



Sun City Safe [streets][business][foodcourt]





# Sun City Safe Program:

1. Addressing impacts of COVID19
2. Proposed prototypes to pilot program
3. Proposed Program
4. Case studies from other cities
5. Program summary

## Strategic Goals:

Goal 1: *Create an Environment Conducive to Strong Sustainable Economic Development*

Goal 2: *Set the Standard for a Safe and Secure City*





## 1. Addressing the impacts of COVID19



Reporting period: 7/1/2020 to 8/1/2020  
Last updated: 8/10/2020

Showing 1

## Borderplex

Population: 880,055  
UI Claimant Count: 9,158

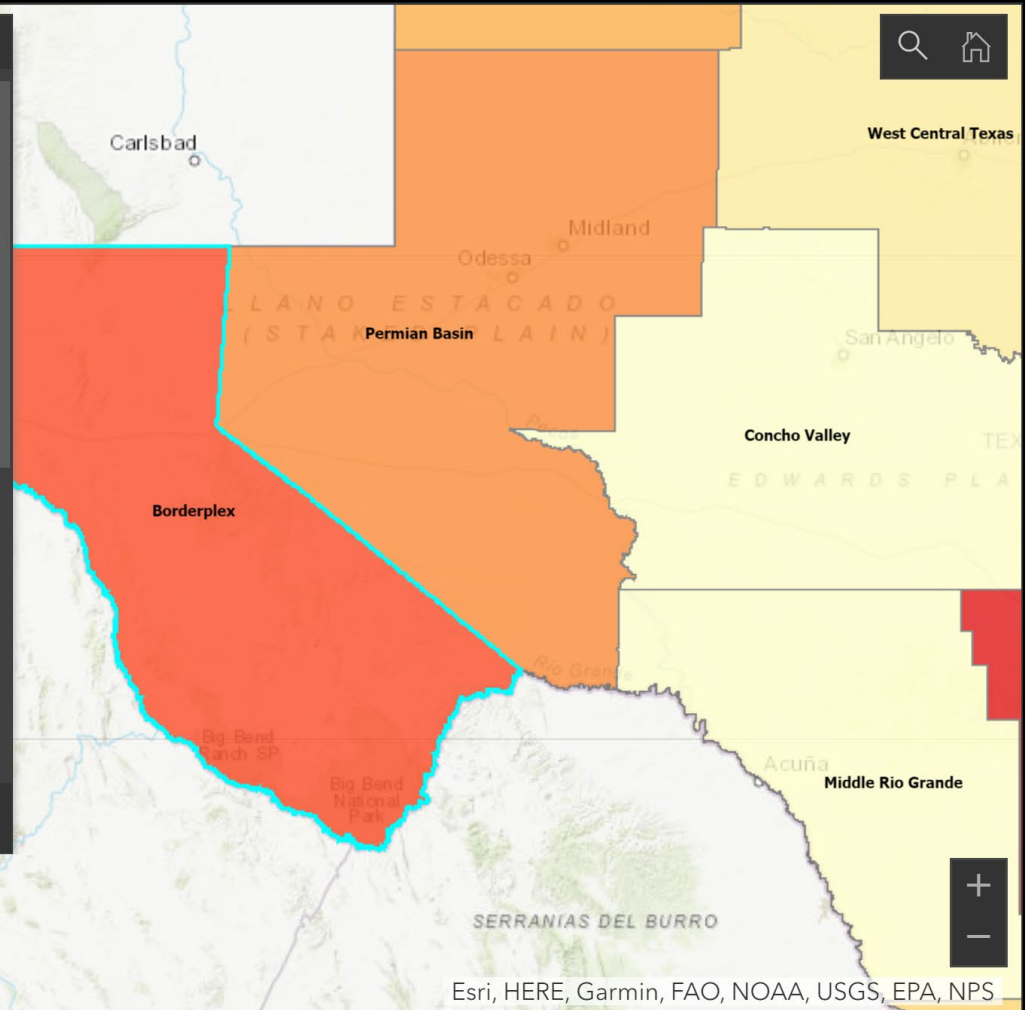
### Top 5 UI Claim Industries

1. Full-service restaurants
2. Limited-service restaurants
3. Elementary and secondary schools
4. Temporary help services
5. Telemarketing and other contact centers

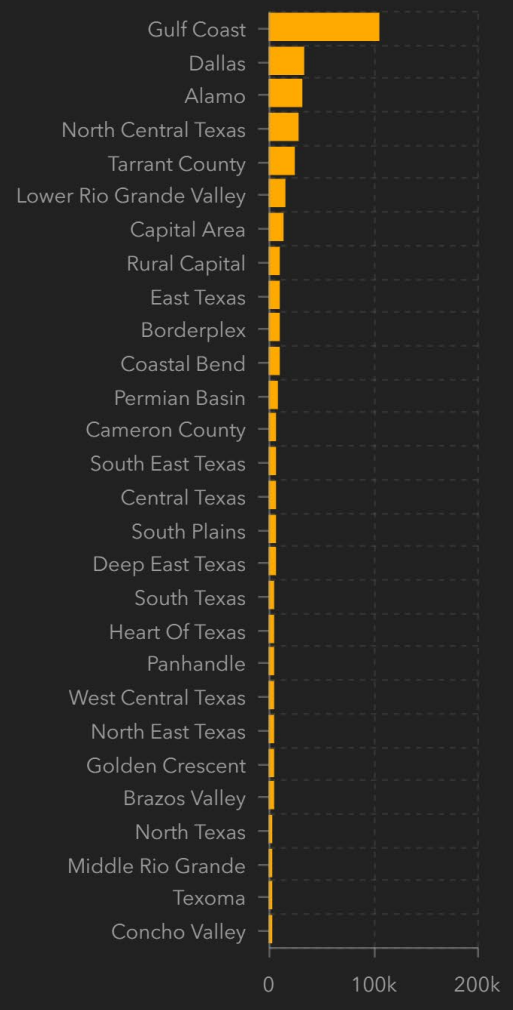
### UI Claimants by Gender

Male: 4,582  
Female: 4,571  
Gender Unknown: 5

*Trending Area UI Claims*



## UI Claims by WDA







# Total Trips

Average weekday trip volume over time

Total trips

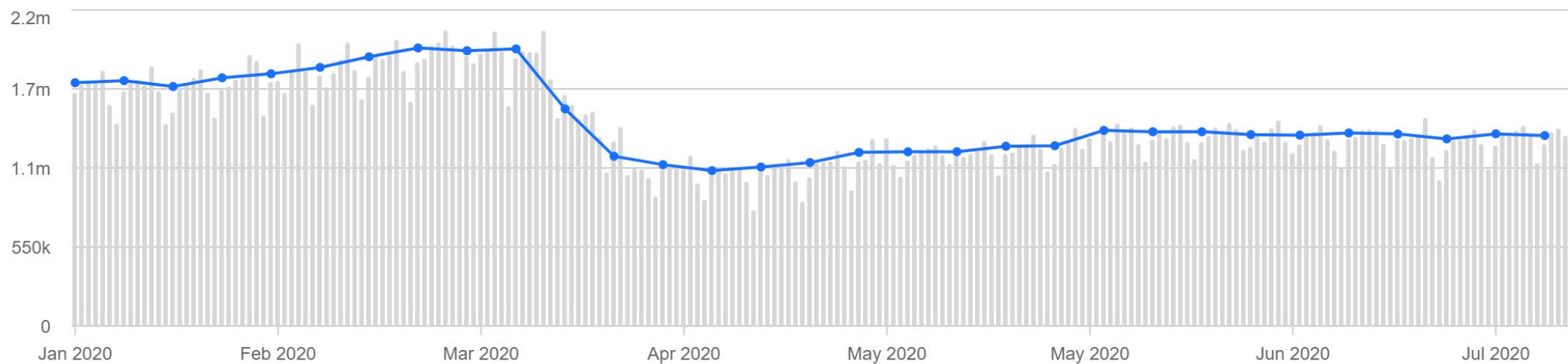
Since January 2020

Since 3 months ago

Since 2 months ago

Since 1 month ago

Custom date





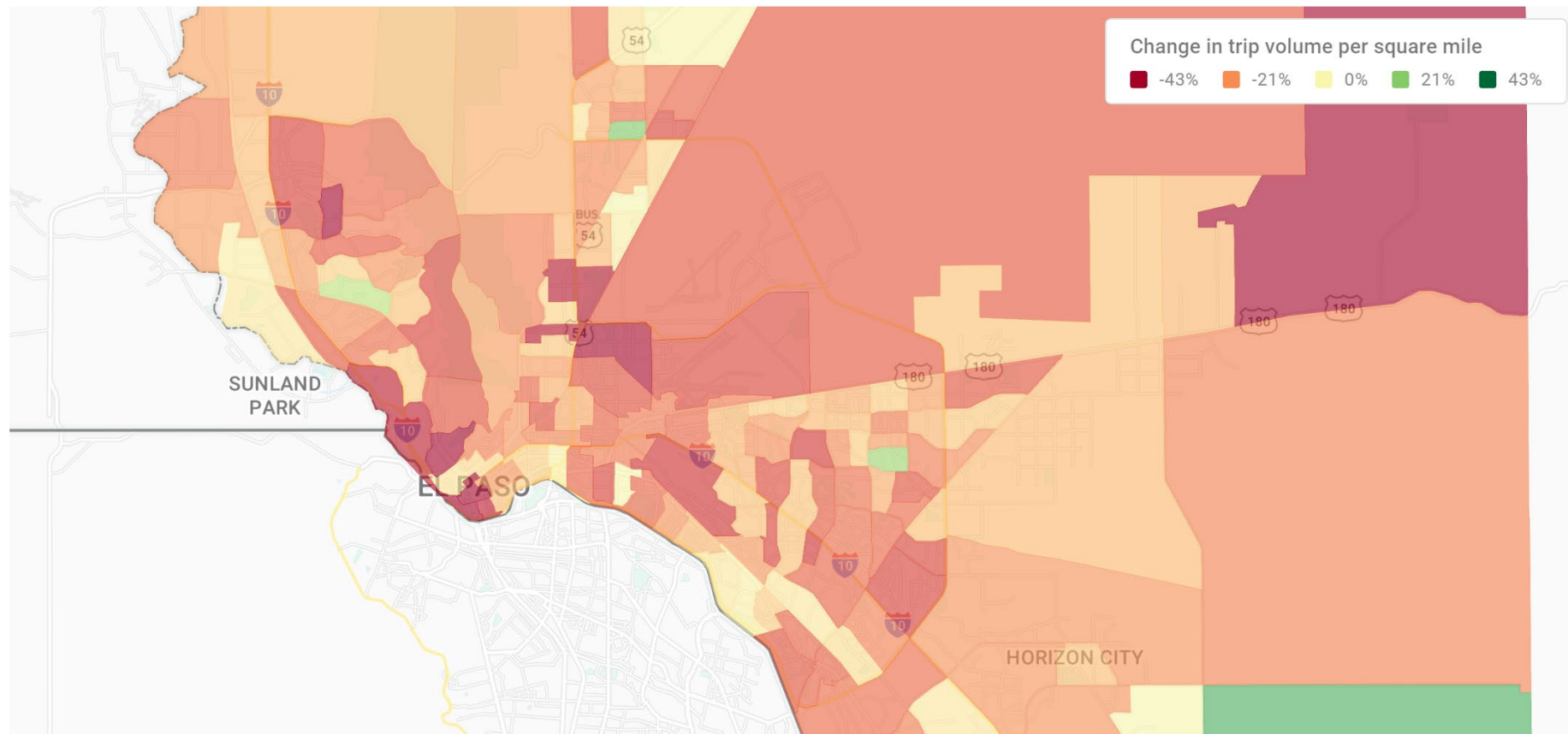


### Change in Trip Volume

Change in average weekday trip volume, last week versus selected comparison week

Destinations

Last week vs. 2 weeks ago 1 month ago 2 months ago **January 2020** Custom date





# COVID19 Impact to Society:

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- 50% capacity only for Restaurant owners
- \$60M budget shortfall (sales tax revenue shortfall)
- Increased stress over quarantine, reduced social interactions
- Increased stress over the unknown economic environment
- Outdoor space safest environment for people to get exercise and active lifestyle to battle health impacts of pandemic

