

**Dublin City Council  
Public Services Committee**

Monday, October 5, 2020

Virtual meeting – access through website and YouTube

Agenda

Ms. Fox called the Public Services Committee meeting to order at 5:00 p.m.

Roll Call: Ms. Fox, Vice Mayor De Rosa, Mr. Reiner.

Staff Present: Jenny Rauch, Megan O’Callaghan, JM Rayburn, Jeannie Willis and Devayani Puranik.

Also present: Thomas Brown, Nelson/Nygaard and Ryan McManus, SHARE.

Approval of Minutes from May 4, 2020

Mr. Reiner moved to approve the minutes from the Public Services Committee May 4, 2020 meeting.

Vice Mayor De Rosa seconded.

Vote on the motion: Mr. Reiner, Vice Mayor De Rosa, Ms. Fox

Mobility/SHARE

Mr. Rayburn gave a brief background regarding the Dublin Mobility Study (attached hereto and incorporated herein by reference as Exhibit A) and the timeline showing Phases 1-4.

Mr. Rayburn shared the key objectives for the Mobility Study, which are:

- Support economic development;
- Promote equitable access to mobility;
- Expand multimodal options;
- Improve public health; and
- Preserve our environs by focusing on future growth.

He continued by provided the strategic mobility priority areas, which are: Micro-transit (Shuttles and Circulators); Shared Micro-mobility (Bike Share); Concepts for Mobility Hubs; Wayfinding on Shared Use Paths; and Complete and Smart Streets.

Beginning with Micro-transit, Mr. Rayburn stated that these services will be known as The Dublin Connector moving forward. Staff has worked with SHARE and Nelson/Nygaard in refining this program and services. These services are crucial for creating independence for those aging in place and those with disabilities. It provides a link to the first and last mile connection for the workforce. The Dublin Connector is piloting a hybrid approach to improve service to people with disabilities who live and work in Dublin. Mr. Rayburn stated that the senior/disabled shuttle service was discontinued in March due to the pandemic, but he reported that the services have resumed as of October 1.

SHARE was a great partner in being flexible during this time in how the service was used.

Mr. McManus stated that he was very proud of the collaboration between the City and SHARE. During the pandemic, the need was to pivot service and provide delivery services rather than transportation services for people. He believes that this is a service that will continue to optimize their services in the future.

Mr. Rayburn shared the key performance indicators during the time period of 2018-2020 (Exhibit A). There were many data points shared, such as there are 211 unique riders.

Mr. McManus stated that they have learned a lot as this has progressed. He shared some of the updates to improve the rider experience for those who are using the SHARE App. He stated that one of the big changes is journey planning. Ms. Fox asked how easy it would be for someone to use the app. Mr. McManus gave an example of what a rider would experience using the app.

Ms. De Rosa asked if SHARE was offering the same services for other municipalities. Mr. McManus stated that they are starting to do more of this, but Dublin is currently their only municipality in central Ohio.

Mr. Reiner asked how the cost is figured. Mr. McManus stated it is an all-in cost, and it covers overhead, staffing as well as marketing costs.

Mr. McManus shared that they have begun to explore SHARE providing vehicles with the Dublin Connector logo on designated vehicles or on vehicles owned by the City. Mr. Rayburn stated that he has been working with Fleet and Risk Management on the possibilities.

Mr. Rayburn stated that he has been working with SHARE regarding outreach efforts. He also highlighted the strengths and challenges that they have experienced with the Dublin Connector. He stated the support has been great in the community and he expressed appreciation to Council Members for continued support.

Mr. Rayburn reviewed a few regional transit updates. Staff continues to engage with Columbus to contribute to the Northwest Corridor Plan (LinkUs) and be part of the improvement. The Downtown Columbus C-Pass Program was renewed for an additional five years.

Mr. Rayburn gave a funding update. He stated that they will continue to apply for grant funding.

The next steps for the Dublin Connector were reviewed.

Mr. Reiner clarified the funding grants that were secured this year.

Vice Mayor De Rosa thanked Mr. McManus for his partnership in this program. She asked what the lessons learned were through the COVID experience. Mr. McManus stated that trust in using a service like this is crucial. He added that having the ability to be flexible and scale services up or down is also important. Delivery services are part of the overall need in the community. COVID widened how many people were included in a vulnerable population.

Vice Mayor De Rosa stated that the Northwest Corridor project is a large project with large dollars, noting that there are a lot of pros and considerations. Vice

Mayor De Rosa encouraged staff to meet and discuss with other municipalities the following:

- In addition to lessons learned, with micro-transit, what does the new normal look like?
- Many employers are still allowing employees to work from home, what have we learned on a regional basis?

There are a lot of important considerations. She asked for staff's ideas on how to have to discussions. Mr. Rayburn stated he reached out to COTA to schedule some time. He also would like to reach out to Westerville and Grove City. Mr. McManus stated that his suggestion would be to have two separate group meetings with municipalities. He stated that it will likely be a different meeting if SHARE and COTA are not in the room and issues are discussed from a community viewpoint. A separate meeting would entail the providers discussing, "What did we learn and how do we help each other do this better."

