

**Dublin City Council**  
**Public Services Committee**  
Monday, May 3, 2021 – 4:00 p.m.  
Virtual meeting

Meeting Minutes

Ms. Fox called the Public Services Committee to order at 4:00 p.m.

Present were: Ms. Fox, Vice Mayor De Rosa, Mr. Reiner

Staff present: Mr. Rayburn, Mr. Plouck, Ms. Holt, Mr. Anderson, Mr. Taylor, Mr. Earman, Mr. Rogers, Ms. O'Callaghan, Ms. Rauch, Mr. McDaniel, Ms. Noble, Mr. Farrar, Ms. Willis, Ms. Wawzkiewicz, Mr. Hammersmith and Mr. Brown.

Also present: Thomas Brown and Matthias Neill, Nelson/Nygaard Consulting Associates; Ryan McManus, SHARE Mobility; Chet Ridenour, CoGo/Lyft; Kelly James and Paul Ruminski, TRP Bikes; Chris Stockwell, Bird Scooters; and Melinda Vonstein, MORPC.

**Approval of Minutes**

Mr. Reiner moved to approve the minutes of March 29, 2021 Public Services Committee meeting.

Vice Mayor De Rosa seconded.

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

Mr. Reiner moved to approve the minutes of the April 8, 2021 Public Services Committee meeting.

Vice Mayor De Rosa seconded.

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

**Shared Micromobility – Bikes/Scooters, Bike Loops, Mobility Hubs**

Mr. Rayburn shared that he would be presenting information regarding the mobility study, shared micro-mobility, mobility hubs, secondary wayfinding on shared-use paths and provide an opportunity for Committee discussion and feedback.

The Dublin Mobility Study is the City's strategic plan for innovative transportation network improvements to support the community's evolving mobility needs. The key objectives of the study centered around economic development, equitable access to different modes of transportation, less cars on the road could bring better health outcomes, and bridging the gap between aging in place and the community. Mr. Rayburn shared the timeline of the phases of the mobility study from 2017 – 2021. He described the goals of each phase.

Mr. Rayburn stated that this Committee meeting will focus on three main areas: shared micro-mobility, mobility hubs and wayfinding.

- Shared Micro-Mobility (Bike Share and Scooters)

Mr. Rayburn stated that there are three discussion topics to shared micro-mobility, which are: CoGo Bike Share, Bird “Scooter Share”, and TRIP E-bike Share. He stated that he will be sharing with the Committee that CoGo Bike Share offers both docked and dockless options. He also noted that CoGo is integrated with Lyft ride share. He stated he will also be updating the Committee on Bird “Scooter Share.” Finally, Mr. Rayburn stated that he will be informing the Committee of the TRIP E-bike share proposal for a public private partnership opportunity.

Mr. Rayburn stated that staff partnered with the Ohio State University for the public input portion of the grant opportunity and was able to explore additional funding options for cities to implement the CoGo Bike share expansion. The final report issued by OSU centered around nine stations as part of Phase 1 and seven subsequent stations as part of Phase 2. He provided an illustration of where these stations were located.

Mr. Rayburn stated that Bird electric scooters approached the City of Dublin in November 2020. Currently, City Code does not permit this type of micro-mobility on shared-use paths, sidewalks or roadways. He stated that a Code modification would be required to allow this type of micro-mobility. He suggested the Committee consider a demonstration project involving these scooters in high pedestrian areas.

Mr. Rayburn shared that TRIP E-bike Share is interested in a public-private partnership. They propose to launch a fleet of between 50 to 100 dockless e-bikes in Dublin. He noted that this does not require a Code modification to operate in Dublin, but only permitted on shared-use paths and roadways. This could be launched as early as 2022 if the Committee and Council so choose. Mr. Rayburn provided some discussion questions for the Committee. He stated that electric scooters was referred to the CSAC from Council. Their recommendation was not to take action at that time, but to explore the topic again if an opportunity arises.

Mr. Reiner stated that he would like to hear more about the financials of these suggestions, particularly the e-bikes. What are the financial implications of the three options?

Mr. Rayburn stated that staff would recommend partnering with other cities as part of the expansion in the CoGo example. He stated that other cities, such as Upper Arlington, Bexley, etc. were awarded grant funds that paid for 80% of their costs. He stated that Dublin would likely apply for the same or similar grants to recover costs. Regarding the Bird scooters, it would be a matter of allowing that type of micro-mobility and not so much a financial question. Mr. Rayburn stated that staff has been discussing what a public-private partnership would look like with TRIP E-bikes. He stated that he would like the Committee’s feedback.

