

**Dublin City Council
Public Services Committee**

Wednesday, February 16, 2022 – 5:00 p.m.
5555 Perimeter Drive
Council Chamber

Meeting Minutes

Ms. Kramb called the February 16, 2022 Public Services Committee meeting to order at 5:00 p.m.

Present: Vice Mayor De Rosa, Ms. Kramb (Chair), Mr. Reiner.

Staff present: Mr. Rayburn, Ms. Willis, Mr. Earman, Mr. Hammersmith, Mr. Stanford, Mr. Ranc, Deputy Chief Lattanzi

Also present: Justin Robbins, HDR Engineering

Approval of Minutes

Vice Mayor De Rosa moved to approve the minutes of the May 3, 2021 and November 10, 2021 Public Services Committee meeting.
Mr. Reiner seconded the motion.

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

Discussion Items:

Mobility Projects Update (DCRC Mobility Hub and Micro-mobility Demonstration)
DCRC Mobility Hub

Mr. Rayburn gave an update on the DCRC Mobility Hub. He explained that the Dublin Community Recreation Center (DCRC) location was selected as the site for the first mobility hub due to a grant received from AARP. He provided background of the project highlighting dates and actions from October 11, 2021 (the acceptance of Res 57-21 authorizing staff to enter into agreement with AARP to accept grant funding) through February 17, 2022 where staff will ask the Planning and Zoning Commission (PZC) for design approval. Mr. Rayburn provided a summary of PZC feedback from the December 8 conceptual plan review. He stated that PZC was generally supportive of the design. PZC did not want the mobility hub to read as a bus stop. He shared that they were supportive of a cantilevered canopy structure with a wood underdeck and would like sustainable components incorporated.

Mr. Reiner asked if wood laminate could be used instead to save maintenance. Mr. Robbins stated that the manufacturer they are coordinating with has a fair amount existing product and natural wood is one of them. He cannot commit to the laminate. This product will be placed under the canopy so it will be somewhat protected. Mr. Reiner stated that laminates look like wood now and the maintenance is very minimal. He is sensitive to low maintenance and asked that a laminate material be considered.

Mr. Rayburn shared the proposed site plan and existing conditions. He explained that funds for the mobility hub were programmed this year with the assumption that design work would happen on four mobility hubs with construction to occur in 2023. Upon receiving the AARP grant, the DCRC was prioritized for design and construction this year. The initial cost estimates exceed the \$125,000 that was allocated in this year's CIP so staff is presenting two funding options for consideration. Mr. Rayburn shared renderings for the different funding options.

Mr. Rayburn outlined Funding Option 1. He explained that it would provide for the construction of the complete DCRC mobility hub in 2022 which would satisfy the terms of the AARP Ohio grant. It would include concrete work, site improvements, and the primary structure as well as the CoGo station and bike racks, and curb ramp. Wayfinding components would be included that focus on the various bike loops (to be completed in 2023). Mr. Rayburn stated that in order to fund construction of the complete DCRC mobility hub this year, Staff would include \$175,000 in the supplemental appropriations ordinance in March for Council's consideration. Staff proposed to spend \$125,000 from shared micro-mobility fund which would cover CoGo station and two canopies covering docks and bike racks. This aligns with the intent of the allocations.

Mr. Rayburn outlined Funding Option 2. He explained that construction would be done in phases with the bulk of construction being done in Phase 2. Under this option, Staff proposes to complete the minimum to satisfy the requirements of the grant including some site improvements and the canopy structure. Staff would request funding in the 2023-2027 CIP to complete the mobility hub. Mr. Rayburn stated that this option would result in duplication of costs with traffic control, contractor mobilization, and inspection services.

Mr. Rayburn shared next steps including PZC review February 17 and a bid acceptance submitted to Council April 25 with substantial completion by July 30, 2022. Staff recommends Funding Option 1 as it would complete construction this year and avoid duplication of costs.

