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**City of Dublin**

# Memo

**To:**  Public Services Committee of Dublin City Council

**From:**  Dana L. McDaniel, City Manager

**Date:**  April 29, 2021

**Initiated  By:**  Jennifer M. Rauch, AICP, Director of Planning
Jean-Ellen Willis, PE, Deputy Director of Transportation and Mobility
J.M. Rayburn, Planner I

**Re:**  Mobility Study Update – Shared Micro-mobility, Mobility Hubs, and
Secondary Wayfinding on Shared-use Paths

## Summary

This Memo provides an update on three strategic mobility priorities areas including shared micro-mobility, mobility hubs, and secondary wayfinding on shared-use paths. This memo also summarizes the action items for the implementation of these strategic mobility priority areas.

## Mobility Study Phases 1-4 Background

The Dublin Mobility Study is the City's strategic plan to identify and implement innovative transportation improvements to support Dublin's growth, equity, accessibility, public health, and sustainability goals. Phase 1 of the study was launched as part of a vision-setting workshop in 2017 that defined a shared transportation vision to guide policy, design, and implementation strategies for multimodal improvements throughout Dublin. The key objectives of Phase 1 are outlined below:

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

Phase 2 of the Mobility Study, completed in 2018, focused on priority setting and action plan development, in alignment with City Council's "Connected Community" theme. Five (5) strategic mobility priority areas were developed in response to the objectives outlined above:

1. Micro-transit (Shuttles & Circulators)
2. Shared Micro-mobility (Bike Share and Scooters)
3. Wayfinding program for shared-use paths
4. Concepts for Mobility Hubs
5. Complete & Smart Streets

Implementation strategies for mobility priority areas identified in Phase 1 and Phase 2 of the Mobility Study were the focus of Phase 3, which began in September 2018 and continued through early 2020. Staff provided a summary of Phase 3 outcomes to Council's Public Services Committee (PSC) on May 4, 2020 and an update on Phase 4 on October 5, 2020.

Dublin Mobility Phase 4 strategies for shared micro-mobility include expanding shared micro-mobility options and contemplating Code modifications to permit motorized vehicles, such as electric scooters, on shared-use paths, sidewalks or travel lanes.

The goal of the secondary wayfinding for the shared-use path system is to provide residents and visitors with directional information through the use of on-pavement path markings on the City's shared-use paths. Dublin Mobility Phase 3 featured a successful pilot to test the durability of using vinyl stickers. Based on feedback from the Central Ohio Greenways Board and Visit Dublin Ohio, Dublin staff designed a collection of bike loops in Phase 4 to highlight destinations and points of interest in the community.

Dublin Mobility Phase 2 identified mobility hubs as an important element to elevating the quality and convenience of multimodal travel options in Dublin, overlapping with and bringing together each of the previous strategic priority areas. As emerging mobility options increasingly diversify travel choice and as technology makes it increasingly easier to find immediate information on and access to these options, mobility hubs continue to be a viable opportunity to pursue in Dublin.


**Shared Micro-mobility**

The following provides an update on shared micro-mobility, which includes the CoGo Bike Share Expansion, TRIP dockless ebikes, and Bird escooters.

*CoGo Bike Share Northwest Expansion*

Feedback from the mobility public workshop in 2017 indicated that bike share was one of the most requested improvement to mobility in Dublin. Because of this, CoGo Bike Share expansion into the City of Dublin remains a goal for regional connectivity. Dublin staff is leading an effort for CoGo expansion that involves a multi-jurisdictional application with Columbus, Upper Arlington, Hilliard, and Metro Parks to compete for MORPC Attributable Funds in the Bikes and Pedestrians category. As part of the grant application process, a public input component is required. The public input piece of the grant process was led by OSU's City & Regional Planning (CRP) transportation studio in Spring 2021. Additionally, OSU's CRP studio collaborated with Lyft as well as the Cities of Dublin, Hilliard, Columbus and Upper Arlington to consider a northwesterly expansion strategy for the established CoGo bike share system. The studio built off past successes from 2017 when OSU CRP students facilitated the siting of 26 new stations in the Cities of Upper Arlington, Bexley, Grandview Heights and Columbus.

The CRP students gave a final presentation on April 22, 2021 to stakeholders from CoGo/Lyft and the Cities of Dublin, Columbus, Upper Arlington, and Hilliard. Based on the final presentation findings, the CRP students identified 16 potential CoGo station locations and provided funding strategies for stakeholders to consider. The recommended locations below will inform planning and implementation of mobility hubs in Phase 5 of the Dublin Mobility Study.

Recommended CoGo Station Locations

Primary Locations
- Dublin Community Recreation Center
- CML Dublin Branch
- North Market Bridge Park
- COTA Park and Ride
- Dublin Link East Plaza

- Rings & Frantz Roads
- Frantz & Metro Place North
- Emerald Parkway & Coffman Park Drive
- Glacier Ridge Metro Park (South)

Secondary Locations
- AC Marriott Hotel
- Dublin City Hall
- Historic Dublin
- Ballantrae Park/Community Pool South
- Dublin Methodist Hospital/Kroger at Avery-Muirfield Drive
- Glacier Ridge Metro North
- Greystone Mews

Figure 1: Map of proposed primary and secondary CoGo Bike Share stations in Dublin
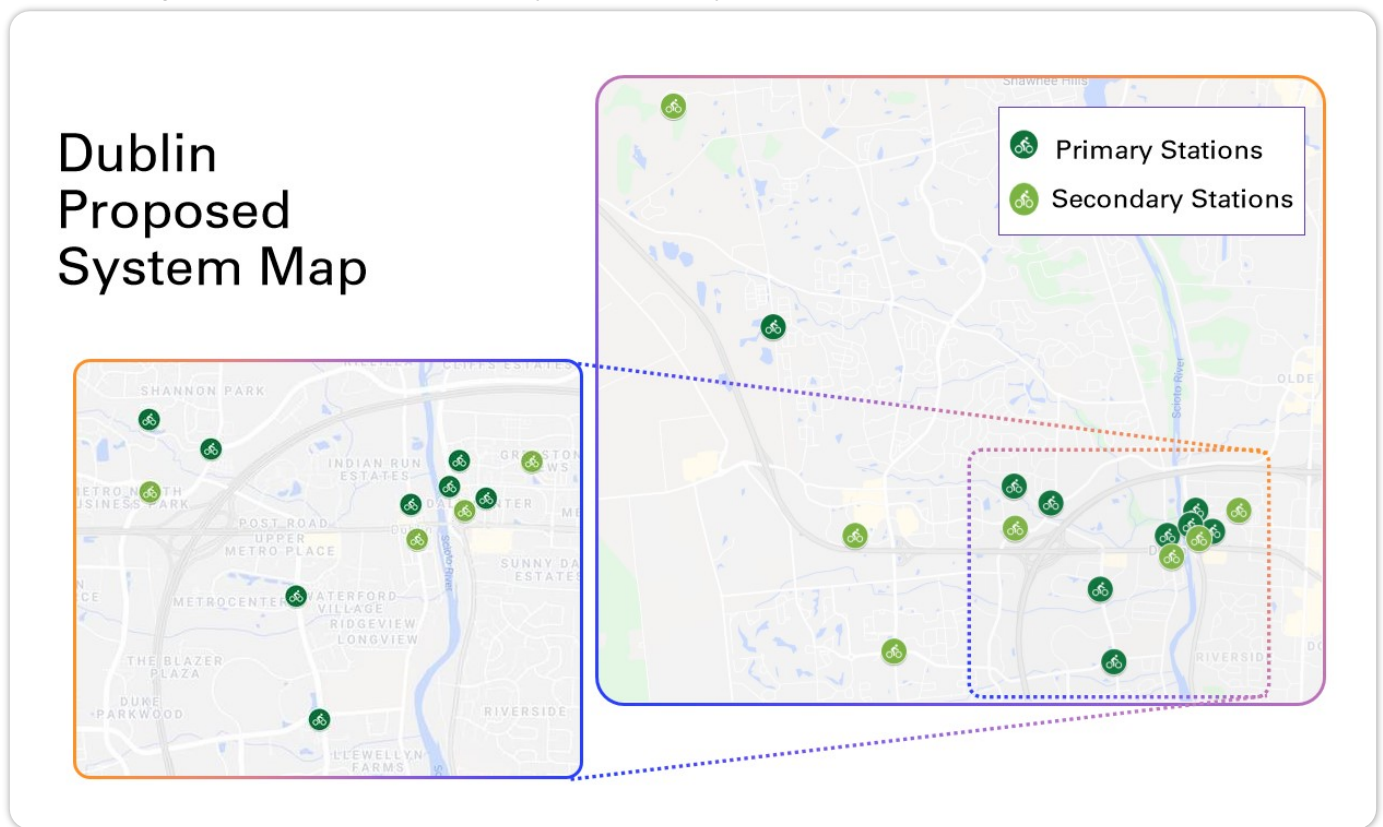


Public Outreach

The OSU CRP students created a bicycling survey and hosted a pop-up meeting to inform station locations and bike share demand. Dublin staff provided support for both the survey and the pop-up meeting. All the information gathered will be used for the MORPC Attributable Funds grant application and future implementation plans.

Bicycling Survey

The CRP students from the Ohio State transportation studio, in collaboration with Dublin staff, published an online survey to gather input on the Dublin biking experience and the subject of bike share. In total, 210 respondents gave Dublin a bicycling safety rating of 7 or higher out of 10. Respondents said the number one reason for riding a bike is for recreation. Finally, 90 percent of respondents said they have heard of bike share but just 53.3 percent are familiar with the CoGo bike share. Survey participants were also asked to suggest considerations for expanding CoGo into Dublin. Generally speaking, respondents shared they would like to see CoGo in Downtown Dublin and near neighborhoods, restaurants, popular destinations and at the Dublin Community Recreation Center. They also shared concerns regarding safety, education, curb management, and aesthetics.

Pop-up Meeting

A pop-up meeting was held at the North Market Bridge Park on March 27, 2021 to gather public input on desired CoGo station locations by asking participants to place green stickers on a map of Downtown Dublin. Locations with a significant amount of green stickers include North Market Bridge Park, the Columbus Metropolitan Library – Dublin Branch, and the East Plaza adjacent to the Dublin Link Bridge. The public input gathered from the green stickers helped inform which stations in Downtown Dublin should be primary stations to prioritize implementation.

*TRIP Dockless E-bike Share*

TRIP is a local bike share company that features electric bikes with peddle assist and wide tires. The e-bikes incorporate a geo-fencing technology to build a virtual boundary of operation for riders. This technology can also be used to incentivize riders to park e-bikes in predefined areas, such as at proposed mobility hubs or at existing bicycle racks.

The State of Ohio is one of 26 states that have adopted a '3-Class' system of e-bikes. All classes limit the motor's power to 1 horsepower (750 watts).The three classes are defined as follows:

- **Class 1:** E-bikes that are pedal-assist only, with no throttle, and have a maximum assisted speed of 20 mph.
- **Class 2:** E-bikes that also have a maximum speed of 20 mph, but are throttle-assisted.
- **Class 3:** E-bikes that are pedal-assist only, with no throttle-assist, and a maximum assisted speed of 28 mph.

This legislative approach defines three common classes of e-bikes based on speed, wattage, and operation. The 3-Class System also allows states to decide which types of bicycle infrastructure each class can use. In Dublin, Class 1 and Class 2 e-bikes are allowed wherever traditional bicycles are allowed. Class 3 E-bikes are not permitted. TRIP's bikes are Class 2 e-bikes do not require a Code modification to operate in Dublin.

Staff is working with TRIP to launch a fleet of between 50 to 100 dockless e-bikes in Dublin in 2022.

*Bird Scooters and Code Modifications*

In September 2018, the topic of electric scooters was referred to the Community Services Advisory Commission (CSAC) by City Council. Dublin staff introduced the topic to the Commission and facilitated a discussion with the Commission based on three specific questions:

- Where does the Commission believe electric scooters should be allowed?
- If permitted for shared-use paths, roads or both, what regulations should exist?
- Would the Commission recommend a pilot?

The Community Services Advisory Commission engaged in considerable discussion, ending with multiple members concerned about safety and feasibility of electric scooters operating on Dublin roads and shared-use paths. Dublin staff agreed to continue researching the topic, as well as survey Dublin residents in an effort to garner additional community feedback.

Dublin staff conducted a public survey in January 2019, which received 837 responses. Based on discussion by the Community Services Advisory Committee and the public survey results, CSAC recommended that no additional action needed to be taken at that time. The Commission stated that it is important for the City of Dublin to remain at the forefront of emerging mobility technologies and suggested to continue to explore and reevaluate the topics of electric scooters and shared micro-mobility as opportunities arise.

In November 2020, Bird Scooters approached the City of Dublin with an interest in deploying a fleet of electric scooters for rent. In order for Bird Scooters to operate in the City, the Dublin Code would have to be modified. Under the current Dublin Code, motorized micro-mobility vehicles, such as electric scooters, are not permitted on shared use paths, sidewalks or roadways. One of the recommendations from the Frantz Road Alternative Transportation Study is to suspend certain micro-mobility code restrictions and conduct a demonstration project to better understand the preferred operations and balance between these newer vehicles and more traditional transportation modes along Frantz Road and other high pedestrian areas such as the Bridge Street District. A code revision would temporarily allow motorized micro-mobility vehicles on shared-use paths, sidewalks, and travel lanes for purposes of a demonstration project and bring a proposed recommendation to City Council.


**Mobility Hubs**

Mobility hubs designate a space to co-locate at least two modes of transportation, such as bike share and a Dublin Connector stop. They serve as transfer points between mobility options. Dublin Mobility Study Phase 2 recommended a series of mobility hub elements and typologies that could serve the Dublin community. This included considerations for hub design and programming, appropriate land use contexts, details on space requirements and infrastructure needs for each. Mobility hub typologies were developed for four primary location types, which is outlined below. Each typology was assigned a tier designation to reflect the intensity of mobility options.

Figure 2: Chart of Mobility Hub Typologies

| Mobility Hub Typology | Tier | Potential Locations | Mobility Options |
|---|---|---|---|
| **Downtown Hubs** | 1 | Dublin Library Parking Garage and North Market Bridge Park | Dublin Connector, docked Bike Share, dockless Bike Share, Scooters, Bike Loops, Mobility Kiosk, ride hailing pick-up/drop-off, Shelter |
| **Park & Ride Hub** | 1 | COTA Park and Ride and Eiterman Road Park and Ride | COTA fixed route service, Dublin Connector, docked Bike Share, dockless Bike Share, Scooters, Bike Loops, Mobility Kiosk, ride hailing pick-up/drop-off, Shelter |
| **Campus & Community Center Hubs** | 2 | Dublin Community Recreation Center, Dublin City Hall, Dublin Service Center, Dublin Dept. of Development, Dublin Methodist Hospital, OSU Ambulatory Care Center, Ohio University - Dublin campus, North & South Community Pools, Dublin Arts Council | Dublin Connector, docked Bike Share, dockless Bike Share, Scooters, Bike Loops, Mobility Kiosk, Shelter |
| **Neighborhood Center Hubs** | 3 | Glacier Ridge Metro Park, city parks, and residential areas at a common access point | Dublin Connector, docked Bike Share, Bike Loops |

*Mobility Hub Implementation*

Dublin Staff has identified approximately 15 to 20 proposed locations for mobility hubs in Dublin. Staff is prioritizing the installation of three hubs in ideal locations to introduce the mobility hub concept to the Dublin community. Such locations will combine significant opportunity to attract user activity with proximity to City or community facilities, and aligns with proposed stations locations from the CoGo northwest expansion studio. The proposed locations for the first phase of implementation include the following:
1. Dublin Community Recreation Center
2. Parking garage adjacent to the Columbus Metropolitan Library – Dublin Branch
3. North Market Bridge Park

*AARP Community Challenge Grant*

In order to expand our investments in senior mobility options, Dublin staff in coordination with Planning, Engineering, Transportation & Mobility, Parks & Recreation, and Building Standards submitted an application for $20,000 in funding from the AARP Community Challenge grant program in order to purchase and install a bus/shuttle shelter at a site adjacent to the Senior Lounge at the Dublin Community Recreation Center. In addition to the shelter, the scope of proposed work includes the relocation of existing bike racks and modifications to an existing sidewalk curb by installing an ADA-compliant curb ramp for low-stress boarding and alighting from the Dublin Connector shuttle. Grant awards are anticipated to be announced in June 2021. If selected for funding, the City is expected to complete the project by November 2021 and submit a report to AARP in December 2021.

Figure 3: Map of proposed mobility hubs
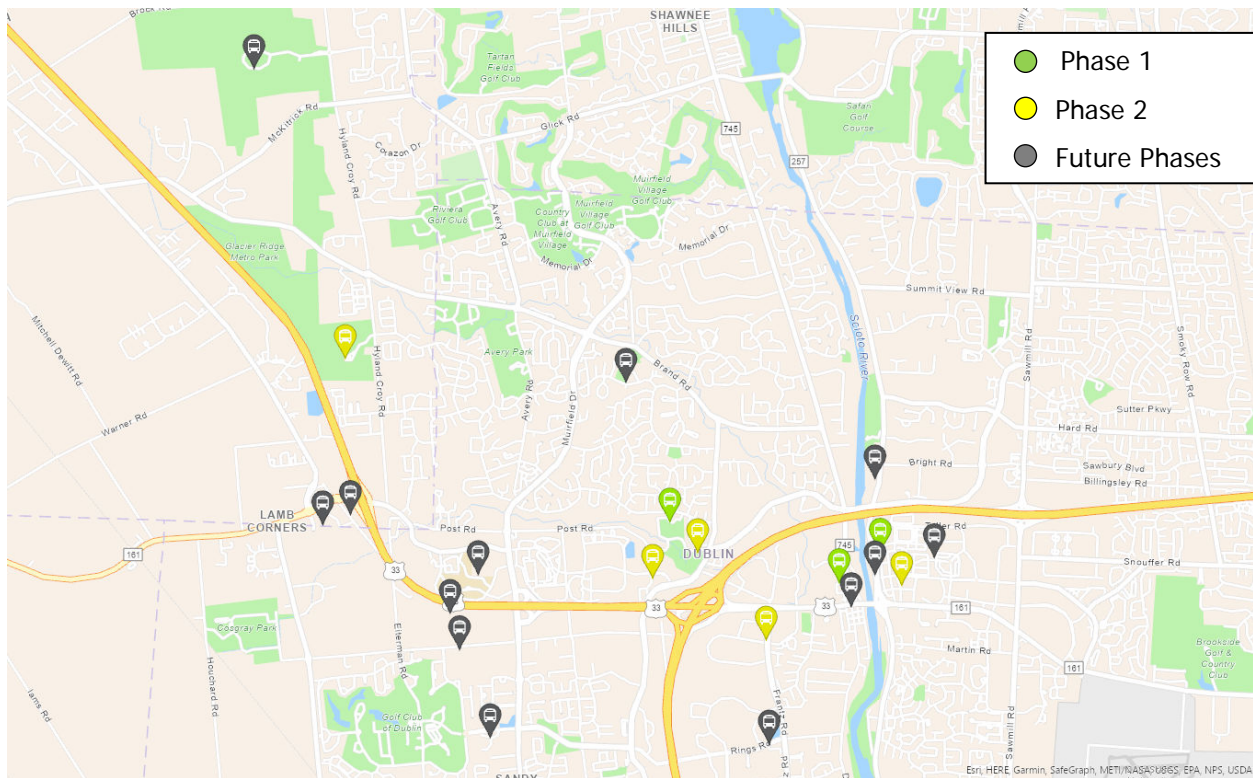
*Mobility Placemaking Plan*

The AARP grant application for the shuttle shelter at the Dublin Community Recreation Center highlighted the need to consider zoning, applicable design guidelines, and surrounding character when implementing mobility hubs. As part of the mobility hubs implementation plan, Dublin staff seek to create a 'mobility placemaking plan' that will focus on providing recommendations on style, materials, and community-driven placemaking elements for each proposed mobility hub location. The process for selecting the placemaking elements will follow five steps:

1. Survey the community and gather feedback.
2. Audit all proposed mobility hubs locations for placemaking opportunities.
3. Generate examples of potential placemaking projects.
4. Facilitate voting on options for each mobility hubs.
5. Provide recommendations regarding style, materials and placemaking elements.

Dublin staff included a request for new funding in the upcoming 2022-2026 Capital Improvements Program to create a Mobility Placemaking Plan. If approved for funding, Dublin staff will publish a Request for Proposals (RFP) for a Mobility Placemaking Plan that addresses the site-specific designs, costs, and timeline for each mobility hub.

## Secondary Wayfinding on Shared-use Paths

*Central Ohio Greenways – the Emerald Trail*

Central Ohio Greenways (COG) is a trail network of national significance spanning over 230 miles, connecting Central Ohio to other parts of the state and country. These trails are traveled more than 12 million miles annually providing economic, quality of life, and health benefits to the community. The Central Ohio Greenways Board, a committee of MORPC, was formed in 2015. The Board developed a 5-year strategic plan to extend existing trails, fill gaps in trail corridors, connect

neighborhoods to job centers, and create a truly interconnected network of trails useful for both transportation and recreation.

In January 2020, MORPC facilitated a meeting between the Central Ohio Greenways Board and the Cities of Columbus, Hilliard and Dublin and other communities in the northwest region to collaboratively agree to designate a new regional trail of significance. In February 2020, the Central Ohio Greenways Board approved a trail designation from SR 161 & Sawmill Road to Riverside Drive to Emerald Parkway to Dublin Road to Brand Road to Glacier Ridge Metro Park. In April 2021, Dublin staff published a survey for community input on the name of the new trail. The choices were either the Emerald Trail or the Glacier Ridge Trail. Over 200 people participated in the survey. Of those who responded, about 67 percent selected the Emerald Trail over the Glacier Ridge Trail.

Figure 4: Map of the Emerald Trail and proposed mobility hubs
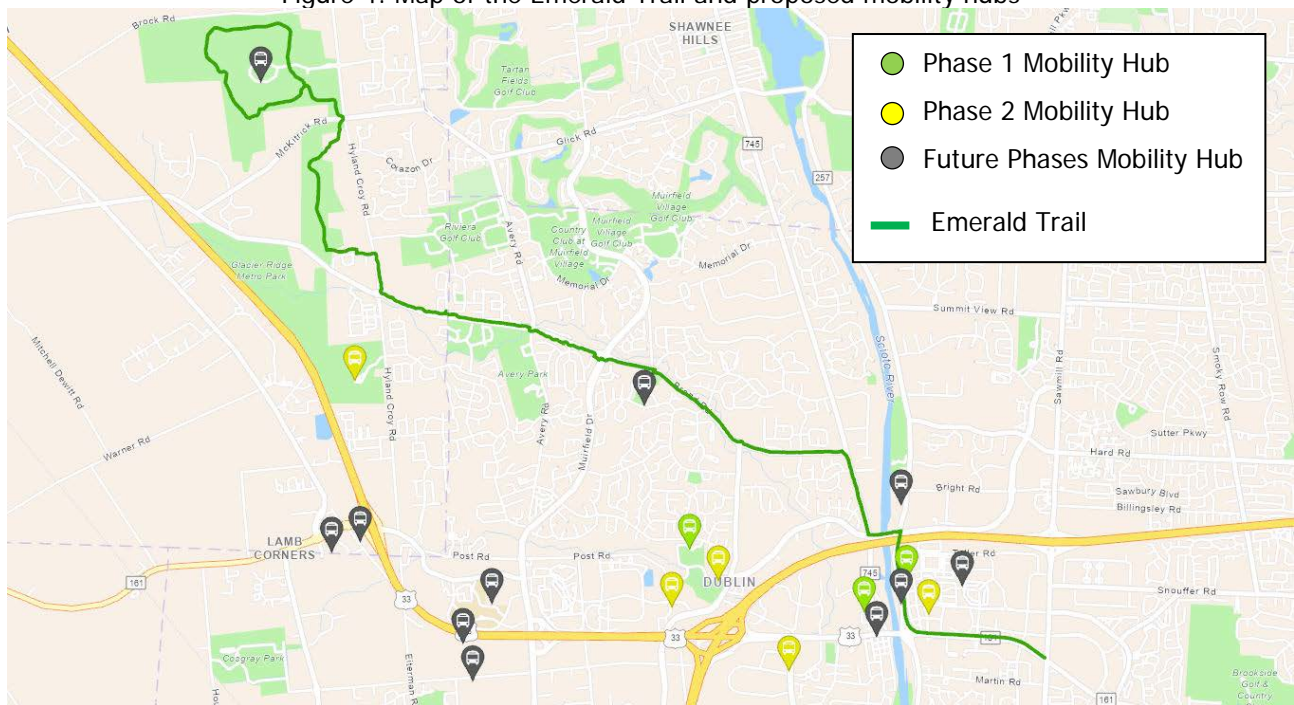


*Bike Loop Installation*

Building off the Emerald Trail, the goal of the wayfinding project for the shared-use path system is to provide residents and visitors the opportunity to connect throughout the City of Dublin. A series of bike loops throughout the city have been identified and were shared with the Public Service Committee in Fall 2020. Dublin staff has further developed the program and identified the following themed loops:

- Public Art Loop
- Recreation Loop
- Ice Cream Loop
- Celtic Cocktail Loop
- Irish Fairy Door Loop
- Waterfalls Loop

Figure 5: Map of the Emerald Trail, proposed mobility hubs, and proposed bike loops.
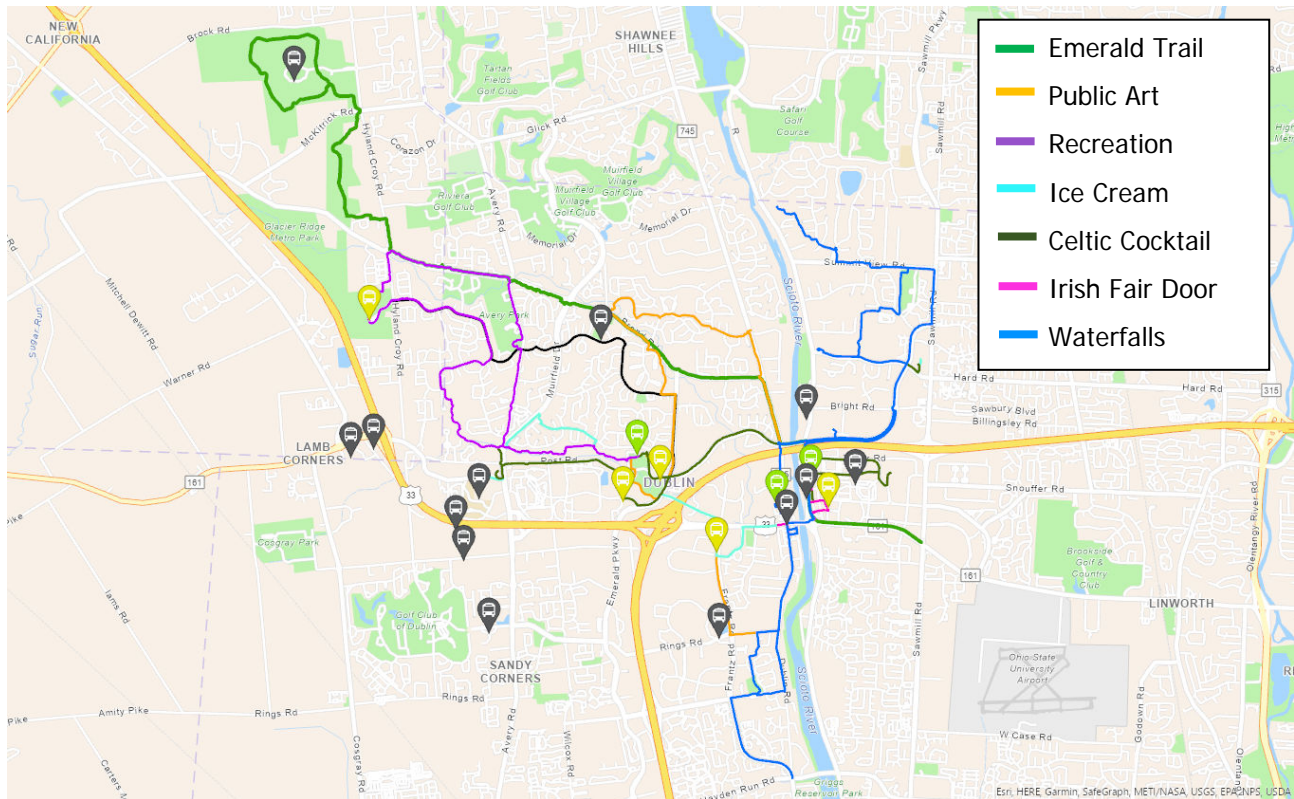
Staff has confirmed there is funding available this year to install one bike loop in 2021. The first bike loop installation will have public art focus, linking 8 public art sites and 3 tunnel murals in a 9.5-mile loop. Eight proposed mobility hubs will have direct access to the Public Art Bike Loop. A shared-use path connection on the western side of Riverside Drive between Emerald Parkway and the Dublin Arts Council is proposed in the 2022-2026 Capital Improvements Program. Once this connection is completed, a total of nine mobility hubs with have direct access to the Public Art Loop. Dublin shared-use path users, CSAC, BFCAT, and the Bicycle Ambassadors will be surveyed for feedback with regards to efficacy for wayfinding, ease of use, and low-stress appeal.

Figure 6: Map of the proposed Public Art Bike Loop and proposed mobility hubs.
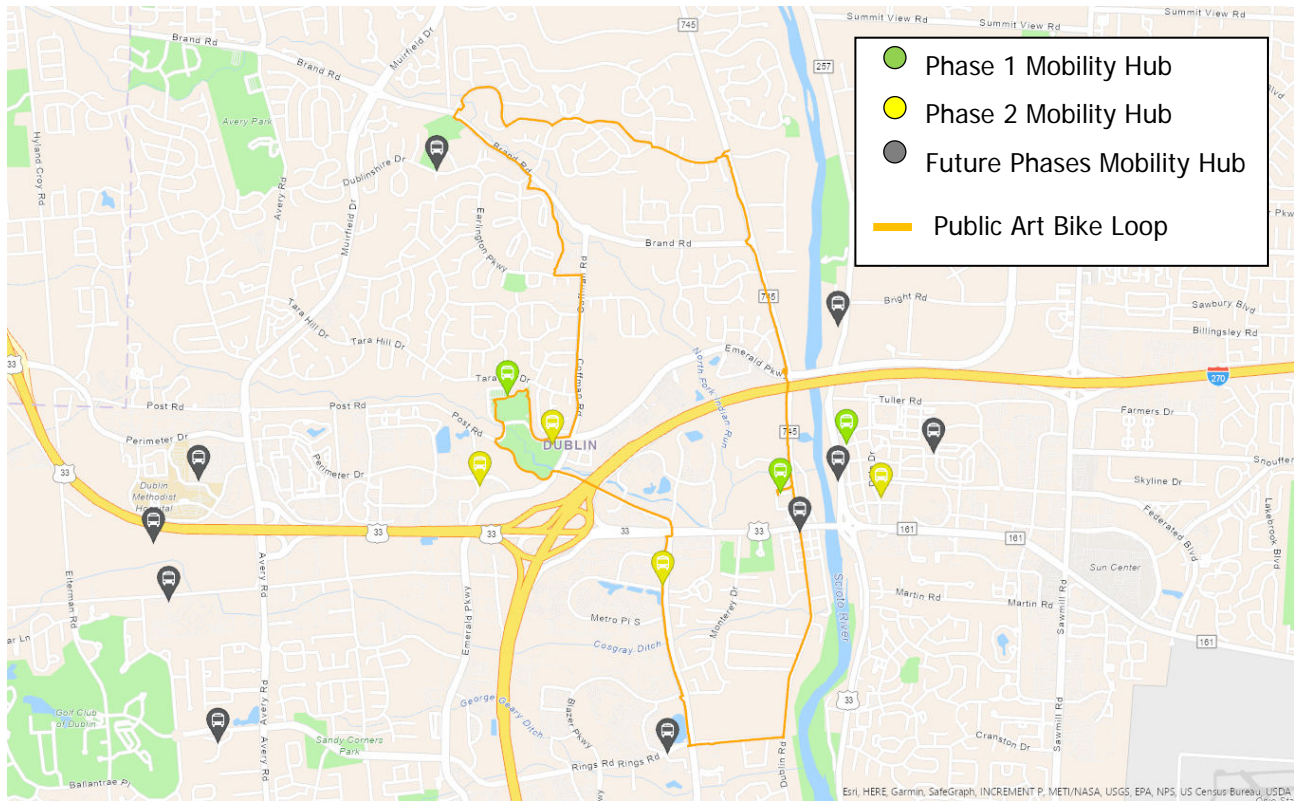
*Bike Loop Design*

Staff is investigating how to incorporate directional information through the use of on-pavement path markings on the City's shared-use paths to identify the various bike loops. A combination of vinyl stickers and thermoplastic will be used as pavement markings. The vinyl stickers will be used on segments of the bike loops where future shared-use paths are planned but not yet built. A thermoplastic application will be used as a permanent pavement marking on segments of bike loops where there are not future plans for shared-use path connections.

The design concepts for secondary wayfinding on shared-use paths were presented to the Community Services Advisory Commission and Bicycle Friendly Community Advisory Committee (BFCAT) in the first quarter of 2020. The feedback from those meetings were incorporated into a series of curated bike loops throughout the City.

**Discussion Questions**

1. What additional considerations should be investigated regarding the implementation of the CoGobike share and TRIP ebike programs?

2. What is Committee's feedback regarding the reconsideration of use of electric scooters on shared-use paths, sidewalks or travel lanes?  Would the Public Services Committee support a pilot program that is limited in duration, scope and location, such as along the Frantz Road Corridor or within the Bridge Street District?

3. What design considerations are important to the Committee relative to Mobility Hubs?

4. Does the Public Services Committee support the recommended locations for the implementation of mobility hub? What other considerations should be addressed prior to implementation?

5. Does the Public Services Committee support implementation of the proposed bike loops? What is the Committee's feedback regarding the use of a combination of vinyl stickers and thermoplastic pavement markings?

6. Other considerations.

**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

**PUBLIC SERVICES COMMITTEE OF DUBLIN CITY COUNCIL**
**Monday, May 4, 2020**
**Virtual meeting – 3:00 p.m.**

**Minutes of Meeting**

Chairperson Fox called the virtual meeting to order at 3:00 p.m.

Committee Members present: Ms. Fox, Chair; Vice Mayor De Rosa and Mr. Reiner

Staff members present: Ms. O'Callaghan, Ms. Rauch, Ms. Puranik, Ms. Willis, Mr. Rayburn and Ms. Noble.

Others present:  Chris Bongorno, Nelson\Nygaard

**Mobility Update - SHARE**
Ms. Rauch stated she will introduce this, and then Mr. Bongorno and Mr. Rayburn will follow with the presentations.

Ms. Rauch stated that the outline includes brief background of the mobility study in general, then review Phase 3 that is ending, and then discuss funding and ultimately how the program could be sustained moving forward in Phase 4.  This would transition from a pilot program to a permanent program.
Ms. Rauch stated that the mobility study was part of a larger strategic plan looking at how to be innovative in our transportation network and improvements to help support our community in various ways mobility is needed – whether seniors, disabled, and workforce. In terms of phases, the first two phases were in 2017 and 2018 – setting the vision, obtaining public input, looking at strategic priority areas and how to potentially implement that. In 2019, the pilot program implementation began, looking at grant funding sponsorship to launch this type of mobility project. Phase 4 would transition to a permanent mobility program and how that funding would work.

Mr. Bongorno noted that three phases have been completed in the Dublin Mobility Plan. With Council's leadership, they identified the need for enhanced multi-mode transportation options in order to support the City's mission of being a vibrant, innovative and engaged community. Nelson\Nygaard supported a vision setting workshop in February of 2017 and worked to define a shared transportation vision to get a policy design and implementation strategies for multi-mode improvements throughout Dublin.  The vision that came out of that workshop was to be a city of strong, growing, prosperous and inclusive communities supported by excellent mobility options that bolstered a thriving economy; accommodate new and established populations; facilitate healthier lifestyles; encourage social connections; allow for all Dubliners to fulfill their potential.
The underlying objectives that tie to that vision support economic development; promote equitable access to mobility; expand multimodal options; improve public health; and preserve our environs by focusing on future growth.
Phase 2 in 2018 focused on priority setting and action plan development in alignment with the City's "Connected Community" theme. Five strategic mobility priority areas were

developed: shuttles and circulators – micro-transit; bike share – shared micro-mobility; wayfinding; concepts for mobility hubs; and complete and smart streets.
Phase 3 began in the fall of 2018 and focused on shuttles and circulators – micro-transit and bike share – shared micro-mobility. The bike share pilot operated in 2018 and concluded by the end of that year. With two priority areas for the micro-transit program, we are focusing on (1) the senior and people with disabilities market; and (2) the workforce market – filling gaps in services to those groups. In the fall of 2018, the City went through a solicitation process and contracted with SHARE to begin the senior and disabled shuttle service in January of 2019.

Senior and Disabled Shuttle
Mr. Bongorno stated that the pilot launched in 2019 with three fixed routes. Throughout the year, in partnership with SHARE, modifications to the model have been reviewed to make it more efficient and serve riders better. By October 2019, a shift was made to a fully dynamic model – involving individuals prescheduling rides and rides going to more destinations. Through the course of the pilot, there were about 5,400 rides for seniors and people with disabilities, improving mobility independence to reach local commercial, recreational, educational, and entertainment destinations.
Other highlights are that the vast majority of rides originated from Avondale Senior Living, who is very involved in coordinating rides for their senior residents. The top destination was retail. The ridership picked up during the year and exceeded 600 rides per month. (Shared a map of the ridership destinations)

For the pilot, there were 5,400 rides; 2,775 hours of service; the 2019 cost was $160,397; and the pilot of 13 months ended with an average cost per ride of $25.32. (Shared a slide of the ridership numbers and cost per rider)

Vice Mayor De Rosa stated these are "trips" – would there not be a round trip?
Mr. Bongorno responded that each time someone boards a vehicle and goes to a destination, that constitutes one trip. Service back constitutes another ride. People do not always do a round trip.
Vice Mayor De Rosa asked if we know how many riders we have. Is that data available?
Mr. Bongorno responded that he does not have that information. They do have the raw data, but it was not broken down this way yet. If it is desired, they can drill down to obtain this.
Vice Mayor De Rosa stated that over the course of time, are new and different riders using these services or not?  In particular, those apart from Avondale. She is interested in how many different Dublin residents are using the services. That would be an important consideration moving forward.
Mr. Bongorno noted that in reviewing data from the end of the pilot, there are riders who use the service regularly; but as the service expanded in October to serve seniors aging in place – not so much focused on the senior communities. There were a number of riders distributed around the City coming from their home location who did not use the service in the first part of the pilot.
Vice Mayor De Rosa stated that more granularity of that data would be helpful as we think about moving forward.

Mr. Reiner stated he understands Avondale has a lot of riders, but there are many other senior living facilities in Dublin. Are those numbers of users available?

Mr. Bongorno responded that the numbers are available, but they are all fairly low. When the pilot began, there was a lot of outreach from SHARE to the senior communities. Avondale had a very active and engaged resident coordinator who assisted in booking trips for their residents. Nelson\Nygaard is not involved in the engagement and marketing, so the question would best be answered by SHARE.

Mr. Reiner stated that is a good point. Avondale has an active coordinator supporting this service.

Mr. Bongorno stated that generating more relationships with the senior communities was identified as critical to its success.

Ms. Fox suggested that the questions be held until the presentation is concluded.

Dublin Workforce Shuttle
Mr. Bongorno stated that the original contract with the service provider was never finalized, as they pulled out of the market regionally and nationally. When the service launching was looked at, it was put on hold until the senior/disabled shuttle was up and running and then re-engaged with SHARE for a March 2019 launch. It started somewhat later and focuses on last mile/first mile service to and from COTA bus stops. The overall goal of this mobility program is to shift one percent of the workforce trips to shared mobility as a mode of choice and to promote mobility as a workplace benefit. There were 1,681 rides provided during the course of the pilot. For the workforce pilot, solid relationships were developed with AC Marriott in Bridge Park as well as Friendship Village and Stanley Steemer. Transfers from COTA Route 21 at Tuttle Mall were the most popular. In testimonials from users, they found the service provided time savings of about ½ hour to commute time and a significant cost savings for those who were using Uber or Lyft to fill the gaps in the transportation.

In terms of key performance indicators, the workforce shuttle served 1,680 rides over the course of the pilot; provided 1,254 hours of service; the total 2019 operating costs were $79,028; and the cost per ride average was $46.46. Part of the cost being higher than senior shuttle related to the fact that the service was slow to be adopted by employers and employees. The operating model was different from the senior model. The senior model requires at least two passengers to pre-book a trip in order for the trip to take place. For the workforce shuttle, if one rider books a trip at least 24 hours in advance, that trip is scheduled. There are some inherent inefficiencies with the system, but it was viewed as an essential service for those workers using it.

He shared some testimonials from Avondale as well as regular riders of the workforce shuttle.

Key findings of the Dublin Mobility Phase 3 report are that the demand for new mobility services exists; that gaps in Dublin's mobility networks remain unfilled; that effective service delivery requires cross-sector collaboration; that strong City leadership is paramount; and that program sustainability is a primary concern.

Ms. Fox stated that in terms of the SHARE senior shuttle service, they have to reserve in advance and do they have to use an app to do this?

Mr. Bongorno responded that it must be reserved 24 hours in advance. The app is the preferred method, but not everyone is willing/able to download it. The senior coordinator has helped with bookings at Avondale. The dynamics are most efficient when the app is used.

Ms. Fox stated that the SHARE service only takes riders to restaurants, shopping centers, and grocery stores – not to other locations such as a friend's home, etc.

Mr. Bongorno responded that the objective was not to provide health care visits, for example, but they wanted to provide connection to the DCRC, the food pantry, the library. They acknowledged that some social visits to a health facility – visiting or volunteering – were allowed, but it was not meant to serve trips that could be otherwise provided by an existing service that would be funded through Medicare or Medicaid programs.

Ms. Fox asked if the workforce shuttle has to be reserved for pick-up at a bus stop, and how far in advance.

Mr. Bongorno responded it is a minimum 24-hour in advance reservation. In the case of the regular riders, many would book several weeks at a time. It was meant to be an efficient process.

Ms. Fox stated that she, too, is interested in the data that is collected and understanding how often the shuttles sit unused. That would be important information.

Mr. Bongorno stated his understanding is that the operating hours were the hours that the vehicle was making a trip. The way it was programmed was that it would not sit idle. If sitting idle in preparation for the next trip, it should not be counted as an operating hour. He will double-check this. In regard to efficiency, during the six months or so of the senior pilot, it was running trips as there was no prebooking. As the pilot evolved, they wanted to ensure trips were only being made with a passenger on it – not for the prebooking.

Ms. Fox stated that because it is not counted as a deliverable hour – it is important to know on the course of a day, how many hours it is being utilized and how many hours it is sitting idle. That would provide information about the potential for other use.

Mr. Bongorno stated that the two pilots together provide some efficiency as well, as most of the workforce commutes occur in the a.m. and p.m. peak times. Unfortunately, that is not a huge volume at this point. The senior/disabled shuttle rides were occurring between those peak hours.

Mr. Reiner stated that the information she is asking about is very important, i.e. the downtime for the shuttles. He asked for clarification – if someone is traveling to WalMart or to a restaurant, does the rider book both an 8 a.m. pick-up and return pick-up at 10 a.m.?

Mr. Bongorno said it would be booked as two separate trips.

SHARE transit role during pandemic response

Mr. Rayburn stated that the City had a sharp drop in ridership beginning in mid-March due to the pandemic. This was a challenge, as the more vulnerable members of the community could not risk exposure by going out. The City considered how the service could be changed to serve the community during this time. A new delivery service was deployed by SHARE, transporting food, face masks and essential goods from community partners to residents at Avondale Senior Village, Stoneridge Court, Daniel Wright

Elementary and Abbey Church Village. He thanked SHARE for being flexible with their service at this time.

Mr. Reiner asked how many runs were made during this time and how many people accessed this.
Mr. Rayburn responded that each delivery held between 16-40 units of either food, essential goods or masks. Some of the deliveries were weekly and some were as needed. He can provide better information about those numbers if desired.

Vice Mayor De Rosa stated that she is aware that COTA is not operating their Express service, but they will begin picking up service as people return to work. The COTA 21 is still running. Is the workforce shuttle still operating?
Mr. Rayburn responded there are some essential employees still using this service. He recalls they are from a senior care facility and other retail businesses. If someone requests the service and they are essential workers, the service is still being provided. It is not a high number at this time.

Mr. Bongorno added there have been additional inquiries during the pandemic from folks who are considering getting to work, and SHARE has remained available to meet those requests.
Vice Mayor De Rosa stated she is aware COTA has moved away from fixed routes to demand stops and the ability for SHARE to help with this on demand service will be important. COTA is collecting data and hopefully the data from COTA and the City can be shared. She is interested in knowing who is using the workforce shuttle service and why.

Funding, Grants and Program Sustainability
Mr. Rayburn stated that the Mobility Initiative was approved for $250,000 per year in the CIP. At the same time, in the 2020-2024 CIP, $220,000 was approved for Bike Share implementation. Staff also looked for other opportunities for funding resources outside the City. In terms of grants, MORPC and COTA partnered with the City on this. The Federal Transit Administration Section 5310 Program provided a grant in 2019 of $62,496. This is a grant program geared for older adults and individuals with disabilities to enhance mobility for them. The senior/disabled shuttle was a great fit for that program. The grant application was submitted again in 2020 and the City was awarded $50,000 for the 2020 budget year.
They partnered with COTA on an opportunity through the Ohio Department of Transportation – the Ohio Transit Partnership Program – and were able to secure $250,000 for the summer of 2019 through May of 2020 toward the workforce shuttle services. They are working with COTA and ODOT, given the circumstances, to extend that grant through the end of 2020.
In terms of where the monies were used in 2019, 67 percent or $160,397 went toward supporting the Senior/Disabled shuttle. Thirty-three percent or $79,028 went toward the Workforce Shuttle. In the 2019 budget, the grant reimbursement for the Senior/Disabled Shuttle was 39 percent and the grant reimbursement for the Workforce Shuttle was 81 percent. The costs not covered were those that occurred prior to May of 2019. In

combining all of the grants, the City was able to cover 53 percent of the SHARE program costs through external grant funding.

Looking at the budget in totality in 2019, including the CIP, grants and sponsorships, the actual costs to the City at the end of the program was $107,774. Through private sponsorships --Costco for the Senior/Disabled Shuttle as well as the Dublin Entrepreneurial Center – it was possible to operate a special lunchtime shuttle for the workforce.

Looking to 2020, program sustainability is a top priority for staff. In terms of funds remaining for 2020, a good amount of monies have been expended in covering the first six months of the SHARE services. Ordinance 10-20 redirected the reimbursement from the grants to the mobility program. For grants, they secured a 5310 grant for 2020 for $50,000 and they have $185,763 remaining out of the $250,000 awarded by the ODOT OTP2 award. They are working with ODOT and COTA to have the funds available through the end of 2020 to support the workforce shuttle for the rest of the year.

In terms of revenue sources available for funding: $53,428 remains in the Mobility Initiatives balance; Ordinance 10-20 redirected $142,525 into the Mobility Initiatives; the 5310 grant for this year in the amount of $50,000; and the 2020 Bike Share funding could be diverted to micro-transit in the amount of $75,000 to $200,000. Given the circumstances of COVID-19, staff believes that implementing Bike Share programs in particular should be done with other communities in the region. The Bike Share program is on hold for 2020 and the monies could be used for micro-transit.

Regarding how other communities in Central Ohio are approaching micro-transit and how they are using the service, he shared a chart with Dublin, Grove City, Westerville, New Albany, Groveport, Obetz and Hilliard. The various programs are COTA Plus in Grove City, Westerville, Hilliard; SmartRide in New Albany; GREAT in Groveport and Obetz; SHARE in Dublin. Dublin provides this service at no cost to the resident or workforce. There is a base fare for COTA Plus, but it is waived if someone is transferring to or from a COTA fixed route service, which is the vast majority of users.

In terms of commitment from the municipality, the chart shows it ranges from $120,000 to $437,500.

In terms of next steps and opportunities for micro-transit in Phase 4, it is worth noting that more time is needed to engage with the partners – COTA, SHARE, and other micro-transit providers. Currently, the SHARE contract expires in June of 2020. Given the COVID pandemic, it has impacted the capability and capacity for SHARE and other operators to provide a response to an RFP. Staff would like to extend the current contract through the end of the year to allow more time for proposals. Based on the outcome of Phase 3, staff is pursuing a series of opportunities as micro-transit involves. We are looking at balancing resources, expanding partnerships, adopting a truly on-demand service, diversify support in view of vulnerable funding sources, adopt progressive parking and demand management policies, refine key performance indicators and continue tracking measures of program success, consider a regular solicitation period for mobility services, and advocate for increased COTA services.

Staff is now seeking feedback from the Committee on these five areas:

1. Input and feedback regarding strategic priority areas.
2. Feedback on subsidizing and sustainability of micro-transit services.
3. Feedback on the extension of SHARE's contract to December 31, 2020.
4. Input and feedback regarding the publication of an RFP by June 1, 2020 to select a micro-transit service provider for Phase 4 commencement.
5. Consolidation of existing funding for mobility projects and proposed spending plan in 2020.

Committee Questions/Discussion

Ms. Fox stated her big question is with data – we can see the gaps, but don't understand what they look like. We did not talk about Bike Share, and she would like data on why the Bike Share program failed. The other committee members made a good point about riders – are we in need of a methodology to evaluate whether or not we are hitting our objectives of a broad use of the service? Are we serving simply a small segment of the same people over and over in one senior living community and not others? She would also like information about how flexible the SHARE shuttle is for other riders – if we have data to know how often it is idle, could we get more efficiencies by opening it up to more than just seniors. Can that data easily be obtained?

Mr. Rayburn responded staff can look to obtain this data. It is worth noting that in looking at other micro-transit services in the region, SHARE is scheduling in advance in order to have the most efficiency out of route planning. In looking at COTA, it is more on demand and there is a different strategy of how many vehicles you need for on demand versus scheduling in advance. In looking at different types of micro-transit and efficiencies, there is more efficiency to be gained with SHARE in their strategy for scheduling rides.

Ms. Fox asked how the SmartRide in New Albany operates. She notices that the cost was $120,000/year and she is aware it is a small shuttle.

Mr. Bongorno responded that his understanding is it provides a healthy number of rides. It has been on the ground for a number of years and has had time to generate ridership. It focuses primarily on workforce commutes, operates during a fixed period of time, and is not a pre-booked service. It regularly provides between 20,000 to 30,000 rides per year on a budget of $120,000 – equating to a very low operating cost per ride. It is remarkably low even compared to the Groveport service with a similar ridership yet a cost of four times the New Albany SmartRide. Staff can look into the differences between those two services and why one is operating much more efficiently.

Ms. Fox stated that for her, a strategic priority is starting to analyze the data of what is working here, what isn't working, because the cost of $45/one way for the workforce shuttle  and $35/back – especially given the number riding who make a minimum wage – is substantially what they earn in a day's work. We have a lot of data to analyze.

Vice Mayor De Rosa asked how SHARE is paid – is it a fixed amount or do we pay SHARE a cost per ride.

Mr. Bongorno responded SHARE books the hours and bills the City monthly.

Vice Mayor De Rosa stated that the City is paying them only for the hours in use, and this is a variable cost.

Mr. Bongorno responded affirmatively.

Vice Mayor De Rosa stated that there is a fixed cost for one vehicle fully dedicated or not. Back to the data, it is important to understand the minimum overall fixed cost to do the service – whether 10 or 100 riders. For a certain level of service in the City of Dublin, there will be a set of fixed costs – what is that? Adding more riders brings the cost per ride down, but the total fixed costs remain the same. From a cost sustainability aspect, we need to understand that.

Vice Mayor De Rosa stated that in terms of extending the contract, we may desire to extend it through 20201, as the social distancing will impact ridership for the rest of this year. COTA is limiting their large buses to 20 riders. It is not clear when people will be comfortable with taking transportation with a shared ride.  It is important to extend the contract, but we need to think about the timing and the restart of the funding, given the current environment.

She noted that COTA has had enormous success with the C-pass program. In looking at that model, the idea of transportation as a benefit, particularly for low wage earners is very important. We should consider that as well. Clearly, the economic now are hurting businesses, but the C-pass program will enable the workers to return to work at some point.

Mr. Reiner stated that the outside funding obtained is very impressive. His question is what is the possibility of that type of grant funding continuing in the future?

Mr. Rayburn responded that they are hopeful the funding will be available in the future, but the issue is Dublin will compete with other entities in need of such funding. We may not receive the same level consistently in the future. Therefore, staff is looking at other grant opportunities such as to AARP for senior/disabled shuttle services.  It appears that the workforce grant can be extended through the end of 2020. The other strategy is to leverage partnerships and other funding into the future.

Mr. Reiner stated he is curious what is occurring with the COVID situation. He assumes it is greatly impacting the ridership on these shuttles. He agrees that a lot more data is needed to make a firm judgment on this. Avondale Senior Living likely has a concierge handling these arrangements, but maybe others do not. Much of the marketing is likely not reaching all of the senior living facilities.

Mr. Rayburn commented that an important note about Avondale is that they do not have access to COTA fixed route services. They are more than a mile out from it and the ability to use the COTA Mainstream ADA service. It is important, moving forward, to understand the other services available to these communities.

Ms. Fox agreed. If the City does not extend the contract on the workforce shuttle, it is possible we would give up significant grant monies.

Mr. Rayburn stated that the City has spent $81,000 of the $250,000 grant to date.

Ms. Fox stated that because we are combining this, the monies support both programs. If we discontinue the workforce shuttle, some of the monies would not be available.

Mr. Rayburn stated that is correct. It is important to note that the current contract with SHARE has a bank of hours. Over 6 months, there are 2,300 hours to use for both services. Typically, the senior/disabled uses two-thirds of those hours. If we continue to work with ODOT and COTA, there could be opportunity to seek another OTC2 grant. If

we change providers to COTA Plus, we may not be eligible to obtain the 50 percent funding portion for workforce shuttle. Perhaps a hybrid could be considered, as well.

Ms. Fox directed the committee to the questions that staff has posed.

Feedback on Strategic Priority Areas
Five strategic mobility priority areas were developed:
1. Shuttles and circulators – micro-transit;
2. Bike share – shared micro-mobility;
3. Wayfinding;
4. Concepts for mobility hubs;
5. Complete and smart streets.

Vice Mayor De Rosa stated that after the experience with the Bike Share program, similar to what other communities experienced, she would not advocate this as a top level at this point. With the current reality, it is unlikely people will want to share bikes. Regarding shuttles and circulators, she wants to consider the timing so that we can maximize those funds. She is aware that some of this service and funding was used for delivery of goods and services for people during this pandemic. The mobility hubs concept is very interesting and will likely increase the use by the riders. People are not accustomed in Dublin to riding buses, but the mobility hubs are an interesting item and she would prioritize this.  To summarize, she would prioritize nos. 1 and 4 on the list. For mobility hubs, it is important they be smart hubs, including the technology available.

Mr. Reiner stated that he supports focusing on the shuttles and circulators for seniors and disabled. Linking the senior facilities and building awareness is critical for effectiveness. He supports the hub concept. However, back to the Bike Share priority, he has used that program. He likes the concept of grouping the bikes in an orderly way to facilitate riding bikes to work, to downtown, to dining. He would like it set up in such a way that the bikes are not littered across the community. The COVID-19 gives pause to people's willingness to share bikes. He remains very interested in the bike share program as a priority.

Ms. Fox stated that most important strategically is to obtain much more data – who is using the shuttles, who is not, how to use them more flexibly, and from that develop more interest from funding partners. She would like to see more businesses using the workforce shuttle. Given the pandemic, Bike Share is important, but not within the next 6-12 months. Wayfinding is important as people are now walking the bikepaths, using their bikes and need more wayfinding. The mobility hubs are very important and we should concentrate on these in the next few years. The City should partner with COTA on how to improve public transit. Most people are not even aware the COTA bus operates in Dublin. She visited the websites for other cities to see how their shuttles are advertised and marketed. Our website is outdated, as it was last updated on this item in January of 2018. The information is about the whole program and not how to use it. It would be helpful to collect marketing info from other communities on their websites, as they are much more informational about the shuttles. For the elderly, they do not feel

comfortable using apps to make the reservations. If it requires someone else making a reservation for them, that is problematic. They should be able to make the reservation easily. Ease of use is another strategic priority for her.

Ms. Fox asked if there are presentations regarding mobility hubs and wayfinding? Mr. Rayburn responded that tonight's agenda focused on micro-transit given the large amount of information. Staff would like to return to the committee to address the other strategic priority areas.

Feedback on Subsidizing and Sustainability of Micro-transit Services
Vice Mayor De Rosa stated she believes the senior circulator concept is important and she would prioritize workforce movement within and across the City during mid-day as well as pick-up. She has been working with COTA on having more service to and from Dublin, as frequency is critical. If not frequent, the service is not reliable. She would prioritize workforce, as it will be essential moving forward. We have a lot of data coming from other municipalities, and this will help with understanding the services. One of the challenges of obtaining repeat grants through ODOT is there are many competing for those grants. She is not certain of Dublin receiving these grants in future years. She would advocate the C-pass and getting employers involved in some of these others, as transportation is a benefit for workers. Finding a service that is used by many is important so that we can leverage it for purposes of sustainability into the future.

Mr. Reiner congratulated staff on seeking these grants, especially for disabled. He encourages them to stay aggressive in seeking grants. He agrees with the other members that in the future, we will need to look at businesses to get their employees into Dublin from remote areas. Perhaps the businesses would be willing to subsidize this. It will require reviewing the data to understand all of the information.

Ms. Fox stated that she believes the City can participate in subsidizing. It is important to sustain micro-transit services. Her sense is that subsidizing is based on evidence supported by data that we are spending the monies in an efficient manner and that we are growing the objectives of economic development, public health, access to many. If we continue to subsidize, we need to do the methodology of evaluation, which is why the data is needed. Success can only be measured with the data.

Extension of SHARE's contract
Vice Mayor De Rosa asked if we have grants in place, what is the true cost for Dublin to extend this contract to the end of 2020, given the demand is less due to the pandemic? Mr. Rayburn responded that the current contract is for six months at 2,300 hours of service and that is being charged at $80 per hour, totaling $184,000 for six months. If it were to be extended to December 31, 2020, he would not expect the same terms – the cost and hours would be revisited due to the market changes. The hours for the first six months likely will not be used, and we are only billed for hours of services. We may want to scale down the contract, based on the hours expected to be used.
Vice Mayor De Rosa agreed that the demand will be much less, given that the social distancing rules allow only two people to ride the shuttle currently. She supports the

extension, but would like to understand the costs and best approach, given the pandemic.

Mr. Rayburn stated that the challenging part is that with the grant, the monies are provided only in reimbursement. The City has to front the monies at the outset. With respect to the remainder of 2020, Ordinance 10-20 provided reimbursement monies from grants be placed back in the Mobility Program funding. Combined with the $53,000 balance, the $50,000 from the 5310 grant, the program is in good shape to be extended to the end of 2020.

Vice Mayor De Rosa stated it is important to be prudent on how that is structured, given the reality of the limitations due to the pandemic. If we will not use the hours, we should not contract for them unless there are some other deliveries or social services that can be provided through SHARE. In essence, she supports extension of the contract through the end of 2020.

Mr. Reiner stated that, given the current situation, it is difficult to know what will occur in the upcoming months. What of the $81,000 remains and what is the status of its use?

Mr. Rayburn stated that prior to COVID, they were averaging about $16,000 per month for the senior/disabled shuttle and about $10,000 per month for the workforce shuttle. It is definitely under $10,000 at this point. They will continue to monitor to determine the right amount moving forward.

Mr. Reiner stated that he supports continuing the contract through 2020. He is hopeful that the seniors who are shut in will be able to have deliveries through the shuttle services for the duration.

Ms. Fox asked what is the flexibility within the program parameters on utilizing SHARE shuttle for others aside from seniors/disabled and workforce.

Mr. Rayburn responded that the grant monies do have limitations. For the 5310 fund, the grant limits on use are to enhance mobility for seniors and individuals with disabilities. Staff did confirm with MORPC that the grant monies could be used toward delivery of essential goods and services to these groups. With the workforce grant, it was specifically geared for the workforce shuttle. Dublin is viewed as a trailblazer using technology and other elements to deliver a new transportation service. Moving forward, we will see if more of the monies are focused on sustaining programs or ways to innovate transportation funding.

Ms. Fox stated that she understands that the only way to do this more cost effectively is to have a circulator that is not reserved. She recalls that people at the Metro Place were interested in a shuttle for lunch transportation. If the City were to use a shuttle in a different way for the workforce, it would require paying for every hour the shuttle is operating for this purpose, correct?

Mr. Rayburn responded affirmatively. Staff could check with COTA and ODOT to see what the flexibility is for workforce shuttle costs. He mentioned that a lunchtime shuttle operated last summer, but was paid through private sponsorships from the DEC.

Ms. Fox agreed with extending the SHARE contract through the end of 2020. Mining the data is important to determine how the use can be increased by other seniors. She would like to see more seniors using the service.

Mr. Reiner stated that is an interesting point about having other people pay to ride the shuttle. Perhaps if the funding from outside sources is not available, others might want to pay to use the service.

Ms. Fox stated that the grant monies are limited to use for seniors and disabled transportation enhancement. There are many more seniors, however, to access and more study is needed.

Mr. Rayburn stated that there may be opportunity in the AARP grant for more flexibility. Staff will keep the Committee apprised of the status. There is an interest for transportation for social visits and non-emergency medical appointments. They have also been asked about transportation to churches for worship, but that will need to be revisited, given the considerations.

Ms. Fox stated that if the SHARE contract is extended, a negotiation consideration should be that the cost of fuel is half what it was and fewer people can ride it. The goal would be to extend the use of the grant dollars so the program can continue for a longer period.

Vice Mayor De Rosa stated that the challenges for SHARE and other providers is that they are start-up businesses. Some of them may not survive due to the economic conditions. They will have to have some minimums just to stay in business and pay their employees. It is a challenging time to be doing this. There needs to be mutual support or the operators will not survive long term.

Ms. Fox agreed it is a challenging time, but the gas prices are a savings for them. Council needs to understand that the grant funds are what feeds the program – there is not an additional amount of money coming from the General Fund.

Input and Feedback Regarding Publication of RFP by June 1, 2020 to select a micro-transit service provider for Phase 4 commencement.
Ms. Fox asked what Phase 4 will include.
Mr. Rayburn stated that Phase 4 was to commence in the spring, but was postponed due to the circumstances. They had discussion with COTA and SHARE about delaying the RFP until later in the year when there is more capacity for response. If the City does consider different providers, these companies have one way of operating, planning and implementing their micro-transit service. It requires about six months of work to do. With a six-month extension of this contract, providers will be in a better position to provide response to an RFP issued by the City. If we do want to go with another provider, we want to have adequate time to transition and implement their service.

Ms. Fox asked if this goes hand-in-hand with the fifth item of consolidation of existing funding for mobility projects and proposed spending plan in 2020? If an RFP is postponed for micro-transit service, wouldn't this fifth item come into play?

Mr. Rayburn responded that no. 5 speaks more to the bike share implementation monies that was slated for this year. Staff wanted to discuss using that money for micro-transit, as the source of the funding must be identified by the City before the reimbursement for services can occur through the grants. By using some of the bike share implementation monies, this would ensure good standing for the next couple months of the year.
Ms. Fox stated that by utilizing the bike share money to front the micro-transit service, it could continue through 2020 and the monies would be reimbursed through grants, and thereby the bike share monies would be reinstated. Is that correct?
Mr. Rayburn clarified that staff was proposing using this bike share funding for micro-transit, as implementation of any bike share program will not occur for two to three years. The monies could be used this year for micro-transit and bike share revisited later.

Vice Mayor De Rosa requested a simple one-page schedule of the monies in hand, what is projected to be needed, and some of the phasing – she is not sure what the committee is agreeing to do. She supports flexibility with the funding, but it would be helpful to see this on one page – dollars being rolled over, what is projected to be used from the workforce grants, and what we are not certain can be utilized from these funds. It would be very difficult to issue an RFP right now, as it would be difficult for anyone to respond. So delaying the RFP for a few months makes sense. She emphasized that having this information on one page would be very helpful – the funds available, the services to be delivered, and the timeframe associated with that.

Mr. Reiner stated he cannot envision the financial status of these services, perhaps due to the current situation. Instead of accessing such a large portion of the bike share monies for two years, he would prefer to review the situation again in a year or 18 months. He agrees with Vice Mayor De Rosa that it would be important to review on one schedule the monies, how they are being utilized, what portion is from grants and other sources. He does not understand the complete picture and therefore cannot make a judgment on this portion.

Ms. Fox agreed with the committee members about seeing the entire financial picture. She understands the bike share monies may not be used in the near future, but there might be other uses for it such as wayfinding. The current situation allows time to understand the financial picture and to have a plan in place to collect the data, advertise the services to more people and do marketing. She would like more financial information as discussed and more data about the people and use of the services.

Mr. Reiner asked if the program can be renamed to something such as "Go Dublin" or "Travel Dublin" or is it always tied to a company? Maybe it is a contract issue.
Mr. Rayburn stated they can revisit general branding for the service – it could have a Dublin name, with a tagline of "powered by X company," for example.
Ms. Puranik noted that because this is a pilot program, it meant that talking with companies about using the shuttle was somewhat challenging. It was also challenging in terms of marketing and naming of the program, given it was only a pilot.

Ms. Fox agreed with Mr. Reiner that the SHARE program name does not encompass all that it provides and a name change would help to market the services.

The meeting was adjourned at 4:48 p.m.


_Anne C. Clarke_____
Clerk of Council

# Memo

**To:** Members of Dublin City Council

**From:** Community Services Advisory Commission

**Date:** April 2, 2019

**Re:** 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, other Central Ohio communities' positions on e-scooters usage, 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 shared use path, roads, or both, what regulations should exist?
- 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 forgo 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 survey questions predominately focused on 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. 56% of the respondents did not support the use of e-scooters on shared-use paths. 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 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.

Tom Strup, Chair of the Community Services Advisory Commission, will be in attendance on April 8 to present the Commission's findings and recommendation to Council.  Should Council have any questions prior to the meeting, please contact Nick Plouck, Management Assistant at 614.410.4456.

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

Answered: 795     Skipped: 42
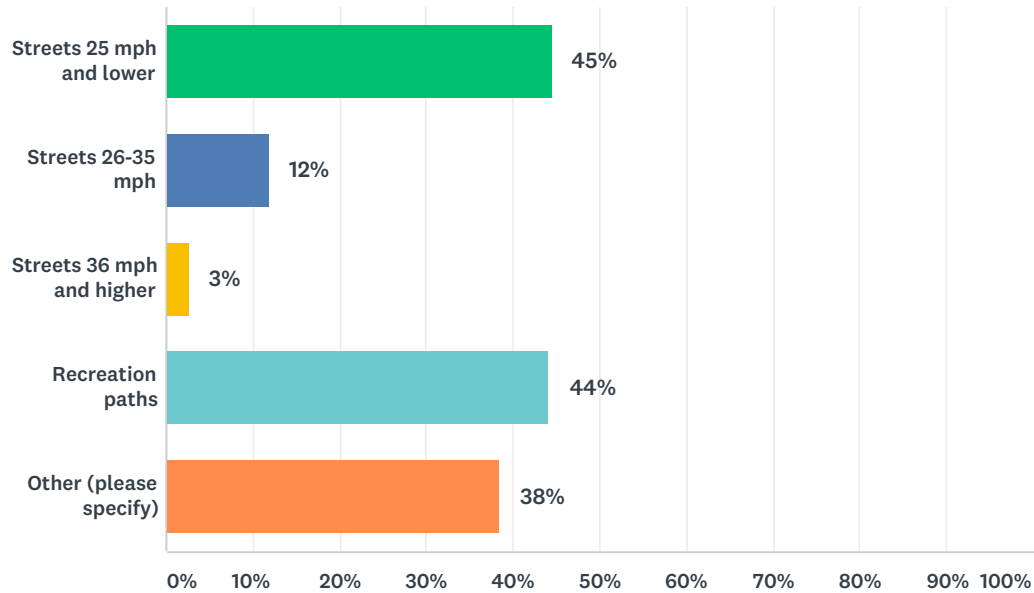


| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Streets 25 mph and lower | 45% | 355 |
| Streets 26-35 mph | 12% | 94 |
| Streets 36 mph and higher | 3% | 22 |
| Recreation paths | 44% | 351 |
| Other (please specify) | 38% | 306 |
| Total Respondents: 795 | | |

# 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
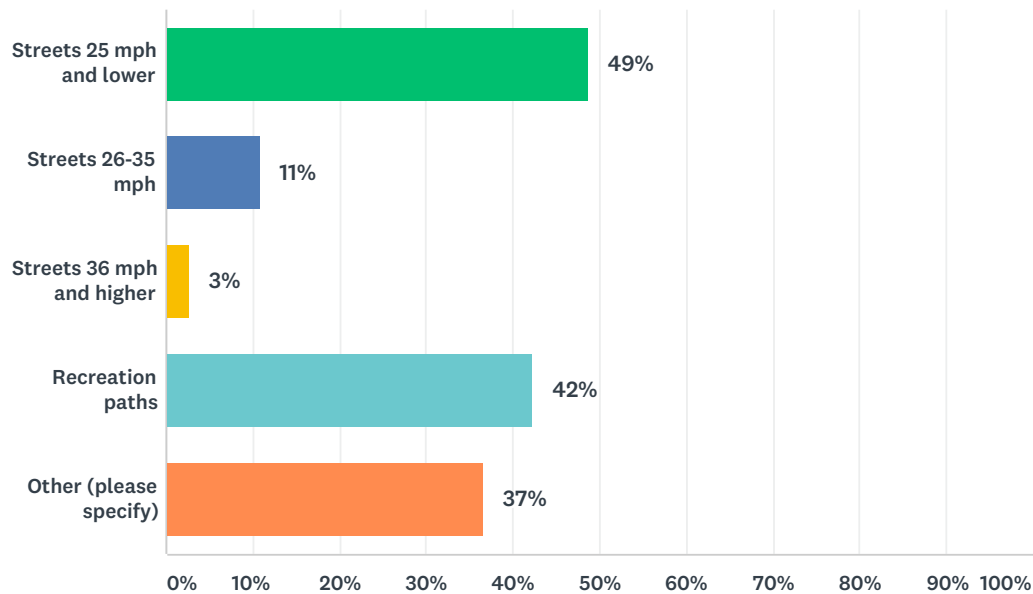


| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Streets 25 mph and lower | 49% | 387 |
| Streets 26-35 mph | 11% | 86 |
| Streets 36 mph and higher | 3% | 22 |
| Recreation paths | 42% | 336 |
| Other (please specify) | 37% | 291 |
| Total Respondents: 794 | | |

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

Answered: 657     Skipped: 180

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

Answered: 702   Skipped: 135

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

Answered: 829    Skipped: 8



| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Yes | 41% | 336 |
| No | 56% | 468 |
| No opinion | 3% | 25 |
| TOTAL | | 829 |

# 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



| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Yes | 39% | 323 |
| No | 56% | 470 |
| No opinion | 5% | 40 |
| TOTAL | | 833 |

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

Answered: 833    Skipped: 4



| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Not at all likely | 66% | 549 |
| Somewhat likely | 19% | 160 |
| Very likely | 7% | 61 |
| Extremely likely | 8% | 63 |
| TOTAL | | 833 |

# Q8 Do you live in Dublin?

Answered: 837    Skipped: 0



| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| No | 7% | 55 |
| Yes | 93% | 782 |
| TOTAL | | 837 |

# Q9 Do you work in Dublin?

Answered: 837     Skipped: 0
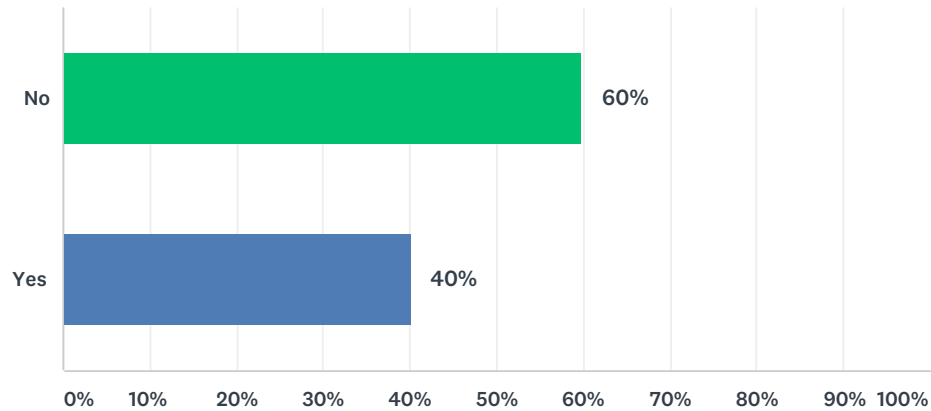


| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| No | 60% | 501 |
| Yes | 40% | 336 |
| TOTAL | | 837 |

# Q10 Please share any additional thoughts you have about electric scooters.

Answered: 436     Skipped: 401

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

Answered: 795    Skipped: 42



| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Streets 25 mph and lower | 45% | 355 |
| Streets 26-35 mph | 12% | 94 |
| Streets 36 mph and higher | 3% | 22 |
| Recreation paths | 44% | 351 |
| Other (please specify) | 38% | 306 |
| Total Respondents: 795 | | |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|---|---|
| 1 | sidewalks | 2/1/2019 7:03 AM |
| 2 | Depends on the street. | 1/31/2019 3:21 PM |
| 3 | Never! | 1/31/2019 12:33 PM |
| 4 | Sorry, they seem unsafe at any speed. | 1/31/2019 11:48 AM |
| 5 | They could hurt children or people walking on paths! I've seen it happen downtown. Also- could get hit by a car if in the street. There's no good designated area for them. | 1/31/2019 8:36 AM |
| 6 | Parks. | 1/31/2019 2:36 AM |
| 7 | Designated bike lane; If a bike is permitted, then a scooter should be also. | 1/30/2019 12:54 PM |
| 8 | nowhere will be safe -- look at the statistics! | 1/30/2019 12:13 PM |
| 9 | Nowhere. I hope they don't come to Dublin. | 1/29/2019 10:01 PM |
| 10 | sidewalks | 1/29/2019 1:42 PM |

| 11 | And make sure they follow the street signs unlike the peole who ride bikes and cars that don't stop at stop signs and just roll through them. Let's make it easy, take down all of the stop signs and replace with yield signs because no one including school buses don't stop. If you do that then no one would be breaking the law. Maybe people can't see the color red, so replace with a yellow yield signs. | 1/29/2019 12:24 PM |
|---|---|---|
| 12 | Would not use them personally | 1/29/2019 11:58 AM |
| 13 | Nowhere | 1/29/2019 11:31 AM |
| 14 | Nowhere | 1/29/2019 11:11 AM |
| 15 | No where. Extremely dangerous. | 1/29/2019 10:06 AM |
| 16 | No where | 1/29/2019 7:24 AM |
| 17 | Sidewalk | 1/29/2019 1:06 AM |
| 18 | Sidewalk | 1/29/2019 12:15 AM |
| 19 | No please, they are annoying. | 1/28/2019 11:30 PM |
| 20 | I would not feel comfortable operating an electric scooter on any public thoroughfare | 1/28/2019 10:55 PM |
| 21 | None | 1/28/2019 10:46 PM |
| 22 | Sidewalks | 1/28/2019 10:25 PM |
| 23 | I don't like the idea of electric scooters in Dublin. | 1/28/2019 8:21 PM |
| 24 | No | 1/28/2019 7:34 PM |
| 25 | Would not feel comfortable | 1/28/2019 5:40 PM |
| 26 | Would not use | 1/28/2019 5:17 PM |
| 27 | none of these | 1/28/2019 4:19 PM |
| 28 | bridge park and historic dublin shopping and pedestrian bridge | 1/28/2019 4:01 PM |
| 29 | Nowhere; I would not use. | 1/28/2019 3:48 PM |
| 30 | Not safe! | 1/28/2019 3:47 PM |
| 31 | Not comfortable | 1/28/2019 2:18 PM |
| 32 | Not at all. Dangerous | 1/28/2019 2:18 PM |
| 33 | no | 1/28/2019 2:13 PM |
| 34 | no place | 1/28/2019 2:05 PM |
| 35 | Nowhere | 1/28/2019 1:53 PM |
| 36 | Nowhere | 1/28/2019 1:51 PM |
| 37 | Dangerous on roads due to low speeds | 1/28/2019 1:48 PM |
| 38 | treat same as bikes - use bike lane on roadways, rec paths are ok. Add bike lanes to the roadways that currently do not have them. | 1/28/2019 1:30 PM |
| 39 | I would not use an electric scooter. | 1/28/2019 1:20 PM |
| 40 | Electric bikes, scooters,etc. should not be operated where people walk or drive. | 1/28/2019 1:06 PM |
| 41 | PLEASE, NO RIDING ON PATHS. we walk young todlers and dogs on the paths! | 1/28/2019 12:46 PM |
| 42 | Sidewalks with care | 1/28/2019 12:15 PM |
| 43 | None of these | 1/28/2019 12:02 PM |
| 44 | I wouldn't use them. | 1/28/2019 11:47 AM |
| 45 | No. I don't feel they are safe for public use. I believe they lead to excesive accidents. | 1/28/2019 11:35 AM |
| 46 | Nowhere | 1/28/2019 11:23 AM |
| 47 | None of the above. | 1/28/2019 11:19 AM |

| 48 | I wouldnt ride one anywhere | 1/28/2019 11:19 AM |
|---|---|---|
| 49 | Was in a city with them and the residents did not like them at all. | 1/28/2019 11:10 AM |
| 50 | Only places where they will be regulated. | 1/28/2019 11:10 AM |
| 51 | Sidewalks | 1/28/2019 11:07 AM |
| 52 | NONE OF THE ABOVE | 1/28/2019 11:03 AM |
| 53 | Not comfortable with them anywhere but low-traffic residential areas and as long as helmets are used. | 1/28/2019 10:58 AM |
| 54 | on a designated scooter path | 1/28/2019 10:55 AM |
| 55 | No where | 1/28/2019 10:55 AM |
| 56 | No nowhere. Do not think they are safe. | 1/28/2019 10:53 AM |
| 57 | I would not feel comfortable operating one and wouldn't use it. | 1/28/2019 10:50 AM |
| 58 | Why would the law think it's safe to be in the streets where an accident could happen so quickly that a car couldn't stop in time. I feel like this is common sense! I get pedestrians don't want ran into by one walking on the sidewalk and that is also common sense for the motorist to slow down, which seems much easier to do so for a scooter than a car. If cars would actually drive less than 25mph in that zone, it should be fine but it's risky b/c people speed and are easily distracted when driving. That's scary! | 1/28/2019 10:49 AM |
| 59 | None | 1/28/2019 10:45 AM |
| 60 | I do not want scooters in Dublin | 1/28/2019 10:30 AM |
| 61 | none | 1/28/2019 10:30 AM |
| 62 | Nowhere | 1/28/2019 10:30 AM |
| 63 | none at all, should not be permitted | 1/28/2019 10:19 AM |
| 64 | Not in our city | 1/28/2019 10:10 AM |
| 65 | Personally don't think should be allowed | 1/28/2019 10:09 AM |
| 66 | None | 1/28/2019 9:58 AM |
| 67 | nowhere | 1/28/2019 9:38 AM |
| 68 | I feel like strict rules need to be in place, like required helmets and giving right of way for walkers/runners | 1/28/2019 9:36 AM |
| 69 | Not interested | 1/28/2019 9:27 AM |
| 70 | No where | 1/28/2019 9:23 AM |
| 71 | No scooters. | 1/28/2019 9:17 AM |
| 72 | Scooters make towns look like trash when they are dumped in the middle of sidewalks. | 1/28/2019 9:08 AM |
| 73 | In your own driveway | 1/28/2019 9:07 AM |
| 74 | I do not think electric scooters are a good idea. Walk for exercise or ride a bike. | 1/28/2019 8:58 AM |
| 75 | None of the above | 1/28/2019 8:57 AM |
| 76 | No where. The rental bikes are enough. | 1/28/2019 8:48 AM |
| 77 | No | 1/28/2019 8:45 AM |
| 78 | With a requied helment going less than 10mph on streets | 1/28/2019 8:44 AM |
| 79 | Do not feel they add value | 1/28/2019 8:41 AM |
| 80 | a "park" or allotted area specifically for the scooter | 1/28/2019 8:30 AM |
| 81 | Nowhere | 1/28/2019 8:26 AM |
| 82 | Nowhere | 1/28/2019 8:22 AM |
| 83 | No where. | 1/28/2019 8:05 AM |

| 84 | If I had a death wish...don't really think they're safe transport. | 1/28/2019 6:18 AM |
|---|---|---|
| 85 | Nowhere | 1/28/2019 12:55 AM |
| 86 | Amusement Parks | 1/27/2019 11:23 PM |
| 87 | None | 1/27/2019 10:53 PM |
| 88 | Nowhere | 1/27/2019 10:51 PM |
| 89 | Scooters are a pain in the rear. Just ask San Diego | 1/27/2019 10:40 PM |
| 90 | None | 1/27/2019 10:23 PM |
| 91 | NO where | 1/27/2019 10:22 PM |
| 92 | streets with bike lane | 1/27/2019 10:15 PM |
| 93 | Would not use one | 1/27/2019 10:07 PM |
| 94 | Nowhere | 1/27/2019 9:56 PM |
| 95 | None | 1/27/2019 9:50 PM |
| 96 | I would not feel comfortable anywhere | 1/27/2019 9:40 PM |
| 97 | No interest | 1/27/2019 9:37 PM |
| 98 | no where | 1/27/2019 9:34 PM |
| 99 | I would not utilize. | 1/27/2019 9:23 PM |
| 100 | No where | 1/27/2019 9:23 PM |
| 101 | Sidewalks | 1/27/2019 9:18 PM |
| 102 | No where | 1/27/2019 9:13 PM |
| 103 | Not | 1/27/2019 9:11 PM |
| 104 | Would not use | 1/27/2019 8:59 PM |
| 105 | I am not able to engage in that kind of activity for medical reasons. | 1/27/2019 8:50 PM |
| 106 | Nowhere | 1/27/2019 8:41 PM |
| 107 | Nowhere | 1/27/2019 8:40 PM |
| 108 | None | 1/27/2019 8:39 PM |
| 109 | No | 1/27/2019 8:31 PM |
| 110 | I would not feel comfortable anywhere | 1/27/2019 8:28 PM |
| 111 | Why not? | 1/27/2019 8:27 PM |
| 112 | Keep these hazards out of dublin | 1/27/2019 8:06 PM |
| 113 | None | 1/27/2019 8:05 PM |
| 114 | None! | 1/27/2019 8:05 PM |
| 115 | Bike lanes | 1/27/2019 7:57 PM |
| 116 | None | 1/27/2019 7:54 PM |
| 117 | Nowhere | 1/27/2019 7:45 PM |
| 118 | Never | 1/27/2019 7:44 PM |
| 119 | No where. Dublin traffic is terrible now | 1/27/2019 7:41 PM |
| 120 | Nowhere | 1/27/2019 7:39 PM |
| 121 | Keep out of Dublin!! | 1/27/2019 7:36 PM |
| 122 | Not necessary in such a bike friendly community | 1/27/2019 7:24 PM |
| 123 | no. they are too dangerous | 1/27/2019 7:18 PM |
| 124 | Nowhere | 1/27/2019 7:02 PM |

| 125 | no scooters | 1/27/2019 6:51 PM |
|---|---|---|
| 126 | No where | 1/27/2019 6:47 PM |
| 127 | No where | 1/27/2019 6:45 PM |
| 128 | No where | 1/27/2019 6:43 PM |
| 129 | none | 1/27/2019 6:41 PM |
| 130 | I do not feel safe using them. | 1/27/2019 6:40 PM |
| 131 | my property; possibly limited traffic cul-de-sac streets; maybe designated areas (similiar to skate parks); | 1/27/2019 6:39 PM |
| 132 | There would have to have scooter paths made. | 1/27/2019 6:34 PM |
| 133 | Not comfortable operating scooters at al. | 1/27/2019 6:33 PM |
| 134 | Bike paths | 1/27/2019 6:32 PM |
| 135 | No where, we do not need these! | 1/27/2019 6:27 PM |
| 136 | None of the abovey | 1/27/2019 6:24 PM |
| 137 | My own driveway | 1/27/2019 6:23 PM |
| 138 | Nowhere....they scare me | 1/27/2019 6:21 PM |
| 139 | No where | 1/27/2019 6:20 PM |
| 140 | Bridge Park area | 1/27/2019 6:18 PM |
| 141 | No interesting in operating a scooter in the City of Dublin. | 1/27/2019 6:18 PM |
| 142 | Never too dangerous | 1/27/2019 6:17 PM |
| 143 | I am not comfortable operating a scooter | 1/27/2019 6:13 PM |
| 144 | Wouldn't | 1/27/2019 6:13 PM |
| 145 | None. They don't belong on paths, sidewalks or streets. They are a menace. | 1/27/2019 6:11 PM |
| 146 | Bike lanes on streets | 1/27/2019 6:10 PM |
| 147 | Nowhere in Dublin | 1/27/2019 6:10 PM |
| 148 | No scooters | 1/27/2019 6:09 PM |
| 149 | I would not use a scooter . | 1/27/2019 6:08 PM |
| 150 | Sidewalks | 1/27/2019 6:07 PM |
| 151 | No where | 1/27/2019 6:07 PM |
| 152 | People would not comply - meaning you say on bike paths or sidewalks and people would use them where ever if they are rentable vs personal. Different respect level and compliance. | 1/27/2019 6:07 PM |
| 153 | Not at all | 1/27/2019 6:06 PM |
| 154 | Not permitted. | 1/27/2019 6:05 PM |
| 155 | None | 1/27/2019 6:05 PM |
| 156 | Sidewalks | 1/27/2019 6:04 PM |
| 157 | Designated park areas | 1/27/2019 6:04 PM |
| 158 | Nowhere. Pedestrians only. | 1/27/2019 6:01 PM |
| 159 | nowhere. | 1/27/2019 5:59 PM |
| 160 | I do not intend to ride them. | 1/27/2019 5:59 PM |
| 161 | Not in Dublin | 1/27/2019 5:54 PM |
| 162 | Nowhere. Please don't allow scooters on paths! | 1/27/2019 5:54 PM |
| 163 | No Where - They should be prohibited! | 1/27/2019 5:50 PM |

| 164 | Not interested in operating a scooter | 1/27/2019 5:49 PM |
|---|---|---|
| 165 | No | 1/27/2019 5:48 PM |
| 166 | have not tried one. How fast do they go? | 1/27/2019 5:44 PM |
| 167 | Side walks | 1/27/2019 3:02 PM |
| 168 | And on sidewalks on busy roads | 1/27/2019 1:51 PM |
| 169 | None | 1/27/2019 12:49 PM |
| 170 | none | 1/27/2019 12:21 PM |
| 171 | would not operate one | 1/27/2019 12:11 PM |
| 172 | none | 1/27/2019 12:00 PM |
| 173 | I would not allow them. They are a blight on Columbia, Missouri's downtown. They are supposed to ONLY be used on the street, but people use them on the sidewalks all the time, because it is safer for the rider...NOT for pedestrians. It's a game of chicken. HATE THEM!!! I miss our quaint, safe, lovely, historic downtowns. Please do not add to the chaos. | 1/27/2019 11:44 AM |
| 174 | Don't feel they are safe | 1/27/2019 11:07 AM |
| 175 | Designated scooter lanes | 1/27/2019 11:01 AM |
| 176 | No where | 1/27/2019 8:23 AM |
| 177 | No | 1/27/2019 1:24 AM |
| 178 | They are not safe for use in Dublin. Downtown has a serious issue with them. | 1/26/2019 10:52 PM |
| 179 | I would not feel comfortable at all since the paths can be crowded at times and people still are struggling with the roundabouts. | 1/26/2019 8:52 PM |
| 180 | No where. | 1/26/2019 8:20 PM |
| 181 | NO PLACE!! | 1/26/2019 7:46 PM |
| 182 | I don't want them in Dublin. | 1/26/2019 5:59 PM |
| 183 | In the street in bike lanes, not the sidewalk. | 1/26/2019 5:54 PM |
| 184 | No place | 1/26/2019 4:56 PM |
| 185 | no where | 1/26/2019 4:24 PM |
| 186 | Not comfortable at all. | 1/26/2019 3:51 PM |
| 187 | Nowhere. Scooters are no aligned with the image that Dublin portrays. | 1/26/2019 3:13 PM |
| 188 | Would not use | 1/26/2019 2:21 PM |
| 189 | non of above, wouldn't rent one. | 1/26/2019 11:23 AM |
| 190 | I do it want to see these in our city | 1/26/2019 10:41 AM |
| 191 | They are not appropriate in Dublin | 1/26/2019 9:29 AM |
| 192 | Wouldn't | 1/26/2019 8:59 AM |
| 193 | Don't intend to use | 1/26/2019 8:23 AM |
| 194 | Wouldn't use | 1/26/2019 7:45 AM |
| 195 | I would not feel comfortable. | 1/25/2019 11:52 PM |
| 196 | Nowhere | 1/25/2019 11:33 PM |
| 197 | Nowhere | 1/25/2019 11:31 PM |
| 198 | In my driveway | 1/25/2019 10:42 PM |
| 199 | Nowhere | 1/25/2019 10:29 PM |
| 200 | none | 1/25/2019 10:23 PM |
| 201 | Nowhere | 1/25/2019 10:13 PM |

| 202 | Nowhere | 1/25/2019 10:06 PM |
| 203 | I don't like them. They are an eye sore for the community. People leave them wherever they feel. | 1/25/2019 9:55 PM |
| 204 | Nowhere | 1/25/2019 9:42 PM |
| 205 | Nowhere | 1/25/2019 8:43 PM |
| 206 | I would not ride one. | 1/25/2019 8:30 PM |
| 207 | At my age just walking is a challenge. | 1/25/2019 8:15 PM |
| 208 | Not in favor | 1/25/2019 7:41 PM |
| 209 | None- I would not feel comfortable riding one because there is no protection to the person if injured. | 1/25/2019 7:27 PM |
| 210 | None! | 1/25/2019 6:29 PM |
| 211 | I would not feel comfortable operating one at all! | 1/25/2019 5:35 PM |
| 212 | No where | 1/25/2019 5:30 PM |
| 213 | Prefer to not have these in Dublin streetsp | 1/25/2019 5:28 PM |
| 214 | Would never be interested | 1/25/2019 5:24 PM |
| 215 | Not comfortable at all | 1/25/2019 5:16 PM |
| 216 | Nowhere | 1/25/2019 5:02 PM |
| 217 | None | 1/25/2019 4:25 PM |
| 218 | Not in downtown Dublin where there is too much traffic and people don't want to follow rules of riding and sharing the road with cars and bikes paths are not good because | 1/25/2019 4:15 PM |
| 219 | None | 1/25/2019 4:11 PM |
| 220 | No | 1/25/2019 3:46 PM |
| 221 | None, they should not be allowed | 1/25/2019 3:22 PM |
| 222 | Nowhere | 1/25/2019 2:57 PM |
| 223 | no place is safe for them. | 1/25/2019 2:53 PM |
| 224 | Not here | 1/25/2019 2:38 PM |
| 225 | they are not save at any location | 1/25/2019 2:34 PM |
| 226 | I would prefer to not see electric scooter use in Dublin | 1/25/2019 2:16 PM |
| 227 | No interest | 1/25/2019 1:52 PM |
| 228 | Only on bike pathways | 1/25/2019 1:37 PM |
| 229 | How fast do these scooters go, exactly? | 1/25/2019 1:24 PM |
| 230 | Nowhere | 1/25/2019 1:00 PM |
| 231 | Nowhere. Dangers excede percieved benifits. | 1/25/2019 12:54 PM |
| 232 | No place | 1/25/2019 12:54 PM |
| 233 | . | 1/25/2019 12:48 PM |
| 234 | No place | 1/25/2019 12:45 PM |
| 235 | no place | 1/25/2019 12:44 PM |
| 236 | No where | 1/25/2019 12:40 PM |
| 237 | Nowhere | 1/25/2019 12:30 PM |
| 238 | Nowhere | 1/25/2019 12:30 PM |
| 239 | I would not | 1/25/2019 12:25 PM |
| 240 | Would not operate/use | 1/25/2019 12:22 PM |

| 241 | None, I don't want to see them in Dublin. They are not needed and a hazzard for pedestrians. | 1/25/2019 12:14 PM |
|-----|------|------|
| 242 | adventure park designed for entertainment | 1/25/2019 12:08 PM |
| 243 | Not in favor of allowing scooters in Dublin | 1/25/2019 11:53 AM |
| 244 | Do not plan to use them | 1/25/2019 11:49 AM |
| 245 | no where | 1/25/2019 11:40 AM |
| 246 | Would only want people with handicapped needs to be allowed to have these scooters on sidewalks or paths | 1/25/2019 11:29 AM |
| 247 | Don't want them at all | 1/25/2019 11:22 AM |
| 248 | Wouldn't even try. | 1/25/2019 11:09 AM |
| 249 | Scioto River | 1/25/2019 11:08 AM |
| 250 | Not at all! | 1/25/2019 10:57 AM |
| 251 | I would not use one. | 1/25/2019 10:50 AM |
| 252 | No where | 1/25/2019 10:45 AM |
| 253 | Sidewalks | 1/25/2019 10:22 AM |
| 254 | All have disadvantages. | 1/25/2019 10:08 AM |
| 255 | Nowhere | 1/25/2019 9:00 AM |
| 256 | Should not be allowed anywhere in Dublin | 1/25/2019 8:55 AM |
| 257 | Im pro electric scooters, I just don't think Dublin is set up for them.. | 1/25/2019 8:50 AM |
| 258 | I would not use them. | 1/25/2019 8:43 AM |
| 259 | I wouldn't ride them | 1/25/2019 8:11 AM |
| 260 | Nowhere. | 1/25/2019 8:00 AM |
| 261 | Nowhere. Please don't bring this mistake to Dublin, and if you go down that path please realize it will conpletely kill the appeal of the rec paths. | 1/25/2019 7:43 AM |
| 262 | Can't say. Haven't used one yet | 1/24/2019 8:57 PM |
| 263 | None | 1/24/2019 5:55 PM |
| 264 | No scooters | 1/24/2019 1:40 PM |
| 265 | No plans to use one | 1/24/2019 7:32 AM |
| 266 | I say don't allow them. | 1/23/2019 7:23 PM |
| 267 | No where | 1/23/2019 12:48 PM |
| 268 | Not at all | 1/23/2019 10:51 AM |
| 269 | Nowhere | 1/23/2019 10:07 AM |
| 270 | No where | 1/23/2019 8:32 AM |
| 271 | Sidewalk | 1/23/2019 7:46 AM |
| 272 | Wouldn't use one anywhere | 1/23/2019 12:23 AM |
| 273 | sidewalks | 1/23/2019 12:23 AM |
| 274 | No wheren | 1/22/2019 9:02 PM |
| 275 | No where | 1/22/2019 9:01 PM |
| 276 | Will not ride on roads or recreation path | 1/22/2019 8:57 PM |
| 277 | I do not want electric scooters around Dublin | 1/22/2019 7:33 PM |
| 278 | Sidewalks | 1/22/2019 7:25 PM |
| 279 | nowhere | 1/22/2019 5:05 PM |

| 280 | No where | 1/22/2019 4:36 PM |
|---|---|---|
| 281 | I would not feel comfortable on an electric scooter at all. | 1/22/2019 4:33 PM |
| 282 | N/a | 1/22/2019 4:32 PM |
| 283 | Would not | 1/22/2019 4:13 PM |
| 284 | No where | 1/22/2019 3:22 PM |
| 285 | In bridge park area In bridge park area esp on the bridge between high and bridge park | 1/22/2019 3:08 PM |
| 286 | Not at all | 1/22/2019 2:54 PM |
| 287 | No location. We are frequent bicyclists around Dublin and see enough problems with us and vehicles and pedestrians. | 1/22/2019 2:33 PM |
| 288 | Nowhere | 1/22/2019 2:22 PM |
| 289 | Nowhere | 1/22/2019 1:59 PM |
| 290 | Sidewalks | 1/22/2019 1:45 PM |
| 291 | Bike lanes | 1/22/2019 1:36 PM |
| 292 | I have no intention of operating one or allowing my kids to operate one. | 1/22/2019 1:30 PM |
| 293 | Select well marked paths with clear rules for I teracting with walkers, bikers, dogs and kids. | 1/22/2019 1:26 PM |
| 294 | They are to dangerous to be used in public accessible areas. | 1/22/2019 1:24 PM |
| 295 | No scooters, please. | 1/22/2019 1:21 PM |
| 296 | No where in the city. | 1/22/2019 1:08 PM |
| 297 | None of the above. Electric Scooters are a safety concern. Lots of injuries occur from scooters. | 1/22/2019 1:06 PM |
| 298 | no where | 1/22/2019 1:05 PM |
| 299 | None | 1/22/2019 1:00 PM |
| 300 | I do not see the value of scooters. | 1/22/2019 12:53 PM |
| 301 | Not at all | 1/22/2019 12:41 PM |
| 302 | No... Just please no... | 1/22/2019 12:24 PM |
| 303 | Not necessary. We have tremendous bike paths | 1/22/2019 11:48 AM |
| 304 | No where | 1/22/2019 11:43 AM |
| 305 | Streets with Bike Lanes. I can see the recreation paths are so multi use thats not practical. | 1/22/2019 11:41 AM |
| 306 | None | 1/22/2019 11:32 AM |

