

Ms. Shelly said the second part of the process was to determine who the riders would be and who would be using the path system. They have been broken down into four categories.

- Casual Rider – riding at low speeds, possibly riding with family members. Enjoying the experience of riding while enjoying the view.
- Enthusiast – typically use path system for light exercise or short trips to a destination point. May not be comfortable on the road and avoid bike lanes and sharrows.
- Commuter – confident rider commutes to work, run errands or for general exercise. They may prefer the shared-use paths and dedicated lanes; however may not be comfortable riding in traffic.
- Advanced Rider – experienced riders prefer to ride on the City’s roads with sharrows in traffic. Often cycle great distances for exercise.

Ms. Shelly said to give people a better understanding of the categories profile scenarios were put together for each of the groups and what type of individuals would be in each group. This will help staff better understand how people react to what we are proposing. Also during this audit, staff determined what type of riders are using the different paths such as the shared-use paths & tunnels, cycle track (which currently goes through Bridge Park), bike lanes and bike sharrows. As staff started to work through this process, we tried to determine the type of rider that would be using each type of path (identified on the map by color based on the rider). Ms. Shelly also explained that staff put together different loops based on the different types of riders, along with which destination points each type of rider would be more likely to use as a part of the path system.

Ms. Shelly said as a part of the City’s benchmarking, we started to look at what other communities do for wayfinding. Staff provided some different examples for shared-use paths, intersections and crosswalks. Staff also shared some typical code and signs that municipalities use for bike path markings and identity branding. Staff talked about the organizational strategy and making it a destination based system. We determined that we needed to understand what those destinations could be and make sure we have the proper connectivity in place. In doing so, we needed to determine where the hubs should be and that we communicate the appropriate path based on their destination point. Ms. Shelly said with hub stations, we have found that there is some type of combination of post and panel sign with some kind of information available. Specifically the hub stations will be a longer-term project, as Kohler continues to work on the larger wayfinding areas of the City. The loop connector, the directional, decision making and the regulatory is more where our focus is at this point. What we want to do is focus on having information that is painted or inserted into the pavement so we do not have more panels. We are trying to avoid more signs and post that clutters the paths. Ms. Shelly said after speaking with frequent riders and other communities, it seems that on pavement markings are better received. As a starting point, there will probably be a post and panel sign either with a map or with some type of identification for the start of a trail.

Ms. Shelly said for a test loop, we started to identify a loop that would start and end at the recreation center because it would probably get the most use and we would be able to get the most feedback from users. We are breaking it down into segments and we will determine what type of directional signage

we need along the path to determine which destination point each part of the path will take someone. The map will be color coded with loops based on the type of rider what type of path they may prefer.

Mr. Dritz asked what the cost and longevity is for a panel and post sign versus painted markings on the path system. He asked if it would be more beneficial to spend more money upfront to have panel signs, whereas the painted signs along the path may wear quickly and need repainted often. Ms. Shelly replied that the pavement markings would be the same type of marking that are used on a highway so it has a long wear life with much lighter travel than a highway would have. Also with the post and panel signs, we seem to have more clutter and trouble we may have, especially with the users having dogs on leashes, small children, bicycles, strollers, etc. along the paths.

Ms. Crandall also added that the City is now on a ten-year maintenance plan for our path system, which is about the same timeframe for when the path markings would need repainted. Ms. Shelly also commented that Planning we will be choosing materials based on longevity.

Ms. Baker asked how the paths were determined. Ms. Shelly said the family rider path is around neighborhoods. The casual rider is around hotels and visitor amenities. Ms. Baker commented that a "casual" rider should be renamed as a "visitor" rider.

Ms. Gawronski asked if there is a plan for bicycles in the areas where the casual riders (or visitors) would access if we no longer have Lime Bikes in the City. Ms. Shelly said that staff is looking at other options. Ms. Baker said the hotels could consider having their own bicycles for their guests.

Ms. McCain said an amazing connector for the casual riders, especially if they are visitors, would be to connect to all the places in Dublin that you could visit. It would be a great way for visitors to learn about Dublin and for those that live in Dublin to get around to all of the great amenities within Dublin. Ms. Shelly said we have been working with the Dublin Arts Council and Dublin Convention and Visitors Bureau, because we do have some great public art pieces and other amenities and we are trying to determine different types of loops to get to these various locations.

Ms. Baker suggested putting some more thought into the names of the different types of riders. She commented that a family rider could also be a casual rider. The casual rider designation seems to be more for visitors or for the downtown loop. The commuter and advance rider make sense, but the other two may just need a little more thought.

Ms. Crandall said when the final determination is made on the different groups staff will also make sure there is a good description of those categories. The family and casual refer more to off streets and paths only, whereas the commuter and advanced are more likely to use the streets and other path systems.

Ms. Crandall commented that she has forwarded to the appropriate staff the information discussed and recommended by CSAC about what some of the etiquette or rules of the road may be. Staff will use the information as they move forward.

Mr. Dritz asked if staff has shared this information with the bicycle ambassadors. Ms. Shelly said she has shared it with them, but it was not complete so staff will share it with them again now that it is completed.

V. Draft Scooter Memo

Mr. Plouck sent out the draft memo to the Commission prior to the meeting. He commented that Mr. Dritz replied with a few comments for the memo. Mr. Plouck asked if there were any other comments in regards to the memo. Ms. Bohman appreciated Mr. Plouck included all of the discussion points from the Commission members since there was so much time spent discussing this topic.

Ms. Gawronski suggested adding a sentence that states that the Commission would table the topic for a couple of years. Ms. Baker suggested adding a statement before the last sentence of the memo that states staff and the Commission hope to re-evaluate the topic in the future.

Mr. Dritz commented that he thought it would be important for Council to know that we looked at what other communities are doing, so he suggested the comment that talks about what other communities are doing or could be reworded since it currently doesn't read well. Also in the second paragraph where the sentence starts with "If permitted for either or both, what regulations should exist?" probably needs to be expanded upon. Mr. Plouck said he would add some clarification to that sentence. Mr. Dritz would like to see the comment added that references the percentages of the survey results.

Ms. Crandall noted that Council has had their goal setting retreat. Council looked back at their 2018 goals and each Council Member selected a different topic. Mayor Peterson picked the topic of mobility and provided an update on mobility. During the 2019 Retreat, Council had a long discussion about mobility and discussed that they would like to be on the forefront. Council are interested in looking into a pilot program for scooters. She said it is fine to move forward with the recommendations that CSAC decided on, but Council may want to consider a location in the community to run a pilot program. We would need to move forward realizing it may be difficult to get a scooter company to come to Dublin, but could possibly open up an area of the City were residents could ride their own scooters without any restrictions.

Mr. Dritz asked if Council has seen the survey results. Ms. Crandall said staff will attach information to this memo. Ms. Crandall said they do read through the Commission minutes so they will see the discussion points from the Commission and can make the decision then on whether they want to move forward with a pilot program or not.

Ms. Gawronski commented that although 56% of residents did not support scooters, 39% of the residents did. If a pilot program is in place and residents utilize it, those numbers could change. It was a big discussion in the mobility study. The City should stay competitive with other communities and stay at the forefront.

Ms. Baker asked Ms. Crandall if the Commission should add a comment in the memo about doing a pilot program to support what Council is discussing.

Ms. Crandall commented that she just wanted to inform the Commission of what discussion Council has had on this topic. It is up to the Commission if they want to add additional information about a pilot program or leave the memo as it is.

Mr. Dritz asked if the Commission was going to vote on this discussion. He said he is against doing a pilot program. There is data that states there is not enough interest in the community. There are safety concerns. Lime Bikes has pulled out, so it really does not make sense to do it.

Mr. Strup said he believes the Commission is fine with our recommendations to Council based on the information presented to this Commission and the data collected, it makes right now. If Council chooses to move forward with a pilot program that is their prerogative, but it does not mean it cannot change based on the information provided and the survey results. We are not saying no, but we are saying based on the information we have it makes sense to stay where we are on the topic. We can re-evaluate the topic in the future.

The Commission discussed inserting an additional sentence that states there is no further action needed at this time but would like to re-evaluate this topic in the future. Mr. Plouck will work on the wording to add the information.

Ms. Baker asked when this would be presented to Council. Ms. Crandall said April 8 would be the soonest, it would depend on when Mr. Strup is available. Mr. Strup said he would be available on April 8 to present this topic at Council.

VI. New Assignments from Council

Ms. Crandall said Council had their retreat on February 21 and 22. They discussed a variety of policy topics. They assigned 21 policy topics for further discussion. Council will discuss some of these topics in a work session. Other topics will be assigned to the committees of Council along with different boards and commissions. There are two topics that Council has assigned to this Commission. The first topic is the maintenance of storm water ponds. This has been an ongoing issue that relate back to homeowner associations (HOA) and what areas are maintained by the HOA and what areas are maintained by the City. There are different types of funding for the HOA's and from time to time an HOA will come forward with funding challenges for maintenance of public spaces under their responsibility. Some of these areas can include detention basins, which can be expensive. Staff has reviewed requests of hardship on a case-by-case basis and brought those forward to Council. The second topic is external events and the scheduling policy. Ms. Crandall said as the City continues to develop our larger parks such as Coffman Park and Riverside Park, they are very inviting and accommodating to our larger events and more frequent requests are expected. This has become challenging for our events staff especially during the summer. The Events staff has recommendations they would like to make based on a tiered system for various types/sizes of events. It can be challenging to provide City services for the larger events. Staff would like to have better standards in place for our community event selection and support.

Ms. Crandall said the management team will be discussing all of the assignments in the upcoming weeks and we will determine which topic staff would like to discuss first with this Commission.

Mr. Dritz asked if there is information regarding the maintenance of storm water that the Commission can review prior to discussion. Ms. Crandall said there is a lot of information. Staff will sort through the information and prior recommendations and provide something that is manageable to review.

VII. Other Items of Interest

Ms. Bohman suggested revisiting the duties and functions of this Commission. She suggested updating Section 32.61 item #6 to add other modes of transportation instead of just bicycles. Ms. Crandall said section regarding bicycles was added because at the time there was no bicycle advisory group. When the City became a Bicycle Friendly Community, we had to create a bicycle advisory group. Ms. Crandall commented that item #2 covers the larger topic of mobility. Ms. Bohman also asked if the duties and functions could be added to the CSAC website as it currently is not on the website.

Ms. Baker asked what project is taking place with AT&T and why the City expanded the easement line on the properties. Ms. Crandall will discuss with staff and follow-up with Ms. Baker.

Ms. Crandall invited the Commission Members to attend the State of the City at The Exchange on March 14 at 6:00 p.m. The presentation starts at 7:00 p.m.

Mr. Plouck revised the recommendation for the electric scooter memo and asked the Commission to review one last time:

“Based on discussion by the Community Services Advisory Commission and the public survey results, CSAC is in agreement that no additional action needs to be taken at this time. The Commission believes it is important to remain at the forefront of emerging mobility technologies and would like to continue to explore and reevaluate this topic as opportunities arise. Staff will continue to monitor and evaluate the topic of electric scooters and other emerging mobility technologies.”

Ms. Baker made a motion to approve the final version of the recommendation of the electric scooter memo. Ms. Gawronski seconded the motion. The Commission unanimously approved the motion.

VIII. Next Meeting – April 9, 2019

The next meeting would be on Tuesday, April 9, 2019. Mr. Strup thanked Ms. Gawronski for her valuable years of service to the City and the Commission.

IX. Adjournment

There being no further business, the meeting was adjourned at 7:39 p.m.

Respectfully Submitted by:

Marja Keplar

Attachments: Wayfinding PowerPoint
Electric Scooter Draft Memo



MOBILITY STUDY

WAYFINDING

12 March 2019



EVERYTHING GROWS HERE.



PART 1

(MID NOVEMBER - MID DECEMBER)



PART 2

(MID DECEMBER - MID JANUARY)



FUTURE

(PHASED IMPLEMENTATION)



DISCOVERY + ASSESSMENT

- audit of existing conditions
- mapping + preliminary location plans
- case studies + benchmarks

STRATEGY + RECOMMENDATIONS

- wayfinding strategy
- final programming plan / destination messaging
- conceptual sign development + graphic system
- phased implementation plan + budget

PROTOTYPING + USER TESTING

- prototype paths implementation
- signage system + user testing
- future phase planning

BENCHMARKING



EVERYTHING GROWS HERE.



A HIGHWAY
55 MPH IMPRESSION
CITY SCALE

TRANSPORTATION



AUDIENCE

Visitors, Passersby

B HIGHWAY RAMP
TRANSITION TO PRIMARY ROADS
MOMENT OF PAUSE

TRANSPORTATION



AUDIENCE

Visitors

C ARRIVAL
NOW INSIDE DUBLIN
PRIMARY ROADS

TRANSPORTATION



AUDIENCE

Visitors

D DISTRICT
HISTORIC DISTRICT,
BRIDGE PARK, ETC.

