

# Welcome to the MTC Quick-Build Projects for Small Towns, Rural and Suburban Contexts Webinar!

1. We will start in a few minutes
2. You are all muted
3. If you have questions, please send them to the Q&A feature on the webinar
4. This webinar is being recorded for public viewing purposes
5. The webinar recording and presentation will be distributed to all registered participants after the webinar and will be available online





# “Quick-Build Projects for Small Towns, Rural and Suburban Contexts”

Tony Garcia  
The Street Plans Collaborative



Wednesday, March 10, 10am-11am PST



# Webinar Agenda

1. Webinar Goals
2. Quick-Build Consultant Bench update
3. Introduction to The Street Plans
4. Street Plans Presentation
5. Q&A



Coxe Avenue  
Interim Design  
Project |  
Asheville, NC



# Webinar Goals

- Continue discussions on how to implement quick-build projects, with emphasis on **small towns, rural and suburban contexts**
- Further support “Quick-Build” as a **project delivery method** in the Bay Area region
- Think creatively about models for **partnership, collaboration**, and project delivery **acceleration**, especially on **state routes**

Kalihi Quick-Build Curb Extensions | Honolulu, HI





# Introducing The Street Plans Collaborative



**Tony Garcia, Principal**

**STREETPLANS**  
MIAMI NEW YORK





# Quick-Build Projects for Small Towns, Rural and Suburban Contexts

Metropolitan Transportation Commission 3/9/2021

**Tony Garcia**  
[tony@streetplans.org](mailto:tony@streetplans.org)

**STREETPLANS**  
MIAMI NEW YORK



# Agenda

- 1 Why Quick build?
- 2 Case Studies
- 3 Rules for Tacticians



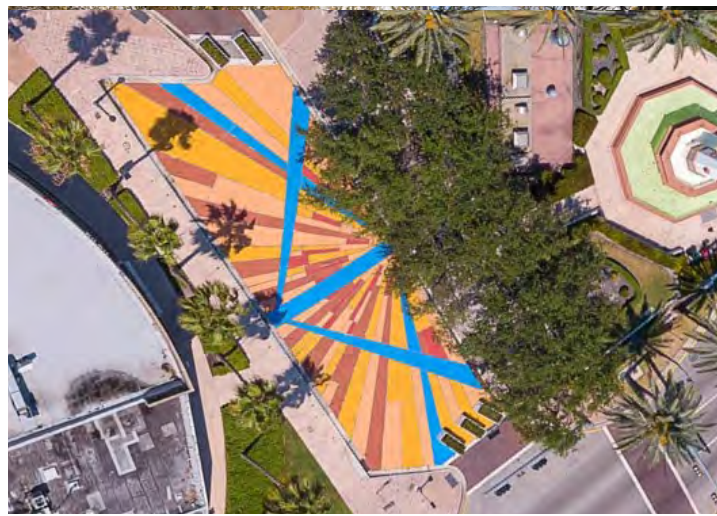


# Better Streets, Better Places

- **Transportation Planning**
- **Placemaking + Tactical Urbanism**
- Architecture + Urban Design
- Public Outreach
- Training + Workshops
- Research + Best Practices Guides







# LET'S RIDE JC

## Bikeway Design Guide

June 2019



### SAFER PLACES TO WALK

#### CURB EXTENSIONS

Let's Ride JC's curb extensions are designed to be safe for all users, including people with disabilities, children, and older adults. They are designed to be safe for all users, including people with disabilities, children, and older adults. They are designed to be safe for all users, including people with disabilities, children, and older adults.