# 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
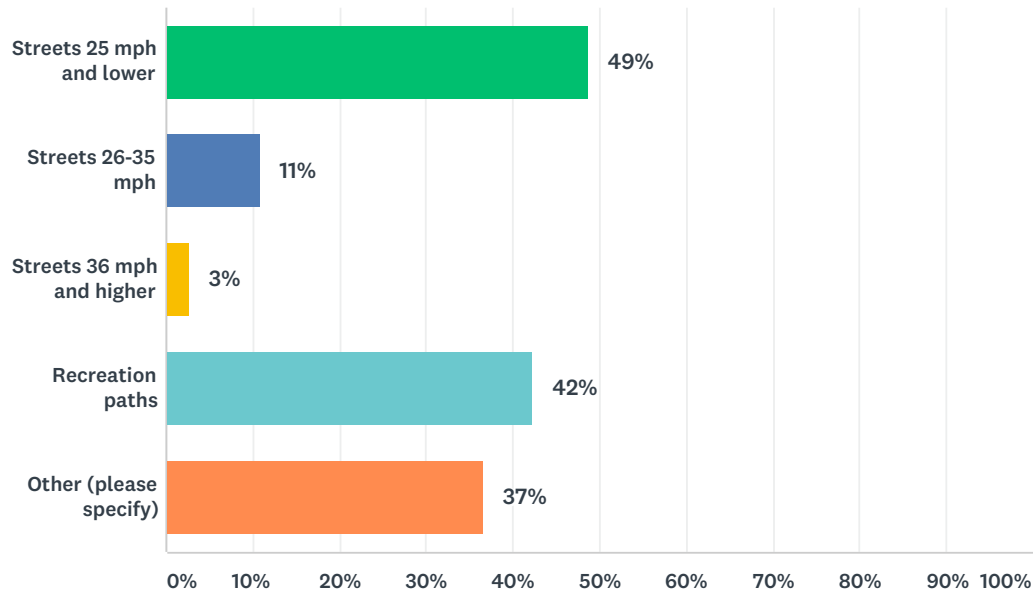


| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Streets 25 mph and lower | 49% | 387 |
| Streets 26-35 mph | 11% | 86 |
| Streets 36 mph and higher | 3% | 22 |
| Recreation paths | 42% | 336 |
| Other (please specify) | 37% | 291 |
| Total Respondents: 794 | | |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|---|---|
| 1 | sidewalks | 2/1/2019 7:03 AM |
| 2 | Separate recreational path apart from sidewalks/walking paths or designated bike lane | 1/31/2019 10:06 PM |
| 3 | Never! | 1/31/2019 12:33 PM |
| 4 | Sorry, they seem unsafe at any speed. | 1/31/2019 11:48 AM |
| 5 | Only if there is a designated specific area for them. | 1/31/2019 8:36 AM |
| 6 | For people that can't walk well and want to see the city and Parks! | 1/31/2019 2:36 AM |
| 7 | Anywhere a bicycle is permitted, following same/similar general rules. | 1/30/2019 12:54 PM |
| 8 | nowhere. | 1/30/2019 12:13 PM |
| 9 | Nowhere. Users tend to feel they have the right of way over pedestrians and the latter have to move (quickly) out of their way. | 1/30/2019 10:46 AM |
| 10 | sidewalks | 1/29/2019 1:42 PM |

| 11 | See above comment? | 1/29/2019 12:24 PM |
| 12 | They are a nuisance, whether on the road or on sidewalks | 1/29/2019 11:11 AM |
| 13 | No where. | 1/29/2019 10:06 AM |
| 14 | No where | 1/29/2019 7:24 AM |
| 15 | Sidewalks | 1/29/2019 1:06 AM |
| 16 | Sidewalk | 1/29/2019 12:15 AM |
| 17 | Nowhere. | 1/28/2019 11:30 PM |
| 18 | Do not like the idea of scooters. I've seen carelessness and numerous accidents downtown Columbus due to scooters | 1/28/2019 10:56 PM |
| 19 | Certainly NOT ON any public street. While a pedestrian has the right-of-way over my vehicle, a scooter does not. Will an unlicensed operator know that? | 1/28/2019 10:55 PM |
| 20 | Nowhere | 1/28/2019 10:46 PM |
| 21 | Sidewalks | 1/28/2019 10:25 PM |
| 22 | Sidewalks for personal kid scooters | 1/28/2019 8:29 PM |
| 23 | I would not feel comfortable allowing others to ride electric scooters in Dublin. | 1/28/2019 8:21 PM |
| 24 | None | 1/28/2019 5:37 PM |
| 25 | Please NOT on rec paths or sidewalks! No - just no! | 1/28/2019 4:59 PM |
| 26 | none | 1/28/2019 4:19 PM |
| 27 | bridge park and historic dublin shopping and pedestrian bridge | 1/28/2019 4:01 PM |
| 28 | Nowhere. | 1/28/2019 3:48 PM |
| 29 | Not safe! | 1/28/2019 3:47 PM |
| 30 | Inside parks or recreation areas | 1/28/2019 2:18 PM |
| 31 | no Our paths are too narrow and so are our city sidewalks and streets | 1/28/2019 2:13 PM |
| 32 | no place | 1/28/2019 2:05 PM |
| 33 | Nowhere | 1/28/2019 1:53 PM |
| 34 | No. | 1/28/2019 1:51 PM |
| 35 | Dangerous use on sidewalks due to children and runners | 1/28/2019 1:48 PM |
| 36 | bike lanes on the streets and rec paths. | 1/28/2019 1:30 PM |
| 37 | Walkers and joggers should have the right-of-way. | 1/28/2019 1:30 PM |
| 38 | Same as #1 above | 1/28/2019 1:06 PM |
| 39 | PLEASE, NO RIDING ON PATHS. we walk young todlers and dogs on the paths! The scooters come up quickly behind you! | 1/28/2019 12:46 PM |
| 40 | The news has reported many problems with them. Mostly non-compliance of the user. | 1/28/2019 12:02 PM |
| 41 | bike lanes on streets, motorized vehicles do not belong on recreation paths unless physical requirements dictate | 1/28/2019 11:44 AM |
| 42 | I don't think they should be on pedestrian shared sidewalks or paths. | 1/28/2019 11:35 AM |
| 43 | Nowhere | 1/28/2019 11:23 AM |
| 44 | None of the above. | 1/28/2019 11:19 AM |
| 45 | sidewalks not paths | 1/28/2019 11:13 AM |
| 46 | Would not like to have them. | 1/28/2019 11:10 AM |
| 47 | Only places where they will be regulated. | 1/28/2019 11:10 AM |
| 48 | Sidewalks | 1/28/2019 11:07 AM |

| 49 | NONE OF THE ABOVE - Not comfortable having scooters available at all | 1/28/2019 11:03 AM |
|----|----------------------------------------------------------------------|--------------------|
| 50 | Not comfortable with them anywhere but low-traffic residential areas and as long as helmets are used. | 1/28/2019 10:58 AM |
| 51 | on a designated scooter path | 1/28/2019 10:55 AM |
| 52 | No where | 1/28/2019 10:55 AM |
| 53 | Away from traffic and lots of pedestrians | 1/28/2019 10:53 AM |
| 54 | I work in the City of Columbus which allow scooters. The law states for them to be ridden in the street, however, riders don't abide by that. I have seen riders hit pedestrians walking on sidewalk, hit stationary poles, meters, or other objects. I have seen riders in the street not follow traffic patterns correctly and get seriously injured. I don't feel these would be safely ridden in my city anywhere because I have seen what happens in Columbus. | 1/28/2019 10:50 AM |
| 55 | I do not want scooters in Dublin | 1/28/2019 10:30 AM |
| 56 | again, not all a;;, should keep the ban | 1/28/2019 10:19 AM |
| 57 | Not in our city | 1/28/2019 10:10 AM |
| 58 | Nowhere in Dublin | 1/28/2019 10:09 AM |
| 59 | They are a nuisance because people do not know the rules about using them - so nowhere. Just look at OSU campus. | 1/28/2019 10:05 AM |
| 60 | None | 1/28/2019 9:58 AM |
| 61 | nowhere | 1/28/2019 9:38 AM |
| 62 | See above. | 1/28/2019 9:36 AM |
| 63 | No where | 1/28/2019 9:23 AM |
| 64 | Any city other than Dublin | 1/28/2019 9:17 AM |
| 65 | Dublin does not need scooters. | 1/28/2019 9:08 AM |
| 66 | On private property | 1/28/2019 9:07 AM |
| 67 | Not on walking paths where I walk my dog to run her over and not on streets that were built for cars. | 1/28/2019 8:58 AM |
| 68 | Nowhere | 1/28/2019 8:57 AM |
| 69 | Again, no where because of the liability and clutter for the city. | 1/28/2019 8:48 AM |
| 70 | None | 1/28/2019 8:45 AM |
| 71 | With a requied helment going less than 10mph on streets | 1/28/2019 8:44 AM |
| 72 | Sidewalks | 1/28/2019 8:31 AM |
| 73 | no where or see above | 1/28/2019 8:30 AM |
| 74 | Nowhere. Things are fine the way they are. | 1/28/2019 8:26 AM |
| 75 | No where | 1/28/2019 8:22 AM |
| 76 | No where | 1/28/2019 8:05 AM |
| 77 | Nowhere | 1/28/2019 12:55 AM |
| 78 | Recreation paths 20 mph or lower | 1/27/2019 11:38 PM |
| 79 | Amusement Parks | 1/27/2019 11:23 PM |
| 80 | None | 1/27/2019 10:53 PM |
| 81 | Nowhere | 1/27/2019 10:51 PM |
| 82 | No place | 1/27/2019 10:40 PM |
| 83 | Not. I see them downtown Columbus. I think they are a danger to others. | 1/27/2019 10:23 PM |
| 84 | streets with bike lane | 1/27/2019 10:15 PM |

| 85 | they're a hazard on sidewalks or paths because they are too fast, and they are a hazard on streets because they are too slow and dart around too much. | 1/27/2019 10:08 PM |
|---|---|---|
| 86 | Some sidewalks. KEEP THEM OUT OF THE BRIDGE STREET ROUND-ABOUT!! | 1/27/2019 10:07 PM |
| 87 | Nowhere | 1/27/2019 9:56 PM |
| 88 | Nowhere! | 1/27/2019 9:40 PM |
| 89 | Absolutely not. Dublin does not need them. Designed to be a walking community! Thx for asking! | 1/27/2019 9:37 PM |
| 90 | no where | 1/27/2019 9:34 PM |
| 91 | Away from vehicle traffic | 1/27/2019 9:24 PM |
| 92 | No where. | 1/27/2019 9:23 PM |
| 93 | No where | 1/27/2019 9:23 PM |
| 94 | No where | 1/27/2019 9:13 PM |
| 95 | We need to be a little careful on the paths | 1/27/2019 9:08 PM |
| 96 | No where | 1/27/2019 8:59 PM |
| 97 | It is not the scooters that would bother me, it is obvious that respect can not be legislated. | 1/27/2019 8:50 PM |
| 98 | Nowhere | 1/27/2019 8:41 PM |
| 99 | Nowhere | 1/27/2019 8:40 PM |
| 100 | None | 1/27/2019 8:39 PM |
| 101 | If they are in the street bike lane that's fine. But my guess would be people would be on the sidewalks being careless and running into people that are walking not paying attention to what is going on around them | 1/27/2019 8:37 PM |
| 102 | No where | 1/27/2019 8:31 PM |
| 103 | I would not feel comfortable anywhere | 1/27/2019 8:28 PM |
| 104 | Keep these hazards out of dublin. They are not safe for riders, pedestrians or drivers | 1/27/2019 8:06 PM |
| 105 | None | 1/27/2019 8:05 PM |
| 106 | No place! | 1/27/2019 8:05 PM |
| 107 | Bike lanes | 1/27/2019 7:57 PM |
| 108 | None | 1/27/2019 7:54 PM |
| 109 | Not on streets with vehicles | 1/27/2019 7:52 PM |
| 110 | No place is safe for scooters | 1/27/2019 7:45 PM |
| 111 | While I'm ok sharing the road with scooters I wouldn't want them to impede traffic | 1/27/2019 7:45 PM |
| 112 | Not around people | 1/27/2019 7:44 PM |
| 113 | No where. Would be cause for increase in accidents and injury's inside Dublin. | 1/27/2019 7:41 PM |
| 114 | Nowhere. Accidents waiting to happen | 1/27/2019 7:36 PM |
| 115 | Definitely NOT bike or recreation paths! | 1/27/2019 7:24 PM |
| 116 | No | 1/27/2019 7:02 PM |
| 117 | no scooters | 1/27/2019 6:51 PM |
| 118 | No where really but the place that would provide the least disruption are side streets. But then they are just for fun | 1/27/2019 6:45 PM |
| 119 | No where | 1/27/2019 6:43 PM |
| 120 | bad idea except for private, insured, licensed owners operating on city streets (not to be allowed on sidewalks or recreational paths) | 1/27/2019 6:41 PM |
| 121 | NO WHERE!!! | 1/27/2019 6:39 PM |

| 122 | Provided for just the scooter. | 1/27/2019 6:34 PM |
| 123 | Not on the paths. | 1/27/2019 6:33 PM |
| 124 | Bike paths | 1/27/2019 6:32 PM |
| 125 | No where, I run on many of the sidewalks and bike paths of Dublin and do not want to have to navigate around these or see them laying around the city like the lime bikes | 1/27/2019 6:27 PM |
| 126 | None of the above | 1/27/2019 6:24 PM |
| 127 | At their own homes or in large, outdoor parking lots | 1/27/2019 6:23 PM |
| 128 | No where. Don't want them period | 1/27/2019 6:20 PM |
| 129 | Never want to be run down by one. Our police and emergency service would spend too much time on the accident they cause. | 1/27/2019 6:17 PM |
| 130 | I just don't believe they are safe. I see them on the OSU campus every day and they are dangerous. | 1/27/2019 6:11 PM |
| 131 | Bike lanes on streets | 1/27/2019 6:10 PM |
| 132 | Nowhere in Dublin. I believe that would be a hazard to pedestrians and bike riders on paths and sidewalks and a hazard to themselves on any streets. | 1/27/2019 6:10 PM |
| 133 | No scooters | 1/27/2019 6:09 PM |
| 134 | I would prefer not to have them in Dublin. | 1/27/2019 6:08 PM |
| 135 | Sidewalks | 1/27/2019 6:07 PM |
| 136 | No where, serious accident just waiting to happen. Drivers around here don't pay attention to pedestrians they certainly won't see a scooter coming. | 1/27/2019 6:07 PM |
| 137 | People would not comply - meaning you say on bike paths or sidewalks and people would use them where ever if they are rentable vs personal. Different respect level and compliance. | 1/27/2019 6:07 PM |
| 138 | Not at all | 1/27/2019 6:06 PM |
| 139 | Not permitted. Too slow for streets, to fast for walking paths. Not easily seen by motor vehicle drivers. | 1/27/2019 6:05 PM |
| 140 | Nowhere - they are disruptive and an annoyance | 1/27/2019 6:05 PM |
| 141 | Recreation paths at slow speeds | 1/27/2019 6:04 PM |
| 142 | This survey should have included an option to say No to electric scooters vs making people choose it as Other. | 1/27/2019 6:04 PM |
| 143 | Nowhere | 1/27/2019 6:04 PM |
| 144 | In jail. | 1/27/2019 6:01 PM |
| 145 | nowhere. | 1/27/2019 5:59 PM |
| 146 | I do not support the use of electric scooters in Dublin | 1/27/2019 5:58 PM |
| 147 | Not in Dublin | 1/27/2019 5:54 PM |
| 148 | Nowhere | 1/27/2019 5:54 PM |
| 149 | Not at all | 1/27/2019 5:51 PM |
| 150 | No Where - they are dangerous and diminish Dublin's appeal. | 1/27/2019 5:50 PM |
| 151 | I would rather not see them on the streets | 1/27/2019 5:49 PM |
| 152 | No | 1/27/2019 5:48 PM |
| 153 | I would like to try one but uncertain how to respond before I do. | 1/27/2019 5:44 PM |
| 154 | Sidewalks | 1/27/2019 3:02 PM |
| 155 | Sidewalk on busy roads | 1/27/2019 1:51 PM |
| 156 | None | 1/27/2019 12:49 PM |
| 157 | None | 1/27/2019 12:26 PM |

| 158 | none of the above | 1/27/2019 12:11 PM |
|-----|-------------------|---------------------|
| 159 | nowhere | 1/27/2019 12:00 PM |
| 160 | Not at all. You cannot enforce either a speed limit, or sidewalk use. paths are terrible enough with bicycles and dog walkers battling it out... | 1/27/2019 11:44 AM |
| 161 | Designated scooter lanes | 1/27/2019 11:01 AM |
| 162 | No where | 1/27/2019 8:23 AM |
| 163 | No | 1/27/2019 1:24 AM |
| 164 | Not anywhere near where I live. They are a hazard, and there are several sharp corners by my home that could cause accidents. | 1/26/2019 10:52 PM |
| 165 | Not at all. | 1/26/2019 8:52 PM |
| 166 | No where | 1/26/2019 8:20 PM |
| 167 | NO PLACE!! | 1/26/2019 7:46 PM |
| 168 | I don't want them in Dublin. | 1/26/2019 5:59 PM |
| 169 | In the street in bike lanes, not the sidewalk. | 1/26/2019 5:54 PM |
| 170 | On a special track at the rec center. | 1/26/2019 3:51 PM |
| 171 | Nowhere. Not only are scooters are public menace, they are unsafe to the rider, other vehicle traffic and walkers. | 1/26/2019 3:13 PM |
| 172 | I am against the use of electric scooters entirely | 1/26/2019 2:21 PM |
| 173 | Not on any road where cars would travel. | 1/26/2019 1:41 PM |
| 174 | I don't think this is a safe or smart idea for Dublin. We already have bikers that ride irresponsibly. Someone will get hurt. | 1/26/2019 12:15 PM |
| 175 | nowhere | 1/26/2019 11:23 AM |
| 176 | I do not want to see these in our city | 1/26/2019 10:41 AM |
| 177 | Absolutely not on recreation paths | 1/26/2019 9:29 AM |
| 178 | Nowhere | 1/26/2019 8:59 AM |
| 179 | Prefer none | 1/26/2019 8:50 AM |
| 180 | Worry about my young children sharing paths with scooters. Please keep the paths safe for all ages and abilities!!! | 1/26/2019 8:23 AM |
| 181 | Don't want them used. | 1/26/2019 7:45 AM |
| 182 | None of the above. Not in the street, period. Recreation paths are for walking or bikes, not motorized vehicles, too dangerous. | 1/25/2019 11:52 PM |
| 183 | Nowhere | 1/25/2019 11:33 PM |
| 184 | Nowhere | 1/25/2019 11:31 PM |
| 185 | None | 1/25/2019 10:42 PM |
| 186 | Nowhere. Novice riders pose a danger to themselves & others. | 1/25/2019 10:29 PM |
| 187 | none | 1/25/2019 10:23 PM |
| 188 | Nowhere | 1/25/2019 10:13 PM |
| 189 | Nowhere | 1/25/2019 10:06 PM |
| 190 | Nowhere. I have seen in other areas people cutting across roads and not obeying pathways. These things are on a time basis therefore they force people to make bad decisions to get them further in their journey where they're going. | 1/25/2019 9:55 PM |
| 191 | Nowhere | 1/25/2019 9:42 PM |
| 192 | Nowhere | 1/25/2019 8:43 PM |
| 193 | I prefer not to see them permitted in Dublin. | 1/25/2019 8:30 PM |

| 194 | None of the above. I can see problems with them in all of the above areas. | 1/25/2019 7:41 PM |
|-----|---|---|
| 195 | None. Nowhere! | 1/25/2019 7:27 PM |
| 196 | Not all comfortable with their use! | 1/25/2019 6:29 PM |
| 197 | no where! Bicyclists aren't even respectful of pedestrians or cars. They break the laws frequently - i have seen it! And on recreations paths, they are even more disrespectful. | 1/25/2019 5:35 PM |
| 198 | No where | 1/25/2019 5:30 PM |
| 199 | Prefer to not have them on Dublin streets | 1/25/2019 5:28 PM |
| 200 | No where really. | 1/25/2019 5:26 PM |
| 201 | Nowhere | 1/25/2019 5:02 PM |
| 202 | None | 1/25/2019 4:25 PM |
| 203 | Paths are not good because like bikes scooters want to go fast and passing walkers can be very dangerous especially when walkers don't hear or see them | 1/25/2019 4:15 PM |
| 204 | No where. Unfamiliar drivers on streets an accident waiting to happen, huge litigation issues | 1/25/2019 4:11 PM |
| 205 | No where in Dublin | 1/25/2019 3:46 PM |
| 206 | No where. They should not be allowed | 1/25/2019 3:22 PM |
| 207 | public sidewalks | 1/25/2019 3:03 PM |
| 208 | Nowhere--I think they are a terrible idea and just asking for problems. | 1/25/2019 2:57 PM |
| 209 | None. We already have problems with bikers, runners, dog walkers. | 1/25/2019 2:53 PM |
| 210 | No where. Most people who ride them have no idea of the traffic laws. | 1/25/2019 2:38 PM |
| 211 | NO. They are dangerous for pedestrians, bicycle riders, themselves and motorists | 1/25/2019 2:34 PM |
| 212 | Never. | 1/25/2019 2:16 PM |
| 213 | No interest in others using them in any of these areas | 1/25/2019 1:52 PM |
| 214 | No place | 1/25/2019 1:37 PM |
| 215 | Never on the path system, please. | 1/25/2019 1:24 PM |
| 216 | Non-congested sidewalk | 1/25/2019 1:05 PM |
| 217 | Nowhere I | 1/25/2019 1:00 PM |
| 218 | Ban them as they are an accident waiting to happen. There are no benefits at all to be derived by Dublin citizens. Pure populist fluff. | 1/25/2019 12:54 PM |
| 219 | No place | 1/25/2019 12:54 PM |
| 220 | Bike lanes. | 1/25/2019 12:50 PM |
| 221 | No place | 1/25/2019 12:45 PM |
| 222 | no where in Dublin | 1/25/2019 12:44 PM |
| 223 | Nowhere | 1/25/2019 12:30 PM |
| 224 | Nowhere | 1/25/2019 12:30 PM |
| 225 | Definitely would not allow on roads | 1/25/2019 12:22 PM |
| 226 | Only in streets with bike lanes. | 1/25/2019 12:14 PM |
| 227 | adventure park designed for entertainment. They have no practical applications for mobility/transportation in the community. | 1/25/2019 12:08 PM |
| 228 | Not in Dublin | 1/25/2019 11:53 AM |
| 229 | no where | 1/25/2019 11:40 AM |
| 230 | see above | 1/25/2019 11:29 AM |
| 231 | Would not feel comfortable with them anywhere, i don't believe they belong in the city | 1/25/2019 11:22 AM |

| 232 | Wouldn't be comfortable with them on the roads, too many people get injured and cause accidents. | 1/25/2019 11:09 AM |
|---|---|---|
| 233 | See answer above | 1/25/2019 11:08 AM |
| 234 | Not anywhere, especially not on the streets. Many have difficulty today just navigating cars, trucks, bikes and pedestrians! | 1/25/2019 10:57 AM |
| 235 | No where | 1/25/2019 10:45 AM |
| 236 | Sidewalks | 1/25/2019 10:22 AM |
| 237 | on the roads where enough space for car and scooter | 1/25/2019 9:43 AM |
| 238 | Nowhere | 1/25/2019 9:00 AM |
| 239 | Should not be allowed anywhere in Dublin | 1/25/2019 8:55 AM |
| 240 | really struggling on sidewalks (they just aren't wide enough in the area) vs. streets (they would need a dedicated bike lane..) | 1/25/2019 8:50 AM |
| 241 | I would not want to deal with them when using walking paths. | 1/25/2019 8:43 AM |
| 242 | I'm torn about allowing them on recreation paths because I'm afraid it will ruin the experience for those who like to walk or ride bikes or jog. Depending on how many scooters end up on the paths. | 1/25/2019 8:15 AM |
| 243 | I don't think they should be allowed at all, horrible accidents waiting to happen. | 1/25/2019 8:11 AM |
| 244 | There are very few places in Dublin that are safe for motorcycles, let alone scooters. The roads and infrastructure are designed for cars, and cars only. | 1/25/2019 8:00 AM |
| 245 | I think they are too dangerous especially without helmets. | 1/25/2019 7:59 AM |
| 246 | On 33 and 270, so peoole can ride far and fast away from Dublin. | 1/25/2019 7:43 AM |
| 247 | None | 1/24/2019 5:55 PM |
| 248 | Nowhere | 1/24/2019 1:40 PM |
| 249 | I say don't allow them. | 1/23/2019 7:23 PM |
| 250 | Nowhere | 1/23/2019 10:51 AM |
| 251 | I don't like them at all. The roads are too dangerous and ppl wouldn't follow the rules anyway. As a car driver, dealing with ppl on bikes is tricky enough, let alone these tiny things | 1/23/2019 10:07 AM |
| 252 | Pedestrian bridge | 1/23/2019 9:48 AM |
| 253 | Definitely NOT on sidewalks. I've been almost hit by scooters in sidewalks multiple times! | 1/23/2019 8:32 AM |
| 254 | Sidewalk | 1/23/2019 7:46 AM |
| 255 | Wouldn't want them on any of the above, especially recreation paths and sidewalks | 1/23/2019 12:23 AM |
| 256 | sidewalks | 1/23/2019 12:23 AM |
| 257 | No where | 1/22/2019 9:02 PM |
| 258 | No where | 1/22/2019 9:01 PM |
| 259 | Not comfortable with them operating on streets as they do not follow rules of the road or wear helmets. Would not want them on the recreation paths either. | 1/22/2019 8:57 PM |
| 260 | I | 1/22/2019 8:52 PM |
| 261 | O | 1/22/2019 7:55 PM |
| 262 | I do not want electric scooters around Dublin | 1/22/2019 7:33 PM |
| 263 | Nowhere | 1/22/2019 5:05 PM |
| 264 | I would not allow my children to ride them. | 1/22/2019 4:36 PM |
| 265 | Nowhere! The are faster moving than most riders on bicycles, but harder to see, so the do not belong on roads. Because of their speed, the also do not belong on sidewalks or rec paths as they pose a hazard to pedestrians. | 1/22/2019 4:33 PM |
| 266 | n/a | 1/22/2019 4:32 PM |

| 267 | Too dangerous- not interested. | 1/22/2019 4:13 PM |
| 268 | In bridge park area esp on the bridge between high and bridge park | 1/22/2019 3:08 PM |
| 269 | Not at all please | 1/22/2019 2:54 PM |
| 270 | I do not support electric scooters as a form of transportation. | 1/22/2019 2:33 PM |
| 271 | Never on streets. My daughter lives in Clintonville and they are a hazard. If you've ever been behind one on a street you would know!! | 1/22/2019 2:29 PM |
| 272 | Nowhere | 1/22/2019 2:22 PM |
| 273 | Nowhere | 1/22/2019 1:59 PM |
| 274 | Sidewalks. I do not feel comfortable with them even on roads 25 mph or lower. | 1/22/2019 1:45 PM |
| 275 | Bike lanes | 1/22/2019 1:36 PM |
| 276 | No where. | 1/22/2019 1:31 PM |
| 277 | Don't limit them, bikes and roller blades are just as dangerous | 1/22/2019 1:30 PM |
| 278 | I'm not comfortable with them in our town at all. I don't believe they should be allowed on streets as streets are already congested, motorists exceed speed limits, and scooters are too small to be seen by motorists. I also don't want them on recreation paths. I'm concerned about the speed at which scooters travel and the potential safety hazards they present to people on paths/sidewalks. I don't think any motorized vehicle/bike/toy should be allowed on the recreation paths at all. | 1/22/2019 1:30 PM |
| 279 | See above — path must be marked... | 1/22/2019 1:26 PM |
| 280 | Nowhere | 1/22/2019 1:24 PM |
| 281 | Nowhere. | 1/22/2019 1:21 PM |
| 282 | No need for them | 1/22/2019 1:08 PM |
| 283 | None of the above...you should have this as an option on your survey. | 1/22/2019 1:06 PM |
| 284 | no where | 1/22/2019 1:05 PM |
| 285 | Why do we want scooters laying around all over the place? | 1/22/2019 12:53 PM |
| 286 | No where | 1/22/2019 12:51 PM |
| 287 | No.. Just no | 1/22/2019 12:24 PM |
| 288 | Dont want them. | 1/22/2019 11:48 AM |
| 289 | No where :) | 1/22/2019 11:43 AM |
| 290 | Honestly nowhere bc they are used mostly by kids who don't observe any rules for them at all.... | 1/22/2019 11:39 AM |
| 291 | None | 1/22/2019 11:32 AM |

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

Answered: 657    Skipped: 180

| # | RESPONSES | DATE |
|---|-----------|------|
| 1 | Fuel economy | 2/1/2019 3:10 PM |
| 2 | transport efficiency, economic mobility | 2/1/2019 7:03 AM |
| 3 | Faster than walking, small and light | 1/31/2019 10:06 PM |
| 4 | Short distances (perhaps 1-3 miles); commute within community and during lunch hours; visitors - placed at hotels and restaurants; | 1/31/2019 3:21 PM |
| 5 | None! | 1/31/2019 12:33 PM |
| 6 | Preventing having to exercise. | 1/31/2019 11:48 AM |
| 7 | Decreased emissions and ease of navigating the city. | 1/31/2019 10:10 AM |
| 8 | They are fun. But there's a learning curve and I have seen people get hurt. And I e seen a car swerve to get out of the way. | 1/31/2019 8:36 AM |
| 9 | Safety some people can't ride bikes very well and I see bikes settings all around the city and know one is around it and what is not Dublin it doesn't look clean so I think the scooters are a good thing people can stop and stand to look around and not fall down and before they can ride one a person should be shown how they work and then see if they can ride the scooters for safety! | 1/31/2019 2:36 AM |
| 10 | its a fun great way to get around | 1/30/2019 3:09 PM |
| 11 | Entertainment, recreational use, good mode of transport from distant parking to destination | 1/30/2019 12:54 PM |
| 12 | none | 1/30/2019 12:27 PM |
| 13 | none | 1/30/2019 10:46 AM |
| 14 | None | 1/30/2019 10:40 AM |
| 15 | Able to experience more of the city in a day/night... | 1/30/2019 8:26 AM |
| 16 | Acceleration of evolution | 1/29/2019 10:01 PM |
| 17 | Additional means of transportation | 1/29/2019 5:52 PM |
| 18 | Fun | 1/29/2019 2:33 PM |
| 19 | Reduces traffic, quick way to get around the city. | 1/29/2019 2:16 PM |
| 20 | save time and energy from using your car? Kids can get around places without parents taking them? Kinda like the gold cart craze? I see kids riding them to school and parking them at the bike racks. | 1/29/2019 1:54 PM |
| 21 | fun for children | 1/29/2019 1:42 PM |
| 22 | More accidents | 1/29/2019 12:24 PM |
| 23 | Quick way to get from a to b | 1/29/2019 12:23 PM |
| 24 | Seems better for urban areas, when traveling relatively short distances. | 1/29/2019 11:58 AM |
| 25 | None | 1/29/2019 11:11 AM |
| 26 | Cost effective way to get around. | 1/29/2019 11:09 AM |
| 27 | None. | 1/29/2019 10:06 AM |
| 28 | A fun way to get from one side of the river to the other | 1/29/2019 9:38 AM |
| 29 | A fun way to get outside, access to more parts of Dublin for people who don't normally get out there, and a faster way to get somewhere without using a car. | 1/29/2019 9:26 AM |
| 30 | None | 1/29/2019 7:24 AM |

| 31 | Environmentally friendly. More options for travel. | 1/29/2019 1:19 AM |
|----|---|---|
| 32 | Cutting down on vehicle usage for mid-distance travel | 1/29/2019 1:06 AM |
| 33 | Fun and a quick way to get some place in Dublin. | 1/29/2019 12:15 AM |
| 34 | Allow tourist to experience our beautiful city better. Decrease in cars and traffic. Convenience. | 1/28/2019 11:50 PM |
| 35 | I don't see any advantage whatsoever. At OSU people are always terrorizing pedestrians with them. | 1/28/2019 11:30 PM |
| 36 | None, unless you're a paramedic paid on piece-rate. | 1/28/2019 10:55 PM |
| 37 | I don't. Use a bike. Walk. Run. | 1/28/2019 10:46 PM |
| 38 | Encourages individuals to be active and outside. Good for the environment as these may be substituted for cars. Families can enjoy together. Inexpensive transportation costs. | 1/28/2019 10:25 PM |
| 39 | Easier than a bike. Could take across future pedestrian bridge and patron businesses on both sides. With miles of paths in Dublin in would be so much fun to go everywhere without having to mainstain a bike. | 1/28/2019 10:10 PM |
| 40 | Alternative short transportation. No gas engines. | 1/28/2019 9:52 PM |
| 41 | Option for all | 1/28/2019 9:23 PM |
| 42 | At Ohio State University for students getting around campus. | 1/28/2019 9:22 PM |
| 43 | Personal use / Kid recreation | 1/28/2019 8:29 PM |
| 44 | Getting to places faster than via foot or bike. | 1/28/2019 8:21 PM |
| 45 | Mobility.... fun... | 1/28/2019 7:34 PM |
| 46 | Fast transportation between destinations, take up less space than a bike | 1/28/2019 6:48 PM |
| 47 | No advantage. | 1/28/2019 6:13 PM |
| 48 | Time efficient | 1/28/2019 5:40 PM |
| 49 | Entertainment | 1/28/2019 5:37 PM |
| 50 | Ease of commute for distances that you neither can walk or drive . | 1/28/2019 5:17 PM |
| 51 | Easy travel to downtown dublin to get something to eat in the Spring / Summer | 1/28/2019 4:55 PM |
| 52 | Save time and money, less polluting, fun, good alternative to cars on trips. | 1/28/2019 4:21 PM |
| 53 | Getting around, small distance Fun to ride | 1/28/2019 4:17 PM |
| 54 | ease to travel around bridge park and historic dublin | 1/28/2019 4:01 PM |
| 55 | Low pollution | 1/28/2019 3:53 PM |
| 56 | None, since there is no exercise involved and they could endanger pedestrians. | 1/28/2019 3:48 PM |
| 57 | None! | 1/28/2019 3:47 PM |
| 58 | no advantage | 1/28/2019 3:39 PM |
| 59 | None | 1/28/2019 3:26 PM |
| 60 | Easy mobility for local residents | 1/28/2019 3:18 PM |
| 61 | Faster transport than walking | 1/28/2019 3:15 PM |
| 62 | None | 1/28/2019 3:02 PM |
| 63 | Greater pedestrian traffic | 1/28/2019 2:48 PM |
| 64 | Getting around a dense but sprawling area quickly | 1/28/2019 2:42 PM |
| 65 | None | 1/28/2019 2:18 PM |
| 66 | None. The bikes that are offered are perfect. | 1/28/2019 2:18 PM |
| 67 | none | 1/28/2019 2:05 PM |
| 68 | None | 1/28/2019 1:53 PM |

| 69 | None. | 1/28/2019 1:51 PM |
|---|---|---|
| 70 | Inexpensive. Good for quick trips. "Greenish". | 1/28/2019 1:47 PM |
| 71 | More fuel efficient than cars and faster than bikes, while helping to relieve traffic and parking congestion. | 1/28/2019 1:40 PM |
| 72 | less cars on the road. better for the environment. | 1/28/2019 1:30 PM |
| 73 | They could reduce auto traffic for local travel. | 1/28/2019 1:30 PM |
| 74 | None. I see them as a traffic hazard. | 1/28/2019 1:20 PM |
| 75 | Use them to get places/run errands for short distances quickly! | 1/28/2019 1:15 PM |
| 76 | Convinient and less use of cars for short rides | 1/28/2019 1:07 PM |
| 77 | None | 1/28/2019 1:06 PM |
| 78 | none, they are gadgets like drones. some people like the latest, others could care less. | 1/28/2019 12:46 PM |
| 79 | Faster transportation. | 1/28/2019 12:35 PM |
| 80 | Kids using them to get around | 1/28/2019 12:33 PM |
| 81 | Not really. | 1/28/2019 12:15 PM |
| 82 | You can get around from place to place easier | 1/28/2019 12:10 PM |
| 83 | Yes, this is the best way for the community to get started on using the bike paths and other city resources. Additionally this is a good way to people to get around without parking issues. Eventually people will see the beenfit of getting out and may be start to walk, spend time and get to know the neighbors. | 1/28/2019 12:06 PM |
| 84 | better than bikes for travelling on hills | 1/28/2019 12:05 PM |
| 85 | I'm not sure if we are speaking of electric scooters ie like mopeds or electric scooters like razor scooters with a small motor. Or bike style trek bikes with the added electric engine for assistance. Or a medical electric wheelchair. I think all have different used and different limitations regarding where to park and drive them. | 1/28/2019 12:04 PM |
| 86 | They are convenient, easy and fun. | 1/28/2019 11:48 AM |
| 87 | None | 1/28/2019 11:47 AM |
| 88 | environmental benefit | 1/28/2019 11:44 AM |
| 89 | Quick, convenient and easy transportation | 1/28/2019 11:39 AM |
| 90 | No advantage. More accidents likely. | 1/28/2019 11:35 AM |
| 91 | It's less strenuous than a bike, but offers much the same benefits of speed and being outdoors. | 1/28/2019 11:29 AM |
| 92 | Fun, the lower powered ones don't go any faster than a bike or scooter. Easy to use | 1/28/2019 11:28 AM |
| 93 | Nothing | 1/28/2019 11:23 AM |
| 94 | Get around quicker. | 1/28/2019 11:20 AM |
| 95 | None | 1/28/2019 11:19 AM |
| 96 | Fun | 1/28/2019 11:13 AM |
| 97 | Easier movement for some. | 1/28/2019 11:10 AM |
| 98 | No emissions, quick, convenient, portable | 1/28/2019 11:07 AM |
| 99 | none | 1/28/2019 11:03 AM |
| 100 | I see young kids using these to get around | 1/28/2019 10:58 AM |
| 101 | Increased patients for Dublin Methodist and orthopedic specialists. Increased revenue for the scooter services. | 1/28/2019 10:58 AM |
| 102 | less emissions, don't require a full parking space | 1/28/2019 10:55 AM |
| 103 | Norhing | 1/28/2019 10:55 AM |
| 104 | a convenient way for non-drivers to get around | 1/28/2019 10:53 AM |

| 105 | None. | 1/28/2019 10:53 AM |
|---|---|---|
| 106 | From my personal experience there isn't any advantages. | 1/28/2019 10:50 AM |
| 107 | I don't see a disadvantage, it's luxury, fun, and also a fast way to get to places. The people should keep safety for others and themselves at all times. (Helmet, making sure battery is charged, keeping clear distances from people and animals, and slowing at a jogging pace when passing by people and animals) | 1/28/2019 10:49 AM |
| 108 | I approve of electric always | 1/28/2019 10:49 AM |
| 109 | Not necesssry | 1/28/2019 10:45 AM |
| 110 | Energy | 1/28/2019 10:44 AM |
| 111 | Commute to close by areas instead of using cars will reduce pollution. | 1/28/2019 10:42 AM |
| 112 | Less driving and parking. Attract young people. Ease congestion. | 1/28/2019 10:40 AM |
| 113 | none | 1/28/2019 10:40 AM |
| 114 | Parks | 1/28/2019 10:36 AM |
| 115 | None | 1/28/2019 10:30 AM |
| 116 | time | 1/28/2019 10:30 AM |
| 117 | None | 1/28/2019 10:30 AM |
| 118 | An Energy efficient way to get around. Less congestion than with cars | 1/28/2019 10:28 AM |
| 119 | Inexpensive and clean mobility. | 1/28/2019 10:24 AM |
| 120 | no advantages, just injuries | 1/28/2019 10:19 AM |
| 121 | low cost, no emission travel for short distances | 1/28/2019 10:17 AM |
| 122 | Provides access to transportation to people who may need it. | 1/28/2019 10:13 AM |
| 123 | A nice way to park your car and then to scoot around to the shops in historic downtown Dublin and then cross the bridge to scoot around the new Dublin shops. | 1/28/2019 10:11 AM |
| 124 | No advantage at all! Nothing but headache | 1/28/2019 10:10 AM |
| 125 | Good for the environment, gets people outside, makes bridge park and downtown dublin more accessible without having to drive. | 1/28/2019 10:07 AM |
| 126 | none? | 1/28/2019 10:05 AM |
| 127 | Easy transportation | 1/28/2019 10:04 AM |
| 128 | None | 1/28/2019 10:03 AM |
| 129 | Less traffic and parking issues | 1/28/2019 9:59 AM |
| 130 | None | 1/28/2019 9:58 AM |
| 131 | Sidewalks | 1/28/2019 9:57 AM |
| 132 | None | 1/28/2019 9:55 AM |
| 133 | nothing...they are unnecessary | 1/28/2019 9:55 AM |
| 134 | A new way to stay mobile. | 1/28/2019 9:50 AM |
| 135 | Easy to get place to place | 1/28/2019 9:50 AM |
| 136 | help with mobility | 1/28/2019 9:47 AM |
| 137 | None. | 1/28/2019 9:47 AM |
| 138 | zero advantages | 1/28/2019 9:38 AM |
| 139 | Get around quickly | 1/28/2019 9:37 AM |
| 140 | Speed. Fun. | 1/28/2019 9:36 AM |
| 141 | Would alleviate some parking issues in popular areas of town. | 1/28/2019 9:28 AM |

| 142 | Fun and different transportation offers | 1/28/2019 9:28 AM |
|-----|------|------|
| 143 | Fewer cars | 1/28/2019 9:27 AM |
| 144 | None. They clutter the sidewalks and walkways. People are also very rude and dangerous while riding them around. | 1/28/2019 9:23 AM |
| 145 | Allowing travel between middle distances to be used vs ubers jamming up roads. | 1/28/2019 9:22 AM |
| 146 | None | 1/28/2019 9:17 AM |
| 147 | Quick, inexpensive alternative for transportation in and about certain locations in the City. | 1/28/2019 9:17 AM |
| 148 | none | 1/28/2019 9:14 AM |
| 149 | Fast and easy transportation around town. | 1/28/2019 9:14 AM |
| 150 | In Dublin specifically, not much. You can bike everywhere. | 1/28/2019 9:10 AM |
| 151 | None | 1/28/2019 9:10 AM |
| 152 | None. I pay extra taxes so my family can live in a nicer area that doesn't look trashy. Scooters make towns look so dirty and uncared for. | 1/28/2019 9:08 AM |
| 153 | Similar to bikes without any benefit of actual exercise | 1/28/2019 9:07 AM |
| 154 | none | 1/28/2019 9:07 AM |
| 155 | Quick access to everything in Dublin | 1/28/2019 9:06 AM |
| 156 | Cut down on cars that run on gas :) alternative for children getting to school - if only our bike path actually went all the way to the high schools:( | 1/28/2019 9:05 AM |
| 157 | None | 1/28/2019 9:05 AM |
| 158 | none | 1/28/2019 9:04 AM |
| 159 | Move around more quickly. Possibly less car traffic. | 1/28/2019 9:04 AM |
| 160 | Save energy | 1/28/2019 8:59 AM |
| 161 | None | 1/28/2019 8:58 AM |
| 162 | Ease of getting around | 1/28/2019 8:58 AM |
| 163 | I see none | 1/28/2019 8:57 AM |
| 164 | More in the downtown to Bridge Park area to be able to access the restaurants and bars easily | 1/28/2019 8:55 AM |
| 165 | They are more economical and they do allow faster transport than walking. | 1/28/2019 8:54 AM |
| 166 | Less pollution and congestion | 1/28/2019 8:50 AM |
| 167 | Fun | 1/28/2019 8:48 AM |
| 168 | Good for those with disabilities | 1/28/2019 8:46 AM |
| 169 | None | 1/28/2019 8:45 AM |
| 170 | Environmentaly friendly and consolidated parking | 1/28/2019 8:45 AM |
| 171 | Fun toy | 1/28/2019 8:45 AM |
| 172 | None | 1/28/2019 8:44 AM |
| 173 | Mobility for residents. | 1/28/2019 8:43 AM |
| 174 | I don't see advantages. Walking and bikes already provide transportation options | 1/28/2019 8:41 AM |
| 175 | Scooters shrink the size of Dublin. We desire a community out and about in town, scooters shrink the distance between gathering hubs. | 1/28/2019 8:39 AM |
| 176 | N/A | 1/28/2019 8:38 AM |
| 177 | Cost savings, environmentally friendly | 1/28/2019 8:34 AM |
| 178 | Increase mobility options for all residents and visitors. Reduce vehicular traffic. | 1/28/2019 8:33 AM |
| 179 | Fun, and energy efficient way to get around. | 1/28/2019 8:32 AM |

| 180 | Not sure | 1/28/2019 8:32 AM |
|---|---|---|
| 181 | Solves parking | 1/28/2019 8:31 AM |
| 182 | allowing someone who maybe cannot walk the ability to get outdoors but I doubt if you have trouble walking you could stand for that long or would be able to control the device very well. | 1/28/2019 8:30 AM |
| 183 | Environmentally friendly. Enjoyable for parents & kids alike. New way to experience Dublin. Enjoyable travel for those in the new Dublin area restaurants to their vehicles or just for a fun scoot around with a spouse. | 1/28/2019 8:28 AM |
| 184 | Hip space | 1/28/2019 8:25 AM |
| 185 | Maybe less young drivers in dublin? | 1/28/2019 8:24 AM |
| 186 | None | 1/28/2019 8:22 AM |
| 187 | Nothing | 1/28/2019 8:19 AM |
| 188 | Revenue. | 1/28/2019 8:18 AM |
| 189 | Avoid parking a car, but with the addition of new garages I don't see the appeal of scooters as much. If it will attract more tax paying residents tho, they may be worth it. | 1/28/2019 8:17 AM |
| 190 | Quickly get around | 1/28/2019 8:14 AM |
| 191 | None. | 1/28/2019 8:12 AM |
| 192 | Faster form of transportation, however the bikes are a healthier alternative which I highly support. | 1/28/2019 8:07 AM |
| 193 | None | 1/28/2019 8:05 AM |
| 194 | Transportation and recreation | 1/28/2019 7:50 AM |
| 195 | None | 1/28/2019 7:43 AM |
| 196 | Environmental - moves100-250 lb people around on a 30lb elec scooter vs 5,000 lb gasoline powered car. Traffic - removes cars from the road. Quality of life - gets residents outside. | 1/28/2019 6:34 AM |
| 197 | Don't see many...they're mainly recreational. | 1/28/2019 6:18 AM |
| 198 | Entertainment, money making, fun transportation | 1/28/2019 5:04 AM |
| 199 | None | 1/28/2019 12:55 AM |
| 200 | Ability to get fresh air and travel a greater distance than walking. | 1/27/2019 11:40 PM |
| 201 | Similar to Lime bikes, easy to get around the city. | 1/27/2019 11:38 PM |
| 202 | None | 1/27/2019 11:32 PM |
| 203 | Quick Transportation with moving the car. | 1/27/2019 11:30 PM |
| 204 | Natural Selection protecting our gene pool. | 1/27/2019 11:23 PM |
| 205 | Getting people lazy | 1/27/2019 11:13 PM |
| 206 | They're great when their use doesn't interfere with pedestrian or vehicular traffic. | 1/27/2019 10:54 PM |
| 207 | I see none in the Dublin environment. | 1/27/2019 10:53 PM |
| 208 | None | 1/27/2019 10:51 PM |
| 209 | Less cars on the road | 1/27/2019 10:51 PM |
| 210 | None | 1/27/2019 10:50 PM |
| 211 | No advantages. | 1/27/2019 10:23 PM |
| 212 | Very little. Would create accidents. See it downtown | 1/27/2019 10:22 PM |
| 213 | I see NO advantage. Dublin does not have a big town. Very few people have the life as riding a scooter from the apartment to the convenient store at the corner. | 1/27/2019 10:15 PM |
| 214 | Being able to get around an area more efficiently than walking. | 1/27/2019 10:14 PM |
| 215 | Ease of use | 1/27/2019 10:12 PM |
| 216 | none | 1/27/2019 10:08 PM |

| 217 | On college campus when students don't have vc at or want to drive | 1/27/2019 10:07 PM |
|---|---|---|
| 218 | It does add another mode of transportation that is more friendly to environment than automobiles. | 1/27/2019 10:05 PM |
| 219 | Less cars on roads | 1/27/2019 9:57 PM |
| 220 | None | 1/27/2019 9:56 PM |
| 221 | None | 1/27/2019 9:51 PM |
| 222 | None | 1/27/2019 9:40 PM |
| 223 | Zero in Dublin. | 1/27/2019 9:37 PM |
| 224 | Cheap and convienet. | 1/27/2019 9:34 PM |
| 225 | i don't see any advantages | 1/27/2019 9:34 PM |
| 226 | To have fun. Get places fast. | 1/27/2019 9:24 PM |
| 227 | None | 1/27/2019 9:23 PM |
| 228 | Nothing | 1/27/2019 9:23 PM |
| 229 | Easy, fun, and quick way to move around. | 1/27/2019 9:23 PM |
| 230 | Cool, less pollution, quiet, | 1/27/2019 9:18 PM |
| 231 | no | 1/27/2019 9:16 PM |
| 232 | Get to places quickly | 1/27/2019 9:15 PM |
| 233 | Let look like they'd be crazy fun!!! Nice to get fr here to there in the DUBLIN core areas | 1/27/2019 9:08 PM |
| 234 | Environmental friendly Easy to operate Mobility | 1/27/2019 9:03 PM |
| 235 | Zero emission transportation option | 1/27/2019 9:00 PM |
| 236 | Spur of the moment quick travel | 1/27/2019 8:59 PM |
| 237 | They would provide mobilityto those who are not able to walk great distances; hopefully, would reduce dependency on the far greater polluting automobiles for short, social trips and simple trips to, say, the bank, pharmacy, etc.. | 1/27/2019 8:50 PM |
| 238 | not many | 1/27/2019 8:44 PM |
| 239 | No advantage | 1/27/2019 8:41 PM |
| 240 | None | 1/27/2019 8:40 PM |
| 241 | None | 1/27/2019 8:39 PM |
| 242 | to see you and take adventure of Broad Street or you get from place to place quickly to placeWithout a vehicle | 1/27/2019 8:37 PM |
| 243 | Transportation | 1/27/2019 8:36 PM |
| 244 | None would be a rust | 1/27/2019 8:34 PM |
| 245 | Nothing good can come of these things | 1/27/2019 8:31 PM |
| 246 | None | 1/27/2019 8:31 PM |
| 247 | Zero | 1/27/2019 8:28 PM |
| 248 | Reduce traffic. Reduce demand for parking. Cleaner air. Healthy. | 1/27/2019 8:27 PM |
| 249 | Nothing | 1/27/2019 8:26 PM |
| 250 | None based on direct experience with the use of scooters in German Village. | 1/27/2019 8:17 PM |
| 251 | None. I see them in downtown Columbus and they are hazardous for riders, drivers and pedestrians | 1/27/2019 8:06 PM |
| 252 | None | 1/27/2019 8:05 PM |
| 253 | None! | 1/27/2019 8:05 PM |
| 254 | Less car traffic | 1/27/2019 8:04 PM |

| 255 | Quicker transportation than a bike; no parking issues | 1/27/2019 7:58 PM |
|-----|---|---|
| 256 | Better for the environment. Getting around bridge park and downtown | 1/27/2019 7:57 PM |
| 257 | Possible thrill ride for a few | 1/27/2019 7:57 PM |
| 258 | Fast temporary transportation | 1/27/2019 7:57 PM |
| 259 | Ease of getting around. Less need for traditional parking | 1/27/2019 7:55 PM |
| 260 | None | 1/27/2019 7:54 PM |
| 261 | None | 1/27/2019 7:52 PM |
| 262 | Easy mobility but I don't think they are worth the risk. | 1/27/2019 7:48 PM |
| 263 | None | 1/27/2019 7:45 PM |
| 264 | Convenient non-car transportation | 1/27/2019 7:45 PM |
| 265 | Nothing | 1/27/2019 7:44 PM |
| 266 | None | 1/27/2019 7:41 PM |
| 267 | None | 1/27/2019 7:39 PM |
| 268 | None | 1/27/2019 7:36 PM |
| 269 | Get to places quickly, less local car congestion | 1/27/2019 7:35 PM |
| 270 | None | 1/27/2019 7:29 PM |
| 271 | None | 1/27/2019 7:24 PM |
| 272 | none. | 1/27/2019 7:18 PM |
| 273 | Not at all | 1/27/2019 7:15 PM |
| 274 | Could reduce number auto trips | 1/27/2019 7:15 PM |
| 275 | Will allow people to get fresh air as well as getting where they want to go. | 1/27/2019 7:06 PM |
| 276 | Transportation advantage, fun for those who have interest... | 1/27/2019 7:02 PM |
| 277 | easy and quicker to get places | 1/27/2019 6:54 PM |
| 278 | Many new types offer longer battery life and better electric motors. You could use one to get to work or school and not have to have a motor vehicle license. | 1/27/2019 6:53 PM |
| 279 | none | 1/27/2019 6:51 PM |
| 280 | None | 1/27/2019 6:47 PM |
| 281 | Easy to get around | 1/27/2019 6:45 PM |
| 282 | They are a lot of fun | 1/27/2019 6:44 PM |
| 283 | Nothing | 1/27/2019 6:43 PM |
| 284 | None...that benefits the overall general welfare of our community. Personal adult toys could be used on one's own property. | 1/27/2019 6:39 PM |
| 285 | Increased foot/pedestrian traffic | 1/27/2019 6:39 PM |
| 286 | none | 1/27/2019 6:37 PM |
| 287 | Not sure. | 1/27/2019 6:34 PM |
| 288 | I won't be using one | 1/27/2019 6:34 PM |
| 289 | Easy mobility for short trips. | 1/27/2019 6:33 PM |
| 290 | Increased mobility but at the expense of not burning energy. | 1/27/2019 6:32 PM |
| 291 | None | 1/27/2019 6:27 PM |
| 292 | Convenient for the rider | 1/27/2019 6:27 PM |
| 293 | None | 1/27/2019 6:26 PM |

| 294 | Dublin PR staff can think it's cool & trendy | 1/27/2019 6:24 PM |
| 295 | For kids to play on | 1/27/2019 6:23 PM |
| 296 | Fun, easy, handy means of transportation. | 1/27/2019 6:23 PM |
| 297 | . | 1/27/2019 6:22 PM |
| 298 | easy to use, sharing is a great option, since owning one is too expensive | 1/27/2019 6:22 PM |
| 299 | Nothing....safety hazard | 1/27/2019 6:21 PM |
| 300 | None | 1/27/2019 6:20 PM |
| 301 | This will be a great way to explore the new Bridge Park area! | 1/27/2019 6:18 PM |
| 302 | I can see none. | 1/27/2019 6:18 PM |
| 303 | None. Check elsewhere. They have been a problem | 1/27/2019 6:17 PM |
| 304 | They save on gas. | 1/27/2019 6:17 PM |
| 305 | Getting from one place to another especially when no parking available and it's fun to ride:) | 1/27/2019 6:14 PM |
| 306 | Clean and simple transportation. Being as someone who not only has a electric skateboard, but moving from Chicago. It's best to approve the use. Dublin wants to attract younger people, blocking it in the city for streets 25mph and lower is a no brainer. | 1/27/2019 6:13 PM |
| 307 | None | 1/27/2019 6:13 PM |
| 308 | Economic and environmentally friendly transportation. | 1/27/2019 6:13 PM |
| 309 | A few pampered people ran get places faster than others. | 1/27/2019 6:11 PM |
| 310 | Eco friendly and efficient mode of local transportation | 1/27/2019 6:10 PM |
| 311 | I see none. | 1/27/2019 6:10 PM |
| 312 | Mobility for younger students. | 1/27/2019 6:10 PM |
| 313 | None | 1/27/2019 6:09 PM |
| 314 | I don't see any advantage. I think they will cause problems. | 1/27/2019 6:08 PM |
| 315 | Quick short travel. Would be a great addition to downtown Dublin because it's growing. | 1/27/2019 6:08 PM |
| 316 | Easier mobility. Attractive means of cheap transportation for those living in or near BSD | 1/27/2019 6:07 PM |
| 317 | Weeding out the weak | 1/27/2019 6:07 PM |
| 318 | Nothing, we have the line bikes and do not see those utilized, the scooters would add more hazard to those waking on paths. | 1/27/2019 6:07 PM |
| 319 | None | 1/27/2019 6:06 PM |
| 320 | Cheap, easy, fast transportation. | 1/27/2019 6:05 PM |
| 321 | None. Can be operated same as bicycle but not as visible and very easy to fall off in sudden stop. | 1/27/2019 6:05 PM |
| 322 | There are no advantages. Even if there were, the infrastructure doesn't support without creating problems. | 1/27/2019 6:05 PM |
| 323 | None | 1/27/2019 6:05 PM |
| 324 | None | 1/27/2019 6:04 PM |
| 325 | Fun | 1/27/2019 6:02 PM |
| 326 | Increased EMT calls and hospital visits? | 1/27/2019 6:01 PM |
| 327 | None. | 1/27/2019 6:01 PM |
| 328 | Fast eco friendly travel | 1/27/2019 5:59 PM |
| 329 | Nothing at all. | 1/27/2019 5:59 PM |
| 330 | Fun tansportation | 1/27/2019 5:59 PM |
| 331 | None . | 1/27/2019 5:59 PM |

| 332 | I don't see advantages. I see frustration if they get into traffic patterns | 1/27/2019 5:58 PM |
|---|---|---|
| 333 | The electric scooters and bikes that are not docked/parked at specific locations make it City look trashy. Might get kids outside. | 1/27/2019 5:54 PM |
| 334 | None | 1/27/2019 5:54 PM |
| 335 | Easier for a quick trip than a bicycle (around historic Dublin/bridge park) | 1/27/2019 5:54 PM |
| 336 | None outside an urban area | 1/27/2019 5:54 PM |
| 337 | They are very dangerous! Don't below on streets or sidewalks! | 1/27/2019 5:53 PM |
| 338 | More people visiting area. Which could bring more businesses. Easier transit | 1/27/2019 5:53 PM |
| 339 | closer to the ground if one falls over | 1/27/2019 5:51 PM |
| 340 | Convenient transportation | 1/27/2019 5:51 PM |
| 341 | None! | 1/27/2019 5:51 PM |
| 342 | None | 1/27/2019 5:50 PM |
| 343 | Convenience Good for environment Not having to buy/use car to get around | 1/27/2019 5:50 PM |
| 344 | I see no advantage. | 1/27/2019 5:49 PM |
| 345 | None | 1/27/2019 5:48 PM |
| 346 | Encourages people to go outside and to not use their car | 1/27/2019 5:44 PM |
| 347 | Reduce the number of cars on the streets. | 1/27/2019 5:44 PM |
| 348 | An easy means of getting around. | 1/27/2019 5:41 PM |
| 349 | Less cars | 1/27/2019 3:02 PM |
| 350 | Go to further locations than you might when on a bike. Get others that might not want to ride a bike, go on a scooter instead. Better for the environment- less exhaust in the air | 1/27/2019 2:41 PM |
| 351 | It's gets kids outside to ride to places | 1/27/2019 1:51 PM |
| 352 | Getting around town without owning a car | 1/27/2019 1:03 PM |
| 353 | None | 1/27/2019 12:49 PM |
| 354 | teen recreation | 1/27/2019 12:26 PM |
| 355 | none | 1/27/2019 12:21 PM |
| 356 | none-too dangerous | 1/27/2019 12:11 PM |
| 357 | No | 1/27/2019 12:06 PM |
| 358 | none | 1/27/2019 12:00 PM |
| 359 | Increased mobility. Reduced us of cars for short trips. | 1/27/2019 11:51 AM |
| 360 | teens love them | 1/27/2019 11:44 AM |
| 361 | The electric | 1/27/2019 11:40 AM |
| 362 | Efficient, fun, low cost, convenient | 1/27/2019 11:07 AM |
| 363 | None | 1/27/2019 11:07 AM |
| 364 | Convenience of getting around | 1/27/2019 10:51 AM |
| 365 | None....complete safety issues | 1/27/2019 8:23 AM |
| 366 | None | 1/27/2019 1:24 AM |
| 367 | Not many. | 1/26/2019 10:52 PM |
| 368 | Simple, cheap way to encourage movement through old town Dublin & Bridge Park. Could even see them being used on the pathways. | 1/26/2019 9:53 PM |
| 369 | Quick, cheap way to travel short distance. Fun afternoon activity (maybe once). | 1/26/2019 9:36 PM |
| 370 | None. Walk or ride a bike to get exercise. | 1/26/2019 8:52 PM |

| 371 | Nothing. They will be abused, the people riding will not be courteous to others on bike paths and god forbid what will happen with cars. | 1/26/2019 7:46 PM |
|---|---|---|
| 372 | No advantages. Much better to walk or bike. | 1/26/2019 5:59 PM |
| 373 | I don't. People that use them should be walking for their health. The only advantage I see is they are a more eco-friendly means of transport than cars. | 1/26/2019 5:54 PM |
| 374 | Quiet and no emissions | 1/26/2019 4:56 PM |
| 375 | Lower traffic | 1/26/2019 4:33 PM |
| 376 | None | 1/26/2019 4:28 PM |
| 377 | provides mobility option for those working in Historic District | 1/26/2019 4:24 PM |
| 378 | I guess they are fun to ride. | 1/26/2019 3:51 PM |
| 379 | Low cost, micro-transportation. | 1/26/2019 3:13 PM |
| 380 | No advanteges | 1/26/2019 2:21 PM |
| 381 | Mobility for short distances < 5 miles in lieu of cars | 1/26/2019 1:55 PM |
| 382 | Mainly recreational for those who enjoy riding scooters, I see them as extension to the skateboard | 1/26/2019 1:41 PM |
| 383 | None | 1/26/2019 1:20 PM |
| 384 | No car needed, small | 1/26/2019 1:12 PM |
| 385 | Fun. Trendy. | 1/26/2019 1:09 PM |
| 386 | Less gas Zippy and fast transportation | 1/26/2019 12:15 PM |
| 387 | I don't see any advantage. | 1/26/2019 11:23 AM |
| 388 | No | 1/26/2019 10:41 AM |
| 389 | None | 1/26/2019 9:29 AM |
| 390 | None | 1/26/2019 8:59 AM |
| 391 | Speed | 1/26/2019 8:50 AM |
| 392 | Teens having fun, embracing new technology | 1/26/2019 8:23 AM |
| 393 | None | 1/26/2019 7:45 AM |
| 394 | quick, fun transportation when teens don't have a car | 1/26/2019 6:08 AM |
| 395 | Useful for short trips in non-congested areas | 1/26/2019 12:11 AM |
| 396 | Not everyone can ride a bike and this offers an alternative that allows someone to enjoy Dublin's park system with their loved ones (kids, grandkids, etc) who do ride. | 1/26/2019 12:05 AM |
| 397 | I don't see advantages. | 1/25/2019 11:52 PM |
| 398 | Nothing | 1/25/2019 11:33 PM |
| 399 | Give hipsters/millennials a place to hurt themselves | 1/25/2019 11:31 PM |
| 400 | fun toy for children in neighborhoods. Possible urban transport alternative in warm parts of the country with a dense population, like San Francisco. | 1/25/2019 11:27 PM |
| 401 | None | 1/25/2019 11:03 PM |
| 402 | The speed faster than walking, but other than that, I don't see anything. | 1/25/2019 10:49 PM |
| 403 | Getting from one place to another quicker than walking and a bike and fun. | 1/25/2019 10:43 PM |
| 404 | None. People need exercise. | 1/25/2019 10:42 PM |
| 405 | More environmentally friendly than vehicles. | 1/25/2019 10:29 PM |
| 406 | None | 1/25/2019 10:13 PM |
| 407 | There are none. They are annoying. | 1/25/2019 10:06 PM |
| 408 | To have fun. | 1/25/2019 9:55 PM |

| 409 | It would be a quick way to get places | 1/25/2019 9:51 PM |
| --- | --- | --- |
| 410 | None | 1/25/2019 9:42 PM |
| 411 | Easy way to travel fast from point A to point B | 1/25/2019 8:43 PM |
| 412 | increased mobility | 1/25/2019 8:39 PM |
| 413 | None. | 1/25/2019 8:30 PM |
| 414 | Fun way to get someplace quickly | 1/25/2019 8:21 PM |
| 415 | Nothing. | 1/25/2019 8:16 PM |
| 416 | N/a | 1/25/2019 7:41 PM |
| 417 | None. | 1/25/2019 7:27 PM |
| 418 | They're fun & can get you someplace faster than cycling. | 1/25/2019 7:01 PM |
| 419 | None | 1/25/2019 6:29 PM |
| 420 | Allows easier/faster access to both sides of the City going across the river. | 1/25/2019 5:58 PM |
| 421 | NONE | 1/25/2019 5:35 PM |
| 422 | Nothing | 1/25/2019 5:30 PM |
| 423 | None | 1/25/2019 5:28 PM |
| 424 | I think it would bring more attention and vistitors to Dublin. | 1/25/2019 5:27 PM |
| 425 | None really. | 1/25/2019 5:26 PM |
| 426 | I consider them dangerous for untrained riders | 1/25/2019 5:24 PM |
| 427 | I don't see any advantages, only potential safety concerns. | 1/25/2019 5:16 PM |
| 428 | None | 1/25/2019 5:02 PM |
| 429 | Ease of and relative low cost of transportation within Dublin for short trips like grocery shopping or heading downtown. Potential to increase the radius of better than average home price appreciation around downtown and new bridge park development. | 1/25/2019 4:36 PM |
| 430 | None | 1/25/2019 4:31 PM |
| 431 | Convenience | 1/25/2019 4:26 PM |
| 432 | None | 1/25/2019 4:25 PM |
| 433 | None. People don't seem to know the rules of riding scooters which put pedestrians and cars and scooters themselves in danger. | 1/25/2019 4:15 PM |
| 434 | Nothing unless they are licensed and drivers licensed to drive them | 1/25/2019 4:11 PM |
| 435 | Great for getting people out of their cars and getting cars off the road | 1/25/2019 4:06 PM |
| 436 | Great option for commuters or just zipping around Dublin | 1/25/2019 4:00 PM |
| 437 | Ability to move quickly from destination to destination than a bike or walking provides. | 1/25/2019 3:46 PM |
| 438 | Easier to access but not safe! | 1/25/2019 3:46 PM |
| 439 | Very popular with millennial residents and visitors. Allows those already familiar with the scooters from other cities an easy way to see our city if they are in for events or conferences. Makes the city seem on the cutting edge | 1/25/2019 3:44 PM |
| 440 | None | 1/25/2019 3:22 PM |
| 441 | Fun and will allow us to be more mobile. Probably get out to Dublin Park in the summer. | 1/25/2019 3:15 PM |
| 442 | cheap, efficient way to get around in an urban setting | 1/25/2019 3:03 PM |
| 443 | Other than recreational use, I see o advantage. | 1/25/2019 2:59 PM |
| 444 | Not a whole lot, Americans need more exercise--I would rather see more bike usage on our awesome Dublin bike baths than lazy electric scooter usage. | 1/25/2019 2:57 PM |
| 445 | None. | 1/25/2019 2:53 PM |

| 446 | Fun to ride | 1/25/2019 2:40 PM |
| 447 | Recreational activity | 1/25/2019 2:38 PM |
| 448 | No | 1/25/2019 2:38 PM |
| 449 | None | 1/25/2019 2:34 PM |
| 450 | None | 1/25/2019 2:30 PM |
| 451 | None | 1/25/2019 2:30 PM |
| 452 | Fun | 1/25/2019 2:20 PM |
| 453 | I don't see any advantages. | 1/25/2019 2:16 PM |
| 454 | None, the city already is look like a gehtto with the rental bikes laying everywhere in the summer. | 1/25/2019 2:15 PM |
| 455 | None | 1/25/2019 2:12 PM |
| 456 | Cheap mobility | 1/25/2019 2:09 PM |
| 457 | I think they are great as an on-campus vehicle. | 1/25/2019 1:59 PM |
| 458 | I don't see any advantages in Dublin. People who want to ride a scooter can get/afford a scooter. | 1/25/2019 1:52 PM |
| 459 | Fun recreation, expand possibilities to explore all that Dublin has to offer | 1/25/2019 1:40 PM |
| 460 | Quick short distance transportation for young adults, | 1/25/2019 1:37 PM |
| 461 | Nothing | 1/25/2019 1:37 PM |
| 462 | Last-mile transit, easy access, fun. | 1/25/2019 1:35 PM |
| 463 | None | 1/25/2019 1:34 PM |
| 464 | Quick convenient urban transportation and recreation | 1/25/2019 1:33 PM |
| 465 | I don't see an advantage. | 1/25/2019 1:26 PM |
| 466 | None, really. I don't see us having a large local commuter base to need this like a metro area might | 1/25/2019 1:24 PM |
| 467 | Electric Scooters should be used by licensed drivers instead of a car to do errands. They should not be used by anyone under 16. | 1/25/2019 1:23 PM |
| 468 | None | 1/25/2019 1:17 PM |
| 469 | If any advantages, maybe allowing older individuals that can't walk long distances, or ride a bike an opportunity to get out and enjoy the outdoors. | 1/25/2019 1:14 PM |
| 470 | Fun way to get around Dublin | 1/25/2019 1:06 PM |
| 471 | Quicker to get around town with the exertion of exercise like using a rental bike. | 1/25/2019 1:05 PM |
| 472 | Convenient micro transportation | 1/25/2019 1:03 PM |
| 473 | Less pollution | 1/25/2019 1:02 PM |
| 474 | I don't. It will make kids lazy and not get any exercise. | 1/25/2019 1:00 PM |
| 475 | Anything to get more people outside more. | 1/25/2019 12:58 PM |
| 476 | None | 1/25/2019 12:54 PM |
| 477 | It will help those too lazy to walk to friends, pools tennis courts, the next store. | 1/25/2019 12:54 PM |
| 478 | A novelty for getting around a little faster than a bike. | 1/25/2019 12:50 PM |
| 479 | Great transportation | 1/25/2019 12:50 PM |
| 480 | Alternative to bikes for quick/small commutes within the community. | 1/25/2019 12:49 PM |
| 481 | Allows foot traffic a quicker way to travel. | 1/25/2019 12:49 PM |
| 482 | none | 1/25/2019 12:44 PM |
| 483 | Potentially reduce teenage / young drivers speeding on neighborhood roads | 1/25/2019 12:40 PM |
| 484 | Less car traffic | 1/25/2019 12:40 PM |

| 485 | less cars, fun | 1/25/2019 12:39 PM |
|---|---|---|
| 486 | Inexpensive mobility | 1/25/2019 12:36 PM |
| 487 | I don't know of any real advantages except to kids for sport. | 1/25/2019 12:35 PM |
| 488 | Environmental | 1/25/2019 12:35 PM |
| 489 | Less car commuters. Fun way to enjoy the new locations in the city. | 1/25/2019 12:31 PM |
| 490 | No advantage, just another distraction, nuisance for the motoring public to deal with. | 1/25/2019 12:31 PM |
| 491 | None | 1/25/2019 12:30 PM |
| 492 | None | 1/25/2019 12:30 PM |
| 493 | They get you from place to place quickly and cheaply. | 1/25/2019 12:30 PM |
| 494 | None. Just a toy that invites abuse. | 1/25/2019 12:25 PM |
| 495 | None | 1/25/2019 12:22 PM |
| 496 | I don't see any advantages. | 1/25/2019 12:21 PM |
| 497 | Fun means of transportation. | 1/25/2019 12:20 PM |
| 498 | For people who have problems pedaling bikes. Environmentalally friendly. They would be fun also when it's warm out. Maybe shut down the program Jan-April 1 because of Ohio Weather and safety | 1/25/2019 12:19 PM |
| 499 | Easy access across the city | 1/25/2019 12:18 PM |
| 500 | None. | 1/25/2019 12:14 PM |
| 501 | Increased mobility for short distances. | 1/25/2019 12:10 PM |
| 502 | they're fun | 1/25/2019 12:08 PM |
| 503 | Car replacement for short rides | 1/25/2019 12:06 PM |
| 504 | None | 1/25/2019 11:49 AM |
| 505 | It gives our senior citizens ability to enjoy being outdoors. | 1/25/2019 11:47 AM |
| 506 | As far as Dublin is concerned there are not any advantages except for fun. | 1/25/2019 11:43 AM |
| 507 | They allow folks to travel fairly quickly in a short period of time from one place to another. Additionally, they allow the user to remain outside if they are inclined to enjoy the weather. | 1/25/2019 11:40 AM |
| 508 | Ease of use and keeps people active | 1/25/2019 11:39 AM |
| 509 | Recreational enjoyment | 1/25/2019 11:31 AM |
| 510 | None. | 1/25/2019 11:30 AM |
| 511 | Mobility for the less mobile. | 1/25/2019 11:30 AM |
| 512 | people you cannot get around with out them having mobility | 1/25/2019 11:29 AM |
| 513 | Eco Friendly, Convenient, Safe, Forward thinking | 1/25/2019 11:29 AM |
| 514 | Nothing other than they are a fun alternative "occasionally" to walking or biking. | 1/25/2019 11:25 AM |
| 515 | Convenient for everyone | 1/25/2019 11:23 AM |
| 516 | i really don't see any advantages | 1/25/2019 11:22 AM |
| 517 | Speed, fun, opportunity for people of all abilities to enjoy | 1/25/2019 11:09 AM |
| 518 | I don't | 1/25/2019 11:09 AM |
| 519 | I encourage transportation alternatives to automobiles. | 1/25/2019 11:08 AM |
| 520 | None | 1/25/2019 11:08 AM |
| 521 | Don't see any! | 1/25/2019 10:57 AM |
| 522 | It's an effective way to get around. It's fun. | 1/25/2019 10:50 AM |
| 523 | Easier access to Dublin downtown, lesser traffic on roads, less gas consumption. | 1/25/2019 10:50 AM |

| 524 | added mobility and energy efficient transportation. | 1/25/2019 10:45 AM |
|-----|-----|-----|
| 525 | None. Only injuries. | 1/25/2019 10:45 AM |
| 526 | Reduce pollution due to vehicular traffic, make roads less congested. | 1/25/2019 10:22 AM |
| 527 | Novelty | 1/25/2019 10:08 AM |
| 528 | Tour of the city- good for commerce and visitors- connect all area of the city- workers for lunch- reduce traffic congestion | 1/25/2019 9:53 AM |
| 529 | Seems like fun in summer. | 1/25/2019 9:48 AM |
| 530 | More lively community. Less parking issues especially when there are special programs | 1/25/2019 9:18 AM |
| 531 | It would just be fun and recreational. It would not alleviate car traffic. | 1/25/2019 9:04 AM |
| 532 | None in Dublin. Makes more sense in urban area. | 1/25/2019 9:00 AM |
| 533 | We are the hipster capital of the US and Dublin promotes getting out and seeing the green spaces they have preserved so I think scooters would be a great addition to the city. | 1/25/2019 9:00 AM |
| 534 | None | 1/25/2019 8:55 AM |
| 535 | I think e-scooters are a great way to cut down on carbon footprints in urban areas with wide side walks or dedicated bike lanes on the roads. | 1/25/2019 8:50 AM |
| 536 | none | 1/25/2019 8:47 AM |
| 537 | Getting around River Park and Old Dublin | 1/25/2019 8:44 AM |
| 538 | I don't see any advantages. | 1/25/2019 8:43 AM |
| 539 | Easy way to get around without using a car | 1/25/2019 8:26 AM |
| 540 | Get places faster. Fun. | 1/25/2019 8:15 AM |
| 541 | People that are lazy like them. | 1/25/2019 8:11 AM |
| 542 | Fun. I do not consider them as a means of transportation | 1/25/2019 8:03 AM |
| 543 | I don't see any advantage with them at all. They are not practical for passengers, heavy loads or provide any tax income. They're a nuisance to cars and people. | 1/25/2019 8:00 AM |
| 544 | Faster transportation with less effort | 1/25/2019 7:59 AM |
| 545 | fun | 1/25/2019 7:54 AM |
| 546 | City council can pat themselves on the back. | 1/25/2019 7:43 AM |
| 547 | Not really | 1/25/2019 7:23 AM |
| 548 | Cheap, clean transportation | 1/25/2019 7:19 AM |
| 549 | In downtown Columbus, they seem to help people park once and get from place to place without moving their car. Good for short trips. | 1/25/2019 12:22 AM |
| 550 | They're a tourist novelty. | 1/24/2019 10:04 PM |
| 551 | None | 1/24/2019 5:55 PM |
| 552 | Quick easy transportation for short trips. | 1/24/2019 5:54 PM |
| 553 | Increased mobilty for elderly. | 1/24/2019 5:40 PM |
| 554 | None | 1/24/2019 4:17 PM |
| 555 | mobility | 1/24/2019 3:35 PM |
| 556 | alternative mode of transportation | 1/24/2019 2:51 PM |
| 557 | None | 1/24/2019 1:40 PM |
| 558 | None | 1/24/2019 7:32 AM |
| 559 | quick way to get around. I do think they are better suited for compact urban environment like OSU campus and downtown Columbus. | 1/23/2019 8:51 PM |
| 560 | Quick, environmentally friendly transportation. | 1/23/2019 7:42 PM |

| 561 | An efficient way to get around. | 1/23/2019 7:23 PM |
|---|---|---|
| 562 | No advantage more disadvantages. Have experienced first hand folks operating scooter in reckless manner and hitting a pedestrian. | 1/23/2019 12:53 PM |
| 563 | Good transportation downtown with limited parking available. | 1/23/2019 10:57 AM |
| 564 | None | 1/23/2019 10:51 AM |
| 565 | Quick and easy transport for folks. | 1/23/2019 10:24 AM |
| 566 | Green, convenient | 1/23/2019 10:07 AM |
| 567 | Less car traffic | 1/23/2019 9:48 AM |
| 568 | No advantage | 1/23/2019 9:37 AM |
| 569 | Easy way to get around town. | 1/23/2019 8:54 AM |
| 570 | None | 1/23/2019 8:32 AM |
| 571 | Disruptor in the transportation industry. | 1/23/2019 8:11 AM |
| 572 | Mobility for those that need it. Kids could ride them to school. | 1/23/2019 7:46 AM |
| 573 | motorized way to get around | 1/23/2019 2:06 AM |
| 574 | None | 1/23/2019 12:23 AM |
| 575 | fun, easy way to get around | 1/23/2019 12:23 AM |
| 576 | Fun thing to do Tourists seem to like them | 1/22/2019 11:52 PM |
| 577 | Ease of travel and economical | 1/22/2019 11:36 PM |
| 578 | A more fun way of touring the new improvements to Dublin. | 1/22/2019 11:30 PM |
| 579 | Convinence of going places around town | 1/22/2019 11:25 PM |
| 580 | Quick trip to get food while Having fun | 1/22/2019 10:15 PM |
| 581 | Nothing | 1/22/2019 9:02 PM |
| 582 | None | 1/22/2019 9:01 PM |
| 583 | Na | 1/22/2019 9:00 PM |
| 584 | NO advantages. | 1/22/2019 8:57 PM |
| 585 | Quick transportation | 1/22/2019 7:55 PM |
| 586 | None. Is it really faster than a bike? Why not ride a bike instead? | 1/22/2019 7:33 PM |
| 587 | Easy transportation | 1/22/2019 7:25 PM |
| 588 | None. Dublin isn't big enough to warrant a need. I think they would likely lead to a bad accident. | 1/22/2019 7:25 PM |
| 589 | Makes commuting in downtown Dublin better.... helps alleviate congestion without the need for more roads that could damage the great wildlife in the area | 1/22/2019 7:02 PM |
| 590 | Easy, cheap transportation. Environmentally friendly. | 1/22/2019 5:30 PM |
| 591 | I don't see any advantage. Roads are for cars and even bicycles tend to gravitate toward the far left of their lane getting close to cars. Scooters add another layer of clutter and make it that much more dangerous. | 1/22/2019 5:30 PM |
| 592 | Another form of transport | 1/22/2019 5:21 PM |
| 593 | None really | 1/22/2019 5:14 PM |
| 594 | None | 1/22/2019 5:05 PM |
| 595 | Make walkable commutes shorter in duration | 1/22/2019 4:54 PM |
| 596 | Fun | 1/22/2019 4:45 PM |
| 597 | I really do not see an advantage. The Lime bikes are sufficient. | 1/22/2019 4:36 PM |
| 598 | I see no advantage. | 1/22/2019 4:33 PM |

| 599 | No advantages over the bikes. | 1/22/2019 4:13 PM |
|-----|-------------------------------|-------------------|
| 600 | Fast, fun transportation | 1/22/2019 3:31 PM |
| 601 | None | 1/22/2019 3:22 PM |
| 602 | None | 1/22/2019 3:02 PM |
| 603 | Easy form of transportation in downtown & old Dublin. | 1/22/2019 2:45 PM |
| 604 | Easy, affordable and environmentally-friendly mode of transportation. Great option for visitors to explore the City. | 1/22/2019 2:30 PM |
| 605 | NONE!!!! | 1/22/2019 2:29 PM |
| 606 | It would be a great way to get from Bridge Park to Historic Dublin. | 1/22/2019 2:28 PM |
| 607 | Quick transportation, would help with bridge st district and historic dublin connection, would need to ban from roundabout | 1/22/2019 2:21 PM |
| 608 | It could be a fun activity for young adults | 1/22/2019 2:19 PM |
| 609 | None | 1/22/2019 2:02 PM |
| 610 | Short distances between where I parked my car or bike. | 1/22/2019 2:00 PM |
| 611 | None | 1/22/2019 1:59 PM |
| 612 | Individuals who do not have a car or a driver's license could benefit. This would be EXCELLENT for the environment, if people would use scooters in lieu of their cars. | 1/22/2019 1:45 PM |
| 613 | quicker than walking. Guessing not really needing to find or pay for parking spot for them. | 1/22/2019 1:44 PM |
| 614 | Reduce car emissions. Quick, fun way to make short trips.I could see a great deal of usage getting from Bridge District to Old Dublin. | 1/22/2019 1:41 PM |
| 615 | Convenient | 1/22/2019 1:40 PM |
| 616 | With the lack of a transit system (light rail, buses are for crap, we all know this) it allows faster travel for short distances | 1/22/2019 1:36 PM |
| 617 | None | 1/22/2019 1:33 PM |
| 618 | Easier to travel further distances in shorter amount of time, won't tire as easily. | 1/22/2019 1:32 PM |
| 619 | None | 1/22/2019 1:31 PM |
| 620 | Progressive and an economical way of getting around | 1/22/2019 1:30 PM |
| 621 | I don't see any. They are entertainment & serve no real functional purpose. People with mobility issues likely don't have the strength & balance required to operate a scooter safely. | 1/22/2019 1:30 PM |
| 622 | Easy fun transportation. Something different. | 1/22/2019 1:26 PM |
| 623 | They're fun and will increase mobility for people. | 1/22/2019 1:26 PM |
| 624 | I do not see any advantages to electric scooters. | 1/22/2019 1:24 PM |
| 625 | Go to any other city with these scooters and it's a nightmare. They are a hazard. Most people just play on them. | 1/22/2019 1:21 PM |
| 626 | No advantages really. | 1/22/2019 1:16 PM |
| 627 | There are no advantages | 1/22/2019 1:08 PM |
| 628 | Get around faster. | 1/22/2019 1:06 PM |
| 629 | Fun for residents and visitors! | 1/22/2019 1:04 PM |
| 630 | don't know | 1/22/2019 1:03 PM |
| 631 | Mobility | 1/22/2019 1:01 PM |
| 632 | Danergous for riders and especially others (kids, pets, etc) on sidewalks and paths. | 1/22/2019 1:00 PM |
| 633 | I have been told that they reduce the number of cars on the road, but I am would need to see the evidence. | 1/22/2019 12:53 PM |
| 634 | Personal mobility | 1/22/2019 12:51 PM |

| 635 | Quick transportation for short distances. | 1/22/2019 12:49 PM |
|---|---|---|
| 636 | easy to use for many ages | 1/22/2019 12:49 PM |
| 637 | None | 1/22/2019 12:48 PM |
| 638 | Perhaps allowing scooters would result in less motor vehicle usage | 1/22/2019 12:45 PM |
| 639 | N/a | 1/22/2019 12:41 PM |
| 640 | There are none | 1/22/2019 12:29 PM |
| 641 | None! I'm sure some people would have fun on them but we have no need. They're annoying and dangerous to the rider and to others. | 1/22/2019 12:24 PM |
| 642 | Use of use and taking cars off the road | 1/22/2019 12:19 PM |
| 643 | Better than cars for quick trips. Easy access and just fun. | 1/22/2019 12:17 PM |
| 644 | Nothing. It's a kids toy and should stay in the driveway and at parks. Dublin should not allow them to get in the way of traffic and bikes or people on the paths. | 1/22/2019 12:14 PM |
| 645 | Fun time exploring dublin | 1/22/2019 11:55 AM |
| 646 | Alternative transportation method | 1/22/2019 11:54 AM |
| 647 | None other than electric toy | 1/22/2019 11:48 AM |
| 648 | I see it strictly as a recreational activity in Dublin | 1/22/2019 11:43 AM |
| 649 | I work downtown, I am 59 years old but still in nicer weather can scoot around to a meeting without getting my car from parking and then parking again. It is also kind of fun. | 1/22/2019 11:41 AM |
| 650 | None | 1/22/2019 11:39 AM |
| 651 | There is no need for them | 1/22/2019 11:38 AM |
| 652 | Make society fatter because people are too lazy to walk. | 1/22/2019 11:36 AM |
| 653 | None | 1/22/2019 11:32 AM |
| 654 | Very little | 1/22/2019 11:32 AM |
| 655 | Attracts tourists | 1/22/2019 11:31 AM |
| 656 | Easy movement through larger recreational areas. | 1/22/2019 11:29 AM |
| 657 | They would definitely help "bridge" the gap between Historic Dublin and Bridge Park | 1/22/2019 10:09 AM |