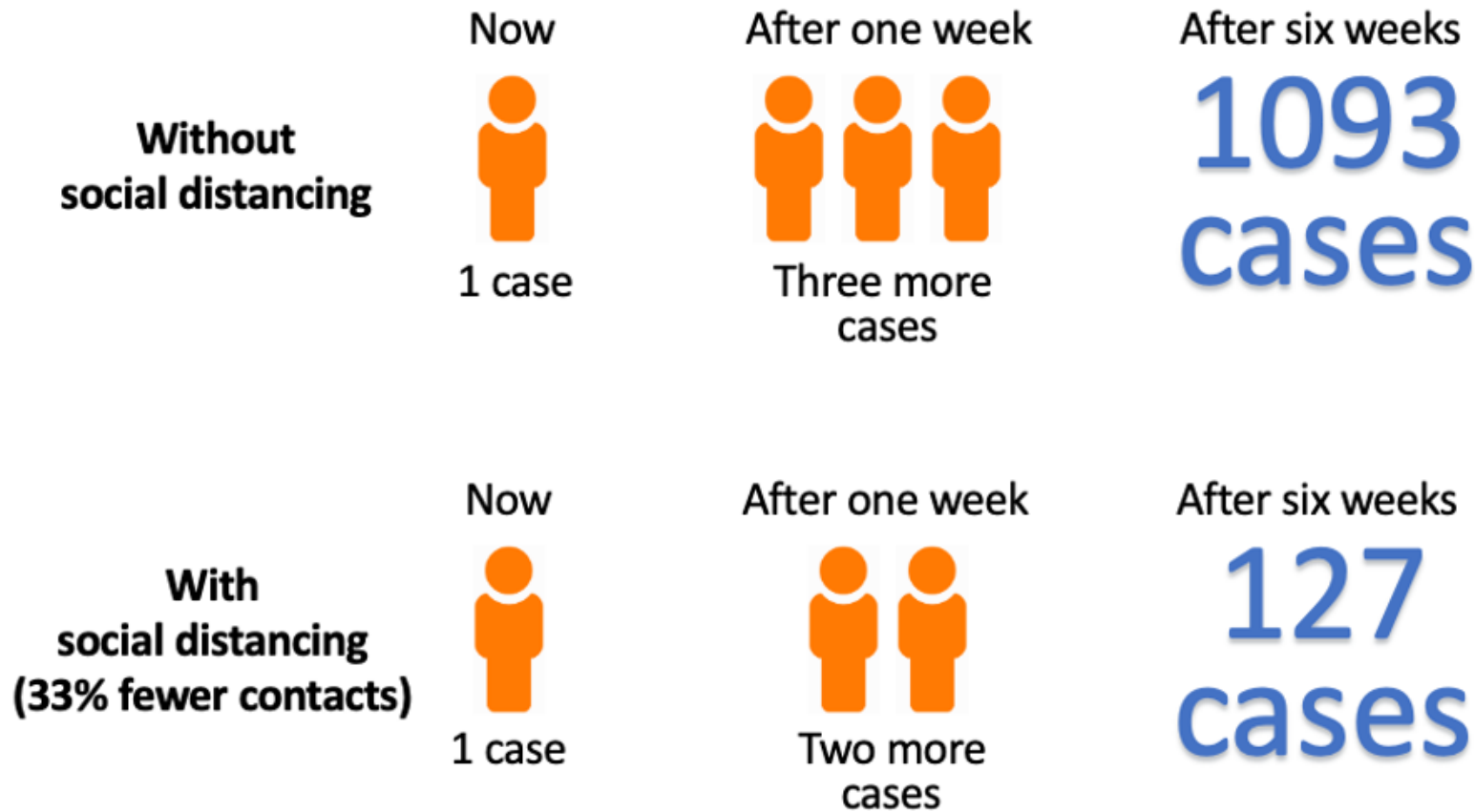




# COVID19 Recovery Program:

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- Stimulate Local Business
- Provide outdoor space for quarantine relief
- **maintain Social Distancing guidelines**



## Provide Relief for:

- Closure of several businesses to the public
- Limited access; 50% capacity of indoor services increased
- Shelter at home orders and quarantine with more open space
- Target less traffic on Streets and addressing narrow sidewalks





## 2. Prototype Pilot Program





# City Of El Paso Partners

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**COEP Planning and Inspections Department**



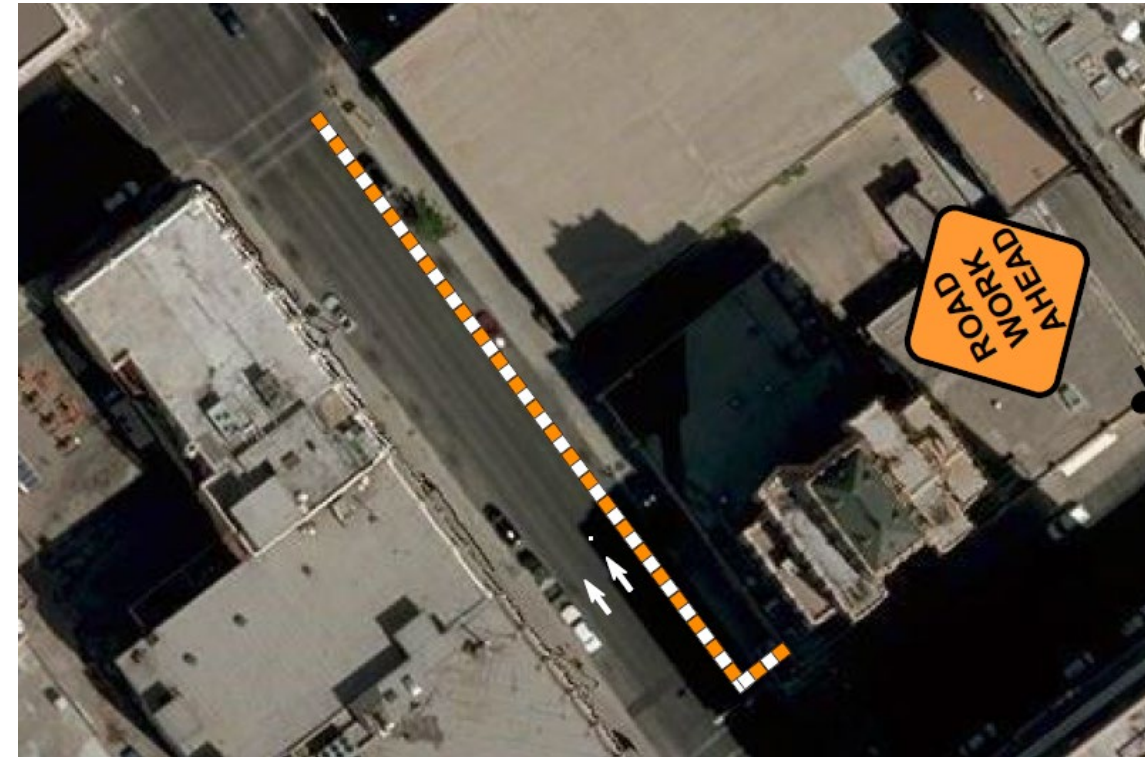
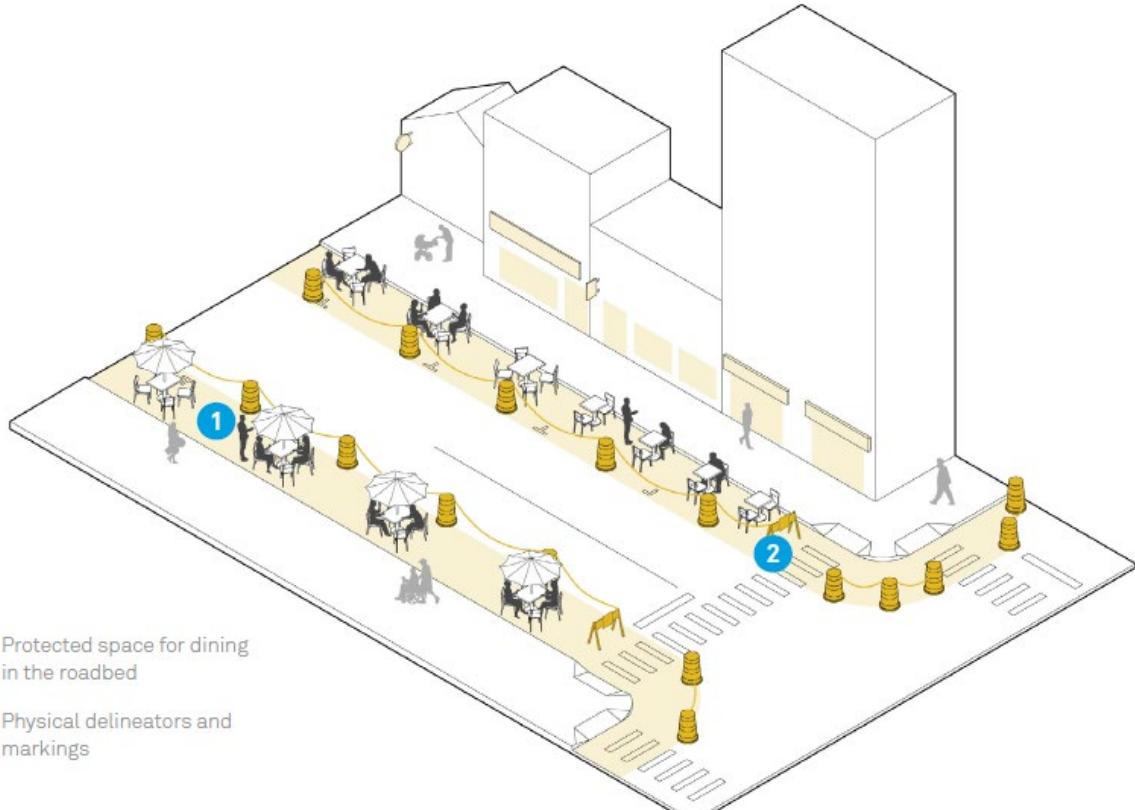
**COEP Economic Development**

