



October 13, 2020
(Virtual Zoom Meeting)
Minutes

Commission Members: **Present:** Steve Dritz, Vivekanandan Arunachalam, Tom Strup, Alice (Dee) Kanonchoff, Elizabeth McClain, Gary Gassin, Jim Snider

Absent: None

Staff Members Present: Nick Plouck, Management Assistant
J.M. Rayburn, Planner

Guests: None

I. Call to Order

Mr. Dritz established that a quorum was present and called the meeting to order at 6:35 p.m.

II. Public Comments on Items Not on the Agenda

With virtual assembly, meetings are advertised and the public has the ability to submit public comments in advance of the meeting. No comments were submitted for this meeting.

III. Approval of Meeting Minutes

Minutes from the August 11, 2020 meeting were distributed via email for review. There being no changes, Mr. Dritz asked for a motion to approve. Mr. Strup motioned to approve. Mr. Arunachalam seconded the motion. All in favor, the August meeting minutes were unanimously approved.

Minutes from the September 8, 2020 meeting were distributed via email for review. There being no changes, Mr. Dritz asked for a motion to approve. Mr. Strup motioned to approve. Ms. McClain seconded the motion. All in favor, the September meeting minutes were unanimously approved.

Mr. Dritz provided a brief update from the presentation to City Council on October 12th for the recommendation relative to the funding of the 46 storm water basin that reside on Dublin properties and are managed by the Homeowner's Associations (HOA). Mr. Dritz said the Mayor wanted to make sure that everyone knows how much she appreciates their work on this initiative. Overall Council had very favorable comments. Everyone seemed to agree with our recommendation. Council felt the City may receive a lot of applications in the beginning. They

would like to see the application process begin sooner than later for the HOA's requesting funds, so the repairs can be made before something catastrophic happens to the basins. Council doesn't want the HOA's to wait until the last minute to apply for a grant when they know they will have needs arising for maintenance. The recommendation will be forwarded to the City Council Finance Committee so they can determine the best way to fund the program along with the best way to implement it. Mr. Dritz asked Mr. Plouck if he had anything to add from the City Council discussion.

Mr. Plouck commented that Mr. Dritz briefly mentioned it, but City Council will forward this to their Finance Committee to formulate the actual program. Staff will probably bring forward some framework based on the discussion this commission has had over the past few meetings. Then the Council Finance Commission will bring back their recommendations on the best practice of implementing the Grant Program.

Mr. Dritz also added that the City is going through the process of finalizing their operating budget, so the timing of the Commission's recommendation is in line with that process.

IV. Mobility Study

Mr. Dritz introduced Mr. Rayburn who has been a guest of this commission in the past to discuss the mobility topic. Mr. Rayburn will be providing an update to the Commission this evening.

Mr. Rayburn thanked the Commission for inviting him back this evening. He would like to provide an update on the mobility initiatives and projects the City has underway. Mr. Rayburn said he will provide a background on the Mobility Study for those members that are new to the Commission. He also is going to discuss the five strategic mobility priority areas along with the next steps on those initiatives. The Commission can then provide some feedback and we can have some discussion. Mr. Rayburn said if at any time during his discussion if a Commission member has a question, please feel free to stop him and ask.

Mr. Rayburn provided some background on the start of the Mobility Study which began back in 2017. The scope is the City's Strategic plan for innovative transportation network improvements, which is to support the community's evolving needs. Some of those needs include Aging in Place initiatives, people with disabilities, and also the workforce. The Dublin Mobility Study is a multi-phase effort. The City is currently in phase four, but we started the first phase back in 2017. Staff started with a holding public input workshop involving residents, staff and some important stakeholders with the City and regionally. We then moved into the next phase with some key objectives as we focused on the five strategic priority areas. The City started to prioritize and develop some action plans focusing on the Connected Community theme. During phase three there was the implementation of some pilot programs in strategic priority areas. Staff also started to pursue grant funding and private sponsorship, which is very exciting as we continue to look for those opportunities. As stated before, the City is currently in the fourth phase which is taking the pilots and all the input and transitioning them into full or permanent mobility programs,