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

Answered: 702    Skipped: 135

| # | RESPONSES | DATE |
|---|-----------|------|
| 1 | Being in my way when I'm driving. | 2/1/2019 3:10 PM |
| 2 | aesthetic appeal and city maintenance | 2/1/2019 7:03 AM |
| 3 | Riders not always observant or careful; pedestrians may not have time to get out of the way--especially young children and elderly | 1/31/2019 10:06 PM |
| 4 | Safety issues not having designated pathways for scooters; education for both the scooter rider and the general public (I think the impatient driver may pose the most concern) | 1/31/2019 3:21 PM |
| 5 | Unsafe! | 1/31/2019 12:33 PM |
| 6 | Injuries by the bunch. | 1/31/2019 11:48 AM |
| 7 | People not using them properly. | 1/31/2019 10:10 AM |
| 8 | All of the above. There's is not enough regulation for them yet, cool concept but dangerous. | 1/31/2019 8:36 AM |
| 9 | A lot safer. | 1/31/2019 2:36 AM |
| 10 | Nuisance to enforce. You cant legislate courtesy and common sense. Scooter riders often have complete disregard for others on roadways and sidewalks. People will ride in streets endangering others, slowing traffic and on Dublin sidewalks. Cbus cant manage scooters. | 1/30/2019 3:09 PM |
| 11 | People not sharing sidewalks with pedestrians, not following/ignorant of appropriate bike lane/sidewalk/path use. | 1/30/2019 12:54 PM |
| 12 | Either on the streets, walkways or Rec. path it is dangerous for both the the person who walks or drives a scooter. Bicycles are enough to ride on pathways. | 1/30/2019 12:27 PM |
| 13 | irresponsible riders who get injured and we all have to endure restrictions as a result, increased need for police/traffic enforcement, irresponsible riders, who has right to the road., irresponsible riders | 1/30/2019 12:13 PM |
| 14 | People have a tendency to become noncompliant in their use of these. Motorized vehicles are on restricted areas, eg bike paths. They scare my dog while I'm walking her (on a leash!). Scooter drivers do not yield to pedestrians and come dangerously close to us. If they are to be permitted in neighborhoods, emphasize STREET use only and offer remedies or violators. | 1/30/2019 10:46 AM |
| 15 | Street menace | 1/30/2019 10:40 AM |
| 16 | They clutter the city and not everyone is capable of riding one even though they do | 1/30/2019 8:26 AM |
| 17 | Gumming up traffic. Users hurting themselves or others through reckless use. | 1/29/2019 10:01 PM |
| 18 | If they are in traffic and can't maintain the speed limit. | 1/29/2019 5:52 PM |
| 19 | Safety | 1/29/2019 4:10 PM |
| 20 | Accidents | 1/29/2019 2:33 PM |
| 21 | I would hate to run into a scooter driver on the road. Kids drving the scooters don't drive education experience and also should wear a helmet. They can take away from a relaxing walk on the recreation paths? | 1/29/2019 1:54 PM |
| 22 | none | 1/29/2019 1:42 PM |
| 23 | People not paying attention to walker, cars or stop signs | 1/29/2019 12:24 PM |
| 24 | Safety--need helmets provided by scooter company when renting. | 1/29/2019 12:23 PM |
| 25 | The cities that have adopted them eventually run into the issues of misuse, injuries, accidents, etc. They must operate like other vehicle on the road, and remain off sidewalks, rec paths and other areas where they can be a danger to themselves and others. | 1/29/2019 11:58 AM |

| 26 | Accidents with vehicles, head injuries due to falls | 1/29/2019 11:31 AM |
| 27 | Too slow and dangerous to share the roads. Too fast and dangerous to share paths/sidewalks | 1/29/2019 11:11 AM |
| 28 | They crowd the right of way when parked. | 1/29/2019 11:09 AM |
| 29 | Personal injury to riders and pedestrians with no liability insurance. Danger to riders when used on road with cars. | 1/29/2019 10:06 AM |
| 30 | Traffic issues Scooter users not following rules of the road | 1/29/2019 9:38 AM |
| 31 | Theft, no ROI, people leaving them all over the place which can obstruct walking paths and bridges. | 1/29/2019 9:26 AM |
| 32 | Injuries to riders and others around them | 1/29/2019 7:24 AM |
| 33 | Reckless driving. | 1/29/2019 1:19 AM |
| 34 | How do they stay charged? Age range for scooters? Do people have to wear helmets? | 1/29/2019 12:15 AM |
| 35 | Riders being responsible and operating scooters safely. | 1/28/2019 11:50 PM |
| 36 | People using them on the sidewalks terrorizing pedestrians and on the streets slowing cars. | 1/28/2019 11:30 PM |
| 37 | Safety. Right of way. | 1/28/2019 10:56 PM |
| 38 | We already suffer from distracted operators of traditional motor vehicles, and now distracted pedestrians. I anticipate the typical scooter operate will race on both the sidewalks in the street, and be a menace to the traffic flow of each. | 1/28/2019 10:55 PM |
| 39 | Abusing them. Danger on paths with bikes, dog walkers. | 1/28/2019 10:46 PM |
| 40 | Like so many other things it depends on the person riding. Scooters are highly maneuverable which can lead to a rider zig zagging in and out and being a danger. I have had close encounters with scooters in Columbus. | 1/28/2019 10:45 PM |
| 41 | Injuries of riders. Slowing down traffic. Laying around all over the sidewalks. | 1/28/2019 10:25 PM |
| 42 | For some reason people do horrible things to them like throw them in lakes and rivers. | 1/28/2019 10:10 PM |
| 43 | Left anywhere | 1/28/2019 9:52 PM |
| 44 | Dublin bubble crap. | 1/28/2019 9:23 PM |
| 45 | Drivers don't see them. | 1/28/2019 9:22 PM |
| 46 | They are left scattered around the city. | 1/28/2019 8:44 PM |
| 47 | Scooter rental | 1/28/2019 8:29 PM |
| 48 | Accidents causing injuries not only to those riding scooters and other pedestrians but also to those becoming distracted as they drive on the roads near the scooters. Allowing electric scooters in Dublin would just further encourage laziness and contribute to the growing issues of inactivity and obesity in our country. Abandoned scooters may also become an issue as have the green bikes that are seen around town in random places for several days before someone comes to collect them. | 1/28/2019 8:21 PM |
| 49 | No helmet . That should be inforced . The law should be no helmet no scooter. | 1/28/2019 7:34 PM |
| 50 | Narrow streets of Historic Dublin; not a lot of electric scooter friendly streets/paths in Dublin given it's more of a commuter city. | 1/28/2019 6:48 PM |
| 51 | Students riding them with no regard to safety. | 1/28/2019 6:13 PM |
| 52 | Interfering with walkers | 1/28/2019 5:40 PM |
| 53 | People get hurt, run into others, make our paths loud and annoying | 1/28/2019 5:37 PM |
| 54 | Charging stations. Awareness to pedestrians and vehicular traffic. | 1/28/2019 5:17 PM |
| 55 | Danger to rider and to others, walking or riding bikes or cars. | 1/28/2019 5:17 PM |
| 56 | Already see bikes having a hard time navigating cars - can't imagine what scooters will do to make this worse. | 1/28/2019 4:59 PM |
| 57 | People not abiding by traffic laws and taking their scooters on the roads. | 1/28/2019 4:55 PM |

| 58 | Safety | 1/28/2019 4:21 PM |
|----|--------|-------------------|
| 59 | Location of drop off such as being in the way and consideration of those also using the sidewalk. | 1/28/2019 4:19 PM |
| 60 | Accidents | 1/28/2019 4:17 PM |
| 61 | dangerous left all over the place | 1/28/2019 4:01 PM |
| 62 | Safety for riders and pedestrians and cars | 1/28/2019 3:53 PM |
| 63 | See above. | 1/28/2019 3:48 PM |
| 64 | Not safe! | 1/28/2019 3:47 PM |
| 65 | someone will get killed | 1/28/2019 3:39 PM |
| 66 | I've been in Nashville where they have them. They are left all over the sidewalks and in yards. Dublin is too small of a city to even consider them. | 1/28/2019 3:26 PM |
| 67 | Dangerous when integrated with walkers and cars. | 1/28/2019 3:15 PM |
| 68 | Safety | 1/28/2019 3:02 PM |
| 69 | Safety for scooter riders and pedestrians | 1/28/2019 2:48 PM |
| 70 | Crowded sidewalks/roads - safety for pedestrians and drivers | 1/28/2019 2:42 PM |
| 71 | Pedestrians have to be hyper vigilant if scooters are around them. Also, allowing scooters on roadways is too dangerous. It is too hard to see them. I have experienced both of these issues in downtown Columbus areas. | 1/28/2019 2:33 PM |
| 72 | Danger to the user, vehicles, pedestrians | 1/28/2019 2:18 PM |
| 73 | Control. | 1/28/2019 2:18 PM |
| 74 | acidents waiting to happen. Our drivers an not urban driver and accustom to pedestrians | 1/28/2019 2:13 PM |
| 75 | roads and walkways are too narrow, not safe | 1/28/2019 2:05 PM |
| 76 | Safety for everyone | 1/28/2019 1:53 PM |
| 77 | The operators have absolutely no concern for walkers or motor vehicles. They are very reckless. I work in downtown Columbus, and was nearly run over by 3 or 4 people. They don't obey the rules. | 1/28/2019 1:51 PM |
| 78 | Dangerous use on sidewalks due to children and runners Dangerous on roads due to low speeds | 1/28/2019 1:48 PM |
| 79 | Safety. Helmet laws. Lawlessness. | 1/28/2019 1:47 PM |
| 80 | Safety, safety, safety. | 1/28/2019 1:40 PM |
| 81 | I would expect problems in traffic and some accidents. | 1/28/2019 1:30 PM |
| 82 | Obeying traffic laws. Discourtesy to pedestrians. Leaving scooters wherever the riders choose | 1/28/2019 1:20 PM |
| 83 | Nuisances being left on street corners, store fronts, and inexperienced riders in traffic conditions becoming a hazard. | 1/28/2019 1:15 PM |
| 84 | The scooters pose a threat to pedestrians and create huge risk for their drivers. | 1/28/2019 1:13 PM |
| 85 | Parking, userfriendly | 1/28/2019 1:07 PM |
| 86 | People, bikes, cars and animals | 1/28/2019 1:06 PM |
| 87 | the safety of people/children/pets./seniors walking in the same area scooters are permitted. | 1/28/2019 12:46 PM |
| 88 | Hard to see. Too slow for normal traffc. | 1/28/2019 12:35 PM |
| 89 | Other communities are now prohibiting scooters because of accidents | 1/28/2019 12:33 PM |
| 90 | Yes | 1/28/2019 12:15 PM |
| 91 | I work at Ohio State. Scooters are a nuisance. People leave them all over the place, run into people and it's dofficult to ride bikes near them | 1/28/2019 12:10 PM |
| 92 | Safety primary, being under the speed limits if they are sharing the bike paths with runners, bicyclers. | 1/28/2019 12:06 PM |
| 93 | takes talent to turn and stop -- ability to control in human or road traffic | 1/28/2019 12:05 PM |

| 94 | Operating safely with vehicles and pedestrians. | 1/28/2019 12:05 PM |
|----|---|---|
| 95 | I think who's operating them as well as their various soles capacity is the issue. Control of something morotorized vs control of something non motorized on the same space is a bad idea IMO. I think it should be kept simple - motorized electric or not belong on a road and follow all road rules. Non motorized is acceptable for paths (walking bikes skateboards etc) | 1/28/2019 12:04 PM |
| 96 | They go too slow. | 1/28/2019 11:48 AM |
| 97 | Inconsiderate and unsafe riders. | 1/28/2019 11:47 AM |
| 98 | inappropriate usage/abuse without regulation/supervision, clutter on streets/sidewalks | 1/28/2019 11:44 AM |
| 99 | They aren't fast enough. | 1/28/2019 11:39 AM |
| 100 | A large population will not follow sensible rules and will drive them recklessly. | 1/28/2019 11:35 AM |
| 101 | Social stigma (waning), if it's a shared system then they can become clutter | 1/28/2019 11:29 AM |
| 102 | Heavier than a scooter, so could cause more injury/ damage if a crash or accident | 1/28/2019 11:28 AM |
| 103 | Unsafe, obtrusive, and eyesore, and a target for thieves | 1/28/2019 11:23 AM |
| 104 | Interference with pedestrians on sidewalks. | 1/28/2019 11:20 AM |
| 105 | I work downtown Columbus and I have observed these scooters being used both on the sidewalks and streets. I think safety is a huge issue. People are riding these scooters at speeds that are not safe for the rider and non-riders. They are wearing no safety gear. I'm a cyclist and I would never ride my bike without a helmet. I think these scooters are a danger to the riders and to bystanders. I certainly would not want to see them on the recreation paths. | 1/28/2019 11:19 AM |
| 106 | Congestion on walking paths. Causing accidents to pedestrians. | 1/28/2019 11:19 AM |
| 107 | Running over people on paths and cars being distracted and hitting people | 1/28/2019 11:13 AM |
| 108 | In the city I was just in, caused traffic issues and pedestrian sidewalk accidents with injuries involving the scooters. Scooters were even left on the highways. They also cluttered the sidewalks. | 1/28/2019 11:10 AM |
| 109 | Regulating them so as not to interfere or harass others. | 1/28/2019 11:10 AM |
| 110 | safety | 1/28/2019 11:03 AM |
| 111 | Not wearing proper protective gear, riding where they are not supposed too. Interfering with traffic. | 1/28/2019 10:58 AM |
| 112 | Cities that have enabled electric scooter services have many issues with them. From the increased traffic to ER's with broken wrists and other injuries to riders and pedestrians to the abandonment of dead scooters littering the city sidewalks and streets. We have enough of a problem with the random bikes ending up scattered around the city already. Increased loss of productivity from residents dealing with scooter-related injuries. | 1/28/2019 10:58 AM |
| 113 | They are not for recreation, they are for transportation. | 1/28/2019 10:55 AM |
| 114 | Safety to riders... returns of scooters... leaving them every and any where... trashy looking environment | 1/28/2019 10:55 AM |
| 115 | they can be dangerous | 1/28/2019 10:53 AM |
| 116 | Sidewalks and roadwaysaare not wide enough for scooters, especially in the new bridge district. From experiences in other cities people do not follow any kind of rules when riding them. They definitely should not be on sidewalks | 1/28/2019 10:53 AM |
| 117 | 1. Ensuring riders are following the law and officers are enforcing it. 2. Ensuring people are safe and no injuries to riders. | 1/28/2019 10:50 AM |
| 118 | People, especially children and others unable to move quickly, even being listening to music and not having awareness of surroundings. Which is why it would be so important for the motorist to move at a jogging pace at best when passing by and coming up near people Or animals. | 1/28/2019 10:49 AM |
| 119 | The number of kids that will be accessing them, I have a teenager and see how things go now, I think it will be a dangerous addition to the city. | 1/28/2019 10:49 AM |
| 120 | Danger to drivers and walkers | 1/28/2019 10:45 AM |
| 121 | Traffic | 1/28/2019 10:44 AM |

| 122 | 1 - people will start sharing roads with cars for the roads that does not have recreation paths, which is dangerous. | 1/28/2019 10:42 AM |
|---|---|---|
| 123 | Dangers to pedestrians especially children and elderly. Seeing them littered around otherwise nice areas (green space, walkways). Safety of the rider if helmets are not required. | 1/28/2019 10:40 AM |
| 124 | Add another vehicle to already overtaxed roads and walking paths | 1/28/2019 10:40 AM |
| 125 | kids using | 1/28/2019 10:36 AM |
| 126 | Crashes, obesity | 1/28/2019 10:30 AM |
| 127 | safety | 1/28/2019 10:30 AM |
| 128 | Makes traffic extra complicated | 1/28/2019 10:30 AM |
| 129 | Do they ride in streets? Bike paths? Sidewalks? There would need to be some general guidance that is simple to understand | 1/28/2019 10:28 AM |
| 130 | Drop off areas. Potential car to scooter accidents/damage. | 1/28/2019 10:24 AM |
| 131 | non-sensical drivers; inconsiderate drivers; high-traffic areas | 1/28/2019 10:17 AM |
| 132 | Safety concerns increase for scooter riders from cars and increase for pedestrians from scooter riders. | 1/28/2019 10:13 AM |
| 133 | Car traffic | 1/28/2019 10:11 AM |
| 134 | Tacky, accidents waiting to happen. Do not want them here | 1/28/2019 10:10 AM |
| 135 | Injuries | 1/28/2019 10:09 AM |
| 136 | Left in middle of sidewalks, trip hazard, run up on walkers | 1/28/2019 10:07 AM |
| 137 | Will need to considerate of foot traffic | 1/28/2019 10:07 AM |
| 138 | See #2 | 1/28/2019 10:05 AM |
| 139 | People that shouldn't be riding them riding them. Maintaining the scooters | 1/28/2019 10:04 AM |
| 140 | Dead batteries, hard to replace and costly. Competing with walkers and bikers on sidewalks and rec paths will be a nuisance. | 1/28/2019 10:03 AM |
| 141 | Safety of inexperienced drivers | 1/28/2019 9:59 AM |
| 142 | Pedestrian cannot hear them approaching and they are higher speeds than regular scooters and possibly bikes. Scooter users do not typically follow same courtesy rules and bikers. I work downtown and scooters zip in between and around cars. They are difficult for both cars and pedestrians to navigate around at times. | 1/28/2019 9:58 AM |
| 143 | Downtown Dublin | 1/28/2019 9:57 AM |
| 144 | Untrained riders without proper safety equipment not following the rules of the road. | 1/28/2019 9:55 AM |
| 145 | eyesore...dangerous to pedestrians...lawsuits for city that will waste our tax dollars | 1/28/2019 9:55 AM |
| 146 | Who would be responsible for picking them up, charging them and keeping the streets uncluttered? Also, what laws pertain to electric scooters? Who will be enforcing those laws? What are the penalties? Is there an age limit, or can anyone use these? | 1/28/2019 9:50 AM |
| 147 | cars/traffic | 1/28/2019 9:50 AM |
| 148 | people that don't know how to operate them | 1/28/2019 9:47 AM |
| 149 | Recreation paths should be for non motorized vehicles. | 1/28/2019 9:47 AM |
| 150 | If allowed on roads, the scooters knowing and following the rules. The scooters holding up traffic on roads. | 1/28/2019 9:45 AM |
| 151 | safety hazards for pedestrians and motorists create un-needed noise reduces exercise opportunities | 1/28/2019 9:38 AM |
| 152 | No helmets, people not following the rules of the road, riding on sidewalks, difficult to drive with scooters buzzing all around you | 1/28/2019 9:37 AM |
| 153 | Dangerous if not operated correctly. | 1/28/2019 9:36 AM |

| 154 | People do not operate responsibly creating danger to them and others especially children. And they litter the area when left about which looks tacky and sloppy. | 1/28/2019 9:28 AM |
| --- | --- | --- |
| 155 | Safety and helmets | 1/28/2019 9:28 AM |
| 156 | Visibility to drivers, different speed as traffic | 1/28/2019 9:27 AM |
| 157 | Holding people accountable for following the rules and keeping them out of the way of pedestrians. | 1/28/2019 9:23 AM |
| 158 | Drunken use | 1/28/2019 9:22 AM |
| 159 | Kids not respectfully sharing sidewalk spaces with other pedestrians. I don't choose electric scooters for my kids because I'd rather they get some exercise. I also don't want to risk their falling and hitting their head. | 1/28/2019 9:19 AM |
| 160 | Dangerous | 1/28/2019 9:18 AM |
| 161 | People driving like idiots, leaving them parked everywhere. In car parking spots, in the middle of sidewalks, parking lots, in front of crosswalks, in front of business doors, etc.... | 1/28/2019 9:17 AM |
| 162 | Having them left behind after usage and the collection of them. | 1/28/2019 9:17 AM |
| 163 | They are hazardous to pedestrians and can look ugly | 1/28/2019 9:14 AM |
| 164 | maintaining the scooters and keeping the riders safe | 1/28/2019 9:14 AM |
| 165 | They get left everywhere, not just at designated locations. | 1/28/2019 9:10 AM |
| 166 | Cost of up keep, Initial start up cost, insurance coverage and/or getting sued if someone gets injured. | 1/28/2019 9:10 AM |
| 167 | Trying not to trip over them as you are walking along. | 1/28/2019 9:08 AM |
| 168 | Shouldn't be left all over the place like trash. Dangerous mix with cars on streets | 1/28/2019 9:07 AM |
| 169 | obnoxious riders on sidewalks and bike paths. Getting in the way of cars. | 1/28/2019 9:07 AM |
| 170 | Dangerous!!!! | 1/28/2019 9:06 AM |
| 171 | Limiting top speed of on rec paths. I don't see them to any more dangerous that bikes. Some people on road bikes can hit high top speeds so why any different. I think everyone can learn to share the path ways and roads. | 1/28/2019 9:05 AM |
| 172 | Irresponsible scooter drivers not paying attention to general traffic rules | 1/28/2019 9:05 AM |
| 173 | No one wants people zipping by on an electric scooter....annoying and unsafe, especially with careless scooter drivers, which I am sure would happen. | 1/28/2019 9:04 AM |
| 174 | Dangerous. | 1/28/2019 9:04 AM |
| 175 | They litter the sidewalks. Users just leave them anywhere. If they are privately owned, that would be OK. No outside scooter services. | 1/28/2019 8:59 AM |
| 176 | Everything | 1/28/2019 8:58 AM |
| 177 | They get left all over the place | 1/28/2019 8:58 AM |
| 178 | I see lots of accidents involved as there are no operators licenses required for electric scooters and people operating these have no restrictions on who can operate them in areas where either large vehicles or pedestrians are sharing the road/path with them | 1/28/2019 8:57 AM |
| 179 | clutter and people not be considerate | 1/28/2019 8:55 AM |
| 180 | If on the roadway it does worry me that children will not be seen by traffic. OR that teens will not be responsible while riding them if allowed on the roadways. | 1/28/2019 8:54 AM |
| 181 | Safety | 1/28/2019 8:50 AM |
| 182 | Clutter, driver distraction, city liability | 1/28/2019 8:48 AM |
| 183 | Uneven concrete can be dangerous | 1/28/2019 8:46 AM |
| 184 | None | 1/28/2019 8:45 AM |
| 185 | Dangerous on crowded sidewalk. Unnecessary. | 1/28/2019 8:45 AM |
| 186 | Pedestrian safety Requiring helments Rentals just left all over creating hazards and nuciance | 1/28/2019 8:44 AM |

| 187 | Safety. No helmets provided or easily available. Speeds on recreation paths. | 1/28/2019 8:43 AM |
|---|---|---|
| 188 | Cluttering the area more than bicycles. | 1/28/2019 8:42 AM |
| 189 | Recklous use. Cluttering up sidewalks. Injury due to riders not using helmets or riding on sidewalks and colliding with walkers. | 1/28/2019 8:41 AM |
| 190 | Parking/mixing with walking folks/ | 1/28/2019 8:39 AM |
| 191 | Space for them when reached their destination. Can not ride them on different types of surfaces, only cement/blacktop/tennis courts & basketball courts | 1/28/2019 8:38 AM |
| 192 | They are left everywhere I have seen them left leaning on cars | 1/28/2019 8:37 AM |
| 193 | Collisions with cars and other pedestrians. Will people be forced to wear helmets when on a scooter? | 1/28/2019 8:34 AM |
| 194 | Maintenance of traffic issues. Additional scooter lane markings needed on pavement for streets over 25 mph. Scooter collisions with vehicles or pedestrians | 1/28/2019 8:33 AM |
| 195 | Pedestrians being hit. | 1/28/2019 8:32 AM |
| 196 | Randomly placed after use | 1/28/2019 8:32 AM |
| 197 | Could hurt others. If they are fast, they'd be like operating a car. Could be dangerous to those not on the scooters. | 1/28/2019 8:30 AM |
| 198 | I feel they are to fast for bike path and to slow for roads. Not safe. | 1/28/2019 8:30 AM |
| 199 | The driver does expects you to move out of their way, that they have priority of the street or space. on a street I would be concerned with if the driver knew what they were doing or would they swerve in front of my car. I personally feel like they are a bad idea all around but if they were to be used they should have their own dedicated lane or space to drive around on (like the bike path as long as it is not on an actual road). | 1/28/2019 8:30 AM |
| 200 | Others accepting scooters being allowed. Some members of our community are resistant of change. | 1/28/2019 8:28 AM |
| 201 | Driver/walker/bike rider distractions, clutter, rule enforcement | 1/28/2019 8:26 AM |
| 202 | Scooter parking | 1/28/2019 8:26 AM |
| 203 | Pedestrian interactions | 1/28/2019 8:25 AM |
| 204 | Safety | 1/28/2019 8:24 AM |
| 205 | People not knowing how to operate, safer issues and people most likely won't wear helmets, control issues and hitting other people, slowing down traffic. This is such a bad idea. | 1/28/2019 8:22 AM |
| 206 | Safety | 1/28/2019 8:19 AM |
| 207 | None | 1/28/2019 8:18 AM |
| 208 | People can't control them. | 1/28/2019 8:17 AM |
| 209 | Safety of pedestrians | 1/28/2019 8:14 AM |
| 210 | More congestion on the roads. We already have to accommodate a significant number of bikers. They will clog up pedestrian paths. | 1/28/2019 8:10 AM |
| 211 | People driving too fast and careless on pathways. Let them on the streets to follow street laws. | 1/28/2019 8:07 AM |
| 212 | Too many to mention. | 1/28/2019 8:05 AM |
| 213 | Safety- need to be very visible and possibly make noise | 1/28/2019 7:50 AM |
| 214 | Dangerous | 1/28/2019 7:43 AM |
| 215 | Safety - visibility of scooters in traffic, could be addressed with flashing daytime running lights on scooters front and back | 1/28/2019 6:34 AM |
| 216 | Lack of safety and lack of competency in operators. | 1/28/2019 6:18 AM |
| 217 | Safety | 1/28/2019 5:04 AM |
| 218 | Safety | 1/28/2019 12:55 AM |

| 219 | Sharing space on bike paths, streets, etc. | 1/27/2019 11:40 PM |
|-----|--------------------------------------------|--------------------|
| 220 | No safety helmets and danger in high traffic areas. Also, there should be return stations in the key areas so that they are not left all over. | 1/27/2019 11:38 PM |
| 221 | People operating them with no experience and no attention to others around them | 1/27/2019 11:32 PM |
| 222 | People using side walks when roads are congested. | 1/27/2019 11:30 PM |
| 223 | Increased EMS calls. | 1/27/2019 11:23 PM |
| 224 | Too dangerous for cars and pedestrians | 1/27/2019 11:07 PM |
| 225 | They go too fast, sidewalks are too narrow, sidewalks in downtown Dublin are not smooth, too dangerous around multiage pedestrians, they may end up dropped everywhere like the Lime bikes. | 1/27/2019 10:54 PM |
| 226 | Potential for injuries from accidents involving scooters and other vehicles or pedestrians, as well as "litter" impact resulting from abused scooters and improperly stored scooters following customer use. | 1/27/2019 10:53 PM |
| 227 | Accidents - running into walkers, small children, seniors | 1/27/2019 10:51 PM |
| 228 | Accidents on the recreation paths | 1/27/2019 10:51 PM |
| 229 | I believe there is already too much traffic, including bicycles and feel it is a safety issue for both the car driver and scooter driver. | 1/27/2019 10:50 PM |
| 230 | A hazard | 1/27/2019 10:40 PM |
| 231 | Keeping them off sidewalks and bike paths...these are great features of Dublin and do not need to be cluttered with electric scooters. | 1/27/2019 10:28 PM |
| 232 | They have no regards for pedestrians or cars. | 1/27/2019 10:23 PM |
| 233 | Creating hazards for cars - not enough rules for scooters to make them safe for everyone. Injury waiting to happen | 1/27/2019 10:22 PM |
| 234 | Someone ride the scooter back to his/her single family home, then leave it on the road with exhausted battery. | 1/27/2019 10:15 PM |
| 235 | Having them left anywhere where they could be in the way of pedestrians or businesses. | 1/27/2019 10:14 PM |
| 236 | Disregard for their use | 1/27/2019 10:12 PM |
| 237 | safety, both for the rider and then all the pedestrians, bicyclists and motorists that will be trying to get out of their way. | 1/27/2019 10:08 PM |
| 238 | Traffic and distracted driving is bad enough. Many drivers do not obey traffic laws so adding hard to see scooters would be dangerous. | 1/27/2019 10:07 PM |
| 239 | Keeping them where they are supposed to be both while being used and afterwards. | 1/27/2019 10:05 PM |
| 240 | Reckless riders | 1/27/2019 9:57 PM |
| 241 | People leave them on the sides of the road, just like the bikes, and it looks terrible; they block cars in traffic or pedestrians on rec paths; the users never wear helmets; I work In Columbus and no one likes them or their effects on others. | 1/27/2019 9:56 PM |
| 242 | Inexperienced drivers causing accidents with autos and pedestrians | 1/27/2019 9:51 PM |
| 243 | Not paying attention and running into other people or property. Also finding them dropped off all over town like Lime Bikes. | 1/27/2019 9:50 PM |
| 244 | Safety, unwanted traffic, nuisance | 1/27/2019 9:40 PM |
| 245 | Uninformed riders who don't obey the traffic laws and scooters randomly left on the side of the road turning into an eye sore. | 1/27/2019 9:38 PM |
| 246 | Accidents with adults toddler pets. | 1/27/2019 9:37 PM |
| 247 | Rules and regulations on the roads. | 1/27/2019 9:34 PM |
| 248 | being left all over town, they don't belong on streets and they don't belong on rec pathways | 1/27/2019 9:34 PM |
| 249 | Can be dangerous when driving with vehicle traffic. | 1/27/2019 9:24 PM |

| 250 | Does not seem safe for either the roads or recreational paths. | 1/27/2019 9:23 PM |
|---|---|---|
| 251 | Even less visibility as motorcycles and more clogging of sidewalks, trails or streets...wherever they would be permitted to travel. | 1/27/2019 9:23 PM |
| 252 | Most people driving scooters don't follow basic safety and are likely to be at fault for accidents they cause. | 1/27/2019 9:23 PM |
| 253 | One more variable in traffic | 1/27/2019 9:18 PM |
| 254 | unsafe operators | 1/27/2019 9:16 PM |
| 255 | Don't want Bird or Lime leaving them all over the sidewalks. Looks trashy | 1/27/2019 9:15 PM |
| 256 | I've seen them dart into the streets in downtown Columbus. Also, they are just left everywhere! | 1/27/2019 9:13 PM |
| 257 | Dangerous when mixed with traffic, bikes and pedestrians. | 1/27/2019 9:11 PM |
| 258 | Safety. | 1/27/2019 9:08 PM |
| 259 | Safety Proper operation instruction | 1/27/2019 9:03 PM |
| 260 | Safety.for riders as well as others. | 1/27/2019 9:00 PM |
| 261 | They are dangerous because riders go too fast, dont wear helmets. They would be dangerous to cars (hard to see) and to pedestrians on sidewalks amd bike paths. | 1/27/2019 8:59 PM |
| 262 | Rude, immature riders; use by unsupervised, untrained children who have not been taught that these are not toys, and present an additional risk of injury. | 1/27/2019 8:50 PM |
| 263 | avoiding reckless users | 1/27/2019 8:44 PM |
| 264 | Sharing bike paths and sidewalks with others without being a nuisance. Not a good idea for Dublin. | 1/27/2019 8:41 PM |
| 265 | Danger | 1/27/2019 8:40 PM |
| 266 | Too much traffic congestion already - just getting folks to use crosswalks on foot is troublesome. | 1/27/2019 8:39 PM |
| 267 | Safety for both electric scooter riders and pedestrians. People not knowing how to ride them and writing them. He will not obeying the rules of where the scooter should be I'm being impatient walkers are in the way if they are on the sidewalks. | 1/27/2019 8:37 PM |
| 268 | The users not paying attention and riding on sidewalks. Being left in residential areas, looks trashy. | 1/27/2019 8:36 PM |
| 269 | Would be a risk for drivers | 1/27/2019 8:34 PM |
| 270 | No helmets. Traffic hazards | 1/27/2019 8:31 PM |
| 271 | People | 1/27/2019 8:31 PM |
| 272 | Dangerous and do not promote a healthy lifestyle! | 1/27/2019 8:28 PM |
| 273 | Government obstacles. | 1/27/2019 8:27 PM |
| 274 | Crashes with pedestrians, cars, bikes | 1/27/2019 8:26 PM |
| 275 | Improper use by minors and clutter on the side walks. | 1/27/2019 8:17 PM |
| 276 | They are difficult for drivers yo see, they can abruptly come up from behind on pedestrians and they are dangerous in particular for inexperienced riders especially if they aren't wearing helmets, are carrying stuff, going fast, oblivious to others they share road or sidewalk. | 1/27/2019 8:06 PM |
| 277 | Safety for all citizens. | 1/27/2019 8:05 PM |
| 278 | Safety risks, eapnpersonal Injuries! | 1/27/2019 8:05 PM |
| 279 | Making and enforcing laws | 1/27/2019 8:04 PM |
| 280 | Careless operators | 1/27/2019 7:59 PM |
| 281 | Sharing the road with cars, if there is not a bike only lane | 1/27/2019 7:58 PM |
| 282 | Auto drivers not seeing them (particularly around roundabouts | 1/27/2019 7:57 PM |
| 283 | Safety, safety, safety | 1/27/2019 7:57 PM |

| 284 | Others driving in front of cars | 1/27/2019 7:57 PM |
|---|---|---|
| 285 | Unadapted drivers similar to those that are a threat to bike riders. | 1/27/2019 7:55 PM |
| 286 | Safety | 1/27/2019 7:54 PM |
| 287 | Safety | 1/27/2019 7:52 PM |
| 288 | Too many pedestrians to ride them safely. | 1/27/2019 7:48 PM |
| 289 | A menace to pedestrians and a dangerous impediment in traffic. | 1/27/2019 7:45 PM |
| 290 | Managing pedestrian and scooter interactions. Potential of scooters littered about. | 1/27/2019 7:45 PM |
| 291 | None | 1/27/2019 7:44 PM |
| 292 | Increase in Accidents and injuries in Dublin. | 1/27/2019 7:41 PM |
| 293 | Dangerous -- people not observing rules and speed limits | 1/27/2019 7:39 PM |
| 294 | Harm to INNOCENT bystanders; another obstacle to car drivers | 1/27/2019 7:36 PM |
| 295 | In pedestrian's way, in traffic's way | 1/27/2019 7:35 PM |
| 296 | Being in traffic | 1/27/2019 7:29 PM |
| 297 | Typically riders don't follow the rules of the road or bike paths as more safety-educated bike riders do. Same goes for roadways. | 1/27/2019 7:24 PM |
| 298 | Safety for rider and pedestrians. Should definitely not be allowed on sidewalks or walking paths. Bicycle lanes and mandatory helmet use are appropriate. Keeping them from getting scattered around if dockless should also be a priority. | 1/27/2019 7:22 PM |
| 299 | dangerous, as most people will not have training on the operation of them. people will probably operate them unsafely. | 1/27/2019 7:18 PM |
| 300 | Safety of pedestrian as well as potential accident with cars | 1/27/2019 7:15 PM |
| 301 | Conflicts with pedestrians, | 1/27/2019 7:15 PM |
| 302 | Drivers aren't used to them. Riders of scooters don't follow road rules. Sometimes riders are inexperienced and fall off | 1/27/2019 7:15 PM |
| 303 | Teaching the rules of etiquette to some adults and their children using the scooters. | 1/27/2019 7:06 PM |
| 304 | Too many accidents; left on sidewalks and basically left for others to "cleanup" | 1/27/2019 7:02 PM |
| 305 | theft of them and bumping into people | 1/27/2019 6:54 PM |
| 306 | People not using common sense. | 1/27/2019 6:53 PM |
| 307 | injuries, clutter | 1/27/2019 6:51 PM |
| 308 | Unsafe without helmets | 1/27/2019 6:47 PM |
| 309 | Walking / bike paths. Please do not allow. Too many children, strollers, and dogs on leashes. These paths are for exercising. Riding a scooter is not exercise. | 1/27/2019 6:45 PM |
| 310 | None | 1/27/2019 6:44 PM |
| 311 | Risk of injury for people walking on pathways and sidewalks. Vast majority of people don't know how to properly/safely operate scooters. Roadway not a place for scooter either. | 1/27/2019 6:43 PM |
| 312 | liability concerns stemming from pedestrian injuries | 1/27/2019 6:41 PM |
| 313 | Increased accidents | 1/27/2019 6:40 PM |
| 314 | mixing of mode of transport, including pedestrian trafficking and maintaining a level of safety. | 1/27/2019 6:39 PM |
| 315 | Safety | 1/27/2019 6:39 PM |
| 316 | safety | 1/27/2019 6:37 PM |
| 317 | People will do web work like in a car. | 1/27/2019 6:34 PM |
| 318 | People will not following the rules, and on the walking paths were people should ride them, but the walkers will be inconvenienced. | 1/27/2019 6:34 PM |

| 319 | Traffic, danger to riders of falls, people not allowing right-of way, riders not using helmets, scooter drivers not obeying traffic laws, risks to pedestrians. | 1/27/2019 6:33 PM |
|---|---|---|
| 320 | Safety issues and careless usage. In a time when we are promoting increase exercise, why are we even considering this option, I think it is a bad idea. | 1/27/2019 6:32 PM |
| 321 | We don't need them, the lime bikes are all over town, taking up space at the south pool parking lot, etc. The scooters are all over the place laying haphazardly in Columbus, we don't need that here | 1/27/2019 6:27 PM |
| 322 | Potentially dangerous if allowed on sidewalks | 1/27/2019 6:27 PM |
| 323 | Traffic hazard, many injuries to people using without helmets | 1/27/2019 6:26 PM |
| 324 | Traffic and pedestrian accidents | 1/27/2019 6:25 PM |
| 325 | Increased demand for emergency squad services | 1/27/2019 6:24 PM |
| 326 | People getting hurt and trips to the emergency room | 1/27/2019 6:23 PM |
| 327 | They are left anywhere the rider drops them and it makes the city look like a junk yard garage. | 1/27/2019 6:23 PM |
| 328 | . | 1/27/2019 6:22 PM |
| 329 | dangers of falling without a helmet, kids riding around in the dark | 1/27/2019 6:22 PM |
| 330 | Not seeing them or having them dart out in front of all the traffic in Dublin. | 1/27/2019 6:21 PM |
| 331 | Kids getting hurt, people on them not obeying rules, junked up sidewalks with them small over. Drivers of cars not paying attention to them. Helmet laws needed | 1/27/2019 6:20 PM |
| 332 | Everything about them is a challenge. Dublin doesn't have the infrastructure to support this mode of transportation. | 1/27/2019 6:18 PM |
| 333 | Law enforcement and too much money spent (my tax money) on the problems they create | 1/27/2019 6:17 PM |
| 334 | Nothing | 1/27/2019 6:17 PM |
| 335 | Injury for sure or hitting pedestrians | 1/27/2019 6:14 PM |
| 336 | Drunk people using them. | 1/27/2019 6:13 PM |
| 337 | Accidents | 1/27/2019 6:13 PM |
| 338 | Difficult for drivers to see. Inexperienced scooter operators can make unexpected maneuvers in traffic situations. | 1/27/2019 6:13 PM |
| 339 | Dangers to those driving them, dangers to those driving vehicles...streets littered with scooters that have been abandoned. Check out the hospital visits in the first month of them being in the short north/ campus area. | 1/27/2019 6:13 PM |
| 340 | They are dangerous. People ride them way too fast, in places where they are not appropriate, and they junk up the environment by leaving them laying around everywhere. | 1/27/2019 6:11 PM |
| 341 | Safety | 1/27/2019 6:11 PM |
| 342 | Illegal parking (for example being left in handicapped parking spaces or blocking handicap van access), interference with pedestrian traffic. In other cities, they are dumped wherever people feel like leaving them which becomes an eyesore for the city. They clog up walkways. Also lack of knowledge on where to ride. | 1/27/2019 6:10 PM |
| 343 | They are dangerous to riders and any others sharing same street, path or sidewalk. | 1/27/2019 6:10 PM |
| 344 | Recklessness, not following the rules, injuries to walkers or bike riders if scooters are going too fast on paths. Accidents if they are in the road. | 1/27/2019 6:10 PM |
| 345 | Everything | 1/27/2019 6:09 PM |
| 346 | Accidents due to improper use. | 1/27/2019 6:08 PM |
| 347 | Parking regulations. | 1/27/2019 6:08 PM |
| 348 | Good oversight by controlling company. They should be prompt in collecting them if left in remote areas. | 1/27/2019 6:07 PM |
| 349 | Fatal accidents. | 1/27/2019 6:07 PM |
| 350 | Traffic accidents, pedestrians on sidewalks being cut off, honestly don't see any benifits! | 1/27/2019 6:07 PM |

| 351 | People don't know how to ride them. A coworker rode one and now has pins in her ankle from a serious break. They are left all over. I almost hit two people who were going the wrong way downtown and turned the wrong way onto another street, directly in my path. They are extremely dangerous. | 1/27/2019 6:06 PM |
|---|---|---|
| 352 | A bit of a challenge looking out for them on the roads but not much worse than a moped. | 1/27/2019 6:05 PM |
| 353 | Visibility, (same as skateboard), not agile (hard to stop quickly, turn quickly, etc. many riders may not wear helmets. Noise may startle dog walkers from behind , others while jogging, walking. | 1/27/2019 6:05 PM |
| 354 | Too slow and dangerous for roads. Paths aren't wide enough to accommodate with normal activities - like walking. | 1/27/2019 6:05 PM |
| 355 | Being hit by cars or a pedestrian being hit by scooters | 1/27/2019 6:05 PM |
| 356 | The ones I've seen go way too fast and don't follow the laws. They can zip up beside you and you don't see them coming. They are very unsafe. The riders have no protection. | 1/27/2019 6:04 PM |
| 357 | Accidents - both the scooter drivers and pedestrians - I did not include cars because generally with respect to collision accidents cars win over pedestrians, bikers, and scooter riders. | 1/27/2019 6:04 PM |
| 358 | Intimidation of pedestrians | 1/27/2019 6:04 PM |
| 359 | Accident | 1/27/2019 6:02 PM |
| 360 | Hurting those who aren't on scooters. | 1/27/2019 6:01 PM |
| 361 | High accident rates... https://www.forbes.com/sites/brucelee/2019/01/26/standing-electric-scooters-study-shows-how-you-can-get-injured/ | 1/27/2019 6:01 PM |
| 362 | Safety issues | 1/27/2019 5:59 PM |
| 363 | Unsightly all over sidewalks, in the way of pedestrians and cyclists. | 1/27/2019 5:59 PM |
| 364 | Not safe on sidewalks/paths, and hard to enforce people staying off sidewalks/paths. Not safe/causes traffic on roads above 25mph. Visibility during dawn/dusk/night. Riders safety/consistent helmet use. | 1/27/2019 5:59 PM |
| 365 | I think it would be to dangerous and people woulnt pay attention- both drivers and scooter riders. | 1/27/2019 5:59 PM |
| 366 | Those of us who work in downtown Columbus have had experience with almost being hit over and over, not to mention watching people wipe out without helmets. At particular risk are those with more limited mobility - children, the elderly, those who've been injured. They are dangerous, and they would ruin public paths and trails | 1/27/2019 5:55 PM |
| 367 | Recreation paths not safe for walkers and runners and increased risk grab and go theft. | 1/27/2019 5:54 PM |
| 368 | Accidents. Lack of exercise | 1/27/2019 5:54 PM |
| 369 | People being stupid. | 1/27/2019 5:54 PM |
| 370 | People being crazy on them. Loud and annoying people. If safe zones to walk then wouldn't be mad. Also think should have age minimums. 18+ or something. | 1/27/2019 5:53 PM |
| 371 | left on the ground to trip or fall over like I just seen in San Francisco while visiting. Vehicles do not see them when they pass on the right at intersections when trying to turn or when they open the door of a parked car into the path of a scooter | 1/27/2019 5:51 PM |
| 372 | Being left in random places | 1/27/2019 5:51 PM |
| 373 | They look messy piled up. They are dangerous to other traffic and pedestrians. | 1/27/2019 5:51 PM |
| 374 | Safety and they are very unsightly. | 1/27/2019 5:50 PM |
| 375 | Seeing them laying around . Safety - operators & other drivers | 1/27/2019 5:50 PM |
| 376 | They will interfere with motorists and pedestrians. | 1/27/2019 5:49 PM |
| 377 | Don't allow them | 1/27/2019 5:48 PM |
| 378 | There should be training and a license | 1/27/2019 5:44 PM |
| 379 | People seem to want to operate them at a constant (and relatively high) speed, which is not compatible with mixed use paths with pedestrians, runners and bicyclists who are willing to slow down. The other challenge is that people park them anywhere, blocking building access. It can be hard to see a parked scooter in a busy pedestrian area, and I worry that people will trip over them. | 1/27/2019 5:44 PM |

| 380 | Lack of laws and enforcement. Conflicts with pedestrians and bicycles. Concerns about accidents. Eye sore with them sitting around everywhere. | 1/27/2019 5:41 PM |
|---|---|---|
| 381 | People may not know the rules of the paths (let people know you are coming up behind them to pass, etc) | 1/27/2019 2:41 PM |
| 382 | Finding them and Dublin over charging them | 1/27/2019 1:51 PM |
| 383 | collisions | 1/27/2019 1:03 PM |
| 384 | Running into pedestrians, being hit in traffic | 1/27/2019 12:49 PM |
| 385 | Unknowledgeable riders. Unaware of laws, not familiar with handling scooters | 1/27/2019 12:27 PM |
| 386 | no more walking or biking on the recreations paths | 1/27/2019 12:26 PM |
| 387 | please , please don't allow them on paths | 1/27/2019 12:21 PM |
| 388 | safety for those on them and those around them | 1/27/2019 12:11 PM |
| 389 | They should not be on the road | 1/27/2019 12:06 PM |
| 390 | er https://www.buzzfeednews.com/article/katienotopoulos/bird-and-lime-scooters-emergency-room-injuries-study?utm_source=dynamic&utm_campaign=bffbbuzzfeed&ref=bffbbuzzfeed&fbclid=IwAR2NcbrzAZ51ViOYA1UTXMoMyf4HJGWsnQrlnNCAVRsgDc0e3cT0Ryg7dpg | 1/27/2019 12:00 PM |
| 391 | Etiquette for parking/storage when not in use. Car drivers respect for allowing scooters on the roadways. Mandatory use of a helmet when riding a scooter. | 1/27/2019 11:51 AM |
| 392 | visual blight ... adding to the abandoned bicycles left everywhere. dangerous to pedestrians and themselves...we have a hard enough time not hitting pedestrians downtown. It's okay to have a "slow down" and walk area. My goodness. And I'm not a granny. ;) | 1/27/2019 11:44 AM |
| 393 | The scootering | 1/27/2019 11:40 AM |
| 394 | Safety, abandoned scooters, reckless operation, lack of informing rules | 1/27/2019 11:07 AM |
| 395 | Immature and unsafe behavior. | 1/27/2019 11:07 AM |
| 396 | Too many inexperienced riders creating hazardous situation with road imperfections and other vehicle traffic. Scooters also become dangerous to pedestrians as they litter the streets as in Austin who is currently struggling with its scooter dense environment. | 1/27/2019 11:01 AM |
| 397 | Parking. People not following traffic rules or going too fast on recreation paths. | 1/27/2019 10:51 AM |
| 398 | Eye sores and safety issues... | 1/27/2019 8:23 AM |
| 399 | Too fast for sidewalk Too slow for street | 1/27/2019 1:24 AM |
| 400 | Safety. | 1/26/2019 10:52 PM |
| 401 | People are going to get hurt | 1/26/2019 9:53 PM |
| 402 | Scooters running amuck. Left in insecure places for extended period of time. Driving with scooters on the road. | 1/26/2019 9:36 PM |
| 403 | Traffic congestion if on the street and walking concerns if allowed on paths. | 1/26/2019 8:52 PM |
| 404 | Everything. It is a bad idea. | 1/26/2019 7:46 PM |
| 405 | They are driven too fast, they are abandoned in various places. They are a menace to others who are walking/biking. | 1/26/2019 5:59 PM |
| 406 | I have been in cities that have allowed multiple companies to 'dump' many scooters into their city streets. They are a hazard, an eyesore and not regulated properly #mobilelitter. Dublin had better have detailed, thorough regulations in place. Companies should be required to share all their scooter electronic data; busy rental areas, frequency of collections and Re-distribution, accidents, income, etc. Google Seattle, WA pilot program in 2018. | 1/26/2019 5:54 PM |
| 407 | People that ride them are often oblivious to traffic and do not follow traffic laws. Drivers of vehicles do not see them. There are so many SUVs in Dublin that scooters would not be seen when they are in traffic | 1/26/2019 4:56 PM |
| 408 | Train how to use | 1/26/2019 4:33 PM |

| 409 | More clutter. Already see the lime green bikes laying everywhere | 1/26/2019 4:28 PM |
|---|---|---|
| 410 | Safety. Seems there have been a lot of injuries. People not using them properly. People using them on paths mixed with bikes, walkers/runners etc. Scooter litter all over the city. | 1/26/2019 4:24 PM |
| 411 | Riders getting in the way and running into pedestrians. Also, people tend to just drop them anywhere and they become an eyesore. | 1/26/2019 3:51 PM |
| 412 | Abandonment of scooters everywhere. Scooters are garbage, left in our pubic spaces and natural resources. No training required. No established laws or guidelines. Lack of etiquette of riders. Dangerous to riders and others around them, whether pedestrian or vehicle. Without ownership, there is a lack of respect for the property. A fast moving scooter can be dangerous, if not fatal to a walker or a biker. No way to ensure age requirements are being adhered to. People would look at scooters as useful when under the influence, but the same dangerous exist because of intoxication. | 1/26/2019 3:13 PM |
| 413 | They are a danger to pedestrians as well as to the people riding them | 1/26/2019 2:21 PM |
| 414 | Just dumping them anywhere after use is a major hazard. Designated areas for parking will help. | 1/26/2019 1:55 PM |
| 415 | Sharing road with cars as it would be too dangerous | 1/26/2019 1:41 PM |
| 416 | High probability of multiple accidents and injuries to riders and pedestrians | 1/26/2019 1:20 PM |
| 417 | Could startle others, could fall | 1/26/2019 1:12 PM |
| 418 | Have you been to campus lately? They're a nuisance and dangerous. | 1/26/2019 1:09 PM |
| 419 | Safety issues for drivers who don't see them Irresponsible scooter operators | 1/26/2019 12:15 PM |
| 420 | The people who ride them. | 1/26/2019 11:23 AM |
| 421 | Increase issues with scooters not observing traffic laws.....just like the issues in downtown Columbus. Increase risk of accidents with automobiles | 1/26/2019 10:41 AM |
| 422 | They are dangerous to pedestrians. And also dart in front of cars | 1/26/2019 9:29 AM |
| 423 | Accidents, novice riders | 1/26/2019 8:50 AM |
| 424 | Safety concerns for all involved, accident management and appropriate laws in place to regulate usage and injury accidents | 1/26/2019 8:23 AM |
| 425 | Recently in San Diego. Scooters everywhere. Left laying on sidewalks, etc. A real eyesore....not to mention the safety issues of having on streets. Many going too fast for pedestrian paths. | 1/26/2019 7:45 AM |
| 426 | safety | 1/26/2019 6:08 AM |
| 427 | A hazard to themselves and others on arterial streets and roads, hazard to pedestrians in retail areas, clutter when randomly parked | 1/26/2019 12:11 AM |
| 428 | Irresponsible use. Consider age limits when renting. | 1/26/2019 12:05 AM |
| 429 | I have witnessed people riding them downtown Columbus, no rules, regarding speed, on the roads with cars, not following traffic laws, like cars. I see need for laws with use, helmets - a must! Abiding to traffic laws. | 1/25/2019 11:52 PM |
| 430 | Safely | 1/25/2019 11:33 PM |
| 431 | Trying to adjust to people unqualified to operate these scooters and cause accidents/injuries to others and themselves. | 1/25/2019 11:31 PM |
| 432 | Unlicensed or underage riders. Lack of safety equipment for riders. Traffic issues. Same problems with bicycle traffic, but many times worse due to casual nature of rentable scooters. Very limited utility in colder and wetter parts of the country, like Dublin. Rental scooters are an eyesore and waste resources. | 1/25/2019 11:27 PM |
| 433 | Keeping them picked up | 1/25/2019 11:10 PM |
| 434 | Not enough space for them on paths. Dangerous. | 1/25/2019 11:03 PM |
| 435 | Co-existence with other modes of transportation including cars. | 1/25/2019 10:49 PM |
| 436 | Distractions, reckless drivers, etc. | 1/25/2019 10:43 PM |
| 437 | Users getting in the way. Seems like a bad idea for Dublin | 1/25/2019 10:42 PM |

| 438 | Letting inexperienced people rent them is dangerous. | 1/25/2019 10:29 PM |
|-----|----------------------------------------------------|--------------------|
| 439 | They are a risk for walkers and other bikers on our bike paths and sidewalks. | 1/25/2019 10:23 PM |
| 440 | Riders don't have helmets, ride in the dark without lighting. | 1/25/2019 10:06 PM |
| 441 | Everything above | 1/25/2019 9:55 PM |
| 442 | It discourages physical activity and seems dangerous to people on the bikes. If they're riding on the roads they're in danger of getting hit by cars, and if they're on the paths, they are a danger to walkers and runners going at slower speeds | 1/25/2019 9:51 PM |
| 443 | Dangerous for pedestrians, and dog walkers on a side walk, or bike paths. Dangerous for kids, or teens, or others riding the scooters in the street. | 1/25/2019 9:42 PM |
| 444 | Way too dangerous on roads and paths for users as well as drivers and other path occupants-especially walkers/runners. | 1/25/2019 8:43 PM |
| 445 | traffic laws | 1/25/2019 8:39 PM |
| 446 | Dangerous for scooter riders as well as pedestrians walking, biking and even driving a car. | 1/25/2019 8:30 PM |
| 447 | Cars safely being able to avoid /navigate safely around them. Already enough distractions/ distracted drivers without adding this! | 1/25/2019 8:21 PM |
| 448 | I worry about them on the bike path. I think they're too fast and would pose a danger If people aren't operating them safely. | 1/25/2019 8:16 PM |
| 449 | On the roads, I foresee them holding up traffic. As a pedestrian on the bike paths, I would be afraid of being struck. Often I have nearly been struck by bikes on the paths. | 1/25/2019 7:41 PM |
| 450 | Riders not paying attention and not have respectful etiquette. It just add a whole new dimensions to car drivers to watch out for not only the pedestrians, bicyclists and now to include electric scooter riders, especially for young drivers and/or elderly drivers. | 1/25/2019 7:27 PM |
| 451 | Please, please, please not on the bike paths! | 1/25/2019 7:06 PM |
| 452 | Accidents. | 1/25/2019 7:01 PM |
| 453 | Misuse. Going too fast! Walking paths are not wide enough! Scare pets walking! | 1/25/2019 6:29 PM |
| 454 | How to pay, and where will the pick-up/drop-off points be. | 1/25/2019 5:58 PM |
| 455 | SAFETY for all - those operating the scooters and those on the sidewalks and streets. | 1/25/2019 5:35 PM |
| 456 | Will not be able to walk outside peacefully | 1/25/2019 5:30 PM |
| 457 | Causing traffic chaos for something that isn't needed in residential neighborhoods | 1/25/2019 5:28 PM |
| 458 | Too many in one spot. | 1/25/2019 5:27 PM |
| 459 | Safety for others who are NOT on scooters, drivers who do not want to hit people on scooters, | 1/25/2019 5:26 PM |
| 460 | Major issue with traffic & safety for both the scooter riders & pedestrians | 1/25/2019 5:24 PM |
| 461 | Safety issues. What age should the rider be? How many people on a scooter? 2? Must they follow same traffic rules as cars? | 1/25/2019 5:16 PM |
| 462 | Organization. Columbus city scooters are literally everywhere. Small children on the recreation paths. | 1/25/2019 4:36 PM |
| 463 | Can't keep up with traffic. People using them don't follow traffic rules. | 1/25/2019 4:31 PM |
| 464 | Same as bicyclists. They like to ride in the streets but they do not obey the traffic laws (i.e. stop signs) and I have never seen this enforced. | 1/25/2019 4:26 PM |
| 465 | Dangerous | 1/25/2019 4:25 PM |
| 466 | If they are allowed in the streets too many cars are not familiar with scooters and what are the rules for them and as a driver. If on recreational paths some are not wide enough for walkers and scooters especially older walking paths such as older developments around our city. I know young people love them but they can be the most dangerous on them which causes danger to everyone else. | 1/25/2019 4:15 PM |
| 467 | Not getting in accidents with drivers that are ignorant of basic laws. We see this now with bicyclists not getting right of way, etc. Not to mention walkers! | 1/25/2019 4:06 PM |

| 468 | On street riders. When coming over over passes, it could be dangerous to have a slower moving and smaller vehicle. Already an issue with bike commuters. A driver can be doing all the right things but we can't see these slower vehicles until we are on top of the over pass which doesn't allow for the safety we all want. | 1/25/2019 4:00 PM |
|---|---|---|
| 469 | Untrained users of the operation of scooters | 1/25/2019 3:46 PM |
| 470 | Safety | 1/25/2019 3:46 PM |
| 471 | Drivers paying attention to them. Many of the roads in Dublin (especially in high visitor areas) are 35 mph or higher which could lead to accidents. | 1/25/2019 3:44 PM |
| 472 | They are dangerous in traffic and on sidewalks to walking pedestrians. They're typically just laying all over the place creating a safety hazard. | 1/25/2019 3:22 PM |
| 473 | Going too fast on walking paths, not adhering to the rules of the road/path. They are left in the middle of the sidewalk.They can be left anywhere. Riders tend to assume others can hear them coming so they do not announce themselves. Frequency of pick up- have had someone else's lime bikes sit in front of my house for days-multiple times. | 1/25/2019 3:15 PM |
| 474 | expectation of users to go as fast as they'd like; expectation of pedestrians to always have the right-of-way; matching any real need with the cost of investment and on-going maintenance | 1/25/2019 3:03 PM |
| 475 | The unwise use by people who feel no need to follow the rules of the road | 1/25/2019 2:59 PM |
| 476 | Not running down pedestrians or getting in the way of cars on the roads. I worry about people being on their phones and not paying attention to where they are going on a scooter. I know someone in the risk department at OSU and understand the kids love the scooters but they are a constant source of problems/accidents around campus. Dublin should learn from others' mistakes...scooters are a terrible idea. | 1/25/2019 2:57 PM |
| 477 | mixed traffic and people don't obey laws. | 1/25/2019 2:53 PM |
| 478 | Catastrophic bodily injury from riders colliding with other riders, pedestrians or vehicles. Helmet use should be mandatory regardless of age of user. Company owning the scooters should have Primary and Excess Liability insurance policies with at least $6M total limits available. | 1/25/2019 2:40 PM |
| 479 | Safety, respect for others, consideration of people and pets nearby | 1/25/2019 2:38 PM |
| 480 | Stupid people | 1/25/2019 2:38 PM |
| 481 | Safety | 1/25/2019 2:34 PM |
| 482 | Accidents, injuries, invasion of bike paths, and people riding without etiquette | 1/25/2019 2:30 PM |
| 483 | Big nuisance | 1/25/2019 2:30 PM |
| 484 | People not obeying traffic laws. No need for them in the Dublin area. | 1/25/2019 2:16 PM |
| 485 | They litter the city like bikes and make it look trashy around here. | 1/25/2019 2:15 PM |
| 486 | Messy traffic | 1/25/2019 2:12 PM |
| 487 | Parking and other vehicle traffic. | 1/25/2019 2:09 PM |
| 488 | Their wheels are small and are not stable at higher speeds. The rider needs to be diligent while riding to always concentrate and riding as smoothly as possible. We can't concentrate 100% of the time. | 1/25/2019 1:59 PM |
| 489 | That they will be left everywhere, be a novelty for a year at most, and then not used at all | 1/25/2019 1:52 PM |
| 490 | controlling the age and careless drivers | 1/25/2019 1:44 PM |
| 491 | Scooters left in inappropriate locations | 1/25/2019 1:40 PM |
| 492 | The main thing is the nuisance to pedestrians who are walking through Dublin and using the walking bridge. Danger to Le shoppers in the downtown Dublin historic District. | 1/25/2019 1:37 PM |
| 493 | Dangerous to pedestrians, drivers and scooter riders. Helmets should be required. | 1/25/2019 1:37 PM |
| 494 | Vehicular accidents Unrealistic expections of police trying to enforce any sort of traffic violations. If a scooter operator disregards the officer's signal to stop, we can't expect and officer to pursue. This would only lead to injuries and law suits | 1/25/2019 1:34 PM |
| 495 | Injury and road awareness8 | 1/25/2019 1:33 PM |

| 496 | Safety for everyone - the person on the scooter, (if they're on a sidewalk/recreation path) the pedestrians, children in strollers, etc, (If they're on the street) the cars | 1/25/2019 1:26 PM |
|---|---|---|
| 497 | Maintenance, clutter, danger to pets and kids on bike paths, generally I am not a fan of the idea | 1/25/2019 1:24 PM |
| 498 | If children are allowed to use these scooters - they will cause havoc on recreation paths....especially if they travel in groups. There should be some training involved with the use of these scooters if we are allowing anyone under 16 to use. Does our Police Department have the bandwidth to patrol the reaction paths for safety? | 1/25/2019 1:23 PM |
| 499 | Disrupting traffic | 1/25/2019 1:17 PM |
| 500 | I ride a large motorcycle, and a lot of drivers don't respect riders in general--too many distractions in cars these days. I also would fear young less responsible kids/adults to be dangerous on the roads with these. | 1/25/2019 1:14 PM |
| 501 | As a bicycle rider would can tell you Dublin traffic is not very accommodating to bikes at all buckle lanes are not designated "safe zones cars are in them all the time and as there is no solid lines for those lanes it does not provide any safety, scooters will have the same problem | 1/25/2019 1:06 PM |
| 502 | They are left all over the city which becomes a nuisance. Users may be careless when riding, ie running into pedestrians, going too fast. | 1/25/2019 1:05 PM |
| 503 | Need more | 1/25/2019 1:03 PM |
| 504 | Interfering with walkers and cyclists. | 1/25/2019 1:02 PM |
| 505 | Injuring or hurting people who are using the paths in the proper manner. Kids beating around and not being careful. Kids getting hurt. | 1/25/2019 1:00 PM |
| 506 | Being polite and thoughtful of others | 1/25/2019 12:58 PM |
| 507 | Running over walkers on the bike paths. | 1/25/2019 12:57 PM |
| 508 | Waste of time and resources that could be put to better use. | 1/25/2019 12:54 PM |
| 509 | They are motorized vehicles and should operate as such. Why not allow golf carts and other motorized vehicles on the recreational paths? Maybe walkers and joggers will only be safe on the streets! | 1/25/2019 12:54 PM |
| 510 | The scooters being left all over the place. Which makes it look as if they are abandon. I do not like that look for the City of Dublin. If they are allowed on the path it will create a problem for people that uses the path for running, walk and quite family time. | 1/25/2019 12:50 PM |
| 511 | Maintenance | 1/25/2019 12:50 PM |
| 512 | Lack of public knowledge on how to operate safely. Lack of awareness of sharing the streets. | 1/25/2019 12:49 PM |
| 513 | Safety for riders and others is a big issue. Allowing them on roads means that the roads must be very well maintained (no potholes or cracks in the pavement). I was thrown from a scooter last year after hitting a small crack in the pavement. They just can't handle any sort of imperfections on the roads at all. | 1/25/2019 12:49 PM |
| 514 | Traffic tie ups. Danger to operators, pedestrians | 1/25/2019 12:45 PM |
| 515 | Yielding to pedestrians, more accidents, finding a place for them in neighborhoods. | 1/25/2019 12:44 PM |
| 516 | Sharing recrearion paths with walkers and joggers (respect) and not cluttering parking lots | 1/25/2019 12:40 PM |
| 517 | Lack of scooter etiquette but mostly an accident with cars if scooters were allowed on the streets. I think it would make things too busy and over stimulating. | 1/25/2019 12:40 PM |
| 518 | helmet usage, obeying traffic laws | 1/25/2019 12:39 PM |
| 519 | Idiot operators not respectful of others | 1/25/2019 12:36 PM |
| 520 | Danger to rider from cars if on the street; danger to pedestrians and bicyclists if on pathways. | 1/25/2019 12:35 PM |
| 521 | Following scooter rules. | 1/25/2019 12:35 PM |
| 522 | Drunks using them. Showing up abandoned on sidewalks. Thieves drawn in to take them. | 1/25/2019 12:31 PM |
| 523 | Operators not obeying driving requiring and laws. | 1/25/2019 12:31 PM |
| 524 | Dangerous for scooter operators, other pedestrians and drivers | 1/25/2019 12:30 PM |

| 525 | Many. They are left everywhere. People do not know the rules of the road. Riders are careless and dangerous to themselves and walkers. | 1/25/2019 12:30 PM |
|-----|-----|-----|
| 526 | Potential dangers to both the rider and pedestrians. | 1/25/2019 12:30 PM |
| 527 | See 3 | 1/25/2019 12:25 PM |
| 528 | Injury and property damage | 1/25/2019 12:22 PM |
| 529 | safety, smart usage, users not following rules/laws, the best area would be between old Dublin and bridgepark and I would never want scooters to go through or across that roundabout - its already a nightmare. | 1/25/2019 12:21 PM |
| 530 | Scooter drivers not abiding by the current traffic laws and inconveniencing pedestrians. Also, a hazard for auto drivers when sharing the road with scooters. | 1/25/2019 12:20 PM |
| 531 | Helmets. People just being stupid. Scooters disappearing. | 1/25/2019 12:19 PM |
| 532 | Blocking traffic and causing safety issues such as accidents | 1/25/2019 12:18 PM |
| 533 | DO NOT ALLOW THEM ON BIKE PATHS!!! There are small children, elderly, dogs and people everywhere. That's a lawsuit waiting to happen! It's bad enough when the bikers ride to fast and almost hit people! | 1/25/2019 12:17 PM |
| 534 | The speed of scooters can be dangerous on sidewalks and paths where there is heavy pedestrian traffic. | 1/25/2019 12:17 PM |
| 535 | Injuries, accidents, tossing them into the river and causing pollution, etc. | 1/25/2019 12:14 PM |
| 536 | Dangers of car/scooter interactions and scooter/pedestrian interactions. | 1/25/2019 12:10 PM |
| 537 | they're dangerous: The move too quickly to be allowed on recreational paths with pedestrians, especially older residents, kids, dogs, or the hearing impaired. They are too small to be allowed on streets with reach vehicles. Drivers can't see them easily as they can hide completely in blind spots or behind other vehicles. Because they're fun, riders are often "joy riding" and are careless. They swerve in and out of moving cars, parked cars, and onto sidewalks. I've seen this happen, especially in high traffic areas like our historical downtown. My concerns heighten when I think about all the kids who might use these irresponsibly. | 1/25/2019 12:08 PM |
| 538 | They will be used on sidewalks and paths | 1/25/2019 12:06 PM |
| 539 | Careless use, could be dangerous to others. | 1/25/2019 11:49 AM |
| 540 | Safety | 1/25/2019 11:47 AM |
| 541 | Dangerous for both the user and other vehicles using the roads or bike paths. | 1/25/2019 11:43 AM |
| 542 | There is currently NO SAFE areas for electric scooters. The speed of the scooters renders them unsafe for sidewalks (too fast for the side walk) and unsafe for roads (too slow for roads). Additionally, one should be wearing a helmet if riding in the street, and these are not provided. Scooters do not have appropriate deposition areas, and end up being littered wherever the user deems appropriate, often obstructing the path of others. | 1/25/2019 11:40 AM |
| 543 | Safety | 1/25/2019 11:39 AM |
| 544 | Riders not being considerate of others on the path Access to children too young | 1/25/2019 11:39 AM |
| 545 | Safety | 1/25/2019 11:31 AM |
| 546 | Safety issues for all involved. People don't wear helmets. They are supposed to be in the road but that is hazardous and slows down traffic. | 1/25/2019 11:30 AM |
| 547 | People taking them beyond the city limits. Leaving them in bushes and along side sidewalks like the green and yellow bikes. | 1/25/2019 11:30 AM |
| 548 | abuse of use, would like to know what the city of Dublin's definition of a scooter is? | 1/25/2019 11:29 AM |
| 549 | None | 1/25/2019 11:29 AM |
| 550 | Riders being overconfident, and auto drivers being less than attentive. | 1/25/2019 11:25 AM |
| 551 | People that are not progressive over exaggerating issues or creating issues | 1/25/2019 11:23 AM |
| 552 | Traffic, Street and bike path congestion and safety issues | 1/25/2019 11:22 AM |
| 553 | Inexperienced or inconsiderate riders, drivers getting used to sharing the roads | 1/25/2019 11:09 AM |

| 554 | The people who use them. | 1/25/2019 11:09 AM |
|-----|--------------------------|--------------------|
| 555 | Assuring they are operated safely and responsibly. | 1/25/2019 11:08 AM |
| 556 | Road hazard | 1/25/2019 11:08 AM |
| 557 | Safety! | 1/25/2019 10:57 AM |
| 558 | Rude riders that don't watch out where they are going. | 1/25/2019 10:50 AM |
| 559 | Not allowed to under 21 years of age as more accidents could happen . | 1/25/2019 10:50 AM |
| 560 | safety of users and bystanders as well as having units left in inappropriate places. | 1/25/2019 10:45 AM |
| 561 | People not following basic driver's safety such as traffic lights & stop signs | 1/25/2019 10:45 AM |
| 562 | As a runner I feel like scooters on bike paths would be a hazard. | 1/25/2019 10:30 AM |
| 563 | The riders might be at risk on roads allowing higher speeds than 25 mph. Also, hope they are not noisy. | 1/25/2019 10:22 AM |
| 564 | Speed around people on recreation paths and sidewalks. | 1/25/2019 10:08 AM |
| 565 | Safety | 1/25/2019 9:53 AM |
| 566 | People miss use, crossing speed limits, etc. | 1/25/2019 9:48 AM |
| 567 | Riders assuming the right of way just like pedestrians. Pedestrians move slower and drivers will see them ahead of time to stop. Electric scooters are fats and they should follow the traffic rules just like other motor vehicles. Some licensing requirements unless the person already holds a motor vehicle driving license | 1/25/2019 9:18 AM |
| 568 | Being out on roads causing serious traffic issues. | 1/25/2019 9:04 AM |
| 569 | Dangerous for riders to allow on roads as well as dangerous on paths for others walking/running. | 1/25/2019 9:00 AM |
| 570 | Education | 1/25/2019 9:00 AM |
| 571 | Too dangerous for the rider and people driving cars. | 1/25/2019 8:55 AM |
| 572 | I'm running through scenarios with use of e-scooters in Dublin, and I'm just not seeing it working.. The Bridge Street /Historic Dublin would be a great way for anyone living in the lofts to get around.. but I don't think the sidewalks are set up for it, and there are already too many challenges with drivers (round about, pedestrians) | 1/25/2019 8:50 AM |
| 573 | Run-ins with pedestrians. Bikers rarely alert us when we're walking the paths and scare us. I would think scooter riders would be just as lax. | 1/25/2019 8:47 AM |
| 574 | None | 1/25/2019 8:44 AM |
| 575 | Avoiding accidents | 1/25/2019 8:43 AM |
| 576 | Confusion on roadways, scooter users not following traffic laws, potential for increased accidents | 1/25/2019 8:26 AM |
| 577 | Dangerous. There needs to be a law against operating them under the influence. Helmets should be required. There also should be laws about how you can operate them for the safety of people on the street and car drivers. I've seen people using them in the short north going very fast on the sidewalks. There should be a different speed caps placed on scooters depending where they are being written. On streets perhaps a little faster and recreation paths they should not be able to go as fast. | 1/25/2019 8:15 AM |
| 578 | Safety issues for not only those on the scooter, but everyone else as well. | 1/25/2019 8:11 AM |
| 579 | Carelessness, no rules or means of enforcement | 1/25/2019 8:03 AM |
| 580 | Many. No tax income, no real purpose other than recreation, too many ways they are going to interact poorly with pedestrians and cars, etc. | 1/25/2019 8:00 AM |
| 581 | I see middle school students using them downtown on Fridays on crowded sidewalks which could be a hazard. I also feel that when people don't know how to operate them they can also be dangerous. | 1/25/2019 7:59 AM |
| 582 | must be careful | 1/25/2019 7:54 AM |
| 583 | Too fast on paths and too many younger riders that may cause an accident | 1/25/2019 7:51 AM |

| 584 | Underage teens harrassing me while I walk my newborn baby. The storm of angry bike riders who think they are in the Tour de France being slowed down by a motor vehicle on the rec path. My senior dog being stressed by a fast motor vehicle on the quiet rec path. Cars and scooters coming to an accident. Dumb 14 yr olds doing stunts and getting injured and their rich Dublin parents suing the city and scooter company. Waste of tax payer dollar. And finally, I will just be generally annoyed that the mistake of electric scooters being rented out by the city will be an inconvenience while driving and trying to have quiet & peaceful enjoyment of the rec paths. | 1/25/2019 7:43 AM |
|---|---|---|
| 585 | Too many on the roads at the pick hours | 1/25/2019 7:23 AM |
| 586 | dangerous | 1/25/2019 7:19 AM |
| 587 | Reckless use, running up on pedestrians, not crossing streets correctly (by yielding) | 1/25/2019 12:22 AM |
| 588 | People are very easily injured on them. Broken wrists, arms, craniofacial fractures are common and more likely to happen when people are drinking. | 1/24/2019 10:04 PM |
| 589 | I see speed being a potential challenge on recreational paths. | 1/24/2019 8:57 PM |
| 590 | Insensitive scooterists | 1/24/2019 5:55 PM |
| 591 | Safety issues. Keeping them parked properly. | 1/24/2019 5:54 PM |
| 592 | Danger of street riding. | 1/24/2019 5:40 PM |
| 593 | Being left all over the city. Careless adults or youths in traffic. | 1/24/2019 4:17 PM |
| 594 | safety | 1/24/2019 3:35 PM |
| 595 | how to regulate speed? where is appropriate to use them? age restrictions? how to enforce safety of users and others around them? | 1/24/2019 2:51 PM |
| 596 | Danger to pedestrians and cars as well as themselves. | 1/24/2019 1:40 PM |
| 597 | Problems with pedestrians and traffic | 1/24/2019 7:32 AM |
| 598 | Evening riding. Potholes, uneven roads and sidewalks | 1/23/2019 8:51 PM |
| 599 | Irresponsible use such as not obeying traffic laws in the street. Blocking of sidewalks, paths, and walkways. Unused bikes strewn about in public. | 1/23/2019 7:42 PM |
| 600 | People miss-use them, disrupt traffic, disrupt pedestrian traffic. | 1/23/2019 7:23 PM |
| 601 | Folks not operating them responsibly and running into pedestrian and cars. Creates stress on paths for walkers if they have to be on such high alert at all times that a scooter won't say passing on left and will surprise you by zipping by or running into you | 1/23/2019 12:53 PM |
| 602 | Safety on the streets. Folks not knowing how to operate them. | 1/23/2019 10:57 AM |
| 603 | They will be left in random places like the bikes. The corner of Woerner Temple and Emerald Parkway is a frequent place. It makes the City look bad. | 1/23/2019 10:51 AM |
| 604 | Scooters left everywhere. Dangerous mix with car traffic. | 1/23/2019 10:24 AM |
| 605 | Cities aren't designed for annoying but cars and while I wish we lived in a walkable society that could accommodate these, they just seem dangerous | 1/23/2019 10:07 AM |
| 606 | Scooter operators not knowing laws or how to stay safe while using scooter | 1/23/2019 9:48 AM |
| 607 | There is enough congestion on our streets and roads. Adding scooters weaving in and out is a dangerous hazard. | 1/23/2019 9:37 AM |
| 608 | Riders need to be aware and respectful of pedestrians and vehicular traffic. | 1/23/2019 8:54 AM |
| 609 | Dangerous to riders and pedestrians | 1/23/2019 8:32 AM |
| 610 | Ignorant views based on fear of the unknown. | 1/23/2019 8:11 AM |
| 611 | Vandalism. Leaving them outside designated parking areas. Using them outside permitted road/pathways. | 1/23/2019 7:46 AM |
| 612 | difficult to balance and use properly danger to pedestrians go too fast and user injuries clutter sidewalks and public spaces very hard to see at dusk and nighttime | 1/23/2019 2:06 AM |
| 613 | Safety for riders and pedestrians. Why aren't helmets mandated, since we're trying to get kids to wear them biking, skateboarding... | 1/23/2019 12:23 AM |

| 614 | Parking them out of the way, sharing roads with automobiles and sidewalks with pedestrians | 1/23/2019 12:23 AM |
|---|---|---|
| 615 | Tweens... middle school and high schoolers make it a challenge. Making sure they get put away and not left on the side of the road | 1/22/2019 11:52 PM |
| 616 | Lack of training and etiquette | 1/22/2019 11:36 PM |
| 617 | Safety. Riders have a tendency to go a bit to fast sometimes. | 1/22/2019 11:30 PM |
| 618 | Not enough to go around | 1/22/2019 11:25 PM |
| 619 | Being able to use one, they would all be in use. | 1/22/2019 10:15 PM |
| 620 | Helmets are not available, people drop them where ever they stop and people trip. I have seen first hand how people that don't know how to ride them either injure themselves or others. | 1/22/2019 9:02 PM |
| 621 | Accidents, people will not operate safely, | 1/22/2019 9:01 PM |
| 622 | They are left all over the streets and people who ride them pay little attention to traffic and safety laws. | 1/22/2019 9:00 PM |
| 623 | Dublin is a car dependent city. I do not see the ability to allow the scooters to operate in our "downtown" due to the heavy traffic, the fact that some of the roads are state roads which I anticipate would prohibit use. These scooters in other locations have been used with no safety gear, on the sidewalks, and they are abandoned/parked in locations with no regard for others. It's enough that we are trying the bikes. | 1/22/2019 8:57 PM |
| 624 | Other pedestrians and vehicles | 1/22/2019 7:55 PM |
| 625 | They create noise. They are another danger to people walking, running or riding bikes on the bike paths. | 1/22/2019 7:33 PM |
| 626 | None | 1/22/2019 7:25 PM |
| 627 | No room on the road or sidewalks. Too many children could get hurt trying to use them in congested areas. | 1/22/2019 7:25 PM |
| 628 | Lots of dumb people out there.... they will do dumb things with the scooters and ruin them for everyone m. | 1/22/2019 7:02 PM |
| 629 | When rented electric scooters are left at cross walks, blocking others from using the ramps and crosswalks. I would also not want electronic scooters in the streets! That's an accident waiting to happen! | 1/22/2019 6:16 PM |
| 630 | Think this might appeal more to kids-which is fine but they may not be great at controlling and staying out of the way | 1/22/2019 5:50 PM |
| 631 | Expect growing pains as everyone gets used to using and seeing them. My prediction? Older residents will not like them or see the need for them, younger residents will love them! | 1/22/2019 5:30 PM |
| 632 | See above. | 1/22/2019 5:30 PM |
| 633 | Safety concerns for rider and pedestrians | 1/22/2019 5:21 PM |
| 634 | End up in yards and in front of businesses, they tie up bike racks, what I have seen in Worthington I don't want in Dublin | 1/22/2019 5:14 PM |
| 635 | Super dangerous | 1/22/2019 5:05 PM |
| 636 | They don't not remove vehicles from roadways and are not a viable all-weather solution. You could also probably argue that they discourage healthier options such as biking or walking, thus doing nothing to fight obesity rates. | 1/22/2019 4:54 PM |
| 637 | Pedestrians | 1/22/2019 4:45 PM |
| 638 | Cost, charging ports, dangerous conditions for bike riders and walkers, property damage from people using them to do tricks, injuries and then subsequent costs to the cities based on them. | 1/22/2019 4:36 PM |
| 639 | In addition to the safety hazards to motorists and pedestrians mentioned above, they are generally an eyesore in the communities where they are in use as users leave them anywhere an everywhere. They clog up bike racks and are often left lying in or blocking the pedestrian right of way -- this is especially hazardous/rude to anyone using a wheelchair or cane (blind) to navigate the sidewalk. They also seem to be hazardous to the users who often do not wear helmets. | 1/22/2019 4:33 PM |
| 640 | Wrecking into cars with no responsibility | 1/22/2019 4:32 PM |

| 641 | Accidents, head trauma, car collisions, running into other people and pets. | 1/22/2019 4:13 PM |
|---|---|---|
| 642 | Maintenance and safety | 1/22/2019 3:31 PM |
| 643 | People hitting them | 1/22/2019 3:22 PM |
| 644 | Congesting already congested streets. Roundabout by bridge park is an accident waiting to happen if allowed on roads. | 1/22/2019 3:08 PM |
| 645 | Safety issues for tourists and locals, would increase traffic on sidewalks and recreational paths. | 1/22/2019 3:02 PM |
| 646 | They will be left all over town like the lime bikes. | 1/22/2019 2:54 PM |
| 647 | The idiots that don't follow the rules of the road on scooters. | 1/22/2019 2:45 PM |
| 648 | People getting injured. Not following traffic rules and being out of control on bike paths. Particularly teenagers and college age. | 1/22/2019 2:33 PM |
| 649 | Safety; managing where the scooters are stored | 1/22/2019 2:30 PM |
| 650 | Accidents, injuries, all around bad idea unless they have designated paths for scooters only! | 1/22/2019 2:29 PM |
| 651 | We already have cars that don't pay attention to pedestrians, could they handle scooters too? I'm thinking of what a nightmare it would be in Downtown Dublin on a warm Friday afternoon around 3:30 when the Sells kids would scoot. | 1/22/2019 2:28 PM |
| 652 | Slow downs and accidents on sidewalks and in roads | 1/22/2019 2:22 PM |
| 653 | Roundabouts | 1/22/2019 2:21 PM |
| 654 | People could not follow the rules of where to ride them. Some people would ride them in the streets or through other people's property. They would also get left in random places. | 1/22/2019 2:19 PM |
| 655 | None | 1/22/2019 2:02 PM |
| 656 | Understanding where to ride. | 1/22/2019 2:00 PM |
| 657 | Safety, attractive nuisance | 1/22/2019 1:59 PM |
| 658 | Similar to the challenges of bicycles... I fee that both bicycles and scooters should be on sidewalks and paths. Too dangerous for them to be on the roads. The complicated issue here is the scooters are motorized like cars, unlike bicycles. I imagine they travel faster than a bicycle, but not as fast as a car. As a driver, I am scared to have slower and more vulnerable vehicles in my path. | 1/22/2019 1:45 PM |
| 659 | getting in the way of traffic (either by mis-use or not knowing what they are doing). Possibly if they aren't charged properly. navigating snow/ice might be difficult. | 1/22/2019 1:44 PM |
| 660 | Safety is certainly a concern. Riding on sidewalks must be banned. Their power should be limited to 15 mph. | 1/22/2019 1:41 PM |
| 661 | Safety | 1/22/2019 1:40 PM |
| 662 | People disrespecting them, autos driving distractedly and or targeting users (and cyclists) | 1/22/2019 1:36 PM |
| 663 | Too fast for bike/walking paths, too slow and low visibility for the road. | 1/22/2019 1:33 PM |
| 664 | Cluttered sidewalks, unsafe, nuisance | 1/22/2019 1:32 PM |
| 665 | More than one selection, no designated area to pick up and drop off | 1/22/2019 1:30 PM |
| 666 | I've seen the scooters in action at OSU & in the short north. EVERY time I've watched, I have seen people barely miss being hit by automobiles or riders just miss hitting pedestrians. It's only a matter of time before someone gets hurt or killed. Besides, I thought we were trying to promote a healthy, pedestrian city atmosphere, not one where people (especially those who have been drinking alcohol) carelessly joy ride around town. These types of scooters are recreational only. | 1/22/2019 1:30 PM |
| 667 | Rules of the road. People (all people— walkers aren't always walking aware) not knowing or following the rules. | 1/22/2019 1:26 PM |
| 668 | People being careless. | 1/22/2019 1:26 PM |
| 669 | They use of them on public roads and recreation paths creates hazardous situations for both the rider and any other users. | 1/22/2019 1:24 PM |

| 670 | I've seen some riders on High St in Brewery district area riding on sidewalks rather recklessly. Not a fan of motor vehicles on paths meant for pedestrians. We residents in Dublin already have had issues with rude cyclists who have no problem riding 30mph through a playground area with kids, dogs, and walkers and do not want to slow down. People on scooters will be riding faster than bicycles. Someone will get hurt. | 1/22/2019 1:16 PM |
|---|---|---|
| 671 | Challenges would include policing them - Who's using them (age)? How would the city monitor where they would be used? If someone is breaking the rules, what is the punishment? | 1/22/2019 1:08 PM |
| 672 | Dangerous as you can not hear them coming up behind you if walking or running on bike paths. On roads...even more dangerous. Do individuals need to have a driver's license to operate a scooter, and will this be enforced if our youth use the scooters? | 1/22/2019 1:06 PM |
| 673 | They aren't licensed or subject to moving vehicle laws (yet) so riders operate outside the boundaries of motor vehicles (and bicycles, skate boards etc.). Scooters aren't toys. If they really are a mode of transportation, let's set guidelines for their use that supports the fact that they move at speeds that are generally faster than pedestrians and or bicycles and will be navigating among other vehicles and people in all sorts of road and weather conditions. This should carry with it a responsibility for public safety. Scooters should not be allowed anywhere other motorized vehicles are not allowed. | 1/22/2019 1:05 PM |
| 674 | Going too fast in retail areas/ sidewalks | 1/22/2019 1:04 PM |
| 675 | challenges with pedestrians and motorist | 1/22/2019 1:03 PM |
| 676 | Injury, death | 1/22/2019 1:01 PM |
| 677 | Danergous for riders and especially others (kids, pets, etc) on sidewalks and paths. | 1/22/2019 1:00 PM |
| 678 | I do not like the clutter and I hope the city has a good insurance policy for possible accidents. | 1/22/2019 12:53 PM |
| 679 | Discarded everywhere. Traffic hazard. Riding impaired or distracted. Noise. | 1/22/2019 12:51 PM |
| 680 | Weaving amongst pedestrians and not obeying traffic laws. | 1/22/2019 12:49 PM |
| 681 | careless riders | 1/22/2019 12:49 PM |
| 682 | Idiots riding them in the street. | 1/22/2019 12:48 PM |
| 683 | Scooters being abandoned all over the city like the Lime bikes. I find this both unsightly and a potential hazard - tripping, bike/scooter collision. Users not plugging the scooters in after use, essentially rendering them useless to another rider. | 1/22/2019 12:45 PM |
| 684 | Too dangerous. Accidents. Pedestrians. | 1/22/2019 12:41 PM |
| 685 | People not following th rules and riding them on sidewalks and multi use paths. We almost got run over by you until people riding scooters at Schiller park in German village. They were not suppose to be on the walking path, but no one was around to stop them. | 1/22/2019 12:29 PM |
| 686 | Just try to drive down High Street without scooters swerving in and out. Young people not wearing helmets. Super dangerous. | 1/22/2019 12:24 PM |
| 687 | Blocking public row | 1/22/2019 12:19 PM |
| 688 | Rules for users on how to ride and where. Parking them in safe places. | 1/22/2019 12:17 PM |
| 689 | Everything. They are annoying and the riders usually don't abide by the laws and just get in the way of traffic and bikes and pedestrians. | 1/22/2019 12:14 PM |
| 690 | People leaving them in odd places and people stealing them | 1/22/2019 11:55 AM |
| 691 | People recklessly driving on streets and not following street laws | 1/22/2019 11:54 AM |
| 692 | Speed, accidents, more traffic on paths | 1/22/2019 11:48 AM |
| 693 | People not following the rules, not being cautious. | 1/22/2019 11:43 AM |
| 694 | Stupid people do stupid things. There will be drunk scooter drivers coming home from the Bridge Park and others probably not using caution in the round abouts. As with a motorcycle, reckless behavior has a magnified bad outcome potential without your own car to protect you. Head injuries could be devastating. | 1/22/2019 11:41 AM |
| 695 | Most of the time they are used by kids who do not care or adhere to any rules or safety requirements .....helmets must be a must. Aso must be 16 to use one....anyone younger is a danger to themselves and others. | 1/22/2019 11:39 AM |

| 696 | Irresponsible kids using them and not paying attention to pedestrians. I see them all the time in the Short North and don't like them at all. | 1/22/2019 11:38 AM |
|-----|-----|-----|
| 697 | Having them strewn all over town like the lime bikes, not stuck in bike racks or scooter racks. | 1/22/2019 11:36 AM |
| 698 | Eyesore because they are left everywhere. Not. O side rate of walkers. | 1/22/2019 11:32 AM |
| 699 | They endanger pedestrians due to their high speeds. The scooters themselves are a danger on the road. The do not come with helmets, so the occupants are in danger. | 1/22/2019 11:32 AM |
| 700 | Left all over blocking sidewalks | 1/22/2019 11:31 AM |
| 701 | A lack of storage areas and drop locations. They clutter and look messy when I drive through the area and see them and the bicycles just strewn on street corners haphazardly. | 1/22/2019 11:29 AM |
| 702 | having a designated drop spot | 1/22/2019 10:09 AM |

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

Answered: 829    Skipped: 8



| ANSWER CHOICES | RESPONSES | |
| --- | --- | --- |
| Yes | 41% | 336 |
| No | 56% | 468 |
| No opinion | 3% | 25 |
| TOTAL | | 829 |

# 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



| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Yes | 39% | 323 |
| No | 56% | 470 |
| No opinion | 5% | 40 |
| TOTAL | | 833 |

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

Answered: 833    Skipped: 4



| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Not at all likely | 66% | 549 |
| Somewhat likely | 19% | 160 |
| Very likely | 7% | 61 |
| Extremely likely | 8% | 63 |
| TOTAL | | 833 |

# Q8 Do you live in Dublin?

Answered: 837    Skipped: 0



| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| No | 7% | 55 |
| Yes | 93% | 782 |
| TOTAL | | 837 |

| # | IF YES, HOW LONG? | DATE |
|---|---|---|
| 1 | 7 years | 2/1/2019 3:10 PM |
| 2 | 7 years | 1/31/2019 11:17 PM |
| 3 | 13 yrs | 1/31/2019 10:06 PM |
| 4 | 26 years | 1/31/2019 3:21 PM |
| 5 | 10 yearsTota | 1/31/2019 12:33 PM |
| 6 | 12 years | 1/31/2019 11:48 AM |
| 7 | 3 years | 1/31/2019 8:36 AM |
| 8 | 25 years | 1/31/2019 2:36 AM |
| 9 | 34 years | 1/30/2019 12:13 PM |
| 10 | 14 years | 1/30/2019 10:46 AM |
| 11 | 30 years | 1/30/2019 10:40 AM |
| 12 | 9 years | 1/30/2019 8:26 AM |
| 13 | 5 years | 1/29/2019 10:01 PM |
| 14 | 25 years. | 1/29/2019 5:52 PM |
| 15 | 6yrs | 1/29/2019 3:19 PM |
| 16 | 2 years | 1/29/2019 2:33 PM |
| 17 | 10 years | 1/29/2019 2:16 PM |
| 18 | 10 years | 1/29/2019 1:42 PM |
| 19 | 11 years | 1/29/2019 12:24 PM |
| 20 | 7+ years | 1/29/2019 11:58 AM |

| 21 | 6 years | 1/29/2019 11:31 AM |
|----|---------|--------------------|
| 22 | 16 years | 1/29/2019 11:11 AM |
| 23 | 5 years | 1/29/2019 11:09 AM |
| 24 | Columbus | 1/29/2019 10:06 AM |
| 25 | 7 years | 1/29/2019 9:54 AM |
| 26 | 16 years | 1/29/2019 9:38 AM |
| 27 | 2 years | 1/29/2019 9:26 AM |
| 28 | 12 years | 1/29/2019 7:24 AM |
| 29 | 20+ years | 1/29/2019 4:13 AM |
| 30 | 3 years | 1/29/2019 1:19 AM |
| 31 | 1 year | 1/29/2019 1:06 AM |
| 32 | 38 years | 1/28/2019 11:50 PM |
| 33 | 2 years. | 1/28/2019 11:30 PM |
| 34 | 32 years | 1/28/2019 10:59 PM |
| 35 | 14 yrs | 1/28/2019 10:56 PM |
| 36 | over 20 years | 1/28/2019 10:55 PM |
| 37 | 6 years | 1/28/2019 10:46 PM |
| 38 | 6 years | 1/28/2019 10:45 PM |
| 39 | 24 years | 1/28/2019 10:25 PM |
| 40 | Years | 1/28/2019 10:10 PM |
| 41 | 24 years | 1/28/2019 9:44 PM |
| 42 | 15 years | 1/28/2019 9:22 PM |
| 43 | 10 yrs | 1/28/2019 8:29 PM |
| 44 | 10 years | 1/28/2019 8:21 PM |
| 45 | 15 yrs | 1/28/2019 7:34 PM |
| 46 | 5 years | 1/28/2019 6:48 PM |
| 47 | 20 yrs | 1/28/2019 6:13 PM |
| 48 | 14 years | 1/28/2019 5:51 PM |
| 49 | 25 years | 1/28/2019 5:40 PM |
| 50 | 15 yrs | 1/28/2019 5:37 PM |
| 51 | 10 years | 1/28/2019 5:17 PM |
| 52 | Five years | 1/28/2019 5:17 PM |
| 53 | 8 years | 1/28/2019 4:59 PM |
| 54 | 2 yrs | 1/28/2019 4:55 PM |
| 55 | 26 years | 1/28/2019 4:21 PM |
| 56 | 5 years | 1/28/2019 4:19 PM |
| 57 | 5 years | 1/28/2019 4:17 PM |
| 58 | 6 years | 1/28/2019 4:01 PM |
| 59 | 31 years | 1/28/2019 3:53 PM |
| 60 | 20 | 1/28/2019 3:47 PM |
| 61 | 42 years | 1/28/2019 3:39 PM |

| 62 | 4 Years. About 5 months out of the year. | 1/28/2019 3:26 PM |
|----|-------------------------------------------|-------------------|
| 63 | 6 years | 1/28/2019 3:18 PM |
| 64 | 13 years | 1/28/2019 3:15 PM |
| 65 | 40 years | 1/28/2019 3:02 PM |
| 66 | 13 years | 1/28/2019 2:42 PM |
| 67 | 25 years | 1/28/2019 2:33 PM |
| 68 | 40 yrs | 1/28/2019 2:18 PM |
| 69 | 20 years | 1/28/2019 2:13 PM |
| 70 | Dublin Schools / Columbus Taxes | 1/28/2019 2:05 PM |
| 71 | 18 years | 1/28/2019 1:53 PM |
| 72 | 28 years | 1/28/2019 1:51 PM |
| 73 | 10 years | 1/28/2019 1:48 PM |
| 74 | 12 years | 1/28/2019 1:47 PM |
| 75 | Over 20 years | 1/28/2019 1:40 PM |
| 76 | 19 years | 1/28/2019 1:40 PM |
| 77 | 10 years | 1/28/2019 1:40 PM |
| 78 | 7 yrs | 1/28/2019 1:30 PM |
| 79 | Dublin address, but just inside the Columbus city limits. | 1/28/2019 1:30 PM |
| 80 | 25 years it | 1/28/2019 1:20 PM |
| 81 | 12 years | 1/28/2019 1:15 PM |
| 82 | 25 years | 1/28/2019 1:13 PM |
| 83 | 4 | 1/28/2019 1:07 PM |
| 84 | and Naples, FL (not allowed in Naples) | 1/28/2019 1:06 PM |
| 85 | 2 years | 1/28/2019 12:49 PM |
| 86 | 24 years | 1/28/2019 12:46 PM |
| 87 | 27 years | 1/28/2019 12:35 PM |
| 88 | 4 years | 1/28/2019 12:33 PM |
| 89 | 1 year | 1/28/2019 12:10 PM |
| 90 | 15 years | 1/28/2019 12:06 PM |
| 91 | 25 years | 1/28/2019 12:05 PM |
| 92 | 30+ years | 1/28/2019 12:05 PM |
| 93 | 9 months | 1/28/2019 12:04 PM |
| 94 | 30 yrs | 1/28/2019 12:02 PM |
| 95 | 32 Years | 1/28/2019 11:47 AM |
| 96 | 37 years | 1/28/2019 11:29 AM |
| 97 | Sine 1993 | 1/28/2019 11:23 AM |
| 98 | 30 years | 1/28/2019 11:20 AM |
| 99 | 5 years | 1/28/2019 11:19 AM |
| 100 | 5 years | 1/28/2019 11:19 AM |
| 101 | 20 years | 1/28/2019 11:13 AM |
| 102 | 23 years | 1/28/2019 11:10 AM |

| 103 | Why is this important ? | 1/28/2019 11:10 AM |
|-----|--------------------------|---------------------|
| 104 | 2 years | 1/28/2019 11:07 AM |
| 105 | 6 years | 1/28/2019 11:03 AM |
| 106 | 26 years | 1/28/2019 10:58 AM |
| 107 | 10 years | 1/28/2019 10:58 AM |
| 108 | 30 years | 1/28/2019 10:58 AM |
| 109 | 2 years | 1/28/2019 10:55 AM |
| 110 | 38 years | 1/28/2019 10:53 AM |
| 111 | 11 years | 1/28/2019 10:50 AM |
| 112 | 7 years | 1/28/2019 10:49 AM |
| 113 | 20 years | 1/28/2019 10:49 AM |
| 114 | 2 yrs | 1/28/2019 10:45 AM |
| 115 | 16 years | 1/28/2019 10:44 AM |
| 116 | 6years | 1/28/2019 10:42 AM |
| 117 | 8 years | 1/28/2019 10:40 AM |
| 118 | 30 years | 1/28/2019 10:40 AM |
| 119 | long enough | 1/28/2019 10:36 AM |
| 120 | 17 years | 1/28/2019 10:30 AM |
| 121 | Dublin school district | 1/28/2019 10:30 AM |
| 122 | 25 years | 1/28/2019 10:30 AM |
| 123 | 3 years | 1/28/2019 10:28 AM |
| 124 | 5 | 1/28/2019 10:27 AM |
| 125 | 1.5 years | 1/28/2019 10:24 AM |
| 126 | 19 yrs | 1/28/2019 10:22 AM |
| 127 | 32 years | 1/28/2019 10:19 AM |
| 128 | 21 years | 1/28/2019 10:17 AM |
| 129 | 9 years | 1/28/2019 10:13 AM |
| 130 | Twelve years | 1/28/2019 10:11 AM |
| 131 | 15 years | 1/28/2019 10:10 AM |
| 132 | 21 years | 1/28/2019 10:09 AM |
| 133 | 12 years | 1/28/2019 10:07 AM |
| 134 | 4 years | 1/28/2019 10:07 AM |
| 135 | 6 1/2 yrs | 1/28/2019 10:05 AM |
| 136 | 11 years | 1/28/2019 10:04 AM |
| 137 | 2 years | 1/28/2019 10:03 AM |
| 138 | 1.5 years | 1/28/2019 9:59 AM |
| 139 | 4 years | 1/28/2019 9:58 AM |
| 140 | 4 years | 1/28/2019 9:55 AM |
| 141 | 26 years | 1/28/2019 9:55 AM |
| 142 | 9 years | 1/28/2019 9:50 AM |
| 143 | school district now but previous for 12 years | 1/28/2019 9:50 AM |

| 144 | 23 years | 1/28/2019 9:48 AM |
| 145 | 18 yrs | 1/28/2019 9:47 AM |
| 146 | 2 years | 1/28/2019 9:38 AM |
| 147 | 12 years | 1/28/2019 9:37 AM |
| 148 | 2 years | 1/28/2019 9:36 AM |
| 149 | 31 years | 1/28/2019 9:29 AM |
| 150 | 14 years | 1/28/2019 9:28 AM |
| 151 | 10 years | 1/28/2019 9:23 AM |
| 152 | 10 years | 1/28/2019 9:22 AM |
| 153 | 2 years | 1/28/2019 9:19 AM |
| 154 | 21 years | 1/28/2019 9:17 AM |
| 155 | 14 years | 1/28/2019 9:14 AM |
| 156 | seventeen years | 1/28/2019 9:14 AM |
| 157 | 28 years | 1/28/2019 9:12 AM |
| 158 | 10 | 1/28/2019 9:08 AM |
| 159 | 18 years | 1/28/2019 9:07 AM |
| 160 | six years | 1/28/2019 9:07 AM |
| 161 | 21 years | 1/28/2019 9:06 AM |
| 162 | 6years | 1/28/2019 9:05 AM |
| 163 | 15 years | 1/28/2019 9:05 AM |
| 164 | 18 years | 1/28/2019 9:04 AM |
| 165 | 4 years | 1/28/2019 8:58 AM |
| 166 | 18 Years | 1/28/2019 8:58 AM |
| 167 | 43 years | 1/28/2019 8:57 AM |
| 168 | 9 years | 1/28/2019 8:54 AM |
| 169 | 5 years | 1/28/2019 8:50 AM |
| 170 | 13 years | 1/28/2019 8:48 AM |
| 171 | 20 years | 1/28/2019 8:48 AM |
| 172 | 13 years | 1/28/2019 8:45 AM |
| 173 | 15 years | 1/28/2019 8:45 AM |
| 174 | 1 year | 1/28/2019 8:44 AM |
| 175 | 27 ys | 1/28/2019 8:44 AM |
| 176 | 6 years | 1/28/2019 8:43 AM |
| 177 | 18 years | 1/28/2019 8:42 AM |
| 178 | 5 yrs | 1/28/2019 8:41 AM |
| 179 | 14 1/2 years | 1/28/2019 8:38 AM |
| 180 | 2 years | 1/28/2019 8:37 AM |
| 181 | 15 years | 1/28/2019 8:33 AM |
| 182 | 12 years | 1/28/2019 8:33 AM |
| 183 | 15 years | 1/28/2019 8:32 AM |
| 184 | 6 years | 1/28/2019 8:32 AM |

| 185 | 20 years | 1/28/2019 8:31 AM |
|-----|----------|-------------------|
| 186 | 1.5 years (we have been in Columbus but Dublin schools an additional 5 years before actually moving into Dublin itself) | 1/28/2019 8:30 AM |
| 187 | 10 years | 1/28/2019 8:28 AM |
| 188 | 6.5 years | 1/28/2019 8:26 AM |
| 189 | 11 years | 1/28/2019 8:26 AM |
| 190 | 9 years | 1/28/2019 8:25 AM |
| 191 | 15 years | 1/28/2019 8:24 AM |
| 192 | 8 years | 1/28/2019 8:22 AM |
| 193 | 8 | 1/28/2019 8:22 AM |
| 194 | 19 years | 1/28/2019 8:19 AM |
| 195 | 5 yrs | 1/28/2019 8:18 AM |
| 196 | 11 years | 1/28/2019 8:17 AM |
| 197 | 6.5 yrs | 1/28/2019 8:14 AM |
| 198 | 10 years | 1/28/2019 8:12 AM |
| 199 | 30 years | 1/28/2019 8:07 AM |
| 200 | 30 years | 1/28/2019 8:05 AM |
| 201 | 44 | 1/28/2019 7:43 AM |
| 202 | 25 years | 1/28/2019 6:58 AM |
| 203 | 43 years | 1/28/2019 6:34 AM |
| 204 | Every since it extended the district to and beyond Brock Rd. | 1/28/2019 6:18 AM |
| 205 | 4 years | 1/28/2019 5:04 AM |
| 206 | 9 years | 1/28/2019 1:12 AM |
| 207 | 15+ | 1/28/2019 12:55 AM |
| 208 | since 1978 | 1/27/2019 11:40 PM |
| 209 | 30 years | 1/27/2019 11:38 PM |
| 210 | 18 years | 1/27/2019 11:37 PM |
| 211 | 34 years | 1/27/2019 11:32 PM |
| 212 | 29 years | 1/27/2019 11:23 PM |
| 213 | 7 years | 1/27/2019 11:13 PM |
| 214 | 21 yrs | 1/27/2019 11:07 PM |
| 215 | 20 years | 1/27/2019 10:59 PM |
| 216 | 14 years | 1/27/2019 10:54 PM |
| 217 | 7 years | 1/27/2019 10:53 PM |
| 218 | 17 years | 1/27/2019 10:53 PM |
| 219 | 6 years | 1/27/2019 10:51 PM |
| 220 | 30 years | 1/27/2019 10:50 PM |
| 221 | 12 yrd | 1/27/2019 10:40 PM |
| 222 | 4 years | 1/27/2019 10:39 PM |
| 223 | 2 years | 1/27/2019 10:28 PM |
| 224 | 1981 | 1/27/2019 10:23 PM |

| 225 | 18 years | 1/27/2019 10:22 PM |
|---|---|---|
| 226 | 3 years | 1/27/2019 10:18 PM |
| 227 | 3 years | 1/27/2019 10:15 PM |
| 228 | 5 years | 1/27/2019 10:14 PM |
| 229 | 10 | 1/27/2019 10:12 PM |
| 230 | 27 years | 1/27/2019 10:08 PM |
| 231 | 42 years | 1/27/2019 10:07 PM |
| 232 | 2 years | 1/27/2019 10:05 PM |
| 233 | 8 years | 1/27/2019 9:56 PM |
| 234 | 25 years | 1/27/2019 9:55 PM |
| 235 | 40 | 1/27/2019 9:51 PM |
| 236 | 40 years. | 1/27/2019 9:50 PM |
| 237 | 24 yrs. | 1/27/2019 9:40 PM |
| 238 | 17 years | 1/27/2019 9:38 PM |
| 239 | 20 years | 1/27/2019 9:37 PM |
| 240 | 2 | 1/27/2019 9:34 PM |
| 241 | 9 years | 1/27/2019 9:34 PM |
| 242 | 2 years | 1/27/2019 9:24 PM |
| 243 | 4 years | 1/27/2019 9:23 PM |
| 244 | 28 years | 1/27/2019 9:23 PM |
| 245 | 1 year | 1/27/2019 9:19 PM |
| 246 | 13 years | 1/27/2019 9:18 PM |
| 247 | 5 years | 1/27/2019 9:16 PM |
| 248 | 6 years | 1/27/2019 9:15 PM |
| 249 | 25 yrs | 1/27/2019 9:13 PM |
| 250 | 9 years | 1/27/2019 9:11 PM |
| 251 | 4 yrs | 1/27/2019 9:08 PM |
| 252 | 3+ years | 1/27/2019 9:03 PM |
| 253 | 1 year | 1/27/2019 9:00 PM |
| 254 | 31 years | 1/27/2019 8:59 PM |
| 255 | 13 years | 1/27/2019 8:58 PM |
| 256 | 27 years | 1/27/2019 8:50 PM |
| 257 | 20 years | 1/27/2019 8:44 PM |
| 258 | 34 years | 1/27/2019 8:41 PM |
| 259 | 6 years | 1/27/2019 8:40 PM |
| 260 | 32 years | 1/27/2019 8:39 PM |
| 261 | 17 years | 1/27/2019 8:37 PM |
| 262 | 15 plus years | 1/27/2019 8:36 PM |
| 263 | Twenty three years | 1/27/2019 8:34 PM |
| 264 | 25 years | 1/27/2019 8:31 PM |
| 265 | 25 years | 1/27/2019 8:26 PM |

