



CITY OF DUBLIN.

**Office of the City Manager**  
5200 Emerald Parkway • Dublin, OH 43017-1090  
Phone: 614-410-4400 • Fax: 614-410-4490

# Memo

**To:** Member of Dublin City Council  
**From:** Marsha Grigsby, City Manager *mb*  
**Date:** January 6, 2011  
**Re:** Crosswalk at N. High Street and North Street

## Summary

The following provides a recap of the improvements the City has implemented at the above-referenced crosswalk, previous accident information and potential modifications to the crosswalk that are being reviewed.

## Modifications/Improvements Implemented

- The initial installation of the pedestrian warning devices was completed in June/July of 2002.
- The existing projector-type bulbs within the internally lit flashing signs were replaced with LEDs in 2007 for the purpose of lower maintenance (more reliability) and increased brightness.
- Enhancements to the warning signs and the addition of flashing strobes were completed in March of 2010.
- Trees located near the crosswalk were pruned in March 2010 as part of the enhancements to the crosswalk to improve the visibility of the warning signs to approaching motorists.
- The SR161 and US33 route indicator sign previously located on the southwest corner of the intersection was relocated in May/June of 2010 as part of the Historic Dublin wayfinding sign implementation/installation to improve visibility to the south at the intersection.
- The crosswalk surface across the roadway was stamped, colored and restriped in October 2010 to further enhance the crosswalk and increase its awareness to approaching motorists and pedestrians.
- On-street parking is presently restricted along the east side of North High Street in front of the Brazenhead restaurant for a distance of approximately 20 feet south of the crosswalk.

## Pedestrian-involved Accidents Along N. High Street Corridor

- Since January 1, 2002 (2002 was the year the pedestrian warning devices were installed), there have been three (3) accidents reported. The accidents were in September 2006, September 2010, and December 2010.

- The September 2006 and September 2010 accidents occurred during daylight hours. The most recent accident occurred after dark.

#### Potential Modifications/Improvements

- Engineering staff is proceeding with the installation of on-roadway placards/bollards to raise awareness to motorists that pedestrians may be crossing the street and that vehicles must YIELD to pedestrians within the crosswalk (photo is attached). We plan to install the on-roadway placards/bollards at the other Historic District crosswalks located on S. High Street at Spring Hill, SR 161/Bridge Street at Darby Street and on Darby Street near the Darby Street parking lot.
- Engineering staff is evaluating the addition of overhead lighting, to be placed on the underside of the existing mast arm, to increase the night-time illumination of the crosswalk and allow pedestrians within the crosswalk to be more visible to motorists.
- Engineering staff will continue to collect speed data along North High Street and also monitor and evaluate crash data/information to determine if any further enhancements to the intersection and/or crosswalk are effectively necessary to increase pedestrian safety.
- Additional options such as in-pavement lighting will be further explored.

There have been discussions/questions about a traffic signal at the N. High Street and North Street intersection. The Ohio Manual of Uniform Traffic Control Devices outlines what parameters should be met in order to justify the installation of a traffic signal at any location. Simply meeting any of the requirements does not in itself require the installation of a signal.

There are eight traffic signal warrants, five relate directly with traffic volumes or other existing traffic signals. The remaining three warrants cover a variety of circumstances including pedestrians, schools, and crashes. Warrant 4, Pedestrian Volume addresses pedestrian traffic volume and Warrant 7, Crash Experience, addresses a location's combined crash history and traffic/pedestrian volume.

Warrant 4- Pedestrian Volume, addresses the need for a traffic signal based on meeting two criteria:

1. The pedestrian volume crossing the major street and at an intersection or midblock location during an average day is 100 or more for each of any four hours (total of 400 + pedestrians) or 190 or more pedestrians during any one hour; and
2. There are fewer than 60 gaps per hour in the traffic stream of adequate length to allow pedestrians to cross during the same period when the pedestrian volume criterion is satisfied.

Warrant 7- Crash Experience addresses the need for a traffic signal based on the severity and frequency of crashes. There are three criteria that must be satisfied in order to meet this warrant. The key criteria to be met under this warrant are that five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period.