Vice Mayor De Rosa stated that this can be a real opportunity to explore how this can be done collectively. Mr. Rayburn confirmed that the committee agrees with the two different meeting idea - a meeting with communities and one with operators. Ms. Fox stated that it is a good idea. Joint messaging and marketing will be important.

Ms. Fox stated that the next steps are good. She asked Mr. Rayburn and Mr. McManus to comment on what the perfect program would look like in the Dublin connector. Mr. Rayburn stated that serving as many senior care facilities and aging in place households with mobility options is a win. He would also like to see more COTA connections. There is an opportunity to have mobility hubs serviced by the Dublin Connector.

Mr. McManus stated that being truly on-demand is how this should work in the future. The more transportation can be planned in advance, the more efficiently it can be delivered. He would like to continue to help the workforce use these transportation benefits. Connecting in the various funding sources will cost the city less and allow the services to be funded more through the private sector.

Ms. Fox asked about the use of apps or digital technology and whether or not everyone in the City would be able to use this in the future. Mr. McManus stated that as participation grows, it could be a discussion item.

Ms. Fox asked what staff and SHARE has heard from the employer partnerships about this. Mr. McManus stated that there is some sense of enthusiasm. Connecting with the business who is using a staffing company for their staff is a benefit and he has been encouraging such companies to include their flyer in with their orientation packets. He added that something to consider may be formalizing a "commuter benefits ordinance" which allows the business to make it easy to use transportation for their employees. Ms. Fox would like to see some examples of that. Mr. Rayburn stated that before the COVID pandemic they were planning on doing mobility workshops with some of the senior care facilities which would include travel training. Those plans will need to be re-worked a bit as a result of the pandemic.

Ms. Fox asked about including the senior residents who are not in the senior facilities and who are isolated. Mr. McManus stated that they are using the media and would like to use the DCRC. He also suggested using a partner like Syntero. Ms. Fox suggested Meals-on-Wheels.

#### Shared Micro-Mobility - BikeShare

Mr. Rayburn stated that this program will launch spring of next year. The TRIP bikes are dockless e-bikes with pedal assist. The CoGo Bike Share (docked) was the most requested mobility option. Staff is working with surrounding communities on a grant possibility from MORPC that could assist with docking stations.

Mr. Reiner asked what direction staff is moving toward, docked or dockless and whether or not scooters were included. Mr. Rayburn stated that he did not include scooters, however staff is looking at possible code revisions that may be necessary. In response to Mr. Reiner's question regarding docked or dockless, Mr. Rayburn stated that staff would like to pursue both because the TRIP bike is little to no cost and is geared toward hotels and visitors. The CoGo Bike dock stations are a great component of mobility hubs. They could be for residents, visitors, part of the bike share network etc.

Vice Mayor De Rosa stated that she thought we tried this, and it didn't go well. What is different now? Mr. Rayburn stated that the Lime Bikes had good data and successes but they had a very specific business model and were moving more toward scooters. CoGo and TRIP are local to Columbus.

Mr. Brown stated that one of the big differences is the Lime is about large scale global profit. The concerns and need in this area would never reach Lime's interest when talking about grant funding. These local companies however, are very involved and aware of the needs of the community.

Mr. Rayburn shared the next steps with Bike Share.

Vice Mayor De Rosa asked whether most of the use of these would be by visitors or residents. Mr. Rayburn stated that the TRIP bikes would be geared more toward visitors. CoGo is open to everyone: residents, workforce, etc. Vice Mayor De Rosa stated that one of her observations is the demand. Would residents like biking for an hour or biking for a weekend?

Mr. Reiner stated that he agrees with next steps and added that he is very supportive of this initiative.

Ms. Fox stated that to make an awareness level rise, it must not be temporary and she believes that the use of mobility hubs would do that.

#### Mobility hubs:

Mr. Brown stated that as Dublin continues to add these multi-modal transportation options, it is important to consider how to make this eco-system intuitive for all ages. Communicating that this is part of the infrastructure and investment in the future is important also. He stated there are four levels of mobility hubs:

- Downtown Hubs – larger, busier areas;

- Park and Ride Hubs – job commuters;
- Campus and Community Center Hubs – DCRC, OSU Ambulatory Care; and
- Neighborhood Center Hubs – the smaller hubs in a residential area at a common access point.

Mr. Brown shared a conceptual drawing of what a downtown mobility hub may look like (Exhibit A). He briefly addressed the issue of car share companies and stated these types of companies are looking to be more exclusive to apartment communities. He shared some visual examples of mobility hubs.

Mr. Rayburn discussed next steps regarding mobility hubs. Staff will be looking at two site specific designs for mobility hubs and see what the opportunities might be. He added that staff will continue to work with COTA and other parties to capitalize on any improvements that will help the convenience, viability and attractiveness of multi-modal transportation options.