| 266 | Forever20 | 1/27/2019 8:22 PM |
|---|---|---|
| 267 | 21 years | 1/27/2019 8:21 PM |
| 268 | 30 years | 1/27/2019 8:17 PM |
| 269 | 25 plus years | 1/27/2019 8:06 PM |
| 270 | 3 years | 1/27/2019 8:05 PM |
| 271 | 40+ years | 1/27/2019 8:05 PM |
| 272 | 1 yr | 1/27/2019 8:04 PM |
| 273 | 30+ years | 1/27/2019 7:59 PM |
| 274 | 25 | 1/27/2019 7:58 PM |
| 275 | 9 years | 1/27/2019 7:57 PM |
| 276 | 25 yeara | 1/27/2019 7:57 PM |
| 277 | 3 yrs | 1/27/2019 7:57 PM |
| 278 | 7 years | 1/27/2019 7:55 PM |
| 279 | 15 yrs | 1/27/2019 7:54 PM |
| 280 | 6 years | 1/27/2019 7:52 PM |
| 281 | 15 years | 1/27/2019 7:48 PM |
| 282 | 11 years | 1/27/2019 7:45 PM |
| 283 | 8.5 years | 1/27/2019 7:45 PM |
| 284 | 24years | 1/27/2019 7:44 PM |
| 285 | 20 years | 1/27/2019 7:41 PM |
| 286 | 33 years | 1/27/2019 7:39 PM |
| 287 | 23 years | 1/27/2019 7:36 PM |
| 288 | 35 years | 1/27/2019 7:32 PM |
| 289 | 20 plus years | 1/27/2019 7:29 PM |
| 290 | 17 years | 1/27/2019 7:24 PM |
| 291 | 8 years | 1/27/2019 7:22 PM |
| 292 | 6 years | 1/27/2019 7:18 PM |
| 293 | 29years | 1/27/2019 7:15 PM |
| 294 | 14 years | 1/27/2019 7:15 PM |
| 295 | 20 years | 1/27/2019 7:15 PM |
| 296 | 23 yrs | 1/27/2019 7:06 PM |
| 297 | 12 years | 1/27/2019 7:02 PM |
| 298 | 1 year | 1/27/2019 6:54 PM |
| 299 | 15 years | 1/27/2019 6:53 PM |
| 300 | 20 years | 1/27/2019 6:51 PM |
| 301 | 14 years | 1/27/2019 6:51 PM |
| 302 | 4 years | 1/27/2019 6:45 PM |
| 303 | 11 years | 1/27/2019 6:44 PM |
| 304 | 9 years | 1/27/2019 6:43 PM |
| 305 | 32 yrs | 1/27/2019 6:41 PM |
| 306 | 32 years | 1/27/2019 6:39 PM |

| 307 | 23 years | 1/27/2019 6:37 PM |
| 308 | 12 moved & back for 2 years | 1/27/2019 6:34 PM |
| 309 | 35 years | 1/27/2019 6:32 PM |
| 310 | 11 years | 1/27/2019 6:29 PM |
| 311 | 12 years | 1/27/2019 6:27 PM |
| 312 | 35 years | 1/27/2019 6:26 PM |
| 313 | 8 years | 1/27/2019 6:25 PM |
| 314 | 22 yrs | 1/27/2019 6:24 PM |
| 315 | 5 years | 1/27/2019 6:23 PM |
| 316 | 5 years | 1/27/2019 6:23 PM |
| 317 | 12 years | 1/27/2019 6:22 PM |
| 318 | 2 yrs | 1/27/2019 6:22 PM |
| 319 | 4 years | 1/27/2019 6:21 PM |
| 320 | 1.5 years | 1/27/2019 6:21 PM |
| 321 | 5 years | 1/27/2019 6:20 PM |
| 322 | 35 years | 1/27/2019 6:17 PM |
| 323 | 8 years | 1/27/2019 6:17 PM |
| 324 | 14 | 1/27/2019 6:14 PM |
| 325 | 3.5 years | 1/27/2019 6:13 PM |
| 326 | 25 years | 1/27/2019 6:13 PM |
| 327 | 4 yrs | 1/27/2019 6:13 PM |
| 328 | 25 years | 1/27/2019 6:11 PM |
| 329 | 7 years | 1/27/2019 6:10 PM |
| 330 | More than 12 years | 1/27/2019 6:10 PM |
| 331 | 20 years | 1/27/2019 6:10 PM |
| 332 | 25 years | 1/27/2019 6:09 PM |
| 333 | 6 1/2 years | 1/27/2019 6:08 PM |
| 334 | 23 years | 1/27/2019 6:08 PM |
| 335 | 25+ years | 1/27/2019 6:07 PM |
| 336 | 18 yrs | 1/27/2019 6:07 PM |
| 337 | 23 years | 1/27/2019 6:06 PM |
| 338 | 15 years | 1/27/2019 6:05 PM |
| 339 | 20 years | 1/27/2019 6:05 PM |
| 340 | 11 years | 1/27/2019 6:05 PM |
| 341 | 20 years | 1/27/2019 6:05 PM |
| 342 | 12 years | 1/27/2019 6:04 PM |
| 343 | Years | 1/27/2019 6:01 PM |
| 344 | 27 years | 1/27/2019 6:01 PM |
| 345 | 1 year | 1/27/2019 5:59 PM |
| 346 | 15 years | 1/27/2019 5:59 PM |
| 347 | 10 | 1/27/2019 5:59 PM |

| 348 | 3 yrs | 1/27/2019 5:59 PM |
|---|---|---|
| 349 | 24 yrs | 1/27/2019 5:58 PM |
| 350 | 15 years | 1/27/2019 5:55 PM |
| 351 | 14 years | 1/27/2019 5:54 PM |
| 352 | 15 years | 1/27/2019 5:54 PM |
| 353 | 25 years | 1/27/2019 5:53 PM |
| 354 | 1 year. Bridge park west | 1/27/2019 5:53 PM |
| 355 | 22 years | 1/27/2019 5:51 PM |
| 356 | 16 years | 1/27/2019 5:51 PM |
| 357 | 25 years | 1/27/2019 5:51 PM |
| 358 | 5 years | 1/27/2019 5:51 PM |
| 359 | 13 years | 1/27/2019 5:50 PM |
| 360 | 19 years | 1/27/2019 5:50 PM |
| 361 | 1year | 1/27/2019 5:49 PM |
| 362 | 20 yrs | 1/27/2019 5:48 PM |
| 363 | 5 years | 1/27/2019 5:48 PM |
| 364 | 33 years | 1/27/2019 5:44 PM |
| 365 | 32 years | 1/27/2019 5:44 PM |
| 366 | 30 years | 1/27/2019 5:41 PM |
| 367 | 10 years | 1/27/2019 3:02 PM |
| 368 | 5 yrs | 1/27/2019 2:41 PM |
| 369 | 20 years | 1/27/2019 1:51 PM |
| 370 | 27 years | 1/27/2019 1:03 PM |
| 371 | 29 years | 1/27/2019 12:49 PM |
| 372 | four years | 1/27/2019 12:26 PM |
| 373 | 39 years | 1/27/2019 12:21 PM |
| 374 | 40 years | 1/27/2019 12:11 PM |
| 375 | 5 years | 1/27/2019 12:06 PM |
| 376 | 29 years | 1/27/2019 12:00 PM |
| 377 | 18 years | 1/27/2019 11:51 AM |
| 378 | 5 years | 1/27/2019 11:44 AM |
| 379 | 21 years | 1/27/2019 11:40 AM |
| 380 | 6 years | 1/27/2019 11:07 AM |
| 381 | 20 years | 1/27/2019 11:07 AM |
| 382 | 17 yrs | 1/27/2019 11:01 AM |
| 383 | 12 years | 1/27/2019 10:51 AM |
| 384 | 4 years | 1/27/2019 8:23 AM |
| 385 | 16 yrs | 1/27/2019 1:24 AM |
| 386 | 2.5 years | 1/26/2019 10:52 PM |
| 387 | 5 years | 1/26/2019 9:53 PM |
| 388 | 3 | 1/26/2019 9:36 PM |

| 389 | 10 years | 1/26/2019 8:52 PM |
|---|---|---|
| 390 | 35 years | 1/26/2019 8:20 PM |
| 391 | 5 years | 1/26/2019 7:46 PM |
| 392 | 1 year | 1/26/2019 5:59 PM |
| 393 | 5 years. | 1/26/2019 5:54 PM |
| 394 | 9.5 years | 1/26/2019 4:56 PM |
| 395 | 30 years | 1/26/2019 4:33 PM |
| 396 | 10yrd | 1/26/2019 4:28 PM |
| 397 | 24 years | 1/26/2019 4:24 PM |
| 398 | 7 yrs. | 1/26/2019 3:51 PM |
| 399 | 18 years | 1/26/2019 3:28 PM |
| 400 | 8 years | 1/26/2019 3:13 PM |
| 401 | 34 years | 1/26/2019 2:21 PM |
| 402 | 4 years | 1/26/2019 2:02 PM |
| 403 | 12 years | 1/26/2019 1:55 PM |
| 404 | 20 years | 1/26/2019 1:41 PM |
| 405 | 4 years | 1/26/2019 1:20 PM |
| 406 | 20+ years | 1/26/2019 12:15 PM |
| 407 | at least 25 years | 1/26/2019 11:23 AM |
| 408 | 3 yra | 1/26/2019 10:41 AM |
| 409 | 3 | 1/26/2019 10:39 AM |
| 410 | 15 years | 1/26/2019 9:29 AM |
| 411 | 5.5 years | 1/26/2019 8:59 AM |
| 412 | 22 years | 1/26/2019 8:50 AM |
| 413 | 5+ years | 1/26/2019 8:23 AM |
| 414 | 40 years | 1/26/2019 7:45 AM |
| 415 | 24 yrs | 1/26/2019 6:08 AM |
| 416 | 28 years | 1/26/2019 12:11 AM |
| 417 | 3 years | 1/26/2019 12:08 AM |
| 418 | Moved within the last year. | 1/25/2019 11:52 PM |
| 419 | 5 years | 1/25/2019 11:33 PM |
| 420 | 2 years | 1/25/2019 11:31 PM |
| 421 | 37 years | 1/25/2019 11:27 PM |
| 422 | 3 yr | 1/25/2019 11:10 PM |
| 423 | 15 years | 1/25/2019 11:05 PM |
| 424 | 20 Years | 1/25/2019 11:03 PM |
| 425 | 45 years | 1/25/2019 10:53 PM |
| 426 | 13 yrs | 1/25/2019 10:49 PM |
| 427 | 12 years, in Shawnee Hills | 1/25/2019 10:43 PM |
| 428 | 16 years | 1/25/2019 10:42 PM |
| 429 | 19 yrs | 1/25/2019 10:29 PM |

| 430 | 18 years | 1/25/2019 10:23 PM |
| 431 | 19 years | 1/25/2019 10:13 PM |
| 432 | 13 years. | 1/25/2019 10:06 PM |
| 433 | 10 years | 1/25/2019 9:55 PM |
| 434 | My whole life 16 years | 1/25/2019 9:51 PM |
| 435 | 20 yrs | 1/25/2019 9:42 PM |
| 436 | 3 years | 1/25/2019 8:43 PM |
| 437 | 2 years | 1/25/2019 8:39 PM |
| 438 | 23 years | 1/25/2019 8:30 PM |
| 439 | 15 years | 1/25/2019 8:21 PM |
| 440 | 5 years | 1/25/2019 8:16 PM |
| 441 | 24 years | 1/25/2019 8:15 PM |
| 442 | 24.5 years | 1/25/2019 7:41 PM |
| 443 | 15 years | 1/25/2019 7:27 PM |
| 444 | 19 years | 1/25/2019 7:06 PM |
| 445 | Over 30 years | 1/25/2019 7:01 PM |
| 446 | 10 years | 1/25/2019 6:29 PM |
| 447 | 27 years | 1/25/2019 5:35 PM |
| 448 | 10 yrs | 1/25/2019 5:28 PM |
| 449 | 15 years | 1/25/2019 5:27 PM |
| 450 | 40 years | 1/25/2019 5:24 PM |
| 451 | 34 years | 1/25/2019 5:02 PM |
| 452 | 39 years | 1/25/2019 4:36 PM |
| 453 | 3 yrs | 1/25/2019 4:36 PM |
| 454 | 25 years | 1/25/2019 4:31 PM |
| 455 | 15 yrs | 1/25/2019 4:26 PM |
| 456 | 10 years | 1/25/2019 4:25 PM |
| 457 | 20 years | 1/25/2019 4:15 PM |
| 458 | 10 years | 1/25/2019 4:12 PM |
| 459 | 25 years | 1/25/2019 4:11 PM |
| 460 | 30 years | 1/25/2019 4:06 PM |
| 461 | 13 years | 1/25/2019 4:06 PM |
| 462 | 20 years | 1/25/2019 4:00 PM |
| 463 | 5 years | 1/25/2019 3:46 PM |
| 464 | 5 years | 1/25/2019 3:46 PM |
| 465 | 2 years - went to elementary through HS here though too. For a total of 15 years | 1/25/2019 3:44 PM |
| 466 | 12 years living in Dublin and plan to be here for a long time to come | 1/25/2019 3:15 PM |
| 467 | 2 years | 1/25/2019 3:03 PM |
| 468 | 12 years | 1/25/2019 2:57 PM |
| 469 | 10 + years | 1/25/2019 2:53 PM |
| 470 | 30 years this coming October | 1/25/2019 2:40 PM |

| 471 | 8 years | 1/25/2019 2:38 PM |
| 472 | 4 years | 1/25/2019 2:38 PM |
| 473 | 14 years | 1/25/2019 2:34 PM |
| 474 | 7 years | 1/25/2019 2:30 PM |
| 475 | 15 years | 1/25/2019 2:30 PM |
| 476 | 2 years | 1/25/2019 2:20 PM |
| 477 | 5 years | 1/25/2019 2:16 PM |
| 478 | 45 years | 1/25/2019 2:09 PM |
| 479 | 20+ years | 1/25/2019 1:59 PM |
| 480 | 20 years | 1/25/2019 1:52 PM |
| 481 | 28 years | 1/25/2019 1:44 PM |
| 482 | 9 years | 1/25/2019 1:40 PM |
| 483 | 29 years | 1/25/2019 1:37 PM |
| 484 | 30 Years | 1/25/2019 1:37 PM |
| 485 | 3 years | 1/25/2019 1:35 PM |
| 486 | 10 plus years | 1/25/2019 1:34 PM |
| 487 | 11 Years | 1/25/2019 1:34 PM |
| 488 | 8 years | 1/25/2019 1:33 PM |
| 489 | 1 yrs | 1/25/2019 1:30 PM |
| 490 | 23 years | 1/25/2019 1:26 PM |
| 491 | 4 years | 1/25/2019 1:24 PM |
| 492 | 12 years | 1/25/2019 1:23 PM |
| 493 | 9 years | 1/25/2019 1:17 PM |
| 494 | 23 years | 1/25/2019 1:17 PM |
| 495 | But I live within the school district. | 1/25/2019 1:14 PM |
| 496 | 12 years | 1/25/2019 1:06 PM |
| 497 | 20 yra | 1/25/2019 1:05 PM |
| 498 | 13 years | 1/25/2019 1:03 PM |
| 499 | 16 years | 1/25/2019 1:02 PM |
| 500 | 10 years | 1/25/2019 1:00 PM |
| 501 | 19 years | 1/25/2019 12:58 PM |
| 502 | 20 years | 1/25/2019 12:57 PM |
| 503 | 20 years | 1/25/2019 12:56 PM |
| 504 | 24 years | 1/25/2019 12:54 PM |
| 505 | 12 years | 1/25/2019 12:54 PM |
| 506 | 2 years | 1/25/2019 12:49 PM |
| 507 | 8 years | 1/25/2019 12:49 PM |
| 508 | 20 years | 1/25/2019 12:45 PM |
| 509 | since 1995 | 1/25/2019 12:44 PM |
| 510 | 12.5 years | 1/25/2019 12:40 PM |
| 511 | 32 years | 1/25/2019 12:40 PM |

| 512 | 14 years | 1/25/2019 12:40 PM |
|-----|----------|--------------------|
| 513 | 1 year | 1/25/2019 12:39 PM |
| 514 | 38 years | 1/25/2019 12:36 PM |
| 515 | 26 years | 1/25/2019 12:35 PM |
| 516 | 2 years | 1/25/2019 12:35 PM |
| 517 | 4-5 years | 1/25/2019 12:31 PM |
| 518 | 36 years | 1/25/2019 12:31 PM |
| 519 | 12 years | 1/25/2019 12:30 PM |
| 520 | 7 years | 1/25/2019 12:30 PM |
| 521 | 14 years | 1/25/2019 12:30 PM |
| 522 | 18 years. | 1/25/2019 12:25 PM |
| 523 | 33 years | 1/25/2019 12:22 PM |
| 524 | 26 years | 1/25/2019 12:21 PM |
| 525 | 22 years | 1/25/2019 12:21 PM |
| 526 | 26 years | 1/25/2019 12:20 PM |
| 527 | Over 12 years | 1/25/2019 12:19 PM |
| 528 | 21 years | 1/25/2019 12:17 PM |
| 529 | 5 years | 1/25/2019 12:17 PM |
| 530 | 18 years | 1/25/2019 12:14 PM |
| 531 | 10 years | 1/25/2019 12:10 PM |
| 532 | since 2008 | 1/25/2019 12:08 PM |
| 533 | 20 years | 1/25/2019 11:49 AM |
| 534 | 22 years | 1/25/2019 11:47 AM |
| 535 | 14 years | 1/25/2019 11:43 AM |
| 536 | 15 years | 1/25/2019 11:40 AM |
| 537 | 33 years | 1/25/2019 11:39 AM |
| 538 | 17 years | 1/25/2019 11:39 AM |
| 539 | 15 years | 1/25/2019 11:32 AM |
| 540 | 16 years | 1/25/2019 11:31 AM |
| 541 | 5 years | 1/25/2019 11:30 AM |
| 542 | 31 years | 1/25/2019 11:30 AM |
| 543 | 22 years | 1/25/2019 11:29 AM |
| 544 | 15 years | 1/25/2019 11:29 AM |
| 545 | 13 years. | 1/25/2019 11:25 AM |
| 546 | 13 Years | 1/25/2019 11:23 AM |
| 547 | 30 years | 1/25/2019 11:22 AM |
| 548 | 10 years | 1/25/2019 11:09 AM |
| 549 | 37 years | 1/25/2019 11:09 AM |
| 550 | 24 years | 1/25/2019 11:08 AM |
| 551 | 28 years | 1/25/2019 11:08 AM |
| 552 | 5 years | 1/25/2019 10:57 AM |

| 553 | 30 yrs | 1/25/2019 10:53 AM |
|-----|--------|--------------------|
| 554 | 9 years | 1/25/2019 10:50 AM |
| 555 | 7 years | 1/25/2019 10:45 AM |
| 556 | 39 years | 1/25/2019 10:45 AM |
| 557 | 15 years | 1/25/2019 10:30 AM |
| 558 | 14 years | 1/25/2019 10:22 AM |
| 559 | 20 years | 1/25/2019 10:08 AM |
| 560 | 10+ | 1/25/2019 9:53 AM |
| 561 | 11 years | 1/25/2019 9:48 AM |
| 562 | 7 years | 1/25/2019 9:43 AM |
| 563 | 4 yrs | 1/25/2019 9:04 AM |
| 564 | 8 years | 1/25/2019 9:00 AM |
| 565 | 39 years | 1/25/2019 9:00 AM |
| 566 | 35 years | 1/25/2019 8:55 AM |
| 567 | 4 years | 1/25/2019 8:50 AM |
| 568 | 16 years | 1/25/2019 8:47 AM |
| 569 | 10 years | 1/25/2019 8:44 AM |
| 570 | 30 years | 1/25/2019 8:43 AM |
| 571 | 15 years | 1/25/2019 8:26 AM |
| 572 | 6 months | 1/25/2019 8:15 AM |
| 573 | 5 years | 1/25/2019 8:11 AM |
| 574 | 15 yes | 1/25/2019 8:03 AM |
| 575 | 5 years | 1/25/2019 8:00 AM |
| 576 | 11 years | 1/25/2019 7:59 AM |
| 577 | 25 years | 1/25/2019 7:54 AM |
| 578 | 23 years | 1/25/2019 7:51 AM |
| 579 | 5 yrs | 1/25/2019 7:43 AM |
| 580 | 12 years | 1/25/2019 7:23 AM |
| 581 | 21 yr | 1/25/2019 7:19 AM |
| 582 | 18 years | 1/25/2019 7:04 AM |
| 583 | 2 years | 1/24/2019 10:04 PM |
| 584 | 28 years | 1/24/2019 8:57 PM |
| 585 | 20 years | 1/24/2019 5:55 PM |
| 586 | 1 year | 1/24/2019 5:54 PM |
| 587 | 30+ years | 1/24/2019 5:40 PM |
| 588 | 2 yrs | 1/24/2019 4:17 PM |
| 589 | 3yrs | 1/24/2019 3:35 PM |
| 590 | 7 years | 1/24/2019 2:51 PM |
| 591 | 1.5 years | 1/24/2019 7:32 AM |
| 592 | 22 years | 1/23/2019 8:51 PM |
| 593 | 8 years | 1/23/2019 7:42 PM |

| 594 | 18 years | 1/23/2019 7:23 PM |
|---|---|---|
| 595 | 3 years | 1/23/2019 12:48 PM |
| 596 | 3 years | 1/23/2019 10:57 AM |
| 597 | 6 years | 1/23/2019 10:56 AM |
| 598 | 13 years | 1/23/2019 10:51 AM |
| 599 | 1 week | 1/23/2019 10:07 AM |
| 600 | 25+ years | 1/23/2019 8:54 AM |
| 601 | 15 yrs | 1/23/2019 8:32 AM |
| 602 | 7 years | 1/23/2019 7:46 AM |
| 603 | 8 years | 1/23/2019 2:06 AM |
| 604 | 7 years | 1/23/2019 12:23 AM |
| 605 | 25 years | 1/22/2019 11:52 PM |
| 606 | 6 months | 1/22/2019 11:36 PM |
| 607 | 11 years. | 1/22/2019 11:30 PM |
| 608 | 4 years | 1/22/2019 11:25 PM |
| 609 | 16 years | 1/22/2019 10:15 PM |
| 610 | 18 years | 1/22/2019 9:08 PM |
| 611 | 9 years | 1/22/2019 9:02 PM |
| 612 | 12 years | 1/22/2019 9:00 PM |
| 613 | 30 plus years | 1/22/2019 8:57 PM |
| 614 | 30 years | 1/22/2019 8:52 PM |
| 615 | 14 years | 1/22/2019 7:55 PM |
| 616 | 26 years | 1/22/2019 7:33 PM |
| 617 | 3 yrs | 1/22/2019 7:25 PM |
| 618 | 11 years | 1/22/2019 7:25 PM |
| 619 | 33years | 1/22/2019 7:02 PM |
| 620 | 15 years | 1/22/2019 6:16 PM |
| 621 | 25 yrs | 1/22/2019 5:50 PM |
| 622 | 2 years | 1/22/2019 5:30 PM |
| 623 | 27 years | 1/22/2019 5:30 PM |
| 624 | 19 years | 1/22/2019 5:14 PM |
| 625 | 25 years | 1/22/2019 5:05 PM |
| 626 | 4 years | 1/22/2019 4:54 PM |
| 627 | 2 years | 1/22/2019 4:45 PM |
| 628 | 6 years | 1/22/2019 4:36 PM |
| 629 | 18 years | 1/22/2019 4:33 PM |
| 630 | 12 years | 1/22/2019 4:32 PM |
| 631 | 21 years | 1/22/2019 4:24 PM |
| 632 | 7 years | 1/22/2019 4:08 PM |
| 633 | 13 years | 1/22/2019 4:04 PM |
| 634 | 10 years | 1/22/2019 3:45 PM |

| 635 | 15+ | 1/22/2019 3:43 PM |
| 636 | Since 2005 | 1/22/2019 3:31 PM |
| 637 | Year | 1/22/2019 3:22 PM |
| 638 | 5.5 years | 1/22/2019 3:08 PM |
| 639 | 22 years | 1/22/2019 3:02 PM |
| 640 | 24 years | 1/22/2019 2:54 PM |
| 641 | 11 years | 1/22/2019 2:45 PM |
| 642 | 30 years. | 1/22/2019 2:33 PM |
| 643 | 18 years | 1/22/2019 2:30 PM |
| 644 | 30 years | 1/22/2019 2:29 PM |
| 645 | 35 years | 1/22/2019 2:28 PM |
| 646 | 5 years | 1/22/2019 2:23 PM |
| 647 | 8 years | 1/22/2019 2:22 PM |
| 648 | 8 years | 1/22/2019 2:21 PM |
| 649 | 18 years | 1/22/2019 2:19 PM |
| 650 | Whole life | 1/22/2019 2:02 PM |
| 651 | 2 yrs | 1/22/2019 2:02 PM |
| 652 | 11 years | 1/22/2019 2:00 PM |
| 653 | 6 years | 1/22/2019 2:00 PM |
| 654 | 16 years | 1/22/2019 1:45 PM |
| 655 | 6 years | 1/22/2019 1:44 PM |
| 656 | 15 years | 1/22/2019 1:41 PM |
| 657 | 14 yrs | 1/22/2019 1:40 PM |
| 658 | 3years | 1/22/2019 1:36 PM |
| 659 | 18 years | 1/22/2019 1:33 PM |
| 660 | 10 years | 1/22/2019 1:32 PM |
| 661 | 7 years | 1/22/2019 1:31 PM |
| 662 | 28 years | 1/22/2019 1:30 PM |
| 663 | Over 10 years | 1/22/2019 1:30 PM |
| 664 | 22 years | 1/22/2019 1:24 PM |
| 665 | 2 yrs. | 1/22/2019 1:21 PM |
| 666 | 17 years | 1/22/2019 1:16 PM |
| 667 | 23 years | 1/22/2019 1:08 PM |
| 668 | 45+ years | 1/22/2019 1:06 PM |
| 669 | 31 years | 1/22/2019 1:04 PM |
| 670 | 30 years | 1/22/2019 1:03 PM |
| 671 | 9 years | 1/22/2019 1:01 PM |
| 672 | 13 years | 1/22/2019 1:00 PM |
| 673 | 20 years | 1/22/2019 12:53 PM |
| 674 | 6 years | 1/22/2019 12:49 PM |
| 675 | 53 years | 1/22/2019 12:48 PM |

| 676 | 7 years | 1/22/2019 12:45 PM |
|-----|---------|--------------------|
| 677 | 25 years | 1/22/2019 12:41 PM |
| 678 | 30 years | 1/22/2019 12:29 PM |
| 679 | 30 plus years | 1/22/2019 12:24 PM |
| 680 | 4 years | 1/22/2019 12:19 PM |
| 681 | 3 years | 1/22/2019 12:14 PM |
| 682 | Most of my life with in the 32 years | 1/22/2019 11:55 AM |
| 683 | 21 years | 1/22/2019 11:54 AM |
| 684 | 15 years | 1/22/2019 11:48 AM |
| 685 | 16 years | 1/22/2019 11:43 AM |
| 686 | about 30 years | 1/22/2019 11:41 AM |
| 687 | 31 years | 1/22/2019 11:38 AM |
| 688 | 28 years | 1/22/2019 11:38 AM |
| 689 | 28 years | 1/22/2019 11:36 AM |
| 690 | 30 years | 1/22/2019 11:32 AM |
| 691 | 4 years | 1/22/2019 11:29 AM |
| 692 | 27 years | 1/22/2019 10:09 AM |

# Q9 Do you work in Dublin?

Answered: 837    Skipped: 0
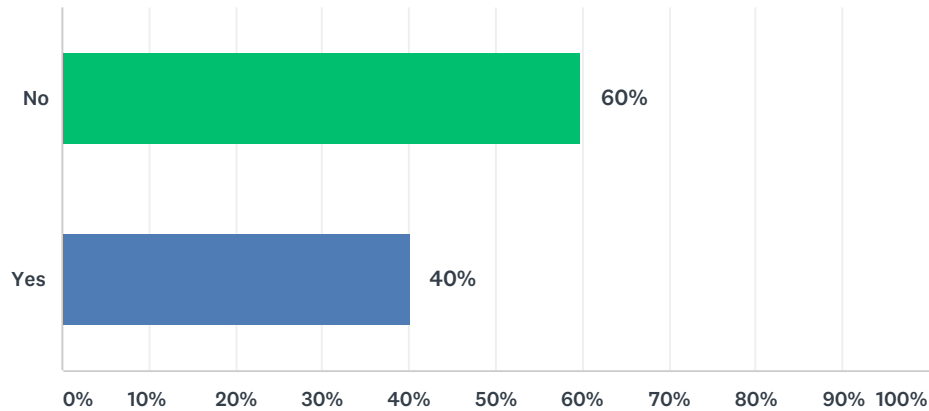


| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| No | 60% | 501 |
| Yes | 40% | 336 |
| TOTAL | | 837 |

| # | IF YES, HOW LONG? | DATE |
|---|---|---|
| 1 | 7 years | 2/1/2019 3:10 PM |
| 2 | 6 years | 2/1/2019 7:03 AM |
| 3 | 7 years | 1/31/2019 11:17 PM |
| 4 | 1 year | 1/31/2019 8:36 AM |
| 5 | I retired from the city of Dublin after working for years I worked in the maintenance department. | 1/31/2019 2:36 AM |
| 6 | 5 years | 1/30/2019 3:09 PM |
| 7 | 15 years | 1/30/2019 10:40 AM |
| 8 | 24 years | 1/29/2019 5:52 PM |
| 9 | 7 years | 1/29/2019 2:16 PM |
| 10 | 20 years | 1/29/2019 1:54 PM |
| 11 | 11 years | 1/29/2019 12:24 PM |
| 12 | 8 years | 1/29/2019 11:58 AM |
| 13 | 5 years | 1/29/2019 11:31 AM |
| 14 | 2 years | 1/29/2019 9:38 AM |
| 15 | 3 years | 1/29/2019 7:24 AM |
| 16 | 20+ years | 1/29/2019 4:13 AM |
| 17 | 3 years | 1/29/2019 1:19 AM |
| 18 | 2 years | 1/28/2019 11:50 PM |
| 19 | 20 years | 1/28/2019 10:56 PM |
| 20 | 4 years | 1/28/2019 10:46 PM |

| 21 | 14 years | 1/28/2019 9:22 PM |
|----|----------|-------------------|
| 22 | 5 years | 1/28/2019 6:48 PM |
| 23 | 14 years | 1/28/2019 5:51 PM |
| 24 | 3 yrs | 1/28/2019 5:37 PM |
| 25 | 10 years | 1/28/2019 5:17 PM |
| 26 | 8 years | 1/28/2019 4:59 PM |
| 27 | 26 years | 1/28/2019 4:21 PM |
| 28 | 6 years | 1/28/2019 4:01 PM |
| 29 | 34 years | 1/28/2019 3:02 PM |
| 30 | 7+ years | 1/28/2019 2:48 PM |
| 31 | 13 years | 1/28/2019 2:42 PM |
| 32 | 5 | 1/28/2019 2:33 PM |
| 33 | 15 | 1/28/2019 2:13 PM |
| 34 | aprox 15 | 1/28/2019 2:05 PM |
| 35 | 10 years | 1/28/2019 1:48 PM |
| 36 | 4 years | 1/28/2019 1:40 PM |
| 37 | 14 years | 1/28/2019 1:40 PM |
| 38 | 7 yrs | 1/28/2019 1:30 PM |
| 39 | I did but now am retired. | 1/28/2019 1:30 PM |
| 40 | 15 years | 1/28/2019 1:13 PM |
| 41 | 1 month | 1/28/2019 1:07 PM |
| 42 | retired | 1/28/2019 1:06 PM |
| 43 | 4 months | 1/28/2019 12:49 PM |
| 44 | 9 years | 1/28/2019 12:46 PM |
| 45 | 4 years | 1/28/2019 12:33 PM |
| 46 | Retired after 20+ years of working in Dublin. | 1/28/2019 12:05 PM |
| 47 | 9 months | 1/28/2019 12:04 PM |
| 48 | 31 years | 1/28/2019 11:48 AM |
| 49 | 5 years | 1/28/2019 11:39 AM |
| 50 | 12 yrs. | 1/28/2019 11:35 AM |
| 51 | 14yrs | 1/28/2019 11:29 AM |
| 52 | 1 year | 1/28/2019 11:28 AM |
| 53 | 7 years | 1/28/2019 11:20 AM |
| 54 | 18 years | 1/28/2019 11:10 AM |
| 55 | Again, why ? | 1/28/2019 11:10 AM |
| 56 | 6 years | 1/28/2019 11:03 AM |
| 57 | 30 years | 1/28/2019 10:58 AM |
| 58 | 28 years | 1/28/2019 10:58 AM |
| 59 | 13 years | 1/28/2019 10:49 AM |
| 60 | Retired | 1/28/2019 10:45 AM |
| 61 | 9 years | 1/28/2019 10:44 AM |

| 62 | Long enough | 1/28/2019 10:36 AM |
|---|---|---|
| 63 | 17 years | 1/28/2019 10:30 AM |
| 64 | 6 | 1/28/2019 10:27 AM |
| 65 | 1.5 years | 1/28/2019 10:24 AM |
| 66 | 8 years | 1/28/2019 10:19 AM |
| 67 | 27 years | 1/28/2019 10:11 AM |
| 68 | 6 months | 1/28/2019 9:59 AM |
| 69 | 15 years | 1/28/2019 9:58 AM |
| 70 | 26 years | 1/28/2019 9:55 AM |
| 71 | 9 years | 1/28/2019 9:50 AM |
| 72 | 20 years | 1/28/2019 9:48 AM |
| 73 | 6 years | 1/28/2019 9:37 AM |
| 74 | 15 years | 1/28/2019 9:29 AM |
| 75 | 4 years | 1/28/2019 9:28 AM |
| 76 | 3 | 1/28/2019 9:23 AM |
| 77 | Almost 4 years | 1/28/2019 9:17 AM |
| 78 | 4 years | 1/28/2019 9:14 AM |
| 79 | two years | 1/28/2019 9:14 AM |
| 80 | 22 years | 1/28/2019 9:10 AM |
| 81 | 10 | 1/28/2019 9:08 AM |
| 82 | six years | 1/28/2019 9:07 AM |
| 83 | 1 month | 1/28/2019 9:07 AM |
| 84 | 1 year | 1/28/2019 9:06 AM |
| 85 | around 10 years | 1/28/2019 9:04 AM |
| 86 | 20 | 1/28/2019 8:57 AM |
| 87 | 2 years | 1/28/2019 8:55 AM |
| 88 | 17 years | 1/28/2019 8:48 AM |
| 89 | 3 years | 1/28/2019 8:48 AM |
| 90 | 20 yrs | 1/28/2019 8:48 AM |
| 91 | 15 years | 1/28/2019 8:45 AM |
| 92 | 13 years | 1/28/2019 8:44 AM |
| 93 | 23 years | 1/28/2019 8:39 AM |
| 94 | 6 months | 1/28/2019 8:34 AM |
| 95 | 10 years | 1/28/2019 8:33 AM |
| 96 | 8years | 1/28/2019 8:31 AM |
| 97 | 8 years | 1/28/2019 8:28 AM |
| 98 | 6.5 years | 1/28/2019 8:26 AM |
| 99 | 10 years | 1/28/2019 8:26 AM |
| 100 | 6 years | 1/28/2019 8:25 AM |
| 101 | 15 years | 1/28/2019 8:24 AM |
| 102 | 8 years | 1/28/2019 8:22 AM |

| 103 | 8 | 1/28/2019 8:22 AM |
|-----|---|-------------------|
| 104 | 19 years | 1/28/2019 8:19 AM |
| 105 | 12 years | 1/28/2019 8:17 AM |
| 106 | 3 yrs | 1/28/2019 8:14 AM |
| 107 | 10 years | 1/28/2019 8:12 AM |
| 108 | 22 years | 1/28/2019 6:58 AM |
| 109 | 20 years | 1/28/2019 6:34 AM |
| 110 | 4 years | 1/28/2019 5:04 AM |
| 111 | 9 | 1/28/2019 1:12 AM |
| 112 | I worked in Dublin for 22 years before retiring | 1/27/2019 11:40 PM |
| 113 | 10 years | 1/27/2019 11:38 PM |
| 114 | 23 years | 1/27/2019 11:37 PM |
| 115 | 34 years | 1/27/2019 11:32 PM |
| 116 | 21 yrs | 1/27/2019 11:07 PM |
| 117 | 7 years | 1/27/2019 10:53 PM |
| 118 | 6 years | 1/27/2019 10:51 PM |
| 119 | 1982 | 1/27/2019 10:23 PM |
| 120 | 2 years | 1/27/2019 10:15 PM |
| 121 | 6 years | 1/27/2019 9:50 PM |
| 122 | 24 yrs | 1/27/2019 9:40 PM |
| 123 | Retired | 1/27/2019 9:37 PM |
| 124 | Did work here for years. | 1/27/2019 9:23 PM |
| 125 | 6 years | 1/27/2019 9:15 PM |
| 126 | 25 years | 1/27/2019 9:13 PM |
| 127 | 9 years | 1/27/2019 9:11 PM |
| 128 | 3+ years | 1/27/2019 9:03 PM |
| 129 | 1 year | 1/27/2019 9:00 PM |
| 130 | 10 years | 1/27/2019 8:58 PM |
| 131 | Myself - 27 years; spouse - 18 years | 1/27/2019 8:50 PM |
| 132 | Retired | 1/27/2019 8:39 PM |
| 133 | 23 years | 1/27/2019 8:37 PM |
| 134 | 5 years | 1/27/2019 8:31 PM |
| 135 | Lifetime | 1/27/2019 8:27 PM |
| 136 | 25 years | 1/27/2019 8:26 PM |
| 137 | 20+ | 1/27/2019 8:22 PM |
| 138 | 21 years | 1/27/2019 8:21 PM |
| 139 | 30 years | 1/27/2019 8:17 PM |
| 140 | 25 | 1/27/2019 7:57 PM |
| 141 | 5 years | 1/27/2019 7:48 PM |
| 142 | 8.5 years wife has her business in Dublin | 1/27/2019 7:45 PM |
| 143 | Retired, | 1/27/2019 7:44 PM |

| 144 | 10 years | 1/27/2019 7:36 PM |
| 145 | 9years | 1/27/2019 7:24 PM |
| 146 | i am retired | 1/27/2019 7:18 PM |
| 147 | 20 years | 1/27/2019 6:53 PM |
| 148 | 20 years | 1/27/2019 6:51 PM |
| 149 | 30 Yrs | 1/27/2019 6:47 PM |
| 150 | 11 years | 1/27/2019 6:44 PM |
| 151 | 9 years | 1/27/2019 6:43 PM |
| 152 | 6 years my wife 22 years | 1/27/2019 6:37 PM |
| 153 | 18 years | 1/27/2019 6:34 PM |
| 154 | 18 years | 1/27/2019 6:27 PM |
| 155 | 5 years | 1/27/2019 6:23 PM |
| 156 | 23 years | 1/27/2019 6:22 PM |
| 157 | 6 months | 1/27/2019 6:21 PM |
| 158 | retired | 1/27/2019 6:21 PM |
| 159 | We will be opening up our new store in Bridge Park soon! | 1/27/2019 6:18 PM |
| 160 | A LONG time! | 1/27/2019 6:18 PM |
| 161 | 2 years | 1/27/2019 6:17 PM |
| 162 | 3.5 years | 1/27/2019 6:13 PM |
| 163 | 4 yrs | 1/27/2019 6:13 PM |
| 164 | 5 years | 1/27/2019 6:10 PM |
| 165 | 6 years | 1/27/2019 6:10 PM |
| 166 | 35+ years | 1/27/2019 6:07 PM |
| 167 | 9 years | 1/27/2019 6:05 PM |
| 168 | 25 years | 1/27/2019 6:04 PM |
| 169 | 2 years | 1/27/2019 5:55 PM |
| 170 | 14 years | 1/27/2019 5:54 PM |
| 171 | 15 years | 1/27/2019 5:54 PM |
| 172 | 25 years | 1/27/2019 5:50 PM |
| 173 | 20 yrs | 1/27/2019 5:48 PM |
| 174 | 23 years | 1/27/2019 5:44 PM |
| 175 | 25+ years | 1/27/2019 3:28 PM |
| 176 | 2 yrs | 1/27/2019 2:41 PM |
| 177 | one year | 1/27/2019 12:26 PM |
| 178 | 5 years | 1/27/2019 11:44 AM |
| 179 | 24 years | 1/27/2019 11:40 AM |
| 180 | 19 years | 1/27/2019 11:07 AM |
| 181 | 5yrs | 1/27/2019 11:01 AM |
| 182 | 19 years | 1/27/2019 10:51 AM |
| 183 | 12 yrs | 1/27/2019 1:24 AM |
| 184 | 4 years | 1/26/2019 8:20 PM |

| 185 | 2 years | 1/26/2019 7:46 PM |
|-----|---------|-------------------|
| 186 | Retired. | 1/26/2019 5:54 PM |
| 187 | 30 years | 1/26/2019 4:33 PM |
| 188 | 8 years | 1/26/2019 4:24 PM |
| 189 | 7 years | 1/26/2019 3:13 PM |
| 190 | Recently retired | 1/26/2019 2:21 PM |
| 191 | 12 years | 1/26/2019 1:55 PM |
| 192 | 18 years | 1/26/2019 1:41 PM |
| 193 | >1 year | 1/26/2019 12:15 PM |
| 194 | 10 years | 1/26/2019 8:50 AM |
| 195 | 5+ years | 1/26/2019 8:23 AM |
| 196 | 30 years | 1/26/2019 7:45 AM |
| 197 | 5 years | 1/25/2019 11:33 PM |
| 198 | 10+ years | 1/25/2019 11:27 PM |
| 199 | 20 years | 1/25/2019 11:03 PM |
| 200 | 17 years | 1/25/2019 10:43 PM |
| 201 | 16 years | 1/25/2019 10:42 PM |
| 202 | 5 years | 1/25/2019 10:23 PM |
| 203 | I used to for many years and now at Grandview yard where these scooters are allowed and majority of people don't like them. | 1/25/2019 9:55 PM |
| 204 | Retired from DCS. | 1/25/2019 8:30 PM |
| 205 | retired | 1/25/2019 8:15 PM |
| 206 | we are retired | 1/25/2019 5:35 PM |
| 207 | 14 years | 1/25/2019 5:30 PM |
| 208 | 10 yrs | 1/25/2019 5:28 PM |
| 209 | Retired | 1/25/2019 5:24 PM |
| 210 | 23 yrs | 1/25/2019 5:16 PM |
| 211 | 20 years | 1/25/2019 5:02 PM |
| 212 | 15 yrs | 1/25/2019 4:26 PM |
| 213 | 15 years | 1/25/2019 4:15 PM |
| 214 | 10 years | 1/25/2019 4:12 PM |
| 215 | 10 years | 1/25/2019 4:11 PM |
| 216 | 4 years | 1/25/2019 2:57 PM |
| 217 | 10 years | 1/25/2019 2:40 PM |
| 218 | 14 years | 1/25/2019 2:34 PM |
| 219 | 5 years | 1/25/2019 2:16 PM |
| 220 | 45 years | 1/25/2019 2:09 PM |
| 221 | 34 years | 1/25/2019 1:59 PM |
| 222 | 5 years | 1/25/2019 1:52 PM |
| 223 | Retired | 1/25/2019 1:40 PM |
| 224 | Retired | 1/25/2019 1:37 PM |

| 225 | 2 yrs | 1/25/2019 1:30 PM |
| 226 | 23 years | 1/25/2019 1:26 PM |
| 227 | 4 years | 1/25/2019 1:24 PM |
| 228 | 10 years | 1/25/2019 1:17 PM |
| 229 | 12 years | 1/25/2019 1:06 PM |
| 230 | 15 | 1/25/2019 1:05 PM |
| 231 | 5 years | 1/25/2019 1:03 PM |
| 232 | 10 years | 1/25/2019 1:00 PM |
| 233 | Retired | 1/25/2019 12:58 PM |
| 234 | 20 years | 1/25/2019 12:57 PM |
| 235 | 15 years | 1/25/2019 12:54 PM |
| 236 | Retired from Dublin City Schools. | 1/25/2019 12:54 PM |
| 237 | 20 years | 1/25/2019 12:50 PM |
| 238 | 10 years | 1/25/2019 12:49 PM |
| 239 | But I commute through it | 1/25/2019 12:45 PM |
| 240 | since 1995 | 1/25/2019 12:44 PM |
| 241 | 27 years | 1/25/2019 12:40 PM |
| 242 | 6 years | 1/25/2019 12:39 PM |
| 243 | 8 years | 1/25/2019 12:35 PM |
| 244 | 14 years | 1/25/2019 12:31 PM |
| 245 | 6 years | 1/25/2019 12:30 PM |
| 246 | 24 years | 1/25/2019 12:30 PM |
| 247 | 15 years | 1/25/2019 12:21 PM |
| 248 | 10 years | 1/25/2019 12:19 PM |
| 249 | 15 years | 1/25/2019 12:17 PM |
| 250 | 18 years | 1/25/2019 12:14 PM |
| 251 | since 2008 | 1/25/2019 12:08 PM |
| 252 | 20 years | 1/25/2019 11:49 AM |
| 253 | 15 years | 1/25/2019 11:39 AM |
| 254 | 17 years | 1/25/2019 11:39 AM |
| 255 | 20 years | 1/25/2019 11:30 AM |
| 256 | 22 years | 1/25/2019 11:29 AM |
| 257 | 5 years | 1/25/2019 11:29 AM |
| 258 | Almost 40 years | 1/25/2019 11:22 AM |
| 259 | 37 years | 1/25/2019 11:09 AM |
| 260 | Retired | 1/25/2019 10:50 AM |
| 261 | 15 years | 1/25/2019 10:50 AM |
| 262 | 12 years | 1/25/2019 10:45 AM |
| 263 | 11 years | 1/25/2019 9:48 AM |
| 264 | 20 years | 1/25/2019 9:00 AM |
| 265 | 16 years | 1/25/2019 8:47 AM |

| 266 | 30 years | 1/25/2019 8:43 AM |
|-----|----------|-------------------|
| 267 | 6 months | 1/25/2019 8:15 AM |
| 268 | 6 years | 1/25/2019 8:11 AM |
| 269 | 5 yrs | 1/25/2019 8:03 AM |
| 270 | 21 yr | 1/25/2019 7:19 AM |
| 271 | 18 years | 1/25/2019 7:04 AM |
| 272 | 1 year, going to Dublin Ohio University campus | 1/25/2019 12:22 AM |
| 273 | 20 years | 1/24/2019 8:57 PM |
| 274 | I worked in Dublin for 10 years | 1/24/2019 5:54 PM |
| 275 | 7 years | 1/23/2019 7:23 PM |
| 276 | 1 year | 1/23/2019 10:24 AM |
| 277 | One week | 1/23/2019 10:07 AM |
| 278 | Few months | 1/23/2019 9:48 AM |
| 279 | 8 yrs | 1/23/2019 9:37 AM |
| 280 | 25+ years | 1/23/2019 8:54 AM |
| 281 | 4 years. | 1/23/2019 8:11 AM |
| 282 | 7 years | 1/23/2019 12:23 AM |
| 283 | 1 year. Just transferred over. | 1/22/2019 11:30 PM |
| 284 | 31 years | 1/22/2019 9:08 PM |
| 285 | Na | 1/22/2019 9:00 PM |
| 286 | 15 years | 1/22/2019 8:59 PM |
| 287 | 17 | 1/22/2019 8:52 PM |
| 288 | 16 years | 1/22/2019 7:33 PM |
| 289 | 2yrs | 1/22/2019 7:25 PM |
| 290 | 1 year | 1/22/2019 7:25 PM |
| 291 | 10 years | 1/22/2019 5:05 PM |
| 292 | 2 years | 1/22/2019 4:36 PM |
| 293 | same | 1/22/2019 4:33 PM |
| 294 | 15+ | 1/22/2019 3:43 PM |
| 295 | 1 year | 1/22/2019 3:31 PM |
| 296 | 5 years | 1/22/2019 3:02 PM |
| 297 | 2 years | 1/22/2019 2:45 PM |
| 298 | 15 years | 1/22/2019 2:33 PM |
| 299 | 18 years | 1/22/2019 2:30 PM |
| 300 | 18 years | 1/22/2019 2:28 PM |
| 301 | 11 years | 1/22/2019 2:22 PM |
| 302 | 3 years | 1/22/2019 2:19 PM |
| 303 | 7 yrs | 1/22/2019 2:02 PM |
| 304 | 11 years | 1/22/2019 1:44 PM |
| 305 | 20+ years | 1/22/2019 1:33 PM |
| 306 | 28 | 1/22/2019 1:30 PM |

| 307 | Over 10 years | 1/22/2019 1:30 PM |
|---|---|---|
| 308 | Own own business | 1/22/2019 1:26 PM |
| 309 | 20yrs | 1/22/2019 1:26 PM |
| 310 | 10+ years | 1/22/2019 1:08 PM |
| 311 | 45+ years | 1/22/2019 1:06 PM |
| 312 | 16 years | 1/22/2019 1:04 PM |
| 313 | 20 years | 1/22/2019 1:03 PM |
| 314 | 6 years | 1/22/2019 12:53 PM |
| 315 | 20 years | 1/22/2019 12:51 PM |
| 316 | 5 years | 1/22/2019 12:49 PM |
| 317 | 25 years | 1/22/2019 12:48 PM |
| 318 | 3 years | 1/22/2019 12:45 PM |
| 319 | 5 years | 1/22/2019 12:41 PM |
| 320 | 30 plus years | 1/22/2019 12:24 PM |
| 321 | 3 years | 1/22/2019 12:14 PM |
| 322 | 8 years | 1/22/2019 11:55 AM |
| 323 | 16 years | 1/22/2019 11:43 AM |
| 324 | 28 years | 1/22/2019 11:36 AM |
| 325 | 27 years | 1/22/2019 10:09 AM |

# Q10 Please share any additional thoughts you have about electric scooters.

Answered: 436     Skipped: 401

| # | RESPONSES | DATE |
|---|---|---|
| 1 | I am squarely centered on this issue. I have seen and known people using them responsibly, having fun, reducing pollution, and creating new economic possibilities. I have also seen people operating them questionably, in particular on streets that don't seem suitable for either the rider or other drivers. | 2/1/2019 7:03 AM |
| 2 | Seems like a temporary trend that may not last | 1/31/2019 10:06 PM |
| 3 | With rental scooters potentially coming to town, it begs the issue to include residential/privately owned scooters, age categories, and use in residential areas (i.e. allowed on sidewalks for young riders) in the discussions/regulations. Privately owned neighborhood scooters have been around a while and is getting more popular among youth under age 18. | 1/31/2019 3:21 PM |
| 4 | There are totally unsafe! | 1/31/2019 12:33 PM |
| 5 | They are a sign of people getting more self centered and doing things that endanger others. | 1/31/2019 11:48 AM |
| 6 | My children will be walking the bike paths I hope they are not allowed on bike paths. Thank you | 1/31/2019 8:36 AM |
| 7 | I think its a lot safer for the people to use scooters. Ken Cashnerlll | 1/31/2019 2:36 AM |
| 8 | I would support scooters on recreational pathways, but you wont be able to limit them to those areas. Look at your demographics. The old people in Dublin will lose their minds if millennials are whipping around on scooters, scratching their Mercs and BMWs. You might want to go back to the drawing board on this one. Dublin doesnt need to jump on the scooter bandwagon. Be different. | 1/30/2019 3:09 PM |
| 9 | Although I like the idea of the accessibility of electric scooters for recreational purposes, and as an available/quick mode of transport to your destination from a distant parking spot, I don't feel that most people will utilize them appropriately. | 1/30/2019 12:54 PM |
| 10 | If they want to ride on the streets it will be dangerous and the car drivers have to be very attentive, I think it would create more Car/scooter accidents .Also dangerous for path ways where families with little children, dogs etc go for a recreational walk.. These scooters can be very fast. | 1/30/2019 12:27 PM |
| 11 | The scooters have been a great hazard to both riders and drivers around the Ohio State campus. Public safety money shouldn't be spent enforcing scooter rules, but they WILL need enforced. The accident/injury rates involving scooters are very high. They can be parked any place regardless of safety. They are a hazard to pedestrians as well as drivers. I have been in the midst of it since last year when they allowed them on OSU campus. Not good. | 1/30/2019 12:13 PM |
| 12 | If approved please use good signs and good rules to control it. | 1/29/2019 2:33 PM |
| 13 | I live in Powell on the edge of Dublin and have been with Dublin City Schools for 20 years. I do see kids driving them to school and parking at the bike racks and I just pray they are all wearing helmets. The scooters should be parked for Irish Festival, Farmer's Market, Bridge St area's and not wear folks are walking around. | 1/29/2019 1:54 PM |
| 14 | fun to ride | 1/29/2019 1:42 PM |
| 15 | Should have to go through a driving test and get a license. | 1/29/2019 12:24 PM |
| 16 | I think the scooter companies need to provide helmets when renting....some sort of scooter mounted bracket/basket to store the helmet when not in use. but ready for the next rider. | 1/29/2019 12:23 PM |
| 17 | Require helmets and eyewear. Keep them in bike lanes and in 25MPH zones (35MPH at max, but seems unsafe for the user). Enforce and issue fines for sidewalk use. Most accidents seem to occur when scooters are used in ways / areas meant for pedestrians. | 1/29/2019 11:58 AM |
| 18 | I work in Columbus where those scooters are everywhere. I do not want to see them in Dublin. | 1/29/2019 11:11 AM |
| 19 | My daughter goes to Dublin Scioto High School, but obviously spends much of her time in Dublin. | 1/29/2019 10:06 AM |

| 20 | It's dangerous for teenagers or people who are first time ride it | 1/29/2019 9:54 AM |
|----|----|----|
| 21 | Roll it out on a limited basis. Limit amounts of scooters available. | 1/29/2019 9:38 AM |
| 22 | Please look into other scooter companies such as Bird - which does very well in big cities like San Antonio - are they having any issues? | 1/29/2019 9:26 AM |
| 23 | Keep the ban on sidewalks and paths! | 1/29/2019 7:24 AM |
| 24 | Please don't add them to the Lime Bikes. Bikes are fine but scooters are a menace. | 1/28/2019 11:30 PM |
| 25 | Just say No. Since City Council took away the right for 18-21 year olds to possess or consume tobacco in the City limits, "in the interest of health," then you can certainly tell citizens and visitors alike, "No way, no motorized scooters in any public right-of-way." Choices are: walk, bicycle, ride a moped/motorcycle, drive a car or truck. Or hail a bus, or taxi, or ride-share. Prohibit scooters in the streets; prohibit scooters from using the sidewalks. The city should not "partner" with for-profit entities like this. I see the green bikes fallen-over in the rack outside Mesh Fitness--pitiful. No scooters--legislate these risky public menaces out of Dublin while you have the chance. | 1/28/2019 10:55 PM |
| 26 | Don't allow them to just be left anywhere. Have a number of specified locations where they must be left when done using. These areas must be high in number and convenient to the riders. Allow electric bike micro rentals also. | 1/28/2019 10:25 PM |
| 27 | They are great during lunch hour and to get to other buildings when it's nice out. | 1/28/2019 10:10 PM |
| 28 | I've seen the rental service downtown along with the accidents and carelessness of the riders. People who own scooters (mostly kids in Dublin) tend to be more responsible riders (helmets, typically in neighborhoods, knowledgeable and skilled in riding the equipment) than the occasional rider that the scooter rentals cater to. | 1/28/2019 8:29 PM |
| 29 | Many cities that have allowed electric scooters are regretting they did so. I work in the hospital and have treated many people injured on electric scooters riding around Columbus. | 1/28/2019 8:21 PM |
| 30 | I could see students wanting to ride the scooters from Emerald campus back to school. | 1/28/2019 7:34 PM |
| 31 | Let's stick with bikes and walking although do favor golf carts for mobility for elderly where living near grocery stores and parks for independence. | 1/28/2019 5:40 PM |
| 32 | Don't fall for them. We're a green community- we have great BIKE paths! | 1/28/2019 5:37 PM |
| 33 | If you are going to allow them in the city, you MUST have a helmet law. MUST. | 1/28/2019 4:59 PM |
| 34 | please do not allow the paths are already very used and we don't need electric scooters on them | 1/28/2019 4:19 PM |
| 35 | Only in Bridge park and across the bridge to historic dublin shopping and library | 1/28/2019 4:01 PM |
| 36 | I think they are a hazard | 1/28/2019 3:39 PM |
| 37 | Should require helmuts if end up doing this even though I am not in favor of scooters. | 1/28/2019 3:15 PM |
| 38 | People should think about walking or bikes. Scooters seem to be for people too lazy to exercise. | 1/28/2019 3:02 PM |
| 39 | They seem that they could be fun. They should probably have similar allowances/restrictions to bicycles. | 1/28/2019 2:48 PM |
| 40 | Please don't allow them on the bike/walk paths. It would be an accident waiting to happen. Makes more sense for the downtown area. | 1/28/2019 2:42 PM |
| 41 | They'll make more of a mess in our busy downtown area and interfere with streets and walking path usage with those intended to properly use. | 1/28/2019 2:18 PM |
| 42 | I don't think it is safe, I have been driving in Columbus and see all the crazy things people are doing on electirc scooters in downtown. I rather keep Dublin a bike commuinty. | 1/28/2019 2:05 PM |
| 43 | Asking for trouble. | 1/28/2019 1:53 PM |
| 44 | I wholeheartedly do not want them in our community. | 1/28/2019 1:51 PM |
| 45 | Some use is inevitable. Better to allow and regulate early. | 1/28/2019 1:47 PM |
| 46 | I do not feel they below on the paths or sidewalks in Dublin. The paths are utilized by bikers, walkers and runners. I feel it would be dangerous to add these to the paths. There are several cities that are now banning. I am not hearing good review from people in cities that have the scooters. | 1/28/2019 1:40 PM |

| 47 | It would be difficult to assure the competency of scooter riders. | 1/28/2019 1:30 PM |
|---|---|---|
| 48 | Before allowing any use of these vehicles, please implement regulations regarding age, locations, speed, pick up and return areas. Please require adherence to all regulations and applicable traffic laws. If such vehicles are permitted to be operated on non-residential streets, the rider must hold a valid drivers license and have some form of insurance. These scooters are motor vehicles and must be treated as such. | 1/28/2019 1:20 PM |
| 49 | I work downtown and these scooters are a real problem. Since more stringently laws were implemented, things have improved somewhat. Time will tell once the weather gets warmer and improves. | 1/28/2019 1:15 PM |
| 50 | Please don't introduce these menaces to our roads, streets, sidewalks and/or bike paths!! | 1/28/2019 1:13 PM |
| 51 | Dangerous | 1/28/2019 1:06 PM |
| 52 | Maybe in The Bridge District? But not on the new pedestrian bridge! I have a hard time understanding why you are even considering scooters? Is the added element of physical risk to everyone worth less than the "thrill" for a few? If someone carefully considered the "risk vs. reward ratio", that in itself should be the answer to your survey. BTW...I like the skateboard park, and much for the same reasons. It provides a valuable activity for those interested, but protects others that chose less risky activities. | 1/28/2019 12:46 PM |
| 53 | Go slowly with this one. If on recreation paths, there would have to be rules so as not to mow down the walkers. | 1/28/2019 12:35 PM |
| 54 | Investigate all problems other large cities have had with scooters | 1/28/2019 12:33 PM |
| 55 | I am an EM physician. I see so many injuries from these. I also don't want to see neighborhoods and the downtown area littered with scooters. The bikes are already somewhat of a nuisance (I live in Coventry woods and have seen them left on some of the paths near me) and I ride my bike frequently. I moved to Dublin because it's a nice area with good bike paths, schools and shops and the last thing I want is these scooters all over my neighborhood | 1/28/2019 12:10 PM |
| 56 | have tried them on a college campus, they are harder than they look to learn to operate. | 1/28/2019 12:05 PM |
| 57 | Too much room for operator error and accidents. | 1/28/2019 12:05 PM |
| 58 | I think some photos and examples should accompany this email for better points of references. | 1/28/2019 12:04 PM |
| 59 | They would be great to have for those who do not drive. | 1/28/2019 11:48 AM |
| 60 | I'm sure there would be considerate riders just like bike riders but also like bike riders there would be many inconsiderate riders e.g. no signals, no warnings when passing etc. Like in other cities there would be DUI's. riders adding to safety problems | 1/28/2019 11:47 AM |
| 61 | As a motorized vehicle responsibility should be treated similarly, unless speed greatly limited. | 1/28/2019 11:44 AM |
| 62 | They are very beneficial to those who cannot afford a car, or those who must park offsite of their work. | 1/28/2019 11:39 AM |
| 63 | I feel a large enough population will not follow common sense rules and will drive them recklessly. This is not like a non-motorized bike or skateboard where the relatively slow speed, that is in most cases is humanly controlled, would result in relatively minor injuries after an accident. These scooters are motorized and would result in more serious consequences in an accident. | 1/28/2019 11:35 AM |
| 64 | I think any restrictions should be based on the speed and combining similar speeds of "vehicles". | 1/28/2019 11:29 AM |
| 65 | Keep low speed scooters as an option. Not over 10 or 15 mph. Bikes easily go that fast. | 1/28/2019 11:28 AM |
| 66 | The walking paths might get too congested with walkers and bicyclists and scooters. I view these paths as a safe place for exercise, which scooters don't provide. | 1/28/2019 11:19 AM |
| 67 | Please, use funds for electric scooters on other improvements in Dublin. | 1/28/2019 11:10 AM |
| 68 | So far, from what I have seen elsewhere, the supporters want a place other than streets to ride without caring about anyone else. Do we really need this here ? Is there really that big of a population that cannot walk ? I don't know the answer to the second, but the first is a resounding NO ! | 1/28/2019 11:10 AM |

| 69 | I visit other cities and other parts of Columbus and see the scooters littering the streets. In those cities I have seen multiple accidents involving riders as well as riders and pedestrians. We will soon have a beautiful new bridge and more paths for us to walk around the city. It would be more enjoyable for me to walk around it without having to walk around or trip over abandoned scooters. It would also be more enjoyable to not be hit by them. Which has happened to me in other cities several times. | 1/28/2019 10:58 AM |
|---|---|---|
| 70 | Think they should require helmets for riders Have been in other cities where they are used and see them left everywhere.... littering the areas | 1/28/2019 10:55 AM |
| 71 | If allowed, people riding should wear helmets, have rules, give right if way to pedestrians, keep them out of bridge district......it is already crazy enough with round about and 40 mph speed limit on east side of district. Don't think our city is planned for them....seen them in other cities...scary | 1/28/2019 10:53 AM |
| 72 | Would the scooters be for the Bridge Street District or for use in/around the entire City of Dublin? What would the collection point be for scooters? (A rack or the corner of the sidewalk). | 1/28/2019 10:50 AM |
| 73 | Its really all about the kids using them they are already dangerous on their bikes. | 1/28/2019 10:49 AM |
| 74 | Unnecessary hazard | 1/28/2019 10:45 AM |
| 75 | While appreciating the opportunity for alternative transportation that is energy efficient, I have concerns regarding traffic and DEFINITELY would not want electric anything (other than wheelchairs) on our recreation paths. Somehow that defeats the purpose of quiet "recreation". | 1/28/2019 10:44 AM |
| 76 | Walk way has to be laid for all streets with less than or equal to 45mph. | 1/28/2019 10:42 AM |
| 77 | I work on campus and the laws against riding on sidewalks are not enforced. I hope to see it more attended to in Dublin. I also think we can manage where they are left in dublin better than they do in Columbus so it's not an eyesore or a hazard. If we put bike lanes in downtown, the scooters can use those. | 1/28/2019 10:40 AM |
| 78 | un needed | 1/28/2019 10:40 AM |
| 79 | Safety all ways a concern | 1/28/2019 10:30 AM |
| 80 | There is a lot of traffic already, and the speed limit is not adhered to. My son was hit by a car in the pedestrian walkway in downtown Dublin by Starbucks by a man driving a car going 35 mph. When picking up my son from Sells MS, people are not heeding the 20 mph school limit - just fyi | 1/28/2019 10:30 AM |
| 81 | Progressive and clean use. | 1/28/2019 10:24 AM |
| 82 | Again, they should not be permitted | 1/28/2019 10:19 AM |
| 83 | Scooters are no less safe than bicycles. Cyclist, like any other driver, should be mindful of the law and should be considerate of all other drivers. | 1/28/2019 10:17 AM |
| 84 | I work downtown and have seen scooters weaving in and out of traffic nearly causing accidents. I have also almost been hit by them on the sidewalk. Seeing abandoned scooters dropped randomly along sidewalks downtown is an eyesore. Please do not permit scooters in Dublin. | 1/28/2019 10:13 AM |
| 85 | Looks like the Planning department has either too much time and not enough work or just too many people. The lime bikes are a joke. Left everywhere. The scooters are nothing but trouble waiting to happen. Come on, the planner who is encouraging this needs to be let go or find real work that would be benificial to our community. Thank you. | 1/28/2019 10:10 AM |
| 86 | I owned an electric GEM car for years in a gated community, in that context they worked out great. However, battery issues we're still a problem. Scooters are more if a safety risk too, helmets, licenses, instructions, age restrictions, enforcement, etc. I don't see advantages to this program. | 1/28/2019 10:03 AM |
| 87 | No physical fitness benefits. Why bother? | 1/28/2019 9:58 AM |
| 88 | We don't need them, they are too dangerous and present a hazard to drivers and pedestrians. | 1/28/2019 9:55 AM |
| 89 | they will bring more trouble than benefit...I am not a supporter | 1/28/2019 9:55 AM |
| 90 | If managed properly they could be great, but good management is the key to success here. | 1/28/2019 9:50 AM |
| 91 | Would like for teenagers to be able to use - not sure of age limit | 1/28/2019 9:50 AM |
| 92 | It's created issues in Columbus that we don't need or want here. | 1/28/2019 9:38 AM |

| 93 | The concept is great, but as someone who works at Ohio State where they are rampant they get left in the most ridiculous spots and clutters all the nice green spaces up. And vehicles get VERY frustrated by them if they are allowed in the street. I do worry too on a bike path with small children they will not be able to navigate clear of these. They go surprisingly fast! | 1/28/2019 9:28 AM |
|---|---|---|
| 94 | They work in a lot of larger cities | 1/28/2019 9:27 AM |
| 95 | I am strongly against the scooters. My wife works near OSU campus and the scooters are a huge nuisance. They are left I walkways, walkers are cut off and makes areas look messy. | 1/28/2019 9:23 AM |
| 96 | Although I don't work in Dublin, I do work in Downtown Columbus, where scooters are permitted. If you like having the scooters parked or laying everywhere, or skid marks all over the sidewalk, adults and kids weaving in and out of people on sidewalks, slowing down traffic on city streets, cutting in front of cars, then no problems. It just seems that there is no thought or training, monitoring, enforcement of the drivers. The downtown will be littered with scooters all over the place. | 1/28/2019 9:17 AM |
| 97 | They are not the vibe of Dublin. These work on college campuses but would tarnish our beautiful city | 1/28/2019 9:14 AM |
| 98 | I don't think the Dublin landscape is conducive to scooter use, especially the app driven shared scooters (LIME/Bird/Etc). | 1/28/2019 9:12 AM |
| 99 | What would be the benefit to the city to have electric scooters? | 1/28/2019 9:10 AM |
| 100 | Please do not bring these scooters to Dublin. | 1/28/2019 9:08 AM |
| 101 | Need to be treated as a rental fleet. Rental car companies can't park at random all over the city, why is the rented vehicle any different | 1/28/2019 9:07 AM |
| 102 | A very small portion of residents would use them versus the cost along with the nuisance and danger to people on sidewalks and bike paths is not worth the hassle. | 1/28/2019 9:07 AM |
| 103 | Love the accessibility, used in Tempe AZ Perfect for college campus areas People drive too fast in Dublin, scooters would get hit!!! Look at the roundabout, cars hit cars here, for sure they hit the scooters!!!! | 1/28/2019 9:06 AM |
| 104 | Enough with the silly "future forward" ideas (eg. scooters and ugly lime bikes that end up in ridiculous places). Can't Dublin just be a nice walking community without all the unnecessary bells and whistles? Thanks. | 1/28/2019 9:04 AM |
| 105 | We have them downtown during the warm months, and folks ride them on the sidewalks, and it is dangerous. | 1/28/2019 9:04 AM |
| 106 | No outside scooter services. They litter the landscape. Users just leave them anywhere. Looks horrible. | 1/28/2019 8:59 AM |
| 107 | I do not agree with electric scooters. | 1/28/2019 8:58 AM |
| 108 | I am 44 yrs old and utilize my e-scooter on a regular basis. I would not like to see the rental scooters laying all over town. | 1/28/2019 8:45 AM |
| 109 | Be original. Don't cave to the "in" thing. Encourage the health benefits of walking and bike riding. Encourage slowing down and enjoying Dublin rather than zipping past. | 1/28/2019 8:41 AM |
| 110 | Do what Dublin does well - common sense regulation - not knee-jerk reaction | 1/28/2019 8:39 AM |
| 111 | Is there a need for electric scooters? Meaning, have there been people complaining/inquiring why Dublin does not offer additional transportation options outside of Lime Bikes? Has there been a study over multiple years (at least 2) to show there is a need for additional modes of transportation other than peoples own vehicles, lime bikes or public transportation, in communities similar to Dublin? Is there a large population of Dublin residents that do not own vehicles & rely on public transportation to get to and from local places? I do not see myself using scooters as I currently drive or ride my bike to places in Dublin. | 1/28/2019 8:38 AM |
| 112 | I think they are a great concept but poorly managed. The fact that they can or dropped anywhere is the issue | 1/28/2019 8:37 AM |
| 113 | I support electric scooter on bike paths and sidewalks that are personally owned. I do not support public rental scooters on paths. | 1/28/2019 8:33 AM |
| 114 | I live in Dublin City School District. | 1/28/2019 8:30 AM |

| 115 | I do not like them very much. | 1/28/2019 8:30 AM |
| 116 | The green bikes laying around are bad enough. We don't need a bunch of scootes around too. Plus it will make walking dogs , walking and riding bikes on the paths less enjoyable. | 1/28/2019 8:26 AM |
| 117 | I think they're cool...the new thing | 1/28/2019 8:14 AM |
| 118 | Pathways are safe places for baby strollers, toddlers and families. Please do not allow electric strollers on the paths. When our daughter was young she had an incident with a golf cart that was crossing the paths and was hit. | 1/28/2019 8:07 AM |
| 119 | No to scooters anywhere in Dublin please. | 1/28/2019 8:05 AM |
| 120 | Age? Need to pass a test. | 1/28/2019 7:50 AM |
| 121 | Please don't allow them on the multi-use paths! | 1/28/2019 6:58 AM |
| 122 | Please make them happen - they are part of new world of mobility and fill an important role in making us less dependent on the automobile for short trips and more able to use public transportation for longer trips. Dublin needs to be progressive on this issue. | 1/28/2019 6:34 AM |
| 123 | They should DEFINITELY not be allow on heavily traveled streets. They are strictly recreational, not functional transportation. | 1/28/2019 6:18 AM |
| 124 | I see the value, but am concerned about users being reckless with traffic and pedestrians like on OSU's campus. | 1/28/2019 5:39 AM |
| 125 | I think it is a great idea. The positives outweigh the negatives. | 1/28/2019 5:04 AM |
| 126 | Dangerous | 1/28/2019 1:12 AM |
| 127 | Dangerous and annoying | 1/28/2019 12:55 AM |
| 128 | Would like to see better organized partking areas for them, the current rental bicycles seem to be left in strange places. | 1/27/2019 11:40 PM |
| 129 | I would like to see various modes of transportation/recreation available in a safe and community focused way. | 1/27/2019 11:38 PM |
| 130 | I think it's a nice idea but is abused by kids who don't follow the rules. Let's get a nice walk through Dublin | 1/27/2019 11:32 PM |
| 131 | I'm afraid they could be left in locations that could cause safety issues. We currently have a bike rental program. Campus students could do a better job in leaving them in designated sites. More sites conrete pads should be provided hold up to a dozen or so units. | 1/27/2019 11:30 PM |
| 132 | This concept has proven to be a threat to public safety for the operators, pedestrians and vehicles. | 1/27/2019 11:23 PM |
| 133 | Do you think the teenager will have the ability to get quick decisions at the risk time? | 1/27/2019 11:13 PM |
| 134 | I have had enough of them in downtown Columbus! | 1/27/2019 10:54 PM |
| 135 | There is no apparent compelling need for scooters in this town, and If they are introduced, they will likely constitute an unwelcome nuisance to most residents, as well as an unnecessary hazard and potential blight. | 1/27/2019 10:53 PM |
| 136 | I raised my children in Dublin. I look forward to walking/biking on Dublin's paths safely | 1/27/2019 10:51 PM |
| 137 | They have made the downtown and campus areas a nuisance, let's not repeat in Dublin! | 1/27/2019 10:28 PM |
| 138 | Riders don't obey walking or driving rules. They're all over the road. Horse play. Force folks to ride a bike and get exercise. | 1/27/2019 10:22 PM |
| 139 | Have ordinances that control where they can be left or parked. | 1/27/2019 10:14 PM |
| 140 | they are a hazard to their riders and people that are trying to get out of their way. Plus they are clutter the way they are just left laying around. If I find any in my neighborhood in public right of way they will be disposed of! | 1/27/2019 10:08 PM |
| 141 | If people can't even read the signs to push the crosswalk buttons and drivers drive right thru the flashing lights, we don't need more vehicles on our roads. Spend the money to put in RED flashing lights before additional costs of a scooter system. | 1/27/2019 10:07 PM |
| 142 | I have much less confidence that this type of program swould be used and operated responsibly after seeing how the Lyme Bike program is being utilized and managed. | 1/27/2019 10:05 PM |

| 143 | I see them downtown and they're dangerous to those walking, driving on the roads, and to the user. They are also an eyesore as they're left all over town, just like the bikes in Dublin. Embarrassing. | 1/27/2019 9:56 PM |
| --- | --- | --- |
| 144 | I have traveled to places where scooters are used an was nearly hit while walking | 1/27/2019 9:51 PM |
| 145 | Dublin is building a great new community and business center with Bridge Street district. Cluttering streets, sidewalks and bike paths with electric scooters would be a huge blemish on the community. The electric bikes are stationed all over the city. Since they have been here, I have only seen one person use one on only one occasion. They appear to be a huge waste of money— as would scooters | 1/27/2019 9:40 PM |
| 146 | No additional comments. | 1/27/2019 9:34 PM |
| 147 | please don't get the scooters. I do love the bikes bu they are pretty benign. i feel like there are already enough conflicts on the rec paths | 1/27/2019 9:34 PM |
| 148 | Please don't allow. | 1/27/2019 9:23 PM |
| 149 | A complete safety hazard for kids, pets, older adults, etc. | 1/27/2019 9:23 PM |
| 150 | Scooters are great when the drivers are too. I'm worried that given the Dublin demographics, there will be a lot of unaccompanied minors on these scooters not following traffic laws. | 1/27/2019 9:23 PM |
| 151 | Make sure if you get them that they have an automatic speed setting at a lower speed which can't be overridden. But I do not support them for Dublin. | 1/27/2019 9:11 PM |
| 152 | I think it would be great fun. Put some safety precaution in place too | 1/27/2019 9:08 PM |
| 153 | As a means for local work force to expand their parking options, and their choices for lunch venues, scooters would be great ! As a quicker, easier way for workers to get to a business for a lunch time errand, I think the scooters would encourage them to use local businesses more, and be very convenient. All of this would be seasonal, influence by weather, of course. BUT, I also think it would be a real headache for our police department because of the inevitable, unruly users. It would probably make Bridge Street even more of a nightmare gauntlet when the herd jams the too-narrow walk way from Sells M.S. to such places as Starbucks, Jeni's, etc. - I am sure you get the idea. I do not drive Bridge Street on school days during dismissal time ! Reports on the news of the scooters being abandoned on sidewalks, obstructing pedestrians, would be unacceptable. My spouse is severely vision impaired, and these would pose a serious safety issue, not just a minor inconvenience. A difficult issue, as you can not legislate brains; look at the luck we have had with drunk driving laws, and all of the distracted driving. With scooters, we will probably have people, of all ages, going along texting right through an intersection, or a pedestrian, or into a parked car ♀ Good Luck ! | 1/27/2019 8:50 PM |
| 154 | I think they are unnecessary for quality of life in Dublin. | 1/27/2019 8:41 PM |
| 155 | Driving in Columbus with electric scooters all over the streets is bad enough - - have seen a few near car/scooter accidents as is. | 1/27/2019 8:39 PM |
| 156 | I work in the Short North and when the scooters came, it was taking your life in your hands walking on the sidewalks. Driving down High street and turning on a street, they cross in front of you at a higher rate of speed than a pedestrian, making you slam on your breaks. | 1/27/2019 8:36 PM |
| 157 | Please don't do this. Don't join on the bandwagon. Bike rental is fine. Stop trying to make everything about the younger generation living in Dublin. | 1/27/2019 8:31 PM |
| 158 | Have you tried to walk in downtown Columbus? | 1/27/2019 8:31 PM |
| 159 | NO! NO! NO! This does not promote a healthy lifestyle! | 1/27/2019 8:28 PM |
| 160 | We need to be progressive, not recessive. | 1/27/2019 8:27 PM |
| 161 | Very bad idea!!! | 1/27/2019 8:17 PM |
| 162 | Survey hhospitals and health care professionals that may be seeing injuries in Columbus. Talk to insurance companies that may see claims. | 1/27/2019 8:06 PM |
| 163 | Have you gathered data from cities that have allowed electric scooters? | 1/27/2019 8:05 PM |
| 164 | Not a good idea, quit following the latest fads and realize that our city is great because of other things other than what 20 year olds are doing and realize that the cool millennials are soon to be uncool 30 years olds. Come on | 1/27/2019 7:57 PM |

| 165 | It would be a good move for the city and be complentry to the bridge park development | 1/27/2019 7:55 PM |
|---|---|---|
| 166 | Bad idea | 1/27/2019 7:54 PM |
| 167 | They are a dangerous nuisance. | 1/27/2019 7:45 PM |
| 168 | It's the next step in reducing car traffic. Let's do it. | 1/27/2019 7:45 PM |
| 169 | People will get run over by scooters | 1/27/2019 7:44 PM |
| 170 | These scooters travel at too high a speed to be safe on paths shared by walkers. They travel at too low a speed to efficiently function on roadways. Another distraction for drivers. NO TO SCOOTERS IN DUBLIN | 1/27/2019 7:36 PM |
| 171 | I would like to continue promoting Dublin as a bike friendly city and do not see the need to go the scooter route. People can buy their own, and get a license to drive it | 1/27/2019 7:24 PM |
| 172 | If you decide to proceed, you must control these so it doesn't become like the wild west. Also do not give them exceptional liberty, e.g. if electric bicycles are not allowed on bike paths, then neither should electric scooters be allowed. Frankly, I see little value and a lot of risks in these things and most communities will eventually get rid of them as companies run out of investor money and go out of business. Don't let them trash our sidewalks and public places. | 1/27/2019 7:22 PM |
| 173 | It's a safety hazard on street | 1/27/2019 7:15 PM |
| 174 | Manners, respect and courtesy for others are important. | 1/27/2019 7:06 PM |
| 175 | not needed....not safe... | 1/27/2019 6:51 PM |
| 176 | PLEASE DO NOT ALLOW ON BIKE PATHS!!! We walk our dogs every day and scooters would be disruptive. | 1/27/2019 6:45 PM |
| 177 | No scooters | 1/27/2019 6:43 PM |
| 178 | I support the existing law and as a long-time community member have NO interest in having electric scooter or allowing them in domains generally accepted for either vehicle or pedestrian uses. Improve our community with things enjoyed and applicable for ALL...and especially without negatively impacting others. So maintain the ban and quit trying to be cool, hip, and trendy. Also, get rid of the little used bikes trashing my public ROW...as well as businesses using ROW's to operate, such as dining areas. They have shown to be extremely dangerous to the operators and those sharing the space. Why should I pay for a park only to have my safety challenged merely walking the path? | 1/27/2019 6:39 PM |
| 179 | Dublin promote a healthy city with is walking and riding bikes on bike trails in Dublin | 1/27/2019 6:37 PM |
| 180 | I'm afraid brash children will run wild on them. Autos will have the double task of watching for pedestrians, bicyclists, and NOW reckless scooter riders. Make anyone who wants to rent a scooter (or drive one of their OWN) have a license and insurance proof. | 1/27/2019 6:34 PM |
| 181 | Do you see what happened with people using them in Columbus. No one followed the rule, because they didn't learn them. | 1/27/2019 6:34 PM |
| 182 | Like electric bikes this is not a good option for Dublin. | 1/27/2019 6:32 PM |
| 183 | Please do not bring these to Dublin | 1/27/2019 6:27 PM |
| 184 | Electric scooters have already been shown to be a nuisance to pedestrians and a danger to the riders. Driver/scooter collisions would also be a concern.. | 1/27/2019 6:24 PM |
| 185 | I think they are dangerous for the rider and those around the rider, including pets. It can be confusing for both the rider and the non-riders. | 1/27/2019 6:23 PM |
| 186 | Scooters and rental bikes have the same problem. They're just left anywhere. They stack up at intersections and are obtrusive. | 1/27/2019 6:23 PM |
| 187 | they are available in columbus and they are very handy and fun to use | 1/27/2019 6:22 PM |
| 188 | If anyone leaves a scooter or Lime bike on the sidewalk in front of my house I will dispose of it. They are a nuisance. | 1/27/2019 6:21 PM |
| 189 | Ridiculous! Don't do it | 1/27/2019 6:20 PM |
| 190 | Another bad idea...just like the Roundabout on Riverside Drive. | 1/27/2019 6:18 PM |
| 191 | Columbus has problems with them. Check other cities | 1/27/2019 6:17 PM |

| 192 | I am disappointed that we do not have them yet. | 1/27/2019 6:17 PM |
|-----|------------------------------------------------|-------------------|
| 193 | I second my notion about Dublin wanting to be progressive and bringing in youthful entrepreneurial types. This is progress moving towards electric as opposed to fossil fuel and scooters are the first of many areas of Innovacion | 1/27/2019 6:13 PM |
| 194 | Bad idea | 1/27/2019 6:13 PM |
| 195 | Do riders need to have insurance in case they injure somebody? I think this is a fad and is not a sensible mobility innovation. | 1/27/2019 6:11 PM |
| 196 | Have you heard that homeless people are stealing them and taking the SIM card out for personal use? | 1/27/2019 6:10 PM |
| 197 | To repeat, I believe electric scooters should remain prohibited in Dublin. | 1/27/2019 6:10 PM |
| 198 | I believe they are a hazard to the user as well as to the public. | 1/27/2019 6:09 PM |
| 199 | I really hope scooters will not be in our town. I would definitely not like to see them in our recreation areas. Let's keep some tranquility there. | 1/27/2019 6:08 PM |
| 200 | I currently go to school at Miami University in oxford Ohio. We have scooters here from bird and lime. They make traveling short distances very easy and fun. It's great to ride a mile to a friends house instead of drive and have to park. It also creates local contracted jobs for charging scooters. | 1/27/2019 6:08 PM |
| 201 | I would be strongly in favor of allowing scooters on sidewalks and multi-use paths. If they are only allowed on roadways their usefulness would be eliminated. It would also be dangerous to users to only allow them on roadways. | 1/27/2019 6:07 PM |
| 202 | I personally don't see the advantage of them being added to the residential or city areas. Adds noise and safety concerns for me. Plus does not provide exercise, bikes do...does not promote healthy exercise. | 1/27/2019 6:07 PM |
| 203 | There is no need to allow them. Just like the bicycles people leave them everywhere. They are an accident waiting to happen. | 1/27/2019 6:06 PM |
| 204 | I think its a good idea. | 1/27/2019 6:05 PM |
| 205 | They are not safe for a multitude of reasons. There will be many more of them, if allowed than bicycles on the rec paths, which will lead to more accidents with injuries. It is a bad idea. | 1/27/2019 6:05 PM |
| 206 | Users should have to wear helmets and the scooters should be equipped with lights and reflectors, including headlights that are on all of the time and brake lights. | 1/27/2019 6:04 PM |
| 207 | I feel these questions, especially the first two, are biased towards making a case for the scooter rental company. | 1/27/2019 6:04 PM |
| 208 | I see multiple problems and legal issues. | 1/27/2019 6:01 PM |
| 209 | If Dublin procedes as they did with bicycle, there should be a contract stipulation that all scooters be collected every night and returned to designated distribution points. Bicycles are being left abandoned on residential sidewalks, in front of residents homes, where they remain for days. | 1/27/2019 6:01 PM |
| 210 | I think it's a dumb fad. | 1/27/2019 5:59 PM |
| 211 | Please, please, please don't do this! The trails and miles of sidewalks were one of the big reasons we moved to Dublin. This would completely ruin the experience. I am also completely unwilling to see the public rights of way made dangerous for children and the elderly and anyone else who is not able to jump out of the way of the scooters. The more dangerous we make the paths, the less positively people will view them. There's a reason why we've not allowed motorized transport on the paths, and we should keep it that way. | 1/27/2019 5:55 PM |
| 212 | Best place would be a scooter trail at one of our parks. | 1/27/2019 5:54 PM |
| 213 | I do not support. My family of 6 does not support | 1/27/2019 5:54 PM |
| 214 | I'm glad to see the city looking into this. Thank you. | 1/27/2019 5:54 PM |
| 215 | Please do not allow scooters on rec paths. This would be dangerous for walkers and bikers. Please reconsider. | 1/27/2019 5:54 PM |
| 216 | I've seen them in trees while in CA | 1/27/2019 5:51 PM |
| 217 | Please, no to scooter rental. Dublin is congested in town, our space is limited. Scooter and bike rental is a trendy idea that does not improve quality of life for anyone. | 1/27/2019 5:51 PM |

| 218 | The bikes are perfect. We don't need electric scooters - they are dangerous and would diminish the "small town" appeal and look of Dublin! | 1/27/2019 5:50 PM |
| --- | --- | --- |
| 219 | Don't do it | 1/27/2019 5:48 PM |
| 220 | While I would like to try a scooter, I have not so I am not certain they are compatible with walkers. Most of the time I have the paths to myself. How fast do they go? | 1/27/2019 5:44 PM |
| 221 | I see them on campus at Ohio State, where parked scooters are a real hazard, and where students often ride them too fast on sidewalks. (Not to mention not wearing a helmet.) | 1/27/2019 5:44 PM |
| 222 | My cousin's daughter (age 32) was "run over" by a scooter in AZ as she exited her work place door. The scooter was being operated on a side walk. Her injuries required hospitalization and she is still on disability and unable to work. A very senseless accident. | 1/27/2019 5:41 PM |
| 223 | What would be the age limit? Does one need a drivers license? It would be good to offer a video of how to use the scooter before renting it or make it mandatory before the person can rent it. | 1/27/2019 2:41 PM |
| 224 | Witnessed scooters in Columbus speeding down the middle of the sidewalk and then across the street without stopping. Big smiles on their faces. Look of terror on the faces of pedestrians and drivers. | 1/27/2019 12:26 PM |
| 225 | I am against scooters on the recreational paths. | 1/27/2019 12:21 PM |
| 226 | Don't do it! | 1/27/2019 12:06 PM |
| 227 | no thank you | 1/27/2019 12:00 PM |
| 228 | This is viable and useful mobility option. If I had access to a scooter, I would drive my car less. | 1/27/2019 11:51 AM |
| 229 | Please don't. Just please. Don't. Not that our opinions really matter. You're going to do it anyway. | 1/27/2019 11:44 AM |
| 230 | Don't want to see them littering the sidewalk like Lime Bikes. | 1/27/2019 11:40 AM |
| 231 | I think they are a hazard. The risks outweigh the benefits. Ride a bike ☺☐☐ | 1/27/2019 11:07 AM |
| 232 | Wherever I have seen them used it has been to the detriment of walkers and pedestrians. | 1/27/2019 11:07 AM |
| 233 | Before Dublin makes a commitment to allowing scooter traffic, it is important that we take a serious look at the positives and negative that other scooter friendly cities are seeing. After spending this past weekend in Austin, a city that has partnered with 6 different scooter companies, this is what I've observed: 1) ~20% of scooters "not in service" left on sidewalks, thrown in bushes, etc. 2) Dozens of near misses between scooters and pedestrians/vehicles. 3) Scooter riders not wearing safety gear. 4) Scooters being thrown in dumpsters and off of bridges into the river. 5) Scooters being ridden by drunks at night. 6) City officials re-evaluating the role of scooters within the city limits. 7) Masses of people no longer walking, contributing to the rise in obeciety. | 1/27/2019 11:01 AM |
| 234 | This is a complete safety issue for me...I've seen crazies riding these fast with no regard to others on sidewalks and they are a eyesore! | 1/27/2019 8:23 AM |
| 235 | Please do not bring them to Dublin. | 1/27/2019 1:24 AM |
| 236 | Please don't do this. I do not want a scooter incident, nor scooters being laid in my yard. | 1/26/2019 10:52 PM |
| 237 | Let's do it! I use Lime and Bird downtown & I love them. I think they should be governed at like 12 MPH though. Also, please allow them to be used on the sidewalks. They are no more an issue than joggers there. Forcing them into streets makes for a dangerous situation for everyone. | 1/26/2019 9:53 PM |
| 238 | I understand why they are popular but it promotes laziness. Instead of paying for a scooter why not ride a bike? Long-term cost is lower with a bicycle. | 1/26/2019 8:52 PM |
| 239 | Please, please, please do not allow these scooters in the city. | 1/26/2019 7:46 PM |
| 240 | Do the research! Other cities (including Columbus) have tried them with many problems. They're not for Dublin. Let's stick to Lime bikes. | 1/26/2019 5:59 PM |
| 241 | Dublin should have a public hearing on this. Cities that don't get out in front of this new phenomenon are experiencing chaos and nightmares. Business owners up in arms. | 1/26/2019 5:54 PM |
| 242 | I think the scooters laying around wherever the renters decide to abandon them are a nuisance | 1/26/2019 4:56 PM |
| 243 | Please do not allow scooters in Dublin. There are stories nationwide, as well as locally (Columbus), about the perils of scooters. They are a menace and a threat to public safety. | 1/26/2019 3:13 PM |

| 244 | I may want to own an electric scooter in near future but not rent. Having read and seen (when I travel to cities where services like Lime are approved) what these can do the city and the residents when there is no regulation, Dublin should avoid this trend completely and focus on improving the existing infrastructure for traditional bikes. | 1/26/2019 1:55 PM |
|---|---|---|
| 245 | My only concern is too keep them off the road where automobiles are traveling. We don't want any accidents | 1/26/2019 1:41 PM |
| 246 | Cool concept. Eco friendly. Most people who would use them would probably benefit from peddling a bike instead. Sounds like idea mostly benefits investors. | 1/26/2019 1:09 PM |
| 247 | Unfortunately, I have experienced too many people, especially younger people, are not respectful of others. Especially when it comes to our recreational paths. | 1/26/2019 11:23 AM |
| 248 | Just a bad idea to brings these to Dublin | 1/26/2019 10:41 AM |
| 249 | Not appropriate due to being dangerous | 1/26/2019 9:29 AM |
| 250 | Have seen problems elsewhere. Plus the rental bikes are an eyesore....see scooters as same | 1/26/2019 8:50 AM |
| 251 | Thank you for seeking our feedback! | 1/26/2019 8:23 AM |
| 252 | Our community is lovely. Please don't introduce this blight onto our beautiful landscape! | 1/26/2019 7:45 AM |
| 253 | yay sounds like a good idea | 1/26/2019 6:08 AM |
| 254 | If I have to drive to pick up a scooter I would most likely continue driving to my destination | 1/26/2019 12:11 AM |
| 255 | This is a terrible idea. | 1/25/2019 11:31 PM |
| 256 | I think they're a fad, like the bicycle rentals. Really don't want them on recreation paths, sharing space with foot traffic and casual bike riders. Just like a fast bicycle rider can be a hazard on recreation paths, scooters have a big speed difference between themselves and foot traffic. And there is much less time and money investment on the part of the rider versus serious bicycle riders, so a higher likelihood of accidents. | 1/25/2019 11:27 PM |
| 257 | I have been in cities where these scooters are allowed and its a nuisance, people not caring for pedestrians and this will destroy the ambiance, also our natural beauty of our rec path will be deteriorated. These look like garbage in some cities, thrown around streets | 1/25/2019 11:05 PM |
| 258 | We do not need them. Pikepaths and sidewalks already busy. Scooters would create more dangers. Horrible in downtown Columbus so why even entertain here | 1/25/2019 11:03 PM |
| 259 | You need the rule before allowing this new mode of mobility. Which also requires the etiquette (some people just don't care others unfortunately) | 1/25/2019 10:49 PM |
| 260 | No, just worried about safety. | 1/25/2019 10:43 PM |
| 261 | Bad idea for Dublin I don't support | 1/25/2019 10:42 PM |
| 262 | Bad idea. Sharing the road or walking paths with scooters is an accident waiting to happen. | 1/25/2019 10:29 PM |
| 263 | I have a friend who was badly injured on a scooter in Columbus 6 months ago. Please don't bring them to our area. | 1/25/2019 10:23 PM |
| 264 | They are a nuisance. I work in downtown Columbus where they have them. | 1/25/2019 10:13 PM |
| 265 | Please do not allow them here. | 1/25/2019 10:06 PM |
| 266 | The eyesore and misuse of these scooters out way the good. | 1/25/2019 9:55 PM |
| 267 | If allowed; I envision too many kids, teens, and others in the neighborhoods riding recklessly, and without supervision...(and head injuries) | 1/25/2019 9:42 PM |
| 268 | Not worth the liability. Let people walk, drive, and bike without the worry of scooters. Where would they even be safe in Dublin? | 1/25/2019 8:43 PM |
| 269 | I work on OSU's campus and see daily first hand how dangerous these are when mixed with traffic on roadways. As a nurse with experience working with trauma and rehab patients I can't possibly condone the use of these hazards on the roadways. A ridiculous idea and many accidents waiting to happen! | 1/25/2019 8:21 PM |

| 270 | When I was Cleveland, I saw the dangerous situation with electric scooters. Scooter rider would have the earphone on, riding in the blind spot of a vehicle and the car couldn't see the scooter and it came to a near collision. This rider was in a hidden spot and had no helmet. I also saw scooter rider zipping in and out of pedestrians with no bells or warning to pedestrians. After witnessing what I saw in Cleveland downtown, it just confirms my opinion how dangerous electric scooters are to share the roadways or pathways. There is no need for it. Just because it is something new and upcoming it doesn't mean it's a good fit and has to go along with what other city does. I see more negative usage than the benefit of it all. | 1/25/2019 7:27 PM |
|---|---|---|
| 271 | Love the bike paths, use them daily. please don't ruin them with scoters. Much to dangerous in my opinion. | 1/25/2019 7:06 PM |
| 272 | Healthy Dublin should encourage people to walk or ride bikes!! | 1/25/2019 6:29 PM |
| 273 | This is not a necessary form of transportation in Dublin. Dublin has great recreation pathways and city planning has been good, but this would create an unsafe environment for all - children, adults, older adults, visitors, etc. | 1/25/2019 5:35 PM |
| 274 | Where is the space to allow them ? Absolutely not to be allowed on walking or biking paths. City streets also don't have enough lanes to allow these ... they will end up being more of a menace | 1/25/2019 5:28 PM |
| 275 | Each year we already have cyclists using our bike paths for speed training. Scooters should only be allowed on public streets. However I worry about the ability of part time riders to safely navigate the vehicles. Seems ripe for a tragic accident | 1/25/2019 5:24 PM |
| 276 | Bikes and motorcycles are scary enough without adding scooters. Most people would be responsible and safety focused it's the other folks that concern me. I just don't think this community is in need of this transportation mode. | 1/25/2019 5:16 PM |
| 277 | Too many near misses in other neighborhoods. | 1/25/2019 5:02 PM |
| 278 | Older boomers and younger millennials crave alternate transportation. City centers and retirement communities like "the villages" offer these options and I believe the community will be better off embracing a less car dependent lifestyle. | 1/25/2019 4:36 PM |
| 279 | I have seen them in downtown Columbus, they litter the sidewalks and people using them do not follow traffic laws | 1/25/2019 4:31 PM |
| 280 | We do NOT need to have to pay ANY additional tax dollars to support ANY need of this. People should be allowed to use these but the governmwnt should NOT be providing these or anything like it nor partnering to provide the service. | 1/25/2019 4:26 PM |
| 281 | I have been to other cities and have ridden on scooters and I have seen 2 accidents which were the scooters fault and many near misses. Also the scooters in the city had specific places where they were to put the scooters but they did not follow them. They would be in the middle of the sidewalk where pedestrians had to walk around them. I think Dublin would be wise to wait on allowing scooters until there are more rules and regulations on how to operate them safely. Also everyone in the community knows the rules whether they are allowed in the streets or recreational paths. Public knowledge is so important before allowing them in our city as I have seen in other cities. I think one city was thinking of taking them away because of how they were being operated. | 1/25/2019 4:15 PM |
| 282 | People should re-consider our overly car centric culture in favor of more accessible and environmentally favorable options | 1/25/2019 4:06 PM |
| 283 | I love the idea but concerned about safety. We don't have the city speed of 25 mph which could be dangerous for the rider. A motorized vehicle could be dangerous for runners/walkers/dogs. Prefer to see a 3rd option for scooters (and even bike commuters) | 1/25/2019 4:00 PM |
| 284 | Love the lime bikes. I work in downtown Columbus and I have seen so many dangerous situations arise with the scooter use. Not a fan for easy public access - especially for those unexperienced users. | 1/25/2019 4:00 PM |
| 285 | Drive in campus and see how unsafe they are! | 1/25/2019 3:46 PM |
| 286 | I feel that they offer a wonderful opportunity to get folks that "last mile" to and from work and home. It could be really great in conjunction with COTA and for some of the major work centers in the area. There are definitely some dangers especially with distracted driving, but utilizing the bike paths and bike lanes could relieve some of that. | 1/25/2019 3:44 PM |
| 287 | They are dangerous and should not be allowed. | 1/25/2019 3:22 PM |

