

**Dublin City Council
Public Services Committee**

Wednesday, November 10, 2021 – 5:30 p.m.
5555 Perimeter Drive
Council Chamber

Meeting Minutes

Ms. Fox called the November 10, 2021 Public Services Committee meeting to order at 5:30 p.m.

Present: Ms. Fox (Chair), Vice Mayor De Rosa.

Staff present: Mr. Plouck, Mr. Hammersmith, Ms. Leroy, Ms. Willis, Mr. Gable, Mr. Anderson, Mr. Hendershot, Ms. Wawzkiewicz

Also present: Mr. Stockwell, Bird Scooters

Approval of Minutes

Vice Mayor De Rosa moved to approve the minutes of the October 13, 2021 Public Services Committee meeting.
Ms. Fox seconded the motion.

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

Mr. Reiner arrived at 5:32 p.m.

Discussion Items:

Shared Micro-Mobility

Mr. Rayburn provided the Committee an overview on the Frantz Road Alternative Transportation Lane Study. The big takeaway from the study is that there are improvements possible but they would require substantial investment on the City's part. Mr. Rayburn shared the following alternatives:

1. This is a no-build alternative. This would involve narrowing the median to add alternative transportation lanes and would have no impact on the right of way or utilities.
2. This alternative would include adding alternative transportation lanes along both sides of the roadway, reducing the tree lawn, and would have a significant impact to the right of way and utilities. There would be space dedicated to micro-mobility adjacent to higher speed travel lanes. This is the highest cost alternative.

3. This alternative calls for widening the existing shared use path on one side of the roadway. There would be an impact on right of way and utilities. It would separate micro-mobility vehicles from vehicular traffic.
4. This alternative is to widen the shared use path on both sides of the right of way. It would impact right of way and utilities.
5. This alternative would add two-way alternative transportation lanes on one side of the roadway. There would be no impact to right of way or utilities. There are concerns with the contra-flow and it would reduce the median.
6. The final alternative removes a travel lane and adds two-way lanes for micro-mobility transportation.

Mr. Rayburn shared the study recommendation of the “no-build” alternative. They would see if City Code revisions would be enough to mitigate demand. He stated that Staff would determine if the shared use paths in place would meet demand without cost or impact to the roadway. They want to understand user preferences.

Ms. Fox referenced alternative number one and asked if there is anything dividing that lane from traffic or just the stripe. She also asked what the narrowing of the median would look like. Ms. Willis explained that the separation of the alternate transportation lane is separated by striping; there would be no physical barrier. The median would be narrowed by the dimension of the alternate transportation lane (five feet) on each side. The median is quite wide. There is sufficient width to narrow it. The right lane was narrowed a bit so eight feet would be taken from the median. Ms. Fox confirmed that the width of median could handle it. Ms. Willis stated that the median width varies along Frantz Road from 18 feet to 22 feet. Narrowing the median would not affect the character.

Vice Mayor De Rosa asked if there is shared use all the way up and down or if it is sidewalk. Ms. Wawzkiewicz stated that most of Frantz Road has a shared use path. There is sidewalk on the south end. The shared use path is eight feet wide. Mr. Reiner referenced alternative number three and stated that he liked that. He asked what Staff’s preference is. Mr. Reiner stated that Frantz Road used to be a pretty street. People appreciate sidewalks. Ms. Willis stated that Staff’s recommendation agrees with the study’s recommendation of looking at existing infrastructure. The price range for improvements would be in the millions of dollars. They thought to try this demonstration project and see how the people who use it and how much they use it in order to see if this is something that is worth our investment. If there is a simple, no-cost solution using existing infrastructure, then it is worth figuring that out first rather than committing a significant investment. Ms. Willis stated that Staff would like to understand how this would get used before the commitment is made. Mr. Reiner stated that a lot of this could be solved with a certain cadence of plant materials.

