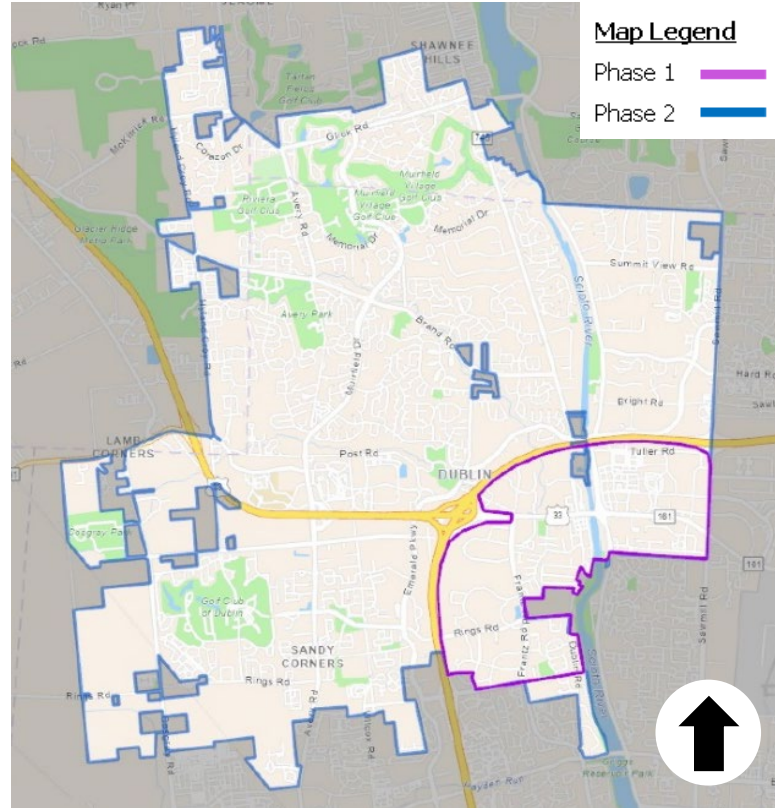
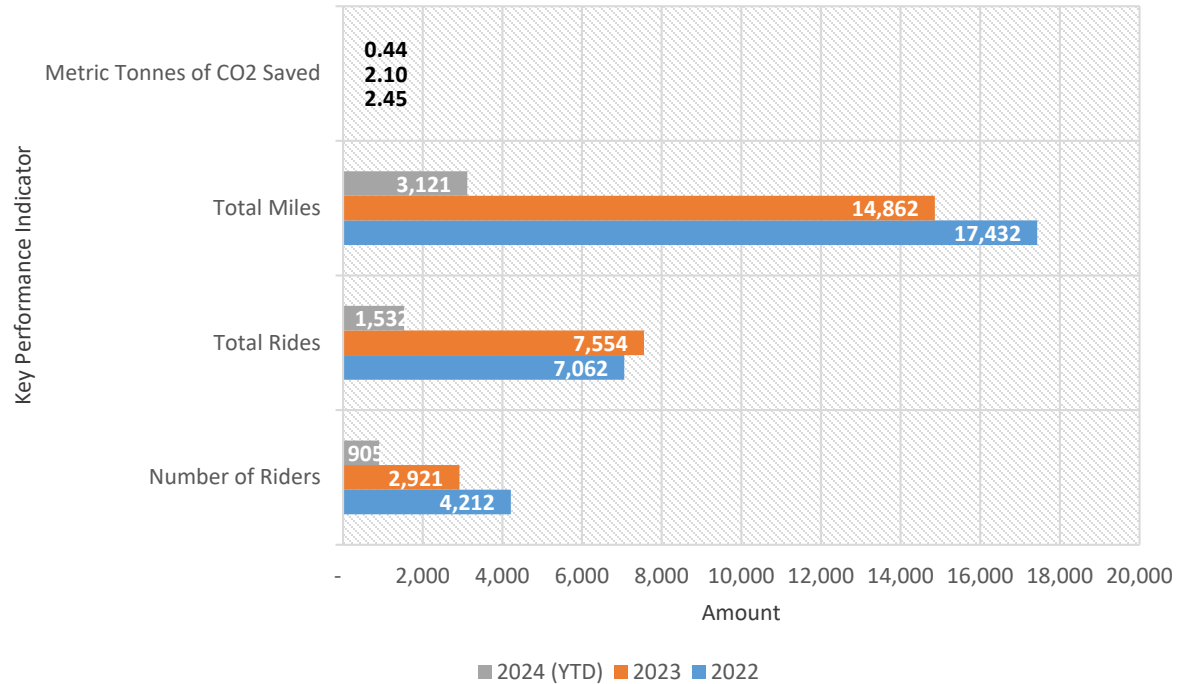


Figure 1: Historic Micro-mobility Ridership Data (Bird)

