Quick-Build Implementation Lessons Learned

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Last updated September 2024

Introduction

- The following slides summarize lessons learned from quick-build projects implemented in the SCAG region and include links to national guides that provide overviews and additional lessons learned on quick-build implementation.

- It is important to note that though quick-build materials are not new, the quick build project **process** is relatively new for many local jurisdictions in the SCAG region.

What is a Quick-Build?

Quick-build projects implement near-term bicycle, pedestrian, or traffic safety improvements using durable, low- to medium-cost materials that can be changed or removed much more easily than more permanent treatments.

Examples of Quick-Build Elements

Glendale

Long Beach

El Monte

Protected Bike Lane

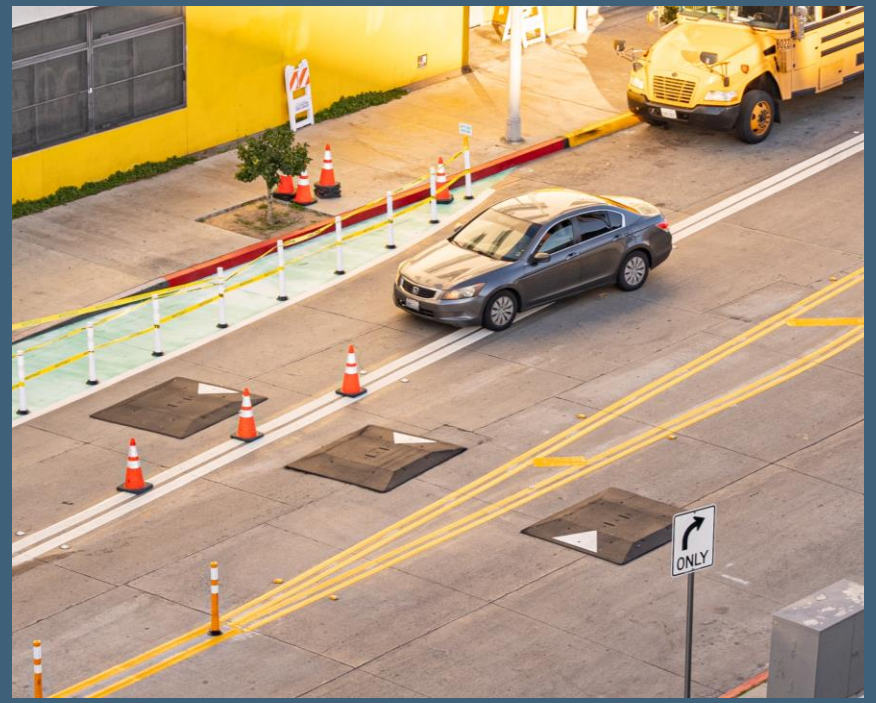
Separation via planters, parking, k-rail or plastic posts