Mr. Reiner stated that the City will need square footage to carry out this vision. He stated he is not certain where it would go but likes the concept. Mr. Brown recommended starting small. He advised against starting with a large hub. For example, Park and Ride lots were starting to run out of parking, so adding bike stations to what is already there could improve that situation. When different options are added, call it a “mobility hub” so people start to recognize the concept.

Ms. Fox stated that the design piece of the hub is very important. Even if you improve the Park and Ride, the wayfinding is very important. She likes the idea of including a hub by the library with a space for bikes. The library is a perfect place for wayfinding.

Vice Mayor De Rosa stated that figuring out a way forward is wonderful. She would like to use some technology integrated in this. Ms. Fox agreed.

### Wayfinding

Mr. Rayburn stated that the next priority area for discussion is wayfinding. Wayfinding refers to the information systems that guide people through their environment and enhance their understanding and experience of the space. Mr. Rayburn provided a map of the Central Ohio Greenways (Exhibit A). He noted that staff has been in discussions with the Central Ohio Greenways regarding the Regional Trail of Significance. He stated that staff is exploring how this Trail of Significance may tie into our shared use path system. The feedback has been that our path system is very linear. They are exploring the possibility of a bike loop for Dublin. The Recreation Loop (pilot) is an 8-mile loop that would take about 40 minutes at a leisurely pace. It does connect the Regional Trail of Significance and a few schools and parks as well. He highlighted the proposed mobility hubs on the map and explained why the location was proposed. Staff is looking at other bike loop possibilities.

Mr. Reiner stated that the Scioto Trail discussion and planning has been going on for years. He asked if the project has any life to it or is it still in a holding

pattern. Mr. Rayburn stated that it is shown as a trail, but he was not certain of the status of the project. Mr. Reiner stated that there may not be any funding for it.

Mr. Reiner asked about the Regional Trail and what funding source it has available. Mr. Rayburn stated the website is updated from communities that are self-reporting the activity in their area. He clarified that these are communities self reporting to MORPC.

Vice Mayor De Rosa asked if the Visitors Bureau has any loops in trying to find activities outdoors. She was in Indianapolis recently and she found the walking loops to be heavily advertised. Mr. Rayburn will follow up and ask.

Ms. Fox stated that she appreciated the update. She stated that she wasn't sure where the bike paths actually go, which is why wayfinding is really important.

Mr. Rayburn shared that vinyl stickers were used to mark the loop as a pilot. He stated that the stickers held up well.

Vice Mayor De Rosa stated that the Metro Parks do a good job of that, so there are models available.

Mr. Reiner asked about the initiative of moving from a bronze to a silver rating regarding a bike friendly city? He noted he does not see as many kids riding their bikes now as previously. Mr. Rayburn stated he would have to check with the City Manager's office regarding the status of the bike friendly initiative. He added that there are programs to engage with youth and biking and staff can explore those.

Ms. Fox asked about clearing bike paths of snow. Mr. Rayburn will find out from staff what the protocols are. Ms. Fox also suggested a biking challenge to get people involved. Mr. Reiner agreed and expressed his support.

Mr. Rayburn showed examples of vinyl stickers and stencils with glow-in-the-dark paint.

Mr. Rayburn reviewed the next steps regarding wayfinding. He offered the Committee a bike ride on the new loop. The committee members all responded positively to the offer of the bike ride.

Mr. Reiner emphasized the importance of offering these opportunities to the residents.

Ms. Fox stated that the action steps are great. She suggested that staff advise the Planning and Zoning Commission on how they can view projects through the mobility initiative lens. She suggested staff have a discussion with Planning and Zoning and help provide some direction regarding connectivity and mobility.

### Complete & Smart Streets

Mr. Rayburn stated that City Council passed a Complete Streets resolution in June 2018, and passed a resolution of support for MORPC's Smart Streets Policy in October 2019. A long-term policy consideration is a Vision Zero Policy for the City. The Vision Zero Policy is focused on minimizing fatalities and serious injuries as they relate to transportation and mobility. If it is determined that this is a policy appropriate for Dublin, future discussions would be held. Mr. Rayburn

provided next steps, which includes continuing to engage MORPC on updates to policies regarding complete streets and smart streets.

Ms. Fox asked about dedicated bike lanes on smart streets that are arterial roadways.

Ms. O'Callaghan stated that the concept of bike lanes would fall under complete streets. She stated that the City does look for opportunities to incorporate bike lanes where feasible. She used University Boulevard as an example of a new roadway that will incorporate a bike lane.

Ms. Willis stated that an alternative transportation lane was explored on Frantz Road and that report is near completion. There are some suggestions and recommendations in the report with how to proceed. She also suggested that a pilot of allowing micro-transit on the sidewalks and shared use paths along Frantz Road to see how it would be used is also a possibility.

Ms. Fox stated that this requires consideration because we don't want to over-run the sidewalks and paths either.