Mr. Rayburn stated that the City of Dublin was approached by Bird Scooters. Currently, our code does not allow these vehicles. Staff considered a suspension of current code to allow them to pilot this project. The pilot area includes high-pedestrian areas. Suspension of §72.061 by resolution would be necessary for the demonstration pilot. Mr. Rayburn stated that Staff's timeline will be to present a resolution to Council at the April 11, 2022 with the program being effective May 1, 2022. Staff considered that office workers may not be back until the spring and that data needs to be included. May is bike month and Staff can incorporate that into the education and communication.

Mr. Rayburn outlined the three phases of the pilot.

Phase 1: Staff will review the pilot with the Public Services Committee (PSC) and work with CPI to create a communications plan to educate the public.

Phase 2: Staff will provide to Council project details and request Code suspension. The pilot program will commence and run for 12 months.

Phase 3: The pilot program concludes and Staff reports findings to PSC as well as City Council.

Mr. Rayburn stated that the targeted vehicles include human-powered or electric powered (bike, scooter, Segway, personal mobility, hand bike, e-bike, and maybe golf carts but not on shared use paths). Ms. Fox noted that golf carts that are street-ready are already allowed on the streets. Mr. Rayburn clarified that potential vehicles are not limited to these examples.

Mr. Rayburn reviewed the Communications Strategy. He stated that they will work with CPI. There will be an emphasis on safety and the plan will remind users of the boundaries of the demonstration project. Mr. Rayburn shared Gainesville, Florida's website as a good example.

Mr. Rayburn shared the types of data that will be collected:

- number of rides;
- ridership peaks;
- percentage of rides in Historic Dublin, BSD, and Frantz Road Corridor;
- user survey;
- crash reports;
- demand.

Mr. Rayburn stated that if Staff's recommendation is chosen, there will be no additional cost to the City, Bird may launch in Dublin without funding from the City. The costs associated with CoGo stations, code revisions, and trail counting are already included in capital and operating budgets for 2022.

Mr. Rayburn outlined Indicators of Success as feedback from public to confirm support and sufficient data to provide recommendations to City Council.

Mr. Rayburn stated that potential next steps would include Staff having recommendations for additional code revisions to accommodate micro-mobility options.

Mr. Rayburn asked if PSC is supportive of the micro-mobility demonstration pilot and what might success look like.

Mr. Reiner asked if there will be an expense if this moves forward. Mr. Rayburn stated that Staff does not anticipate any cost at this time. Mr. Stockwell stated that there is no cost to cities. They have built a program able to be stable on its own. Their model allows the program to remain cost free for the foreseeable future. Mr. Reiner stated that he is supportive of the program.

Vice Mayor De Rosa asked if these devices can only be used within the boundaries and why Frantz Road is a pilot area. Ms. Willis explained that there were two things happening concurrently, there was a Frantz Road study that Staff was asked to explore and as that was going on, Bird approached Staff and offered the opportunity to have Bird Scooters come to Dublin. Staff began marrying these two pilot programs up. It was a coincidence that the Frantz Road study came in as Bird came in. Ms. Willis stated that study is done and the recommendation was to do a demonstration program. Vice Mayor De Rosa stated that while she is supportive of this, a person cannot even ride a bike on sidewalks in downtown Dublin. There isn't enough room to pass someone. These are going to be used in Historic Dublin, across the bridge and into Bridge Street District. She would be supportive if that can be solved. She stated that she thinks this will frustrate everyone. Vice Mayor De Rosa suggested solving that with some mobility/navigation. She is also worried about clutter. She shared that she used some of these in Berlin this summer and they have sections where you could use them. They cannot be turned off unless you find a place where you can terminate the ride. That forced people to put them where they need to go. There is some wonderful tech to solve the clutter concern.