TRANSPORTATION



AUDIENCE

Visitors, Daily Users

E PARK / TRANSITION
ARTS CENTER, RIVERSIDE PARK,
DUBLIN CITY HALL, REC CENTER

TRANSPORTATION



AUDIENCE

Visitors, Daily Users

F PEDESTRIAN / HALLWAY
ARRIVAL AT DESTINATION AND
MOVEMENT BETWEEN DESTINATIONS

TRANSPORTATION



AUDIENCE

Visitors, Daily Users



EVERYTHING GROWS HERE.

EXISTING INTERSECTIONS

INTERSECTION

SHARED-USE PATH
INTERSECTING
DRIVEWAY



INTERSECTION

T-INTERSECTION



INTERSECTION

4-WAY
MAJOR ARTERIAL



INTERSECTION

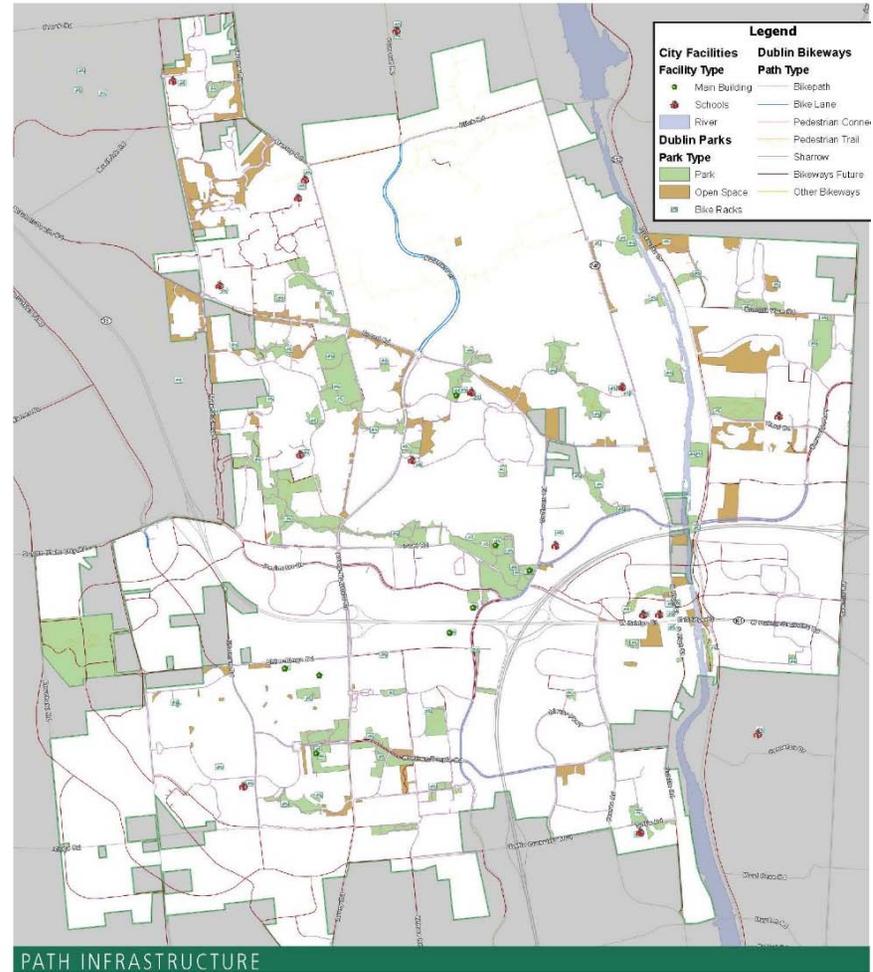
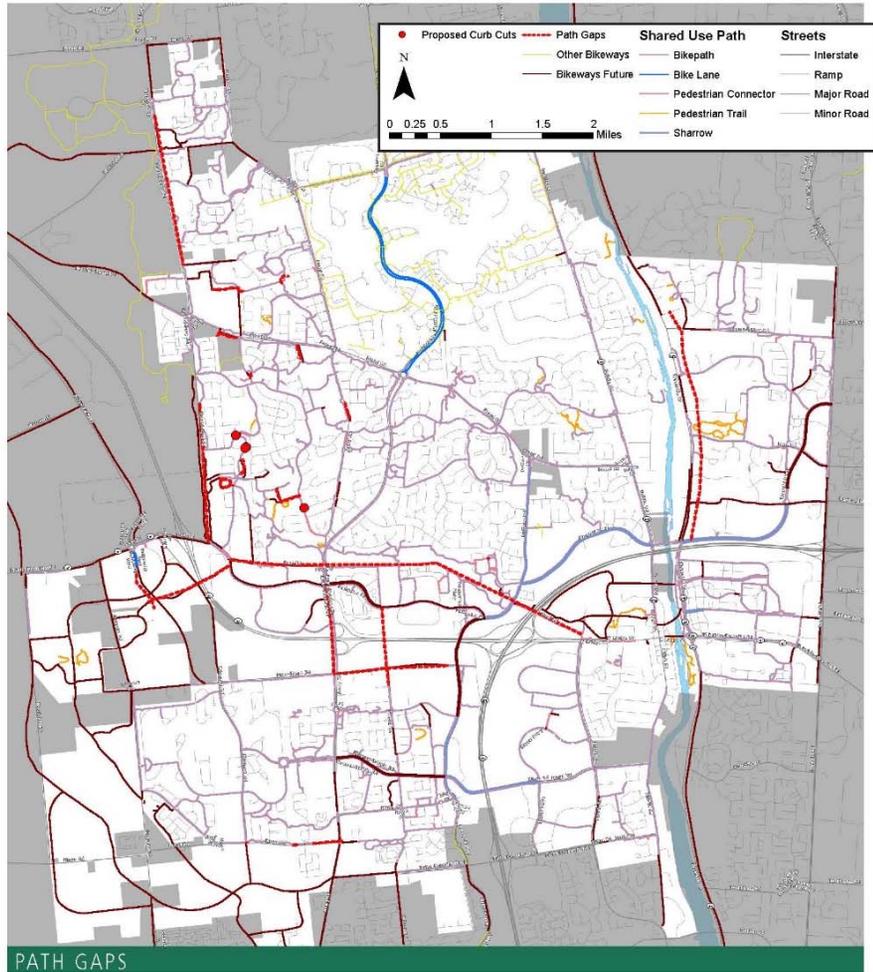
ROUNDBOUT
MINOR ARTERIAL



EXISTING CROSSINGS

CROSSWALKS





AUDIT



EVERYTHING GROWS HERE.

Key

-  Existing Restrooms
-  Existing Repair Stations
-  Future Repair Stations
-  Bike Racks

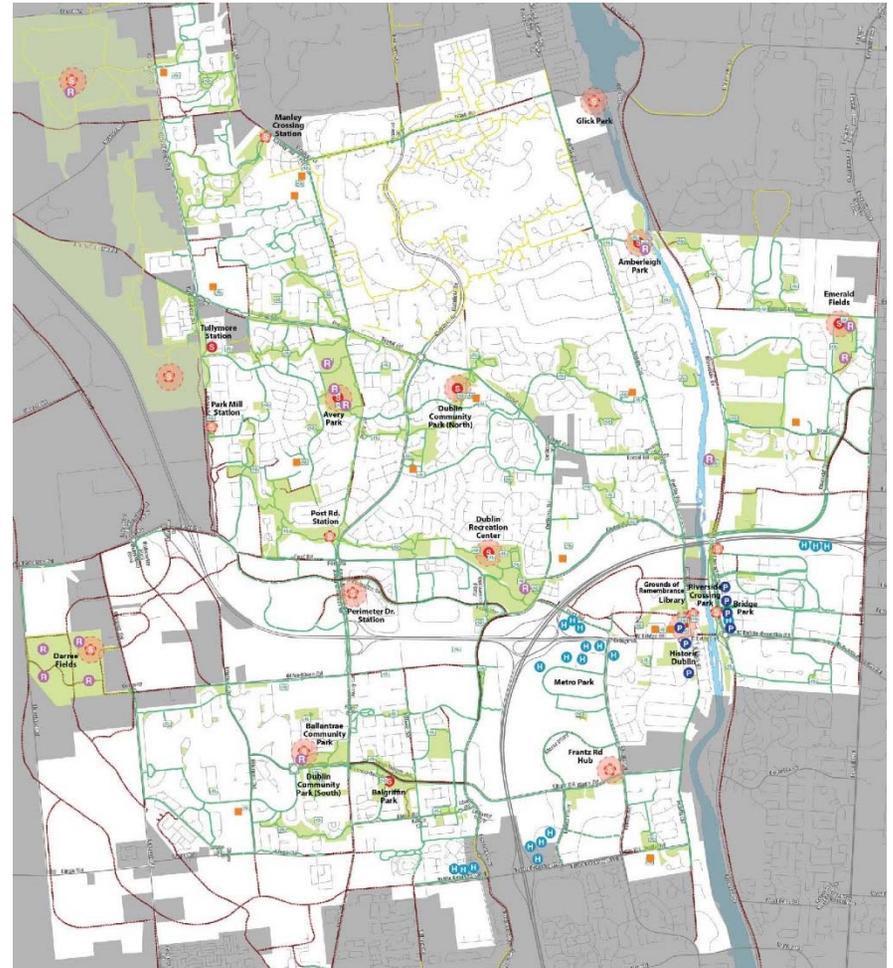
-  Future Hub
-  Hotels
-  Parking
-  Schools

Shared Use Path

-  Existing Bikepaths, Bike Lanes & Sharrows
-  Other Bikeways
-  Bikeways Future

Streets

-  Interstate
-  Ramp
-  Major Road
-  Minor Road



EVERYTHING GROWS HERE.



CASUAL RIDER

Casual riders are typically families with children or teenagers that prefer the shared-use paths to riding in the road, never reaching substantial speeds. This rider type includes pedestrians, bicyclists, scooters, or skateboarders. They are not interested in speed but rather enjoying the experience, occasionally stopping to look around or converse.



ENTHUSIAST

These riders typically use shared-use paths for light exercise or short trips to reach their destination. Enthusiasts are rarely comfortable on the road, thus avoid bike lanes and sharrows.



COMMUTER

Confident commuters cycle to work, run errands, or for general exercise. They prefer shared-use paths and dedicated bike lanes to reach their destinations; however they may not be as comfortable riding in traffic.



ADVANCED RIDER

These experienced riders prefer to ride on the city's roads with sharrows in traffic, often cycling great lengths for exercise.



EVERYTHING GROWS HERE.

"My daughter and I love going to the park. The path is clean, wide, and safe - and I feel at ease when she goes by herself to play with her friends at the playground."



KAREEM & ELENA - Ages 29 & 10 - Retail manager and single father - New resident of Dublin

The management position Kareem holds relocated him to Dublin. He found the perfect apartment for himself and his growing daughter Elena in a nice complex with other children. It's just a few streets over from one of the city's parks, so naturally riding their bicycles to and from on Sunday afternoons is their favorite pastime. They lock their bikes on the rack and enjoy playing and relaxing at the park, or sometimes walking on the shared-use-path before riding back home for dinner.

"I take every opportunity to travel for work because I can explore all the little cities that I never would have known."



SARITA - Age 34 - Businesswoman - Visitor of Dublin

Sarita loves her job and loves traveling. Her latest work trip brought her to Dublin, Ohio where she was put up in a nice hotel near a new mixed-use development. Once settled in her room, she decided to stretch her legs and take a spin through the popular Bridge Park development. She consulted with the hotel desk manager for public bicycles, and he instructed her to walk just two blocks to the closest city hub. After walking the short distance, Sarita rented a bike that she rode across the new pedestrian bridge and straight to the nearest coffee house that she found on the large map at the hub.

"I know this town like the back of my hand, so the prospect of learning new paths and streets is very exciting."



TERRY - Age 67 - Retired from the military - 30-year resident of Dublin

Retirement has been good to Terry, especially in Dublin. His daily routine of riding his bicycle a few miles into town to grab the morning paper, a cup of joe, and a few groceries for the day keeps him feeling young and healthy. Terry knows his way around the city and finds joy in simply observing his beautiful home. When not completing errands, he often spends his days riding around to see the new developments, to learn about local artist exhibitions posted on the info kiosks, or to take a road not taken.

"I don't know what I'd do without my long rides... They keep me focused!"