Neighborhood Traffic Circle

Rubber curbs, plastic posts, signage

Examples of Quick-Build Elements

Glendale



Los Angeles

South San Francisco

Enhanced Pedestrian Infrastructure

Paint & posts curb extensions

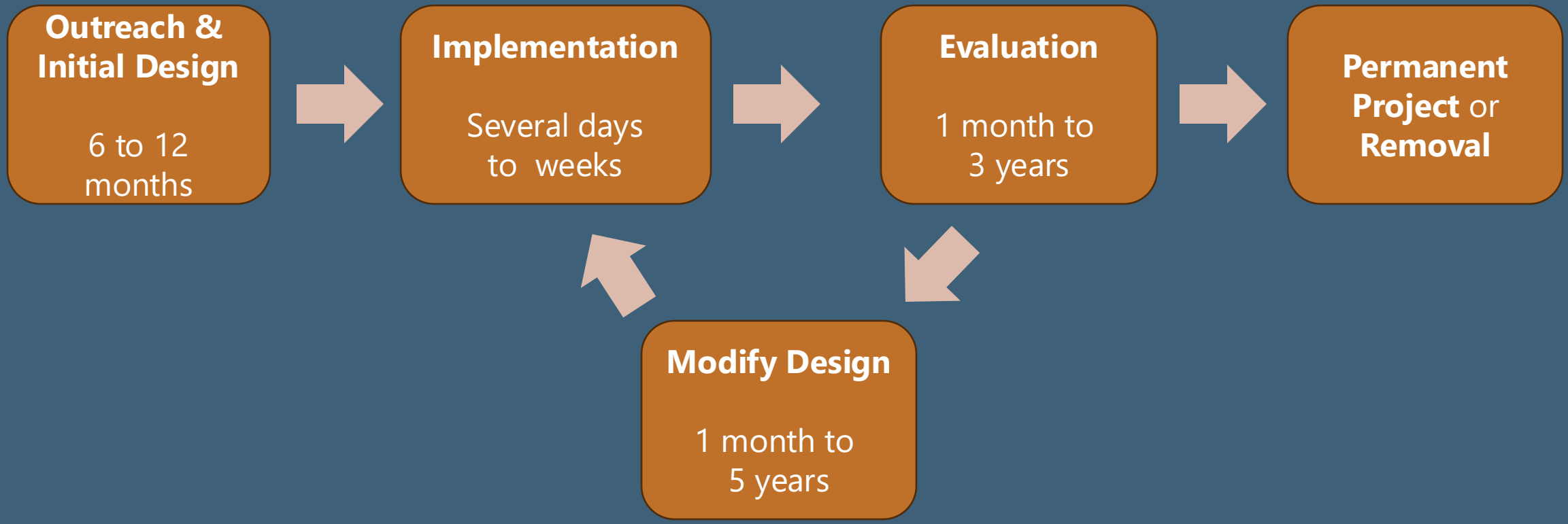
Student Drop-Off/Pick-Up Area

Temporary **transit platforms**

Quick-Build Considerations/Opportunities

- **Quick-builds as an engagement tool**: Can gather community input and feedback via pilot project before finalizing permanent project.
  - Controversial or complex projects may need time for ongoing engagement and to iterate through designs.
  - Locations with operational constraints, such as school loading zones, may need to iterate through several designs.
- **Quick-builds leveraged against upcoming projects:** Can pair quick-build projects with repaving projects and/or construction projects to maximize funds and reduce construction impacts on a community.

Quick-Build Process is Iterative and Flexible



Project Design Approaches

- Given funding constraints, project designs typically need to balance the number of improvements and the size of the project.

- Simple elements can be applied systemically along a corridor or multiple intersections.
  - Striping, plastic posts, signal timing adjustments.

- Creative and transformative elements are typically higher cost and may limit the scale of the project.
  - Planter-protected bike lane, artistic curb extensions/crosswalks, etc.

Project Identification and Development Best Practices

- Ideally driven by identified safety needs and community engagement.
- Potential project list sources:
  - Active Transportation Plan
  - Bike/Pedestrian Plan
  - Safe Routes Plan
  - Local Road Safety Plan
  - Vision Zero Plan
  - Local Roadway Safety Plan/Safe Streets and Roads for All
- Need to identify a project manager to champion the project and facilitate interdepartmental coordination.

Engagement Approaches

- Various ways to approach engagement:
  - Typical infrastructure project with multiple community workshops, community advisory committees, technical advisory committees, and/or focus groups before finalizing design and implementing quick build.

  - Staggered engagement, with initial engagement ideally building off a plan and introducing stakeholders to the project and receiving feedback to finalize design, then extensive post-installation engagement to refine design.

Engagement Strategies Examples

- Utilize **demonstrations** (e.g., *Go Human* Kit of Parts) to ease stakeholders into the project design and differentiate quick build from a demonstration.
- **Event programming before and after quick build installation** is critical to educate stakeholders on how to interact with the elements, highlight the safety benefits, and cultivate trust between stakeholders and the implementing agency.
- **Targeted engagement** for stakeholders around the project site is critical to gather feedback from people using the infrastructure regularly.
    - Aim to engage at a community anchor, such as a popular local business or at a school.

