Chief's Advisory Committee
Thursday, February 12, 2026

The Thursday, February 12, 2026 Chief's Advisory Committee (CAC) meeting was called to order by Chair Hollie at 5:30 p.m. in the Council Chamber, 5555 Perimeter Drive. The Chair welcomed everyone to the meeting.

Roll Call

Committee Members Present: Kimberly Hollie (Chair), Emmet Apolinario (Vice Chair), Zhen Xing, Ron Barnes, Guarav Goel, Lisa Baer, Alex O'Ryan, Chitra Goyal, Dwayne Maynard

Committee Members Absent: Luke Powell

Staff Present: Chief Páez, Deputy Chief (DC) Tabernik, Sergeant (Sgt.) Ian Kovacs, Sergeant (Sgt.) David Gatterdam, Jeannie Willis, Jeffrey Jiang

APPROVAL OF MEETING MINUTES

Chair Hollie asked for additions or corrections to the January 13, 2026 minutes of the Chief's Advisory Committee meeting.
Vice Chair (V. Chair) Apolinario moved, Community Partner (CP) O'Ryan seconded approval of the minutes as presented.

Vote: CP Barnes, yes; CP Baer, yes; CP Xing, yes; CP Goel, yes; CP Maynard, yes; CP Goyal, yes; CP O'Ryan, yes; Chair Hollie, yes; V. Chair Apolinario, yes.
[Motion carried 9-0.]

PUBLIC COMMENTS

There were no public comments.

OLD BUSINESS

There was no old business discussion.

NEW BUSINESS

- **Traffic Enforcement and Slow Down Dublin**

Chief Paez recalled that at the previous meeting there had been conversation and questions about traffic enforcement and citations. Consequently, they have scheduled a comprehensive presentation on traffic enforcement for this meeting to address the topic holistically.

Chief Paez provided an introduction to the traffic enforcement discussion, emphasizing that safe travel through the community represents a shared partnership and collective responsibility within Dublin. He stressed that this responsibility extends to all community members and visitors, whether operating vehicles or observing from adjacent areas. The Chief then introduced the

evening's presenters, Sergeant (Sgt.) David Gatterdam, Police Traffic Enforcement Team, and Jeannie Willis, Director, Transportation & Mobility.

Sgt. Gatterdam introduced himself, stating that he is a Dublin native who grew up in Wyndham Village before moving to the Tartan Fields area during middle school. He graduated from Dublin Jerome High School in 2010 and earned a business degree from Miami University. Despite his business education, he pursued his passion for law enforcement, completing the police academy in Delaware at his own expense before joining the Shawnee Hills Police Department part-time and eventually joining Dublin Police Department in 2016.

Sgt. Gatterdam outlined his experience with the Department, including service on all three patrol shifts, work as a field trainer, participation on the awards committee, and his promotion to Sergeant in 2022. He currently manages the traffic unit, fleet operations, and various IT projects including Flock, Meraki, Solve, and Rapid ID systems.

Sgt. Gatterdam explained that the Community Impact Unit includes a lieutenant and two sergeants. He oversees four traffic officers when fully staffed, although the unit is currently down one position due to Sergeant Moreland's recent promotion. His counterpart, Sergeant Kirby, manages two business district officers. The traffic officers work in two shifts: two officers from 7 AM to 3 PM and two from 11 AM to 7 PM, strategically scheduled to cover peak traffic hours and school zones throughout the day.

Sgt. Gatterdam detailed the unit's primary responsibilities, which include enforcing traffic laws with a focus on moving violations that cause crashes, handling all citizen complaints (maintaining daily communication with Transportation & Mobility), and working maintenance zones, rotator zones, and school zones. The traffic officers also provide crucial support for investigations, including making traffic stops for criminal investigators and participating in various plainclothes operations targeting human trafficking, narcotics, and theft prevention. He emphasized the officers' versatility, noting they are required to maintain two sets of clothing to adapt quickly to changing operational needs.

Sgt. Gatterdam noted that two key policies govern their operations. Policy 304.01, Selective Traffic Enforcement, establishes intelligence-based traffic enforcement as the Department's approach, which emphasizes the violations that contribute to crashes, addresses traffic safety concerns, and supports investigations. He explained that intelligence-based enforcement involves proactive measures driven by multiple data sources to improve traffic safety.