Memo re. Crosswalk at N. High Street and North Street  
January 6, 2011  
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Neither of the conditions described above were met at the N. High Street and North Street intersection. We completed pedestrian counts at the location in May 2008, and the highest number of pedestrian crossing in one hour was 24 and occurred between the hours of 5:00 p.m. and 6:00 p.m. Based on our counts, the installation of a traffic signal at this intersection has not been pursued.

Previous memos submitted in Council packets and excerpts of minutes from the Council meetings are included in this packet for reference.

**Recommendation**

Information only.

STATE  
LAW



WITHIN  
CROSSWALK

One Boston  
IMPACT RECOVERY  
SYSTEMS, INC.






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# Memo

**To:** Members of Dublin City Council  
**From:** Terry Foegler, City Manager   
**Date:** December 3, 2009  
**Initiated** Paul A. Hammersmith, P.E., Director of Engineering/City Engineer  
**By:** Jean-Ellen M. Willis, P.E., Engineering Manager- Transportation  
**Re:** North High Street and North Street Crosswalk  
Proposed Modifications/Enhancements

## Background

The crosswalk at the intersection of North High Street and North Street has been a concern for pedestrian safety. More specifically, Council has noted the limited pedestrian visibility in the dusk and evening hours. Staff previously investigated in-pavement lights to enhance the crossing, but determined the cost would outweigh the potential benefits of their installation. Staff has since investigated alternatives to improve the visibility of the crosswalk and pedestrians.

## Summary

The existing crosswalk configuration at the intersection of North High Street and North Street has two signs attached to a single mast arm over North High Street (see Figure 1 on the next page). The first sign is diamond shaped and internally illuminated by light emitting diodes (LEDs) that outline a pedestrian crossing symbol, which is constantly displayed. The second sign is a rectangular shaped LED sign that constantly displays *Crosswalk* and flashes *Yield to Pedestrians* when activated by the pedestrian pushbutton located by the crosswalk on each side of North High Street.

Both signs use black housings and faces and only have the LED message lit internally. The dark housing and limited illumination of the existing signs can make them difficult to see and do not attract the driver's eye toward the warning signs. The black sign face contributes to the obscurity, especially during the spring and summer months due to the dense overhead tree canopy. Thus, the main concern with the existing configuration is the visibility of the signs for drivers when pedestrians are present. The pictures below show the existing crosswalk configuration during the daytime and at night.



*Figure 1: North High Street crosswalk during daytime hours*



*Figure 2: North High Street crosswalk during evening hours*

As shown in Figure 1, the lit messages on the overhead signs are not necessarily visible, especially during the daytime hours. In the evening, the messages are more visible, but the signs do not stand out from the night sky, as seen in Figure 2. The roadway is sufficiently lit by the existing street lighting at the intersection (east side) and along the roadway (west side).

Replacing the existing signage for the warning system at this crosswalk is proposed to enhance the visibility for drivers. Engineering staff is proposing to install new signage that is internally illuminated with flashing strobes to better gain the awareness of drivers approaching the crosswalk. Figure 3 illustrates the proposed sign configuration for the mast arm.