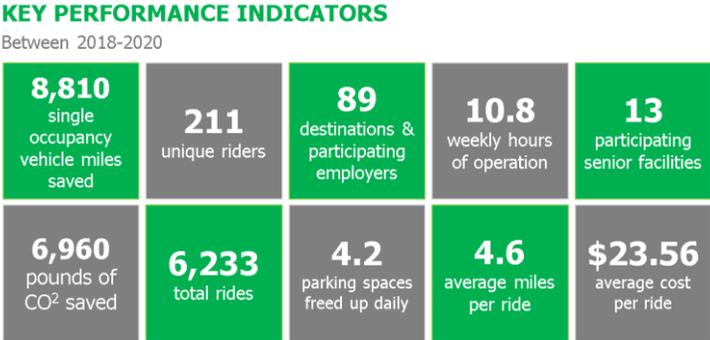
thinking about the long-term sustainability of these programs and their impact on the community. The goal here is to continue to look with efficiencies with the pilots and we want to make sure they are meeting the needs and vision of the community and will continue to do so.

Mr. Rayburn highlighted and briefly discussed the Key Objectives which include:

- 1. Support economic development
- 2. Promote equitable access to mobility
- 3. Expand multimodal options
- 4. Improve public health
- 5. Preserve our environs by focusing on future growth

Mr. Rayburn said he was going to discuss the Strategic Mobility Priority Areas and he would pause after each one for any discussion or questions the Commission members may have. The first is The Dublin Connector (micro-transit) which focuses on two different areas of service for Aging in Place and those with disabilities. This will also include the first/last mile connection for the workforce. Staff is piloting a hybrid approach to better serve people with disabilities who live and work in Dublin. This will help provide a safe and reliable source of transportation and can help them have a productive life and contribute to the community.

Mr. Rayburn said because of the COVID-19 the City did have to discontinue the regular service of the senior/disabled shuttle operations between March 17 and September 30. It was determined that it was too much exposure for our most vulnerable residents. Staff pivoted resources to delivery service in partnership with the Dublin Food Pantry and Dublin Volunteer Services. Mr. Rayburn provided some key performance indicators as a part of the presentation for the Dublin Connector.



Mr. Rayburn touched on some of the top destinations for the SHARE Mobility. The top destination is AC Marriott on the workforce side. The next two are Walmart and Kroger. Those destinations are for the senior and disabled rides. The Tuttle Mall area is a big pick-up and drop-off area. Some is due to the workforce and some is for seniors/disabled for retail destinations. The retail destinations are important for our senior group.

SHARE Mobility Analytics Dashboard

Heat map of destinations



Top destinations (drop-offs)

1. AC Marriott (453)
2. Walmart (378)
3. Kroger (258)
4. COTA 21 Stop J/Tuttle Mall (251)
5. Tuttle Mall (193)
6. Friendship Village of Dublin (164)
7. Dublin Food Pantry (151)
8. Avery Square (116)
9. Dublin Senior Center (115)
10. Giant Eagle (110)

Mr. Rayburn continued to say the City does have an app for ride share. We prefer people use the app for scheduling because it is more efficient in tracking data, but there is the capability of calling in a ride for our seniors/disabled participants. Staff has worked with senior care facilities to help book rides for their senior residents. Staff has also worked with the workforce side to help, especially for those employees, who don't speak English as their first language. Some of the supervisors help with that communication gap in getting ride share scheduled for their staff.

Mr. Rayburn shared some of the challenges staff has had with the Dublin Connector. He said the COVID-19 pandemic has been the largest challenge. There has been limited COTA service to Dublin. There have also been some issues with funding and grants. The City has received some funding and grants, but has also had some taken back. The City won approximately \$50,000 for the senior/disabled side of the program and staff was able to use that money to pay for the delivery services as well, which is great. On the workforce side the City won a grant of \$250,000 which is absolutely phenomenal, but with the governor's budget cuts that money was taken back so we aren't able to use that money at all, but despite that we are able to keep the service going. Thanks to City Council and the community we are still chipping away at it. When we discuss the workforce side of micro-transit it can be challenging to connect the right person who can become champions of the program. Staff has had some success, but staff still is working at refining the strategy and approach. Staff has found out the hard way, that if we talk to a company about a program and use the word "pilot" then they become very discouraged about signing on. If it's a great program and it could possibly be gone in the long-term then that's not great for businesses in terms of retaining employees or providing a service that could be taken away. Mr. Rayburn continued to say that staff has gone away from using the term "pilot" and staff is really trying to focus on making this a long-term service. Staff has been working with economic development to pitch mobility as a benefit of employment. Some employers partially pay for health insurance for their employees. The City would like employers to pay into a mobility fund that the City can use to provide these services at no cost to the riders. COVID has made this part of the program a hard sell right now, but staff will continue to work on this over the next few months.