The sergeant showcased the various intelligence tools at their disposal, including the Slow Down Dublin dashboard displaying feedback signs, speed trailers, traffic studies, and crash data spanning six years. He highlighted Urban SDK, a new tool providing real-time telematics data from vehicles, allowing officers to see speed statistics on any roadway while speaking with complainants. This technology has dramatically improved their ability to direct both reactive and proactive enforcement efforts, replacing the need for hundreds of manual stealth statistics deployment.

Sgt. Gatterdam explained their systematic approach to tracking enforcement efforts, including maintenance zones for known problem areas, rotating zones to maintain progress in previously addressed areas, and comprehensive school zone coverage. He also demonstrated their speed warning camera dashboard, which allows review of violations and enables sending warning letters while tracking repeat offenders and violation patterns.

The complaint handling process was outlined in detail. The department receives complaints through multiple channels including phone calls, the Slow Down Dublin website, and City Manager portals. Upon receipt, complaints are immediately shared with the traffic team, Transportation & Mobility, and the Public Information Officer (PIO). Sgt. Gatterdam indicated he personally contacts every complainant to provide consistent messaging and serves as an information clearinghouse. He analyzes each complaint using available data tools to assess speed problems, crash history, and similar complaints before assigning an officer based on the timeframe of concern.

For all complaints, officers conduct a minimum of three investigations at different times. Formal complaints involving sustained speeding issues receive enhanced attention, including heavy visible enforcement with every traffic officer working the area daily for 30 days. He noted that he maintains comprehensive records of all complaints, tracking dates, contact information, locations, concern types, and follow-up actions to ensure timely responses and identify trends.

The second policy, Policy 304.02 was discussed, outlining the Department's traffic control strategies aimed at changing driver behavior and improving overall safety. The policy emphasizes monitoring traffic activities to ensure practices align with current data trends and public concerns. Sgt. Gatterdam stressed that visible traffic enforcement remains central to their approach; Dublin police officers do not "hide", as their visibility alone helps modify driver behavior. Enforcement is directed to high-crash and high-complaint locations based on data from tools like Urban SDK.

Sgt. Gatterdam clarified the distinctions between arrests, citations, and warnings in traffic enforcement. Physical arrests typically involve violations such as driving while intoxicated, fleeing and eluding, or traffic offenses committed during other crimes. Citations are issued for violations that jeopardize safe traffic flow, including hazardous moving violations and operating unsafe vehicles. Warnings are appropriate for minor inadvertent infractions in areas with minimal traffic concerns.

In regard to the Slow Down Dublin speed management program, Sgt. Gatterdam explained how roadways are categorized into three levels based on 85th percentile speed data, with corresponding solutions ranging from speed trailers to high-visibility enforcement, vertical measures, and speed safety cameras. Statistical evidence shows that these measures effectively reduce speeds and modify driver behavior.

Sgt. Gatterdam concluded his presentation with 2025 statistics, reporting over 11,000 traffic stops resulting in 2,100 speed citations and 193 OVI arrests. The Community Impact Unit alone made nearly 4,700 stops, wrote 2,500 citations, made 77 arrests, addressed 281 resident concerns, worked school zones 501 times, and sent over 2,300 warning letters.

Director of Transportation & Mobility Jeannie Willis informed the committee of the strong working partnership between her department and the Police Department in managing the roadway network and traffic operations. She pointed out that the speed warning cameras originated from the Slow Down Dublin campaign and speed management program initiated in 2021, with City Council adoption in 2023. Council had directed staff to utilize technology solutions for smarter traffic management.

Ms. Willis described the camera operation process, explaining that the devices are mounted roadside and use software to measure speeds and capture photos at predetermined thresholds. Images are uploaded to the cloud for Sgt. Gatterdam's review, who determines whether violations warrant warning letters. She noted the City currently operates four cameras, strategically placed

based on Category 2 speed data and prioritized by problem severity, community concern, and technical feasibility such as solar power requirements in tree-covered areas.