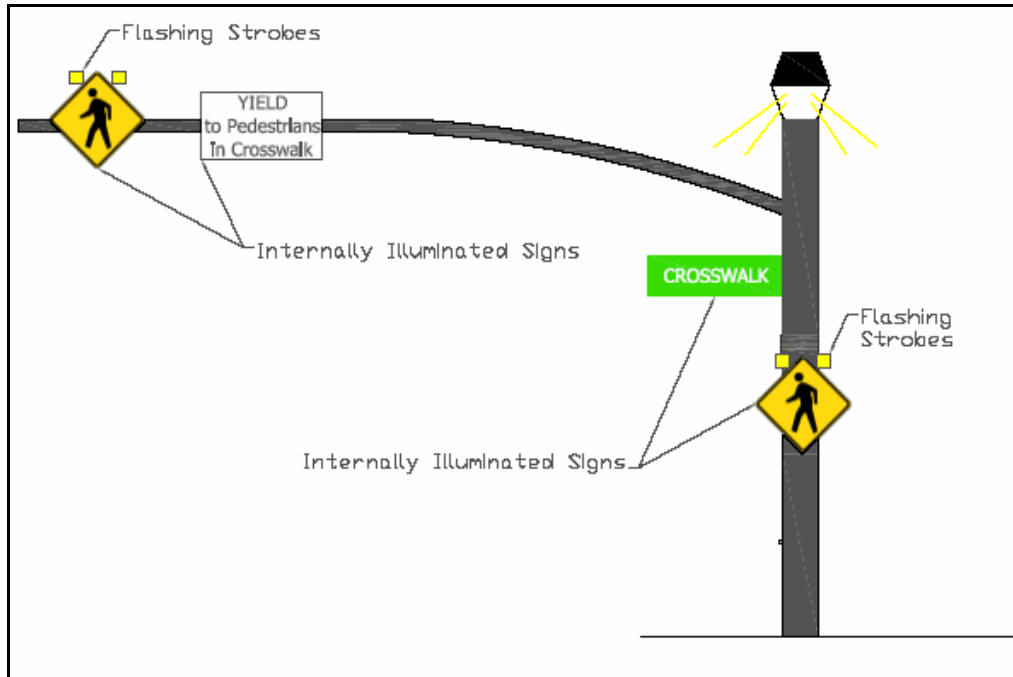


Figure 3: Illustration of proposed crosswalk enhancements

The replacement signs are internally illuminated, similar to street name signs mounted on mast arms at signalized intersections. Using internally illuminated signs will have the added benefit of additional lighting at the intersection. More importantly, however, the signs will be both reflective and constantly illuminated, which will make them more visible under the tree canopy, whatever the time of day.

An added element that will better attract the motorist's attention will be yellow strobes that will flash when activated by the pedestrian with the pushbutton. The strobes will be attached above the pedestrian crossing signs on the mast arm and the upright pole as shown in Figure 3. Another new element is a green *crosswalk* sign on the upright pole, which will help drivers and pedestrians locate the crosswalk. The proposed signs on the mast arm will be double sided for both northbound and southbound drivers on North High Street, similar to the existing assembly. Although the proposed signage will heighten the awareness of motorists approaching the crosswalk, pedestrians should always use caution when crossing the roadway.

If more light is needed on the pavement at the crosswalk after the proposed system is installed, downward lighting should be considered. The downward lighting will not illuminate the entire length of the crosswalk, due to the length of the mast arm, but will provide more light on the pavement and will enhance the visibility of the crosswalk. Downward lighting is not recommended to be installed initially, but as a secondary option if more awareness is needed for the crosswalk.

As mentioned in the July 28, 2009 staff report to Council, it is recommended to install a crosswalk pavement enhancement feature at this location. The pavement enhancements will

make the crosswalk more visible to both the driver and pedestrian. Also, this enhancement should be consistent with the other crossings in the Historic District as improvements are made through the district.

The estimated cost of the proposed signage assembly is \$22,000. Staff anticipated this expenditure and has requested sufficient funds in the 2010 operating budget for these enhancements. It is expected that City crews will remove the existing signage and install the new signs. Since the work will be completed by staff, we anticipate the work will take several days to perform.

### **Recommendation**

Staff recommends installing internally illuminated signs with yellow strobes that will flash when a pedestrian uses the pushbutton, as shown on Figure 3. While the proposed signage will improve the visibility of the crosswalk signage for motorists on North High Street, pedestrians should always use caution when crossing the roadway.