Mr. Reiner stated that he is very supportive of micro-mobility but he would like to know about the financial structure of these proposals. He is supportive of doing a pilot program, but he would like to see a specified area where these bikes would be located. Mr. Reiner stated that if this is to be proposed in the Bridge

Park area, then it would have to be a requirement that people walk the bikes across the bridge for safety.

Vice Mayor De Rosa stated that she would love to hear from those in attendance about why they feel Dublin is well suited for their product.

Mr. Ridenour, Operations Manager for Lyft, stated that the CoGo Bike Share program has been operating successfully in Central Ohio since 2012. He stated that Bike share supports Dublin's objectives. He described the CoGo for All program. He added that if someone qualifies for federal assistance, such as a WIC card, or SNAP benefits, then they would get a CoGo Ride Share pass for only \$5 for an entire year. He also shared the activity benefits of riding a bike. Mr. Reiner asked if there are any problems that we should be aware of that other communities have experienced. He stated that the station based program allows cities to maintain the organization and ensure that the bikes come and go from designated areas.

In response to Mr. Reiner's question regarding the difference between pedal bikes and e-bikes in terms of cost, Mr. Ridenour stated that a 30-minute single trip on a pedal bike would be \$2.25. The e-bike is \$.15 per minute at the start of the ride unless you are a member of the CoGo for All, which provides for a \$.05 discount.

Mr. Reiner stated that he was hopeful that this would be a solution to traffic issues.

Mr. Chris Stockwell, Bird Scooters, stated that Bird is a dockless scooter that is run through the app. The last year has brought new operating models, which includes partnering with a local entrepreneur which allows them to be in different cities. He stated that Bird has used this model in larger cities as well as smaller cities.

Kelly James, President of TRIP, stated that they wanted to introduce a product to the public that was versatile on different types of terrain. He added that they have created incentives to the public to park e-bikes responsibly. He also mentioned that they can brand the bikes in different colors according to the community.

Vice Mayor De Rosa thanked those in attendance for the information and their interest in Dublin. She asked about providing docking stations around the City and whether or not they had any experience with the success of those. Mr. Ridenour stated that CoGo can identify bike racks on their map and have a similar incentive for parking it properly. Mr. Stockwell stated that they can customize to fit Dublin's goals, but adding bike racks, incentives, etc. are all possible.

Vice Mayor De Rosa stated that she would be supportive of a pilot program. She would like to experiment with what mode of micro-mobility is appropriate for our City.

Mr. Reiner asked about how the fee works if you want to park the bike for an hour and then use the bike again. Would the time continue to run until you close it out? Mr. James stated that it would, but they are currently working on memberships and the concept of reserving a bike so it would be there when you

need it. Mr. Reiner stated his support for these types of transportation. He would like to see more bike racks in more locations so clutter can be avoided. Ms. Fox stated that she likes the idea that the speed can be turned down when needed on these bikes. She also stated she likes the apps that help you know where to park the bikes. She is in favor of the pilot program and stated that education is necessary so people know how to use the bike.

- Mobility Hubs

Mr. Rayburn stated that mobility hubs provide a space to co-locate at least two modes of transportation. Mr. Rayburn shared the following table depicting the tiers and typology of Mobility Hubs, their potential locations within the City and what mobility options could be offered at each hub. The first mobility hub is planned for the Dublin Community Recreation Center (DCRC). Phase 1 of this implementation will consist of a Shuttle Shelter, Relocate bike racks and a \$20,000 grant request to AARP to assist with this project due to the hub's proximity to the Senior Lounge. Future phases will include docked bike share, bike rack shelter, wayfinding information and mobility kiosk, and other improvements based upon public feedback. 19 mobility hubs have been identified through the study process. Mr. Rayburn provided a map showing the Phase 1 and Phase 2 hub locations. He also shared possible future locations that have been identified for future phases.

Ms. Fox inquired as to whether or not some of the more popular COTA bus stop locations should be considered as a hub site. Mr. Rayburn stated that staff has reached out to COTA to establish a partnership. He also stated that staff will be proposing in the upcoming CIP for more shelters and bus stop amenities.