MELANIE - Age 42 - Biochemist - Resident of Grove City

Melanie's job is very demanding. She likes to blow off steam by riding her bicycle after particularly stressful days at work. At least twice a week, she commutes to work with her bicycle mounted on the back of her SUV and parks at her lab's office. When the workday is through, she drives to the nearest city hub, changes her clothes in the public locker room, and dons her helmet for her swift evening ride. Upon returning from her grueling workouts that typically span over 15 miles, Melanie is always spent but satisfied and very appreciative that Dublin can accommodate her substantial exercise needs.



EVERYTHING GROWS HERE.



KAREEM & ELENA - Ages 29 & 10 - Retail manager and single father - New resident of Dublin

The management position Kareem holds relocated him to Dublin. He found the perfect apartment for himself and his growing daughter Elena in a nice complex with other children. It's just a few streets over from one of the city's parks, so naturally riding their bicycles to and from on Sunday afternoons is their favorite pastime. They lock their bikes on the rack and enjoy playing and relaxing at the park, or sometimes walking on the shared-use-path before riding back home for dinner.



SARITA - Age 34 - Businesswoman - Visitor of Dublin

Sarita loves her job and loves traveling. Her latest work trip brought her to Dublin, Ohio where she was put up in a nice hotel near a new mixed-use development. Once settled in her room, she decided to stretch her legs and take a spin through the popular Bridge Park development. She consulted with the hotel desk manager for public bicycles, and he instructed her to walk just two blocks to the closest city hub. After walking the short distance, Sarita rented a bike that she rode across the new pedestrian bridge and straight to the nearest coffee house that she found on the large map at the hub.



EVERYTHING GROWS HERE.



TERRY - Age 67 - Retired from the military - 30-year resident of Dublin

Retirement has been good to Terry, especially in Dublin. His daily routine of riding his bicycle a few miles into town to grab the morning paper, a cup of joe, and a few groceries for the day keeps him feeling young and healthy. Terry knows his way around the city and finds joy in simply observing his beautiful home: When not completing errands, he often spends his days riding around to see the new developments, to learn about local artist exhibitions posted on the info kiosks, or to take a road not taken.



MELANIE - Age 42 - Biochemist - Resident of Grove City

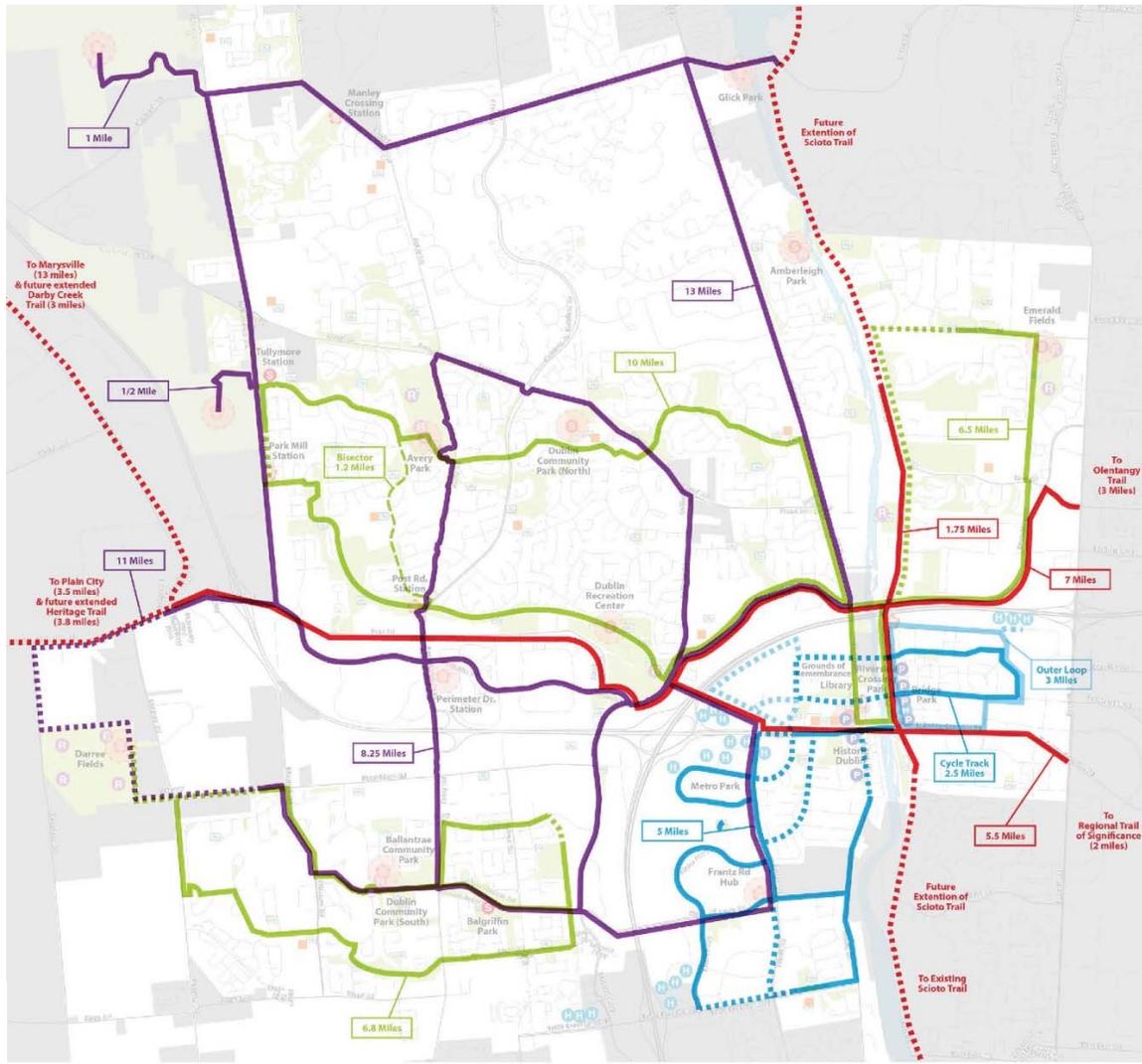
Melanie's job is very demanding. She likes to blow off steam by riding her bicycle after particularly stressful days at work. At least twice a week, she commutes to work with her bicycle mounted on the back of her SUV and parks at her lab's office. When the workday is through, she drives to the nearest city hub, changes her clothes in the public locker room, and dons her helmet for her swift evening ride. Upon returning from her grueling workouts that typically span over 15 miles, Melanie is always spent but satisfied and very appreciative that Dublin can accommodate her substantial exercise needs.



EVERYTHING GROWS HERE.

EXISTING OFF-ROAD	<p>SHARED-USE PATH & TUNNELS</p> <p>NEIGHBORHOODS, GREENWAYS & STREET ADJACENT</p>		<p>These paths are intended to accommodate a variety of non-motorized uses including bicycling, walking, jogging, scooters, skateboarding, and rollerblading. Depending on the destinations they connect, shared-use-paths (SUP) may be used for recreation and/or utilitarian purposes, such as commuting. Shared-use-paths are built in rural, suburban, and urban settings and may be paved or with a loose gravel-type surface.</p>	
	<p>CYCLE TRACK</p> <p>URBAN</p>		<p>This type of bicycle path runs parallel to a road, physically separated from motorized traffic by barrier or median, and distinct from the sidewalk.</p>	
EXISTING ON-ROAD	<p>NEIGHBORHOOD STREET & SIGNED PATH</p>		<p>Residential streets where speed limits are 25mph and below. Where designated bike routes may follow the street pattern as the most direct route. These routes would be integrated, on-road facilities.</p>	
	<p>BIKE LANE</p> <p>DESIGNATED</p>		<p>Sections or lanes of a roadway designated for bicycles only. These lanes are best implemented on roads averaging 25-35mph with average daily traffic load of 3000 vehicles.</p>	
	<p>BIKE SHARROW</p> <p>INTEGRATED</p>		<p>These pavements markings remind motorists of the presence of bicyclists, guide bicyclists to position themselves safely, and discourage wrong-way bicycling. These shared lanes exist in 30-45mph traffic speeds, or roads connecting to destinations.</p>	





Rider Type

- 
 Family Rider
- 
 Casual Rider
- 
 Commuter
- 
 Advanced Rider

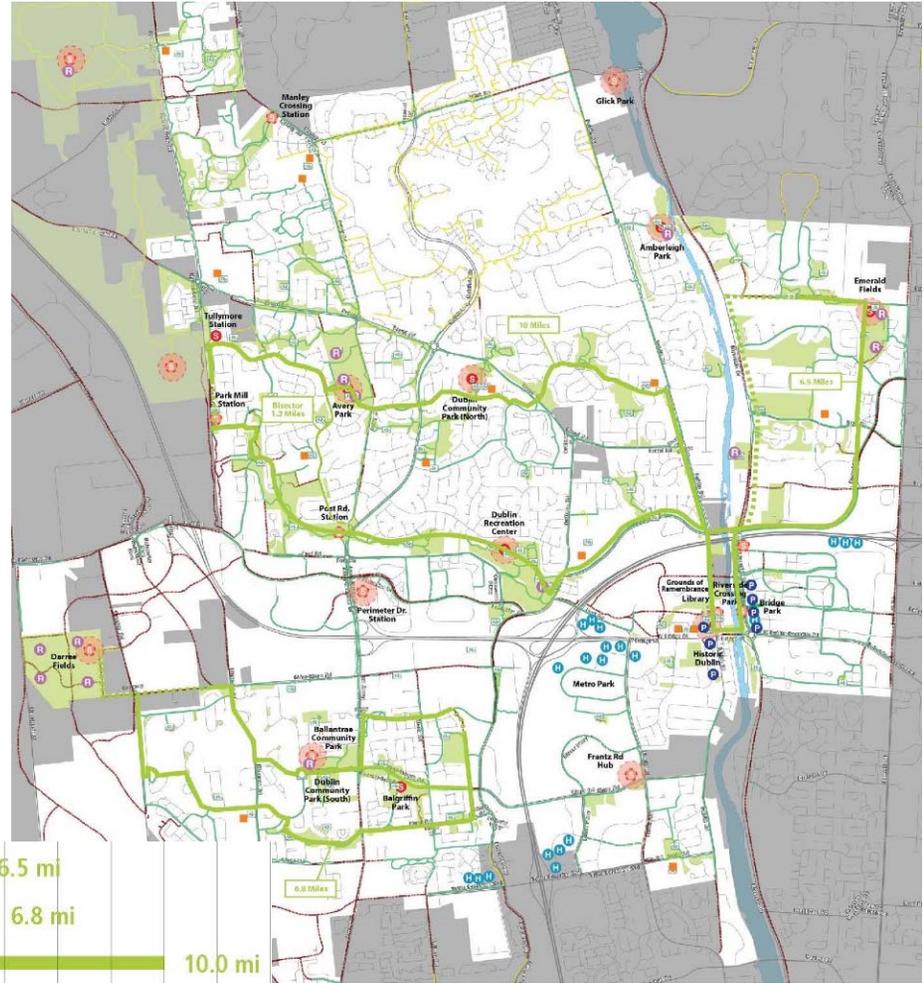




Rider Type

-  Family Rider
-  Casual Rider
-  Commuter
-  Advanced Rider

- + Family Rider: South Loop
- + Family Rider: East Loop
- + Family Rider: Inner Loop



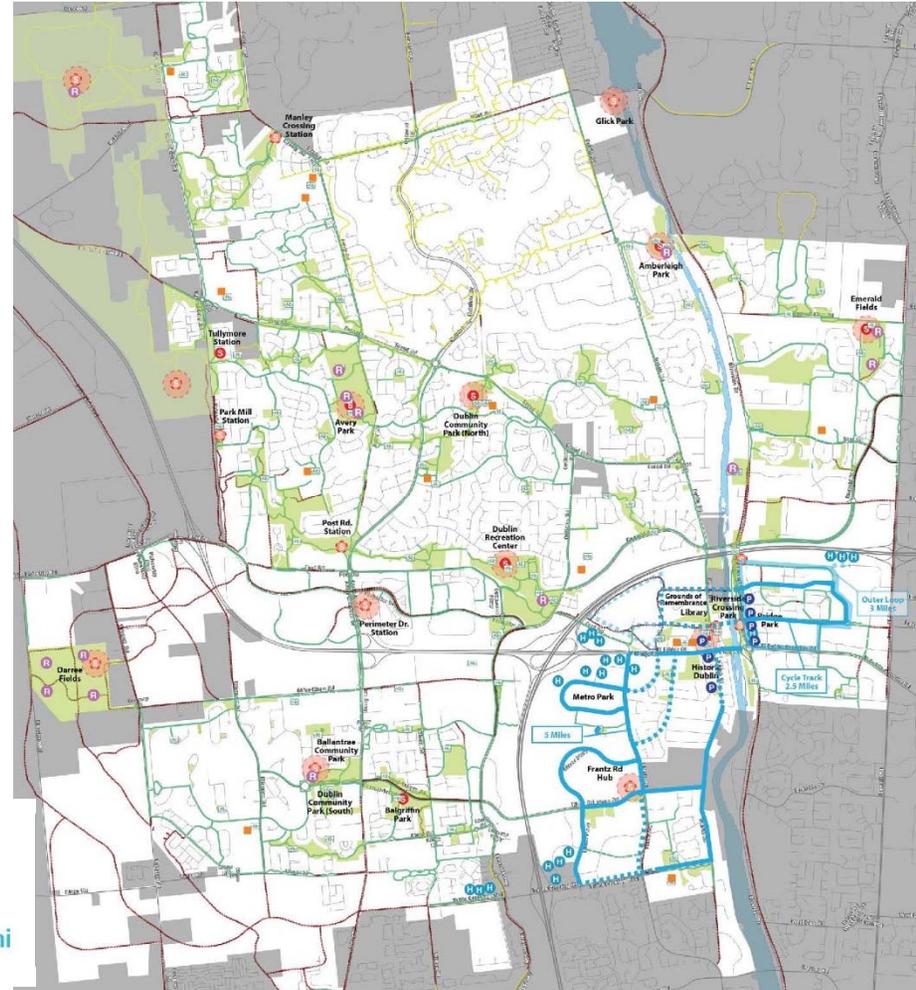
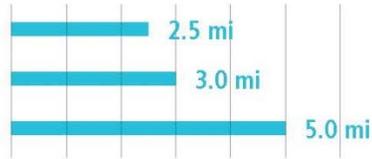
EVERYTHING GROWS HERE.