Vice Mayor De Rosa confirmed there is \$485,000 allocated in CIP. Mr. Rayburn shared that is for all micro-mobility for this year. Vice Mayor De Rosa asked for

more clarification regarding existing funding in funding options. Ms. Willis stated that in the CIP process last year, staff intended to conduct design for four mobility hub locations in 2022. They never intended for construction; however, when the City was awarded the AARP grant, staff prioritized the construction of the DCRC mobility hub above the design for others. She explained that they took a look at all available funding for mobility in CIP. \$485,000 is not the complete total, those are line accounts that are relevant to the mobility hub. Ms. Willis stated that there is a total of \$360,000 allocated for the CoGo bike share stations. Staff is proposing to take \$125,000 of the \$360,000 available and apply it to the construction of the DCRC mobility hub since it is applicable because there will be construction of a CoGo station, shelter over that, bike racks and a structure over that. She continued by stating that on top of that, those were the two line accounts that were applicable. Staff is asking for an additional \$175,000 out of the unallocated CIP fund balance and will come before Council with the March appropriations and include that request in the March supplemental.

Mr. Reiner stated that there will only be one hub and asked about where the bikes will be returned. Ms. Willis explained that part of staff's thought process of only allocating \$125,000 from CoGo for this use was that they want to construct additional CoGo stations for that exact purpose in other areas (the library, Bridge Park, and Frantz Road). He stated that staff still has the balance of that budget available to construct these others depending on where costs come in. Staff believes that they can afford to build at least two and are hoping for three.

Mr. Reiner stated that he likes the yuccas and if they are lit with blue lights in the evening, it'll be a really cool look.

Vice Mayor De Rosa stated that they have had some discussion about that curve and if it is safe. It is a blind curve. Mr. Rayburn stated that they asked the consultant to look at that and it would likely be an additional funding request. Ms. Willis stated that staff agrees.

Ms. Kramb asked if these are proprietary or if they will work with other bikes in the future. Mr. Rayburn stated that it ties into a regional system already established. Dublin would own the bikes and equipment but it would belong to the CoGo system. He stated that they have been seeing more dockless electric bikes.

Ms. Kramb stated that she is good with Option 1. The Committee provided consensus for Option 1.

Vice Mayor De Rosa asked when this would be operational. Mr. Rayburn answered that it will be substantially completed by July 30 and added that there may be some landscaping after that date.

MICRO-MOBILITY DEMONSTRATION PILOT

Mr. Rayburn provided an update on the Micro-mobility Demonstration Pilot. He explained that, given the recommendations of Frantz Road Alternative Transportation Lane Study and Bird's interest to operate in Dublin, Staff proposed to merge the two into a single pilot at the November 2021 Public Service Committee meeting. The Committee requested staff provide further information on boundaries, timeline, Bird e-scooter phasing, speed limits, parking management and sidewalk congestion mitigation. Staff proposes two-phase approach to pilot boundaries. Mr. Rayburn explained that Phase 1 would extend south from I-270 to Tuttle Crossing Boulevard and west from Sawmill Road to I-270. Phase 1 has a minimum three-month duration. Should Phase 1 prove successful, pilot boundaries will expand City-wide.

Mr. Rayburn detailed the demonstration pilot timeline proposed by Staff of February 2022 through June 2023. Part one (February 2022 to April 2022) will encompass finalizing goals, scope, timeline and evaluation. Staff will be working with CPI to work on an engagement and communication plan. He shared that Staff will also request a Code suspension at the Council meeting April 11, 2022. Part 2 (May 2022 to July 2022) would launch the pilot in conjunction with bike month. Staff would monitor and evaluate Phase 1 area and implement a communications plan. Mr. Rayburn continued by stating that should Phase 1 be successful, Part 3 (August 2022 to May 2023) would expand pilot boundaries to align with City limits and Part 4 (June 2023) would conclude the pilot and Staff would make recommendations to City Council.