#### APPLICATION GUIDANCE

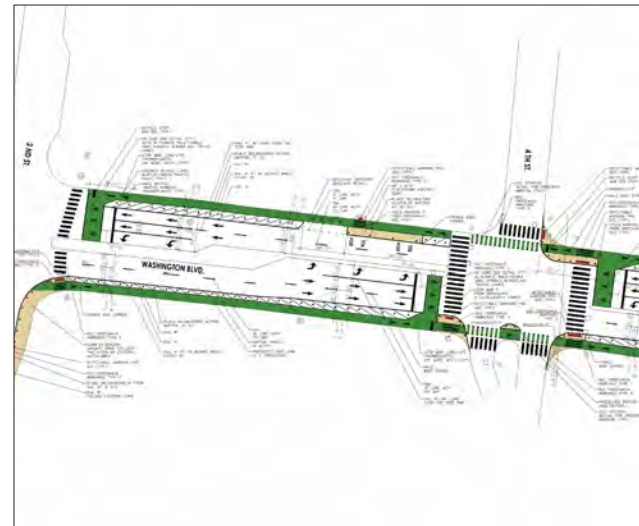
**Considerations:**

- Curb extensions should be used in areas with high pedestrian volume and where the sidewalk is narrow or missing.
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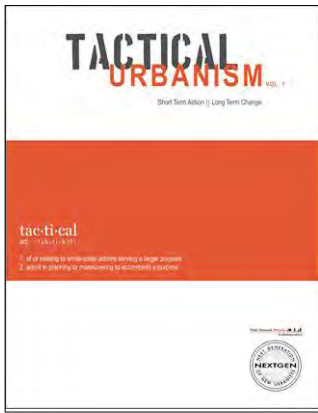
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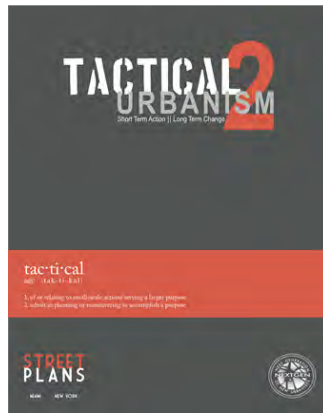
**In Context:**



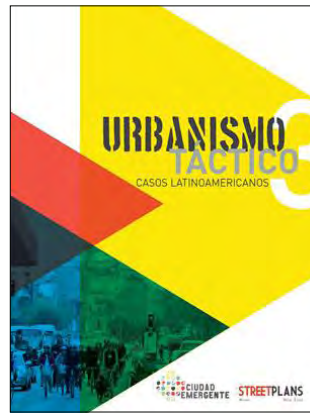




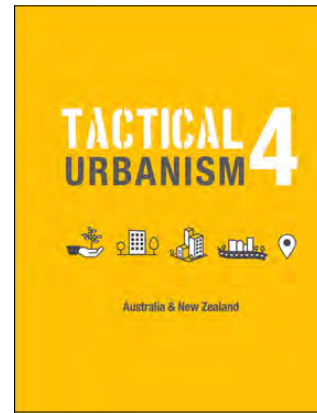
North America (2011)



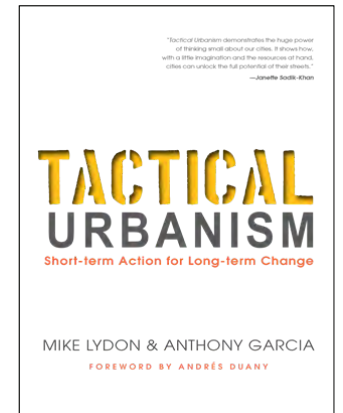
North America (2012)



South America (2013)



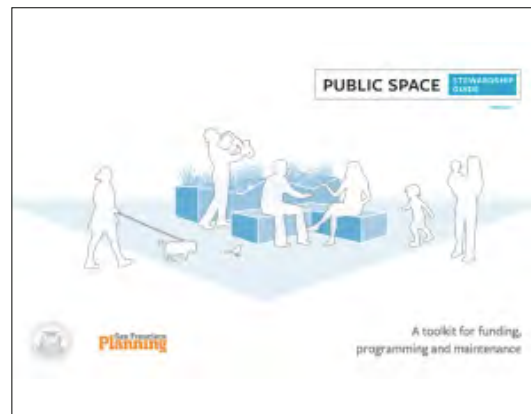
Australia / NZ (2014)



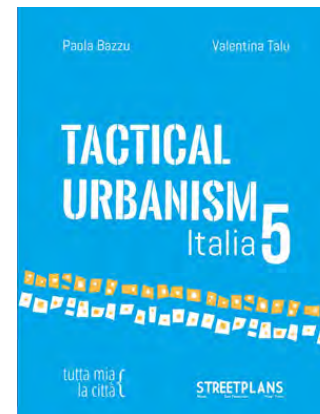
Island Press (2015)



North America (2016)



North America (2016)



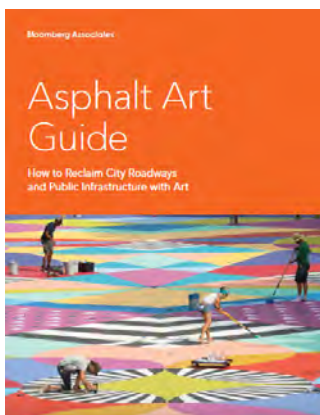
Italy (2017)



Russia (2019)



North America (2019)



North America (2019)



North America (2020)



North America (2020)



# Visualizing Safe Streets





# Awesome! Now what...?





# Conventional Project Delivery

- 1 Overly focused on large-scale projects;
- 2 Is very slow and expensive;
- 3 Public process lacks transparency and breeds mistrust;
- 4 Static and inflexible approach to design.