**COEP Streets and Maintenance Department**



# Prototypes

## Prototype 1: ROW Cafe

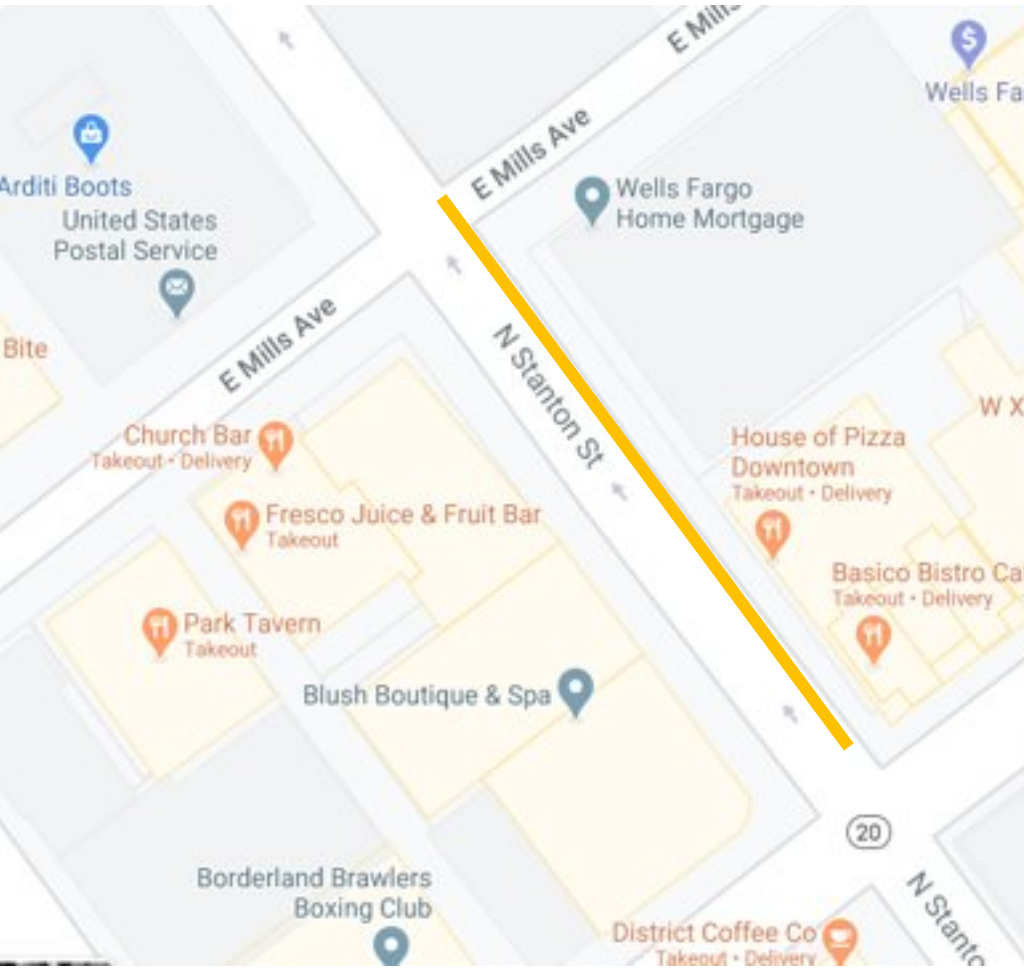




# R.O.W Cafe:

Stanton; between Mills and Texas

- Additional lane as space for outdoor seating
- 2-week trial







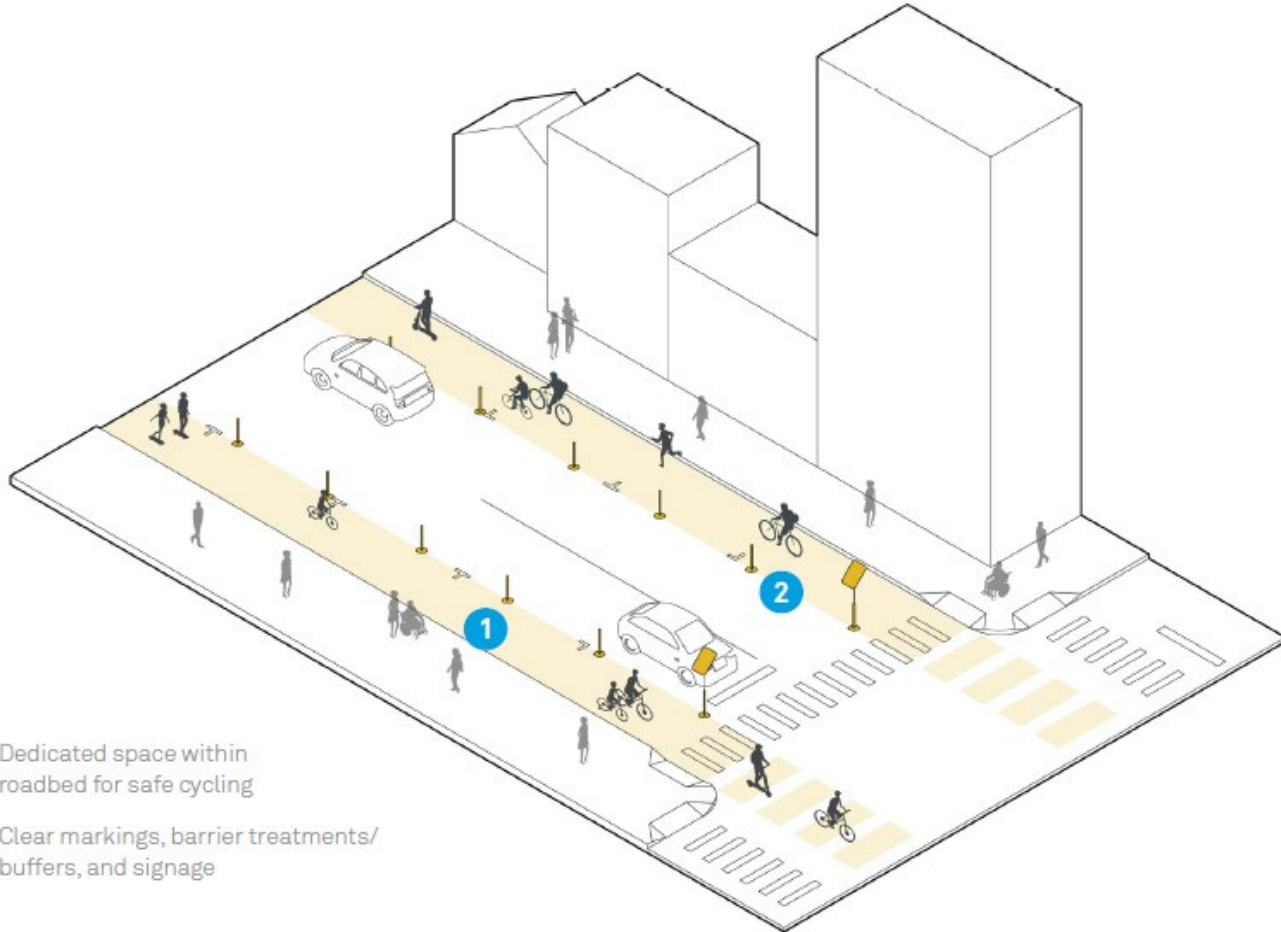
EXISTING

PROPOSED



# Prototypes

## Prototype 2: Ped-way (pedestrian lanes)



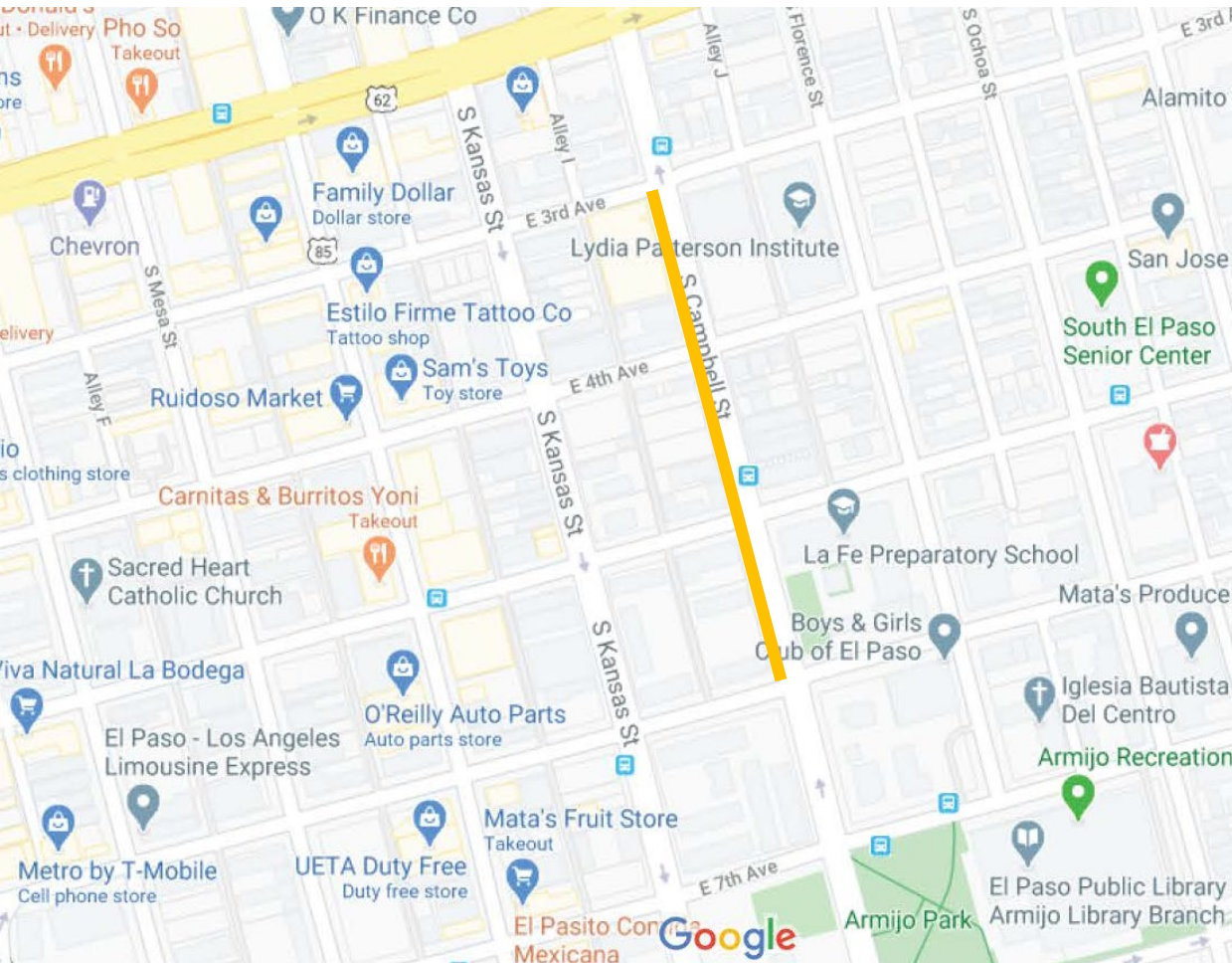
- 1 Dedicated space within roadbed for safe cycling
- 2 Clear markings, barrier treatments/ buffers, and signage





# Ped-Way: Campbell; between 3rd and 6th

- Added outdoor space for commuting and physical activity
- 2-week trial







EXISTING



PROPOSED





3. Proposed Program – available for all applicants



# Proposed Pilot Program:

- Aligns with emergency order duration time, with sunset date or possible extension to be determined
- All eligible streets identified by CID planning and S&M that meet criteria
- All private properties may apply for inclusion
- All spaces proposed for public use need to submit for an application, whether private or publicly owned.