Rider Type

-  Family Rider
-  Casual Rider
-  Commuter
-  Advanced Rider

- + Casual Rider: Inner Loop (Cycle Track)
- + Casual Rider: East Loop
- + Casual Rider: South Loop



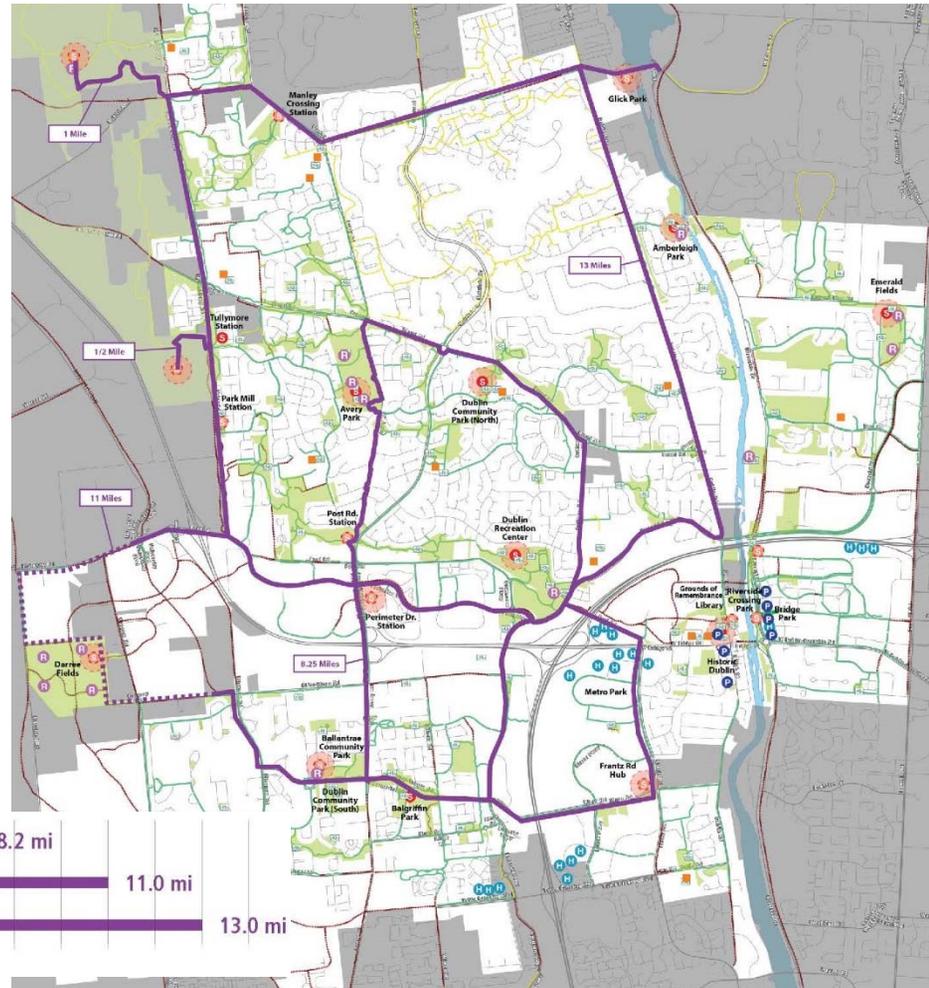
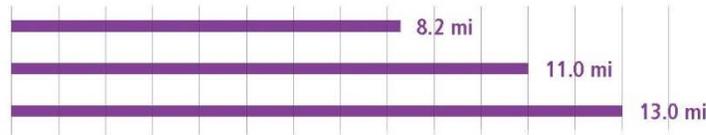
EVERYTHING GROWS HERE.



Rider Type

-  Family Rider
-  Casual Rider
-  Commuter
-  Advanced Rider

- + Commuter: Inner Loop
- + Commuter: South Loop
- + Commuter: North Loop



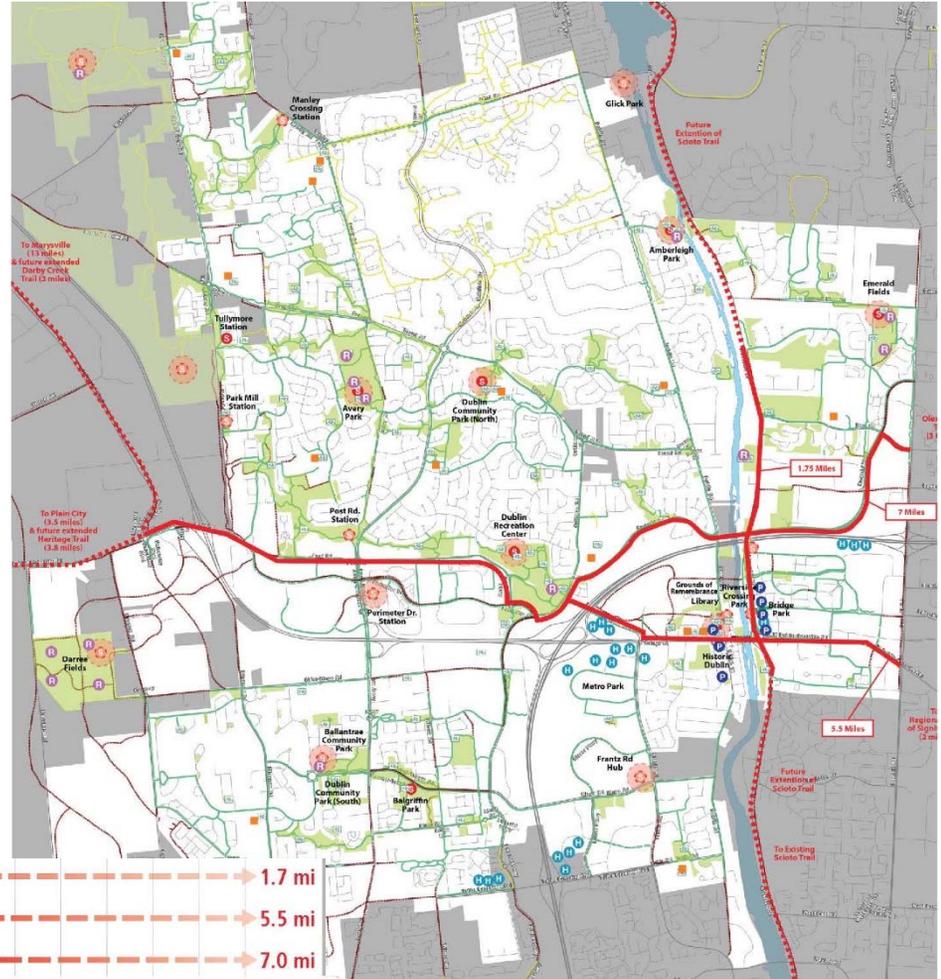
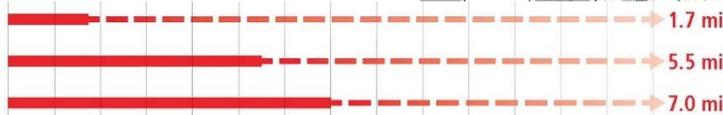
EVERYTHING GROWS HERE.



Rider Type

-  Family Rider
-  Casual Rider
-  Commuter
-  Advanced Rider

- + Advanced Rider: North / South Connector
- + Advanced Rider: West / East Connector
- + Advanced Rider: North / East Connector



EVERYTHING GROWS HERE.

SHARED-USE PATH

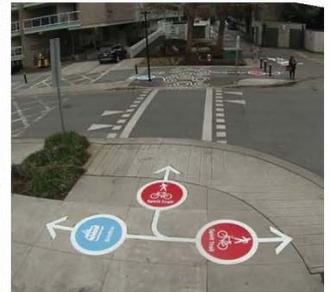
ON-ROAD / OFF-ROAD



INTERSECTION



CROSSWALK



BENCHMARKING



EVERYTHING GROWS HERE.



BICYCLE DUTCH

Testing cycle signage in a 'Living Lab'



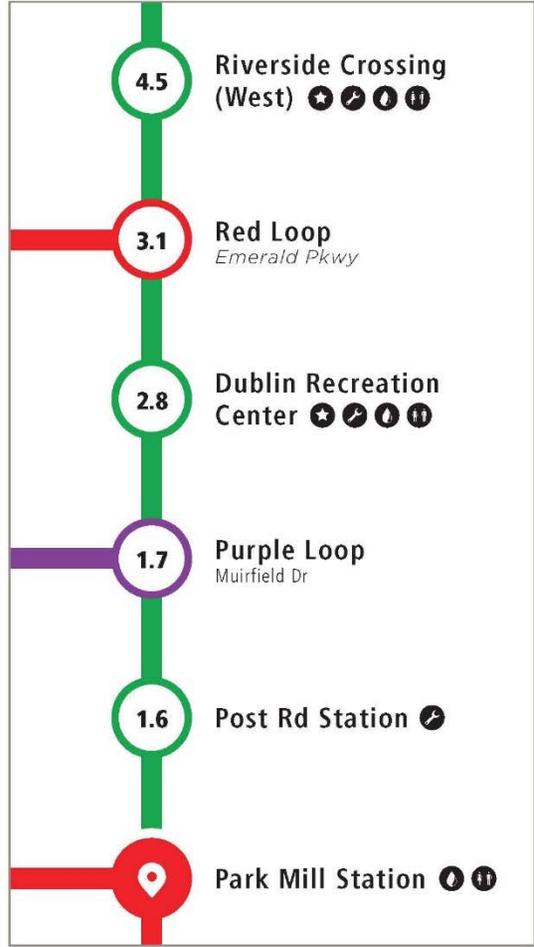
F261
Tilburg - Waalwijk

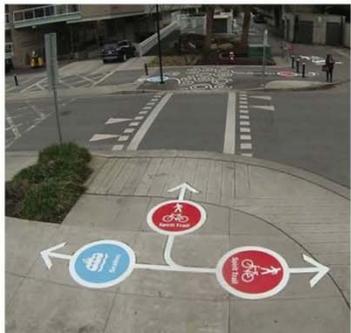
- Waalwijk
- Kaatsheuvel
- Ethaling
- Loosdrecht
- Loosdrecht Duinen
- Loon op Zand
- Blauwe Meer

Twee Steden ziekenhuis

↑ u bent hier

Tilburg





THE STORY OF THE LOGO



SPIRIT TRAIL

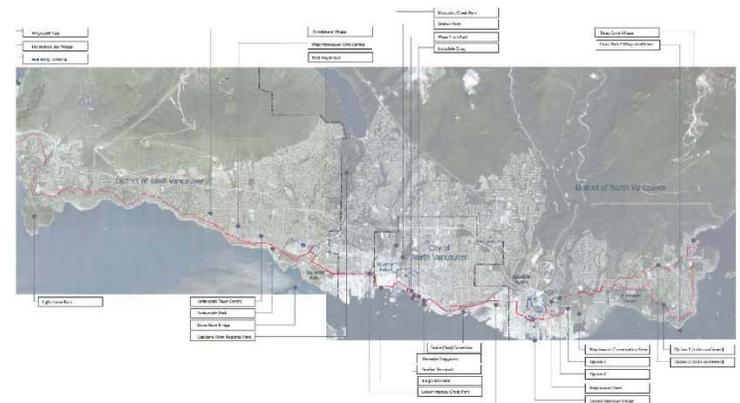
Shewalth Stelmexw (sha-wom stoi-mel-n) - Sheswalth-sh People's Path
 The Spirit Trail logo represents the connections the trail creates between communities and their natural surroundings. The simple hand-drawn strokes of the logo merge human traits with the distinctive outlines of the North Shore landscape in a style that references the stone carvings of our Native ancestors.