Mr. Reiner reiterated the need to have these discussions with Planning and Zoning Commission so they are aware and knowledgeable about these issues.

The meeting adjourned at 7:03 p.m.

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Deputy Clerk of Council



# DUBLIN MOBILITY UPDATE

**Public Services Committee**

October 5, 2020



EVERYTHING GROWS HERE.



## PRESENTATION OUTLINE

1. Mobility Study Background
2. Five (5) Strategic Mobility Priority Areas
  - Updates, Next Steps, Q & A
3. Feedback & Discussion



EVERYTHING GROWS HERE.



## DUBLIN MOBILITY STUDY

### BACKGROUND

The Dublin Mobility Study is the City's strategic plan for innovative transportation network improvements to support the community's evolving mobility needs.



**MOBILITY STUDY**



EVERYTHING GROWS HERE.



# DUBLIN MOBILITY STUDY BACKGROUND

## TIMELINE



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## DUBLIN MOBILITY STUDY

### KEY OBJECTIVES

The following key objectives continue to inform the Mobility Study:

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





## DUBLIN MOBILITY STUDY

### STRATEGIC MOBILITY PRIORITY AREAS

1. Micro-transit (Shuttles & Circulators)
2. Shared Micro-mobility (Bike Share)
3. Concepts for Mobility Hubs
4. Wayfinding on Shared Use Paths
5. Complete & Smart Streets





## MOBILITY PRIORITY AREAS

- ▶ **THE DUBLIN CONNECTOR (MICRO-TRANSIT)**
  - BIKE SHARE (SHARED MICRO-MOBILITY)
  - MOBILITY HUBS
  - WAYFINDING
  - COMPLETE & SMART STREETS



- Mobility independence for those aging in place and those with disabilities
- First/last mile connection for workforce
- Piloting a hybrid approach to better serve people with disabilities who live and work in Dublin





## DUBLIN CONNECTOR (MICRO-TRANSIT)

### COVID-19 RESPONSE

1. Discontinued regular service of senior/disabled shuttle operations between March 17 – September 30
2. Pivoted resources to delivery service in partnership with Dublin Food Pantry and Dublin Volunteer Services



EVERYTHING GROWS HERE.



## DUBLIN CONNECTOR (MICRO-TRANSIT)

### KEY PERFORMANCE INDICATORS

Between 2018-2020

<b>8,810</b> single occupancy vehicle miles saved	<b>211</b> unique riders	<b>89</b> destinations & participating employers	<b>10.8</b> weekly hours of operation	<b>13</b> participating senior facilities
<b>6,960</b> pounds of CO <sup>2</sup> saved	<b>6,233</b> total rides	<b>4.2</b> parking spaces freed up daily	<b>4.6</b> average miles per ride	<b>\$23.56</b> average cost per ride



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## DUBLIN CONNECTOR (MICRO-TRANSIT)

### 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)



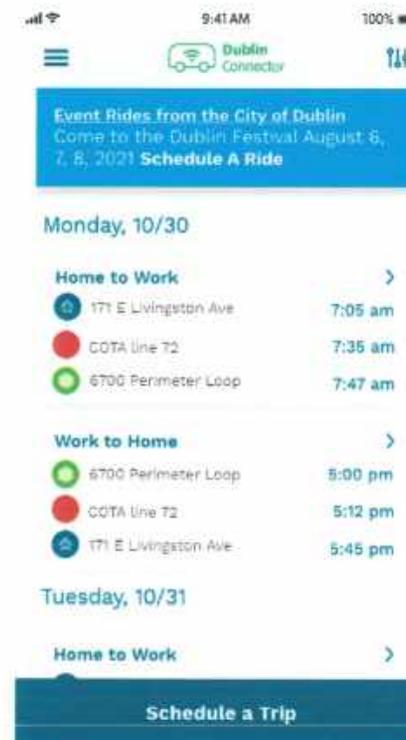
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# DUBLIN CONNECTOR (MICRO-TRANSIT)

## SHARE APP UPDATE

Branding and trip planning



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## DUBLIN CONNECTOR (MICRO-TRANSIT)

### COMMUNITY OUTREACH EFFORTS

#### 1. Businesses

- Customer Engagement Process Map
- Informational flyer
- Coordinated efforts between SHARE and Economic Development

#### 2. Senior Care Facilities

- Customer Engagement Process Map
- Regular check-ins
- Quarterly meeting with representatives from each senior care facility





## DUBLIN CONNECTOR (MICRO-TRANSIT)

### CHALLENGES

1. COVID-19 pandemic
2. Limited COTA service to Dublin
3. Funding & grants
4. Connecting with the right person/Champions of the program
5. Any reference to the term "pilot"

### STRENGTHS

1. Flexibility & ease to pivot resources
2. Potential to innovate
3. Interdisciplinary & collaborative
4. Data & analytics dashboard
5. Continued support from Dublin community & City Council