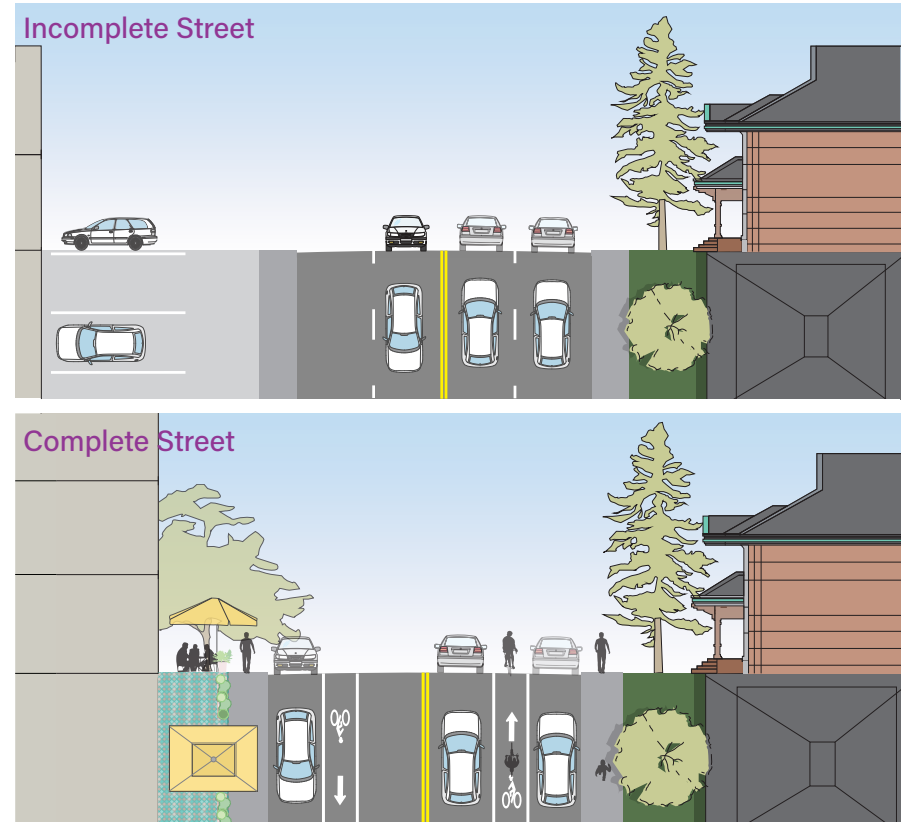


# What's Quick-Build?

**1 Timeline:** Implemented faster than capital projects; typically 2 months – 2 years.

**2 Budget:** \$3,000 – \$300,000

**3 Process:** Allows for participatory, data-driven, and iterative approach to project delivery. Bridges gap between concept / master plan / demonstration projects and long-term capital projects.







DEMONSTRATION (1 day - 1 month · \$)	PILOT (1 month- 1+ year · \$\$)	INTERIM DESIGN (1 year - 5+ years · \$\$\$)	LONG-TERM/CAPITAL (20 years - 50+ years · \$\$\$\$)
Anyone (city, non-profit, business owner, students etc.)	Government / organizational leadership + involvement required	Government / organizational leadership + involvement required	Government / organizational leadership + involvement required
Sanctioned or unsanctioned	Sanctioned	Sanctioned	Sanctioned
Very low-cost, typically low-durability. May be borrowed, easily made, or purchased; no maintenance required	Relatively low-cost, but semi-durable materials to maximize design flexibility while minimizing maintenance needs	Low and moderate cost materials, designed to balance design flexibility, performance outcomes, and maintenance	High-cost, permanent materials that cannot be adjusted easily; maintenance needs vary tremendously
Optional before project implementation, Recommended during brief project lifespan	Required, frequent before implementation and frequent during evaluation period	Recommended, frequent before implementation, required during initial evaluation period, optional thereafter	Required before implementation, recommended during implementation and initial evaluation period, optional thereafter
High: organizers expect project to be adjusted and removed within a short timeline, typically one week or weekend	High: proponents expect project to be adjusted; it may be removed if it does not meet goals upon initial evaluation	Moderate: organizers expect project to be adjusted, but it is intended to remain in place until capital upgrades are possible	Low: project is considered a permanent capital upgrade that is unlikely to be adjusted significantly once installed