- **[Streets]:** Addressing any use of ROW for safe distancing practices; **partial street closure + traffic lane reduction + more sidewalk space = shared streets.**



- **[Business]:** Addressing any use of outdoor space within a private property for a business to offer for safe distancing practices; **reduced parking requirements + outdoor seating = increased capacity**

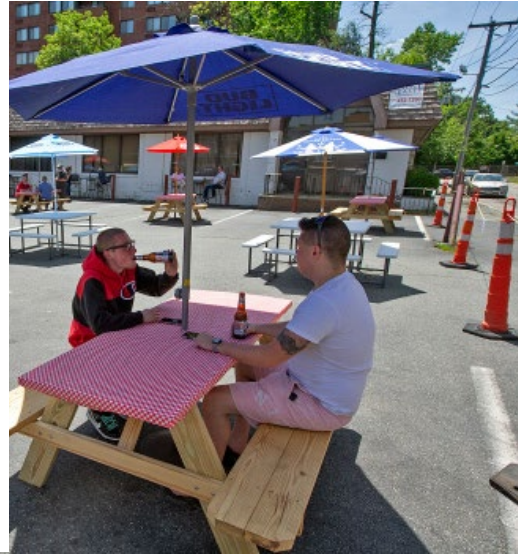


- **[Food Court]:** Addressing use of joint outdoor space for multiple restaurants or food trucks to offer their patron; **closed ROW/shared parking lots + shared outdoor seating = shared increased capacity**





- **[Streets]:** Use of ROW for safe distancing practices for private property owners:
  - **Ped-Way (Pedestrian lane)** – for recreational use, pedestrian or bicycling commuting
  - **ROW Cafe**– for businesses to offer additional space for their patrons outside their establishment for a partial street closure of a block
  - **Parking-parklets** – for businesses to use on-street parking spaces for additional outside space for patrons



- **[Business]:** Providing additional use of outdoor space within a private property for business owners
  - Off-street surface or garage parking within their properties for:
    - Additional dining space
    - Queuing for pick-up





- **[Food Court]:** Providing use of joint outdoor space for multiple restaurants or food trucks to offer their patrons
  - Consolidated location on a partial street closure (on ROW)
  - Consolidated location on a shared off-street parking lot (within private property)

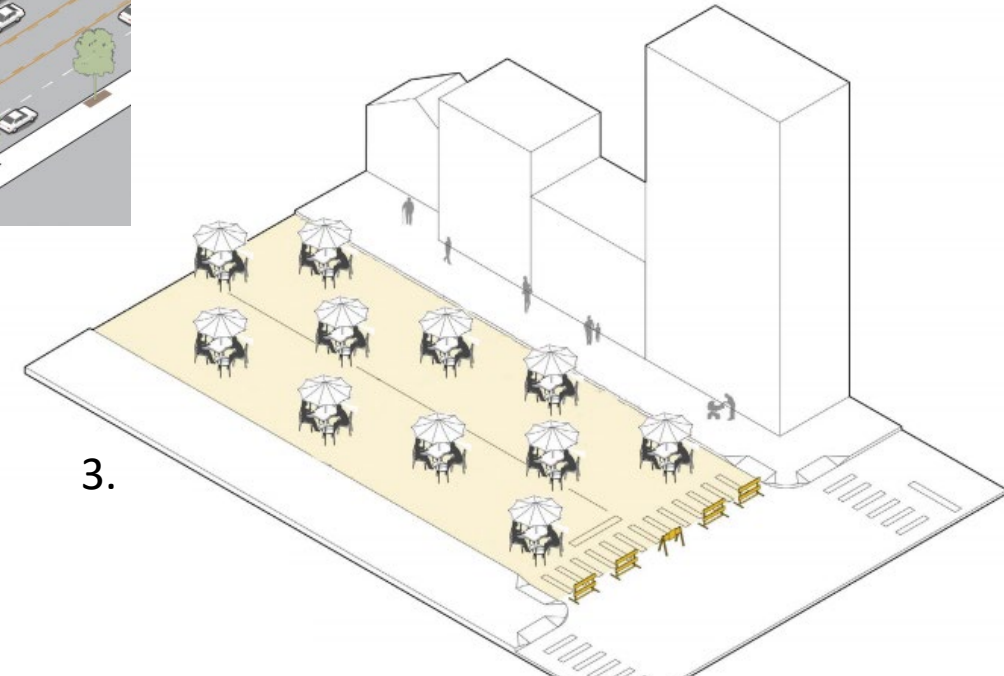
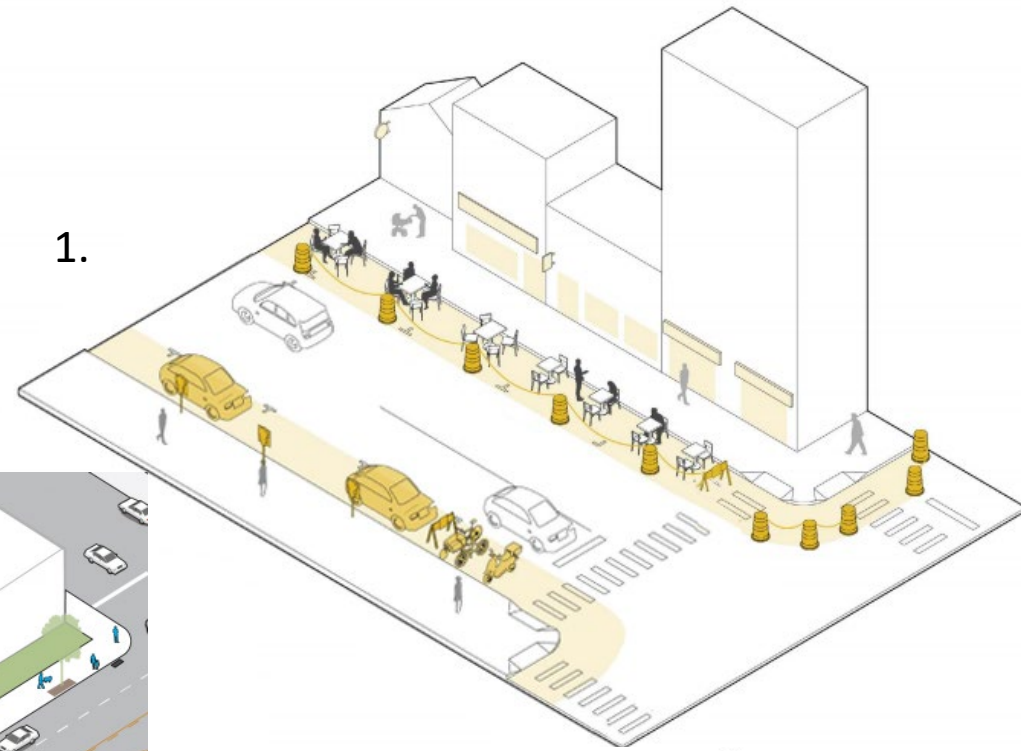
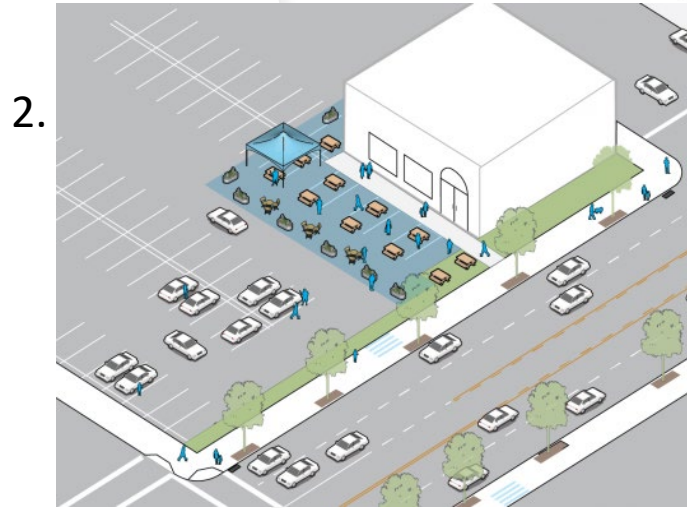
# Pilot Program Accepted Uses:

- Use of outdoor Space following CDC guidelines of tables 6' apart:

1. The ROW adjacent/abutting private properties [streets]

2. The parking abutting business within private parking; only to gain as much as original 100% capacity [business]

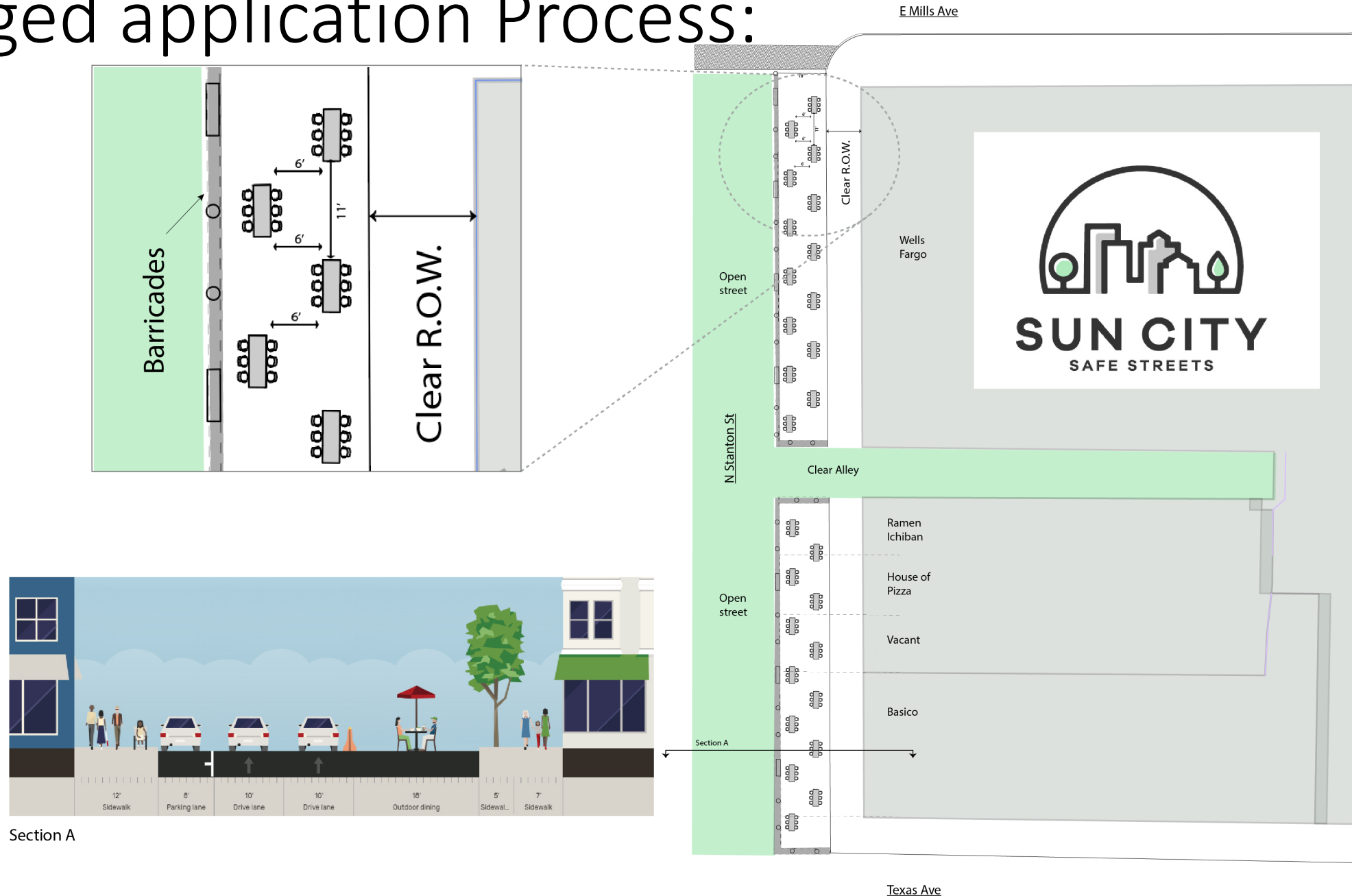
3. The ROW to be used by group of businesses not directly adjacent/abutting [food court]