Mr. Rayburn shared the services and vehicles offered by Bird Scooter and CoGo Bike Share. Bird Scooter plans to offer 50 e-scooters during the initial phase of the pilot. Staff plans to deploy from 2-4 CoGo bike stations. He stated that Staff will request funding in the 2023-2027 CIP for additional CoGo facilities/docks. Mr. Rayburn outlined safety services offered by Bird Scooters including geo-fencing, Community Safety Zones, and in-app notifications and incentives.

Mr. Rayburn stated that staff is proposing a "Mobility Boulevard" to provide an inclusive route for all micro-mobility users. Staff has identified a route based on standards from NACTO: Darby Street and Mill Lane. It will parallel High Street and run from North Street to John Wright Lane and serve as a low-stress bypass to High Street. Mr. Rayburn stated that Staff recommends a parking management plan for micro-mobility vehicles that builds off of existing facilities. Staff identified 6 public parking racks and will add parking off of Mill Lane and at

the John Wright parking lot. He shared an image of the micro-mobility parking area. Scooter parking is also being proposed at the corner of John Wright Land and Mill Lane. Mr. Rayburn stated that Staff is not proposing to convert any parking spots in the existing parking lot but Staff would propose conversion of one for a bike rack if demand warrants it. He continued sharing a series of parking locations at existing pocket parks lining Longshore Street. Mr. Rayburn shared No Ride Zones along Longshore Street from Banker Drive to John Shields Parkway. He stated that Staff will work with Crawford Hoying, Bird and CoGo to educate riders and the public to park vehicles at bike racks and designated areas. He explained that they have to opportunity for in-app messaging and could link users to information on a City web page prior to the first ride.

Mr. Rayburn stated that staff is proposing a collection of signs to enhance safety and amplify awareness of the existing cycle track in the Bridge Street District. He displayed proposed cycle track signs and explained that these would be cantilevered on existing public infrastructure or independently. Costs would range from \$200 to \$15,000 depending on complexity. For the demonstration pilot, staff recommends making lower cost signs in house and then implementing the rest of the signs pending a successful pilot. Mr. Rayburn stated that some of the cantilevered signs may require the upgrade of some existing poles that are not designed to support the additional signage. He noted that there is funding available to upgrade a few poles for this purpose. Staff is proposing the 70-square-foot scooter parking area be identified with permeable pavers that the City has in supply. Another option is one with glow-in-the-dark features. If the Committee is supportive of glow pavers, there is funding available.

Mr. Rayburn asked the following questions:

1. Is the Committee supportive of the proposed timeline and components outlined for the demonstration pilot?
2. Is the Public Services Committee supportive of the proposed Bird and CoGo Bike Share fleet sizes?
3. Is the Public Services Committee supportive of the proposed sidewalk congestion mitigation measures and locations?
4. Does the Public Services Committee have a preference for traditional pervious pavers or glow pavers?
5. Does the Public Services Committee have a preference for signs associated with the demonstration project?
6. Does the Committee have a preference for retroreflective signs or illuminated signs or a mix?

Vice Mayor De Rosa asked why the decision was made to do two separate pilots instead of the entire city. Mr. Rayburn stated that Bird likes to do a phased

approach so they were supportive of starting with the smaller area. Vice Mayor De Rosa confirmed this is at Bird's request. Mr. Rayburn stated they want to start with 50 and slowly ramp up to 125. CoGo will line up with the completion of the mobility hub.

Mr. Reiner asked about the glow pavers. He stated that if it is set in concrete, salt would damage them. Mr. Rayburn stated that he will have to confirm that but was told that it was not affected by heat, ice, or salt. Mr. Reiner asked about the life of the glow pavers. Mr. Rayburn stated that he could gather that information.