| 288 | I work downtown and the scooters were a menace over the summer. I think they are great in theory and they would be more popular than the bikes however after having several close calls and seeing them strewn across the sidewalks I do not want them in Dublin. If these issues can be controlled I would be ok with them in Dublin and would even ride one on the rare occasion. | 1/25/2019 3:15 PM |
|---|---|---|
| 289 | I don't think there is a high enough density of regular users like there is around campuses and pedestrian-friendly town centers to justify any Dublin taxpayer funds being used. | 1/25/2019 3:03 PM |
| 290 | I see them as probably dangerous to the scooter rider, joggers or walkers and also to autos if used on main city streets. The age of user is a concern. I'm just not sold. Looks like a serious accident waiting to happen. Then a lot of figure pointing and litigation! | 1/25/2019 2:59 PM |
| 291 | I would be 100% opposed to any Dublin tax dollars being spent on an electric scooter initiative. It's a terrible idea that will just cost the city more time and money in lawsuits/claims due to increased accidents and collisions. Terrible idea! On behalf of Dublin residents, please drop this idea and move on to more important things for residents. | 1/25/2019 2:57 PM |
| 292 | They are not a good idea in Dublin. | 1/25/2019 2:53 PM |
| 293 | I urge the city to carefully consider this. The current rental bike situation can get annoying with bicycles being left just about anywhere. I don't know but suspect that sometimes they are left in "strategic" places as a marketing ploy. I assume the scooters would be left strewn about as well. Despite how my comments may sound, I am not an old fogey and have been blessed to call Dublin home for so long. I do know a thing about bodily injury claims however and see significant potential for injury from riders and others who may simply trip over the scooters that are left around town. | 1/25/2019 2:40 PM |
| 294 | Majority of the people I've witnessed using these downtown are rude and inconsiderate of others walking on the sidewalks or paths. They don't follow rules and are reckless. | 1/25/2019 2:38 PM |
| 295 | Once again, those who use them have no idea what the laws are and ride unsafe. | 1/25/2019 2:38 PM |
| 296 | They must not be allowed unless atv's, cars, and trucks are also allowed on the bike paths and recreation paths. | 1/25/2019 2:34 PM |
| 297 | Don't bring them here | 1/25/2019 2:30 PM |
| 298 | I feel as if the "scooter sensation" is better suited for a densely populated urban area. While Dubln does have some urban areas, I don't feel that the roads and sidewalks are suited for such traffic. Scooters are too slow for roads shared with cars, and scooters are too fast to use on sidewalks. Also, if the scooter sensation does come to fruition in Dublin, I would like to see strict guidelines (must always have a helmet, bright colored clothing) | 1/25/2019 2:16 PM |
| 299 | Do not do it, you are making this city like the inner city. | 1/25/2019 2:15 PM |
| 300 | Keep them off recreational paths. Bicycles are bad enough | 1/25/2019 2:09 PM |
| 301 | We need enforceable laws if we let scooters on Dublin's recreation paths. The speed difference between someone walking and one on a scooter is large enough to hurt the pedestrian if hit by a scooter. The pedestrian must have right of way. The problem is, how do you enforce that? | 1/25/2019 1:59 PM |
| 302 | would there be a age limit on using them, 16 at least. | 1/25/2019 1:44 PM |
| 303 | It would make Dublin a recreation destination. Let's do it! | 1/25/2019 1:40 PM |
| 304 | The rental areas would need to be strategically located as to not be visible to the public eye. Dublin has gone to extreme measures to protect the integrity and beauty of our city. We don't need scooters all over town being left abandon, also everything is such a short proximity to each other, I don't see the value of scooters in a city the size of Dublin . | 1/25/2019 1:37 PM |
| 305 | Helmets should be required, especially if ridden on the street. | 1/25/2019 1:37 PM |
| 306 | Absolutely hate the idea of allowing electric scooters on the recreation paths. | 1/25/2019 1:34 PM |
| 307 | Require same rules as bicycles and require helmet use. 18 and over | 1/25/2019 1:33 PM |
| 308 | Rentals are an issue as to being left places. Currently, I see the rental bikes being left in yards, on sidewalks, etc for days. The city of Dublin doesn't allow people to leave trash containers outside, park trailers in visible site, etc, so I don't understand why it is ok to leave rented bikes/scooters in the way of sidewalks or in resident's yards | 1/25/2019 1:26 PM |
| 309 | You need to tell us how big these are (weight, capacity, etc) and how fast they can go in order to give a good response | 1/25/2019 1:24 PM |

| 310 | I think electric scooters are a great idea for licensed drives, who are residents of Dublin, to do errands and go to work in Dublin. I am concerned about their use as "recreational". There are already problems with bicyclists who speed around the recreation paths and nearly run over walkers. | 1/25/2019 1:23 PM |
|---|---|---|
| 311 | I would support it if the money the city made would be used for the paths, etc. and not just put into general funds. | 1/25/2019 1:17 PM |
| 312 | They do not pay a gas tax or for a license plate so they should not use the roads. | 1/25/2019 1:17 PM |
| 313 | I have been in cities where they have these and have nearly been hit by them on sidewalks/walkways. Under no circumstances should they be allowed on sidewalks. I also think if allowed there should be a minimum age requirement to use them. | 1/25/2019 1:14 PM |
| 314 | What happens when they run out of power and just get left around. Will the city provide any power charging outlets around the parks and recreational pathways | 1/25/2019 1:06 PM |
| 315 | I've been to other cities where scooters are available and while I see the benefit, especially for tourists/guests to the center of town, they were also very disruptive/annoying. Riders would zip past walkers, weave in & out of crowds/cars and leave the scooters in all places, in the middle of side walks, roads, yards (very similar to how lime bikes are left everywhere now in Dublin). I even saw where riders ripped off the scooter GPS, left it laying in the sidewalk/street and stole the scooter. If scooters have this type of laissez faire management/control, then I DEFINITELY DO NOT WANT SCOOTERS IN DUBLIN. | 1/25/2019 1:05 PM |
| 316 | Reckless in confined spaces. Let them ride in street bike lanes. | 1/25/2019 1:02 PM |
| 317 | The bikes are bad enough. People leave them all over the place, including residential neighborhoods. I've seen them sit on tree lawns in my neighborhood for weeks. They will clutter up corners and high traffic areas. They will be left everywhere throughout the city. There is a high chance of injury on these types of devices, especially since the users are not trained to use them. | 1/25/2019 1:00 PM |
| 318 | Other than the "cool" factor, there are no benefits vs dangers for such a program. | 1/25/2019 12:54 PM |
| 319 | Being silent, they are a danger to all pedestrians especially seniors. Thought we were working for an "aging in place" community designed to help and not hinder safety! | 1/25/2019 12:54 PM |
| 320 | Seeing the scooter/bikes left all around columbus makes me not want them in the City of Dublin. The City of Dublin is small and I think that most people enjoy getting around on there bikes. I use the paths all the time to ride my bike, fun and enjoy a nice stroll with my spouse. I have seen teenagers and kids using motorize scooters and other motorized toys on the paths and have experience disrespect, near collisions and other missed hops due to negligence on their path. | 1/25/2019 12:50 PM |
| 321 | Such a great progressive idea that would make transportation so easy. | 1/25/2019 12:50 PM |
| 322 | Scooters seem to be a great fit in areas where walking/public transportation is the main way to get around. In Dublin, most households have cars that they use daily. Scooters would be more of a recreational use in Dublin with limited use otherwise. | 1/25/2019 12:49 PM |
| 323 | They are dangerous to the rider and the public, and a hazard to drivers. | 1/25/2019 12:49 PM |
| 324 | We see too many injuries from these in our healthcare facility. Please do not allow these on roads or paths. | 1/25/2019 12:45 PM |
| 325 | I just don't see any advantage of having them. | 1/25/2019 12:44 PM |
| 326 | Safety (of thise on scooters) is also a concern. I've seen several accidents where a kid on a foot-powered scooter was hit by a car as the driver was distracted. Could also see an issue in the roundabouts. | 1/25/2019 12:40 PM |
| 327 | I feel they are a separate category of vehicles and really don't fit in with bikes or cars. Unfortunately, I don't have an good easy solution. | 1/25/2019 12:40 PM |
| 328 | My vote is no. | 1/25/2019 12:40 PM |
| 329 | Need parking spaces. Should not be left to litter in private yards etc. Age limit. Informational training prior to use. | 1/25/2019 12:36 PM |
| 330 | Due to the fact that my husband cannot drive a car, this would allow him to go to the grocery stores. Also, in our development, he could go to activities , go to the pool and get the mail, because he can't walk any distance. Thanks | 1/25/2019 12:35 PM |
| 331 | It's worth a try, but if the negatives begin to outweigh the positives, then I'd pull the plug. | 1/25/2019 12:31 PM |

| 332 | Make sure they're governed not to exceed 25 mph on streets less, say 15 mph if they are restricted to recreational bike paths. | 1/25/2019 12:31 PM |
|---|---|---|
| 333 | Do not let them into Dublin. Look at the problems Columbus is having. Learn from their mistakes. | 1/25/2019 12:30 PM |
| 334 | Have seen many close calls both pedestrian and automotive in Grandview. | 1/25/2019 12:22 PM |
| 335 | I think until there is a safer connection between bridgepark and old Dublin, its kind of pointless. I wouldn't want people attempting to scoot from one place to another, just doesn't seem safe. The sidewalk streets in old Dublin are narrow and really close to the very busy roads. which I cant remember but I don't feel like theres a space on the actual road for a scooter lane and that entire area by Sells and into Historic Dublin is awful during rush hour to try and throw scooters in the mix seems reckless. I saw the implementation of this concept downtown a few months ago, it was popular for a few weeks and I haven't seen a scooter in probably a month. Not sure what happened to them.. | 1/25/2019 12:21 PM |
| 336 | Scooters are better suited for campus areas and riders than urban areas and riders. | 1/25/2019 12:20 PM |
| 337 | Scooters are fine under 25 mph streets. Maybe have a device on scooter that caps the speed for safety. | 1/25/2019 12:19 PM |
| 338 | See question #4 above | 1/25/2019 12:17 PM |
| 339 | I'm not sure the advantages of having electric scooters for rent really out weigh the operational costs and safety hazard they present to pedestrians. | 1/25/2019 12:17 PM |
| 340 | Scooters are only a fad. They are electric and make no noise making them a hazard for walking pedestrians on the bike paths. They are also difficult to see at night. No upside to them. Dublin is already one of the most walk and bike friendly cities, in the U.S. No other modes of transportation are needed. | 1/25/2019 12:14 PM |
| 341 | I'm at a loss for words that would express just how much I am against this idea. I believe the potential for misuse and injury are high. If there were scooters zipping around Bridge Park or HIstoric Downtown, I would avoid those areas and business! I recently watched a video showing what Riverside Park will be like. It was so peaceful and inviting. Kids and inebriated adults zipping around, dodging pedestrians and weaving in and out of benches & tables wrecks that whole image! | 1/25/2019 12:08 PM |
| 342 | Been to Huntington Beach, CA. They seem to blend OK on the paths but their paths are wider than ours. | 1/25/2019 12:06 PM |
| 343 | That are so many other options, I don't see electric scooters as a necessary addition to the mix. A lack of rules and oversight I believe will cause safety issues for non-users. | 1/25/2019 11:49 AM |
| 344 | It's all about safety. They should not be on city streets as you can't always see them. Sidewalks and paths should be encouraged. | 1/25/2019 11:47 AM |
| 345 | I am not in support of scooters on the roads! Too dangerous for riders and motorists. | 1/25/2019 11:39 AM |
| 346 | I work on Ohio State's campus and the scooters are a menace. People are going to be seriously injured. | 1/25/2019 11:30 AM |
| 347 | Do not support electric scooters unless they are used for people with handicapped needs | 1/25/2019 11:29 AM |
| 348 | It would be great to see Dublin be at the forefront of alternate transportation options. I think having the scooters would be a great option for people. | 1/25/2019 11:29 AM |
| 349 | Allow the useage and make the rules mean something. Don't make it difficult for others to enjoy. | 1/25/2019 11:23 AM |
| 350 | it is my thought that Dublin is a trend setting community and that we don't need to follow the path of all the big Metropolitan city's. We have a great thing here lets not mess it up. | 1/25/2019 11:22 AM |
| 351 | If this is going to raise my taxes I am dead set against it! | 1/25/2019 11:09 AM |
| 352 | We saw electric scooters used in Memphis. They were embraced there and provided a fun easy way for people to get around. No problems | 1/25/2019 10:50 AM |
| 353 | Great initiative. However, if the electric scooters are noisy, that spoils the whole idea. | 1/25/2019 10:22 AM |
| 354 | safety is a main priority for me | 1/25/2019 9:43 AM |
| 355 | Lawsuits waiting to happen Issues concerning helmet usage Scooters being left in wrong places Theft issues | 1/25/2019 9:04 AM |

| 356 | YES YES YES! | 1/25/2019 9:00 AM |
|-----|--------------|-------------------|
| 357 | Dublin should bar electric scooters from streets and more importantly, bike paths. | 1/25/2019 8:55 AM |
| 358 | I think Dublin needs to be really clear about what ti wants with e-scooters. Where they can be used, where they can be left, helmets (or not), I don't see them great as recreation (quick novelty option like a segway?), so for transportation to and from restaurants, grocery stores, coffee shops, etc in warm months (already limited) are going to limit their use...But I appreciate Dublin asking for input.. | 1/25/2019 8:50 AM |
| 359 | There are many teenage (inexperienced) drivers in Dublin as well as many visitors. I worry about the safety of scooters on roadways. I am nervous driving with them on roads in Columbus (campus area) and find that many scooter drivers don't know or follow traffic laws which puts us all at risk. It's a great idea, as are the lime bikes, but unless there is a dedicated scooter lane I think they are safer on recreational paths. | 1/25/2019 8:26 AM |
| 360 | We should not allow them | 1/25/2019 8:11 AM |
| 361 | Due to our civil infrastructure that is designed for cars and walking, scooters are a poor mix due to safety concerns and and overall negative return financially. | 1/25/2019 8:00 AM |
| 362 | I have experience with scooters downtown which seems to work. The users are primarily adults downtown. I worry about kids in Dublin. | 1/25/2019 7:59 AM |
| 363 | Please find Google and search for how e scooters have negatively impacted cities that made this mistake. | 1/25/2019 7:43 AM |
| 364 | Electric scooters are good for the environment but not good enough infrastructure in the city. Like to see wider roads and specially lanes for scooters | 1/25/2019 7:23 AM |
| 365 | Will my kids dirt bikes also have the same opportunity? Both are 2 wheel, powered, vehicles without titles or tags? | 1/25/2019 7:19 AM |
| 366 | If we are going down the path of allowing motorized vehicles on bike paths, that is the first decision. This will really upset people that use the paths I think, and change from serene to drama as teenagers fly around on scooters. Let's encourage exercise, not laziness. | 1/25/2019 7:04 AM |
| 367 | Unnecessary clutter. A liability. | 1/24/2019 10:04 PM |
| 368 | I prefer encouraging people to use human-power | 1/24/2019 8:57 PM |
| 369 | Get off you butt and walk, kayak and explore nature. | 1/24/2019 5:55 PM |
| 370 | Safety must be the primary concern. Limit MPH, need lights, and horn. Also, limit to people with a valid drivers license so they know the rules of the road. Limit 1 person per scooter; I have seen 2 on one scooter in Columbus. Again, safety is the first concern. | 1/24/2019 5:54 PM |
| 371 | I would be very disappointed if our multi-use paths allowed electronic scooters on them for the safety of other users. | 1/24/2019 2:51 PM |
| 372 | Have watched lots of people make poor choices with them around OSU. Not good for Dublin. | 1/24/2019 7:32 AM |
| 373 | I would not support any public money going to support this. I think there are few areas where people would use them around Dublin. I do not think they should be used at dark unless they have SUBSTANTIAL lighting. | 1/23/2019 8:51 PM |
| 374 | I would consider supporting this if it was a local company or city of Dublin providing the service. Not a company outside the community that will dump its inventory in our community and not be accountable. | 1/23/2019 7:42 PM |
| 375 | I've seen what happens when electric scooters are permitted and I don't want to see that happen in Dublin. | 1/23/2019 7:23 PM |
| 376 | Hate seeing them clutter around Columbus | 1/23/2019 12:48 PM |
| 377 | I think these can potentially become dangerous. People have a hard enough time coexisting on the bike paths with bikes and walkers and on the road between cars and road bikes. Someone could get killed by a car if hit. | 1/23/2019 10:51 AM |
| 378 | Every city that I've been to that has them is cluttered with them and everybody hates them. | 1/23/2019 10:07 AM |
| 379 | N/a | 1/23/2019 9:48 AM |

| 380 | We have enough deaths on our roads we don't need young people on the roads with no protection but a helmet (even adults) | 1/23/2019 9:37 AM |
|---|---|---|
| 381 | The only reason I am unlikely to use a scooter is due to my age and health but I think it is a great idea for others - as long as they aren't on roadways over 25 mph | 1/23/2019 8:54 AM |
| 382 | I detest them! We travel to a lot of towns where scooters are legal. I have been in too many near-miss situations and have seen several accidents. | 1/23/2019 8:32 AM |
| 383 | In the area where I live we saw an initial influx of scooter use for recreational purposes. i.e. Young professionals out on joy-rides having fun. In the final summer months we saw that behavior taper-off significantly. Now most of the use that we witness is commuter based. i.e. People using them in the mornings and evenings to get to work. I predict we would see similar behavior in Dublin. | 1/23/2019 8:11 AM |
| 384 | Firm definition of scooters allowed on road/pathways including personally owned ones - not everyone that could use one has a credit card. Strict enforcement of rules and law. | 1/23/2019 7:46 AM |
| 385 | almost run over by users in Columbus frequent narrow misses observed when walking around downtown Columbus and short North careless riders, cluttered sidewalks danger to public safety, especially when used by group of people STRONGLY OBJECT to their use based on the above the lime bicycles are MUCH better and sufficient community mobility option | 1/23/2019 2:06 AM |
| 386 | Look at data from other cities, many failures from riders not following rules | 1/23/2019 12:23 AM |
| 387 | I was bit reluctant to use but after about 10 times I believe it is a nice idea. | 1/22/2019 11:36 PM |
| 388 | They are great. | 1/22/2019 11:30 PM |
| 389 | Don't limit the speed. | 1/22/2019 11:25 PM |
| 390 | I see what a disaster they are in San Diego. Please don't. People will make dumb decisions | 1/22/2019 9:01 PM |
| 391 | Aren't the Lime Bikes enough???? Do we really need Lime Scooters? Someone referred to the Lime bikes as Litter Bikes and they are. They get left wherever the person happens to be when their time is up. I've seen them abandoned mid-way up a bike path, at the end of somone's driveway, in parks, in school parking lots, etc. For visitors, Dublin is compact enough to walk, or if you don't want to walk, rent a litter bike. We do not need more things to be abandoned and trash up the neighborhoods. Also the abandoned bikes are a nuisance to the residents. Plus, the litter bikes do not require the rider to wear a helmet. That does not set a good example for the kids and goes against all the efforts of the Dublin police to get kids to ride safely. If there is a way to get rid of the litter bikes, I would recommend doing that. I'd rather see a bike rental stand where bikes can be borrowed and returned to. | 1/22/2019 7:33 PM |
| 392 | I think this is a great idea | 1/22/2019 7:25 PM |
| 393 | I see that they have a use in the downtown area especially around campus. But I truly believe they would be a danger in our community. | 1/22/2019 7:25 PM |
| 394 | They look fun :) | 1/22/2019 7:02 PM |
| 395 | They have a place in metro areas, it's been proven. But they are not a solution for the traffic problems in Columbus and surrounding areas because they are not truly removing the drivers. | 1/22/2019 4:54 PM |
| 396 | Pedestrian safety is the number one concern | 1/22/2019 4:45 PM |
| 397 | Really not a fan of this idea. Please do not spend our tax dollars on this. | 1/22/2019 4:36 PM |
| 398 | Seems like a bad idea. I do not want to see scooters left lying all around my neighborhood or blocking area sidewalks. Our residential setbacks are also minimal and I do not want to hear them zipping up and down the street/sidewalk/rec path from inside my home when it gets nice enough to open the windows -- the road noise and obnoxious leaf blowers are enough! | 1/22/2019 4:33 PM |
| 399 | Please don't do this. I think they give people a false sense of safety, when they are not much better than a motorcycle. There will be many accidents. | 1/22/2019 4:13 PM |
| 400 | Any partnership should only be allowed for a pre-determined time periods, with renewals granted only after periodic compliance/restrictions/ordinance reviews in case any changes are required due to unforeseen use/misuse/environmental/safety isuues or concerns. | 1/22/2019 3:45 PM |
| 401 | Fuck a beat I was tryna beat a case | 1/22/2019 2:45 PM |
| 402 | Think it can be a good option only if leadership is comfortable with safety and accessibility aspects. If Lime Bikes did not work, I don't imagine scooters would work either. | 1/22/2019 2:30 PM |

| 403 | I believe they are a potential danger to their riders and everyone they come in their proximity. | 1/22/2019 2:29 PM |
| 404 | Concerned that having too many would create an eyesore on the sidewalks. If there was a way to have stations where you would have to leave them, I think that would help alleviate this. I think about how big Darree Fields is and how great it would be when you're playing softball to be able to get over to the restrooms. Or if I had dinner at the DVT and wanted to go over to Bridge Park and not move my car. I don't think it would be nice if I was taking a quiet walk in Red Trabue Reserve and scooters interrupted the nature. | 1/22/2019 2:28 PM |
| 405 | I think they colters would be just like the green bikes, left on peoples properties and in driveways of businesses. | 1/22/2019 2:19 PM |
| 406 | Important part of our transportation system. | 1/22/2019 2:00 PM |
| 407 | I am particularly concerned about the environment, and also the recent increase in overall traffic/ volume of cars on the road. Dublin's population is obviously increasing. If more people would travel via scooters, it would ease traffic flow. | 1/22/2019 1:45 PM |
| 408 | If they are allowed, I hope they are allowed on the bridge between Old Dublin and Bridge District. | 1/22/2019 1:41 PM |
| 409 | Light rail or some other transit modes aside from the horrid bus system and autonomous vehicles being utilized in city center would be more desirable | 1/22/2019 1:36 PM |
| 410 | I work downtown and see them sitting on the sidewalks broken or not in use more than I see people using them. | 1/22/2019 1:32 PM |
| 411 | Please do not allow them. Too many people don't pay attention to their surroundings on them. | 1/22/2019 1:31 PM |
| 412 | Let's go Great way to experience the city Bike paths are safer than the road Don't fall victim to the bs of keeping them on the road only In many cases, roads are not safe | 1/22/2019 1:30 PM |
| 413 | If the city is concerned about people with mobility issues being able to get across the river, then they should explore other options. I hope the city isn't considering these just because they're fun or generate rental revenue. If they want to do that, then build a scooter park/course, but please keep these off our streets, sidewalks & paths. | 1/22/2019 1:30 PM |
| 414 | None | 1/22/2019 1:26 PM |
| 415 | There have been individuals (generally children) in my neighborhood that use electric scooters on the streets and do not adhere to any road rules what-so-ever. They should not be allowed in the city of Dublin. | 1/22/2019 1:24 PM |
| 416 | Please don't do it | 1/22/2019 1:21 PM |
| 417 | IMHO there is a liability issue. I don't mind them on streets but there are too many drivers not paying attention and they don't belong on sidewalks and paths meant for pedestrians. | 1/22/2019 1:16 PM |
| 418 | If we are creating a healthy initiative, we should focus on bikes and the physical act of walking places. Scooters are lazy and dangerous in an overcrowded city. We have people that don't follow bike path rules as it is. Plus, we already have the green bikes being dumped off all over the city... | 1/22/2019 1:08 PM |
| 419 | No a good idea. Just because other communities are doing it, doesn't mean it is a good idea. | 1/22/2019 1:06 PM |
| 420 | Dangerous. Abandoned in random places and doesnt look good. | 1/22/2019 1:00 PM |
| 421 | I have faith in the City of Dublin, so I assume our representatives will do their due diligence. | 1/22/2019 12:53 PM |
| 422 | I would be comfortable with scooters being anywhere tat bike are allowed as long as users understand the laws. | 1/22/2019 12:49 PM |
| 423 | environmentally more friendly than a car | 1/22/2019 12:49 PM |
| 424 | Idiots gonna ride them on sidewalks and hurting people | 1/22/2019 12:48 PM |
| 425 | How can you make sure that they will be used by adults and not kids under 18. How do you make sure they follow the rules? | 1/22/2019 12:29 PM |
| 426 | No... Just no please. | 1/22/2019 12:24 PM |
| 427 | They don't belong on our paths. | 1/22/2019 12:14 PM |
| 428 | I'm afraid they will be like the bikes and no one will use them nearly enough. Plus most of the walk ways in downtown dublin are not spacious for bikes and scooters. And people that live in Dublin tend to be jerks when driving and would likely run people over for riding anything in the street | 1/22/2019 11:55 AM |

| 429 | Dont be a lemming dublin! We have so many options and such creative programming, scooters would add liability and problems. Bikes are one thing but motorized travel is a whole different level of concern. If someone wants to scooter thats ok but we do not need to program around this. How about efforts toward a natatorium? | 1/22/2019 11:48 AM |
|-----|-----|-----|
| 430 | Recreational paths are for walkers, runners and bike riders. Families of all ages, young and old and in between. There's no place for motorized scooters. It will no longer make the paths a "safe" zone. Roads are dangerous enough with inconsiderate drivers. | 1/22/2019 11:43 AM |
| 431 | I really want on for the Irish Festival this year. Even if limited in speed I am a chair for the Celtic Rock Club and this would be awesome for an outside the park run to the rec center. As for the regulation, this will be a challenge and things will happen. I think it is a risk to take, time will build better behaviors. The rental companies will get a backlash for scooters sitting in front of someones yard (there are numbers on them to request pickup). I wonder if we have longer ride patterns in Dublin than Columbus as our distance to possible destinations could be longer. My wife and I have considered buying our own. | 1/22/2019 11:41 AM |
| 432 | They are not safe. It is just for young people who want to post about them. Dublin people can afford Ubers if they don't want to drive or walk. | 1/22/2019 11:38 AM |
| 433 | Take a hard pass on these things. | 1/22/2019 11:36 AM |
| 434 | I love the paths in Dublin, but there are still problems with bikers being considerate of walkers. I can't imagine adding electric scooters to the mix. | 1/22/2019 11:32 AM |
| 435 | They need a neat storage space to keep the city and surround parks looking clean and neat. They become eyesores when strewn about. | 1/22/2019 11:29 AM |
| 436 | They need to be allowed on the new pedestrian bridge | 1/22/2019 10:09 AM |

# WORKSHOP SUMMARY



The Dublin Mobility Study is intended to develop a shared transportation vision that will guide policy, design, and implementation strategies for multimodal mobility improvements throughout the City of Dublin. Currently, the majority of residents and employees in Dublin rely on personal vehicles for all their mobility needs. However, there are growing opportunities for multimodal improvements in Dublin.

The mixed-use development of the Bridge Street District, a new public library, other improvements in Historic Dublin, as well as the emerging "connected vehicles" corridor on Route 33, place additional demands on the local roadway network while also paving the way for an expanded range of alternative mobility choices. The City Council has identified the need for enhanced multimodal transportation options in order to support their vision of being a "Vibrant, Innovative, and Engaged Community." The Council seeks a transportation vision that addresses changing patterns of land use development and mobility while addressing specific stakeholder goals, policy updates, and actionable strategies for development standards and infrastructure facilities.

On February 21st and 22nd, 2017, the City of Dublin, Nelson\Nygaard, and NBBJ Architects hosted a two-day Visioning Workshop to develop a vision for the future of mobility in Dublin, OH. The workshop engaged over 40 participants, selected to represent a diverse range of community and mobility stakeholders, including but not limited to "subject-area experts" with in-depth knowledge of specific mobility conditions and opportunities. This body, as well as several invitees who were unable to participate in the workshop, will form a Working Group for the broader, multi-phase Mobility Study.

The goal of the Vision Workshop was to engage with key stakeholders on Dublin's mobility challenges, assets, and opportunities and incorporate these perspectives into the City's shared transportation vision. On Tuesday, February 21st, participants were invited to hear a series of "table-setting" presentations. These presentations provided an overview of key mobility conditions in Dublin today, as well as the transformative opportunities presented by the significant levels of technological innovation reshaping mobility across the globe. The Smart Columbus and the Route 33 Connected Vehicles project presentations made clear how Dublin's local and regional contexts are at the forefront of promising mobility opportunities.

The next day's workshop focused on a series of facilitated group discussions designed to help define Dublin's current and expected transportation challenges, assets, and opportunities. The following is an overview of those discussions, highlighting key themes and perspectives.

## TABLE-DISCUSSION FORMAT

The primary objective for the workshop was to glean stakeholder knowledge related to mobility both broadly (e.g. transit service is limited in most of Dublin) and specifically (e.g. the intersection of High and Bridge Streets needs a pedestrian countdown timer). Discussions were organized around eight tables, each table was assigned one of the draft Mobility Objectives from the study, which are as follows:

1. **Support economic development:**
   Keep Dublin competitive as live, work, play preferences evolve. Expand the range of transportation choices available to employers/employees; facilitate access to jobs/workforce talent located in and outside of Dublin.

2. **Promote equitable access to mobility**:
   ADA, Access to jobs, Aging in Place, Safe Routes to Schools, etc.

3. **Expand multimodal options**:
   Provide safe and effective walking, cycling  and  other mulitmodal options in more places across Dublin.

4. **Improve public health**:
   Reduce emissions, increase walking and cycling, reduce social isolation, etc.

5. **Preserve our environs by focusing future growth**:
   Focus new growth in walkable, mixed-use centers, which will preserve low-density lifestyles and protect the natural environment elsewhere.

For the morning session, participants were assigned to specific tables corresponding to one of the five Mobility Objectives above, to ensure diversity of stakeholder affiliations and backgrounds within table discussions. This assignment encouraged participants to think about mobility through a specific "lens", and one that might not match their everyday area of focus.  During the afternoon, participants were directed to choose their table according to which Mobility Objective most resonated with their experience, concerns, hopes, suggestions, ideas, etc.

# DISCUSSION SUMMARY
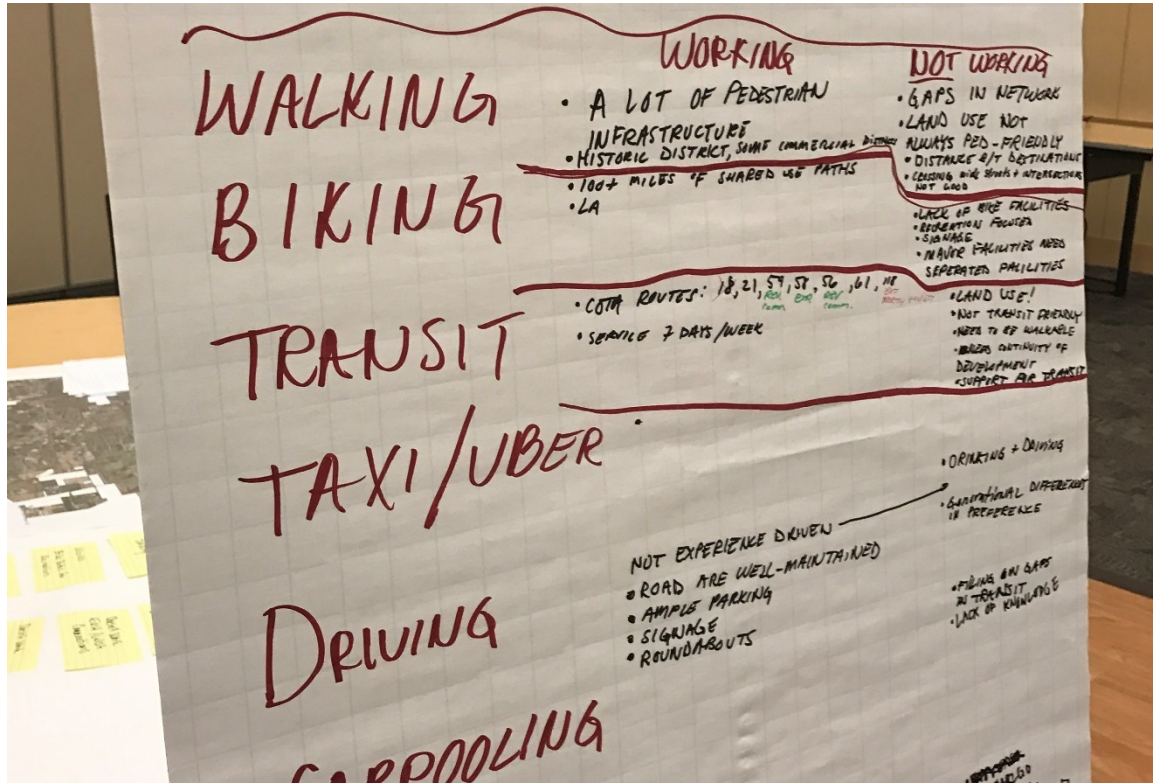


The following is a summary of key input themes, ideas, and areas of consensus.

## What's Working & What's Not?

In the morning session, participants discussed what was working and what was not working with respect to the various transportation modes in Dublin.

**Common Themes**

*Working*

- Recreational Biking - 100+ miles of shared-use paths

- Lots of pedestrian infrastructure and sidewalks in good condition, particularly in residential areas

- Driving is easy and efficient, and drivers are well-served by existing roadways

- Roadway signage is clear and easy to follow, particularly near several newly installed roundabouts

- Ample parking

- Tech-savvy local population

- Bridge Park mixed-use development is poised to have a positive and transformative impact on Dublin's "downtown".

*Not Working*

- Biking – biking is recreation-focused not destination/transportation-focused, gaps in the network, few roadways have in-road bike infrastructure, sharrows are ineffective

- Roadway network – Wide streets and intersections, with long crossing distances, are not pedestrian- or bike-friendly

- Transit – Riding COTA buses still carries some social stigma for many participants

- Pedestrian – Land use not always pedestrian-friendly, with segregated land use patterns causing long distances between destinations, gaps in the network

- Driving –Younger people are less interested in driving than older generations, but there are few alternative mobility choices. Likewise, seniors aging in place face limited mobility options as they become unable to drive.

## Visioning Exercise

After lunch, participants discussed the future of mobility, beginning by completing the following sentence with respect to improving Dublin's transportation ecosystem:

*"For Dublin's mobility system to make Dublin great, it needs to..."*

**Top Themes**

- Develop a circulator ("D" bus, shuttle, or trolley) service

- Enhance connectivity

- Embrace people-oriented, inclusive transportation for all ages, places

- Establish Bike share

- Develop Mobility Hubs

- Bring car share (e.g. Car2Go) to Dublin

- Do more education/outreach on sustainable growth, mobility

- Provide on-demand options supported by mobile apps

- Focus on public/private partnership opportunities

- Provide more and better multimodal options

- Prioritize safety enhancements at intersections, crossings

- Address intrinsic cycling barriers, like trip distances and weather (e-bikes, bike-share)

- Focus on first/last mile connections, related to transit as well as cycling networks

- Mobility as a Service (accessing mobility through public or private service-providers, rather than via personal vehicles)

The most commonly referenced mobility themes are shown in in the following "word cloud" graphic, in which the size of each word is proportional to the frequency of its being mentioned in recorded notes by workshop participants.

Most Used Words from Visioning Discussions

# Dublin Mobility Plan

## Phase III Final Report

## City of Dublin, Ohio

January 2020

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# 1 EXECUTIVE SUMMARY

## Background

The Dublin Mobility Plan is the City's strategic plan for innovative transportation network improvements to support the community's evolving mobility needs. The Plan was launched following a vision-setting workshop in 2017 that defined a shared transportation vision to guide policy, design, and implementation strategies for multimodal improvements throughout Dublin:

*"To be a city of strong, growing, prosperous and inclusive communities, supported by excellent mobility options that bolster a thriving economy, accommodate new and established populations, facilitate healthier lifestyles, encourage social connection, and allow all Dubliners to fulfill their potential."*

Phase II of the Dublin Mobility Plan, completed in 2018, focused on priority setting and action plan development, in alignment with the City's "Connected Community" theme. Five (5) strategic mobility priority areas were developed in response to the objectives outlined above:

1. Shuttles & Circulators (Microtransit)
2. Bike Share (Shared Micromobility)
3. Complete Streets
4. Wayfinding
5. Mobility Hubs

## Dublin Mobility: Phase III

Implementation of strategies in each of these priority areas was the hallmark of Phase III of the Dublin Mobility Plan, which began in 2018 and continued through 2019. This report reviews these efforts, which included:

- **Microtransit**: The City, through its partner SHARE, operated two "microtransit" pilot programs in 2019, providing new services that were designed to meet the needs of seniors and people with disabilities and to provide first/last-mile connections for workforce commuters. The services have proven valuable and have been extended into 2020.

- **Shared Micromobility**: Dublin implemented a bike share pilot, in partnership with operator Lime, between May and December 2018. The pilot was considered a success and additional efforts are under way to bring a new operator (or operators) to Dublin in 2020.

- **Complete Streets:** The City of Dublin added to its 2018 Complete Streets Resolution by participating in MORPC's Smart Region Task Force and passing a resolution in support of the region's "Smart Streets" policy in October 2019.

- **Wayfinding**: Several wayfinding concepts for Dublin's shared use paths were developed and installed in spring 2019 and were determined to be viable for a longer-term installation pilot, which will be executed along two shared use paths in 2020.

- **Mobility Hubs**: Dublin has continued its efforts to identify collaborative opportunities to develop a series of mobility hubs throughout Dublin to improve access and facilitate convenient transitions between travel modes.

# Key Outcomes & Next Steps

Throughout Phase III of the Dublin Mobility Plan, the City of Dublin has made significant progress in advancing its priorities through a series of incremental steps that yielded immediate impacts and informed future investments. These efforts have required strong administrative and staff leadership, with varying levels of support from public and private partners. Positive outcomes are apparent across each of the areas described in this report, with the following lessons and outcomes resonating throughout:

1. Demand for new mobility services exists.
2. Gaps in Dublin's mobility networks remain unfilled.
3. Effective service delivery requires cross-sector collaboration.
4. Strong City of Dublin leadership is paramount.
5. Program sustainability is a primary concern.

## Moving Toward Program Sustainability

In order for Dublin to continue progressing toward its Mobility Plan vision and goals, the City will need to cultivate new partnerships, explore new policy approaches, and secure additional financial resources that will help to ensure the sustainability of its efforts.

### *Partnerships*

Dublin's partnerships within the public and private sector have been integral to the progress made to date. Some of these partnerships, with entities like the Central Ohio Transit Authority (COTA), Mid-Ohio Regional Planning Commission (MORPC), Dublin senior living communities, and non-profit service providers, will need to be sustained and expanded. While others, including those with Dublin employers, developers, large institutions, and neighboring municipalities will need to evolve and grow to achieve maximum impact. The case must continually be made that the shared pursuit of Dublin's transportation and mobility vision will benefit all parties and help to engender a thriving, accessible, and sustainable community.

### *New Policy Approaches*

In the face of local development pressures and the need to continually evolve within a rapidly expanding regional marketplace, Dublin should explore options for developing City policies that can create a support system for the new programs, services and resources that have been generated through the Mobility Plan. Options to be explored include development code updates, Parking Plan implementation, and creation of a transportation demand management (TDM) ordinance.

### *New Funding Models*

Program sustainability will also require that Dublin develop new funding models to promote the viability of Mobility Plan programs and outcomes. Transitioning from the current model that leans heavily on Dublin Capital Improvements Program (CIP) funding to a more diversified model built around voluntary, value-based partnerships, codified assessments, and service-related revenue will help to ensure that these are sustainable resources for the Dublin community into the future. Options to be explored include private sector funding partnerships, branding/naming rights, parking revenue funds, and a new Dublin Mobility Fund.

# 2 INTRODUCTION

The Dublin Mobility Plan is the City's strategic plan for innovative transportation network improvements to support the community's evolving mobility needs. The Plan was launched out of a vision-setting workshop that brought a diverse range of stakeholders from across the Dublin community to outline mobility gaps and strategic improvement opportunities. That 2017 workshop defined a shared transportation vision that has guided policy, design, and implementation strategies for multimodal improvements throughout Dublin in the years since.

> *"To be a city of strong, growing, prosperous and inclusive communities supported by excellent mobility options that bolster a thriving economy, accommodate new and established populations, facilitate healthier lifestyles, encourage social connection, and allow all Dubliners to fulfill their potential."*

This vision is articulated further through the following key objectives that continue to inform the Mobility Plan:

- **Support economic development**
  Keep Dublin competitive as live, work, play preferences evolve and expand commute options by facilitating access to jobs for those within and outside of Dublin.

- **Promote equitable access to mobility**
  Ensure access and mobility options for all residents, commuters, and visitors by ensuring ADA accessibility, enabling aging in place, and promoting Safe Routes to Schools.

- **Expand multimodal options**
  Provide safe and effective walking, cycling and other multi-modal options for Dublin.

- **Improve public health**
  Make Dublin a healthy place to live and work by reducing emissions, increasing walking and cycling, improving ecology, and reducing social isolation.

- **Preserve our environs by focusing future growth**
  Focus new growth in walkable, mixed-use centers to preserve Dublin's character and existing neighborhoods and protect natural environment & open spaces.

Phase II of the Dublin Mobility Plan, developed in 2018, focused on priority setting and action plan development, in alignment with the City's "Connected Community" theme. Five (5) strategic mobility priority areas were developed in response to the objectives outlined above:

1. Complete Streets
2. Shuttles & Circulators (Microtransit)
3. Bike Share (Shared Micromobility)
4. Wayfinding
5. Mobility Hubs

Implementation of strategies in each of these priority areas was the hallmark of Phase III of the Dublin Mobility Plan, which began in 2018 and continued through 2019. This report reviews these efforts, which are summarized briefly below, and provides an overview of key findings and next steps for continued pursuit of the community's transportation vision and goals.

## Microtransit

Dublin Mobility Phase III's most substantial effort involved the implementation of two "microtransit" pilot programs that aimed to fill gaps in fixed-route and privately operated transit networks with free, customized, app-driven circulator and shuttle services. The first of the two pilots was designed to meet the needs of seniors and people with disabilities, including residents who choose to age in place, who increasingly need mobility options for non-medical trips. The second was designed to provide first/last-mile connections for workforce commuters between fixed-route COTA transit service and Dublin employers. The City, through its partner SHARE, operated the pilots between January and December 2019, providing a combined 6,260 rides. The services have proven valuable to those who use them on a regular basis, including many Dublin residents and a small number of workers, and the City has extended them into 2020.

## Shared Micromobility

The City implemented a bike share pilot in partnership with Lime between May and December 2018, with goals to provide safe and affordable multi-modal transportation options, reduce traffic congestion, and maximize carbon-free mobility for employees and visitors. The City supported the pilot by installing bike racks and painting bike parking spots to ensure the orderly parking of bikes throughout the City. Operating partner Lime managed and maintained all vehicles. The pilot initially included conventional bikes and later expanded to include pedal-assist e-bikes. Weekly ridership was relatively robust from May through July, with more than 600 rides per month, but declined to below 300 rides per month by October. The pilot was considered a success and additional efforts are under way to bring a new operator (or operators) to Dublin in 2020.

## Complete Streets

The City of Dublin passed a Complete Streets Resolution in June 2018, recognizing the importance of a transportation network that serves the mobility needs of all travelers in meeting the City's mobility, economic, health, and sustainability goals. Dublin continued to align its capital project investments with those of the Mid-Ohio Regional Planning Commission (MORPC) by participating in their Smart Region Task Force and passing a resolution in support of MORPC's "Smart Streets" policy in October 2019.

## Wayfinding

The Dublin Mobility Plan recommended development of a comprehensive wayfinding system along the City's shared use paths for pedestrians and cyclists. To advance this concept, several wayfinding concepts were developed and installed in spring 2019 in support of the Cycle de Mayo bicycling event. The approach was determined to be viable for a longer-term installation pilot, which will be executed along two shared use paths in 2020.

## Mobility Hubs

The concept of developing a series of mobility hubs throughout Dublin to improve access and facilitate convenient transitions between travel modes remains popular and viable. However, there was little movement in this area in 2019. The City continues to communicate with potential project partners, including property owners, developers, and COTA in pursuit of opportunities to develop hubs in various locations.

# 3  MICROTRANSIT



## BACKGROUND

Two of the most compelling ideas discussed during Phases I and II of the Dublin Mobility Study revolved around the idea of new Dublin "microtransit" services: high-quality, frequent, and locally-oriented transit services that provide connections to major destinations in Dublin. New or expanded service that met these objectives would address three of Dublin's principal mobility objectives: "support economic development," "promote equitable access to mobility," and "expand multimodal options." These services would further complement existing Central Ohio Transit Authority (COTA) service, extending the reach of the regional bus network, providing first-mile/last-mile connections, and promoting "park once" destinations in Dublin.

Following the planning efforts in Phases I and II, the City of Dublin committed funding to support two pilot efforts in 2019. The first service was designed to meet the needs of seniors and people with disabilities, including residents who choose to age in place, who increasingly need mobility options for non-medical trips. The second was designed to provide first/last-mile connections for workforce commuters between fixed-route COTA transit service stops and Dublin employers. The City launched the first service (the Senior/ADA Circulator) in January 2019, followed in March by the launch of the Workforce Shuttle.

The pilots operated through December 2019 and provided a combined 6,260 rides and 2,352 vehicle trips. More than 4,700 rides were provided to seniors and people with disabilities, enabling car-free access to local commercial, recreational, educational, and entertainment destinations. Another 1,539 rides provided valuable connections for commuters accessing local jobs and employers like AC Marriott, Friendship Village, and Stanley Steemer. At the end of 2019, the City of Dublin committed to sustaining these services beyond the "pilot" stage into 2020. The following sections provide additional detail on the pilot efforts and lessons learned that can be applied to their ongoing operation.

## Microtransit Defined

An increasingly common approach to operating a circulator service in lower-density suburban areas such as Dublin is the "microtransit" model. Microtransit is an app-enabled multi-passenger transportation service that provides a flexible first-mile/last-mile mobility option that may connect to existing transit networks or operate in place of fixed-route service in low-density or hard-to-serve areas. This type of on-demand, flexible service is particularly relevant for Dublin because many of the City's key destinations and employers are not served by COTA fixed-route transit. Microtransit services can be operated by private operators (either independently or as agency-contracted service), or directly by transit agencies using on-demand dispatching software, which may in turn be contracted or developed in-house.

The distinguishing feature of microtransit is that unlike fixed-route service, the service is operated dynamically, with real-time adjustments according to rider demand patterns and requested stop locations. Often lacking fixed stop locations, microtransit is typically hailed by mobile application or telephone hotline. Typically, microtransit service is "anchored" at one or more existing transit stops (e.g. transit centers, terminus stations, or park-and-rides) and provides on-demand service to destinations within a designated zone. In contrast to more traditional demand-response or ADA paratransit models in which service requires pre-scheduling, reservations, or runs on a pre-determined fixed route and schedule, microtransit uses real-time information (e.g. traffic conditions and rider demand) to make "live" operational decisions.

## DUBLIN SENIOR/ADA CIRCULATOR

## Overview

Dublin's Senior/ADA Circulator service was designed in coordination with Dublin's Aging in Place efforts, intending to meet the needs of seniors living independently in private homes or in senior living communities, as well as community members with disabilities in need of new mobility options. The leading objective of the pilot was is to improve the mobility options available to Dublin's senior populations through a connective mobility service that would greater enable Activities of Daily Living (ADL). The service would focus on transportation to destinations that could enhance quality of life, such as the Community Recreation Center, the new Dublin Branch of the Columbus Metropolitan Library, local restaurants, and shopping destinations.

### Demographic and Behavioral Context

The number seniors age 55+ in Dublin is increasing and the Aging in Place Plan identified "community connections" as one of the community's top priorities. However, many corridors in Dublin feature auto-oriented roadway designs that make walking, biking, and accessing transit particularly challenging for older adults. According to the United States of Aging Survey, 26% of respondents ages 60 to 70 said they are not confident their community will have all of the

resources they need to help them be healthy and independent into their 70s and 80s.[1] The majority of respondents in this survey (60%) strongly agreed they feel safe walking in their communities, while the same share (60%) reported they never walk to places they regularly visit. Among the community limitations older adults often face is the lack of safe, frequent, and reliable public transit, with just 22% of older adults agreeing their community's transit service is "acceptable." According to a 2014 study by the American Association of Retired Persons (AARP), 87% of those over age 65 want to stay in their current home and community as long as possible.[2] However, older adults in this study indicated that access to transportation, fresh food, and green space were their top priorities in considering where to live. Accessible and convenient transportation options support older adults who want to age in place. Further research conducted by the American Geriatrics Society found correlation between the frequency of leaving the house and mortality in individuals aged 70 to 90. The study found that decreasing frequency of going out was associated with negative social, functional, and medical characteristics.[3]

## 2019 Pilot

The City of Dublin issued a request for proposals (RFP) for the pilot program in September 2018. The solicitation included identification of several target areas that should be addressed in the pilot (Figure 1). The RFP emphasized route development, community engagement & marketing, ADA accessibility, and flexibility in the pilot and established a preliminary list of key performance indicators (Figure 2), which was shared with the second pilot service.

**Figure 1      Dublin Senior/ADA Circulator – RFP Target Service Areas**



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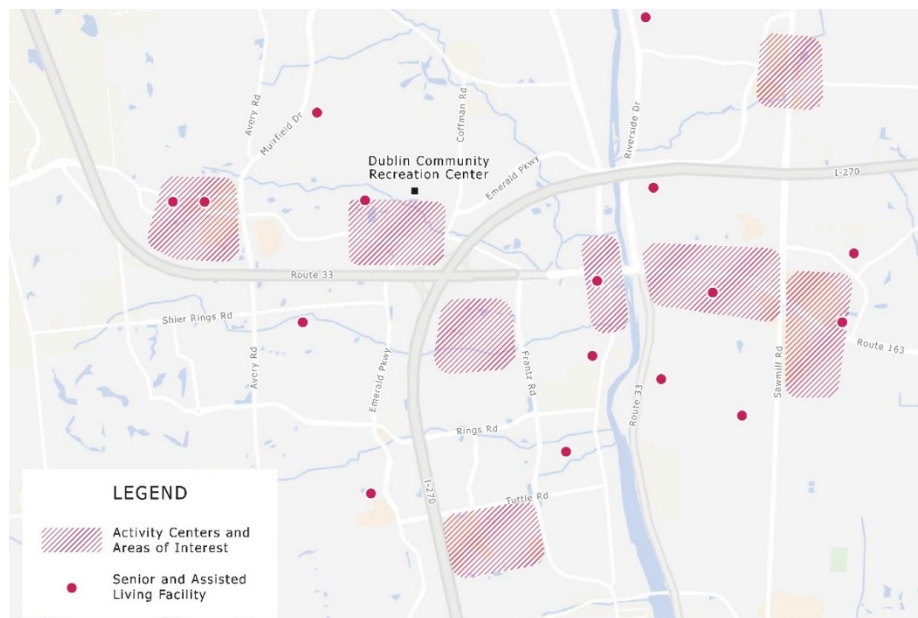
[1] National Council on Aging. "The 2012 United States of Aging Survey." 2012. Accessed online at https://www.aarp.org/content/dam/aarp/livable-communities/old-learn/research/the-united-states-of-aging-survey-2012-aarp.pdf.

[2] AARP. "What Is Livable? Community Preferences of Older Adults. 2014. Accessed online at https://www.aarp.org/content/dam/aarp/research/public_policy__institute/liv_com/2014/what-is-livable-report-AARP-ppi-liv-com.pdf.

[3] Journal of the American Geriatrics Society. "Frequency of Leaving the House and Mortality from Age 70 to 95." 2018.

**Figure 2        Dublin Microtransit Pilots – Key Performance Indicators**

| Category | Purpose | Metric |
|---|---|---|
| **Service / Operating Description** | Establish a framework and overview of the services that are being provided | - # of shuttle routes, lengths, # of stops per route<br>- Service operating profile (hours/trips per day)<br>- Average round trip times |
| **Accessibility** | Identify target users and verify that the appropriate destinations are being served | - Number/location of participating employers<br>- Number/location of participating senior centers<br>- Additional stops/origins/destinations requested |
| **Utilization** | Support ROI calculations and fine tune future service operations | - # of boardings and alightings per stop location<br>- Trips booked vs trips taken, including reservation method<br>- Peak load (by time of day and segments) |
| | Understand portion of actual riders in relation to the pool of potential riders | - # of unique users (Senior/ADA or Workforce)<br>- # of Senior/ADA residents with access to the service<br>- # of Employees with access to the service |
| **Return on Investment** | Decipher service / route productivity and efficiency | - Total operating cost, revenue hours, and rev. miles<br>- Cost per trip/rider, revenue hour, and rev. mile<br>- Riders per revenue hour and revenue mile |
| | Uncover economic development, partnership, and access benefits | - Partnership opportunities with other services<br>- Retail participation and benefits to businesses<br>- Improved access to jobs, services, activities |
| **Quality of Life / User Experience** | Understand the impacts on access to activities and employment for Dublin residents and workers | - # of trips per unique user<br>- Transfers to/from COTA<br>- Pre- and post-Pilot surveys on user access |
| | Track safety and customer satisfaction indicators | - # of reported incidents<br>- Riders utilizing "emergency ride home" provisions |

Local provider SHARE was selected to operate the Dublin Senior Circulator pilot, which officially launched in January 2019 and was designated to run through June 2019. The service was offered, fare-free, to all Dublin residents, though trips were initially required to begin or end at one of Dublin's senior assisted living communities, including:

- Avondale
- Dublin Retirement Village (DRV)
- DRV-Assisted Living
- The Convalarium
- Friendship Village of Dublin
- Sunrise of Dublin
- Village at Heatherstone
- The Grand of Dublin

The pilot prioritized service to local retail, grocery, and civic destinations, including:

- Grocery stores (e.g. Aldi, Walmart, Meijer, Trader Joe's, Kroger)
- Bridge Park
- Mall at Tuttle Crossing
- Coffman Park
- Dollar Tree
- Dublin Metro Library
- Dublin Community Rec Center
- Dublin Food Pantry
- Giant Eagle
- Historic Dublin
- Hobby Lobby
- Scioto Park
- Syntero

Dublin and SHARE conducted extensive pre-marketing efforts through City communication channels, news outlets, social media, and events at local senior and community centers, culminating with a launch event on January 11th at the Dublin Community Recreation Center. Approximately 300 people attended that event and more than 80 rides were provided on that date. SHARE also distributed a pre-launch survey to inform route planning. Responses included:

- Most common *weekly* destinations included grocery (24%), Target/Walmart (16%), and restaurants (15%).
- These trips were currently being made via friends/family (40%), another shuttle service (24%), or driving themselves (22%).
- The most convenient trip times were listed as mid-day (52%) and afternoon (31%).
- 78% of respondents reported owning a cell phone.
- 93% of respondents said they would be likely to shop at a business that offered a discount to circulator riders.

Unlike ride-hailing, the pilot initially limited trips to a range of eligible origins and destinations, and it provided curb-to-curb rather than door-to-door service.[4] SHARE initially operated the circulator as a series of three fixed-route loops, from January to March 2019, with pre-set timetables and target frequencies of 10 to 20 minutes. Service was limited to Tuesdays, Wednesdays, and Fridays from 10 AM to 2 PM. Performance between routes varied widely, with Route 3 carrying more than 80% of the ridership through March.

In response to these patterns, the City and SHARE pursued adjustments to achieve greater cost efficiency. From March to September 2019, SHARE operated the pilot using a combination of fixed-route and scheduled, dynamically operated services. During this period, service was still divided into three routes (Routes 1, 2, and 3), with Routes 1 and 2 operating as fixed-route services and Route 3 operating with flexible routing based on riders' requested origins and destinations. Route 1 switched from fixed-route to scheduled, dynamically operated service in May 2019.

Route 3 generated the highest ridership of the three routes, in part because of high demand from one of its assisted living destinations, Avondale. SHARE began providing dedicated levels of service to the Avondale community beginning in October 2019, with 67 pre-scheduled riders per week scheduled for recurring trips to eligible destinations.

Due to its relative success with flexible operations, SHARE adopted an entirely scheduled, dynamically operated service model starting in October 2019, under the banner "Senior 2.0," and discontinued the fixed-route services, Routes 1 and 2. Under Senior 2.0, all seniors ages 55 or older can book shared, scheduled rides on the SHARE app to the destinations described below from 10 AM to 3:15 PM, Monday through Saturday. Rides must be scheduled at least 24 hours in advance, and there must be a minimum of two riders booked on each trip for it to operate. These requirements are intended to improve pilot utilization per trip and cost efficiency.

As part of the pilot, SHARE also operated another circulator service for Dublin students with disabilities, which is monitored separately from the Senior/ADA Circulator described above. When Dublin City Schools are in session, SHARE operates a scheduled, dynamically routed circulator service between Dublin Jerome High School, local service provider UFIT,[5] where students have after-school activities, and students' homes. In April 2019, Dublin City Schools and SHARE added a similar service with a post-secondary educational program for adolescents with disabilities, PATHS.[6]

### 2019 Performance

SHARE's Senior/ADA Circulator ridership steadily increased from the pilot's launch in January 2019 through October 2019, from 30 rides per month to more than 600 rides per month, respectively (see Figure 3). The service's productivity, expressed as the operating cost-per-ride, has improved steadily as a result, from around $54 per ride Q1 2019 to about $27 per ride, by Q4 2019.[7] A large reason for this change was the evolution of the SHARE model from the fixed route

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[4] "Curb-to-curb" service refers to service that picks up and drops off passengers at specified addresses but does not provide additional assistance to passengers such as help with loading/unloading bags or help walking to/from building entrances, as in "door-to-door" service.

[5] https://ufitdublin.com/

[6] Postsecondary Access to Transition after High School (PATHS). https://www.dublinschools.net/paths.aspx

[7] SHARE's original contract billed the City $50 per service-hour and was used through July 2019. The billing rate increased in August 2019 to $80 per service-hour to reflect actual costs and in line with the upgrade to Senior 2.0.

schedule during the early part of the pilot to a dynamic, or scheduled, model. With this change, a typical vehicle trip increased from 2 passengers during Q1 to 10 riders per trip during Q4 2019.

> Between January and December 2019, the Senior Circulator served **4,721 rides**, operated **1,240 vehicle trips** in **two dedicated vehicles** for **2,560 service-hours**, and **cost $160,397**. Overall, this is equivalent to an **average cost per ride of $33.97**.

The most popular destinations of the Senior Circulator in 2019 included Walmart (Tuttle Crossing), Kroger (Dublin Plaza), Dublin Food Pantry, Dublin Recreation Center, Giant Eagle, Hobby Lobby, Dollar Tree, and the Mall at Tuttle Crossing (see Figure 4). Other common destinations are shown in Figure 5. The most common rider origin was the Avondale assisted living community, which generated 3,834 rides, more than 80 percent of the Senior/ADA Circulator's annual total ridership.

SHARE provides the City of Dublin the following performance indicators on a monthly basis:

- Total service-hours
- Cost expended
- Passenger rides
- Vehicle trips
- Boardings and alightings by stop

**Figure 3     Senior Circulator Pilot Trends: Monthly Ridership and Cost-per-Ride**
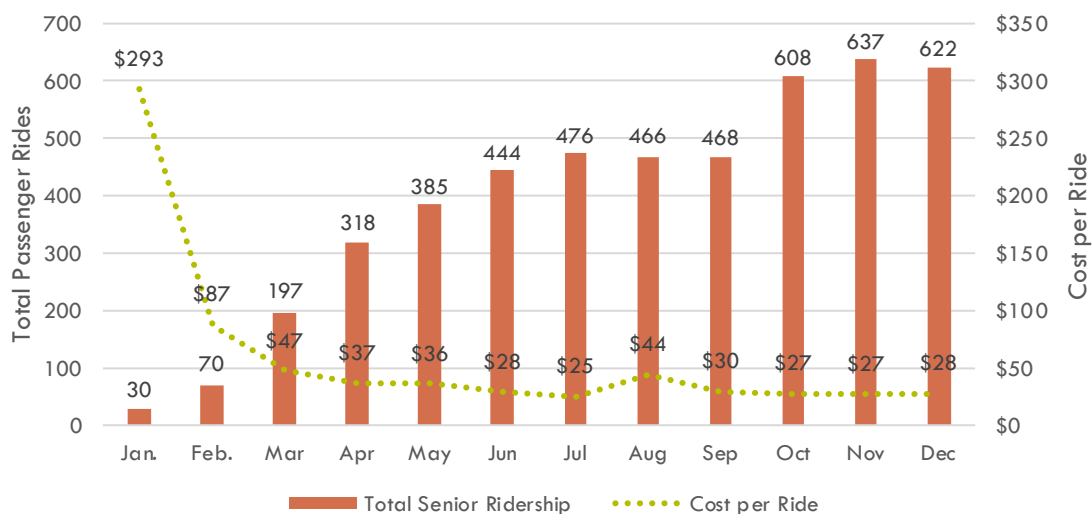
**Figure 4**     Dublin Senior Circulator – 2019 Highlights

| Top Senior Community Origin: | Avondale | 3,834 total rides |
|---|---|---|

| | Walmart | 654 total rides |
|---|---|---|
| | Kroger | 640 total rides |
| Top Destinations: | Food Pantry | 399 total rides |
| | Rec Center | 356 total rides |
| | Tuttle Mall | 334 total rides |

| | November | 637 total rides |
|---|---|---|
| Highest Monthly Ridership: | October | 608 total rides |
| | December | 576 total rides |

**Figure 5**     Dublin Senior Circulator – 2019 Key Destinations
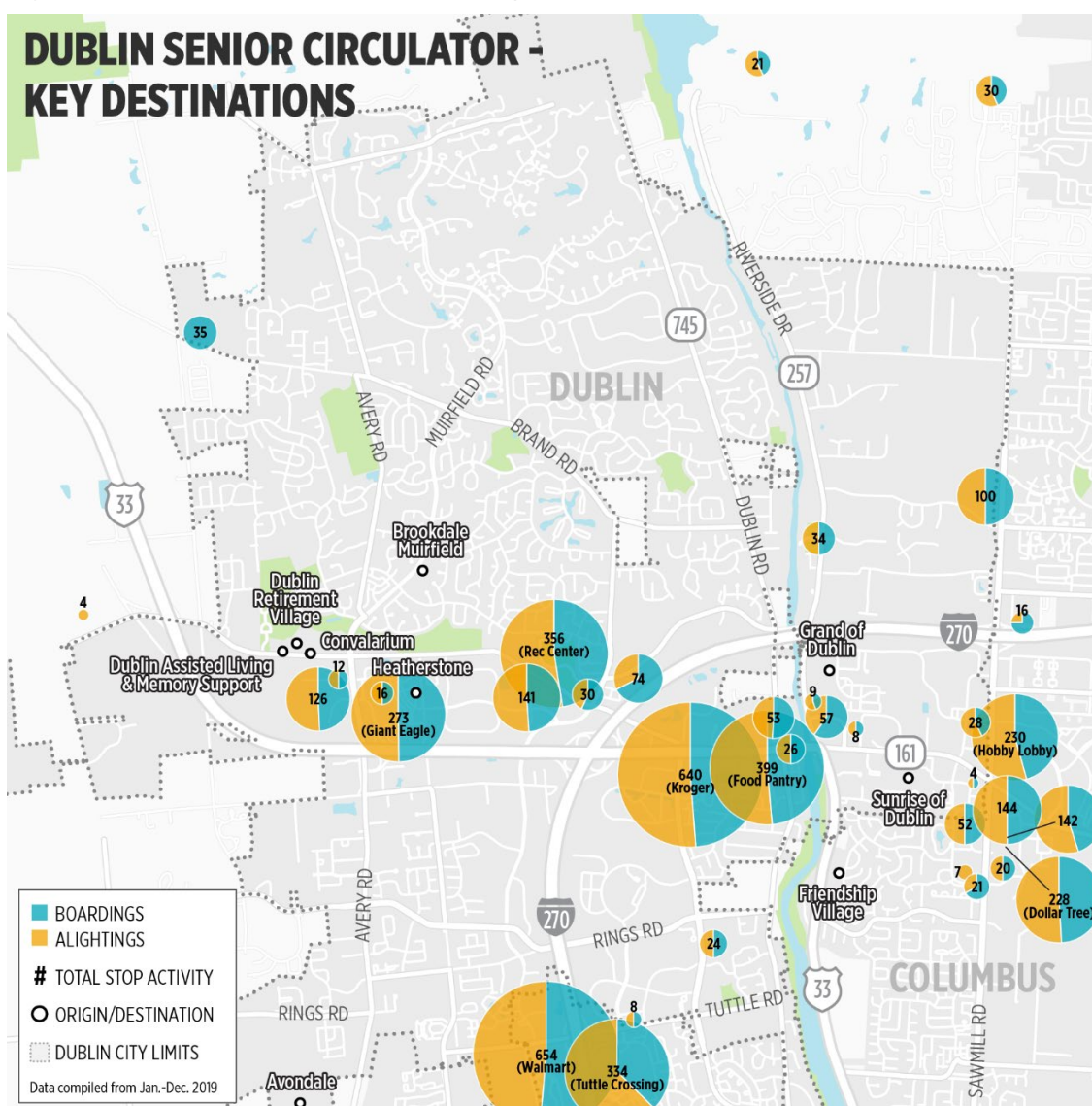
## Marketing and Outreach

SHARE and City of Dublin staff engaged in a series of marketing and outreach activities to inform the community about the pilot and encourage residents to ride the Circulator. Community outreach activities to support the program's launch included distributing SHARE handouts and brochures at key destinations (e.g. senior living communities, Dublin Rec Center, Bridge Park, Historic Dublin), hosting presentations with local non-profits and community-based organizations, and conducting focus groups with assisted living communities. Several of these events at Brookdale Senior Center, Village of Heatherstone, and Avondale were particularly successful in encouraging increased ridership. SHARE and City staff also increased local engagement by publicizing the Senior Circulator on local television news programs (WBNS, WOSU) and websites, where one senior rider called the service a "godsend."[8]
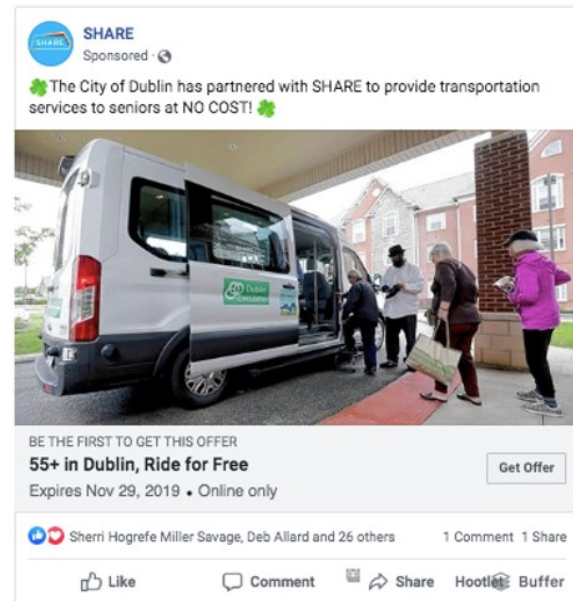


SHARE has continued to advertise the Senior Circulator via Facebook's digital advertising program. These advertisements have resulted in 33 downloads of the SHARE app, but no direct ride bookings. Since the launch of dedicated service at the Avondale assisted living community in October 2019, SHARE has thrown a Rider Appreciation Ice Cream Party to thank riders there for their consistent support.

## Stakeholder and Community Support

The Mid-Ohio Regional Planning Commission (MORPC) supported the Senior Circulator with a key grant in 2019 that help expand service capacity and reach. $63,496 in FTA Section 5310[9] grant funding enabled the Senior Circulator to operate additional hours and extend service during special events, such as Dublin Irish Festival. In August 2019, SHARE's UFIT/PATHS service was granted funding from Dublin City Schools to operate their own long-term transportation program for students with disabilities. This program enables service above and beyond the funding committed by the City of Dublin. CASTO Properties, a local developer and property owner, contributed financial support for the Circulator in the form of a $2,400 "Emerald" sponsorship, while others signed on as marketing partners, promoting the service at retail and service locations, while also offering discounts to riders.

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[8] Sole, Sarah. 2019, June 11. "Pilot Senior-Citizens Transportation, Program Initiatives Underway in Dublin." ThisWeek Community News. Accessed online at https://www.thisweeknews.com/news/20190611/pilot-senior-citizens-transportation-program-initiatives-underway-in-dublin.

[9] Federal Transit Administration. "Enhanced Mobility of Seniors & Individuals with Disabilities." Accessed online at https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310.

### Testimonials and Other Highlights

The following user testimonials illustrate user and stakeholder experience with the Senior Circulator:

- A group of seniors from the Avondale assisted living community schedule weekly SHARE ride to go to Dublin Rec Center to play competitive bridge.
- The project enlisted partnerships with nine local retailers who offer discounts to SHARE riders.
- A local retailer and channel partner, Kilwin's chocolate shop in Bridge Park, saw its sales double through participating in the senior discount program for SHARE riders.
- A female resident of Avondale with visual impairment regularly rides the Senior Circulator to Tuttle Mall.
- A resident with disabilities at Convalarium achieved a new level of independence by scheduling her first SHARE rider.
- The Senior Circulator brought seniors to one of Dublin's most notable community festivals, Irish Fest, driving local commerce.
- The Senior Circulator has room for improvement, as riders are particularly interested in longer hours of service on weekends and expanded coverage to local houses of worship.

# DUBLIN WORKFORCE SHUTTLE

## Overview

Dublin's Workforce Shuttle was designed to improve the ability of Dublin's workforce to reach places of employment in a simple, convenient, and cost-effective manner, supporting the City's overall economic development strategy of attracting and retaining jobs for a 21st Century workforce. The pilot service would provide first/last-mile connections for workforce commuters between fixed-route COTA transit service stops and major employers. A secondary focus for the pilot was to better connect Dublin workers with convenience goods and services, as well as other businesses, during the workday, lowering one of the chief barriers to non-drive-alone commuting.

**Workforce Context**

As the Columbus region's economy continues to expand, the unemployment rate has remained at record low levels.[10] Yet, there are thousands of Central Ohio residents who lack convenient, dependable, affordable access to jobs. During Phase 1 of the Dublin Mobility Study, several employers identified mobility and access to work as primary issues that impacted their ability to attract and retain workers. In this context, the City of Dublin and Dublin employers must make additional efforts to stay competitive and improve access to employment opportunities, both in pursuit of workers to fill open positions and to retain existing employees.

Dublin's workforce population includes a heavy concentration of service industry professionals across health care, biosciences, insurance, hospitality, financial services, information technology, retail, and business services. The City's largest employers include Cardinal Health, Dublin Methodist Hospital, Careworks, Fiserv, United Healthcare, Wendy's, and IGS Energy. Several

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[10] https://www.dispatch.com/business/20190423/central-ohio-unemployment-rate-hits-18-year-low.

medium-sized employers, including Stanley Steemer, Dublin Retirement Village, and AC Marriott expressed strong interest in the pilot service. These and other Dublin businesses include a large share of employees who are new to the United States and experience additional challenges in finding and accessing employment opportunities.

Dublin's workforce population includes a heavy concentration of service industry professionals across health care, biosciences, insurance, hospitality, financial services, information technology, retail, and business services. The City's largest employers include Cardinal Health, Dublin Methodist Hospital, Careworks, Fiserv, United Healthcare, Wendy's, and IGS Energy. Several medium-sized employers, including Stanley Steemer, Dublin Retirement Village, and AC Marriott expressed strong interest in the pilot service. These and other Dublin businesses include a large share of employees who are new to the United States and experience additional challenges in finding and accessing employment opportunities.

In addition to addressing the needs of recent immigrant workforce populations, the Millennial workforce is an increasingly evolving and important market. Millennials[11] are driving less, and walking, biking, and taking transit more than other cohorts. The proportion of Millennials who say their preferred travel mode is a private car is just 64%, compared to 81% of all other generations.[12] A recent study by the Rockefeller Foundation and Transportation for America found that 54% of millennials would consider moving to a city if it had more and better options for getting around.[13] In the same study, 66% of millennials said that access to high-quality transportation would be one of their top three priorities when considering a move. These considerations strengthen the need for Dublin to enhance transportation options and make deliberate steps to make transit a viable option for its workforce.

## 2019 Pilot

The City of Dublin issued a request for proposals (RFP) for the Workforce Shuttle pilot program in September 2018. The solicitation included identification of several target areas that should be addressed in the pilot (Figure 6). The RFP emphasized route development, community engagement & marketing, and flexibility in the pilot and established a preliminary list of key performance indicators, including:

- Ridership numbers (boardings and alightings by stop and time of day)
- Route run times, total revenue service hours, total idle time
- Daily vehicle miles traveled by route
- Operating costs per route (net and on a per rider basis)
- Feedback from employers and customers

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[11] The generation of people born between 1983 and 2000, who are currently between ages 20 and 36.

[12] https://onlinemasters.ohio.edu/blog/millennials-cars-and-the-future-of-transportation/

[13] Goldberg, David. 2014. "Transportation For America – Survey: To Recruit and Keep Millennials, Give Them Walkable Places with Good Transit and Other Options." Transportation for America. http://t4america.org/2014/04/22/survey-to-recruit-and-keep-millennials-give-them-walkable-places-with-good-transit-and-other-options/.

**Figure 6        Workforce Shuttle – RFP Target Markets**
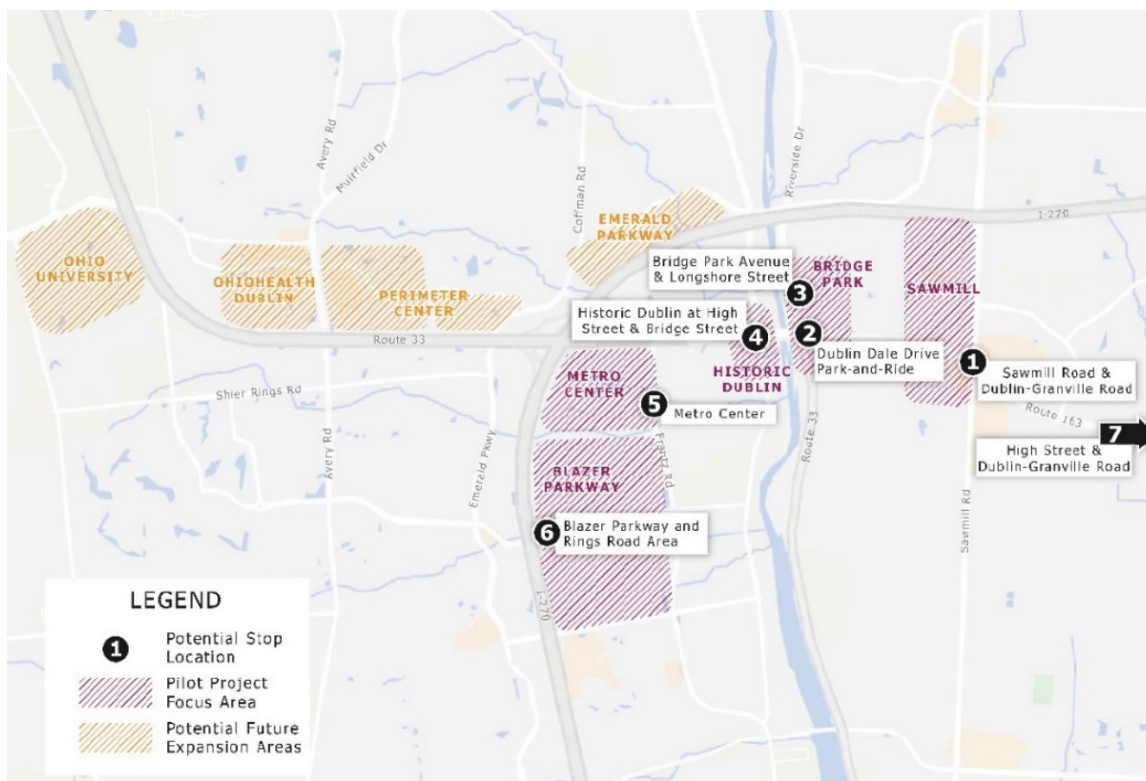


The Dublin Workforce Shuttle began operating in March 2019, with SHARE[14] as the operator. The Shuttle is offered to all Dublin residents and workforce commuters with trips beginning/ending at a Dublin employer and/or a designated COTA bus stop. As such, the Workforce Shuttle is predominantly designed to help riders commuting from outside of Dublin to complete first/last-mile connections between major employers and COTA's fixed-route bus system. This service design is intended to make transit commuting more viable in Dublin, where COTA fixed-routes do not provide proximate service to many employers. The Workforce Shuttle offers riders direct connections to five COTA bus routes – 1, 21, 33, 73, and 74 – and is a fare-free service. Riders are asked to choose one of the following major employers as either the origin or destination of each trip, but may request service to an employer not on this list:

- AC Marriott (Bridge Park)
- Cardinal Health
- Crowne Plaza Hotels & Resorts
- Express Scripts
- Fiserv
- Friendship Village of Dublin
- Home2 Suites by Hilton
- OCLC
- Stanley Steemer

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[14] https://ridewithshare.com/dublin

- ▪ T-Cetra
- ▪ United Health Group
- ▪ WD Partners

The Shuttle connects these employers with COTA bus stops, including the following locations:

- ▪ Route 1 – Stop A (Pickforde Drive & Bethel Road)
- ▪ Route 21 – Stop J (Mall at Tuttle Crossing)
- ▪ Route 21 – Stop K (Frantz Road & Tuttle Crossing Boulevard)
- ▪ Route 21 – Stop L (PNC Bank)
- ▪ Route 21 – Tuttle Crossing Boulevard & Blazer Road
- ▪ Route 33 – Snouffer Road & Sawmill Road
- ▪ Route 33 – Stop H (Resler Drive & Sawmill Road)
- ▪ Route 33 – Stop I (Sawmill Road & Dublin-Granville Road)
- ▪ Route 33 – Stop K (Sawmill Road & Dublin-Granville Road)
- ▪ Route 33 – Stop L (565 Metro Place South)
- ▪ Route 73 – Stop H (COTA Dublin Dale Drive Park & Ride)
- ▪ Route 73 – Stop I (Home2, Frantz Road & Bridge Street)
- ▪ Route 73 – Stop J (Ashland Chemical)
- ▪ Route 74 – Stop G (Linworth Road & Dublin-Granville Road)
- ▪ Route 74 – Stop I (Smoky Row)

**Figure 7      Dublin Workforce Shuttle Vehicle**



Source: SHARE

As with the Senior/ADA Circulator, rides must be scheduled at least 24 hours in advance, and there must be a minimum of two riders booked on each trip for it to operate. These requirements are intended to improve SHARE's utilization and reduce the cost of its operations per trip. From March 2019 onward, SHARE operated the Workforce Shuttle as a scheduled, dynamically operated service. Each of the COTA bus stop destinations above were served only upon rider request, limiting travel times and reducing the pilot's operating costs. The Workforce Shuttle began with service to three COTA routes – 21, 33, and 73 – before expanding to include all five routes shown above in July 2019. COTA's Route 21 bus stops generated the highest ridership of the five routes, largely due to high rider demand between AC Marriott and Route 21's Stop J at Tuttle Mall. AC Marriott employees were responsible for a majority (61%) of total ridership.

**2019 Performance**

Dublin's Workforce Shuttle ridership steadily increased from the pilot's launch in March 2019 through July 2019, from 7 rides per month to 241 rides per month, respectively (see Figure 8). The service's productivity, expressed as the operating cost-per-ride, remained stable at between $34 and $38 per ride during this period.[15] Ridership declined slightly in August and September 2019, due to employee turnover at participating worksites, but rebounded to more than 200 monthly riders during Q4 2019. SHARE has had 83 people create an account to date. Of these, 10 users have become regular scheduled riders.

> Between January and December 2019, the Workforce Circulator served **1,539 rides**, operated **813 vehicle trips** in **one dedicated vehicle** for **1,172 service-hours**, and **cost $79,028**. Overall, this is equivalent to an **average cost per ride of $51.35**.

A typical SHARE trip had an average vehicle occupancy of 2.5 riders per trip on Route 1, 1.9 riders per trip on Route 21, and 1.2 riders per trip on Route 33. The most popular work destinations of the Workforce Shuttle included AC Marriott, Friendship Village of Dublin, Stanley Steemer, WD Partners, and OCLC. These and the most common COTA bus stop destinations are also shown in Figure 9.

As with the Senior Circulator, SHARE provides the City with the following performance indicators on a monthly basis:

- Total service-hours
- Cost expended
- Passenger rides
- Vehicle trips
- Boardings and alightings by stop

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[15] SHARE's original contract billed the City $50 per service-hour and was used through July 2019. The billing rate increased in August 2019 to $80 per service-hour to reflect actual costs.

**Figure 8**      **Workforce Shuttle Pilot Trends: Monthly Ridership and Cost-per-Ride**
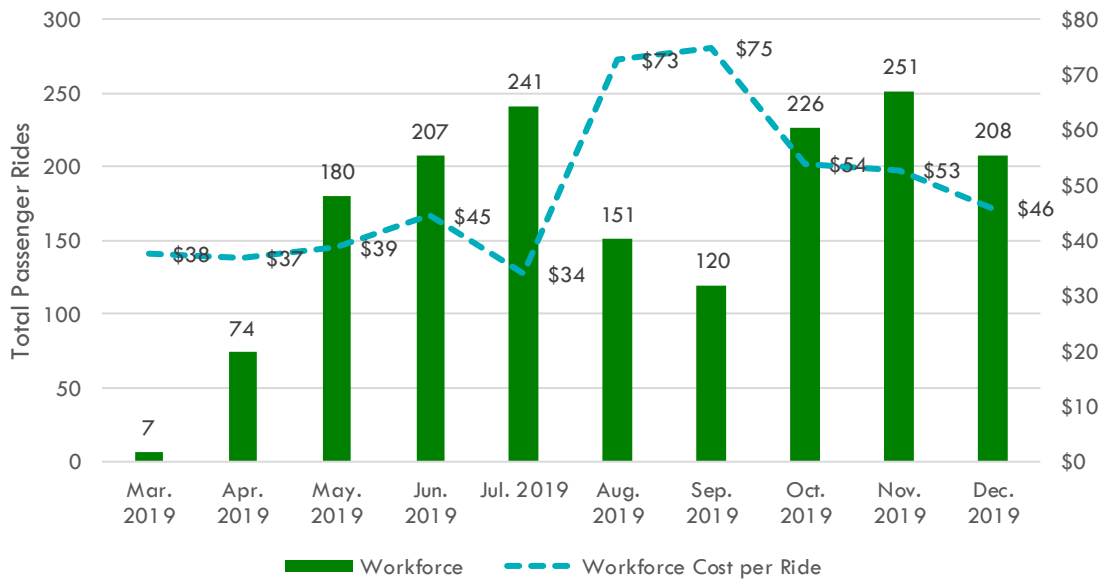


**Figure 9**      **2019 Workforce Shuttle Ridership**
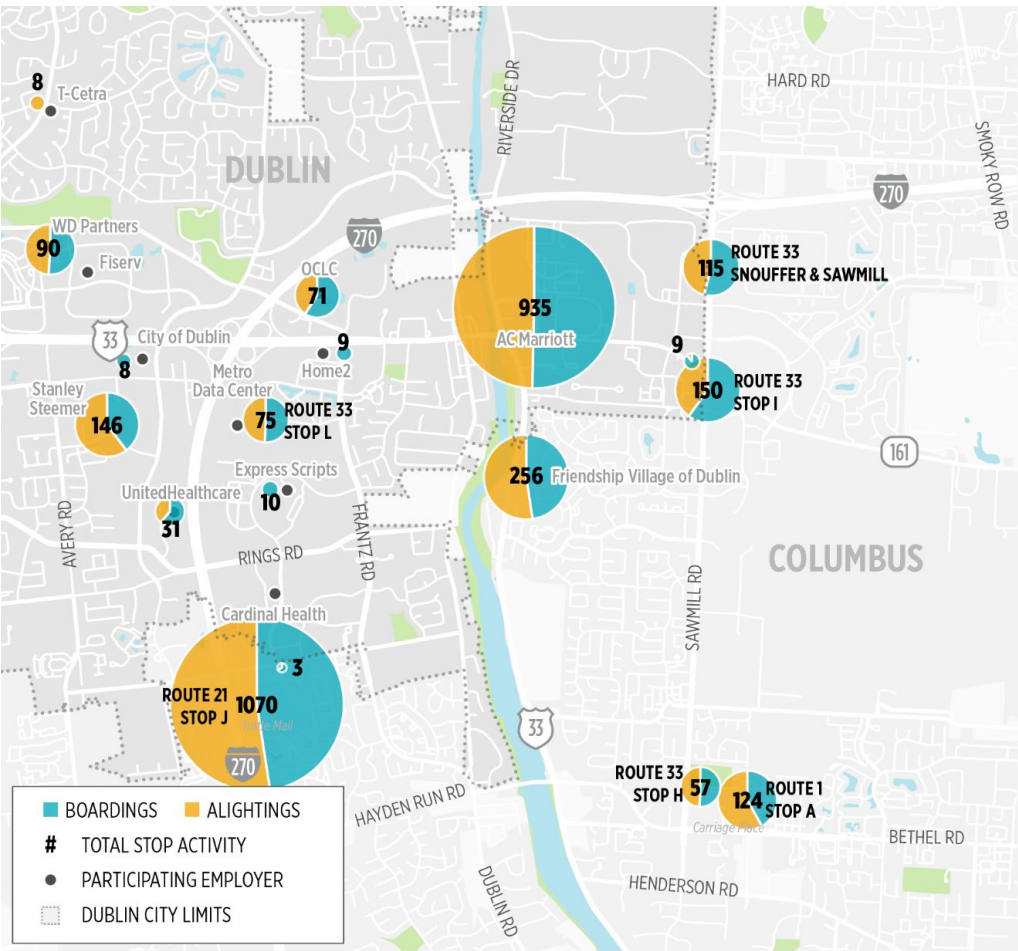
## Marketing and Outreach

SHARE engaged in a series of marketing and outreach activities to encourage employees to ride the Workforce Shuttle pilot. Community outreach activities to support the program's launch included distributing SHARE handouts and brochures to major employers (e.g. United Health Group, Fiserv), holding presentations with business and tenant groups at Bridge Park, and launching an in-vehicle advertising campaign consisting of audio announcements promoting the program on the five COTA bus routes to which it offers connections. The audio advertising campaign proved to be an effective marketing tool, as SHARE received a number of unsolicited queries from COTA riders due to the ads. Additional efforts were made throughout the pilot period to engage non-English-speaking populations, including Spanish, Asian Indian, Asian Pacific Islander, and Chinese communities. SHARE also conducted an email marketing campaign for existing and previous riders to promote continued ridership on the shuttle.

SHARE operated a summer Lunch Shuttle in an effort to further market the program and increase ridership among white-collar workers. The program was offered between Cardinal Health, the Metro Data Center/Dublin Entrepreneurial Center, Historic Dublin, and Bridge Park and was funded through a sponsorship of $2,500 from MDC/DEC.

## Stakeholder and Community Support

During the 2019 pilot, Dublin received marketing and operational support from the partners listed above. This primarily included COTA (marketing) and Summer Shuttle support. Dublin and SHARE staff were successful in establishing meetings with a number of employers during the pilot period, participating in more than 25 on-boarding, training, Economic Development, and Chamber of Commerce events. Formal partnerships were difficult to establish, but a number of employers and employees expressed enthusiasm for the service during these outreach efforts.

In October 2019, COTA was awarded $338,245 in new funding from the Ohio Department of Transportation (ODOT) through the OTP2 program.[16] Of this amount, COTA will use $88,245 to expand service on routes 21 and 73 to extend operating hours in response to rider demand in the mid-day and evening hours. The expanded service will support off-peak and reverse trip commuter travel, which were identified as needs by multiple Dublin employers and employees. The remaining $250,000 will be used in collaboration with Dublin and SHARE to fund operation of the Workforce Shuttle between July 2019 and May 2020.

## Testimonials and Other Highlights

User testimonials were submitted over the course of the pilot, illustrating riders' experience with the Workforce Shuttle service:

- In the case of some riders, SHARE has decreased participating Dublin workers' daily commute time by an average of 28 minutes (14 minutes each way).
- Several workforce riders save $400 per month in Uber costs to get to and from COTA bus stops.
- One rider cited a physical disability as the primary reason for using service, not having to walk 1/2 mile from the bus stop to work.

[16] http://www.dot.state.oh.us/Divisions/Planning/Transit/Programs/Pages/OTPP.aspx

- AC Marriott has the highest workforce participation of any employer, with four workers from its housekeeping staff (one-third of their department), using the service.

- Lack of access to smartphones and limited English proficiency are barriers to ridership for many low-income workers. To overcome these barriers, riders working at AC Marriott have their housekeeping supervisor book rides on their behalf.

- Two riders stopped using SHARE because they purchased cars for the first time, an indication that the service in encouraging economic mobility through dependable access to work; one of these riders continues to use the service on a periodic basis.

- Some employers expressed concern over the "pilot" or temporary status of the service, leading to a reluctance to promote the service to employees; as a result, marketing for the service was repositioned in Q4 2019 to reflect Dublin's intention to sustain the service.

- SHARE has been a complete life saver! I ride my bike 5 minutes to the Tuttle Mall COTA bus stop and SHARE vehicles come and pick me up every day, on-time. I don't know how I would get to work if it wasn't for SHARE services. Thank you for all the help!

- I would recommend SHARE services to all of my co-workers. It was recommended to me when I first started with Marriott and it has been a great transportation experience.

## DUBLIN MICROTRANSIT PILOT ASSESSMENT

During Phase II of the Dublin Mobility Plan, the City confirmed that investment in new mobility services was critical to achieving a wide range of beneficial public health, quality of life, and economic development outcomes. The 2019 Dublin microtransit pilots each exhibited positive results that advanced these objectives and benefitted their target audiences: Dublin seniors, people with disabilities, and workforce commuters.

The financial expenditure of approximately $240,000 to operate the two pilots in 2019 was larger than expected, but it engendered in-kind contributions from the operator during the initial 6-month pilot period and from COTA in the form of marketing partnerships. The two sponsorships secured for the Senior/ADA and Summer Shuttle services and operating support awarded by the FTA Section 5310 and ODOT OTP2 programs were evidence that community and public agency partners recognized of the value of the service and the leading investment by the City of Dublin. All told, these sources added up to a roughly 55/45 split of external/City investment in 2019 services (see Figure 10). Two-thirds of program costs were expended on the Senior/ADA service, with the delayed launch and limited demand leading to lesser overall costs on the Workforce Shuttle (see Figure 11).

The ongoing commitment from the City (Capital Improvement Program) and COTA (through OTP2 funds) to enhance and sustain the services will allow the services to continue and grow in 2020. Ongoing funding support through MORPC (FTA Section 5310 funds) and others are pending and will provide additional opportunities to sustain, improve, and expand service.

**Figure 10      Dublin Microtransit – 2019 Pilot Funding Sources**



**Dublin Microtransit**
2019 Pilot Funding Sources

FTA Section 5310
$62,495
(26%)

ODOT OTP2
$64,256
(27%)

Sponsorships
$4,900
(2%)

City of Dublin CIP
$107,774
(45%)
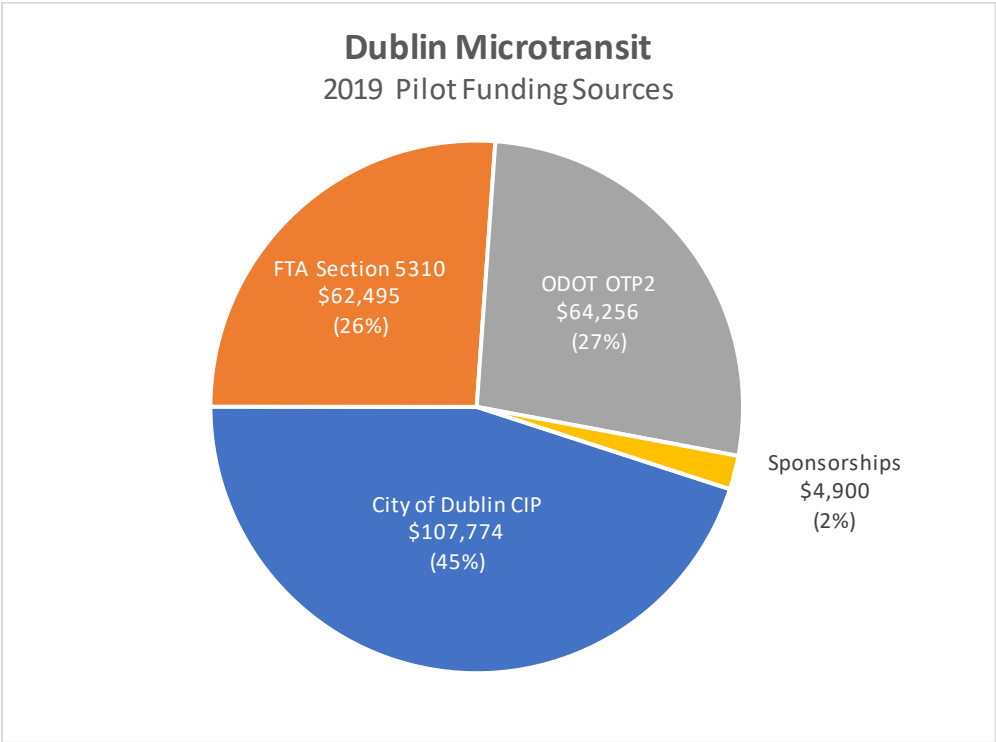
**Figure 11      Dublin Microtransit – 2019 Pilot Funding Uses**



**Dublin Microtransit**
2019 Pilot Funding Uses

Workforce
$79,028
(33%)

Senior/ADA
$160,397
(67%)
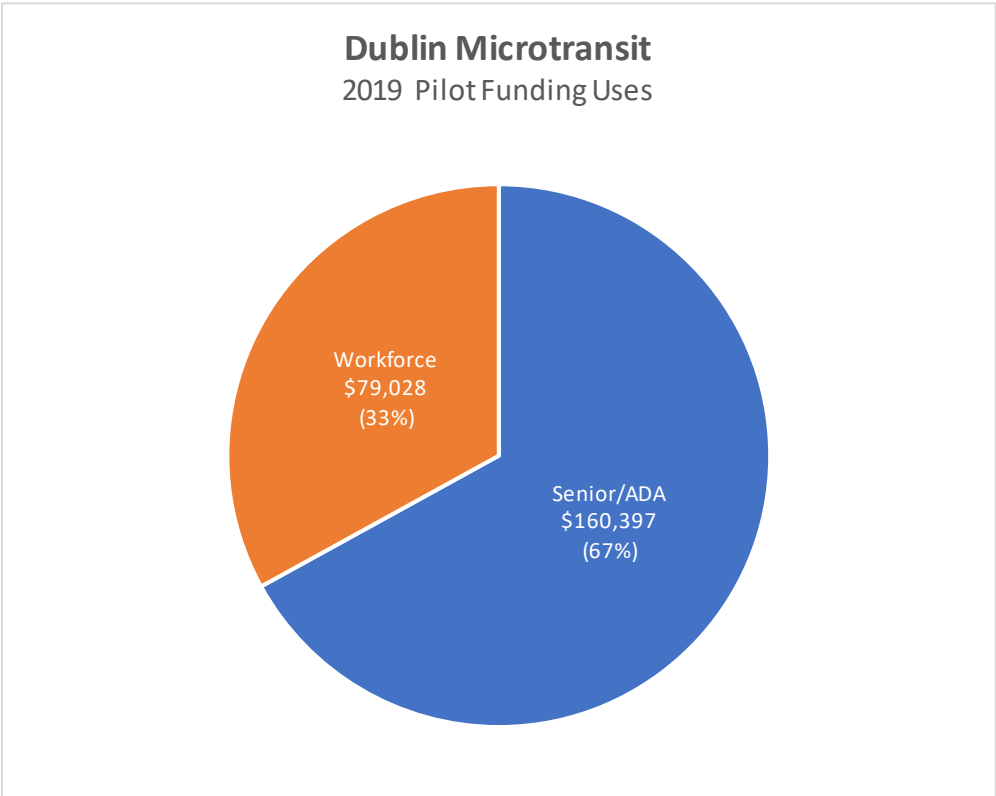
As the City of Dublin and its partners prepare to carry these efforts forward, they should consider the following lessons learned from the 2019 pilot period.

## Senior/ADA Circulator Pilot: Key Lessons Learned

### *Ridership Growth*

While ridership on the Senior/ADA Circulator was slow to accelerate, the sustained growth over the course of the pilot should be celebrated. The efforts undertaken by Dublin staff and SHARE to promote the service and customize it to rider needs were substantial and were especially evident at the start of the program, when understanding (both by riders and operator) was still being developed. As awareness of the program increased, riders began to depend on the service and made regular trips to a variety of destinations. This growth had plateaued by the end of 2019, but could continue to expand as the service is promoted to a broader aging-in-place audience.