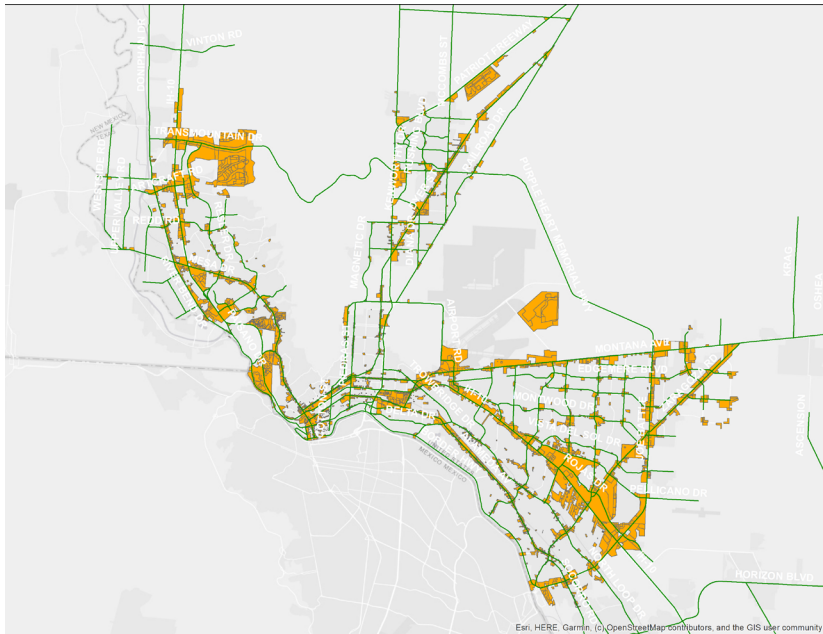
# Pre-packaged application Process:

- No cost permit
- Eligibility criteria for streets
- Templates provided to allow for expedited review time
- Partial closure; shared street
- Pedestrian circulation path to be kept open
- Barricades and pre-vetted TCP provided

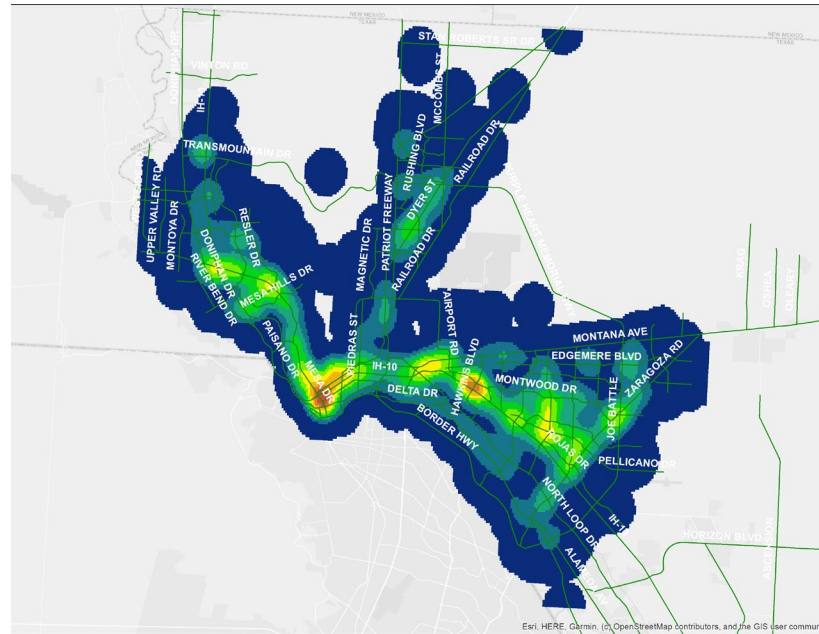


# Eligibility Criteria for Sun City Safe Streets ROW Cafe applications:

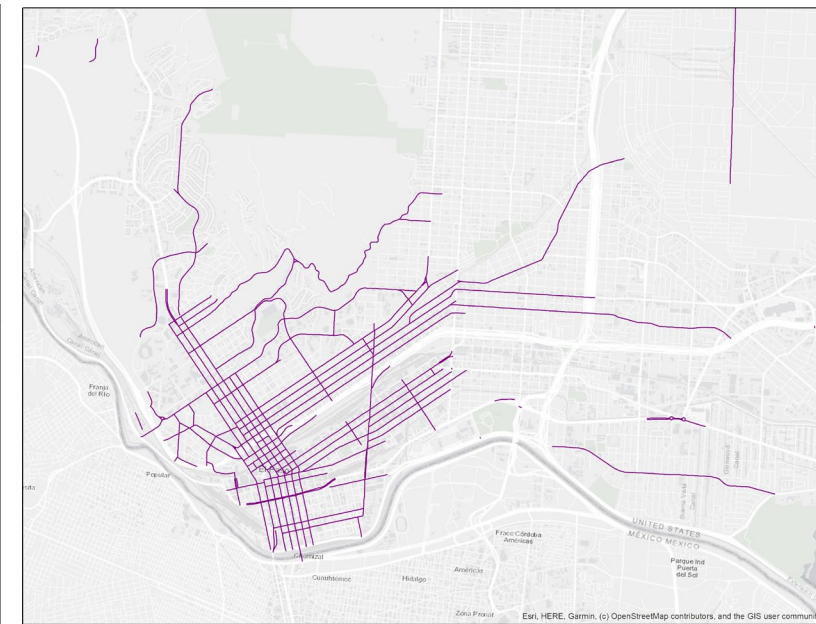
- Not obstructing bus stops
- Not on TxDOT ROW
- Not on Streetcar routes
- Min. 4 lane street



Commercially Zoned



Business Clusters

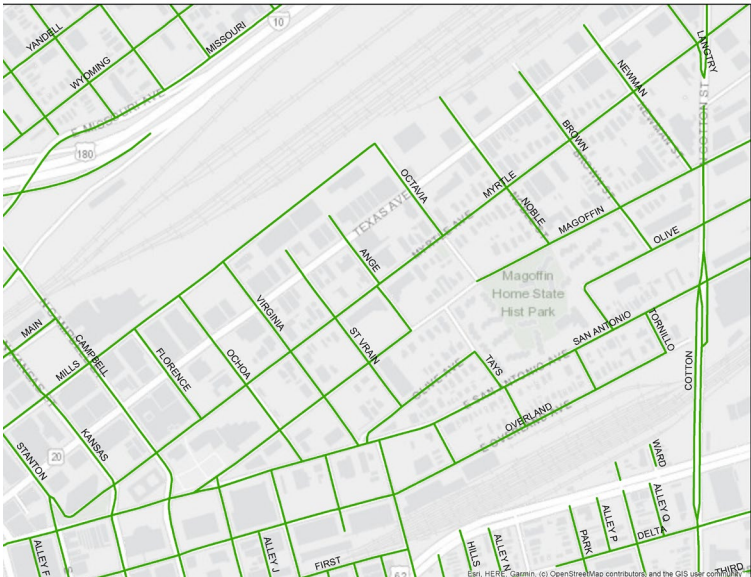
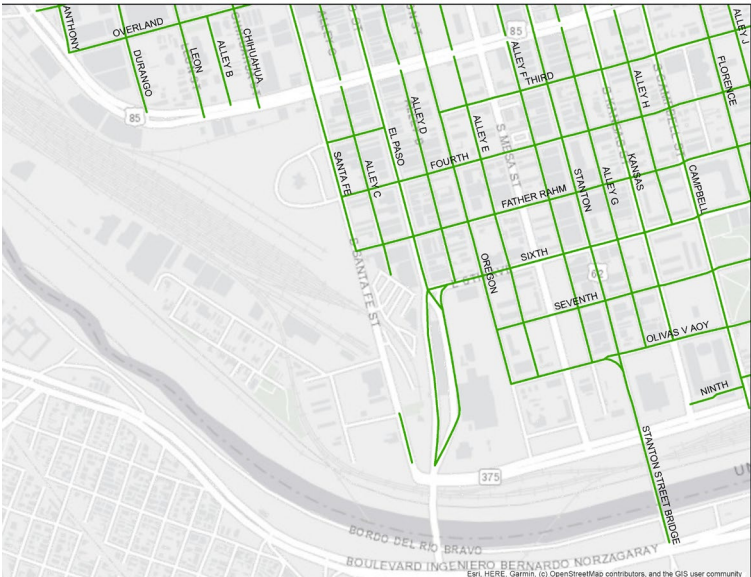
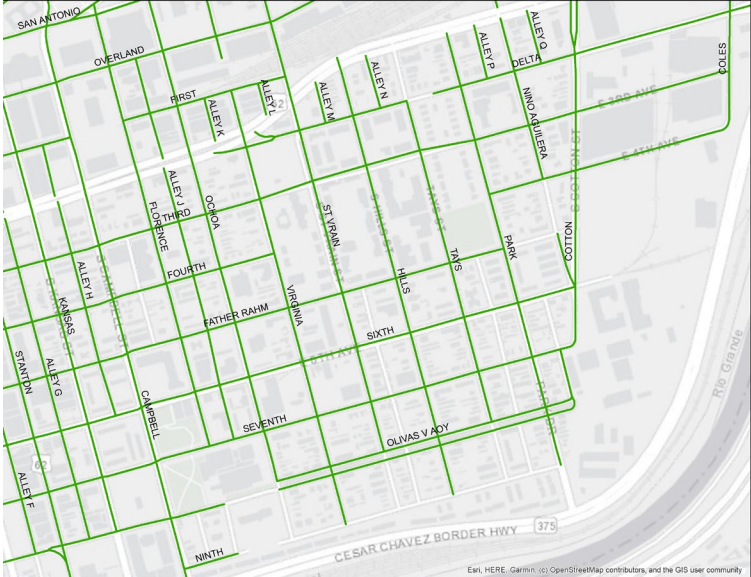
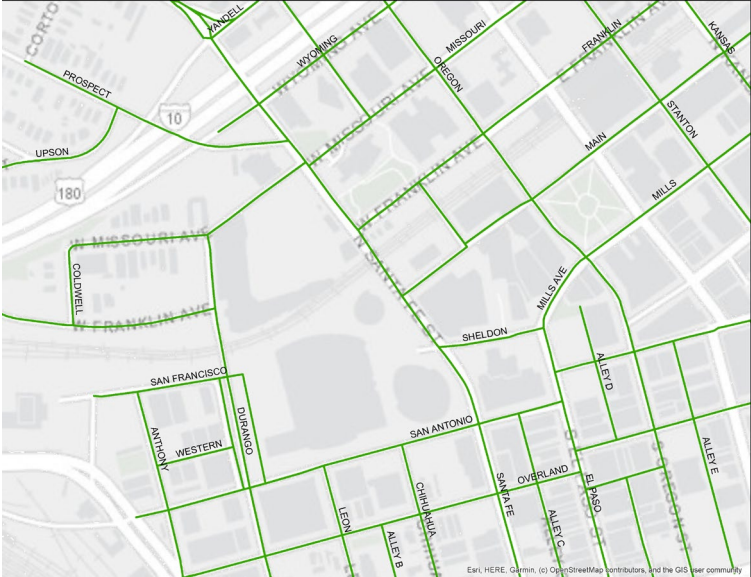