Mr. Rayburn continued by sharing the strengths of the program. This service has proven to be very flexible and easy to pivot the resources based on the contract we have with the vendor. The potential to innovate has proven itself and will continue to innovate the service for its benefit. This whole micro-mobility service has been very interdisciplinary and collaborative; not just between staff and inter-departments coordination, but also with major regional stakeholders and partners. The City staff has learned a lot from our partners along the way. The data and analytics dashboard is going to help us be transparent and improve the efficiencies of the program. That's coming very soon. It's exciting that we are able to provide this service and the transparency. Lastly, as we continue through this process, the support from the Dublin community and City Council can never be underestimated. We are very thankful that they want to continue to invest in our community for these services.

Mr. Rayburn said there are also some regional transit updates going on around us.

1. Northwest Corridor Plan Advances / LinkUs
 - Phase 1 analysis looks at the corridor from Broad Street to Bethel Road
 - Seeks to provide a complete mobility system including high capacity & rapid transit, technology solutions, bike & pedestrian improvements, and land use changes
2. Downtown Columbus C-Pass Program renewed
 - Columbus City Council approved a 5-year extension
 - A collective \$696,000 special assessment yearly
3. All-in-one trip planning and payment app
 - Columbus City Council approved a \$265,000 Smart Columbus contract to name a payment processor to allow the Pivot trip-planning app to allow in-app fare payments

Mr. Rayburn provided a lot of information regarding micro-mobility and wanted to finish up discussing this topic by discussing the next steps staff will continue with:

1. Consider utilizing city vehicles to maximize branding opportunities and lower operating costs.
2. Pursue regional coordination of Northwest corridor mobility improvements.
3. Continue to advocate for increased COTA services.
4. Balance funding resources with level of subsidy provided.
5. Expand partnerships with employers and senior care facilities.
6. Diversify support in view of vulnerable funding sources.
7. Adopt progressive parking and demand management policies.
8. Refine Key Performance Indicators (KPIs) and continue tracking measures of program success.
9. Consider a regular solicitation period for mobility services.
10. Consider adopting truly on-demand service.

Mr. Rayburn asked if there were any questions regarding micro-transit.

Mr. Snider asked if there are any other communities that the City can benchmark or compare to with respect to micro-transit operations that are similar to Dublin.

Mr. Rayburn said the City is looking at other local communities and what they are doing. Grove City has had micro-transit operations for a while; particularly in a partnership with Obetz and maybe some other communities around Rickenbacker for some of their logistics workforce. Westerville is deploying COTA Plus, which is the micro-transit service of COTA. It has been delayed because of COVID, but they did have a launch. Staff has also been looking at what the City of Columbus does, but for the most part staff has been using Grove City and Westerville as benchmarks and will be having some conversations about how the City can make our services better for the community.

Mr. Dritz asked if an employee is coming into the City of Dublin via COTA, can that employee specify any company they want to go to for transit within the City limits or are there limits to drop-off/pick-up locations.

Mr. Rayburn replied that the focus is staying within the City limits, but if there is a senior care facility or retail that we support then we will work with them. The main focus is supporting Dublin businesses.

Mr. Dritz also wanted to confirm there is no cost to the employee using the services.

Mr. Rayburn did confirm there is no cost for the employee. Mr. Rayburn continued to explain that for COTA Plus there is a \$3.00 base fare. If an individual uses the fixed route service to COTA and then transfer to COTA Plus, they waive the \$3.00 fare. For the City, we provide rides for free for the workforce and for the senior/disabled groups.

Mr. Gassin asked what the average cost would be to use Uber or something similar.

Mr. Rayburn said he is not sure of the exact cost because there are different factors that are taken into consideration such as location, time of day, etc.