## DUBLIN CONNECTOR (MICRO-TRANSIT)

### REGIONAL TRANSIT UPDATES

#### 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 & ped 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





## DUBLIN CONNECTOR (MICRO-TRANSIT)

### FUNDING UPDATE

2020 BUDGET – CIP funds & Grants

Funding source	Amount
2020-2024 CIP - Mobility Initiatives remaining balance	~ \$71,000
FTA Section 5310 (federal grant)	Up to \$50,000
ODOT OTP2 (state grant)	<del>Up to \$250,000</del>
<b>TOTAL</b>	<b>\$121,000</b>



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## DUBLIN CONNECTOR (MICRO-TRANSIT)

### FUNDING UPDATE

2021 BUDGET – CIP funds & Grants

Funding source	Amount
Est. carry over from 2020	\$57,000
2021-2025 CIP - Mobility Initiatives	\$400,000
FTA Section 5310 (federal grant)	TBD
ODOT OTP2 (state grant)	TBD
AARP Community Challenge	TBD
<b>TOTAL</b>	<b>\$457,000</b>



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## DUBLIN CONNECTOR (MICRO-TRANSIT)

### NEXT STEPS

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.

### INPUT & FEEDBACK TO STAFF



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## MOBILITY PRIORITY AREAS

THE DUBLIN CONNECTOR (MICRO-TRANSIT)

▶ **BIKE SHARE (SHARED MICRO-MOBILITY)**

MOBILITY HUBS

WAYFINDING

COMPLETE & SMART STREETS

TRIP Bikes (dockless e-bikes)

- Launch in 2021



CoGo Bike Share (docked & dockless e-bikes)

- Dublin expansion as early as 2023

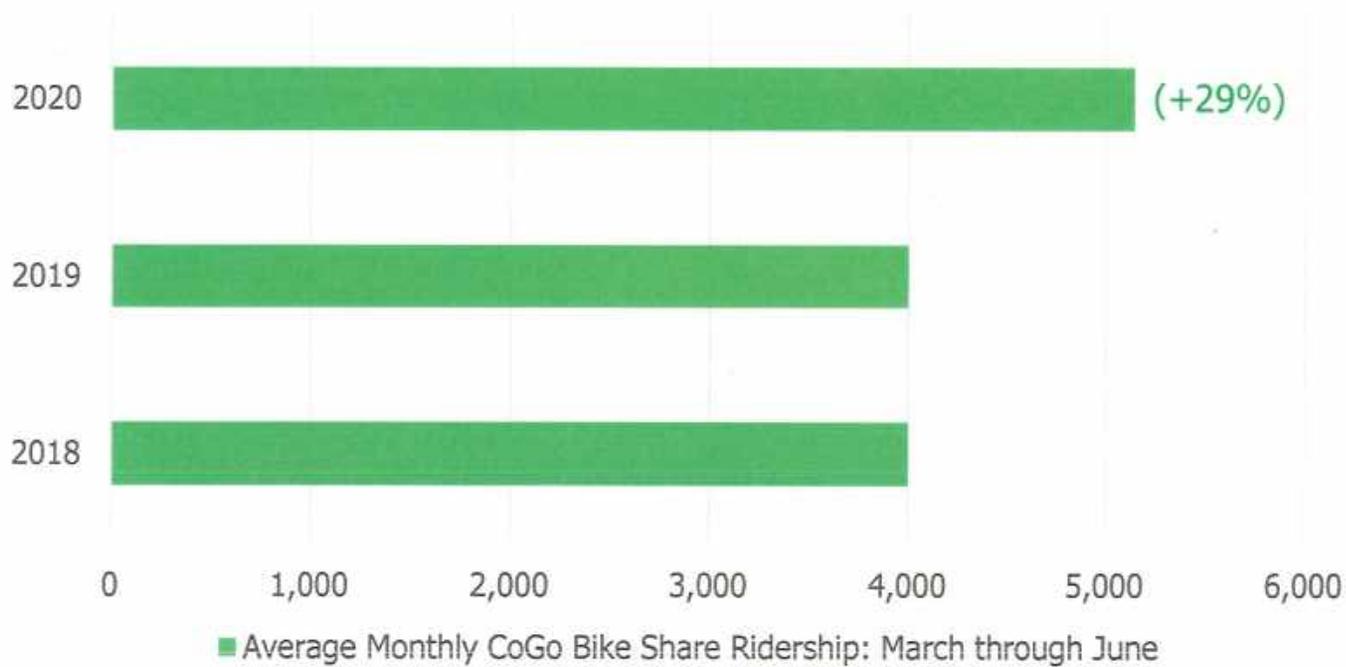


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## SHARED MICRO-MOBILITY DURING COVID-19

Average Monthly CoGo Bike Share Ridership:  
March through June



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## **BIKE SHARE (SHARED MICRO-MOBILITY)**

### **NEXT STEPS**

1. Coordinate the launch of TRIP Bike Share in 2021.
2. Complete the public input phase for CoGo expansion in spring 2021.
3. Contemplate code revisions as the City considers more micro-mobility options.