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# Memo

**TO:** Members of Dublin City Council

**FROM:** Terry Foegler, City Manager *TF/Sg*

**DATE:** July 30, 2009

**INITIATED BY:** Paul A. Hammersmith, PE, Director of Engineering/City Engineer  
Jean-Ellen M. Willis, PE, Engineering Manager – Transportation

**RE:** Historic Dublin Crosswalks – Proposed Enhancements

## Background

Engineering staff provided information to Council on July 1, 2009 evaluating in-pavement lights at crosswalks and their potential application to crosswalks located within Historic Dublin. Similar to the existing overhead warning device located at the intersection of North High Street and North Street, the in-pavement lights are intended to enhance a crosswalk by heightening motorists' attention to pedestrians crossing the roadway. Based upon the shared experience of other agencies contacted, staff did not presently find the in-pavement lights to be the most suitable crosswalk enhancement for the Historic District due to installation costs, estimated to be approximately \$30,000 per crosswalk, and the ongoing maintenance concerns. As a result, Council requested that staff identify alternative enhancements to the crosswalks located in Historic Dublin to improve motorists' awareness and pedestrian safety.

## Summary

Although in-pavement lighting was not initially recommended, staff agrees crosswalk enhancements would be helpful in the Historic District. In May 2008, Engineering staff surveyed the Historic District for additional crosswalk locations and crosswalk enhancement options during a pedestrian circulation study. The outcome from the study was provided to Council in a June 2008 packet. From the study, it was determined additional crosswalks should be provided at South High Street and Spring Hill and at the intersection of Bridge Street and Darby Street once BriHi Square is completed.

Additionally, the study recommended the new crosswalks should **not** receive the same type of treatment as the existing crosswalk at North High Street and North Street. This is based upon the determination, from both staff observations and pedestrian feedback, that the existing overhead warning device placed at North High Street and North Street is not entirely effective. Even though the existing trees have been trimmed at this location, the device tends to blend in with the tree canopy and, as a result, is not fully visible to approaching motorists. It also appears that the height of the device competes for motorists' attention, as the device and the location of the pedestrians along the street are in differing positions with regard to the motorists' line-of-sight. In addition, this intersection has street lighting at the crosswalk, but it may not be bright enough to fully illuminate the crosswalk at night. Additionally, the long term maintenance for these types of treatments is minimal and does not require special equipment.

As alternatives, the crosswalks in Historic Dublin could be enhanced with either brick pavers, stamped and colored asphalt, or colored asphalt with reflective thermoplastic inlay, at an estimated installation cost of approximately \$10,000 per crosswalk. These proposed enhancements will make the crosswalks more visible to both the drivers and pedestrians. In addition, street lighting should be placed at the crosswalks to sufficiently illuminate them at night, making the pedestrians more visible to motorists.

### **Recommendation**

While in-pavement lighting is not presently being recommended, staff does recommend that all crosswalks in the Historic District receive additional aesthetic treatments, such as clay brick pavers, colored and stamped asphalt, or colored asphalt with reflective thermoplastic inlay. These types of treatments will provide heightened awareness and visibility by introducing a visible change in the roadway at the crosswalk for both pedestrians and motorists. It is also recommended to have street lighting at crosswalks to sufficiently illuminate the crosswalk and make pedestrian more visible at night. While these recommended enhancements will improve pedestrian safety by heightening the awareness of motorists approaching the crosswalk, pedestrians should always use extreme caution when crossing any roadway.



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# Memo

**To:** Members of Dublin City Council  
**From:** Terry Foegler, City Manager *TF/Sjs*  
**Date:** July 1, 2009  
**Initiated By:** Paul A. Hammersmith, PE, Director of Engineering/City Engineer  
Jean-Ellen M. Willis, P.E., Engineering Manager- Transportation  
**Re:** In-Pavement Lighting

## Summary

Engineering staff has been requested to provide information about in-pavement lights at crosswalks. In-pavement lights are similar to the existing enhancements at the intersection of North High Street and North Street. The main difference is the location of the warning device, whether it is located in-pavement or overhead. Both provide an enhanced crosswalk system to heighten motorists' attention to pedestrians crossing the roadway.

When activated with a push button, the amber in-pavement lights begin flashing in unison to alert motorists that they are approaching an occupied crosswalk and should react accordingly. The flashing lights automatically shut off after a set period of time, which is usually 15-20 seconds. This, like other systems, does not assign right-of-way to the pedestrian once the system is actuated. It is important for pedestrians and drivers to understand that, regardless of the activation of the system, pedestrians and drivers are not to deviate from following the crossing safety rules and motor vehicle laws. It is suggested by many manufacturers not to have the in-pavement lights flashing continuously, since the lights bring awareness to the area.