### *Operating Efficiency*

The early stages of the pilot required a heavy lift from both Dublin staff and SHARE. Even with the in-kind setup and marketing support from SHARE during the first 6 months of the program, operating efficiency was poor, as reflected by the passengers-per-trip and cost-per-ride data collected during Q1. Some of this was unavoidable, as the service was unfamiliar and rider needs/patterns were still being developed. SHARE's transition in Q2 from the fixed route model to the dynamic/scheduled model brought with it a more efficient operating program and some additional flexibility in providing trips at times and to destinations requested by passengers. Passengers-per-trip and cost-per-ride metrics improved steadily from Q2 to Q4, even as the operating cost-per-hour increased from $50 to $80 in Q3. If this model is sustained and ridership continues to grow, operating efficiency should show additional improvement in 2020.

### *Rider Interface & Experience*

While the prescribed method for booking trips is through the web/app interface, SHARE provided sufficient alternatives to these options to enable riders to book by phone or through coordination with resident service staff at senior communities. The most common method for booking trips ultimately became the latter option, which has proven to be a dependable and convenient process for both passengers and the operator. Still, there were a number of reported instances of passengers arriving for trips that were not previously booked, possibly due to a lack of understanding of the scheduling protocol. SHARE also experienced frequent requests for call-in booking by individual passengers who are either unable to or prefer not to use the mobile app. They have accommodated these requests, but acknowledge that it requires additional resources.

### *Addressing Market Demand*

During the majority of the pilot period, service was only provided to seniors and people with disabilities who were arriving or departing from one of Dublin's senior living communities or established service agency partners. While this provided for efficient booking and route scheduling, it left out a significant portion of the potential rider market who lived in smaller multi-family buildings or single-family residences throughout Dublin. With the updates provided by Senior 2.0 in October 2019, service has now been expanded to these residents. An estimated 100 rides in Q4 could be attributed to these locations, representing just 5% of total ridership, but increasing the potential population served by a much greater percentage.

*Human Capital Needs*

As was referenced above, the amount of human capacity needed to launch and sustain the Senior/ADA Circulator has been substantial. User feedback reinforced the quality and value of the service and the personal impact both to riders and provided by operators, suggesting that the effort is worthwhile. That said, human capital needs – relative to the time and cost to provide the service on behalf of staff from the City of Dublin, senior communities, and operator – should not be overlooked.

## Workforce Shuttle Pilot: Key Lessons Learned

*Ridership Stagnation*

Much like the Senior/ADA service, Workforce Shuttle ridership was slow to take hold. Extensive marketing and outreach was required on the part of the City and SHARE to generate the small number of passengers who took advantage of the service during its first few months. Changes in rider circumstances led to rapid fluctuations in these patterns as the pilot continued. Some of this can be attributed to the fact that many service-sector workers in Dublin are in low-wage, transient jobs with unpredictable hours, making it difficult to schedule rides regularly or even sustain the positions over a longer period of time. Unlike the Senior/ADA service, the Workforce Shuttle did not experience sustained growth over the course of the pilot. Continued marketing of the program and more meaningful participation on behalf of Dublin's employers will need to be established over a longer period of time in order to improve upon this measure.

*Operating Inefficiency*

The efficiency profile of the Workforce service differed from that of the Senior/ADA service in that there were no fixed routes operating at a timetable during the initial launch. Trips were only being made by SHARE vehicles if passengers were on board from day one. That said, operating efficiency in terms of cost-per-ride has not changed as dramatically from the pilot launch in March to the most recent full month of operation (December). The decline in ridership in August – September had less to do with the increased cost-per-ride during that period than the increase in contracted hourly operating cost for SHARE. As ridership leveled out again in Q4 with between 208 – 251 rides, operating efficiency was still relatively poor, when compared to industry norms. The $46 cost-per-ride was nearly $20 higher than that of the Senior/ADA service. This is indicative of lower rides-per-trip (1.9) and rides-per-service hour (1.3) results, which compare to 3.8 and 1.8, respectively on the Senior/ADA service. As the industry comparison in the next section illustrates, more sustainable levels tend to be in the 2-4 rides-per-service hour range, maxing out at around 7 in the highest performing markets. By these measures, the Workforce Shuttle service has much room for improvement.

*Partnerships and Employer Buy-in*

Partnerships are critical to the success of the Workforce Shuttle service. On one hand, the successful collaboration with a small number of employers in engaging employees and registering them for the service has yielded several consistent riders. The marketing partnership with COTA, which included on-board announcements and materials that promoted the service on relevant bus routes and distribution of free fare cards to incentivize first-time riders, also helped increase participation. On the other hand, securing meaningful buy-in from larger employers was elusive. As was referenced previously, the "pilot" nature of the service dissuaded some companies from promoting it to employees. Others were not convinced that their employees do or would use transit as a means of getting to work. Still more were concerned about liability issues or were

simply difficult to engage at the right levels of administration. It is clear that the value proposition to Dublin's large employers will need to be made clear if they are going to be valuable partners in promoting the service to their workforce.

## Operating Efficiency: Industry Comparison

One common critique of microtransit is that it is expensive to operate (on a cost-per-ride basis) and unproductive (in terms of rides served per hour of service), compared to even low-productivity fixed-route bus networks in suburban areas. For example, many transit agencies typically operate infrequent fixed-route bus services that serve between 10 and 15 passengers per revenue-service hour. However, because microtransit pilots such as the Workforce Shuttle are explicitly designed to provide on-demand connections to fixed-route transit services in geographies where those services have been deemed unable to extend, the comparison to fixed-route services is not appropriate. Instead, microtransit should be evaluated in comparison to suburban dial-a-ride or demand-response services, which typically serve between one and seven passengers per revenue-service hour. As the case studies in the following section illustrate, some of these demand-response systems cost more than $50 per passenger trip to operate, often because of high labor and vehicle costs.

Key performance indicators of operating cost-per-ride and service productivity (rides per hour) from a range of successful microtransit programs in the United States are shown in Figure 12. By comparison, the pilot year metrics for both the Senior/ADA and Workforce services have underperformed relative to other microtransit services on the basis of each of these metrics. This relatively poor performance is due to insufficient ridership from several senior assisted living communities (apart from Avondale) on the Senior/ADA Circulator and unproductive engagement with Dublin employers (apart from AC Marriott) on the Workforce Shuttle. Much of this can be attributed to the "pilot" or start-up nature of these services in Dublin, but efforts will need to be taken to improve service in future years if it is to be sustained over the long-term.

**Figure 12** Performance Indicators of American Microtransit Programs

| Sponsoring Agency | Operator | Microtransit Pilot | Operating Cost-per-Ride | Rides per Hour | Updated |
|---|---|---|---|---|---|
| City of Dublin | SHARE | Senior/ADA Circulator | $33.97 | 1.8 | December 2019 |
| City of Dublin | SHARE | Workforce Circulator | $51.35 | 1.3 | December 2019 |
| COTA | UZURV | Mobility on Demand (for ADA-qualified riders only) | $26.50 | N/A | December 2019 |
| King County Metro (Seattle, WA) | Via | Via to Transit | $10.00 | 5.0[17] | December 2019 |
| L.A. Metro (Los Angeles, CA) | Via | Mobility on Demand | $12 to $14 | 2.7[18] | December 2019 |
| City of Arlington, TX | Via | Arlington On-Demand | $10.85 | 7.0[19] | November 2019 |
| City of West Sacramento, CA | Via | Via On-Demand Rideshare Pilot | $13.20 | N/A | December 2019 |
| Sacramento Regional Transit (SacRT) | Via | SmaRT Ride | $15.00[20] | 3.24 | October 2018 |
| Capital Metropolitan Transit Authority (Austin, TX) | In-house, software by Via | CapMetro Pickup | $17.42[21] | 3.65[22] | June 2018 |
| AC Transit (San Francisco Bay Area) | In-house, software by DemandTrans | Newark and Castro Valley Flex | $15 to $20[23] | 7.0[24] | January 2018 |

[17] Sullivan, Marie. 2019. "Mobility on Demand Hits 45,000 Rides; Will Comply with New California Law." *The Source* (blog). December 4, 2019. https://thesource.metro.net/2019/12/04/mobility-on-demand-hits-45000-rides-will-comply-with-new-california-law/.

[18] Ibid.

[19] Hazan, Joel, Nikolaus Lang, and Augustin Wegscheider. 2019. "On-Demand Transit Can Unlock Urban Mobility." Boston Consulting Group (BCG) Henderson Institute. November 7, 2019. https://www.bcg.com/publications/2019/on-demand-transit-can-unlock-urban-mobility.aspx

[20] Nelson\Nygaard Consulting Associates. 2018. Citrus Heights Comprehensive Transit Plan. P. 3-8.

[21] Hansen, Todd, Zachary Elgart, Kristi Miller, and Maarit Moran. 2018. "Existing Transportation Network Companies Used as a Part of Basic Mobility: White Paper." Texas A&M Transportation Institute. http://groups.tti.tamu.edu/transit-mobility/files/2019/04/TTI-Existing-TNCs-Used-as-a-Part-of-Basic-Mobility-White-Paper.pdf. Figure 17.

[22] Ibid.

[23] DemandTrans. 2017, March 29. "The newest battleground between public transit and Uber, Lyft is an unlikely one." http://demandtrans.com/news/the-newest-battleground-between-public-transit-and-uber-lyft-is-an-unlikely-one/

[24] Transit Center. 2018. "Flex V. Fixed: An Experiment in On-Demand Transit." TransitCenter. May 15, 2018. https://transitcenter.org/adding-flexible-routes-improve-fixed-route-network/.

# IMPLEMENTATION & FUTURE CONSIDERATIONS

*Program Vision*

The City of Dublin has affirmed its commitment to supporting microtransit services into 2020. The vision for these programs should reflect both the community's mobility vision and the industry best practices and performance measures. The vision for Dublin microtransit services going forward can be summed as follows:

***Dublin's microtransit services will continue to advance the community's mobility vision, promoting positive public health, quality of life, and economic development outcomes for the City's seniors, disabled residents, and workforce commuters. These services will be operated with increasing effectiveness, meeting the needs of their target populations, while achieving improvements around established key performance indicators (KPI)**, including:*

- Total ridership
- Operational efficiency
- Operational safety
- Customer satisfaction
- Number of employers served
- Funding support from external partners

These KPI will each have a series of measures that will continue to be tracked by the City of Dublin, their operator and their partners to support continued service enhancement and achievement of program objectives.

*Next Steps*

The City of Dublin and its program partners can pursue a series of additional opportunities to improve upon microtransit program outcomes going forward. These include:

- **Consider adopting truly on-demand service:** The 24-hour advance reservation requirement allows SHARE to align service provision for operational efficiency, but it is out of step with peer operators and may discourage potential riders. Dublin and its operator should pursue opportunities to reduce the advance reservation requirement to align with best practices, some of which are already in place in the Columbus area.

- **Balance funding resources with level of subsidy provided:** By opting to offer these services at no charge to riders, Dublin is lowering a key barrier to use, but is experiencing program costs that may not be sustainable in the long-term without additional subsidy and partner support. The City will need to identify a balance between providing an attractive (and cost effective) service and constraining overuse, while simultaneously searching for new sources of support within the community.

- **Identify/elevate Senior/ADA Circulator partners:** The vast majority of the Senior/ADA pilot's ridership came from a single senior living community. As the program expands to include seniors who are aging in place, Dublin should also pursue new senior community and service agency partners who are willing to promote and support the service, both in the interest if increasing ridership and providing financial support.

- **Expand partnerships with employers:** Free or low-cost, on-demand transportation for local employees is an under-valued resource for Dublin employers that most other municipalities do not provide. The City should increase its engagement with major

employers in Dublin to increase ridership on the Workforce Shuttle and better establish the case for the service and the value proposition to employers. Ultimately, these relationships will need to lead to financial support for the service and other commuter benefits that increase the attractiveness and utilization of non-drive-alone travel options.

▪ **Expand service hours or supplement off-peak service with ride-hailing**: The Senior/ADA and Workforce services both have limited hours of service. To serve riders at other times of day, Dublin should consider engaging with ride-hailing partners (e.g. Uber, Lyft) to provide City or other public agency-subsidized rides in Dublin at off-peak hours. Several examples of this approach are outlined in the following section on Emerging Models & Best Practices.

▪ **Diversify support in view of vulnerable funding sources:** In addition to Dublin Capital Improvement Program funding, these services have benefitted from at least two other public sources of funds: ODOT's OTP2 program and FTA's Section 5310 funding program. These sources award annual support through a competitive application process and can be difficult to secure in successive years. Dublin should continue to evolve its microtransit program in order to exhibit a sustained case for these funding sources, while also continuing pursuit of more stable funding sources to ensure long-term viability. Examples include Columbus's Downtown C-Pass program and the concept of a Dublin Mobility Fund (summarized in the final section of this report).

▪ **Adopt progressive parking and demand management policies:** Developing and adopting new parking and demand management policies can increase demand for transit, microtransit, and other non-drive-alone travel modes in Dublin. Demand management policies in Historic Dublin and Bridge Park, at employer sites, and tied to economic development incentives can influence development projects and influence both employer practices and workforce travel behaviors. Options to pursue in this area, including commuter benefits ordinances, are further outlined in the final section of this report.

▪ **Refine KPI and continue tracking measures of program success:** The key performance indicators (KPI) established prior to program launch provided a valuable set of metrics that helped the City and SHARE track and evaluate the pilot services over the course of 2019. The program partners should assess the value of these measures and others to ensure that they are collecting data that will be meaningful to the City, the service's target audiences, program funders, and current/potential partners.

▪ **Consider a regular solicitation period for these services:** The initial request for proposals (RFP) for the pilot programs was issued in September 2018. The pilot contracts were extended through December 2019 and service has continued into 2020. The City of Dublin requires that contracts in excess of $75,000 are publicly bid. Assuming forthcoming contracts for microtransit service exceed this amount, Dublin will need to issue a new solicitation for operator services, giving the City an opportunity to reinforce or re-establish program goals, service levels, reporting measures, and other expectations and deliverables with the chosen vendor.

▪ **Continue to advocate for increased COTA services:** Dublin's collaborative efforts with COTA during Phase III were a positive sign and acknowledged shared goals and outcomes. The OTP2 funding allocation will yield additional transit service in 2020 (and possibly beyond), but additional gaps in service will still exist. Dublin should continue to advocate for expanded service to and through the community, including potential future COTA Plus service expansion, akin to the service launched in Grove City in 2019 (see profile in the following section).

# EMERGING MODELS & BEST PRACTICES

## Microtransit Partnerships

### COTA Plus | Grove City, OH

In July 2019, COTA launched COTA Plus, an on-demand microtransit service intended to provide first/last-mile connections to transit stops and other major destinations in Grove City, OH. These destinations include Southpark Industrial Park (a major employer), Mid-Ohio Food Bank, COTA's Grove City Park & Ride, Mount Carmel Grove City Hospital, and the retail corridor on SR-665. The pilot will run for one year, through July 2020. The pilot is funded through Grove City general funds and a MORPC grant, and its operating cost for the first year is $360,000.

Customers can book rides on COTA Plus through the COTA Plus mobile app, developed by Via. Riders without smartphones can book rides by calling a COTA telephone hotline. Service on COTA Plus is available on weekdays from 5:30 AM to 8 PM. Trips must begin and end within the defined coverage zone shown in Figure 13, and the one-way fare is $3. This fare includes a free COTA transfer for riders who travel to the Grove City Park & Ride. COTA staff operate the service in agency-owned Ford Transit vans wait times of 15 minutes or less. COTA's operator union contract prohibits subcontracting service for fixed-route operations.

As of November 2019, COTA Plus has served 1,619 rides, without about a third of these rides requested through the COTA Plus app.[25] The average ride duration is about 8 minutes, and average trip distance is less than two miles. To promote COTA Plus, the agency's marketing team has launched a marketing campaign that includes digital advertising, billboards, print media and social media. Agency staff are also working with local employers within the service zone to promote awareness of the service and enroll new riders in the app.

COTA also coordinated with the Mount Carmel Grove City Hospital to create a voucher system that enables patients or caregivers to pay for COTA Plus rides without a debit or credit card, as many are unbanked. The Hospital has also purchased about 300 COTA Plus vouchers to distribute to low-income patients who have no other means of transportation to their appointments.

**Figure 13    COTA Plus Grove City Service Zone**
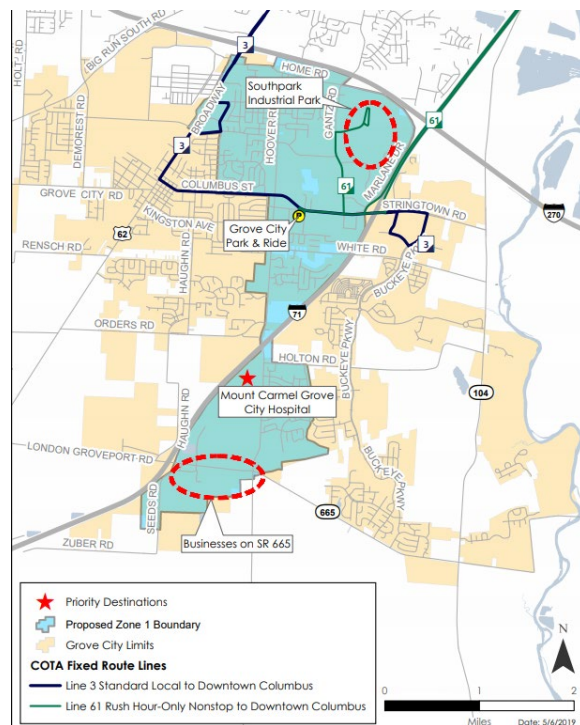


Source: COTA

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[25] Froman, Alan. 2019, November 25. "COTA Plus Usage in Grove City Grows along with Awareness." ThisWeek Community News. Accessed January 30, 2020. https://www.thisweeknews.com/news/20191125/cota-plus-usage-in-grove-city-grows-along-with-awareness.

COTA and Grove City are considering a second phase of the pilot, to be launched in late 2020, in the northwestern portion of Grove City, including Downtown Grove City, a local Walmart distribution center, and various other employers. The partners are also considering adding weekend service. This expansion would cost Grove City an estimated $42,000.[26]

### New Albany, OH: SmartRide

The city of New Albany, Ohio offers the SmartRide commuter shuttle service to better connect workers to the growing number of jobs in the New Albany International Business Park. The service, which has operated for 6 years, is operated by Towne Park. It is provided in partnership with the Central Ohio Transit Authority (COTA) and aligns with #45 rush hour bus line that operates to and from downtown Columbus during morning and evening peak hours. SmartRide is free for passengers transferring from the COTA bus line at the New Albany Park & Ride lot.

Figure 14    New Albany, OH SmartRide Shuttles
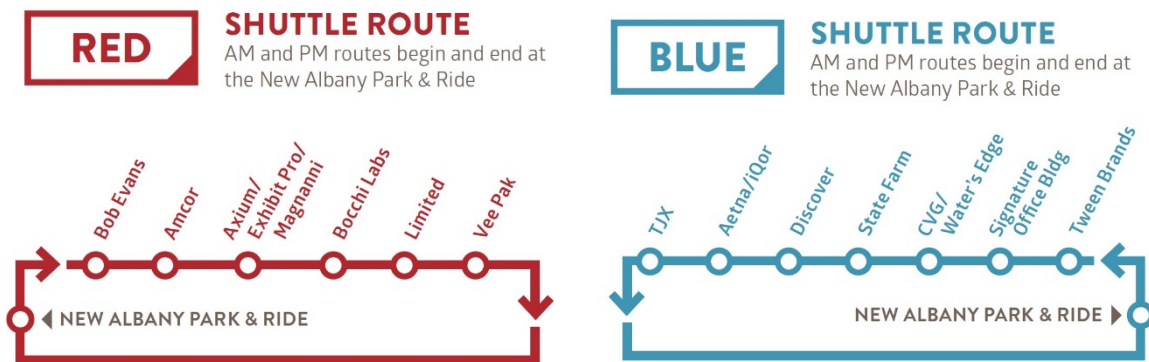


Source: COTA

Three SmartRide routes provide five scheduled runs between Columbus and New Albany during the AM and PM peaks. The service costs New Albany an estimated $110,000 - $120,000 to operate annually, with the City paying an additional fee to allow for use of the buses for other purposes when not in service. The service is promoted as an economic development tool that supports business growth and the roughly 15,000 employees that work in the City's business parks. Between 20,000 – 30,000 riders use the service each year, with 2019 showing relatively low ridership at around 21,000 trips.

New Albany is working with the three business parks that are served by the shuttles to generate revenues that will support ongoing operation. However, a per-acre assessment of property owners that was recently proposed to help generate a significant portion of operating costs was shelved due to lack of support. The City's goal is to contribute around 30 percent of the cost of the service, with the remainder funded by other sources, including the business park assessments and sponsorships. New Albany is also working with COTA to examine off-peak trips to serve workers with shifts that begin before 6 AM or during the mid-day, when the #45 bus is not operating.

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[26] Cordle, Andrea. "COTA Plus Program Could Expand City-Wide." *Columbus Messenger* (blog). January 23, 2020. https://www.columbusmessenger.com/cota-plus-program-could-expand-city-wide.html.

**Figure 15** SmartRide Operating, Performance, and Funding Characteristics

| Operating Characteristics | |
|---|---|
| **Service Design** | Commuter Shuttle (3 routes) |
| **Running Time (Round Trip)** | 26-30 minutes |
| **Number of Stops (Round Trip)** | 23 (3 routes) |
| **Fare (One-way)** | Free |
| **Service Span (weekdays)** | 6:15 – 8:30 AM and 3:00 – 6:15 PM |
| **Service Span (weekends)** | No Service |
| **Frequency (weekdays)** | Varies (20-35 minutes) |
| **Frequency (weekends)** | No Service |
| **Start-up Capital Costs** | Unknown |
| **Annual Operating Costs** | $120,000 |
| **Annual Ridership** | 21,000 (2019) |
| **Operating Cost/Passenger** | $5.70 |

## Groveport, OH: GREAT Shuttle

The City of Groveport, Ohio also partners with COTA to provide first-mile/last-mile connections between local business parks and regional bus lines. The Groveport Rickenbacker Employee Access Transit (GREAT) service is operated by Towne Park and connects local employment centers to COTA lines 22 and 24, free of charge, 7 days a week. Service hours are from 5:45 a.m. to 5:10 p.m. on weekdays, with buses arriving every 30-minutes. Weekend trips or return trips beginning later than 5:20 p.m. can be arranged on-demand. Additional supporters of the service include the Village of Obetz, the Mid-Ohio Regional Planning Commission, and Rickenbacker Employee Assistance Network.

The service was first launched in 2015 in response to job growth in the Rickenbacker area. Access to jobs and workforce was a primary concern for area employers and the GREAT service was viewed as a needed complement to increased COTA bus service. Much like

**Figure 16** Groveport, OH GREAT Shuttle



Source: City of Groveport

the New Albany example, the service is promoted as an economic development tool and a means for connecting regional workforce to more the 21,000 jobs and 60 businesses in the shuttle's service area. The cost of the service is more than $490,000, annually, with roughly 70% paid by Groveport and 30% paid by Obetz. Ridership in 2018 totaled approximately 25,000 passengers, with the vast majority being weekday trips.

With additional growth expected in the Rickenbacker area, Groveport and COTA are examining opportunities for expanded service and a new transit center with surrounding communities, including Columbus and Pickaway County. Groveport is considering adding a fourth GREAT route and COTA is seeking additional state funding to increase fixed route service frequency to the area to meet new anticipated rider demand.

**Figure 17      GREAT Operating, Performance, and Funding Characteristics**

| Operating Characteristics | |
|---|---|
| **Service Design** | Shuttle/Circulator (3 routes) |
| **Running Time (Round Trip)** | 22-26 minutes |
| **Number of Stops (Round Trip)** | 29 (3 routes) |
| **Fare (One-way)** | Free |
| **Service Span (weekdays)** | 5:45 AM – 5:10 PM (On-call from 8:15 – 10:15 PM) |
| **Service Span (weekends)** | On-call in three shifts from 5:30 AM – 9:30 PM |
| **Frequency (weekdays)** | 30 minutes 5:45 AM – 5:10 PM |
| **Frequency (weekends)** | On-Call |
| **Start-up Capital Costs** | Unknown |
| **Annual Operating Costs** | $490,000 |
| **Annual Ridership** | 25,000 |
| **Operating Cost/Passenger** | $19.60 |

## Via On-Demand Rideshare | Arlington, TX

Arlington is located between Fort Worth and Dallas with a population of approximately 396,000 people. Fixed-route transit service briefly consisted of one commuter bus route known as the Metro Arlington Xpress (MAX), which was discontinued in December 2017. Until implementation of the MAX route, Arlington had the distinction of being the largest municipality in the country without fixed-route transit service. The MAX route connected the CentrePort/Dallas Fort Worth (DFW) Airport Station to downtown Arlington and the University of Texas of Arlington.

Daily ridership on MAX averaged 240 trips during the first year of service, which was less than 50% of the expected 500 trips. The Arlington Transportation Advisory Committee (TAC) recommended that MAX be replaced with an on-demand rideshare system. The TAC subsequently approved a contract with Via in November 2017 to develop and operate an on-demand rideshare program.

*Via On-Demand Rideshare*

In December 2017, Arlington launched a one-year microtransit pilot with Via to replace MAX. The primary goal was to find a more cost-effective option of providing more coverage. When reviewing different options for replacing MAX, the TAC focused on microtransit because of its ability to offer flexible service and enhance regional mobility.

Via provides subsidized rides for any trips that begin and end within the service area, which includes the downtown region and the CentrePort/DFW Airport Station in Fort Worth. The hours of operation are between 6:00 am and 9:00 pm Monday through Friday and between 9:00 am and 9:00 pm on Saturday. During select special events, Via offers extended hours past 9:00 pm.

All riders are charged a $3 flat fee and customers are able to book a ride through the Via smartphone app or live support telephone line. For $15, riders can purchase a weekly pass which covers rides up to four times per day. Cash fares are not accepted, and most rides are booked using credit/debit cards linked to the Via mobile app. However, to comply with Title VI of the Civil Rights Act, Via accepts prepaid debit cards as an alternative to cash fare payment, which can be purchased with cash at local retailers.

**Figure 18      Arlington, TX Via Rideshare Service Area**
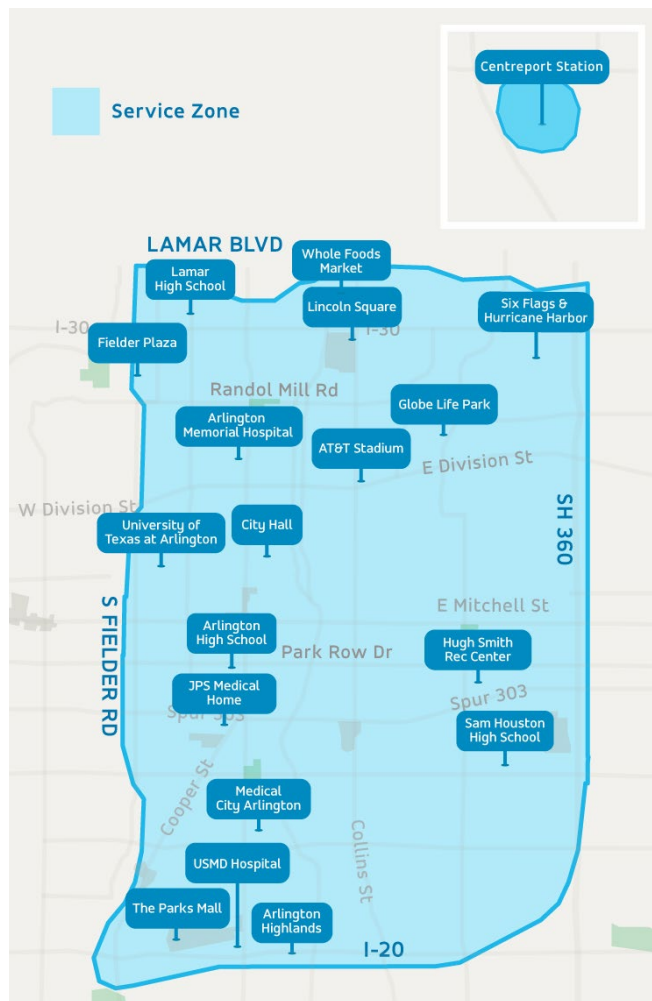


Source: City of Arlington

*Via On-Demand Rideshare Service Characteristics*

Unlike ride-hailing, Via does not typically offer door-to-door service. Instead it uses a "virtual stop" model, which may cause passengers to occasionally walk no more than 500 feet to catch the nearest available van. This model allows Via drivers to avoid time-consuming U-turns or circuitous movements that may inconvenience other riders. Riders with disabilities can book wheelchair-accessible vehicles by entering a promotional code in the Via app at checkout or by letting a customer service representative know if booking by Via's phone hotline. Unlike an agency-operated microtransit model, the City did not purchase vans being used for the On-Demand Rideshare Pilot. The vans are owned by Mercedes Benz, which in 2017 established a joint venture with Via that made available a fleet of Via Vans leased to Via Driver Partners through a third-party leasing entity.

**Figure 19    Via On-Demand Rideshare Service Characteristics (Arlington, TX)**

| Via On-Demand Rideshare Service Characteristics | |
|---|---|
| Weekday Span | 6:00 am – 9:00 pm |
| Weekend Span | 9:00 am – 9:00 pm (Saturday Only) |
| Number of Vehicles | 15 |
| Vehicle Type | 6 passenger van |
| One-Way Fare | $3.00 |
| Ride-hailing method | Via App or telephone line |
| Annual cost | $2.1 million |

*Via On-Demand Performance*

The Via pilot served more than 85,000 rides in its first year of operation. As of January 2019, there is little publicly available information on service performance.

**Figure 20    Via On-Demand Performance vs. MAX (Commuter Bus)**

| Performance Metric | Via Pilot (Dec 17 – Dec 18) | MAX (Dec 16 – Dec 17) |
|---|---|---|
| Service Days | 312 | 260 |
| Total rides | 85,000 | 62,544 |
| Average monthly ridership | 7,100 rides | 5,119 rides |
| Average daily ridership | 272 | 241 |
| Average wait time | 9 minutes | n/a |
| Percent ridership from repeat riders | 70% | n/a |
| **Average cost per trip** | **$10.85** | **$11.32** |

Source: City of Arlington

Overall, the performance of the Via pilot was marginally better than the performance of the MAX route. Although the service carried almost 20,000 additional riders, it also operated on Saturdays, which are also days when significant special events occur in Arlington's entertainment district. Overall, the Via service was about $0.50 cheaper to operate per trip than the fixed route MAX service and carried 30 additional riders per day, on average.

The cost of the one-year pilot was $922,500, $600,000 of which came from a Federal Transit Administration grant, and the remaining $322,500 was funded by the City. After the one-year period ended, the City Council approved a one-year contract renewal with Via, which increased the fleet from 13 to 15 vehicles and expanded the service area. The renewal costs $2.1 million, which is funded by the City ($995,000), the FTA ($807,000), and fare revenue ($300,000). The increased cost reflects the expanded service area.

## Via On-Demand Ridershare | Municipal Partnership | West Sacramento, CA

West Sacramento is a city of approximately 50,000 residents located west of Sacramento, on the west bank of the Sacramento River, in northern California. Fixed-route transit service in the area is provided by the Yolo County Transportation District, operating as Yolobus.

- Yolobus operates five local bus routes with service to West Sacramento, Routes 35, 40, 41, 42A/42B and 240. These routes provide service to local destinations within West Sacramento as well as connections to Sacramento, Davis, Woodland, and Sacramento International Airport. Each of these routes operates on seven days a week, with the exception of Route 41, which operates Monday thru Friday. All Yolobus service is hourly.

- Yolobus also operates two commuter routes with weekday-only service to West Sacramento, Routes 39 and 241. Route 39 operates four trips during the AM peak and four trips during the PM peak, while Route 241 operates two trips during the AM and PM peaks. Each of the commuter routes terminate in Downtown Sacramento.

Despite its location less than one mile from transit-rich Downtown Sacramento, West Sacramento residents who rely on transit face infrequent service, inefficient and circuitous routes, and long travel times from its Yolobus service, especially in comparison to travel in private vehicles. The City issued a formal RFP in May 2017 to explore microtransit as a potential solution to supplement its poorly performing transit service.

### *Via On-Demand Rideshare*

In November 2017, the City selected Via as the vendor in a public/private partnership to provide microtransit service citywide. The City initiated the Via On-Demand Rideshare Pilot to meet several mobility objectives, including expanding mobility options for residents who do not have personal vehicles, providing cost-effective service in areas where fixed-route transit is not available, operating faster and more direct routes, and providing on-demand service for ADA paratransit customers, for which the City spends $35 to $40 per trip. The most important of these objectives was to provide more cost-effective service, as many areas of West Sacramento are lower-density and do not generate sufficient ridership to justify additional fixed-route service.

Per the Pilot's service contract, Via (doing business as "NoMad Transit LLC") provides unlimited, subsidized rides for any trips that begin and end within West Sacramento Monday through Friday, 7:00 am to 10:00 pm, and Saturdays 9:00 am to 10:00 pm. The service area consists of the West Sacramento city limits. Regular, one-way fares are $3.50 per trip, while seniors and people with disabilities receive discounted fares of $1.75. Rides can be hailed using the Via app or by calling a telephone hotline. For frequent riders, the Pilot offers ViaPass, a $15 weekly pass that provides up to four trips per day. Cash fares are not accepted, and most rides are booked using credit/debit cards linked to the Via mobile app. However, to comply with Title VI of the Civil Rights Act, Via accepts prepaid debit cards as an alternative to cash fare payment, which can be purchased with cash at local retailers.

Unlike ride-hailing, Via does not typically offer door-to-door service. Instead it uses a "virtual stop" model, which may require passengers to occasionally walk no more than 500 feet to catch the nearest available van. This model allows Via drivers to avoid time-consuming U-turns or circuitous movements that may inconvenience other riders. Riders with disabilities can book wheelchair-accessible vehicles by entering a promotional code in the Via app at checkout or by letting a customer service representative know if booking by Via's phone hotline. Unlike an agency-operated microtransit model, the City did not purchase vans being used for the On-Demand Rideshare Pilot. The vans are owned by Mercedes Benz, which in 2017 established a joint venture with Via that made available a fleet of 10 Via Vans leased to Via Driver Partners through a third-party leasing entity.

The Pilot has received $749,000 in funding for the one-year pilot period. Funding for the Pilot is provided by the West Sacramento City Council, using $600,000 from local Transportation Development Act funds (a combination of State Transit Assistance and Local Transportation Funds) and a $150,000 Sacramento Council of Governments TDM Innovation Grant. The city council approved a contract amendment increasing the project budget to $839,000 by relinquishing an additional $90k in fare revenue to Via.

**Figure 21    Via On-Demand Rideshare Service Characteristics (West Sacramento, CA)**

| Via On-Demand Rideshare Service Characteristics | |
|---|---|
| Weekday Span | 7:00 am – 10:00 pm |
| Weekend Span | 9:00 a.m. – 10:00 p.m. Saturday Only |
| Vehicle Type | 6 passenger van |
| One-Way Fare | $3.50 Adult/ $1.75 Senior & Disabled |
| Ride-hailing method | Via App or telephone line |
| Annual cost | $839,000 |

*Via On-Demand Rideshare Performance*

As a condition of the Pilot, the City Council requested monthly reports on its service performance, ridership, and any proposed service modifications. The most recent report covers the first five months (21 weeks) of the partnership between May 14, 2018 and February 11, 2019. As of February 2019, 47,700 trips have been completed on the service, and average daily ridership ranges between 300 and 400 rides per day – nearly double original predictions.

**Figure 22    Via On-Demand Performance vs. Yolobus (Demand Response)**

| Performance Metrics | Via On-Demand (5/2017 – 2/2018) | Yolobus Demand Response (2017) |
|---|---|---|
| Total Rides | 47,680 | 27,067 |
| Operating Cost | $629,250 | $1,700,000 |
| Operating Expense Per Trip | $13.20 | $62.87 |
| Percent Shared Bookings | 67% | N/A |
| Percent Shared Rides | 49% | N/A |

The Pilot has so far been most popular between the hours of 10 AM and 2 PM, an unusual pattern given that most transit demand is highest during the AM and PM commuting peaks. The most common rider pickup and drop-off points are generally commercial centers, civic buildings,

schools, and some major employers. These include several locations suggesting that a number of Via users are crossing into Sacramento using another mode. Via's customer survey includes several rider comments urging the Pilot to provide improved connections to Sacramento.

A number of challenges with the Pilot have emerged. Via's subcontracted Support Line vendor provided poor customer service at the outset of the pilot, and particularly during the morning commute hours when call volumes were most frequent. Via changed vendors in October 2018 to remedy this issue. Additionally, Via's "Virtual Stop" model presents issues for some seniors with mobility issues and people with disabilities. Via is working to develop a solution allowing users to customize their Via profiles so that Via riders with known disabilities or mobility issues will automatically receive door-to-door service.

Overall, the Via On-Demand Rideshare Pilot has been successful in expanding mobility for seniors and transit dependent populations. Preliminary ridership results indicate that microtransit is especially effective at serving shorter trips under 5 miles between major destinations. In contrast to early ride-hailing companies, microtransit operators like Via have developed more refined approaches to compliance with regulations such as ADA and Title VI.

*Successes*

- Improved mobility for Seniors and transit dependent persons
- Lower cost per ride compared to ADA/Paratransit trips provided by Yolo County Transportation District
- Via Pass provides an affordable option for frequent users

*Challenges*

- Poor quality of subcontracted customer support call center
- Walking to "virtual bus stops" is not feasible for some riders
- Customers would like connections beyond city limits

## Ride-Hailing Partnerships

Ride-hailing services are typically offered by drivers registered with a transportation network company (TNC) who operate personal vehicles than can be booked through the use of personal smart phones. The potential for ride-hailing services to provide first/last mile transit access, reduce parking demand, and address localized mobility gaps stimulates partnership interest from employers, developers, cities, and transit agencies. Transit agency interest can stem from the need to serve the riding public in places or at times of day that are difficult to serve with fixed-route transit (such as for lower density first-/last-mile connections or late-night service). These partnerships can make transit a more viable travel mode, by either expand existing transit service coverage area or replace existing underperforming routes with more customized service.

### COTA Mainstream On-Demand | Greater Columbus, OH

In May 2019, COTA launched a pilot service with UZURV to provide non-ADA trips for some of its riders who qualify for Mainstream, the agency's ADA paratransit service. COTA was motivated to work with UZURV, an "adaptive TNC" that specializes in serving people with disabilities and older adults, after following GRTC's Care On-Demand partnership described below. COTA's new management leadership has also expressed strong support for agency staff to test innovative service delivery concepts. UZURV provides its drivers with required elements of ADA paratransit service (e.g. more rigorous background checks, drug/alcohol testing, and sensitivity training) and

offers wheelchair-accessible vehicles, neither of which are consistently available from Uber or Lyft. Like other TNCs, UZURV drivers are contractors who provide their own vehicles. Eligible ADA riders can book same-day or advance reservation trips, with at least 2 hours' advance notice required for trip reservations.

Like GRTC, COTA wanted to provide a same-day mobility option for its ADA paratransit customers (the Mainstream ADA paratransit system requires 24 hours' notice), and also to adopt a more cost-effective service model for ADA customers. The partnership took about one year to develop. Most of COTA's preparations prior to the launch of the service involved educating its ADA customers on the process to hail same-day service through UZURV. This effort consisted of a marketing campaign through print and digital materials as well as open house-style events.

There was no formal procurement process in this pilot. COTA's prime contractor for its Mainstream ADA paratransit service, First Transit, is scoped to subcontract portions of its service as needed to operators such as UZURV. As of late 2019, UZURV appears to be the only TNC that specializes in serving people with disabilities and older adults. COTA's union contract with the ATU prohibits the agency from sub-contracting service on fixed-route operations. While this did not affect the Mainstream On-Demand pilot, it requires general public microtransit services such as COTA Plus to operated in-house.

Mainstream On-Demand is considered a supplemental service to ADA and is therefore not subject to FTA regulations such as Title VI or ADA, as is Mainstream. As with other TNCs, riders using Mainstream On-Demand must pay their fare with a credit or debit card. Prepaid debit cards are also accepted, a condition that enables the pilot to comply with Title VI regulations for unbanked passengers. Riders who become eligible for Mainstream ADA service are automatically also eligible for Mainstream On-Demand. Non-ADA trips on Mainstream On-Demand cost $5, compared to $3.50 on Mainstream.[27] These fares apply to trips between zero and five miles, plus an additional $1 per every additional mile after the fifth mile. Unlike other TNCs, riders request rides through a dedicated call center, a similar process to the Mainstream ADA service. Wheelchair-accessible vehicles are available on Mainstream On-Demand, though UZURV generally contracts these vehicles from local non-emergency medical transportation providers (NEMT). These trips typically cost $50 per trip to operate, significantly higher than for other vehicle types (the typical Mainstream On-Demand trip costs about $27).

Mainstream On-Demand currently serves about 2,500 trips per month, and about 22% of these trips occur on wheelchair-accessible vehicles. COTA is highly pleased with the preliminary results of Mainstream On-Demand. Average Mainstream On-Demand door-to-door trip time is about 20 minutes, compared to 30 minutes on Mainstream. The average customer fare is about $7.50, and the average trip distance is 10 miles. The program's cost-per-ride is about $27, compared to $36 for core ADA service, Mainstream. As a result of this performance, COTA made the Mainstream On-Demand program permanent in October 2019.

There is currently no UZURV app for riders, though COTA seeks to develop one in mid-2020. COTA also seeks to reduce the trip reservation window requirement from 2 hours to just one hour. UZURV has established a national service agreement with Lyft to cover any unfulfilled trip requests it cannot accommodate. Typically, this applies to about 5% of Mainstream On-Demand trip requests.

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[27] The ADA prohibits agencies from charging more than double the fare of fixed-route service for ADA paratransit (Mainstream), though this has no bearing on Mainstream On-Demand, a supplemental service.

As with COTA's Mainstream service, Mainstream On-Demand service is limited to origins and destinations that are within ¾ mile of a fixed-route COTA bus service. COTA recommends that any addresses that are beyond this distance communicate with them to determine the closest available route and location that is eligible for service.

Customer feedback for Mainstream On-Demand has been positive so far, and COTA has received the following testimonials:

- "The ride time is a lot shorter. It gives me the option to go a little further when I shop or to visit an area I normally don't go."
- "I think it's awesome that COTA has a new program. I like the flexibility of it. I think the two-hour advance booking is exciting."
- "They've got things really structured so it's easy to schedule, cancel, or will-call."

### CARE On-Demand | Transit Agency Partnership | Richmond, VA

Greater Richmond Transportation Commission (GRTC) partnered with two hybrid network companies that provide transportation service, including accessible service. ADA riders can book same-day or advance reservation trips. GRTC wanted to provide another mobility option for its ADA paratransit customers and also to help steer the increasing demand for ADA paratransit to a service more cost effective than ADA paratransit. GRTC reached out to several other transit agencies that had implemented ADA paratransit alternatives with TNCs to learn about their experience. Additionally, one of the transit agency's senior managers brought direct experience with a same-day taxi- and sedan-based service for ADA customers from a prior position in a different city. In developing its pilot, GRTC was very focused on ensuring compliance with ADA and Title VI requirements following FTA guidance. The transit agency contacted its FTA Regional Office for further guidance. GRTC was then deliberate in including ADA and Title VI requirements in its procurement document for the pilot, in particular, including a requirement for a call center and accessible vehicles. GRTC's planning efforts explored use of taxis and the "traditional" TNCs for the same-day service. Taxis did not seem a feasible option given the local taxi industry, and the TNCs did not seem interested in providing a call center, a feature GRTC specifically required.

GRTC negotiated agreements with two "reservation network companies." The first, UZURV (founded by two Uber drivers and based in Richmond) provides a call center and a mobile app. Since late 2017, UZURV has transitioned to a TNC, calling itself an "Adaptive TNC." The company has characteristics of a "traditional" TNC but also meets certain ADA requirements, e.g., providing all drivers with ADA and sensitivity training and providing door-to-door service when needed by riders. The second company, RoundTrip (co-founded by a Richmond resident and Virginia Commonwealth University graduate), is a web-based reservation service and has agreements with transportation providers in its network to serve the requested trips, including over 15 with accessible vehicles. This second company is formally known, per Commonwealth of Virginia regulations, as a Transportation Broker/Dispatcher.

ADA eligible customers can contact either of the two companies for a same-day trip at least two hours in advance. Trips can also be booked up to 30 or more days in advance. Customers can request favorite drivers, at least with UZURV. Service includes door-to-door assistance if needed by the customer. A Personal Care Assistant (PCA) rides without charge, and companion(s)—on a space available basis—also ride without charge. The customer pays the first $6, with GRTC paying up to an additional $15. If the trip costs more than $21, the customer pays the remainder. The

companies charge for trips based on mileage and the cost to the customer is also subject to an additional charge for peak time-of-day demand.

*Data Sharing*

- GRTC identified data and documentation requirements in its RFP and reports that the two companies provide the required information on a monthly basis. The information is needed for reimbursement.
- According to the RFP for the pilot, the data and documentation include, among others:
  - Customer information including the GRTC Client ID number
  - Number of companions
  - Full pick-up address with phone number
  - Destination address
  - Starting and ending mileage
  - Money collected from the customer and total trip cost
  - Daily dispatch log, which shows all program reservations taken, cancelled, dispatched and no-shows
  - Complaint log, which identifies customer complaints received directly and through GRTC customer service as well as the complaint resolution
- The main indicator of success is percentage of total trips by ADA customers taken on CARE On-Demand, with the original goal of 10%. As of April 2018, approximately 1,500-1,600 trips were completed, representing 7-8% of total ADA paratransit and pilot monthly ridership. GRTC also tracks miles, hours, and ridership.

*Regulatory Considerations*

- GRTC was careful to address the regulatory requirements of ADA and Title VI in the planning and design of its pilot.

*Marketing/Outreach Methods*

- GRTC's marketing department has worked with the two companies to advertise and market the pilot. Efforts included information on the transit agency's website and through social media as well as flyers and a mailing to ADA paratransit customers.
- More recent marketing has been word of mouth in the community.

*Project Wins*

- GRTC is pleased with the pilot.
- The pilot is diverting ADA paratransit demand and cost: GRTC's cost for the pilot trips are a maximum of $15, while ADA paratransit trips cost, on average, about $30.

*Areas of Further Development*

- GRTC is looking at some possible synergies that may exist with the current ADA paratransit program and the pilot program.

*Lessons Learned*

- GRTC believes that the time it took to plan the pilot, including careful research to ensure compliance with ADA and Title VI requirements, and the additional time to conduct the procurement and contracting process were important in launching a successful pilot. As the transit agency stated, "We did our homework."
- The transit agency also reports that its pilot benefitted from a slow and gradual build-up of ridership, allowing GRTC to gain experience and learn from that early experience.
- Information for eligible customers about the cost of trips should have been more explicit, specifically that the cost is not determined only by trip mileage but it can include an

additional charge at certain times due to increased demand. There was some confusion in the early months about trip costs as customers did not understand that the cost for the same trip could vary.

### Go Dublin | Transit Agency Partnership | Dublin, CA[28]

LAVTA is a suburban Bay Area transit authority looking to provide residents an easy, affordable transit solution. Wheels (operator within LAVTA network) pays for 50% of the rider fare (up to $5) for shared TNC trips that start and end in Dublin on UBER, Lyft, and DeSoto Cab Company.

Due to declining bus ridership, LAVTA completed a comprehensive review of its Wheels fixed-route bus system in the summer of 2016. Bus routes that did not meet productivity thresholds were eliminated, leaving less populated areas in Dublin with limited transit service. LAVTA developed the *GoDublin!* pilot to provide residents with affordable on-demand transportation and to increase access to the Dublin BART station and Wheels Transit Center. LAVTA initially explored other options, such as mini buses, to replace routes with low ridership. However, LAVTA ultimately entered a contract with Uber and Lyft, the only TNCs in the area, due to their popularity with customers. The DeSoto Cab Company, which has its own ride-hailing app, was selected as a third vendor to provide wheelchair-accessible rides and allow for cash payment and ride requests by phone. Although LAVTA intended to launch the pilot in August 2016 to coincide with service changes, contract negotiations delayed the launch by five months. The program was scheduled to end in June 2018, but was extended to June 2019 to allow more time to evaluate the program and analyze trends.

*GoDublin!* uses geofencing technology to provide a 50% discount (up to $5.00) for trips that start and end within Dublin city limits (a six-square-mile region). Only shared rides booked through UberPOOL, Lyft Line, or DeSoto Share are eligible for the promotion. Customers who do not have access to a smartphone, wish to pay in cash, or are in need of a wheelchair-accessible vehicle can request rides by calling the DeSoto Cab Company.

Data *Sharing*

- Each provider shares different datasets.[29] While all data is anonymized, datasets differ in the level of detail and type of reporting. Due to the variation in data received, LAVTA has encountered challenges with comprehensively evaluating the program.

- LAVTA hired a consultant to evaluate the pilot and help determine if program continuation past June 2018 is warranted.

- Indicators of success include average cost per trip, total ridership, and origin and destination info. LAVTA staff had anticipated an average monthly ridership of 1,500 and trip cost of $5.00. Although the ridership estimate was initially met, technical complications with a provider's discount code contributed to a significant decrease in ridership. Average ridership was approximately 1,000 and trip cost, $3.07. The most common trip pairings were to and from neighborhoods to BART stations, which confirmed that most customers were using the discount for its intended purpose of providing access to transit centers.

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[28] http://www.wheelsbus.com/godublin and knowledge from previous work with LAVTA.

[29] The data shared by each partner is provided in LAVTA RFP No. 2017-15, Consulting Services to Evaluate Go Dublin Program. Available online at http://www.wheelsbus.com/wp-content/uploads/2017/07/RFQ-RFP-for-Go-Dublin-Consulting-Work-w-HB-edits.pdf.

- LAVTA hopes to obtain data on shared rides in order to determine the amount of trips that have multiple passengers traveling to a similar destination.

*Regulatory Considerations*

- LAVTA was able to address ADA and Title VI concerns by partnering with the DeSoto Cab Company, which has a call-in request system, can process cash payments, and has wheelchair-accessible vehicles in its fleet. In initial testing, WAV service was not guaranteed, so LAVTA renegotiated its contract with the DeSoto Cab Company to guarantee service. The agreement stipulated that LAVTA would pay $225 per WAV trip as a way to ensure similar response times to Uber and Lyft. One year into the pilot, the transit agency had not received any complaints regarding the responsiveness of WAVs.

- LAVTA's labor unions initially raised a concern that the partnership would replace union workers, but the pilot did not reduce service hours in the fixed-route network. The goal was to focus the transit agency's existing resources on routes with higher ridership and rely on TNCs to serve areas where LAVTA is not competitive.

*Marketing/Outreach Methods*

- Although Uber and Lyft offered to assist with outreach and provide marketing materials, they were resistant to showing their logos side by side. As a result, LAVTA primarily developed marketing and outreach materials, which show Uber, Lyft, and DeSoto's logos together.

*Project Wins*

- Weekday ridership for LAVTA has increased since the pilot launch, though LAVTA is uncertain if this is due to the partnership or other improvements it made to the system concurrently.

*Areas of Further Development*

- Customers access the *GoDublin!* promotion by inputting a promotion code manually. Uber, Lyft, and DeSoto notified app users of the promotion through in-app messaging. As a result, LAVTA has often been removed from direct customer engagement. The transit agency is unable to determine whether participants of the GoDublin promotion are existing TNC users or had been transit customers of discontinued transit service.

*Lessons Learned*

- Coordination between three different providers with varying platform specifications requires strong program management.

- Marketing efforts require a notable time investment to coordinate. Preferences for logo usage, and outreach, for example, vary by company.

- Though data privacy was not a motivation for hiring a third-party to conduct program evaluation, doing so could result in a more meaningful analysis as private firms may not subject to public records requests and TNCs could therefore be more willing to share data.

**Figure 23      GoDublin (Dublin, CA)**



Source: LAVTA

## Car-free Living Program | Developer Partnership | San Francisco, CA 30

Parkmerced is a newly constructed residential development in southwestern San Francisco. It offers high-rise apartments for rent and townhomes for sale. It includes off-street parking on site, however parking spaces are sold or leased separately from housing units, and there is an effort to reduce residents' need for owning and parking a car. As such, the development has a "Car-free Living" program in which it offers residents $100 per month for transit, car share (via Getaround), or Uber trips. ParkMerced uses an online portal where residents can purchase these transportation products. In partnership with Uber, the property manager offers residents a $5 flat fee for trips to nearby transit stations. The $100 monthly credit does not expire, so any money unused rolls over to the following month. During the first year following the program's launch, in 2017, tenant occupancy increased 9% while parking demand remained stable. [31] Over 1,000 of ParkMerced's residents (about 11% of the project's total residents) are enrolled in this program. [32]

**Figure 24      Parkmerced Car-Free Living Website**
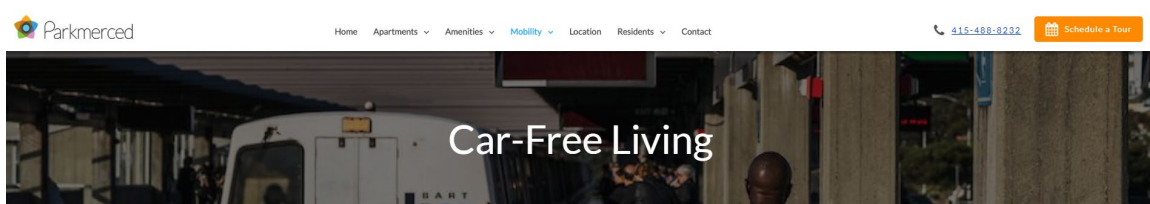


Source: Parkmerced

## Palo Alto TMA | TMA Partnership | Palo Alto, CA

Downtown Palo Alto is a vibrant commercial district and destination with restaurants, retail, and office space. Parking is a scarce resource downtown, with both commuters and visitors competing for spaces. The Palo Alto Transportation Management Association (TMA) provides an "after hours" Lyft subsidy for low-income[33] commuters who live near Palo Alto and arrive at work

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[30] https://www.parkmerced.com/carfreeliving

[31] Galdes, Camille. 2017. "Ride-Hailing Becomes a CRE Amenity." NAIOP Commercial Real Estate Development Association. Fall 2017. https://www.naiop.org/Magazine/2017/Fall-2017/Business-Trends/Ride-hailing-Becomes-a-CRE-Amenity.

[32] https://www.maximusrepartners.com/parkmerced-partners-getaround-expands-car-free-living-program/

[33] Defined by the TMA as a person living in a household making $70,000 per year or less.

before 6 a.m. or leave after 8 p.m. Additionally, the TMA provides free transit passes to low-income workers and collaborates with Scoop and Waze Carpool to facilitate and incentivize carpool trips into the downtown Palo Alto area for all employees.

The Palo Alto TMA surveys Downtown workers' commute mode and found that service workers had the highest drive-alone rate of any employment sector, at about 70%. Given the high cost of living along the Caltrain corridor, as well as off-peak or irregular schedules, many service workers drive to work. Providing an after-hours Lyft subsidy when transit service is limited or infrequent allows employees to take transit more often, freeing up parking spaces for visitors/patrons and reducing traffic. The after-hours Lyft program provides a subsidy of up to $10 per trip, for up to 15 trips a month, amounting to a maximum annual subsidy of $1,800 per eligible employee. This volume of trips accounts for less than half of all monthly commute trips for a typical, full-time employee, and therefore encourages riders to use Lyft as a backup option and transit as their primary commute mode. Figure 25 illustrates the geographical limits of the after-hours Lyft program. To be eligible, an employee must work in downtown Palo Alto (the map on the right) and also live in "Greater Palo Alto Area" (the map on the left). Employees who do not own a smartphone can call a dispatcher to get a ride.

**Figure 25    Geographical Limits of Late-Night Lyft Program**



Source: Palo Alto TMA http://www.paloaltotma.org/wp-content/uploads/2016/10/greater-palo-alto-area2.jpg
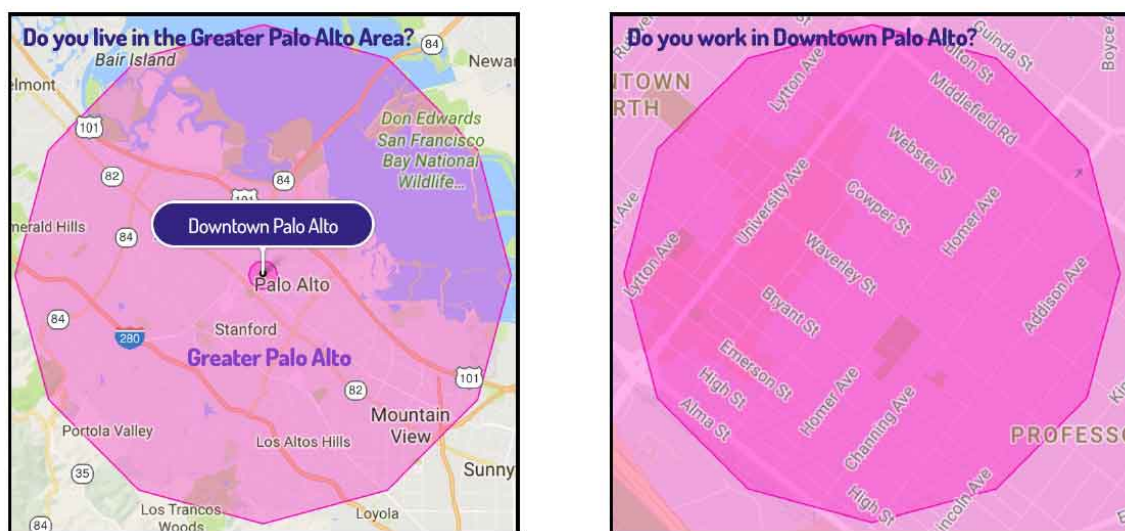
The TMA provides both marketing support and financial support to the program. Palo Alto TMA's after-hours Lyft program costs $2,028 annually per participant, inclusive of marketing, administrative, and direct subsidy costs. The program has between 11-20 active users a month and an average cost per trip of around $8. Active users take 10-11 trips per month, on average.

This program demonstrates how a targeted ride-hailing partnership complements other TDM efforts, making transit and carpooling more viable for more people's commute. This type of targeted program is relevant to Dublin employees or work sites with irregular schedules who commute when transit service is infrequent. However, the program serves a low overall number of people and has limited capacity to shift trips from drive-alone compared to other strategies such as circulators or bike share.

# 4 SHARED MICROMOBILITY

## BACKGROUND

Dublin Mobility Phase II explored the viability and local considerations for implementation of a bike share system in Dublin. At the time, dockless bike sharing was a relatively new service option and electric bikes and scooters were just arriving in cities across the country. Dublin developed an operating relationship with Lime (formerly known as LimeBike) in 2018 and executed an 8-month dockless bike share pilot program. The industry continued its rapid evolution during that period and in the 12 months since the pilot ended and new opportunities are now being considered in Dublin. This section of the report will provide a brief overview of the pilot program outcomes and will re-establish the context for "shared micromobility" in Dublin, including considerations around docked and dockless bike share and electronic bikes and scooters.

Over the past several years, these services have rapidly proliferated in cities across the country, offering a wealth of new options and potential benefits to users of all types. Between 2017-2018 alone, the number of trips on these devices grew from 35 million to 84 million.[34] In less than 10 years, the number has grown exponentially, starting with just under a half-million trips in 2010, when the first of the current generation of docked bike share systems opened in Minneapolis and Denver.

Figure 26      Growth in Shared Micromobility Trips, 2010 – 2018
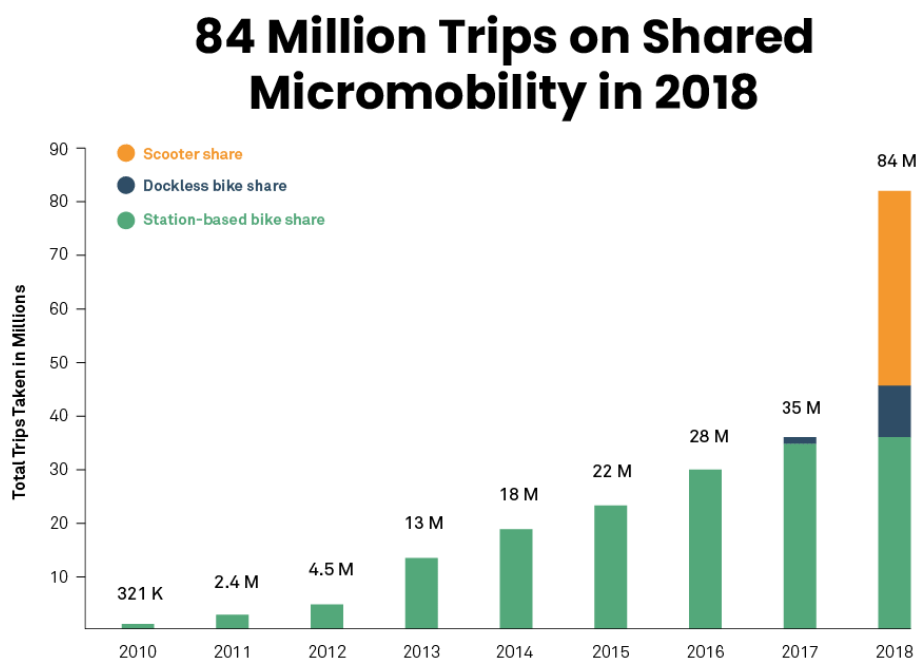


Source: NACTO

With that growth, has come an evolution of the industry, with dockless bicycles, e-bikes, and e-scooters grabbing larger shares of the market, while some traditional "docked" systems have experienced either slowed growth or declining ridership. The vast majority of these trips are in the largest markets, including New York City, Chicago, and Washington, DC.

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[34] NACTO. "Shared Micromobility in the U.S.: 2018." Accessed online at: https://nacto.org/shared-micromobility-2018/.

The most remarkable trend in the past 12-18 months has been the dramatic growth of dockless, e-bikes, and e-scooters, which account for the more than doubling in total trips between 2017-2018. These services and vehicle types have expanded a) the number of communities with programs on the ground, b) the quantity of vehicles, c) the geographic distribution of vehicles, d) the affordability of use, e) the types of trips that are taken, and d) the accessibility for certain user groups.

In Ohio, there were nine communities with active shared micromobility systems on the ground in 2019, including more than 170 hubs and 3,000 devices.[35] These figures do not include dockless e-scooters. Several more (including Dublin) have active or recently concluded pilots. While scooter share has been slower to materialize in Ohio, the number of vehicles grew throughout the year as communities either passively welcomed them or actively developed permitting programs to regulate their arrival and operation. They have become increasingly popular in cities like Columbus, Cincinnati, and Cleveland and on college campuses across the state.

**Figure 27      Link Dayton Users Cycling on Brown Street**



At the state level, two pieces of legislation moved forward in 2019 that impact the operation of shared micromobility programs in Ohio. The first, Ohio House Bill 250, became effective in March 2019 and established electric bicycle regulations for all of Ohio's communities. However, individual communities may pass their own legislation to further regulate or permit e-bikes locally. The new law defines e-bikes as a unique class of vehicle that is separate from other motorized vehicles. It further establishes three classes of e-bikes, who may operate them, and where they may be operated.[36] In September 2019, Dublin City Council approved ordinance 45-19, which included updates to Dublin's Codified

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[35] As of Q1 2020, these communities include Cleveland, Toledo, Dayton, Columbus, Cincinnati, Oxford, Canton, Blue Ash, and Kent.

[36] The Ohio Legislature. "House Bill 250." Accessed online at https://www.legislature.ohio.gov/legislation/legislation-summary?id=GA132-HB-250.

Ordinances to align with the new State law. Of note, the code now explicitly states that class 1 and 2 electric bicycles are permitted to operate as bicycles do within the roadway and on share-use paths (with the exception of mountain biking, hiking, and equestrian paths), but that class 3 bicycles may not. The second, House Bill 295 would establish requirements for "low-speed electric scooters" and is currently under review by the Ohio Senate's Transportation, Commerce and Workforce Committee.[37]

During the second half of 2019, several micromobility operators such as Lyft, Bird, and the operator of Dublin's dockless bike share pilot, Lime, have ceased operating in central Ohio to focus on more profitable markets. The ongoing costs of operating a micromobility system – such as charging electric devices, redistributing devices from low-demand zones to high-demand zones, repairing and replacing broken devices, providing software and technical support, and operating customer service hotlines – can easily exceed revenues earned from user fees in lower-density settings. Typically, micromobility operations are only profitable if rider utilization exceeds one ride per device per day, and many operators aim for utilization of at least 1.5 to 2 rides per device per day.[38]

The Dublin Mobility Phase II report included the following summaries of docked and dockless system advantages and challenges:

**Figure 28    Advantages and Challenges of the Dock-Based Systems**

| Advantages | Challenges/Issues |
|---|---|
| ▪ Proven technology backed by several years of performance data<br>▪ Operators tend to have deep experience and understanding to ensure smooth operations and responses to issues<br>▪ Docks and kiosks provide high-visibility advertising space<br>▪ Docks are clearly identifiable for wayfinding and access/use<br>▪ Iconic, predictable, and reliable station locations<br>▪ Familiar to tourists from other cities | ▪ Capital costs can be significant<br>▪ Less flexibility in where users can dock bicycles (relies on dense network of stations)<br>▪ Can require substantial rebalancing effort with high commuter use during peak periods<br>▪ Potential for proprietary issues with docks, bicycles, and technology equipment (e.g. kiosks, mobile apps, etc.)<br>▪ Wireless internet connectivity outages and solar power disruptions can interrupt an entire station<br>▪ May be less suitable for a lower-density setting with fewer prominent trip generators<br>▪ GPS technology can be added on bikes for an additional cost |

*Considerations for Dublin*

- Availability of existing vendor expansion
- Level of interest from potential sponsors
- Feasibility of dock-based model in Dublin land use and transportation context
- Availability of dedicated space for station infrastructure
- Existing bicycle network and proposed improvements relative to bike share service area
- Seasonal issues that impact rider behavior and bike network conditions (think snow)

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[37] The Ohio Legislature. "House Bill 295." Accessed online at https://www.legislature.ohio.gov/legislation/legislation-summary?id=GA133-HB-295.

[38] Sole, Sarah. 2019, May 20. "Full Story: Lime Changing Gears on Bikes in Central Ohio." ThisWeek Community News. Accessed online at https://www.thisweeknews.com/news/20190212/full-story-lime-changing-gears-on-bikes-in-central-ohio.

**Figure 29     Advantages and Challenges of Dockless Bike Share Systems**

| Advantages | Challenges/Issues |
|---|---|
| ▪ Flexible fleet management for operators<br>▪ Flexible, modular hub design can include kiosks, map/advertising panels, or standard racks<br>▪ Lower capital costs (between 25-50% cost savings) compared to traditional bike share<br>▪ Lower cost to implement and maintain by removing the need for docking stations and reducing the amount of kiosks in a system<br>▪ Easier system expansion/contraction, or service area adjustment, as demand and utilization evolves<br>▪ Lower user costs encourage greater use<br>▪ Eliminates risks linked to imbalanced trips: stations that lack bikes or docks to return bikes.<br>▪ Can reduce need to actively rebalance system, if user incentives prove effective | ▪ Relies on use of a mobile app, creating equity issue<br>▪ Less control over system balancing, with the risk of bikes cluttering up popular return locations, being abandoned, or returned too frequently in low-demand locations.<br>▪ Reliance upon start-up providers lacking track record of reliability/longevity<br>▪ Potentially costly wireless connectivity fees as the number of internet connections scales directly with the fleet size (direct impact on operating cost)<br>▪ 3G wireless internet connectivity outages can disrupt an entire fleet rather than one hub location<br>▪ Coordination with bike share programs in neighboring communities that use a traditional model |

*Considerations for Dublin*

- Potential cost savings over docked model for both users and system sponsors
- Offers a point-to-point, flexible mobility option
- Potential for CoGo expansion to Dublin could negate need for dockless system
- Existing bicycle network and proposed improvements relative to bike share service area
- Availability of operational funding for bike share is unclear
- Seasonal issues that impact rider behavior and bike network conditions (think snow)
- Uncertainty in new bike share systems/operators who rely on user fees for operations

## DUBLIN LIME PILOT

The City of Dublin formed a partnership with Lime in Q1 of 2018 through a Memorandum of Understanding (MOU) that specified a service level agreement for the pilot's duration. The MOU articulated that the City's primary goals for the pilot were to provide safe and affordable multi-modal transportation options to all residents, reduce traffic congestion, and maximize carbon-free mobility for employees and visitors. The MOU granted Lime the sole and exclusive right to deploy a minimum of 250 shared, dockless bikes in the public right-of-way, with an incremental increase or decrease, based on demand, with the City's permission. The City supported the pilot by installing bike racks and painting bike parking spots to ensure the orderly parking of bikes throughout the City. Lime agreed to repair and replace broken or damaged bikes, rebalance the fleet to ensure bikes are available various Dublin neighborhoods, and bear all system maintenance costs to meet its service level agreement.

Additionally, Lime was required to submit a monthly data report to the City consisting of the following:

- Location of Bikes
- Anonymized trip data for completed trips
- Number of rides for the previous month
- Anonymized and aggregated data on the routes taken by Lime bikes
- Safety reports on any crashes involving Lime bikes.
- Aggregated repair information on Lime bikes by type of repair.

**Figure 30**     **Lime Pilot Parking Zones and Users Unlocking Bikes**
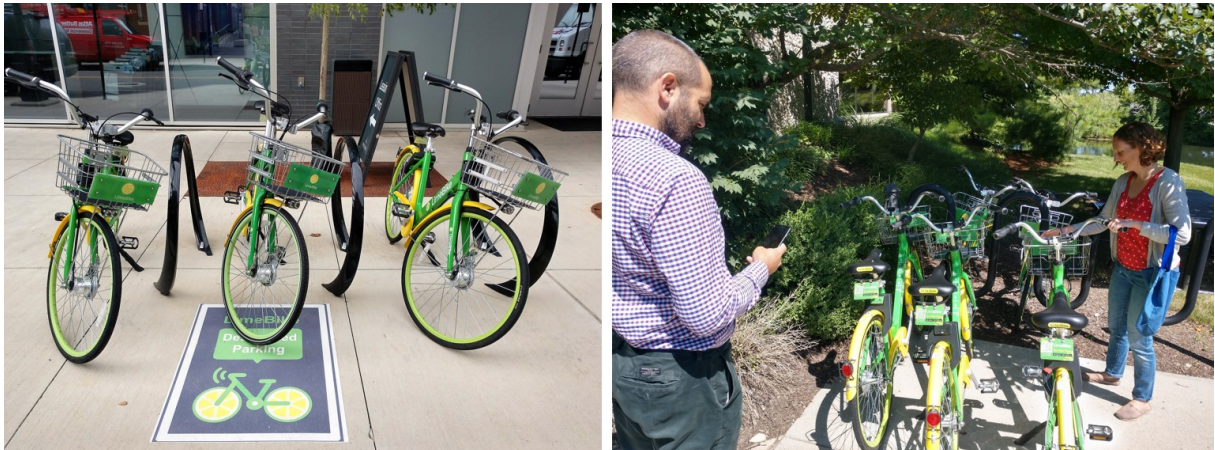


The pilot launched on May 5th, 2018 with 100 bikes and a goal of expanding to 250 bikes, as specified through the service level agreement, though the targeted number of vehicles was not attained. The pilot initially included conventional bikes, from May through September 2018, then expanded to include a selection of Class II, pedal-assist e-bikes in October and November 2018. The pilot ended in December 2018.

On conventional dockless bikes, the pilot served 4,083 rides and 2,330 unique riders over its seven months of operations. The total distance traveled of these rides was 4,537 miles, with a median trip distance of 0.6 miles and a median trip time of about 18 minutes. During October and November 2018, when e-bikes were available, there were 67 unique riders who took 127 rides, with a median trip distance of 0.4 miles and a median trip time of about 12 minutes.[39] As shown in Figure 33, most riders did not use the system frequently, with most unique riders having completed fewer than three trips over the life of the Lime pilot. Weekly Lime ridership was relatively robust from May through July 2018, with more than 600 rides per month (see Figure 32). However, ridership declined considerably, to below 300 rides per month by October 2018. By another key performance indicator, utilization, the pilot performed considerably below expectations. Utilization never exceeded 0.3 rides per bike per day for any monthly period, as shown in Figure 31, well below the commonly held industry threshold of 1.0 rides per bike per day.[40]

**Figure 31**     **Monthly Lime Bike Utilization – Rides Per Vehicle Per Day**



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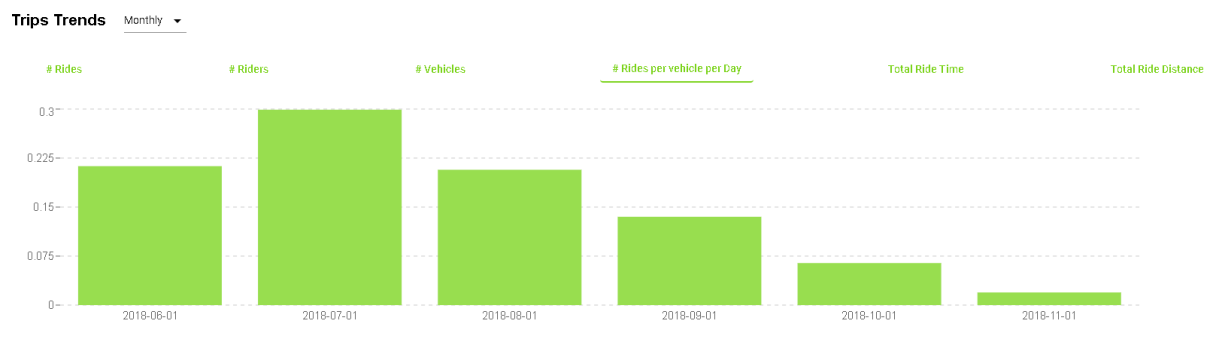
[39] Trip data is derived from the Lime data dashboard, but it should be noted that anomalies were present throughout the pilot relative to GPS mapping of individual trips. Trip distance data, in particular, may not reflect actual use.

[40] It should be noted that Lime's national business model was evolving as the pilot proceeded, with a transition away from conventional bicycles to e-bikes and e-scooters. With e-bikes slow to arrive and e-scooters not permitted in Dublin, Lime's level of service and attention waned, ultimately leading to a shorter duration (8 months) than originally anticipated.

**Figure 32      Monthly Lime Ride Volumes – Rides Per Month**
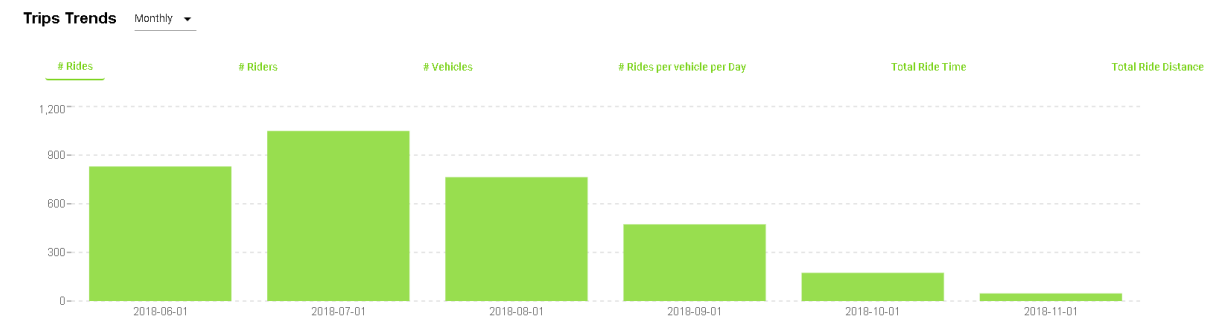


Source: Lime Data Dashboard

**Figure 33      Lime Data Dashboard (October 2018)**
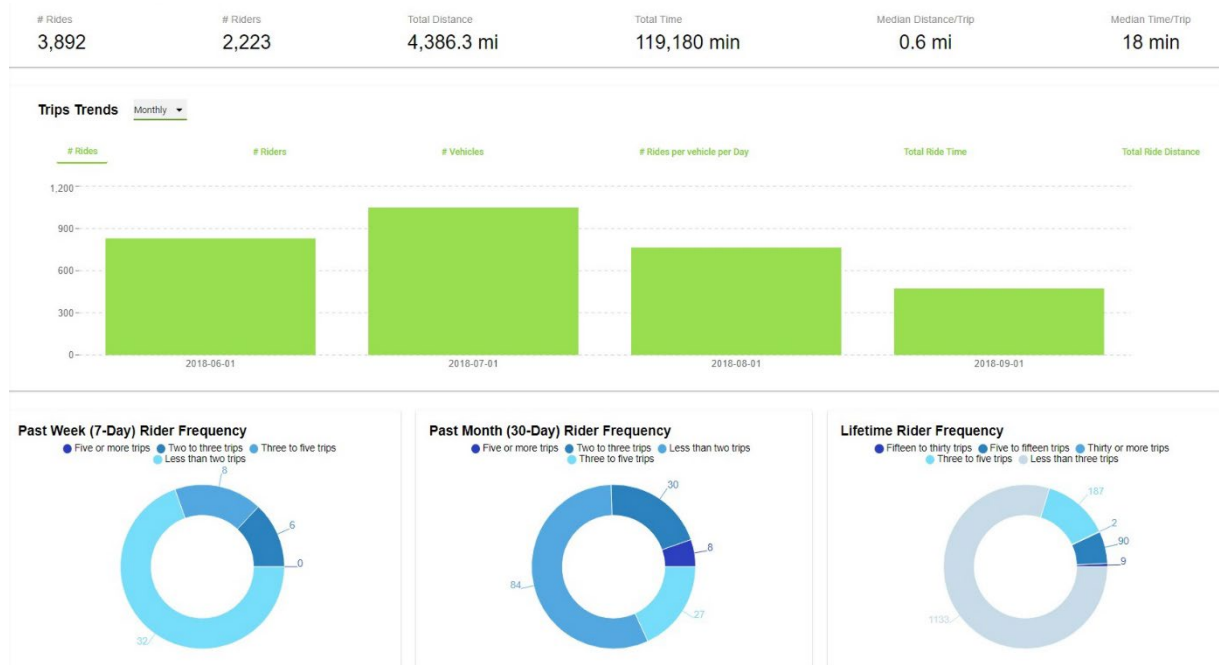


Source: Lime Data Dashboard

Per the service level agreement, Lime provided the City with anonymized GPS data for completed trips, as shown in Figure 34. While the precise magnitude of travel demand is unspecified, these line segments highlight the relative intensity of trips taken on Lime vehicles as they were distributed across the local roadway network. This data indicates relatively high intensity of use in the Bridge Park district, Historic Dublin, and near the Dublin Recreation Center and Kaltenbach Park. Bridge Park and Historic Dublin are both mixed-use neighborhoods featuring relatively high densities of retail and civic destinations, making them most suitable to bike share. Dublin Recreation Center and Kaltenbach Park are both locations with well-maintained off-street paths that are proximate to residential neighborhoods and are conducive to recreational cycling.

**Figure 34    Lime Trip Route Intensity – October 2018**
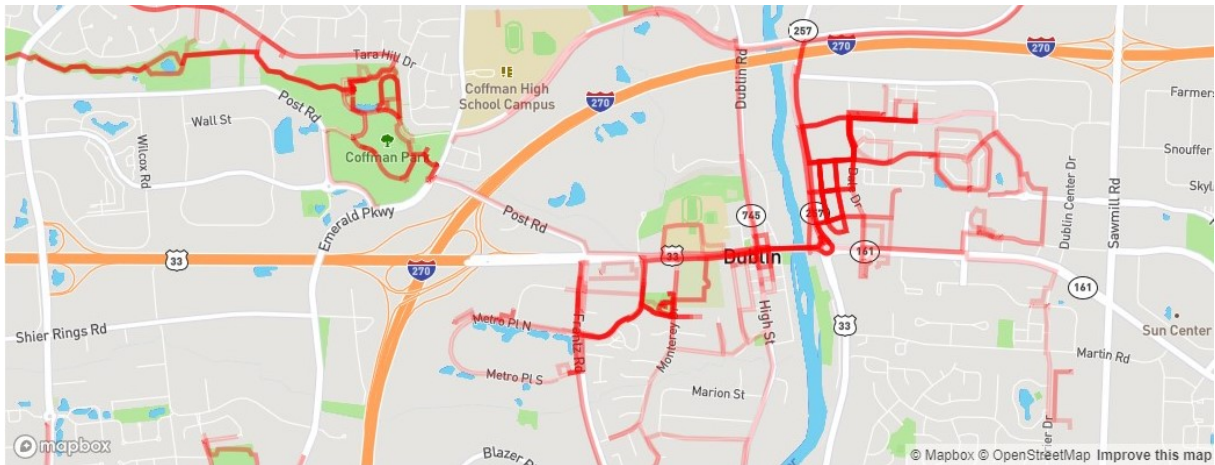


*Source: Lime Data Dashboard*

# IMPLEMENTATION & FUTURE CONSIDERATIONS

The City of Dublin continues to support micromobility initiatives as a means of offering residents, employees, and visitors a healthy, convenient, and sustainable transportation option. Dublin City Council approved a one-time allocation of $220,000 in Capital Improvement Program (CIP) funds to support docked bike share system expansion and an additional $50,000 per year to support program management from 2021 - 2024. The assumption at this point is that the system would be an expansion of Columbus' CoGo bike share program, which is operated by Motivate. This expenditure will need to be competitively procured, per City procurement policies. City staff have been in discussions with CoGo with respect to station requirements (space, fixtures, movability, etc.), but the expansion remains unclear. Several suburban Columbus communities were successful in applying for MORPC funds through joint application for CoGo expansion in recent years. Dublin may seek similar funding for this purpose with adjacent communities (e.g. Hilliard, Upper Arlington, and Columbus).

City staff have also been in discussions with ROAM bikes, a Columbus-based micromobility operator, about launching in Dublin and Columbus. A memorandum of understanding (MOU) us currently in development, with a projected 50-bike pilot to focus around the Bridge Park and Historic Dublin areas. ROAM operates electric-assist, dockless bikes and they plan focus their marketing strategy around partnerships with local hotels and businesses.

While the City has discussed options to permit an e-scooter operator in the future, stakeholders concluded that Dublin's roadway network is currently unsuitable for this mode and that local ordinances would need to be altered to legalize e-scooters on public roads and pathways.[41] Stakeholders have recommended that the City maintain their current position on e-scooters, but are leaving open the possibility of a future program.

In the long-term, viability of these programs will hinge upon cross-sector collaboration to promote, operate, manage, and maintain shared micromobility services. The City's leadership in engaging operators and end users will continue to be critical successful outcomes that meet the needs of all parties. Further, the City must continue to address gaps in their network of high-quality bicycle infrastructure that discourage cycling between local destinations and to adjacent communities.

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[41] Rental e-scooters are currently not permitted in Dublin and they are technically not allowed on shared use paths. E-bikes are allowed up to class 2 (no class 3), per statewide legislation and Dublin's 2019 code update.

# 5 COMPLETE STREETS

## BACKGROUND

Complete Streets are a core component of the Dublin's mobility strategy. Complete Streets are defined as roadways that provide an integrated, balanced, and safe transportation network for all road users, regardless of how they get around. Broadly, a Complete Streets policy provides a framework of policies, implementation guidelines, and regulatory mechanisms ensuring that all new investments in public roadways enhance the safety and mobility of all road users.

The City of Dublin passed a Complete Streets Resolution in June 2018, recognizing the importance of these principles in planning and construction projects toward meeting the City's mobility, economic, health, and sustainability goals. The City's resolution builds upon regional Complete Streets efforts by the Mid-Ohio Regional Planning Commission (MORPC) and neighboring communities, including Hilliard, Worthington, and Columbus.

## IMPLEMENTATION & FUTURE CONSIDERATIONS

A Complete Streets resolution is the first legislative step toward rebalancing Dublin's transportation planning and decision-making process so that the needs of all road users are given equal consideration, regardless of their mode of travel. Phase 2 of the Mobility Plan recommended that Dublin take further steps to ensure that these principles are integrated into future plans and projects. These include developing clearly delineated supporting policies, design guidelines, enforcement mechanisms, and evaluation tools, such as those outlined below, that advance the City's mobility objectives.

These efforts require coordination across public agencies and with private development partners. Integration with the City's land use and development policies and the region's transportation investment priorities will also help achieve maximum impact. When paired with policies and regulations that effectively manage parking, encourage transit-oriented development and promote higher densities of development, the Dublin's Complete Streets resolution can be an effective tool in achieving the community's broader mobility vision.

### Smart Streets

In May 2019, MORPC adopted the nation's first "Smart Streets" policy, aimed at integrating emerging digital technologies and intelligent transportation systems into the region's infrastructure network. According to MORPC, "The policy seeks to incorporate the Smart Streets concept into the planning, programming, scoping, design, implementation, maintenance, and performance monitoring of all transportation infrastructure projects awarded funding through MORPC."[42] MORPC recommends local adoption of Smart Streets policies to advance shared goals, including connectivity, flexibility, interoperability, and equity. Successful implementation stands to improve traveler safety, reduce congestion, increase system efficiency, and deliver services more effectively in Central Ohio, while improving overall quality of life.

The City of Dublin passed a resolution in support of the policy in October 2019, acknowledging their role in MORPC's Smart Region Task Force and related efforts. The resolution directs City departments

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[42] Mid-Ohio Regional Planning Commission. "MORPC Approves Smart Streets Policy." Accessed online at http://www.morpc.org/news/morpc-approves-smart-streets-policy/.

to "consider and incorporate whenever feasible" the Smart Streets Policy and its concepts in both publicly and privately developed projects.

# Vision Zero

Vision Zero is a strategic planning and decision-making framework centered on the goal of eliminating all traffic fatalities and severe injuries. This approach starts with the belief that these incidents are preventable and that a cross-disciplinary, systematic approach to addressing physical, regulatory, and behavioral challenges will enhance safety, health, accessibility, and equitable mobility outcomes for all travelers.

A growing number of U.S. cities have formally adopted a Vision Zero approach, while even more are using its guiding principles to re-envision and re-structure their transportation systems. Integral to the pursuit of zero traffic fatalities and severe injuries are the following key policies and practices[43]:

- Build and sustain leadership, collaboration & accountability.
- Collect, analyze and use data.
- Prioritize equity and engagement.
- Lead with roadway design that prioritizes safety.
- Manage speed to safe levels.
- Maximize technology advances, but don't overlook low-tech solutions.

The City of Dublin has emphasized several of these components in its recent Complete Streets and Smart Streets resolutions. The opportunity to advance Vision Zero objectives and safety outcomes is a clear next step in the City's pursuit of a healthy, sustainable, equitable transportation system.

# Evaluation

Dublin Mobility Phase II recommended annual review of the Dublin's Complete Streets efforts, including reporting on metrics identified as most important to the City. This report could be delivered to City Council and the community at-large as a way of conveying progress and identifying areas for additional focus. Performance measures could align with other City plans and the key objectives of Complete, Smart, Vision Zero streets. These include:

- New miles of dedicated bicycle facilities
- New linear feet of sidewalk created
- New miles of shared use paths
- Commuter travel mode splits
- Proportion of children walking or biking to school
- Number of new street trees
- Crash data for all modes
- Total dollar amount spent on Complete, Smart, and Vision Zero streets improvements

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[43] Vision Zero Network. "Moving from Vision to Action – Fundamental Principles, Policies & Practices to Advance Vision Zero in the U.S." February 2017. Accessed online at http://visionzeronetwork.org/wp-content/uploads/2017/01/MinimumElements_Final.pdf.

# 6  WAYFINDING

The Dublin Mobility Study recommended development of a comprehensive wayfinding system along secondary paths for pedestrians and cyclists. Sign types included path identification, directional information, decision points, and regulatory information. Although the Mobility Study included both at-grade signage and standard vertical signage, the City has determined that wayfinding signage for shared use paths would be limited to at-grade wayfinding graphics installed directly on the pavement.

To advance this concept, several wayfinding concepts were developed by Landplan Studios and were installed via adhesive-backed, heavy duty foil along pathways in support of the Cycle de Mayo bicycling event in May 2019. The materials were installed directly on a variety of shared use path paving materials, including asphalt, concrete, and brick pavers and have been evaluated for durability and function in the months following the event.

The approach was determined to be viable for a longer-term installation pilot, which will be executed along two shared use paths. The first route focuses on a path to be used primarily by City of Dublin residents, connecting several large subdivisions to major parks and public spaces in the northwest portion of the city. The second route focuses on visitors to the City of Dublin and will connect hotel and employment areas to Historic Dublin and the Bridge Street District. The installations will again be evaluated for durability and function prior to implementation of a comprehensive, citywide program.

**Figure 35      Shared Use Path At-Grade Wayfinding Graphics**



Source: LandPlan and City of Dublin

# 7 MOBILITY HUBS

## BACKGROUND

Mobility hubs are multimodal transportation connection points designed to integrate independent mobility networks and services to make these resources more viable as primary and connected means of transportation. Dublin Mobility Phase II identified mobility hubs as an important element to elevating the quality and convenience of multimodal travel options in Dublin, overlapping with and bringing together each of the previous strategic priority areas. As emerging mobility options increasingly diversify travel choice and as technology makes it increasingly easier to find immediate information on and access to these options, mobility hubs continue to be a viable opportunity to pursue in Dublin.

Mobility hubs can include a variety of multimodal infrastructure components customized for their location within the transportation network. They can range from simple to complex in their range of features. As identified during Phase II, the term "mobility hub" in Dublin can refer to any intentional co-location of two or more publicly accessible travel modes within a public space or facility. It can also extend to hubs of information, where travelers can gain a quick understanding of mobility options, directions, travel times, etc.

**Figure 36**     **Mobility Hub Amenities Contribute to a Quality Multimodal Experience**
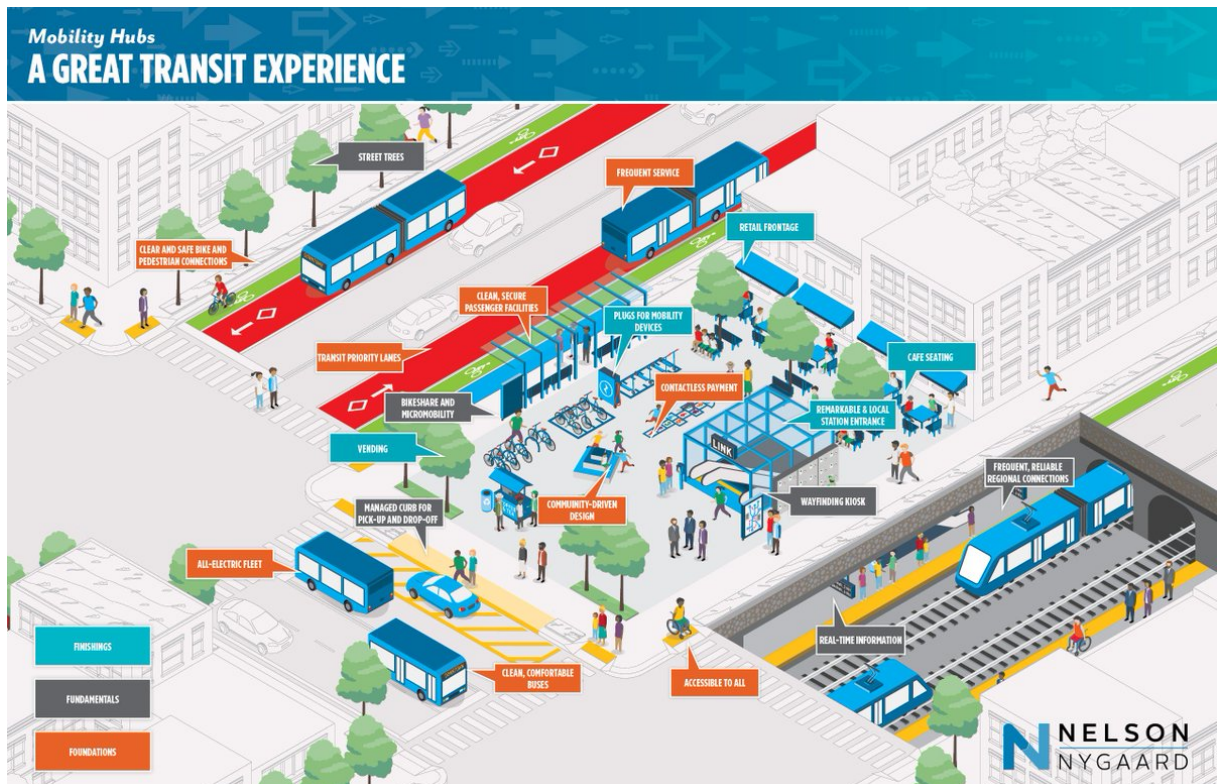


## Phase III Mobility Hub Concepts

Dublin Mobility Phase II established a series of mobility hub elements and typologies that could serve the Dublin community. This included considerations for hub design and programming, appropriate land uses contexts and details on space requirements and infrastructure needs for each.

Figure 37      Mobility Hub Elements Overview

| Hub Elements | Most Appropriate Hub Locations | Typical Space Requirements | Essential Infrastructure Needs |
|---|---|---|---|
| Bus/Circulator Stop | Employment centers, Tourist locations, Residential/Mixed-Use Developments, High Schools, Community Center, COTA P/R lots | Minimum of 200 SF | Shelter, bench, refuse receptacle, posted (digital or static) service information, lighting, |
| Bike Parking | High Schools, Community Center, COTA P/R, Regional bike network connections | Minimum set-aside of 100 SF | Shelter, bike racks |
| Bike House | Residential/Mixed-Use developments | 1,500 SF | Repair station, restrooms, showers/lockers<br><br>Class B retail-space amenities |
| Bike share Station | Centers of employment, Centers of tourism, Residential/Mixed-Use Developments, High Schools, Community Center, Bus Stops | Minimum of 100 SF | 10-20 bikes, wayfinding/signage, mobile app |
| Kiss-and-ride | Bus Stops | 200 SF of curbside space, when designated | Dedicated Curbside space (by time of day), Signage |
| Ride-Share Connection Points | Centers of employment, Centers of tourism, Residential/Mixed-Use developments, High Schools, Community Center, Bus Stops | 200 SF per space | Dedicated parking (by time of day), Signage, Signage, WiFi to ensure connection to apps that facilitate ride-matching (e.g. Gohio) |
| Hailed-Ride Service Connection Point | Centers of employment, Centers of tourism, Residential/Mixed-Use Developments, High Schools, Community Center, COTA P/R lots | 200 SF of curbside space, per parked vehicle | Dedicated Curbside space (by time of day), Signage |
| Car share Parking | Downtown Streets & Parking Facilities | Minimum of 3 spaces @ 200 – 250 SF per space | Dedicated Curbside space, Signage |
| Ride-share Waiting Lounges | Residential/Mixed-Use Developments | 250 SF of building-interior space | Standard retail-space amenities + Real-time transit information (e.g. TransitScreen, Roadify) |
| Mobility Kiosks | Centers of tourism, Residential/Mixed-Use Developments, High Schools, Community Center | 10 SF of sheltered space | Utility hookups (e.g. electric, Internet), internet connection, WiFi |

Hubs typologies were developed for four primary location types, each with a list of "essential," "priority," and "supportive" elements:

- **Downtown Hubs**: Bridge Park and Historic Dublin
- **Campus/Community Center Hubs:** Medical centers, office parks, recreation centers, etc.
- **Park & Ride Hubs:** Serving large transit stops with park & ride and/or kiss & ride facilities
- **Neighborhood Center Hubs:** Serving residential areas at a common access point

**Figure 38** **"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 |

nbbj Dublin Mobility Study
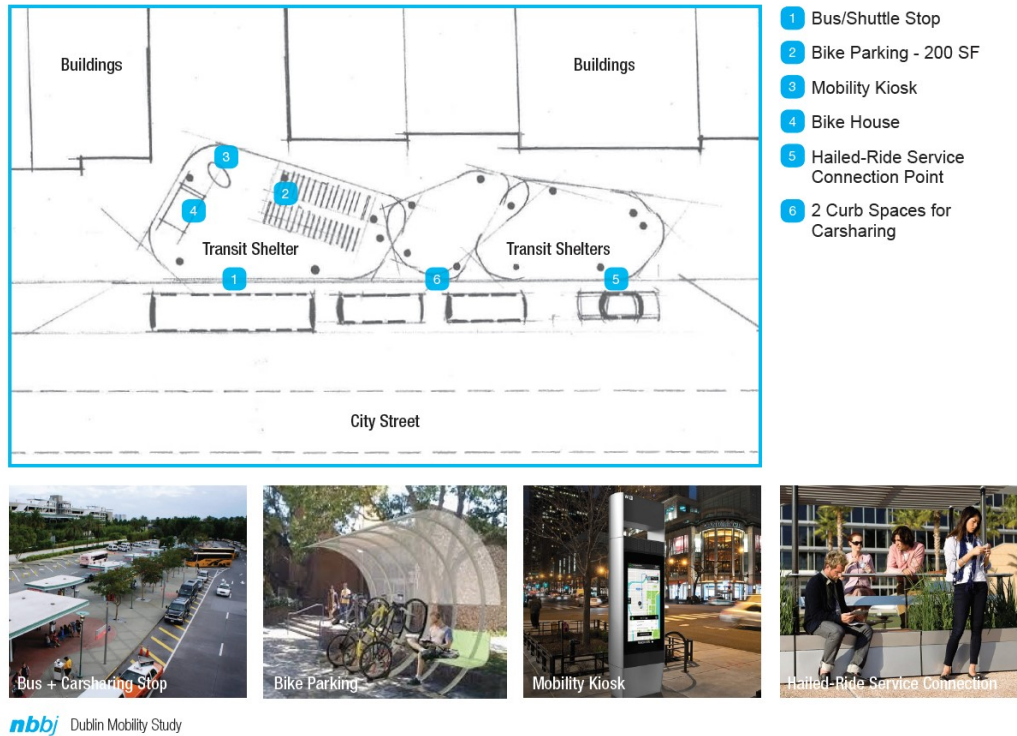
**Figure 39** **Campus/Community Center Mobility Hub Concept**



| | |
|---|---|
| 1 | Bus/Shuttle Stop |
| 2 | Bike Parking / Bikeshare - 200 SF |
| 3 | 1 Curbside Carshare Space / Rideshare Connection Point |

nbbj Dublin Mobility Study
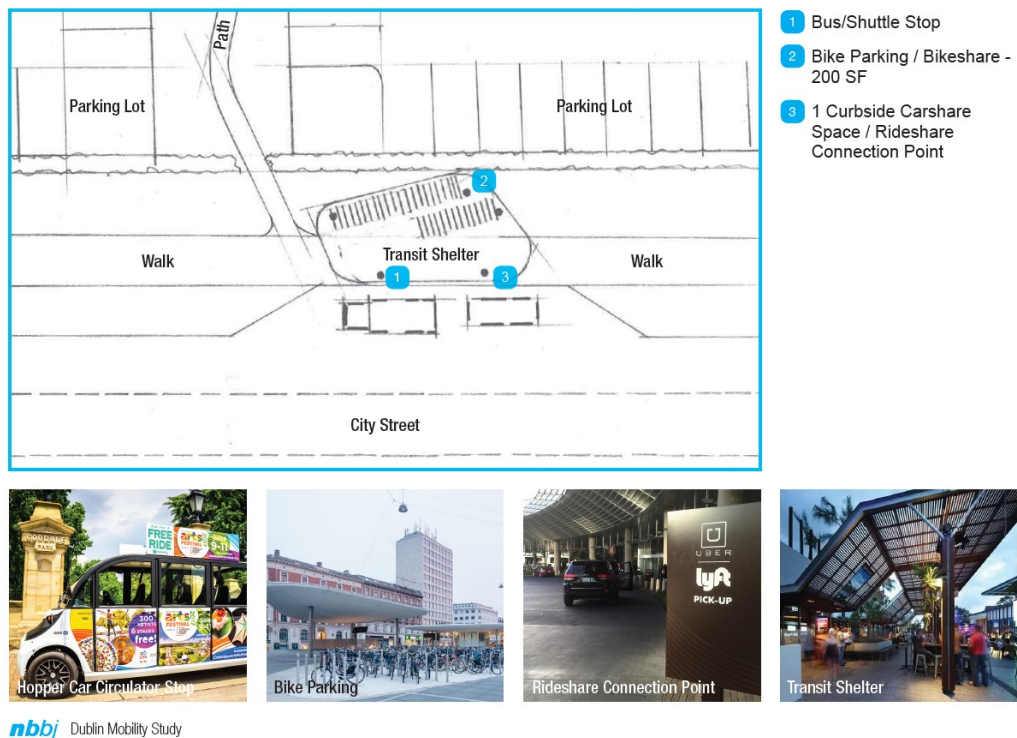
## IMPLEMENTATION & FUTURE CONSIDERATIONS

While no concrete steps were taken in 2019 to install or construct mobility hubs in Dublin, the City and its partners continued to discuss opportunities to develop hubs in a variety of locations. These include COTA's Dublin Dale Drive Park & Ride location, which is conveniently situated in Bridge Park, the newly opened Columbus Metropolitan Library branch in Historic Dublin, and a series of locations that would coincide with CoGo bike share expansion into Dublin. Each of these locations would provide valuable multimodal connectivity, first-mile/last-mile transfer options, and enhancements to local circulation.

