

**Dublin City Council
Public Services Committee**

Wednesday, May 14, 2025

4:00 p.m.

5555 Perimeter Drive

Council Chamber

Meeting Minutes

Ms. Kramb called the May 14, 2025 Public Services Committee meeting to order at 4:00 p.m.

Committee Members Present: Ms. Kramb (Chair) and Ms. De Rosa. Ms. Fox arrived at 4:32 p.m.

Staff Present: Mr. Barker, Ms. Willis, Ms. Wawzkiewicz, Chief Paez, Deputy Chief Tabernik, Officer Gatterdam

Approval of Minutes

Ms. Kramb moved to approve the minutes of the June 12, 2024 Public Services Committee meeting. Ms. De Rosa seconded the motion.

Vote on the motion: Ms. Kramb, yes; Ms. De Rosa, yes.

Discussion Items:

Speed Management Program Update

By way of background, Ms. Wawzkiewicz shared that the Speed Management Program was adopted by Council in July 2023 with Resolution 57-23. The Speed Management Program introduces a structured approach to addressing speed compliance throughout the City. The program's vision is to provide a framework for a data-driven approach to speed management. The program goals strive to create safe and comfortable streets for all residents and road users across Dublin, including people walking and rolling. The program goals are focused on:

- reducing traffic-related fatalities and serious injuries,
- reducing excessive speeds, and
- developing strategies to address speeding concerns.

The program outlines three steps that are necessary for responding to speeding concerns, which are:

- collecting and analyzing speed data,
- determining the appropriate speed management category, and
- selecting solutions from the defined toolbox.

The program includes education and enforcement strategies, roadway design measures, and physical interventions, which can all be implemented depending on the extent of speeding. Streets are evaluated based on speed limit and function and by how significant the speeding problem is. Each street will either qualify for the education and awareness category or fit into one of three categories. Based on its Speed Management Category, a solution from the Speed Management Toolbox is selected. A wide range of solutions is provided, including public

awareness campaigns, Police observations and high visibility enforcement, rotating driver feedback signs, speed warning cameras, and neighborhood-focused pilot projects to promote speed compliance and improve roadway safety for all users. Ms. Wawszkiewicz explained the three categories as follows:

Table 1. Speed Management Categories

Posted Speed Limit (mph)	Function	Speed Management Toolbox Categories			
		Category 1	Category 2	Category 3	
		85 th Percentile Speed over the Posted Speed Limit (mph)	85 th Percentile Speed over the Posted Speed Limit (mph)	85 th Percentile Speed over the Posted Speed Limit (mph)	Or one percent of motorists are traveling more than 15 mph over the posted speed limit
Over 25	Arterial or Collector	5 mph or less	Between 6 and 10 mph	Over 10 mph	
15 or 25	Alley, Local or Residential Collector	3 mph or less	Between 4 and 10 mph	Over 10 mph	
20	School Zones	N/A	5 mph or less	Over 5 mph	

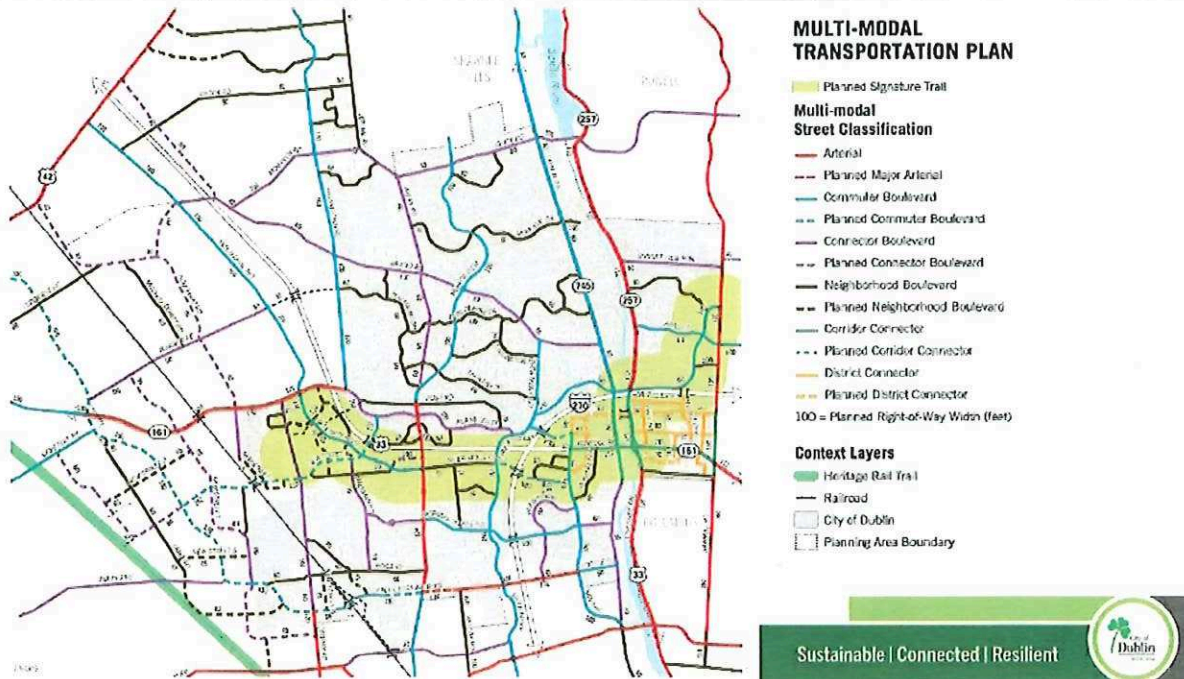
The Envision Dublin Community Plan was adopted after the Speed Management Program, but the two work well together. Ms. Wawszkiewicz stated that street classifications were created as a result of the community plan update that are a bit different than the traditional roadway classifications. The street classifications in Envision Dublin focus on the active transportation element and providing that element for pedestrians and cyclists. She shared the following:

Street Classification Summary

STREET TYPES	ACTIVE TRANSPORTATION	TREE LAWN	STREET TREES	ON-STREET PARKING	# OF LANES	LANE WIDTH (FEET)
Arterial	Shared use path: 11' to 13'	Required, 8'	Required with 8' tree lawn; low vegetative buffer with narrow tree lawn	Not required, 9-foot min. where used	4-5	11-12
Commuter Boulevard	Bike facilities on both sides. Two 11' to 13' shared use paths or 6' protected bike lanes with 6' sidewalks, if protected bike lanes are acceptable	Required, 8'	Required with 8' tree lawn; low vegetative buffer with narrow tree lawn	Not required, 9-foot min. where used	2 to 4/5	10-11
Connector Boulevard	Bike facilities on both sides. Two 11' to 13' shared use paths	Required, 8'	Required with 8' tree lawn; low vegetative buffer with narrow tree lawn	Not required, 9-foot min. where used	2 to 4/5	10-11
Neighborhood Boulevard	Bike facility on minimum one side. Shared use paths 11' and sidewalks 6' wide	Required, 8'	Required with 8' tree lawn; low vegetative buffer with narrow tree lawn	Not required	2	10-12
Shared Streets	Maximum vehicle speeds 25 mph. Bikes share the street. Sidewalks 6' on both side of the street	Required, 8'	Required with 8' tree lawn; low vegetative buffer with narrow tree lawn	One side min.	No markings	N/A

She stated that these street classifications were incorporated into the Multi-modal Transportation Plan. This plan aids in planning the design of the appropriate environment along each of the routes.

Ms. Kramb asked, referring to the Multi-modal Transportation Plan illustration, if the map shows what the roadways are anticipated to be or if it is how the roadway network is currently.



Ms. Wawzkiewicz stated that it is a little of both. She stated the existing network is present on the map as well as the additional planned routes that are anticipated. She added that it is also noted on the plan if the route exists but is anticipated to change in some way.

Ms. Kramb stated that these classifications represent what we want our streets to be and asked if there is intent to change existing roads to meet these updated classifications. Ms. Wawzkiewicz stated that over time it would be the goal to update the streets to the updated classifications.

Ms. Willis added that in terms of the existing roadway network, the street classification selected should be the one that best matches the existing character and environment of that particular roadway. She stated that a typical neighborhood roadway is a shared street. There is not an immediate plan to go back and retrofit those streets at this time, but as opportunities arise, they will revisit the table and use these principles to help guide future work.

Ms. De Rosa asked about the wider use paths as shown on the table of classifications and clarified that the City is committed to wider widths. Ms. Willis responded affirmatively. Ms. De Rosa added that, as a cyclist, the wider path makes such a difference in terms of safety and enjoyment of the experience. Ms. Willis stated that it will take some time to change habits as projects come forward, but the City is committed to six-foot-wide sidewalks and 11-foot-wide shared use paths. Ms. De Rosa stated that there are areas where it may not make sense from a cost perspective, but she appreciates the intention of wider paths and sidewalks.

Ms. Wawzkiewicz stated that an important component of the speed management program is speed limits and how those get established both outside a school zone and within a school zone. She stated that the minimum thresholds are established by the Ohio Revised Code. Changes to minimum posted speed limits must be approved at the state level. In 2023, the City established

a Business District with the passage of Ordinance 34-23. This allows speed limits to be reduced to 25 mph within the defined boundary. Riverside Drive speed limits were changed to posted 25 mph limits in October 2023. She shared the roll out of the speed limit change.