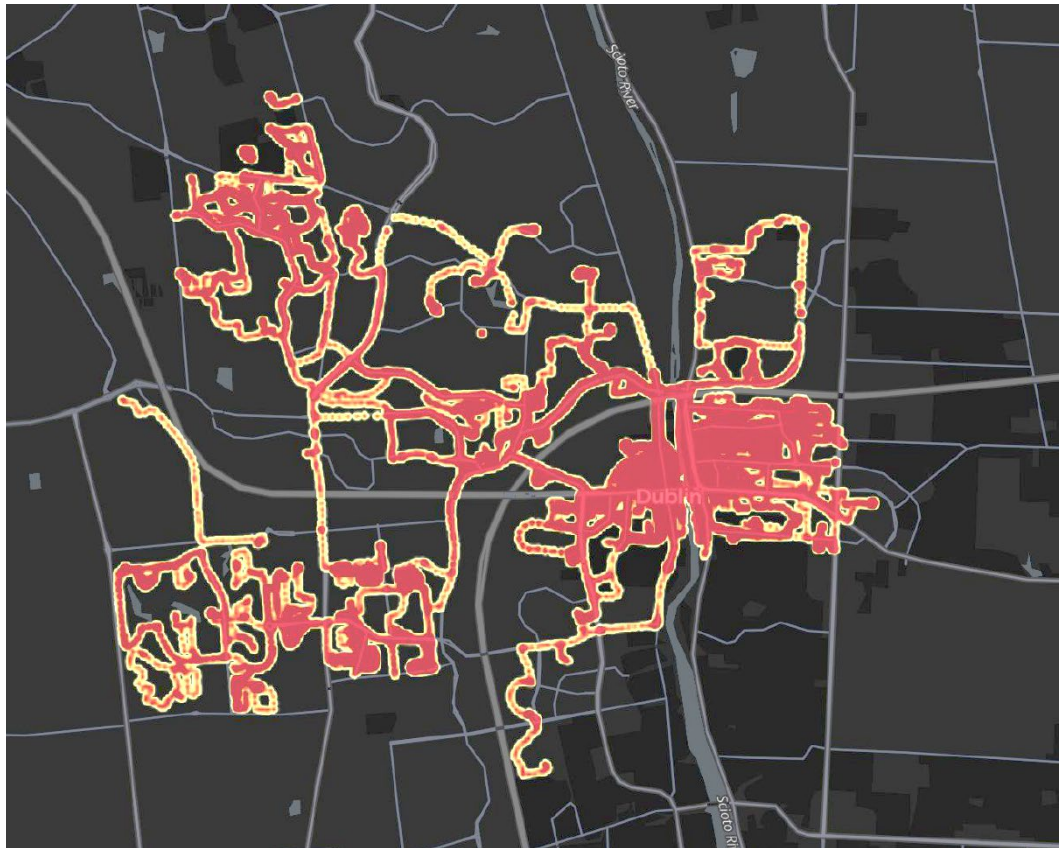




Action 4: Connect Development Nodes through Deployment of Transportation and Mobility Technologies and Serve as a Suburban Test Bed


The City of Dublin has made significant strides to improve mobility options for residents, visitors, and the workforce. The purpose of these efforts is to provide access to a range of transportation options to connect more people to more places. It is critical that the City of Dublin build on these efforts by connecting the envisioned development nodes through deployment of transportation technologies while serving as a suburban pilot/test bed for these mobility technologies. Tactics to pursue in the deployment of transportation and mobility technologies include the following opportunities:

- Pursue transportation and mobility connectivity to integrate DCAP with surrounding areas.
- Leverage proximity to 33 Smart Corridor and Beta District and Smart Columbus to build out autonomous/connected “Smart” infrastructure as a beta/testing platform for R&D.
 - Attract firms/technologies to beta test on the City of Dublin’s and 33 Corridor’s “smart infrastructure”.
 - Determine next generation of Beta District and 33 Smart Corridor technology and initiatives.
- Explore the creation of a regular circulator shuttle during normal business hours that travels from the West Innovation District through the Dublin Corporate Area to the Bridge Street District (similar to CBUS/Mobility Plan in progress).
- Continue to ensure biking/pedestrian walkability of future developments, particularly within and connecting the three identified development nodes.
- Consider the West Innovation District a place for a future passenger rail and Hyperloop stop.
- Create a Smart Corridor R&D facility in West Innovation District on city and/or university-owned land (Could be part of RFI referenced under Strategy 1 Action 2).
- Study and integrate with the MORPC and COTA corridor studies/initiatives.
- Consider multi-jurisdictional opportunities regarding East/West regional transit.
- Continue to support the linkage of the Northwest Corridor through the efforts of the Transportation Research Center (TRC) and its related connected and autonomous vehicle efforts along the Route 33 Corridor in addition to the development of the Beta District.
- Continue marketing and expanding the Dublin Connector service.