Mr. Reiner asked Mr. Rayburn how he determined the locations of the hubs for this experiment and when others would be brought in. Mr. Brown, Nelson Nygaard Consulting Associates, stated that only the DCRC, CML – Dublin Branch and North Market Bridge Park are the three locations identified for Phase 1. He stated it is important to separate the mobility hubs from the services that were discussed because they can survive independent of each other. He clarified that mobility hubs are not as much about what services are provided and more about the points at which services intersect. To mark a mobility hub in such a way that it becomes a landmark is the goal.

Vice Mayor De Rosa stated that in her experience with COTA, it is often trying to solve "the last mile" problem. For example, when someone arrives at a COTA bus stop in Dublin, how will they get to their next destination, i.e. work, dinner, etc.

Ms. Fox stated that as she reviews the goals of Phase 1, the goal to be equitable stands out to her. She stated her uncertainty as to whether placing a hub at the North Market and the Library (so close together), where there is no COTA bus stop is equitable. Vice Mayor De Rosa noted that there is a COTA park and ride in Bridge Park. Discussion was held regarding whether or not the hub at the library is the best place to test the usefulness of this concept. Mr. Brown stated that the intention for the first mobility hubs was to place them in places where

people go for information and connection. Ms. Fox suggested that each mobility hub come equipped with a little screen or monitor that educates and informs users about the different options available to them. Mr. Reiner stated that he would like to see this explored as a part of a broader concept that would allow visitors to use these hubs, bike paths etc. to discover the City. Discussion was briefly held regarding the desirable design elements of a mobility hub. Vice Mayor De Rosa reiterated her support for the first three proposed mobility hub locations and recommended that they are all hot spots with internet connectivity. She stated that using these three hubs as a learning experience of what people want to see and use, then it will help inform other locations. Mr. Reiner stated that he would like to see the metro park area added as a possible location. Ms. Fox proposed taking staff's recommendations for mobility hubs and then look at metro in the next phase. Committee consensus was to go with staff's recommendations.

- Wayfinding – Dublin Bike Loops

Mr. Rayburn stated that wayfinding is used to highlight local points of interest and opportunities for exploration. Staff has been working with our regional partners and Central Ohio Greenways Board for a trail designation in our area. We now have a new regional trail in Dublin of significance starting at SR 161 and Sawmill Road and heading northwest to Glacier Ridge Metro Park. Through a community engagement opportunity, the community has named the trail The Emerald Trail. This trail serves as the backbone a bike loop network. The first bike loop that will be implemented will be the Public Art Bike Loop. It will be 9.5 miles long and visit eight public art sites as well as three tunnel murals. There is also a Recreation Bike Loop being planned that is eight miles long and connects six parks and one nature reserve. The Ice Cream Bike Loop is 11 miles long and visits seven ice cream locations. Visit Dublin Ohio suggested adding a Celtic Cocktail Bike Loop that would be 11.5 miles and visit 14 destinations. This is not intended to be completed within one day. Visit Dublin Ohio also suggested an Irish Fairy Door Bike Loop that would be 3 miles long and visit 13 destinations with Irish Fairy Doors. The final bike loop being planned is the Waterfalls and Natural Features Bike Loop which is 13.5 miles long and visits three waterfalls, two access points to the Scioto River, one sink-hole site and one Hopewell Earthworks Site.

To summarize, Mr. Rayburn noted that the mobility eco-system staff is trying to create consists of one regional trail, six bike loops and 19 proposed mobility hubs.

Regarding secondary wayfinding for shared-use paths, staff is looking at a combination of vinyl stickers and glow-in-the-dark thermoplastic to identify destinations.

Mr. Reiner was supportive of the Emerald Trail and the bike loops.

Vice Mayor De Rosa suggested that it is difficult to read signs at the speed one is riding on a bike trail. She suggested having a bike rack at each destination and she asked that staff be aware of roads and intersections as some people are

uncomfortable riding on roadways. Mr. Reiner suggested a Fishing Loop. Ms. Fox expressed her appreciation for these ideas. She provided some suggestions regarding directional signs and recommended staff look at Fort Collins.

- Bridge Parapet Follow-up

Mr. Earman stated that the ODOT Bridge Aesthetic Enhancement Guidelines state that,

*For enhanced treatments, designers should consider using beam/girder paint or sealer colors that contrast deck/parapet fascia colors, but match or complement the bridge railing/fence colors.*

Mr. Earman stated that staff has explored options and after consulting with the artist, it is recommended that a solid color acrylic stain be used. Clear or semi-transparent stains are not recommended.