Ms. Fox stated that she worries that the boundary is too small. This is in a very congested area and the uses here are for a very small group of people. There is so much congestion that adding micro-mobility and asking opinions will get negative opinions. The benchmarks of success are a wider variety of uses. She suggested engaging a high school campus and having students using it. She wants to see everyone in the City using it. While the pilot does not have to include the whole city, a boundary could be drawn to represent a larger demographic. Ms. Fox suggested opening it up for everyone on all shared use paths. She would use one and take it to Metro Blazer Park. There are fun bike routes to take. Ms. Fox is supportive of option one. She feels we can get lots of information by opening this up wider. Ms. Willis asked if the rest of the committee is supportive of that approach.

Vice Mayor De Rosa stated that this is trying to figure out if residents want this, if it is safe, and who will use it. She sees some logistical problems with where scooter can be found and where they are left. Mr. Reiner suggest that maybe just for the study, the boundaries are limited to this area. It would be great to see school kids use this. He stated that currently people walk bikes on the bridge. Vice Mayor De Rosa stated that the bridge is the widest path. Ms. Willis stated that Staff has talked about abilities through Bird and these e-mobility

devices to create geo-fences. That can force a scooter to stop and force a rider to walk the scooter across the bridge. There are tools to force scooters to reduce speed on very narrow sidewalks in historic Dublin. Staff can delve into that deeper and come up with more ideas to address that.

Ms. Fox stated that we want this to be successful. She thinks boundaries are too small. She wants everyone to experience this and would love to see the whole City be able to use it. She suggested broadening the study area to encompass the workforce to see if they actually use it. This will fail when people cannot get anywhere. Ms. Fox asked if the committee believes this should be opened up. Vice Mayor De Rosa suggested starting in this area and then expanding. She asked if the project could be done in phases. Ms. Willis suggested changing one thing at a time so that if we're looking to test certain scenarios, having one boundary and then broadening it seems to make more sense.

Mr. Reiner stated if the pilot area is overloaded, it will fail. It will be interesting to see where these things end up. He cautioned Staff to not use a lot when starting out. If there are too many and they are in people's way, it will kill it and he wants this to succeed.

Ms. Willis stated that Staff has heard the Committee and will return with more information on boundaries, potential phasing, sidewalk width, and number of vehicles to be deployed in the initial pilot area and beyond.

COTA Bus Shelter Program

Mr. Rayburn reviewed the COTA bus shelter program. He stated that there are 45 bus stops in Dublin. Many lack basic amenities for riders of COTA. Staff would like to improve the stops. They looked at which stops had existing sign toppers and at COTA's ridership data and identified the following three stops:

1. 565 Metro Place,
2. Frantz Road and W. Bridge Street (northbound), and
3. Frantz Road and W. Bridge Street (southbound).

Mr. Rayburn stated that these stops are the top locations with weekday ridership in Dublin. There is a strong correlation between COTA and the Dublin Connector services at these bus stops. COTA would prefer to own and maintain these shelters. Dublin may be eligible for reimbursement if the stop moves. Staff is hoping that if there are any changes, they will not be drastic. COTA prefers a standardized design but the City may pursue a custom design. Place-making and art could be implemented. Staff has estimated approximately \$55,000 for each stop to include enhanced shelters, benches, trash cans, lighting, Wi-Fi, charging stations, etc. Mr. Rayburn shared examples of bus shelters including a "Garden Stop" in Lexington, Kentucky and New Zealand. Mr. Rayburn invited the Committee to share important design components.

Vice Mayor De Rosa stated that she is familiar with this as she sat on the COTA board before. She would like the City to talk to businesses along that route and

make sure we can get riders before we design a shelter. Until then, she is not interested in this.

Mr. Reiner asked about how many riders are on the route. He agreed with Vice Mayor De Rosa. Maybe the routes are wrong. Mr. Reiner asked what the correct route would be to draw 10 or 20 people.

Ms. Fox stated that she thinks the most important thing is the end game - moving people by public transport. She believes Dublin should spend more time on micro-mobility hub and other modes before we do this. If it is determined that a micro-mobility hub can be moved closer to a bus stop, that will be more successful than worrying about bus stop design. A micro-mobility hub can be a bus stop. Dublin needs to create our own transit stop.