Engagement Best Practices

- Work with **community partners** who can bring on-the-ground and local expertise and forge connections with community members.
  - Establishing relationships and trust with the community is especially critical for accelerated project timelines.
  - Community partners may include community-based organizations, local businesses, and non-profit organizations.
- Consider which stakeholders may oppose the project and engage with them early to address or mitigate concerns and solve issues **collaboratively.**
- Establish methods to **collect feedback** before, during, and after quick build implementation.

Implementation Approaches

- Can be implemented by local jurisdiction staff (e.g. Public Works) or via procurement of a contractor.
  - Contractor procurement may take several months depending on local jurisdiction processes and number of bids.
  - Contractor would ideally handle furnishing quick build materials as part of implementation.
  - Allow for construction management/inspection support to ease coordination with contractor.

Implementation Best Practices

- Account for sufficient time for research and coordination as there are a limited number of quick-build materials vendors and larger, more durable materials (e.g., protective pedestrian and bike barriers) typically come with higher shipping costs and longer turnaround times.
- Consider reviewing and updating the current project approval process to streamline or quicken the overall design and implementation process.
  - Examples include narrowing the necessary approvals and studies with strategic design choices and/or permit more design choices to be approved via engineering judgment (e.g. by city's traffic engineer).

Ongoing Engagement and Evaluation Best Practices

- Impactful and effective quick builds will include ongoing engagement to educate people about the project (especially if a new design), gather feedback, and activate the project area.

- It is important to identify meaningful metrics at the start of the project to gather necessary existing conditions data to compare to post-installation data.

Examples of Evaluation Metrics

- Qualitative:
  - Surveys (online and/or intercept).
    - Do the new curb extensions [quick build element] make crossing the street more comfortable [activity affected by quick build design]?
    - Would you like the curb extensions [quick build element] to become permanent?
  - Observations (in-person and/or video).

- Quantitative:
  - Vehicle counts and speeds.
  - Changes to travel time.
  - Bicycle and pedestrian counts.
    - Recommended to share counts to the Statewide Active Transportation Database.
  - Number, type, and severity of collisions.

Maintenance Best Practices and Next Steps

- Quick build materials typically last 1 – 5 years, so local jurisdictions should think about how quick build projects will be maintained (procuring materials and staffing).
  - Maintenance could be handled by Public Works staff and/or on-call contractors.
  - During initial procurement, allow for purchasing of additional materials to ease and quicken replacement.

- Coordinate evaluation and engagement efforts towards securing funding for more permanent installation of quick build project design.

Quick-Build Coordination with Caltrans

- State conventional highways are often wide arterial roadways with safety and access challenges for people walking, biking, and riding transit.
- Caltrans District 8 is developing quick build guidance for Caltrans-led and locally-led projects.
- Recommendations for locally-led projects:
  - Meet early with District Encroachment staff before submitting application to determine the best process for the project; and
  - Reach out to the District Complete Streets/Active Transportation staff for guidance and explore opportunities for partnership and/or coordination with upcoming projects.

Quick-Build Resources

- Quick-Build Overview
  - CalBike: Quick-Build Bikeway Networks for Safer Streets
  - StreetPlans: Tactical Urbanists Guide to Materials and Design
  - CA Bike Coalition and Alta: Quick-Build Guide
  - People for Bikes: Quick-Builds for Better Streets
- Engagement
  - AARP: The Pop-up Placemaking Toolkit
  - SCAG *Go Human*: Kit of Parts
- Implementation
  - Alta: Lessons Learned – Evolution of the Protected Intersection
  - FHWA Incorporating On-Road Bicycle Networks into Resurfacing Projects

Quick-Build Resources

- Caltrans Quick-Build Guidance for Active Transportation Program
- Active Transportation Resource Center
  - 2021 Quick-Build Webinar
  - 2024 Quick-Build and Demonstration Projects Webinar

THANK YOU!

For more information, please visit:

https://scag.ca.gov/sustainable-communities-program

https://scag.ca.gov/active-transportation

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