### **INPUT & FEEDBACK TO STAFF**





## MOBILITY PRIORITY AREAS

THE DUBLIN CONNECTOR (MICRO-TRANSIT)  
BIKE SHARE (SHARED MICRO-MOBILITY)



### MOBILITY HUBS

WAYFINDING

COMPLETE & SMART STREETS

- Provide a space to co-locate at least two modes of transportation. Serve as transfer points.

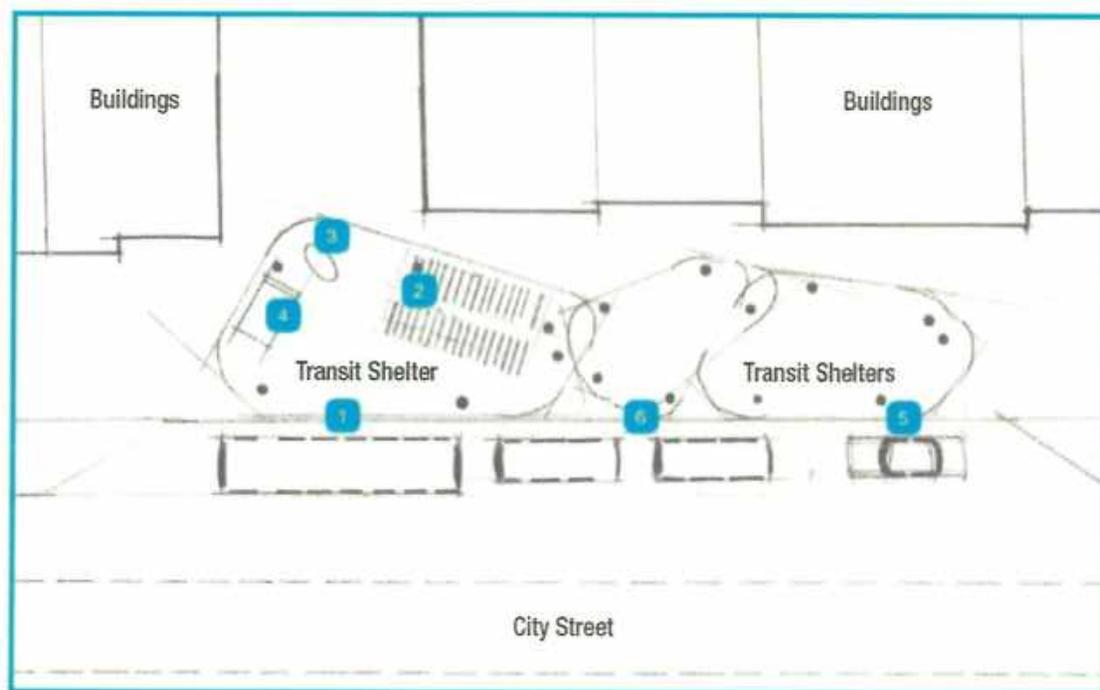
Mobility Hub Typology	Tier	Potential Locations	Mobility Options
<b>Downtown Hubs</b>	1	Bridge Park and Dublin Library Parking Garage	Dublin Connector, CoGo Bike Share, TRIP Bike Share, Bike Loops & regional trail access, Mobility Kiosk, ride hailing pick-up/drop-off
<b>Park &amp; Ride Hubs</b>	1	COTA 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
<b>Campus &amp; Community Center Hubs</b>	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
<b>Neighborhood Center Hubs</b>	3	Residential areas at a common access point	Dublin Connector, CoGo Bike Share, Bike Loops & regional trail access



EVERYTHING GROWS HERE.

## MOBILITY PRIORITY AREAS

### DOWNTOWN MOBILITY HUB CONCEPT



- 1 Bus/Shuttle Stop
- 2 Bike Parking - 200 SF
- 3 Mobility Kiosk
- 4 Bike House
- 5 Hailed-Ride Service Connection Point
- 6 2 Curb Spaces for Carsharing



## EXAMPLES OF MOBILITY HUBS IN OTHER CITIES

### MINNEAPOLIS



### COLUMBUS



### MONTREAL





## MOBILITY HUBS

### NEXT STEPS

1. Draft site-specific designs for Tier 1 mobility hubs.
2. 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.

### INPUT & FEEDBACK TO STAFF



EVERYTHING GROWS HERE.