ABOUT THE SPIRIT TRAIL

Winding its way along our scenic waterfront, the North Shore Spirit Trail will be a fully accessible 35km greenway that will extend from Horseshoe Bay all the way to Deep Cove.

The city's portion of the Spirit Trail is 6.5km long. It connects growing neighbourhoods and new landmarks with popular destinations such as Lonsdale Quay, The Shipyards and Moodyville Park. Walkers, joggers, cyclists and people with mobility aids are encouraged to respectfully share this multi-use trail.

The Spirit Trail is a collaboration between the City of North Vancouver, First Nations, North Shore municipalities and the provincial and federal governments.





BENCHMARKING



EVERYTHING GROWS HERE.



BENCHMARKING



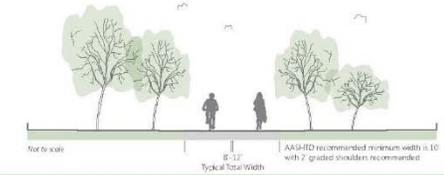
EVERYTHING GROWS HERE.

WCCTAC: The WCCTAC Transit Wayfinding Plan provides consistent route and distance information for transit users, pedestrians and bicyclists. This plan identifies preferred routes, locations and content for signage, and provides preferred sign design options. Signs are available for different land uses contexts and differentiate between the needs of bicyclist and pedestrians.

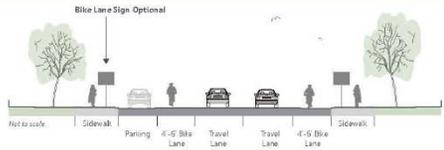
More information is available at:
<http://www.wcaccesstransit.com/wayfinding/>



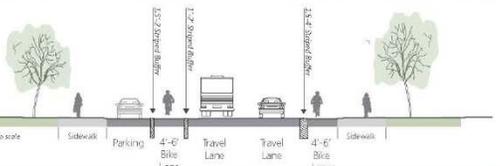
CLASS I BIKEWAY
(Bike Path)
 Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow minimizes.



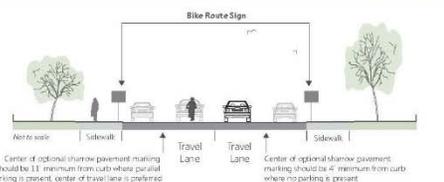
CLASS IIA BIKEWAY
(Bike Lane)
 Provides a striped lane for one-way bike travel on a street or highway.



CLASS IIB BIKEWAY
(Buffered Bike Lane)
 Modified on-street bike lane with vehicle and/or parking-side buffer for additional comfort and safety on higher speed or volume roadways.



CLASS IIIA BIKEWAY
(Signed Bike Route)
 Provides for shared use with motor vehicle traffic.



BENCHMARKING

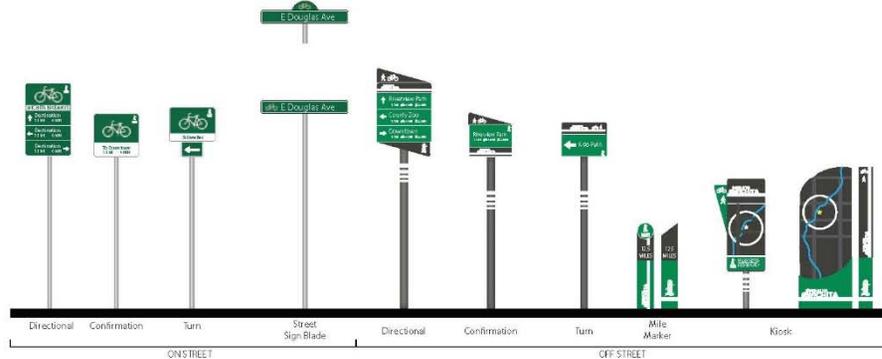


EVERYTHING GROWS HERE.

Wichita Wayfinding Family

Wichita's wayfinding sign package will cultivate community pride amongst its residents and promote a positive first impression to visitors. Through a public engagement process and a series of stakeholder work sessions a final design was developed that is a reflection of Wichita's community values. The package acknowledges the existing Greater Wichita Path signage while being more cost effective to implement due to size and materials. The on-street package follows MUTCD guidance with slight touches of City branding while the off-road options bridge the creative gap between the existing Path signs and the new on-street selection. Clarity, visibility, and cost were considered when developing and finalizing the sign family. This suite of options are flexible enough to carry Wichita into the future of an expanded network of bicycle facilities and pedestrian accommodations and creative enough to nod at the brand of the City and historic qualities of the community.

The family is both durable and flexible, it uses materials that resist the natural elements, and deter vandalism. In addition, this design considers modular components that may be simply fabricated and maintained by City facilities staff.



Decision Sign



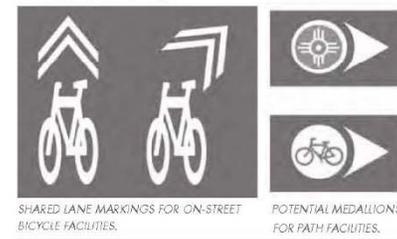
Confirmation Sign



Turn Sign



Pavement Marking



BENCHMARKING



EVERYTHING GROWS HERE.



WAYFINDING ORGANIZATIONAL STRATEGY

DESTINATION BASED SYSTEM

As identified in PART 1, the ped/bike shared-use path system utilizes a hierarchy of color-coded loop paths that connect users between hubs and stations to key Dublin destinations based on their rider skill level (Casual, Enthusiast, Commuter, and Advanced Riders).

- A mobility HUB houses all amenities available for bicyclists (restrooms, repair capabilities, vending, etc.), and is a location at which users can transition from one mode of travel to another (such as parking a car near a shared-use path in order to ride a bike).
- A STATION is any location along a shared-use path with only a few amenities available for the bicyclist, such as a repair station or restroom.

In addition this system strategy connects user to the Regional Ohio Greenways Trail System and broader neighboring jurisdiction shared-use path networks.

WAYFINDING DESTINATION POLICY

As an extension of Dublin's Comprehensive Wayfinding Signage Program Policy this system will include destinations of Historical, Educational, Ecological, Cultural and Civic significance.

Additional criteria includes:

1. Those destinations with the greatest visitor attendance (as approved by the City of Dublin) including cultural institutions that are considered as key City assets.
2. Frequency of messages that appear in the system to be based on proximity to the destination as well as attendance figures.
3. Connectivity to access routes from the Highway and within the City.

BENCHMARKING



EVERYTHING GROWS HERE.



A HIGHWAY
55 MPH IMPRESSION
CITY SCALE

TRANSPORTATION

AUDIENCE
Visitors, Passersby

B HIGHWAY RAMP
TRANSITION TO PRIMARY ROADS
MOMENT OF PAUSE

TRANSPORTATION

AUDIENCE
Visitors

C ARRIVAL
NOW INSIDE DUBLIN
PRIMARY ROADS

TRANSPORTATION

AUDIENCE
Visitors

D DISTRICT
HISTORIC DISTRICT,
BRIDGE PARK, ETC.