An in-pavement lighting system costs between \$15,000 and \$20,000 and covers the cost of the system only. Staff estimates the cost for installation of the system to be approximately \$5,000 to \$7,000. A contractor would be needed to install this type of system since the City does not have the appropriate equipment to do so. The installation of the system is similar to installing loop detectors; the pavement lights are connected with wires, which require the roadway to be saw-cut for the installation process. The light plates require a fourteen-inch diameter by one-inch deep pavement core to be removed for each light plate to be installed. The in-pavement system also requires a separate controller unit with AC power. An example of the in-pavement light is shown below.



**Snowplow Blade Resistant Base Plate with Light Element**

While researching this topic, staff spoke with a few manufacturers of this type of system. Staff also spoke to a municipality located in the snowbelt that has an in-pavement light system currently in use. The municipality has had maintenance issues with their system but has noticed a reduction in vehicle speeds when pedestrians are present in the crosswalk. One manufacturer suggested that an in-pavement light system would not be the best application for central Ohio due to the weather of the region and implied the system would require regular maintenance if installed in this region. This suggestion was based on past experiences with the system in colder regions.

### **Recommendation**

Based upon the shared experience of other agencies, staff believes the in-pavement lights are not the most suitable crosswalk enhancement for the Historic District due to installation costs and ongoing maintenance concerns.

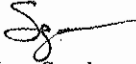
Rather than in-pavement lighting, staff recommends other enhancements to crosswalks. These recommendations include increasing visibility of current and future crosswalks with either brick pavers or stamped and colored asphalt and improved street lighting at crosswalk intersections. Staff will include these recommendations in the Capital Improvement Program for Council discussion.



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# Memo

**TO:** Members of Dublin City Council  
**FROM:** Jane S. Brautigam, City Manager  
**DATE:** July 17, 2008  
**INITIATED** Jean-Ellen M. Willis, P.E., Engineering Manager- Transportation  
**BY:** Sara G. Ott, Senior Project Manager   
**RE:** Historic District Pedestrian Circulation Study

## **Executive Summary**

A pedestrian circulation study was conducted this spring in Historic Dublin by Engineering staff. The study focused on driver parking habits and related walking destinations to determine if additional crosswalks are necessary along Bridge and High streets. Five locations were studied during peak lunch and evening hours over three days.

### *Recommendation*

Based on the study findings, staff recommends installing a crosswalk at the intersection of South High Street and Spring Hill. This crosswalk could be installed as part of the 2009 street maintenance program. In anticipation of more pedestrians in the downtown area once BriHi Square is built, staff recommends installing a crosswalk at the intersection of Darby Street and West Bridge Street in 2010 after work is complete on the BriHi Square development. The proposed locations of the crosswalks are shown on Exhibit A.

Staff does not recommend utilizing the same treatment as the North High Street crosswalk. Rather, the proposed crosswalks should be enhanced with either brick pavers or stamped and colored asphalt which will make them more visible to both the drivers and pedestrians. The composition of the new crosswalks will be determined during the character study of Bridge Street.

### **Background**

The pedestrian circulation study was conducted on Wednesday, April 30, Thursday, May 1 and Thursday, May 15 at the locations noted on Exhibit A. Pedestrian counts were conducted during the hours of 11:30 a.m. to 1:00 pm and again from 4:30 p.m. to 6:00 p.m.

*April 30 and May 1*

The table below shows the maximum number of pedestrians crossing at each location.

	<b>Midday</b>	<b>PM</b>
Bridge St and Franklin St	6	0
Bridge St and Darby St	3	2
N. High St and Wing Hill	6	1
S. High St and Spring Hill	22	1
S. High St and Pinney Hill Ln	40	2

*May 15*

On May 15, the Historic District hosted the monthly Slainte Thursday event and the ground breaking of BriHi Square. Consequently, an additional pedestrian count was performed due to the anticipated high pedestrian activity. The weather on May 15 was cooler and overcast, and may have affected attendance for these events. During the midday count, there were two groups of students on a field trip crossing South High Street at Spring Hill and Pinney Hill Lane, resulting in higher volumes at these locations.