Speed Limit under 35 mph

Criteria for street selection may be added/removed/adjust as part of the program's evaluation



# Downtown Eligible Sun City Safe Streets





# Selection criteria for Ped-Ways:



Residential use



Within 500 feet of a trail/trailhead or ¼ mile of a park



Speed limits under 35 miles per hour

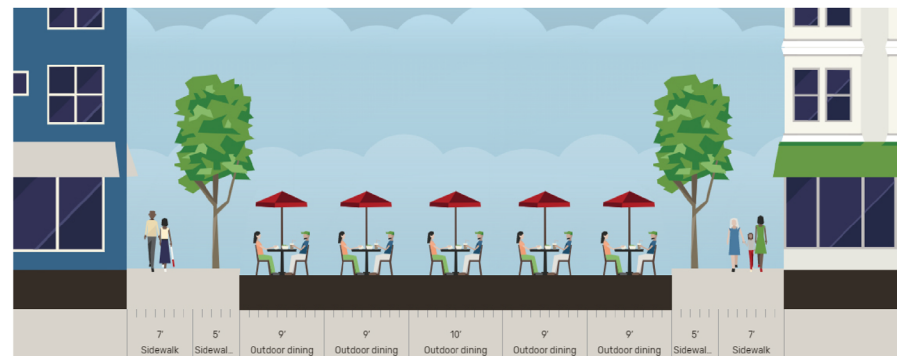
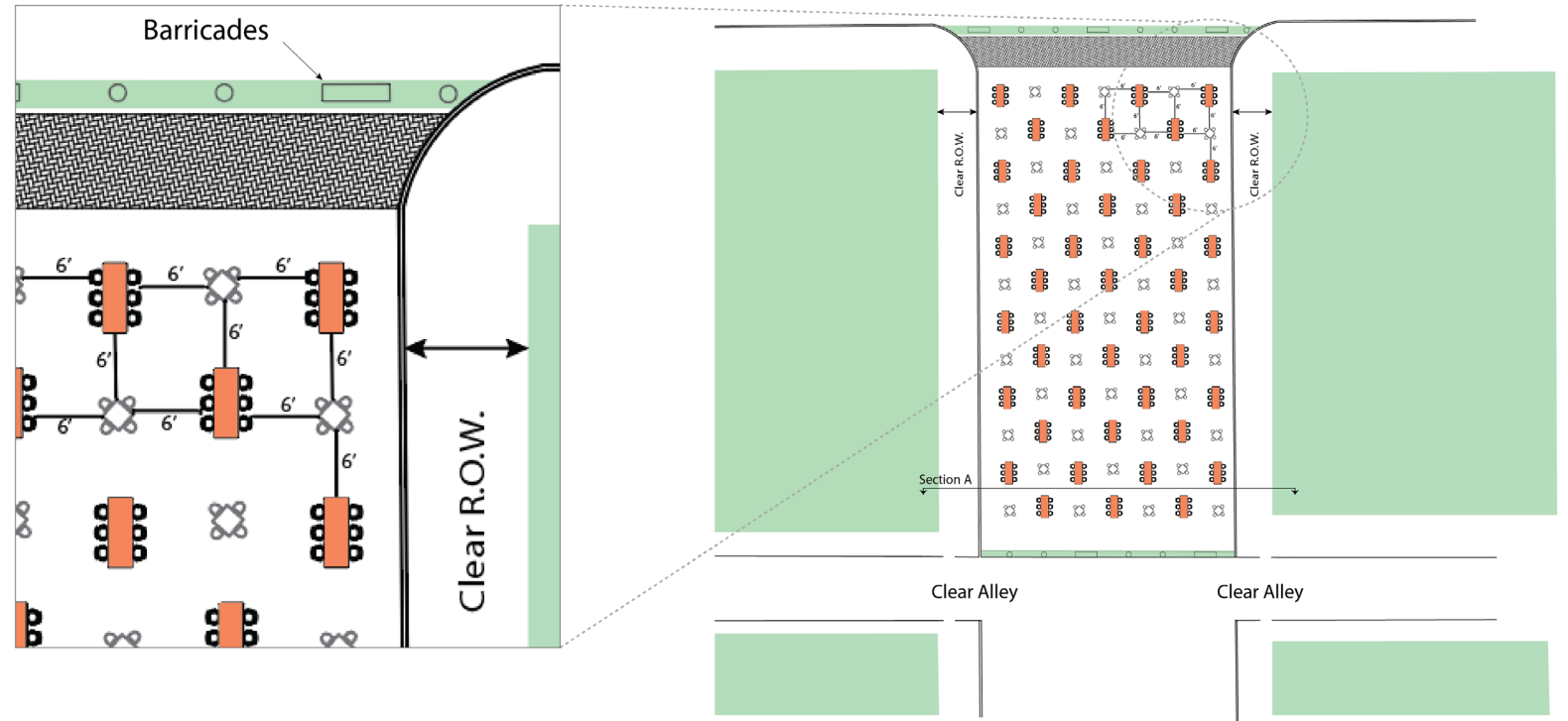






# Pre-packaged application Process:

- No cost permit
- satellite location for participating applicants
- Full street closure in part of a block
- 6' social distancing CDC guideline enforced
- Circulation path to be kept open
- Physical structures to be limited



Section A





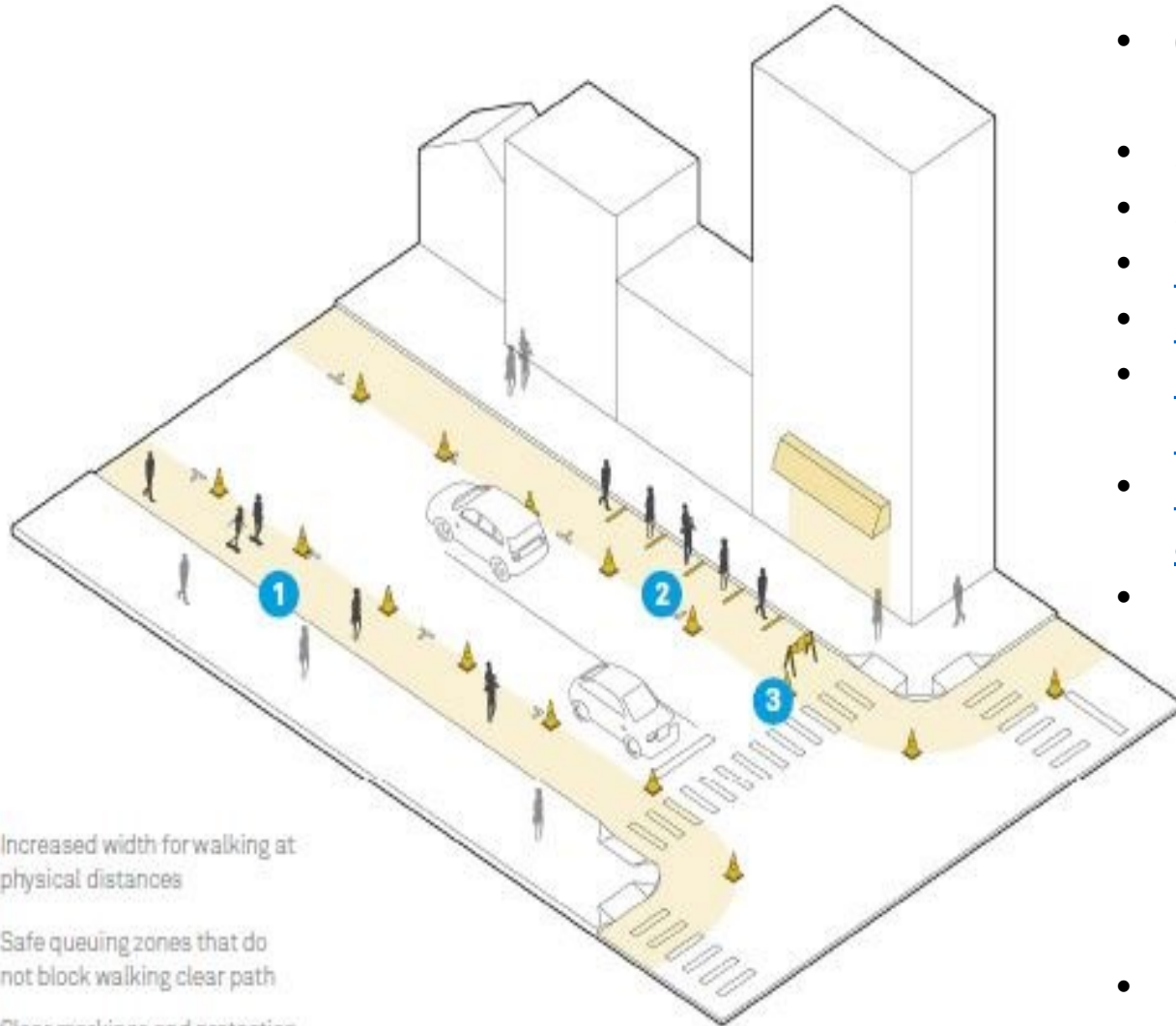
## Proposed Pilot Program: Pre-packaged application Process:

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- Applicants will need to coordinate waste disposal and clean-up after each use
- To-go and delivery models for patrons outside in the ROW
  - Disposable plates, cups and dinnerware outside
  - No glass or non-disposable items
  - No transactions on the ROW