Meanwhile, COTA has continued to develop its "Smart Mobility Hubs" concept, which it aims to implement along the Cleveland Avenue Corridor in 2020. The goal of the effort is to "Create a centralized location with access to different transportation options to help residents get where they need to go."[44] Six locations were identified for a pilot effort and partnerships were developed with agencies at each location, including Columbus State Community College, St. Stephen's Community House, and Columbus Metropolitan Library.

**Figure 40     COTA's Smart Mobility Hubs Concept**



TRAVELER          SMART MOBILITY          MOBILITY PROVIDER
                  HUB FACILITY
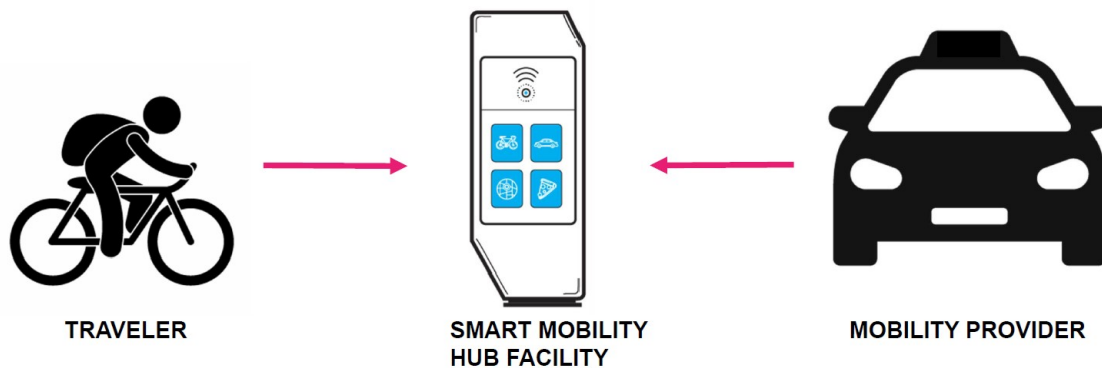
Source: COTA

COTA is also performing audits of all of its park & ride facilities and will be exploring options for enhancing multimodal connectivity to each location. The effort offers new opportunities to include mobility hub amenities – including information resources, bike share, car share, etc. – at locations like the Dublin Dale Drive Park & Ride.

Dublin should continue to engage COTA and other partners in these 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.

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[44] Smart Columbus. "Smart Mobility Hubs." Accessed online at https://smart.columbus.gov/projects/smart-mobility-hubs.

# 8 KEY OUTCOMES & NEXT STEPS

## KEY OUTCOMES

The City of Dublin has made significant progress during Phase III of the Dublin Mobility Plan in advancing its priorities through a series of incremental steps that yielded immediate impacts and informed future investments. These efforts have required strong administrative and staff leadership, with varying levels of support from public and private partners. Positive outcomes are apparent across each of the areas described in this report, with the following lessons and outcomes resonating throughout. Each finding can inform the City of Dublin's investments in planning and implementation of Mobility Plan next steps.

1. Demand for new mobility services exists.
2. Gaps in Dublin's mobility networks remain unfilled.
3. Effective service delivery requires cross-sector collaboration.
4. Strong City of Dublin leadership is paramount.
5. Program sustainability is a primary concern.

### Demand for new mobility services exists.

Community enthusiasm around the microtransit and shared micromobility pilots was notable. Feedback from users, whether occasional or regular, demonstrated that these services provided value and were responsive to community needs. Utilization, a more important long-term measure, was below industry norms for sustainable services, but showed positive indications of demand and growth.

The bike share pilot was popular during its early months, when both the City and operator were dedicated to a targeted marketing and operational effort. The interest from additional vendors in bringing additional services to the community is a positive sign that the Dublin market has demonstrated demand characteristics that could make it a viable location for additional shared micromobility services, though they may be concentrated in smaller geographies and targeted to specific markets in their next iteration.

The Senior/ADA Circulator service showed the strongest demand characteristics of the services, with ridership that rose steadily over the 12-month pilot period. Convenience trips to area retail destinations proved to be the most popular use of the service, while trips for recreational, social, and event purposes were also common. The ability of the service to meet the unique needs of constituencies at multiple social service agencies was also notable.

The Workforce Shuttle pilot proved to be the most challenging service for which to establish demand, with ridership fluctuating during the 9 full months of operation and failing to show sustained growth during that time. The value to those commuters who used the service was clear, however, with significant travel time and financial savings and dependability for up to 14 regular users during its summer peak months. The groundwork has been laid for future growth in this service, in line with the recommendations cited in this document.

### Gaps in Dublin's mobility networks remain unfilled.

While these pilot services helped to meet some of the community's need for additional mobility services, gaps still remain in the network that keep Dublin travelers from accessing goods,

services, and destinations conveniently and safely. The framework established by adopting "complete" and "smart" streets resolutions in 2018 and 2019 is important, but must lead to built projects that better connect Dubliners with safe, comfortable, accessible roads, sidewalks, pathways, and intersections. This responsibility lies both with the City of Dublin and other public agencies, through their public works projects, but also with private developers who can take the lead on providing these connections as they build. The completion of the new pedestrian bridge over the Scioto River, connecting Bridge Park to Historic Dublin, is an example of a project that will help fill a significant gap when in opens in March 2020.

The opportunity for shared micromobility programs to evolve and fill some of these needs will play out further in 2020, while Dublin's renewed investment in microtransit services will continue to provide seniors, people with disabilities, and commuters with enhanced connectivity. Still, there are regular requests for service at times (evenings, weekends for seniors; mid-day for workers) and to destinations (events, places of worship, non-Dublin locations) that these services are not able to provide. Service adaptations during the pilot (Senior 2.0) and continued efforts to extend service (through COTA and others) should help to fill these gaps going forward.

### Effective service delivery requires cross-sector collaboration.

The City of Dublin could not provide these services without considerable collaboration with public agency partners like COTA, MORPC, and ODOT, and private entities like Avondale Senior Village, Dublin City Schools, UFIT, and others. Their ongoing financial, marketing, coordination, and service support have proven integral to getting these services up and running and extending them into 2020. Sustaining and adding to these partnerships will be critical to program effectiveness going forward, and to their long-term viability.

Operators have also clearly played a critical role in these services, with those who are able to provide up-front care and ongoing attention better able to meet the needs of both the City and the communities that they serve. SHARE's efforts to continually meet with seniors and senior community leaders throughout the circulator pilot yielded great results for that service. Lime's inability to provide the level of attention and service required led to an abbreviated pilot with a disappointing conclusion.

### Strong City of Dublin leadership is paramount.

These partnerships stem from the City of Dublin's leading commitment to policy adoption, funding allocation, program management, and collaboration. Dedicated efforts from City Council, administration, and staff have made the Dublin Mobility Plan possible, from vision to implementation. Without the City's leadership and attentiveness to community concerns and needs, many of these efforts would not have materialized. The City has also acknowledged its ongoing leadership role in providing these services with additional CIP funds approved for both shared micromobility and microtransit services through 2024. These lead investments are critical to continuing and expanding service and to cultivating additional buy-in from the City's partners.

### Program sustainability is a primary concern.

Program sustainability is a primary concern for both the City of Dublin and its partners. While Dublin has taken the lead on funding and administering programs, its capacity is limited and community members want to know that they can depend on the service going forward. As described in the following section, the City's efforts will need to be bolstered by additional efforts in multiple areas, with an eye on innovation and adaptability to evolving conditions.

# MOVING TOWARD PROGRAM SUSTAINABILITY

In order for Dublin to continue progressing toward its Mobility Plan vision and goals, the City will need to cultivate new partnerships, explore new policy approaches, and secure additional financial resources that will help to ensure the sustainability of its efforts.

## Partnerships

Dublin's partnerships within the public and private sector have been integral to the progress made to date. Some of these partnerships, with entities like COTA, MORPC, Dublin senior living communities, and non-profit service providers, will need to be sustained and expanded. While others, including those with Dublin employers, developers, large institutions, and neighboring municipalities will need to evolve and grow to achieve maximum impact. The case must continually be made that the shared pursuit of Dublin's transportation and mobility vision will benefit all parties and help to engender a thriving, accessible, and sustainable community.

### Public Sector

*COTA*

Dublin's working relationship with COTA has showed signs of improvement over the course of the past year, with active dialogue, recurring meetings, coordinated marketing and fundraising, and shared advocacy efforts. COTA is one of the most meaningful partners for ongoing operation and potential expansion of Dublin's microtransit services, both because of the role they play in providing fixed route services, but also because of their growing efforts to fill gaps and extend network reach with service partnerships. These have been particularly notable in suburban Columbus communities like Grove City, Groveport, and New Albany.

COTA's role as a conduit for additional funding options, like the Ohio Transit Partnership Program (OTP2), has also proved valuable in supporting Dublin's efforts. Their aspirations for mobility hub development and expanded services along the growing Columbus Northwest Corridor point to additional areas for collaboration that can enhance transit access in Dublin in the near future. Programmatic opportunities to increase ridership – including transit pass programs and marketing partnerships – are also worth pursuing. Dublin City Council Member Cathy De Rosa provides valuable synergy with COTA, serving on their Board of Trustees.

*MORPC*

As with COTA, MORPC has proven to be a valuable partner in pursuing new mobility opportunities over the past year. The agency provides funding through the FTA Section 5310 program (among others) and convenes regional partners for constructive conversations around a variety of mobility topics, including microtransit services, active transportation, complete and "smart" streets, the Metropolitan Transportation Plan, and the region's Transportation Improvement Program. Each of these speak to aspects of the Dublin Mobility Plan that will need constant attention and additional resources. Multiple Dublin staff and elected officials serve on the MORPC Board of Commissioners, including Mayor Chris Amorose Groomes, who serves on the MORPC Executive Committee.

*ODOT*

The Ohio Department of Transportation facilitates a series of state funding programs in support of enhanced mobility, transit, safety, and capital projects. Dublin's partnerships with MORPC and COTA have positioned the city well for competitive state grants and the Mobility Plan aligns with

ODOT programs like the Toward Zero Deaths (the Strategic Highway Safety Plan), Walk.Bike.Ohio, Safe Routes to Schools (SRTS), and the Ohio Transit Partnership Program (OTP2).

*Neighboring Municipalities*

The mobility needs of Dublin's residents, workers, and visitors do not end at the municipal borders. As evidenced by the users of Dublin's two microtransit services in 2019, riders frequently request trips and make connections to and from adjacent communities. Continued collaboration between these communities will help to ensure that travelers are able to access daily needs – including jobs, health care, shopping, and leisure destinations. Marketing and communication agreements are a logical first step, sharing the availability of mobility program and service offerings, traffic safety initiatives, and other efforts. They can extend to contracting/purchasing partnerships, joint advocacy or fundraising pursuits (such as the COTA and CoGo expansions referenced in chapters 3 and 4), and other capacity-building efforts that can serve the needs of each community and help stretch the reach and effectiveness of public resources.

*Metro Parks*

Connections to regional Metro Parks destinations, like Glacier Ridge, are a significant asset for Dublin residents. The City is working with the Metro Parks to improve access and connections to Glacier Ridge through a collaborative wayfinding effort. Additional efforts can be made to connect to regional parks through similar signage, complete streets, and other projects that encourage healthy, active living.

*Public Institutions*

Other public institutions in Dublin provide valuable partnerships that could be extended to include transportation and mobility enhancements. The new Columbus Metropolitan Library branch is already a popular destination for riders on the Senior Circulator and could provide additional resources through marketing and education partnerships around healthy/active transportation. The library is also well situated in Historic Dublin and at the western terminus of the new Dublin Link pedestrian bridge. Its parking garage serves as a resource for library visitors, but could also become a mobility hub for Historic Dublin.

Dublin is also home to several public university campuses, including outposts of Ohio University, Columbus State Community College, and Ohio State University. Employees and students at these locations could take advantage of enhancements to the transit and active transportation networks promoted by the Dublin Mobility Plan. Sponsorships, marketing, and educational partnerships between these institutions and the City of Dublin could help to increase capacity, awareness, and ridership among these audiences and make them more accessible to a broader constituency.

**Private Sector**

Dublin has established a number of important partnerships with private sector agencies, including senior living communities, businesses, developers, and non-profit service providers.

*Senior Living Communities*

The working relationship with Avondale Senior Village to promote and organize trips on the Senior Circulator is the primary example of how effective communication and shared responsibility can lead to meaningful program use and improved accessibility for Dublin residents. However, even that relationship falls short of ideal, in that Dublin provides the Senior

Circulator service at no charge to Avondale or its residents. An evolution of that partnership could include a financial sponsorship that helps to support and sustain the program.

Dublin should explore these opportunities with other senior communities, as well as the businesses who benefit from these trips. Efforts were made during the early months of the pilot program to solicit sponsorships and rider "benefits" at participating retailers, but the outcomes were minimal. As ridership on the Senior Circulator has risen, Dublin and its operating partner should revisit these opportunities, communicating the impacts and benefits and the need to diversify funding for program growth and sustainability.

### Business Community

Businesses, employers, and developers have also benefitted from the availability of both the microtransit and micromobility services. Accelerating collaboration with these groups to promote the service, generate new ridership, and financially support them will need to be pursued if they are to succeed. These opportunities may come in the form of voluntary contributions or sponsorships (including branded services), or via more formal, codified approaches such as the examples cited in the following sections. The City should continue working with individual businesses and groups like the Dublin Chamber of Commerce, Historic Dublin Business Association, property owners, and developers to establish the value to mobility as a key service and benefit to their employees, residents, visitors, and tenants. These benefits, if funded adequately, could constitute yet another differentiation between Dublin and neighboring communities in the ongoing competition for investment, workforce, visitors, and residents.

### Service Providers

Dublin's mobility services provide needed connectivity to a number of non-profit community service providers, including Syntero, UFIT, and the Dublin Food Pantry. While these organizations may have limited capacity to provide financial support for Dublin mobility programs, they can serve as a valuable partner in identifying community needs and may provide a conduit to additional resources and funding that the City could not pursue on its own.

## New Policy Approaches

In the face of local development pressures and the need to continually evolve within a rapidly expanding regional marketplace, Dublin should explore options for developing City policies that can create a support system for the new programs, services and resources that have been generated through the Mobility Plan. Options to be explored include the following:

- Development code updates, with a particular focus on growth areas in which development is most likely to benefit meaningfully from mobility investments
- Parking Plan implementation, formalizing a policy that parking must pay for itself, and that any revenue above system costs can be spent on strategic mobility improvements
- Commuter benefits or transportation demand management (TDM) ordinance development, designed to require and/or incentivize developer, property owner, and employer investment in mobility programs and services

**Commuter Benefits / Transportation Demand Management Ordinances**

A commuter benefits or transportation demand management (TDM) ordinance is another regulatory tool that the City of Dublin could use to bolster the attractiveness of non-drive-alone travel options and address congestion and parking availability issues experienced by businesses,

commuters, and other travelers. TDM efforts consist of measures that promote the efficiency of the transportation system by increasing the use of active and shared modes of transportation and reducing single-occupancy driving trips. These ordinances are popular tools for promoting TDM in cities of all sizes across the country and can help achieve Dublin's mobility goals around economic development, access to jobs, health, and environmental sustainability.

TDM ordinances are most common in rapidly growing areas where the increase in workers and other travelers is outpacing the public's ability to provide capital and service improvements to meet their mobility needs. They are generally applied through a city's development code, with specific requirements for employers or developers who fall within a certain threshold. The most common measure is the total number of employees, but others could include number of beds, number of square feet of commercial space, number of visitors, etc. The ordinances are applied either citywide or with a focus on specific geographies that are experiencing rapid growth or have a high concentration of large employers. While most of these ordinances give specific instructions to implement particular measures, flexibility can be valuable, providing a *menu* of options with an emphasis on results more than the individual programs. Examples include:

- Pre-tax benefits that allow employees to exclude from taxable wages commuting costs for transit passes, vanpool charges, bicycle commuting, or other approved travel modes.
- Employer or property provided services, including vanpool, carpool, or shuttle programs.
- Offering a taxable parking "cash-out" benefit to commuters who opt out of using employer provided parking spaces.
- Educational and marketing efforts to promote non-drive-alone trips by employees, residents, or visitors.
- On-site amenities that encourage non-drive-alone commutes, including bike parking, lockers and showers, premium parking for carpools and vanpools, etc.

Experience has shown that TDM ordinances with enforcement standards and requirements, including adequate staffing to enforce mandates, have a much higher success rate than voluntary programs. While the most notable ordinances may be found in places like Seattle, WA and Los Angeles, CA, there are a number of small- to mid-sized cities that have successfully implemented these policies.

In Cambridge, MA, non-residential developments that propose new parking above a specific threshold are required to adopt a TDM plan with a series of approved programs and reporting measures.[45] Boca Raton, FL's TDM Ordinance sets specific requirements for downtown developments above a threshold of 50 or more full-time employees or more than 30 residential units. These include physical design elements, as well as a range of incentive and programmatic measures.[46] In Rockville, MD, TDM ordinance requirements focus on trip reduction measures that escalate based on estimates of new peak-hour trips. In addition to crafting a trip reduction plan, new developments are also required to pay a one-time transportation improvement fee that is used to implement multimodal improvements throughout the city.[47]

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[45] City of Cambridge, MA. "Parking and Transportation Demand Management Ordinance." Accessed online at https://www.cambridgema.gov/CDD/Transportation/fordevelopers/ptdm.

[46] City of Boca Raton, FL. "Development Requirements." Accessed online at https://myboca.us/754/Development-Requirements.

[47] City of Rockville, MD. "Comprehensive Transportation Review." Accessed online at https://www.rockvillemd.gov/DocumentCenter/View/457/Comprehensive-Transportation-Review?bidId=.

## Case Study: Santa Monica, CA TDM Program

There are several TDM ordinances within the Southern California region, including Burbank, Santa Monica, and Glendale. When the City of Santa Monica started its TDM Program over twenty years ago, the number of solo drivers driving to work was 80 percent. Today, that number has been reduced to 62 percent in the mornings, and 58 percent in the afternoons. Last year, that translated to over 12,300 fewer car trips per day.

The desire for the ordinance arose during a General Plan update, as a solution to a challenge that many communities have come to face: how to accommodate new growth without all the vehicles and traffic that would typically accompany it. The ordinance focused on reducing afternoon peak trips as a key goal, by requiring strategies that could encourage walking, biking, and transit use. To achieve these goals, the ordinance focuses on two key groups: new development and all (existing and new) employers.

Developers must provide on-site TDM facilities to reduce parking demand and the "unbundling" of parking costs[48] is required of all non-residential and multifamily residential uses. A developer TDM plan is required to demonstrate how developers will meet transportation targets.

Residential projects with more than 16 units must include a Transportation Welcome Package for residents and must prioritize marketing of the units to nearby employees. Reduced off-street parking requirements and shared parking facilities accompany these developer requirements.

Employers are required to submit a worksite TDM plan and track progress each year via an annual employee survey. The employer requirements are robust and include a series of mandatory and elective components that employers can choose from a menu of options. Options that are most likely to be effective are weighted accordingly. Categories include direct strategies, such as creating a bicycle program, to support strategies, such as personalized commute assistance.

The program uses Average Vehicle Ridership (AVR) as its key metric because it is consistent with regional South Coast Air Quality Management District (SCAQMD) methodology. AVR is calculated by dividing the number of employees reporting to work by the number of vehicles driven to the worksite.

A key partner to the City's TDM ordinance is its Transportation Management Organization (TMO), which provides transportation services throughout the city under the banner "GoSaMo." GoSaMo has helped scale up programmatic TDM efforts, which has proven especially helpful for small employers. While GoSaMo was started by the City, other TMOs are often public-private partnerships, comprised primarily of area businesses who take advantage of programs and services.

## Case Study: Arlington County, VA Density Based TDM Program

Arlington County, Virginia's coordinated policy approach to land use and transportation planning has allowed it to grow rapidly over the last 30 years without major expansions in the highway

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[48] "Unbundling" parking is the practice of separating the cost of parking from the cost to lease a commercial or residential unit. This effective TDM practice helps to accurately account for the full cost of driving and parking and has a demonstrated relationship to automobile ownership and travel choice.

network and minimal traffic growth. In that time, nearly 18,000 residential units, 14 million square feet of office space, 1.5 million square feet of retail, and 1,218 hotel rooms have been built in the area served by the county's Orange-Line Metrorail corridor. As intense as this development has been, it has generated only modest levels of traffic growth. A major factor in the County's successful management of growth has been its Site Plan Review program, which has allowed County planners to approve greater development densities along Arlington's Metrorail corridors in exchange for significant TDM commitments. Today, the county's Metrorail corridors provide 50% of the County's tax base — on only 7% of the land.

Arlington County's TDM Program for Site Plan Development was the product of a joint task force of the Arlington County Planning and Transportation Commissions, and an outgrowth of the comprehensive Site Plan Review process headed by the Arlington County Department of Community Planning, Housing and Development (DCPHD). Essentially, density bonuses that are possible along the county's key transit corridors provide a financial incentive to commit to a suite of TDM commitments that help amplify the potential traffic-reduction benefits of transit-oriented growth. Developers can select the strategies that best enhance the value of their projects, while the County ensures that the level of commitments and the strategies available are suitable to the scale and nature of the proposed developments.

A Site Plan Review Matrix defines the options available for approval of any development proposal eligible for this process. The list of available strategies is expansive and comprehensive, but the scale and nature of each proposal will determine both available options to choose from, and the minimum number of strategies that must be included as commitments in a final approved plan. Thus, the County distinguishes the intensity of the strategies, matching them with the assessed impact of different developments on the transportation system. The greater the impact, the more intense the mitigation measures in the approved Site Plan will be.

The DCPHD reviews submitted site plan proposals to assess transportation impacts and opportunities. Reviews incorporate an assessment of site characteristics, proposed land-uses, a traffic impact analysis (TIA) report, and a proposed parking plan. The County's transportation management association (TMA) then helps the developer identify site-specific strategies and prepare a TDM plan. Each TDM strategy is selected to mitigate the transportation impacts of the site on a case-by-case basis.

Participation in the Site Plan Review process is voluntary, but incentivized through density bonuses that have been effective in making this process the default approach for developments within designated transit corridors. Each zoning district permits a certain type and level of development "by-right." Beyond this, certain districts provide public review processes for a special exception by "site plan" that allows for greater flexibility in use, density, and form of development. The key to the success of the Site Plan Review Process is that additional development potential serves as an incentive to developers to seek a special exception by site plan and participate in the process.

To date, the density bonuses have been significant enough to attract the majority of new development projects into the process. By framing incentives in terms of added project density, the Site Plan Review Process supports the County's objective of concentrating development around transit stations.

# New Funding Models

Program sustainability will also require that Dublin develop new funding models to promote the viability of Mobility Plan programs and outcomes. Transitioning from the current model that leans heavily on Dublin Capital Improvements Program (CIP) funding to a more diversified model built around voluntary, value-based partnerships, codified assessments, and service-related revenue will help to ensure that these are sustainable resources for the Dublin community into the future. Options to be explored include private sector funding partnerships, branding/naming rights, parking revenue funds, and a new Dublin Mobility Fund.

## From Partners to Funders

As discussed in the previous sections, transitioning or advancing current partnerships to include funding support will be critical to mobility program success and sustainability. The City should pursue the following questions with their partners to cultivate new sources of operating support:

- Can businesses served by Dublin mobility programs and services become funders, either through direct, annual contributions or through marketing opportunities such as interior ad placement or external brand placement?
- Will senior communities and/or employers served by these services consider direct contributions or through marketing opportunities such as interior ad placement, external branding, or other sponsorship opportunities?
- Are there steps that can be taken to entice Dublin's economic development partners to support services, such as expanded services for workforce or visitors, increased exposure to regional markets, or direct correlation to other economic performance measures?

While the previous two case studies focused on development-related TDM ordinances, a regional example from downtown Columbus showcases a commuter benefit that is largely funded through a voluntary assessment of downtown property owners and is being promoted as a tool for attracting and retaining businesses and employees.

## Case Study: Columbus, OH – Downtown C-pass Program

With multiple competing demands for real estate and parking, downtown Columbus's 2010 drive-alone commuter mode share of 83% was trending upward and was proving unsustainable. "We'd been hearing from downtown offices and brokers that the lack of parking was impacting their ability to lease space. We were asked to help find parking for tenants, but we kept finding that the spaces just didn't exist," said Cleve Ricksecker, Executive Director of the Capital Crossroads and Discovery Special Improvement Districts (SIDs). The alternative approach to adding more supply was, therefore, to reduce demand in existing parking facilities.

Faced with a parking crunch in an increasingly mixed-use downtown, two Columbus SIDs worked with the Mid-Ohio Regional Planning Commission (MORPC) to pilot a transit pass program with four property owners in 2014-2015. They modeled their approach after a student universal pass program in place at local universities that provided free transit access to all students with the requisite credential embedded in their identification cards. The $100,000 pilot targeted a cross-section of downtown employers who had varying access to parking. The results of the pilot were very positive, with a nearly 6% increase in transit ridership across the 844 employees in the

sample within the first three months. One company saw a quadrupling of transit mode share over the 18-month pilot, growing from 5% to 19.5%.

This proof of concept was enough to move forward with a campaign among the SID property owners to develop a full-scale program. The universal pass program has now been made available to 45,000 employees at 1,500 qualifying employers in the SID service area. Program costs totaling $5 million include a bulk rate from the regional transit agency (COTA) for the passes, marketing, and management overhead over three years. Voluntary contributions and sponsorships have been paired with a new $.03 per square foot assessment of properties within the SID to account for more than 50% of the cost. With a considerable gap still on the table, MORPC announced in 2017 that they would cover the remainder, enabling the program to launch in June 2018.

SID staff is coordinating with MORPC on program marketing and administration, including individual sessions with large employers and creation of "member portals" for participants via the new Gohio Commute tool, which extends beyond Columbus to all metro areas in Ohio. This enables companies to create an account and upload employee information that will ease access to transit pass credentials.

The goals of the pilot include growing downtown's transit commuter mode share from 6% to over 10% during the three-year program, improving access to jobs for low-wage employees, and retaining and attracting new employees and businesses to the downtown area without the need to expand parking supply. With demonstrated success, partners will aim to renew the property assessment in 2020 and continue the program into the future.

## Program Utilization

According to the Capital Crossroads and Discovery SIDs, 442 companies and 15,189 employees had registered for the C-pass program as of December 2019. According to COTA, C-pass users logged more than 1.2 million rides in 2019. Ridership has climbed steadily over the course of the pilot, with around 15,000 weekly rides recorded in September 2018 and 25,000 in March 2019. A record 26,360 rides were taken using the C-pass during the week of November 24th, 2019. Data from surveys of employers and employees completed in mid-2019 found that a substantial increase in transit use can be associated with the C-pass program, with 7.5% of respondents reporting a shift from drive-alone commutes to COTA. 94% of respondents stating that C-pass is either the reason they started using COTA or that it helped motivate them to ride. Additional findings include:

- COTA mode share at sampled employers (with a total of 16,000 employees) reached nearly 10% by June 2019.
- Employees who had worked downtown for less than one year showed the highest rate of commuting changes to transit.
- New transit riders skewed younger, with 35% of people switching to transit reporting they were under the age of 32.
- New rider income levels are diverse, with 20% making less than $50,000 per year, 26% making between $50,000 to $74,999, 19% make $75,000 to $99,999, and 19% making more than $100,000 per year.
- 42% of employers reported that the C-pass benefit is helping to recruit and retain employees.
- 17 companies report that C-pass played a role in their decision to renew or sign a lease in a C-pass eligible building.

### Branding/Naming Revenue

Branding or naming rights are a popular method for garnering sponsorships from private entities to support enhanced public-facing services such as transit routes, bus stops, bike share systems, and mobility campaigns. The Greater Cleveland Regional Transit Authority has successfully levied sponsorships to provide support for its downtown trolleys, and three bus rapid transit lines. Some microtransit services like Circuit (formerly "The Free Ride") are completely paid for by advertising dollars, while others like CircleLink in Cleveland's University Circle neighborhood, the DASH in downtown Grand Rapids, or Groove in downtown Memphis are funded by a mixture of sponsorships that keep the service free to riders. Most publicly funded bike share systems include a series of private sponsorships at a range of levels from companies or agencies whose health or mobility values align with the program. In Dublin, employers in the health care, education, or tourism sectors should be engaged as potential sponsors for Dublin's emerging mobility programs and services.

**Figure 41** CircleLink Shuttle in Cleveland's University Circle Neighborhood



CircleLink is sponsored by the Cleveland Museum of Natural History, who designed the service's unique bus wrap.

### Parking Revenue

The City of Dublin has identified parking policies and management strategies that may lead to paid parking being implemented within commercial centers like Bridge Park and Historic Dublin. These strategies offer the opportunity to both manage parking demand and capture revenues that can be used to support system management, maintenance, and enhancement. By capturing parking fees in an enterprise fund, Dublin can use them to fund ongoing parking and mobility improvements above and beyond the existing parking system. The City should continue to examine its capacity to implement these strategies as a valuable tool for supporting mobility programs and services and implementing additional Mobility Plan recommendations.

## Dublin Mobility Fund

The City is currently working to establish a Mobility Fund to ensure that sponsor revenues, grants, and other outside sources of funding are attributed directly to the City's mobility efforts, expanding upon the City's commitment of Capital Improvements Program funds. This exercise is important to both sustaining and expanding Dublin's capacity to provide mobility programs and services and should clarify accounting, contracting, and procurement procedures.

Building upon the previous concept of a parking revenue "enterprise fund," the Dublin Mobility Fund could include parking revenues, plus codified and voluntary contributions from developers, property owners, and employers resulting from the new policy approaches and partnership arrangements described above.

# NORTHWEST EXPANSION

**Final Presentation**

CRPLAN 4900S Planning Studio

Prof. Chad Gibson

# AGENDA

- Meet the Team
  - Project Lead
  - Columbus
  - Dublin
  - Hilliard
  - Upper Arlington

- Our Mission

- Timeline

- CoGo

- General Criteria for Siting

- Funding
  - Project Funding
  - Potential Cost Breakdown

- Columbus

- Hilliard

- Dublin

- Upper Arlington

- Conclusion
  - Connectivity
  - Questions

# MEET THE TEAM

# OUR PROJECT LEAD

- Chad Gibson
- Project Consultation and Guidance

# COLUMBUS

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**Outreach**

**Daniel Kromer**
**Research/Design**
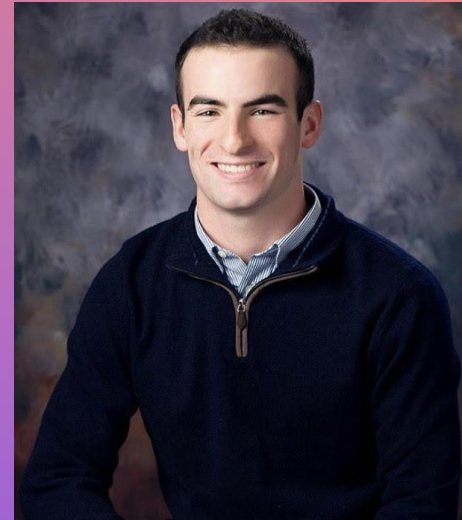
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**Research/Outreach**

**Kenya Gray**
**Photographer/Designer**

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**Maps/Research**

**Jacob Miller**
**Outreach**

**Elizabeth Phoung**
**Writing/Design**

# HILLIARD

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# Our Mission

By 2050, the population of Central Ohio will expand to over 2 million people. This incredible growth demands the need for efficient and sustainable mobility for all residents, one of which is bike share, a sustainable, healthy, and affordable system of transit. Our proposed northwest expansion will serve to connect the heart of the City of Columbus to its surrounding suburbs. These regions include, Downtown Columbus to Grandview, Bexley, Upper Arlington, Hilliard, Dublin and suburban Columbus. To actualize this plan, a devoted group of Ohio State students has engaged in a multifaceted approach working directly with each suburb to identify locations for recommended stations. Our final document will invest in the future of active transportation and serve as a model for other cities to follow.

# Timeline

Meet with each city in the Northwest Region as well as Lyft representative Chet Ridenour, established goals for the studio and outlined the final document

Each group connected with representatives from their community, began outreach, conducted site visits, established provisional site COGO bike stations

Presenting our initial findings and getting feedback from clients

Adapted and Reconfigured our data and research from feedback from the presentation and Continued our outreach and establishing station locations

Presented and provided a Final Document to the Stakeholders in relation to Northwest area of Franklin County for COGO Expansion

**Stakeholder Meetings**

Week 1-5

**Preliminary Research and Outreach**

Week 5-8

**Midterm Presentation**

Week 8

**A.R.C. of Research and Outreach**

Week 8-15

**Final Deliverable**

Week 15

# COGO
# BIKE SHARE



ABOUT COGO

**JOIN** — Become an Annual Member, buy a Day Pass at a station kiosk, or a Single Trip from the Lyft App

**UNLOCK** — Find an available bike nearby, and scan the QR code or use your member key to unlock it

**RIDE** — Take as many short rides as you want while your pass or membership is active

**RETURN** — Return your bike to any station, and wait for the green light on the dock to make sure it's locked

- Single Trip
  - $2.25
  - One 30-minute ride on a classic bike
  - Best for a quick, single trip

- Day Pass
  - $8
  - Unlimited 30-minute rides in 24 hours
  - Best for recreational purposes or exploration

- Annual Membership
  - $85 / year
  - Unlimited 45-minute rides on classic bike
  - Best for commuters

- COGO for All
  - $5 / year
  - Unlimited 45-minute rides on a classic bike
  - Only for those receiving SNAP or discounted utility bills
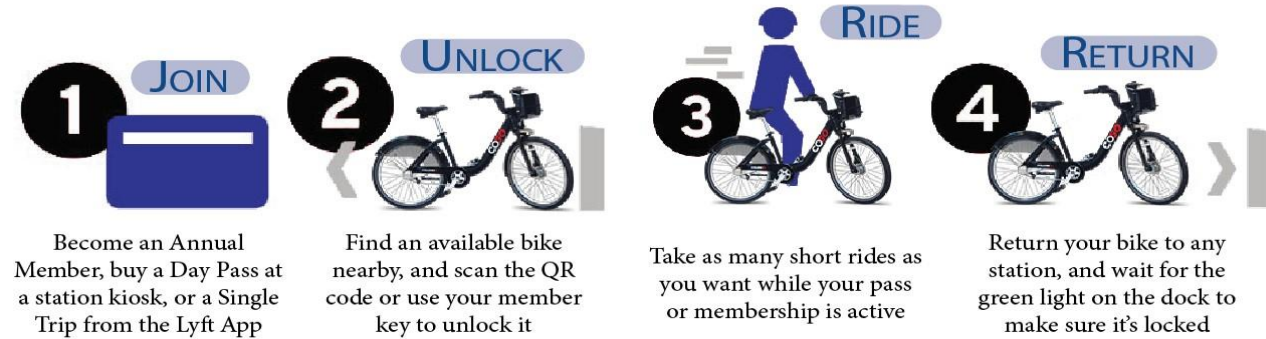


COGO Classic Bike



COGO E - Bike

# GENERAL CRITERIA FOR SITING

Accessibility

Location Details

Connection

# FUNDING

# POSSIBLE PROJECT FUNDING OUTLETS

- Biden Infrastructure Bill (American Jobs Plan) will allow for economic recovery and expansion
  - Specifically citing improvement of transit systems, and infrastructure for systems
- *MORPC transportation alternatives program~$23M/yr*
- *Surface Transportation Block Program~$12.136B*
- SMRT Columbus acceleration fund~$600 million
- ODOT general revenue fund~$1.2 billion (total)
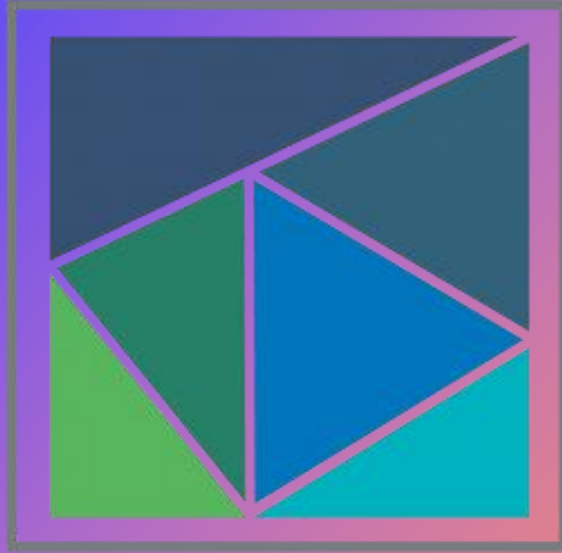
# Project Funding

- Some funding already accepted by MORPC is proposed years ahead of time.

- MORPC has a 2-year funding cycle, meaning our project would be eligible for summer 2022 cycle, revaluation of proposals

- Attributable funds committee oversees and distributes funds

- Around 3:1 ratio of funding. 75% would come from federal/ state level and 25% from municipality

- MORPC total budget approximately $18,415,630 (2021)

- MORPC sets aside a Min of % 5 and Max %15 of total budget for transit and biking/ pedestrian

- Class proposal/ project would fall under the Biking/ Pedestrian category of MORPC's eligible funding activities

# Funding (cont.)

All the groups recommended stations costs approximately $47,000 per, in 3 years, may cost $50k

| Columbus: 6 ~ $282,000 | Dublin: 9 ~ $423,000 | Hilliard: 7~ $329,000 | U.A.: 7~$329,000 |

The total estimated cost would be approximately $1,363,000

Past CoGo project was granted $1,267,296 total

Past CoGO Project MORPC Federal covered 72% or $912,450 and local gov covered other 28%, $354,846

# THE EFECTS OF COVID-19 ON BIKE SHARE

# COVID-19
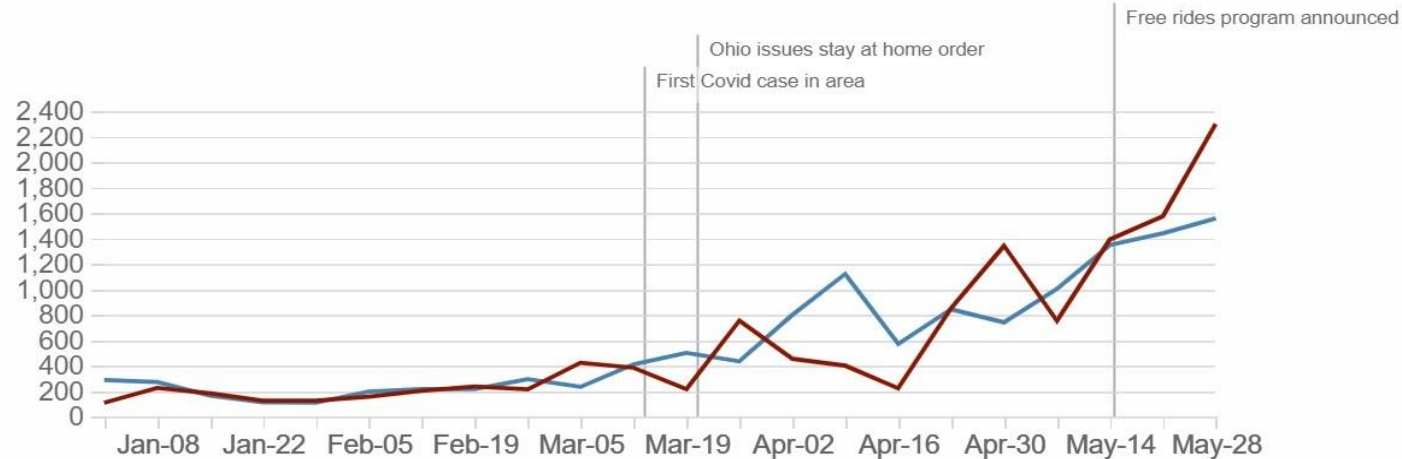


The *City Monitor* studied 5 Lyft supported bike share systems across the country. While there was a decrease in bike share usage due to Covid, the decline was not uniform across all case studies. In fact, the Columbus based bike share system, CoGo, fared better than its counterparts in the San Francisco Bay Area, New York City, Boston Metro, DC Metro, and Portland.

San Francisco Bay Area

Boston Metro

New York City

DC Metro

Portland

# CITY OF COLUMBUS EXPANSION

# DEMOGRAPHICS

The city of Columbus is very diverse, and as one of the top 15 fastest growing cities in the United States today, one can only expect this trend to continue. Being that the city itself is a culmination of densely populated areas and metropolitan communities, Columbus has an ample number of opportunities to be used in a multitude of ways. The city currently has 900,000+ residents that span from the edges of Grove City, Downtown, Dublin, and Easton.

Columbus / Population

## 878,553 (2019)

1,000,000

800,000

600,000

400,000

200,000

0

2012    2014    2016    2018

• Columbus, Ohio
878,553

• Cleveland
385,282

• Cincinnati
301,394

Sources include: United States Census Bureau
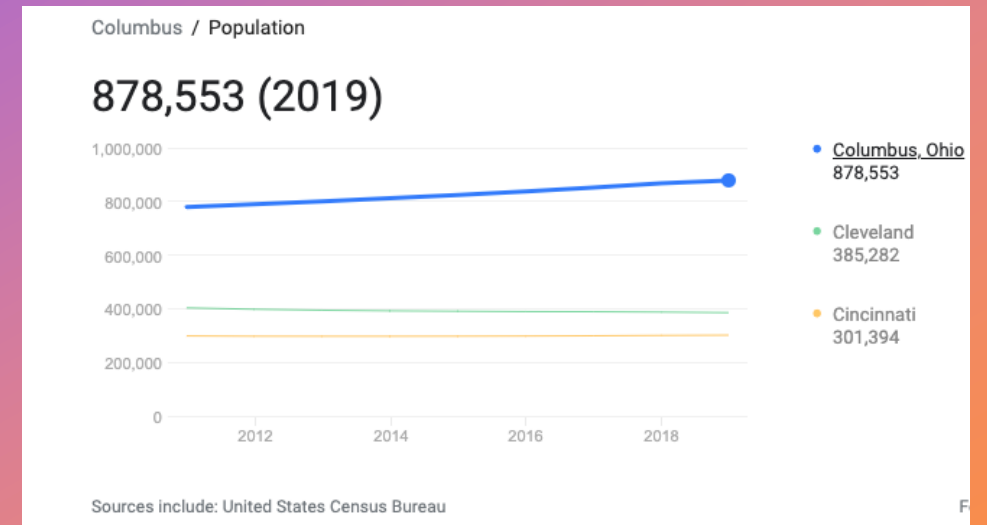
# WOODY HAYES DRIVE AND KENNY ROAD



- West Campus area

- Close to many shared use paths

- This station would aim to serve the large-scale University redevelopment projects currently under way in the vicinity

- Acts as another point of connection Westward into Upper Arlington

- As proposed, the station sits under a mile from the nearest existing station

- Close to large-scale mixed-use developments

- Within a mile of this station location are census two tracts as defined by the U.S. Census bureau. In 2010, a total of more than roughly 7,000 people lived in both tracts.
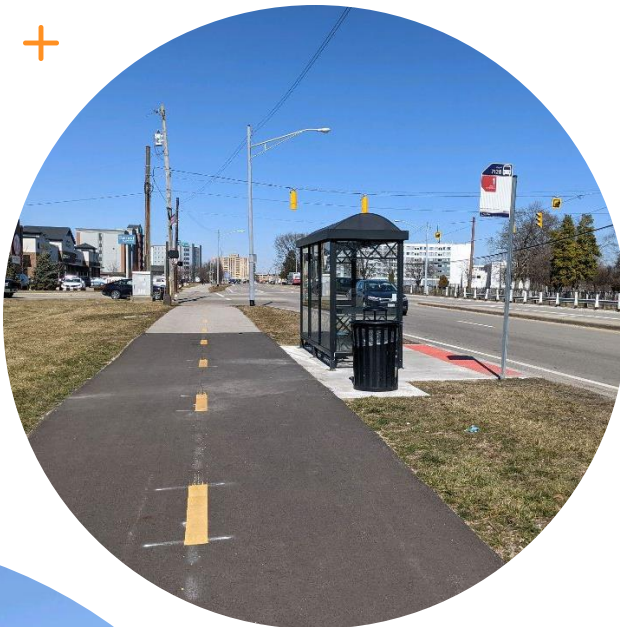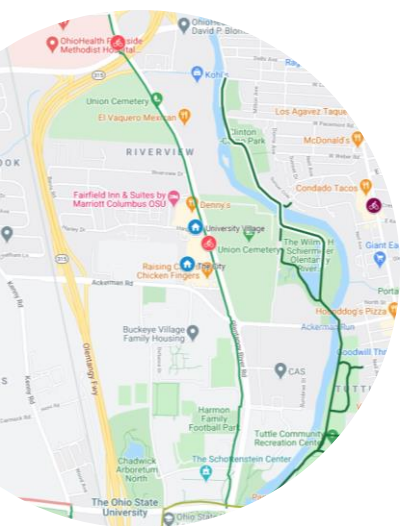
# HARLEY DRIVE AND OLENTANGY RIVER ROAD

- Connects student housing developments (The City, University Village) to campus

- Serves to connect Campus and UA

- Along shared use path between Campus and Riverside Hospital

# RIVERSIDE HOSPITAL

- "Destination" Station
- Connects right into the Existing Network
- Would also synergize with any Northern UA stations well
- Has shared use path down to Campus area
- No infrastructure needs to be feasible but would optimally have a connection to the Olentangy trail

# GRIGGS RESERVOIR

- Griggs Reservoir Park runs from the dam to the North down to Lane Ave. on the East side of reservoir. The park offers both bike and driving trails (about 2.25 miles) along the river.

- Destination Station but does have an opportunity to be a connector along the Scioto trail. There are infrastructure needs for the site.

- Minimum: Safe Method of crossing 33 onto a low-traffic collector street or shared use path Optimal: Scioto Trail expansion through to Griggs and Quarry Park (as already proposed). Positives stem from strong connection to Northwest Corridor mission and service to the 33 corridor.

- Within a mile of this station location are 4 census tracts as defined by the U.S. Census bureau. In 2010, a total of more than roughly 25,000 people lived in these tracts.
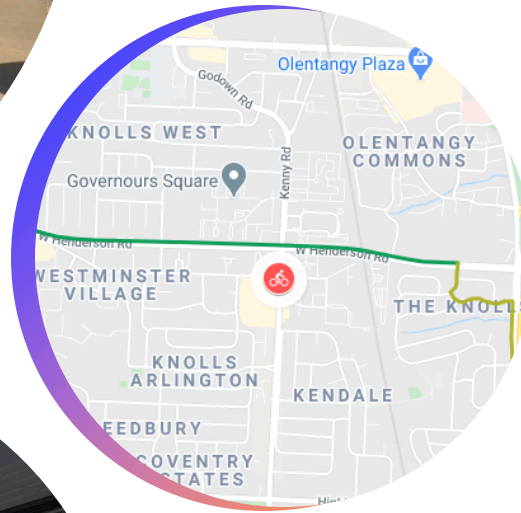
# OLD HENDERSON AND KENNY ROAD

- Station here would be a key node to provide CoGo access to the commercial center located at the site

-  With COTA service on Henderson and Kenny, as well as quick access to a shared-use path along Henderson Road, riders will have multiple connections and options

- High Traffic Area

- Acts as great connector to North West Corridor

- Within a mile of this station location are census four tracts as defined by the U.S. Census bureau. In 2010, a total of more than 13,500 people lived in both of these tracts.

# BETHEL AND OLENTANGY RIVER ROAD



- "Destination" Station

- Serves Anheuser-Busch Sports Park

- Natural connection to Dublin and the last stop for the NW corridor expansion.

- Within reach of current COGO network via the Olentangy Trail

- **Auxiliary Infrastructure Needs:**

- Minimum: one dimensional, only place bikers can go is on the trail

- Optimal: Connection along Bethel Road to Sawmill/Scioto River would improve access to Dublin

- **Density**

- In 2010, a total of more than roughly 8,000 people lived in these three tracts.

- Franklin County Tracts (63.52, 63.51, 78.12 )

# QUARRY PARK STATION (CONDITIONAL)

- Destination station

- Strong connection between Upper Arlington and Hilliard

- 43,000 square feet of office space

- 293 apartment units

- 520 for-sale units (townhomes and single-family homes)

- 16,000 square feet of retail space

- 11,000 square foot community center with pool

- In addition to standard Metro Park features like trails, picnicking, nature, and fitness, Quarry Trails will have a variety of watersports including kayaking, canoeing, paddle boarding, fishing, and access to the Scioto River

- Conditional upon a safe cycling connection to Upper Arlington

# SAWMILL AND BETHEL (CONDITIONAL)





- Potential Collector Station

- Would serve to connect Upper Arlington and Dublin

- Serves some of the high density commercial strip development along Sawmill Road

- Unfortunately high traffic and a lack of dedicated bike infrastructure make the area currently too unsafe to recommend
  - Station is contingent on implementation of bike infrastructure in the vicinity
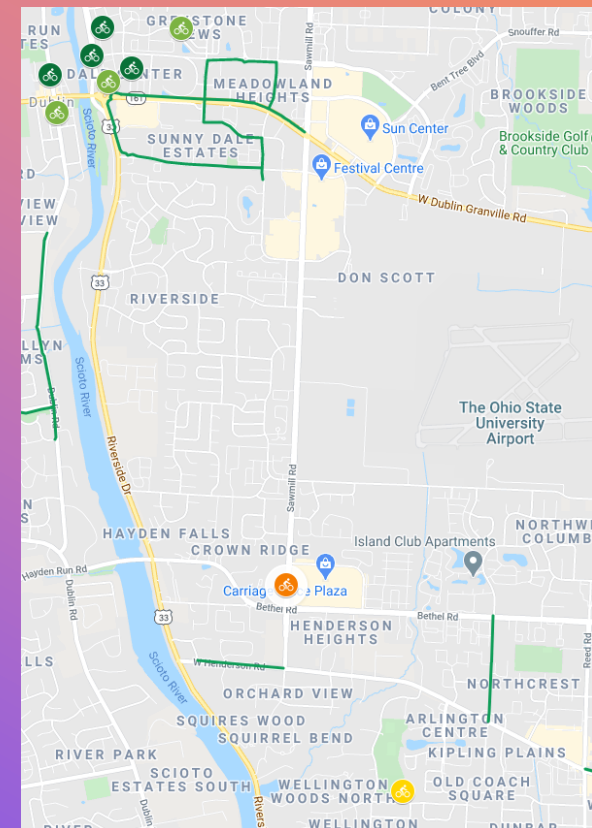
# ADDITIONAL CONDITIONAL STATIONS

**Frantz Road and Shannon Heights Boulevard**

**Tuttle Mall**

**Homestead Metro Park**

**Frank's Park**

- Each of these stations could prove to be valuable additions to an expanded CoGo network, providing key access points to parks and between suburbs.

- All reliant on the establishment of CoGo in Dublin and/or Hilliard
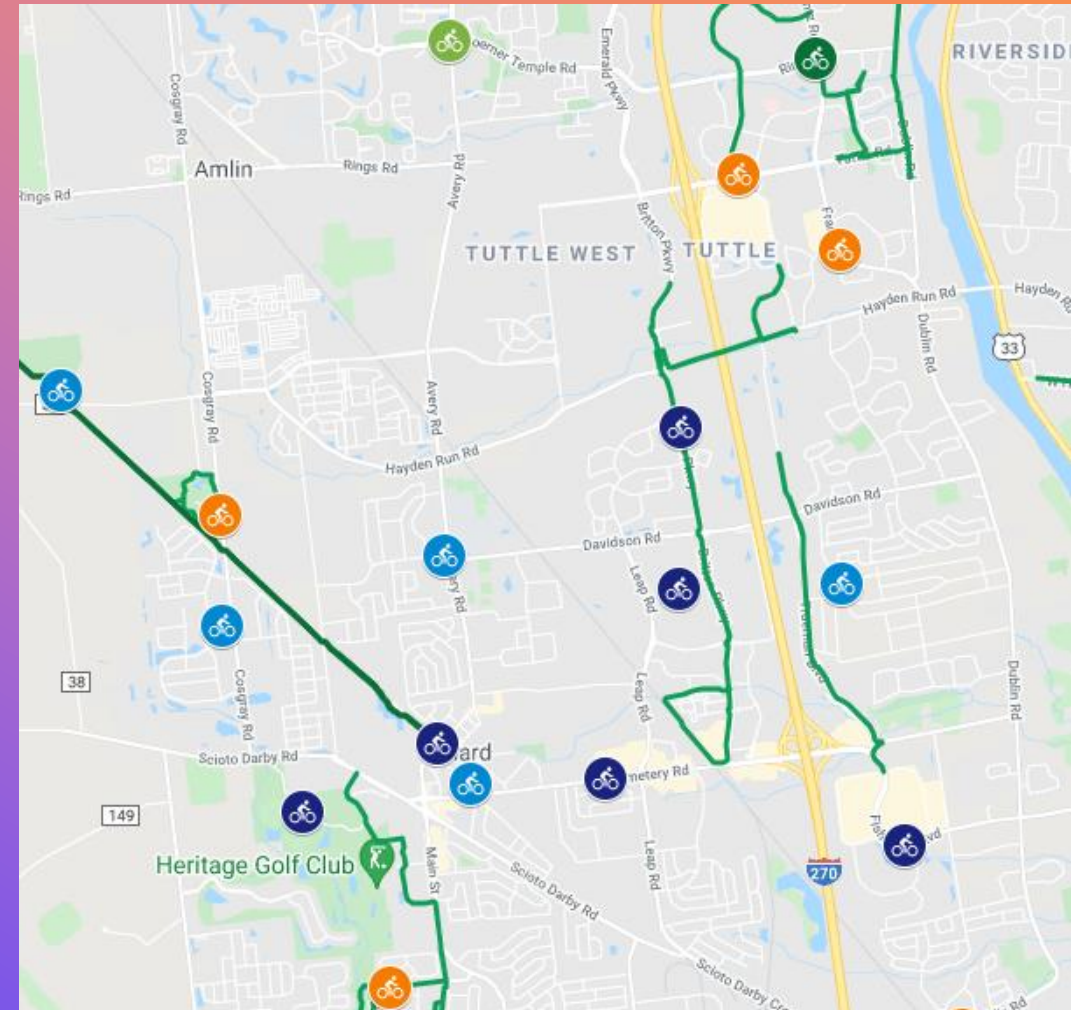
# Infrastructure

- General Lack of purpose-built bike infrastructure in NW Columbus
- Olentangy Trail serves North/South travel but East/West connectivity is still limited
- We identified three corridors that could serve to remedy these gaps
  - OSU Airport area
  - Heritage Rail Trail to Upper Arlington
  - Scioto Trail Extension
- These corridors would serve many existing, proposed and future CoGo stations, as well as addressing public concerns.
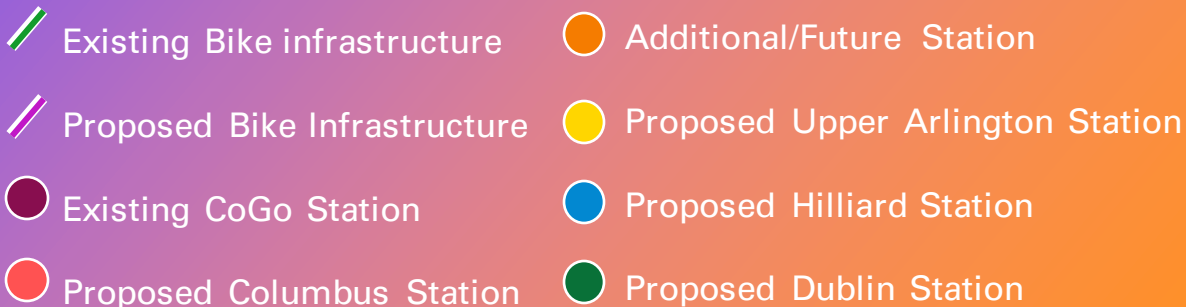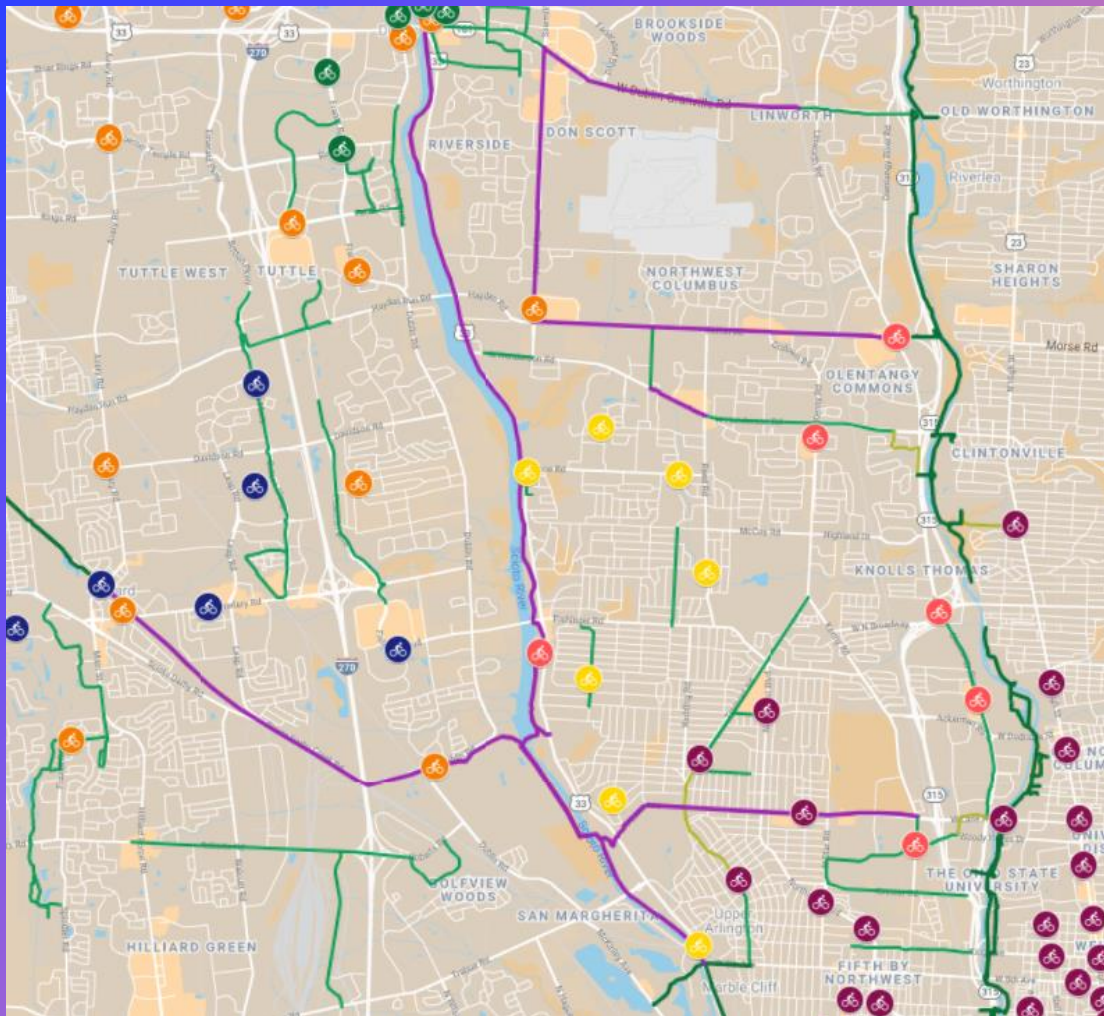
Existing Bike infrastructure

Proposed Bike Infrastructure

Existing CoGo Station

Proposed Columbus Station

Additional/Future Station

Proposed Upper Arlington Station

Proposed Hilliard Station

Proposed Dublin Station

# HILLIARD

# Existing Bike Infrastructure
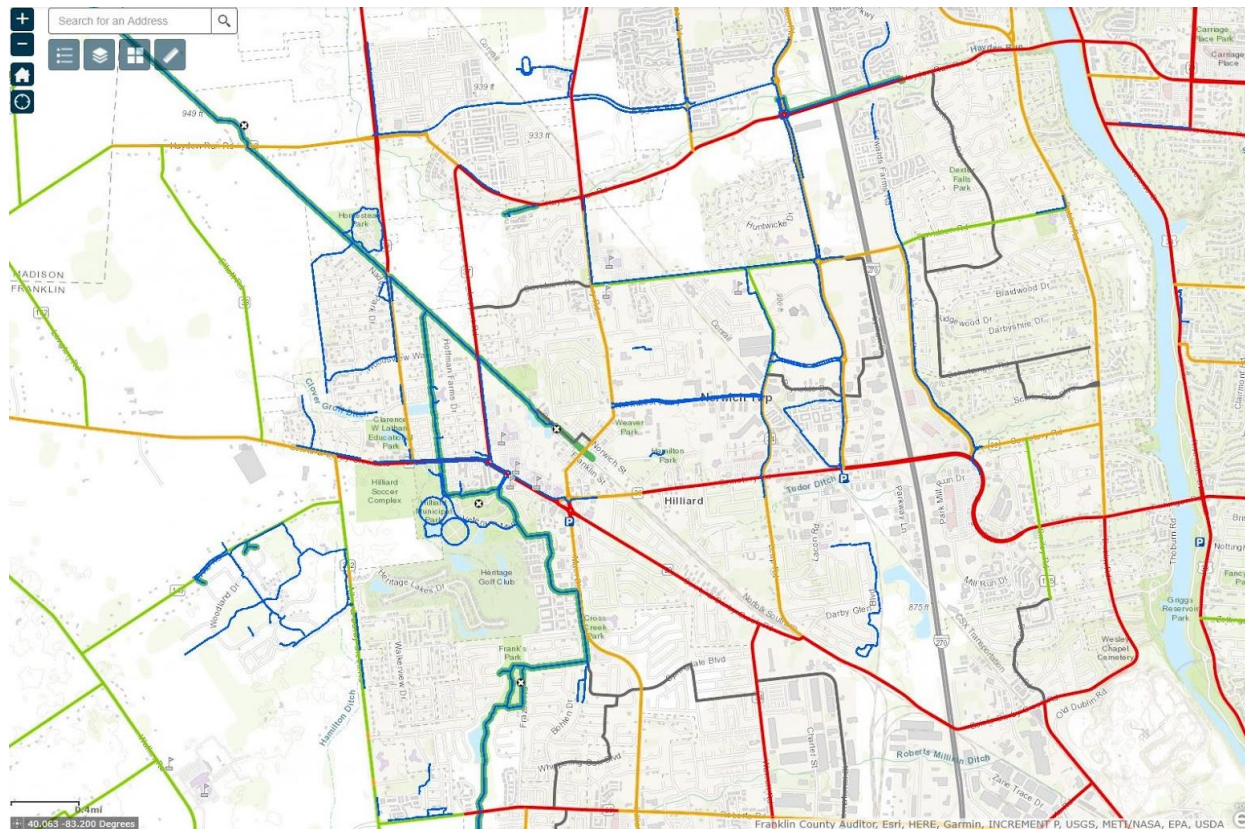


Existing biking infrastructure in Hilliard is limited to few trails and some bike-friendly roads. Most bike-friendly roads are found running through Hilliard's many residential areas. Main roads like Scioto Darby Road, Cemetery Road, and Dublin Road serve as arterial roads through Hilliard. However, they do not provide safe options for bikers to move through these major streets.

# EXISTING AND PROPOSED TRAIL EXTENSIONS

# Outreach

# Google Forms Survey

Scanning the QR code on the infographic poster leads to the Hilliard Bike Share Survey, via Google Forms. Responders will answer at least:
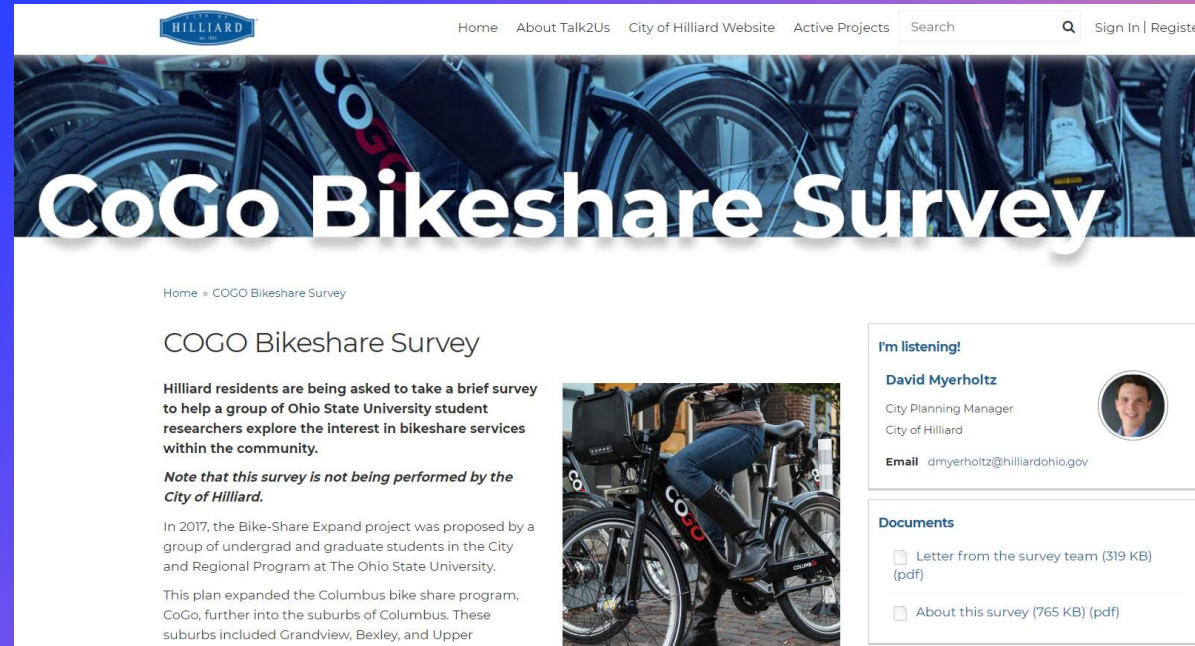
- 3 demographic questions
- 3 bicycling questions
- 1 bike share question
- 1 COGO question

There are optional questions in each category to allow for either a quick or in-depth survey experience.

# Talk2Us Hilliard Survey

- Survey was hosted on Talk2Us Hilliard website
- Questions were the same as our Google Forms survey
- Responses via this survey were more in-depth and provided many recommendations
- Mini flyers placed on windshields in Old Hilliard featuring the Talk2Us Hilliard survey

*"I love this idea of bringing CoGo bikes to Hilliard" - survey responder*

# Survey Demographics

**Gender: How do you identify?**

Male
42.9%

9

12

Female
57.1%

**What is your age?**

55+
4.8%

18-24
4.8%

25-34
14.3%

1    1

3

16

35-44
76.2%
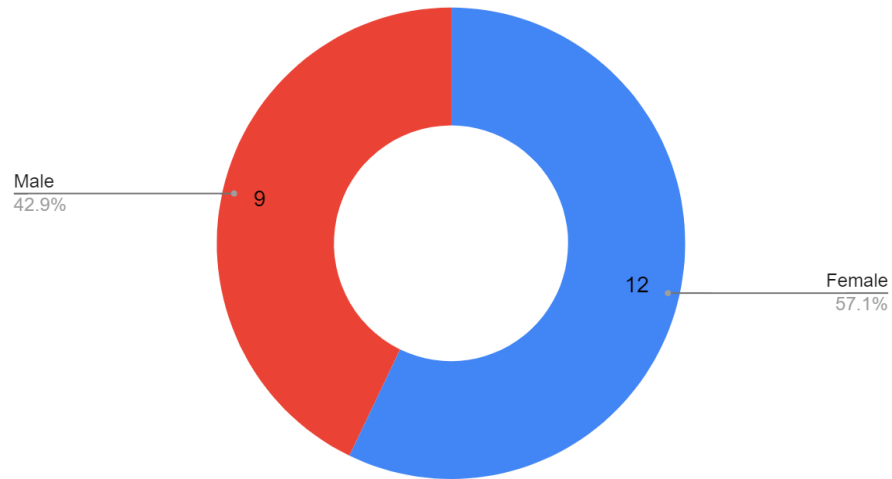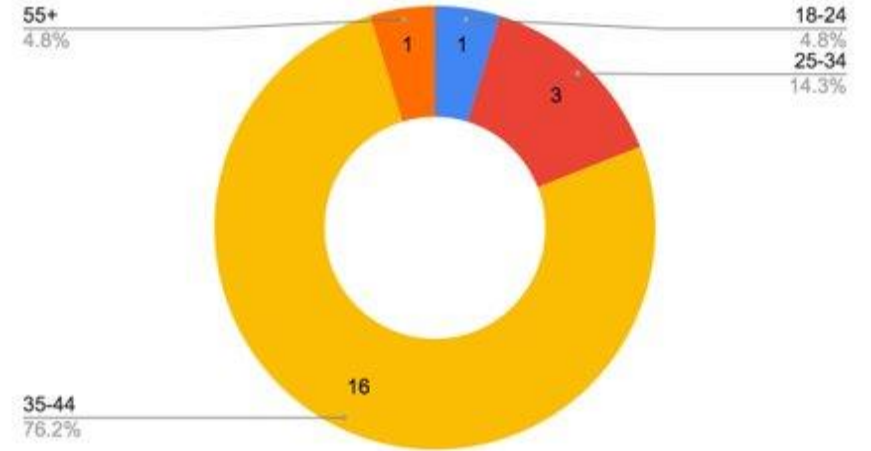
**Race: How do you identify?**

Black or African American
9.5%

2

19

White or European American
90.5%

37
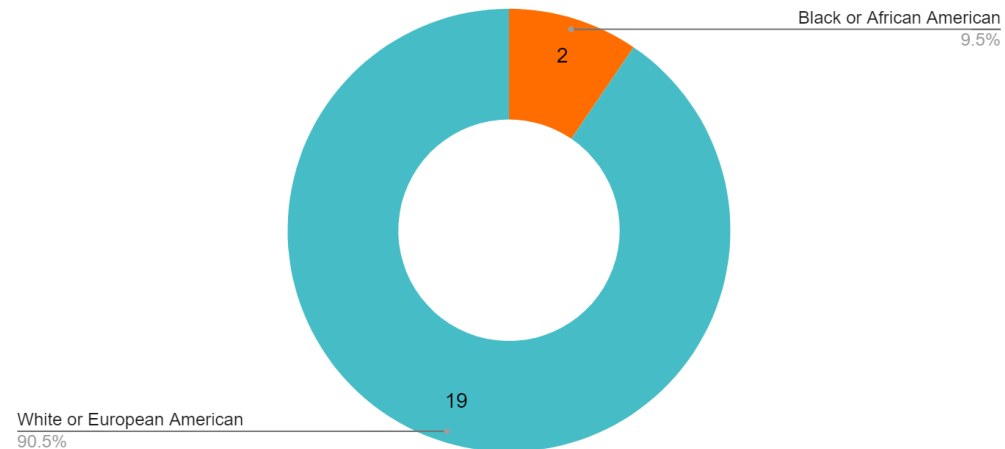
# Survey Analytics



**Do you see yourself using a bike if it was more readily available?**
- *Type: Select one answer*
- Yes: 42.9%
- Maybe: 42.9%
- No: 14.2%
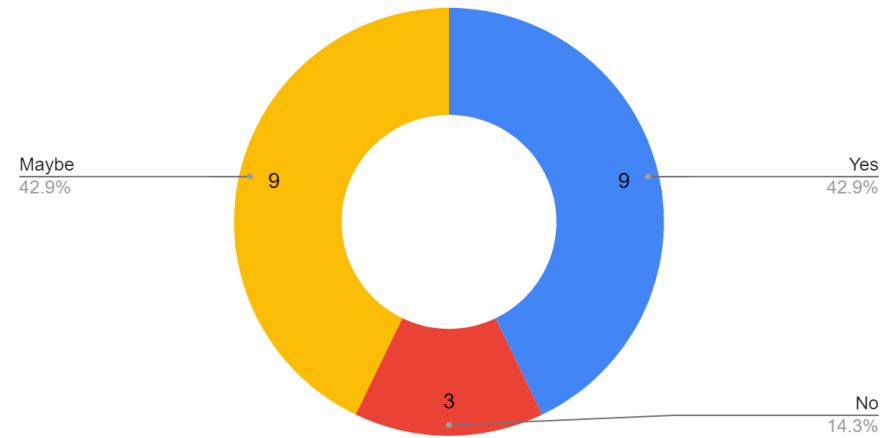
**How do you use a bike?**
- *Type: Can select more than one answer*
- Recreationally: 46.7%
- Exercise: 30%
- I don't have a bike: 16.7%
- Commuting: 3.3%
- Other: 3.3%
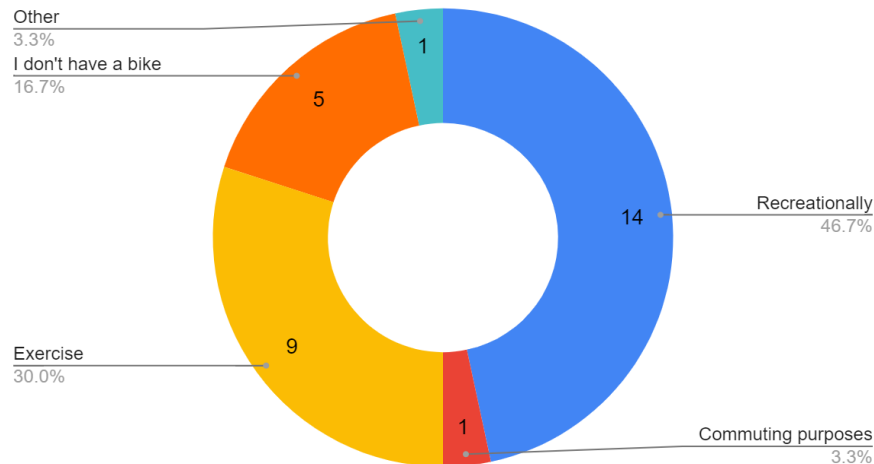
# Survey Analytics

**What modes of transportation do you use?**

- *Type: Can select more than one answer*
- Personal vehicle: 61.3%
- Walk: 25.8%
- Rideshare: 6.5%
- Bike: 3.2%

**Why is biking NOT your primary mode of transportation?**

- *Type: Can select more than one answer*
- Distance to destination: 20%
- Weather: 18%
- Time constraints: 16%
- Lack of bike lanes/safety: 14%

PROPOSED STATION LOCATIONS

# Primary Station Locations

Hilliard's Station Park

Roger A. Reynolds Municipal Park

Bo Jackson Elite Sports Development

Park Mill Run Drive

Columbus Metropolitan Library Hilliard

Amazon / Verizon

Kroger Plaza

# West Hilliard Stations

COGO NORTHWEST EXPANSION

Bo Jackson Elite Sports Development

Hilliard's Station Park

Roger A. Reynolds Municipal Park

4/22/2021                                    42
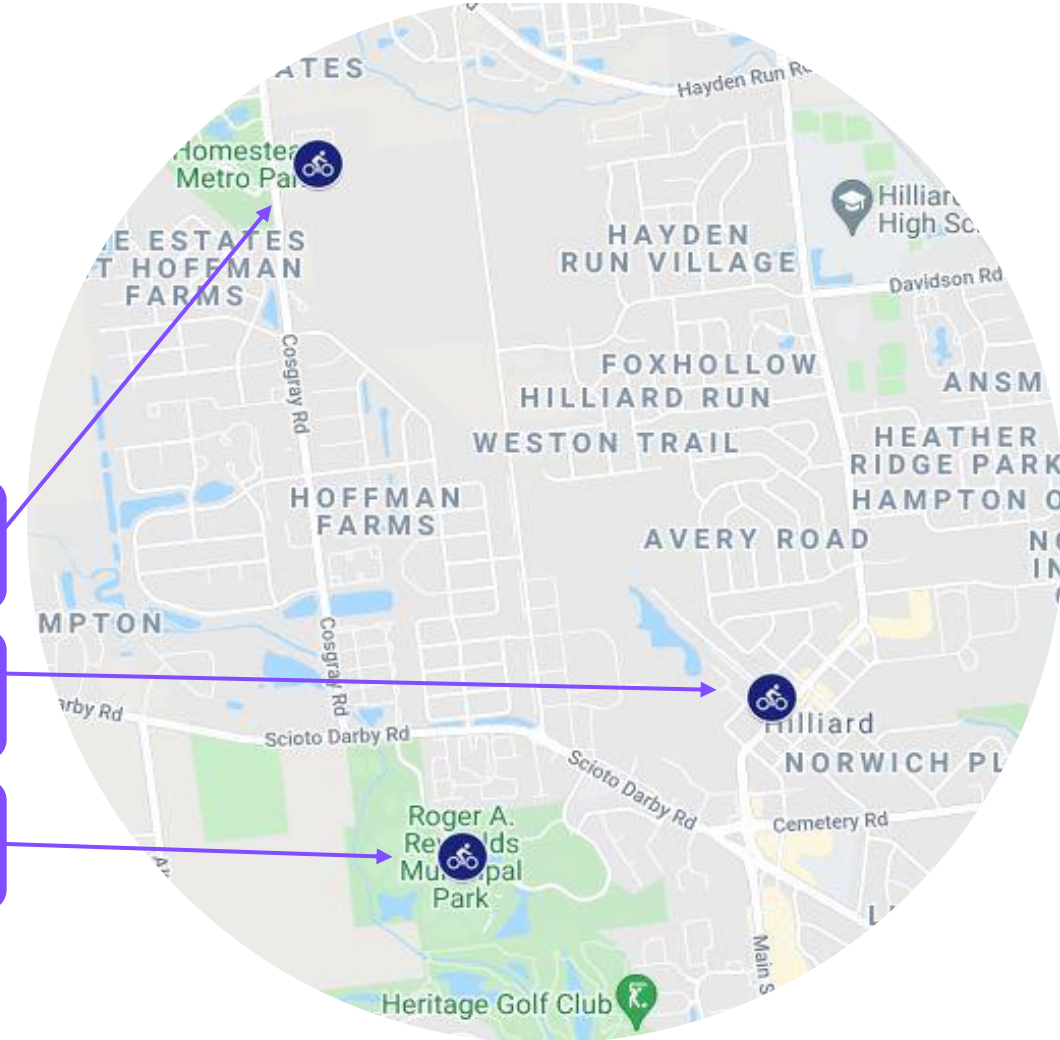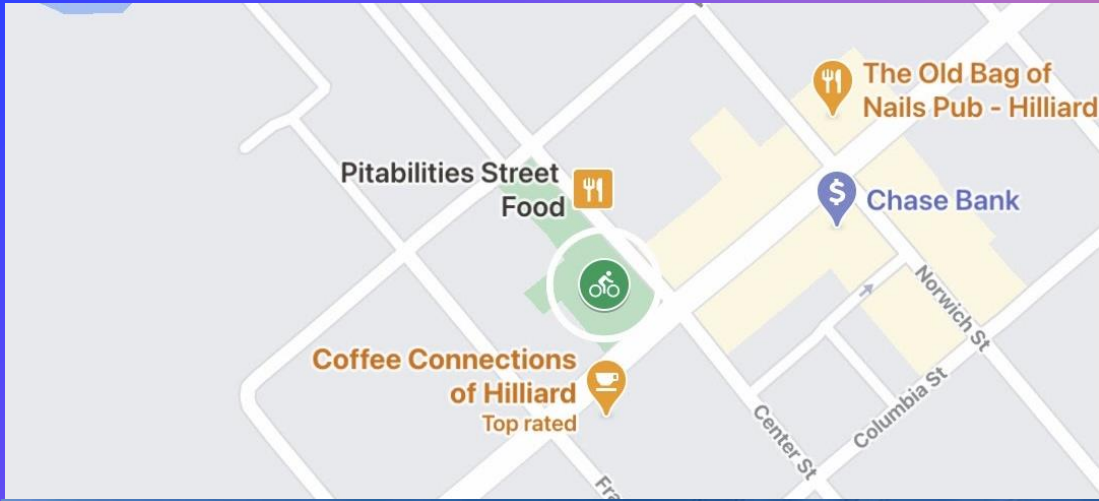
# Hilliard's Station Park

**Accessibility**

- Located at the end of the Heritage Trail with access to bike lanes
- Close to a parking lot

**Location Details**

- Serves as a community hub for Hilliard
- Dense with shops, restaurants, and other businesses.
- Good visibility with space to site a station

**Connections**

- Connected to another proposed station at the Bo Jackson Sports Complex by the Heritage Rail Trail
- Connects to the Roger A Municipal Park, Hilliard Library and shopping center on Cemetery Road

# Roger A. Reynolds Municipal Park
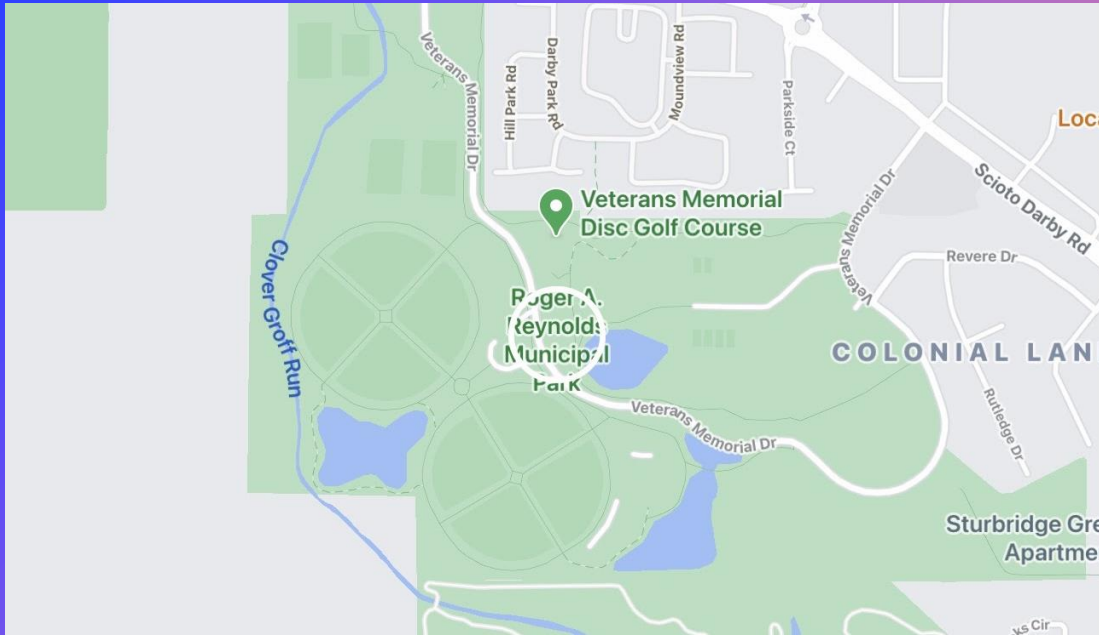
**Accessibility**

- In a central area, close to housing and Main Street
- Access to multiple trails and bike-friendly roads

**Location Details**

- Massive park with an aquatic center, playgrounds, and numerous sports areas
- Access to trails and greenspaces
- Close to the businesses and services of downtown Hilliard.

**Connections**

- Close to COTA bus stops and would serve as a connector station
- Close to other potential stations, such as Hilliard's Station Park and the Bo Jackson Sports Development.

# Bo Jackson Elite Sports Development
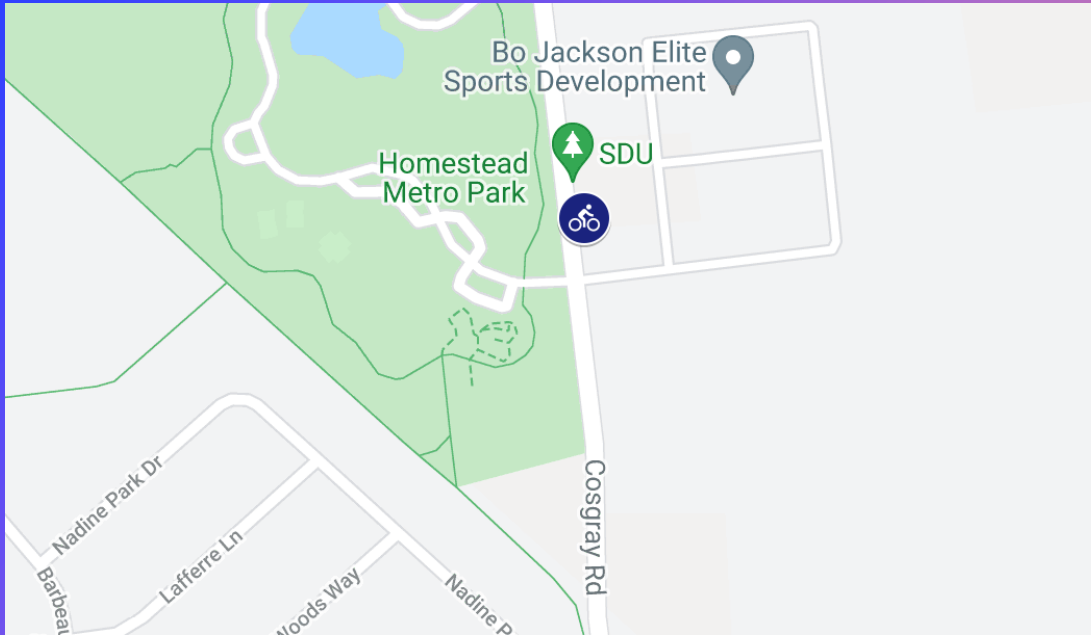
**Accessibility**

- Easily accessed through Cosgray Road
- Has a large parking lot for park-and-go CoGo rides

**Location Details**

- Surrounded by large residential area
- Close to parks and green spaces
- Exercise center for athletes and active people

**Connections**

- Helps connect the sports development to Heritage Trail
- Close to YMCA and stations within parks

# East Hilliard Stations

Amazon / Verizon

Columbus Metropolitan Library - Hilliard Branch

Kroger Plaza

Park Mill Run Drive
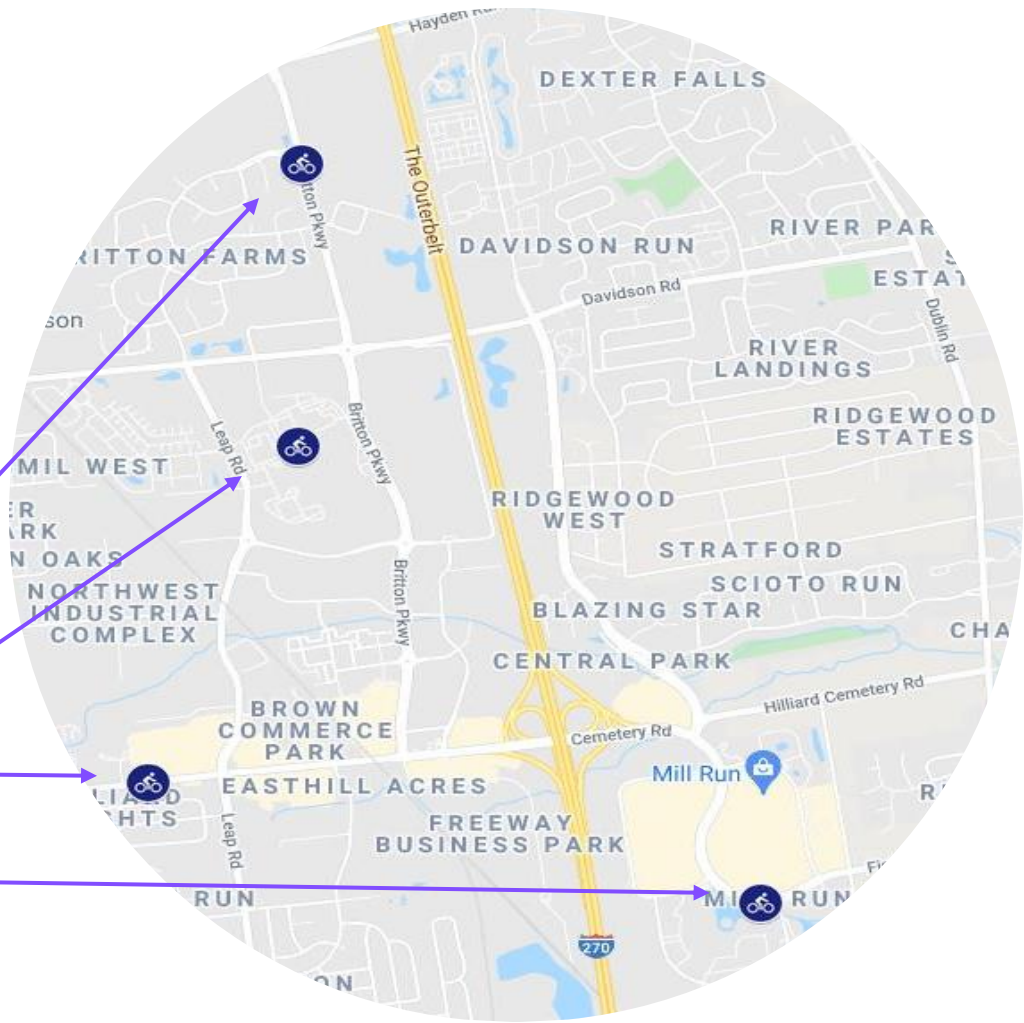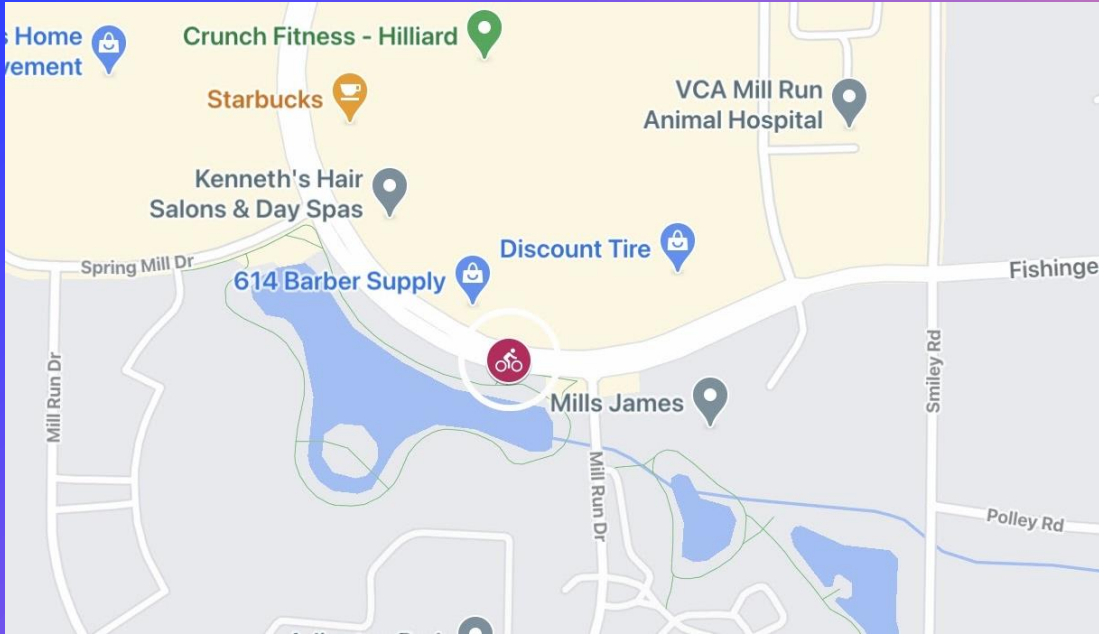
# Park Mill Run Drive

**Accessibility**

- Located along Fishinger Boulevard
- Area has sufficient light and space to allow for great visibility of the station
- Connected to a trail that runs through residential and green space areas

**Location Details**

- Major strip mall with big name department stores
- Area is dense with retail development as well as with residents in surrounding neighborhoods

**Connections**

- Next to a COTA station
- Serves as an outerbelt station for Hilliard
- Closest potential stations will connect this station to Upper Arlington and downtown Columbus
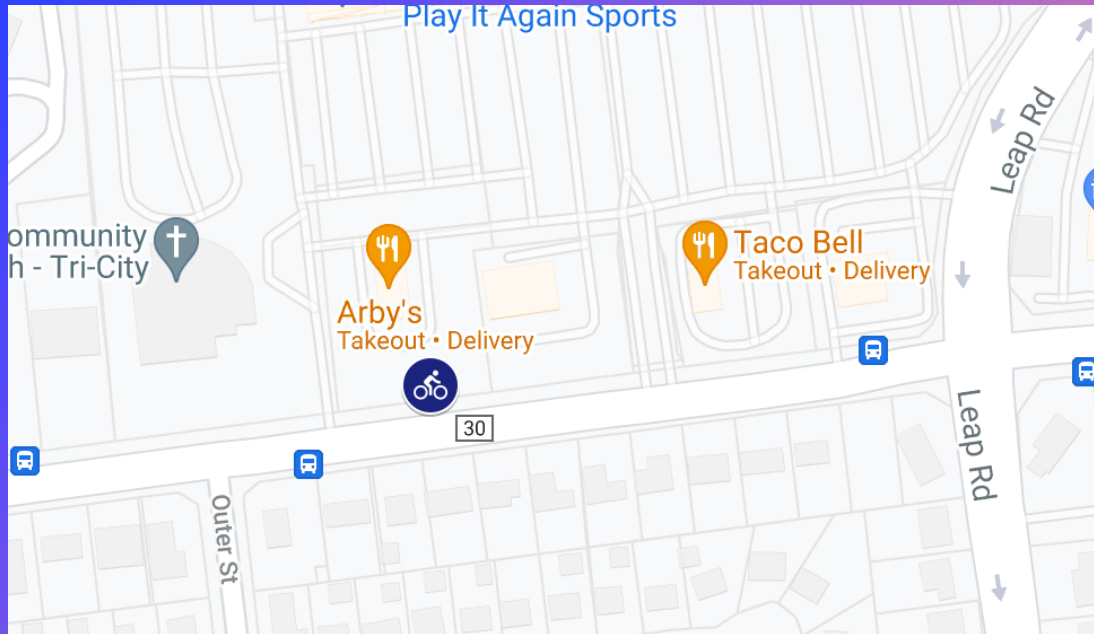
# Kroger Plaza

**Accessibility**

- Located near the Kroger plaza off Cemetery Road in Hilliard
- High visibility from street and proximity to bus stops

**Location Details**

- The shopping center has plenty of businesses located here
- Surrounding area is a densely populated residential area.