Ms. Kramb asked where the exact boundaries for the 25 mph on Riverside Drive are located. She stated she has received questions regarding where the 25 mph stops going southbound on Riverside Drive. Ms. Willis stated that the boundary is between the underpass merge and Martin Road. Staff used the exact boundary of the Bridge Street District on the south side of SR 161 as the boundary when the Business District was established (north of Martin Road). Ms. Willis stated that upon hearing of confusion with the boundary, staff is exploring where signage is located and investigating if it can be made clearer. Ms. Kramb shared some of the comments she has heard from residents coming northbound and turning onto Martin Road that other drivers are expressing frustration that they are slowing down. She stated it seemed like an awareness issue. Ms. Willis stated that Crawford Hoying has been having meetings with residents and exploring ideas about relieving traffic concerns particularly with respect to Martin Road and Riverside Drive. Chief Paez stated that the traffic team within Police can look at these issues, as well, from a traffic enforcement perspective.

In response to Ms. De Rosa's question if the state sets speed limits, but lane restrictions are within Dublin's jurisdiction, Ms. Willis responded affirmatively.

Ms. Wawszkiewicz stated that the speed and safety outcomes show a 35% crash reduction at the SR 161 and Riverside Drive roundabout. Both minor and serious injury crashes have declined, and the average vehicle speed at the midpoint of the new zone is 27 mph.

In response to Ms. Kramb's question regarding evaluating the sight lines within the roundabout, Ms. Willis stated that roundabout sight distance differs from normal intersection sight distance. This particular roundabout is shorter than what the typical urban environment would provide, however, the sight distances are appropriate.

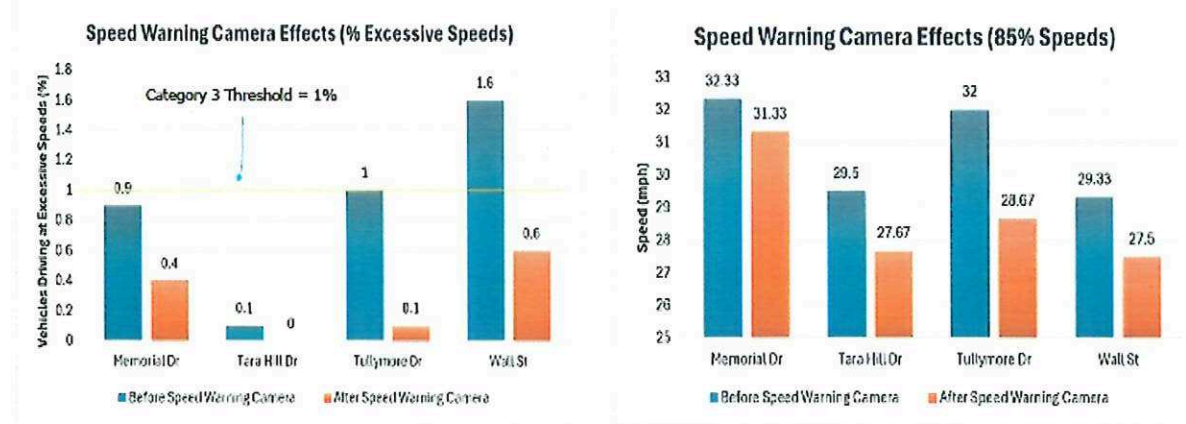
Ms. Wawszkiewicz shared that from a commercial vehicle standpoint, the commercial vehicle crashes make up about 5% of all crashes in Dublin. She stated that safety and enforcement have close ties, and the Police Department has been a great partner in working through the implementation of the Speed Management Program.

Before moving onto the Police portion of the presentation, Ms. De Rosa asked about the lane assignments, markings and signage at the Hyland-Croy/SR 161/ Post Road area. Ms. Willis stated that the City has heard from ODOT that they are supportive of putting the lane assignment signs in place on the offramp itself. In terms of pavement markings, they (ODOT) want to wait until the final pavement is installed. Staff agrees with resident feedback that it is difficult to navigate and have encouraged ODOT to accelerate the pavement markings. Ms. Willis stated that as soon as they receive implementation information from ODOT, staff will inform the residents.

Ms. Wawszkiewicz highlighted the tools that the Police use to enforce the Speed Management Program, such as the speed laser loaner program, mobile speed trailers and ride-alongs. Ms. De Rosa thanked the Police for their engagement and enforcement, which she believes is making a difference. Ms. Kramb also thanked the Police for their efforts and stated it has helped with resident awareness.