TRANSPORTATION

AUDIENCE
Visitors, Daily Users

E PARK / TRANSITION
ARRIVAL AT PUBLIC PARKING
GARAGES / LOTS

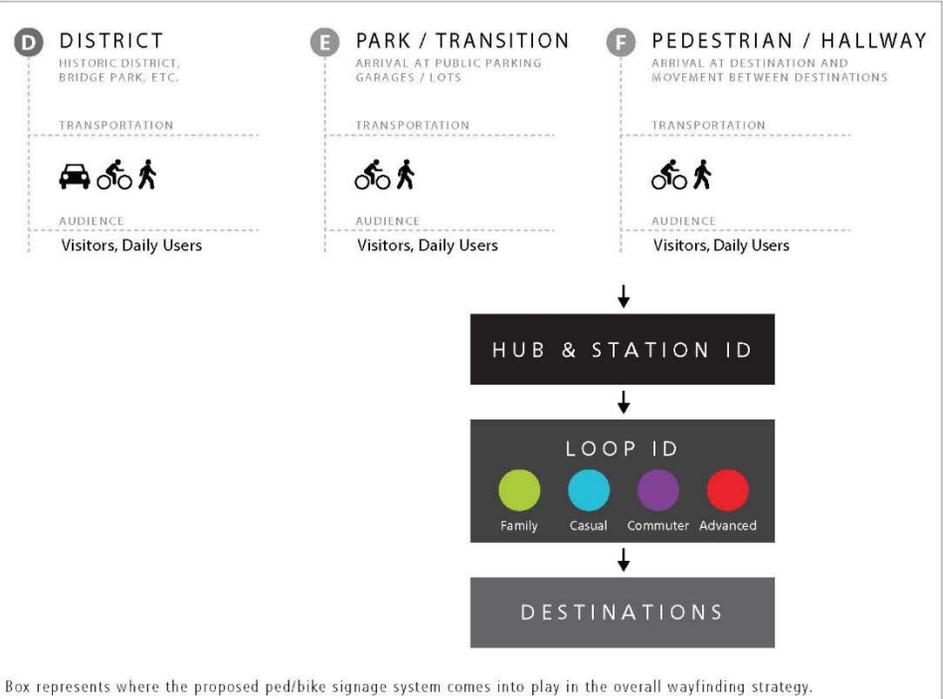
TRANSPORTATION

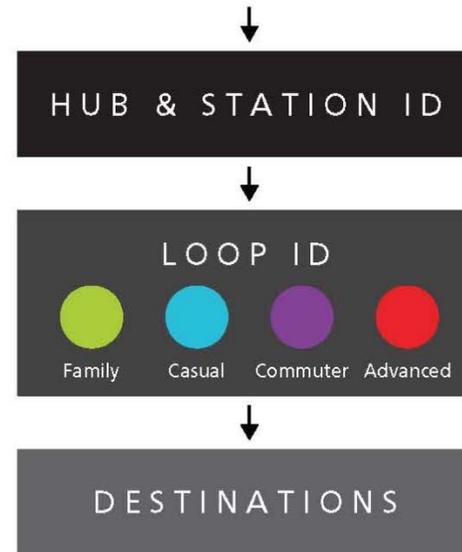
AUDIENCE
Visitors, Daily Users

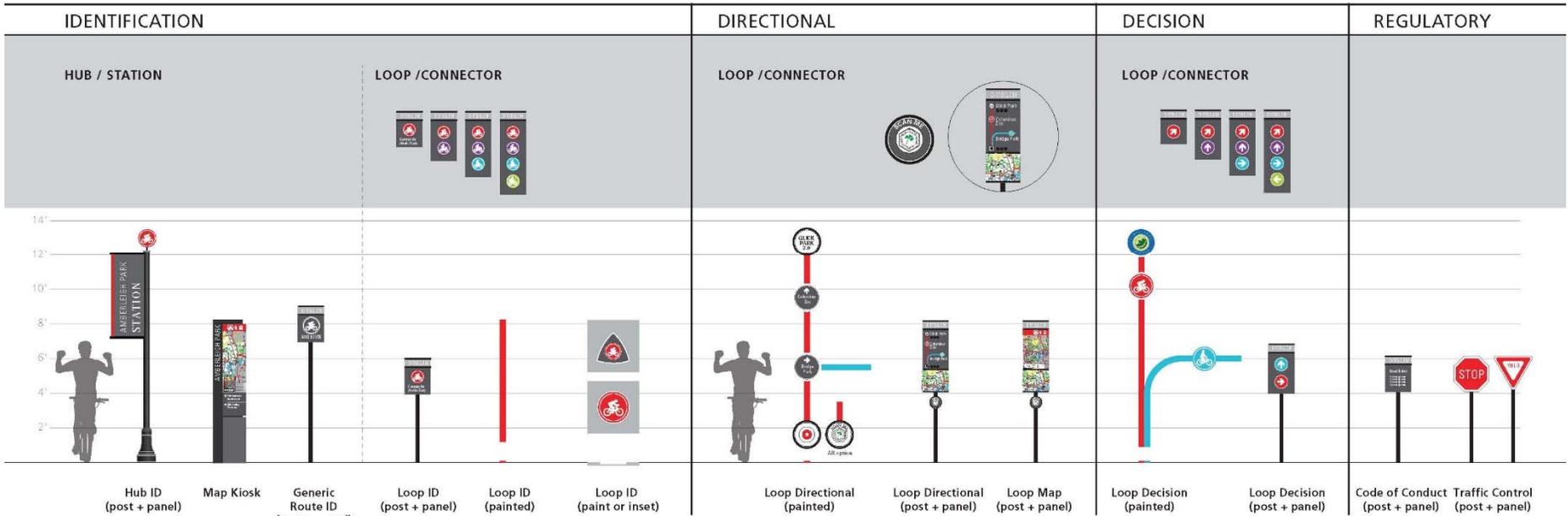
F PEDESTRIAN / HALLWAY
ARRIVAL AT DESTINATION AND
MOVEMENT BETWEEN DESTINATIONS

TRANSPORTATION

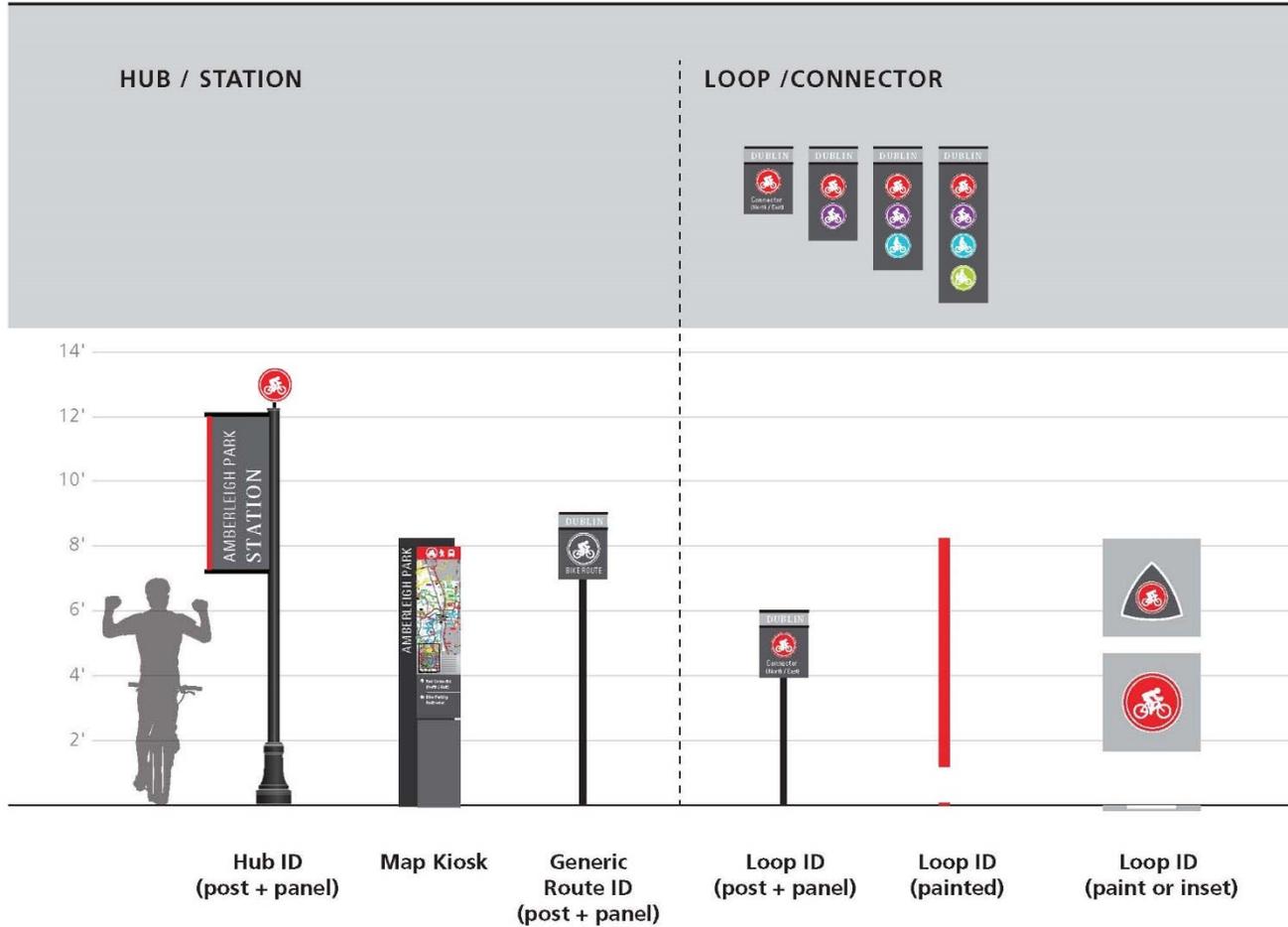
AUDIENCE
Visitors, Daily Users







IDENTIFICATION

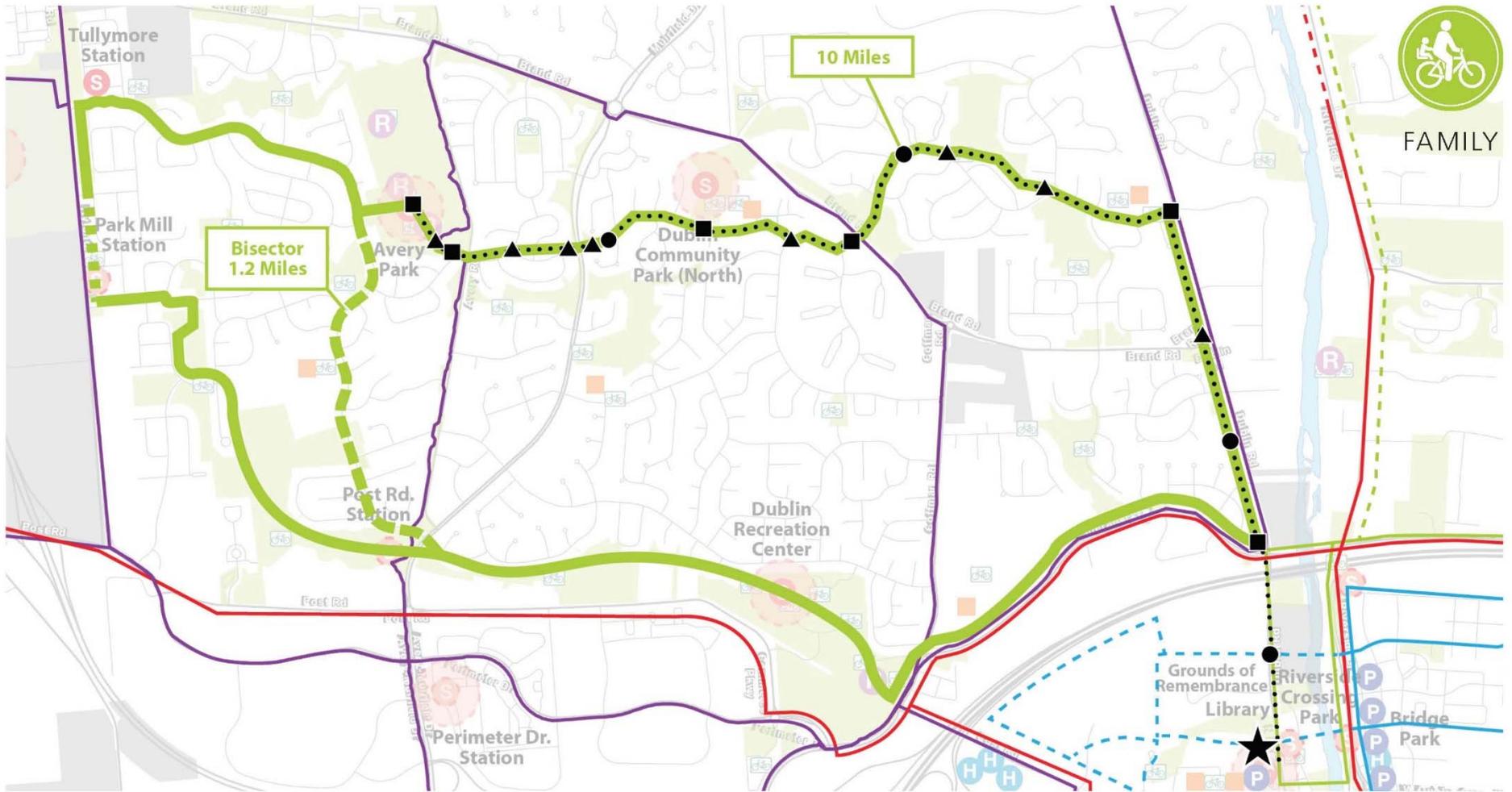


BENCHMARKING

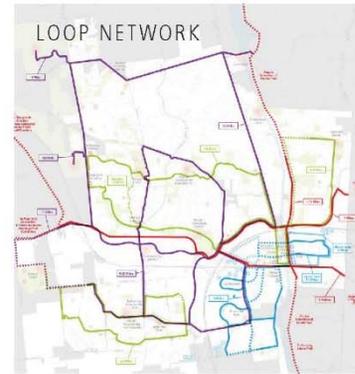
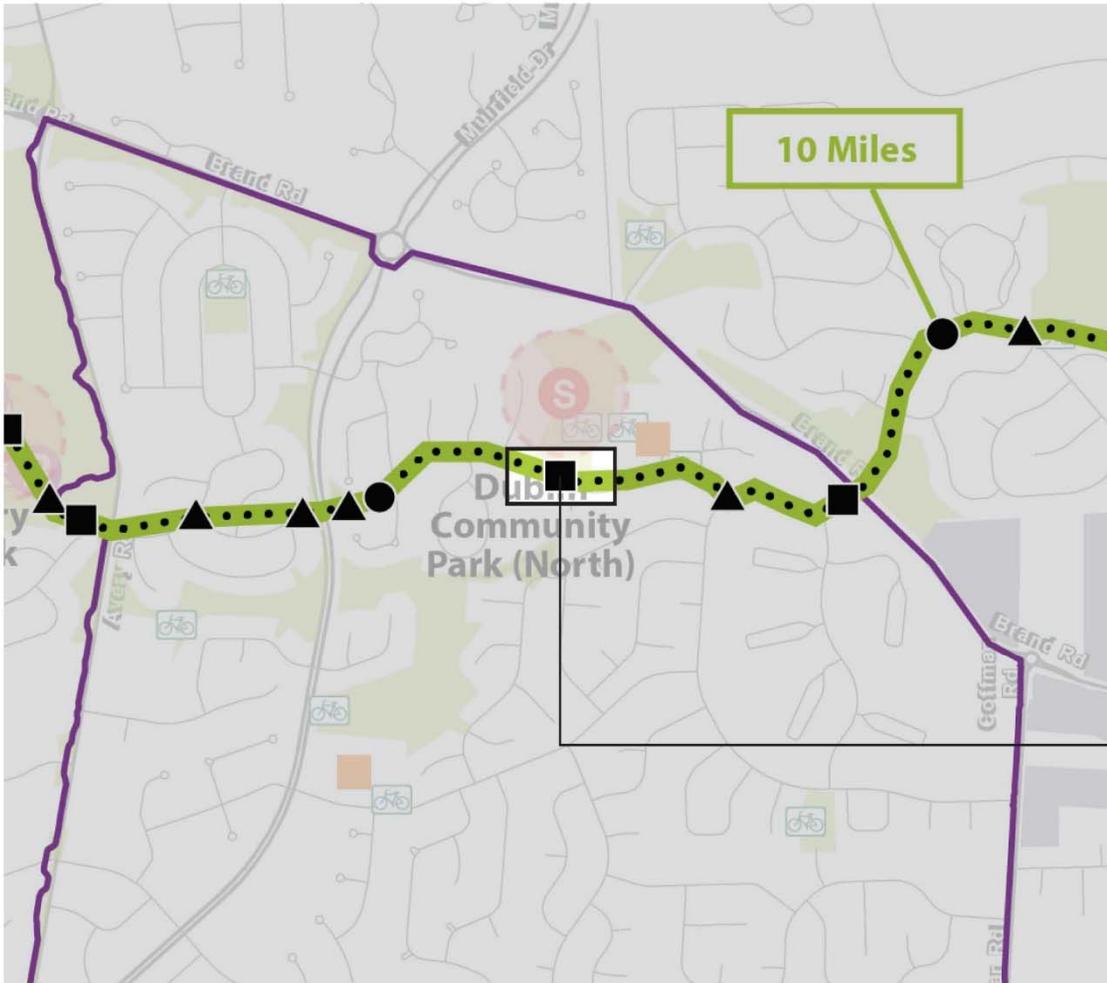


EVERYTHING GROWS HERE.