# EP Municipal Code Sections Affecting Initiative:

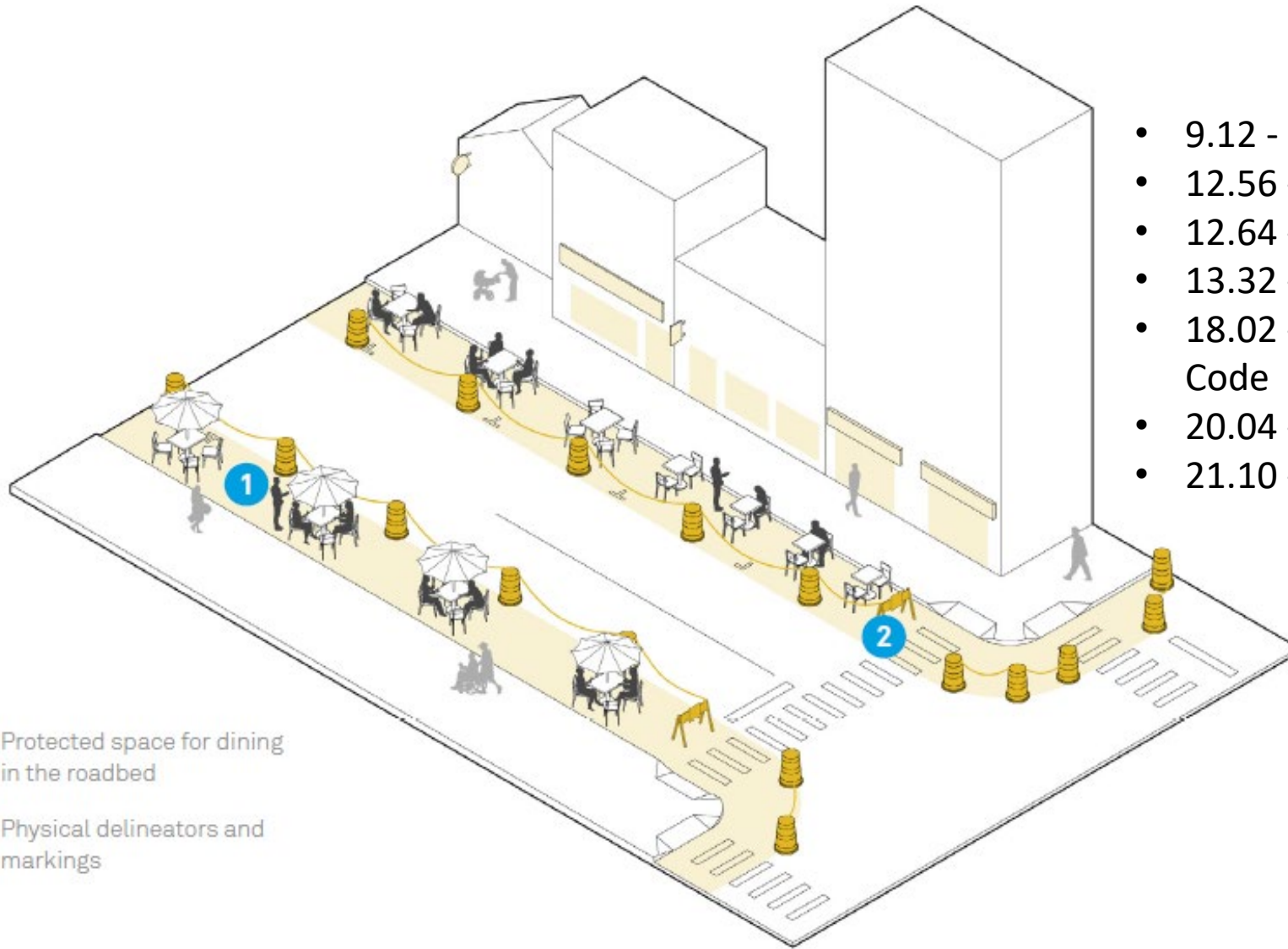


- 1 Increased width for walking at physical distances
- 2 Safe queuing zones that do not block walking clear path
- 3 Clear markings and protection for pedestrians

- Chapter 13.38 - SPECIAL EVENTS
  - 13.38.040 - Permit application.
- 20.02.936 - Sign, special event directional.
- 20.02.1076 - Temporary events on public rights-of-way.
- [15.08.120 - Special privilege licenses and permits.](#)
- [20.14.070 - Parking reductions.](#)
- [12.88.040 - Schedule IV—Parking prohibited during certain hours on certain streets.](#)
- [13.24.200 - Park and recreation facility use and fee authorization.](#)
- 12.30 - TEMPORARY TRAFFIC CONTROL
  - [12.44 - STOPPING, STANDING AND PARKING GENERALLY](#)
  - [12.36.030 - Restricting direction at certain times.](#)
  - [12.88.150 - Schedule XIV—Speed limits.](#)
- 12.52 - PARKING RESTRICTIONS ON CERTAIN STREETS
- 12.68 - Visibility Obstructions
- 12.76 - Bicycles
- 13.20.060 - Receiving and forwarding goods on sidewalks.



# EP Municipal Code Sections Affecting Initiative (Cont'd):



- 9.12 - Food and Food Handling Establishment
- 12.56 - Parking Meters
- 12.64 - Traffic Prohibited On Certain Streets
- 13.32 - Temporary Events
- 18.02 - Building And Construction Administrative Code
- 20.04 - Administrative Provisions
- 21.10 - Supplemental Use Regulations

1 Protected space for dining in the roadbed

2 Physical delineators and markings

# Emergency Order to facilitate Sun City Safe Program:

- In Conjunction with the State Emergency Orders:
  - To-go and Delivery models
- Prototypes to refine Pilot program process
- Application through OSS:
  - Free / No permit fee
  - Meet pre-eligibility criteria for TCP template implementation
  - Indemnification waiver and insurance when applicable
  - Additional documentation per program use
- Applicants to pay for barricade rental



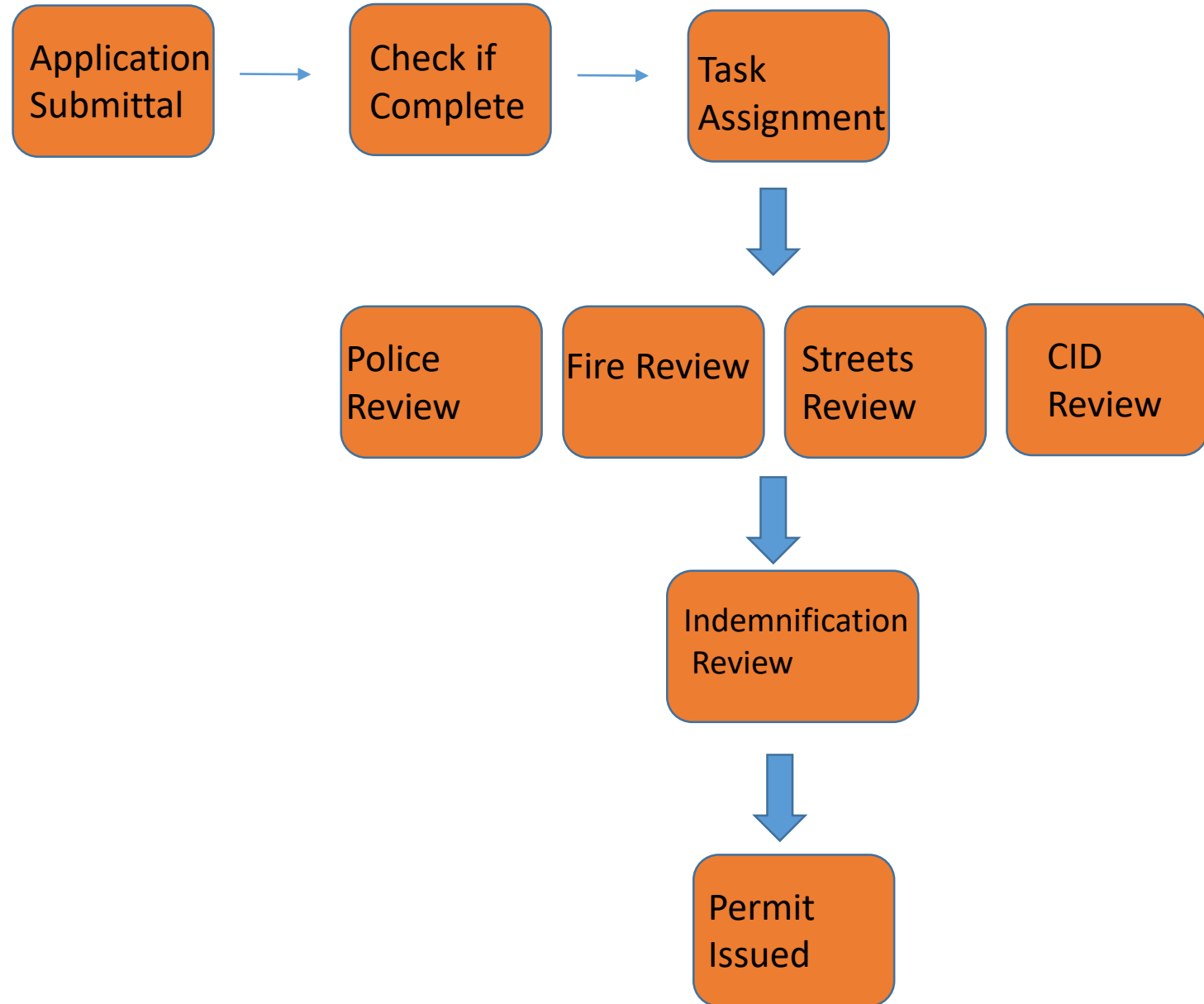


# Sun City Safe Program Application Process



Applicants go online to check:

- Eligibility criteria
- Templates
- Additional documentation





#### 4. Case Studies from Other Cities



# Precedent for Slow Street Initiatives



Generally,

- *City enabled pilot program*
- *Application requirements vary*
- *Most are at no cost*
- *Extents range from sidewalk, street, to private property*
- *Eligibility varies*

## Worldwide

- Bogota
- Toronto
- Vancouver
- Amsterdam

## Nationwide

- Asheville
- Baltimore
- Charleston
- Charlotte
- Chattanooga
- Cincinnati
- Commerce City
- Dayton
- Denver
- Fremont
- Kansas City
- New York City
- Milwaukee
- Oakland
- Savannah
- Tampa
- Wet Hartford

