



COMMUNITY SERVICES ADVISORY COMMISSION

JUNE 10, 2025, 6:30 P.M.

MINUTES

CALL TO ORDER

Chair Guinther called the June 10, 2025 regular meeting of the Community Services Advisory Commission to order at 6:30 p.m. in the Council Chamber, 5555 Perimeter Drive.

ROLL CALL

Committee Members Present: Vice Chair Cathy Axcell, Chair Vicki Guinther, Bob VanVliet, Rex Pryor, Hong Qiu, Ann Bohman, Jessica Tobias

APPROVAL OF MINUTES

Chair Guinther inquired if there were any corrections to the February 11, 2025 CSAC meeting minutes. [No corrections were requested.]

Mr. Pryor moved, Ms. Bohman seconded approval of the February 11, 2025 meeting minutes.

Vote: Mr. Pryor, yes; Chair Guinther, yes; Ms. Tobias, yes; Ms. Qiu, yes; Ms. Bohman, yes; Mr. VanVliet, yes; Vice Chair Axcell, yes.

[Motion carried 7-0.]

PUBLIC COMMENT

There were no public comments offered.

DISCUSSION ITEMS

- **Tactical Urbanism Follow-up**

Tina Wawzkiewicz, Deputy Director of Transportation and Mobility, and Jeannie Willis, Director of Public Works, presented an update on the Tactical Urbanism pilot program implemented as part of Dublin's Speed Management Program.

Ms. Wawzkiewicz began by reminding the committee that they had previously discussed this program on December 12, 2023. She explained that the Speed Management Program was developed with Tool Design to address speeding concerns in the community, emphasizing that as speeds increase, both the likelihood of crashes and the severity of injuries increase. The program's vision focuses on a data-driven approach to create safe and comfortable streets for all road users.

The program established baseline metrics for different street categories, with lower thresholds for residential streets and school zones. Solutions are organized into categories based on speed measurements, with Category 1 offering temporary solutions like mobile speed trailers, Category 2 including more permanent solutions like driver feedback signs and tactical urbanism, and Category 3 involving larger infrastructure projects.

Regarding the tactical urbanism pilot specifically, Ms. Wawzkiewicz explained that it was designed as a low-cost roadway treatment to enhance safety by visually narrowing travel lanes and highlighting crossings. Three locations were selected for the pilot: Avery Road and Jacana Drive intersection (which included planters and pavement treatments), Tullymore Drive and Shanahan Street, and Arlington Drive and Sells Mill Drive. The installations began in August 2024 and were removed in November before snow plow season.

Initial results showed promising short-term speed reductions of up to 2.5 miles per hour at the Avery and Jacana location. However, by November, speeds had returned to pre-installation levels, suggesting the visual impact lost effectiveness as markings wore out and drivers adapted. An online survey received 69 comments, with only one person feeling the applications improved safety. The majority of feedback was negative, describing the treatments as "childish," "distracting," or inappropriate for residential areas.

Ms. Wawzkiewicz reported that the recommendation to discontinue the current tactical urbanism pilot program was brought to the Public Services Committee and subsequently to City Council, where there was consensus on the recommendation. However, several positive outcomes were identified for continuation, including expanding speed safety cameras, implementing additional driver feedback signs and pavement markings where speed limits decrease, providing updates on the new HAWK signal at Muirfield Drive and Sells Mill Drive, considering educational stickers or QR codes at pedestrian crossings, broadening promotions beyond digital media, and continuing to pursue technology advancements.

The presentation concluded with a brief video showing part of the public education campaign.

Member Hong Qiu opened the discussion by expressing surprise at the negative community feedback, noting she lived near the Tullymore Drive and Shanahan Street experiment and had observed the signs deteriorating quickly. She questioned the severity of Dublin's speeding problem and why significant resources were being dedicated to speed control.

Ms. Willis responded that City Council members frequently receive calls from residents concerned about speeding in neighborhoods, though actual measurements show generally good compliance with speed limits. She noted that larger streets like Riverside Drive, Dublin Road, Glick Road, and Brand Road tend to have more compliance issues than local residential streets.

When Ms. Qiu suggested that perhaps speed limits were too low, Ms. Willis explained that speed limits in Ohio are set by the Ohio Revised Code, not by the City. This ensures consistent treatment across the state. Any adjustments require a specific speed study following strict parameters and approval from the Ohio Department of Transportation Director.

Chair Guinther asked about the effectiveness of the planters compared to painted treatments, suggesting they might have been more successful if used at all sites. Ms. Willis revealed that the planters were actually the most polarizing element, with residents feeling they were distracting, hard to see at night despite reflective strips, confusing for children trying to cross streets, and generally unsafe because the program was not intuitive.