Mr. Gassin said he was just doing some simple calculations and it seems like it would cost the City around \$170,000 annually for this service.

Mr. Rayburn replied the City's budget is around \$250,000 and that is to provide workforce, senior and disabled rides. We were also able to get grants to expand the service to operate six days a week, Monday through Saturday. The City is applying for more grants to not only expand the hours of operation but also the scope. Currently medical trips are not included in the scope of service. The City would like to expand the scope to include trips for medical appointments, but also trips to the hospital (not for medical reasons) to visit friends and family who are in the hospital. We've also received some feedback requesting transportation to places of worship on Sunday, but that would probably be the last service we would add. We have to be extremely

sensitive about places of worship and government services. So if we would offer it, we would have to make sure we are able to offer it to everyone for their place of worship and we would need to have the capacity to do so. That would be a service, staff would really have to think through very carefully, but it makes sense for medical services and to visit loved ones in the hospital. Mr. Rayburn also commented that staff was able to get Council to approve \$400,000 in 2021 with the intent that staff can make these pilots transition to full programs. It will take a substantial investment. Long-term the City would like corporations to contribute some money into a mobility fund. If we can gain some partnership with some of the corporations in Dublin, it could be paid for easily. Right now is just not a good time to ask for funding from businesses.

Mr. Rayburn moved on to discuss bike share, also known in the industry as shared micro-mobility. The City is looking at two different bike share options for the community looking forward. The first bike share program is TRIP Bikes. These have the fat tire and are dockless e-bikes. These bikes are fun to use for exploring the City. The tires have to be painted, because people confuse them for motorcycles or mopeds instead of electric bikes. The plan is to launch this program in 2021. The plan is to have these available for residents to use, but the business model is really geared towards hotels where people are staying and don't have access to a bike. It would allow those guests to take longer rides on our shared-use paths and other areas around the City.

Mr. Rayburn continued to explain the CoGo Bike Share, which is another program that is already in Central Ohio communities. CoGo started in Columbus, but has since expanded to Upper Arlington, Bexley and Grandview Heights. The City is working with other communities to apply for a grant through MORPC (Mid-Ohio Regional Planning Commission) for federal dollars. The grant would support the expansion of CoGo into the northwest quadrant of Franklin County. The City is partnering with Columbus, Hilliard, Upper Arlington and the Metro Parks to submit a joint application with these entities to increase our chances of getting federal money. If the funding does get approved it would pay for about 80% of the total cost of the bikes and docking stations. This makes it a lot more affordable to deploy it in Dublin and we need to get it approved for the surrounding areas so we have the connectivity. Dublin can't really have this type of bike share system without the connectivity. The grant cycle is every couple of years and we still need to complete a public input phase. So this program, if the grant is approved, wouldn't happen for a couple of years.

Mr. Rayburn presented some information requested by City Council. One of the Council members asked how much are people going to ride bikes during a pandemic or are they not going to use them. Staff reached to CoGo to get some information on their bike share program. CoGo said typically they are averaging 4,000 rides per month but this year between the months of March and June their numbers increased by 29% per month in 2020. They believe it is because of the COTA services that were discontinued. People still needed to get to places that did not have a source of transportation, so this was a safer way to get around. We will continue to follow this data, but this could be a good way to help promote a safe source of transportation.

Mr. Rayburn said the next steps in the bike share include coordinating the launch of TRIP Bike Share in 2021. Staff will complete the public input phase for a CoGo expansion in spring of 2021. Also staff is contemplating code revisions as the City considers more micro-mobility options. Mr. Rayburn asked if anyone had any questions regarding bike share or shared micro-mobility.

Mr. Dritz asked if the TRIP bikes are dockless will someone be picking them up from random locations and placing them back in a central location each night, similar to what Lime was supposed to do with the scooters.

Mr. Rayburn explained the plan for the TRIP bikes are to house them at hotels and possibly some public areas such as the library. The intent is for the user to start and end their trip at the same location. The hotels would be a place where they could store the bikes, but also charge them overnight.

Mr. Gassin asked what the top speed on the TRIP bikes are.

Mr. Rayburn said the top speed is around 25 mph. Typically people go about 10-15 mph when they are using them.