Another tool the Police uses that has been effective is the Speed Warning Camera. There are four locations where these cameras are used, and it has resulted in 200 letters per month being sent to the owners of the vehicles speeding in certain areas.

Ms. Wawszkiewicz shared the metrics that illustrate the success of the Speed Warning Cameras.



These cameras are able to be deployed at four new locations as they are post-mounted. The four new locations the cameras will be moved to are: Martin Road, Bridge Park Avenue, Brand Road (near Earlington) and Avery Road (towards the north end). These locations are on the "Slow Down Dublin" website.

Ms. Krumb asked if there are repeat letters going to the same address. Deputy Chief Tabernik stated that there are repeat offenders and added that another benefit to these cameras is the data collection that it provides.

Ms. Krumb asked if the letters being sent are to people who live within the neighborhood in which the camera is located. Sergeant Gatterdam stated that an educated estimate would be about 50% of the letters are being sent to neighborhood residents. He added that he gets phone calls from people who have received a letter, and they are usually productive conversations.

In response to Ms. Krumb's question regarding how long the cameras will be left at the four new locations, Sergeant Gatterdam stated that staff is considering changing the camera locations quarterly.

Ms. De Rosa expressed appreciation for the data that will be compiled and what it will teach us as we move forward. Deputy Chief Tabernik agreed and stated that it will help inform where higher enforcement is needed.

Ms. Wawszkiewicz mentioned the driver feedback signs that offer a visual reminder to drivers. At the request of Council, more signs will be added to the inventory so they may be deployed as needed either temporarily or on a more permanent basis. Regarding the heightened awareness pedestrian crossings, Ms. Wawszkiewicz stated that this does not change the state requirement regarding pedestrian crossings, but are enhancements to the warning signs. Ms. Krumb asked about the education regarding what the state law is regarding pedestrian crossings. She suggested providing a QR Code with an opportunity to learn more near these signs. Ms. Wawszkiewicz stated that was a good call out as police routinely get questions about who has the right-of-way.

Ms. Willis added that the Communication and Marketing team do communicate the state law as a reminder when school is out and again when school is back in session.

Ms. De Rosa asked about scramble phasing and whether or not it would be effective to help in crosswalk situations. Ms. Willis stated that scramble phasing was developed to help larger cities with larger groups of pedestrians trying to cross the street move more efficiently so the cars could

still utilize the green light as well. Scramble phasing is where pedestrians cross in a diagonal instead of a right angle to get across the two roadways quicker. Ms. Willis stated that the challenge is that all approaches of traffic must be held in order for them to cross at a diagonal. She stated that leading pedestrian intervals may be more appropriate. Leading pedestrian intervals are when a pedestrian is allowed extra time to begin crossing before the light turns green for traffic so the pedestrian is already in the roadway and is more visible to the driver. She added that this approach promotes a little more patience and awareness. Giving the pedestrian a "head-start" ensures that they spend less time in the crosswalk as well. Ms. Willis clarified that this can only be used in a signalized intersection. Ms. Willis shared that the use of HAWK (high-intensity activated crosswalk beacon) signals are being implemented within the City as well. The first HAWK signal will be installed at Scottish Corners. Ms. Willis stated that staff looks forward to what can be learned from this implementation and having another tool in the toolbox.

Ms. De Rosa, referring to driver feedback signs, stated that she is hopeful sophisticated data will help to inform when the driver feedback signs should be rotated to other locations. She stated that she knows they work really well and seems to be the most effective within neighborhoods. Discussion was held regarding the amount of inventory of driver feedback signs. In response to Ms. Krumb's question regarding the driver feedback signs in school zones, Ms. Wawszkiewicz stated that both the speed limit number and additional messaging can be programmed. In a follow-up question, Ms. Krumb asked if messaging can still be used in the off-school times in school zones. Ms. Willis responded affirmatively and stated that it is tied to a speed threshold.

Ms. Fox asked about available technology surrounding pedestrian crossings, specifically lights embedded in the pavement, and whether it is effective. Ms. Willis stated that staff tested the lights embedded in the pavement at the Riverside Drive/SR 161 roundabout. The test lasted only one season due to the incompatibility of the lights and the City's snow plowing efforts. The snow plows ripped up the lights and wires. She added that they are a really neat technology, but they are not for areas that experience snow and snow removal. She stated that areas that appear overly dark may be in need of additional overhead lighting, and staff can look into those options. She stated that she is also keeping an eye on roadway vendors to see if they improve the lighting capabilities to withstand a snow plow. In response to Ms. Krumb's question about whether more reflective paint or materials could be used in crosswalks, Ms. Willis stated they are the same materials as ODOT uses on highways, but may need refreshed.