DIRECTIONAL			DECISION		REGULATORY	
<p>LOOP /CONNECTOR</p>			<p>LOOP /CONNECTOR</p>			
<p>Loop Directional (painted)</p>	<p>Loop Directional (post + panel)</p>	<p>Loop Map (post + panel)</p>	<p>Loop Decision (painted)</p>	<p>Loop Decision (post + panel)</p>	<p>Code of Conduct (post + panel)</p>	<p>Traffic Control (post + panel)</p>



FAMILY



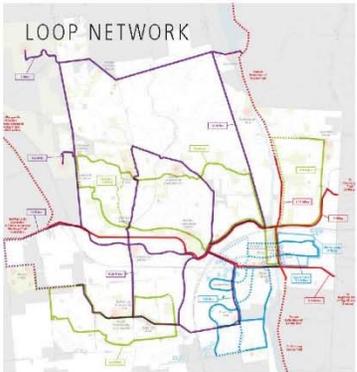
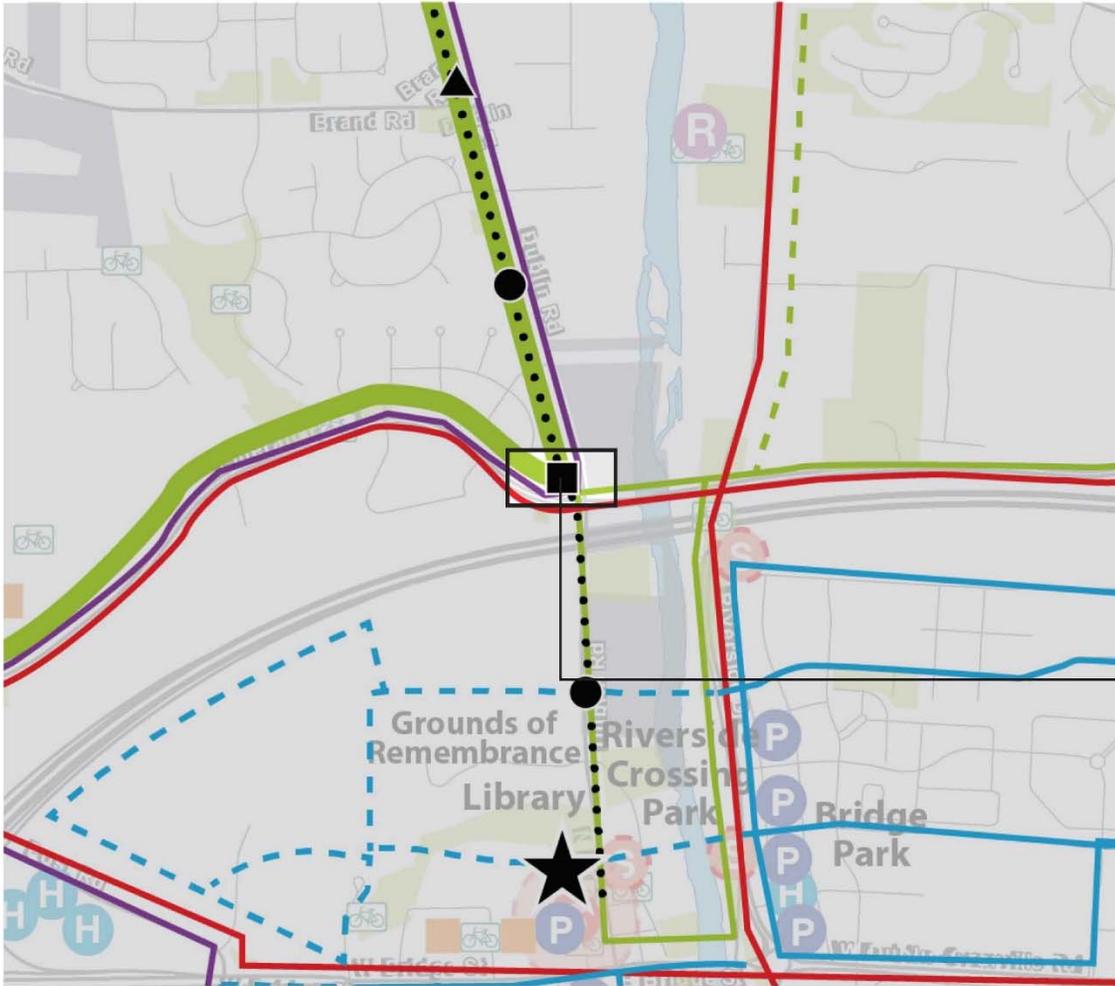
- SIGNTYPE (SEE PAGE 7)
- IDENTIFICATION
 - DIRECTIONAL
 - ▲ DECISION
 - ★ YOU ARE HERE



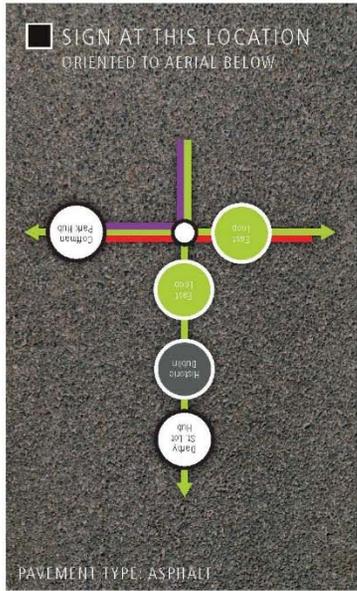
BENCHMARKING

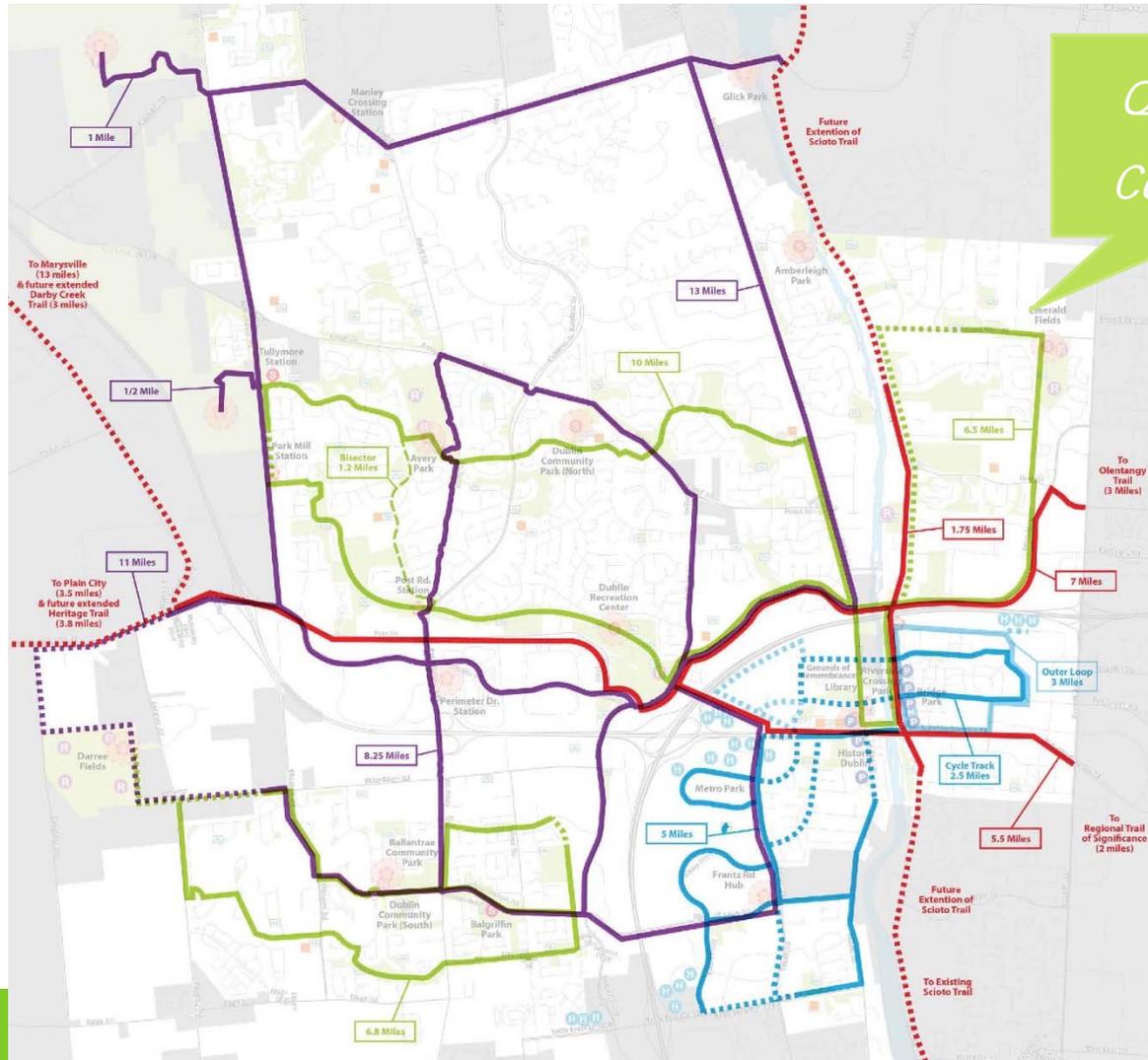


EVERYTHING GROWS HERE.



- SIGNTYPE (SEE PAGE 7)
- IDENTIFICATION
 - DIRECTIONAL
 - ▲ DECISION
 - ★ YOU ARE HERE





Questions?
Comments?

Rider Type

-  Family Rider
-  Casual Rider
-  Commuter
-  Advanced Rider



Thank You!

DRAFT



EVERYTHING GROWS HERE.



To: Members of Dublin City Council

From: Dana McDaniel, City Manager

Date:

Initiated By: Nick Plouck, Management Assistant

Re: Community Services Advisory Commission – Electric Scooters

Background

In September 2018 the topic of electric scooters was referred to the Community Services Advisory Commission (CSAC) by City Council. The following month, staff introduced the topic to the Commission. The introductory presentation focused on operational features, dockless e-scooter companies, and where the devices are currently permitted within Dublin city limits. Staff noted that electric scooters are not currently permitted to operate on shared use paths or sidewalks. The Commission followed up the presentation with a substantial discussion around the topic, concluding with a request for additional staff follow up.

Staff returned to the Commission in November and December, continuing the discussion around e-scooters. During their presentations, staff provided examples of community pilots in Oxford, OH, Stillwater, OK, and Santa Monica, CA, focusing on the commonalities that were found across all the researched programs. The presentation ended by posing three specific questions to the Commission: "Where does the commission believe electric scooters should be allowed?", "If permitted for either or both, what regulations should exist?", and "Would the commission recommend a pilot?" Again, the Commission engaged in considerable discussion, ending with multiple members concerned about the safety and feasibility of electric scooters operating on Dublin roads and shared-use paths. Staff agreed to continue researching the topic, as well as survey Dublin residents in an effort to garner additional community feedback.

In order to provide staff with sufficient time to conduct a survey, CSAC chose to forego their meeting in January of 2019. During this time, staff created and submitted a survey for a two-week period. The survey received 837 responses, and over 90% of those respondents were Dublin residents. The focus of the survey questions was around where respondents believe electric scooters should be allowed to operate in the City of Dublin, and their support for a potential scooter rental service. The results of the survey (attached) showed varied results around where people believe e-scooters should operate, with no result receiving more than 49% support. Additionally, the results suggested a lack of support when it comes to a scooter rental service, with only 39% of respondents in favor of such a program.

The results of the survey, along with additional follow-up research was presented to CSAC during their February meeting. The Commission weighed the results of the survey, and discussed the merits and potential challenges of allowing electric scooters on the City's shared-use paths. Ultimately, the Commission concluded that due to safety concerns and limited community support the City should not make any policy or code changes at this time.

Recommendation

Based on discussion by the Community Services Advisory Commission and the public survey results CSAC is in agreement that no additional action should be taken at this time. Staff will continue to

Memo re. Dublin Sustainability Framework
September 20, 2018
Page 2 of 2

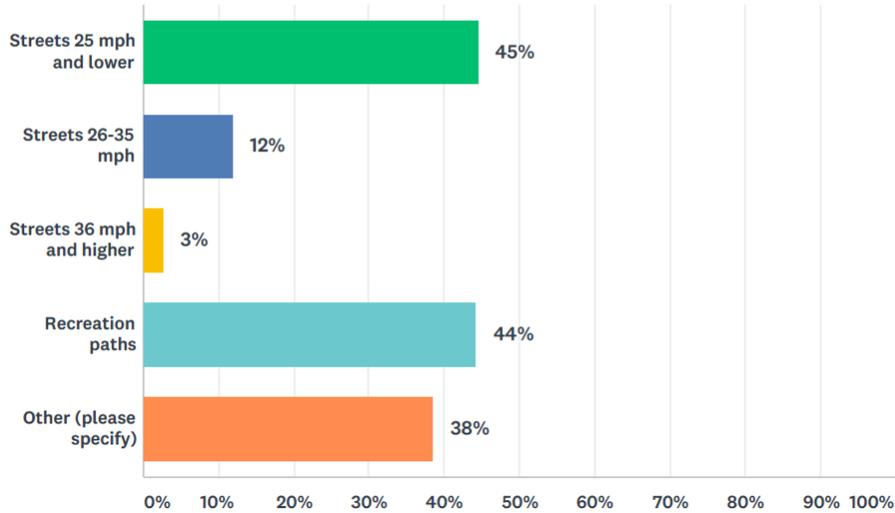
monitor the topic of electric scooters. Should Council have any questions or comments please contact Nick Plouck, Management Assistant at 614.410.4456.