The table below shows the number of pedestrians crossing at each location on May 15.

	<b>Midday</b>	<b>PM</b>
Bridge St and Franklin St	0	3
Bridge St and Darby St	2	5
N. High St and Wing Hill	6	0
S. High St and Spring Hill	82	14
S. High St and Pinney Hill Ln	99	30

**Recommendation**


Recognizing there is a substantial number of pedestrians that cross South High Street, it is recommended to install a crosswalk at the intersection of South High Street and Spring Hill. Placing a crosswalk at Spring Hill will connect the west side of South High Street and the public parking lots behind Old Dublin Town Center I and Old Dublin Town Center II with the eastside of South High Street. This location is recommended in lieu of Pinney Hill Lane and South High Street because Pinney Hill Lane is an offset intersection.

In anticipation of more pedestrians in the downtown area once BriHi Square is built, it is recommended that a crosswalk be installed at the intersection of Bridge Street and Darby Street on the east side of the intersection after the project is complete. The final site plan for BriHi Square shows a sidewalk along the eastside of Darby Street adjacent to the development. The proposed sidewalk creates a connection between the Darby Street parking lot and Bridge Street. Exhibit A shows the pedestrian connection from the Darby Street parking lot to Bridge Street. Final installation of this crosswalk can occur in 2010.

Attachment



**Exhibit A**

 Pedestrian Count Location

 Pedestrian Count & Proposed Crosswalk Location



## EXCERPTS OF COUNCIL MINUTES RE. HISTORIC DUBLIN CROSSWALKS

**July 1, 2009**

(Mr. Keenan)

2. Information was provided in the packet regarding in-pavement lighting at crosswalks. Staff does not recommend this method of lighting due to the cost. However, the existing lighting at the crosswalk near the library is not adequate, which creates a dangerous condition. Although in-pavement lighting may not be feasible for other crosswalks within the City, he would like to have it considered for this crosswalk, due to its location within the Historic District.

Mr. Gerber noted that Ms. Ott has also provided information to Council regarding pedestrian traffic and parking issues in the Historic District. If this is to become a vibrant district with pedestrian traffic encouraged, it is important to identify ways to ensure safe pedestrian movements. In addition, parking in the district is an issue today and will become a greater problem when the new development on the corner is completed.

Ms. Salay stated that in the past four years, evening activities have increased in the Historic District. A few weeks ago, she experienced the inadequacy of lighting at that crosswalk. She agrees that some solution should be identified to address the situation.

Vice Mayor Boring stated that if the City is encouraging parking on the other side of the street and in the school parking lot, it is important to make it safe to cross the street.

Mr. Lecklider stated that staff's report also indicates a concern about the viability and practicality of in-pavement lighting in Ohio.

Mayor Chinnici-Zuercher noted that the memo does point out that concern. However, the safety issue at this crossing has been brought up numerous times in the past, and there have been difficulties related to all the suggestions that have been made. At the same time, staff has not provided an appropriate solution. Council believes the crosswalk in place does not meet the needs. There is an increased likelihood of an injury at two or three different locations in Historic Dublin where improvements are needed. In addition to this situation, there are issues with parking and an inability to reduce the speed in an area where the number of people is increasing around buildings located very close to the road. Council is concerned about the safety versus the critical mass and vitality in the district. How quickly can staff provide an effective alternative that can be implemented quickly?

Mr. Foegler responded that from his experience with this type of pedestrian crosswalk, he does not believe a completely satisfactory solution is possible, due to the tradeoffs that are involved, such as eliminating some vegetation to make the crossing more visible. In addition, there are problems with mid-block crossings. Cities consistently deal with the issue of creating a false sense of security for pedestrians where they are not protected. Staff has been trying to evaluate the tradeoffs. However,

staff will evaluate the alternatives for this particular crosswalk again in view of Council's desire to enhance the safety at that crossing. There will be tradeoffs associated with it, but staff will bring back their best recommendation for the capital improvements budget consideration in August.