Ms. Kanonchoff asked how the City keeps people from stealing these bikes if they are dockless. She also asked how the City will advertise this program.

Mr. Rayburn said with the dockless bikes there is the ability to do geo-fencing. Geo-fencing is basically like having a wireless fence around the bike, which limits the usability if the user goes outside of the zone of operation. An individual also has to use a credit card to pay for usage, so if the bicycle is not returned, the user will get charged. Mr. Rayburn said the City is going to work with City staff to market these bikes. The TRIP team also likes to be a part of the community their bikes are in, so they will be helping with different marketing campaigns. If any of the Commission members have feedback or ideas, please feel free to let us know.

Mr. Arunachalam asked if the users are required to wear a helmet.

Mr. Rayburn said he does not believe the user needs to wear a helmet, but he will follow-up to confirm. Mr. Rayburn asked Mr. Plouck if he was aware of a policy regarding helmets.

Mr. Plouck commented that the City had some concerns with the Lime scooters. Unfortunately the State of Ohio does not require helmets, so it is difficult to enforce it, but the City will definitely promote safety and educate Dublin residents. Staff can also talk to TRIP and find out if they have helmets to offer users. It just becomes very difficult to enforce individuals to wear helmets. This is something staff struggles with in making sure users are being as safe as possible.

Mr. Dritz asked if these bikes would be allowed on the shared-use path.

Mr. Plouck said staff is still discussing some of these details. We would need to have a discussion with TRIP to see if they can set a maximum speed of no more than 15-20 mph.

Mr. Arunachalam asked if the TRIP bike is for a single user or if more than one person can ride it at a time. The seat looks longer than the seat on the other bike.

Mr. Rayburn said the dockless bikes are only for single users.

Ms. Kanonchoff asked about the liability. Are individuals basically on their own or is the City liable.

Mr. Rayburn said CoGo has some language that the user needs to accept when signing up for membership, so we would comply with a similar best practice.

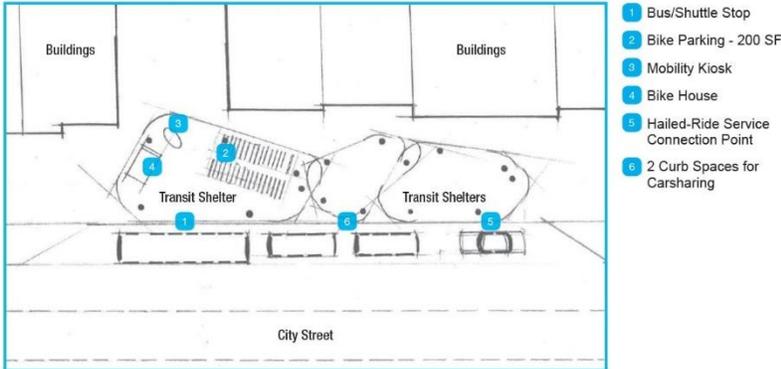
Mr. Snider asked if the City can put out some type of reminder for bicycle etiquette.

Mr. Rayburn commented that he could work with the City’s Communication and Public Information Division to work on some type of campaign around bicycle etiquette and shared-path usage. What a great suggestion.

Mr. Rayburn moved on to discuss mobility hubs. Mobility hubs provide a space to co-locate at least two modes of transportation. They are great because it provides the opportunity to pack a lot of mobility options in one place and you can transfer between them. For Dublin, staff is looking at breaking mobility hubs into three tiers to help with the planning and implementation, but it also helps with the intensity of mobility hubs.

Mobility Hub Typology	Tier	Potential Locations	Mobility Options
Downtown Hubs	1	Bridge Park and Dublin Library Parking Garage	Dublin Connector, CoGo Bike Share, TRIP Bike Share, Bike Loops & regional trail access, Mobility Kiosk, ride hailing pick-up/drop-off
Park & Ride Hubs	1	COTA Park and Ride	COTA fixed route service, Dublin Connector, CoGo Bike Share, TRIP Bike Share, Bike Loops & regional trail access, Mobility Kiosk, ride hailing pick-up/drop-off
Campus & Community Center Hubs	2	Dublin Community Recreation Center, Dublin Methodist Hospital, OSU Ambulatory Care Center, Ohio University - Dublin campus	Dublin Connector, CoGo Bike Share, Bike Loops & regional trail access, Mobility Kiosk
Neighborhood Center Hubs	3	Residential areas at a common access point	Dublin Connector, CoGo Bike Share, Bike Loops & regional trail access

Mr. Rayburn said early on, when staff started this endeavor a few years ago, staff started to look at what a mobility hub should have. Mr. Rayburn explained that staff wanted to start working on the downtown mobility hub and what a downtown mobility hub could look like.