Dublin Scooter Survey General Results

All Respondents: 837

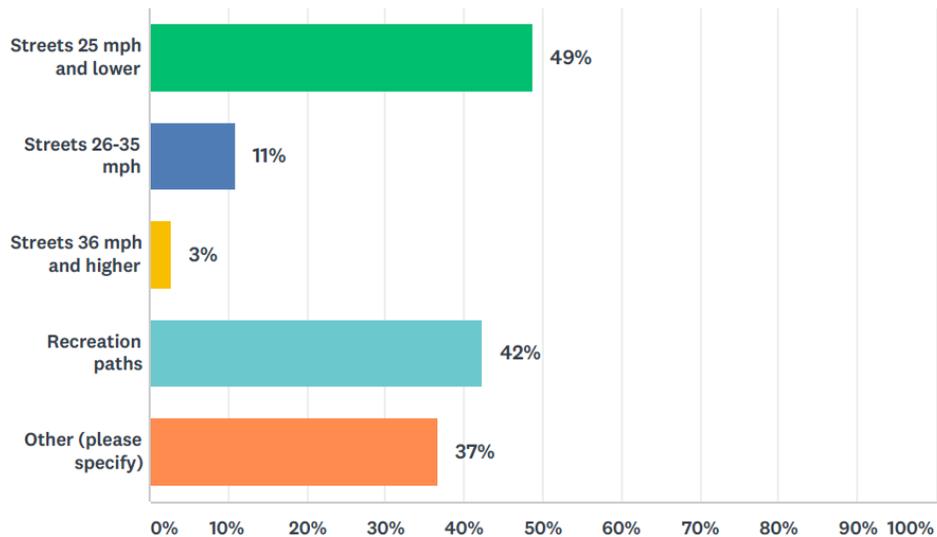
Q1 Where would you feel comfortable operating an electric scooter?
(Please check all that apply.)

Answered: 795 Skipped: 42



Q2 If you do not intend to use electric scooters, where would you feel most comfortable allowing others to ride them? (Please check all that apply.)

Answered: 794 Skipped: 43



Q3 What do you see as the advantages of electric scooters?

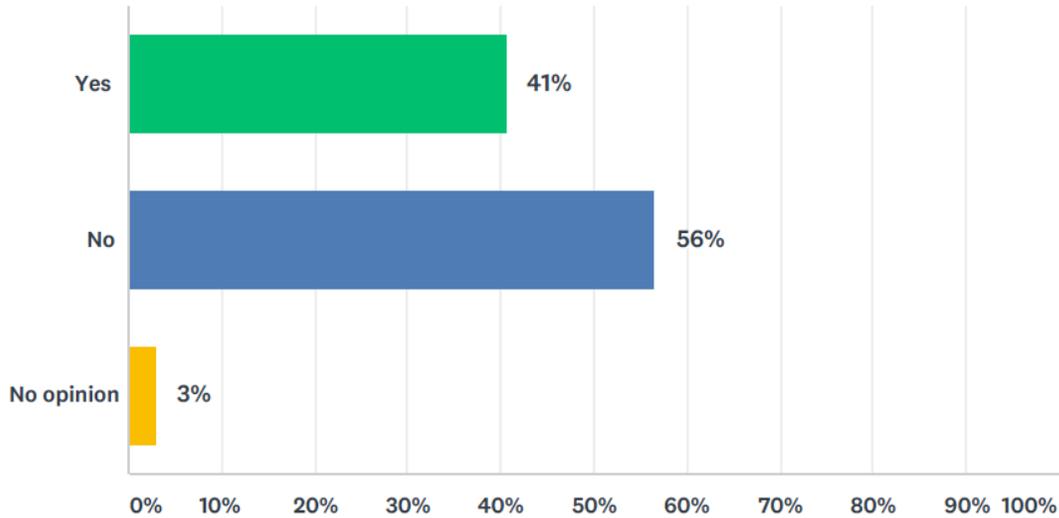
s faster bike great Inexpensive outside way around will small think local using car
efficient way around fun way Convenience area walk bike t see advantages None really
short
distances Encourages traffic short trips place electric allow town
see advantages don t travel moving scooters Faster transportation city
downtown Dublin less Easy access Nothing Good environment parking safety
use drive cars downtown Dublin ride bike people
Increased mobility fun seem None really
transportation Ease around option Easy quickly
see quick way bike toy advantages clean better much
mobility bridge park Quick Quick transportation faster roads walking others
don t
see access alternative recreation make provide convenient Fun ride cheap
places faster without transport go parking issues environmentally friendly school kids Personal
emissions ride congestion Less car traffic need around town short Speed

Q4 What do you see as the challenges of electric scooters?

Dublin children clutter without recreation paths may slow reckless injuries trying also
people will safe make parking want areas space danger sharing roads fast
paying attention allowed unsafe laws risk driving Keeping many wear helmets
bike Lack left kids others go paths enough streets walking paths
roads speed cars bicycles traffic already people time
pedestrians issues scooters Safety issues
Safety careless dangerous People using use going fast
riders nuisance sidewalks well accidents ride drivers
bike
place see hurt will electric scooters paths scooter drivers way hit
city causing walking obeying traffic laws users None vehicles drop helmets
sharing rules everywhere hazard creating operate scooter riders riding potential etc one
think look need know walkers around

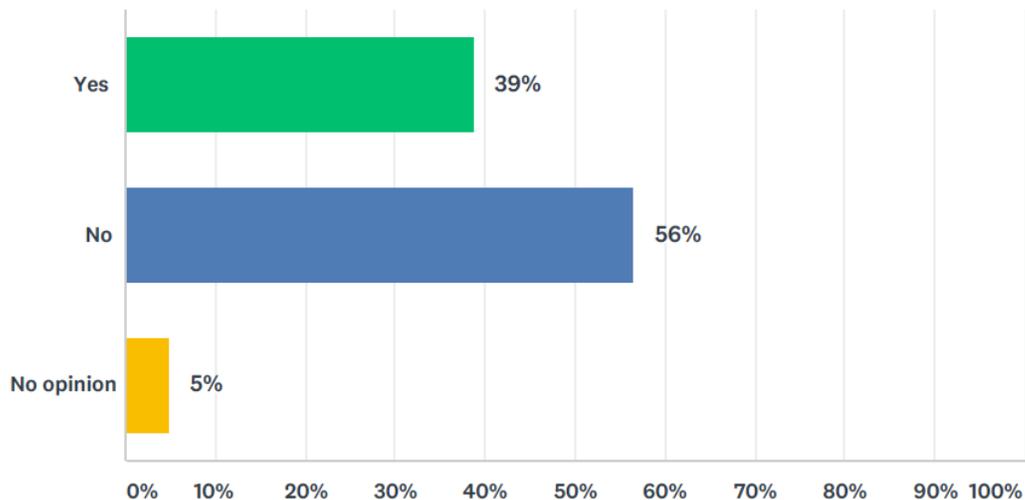
Q5 Would you support allowing electric scooters on Dublin's recreation paths?

Answered: 829 Skipped: 8



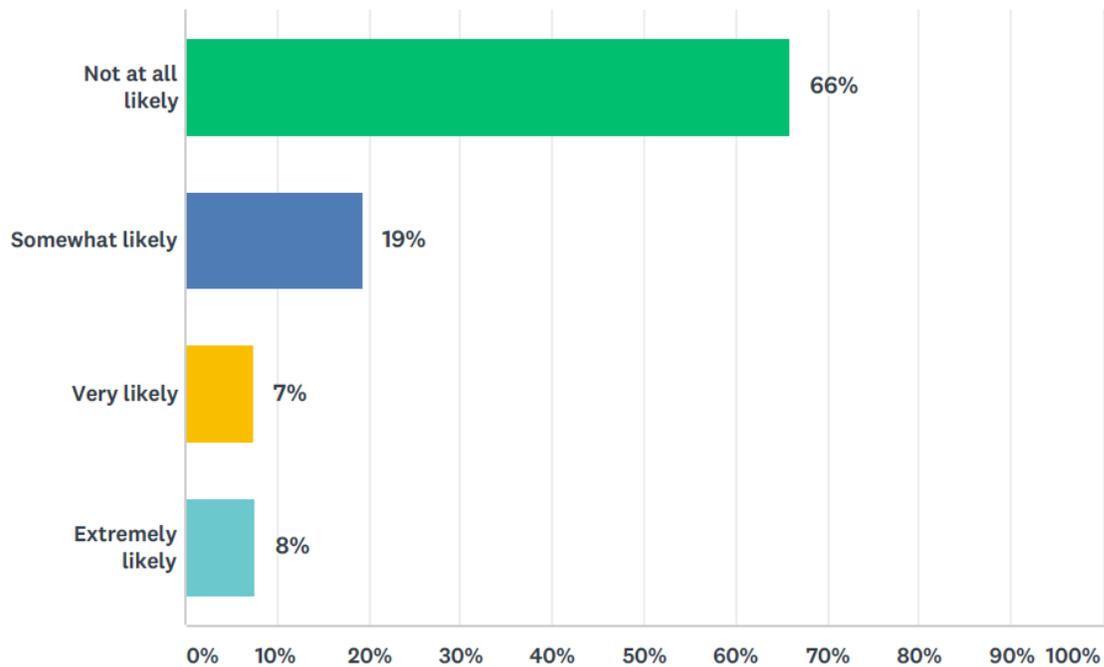
Q6 Would you support the City of Dublin partnering with a scooter rental service to provide new mobility and recreational options?

Answered: 833 Skipped: 4



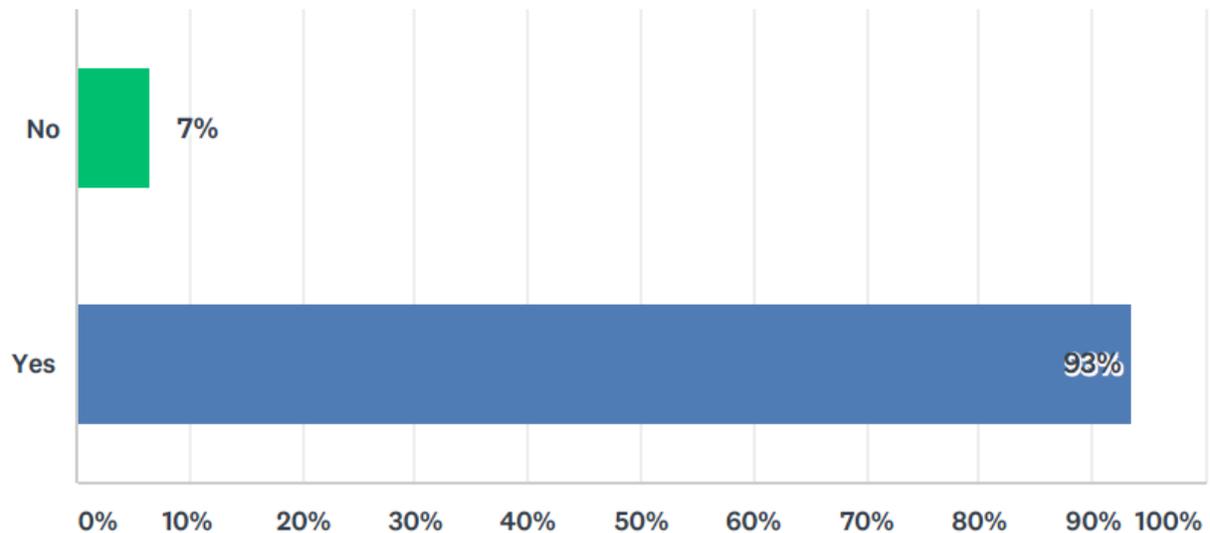
Q7 How likely would you be to utilize an electric scooter rental service?

Answered: 833 Skipped: 4



Q8 Do you live in Dublin?

Answered: 837 Skipped: 0



Q9 Do you work in Dublin?

Answered: 837 Skipped: 0