Chair Guinther then shared observations from the Netherlands about their colored lane system for pedestrians, bikes, and vehicles. Ms. Willis, who had also visited the Netherlands with Ms. Wawszkiewicz to study bicycle infrastructure, explained that the low accident rates there are primarily due to laws that always hold drivers responsible for collisions with pedestrians or cyclists, regardless of fault. This creates extremely cautious driver behavior, unlike Ohio's tort law system where responsibility is assigned based on who is at fault.

Member Rex Pryor inquired whether the Avery Road location with vertical planters also regressed to pre-installation speeds. Ms. Wawszkiewicz confirmed that it did, noting her disappointment that the November data showed speeds had returned to pre-tactical urbanism levels.

Member Bob VanVliet asked for clarification on the timeline of measurements. Ms. Wawszkiewicz explained that the "after" measurements were taken about two weeks after installation to capture the immediate impact while avoiding influence from temporary construction message boards. The effectiveness diminished over time as stickers peeled, colors faded, and drivers adapted.

Mr. VanVliet then suggested that planters might work in non-residential areas where curb appeal is not a concern. Ms. Willis stated that City Council's direction was to suspend all such treatments throughout Dublin.

Member Cathy Axcell asked about incorporating speed education into driver training programs. Ms. Willis explained they had tried working with local driving schools on topics like roundabouts and Dublin-specific features but met with limited success. Since driver education is now privatized rather than school-based, the City has little control and has instead focused on videos, website content, and social media.

Mitchell Ament, the new CSAC staff liaison, then shared suggestions from absent member Carol Clinton, including using upcoming events for Slow Down Dublin education with signage in waiting lines, and working with high school physics teachers to incorporate pedestrian safety and speed reduction exercises into lessons, providing a real-world application formula as an example.

Ms. Willis responded that the City has several public engagement opportunities, including a Mobility Concierge every Friday from May through September, presence at the Dublin Market, and concentrated media campaigns when school starts and ends. They're also working on printed materials for Dublin Life magazine.

Ms. Qiu asked about speed bumps, noting their effectiveness. Ms. Willis explained they are only approved for Category 3 locations with the most egregious speeding and require at least one other Category 3 solution to have failed first. She outlined numerous issues with speed bumps, including increased speeds between bumps due to driver frustration, noise, vehicles bottoming out, impact on emergency response times, and patient discomfort in emergency vehicles.

Member Jessica Tobias, who lives on Tullymore Drive, thanked the City for trying something new and listening to feedback. She raised specific concerns about parking on both sides of the

street near soccer fields creating visibility issues and suggested time-limited parking restrictions during soccer season. She also recommended incorporating bike and pedestrian safety education into Recreation Center programs and summer camps.

Chair Guinther suggested partnering with Nationwide Children's Hospital providers to discuss the consequences of traffic accidents in educational campaigns. Ms. Willis expressed skepticism about the practicality of accessing hospital systems and questioned whether the issue was truly understanding dangers versus getting residents to act on that knowledge, particularly given the prevalence of high-performance vehicles designed for speed.

Mr. VanVliet emphasized the need to educate children as well as drivers about safety consequences. Ms. Axcell mentioned Hilliard's speed bump installation at a roundabout at Britton and Davidson Roads, noting it is impractical and potentially unsafe. Ms. Willis confirmed it was a permanent installation at multiple locations.

Mr. Ament then interjected to clarify that this agenda item was specifically an update on the program and that staff had already received direction from City Council on deliverables to pursue. While feedback was appreciated, he wanted to make clear the current status of the program.

Member Ann Bohman asked if Transportation and Mobility was involved with the Dublin Connector free transportation service. Ms. Willis confirmed they were and Ms. Bohman noted that the service now appears to be frequently full, requiring earlier booking than when it first started.

STAFF COMMENTS

Ms. Willis introduced Mitchell Ament as the new CSAC staff liaison, replacing Emily Goliver who had received a promotion. Mr. Ament explained he had been a Management Analyst for about two and a half years and had served as Chief Advisory Committee Staff Liaison for the past year. He noted that Emily would continue to be a frequent guest at committee meetings despite her new role.

ADJOURNMENT

Chair Guinther noted that the committee would be in recess for July and August, with a tentative meeting on Tuesday, July 8, if agenda items arose. Otherwise, the next meeting would be the joint meeting of Council's Advisory Committees on Tuesday, September 9, 2025.

The meeting was adjourned at 7:18 p.m.



C.S.A.C. Chair



Assistant Clerk of Council