Mr. Rayburn also shared some examples of mobility hubs from other cities.

MINNEAPOLIS



COLUMBUS



MONTREAL



Mr. Rayburn explained the next steps for the mobility hubs. Council asked staff to think broader than tier one for the mobility hubs, so staff will be working with consultants and designers on opportunities for each site that staff has identified as mobility hub sites. Staff will have them start working on sketches and determine with staff what could work. Mr. Rayburn said staff will continue to engage COTA and other partners in mobility hub conversations and capitalize on any future opportunities to invest (or solicit investment from others) in capital improvements to strategic locations that will help to increase the convenience, viability, and attractiveness of multimodal travel options. Mr. Rayburn asked if any of the commission members had any questions about mobility hubs before he moved on.

Mr. Snider said he has a minor question. He said it is great that Dublin supports the visually impaired residents. In downtown Dublin there is technology in place for the hearing impaired to assist in crossing the street and it has been in place for quite some time. He said the chirping

sound is mildly annoying. Mr. Snider asked if there here been any discussion to upgrade the device with a more pleasing sound to help those folks that need help crossing the road.

Mr. Rayburn said the only other example he has heard is on the OSU campus there is an automated voice that counts down, but then it chirps when the individual can walk. Mr. Rayburn said he can talk to the engineering staff to see if they are aware of any other devices.

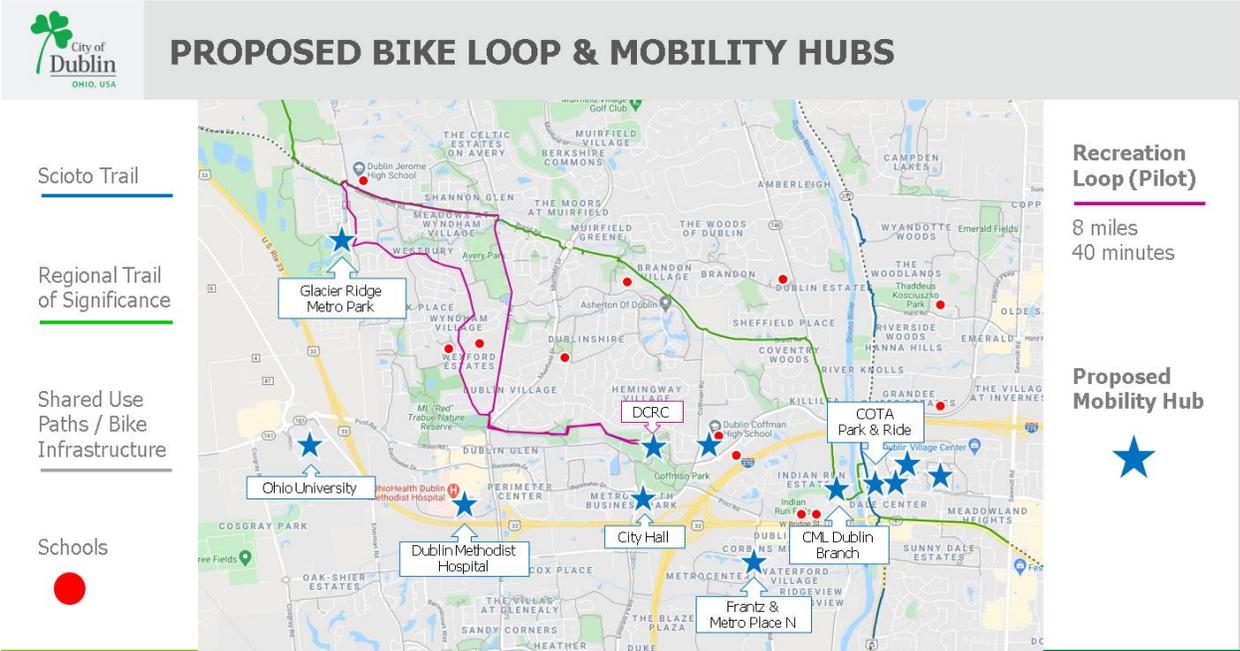
Mr. Rayburn moved on to discuss wayfinding in the City. Wayfinding refers to information systems that guide people through a physical environment and enhance their understanding and experience of the space in the community. When people think of wayfinding they think of visual cues such as maps, directional information and symbols to help guide path users to their destination and to mark path access and exit points. A benefit of wayfinding is to highlight local and regional points of interest and opportunities for people to explore the Dublin community.