Addressing questions about the DACRA system used for processing speed warning letters, Sgt. Gatterdam explained it as a third-party vendor based in Chicago that had been trusted by other agencies for citation processing before Dublin adopted it for warnings only. The system involves three review steps: violation confirmation, address verification prioritizing Central Ohio recipients, and letter mailing. This partnership enables efficient processing of approximately 200 letters monthly while providing aggregated data for enforcement planning.

Vice Chair Apolinario raised security concerns regarding the third-party vendor, particularly in light of toll scams. Sgt. Gatterdam assured the committee that DACRA maintains high security standards with CGIS certification and direct access to government information systems across all states. DC Tabernik added that the legal team and IT department thoroughly vetted the vendor through the memorandum of understanding process, and no security issues have arisen during their year of operation.

CP Barnes inquired about the relationship between traffic circles and stop sign compliance. Ms. Willis explained that while roundabouts use yield signs allowing vehicle advancement without conflict, stop signs require full stops, regardless of traffic conditions. She acknowledged that many Dublin stop signs, particularly in areas like Tara Hill, were installed without meeting federal warrants, but now remain in place due to long-standing public expectations. Stop signs and multi-way stops are federally warranted features requiring specific criteria to justify their installation due to increased rear-end crash risks.

CP Baer asked about policy review frequency, noting the last reviews were in 2022 and 2023. Chief Paez explained that their professional standards manager monitors the needs for policy updates. There is no set review schedule but regular assessment for necessary changes based on evolving circumstances and technology.

Discussion of camera placement revealed the cameras must be located in Category 2 speed areas; locations are selected based on problem severity, community concern, and technical feasibility. The camera locations rotate quarterly to address multiple problem areas.
CP O'Ryan inquired about the Urban SDK data source and was informed that it is derived exclusively from car manufacturer data rather than phones to ensure accuracy for vehicles only, with coverage improving as newer vehicles proliferate.

CP Goyal asked about optimal traffic control methods.
Ms. Willis responded that while they cannot control behavior, they work to influence and encourage proper conduct through various tools, particularly with the Slow Down Dublin campaign. She explained that different roadway types require different approaches, with zero tolerance in school zones while more flexibility is allowed on local roads, always recognizing that public roads must remain open to all users.

The discussion of enforcement philosophy continued with questions about stop sign violations. Sgt. Gatterdam confirmed that complaints about stop sign running comprise 10-15% of the total complaints they receive. He explained the enforcement challenge of observing violations without being so visible that the behavior changes, noting that officers exercise discretion based on violation severity, focusing on flagrant violations rather than technical infractions.

Chair Hollie inquired about the SR 161/33 roundabout. Chief Paez reflected on its crucial role in handling Bridge Park's traffic volume, noting that despite some concerns, the intersection processes over 50,000 vehicles daily with restored turning movements that were previously restricted.

Ms. Willis added that while property damage crashes occur, the number represents an acceptable trade-off compared to the serious and fatal crashes that occurred at the previously signalized intersection, crediting the 25 mph speed limit on Riverside Drive with improving crash rates.

CP Xing sought clarification on whether the cameras issue citations or only warnings. Chief Paez and Sgt. Gatterdam confirmed the system exclusively sends warning letters; officers are required to witness violations directly in order to issue citations. The program intentionally uses "speed warning cameras" nomenclature to differentiate from citation-issuing systems elsewhere, representing a balanced approach to achieve behavior modification before enforcement action is taken.

Discussion of emerging technology addressed increasing Tesla and autonomous vehicle presence. Sgt. Gatterdam acknowledged that while EVs' greater weight creates infrastructure challenges, advanced safety systems operating in milliseconds represent overall safety benefits by reducing human error factors in crash scenarios.

The presentation concluded with questions about micro-mobility devices.
Ms. Willis stated that upcoming legislation is anticipated to be scheduled for a first reading on Monday, February 23 and a second reading on March 9, which addresses all micro-mobility devices, including scooters, e-skateboards, and mini-motorcycles. She explained current regulations prohibit under-speed golf carts while permitting licensed low-speed vehicles on roads with 35 mph or lower speed limits. She directed interested parties to the City website for detailed information about the comprehensive education and safety initiative being developed in partnership with the Police Department and communications team.