Mayor Chinnici-Zuercher responded that Council's concern is that this improvement cannot wait until 2010. The five-year capital improvements budget is for future projects. In 2010, BriHi will be open, and the pedestrian traffic will increase.

Mr. Keenan stated that he has observed the in-pavement crosswalk lighting in another city, and the visibility was excellent. This was in a warmer climate. The lighting was not obtrusive. It was motion-activated, and after the pedestrian crossed, the lighting stopped.

Mr. Foegler stated that in the OSU Gateway Project, there was a good amount of in-pavement lighting, which was completely flush with the roadway. With the snow, salt and snowplows, there were major maintenance issues and outages. The manufacturer provides a warning regarding use in this climate. However, staff will confront the issues associated with the various alternatives again. The options involving issues with design, construction and implementation would require a period of time to complete. The alternatives that relate to vegetation or lighting enhancements in the short-term could occur earlier.

Ms. Salay noted that Dublin has very skilled snowplow operators. This has been a consideration with past projects, such as the speed bumps on Monterey Drive and the traffic-calming measures on Tara Hill Drive.

Mr. Lecklider noted that he also supports some type of enhanced safety feature at this crosswalk.

### **August 3, 2009**

Ms. Salay:

1. Referred to the Historic Dublin crosswalk update, and thanked staff for agreeing to identify a resolution. She proposes the concept of a median refuge island. She realizes that this is a very tight area, but if it is possible, it would make people much safer, particularly those crossing Bridge Street. She remains concerned about the safety of a midblock crosswalk with the traffic coming over the hill. Perhaps signage indicating "pedestrians in the crosswalk" would be helpful.

Mr. Hammersmith stated that staff has considered that option to increase the visibility of the crosswalk. However, they have also recommended bump-outs. He suggested that Council visit the theater area on Winter Street in Delaware. As part of an Historic District project, the pavement was narrowed, and bump-outs installed. This brings the pedestrians closer to the roadway, but increases visibility and slows vehicles. In addition, signage, such as Ms. Salay suggested, would increase awareness.

**December 7, 2009**

- North High Street and North Street Crosswalk Proposed Modifications/ Enhancements

Mr. Hammersmith noted that this pedestrian crossing has been the subject of previous discussion. There was a proposal last summer for in pavement lighting to be installed at this location. The concern to be addressed was with visibility – both for motorists to be aware of pedestrians in the crosswalk and for visibility of the signage during the day and at night. He displayed slides of the crosswalk depicting the existing conditions and described the conditions impacting visibility.

He reviewed the various alternatives investigated by staff to address the issues.

After review of the options, staff is recommending implementation of internally illuminated signage with yellow strobes that will flash when a pedestrian uses the pushbutton. The estimated cost of the signage assembly is \$22,000, and funds have been budgeted in the 2010 operating budget for these enhancements. City crews will remove the existing signage and install the new signs, and the work is anticipated to require several days to perform.

Brief discussion took place regarding the operation and placement of the signage and strobes.

Mayor Chinnici-Zuercher asked if the funds could be made available to have this work initiated in December.

Ms. Grigsby responded that staff could identify some funding available to do this.

Ms. Willis noted that there is lead time needed to order the signage, as the signage is custom made.

Council agreed that the signage should be ordered immediately upon approval of a motion to approve the recommendation.

Staff indicated that the goal for completion, based upon the signage delivery date and weather suitable for installation is mid-February.

Mr. Gerber moved to adopt the staff recommendation.

Ms. Salay seconded the motion.

Vote on the motion: Mr. Lecklider, yes; Mr. Keenan, yes; Mr. Reiner, yes; Vice Mayor Boring, yes; Ms. Salay, yes; Mr. Gerber, yes; Mayor Chinnici-Zuercher, yes.

Mayor Chinnici-Zuercher thanked staff for identifying this solution to address the concerns.