

Dublin City Council
Public Services Committee
Wednesday, September 10, 2025
4:00 p.m.
5555 Perimeter Drive
Council Chamber

Meeting Minutes

Ms. Kramb called the September 10, 2025 Public Services Committee meeting to order at 4:00 p.m.

Committee Members Present: Ms. Kramb (Chair) and Ms. De Rosa. Ms. Fox was absent.

Staff Present: Mr. Barker, Ms. Willis, Ms. O'Callaghan, Mr. Rayburn, Mr. Ament, Chief Paez

Approval of Minutes

Ms. Kramb moved to approve the minutes of the May 14, 2025 Public Services Committee meeting. Ms. De Rosa seconded the motion.

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

Discussion Items:




Micromobility Devices and Regulations

Ms. Willis began the presentation by outlining the agenda, which would cover resident feedback, types of devices being observed on shared use paths and sidewalks, existing code provisions, proposed code amendments, regional benchmarking efforts, and next steps.

Ms. Willis explained that the City has been receiving significant resident feedback regarding micromobility devices. The primary concerns include the types of devices being used on shared paths and sidewalks, the frequency of their use, the age of users, confusion about what is permitted, speeds affecting pedestrian comfort, and questions about required safety equipment. Ms. O'Callaghan added that residents are also concerned about safety features being removed or disabled to allow devices to exceed speed limits.

Ms. Willis presented an overview of devices currently being observed on Dublin's shared use paths, including bikes, e-bikes, e-scooters, regular scooters, seated scooters, mini motorcycles, skateboards, e-skateboards, and e-hoverboards. She emphasized that while these devices have been observed, not all are necessarily permitted under current code.

Regarding existing regulations, Ms. Willis explained that Dublin's code already addresses e-bikes, which are classified into three categories. Class 1 and Class 2 e-bikes, with maximum speeds governed at 20 miles per hour, are currently permitted on shared use paths and sidewalks. Class 3 e-bikes, which can exceed 20 miles per hour, are not permitted on these facilities and must be operated on roadways only. The presence of speedometers is the key distinguishing feature of Class 3 e-bikes.

E-Bike Category	Operable Pedal and Motor Under 750 Watts	Assist	Max Speed	SUP and Sidewalks	
Class 1	✓	Pedal Pedal-assist	20 mph	✓	Class 1 
Class 2	✓	Pedal Pedal-assist throttle-only	20 mph	✓	Class 2 
Class 3	✓	Pedal-assist throttle only*	28 mph	Prohibited	Class 3 

* Throttle presence and max allowable speed with throttle varies by manufacturer

Council Member Kramb asked about the practical speeds of Class 1 and 2 e-bikes, wondering if they truly operate at 20 miles per hour. Ms. Willis confirmed this is an industry standard, noting that when she visited Trek to test e-bikes, staff there explicitly told her that Class 3 bikes would require checking local regulations. Ms. De Rosa estimated riding a regular bicycle at about 12 miles per hour at a decent pace. The committee agreed that 12-15 miles per hour seemed like a reasonable speed for shared paths.

Ms. Willis then addressed mini motorcycles and similar devices, explaining they fall under the "all-purpose vehicle" category in Section 75 of the code, which also includes snowmobiles, off-highway motorcycles, and minibikes. These devices are already prohibited on shared use paths and sidewalks under current code.

The discussion turned to golf carts, which Ms. De Rosa had begun seeing on paths. Ms. Willis clarified that golf carts are classified as "under speed or low speed vehicles" and are not permitted in Dublin unless specifically authorized by ordinance, which the City has not done.

Ms. Willis outlined the proposed code amendments, which would define micromobility devices as those weighing less than 120 pounds, having a maximum speed of 20 miles per hour on a level paved surface, and being either human-powered or electric motor-powered. This definition would specifically exclude all-purpose vehicles, including mini motorcycles.

Ms. O'Callaghan mentioned that every suburb in the region is having similar conversations and conducting community engagement on this topic. A regional discussion is planned for next month's COMMA (Central Ohio Mayors and Managers Association) meeting. She noted the wide variety of mini-bikes being used, from tiny ones ridden by 6-year-olds on sidewalks to larger ones used by middle schoolers who gather in parking lots.

Ms. De Rosa asked about dedicated spaces for these devices, wondering if there are parks designed for this type of activity. Ms. Willis explained that under current code, these devices

can only be operated on private property with express written permission. Mr. Barker confirmed that City code section 96.27 prohibits motor vehicles in parks except on designated roads and parking areas.

The Committee discussed enforcement challenges and the need for alternative locations. Ms. Kramb expressed concern about communicating with parents once enforcement begins. Ms. O'Callaghan noted that some parents appreciate these devices for providing transportation for kids to school and activities.

Ms. Willis presented benchmarking efforts with other Central Ohio communities including Powell, New Albany, Bexley, Upper Arlington, Grandview Heights, Delaware, and Hilliard. Most communities confirmed this is becoming a hot topic, though some are just beginning to address it. The goal is to ensure Dublin's approach is consistent with regional expectations.

The Committee discussed safety concerns extensively. Ms. De Rosa shared her experiences with near misses on paths, particularly around blind curves. She emphasized the need for improved signage and striping around curves and suggested that any public education campaign should include both what the City is doing to improve safety and what residents need to do.

Mr. Barker provided an update on the shared use path signing and striping policy, noting that the National Association of City Transportation Officials (NACTO) recently released version 3 of their bikeway guide. The City is incorporating these new guidelines and is at 90% completion of the policy review.

The discussion turned to path etiquette, with Ms. De Rosa describing common scenarios where walkers with strollers meet oncoming pedestrians and cyclists. She noted there's no clear understanding of who should yield to whom. Ms. Willis agreed this should be included in educational materials, emphasizing that etiquette and courtesy are crucial components.

Regarding enforcement and education, the Committee supported using school resource officers for education campaigns, particularly targeting middle school students who are the primary users of mini motorcycles. They also discussed adding temporary signage in parks to clarify prohibitions during the education phase.

Ms. O'Callaghan raised the timing concern of upcoming holidays, and Ms. Kramb strongly supported early communication.

Ms. De Rosa asked about what the next generation of devices will be. Ms. Willis mentioned two-seater scooters are already appearing and that micromobility will continue to evolve. She emphasized the importance of setting up regulations now to handle future developments.

The Committee concluded with agreement on several key points: mini motorcycles should not be permitted on shared use paths and sidewalks; education campaigns should begin soon, especially before the holiday season; the City should explore whether any parks could accommodate these devices; and communication to City Council should emphasize that while work is underway, broader discussion may be needed through Committee reports or a work session.

Ms. Willis indicated staff would return to the Committee within the next few months, ideally by spring before peak usage season, with draft code amendments and a comprehensive education plan.

There being no further business to come before the Committee, the meeting was adjourned at 4:56 p.m.



Chair, Public Services Committee

Clerk of Council