STAFF COMMENTS

- **Town Hall on Mental Health 2026**

Deputy Chief (DC) Nick Tabernik presented plans for a mental health town hall scheduled for spring 2026, connecting this initiative to the committee's goal regarding issues of significant community concern and community outreach. He referenced the successful 2022 suicide prevention town hall as a model, noting that 2025's tragic incidents involving suicides and increased mental health calls created heavy impacts on both the department and community, affecting individuals in crisis and their families.

DC Tabernik indicated that he had recently met with Christine Nardecchia, Director of Outreach & Engagement, to gather feedback from the MLK Sunday Supper that might help inform the mental health town hall planning. He proposed May as the target month, which aligns with its designation as Mental Health Awareness Month, and presented three primary goals for the event. First, the town hall would work to normalize mental health discussions, bringing the topic to the forefront while providing resources. Second, it would make mental health resources directly available to community members through on-site representation from various organizations. Third, it would include a call to action encouraging participants to pledge more open mental health discussions in their personal lives, with families, and among colleagues.

DC Tabernik detailed specific elements the Police Department plans to highlight during the event. These include the Advanced Crisis Intervention Team led by Sergeant Kovacs, the Safe Space program previously discussed with the committee, alignment with the Dublin Wellness Alliance (which Molly Steiner presented in Fall 2025), and the partnership with Syntero, featuring public safety services liaison Shannon Blackstone's work with the Police Department, Syntero, and Washington Township.

For the resource component, DC Tabernik envisioned tables staffed by organizations including Franklin County Suicide Prevention Coalition, Syntero, Veterans Affairs Mental Health Unit, and Nationwide Children's Hospital Mental Health Unit. This format would allow community members to directly engage with experts, ask questions, and collect informational materials. He emphasized keeping the formal program brief to maximize time for direct community-resource interaction.

DC Tabernik indicated that upcoming planning meetings include sessions with Susan Ortega, Syntero, for expert guidance, Molly Steiner for Dublin Wellness Alliance alignment, and follow-up discussions with Christine Nardecchia and the broader planning group. He welcomed feedback and suggestions from committee members regarding this community conversation initiative.

Chair Hollie sought clarification on the town hall format, inquiring if it would feature resource tables rather than a panel discussion. DC Tabernik explained the plan for a short program highlighting police initiatives followed by extended time for community members to interact directly with resource providers, based on feedback from Syntero and other partners favoring this interactive approach.

CP Goel inquired about mental health support for students in Dublin City Schools. DC Tabernik confirmed that Syntero counselors work within the schools alongside school resource officers and administration with representatives from the school-based team planned for the town hall to facilitate parent conversations about supporting youth.

CP Apolinario and CP Xing raised the important issue of cultural considerations in mental health discussions, recalling previous committee conversations about taboos in various ethnic communities. They offered to leverage connections with the Asian American Commerce Group and Asian Indian American business groups to ensure culturally appropriate outreach and participation. DC Tabernik welcomed this assistance, acknowledging cultural inconsistencies in mental health discussions and requesting committee support in bringing diverse communities to the conversation.

The discussion emphasized the need for broad community representation, with multiple committee members recalling the successful 2022 event that connected them with previously unknown community organizations. Chief Paez thanked the committee for their continued partnership in reducing mental health stigma and ensuring comfortable crisis intervention access, emphasizing the importance of maximizing awareness impact through inclusive planning.

- **Update on Crime Trends and Police Activity**

Chief Paez provided the committee with January 2026 crime statistics, noting overall positive trends with most activity categories showing decreases from January 2025 and remaining in single digits. Two categories showed increases: motor vehicle theft or attempted theft rose to six occurrences compared to three in January 2025 (matching 2024 levels), and burglaries increased

to three incidents from one the previous year, though still representing very low numbers requiring continued attention.

Chief Paez detailed a significant incident involving a stolen vehicle near Sells Middle School. A traffic enforcement officer monitoring the school zone observed a vehicle traveling 43 mph in the 20 mph zone and attempted a stop. Unknown to the officer, the vehicle was stolen and occupied by two young persons aged 20 and 16. The vehicle ran a red light at Bridge and High streets, colliding with a southbound vehicle and pushing it into the Donatos building corner. Officer Deron Steinke's quick radio communication enabled responding officers to apprehend both individuals within minutes. Follow-up investigation revealed the owner had contacted Columbus police but had not yet officially reported the theft. The driver was charged with the stolen vehicle offense, with investigation continuing regarding the passenger.