Ms. Krumb asked how to enforce the no ride zone. Mr. Rayburn stated that the no-ride zone is identified with a geo-locator; once the scooter crosses into that no-ride zone, it will slow the scooter to a stop. Ms. Krumb stated that the desire is to get people across to Mooney Street and asked if they can cross. Mr. Rayburn answered that there is the ability to cross. Ms. Krumb asked if something similar is being done on High Street. Mr. Rayburn stated that is not proposed at this time. Ms. Krumb stated that it does not seem practical to have these on brick sidewalks on South High Street. Vice Mayor De Rosa stated that High Street is the street we want to activate but that is a challenge. Ms. Krumb stated that she would hate to see kids riding on the street. Mr. Rayburn stated that they could do a community safe zone that would slow the scooters down in the area rather than a no-ride zone. Ms. Krumb stated that would be a good idea and it may discourage users from using that street and encourage them to use Mill Lane instead.

Mr. Reiner asked how Bird Scooters are taken care of and not just thrown around. Mr. Rayburn stated they hire a local fleet manager and they are responsible for returning scooters to stations. He stated that it could possibly line up with the designated parking spots that we outline with Bird. Vice Mayor De Rosa stated that with some of these services, there are designated return areas and if a rider is outside one of those areas, the ride will not end. It has to be returned to an appropriate location to be able to end the session. She added that Staff should think about testing some of this. Ms. Krumb added that sometimes a user gets a deposit back if the scooter is returned to a designated place. Mr. Reiner suggested Staff look into that in the policy.

Ms. Krumb facilitated answering staff's questions (listed above).

1. Pilot: The Committee is supportive of the pilot.
2. Fleet: The Committee supportive of the fleet size.
3. Mitigation: Vice Mayor De Rosa asked why the parking lot was placed at John Wright. Mr. Rayburn stated that there is ample parking at the north part but it seemed lacking at the southern end. Staff looked into parking

- at the Chamber of Commerce but that has space limitations. Ms. Kramb shared that there may be residents from Waterford that would use that south one. Mr. Reiner asked if Crawford-Hoying is okay with this. Mr. Rayburn stated that they are aware of the program and staff will continue to keep them apprised. Vice Mayor De Rosa thanked staff for doing the mobility boulevard. That was a good recommendation in a tough area. She added that there is concern about crossing 161 but that's the challenge. Ms. Kramb stated that she would urge regulated speed on South High Street and anywhere there are narrow brick sidewalks.
4. Pavers: Mr. Reiner stated that the traditional pavers look more sophisticated but the glow ones are really cool. He asked if they could be used in a limited capacity. Ms. Kramb stated there should be lights nearby for safety so she is not sure why glow pavers are necessary. Vice Mayor De Rosa stated that it might be fun to try them. Mr. Rayburn stated that it is a small area (70 square feet). Ms. Kramb stated that maybe they could be used in one small area. She suggested staff provide more information on how they weather and use them in the new area.
 5. Signage: Vice Mayor De Rosa asked if the inexpensive signs would look okay. Mr. Rayburn stated that they will meet Bridge Street standards. Ms. Kramb stated that she prefers the circle to the square. Ms. Willis stated that in terms of actual standards, the pedestrian and bicycle are existing icons. Staff did research to see what like-minded communities are using to designate these areas and incorporated iconography that we already have and is approved for use. Staff felt this was an appropriate standard. The Committee is in agreement with the less expensive option.
 6. Sign illumination: The Committee is supportive of reflective signs.

Vice Mayor De Rosa stated that during pilot phase, she would prefer to not just rely on the local manager. She does not want negative feedback simply because of clutter. She would like to do what needs to be done to not have that problem. Mr. Reiner asked if the can be walked over the bridge. Mr. Rayburn stated that they have them slowed for the bridge and plazas.

DORA Boundary Changes

Mr. Earman stated that this has been before Council a few times. He provided a background on the proposed DORA boundaries and stated that they do not all have to be activated. They can be activated by City Council. This allows flexibility for events and future expansion. He provided a map of the boundary area additions. Mr. Earman shared that staff recommended the Rock Cress area but will take any concerns into consideration. He shared next steps including reporting a Public Services Committee recommendation to full Council in February and Council approval of a Resolution April 11 with an implementation date dependent on state issuance.