**Connections**

- Proximity to I-270 and public transit
- Both the Hilliard's Station Park and Library stations are the nearest system connectors

# Amazon/Verizon

**Accessibility**

- Sidewalks and larger pathways line road
- Britton Parkway is a heavily used roadway

**Location Details**

- Station is located close to large Verizon and Amazon facilities
- This location will serve to connect to other cities
- Plenty of right of way space and visibility for this station.

**Connections**

- Station is located by a COTA stop
- Also offers a connection to Dublin by the overpass on Hayden Run Road
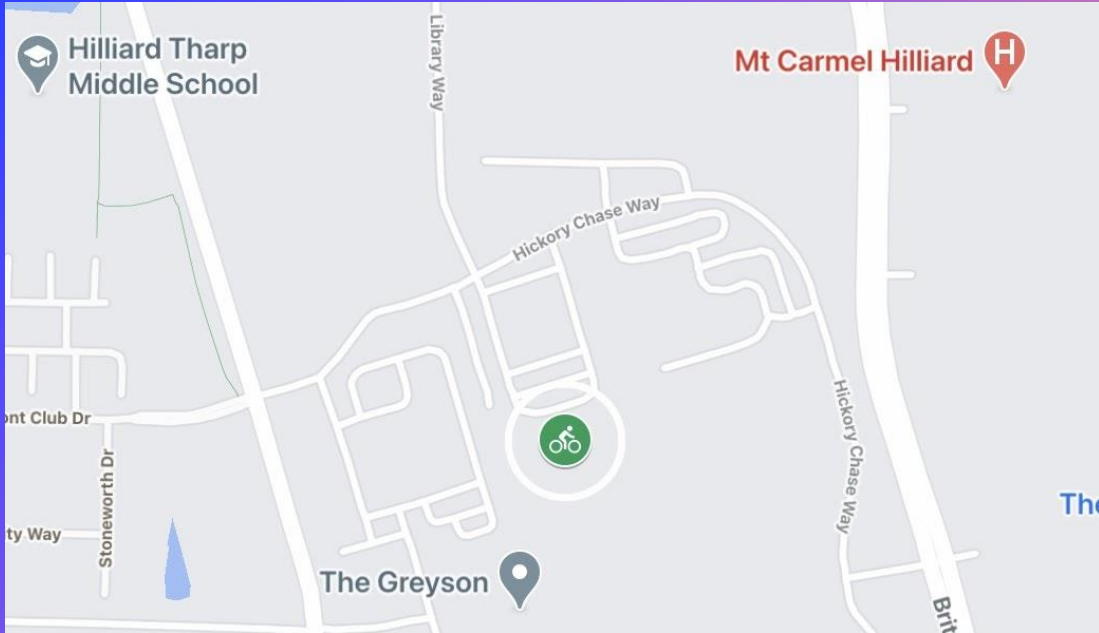
# Columbus Metro Library - Hilliard

**Accessibility**

- Situated slightly away from the main road but has ample access points
- Area has many trails and bike-friendly roads
- The library offers bike racks and has a large parking lot

**Location Details**

- The library is in a dense housing and industrial/business area
- New senior living complexes are being built nearby
- Area has a lot of paths and proximity to trails.

**Connections**

- Station is a short ride away from COTA bus stops along Cemetery Road
- This location would serve as a destination station
- Closest potential stations will connect this Library station to downtown Hilliard, Upper Arlington, and Dublin.

# Secondary Station Locations
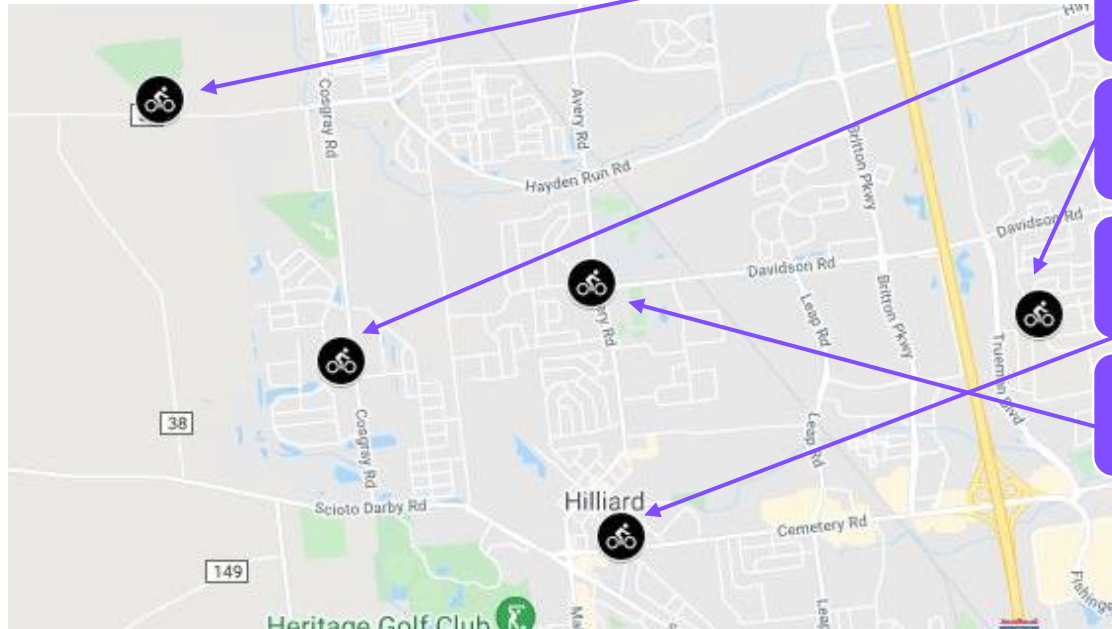


Heritage Trail Dog Park

Hilliard YMCA

Hayden Run Village Park

Landmark Lofts

East Municipal Pool

# Future Goals for Hilliard

- Further extensive outreach
  - Pop-up CoGo event in Old Hilliard
  - Connecting with more people of color and lower-income
  - More widespread surveying via digital and in person means
- Push for biking infrastructure to be implemented citywide
  - More safe bike lanes and routes are needed to increase ridership
  - Bike share as a part of the City's masterplan

**COGO NORTHWEST EXPANSION**

# DUBLIN

# BACKGROUND

# Geography

- Northwest Columbus
- Outer ring suburb
- Low-rise, single-use, residential
- Land area 24.44 square miles
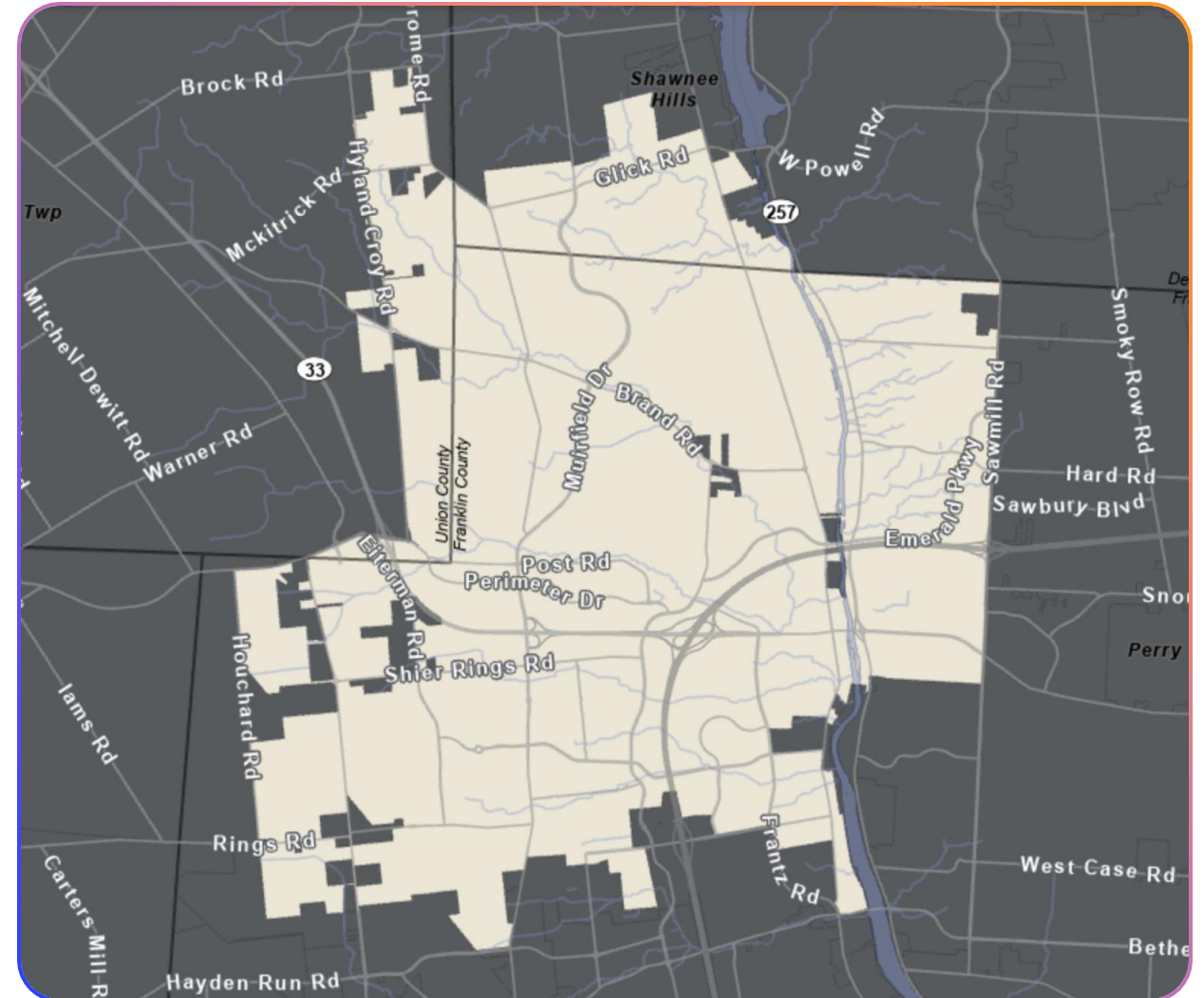
# Demographics

- Population estimated to be 49,037
  - 73.9% White
  - 19.6% Asian
  - 2.0% Black
- Median Household Income is $137,867
- Population per square mile is 1,708.5

(All estimates as of July 2019 by the U.S. Census Bureau, Population Estimates Program)



Race

73.9%

19.6%

Legend:
- White
- Black or African American
- American Indian and Alaska Native
- Asian
- Native Hawaiian and Other Pacific Islander
- Some Other Race
- Two or More Races
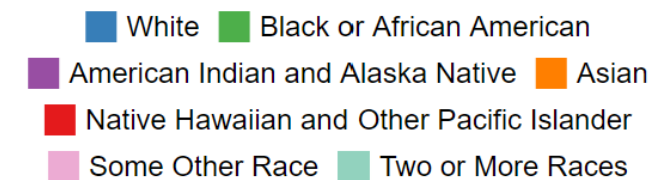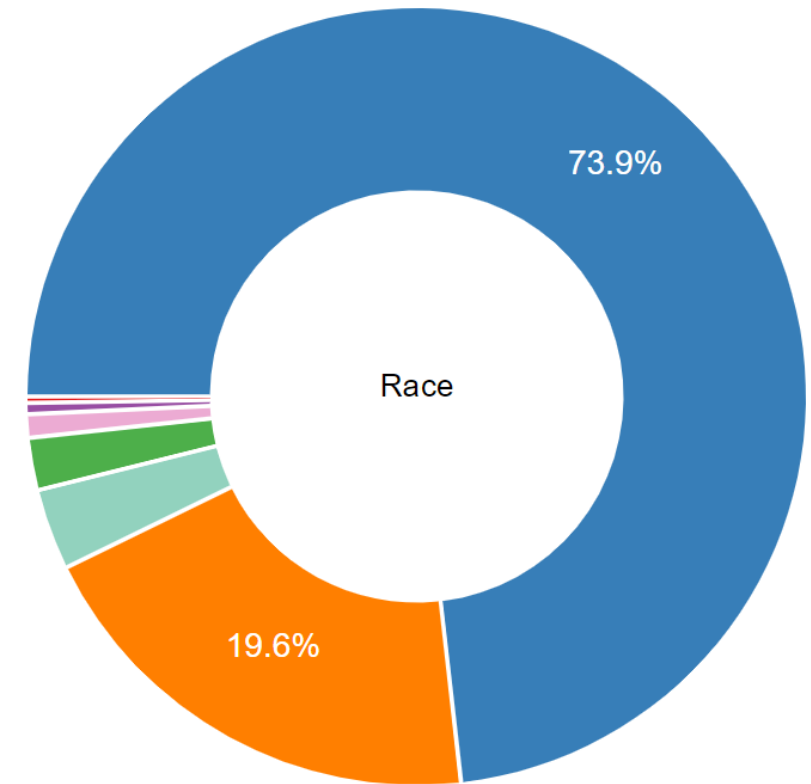
# Transportation



MOBILITY

INFRASTRUCTURE

# Current State of Mobility

- COTA
  - Currently served by two standard COTA lines and 3 rush hour lines
- Dublin Connector
  - Additional transit provided for seniors and those with disabilities by SHARE Mobility using a Mobility-as-a-Service (MaaS) model
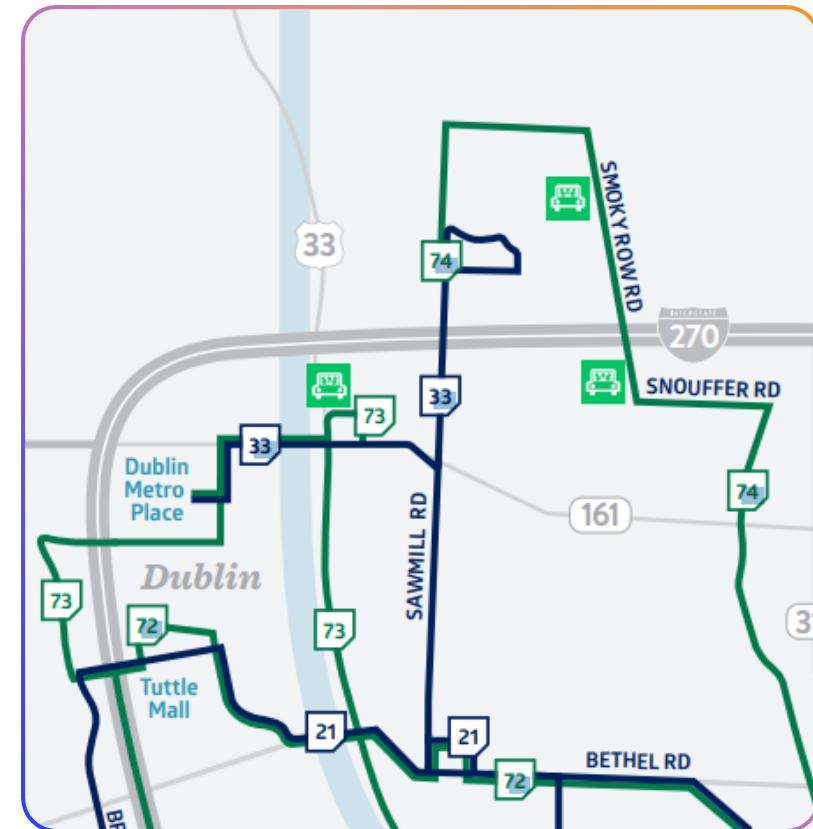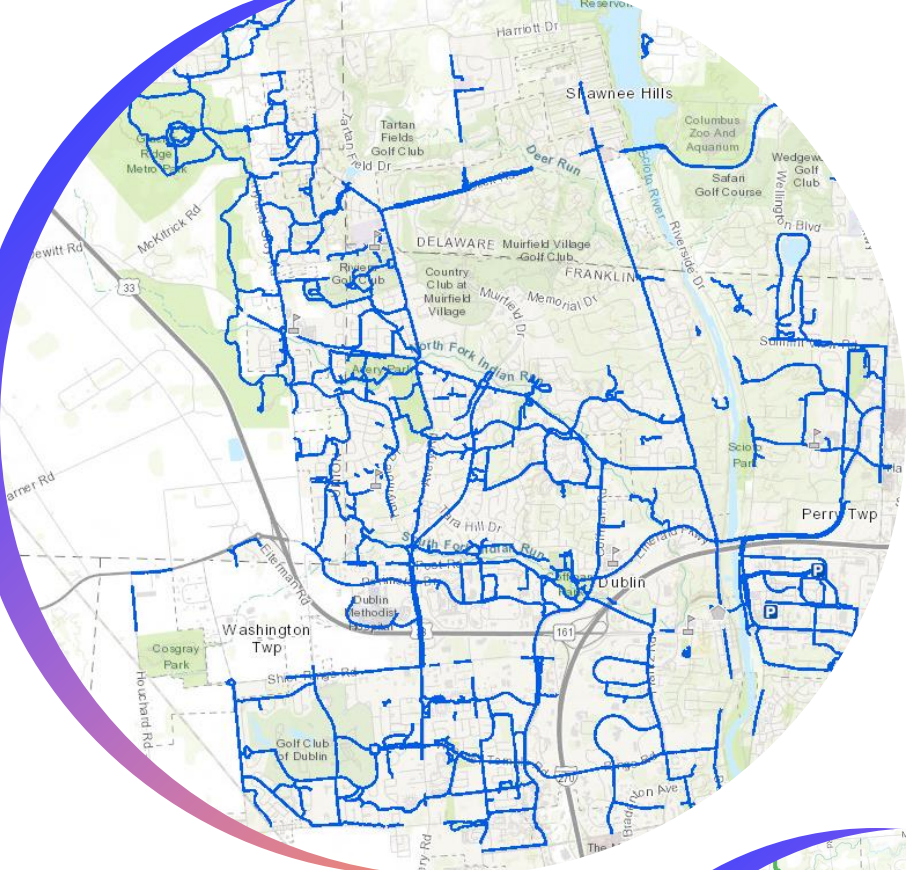
# Current Infrastructure

- Over 100 miles of multi-use path
- 4 miles of sharrows
- 2 Central Ohio Greenway trails
- 1 bike lane
- 6 bike repair stations
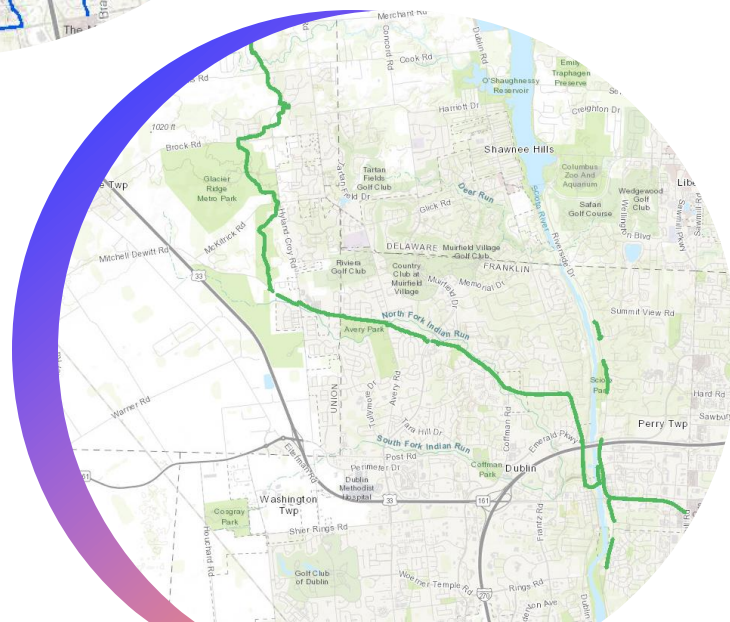
# Future Infrastructure
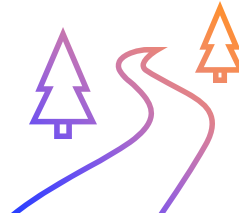
- Expansion of Central Ohio Greenways along the Scioto River corridor and Dublin-Granville Rd.

- Completion of Riverside Crossing Park, Fall 2022



Ranking of Proposed COG Trail Corridors
Franklin County, Ohio
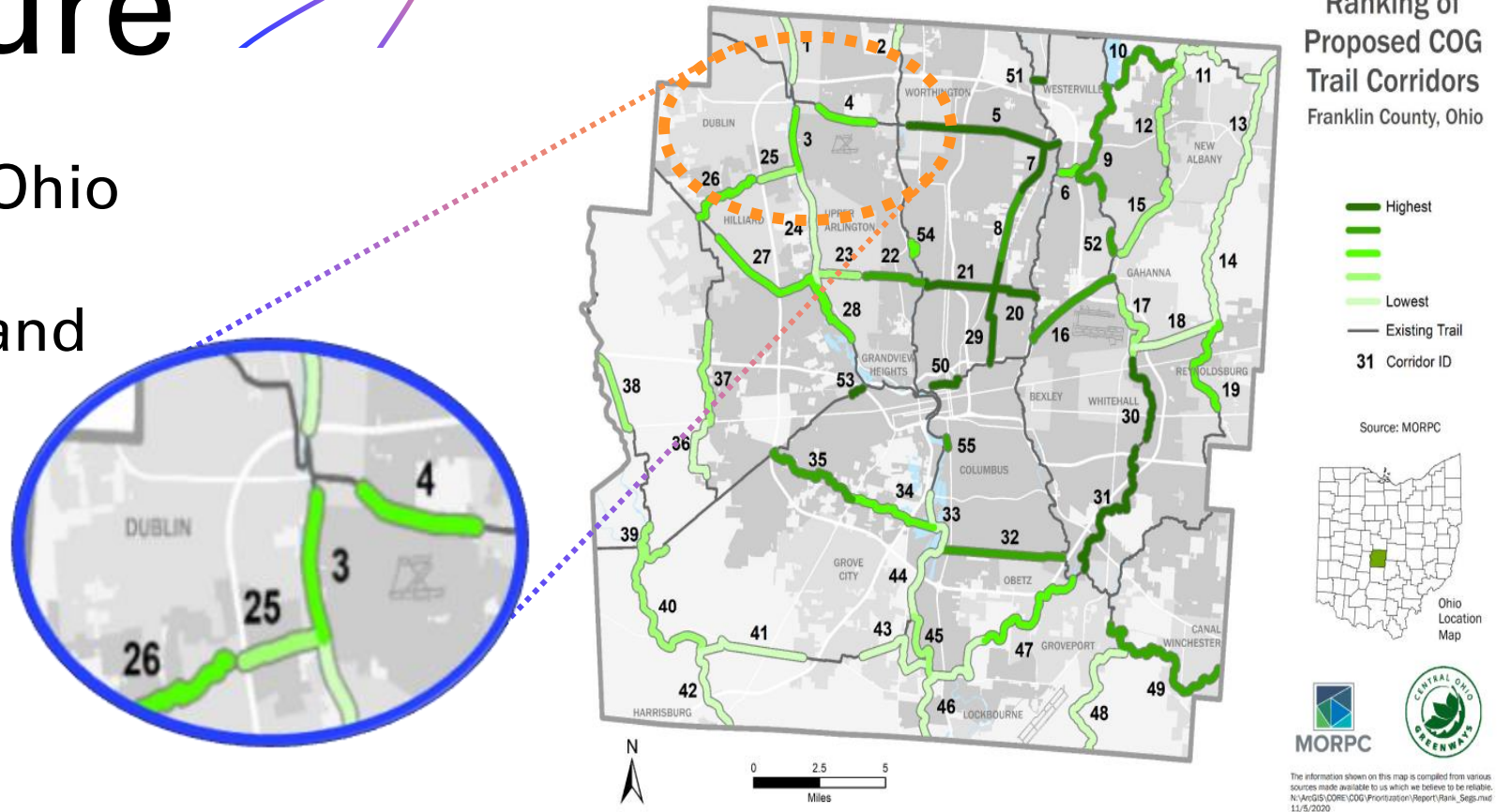
# Outreach

## Survey

- 210 total respondents

- 84.8% gave Dublin a bicycling safety rating of 7 or higher out of 10
  - 28.9% gave a 10

- Number one reason for riding a bike was for recreation

- 90% had heard of bike share but just 53.3% had heard of CoGo
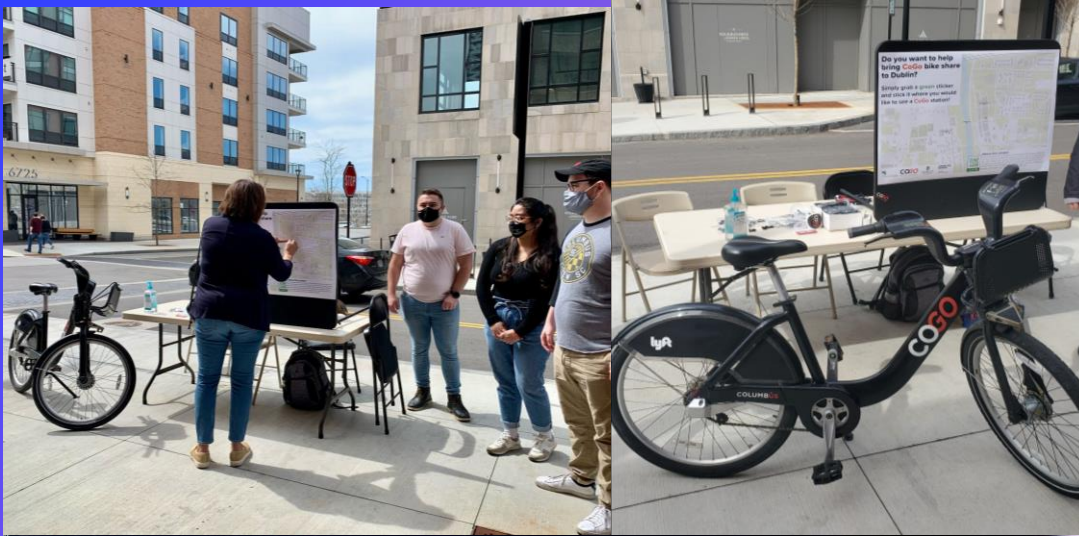
# Outreach

## Pop-up

- Interactive map
    - Green stickers for stations
- CoGo classic bike
- Merchandise giveaway
- Link to survey

# Outreach

# STATIONS

# Primary Station Locations

| | | |
|---|---|---|
| Dublin Link East Plaza | CML Dublin Branch | North Market |
| COTA Park and Ride | Dublin Rec Center | Field Of Corn |
| Coffman Park | Metrocenter | Glacier Ridge Park (South) |
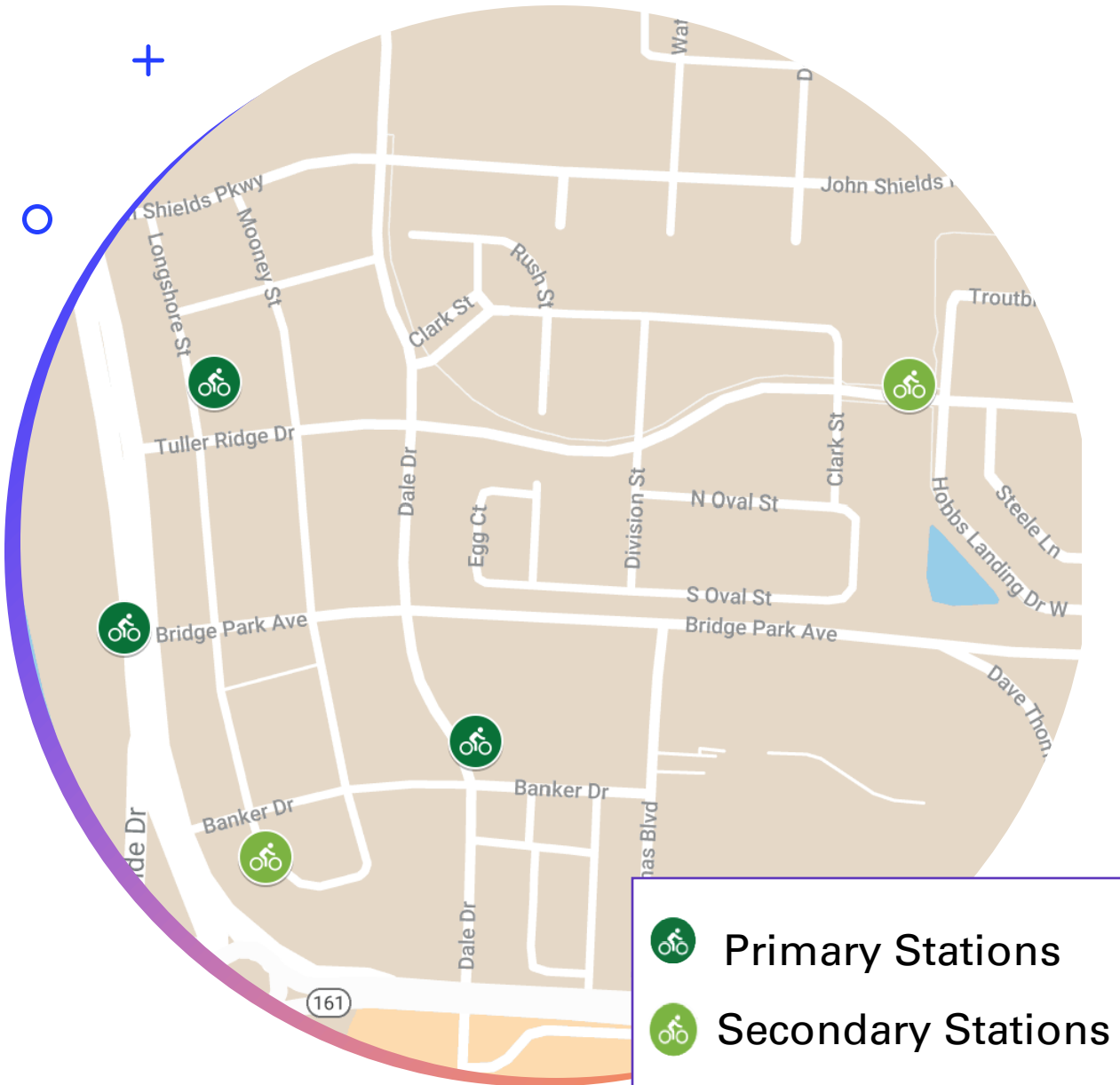
# BRIDGE PARK

## Primary Locations

### Dublin Link East

- Pedestrian & cycling traffic
- Riverside Crossing Park
- Tourism destination

### North Market

- Regional destination
- Popular during pop-up

### COTA Park & Ride

- Transit connection

## Secondary Locations

### AC Hotel

- Popular with tourists
- Dropoff location

### Greystone Mews

- Residences
- Trail connections
- Popular during pop-up

Primary Stations

Secondary Stations
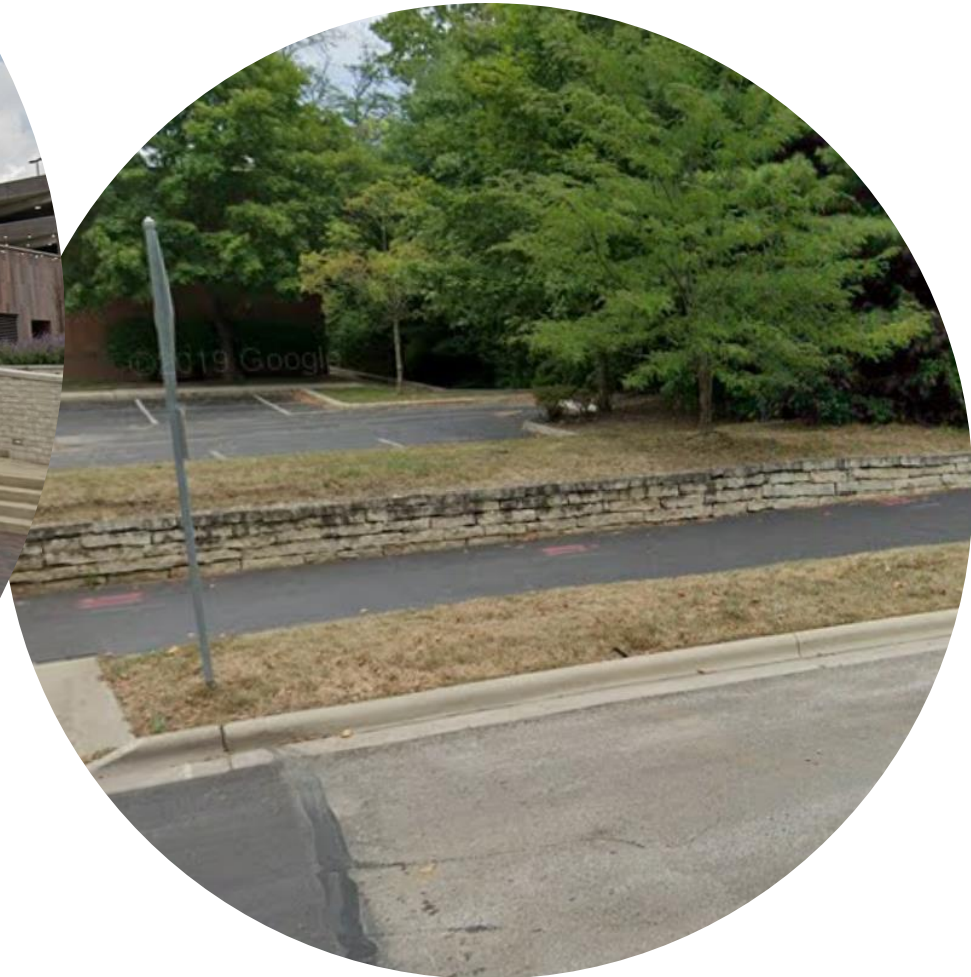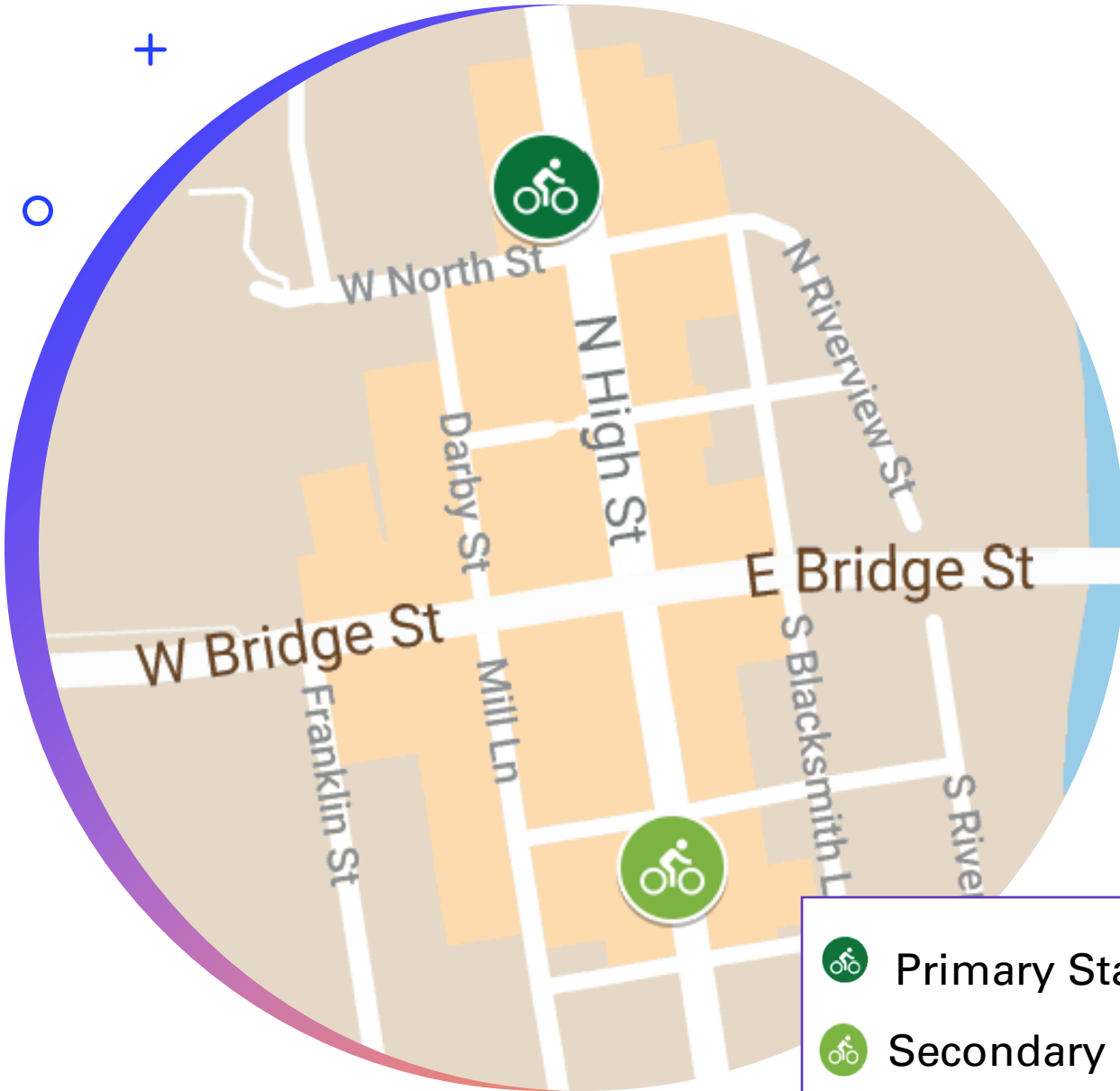
# DOWNTOWN DUBLIN

## Primary Locations

CML Dublin Branch

- Access to regional trail
- Mobility hub
- Proximity to parks

## Secondary Locations

Historic Dublin

- Proximity to businesses
- Visibility from main road

Primary Stations

Secondary Stations
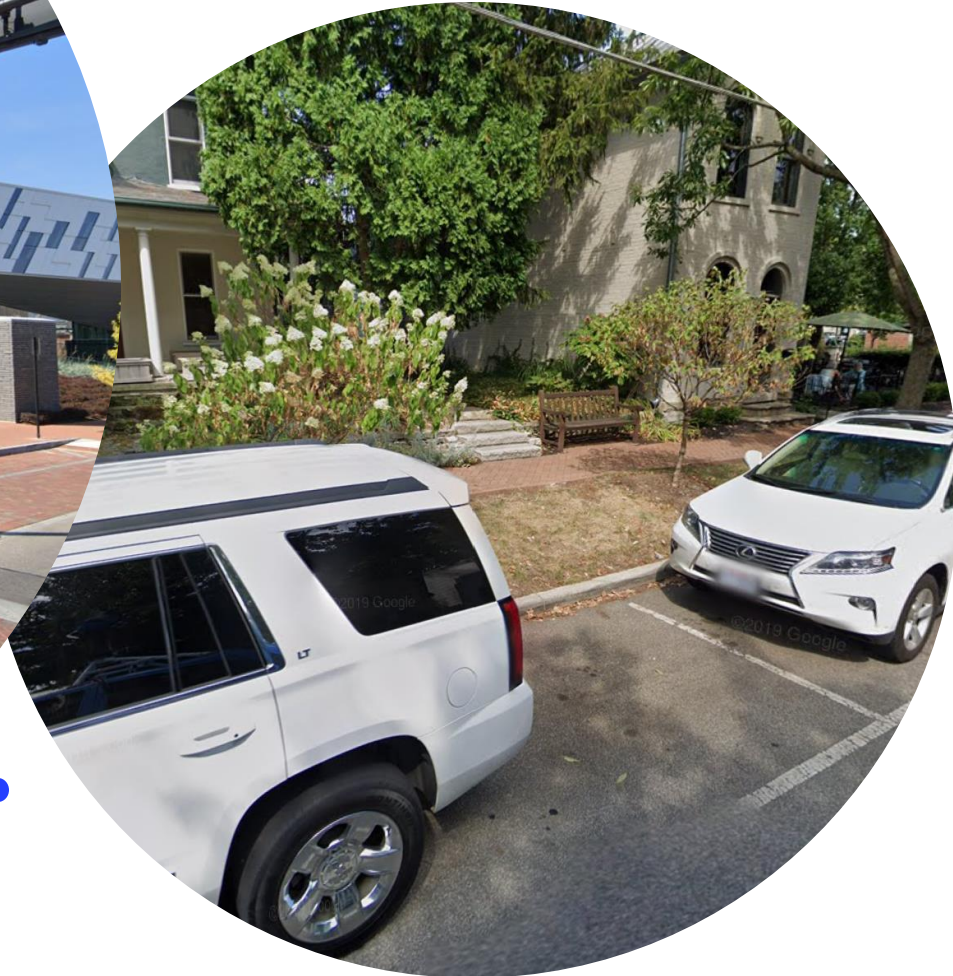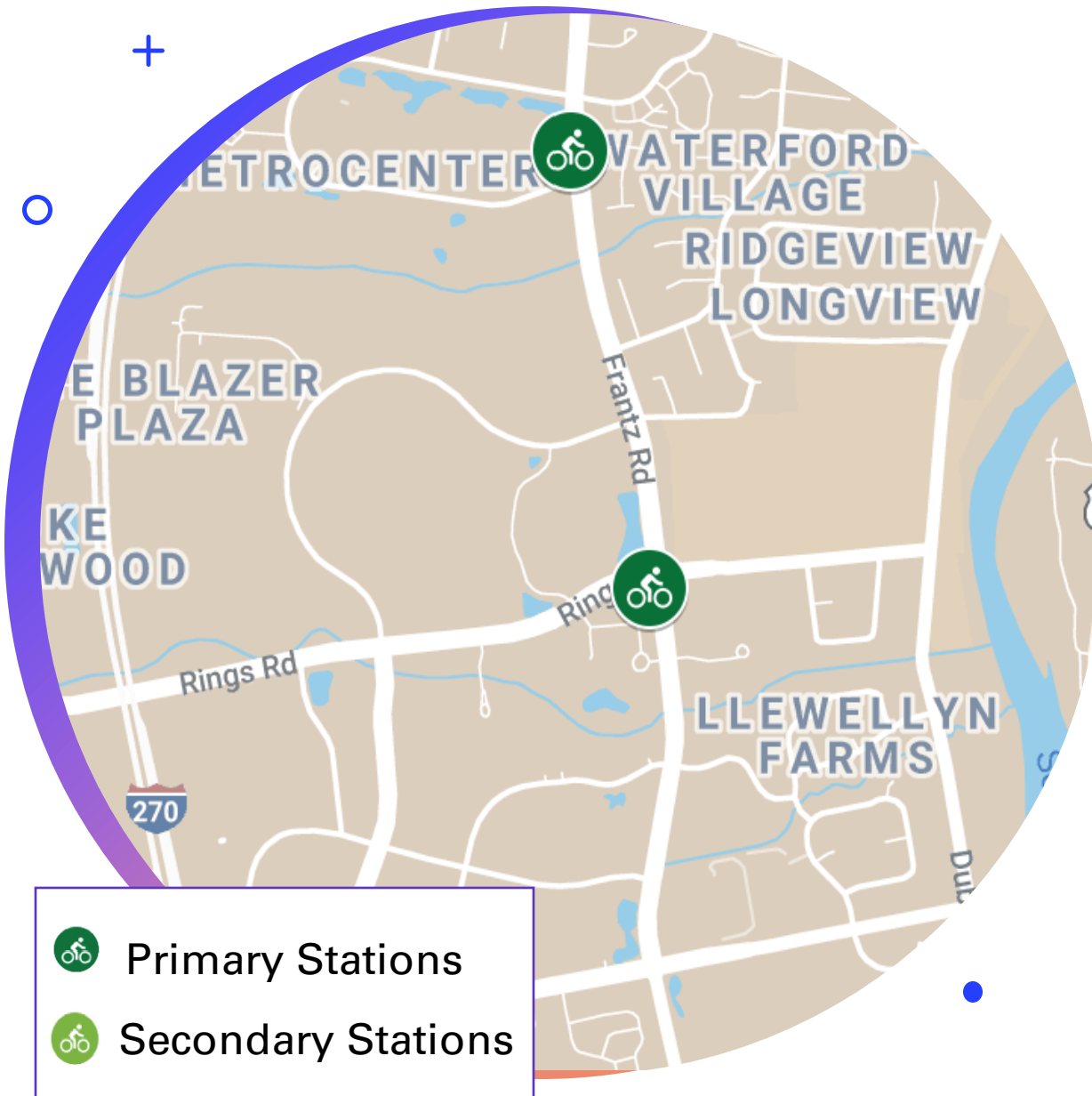
# SOUTH DUBLIN

## Primary Locations

### Metrocenter

- Proximity to hotels
- Access to Historic Dublin

### Field of Corn

- Connection to Hilliard
- Tuttle Mall

**Primary Stations**

**Secondary Stations**
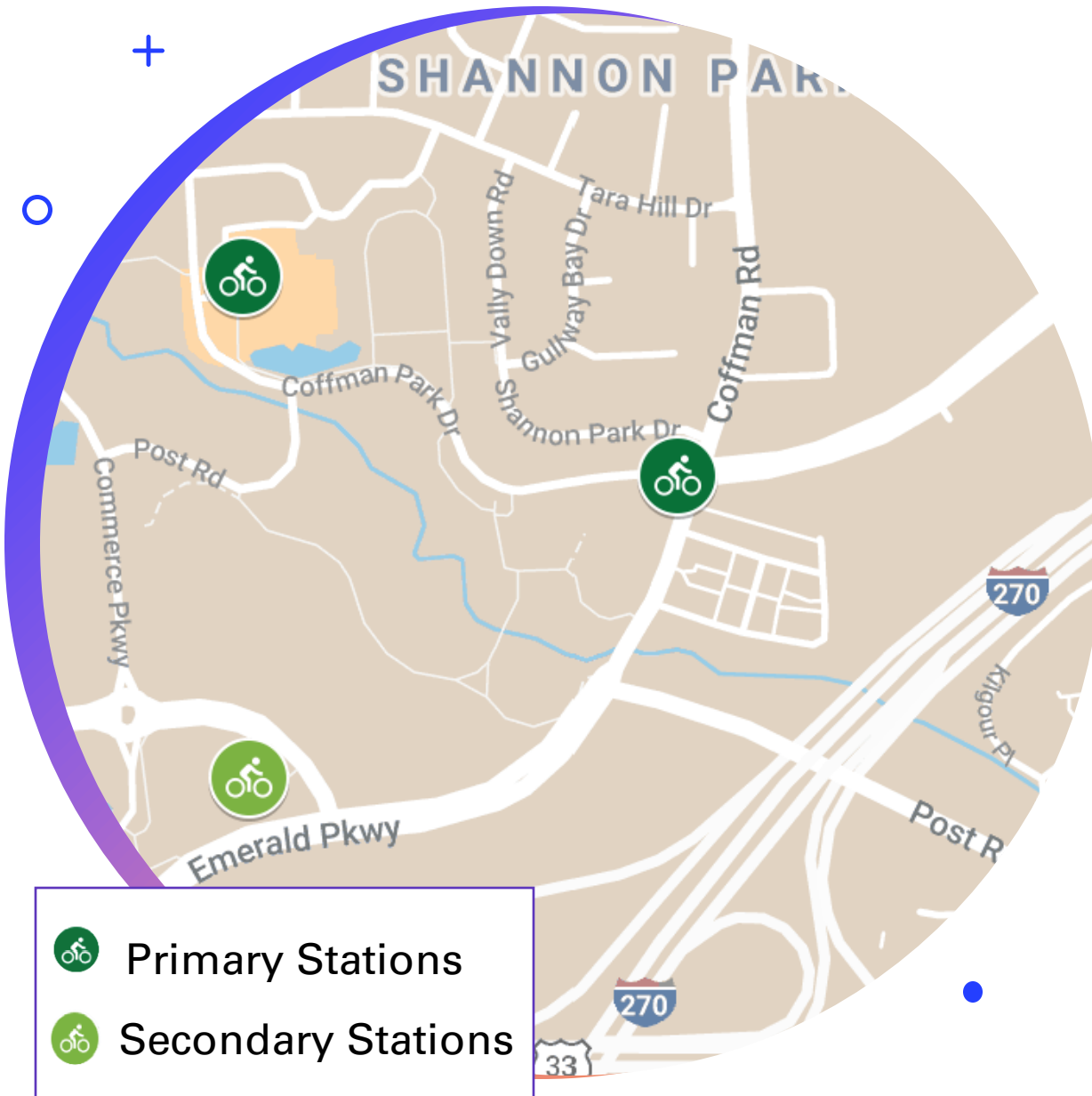
# COFFMAN PARK

**Primary Locations**

## Dublin Recreation Center

- Trail access
- Popular with residents

## Development Building

- Visibility from main roads
- Nearby schools & businesses

**Secondary Locations**

## City Hall

- Centrally located
- Large number of employees

Primary Stations

Secondary Stations
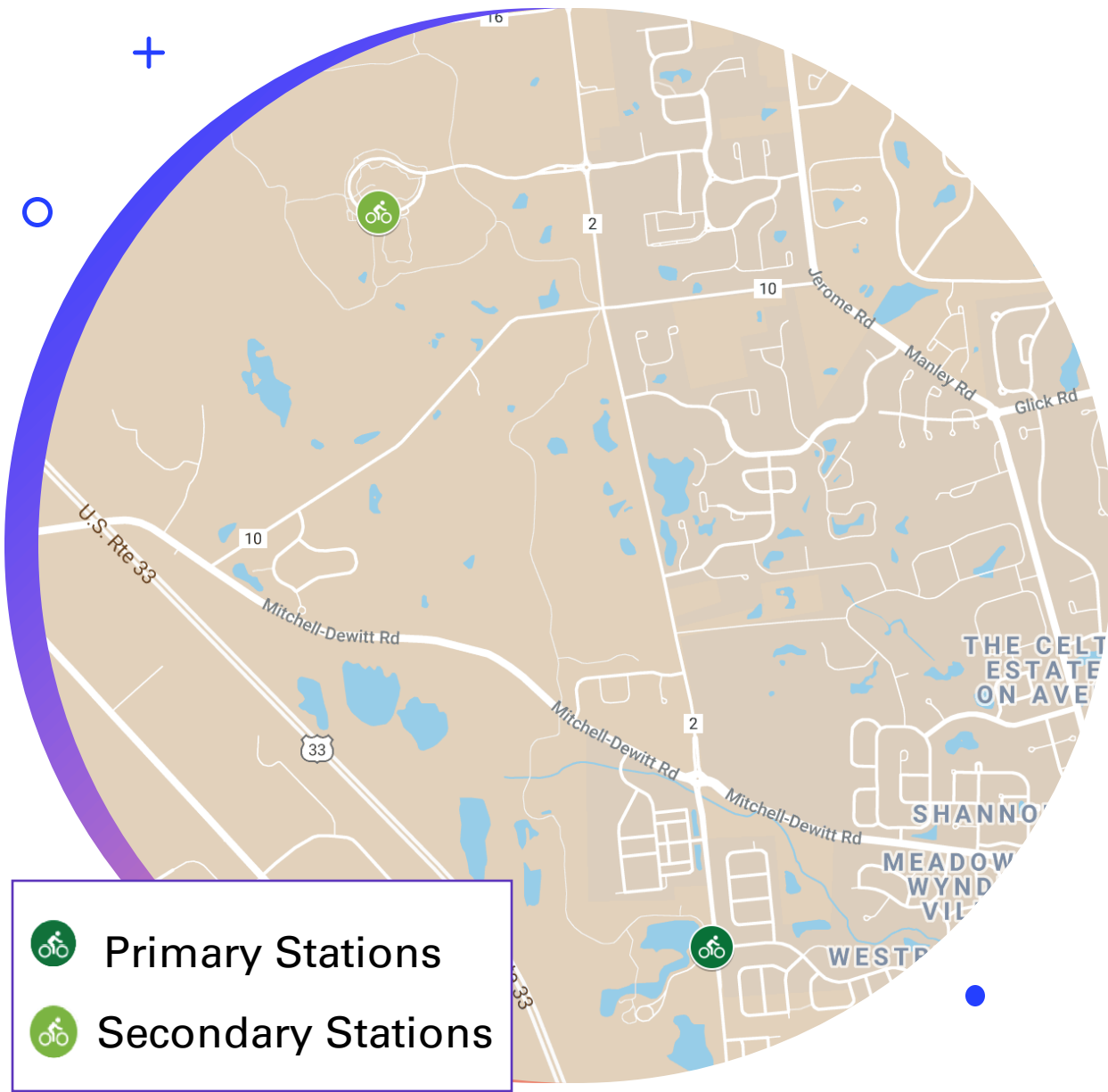
# GLACIER RIDGE METRO PARK

**Primary Location**

Glacier Ridge South

- Trail connection to Dublin Rec Center
- Popular recreational location

**Secondary Location**

Glacier Ridge North

- Popular recreational location

Primary Stations

Secondary Stations
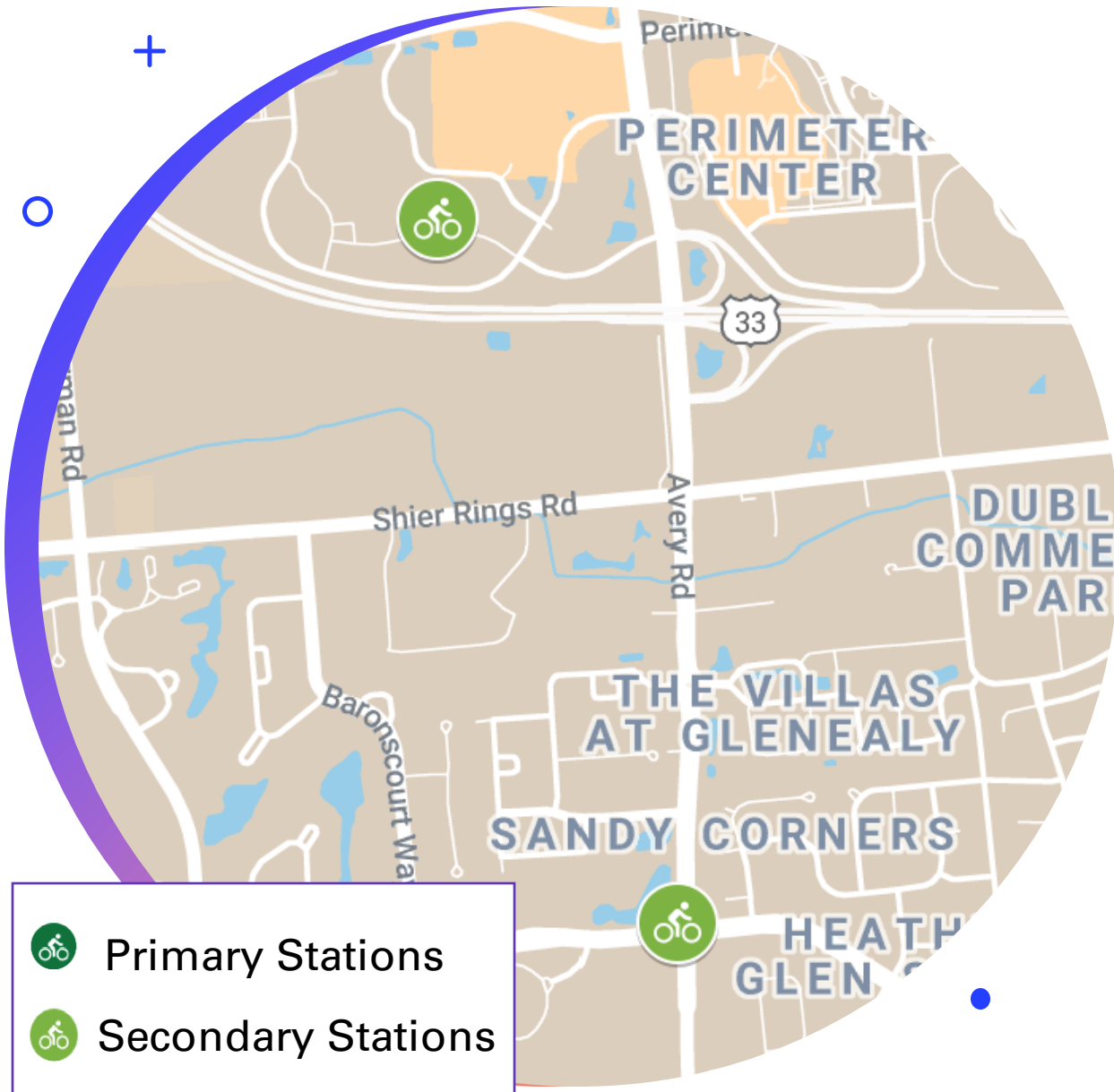
# WEST DUBLIN

**Secondary Location**

## Dublin Methodist Hospital

- Large number of employees
- Nearby retail centers

## Ballantrae Park

- Popular park with residents
- Connection to Hilliard

Primary Stations
Secondary Stations

# Dublin Proposed System Map



Primary Stations
Secondary Stations
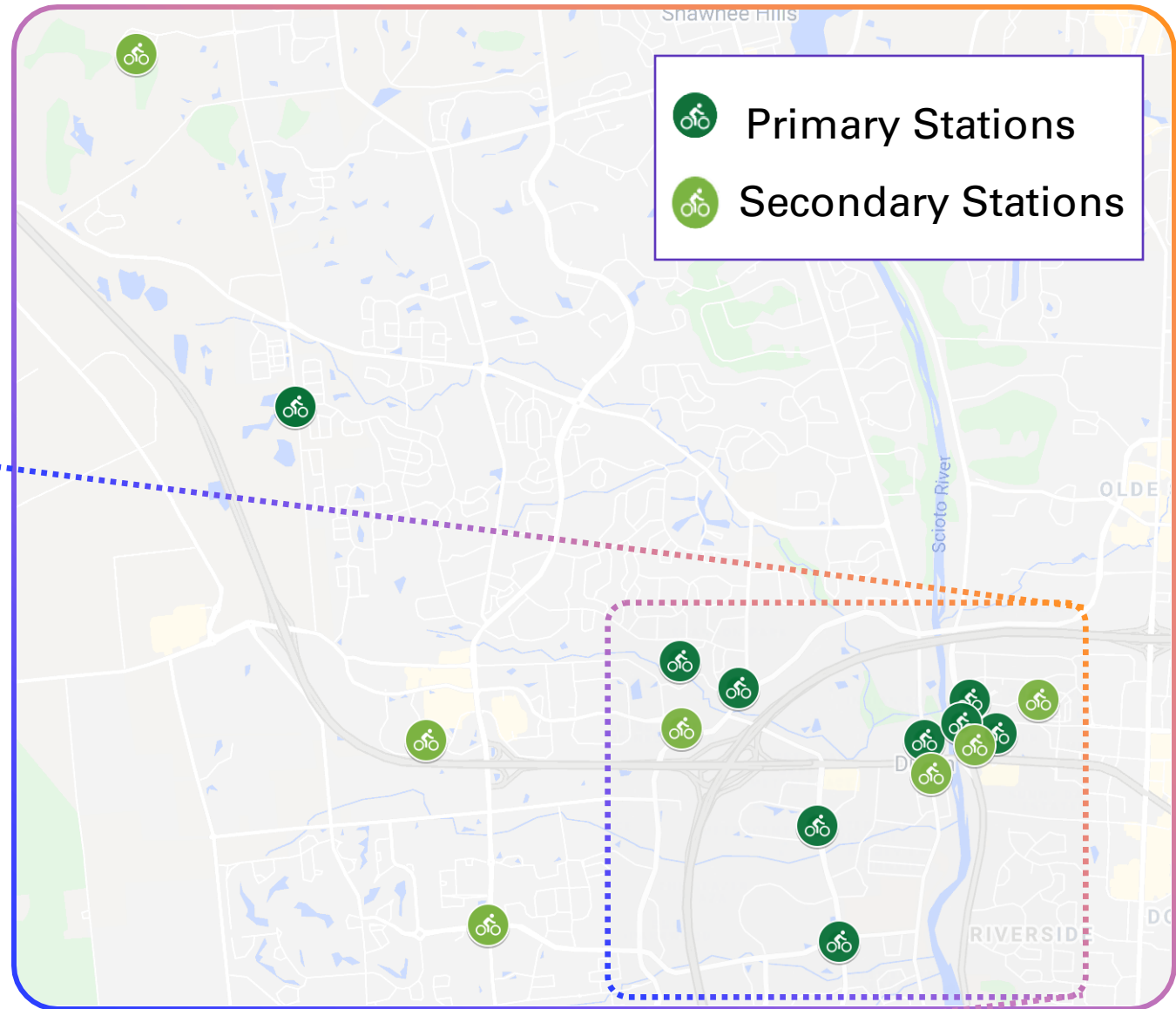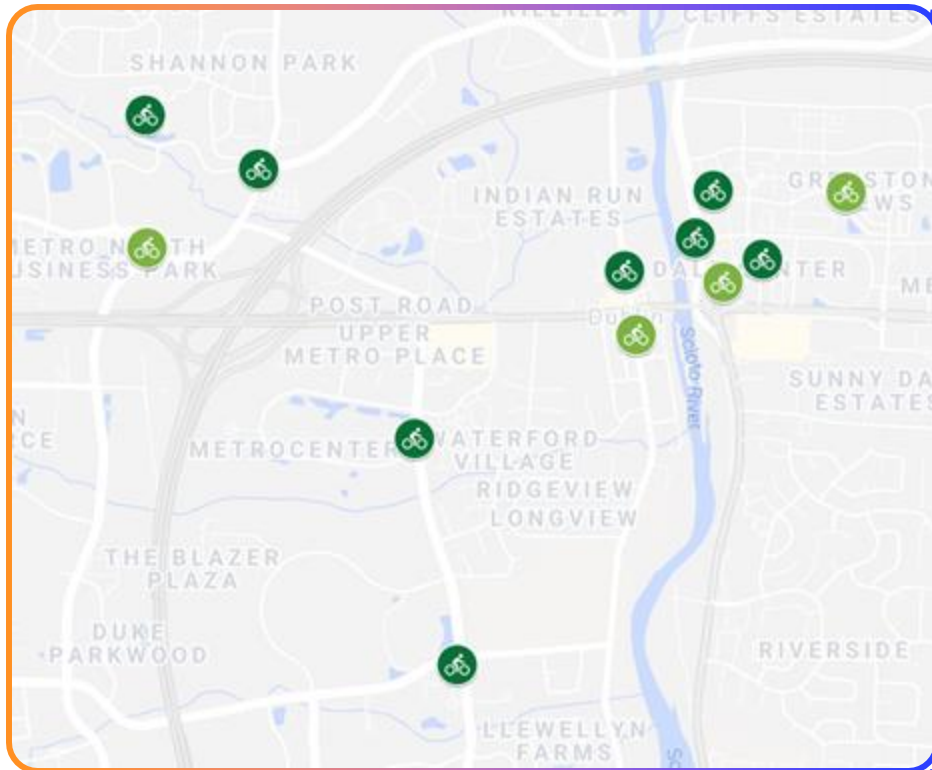
# UPPER ARLINGTON

4/22/2021

# DEMOGRAPHICS

**Population Analysis:**

- Total population of Upper Arlington(2019): 35,366

- Total number of households (2017): 14,518

**Income**

- Median household income of Upper Arlington:  $104,153

- Per capita income Upper Arlington: $58,983

- Median income of OH: $49,429

- Per capita income of OH: $26,953

**Race**

- White: 90% of Upper Arlington's population

- Asian: largest minority with a population of 7%

- Hispanic & Latino: 2%

# LOCAL SPORTS & MARKET POTENTIAL GRAPHS

Upper Arlington Market Analysis:

- Discusses sport and leisure market potential

- MPI:
  shows likelihood an adult resident will participate in certain activities when compared to the US National average.



FITNESS MARKET POTENTIAL
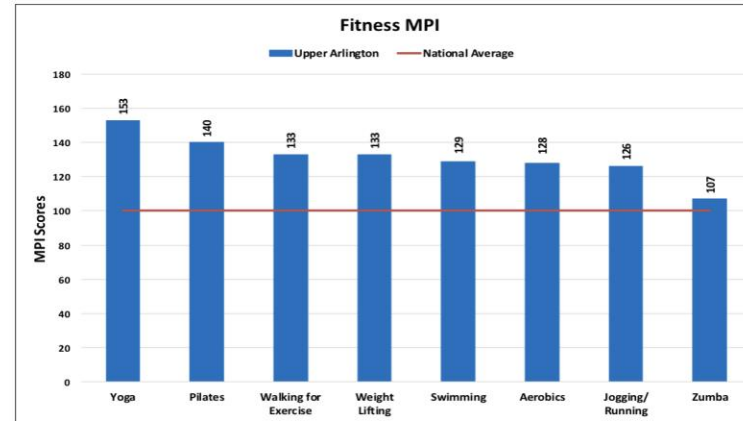
Figure 14: City of Upper Arlington Fitness Participation MPI

OUTDOOR ACTIVITY MARKET POTENTIAL
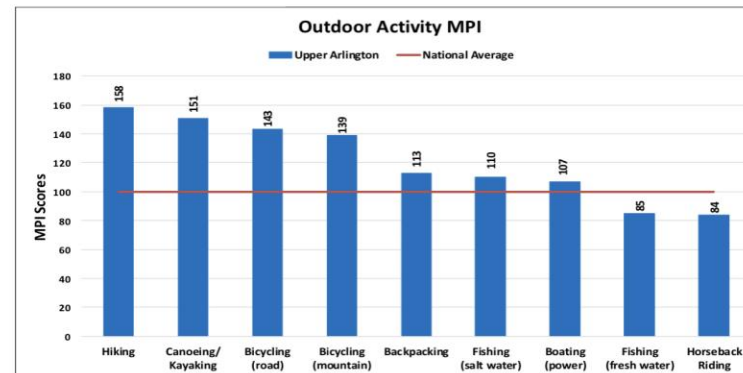
Figure 15: City of Upper Arlington Outdoor Participation MPI

# OUTREACH PT 1

Overview from Professor Gibson

Met with other Professionals in UA

Conducted Several Follow-Up Meetings

Created Surveys

Resident

Businesses

Survey Location

Website

Social Media

# OUTREACH PT 2 DEMOGRAPHIC COMPARISON

Age:

104 responses



- Younger than 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65 and older

30.8%
20.2%
19.2%
26%
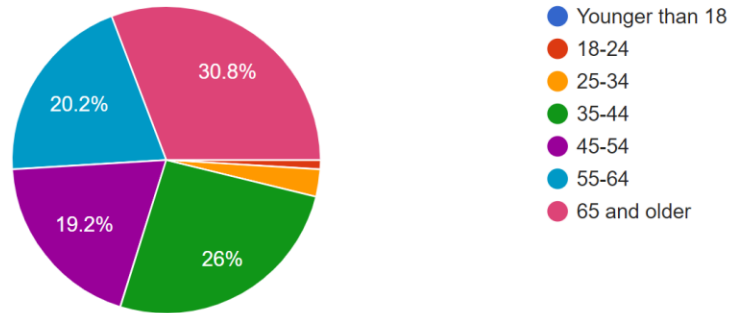
- Median age: 44.6 years old and 35% of the residents are above 55.
- Marginally higher population of women (51.0%0 than men (49.0%).

General Residence

104 responses



- North of Fishinger Rd.
- Fishinger Rd. and W. Lane
- South of W. Lane

45.2%
24%
30.8%
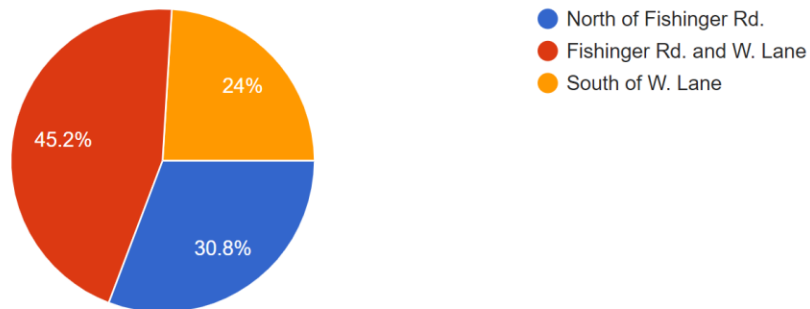
Gender

104 responses



- Female
- Male
- Nonbinary
- Prefer not to say

37.5%
59.6%
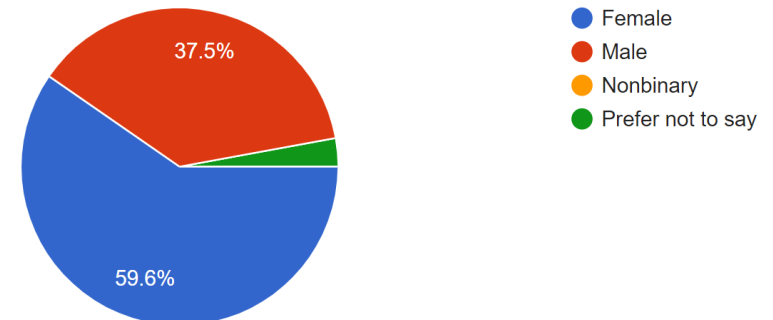
# OUTREACH PT 3

- 91.3% were familiar with the concept of Bike share

- 63.5% Walked or Drove by a CoGo Station

- 18.1% have ridden a CoGo bike before

**Would you explore Upper Arlington through CoGo Bike share?**

105 responses

- Yes
- No
- Maybe

29.5%
48.6%
21.9%
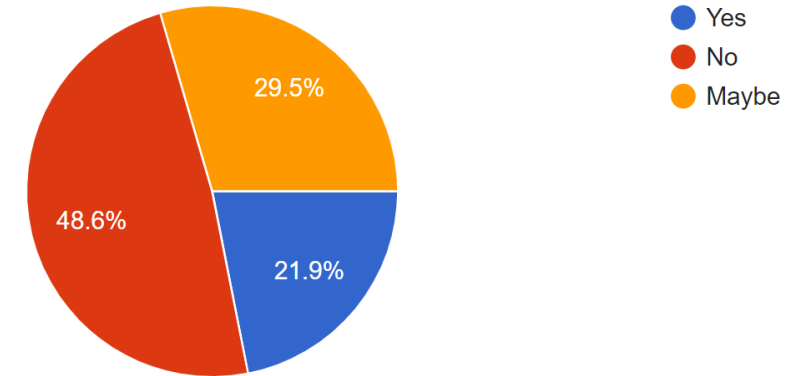
**If no, would you ride a CoGo bike if you knew more about it?**

88 responses

- Yes
- No
- Maybe

35.2%
50%
14.8%

**Would you ride one if it were in your area?**

105 responses

- Yes
- No
- Maybe

29.5%
44.8%
25.7%

4/22/2021

86
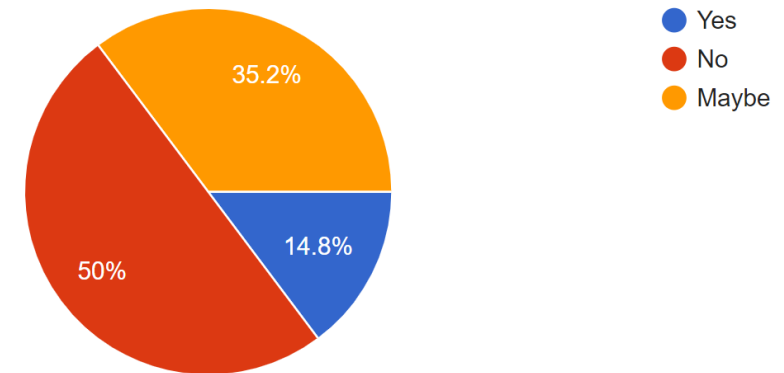
# EXISTING/CURRENT BIKE INFRASTRUCTURE PT 1

MOPRC
Provides
A Record
Bike
Infrastructure
for the entire
Region
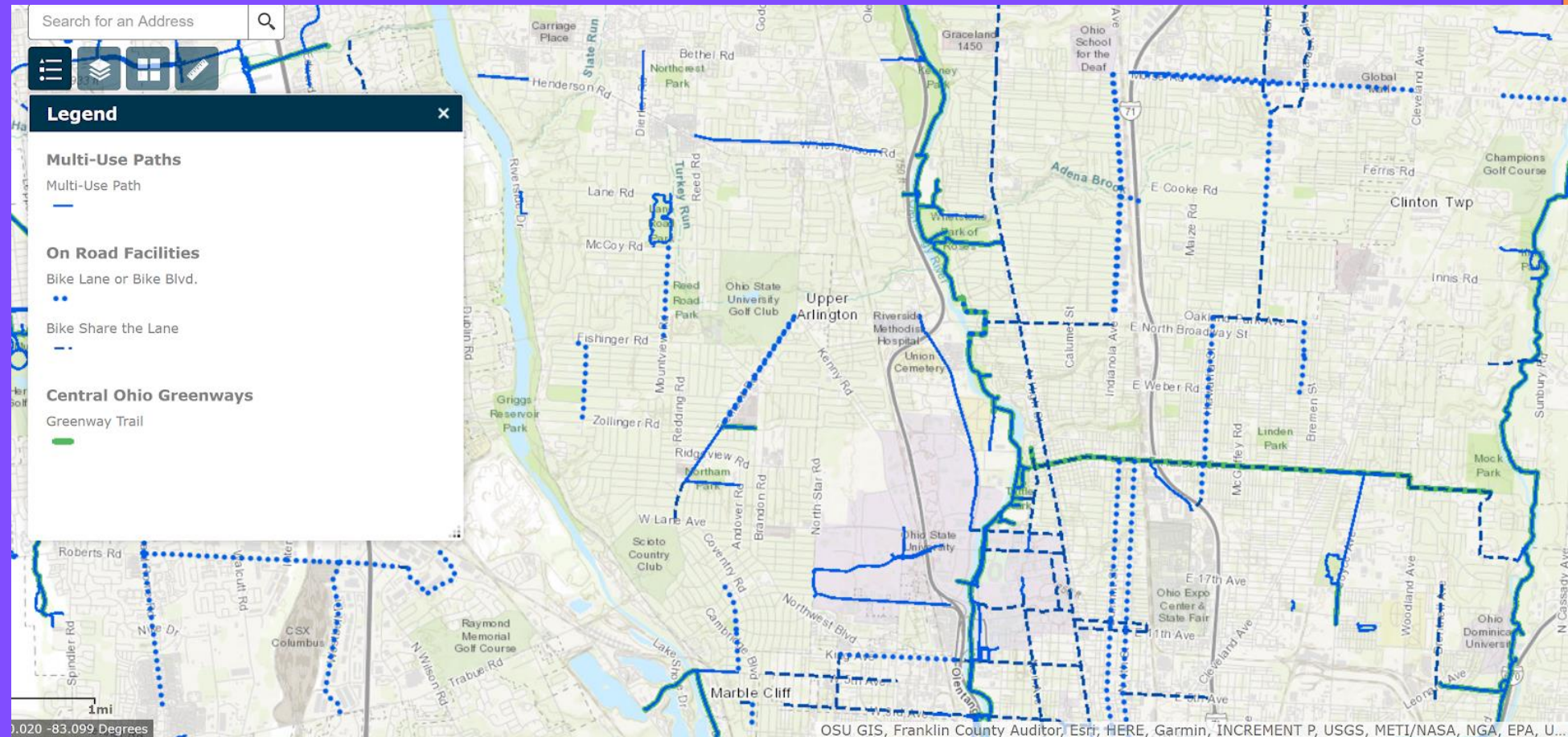
# EXISTING/CURRENT BIKE INFRASTRUCTURE

- Current COGO Stations
  - 5 Stations
- Highest Use in Summer and Fall
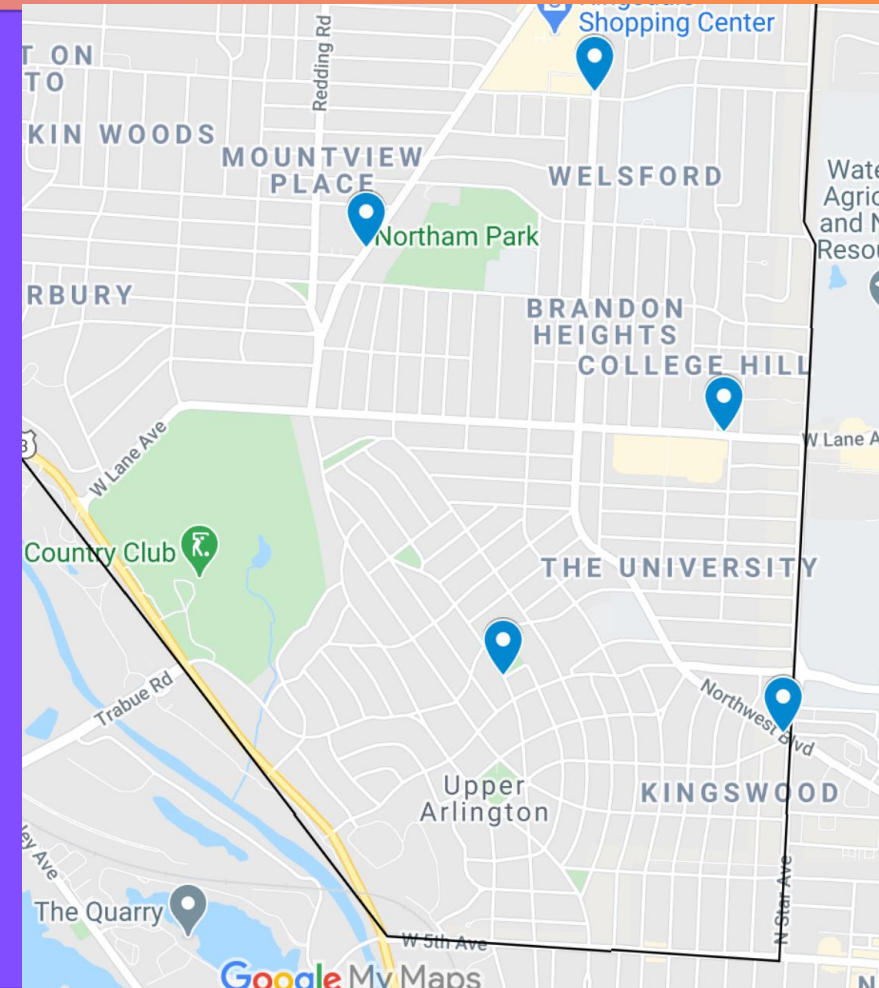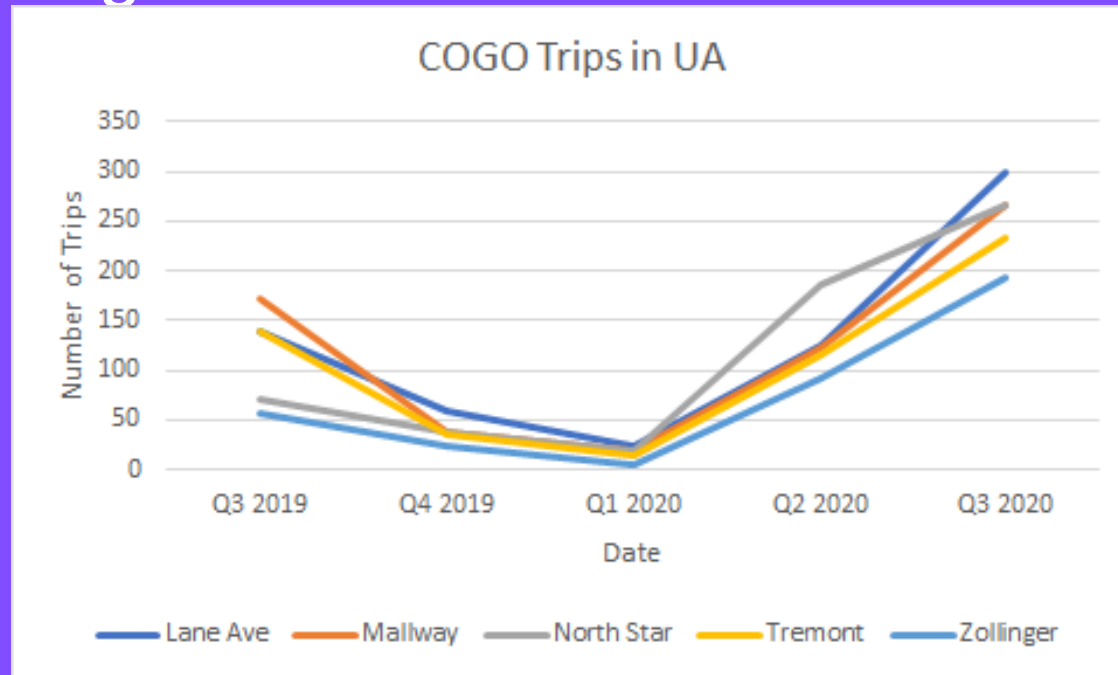
# PROPOSED STATIONS PT 1
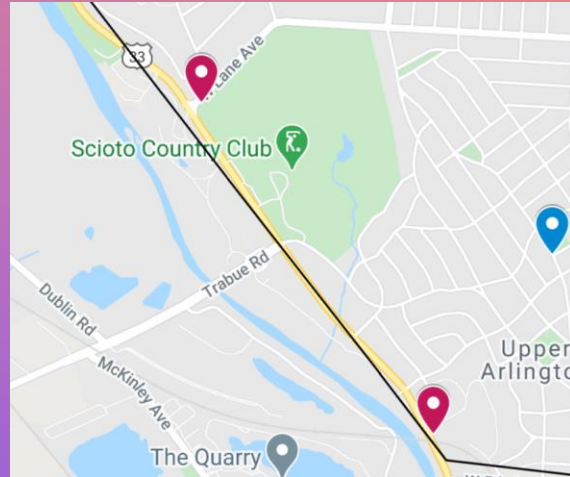


- Waltham Rd.
- Accessibility
    - Great Connections
    - Infrastructure
- Location Details
    - Quarry Park
    - Scioto Greenway
- Connections
    - COTA Stops on West 5th

- West Lane Rd.
- Accessibility
    - Lack of Infrastructure Currently
- Location Details
    - Visible
    - Parks and Restaurants
- Connections
    - No Other Transit Opportunities

# PROPOSED STATIONS PT 2
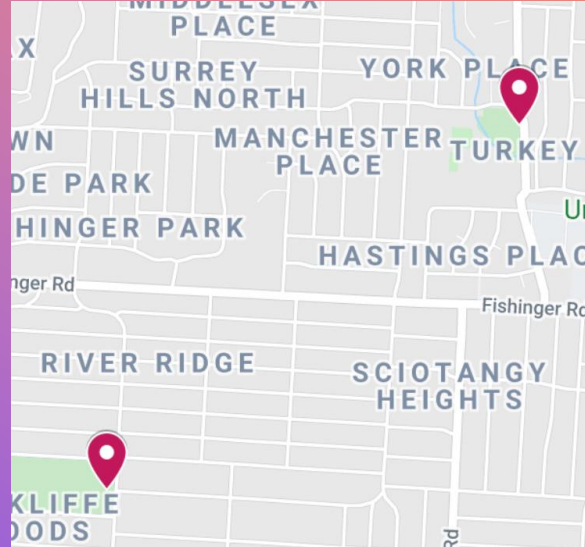






- Fancyburg Park
- Accessibility
    - Bike blvd on Kioka Ave.
- Location Details
    - Griggs Park
    - Golden Bear Center
- Connections
    - Park and Ride

- Reed Road Park
- Accessibility
    - Sharrow
- Location Details
    - Arterial Rd
    - Pivot Station
- Connections
    - No Other Transit

# PROPOSED STATIONS PT 3
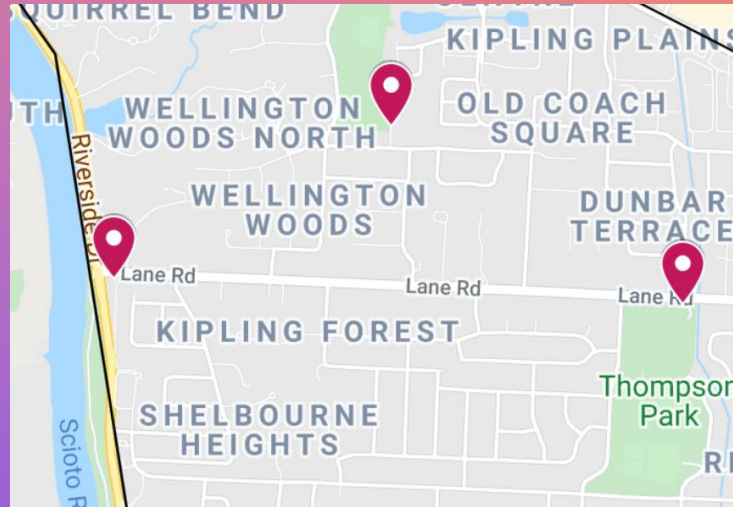


- Wyandot Park
- Accessibility
  - Set off from the Road
  - Griggs Park Trails
- Location Details
  - Great Connector to Griggs Park
- Connections
  - No Other Transit Options

- Thompson Park
- Accessibility
  - Sidewalks and Set off from the Road
  - Sharrows on Reed Rd
- Location Details
  - Library
  - Arlington Mall
- Connections
  - COTA on West Henderson and Reed Rd
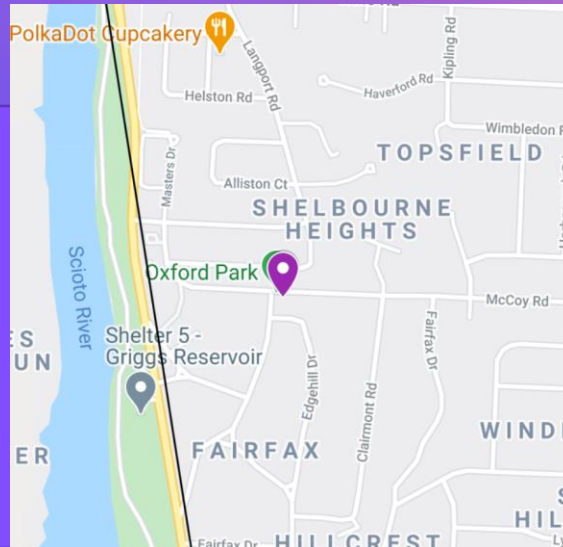  - Pivot Station

# PROPOSED STATIONS PT 4



- Burbank Park
- Accessibility
  - No Safety Issues
- Location Details
  - Big Box Retail, Entertainment and Restaurants
  - Private Corporations
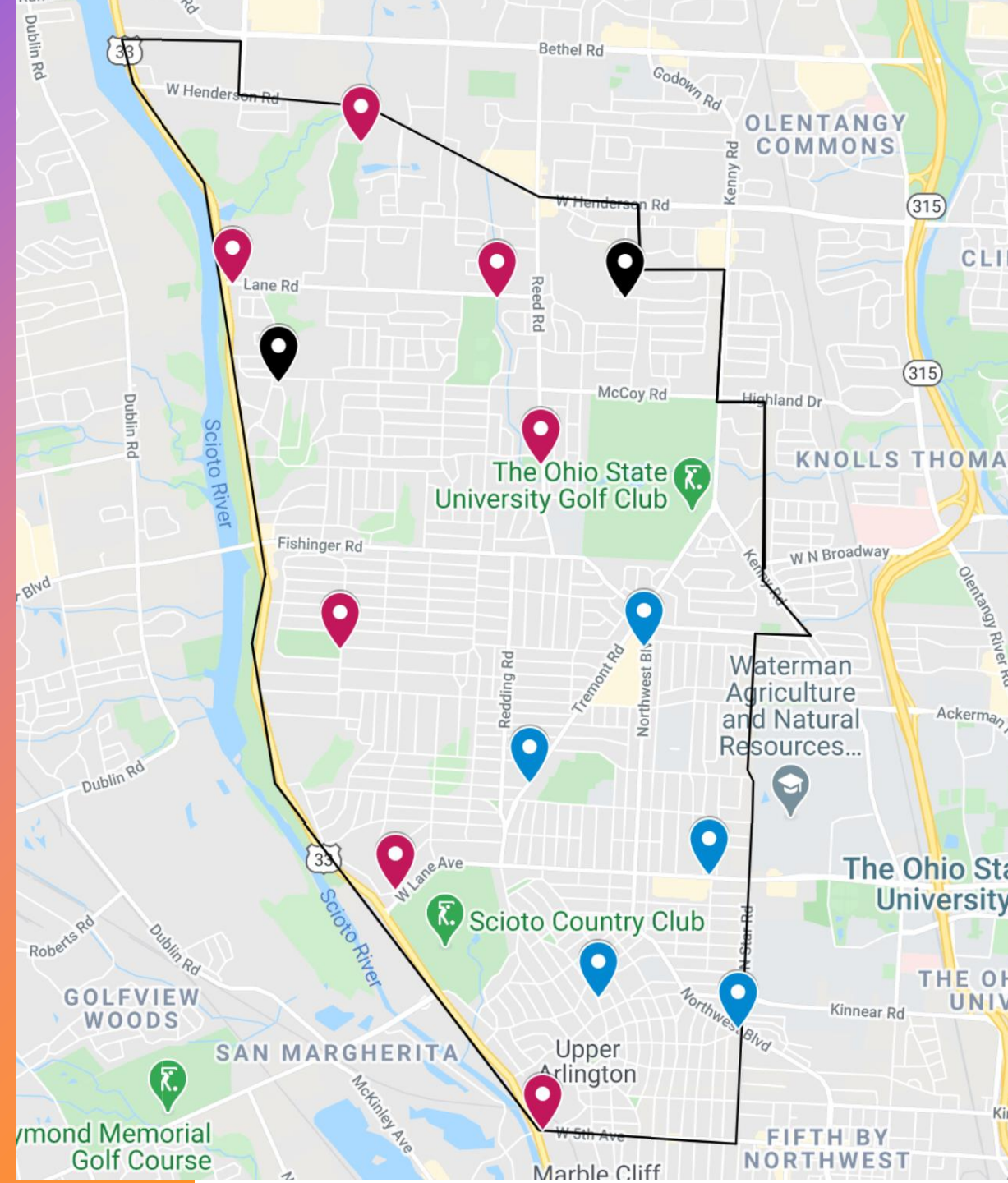- Connections
  - COTA Line Nearby

# SECONDARY STATIONS
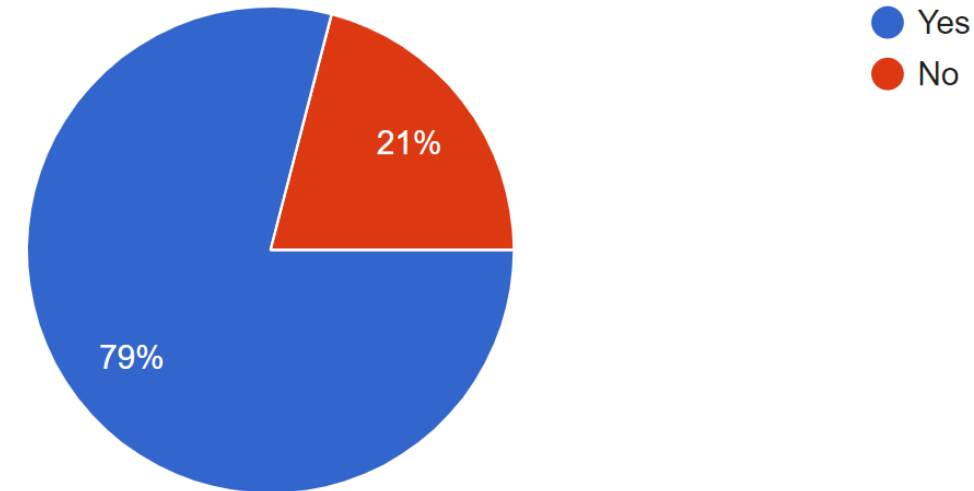
- Sunny 95 Park
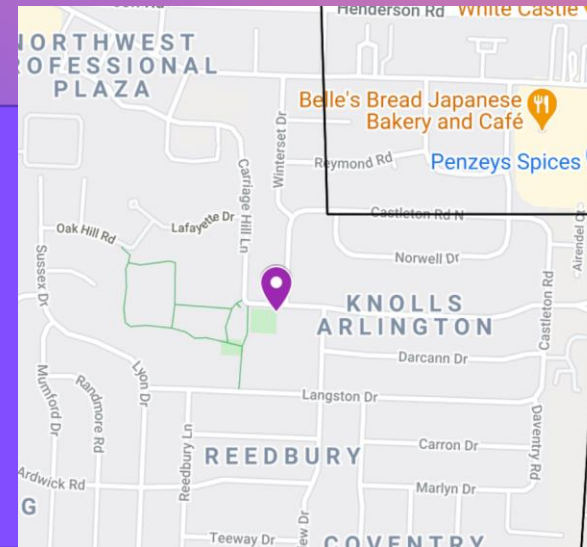
- Oxford Park
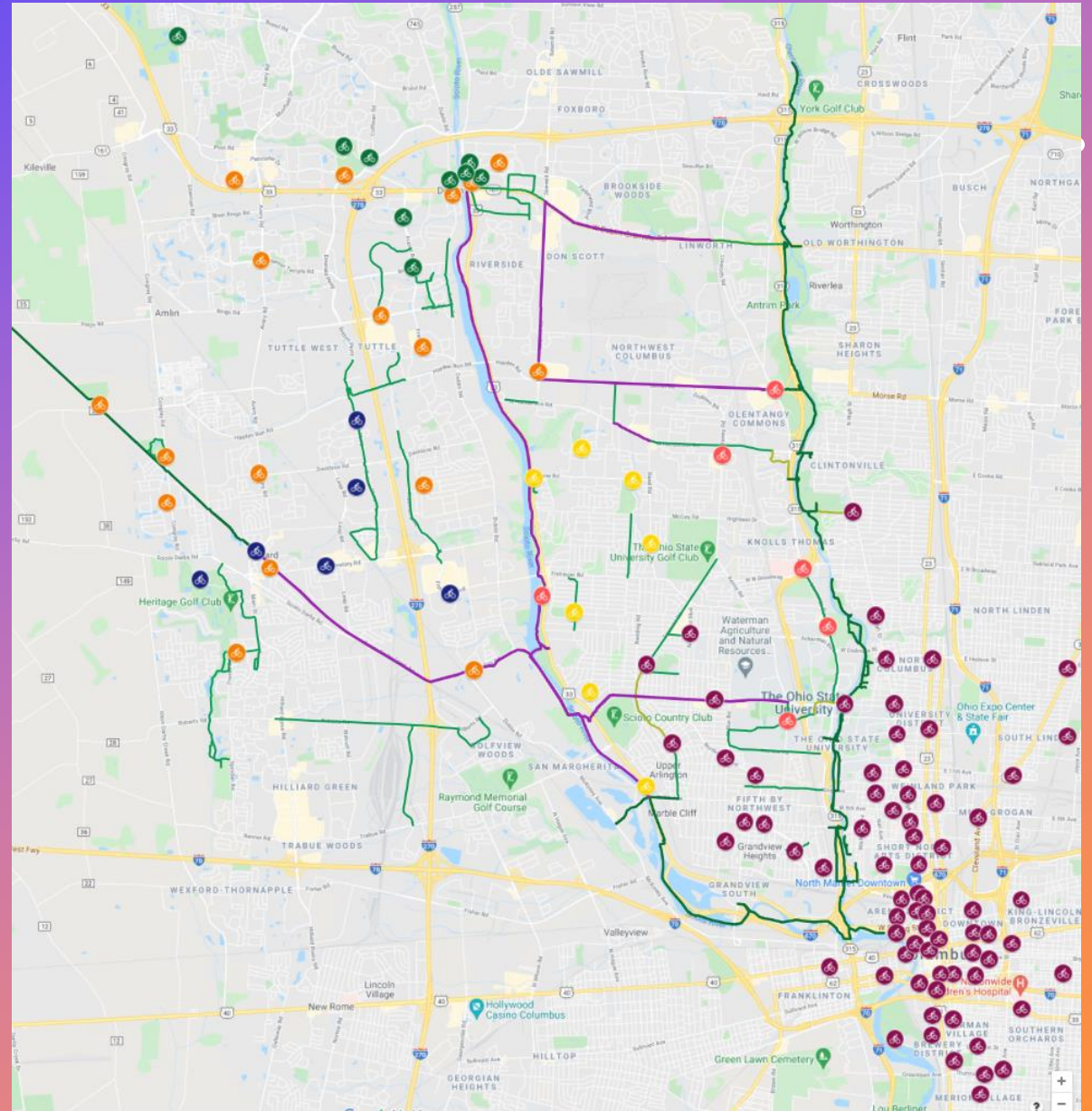
# FUTURE RECOMMENDATIONS

- Infrastructure
  - Riverside Dr. from West Lane Rd. To Trabue Rd.

- Outreach and Education
  - Follow-up Survey
  - Follow Interview/Conservation

- City Led Activities
  - Bike to Work days
  - Trial Stations
  - Bike Route Development

Would you be willing to do a follow up questionnaire/survey?

105 responses

Yes
No

21%

79%

# CONNECTIVITY

# CONCLUSION

# QUESTIONS?