## MOBILITY PRIORITY AREAS

THE DUBLIN CONNECTOR (MICRO-TRANSIT)  
BIKE SHARE (SHARED MICRO-MOBILITY)  
MOBILITY HUBS



### **WAYFINDING**

#### COMPLETE & SMART STREETS

- Wayfinding refers to information systems that guide people through a physical environment and enhance their understanding and experience of the space
- Visual cues – maps, directional information, symbols, etc. – to guide path users to their destinations, and to mark path access/exit points
- Highlight local/regional points of interest and opportunities for exploration





# CENTRAL OHIO GREENWAYS

Olentangy Trail



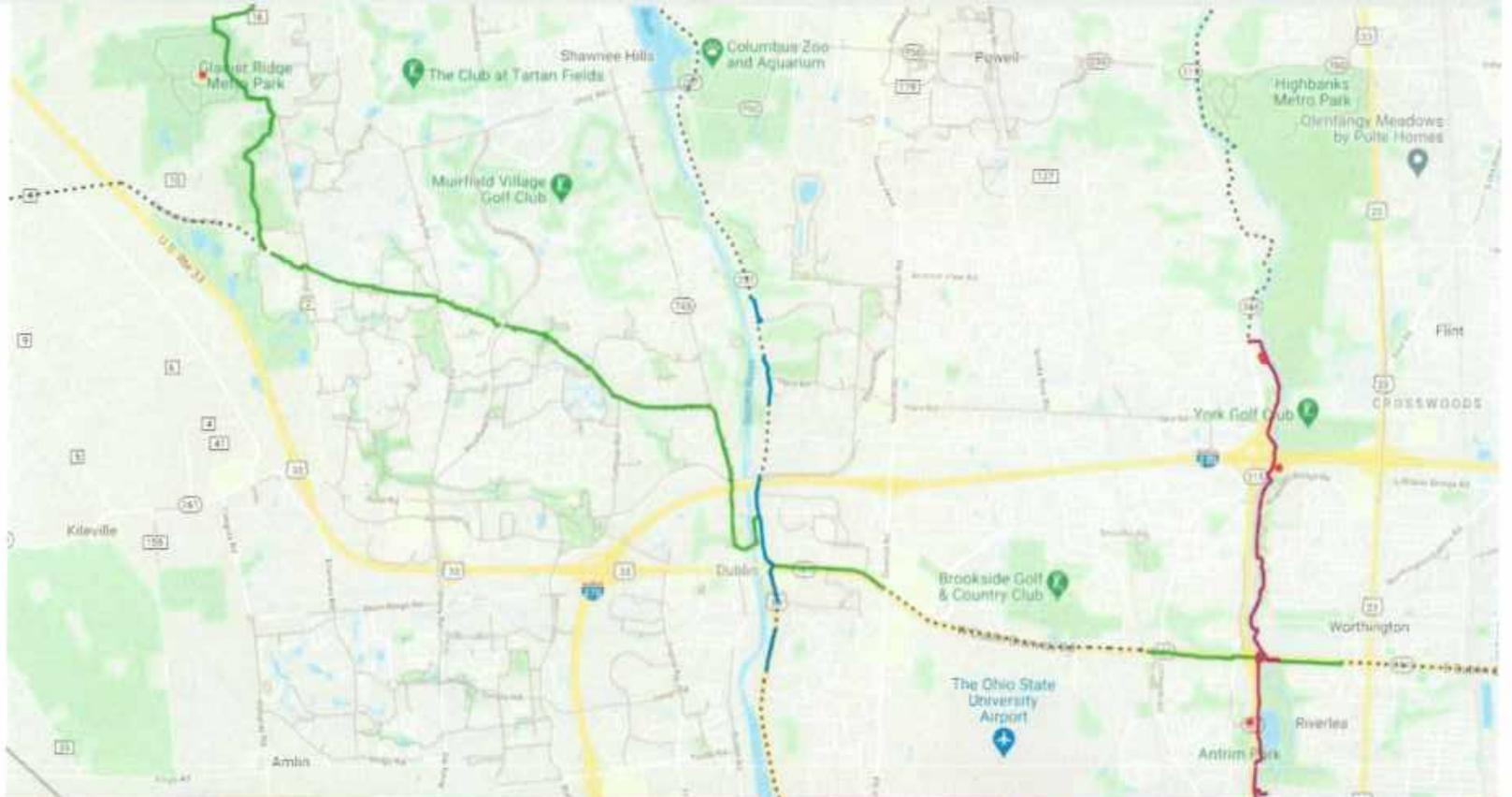
Scioto Trail



Regional Trail  
of Significance



Shared Use  
Paths / Bike  
Infrastructure



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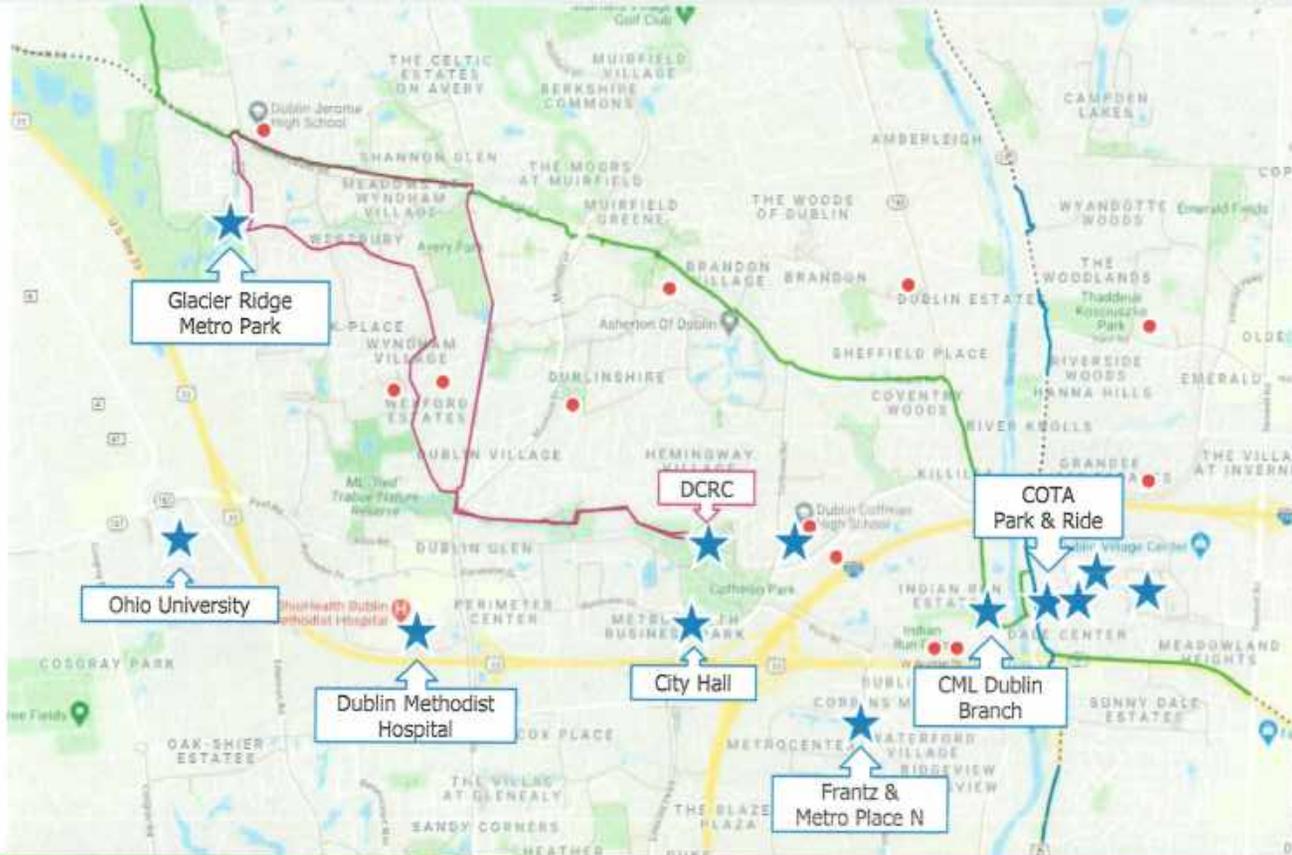
# PROPOSED BIKE LOOP & MOBILITY HUBS

Scioto Trail

Regional Trail of Significance

Shared Use Paths / Bike Infrastructure

Schools



Recreation Loop (Pilot)

8 miles  
40 minutes

Proposed Mobility Hub



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## MOBILITY PRIORITY AREAS

THE DUBLIN CONNECTOR (MICRO-TRANSIT)  
BIKE SHARE (SHARED MICRO-MOBILITY)  
MOBILITY HUBS

► **WAYFINDING**  
COMPLETE & SMART STREETS

- Vinyl stickers (short-term)



- Stencils and glow-in-the-dark paint (long-term)





## WAYFINDING

### NEXT STEPS

1. Finalize curated bike loops and implement wayfinding pilot.