Vice Mayor De Rosa stated that we want this to happen, we need to take the time to figure out where to do it.

Ms. Fox stated that all modes of transportation are part of the public system. The goal is riding the bus, catching the connectors, riding bikes, becomes trendy and fun to do. We need to know what the end game is, who is being served, and how to serve them best and make it fun.

Mr. Rayburn stated that Staff will follow up. Mr. Reiner would like to know the ridership on the different routes. Vice Mayor De Rosa stated that the park and ride is very successful.

DCRC Mobility Hub

Mr. Rayburn provided a brief update on the DCRC Mobility Hub. City Council approved Resolution 57-21 accepting grant money to help fund the building of a mobility hub near the Senior Lounge at the Dublin Community Recreation Center. Staff issued a request for quotes and hopes to have final selection of a consultant soon. They will develop design concepts which will go before Planning and Zoning Commission. Staff will come back before this committee in early January with a design.

Speed Management

Mr. Rayburn gave a brief update on speed management. Staff met with Community Services Advisory Commission (CSAC) November 9 and brought them some tools used for traffic calming. Staff highlighted the partnership with Police and received great feedback.

Staff Updates:

Engineering:

Mr. Hammersmith provided an update on the Engineering Division. He outlined the organization, staffing and objectives. The objectives are establishing design standards, maintaining City infrastructure and right of way, managing design and construction of CIP, ensuring comprehensive, timely review of engineering

drawings and plans for CIP and subdivision and development projects. They coordinate with other government agencies regarding issues such as grants, sewer, water and other applicable issues. They also implement the comprehensive stormwater maintenance and improvement program.

Mr. Hammersmith provided an overview of staffing. There are 28 employees and in 2022 a construction manager will be replaced with a Sr. Civil Engineer

Mr. Reiner asked what an engineering technician is. Mr. Hammersmith stated that they typically have an associate's degree at a minimum. Mr. Reiner asked about an engineering inspector. Mr. Hammersmith stated that they are providing inspection services for transportation and utility projects, monitoring construction, community relations, working with a contractor, etc. They do not need to be licensed. They are not doing building inspection as that is in building standards.

Mr. Hammersmith reviewed the Division by the following groups:

1. Design and construction
2. Development
3. Utilities.

Design and Construction: Mr. Hammersmith introduced Brian Gable, Deputy Director, Design and Construction. Mr. Hammersmith explained that under design is engineering design CIP project types, utility coordination, small cell wireless permits, ROW permits, etc.

Ms. Fox asked if there is an on-boarding plan specific to street design aesthetic for new employees. Mr. Hammersmith stated that it is more of a conversation that is had on the scope of a project. His leadership team has weekly meetings. Mr. Hammersmith reviewed the types of projects covered like streets and parking, bridges and culverts, bicycles and pedestrians, water system, sanitary sewer, stormwater, parks, facilities, development, right-of-way permits, small cell wireless installations.

Development: Mr. Hammersmith introduced Michael Hendershot, Senior Civil Engineer, Development. Mr. Hammersmith stated that Development works with other departments. They have involvement with Development Projects from start to finish.

Mr. Reiner complimented engineering and expressed the importance of maintaining quality of life for residents.

Mr. Hendershot stated that Staff does get involved in educating residents and keeping drainage working.

Utilities: Mr. Hammersmith introduced Aaron Stanford, Deputy Director, Utilities. Mr. Hammersmith shared that utility operations is coming to the Engineering Division. They are responsible for hydrant maintenance and more maintenance

on the sanitary sewer side. They are responsible for administering the water and sewer service agreement.

Vice Mayor De Rosa expressed appreciation for the Engineering Staff. As every city is an aging city, she asked how we think about how technology will help the team monitor items. Mr. Hammersmith stated that it is leveraging new technology as it comes available. They can do a lot of electronic plan review. Much of it is just knowing what is out there. He provided an example of the ability to do sewer inspections with soundwaves rather than video inspections. Technology is evolving quickly but some things are still done as they've always been done.