# Quick-Build



<p>DEMONSTRATION (1 day - 1 month · \$)</p>	<p>PILOT (1 month- 1+ year · \$\$)</p>	<p>INTERIM DESIGN (1 year - 5+ years · \$\$\$)</p>	<p>LONG-TERM/CAPITAL (20 years - 50+ years · \$\$\$\$)</p>
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# Why Use the Quick Build Method?

- 1** Helps uncover what works, and more importantly, **what doesn't!**
- 2** Expedites delivery of public benefits at a low cost.
- 3** Based on existing master plans, action-focused.
- 4** People-driven, people-centered.





# Planners Try To Impose Order



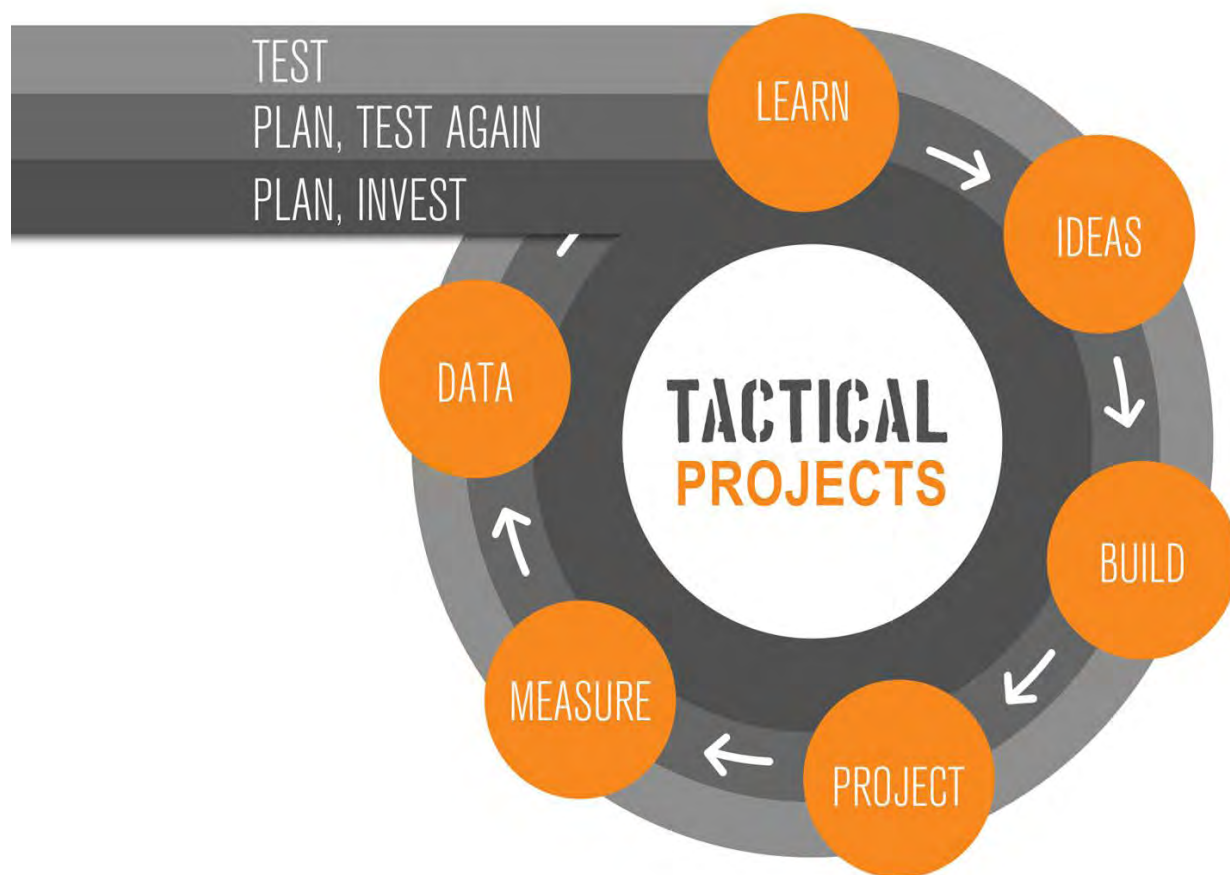
User Experience

Design



# Test Before You Invest!

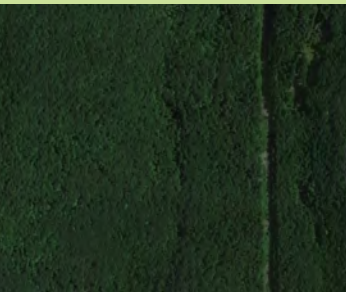
## BUILD, MEASURE, LEARN





# Context-Sensitive Planning

C1 - Natural



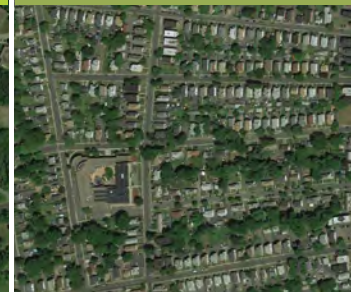
C2 - Rural



C3 - Suburban



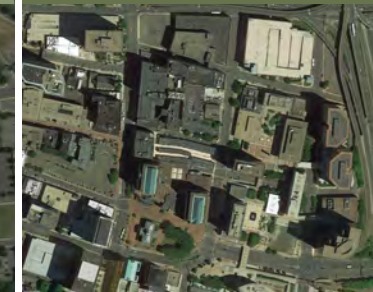
C4 - Urban General



C5 - Urban Center



C6 - Urban Core



- Land-use patterns change, but safety needs don't!
- Not all quick-build projects types are appropriate in every context.
- The approach resonates with communities that often have fewer resources.



# Not Just for Big Cities!

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- ▶ Comprehensive Plan & Maps
- ▶ Current Codes & Ordinances
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## Tactical Urbanism Program

A COLLABORATION BETWEEN THE DDA, DAS, URA AND PLANNING & DEVELOPMENT

### What is Tactical Urbanism?

Have you ever thought that making a small adjustment or improvement to the built environment that you interact with would make your life so much easier, safer, and more friendly?

Tactical urbanism means making small-scale, temporary improvements to the built environment. Tactical urbanism projects are low-cost, temporary and demonstrative, meaning that they show how an improvement or solution would function. The goal of the Tactical Urbanism Program is to give Snellville residents and business owners a way to get more involved and take initiative with the planning of their city. The city as well as the Downtown Development Authority, Development Authority and Urban Redevelopment Authority hopes that this program will allow applicants to showcase how small changes to the built environment can have a big effect on the health, safety and beauty of their community. The Program is offered by the DDA (Downtown Development Authority), DAS (Development Authority Snellville) and URA (Urban Redevelopment Agency) of Snellville and supported by the Planning & Development Department.