2. Guided bike ride to experience the proposed bike loop for Public Services Committee members.
3. Gather feedback and rider input on the pilot project.
4. Continue to identify additional opportunities and bike loops such as entertainment, historical and cultural bike loop, public art loop, neighborhood fitness challenge loop, and public cemetery loop.

### INPUT & FEEDBACK TO STAFF



EVERYTHING GROWS HERE.



## MOBILITY PRIORITY AREAS

THE DUBLIN CONNECTOR (MICRO-TRANSIT)  
BIKE SHARE (SHARED MICRO-MOBILITY)  
MOBILITY HUBS  
WAYFINDING

▶ **COMPLETE & SMART STREETS**

- Dublin City Council passed a Complete Streets Resolution in June 2018
- Dublin City Council passed a resolution in support of MORPC's Smart Streets policy in October 2019
  - Directs City departments to consider and incorporate smart street technologies whenever feasible
  - Projects such as Smart Intersections
- **Long-term policy consideration:** Vision Zero policy



EVERYTHING GROWS HERE.



## COMPLETE & SMART STREETS

### NEXT STEPS

1. Continue to engage MORPC on updates to the policies regarding complete streets and smart streets.

### INPUT & FEEDBACK TO STAFF



EVERYTHING GROWS HERE.



## FEEDBACK FOR STAFF

1. Input and feedback regarding strategic priority areas.
2. Interest from Public Services Committee on a guided bike ride of the proposed bike loops.