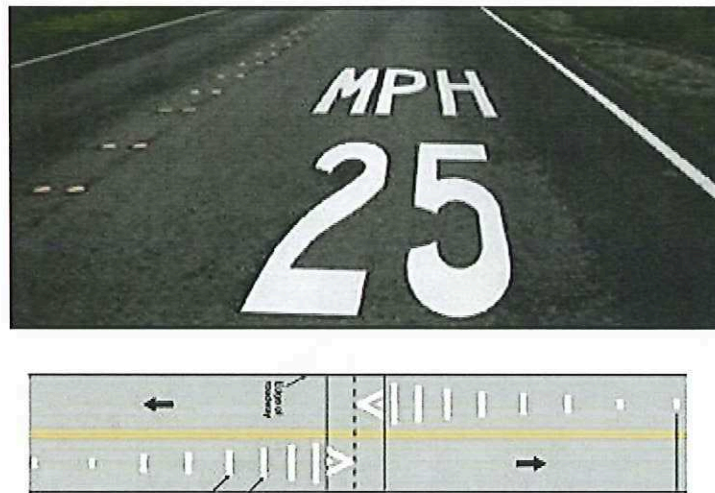
Ms. Krumb asked about the crosswalks that were installed at Wyandotte Woods Boulevard and how that improvement is going to slow traffic. Deputy Chief Tabernik stated that police have heard many less complaints since the installation.

Ms. Wawszkiewicz reviewed the public awareness campaign for the Speed Management Program, such as the toolbox resources including car magnets, yard signs, etc., all of which support the Slow Down Dublin initiative. The Speed Management and Enforcement Dashboard provides metrics that have been collected in tracking speed concerns and responses.

Staff explored the community's acceptance of using temporary speed cushions on Cacchio Lane. A QR code was provided next to this installation to garner feedback from the community on whether they liked this measure. In response to the survey, the temporary speed cushions have not been pursued at any other locations.

Ms. Fox stated that speed has been a routine complaint that council members receive. She suggested having data showing what has been done through this Speed Management Program

printed in a pamphlet and mailed to residents, so they are aware of this work. Regarding tactical urbanism pilots, three locations were chosen using a different design treatment at each location: Avery Road/Jacana Road, Tullymore Drive/Shanagan Street, and Sells Mill Drive/Earlington Parkway. The pilot began in August 2024, and markings were removed before plow season. Findings were a nice reduction in speed; however, the material did not adhere to the pavement as well as anticipated and after a while, the markings became "background" and went unnoticed by drivers. By November, the speeds had increased back to pre-pilot conditions. Neighborhood feedback was not appreciative of the markings and bright colors. Staff recommended discontinuing the tactical urbanism used in this way. Staff suggested trying different pavement markings as show below to warn drivers of speed:



Regarding outreach about the work of the Speed Management Program, Ms. Wawszkiewicz stated that there are a series of videos that have been released on social media as well as linked on the webpage: www.dublinohiousa.gov/speed-management.

Ms. Wawszkiewicz highlighted planned next steps as follows:

- Permanent driver feedback signs;
- Urban SDK (speed data citywide cloud-based program) implementation and training
- Noise
 - Finalize study (to measure existing noise levels on Hard Road and looking at the subjective nature of the Code language)
 - Recommend threshold (and amendment to code) and
 - Evaluate technology for enforcement.

The following discussion questions were posed by staff for feedback from the Committee:

1. Does the Public Services Committee support discontinuing colorful Tactical Urbanism treatments within residential areas?
2. Would the Public Services Committee like to implement pavement markings, such as "Slow Down," "25 MPH," or variable-length site lines?

3. Are there any additional considerations the Committee would like staff to incorporate as the Speed Management Program advances?

Committee consensus was to recommend to Council the following regarding the Speed Management Program:

- Discontinue tactical urbanism pilot program;
- Continue speed camera program at the proposed four new locations;
- Implement additional driver feedback signs and pavement markings in select locations where speed limits decrease significantly within a short distance;
- Provide updates to Council on the success of the new HAWK signals and consider additional deployments in other high-volume pedestrian crossing locations;
- Consider adding an educational sticker or QR code to select enhanced pedestrian crossing locations to help pedestrians understand who has the right-of-way;
- Consider broadening promotions of the speed management program to methods beyond digital and social media; and,
- Continue pursuing technology advancements and solutions.

There being no further business to come before the Committee, the meeting was adjourned at 5:38 p.m.



Chair, Public Services Committee

Clerk of Council