Mr. Earman provided pictures showing the beam color on the bridge in contrast with the proposed enhanced colors. He stated that if the proposed enhanced colors were to be used, it would be necessary to then paint the beams which would elevate this project. Painting the front sides of the beams would cost around \$100,000. Mr. Earman provided pictures of what it would look like if the beams were painting. Staff's recommendation was to paint the wording and ribbon using the same color as the beam.

Mr. Reiner stated that his recommendation would be to go with the artist green color so it is more vibrant and visible.

Vice Mayor De Rosa clarified that to paint the beams any color would cost \$100,000. Mr. Earman responded affirmatively.

Vice Mayor De Rosa expressed her desire to not paint the beams.

Ms. Fox asked if the artist had the beam color when she chose her proposed colors. Mr. Earman stated that she did not have the existing beam color to refer to.

Vice Mayor De Rosa suggested providing the beam color to the artist to get a complementary green proposal. Mr. Earman will communicate this to the artist and bring the proposed color back to the Committee.

- Dublin 2035

Ms. Rauch stated that all four Committees have completed the initial brainstorming activities to identify big ideas. She stated that the next step is to look at the list of big ideas that was generated for their specific topic, Infrastructure, and see if there are a few big ideas that rise to the top of the list. There are three questions that the Committee will be asked to consider and will help guide the discussion.

Mr. Greene stated that the first document that was provided to the Committee was showing each big idea in a headline type statement. The secondary document tells the story of each item. There are 13 big ideas that pertain to this Committee's theme. He asked each attendee to look at this list and see what should be elevated.

- Mr. Reiner: the “Mini Cities” idea and the public gathering spaces idea go together in a way. He also chose the “maintaining Dublin’s greenways” to elevate to the top of the list;
- Ms. Fox: the “Mini Cities” idea and every area of the City should have a 15-minute walk to something. She also stated that because of the work already being done with autonomous vehicles, electric vehicles, etc., she sees that as natural segue to the high speed multi-modal mobility terminal. She suggested that the resident ID card idea should be viewed more in an app form, something that connects residents with services in the short term.
- Vice Mayor De Rosa stated that the ID card is no longer a card concept. It is the City reaching out to residents to provide that personal service. She suggested that several of these ideas could be combined to make one large impactful idea. She suggested as an example, if the greenway led you to a smart campus with a mobility hub etc. These are pieces of a larger big idea that doesn’t exist anywhere else.

Mr. Greene stated that it does make sense to combine some of these together to create something more profound. He offered to do that for a future exercise.

Vice Mayor De Rosa suggested putting the protected bicycle lanes item with the investment fund for maintaining greenway item to further Dublin’s goals of a green city and traveling without cars. She also shared that she also believes that Dublin should be the most connected City in the United States. Combining all of those together begins to unfold a larger picture.

- Mr. Rogers stated that electric vehicles will be part of our future so the infrastructure must be in place to manage that.
- Mr. Farrar stated that the idea of the ID card can be used for many things such as using transportation. He shared his experience with a university that integrated many services on one card.
- Ms. O’Callaghan asked if the concept of the 15-minute city was the same or similar to the mini cities item. Mr. Greene stated that he viewed them as two difference concepts. Ms. O’Callaghan stated that many of the items on the list in some way touch on mobility.

Ms. Fox stated that as a resident of the City, you want to have places to walk to and the ability to use multiple modes of transportation to get to other areas of the City. Ms. O’Callaghan stated that here are three distinct items: mini city, 15-minute city and mobility (not having to rely on your personal vehicle to get anywhere).

Vice Mayor De Rosa stated that there are people who really like their neighborhoods and maybe they don’t want the 15-minute city. Ms. O’Callaghan stated that maybe those people would rather have access to multiple modes of transportation.

- Mr. Hammersmith stated that he agreed with Mr. Rogers’ comments regarding having the infrastructure in place to accommodate the future of electric vehicles.

- Mr. Taylor stated that he likes the interactive digital events in public gathering spaces.
- Mr. Anderson stated that he agrees that he would like to combine items to make a more robust main idea. He agrees with what has been said.

Mr. Greene stated that there are many that could be bundled to make a larger more impactful idea. If these big ideas were to be realized, what kind of community would we have? What would be the key outcomes? Mr. Greene asked the attendees to think about what those words would be.

Ms. Rauch stated that the guiding principles would be helpful to review. Mr. Greene will look back at those. Ms. Fox asked if the aspirational images that people share could be shared with everyone. Mr. Greene will share what he has received.

### **Adjournment**

There being no further business to come before the Committee, the meeting was adjourned at 6:35 p.m.

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Clerk of Council