

MEMORANDUM

TO: Tempe City Council
FROM: Bonnie Richardson, Principal Planner, Transportation
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DATE: August 25, 2022
SUBJECT: Tempe Adaptive Streets Implementation Design Guide



PURPOSE:

The purpose of this memo is to provide the Council with an update on the Adaptive Streets Implementation Design Guide.

RECOMMENDATION OR DIRECTION REQUESTED:

For information and support of project.

CITY COUNCIL STRATEGIC PRIORITY:

- Quality of Life - 3.26: Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.
- Quality of Life 3.34: Community health and well-being.

BACKGROUND INFORMATION:

The City of Tempe is pursuing the development of an Adaptive Streets Implementation Design Guide to identify strategies that allow for flexibility and adjustments, and ensure safe movements of all users, within the public rights of way.

Originally staff provided the Transportation Commission (June 23, 2020) with a presentation and memo on Open Streets: Approaches to Social Distancing. While originally intended to identify rapid solutions to address challenges resulting from the COVID-19 pandemic, the project is currently focused on a more long-term approach, creating a tool to support City-identified context-specific strategies and design features that respond to opportunities and needs in the right of way. This includes providing additional space for active transportation users (pedestrians, bicyclists, people accessing transit, micro-mobility users) near-term, low-cost improvements, and other strategies.

The Adaptive Streets Implementation Design Guide will complement and will be coordinated with the variety of recent and ongoing City efforts and projects that relate to transportation mobility, livability, and placemaking in the City. This includes supporting and contributing to the City's initiatives around Vision Zero, Age Friendly City and the Climate Action Plan. Staff will coordinate with other City projects that are currently ongoing, including, but not limited to, Neighborhood Traffic Mitigation, Mobility Hubs, Innovation Hubs, and the Transportation Demand Management/Transportation Management Associations (TDM/TMA) projects.

PROGRESS IN DEVELOPMENT OF THE GUIDE:

The project purpose is to identify guidelines and a process for the City to consider projects in the public right-of-way (ROW) that:

- are temporary;
- can be installed relatively quickly;
- adjust how the ROW is used in response to changing mobility and community conditions;
- satisfy a community need at a specific location.

While researching adaptive street strategies in other cities we realized that Tempe has implemented a few street adaptations of our own, including providing shade and seating, creative street closures, and temporary bike parking. Up until now, those projects were typically 'one and done' individual efforts. The Adaptive Streets Implementation Design Guide, and Adaptive Streets Application Guidebook, build on those early successes, and

- identify a variety of temporary strategies that could be appropriate in specific locations to address mobility and community needs (Attachments 2 & 3),
- identify a process for the City to provide timely review and approval of adaptive street projects (Attachment 2), and
- provide a process for residents, businesses, and property owners to identify and submit ideas for adaptive street projects (Attachment 3).

Care has been taken to coordinate the opportunities under the Adaptive Streets Implementation Design Guide with existing City Policies, Initiatives and Plans. This will not take the place of the Neighborhood Traffic Calming Guide (previously STEP).

PUBLIC OUTREACH:

Following a City Staff Focus Group meeting, the consultants and transportation staff held a Neighborhood and Business Focus Group meeting in November 2021 (Attachment 4a). An Adaptive Streets Survey was completed in January 2022 (Attachment 4b). Staff held two public meetings in January 2022. The largest was the Transportation Open House at Tempe Library, January 29, with approximately 200 attendees (Public Input Summary (Attachment 4c). A large asphalt mural, identifying a new Park & Ride site was also completed, demonstrating the potential of ROW adaptive strategies. Additionally, presentations were made at several commission meetings, including Transportation, Sustainability & Resilience, Neighborhood Advisory, and Development Review. All of the commissions expressed interest and enthusiasm for the Design Implementation Guide. The Transportation Commission voted unanimous support for the project.

PUBLIC RESPONSE:

There is a great deal of interest in Adaptive Streets strategies, and we have already had several requests to initiate projects following our demonstration of a street mural for the Park & Ride in the Tempe Library parking lot. The Downtown Tempe Authority has requested, over several years, to paint a 'pride crosswalk' in downtown Tempe. They are working with city staff to implement a pilot project for painted curb extensions at 7th Street and Forest Ave. As the Smith Innovation Hub evolves, the Culdesac Development is offering to partner with the city to paint a mural highlighting a portion of the new bike lane along Smith Road, beginning at Apache Blvd. Given this interest, transportation staff developed a Strategy for Painted Pavement that is incorporated in the Adaptive Streets Implementation Design Guide.

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:

The cost of this design guide project is \$95,000, primarily for the consultant support; the funding is largely from a regional grant. Tempe is required, as part of the Maricopa Association of Governments (MAG) Design Assistance Grant, to pay 5.7% (in local funding) of the total cost of the project. The 5.7% match is \$5,415, bringing the total cost for the project to \$95,000. The breakdown below indicates the financial participation of this Agreement:

Maricopa Association of Governments	\$ 89,585	94.3%
Tempe match	\$ 5,415	5.7%
Total	\$ 95,000	100%

Sufficient budget for Tempe’s portion of the current project was appropriated in Transit Fund cost center 3923.

While a dedicated funding source for implementing Adaptive Streets projects does not currently exist, staff is exploring several opportunities, including non-profit and government agency grants for community improvements. One option is to work with Neighborhood Services as a resource to support Adaptive Streets proposals. There are also partnership and funding opportunities with the Transit Program and Transit Fund. Additionally, applicants have the option of providing their own funding by working with nonprofits or local businesses that want to support the project, or by other means.

NEXT STEPS:

- initiate a pilot program with adaptive streets demonstration projects
- identify potential grant funding for future community projects

TIMELINE:

- January 19, 2022 Public Outreach Meeting (WebEx)
- January 29 Transportation Open House (Tempe Public Library, SE Parking Lot)
- May 10 Transportation Commission
- May Commission Meetings: Sustainability & Resilience, Neighborhood Advisory
- May Assemble Draft Adaptive Streets Implementation Design Guide
- June Completion of the Adaptive Streets Implementation Design Guide and Adaptive Streets Application Guidebook

- August 25 Council Work Study Session (originally scheduled for June 2)

RECOMMENDATION OR DIRECTION REQUESTED

Staff requests support for the Adaptive Streets Implementation Design Guide.

ATTACHMENTS:

1. PowerPoint
2. Adaptive Streets Implementation Design Guide
3. Adaptive Streets Application Guidebook
4. Public Input
 - a. Neighborhood & Business Focus Group Meeting Comments, November 2021
 - b. Adaptive Streets Survey, January 2022
 - c. Public Input Summary: Adaptive Streets, February 2022