

Quick-Build Supplemental Guidance



This resource provides supplemental guidance for Quick-Build pilot projects funded through the Active Transportation Program (ATP). Please also reference the CTC ATP Guidelines Appendix D for specific information on the Cycle 6 Quick-Build Project Phase II Pilot Program.

Quick-Build Definition:

Quick-Build projects are interim capital infrastructure projects. These projects do require minor construction activities but are built with durable, low to moderate cost materials, and last from one year to five years. These projects have moderate design flexibility to anticipate some adjustments that may occur. The purpose of a Quick-Build project is to immediately implement safety needs, allowing a community to benefit quickly from improvements made, and allowing the people of a community affected by the project to provide input and test the project improvements before they are permanently constructed.

Quick-Build projects are distinguished from temporary demonstration projects by the types of materials used and a longer study duration. However, unlike traditional infrastructure projects, Quick-Build projects can be adjusted; they can be changed based on community input and further technical analysis over time. If a Quick-Build project is successful, it can later be made permanent. If it is not successful, it can be easily deconstructed. Quick-Build projects are intended to remain in place until capital upgrades are possible. All Quick-Build projects are expected to collect data to inform the approach for the project.

The below graphic depicts the differences between a Quick-Build (infrastructure project type) and a Demonstration Project (non-infrastructure project type).

Non-Infrastructure	Infrastructure
	
Demonstration Projects	Quick-Build Projects
<p>Purpose: To provide an opportunity for the community to “test” ideas in the roadway like temporary bike lanes, crosswalks or roundabouts using materials like haybales, plants, chalk, washable paint, cones, plastic barricades, and tape</p>	<p>Purpose: To immediately implement safety needs, allowing a community to benefit quickly from improvements made, and allowing the people of a community affected by the project to provide input and test the project improvements before they are permanently constructed.</p>
Details	Details
<ol style="list-style-type: none"> 1. Timeframe: Temporary 1 - 7 days 2. Led by: Community, CBOs, local agencies or government /organizational leaders 3. Materials: Temporary, low -cost, low durability 4. Involves public input + participation 5. Flexibility: Highly flexible 6. Data collection to refine approach for current/future projects is highly recommended 	<ol style="list-style-type: none"> 1. Timeframe: Semi-Permanent 1 - 5 years 2. Led by: Local agencies or government /organizational leaders 3. Materials: Semi-permanent, low to mid-cost, medium to high durability 4. Requires high level of public engagement 5. Flexibility: Moderately flexible (can be adjusted based on public input) 6. Data collection to refine approach for current/future projects is required

Community Engagement in Quick-Builds:

Community engagement is an essential component of a Quick-Build project and there are a variety of ways that community partners can be engaged throughout the planning and design process. Considerations for outreach and engagement should include local business owners, advocacy organizations, daily commuters and transit users, Community Based Organizations, community leaders, and most importantly, the community residents. The best outcome will be found in reaching out early and often to ensure that residents and community members are educated, informed, and engaged throughout the entire process. Citizen advisory committees or other core team considerations might be advantageous to ensure equitable and diverse representation of the community. Some examples of best practices for ensuring residents have access to information include newsletters, social media, posters and flyers, public workshops, project websites, established community events, and door-to-door engagement.

Throughout the Quick-Build process the agency should also be collecting responses on how to improve the project to best fit the community's needs. Any surveys, public comments, or input should be documented and used to help guide the process.

One tool available through the [Active Transportation Resource Center \(ATRC\)](#) is the [SafeTREC Street Story](#) tool. This tool is a community engagement tool available to use that allows residents, community groups, and agencies to collect information about transportation collisions, near-misses, general hazards, and safe locations to travel. This tool can be adapted to collect input for a Quick-Build Project. Street Story is free to use and publicly available.

Example Quick-Build Materials:

The list below contains commonly use materials in Quick-Build projects. The list provides examples, but is not exhaustive.

Note: These materials are semi-permanent, meaning they are adhered to the ground, but are still moderately flexible and can be adjusted if needed based on public input. These materials are medium to high durability.

Barrier Elements:

- Raised lane separator (purchased per unit)
- High performance delineator post (purchased per unit)
- K-71 delineator post (purchased per unit)
- Concrete Jersey Barrier; K-Rail concrete barrier (type K, portable) (purchased per linear foot)
- Armadillos (purchased per unit)
 - Also known as cycle lane delineators or zebra lane delineators
- Concrete buttons (purchased per unit)
- Parking stops (plastic, rubber, or concrete) (purchased per unit)
- Portable/temporary planters with plants and small or medium trees (each individual piece purchased per unit)
 - Galvanized steel planters
 - Large polymer plastic planters
 - Self-watering planters
- Barricades (purchased per linear foot per unit)

Surface Treatments:

- MUTCD Contractor Stencil (purchased per square foot)
- Acrylic asphalt paint (purchased per square foot)
- Pigment polymer cement (purchased per square foot)
- Street bond pavement coating (purchased per square foot)
- (Preformed) Thermoplastic (purchased per strip of linear feet, symbols purchased per squarefoot)
- Thermoplastic tape
- Epoxy gravel (purchased per square foot)

Signs:

- Official traffic signs (purchased per unit)
- Wayfinding signs (purchased per unit)

Helpful References for Quick-Build:

- Alta Planning and California Bicycle Coalition Quick Build Guide: <https://altago.com/wp-content/uploads/Quick-Build-Guide-White-Paper-2020-1.pdf>
- City of Burlington Public Works: Quick Build Design + Material Standards https://www.burlingtonvt.gov/sites/default/files/QUICK_BUILD%20GUIDE_0.pdf
- Tactical Urbanist's Guides: Tactical Urbanism Materials and Design Guide: <http://tacticalurbanismguide.com/>
- People for Bikes: Quick-Build for Better Streets: <https://www.peopleforbikes.org/reports/quick-builds-for-better-streets-a-new-project-delivery>
- People for Bikes: A Nine Step Recipe for Fast Flexible Changes to City Streets: <https://peopleforbikes.org/blog/new-report-a-nine-step-recipe-for-fast-flexible-changes-to-city-streets/>
- Urban Street Design Guide - Interim Design Strategies: <https://nacto.org/publication/urban-%20street-design-guide/interim-design-strategies/>
- Manual on Uniform Traffic Control Devices: https://mutcd.fhwa.dot.gov/kno_2009r1r2.htm
- NACTO Urban Bikeway Design Guide: <https://nacto.org/publication/urban-bikeway-design-guide/>
- Active Transportation Resource Center (ATRC) Quick Build Dropdown: <https://caatpresources.org/index.cfm/1510>
- Active Transportation Resource Center (ATRC) [2021 Active Transportation Symposium Panel Discussion on Quick-Build Projects](#)