Proposed micro-mobility operating permit

- National best practice includes an operating permit to use right-of-way
- City of Columbus is using this model
- Given success of program, Dublin should explore whether this is appropriate here
- Revenues could be used toward supportive infrastructure, such as bike racks



City of Dublin

**CITY OF DUBLIN
GENERAL RIGHT-OF-WAY APPLICATION
Exhibit "A"**

APPLICANT INFORMATION: (please print or type)

Corporate Name: _____ Phone # _____
 Corporate Address: _____ Fax # _____
 Contact Person: _____ Phone # _____
 Contact Person Address: _____ Fax # _____
 Contact Person E-mail: _____

Ohio Utilities Protection Service Registration # (if applicable) _____
 24 Hour Emergency Contact Person (in order to be contacted)

1	Name	Business #	Residence #	Pager#	Mobile#
2					
3					

TYPE OF PERMIT APPLYING FOR		FEE *
<input type="checkbox"/> General right-of-way (with a Service Permit)		\$770
<input type="checkbox"/> General right-of-way (without a Service Permit)		\$770**
<input type="checkbox"/> Special Right-of-Way		\$650
<input type="checkbox"/> Utility Right-of-Way (a brief statement explaining why the Applicant is entitled to this type of Permit is required – Exhibit M.)		**Fees for facilities not in the DuLink system are: Less than 1 mile \$10,000 From 1-10 miles \$17,500 From 11-100 miles \$35,500 From 100-500 miles \$100,000

* Please note all application fees must be paid at the time the application is submitted.

LENGTH OF PERMIT TERM:

MAXIMUM ALLOWABLE (Check One)

GENERAL PERMITS (5 years)

SPECIAL PERMITS (no limit)

UTILITY PERMITS (conterminous with Service Agreement)

SHORTER TERM AS REQUESTED HEREIN (define) _____

THE FOLLOWING INFORMATION MUST BE PROVIDED, LABELED AND IDENTIFIED IN THE ORDER AND MANNER SHOWN BELOW FOR YOUR APPLICATION TO BE CONSIDERED "COMPLETE". AN OFFICER OF THE COMPANY OR OTHER LAWFULLY AUTHORIZED INDIVIDUAL MUST SIGN YOUR APPLICATION.

- General Right-of-Way Permits will require the following Exhibits: **B (in place of C, D, E, H); F; G; I; J; K; L and M (when requested).**
- Special Right-of-Way Permits will require the following Exhibits: **B (in place of C, D, E, H); F; I; J; L and M (when requested).**
- Utility Right-of-Way Permits require the following Exhibits: **B (in place of C, D, E, H); F; G; I; J; K; L and M (when requested).**

The information contained in this Application is true and correct to the best of my knowledge.

Signature _____ Date: _____
 Typed Name & Title _____

ENGINEERING 6555 Silver Kings Rd. Dublin, Ohio 43016 phone 614-410-4740 ddublin@ohio.gov



New parking compliance measures



Next steps for parking compliance

- Explore if locks can be added to scooters
- Would require any rentable micro-mobility device to be locked to city owned infrastructure, such as bike racks or in-street bike or scooter corrals to end ride
- Would not be permitted to lock to sign posts, bus shelters, fences, gates, trees, or trash receptacles

Post-pilot survey

- 35 respondents completed the post-pilot survey, including residents, members of the workforce and visitors
- Of the respondents, all but one has had experiences with scooters

In terms of micro-mobility operations in Dublin, what are your thoughts on improvements?

- Better parking/more parking locations/organization/end ride requirements
- Require scooters to be locked at bike racks
- Remove scooters
- No scooters on sidewalks/SUPs/Dublin Link Bridge
- General safety concerns i.e. underage riding/no helmets, riding in the street
- Impact charm and character of Historic Dublin and Bridge Park
- Convenient/expand access to City
- More scooter availability/rebalance more frequently
- Support variety of transportation/non-vehicle options and consider seated scooters
- Scooter speeds are too fast
- More tunnels
- Limit to privately-owned devices rather than rentable
- More education
- More sidewalks and pathways



Are there other mobility options you would like to see supported in Dublin?

- Encourage walking
- Bike Share/eBikes
- Pedicabs/rickshaws
- Public Circulator and extended hours of Dublin Connector Shuttle
- More transit
- More bike paths
- Trains



Post-pilot survey

What other thoughts about mobility do you have?

- Micro-mobility
 - Promote micro-mobility citywide
 - Better scooter organization
 - Ban scooters
- Walking
- More pedestrian and bicycle friendly
- Trolley system
- Intercity passenger rail
- Mobility hubs
- The more mobility options, the better



Conclusions

Micro-mobility pilot project a success based on:

- Ridership
- Rider coverage area
- Economic development benefits
- Business request for scooters to be placed nearby
- Environmental benefits



Recommendation

Given the success of the demonstration pilot, staff proposes the following next steps:

1. Adopt Resolution 29-24 extending the micro-mobility project for an additional twelve month period.
2. Direct Staff to draft code modifications and refer to Public Services Committee.
3. Direct Staff to explore a potential permitting model to manage micro-mobility operations and refer to Public Services Committee.