## Texas

- Austin
- Dallas
- Houston
- San Antonio





# Dallas, TX

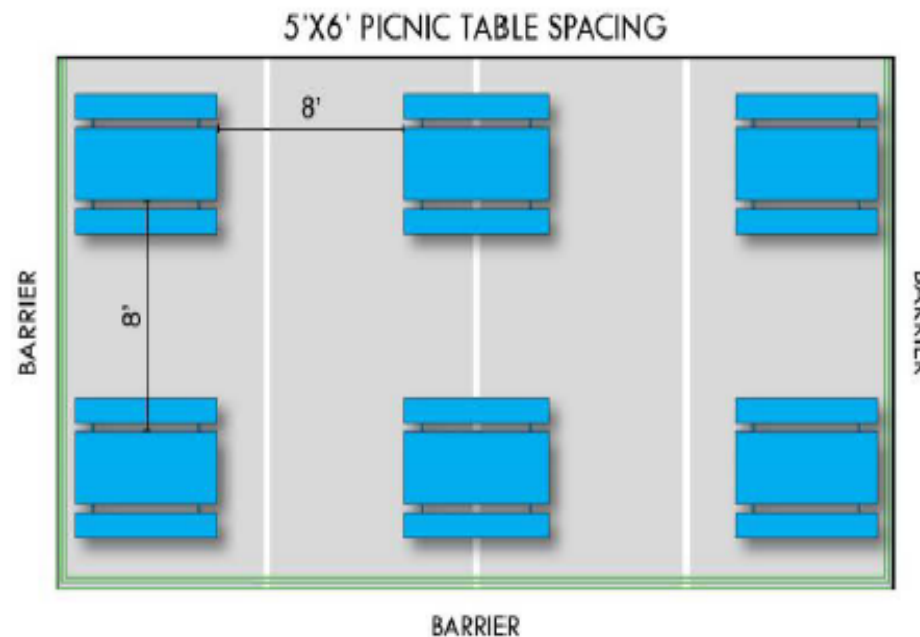






## Charlotte, NC

*Dining Spacing Using 4 Standard 90° Parking Spaces (9'x18'-6")*



 CITY of CHARLOTTE

**TEMPORARY OUTDOOR  
DINING GUIDELINES**







# POP-UP PATIO

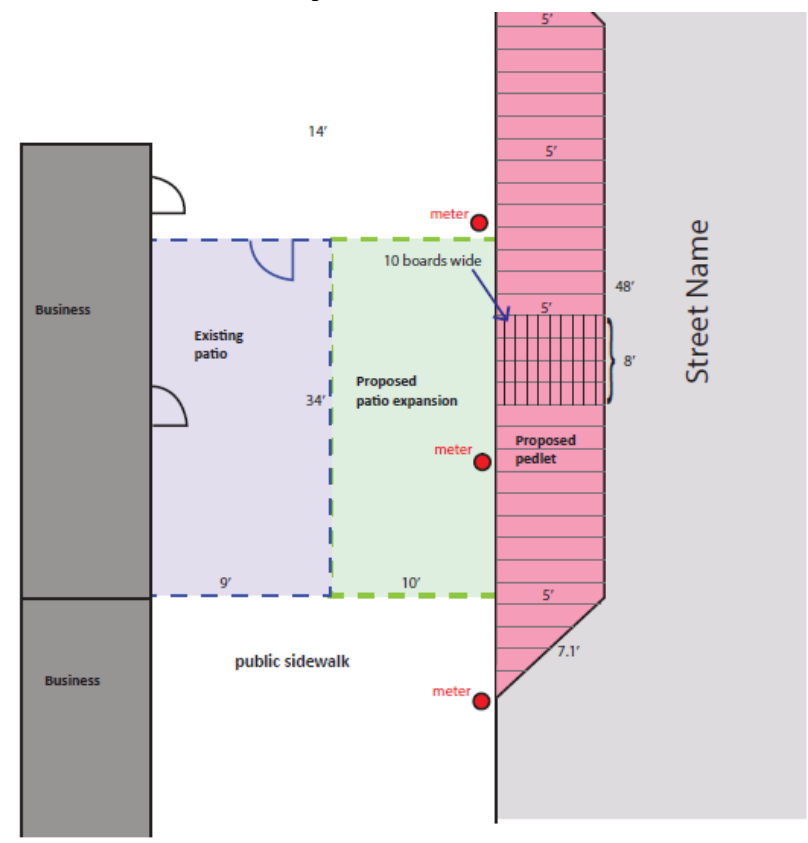
PILOT PROGRAM

## Application Guidebook

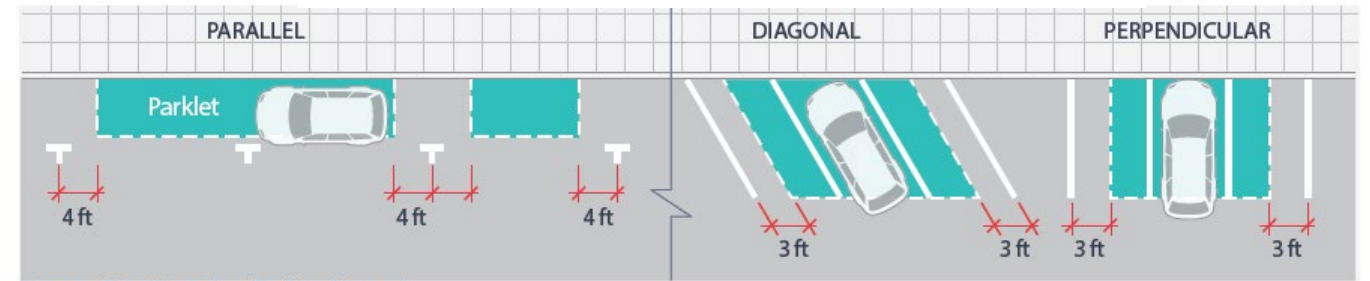


June 2020

## Dayton, OH



Pop-Up Patio Pilot Program | 16

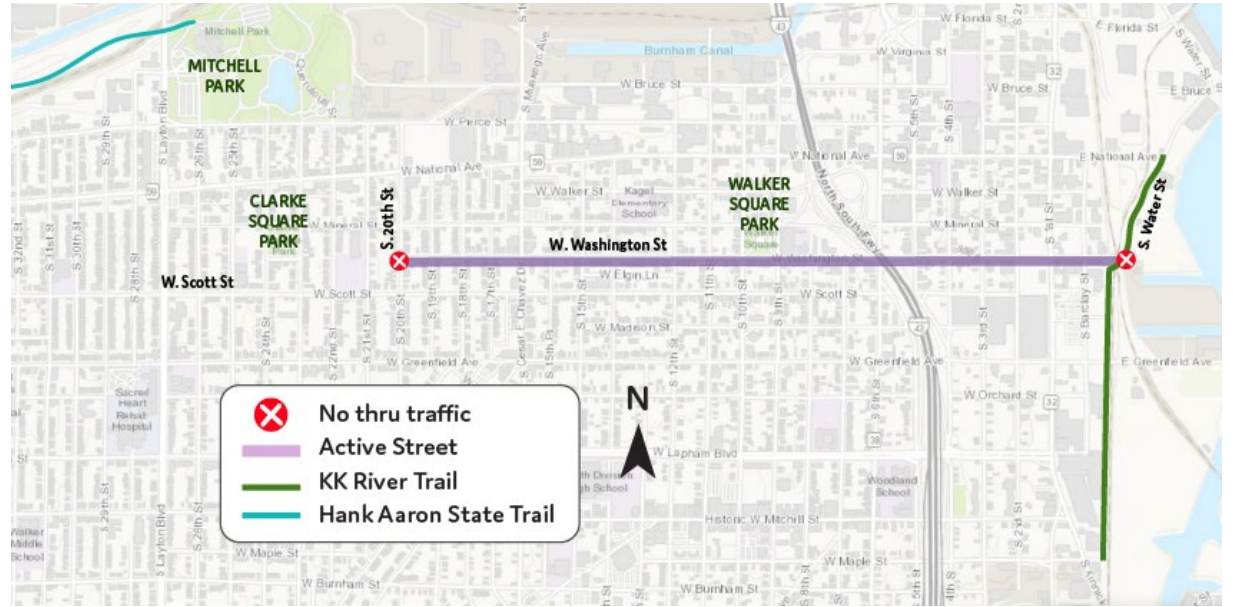


Source: San Francisco Parklet Manual



# City of Milwaukee

## Milwaukee, WI



City of Milwaukee Administration Guidelines for Active Streets for Businesses Program

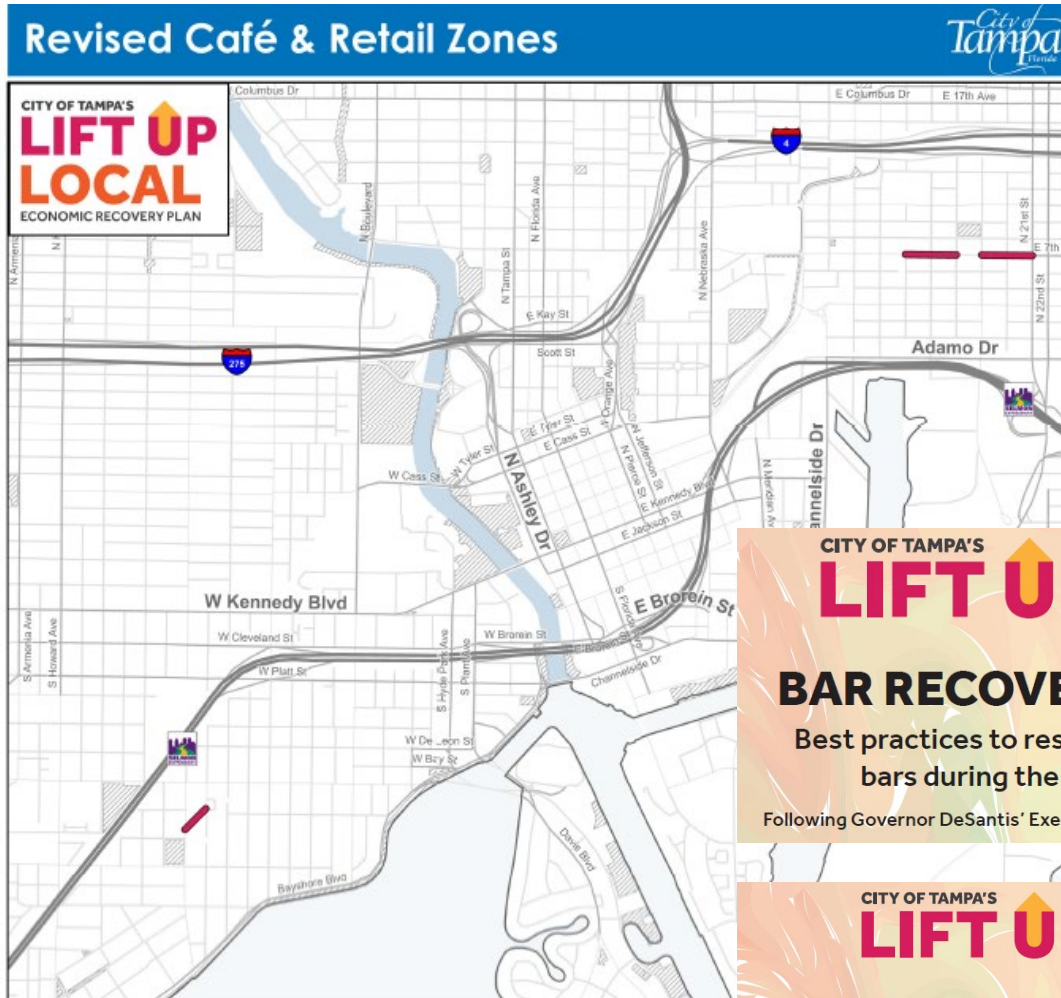


# Tampa, FL

## CITY OF TAMPA'S **LIFT UP LOCAL** ECONOMIC RECOVERY PLAN

### A Guide for Expanded Restaurant + Retail Space

Revised 6.9.2020



CITY OF TAMPA'S  
**LIFT UP LOCAL**  
ECONOMIC RECOVERY PLAN

### BAR RECOVERY CHECKLIST

Best practices to responsibly re-open Tampa's bars during the COVID-19 pandemic

Following Governor DeSantis' Executive Order 20-139 effective June 5, 2020

CITY OF TAMPA'S  
**LIFT UP LOCAL**  
ECONOMIC RECOVERY PLAN

### RESTAURANT RECOVERY CHECKLIST

Best practices to responsibly re-open Tampa's restaurants during the COVID-19 pandemic

Following Governor DeSantis' Executive Order 20-139 effective June 5, 2020





## 5. Program Summary



# Sun City Safe Program Summary:

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- Sun City Safe program coordinated as an expedited permit type in response to COVID 19:
  - Pilot process coordinated with multiple user departments
- City Pilot Prototypes to test-run initiative and finalize application and administrative process:
  - Ped-lane on Campbell Street (between 3rd and 6th)
  - ROW Café on Stanton (between Mills and Texas)
- Language in emergency order included to launch Pilot Sun City Safe Program throughout city
- Coordination with Economic Development to identify funding and economic assistance for applicants