Mr. Rayburn continued to explain as the City discusses wayfinding, staff has been working with Central Ohio Greenways. Mr. Rayburn shared a map which includes some highlighted areas.



Mr. Rayburn said the dotted areas on the map are parts of the trails that are planned, but are not complete. There is an extension of the Olentangy Trail northward that is bound to happen. The Scioto Trail is taking shape and that is really dependent upon the City to build up more along Riverside Drive, but there is also some connection south of the City. The most exciting thing to report is that in February the Central Ohio Greenways Board voted to designate the green line on the map as a regional trail of significance. That’s the first step to getting a really good trail going through our City. There will be short-term and long-term implications, whether it be investment wayfinding or other improvements to the trail. The City is working with the Committee to coordinate that trail development and see if there are other opportunities to

explore where Dublin can be a leader or a trailblazer on a trail development or trail programming. Mr. Rayburn continued to explain when the City was talking to Central Ohio Greenways, they mentioned that our trail system is very linear in Central Ohio. What they would like Dublin to do, is to think about bike loops. Bike loops are meant to branch off from these trails and create a themed loop in a community to help people explore or just experience the community in a different way. Mr. Rayburn zoomed in on the map to give a better example.



Mr. Rayburn said the zoomed in map shows some red dots which symbolize schools in the community. When you think about these loops think about how to connect parks, schools, and points of interest. The first loop staff is looking at is a recreation focused bike loop. This loop will start and end at the Dublin Community Recreation Center and will be approximately eight miles in total length and a 40-minute trip at a leisurely pace. It will connect parks together including the Metro Parks. It will connect schools together. It will also go through some neighborhoods and will include some wooded area which are very pleasant to ride through. This is exciting for staff to think about how we can better theme this and get people to branch off from the green trail and experience a little bit of Dublin as they may their way through.

Mr. Rayburn said there is another layer which are proposed mobility hubs. There are some sites he referred to a few slides back, but also some site from the consultants, that the City will be using based on natural opportunities in the community. Bridge Park and the Bridge Street District have a lot of mobility hubs. Frantz Road and Metro Place North has a clustering of hotels and offices that we want to capture also. The high school, recreation center, City Hall, Dublin Methodist Hospital and Ohio University are all areas that staff is going to start looking at site-specific designs and work with our engineering staff to see what we can start working on. It will be incremental, but it will be exciting as they begin to take shape.

Mr. Rayburn explained what type of wayfinding the City is talking about. The City is not talking about signs on a post, but at-grade markings using vinyl adhesive stickers. These are very easy to put down and they are very durable on our shared-use paths, but they also have the opportunity to be taken and moved without much degradation or damage to the path at all. These are really good for getting down a loop and then staff can make adjustments as people ride it and provide feedback. Staff would like to look into stencils and using glow-in-the-dark paint to use on the shared-use paths. This will provide opportunity to use the paths after dusk and will provide some safety along the way since the trails are not very well lit. The glow-in-the-dark paint can last approximately three to five years before it would need repainted, which is very manageable for the City.

Mr. Rayburn said the next steps include finalizing bike loops and implement the wayfinding pilot. Staff would like people to get people to ride the loops and provide feedback. The City will continue to identify additional opportunities and bike loops such as entertainment, historical and cultural bike loop, public art loop, neighborhood fitness challenge loop and a public cemetery loop. We want people to have fun and unique experiences in our community.

Mr. Dritz commented that if Mr. Rayburn was interested, CSAC members could test out the bikepath loops and provide feedback. Mr. Rayburn said that would be great and he'll plan that for the spring.