Mr. Earman outlined discussion points as follows:

1. Should staff prepare a new application to State as proposed?
2. Review and discuss New active areas.
3. Review and Discuss Activation of Dublin Link and Riverside Crossing Park East Plazas for implementation.

Mr. Reiner stated that he is in agreement after discussions. It never made sense to him to have the bridge removed. Including the bridge makes sense. He stated that this simplifies the police's responsibilities to know the areas as it comprehensively covers an entire area.

Vice Mayor De Rosa confirmed that the City is allowed to have two DORA areas. Mr. Earman stated that up to four areas are permitted for cities with populations over 50,000 and the area can be up to 320 acres in size; this will be 75-100 acres. Vice Mayor De Rosa asked for the rationale of not expanding to the shops at River Ridge. Mr. Earman stated that the road is logical cutoff and crossing the road is problematic. Ms. Kramb stated that sees no need for the entire roundabout. Mr. Ranc stated staff is including that for potential activation because there have been some large events (very rare occurrences/substantially large events) and it would give flexibility for staff to come to Council for a single motion for an event like that. An event of that size would come with an association with the bridge being closed and the roundabout would become more of a viewing area or a race course. Mr. Earman stated that all staff is sending to the state is the boundaries. Activation will be internal with City Council. Vice Mayor De Rosa asked why the parking garage would be included. Mr. Earman stated that there could be an event where the parking garage is not used for parking but something else.

Ms. Kramb stated that the Committee is in favor of expanding the boundaries (and filing with the State).

Mr. Reiner stated that he is in favor of activating the bridge and plaza. Vice Mayor De Rosa asked if there are other DORAs out there that go over bodies of water and if there is a safety concern. Ms. Kramb stated that she is more concerned with trash than safety. Vice Mayor De Rosa stated that she would like to hear about safety concerns. Deputy Chief Lattanzi stated that the Police Division has staffed the DORA pilot throughout the pilot and has seen very little, if any, police related issues that could be specifically related to the DORA program. It does not currently allow people to carry an alcoholic beverage across the bridge. He stated that they have not fielded any complaints about individuals throwing trash over the bridge. They do not have relative concern about that. Deputy Chief Lattanzi stated that they have not seen an increase of police calls specifically related to the DORA. It has been very successful to their interests.

Ms. Kramb stated that the only complaint she has heard is that a drink cannot be carried across the bridge. Mr. Earman stated that the area can be rescinded if there are problems. The Committee is supportive of activating the specific areas requested.

Public Water and Sanitary Sewer Utility Extensions to Existing Developed Property Policy Review Update

Mr. Stanford provided an update on the policy and provided an informational memo. He shared background of the policy update explaining that the Committee discussed this item in August and October of 2021. Mr. Stanford stated that an updated household sewage treatment systems (HSTS) analysis has been performed and staff has received the report. The data will be included in a staff report to the Committee at its March 2022 meeting. There will be some powerful messages to bring forward at that time.

Parks and Recreation Master Plan Update

Mr. Earman stated that staff has met with one of the three firms that submitted proposals on Monday and were very impressed. This firm, Pros Consulting, has done hundreds of plans for a variety of municipalities. They have done work with Westerville and Upper Arlington, as well as Carmel, Indiana and have been met with very high remarks from other municipalities. Staff is currently negotiating a contract and hopes to be able to give an update at the March Committee meeting.

Mr. Reiner asked if they will take maintenance into consideration. Mr. Earman stated that they include that in their forecast.

Mr. Ranc stated that staff is looking for a new date for the March meeting. Staff has a policy to examine larger events and with the Emerald City Half Marathon, Staff must make a series of recommendations. In order to accommodate that schedule, March 2nd really compresses that schedule. Mr. Ranc offered March 22nd or 24th as options. The Committee decided on March 22 at 5:00 p.m. (The March 2, 2022 meeting will be canceled.)

There being no further business to come before the Committee, the meeting adjourned at 6:22: p.m.

Deputy Clerk of Council