Ms. Fox asked about solar and alternative energy sources. She asked if that is something engineering is starting to discuss. Mr. Hendershot stated that Planning and Zoning and Building Standards are looking at that. Engineering is certainly supportive of that. Ms. Fox stated that she looks to engineering to make suggestions to changing Code and turning our community into a more climate friendly place to live.

Mr. Reiner asked about water filtration into the sewer system. He asked if Dublin should extend riparian corridors. Mr. Hammersmith stated that they are doing an evaluation and continue to work with records back from 2009. The most critical area is in Muirfield. Mr. Hendershot stated that the intent of the riparian corridor intent is to protect the habitat along those streams.

Ms. Fox stated that she has recognized the sedimentation and inflow downstream into everyone's waterways is uncontrollable. She is anxious to see when the study comes along what a cure for that could be.

Mr. Reiner asked if the City should take care of ponds or if it's possible to educate homeowners' associations to take care of their ponds. Mr. Hendershot stated that they each submit a maintenance manual. For stormwater maintenance, Staff recommends an aerator. There is a recommendation of having that operation maintenance manual for each. An educational component is required.

Community Events:

Ms. LeRoy gave an update on Community Events. She stated though the last two years have been strange, it has been fun to be able to stretch and do some creative things. She outlined the organization of the Division and shared that they currently have two vacant positions that they are ready to interview for. She reviewed the Division responsibilities.

Ms. LeRoy outlined the attendance, budget expenses, and revenue of the five signature events (St. Patrick's Day Parade, Independence Day, Dublin Irish Festival, Spooktacular, and the Tree Lighting) over three years.

Ms. LeRoy highlighted some of the things that will be maintained from 2020/2021. No physical tickets were sold for the Dublin Irish Festival (DIF) which greatly increased line speed. Staff would like to push keeping some things downtown. Staff would also like to reduce cash where possible. It is a big drain on Finance Staff. They have to bring in other people so that there is City Staff where there is cash. Beverage prices are more flexible without tokens. Pricing for restroom rentals coming in incredibly high. That industry was hurt by the staffing shortage and some are also hurt by supply issues. Most suppliers would not have been able to taken care of the event (DIF) had it gone forward. Ms. LeRoy shared that families loved having Spooktacular on the Friday afternoon. It did cost more but that event is not a moneymaker; it is a low cost event.

Ms. LeRoy stated that there was a huge increase in the number of park rentals once that opened.

Ms. LeRoy explained that the Division handles permitted events and they have events January through December. They coordinate efforts of City Staff and outside agencies. This is going to increase with the opening of Riverside Crossing. The biggest issues are the Police Division. There is difficulty filling those positions.

Ms. Fox asked about sponsorship money. That position is an extremely important position. There are sponsorship opportunities 500 times beyond what is currently being done. She asked how Staff is looking at that. Ms. LeRoy stated that they have talked to CPI and they will help a lot more with marketing smaller events. They do have a marketing contract. The hope is that this new position can really focus on going out and finding the money.

Vice Mayor De Rosa stated that there may be some technologies that some people are piloting that we can consider. Marysville piloted self-serving beverages. Ms. LeRoy stated that the summer was able to allow Staff to practice no tokens and more online ticket sales. Vice Mayor De Rosa thanked Ms. LeRoy and her team.

Ms. Fox stated that Community Events is probably one department that people love above all. It is a joy to see the City provide fun and relationships.

Mr. Reiner stated that the bands and vendors were so happy and grateful for Dublin sticking their neck out regarding the DIF. Ms. LeRoy thanked the Committee for their support. She is excited to be announcing "Come home to Coffman Park for the 50th anniversary of the DIF".

There being no further business to come before the Committee, the meeting adjourned at 7:55 p.m.

Deputy Clerk of Council