Mr. Rayburn said he is going to close out the mobility discussion with complete and smart streets. The City leans on MORPC for a lot of this policy and they provide best practices. Complete streets is something Dublin has done for some time, which is to incorporate sidewalks and shared-use paths as new public roadways are developed. The City passed the Resolution for MORPC Smart Street Policy, so that is taking things a step further by saying we think about sidewalks and shared-paths, but it also includes the discussion of broadband. So when constructing a new roadway the City considers all of the high-technology also, so the City only digs once and it's done. The City is also beginning to look at the Vision Zero Policy. Vision Zero started in Sweden in 1997 and it was a way to look at traffic fatalities and serious injuries and ways to minimize them. Sometimes it's through policy and enforcement, like lowering a speed limit on a roadway; sometimes it's through design solutions, by redoing a roadway so it's safer for bicyclist and pedestrians. There are a few different ways to tackle the goal of lowering fatalities and serious injuries. The City does this already in Dublin, but we want to formalize it have more focus on looking at the data and begin to make improvements so we have a safer community. Mr. Rayburn said Vision Zero is going to take coordination with multiple departments, so staff is working with the Police Department and other departments to set up some internal meetings to get everyone's buy-in before staff gets the Public Services Committee and Council involved, along with this commission.

Mr. Rayburn said the next step is continue working with MORPC to on updates to the policies regarding complete and smart streets. Behind the scene staff will be working on getting on a Vision Zero Policy that we can bring to the public and get their input for. Mr. Rayburn said that

was a lot of information for the mobility update and he appreciated everyone listening. He asked if anyone had any final questions or feedback.

Mr. Dritz asked Mr. Rayburn what he would consider a smart street opportunity within the City.

Mr. Rayburn said an opportunity would definitely be to continue to expand the DubLink fiber broadband, but the smart intersections could be interesting.

Mr. Snider said at one point, he thought he read something about the City rerouting 18-wheelers so they did not drive through downtown Dublin. He asked what the plan was on that project. Mr. Rayburn and Mr. Plouck were unaware of this, but will follow-up with engineering staff.

Mr. Dritz asked if there will be anything for this commission to work on as far as mobility.

Mr. Plouck said as things arise staff will remember to bring things back to this commission.

Mr. Rayburn asked the commission if they could please share the information regarding micro-transit with everyone they know. Please feel free to share any information necessary to get the word out. Staff will also probably bring some mobility hub designs back to this commission for input down the road. Mr. Rayburn will also plan a bike ride in the spring with this commission.

Mr. Arunachalam said he would like to have mileage on the paths so he can track his walks with something different than Google maps.

Mr. Arunachalam also asked if there is an update on the Hyperloop project.

Mr. Rayburn replied that MORPC is working with regional partners to do the Hyperloop from Dublin through Fort Wayne, Indiana to Chicago and then also to Pittsburgh. MORPC has been working on tier two environmental impacts studies which are required for Federal dollars. Once complete, that is supposed to be used for Hyperloop, but also for high-speed rail. It's the same corridor for both technologies and the thought is if we can do an environment for the corridor then that would satisfy both technologies for high speed rail and for Hyperloop. It probably will still be years down the road.

The Commission members thanked Mr. Rayburn for his presentation.

V. Future CSAC Topics

Mr. Dritz said the next topic is future CSAC topics. He asked Mr. Plouck if he put anything together for this or if it is just for open discussion.

Mr. Plouck said he has started working on a calendar which he will share at the next meeting. Ultimately this commission has submitted some topics for discussion. He will send it out prior to

the next meeting for feedback. At the November meeting Tom Hirschy will be providing an update on the City's Emergency Management process.

Mr. Dritz asked if the calendar of topics could also include if the topic was CSAC, staff or Council driven.

Mr. Plouck said he can include that information on calendar.

VI. Other Items of Interest

No Other Items of Interest.

VII. Next meeting: November 10, 2020

The next meeting will be scheduled for Tuesday, November 10, 2020

VIII. Adjournment

Mr. Dritz adjourned the meeting at 8:30 p.m.

Respectfully Submitted by:



Marja Keplar, Administrative Support III

Attachments: Mobility PowerPoint Presentation