Chief Paez also reported a series of hotel thefts earlier in the week spanning from the Tuttle Crossing Boulevard to the Sawmill Road corridor. While multiple vehicles were damaged, only one reported actual theft, consistent with previously observed patterns. The series included a potentially connected incident involving a vehicle stolen from a business that left it running on Dublin's east side near Sawmill Road. The department is coordinating with adjacent jurisdictions to share intelligence and suspect information.

Sgt. Kovacs described a successful vehicle recovery case demonstrating effective technology utilization. On Friday evening, Flock cameras on Frantz Road detected a vehicle reported stolen from Westerville. Initial search proved unsuccessful, but the vehicle triggered cameras again two hours later traveling northbound. Sgt. Kovacs, as shift sergeant, coordinated search efforts with a new officer in field training locating the vehicle at Red Roof Inn on Post Road near Toy Barn.

Sgt. Kovacs detailed the tactical response, establishing a perimeter while utilizing DFR drone surveillance overhead. Officers observed a female in the hotel lobby near where the stolen vehicle was parked. Within approximately five minutes, she returned to the vehicle with keys, unlocked it, and began entering when officers safely boxed in the vehicle and arrested her. Investigation revealed she had active warrants related to unauthorized use of the vehicle, explaining its stolen status. Sgt. Kovacs emphasized this success story as exemplifying effective technology integration and excellent officer coordination for safe resolution.

Chief Paez concluded by emphasizing that trend monitoring involves not just data tracking but implementing strategic plans leveraging technology for both resource direction and coordination, ensuring officer safety while bringing situations to quick resolution.

- **ROUNDTABLE**

Chair Hollie opened roundtable discussion by asking about procedures for protecting crime scenes during incidents involving loss of life. Chief Paez explained that standard response protocols prioritize lifesaving, followed by containing dynamic situations and establishing perimeters for static environments requiring investigation. He outlined the assessment process for determining whether patrol staff can handle incidents or if detective section support is needed, potentially supplemented by BCI for technical evidence collection in high-level but infrequent occurrences. Chief Paez offered to schedule a future presentation by the detective section for more detailed discussion of their response protocols and investigation procedures.

Vice Chair Apolinario inquired about the status of the Police Department's robot at the Dublin Library and potential expansion of the robot program. Chief Paez indicated the program is under assessment, with the business district team scheduled to meet and compile information before providing a comprehensive update at a future meeting.

CP Barnes confirmed with Sgt. Kovacs that officers have full policy access through PowerDMS on their computers, including in patrol vehicles. He commended the positive press coverage in *Dublin Life* magazine, specifically praising Officer Scott Brown's article and the drone program feature. Chief Paez expressed deep appreciation for Officer Brown's dedication as a school resource officer, noting his self-driven initiatives beyond assigned responsibilities to meet observed community needs.

CP Barnes also inquired about the committee's previously discussed non-bias policy requirements. Chief Paez confirmed this subject is addressed in Policy 101.02 on non-bias based policing, which includes requirements for initial and annual training on legal aspects and professional traffic stops provided during field training for new officers.

CP Maynard offered Black History Month greetings and reflected on the committee's intentional diversity efforts dating from 2020. He recalled Rebecca Myers' instrumental role in organizing recognition of black law enforcement officers during Black History Month, aligning with the committee goal to foster Police Department diversity. CP Maynard specifically honored recently retired Officer Paul Burke's 20-plus years of service, expressing hope for continued Department diversification efforts, emphasizing that community strength comes through diversity of thought and representation.

CP Goyal inquired about ICE presence in town. Chief Paez indicated he had no information beyond what was previously discussed with the committee.

ADJOURNMENT

There being no further business for discussion, the meeting was adjourned at 7:25 p.m.

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Vice Chair, Chief's Advisory Committee

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Assistant Clerk of Council

Dublin Police Department - Contact Information 614-410-4800
Chief Justin Páez   DC Nick Tabernik
jPáez@dublin.oh.us   ntabernik@dublin.oh.us