### How Do I Apply?



On Instagram



#snellvillepd #snellville  
#snellvilleproud



Nyack, NY



Fayetteville, AR



Middlesboro, KY



Ponderay, ID





# Quick Build in Practice

## Three Examples



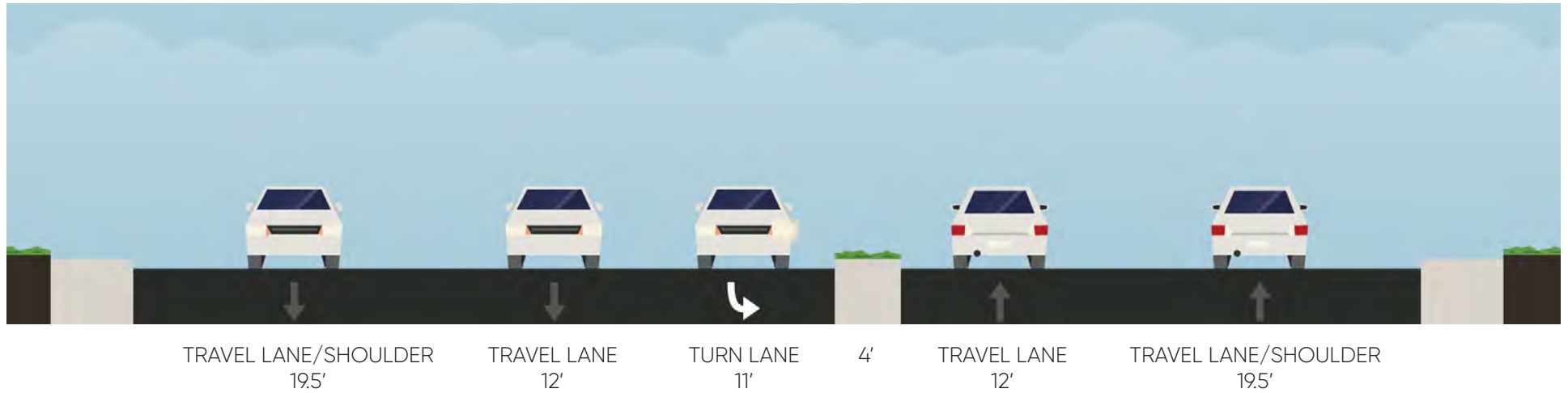




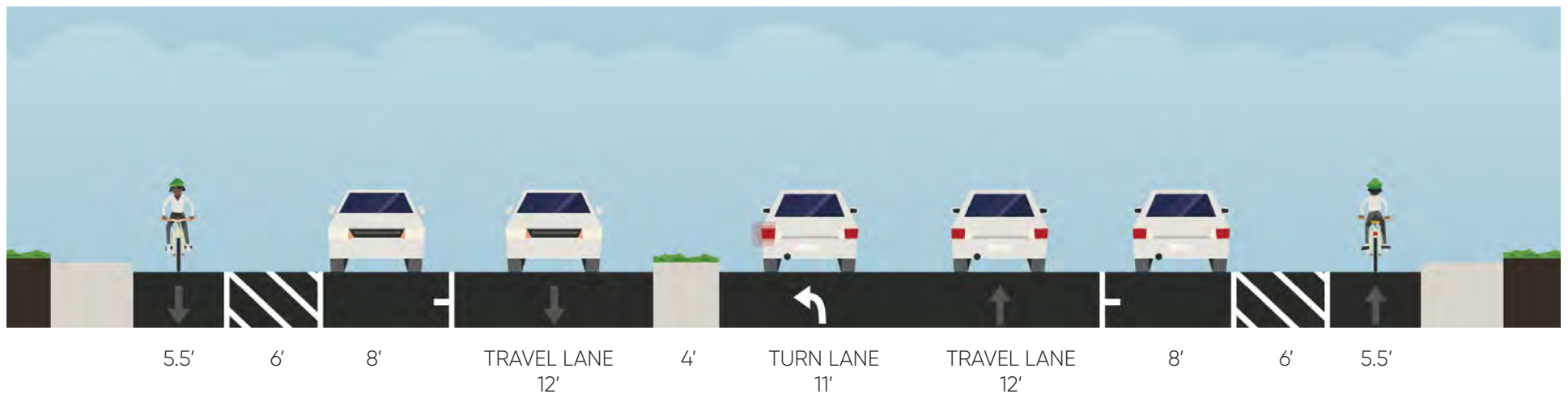


# Maricopa Highway

## Existing Section - Typical



## Proposed Section - Typical





# A Divided Community



## SAVE MARICOPA HWY

A Smarter Plan for Maricopa Hwy. No lane reduction.

[OUR POSITION & SIGN-UP PAGE](#)

[BACKGROUND INFORMATION](#) ▾

[EMAIL OJAI CITY COUNCIL](#)



[GATHER PETITION SIGNATURES TO STOP THE LANE REDUCTION](#)

# Project Process

1

## Outreach



- Comm/Outreach Plan
- CAC open to the public; 15 CAC meetings, 3 TAC meetings
- 3 public workshops
- Office Hours
- Paid social media, radio ads, banners.

2

## Design Development



- Evaluation/Mitigation Plan
- Worked with Caltrans to review designs.
- Developed evaluation and event plans
- Field survey

3

## Implementation Plan



- Implementation Plan
- Set up Numina
- Ordered materials
- Execute "before" data collection
- Acquired permit (Sep.)

4

## The Build!



- December 7 -11!
- Go live Dec. 12
- Several upcoming CACs (pending)
- Permit rider (pending)
- Make adjustments!





# Materials

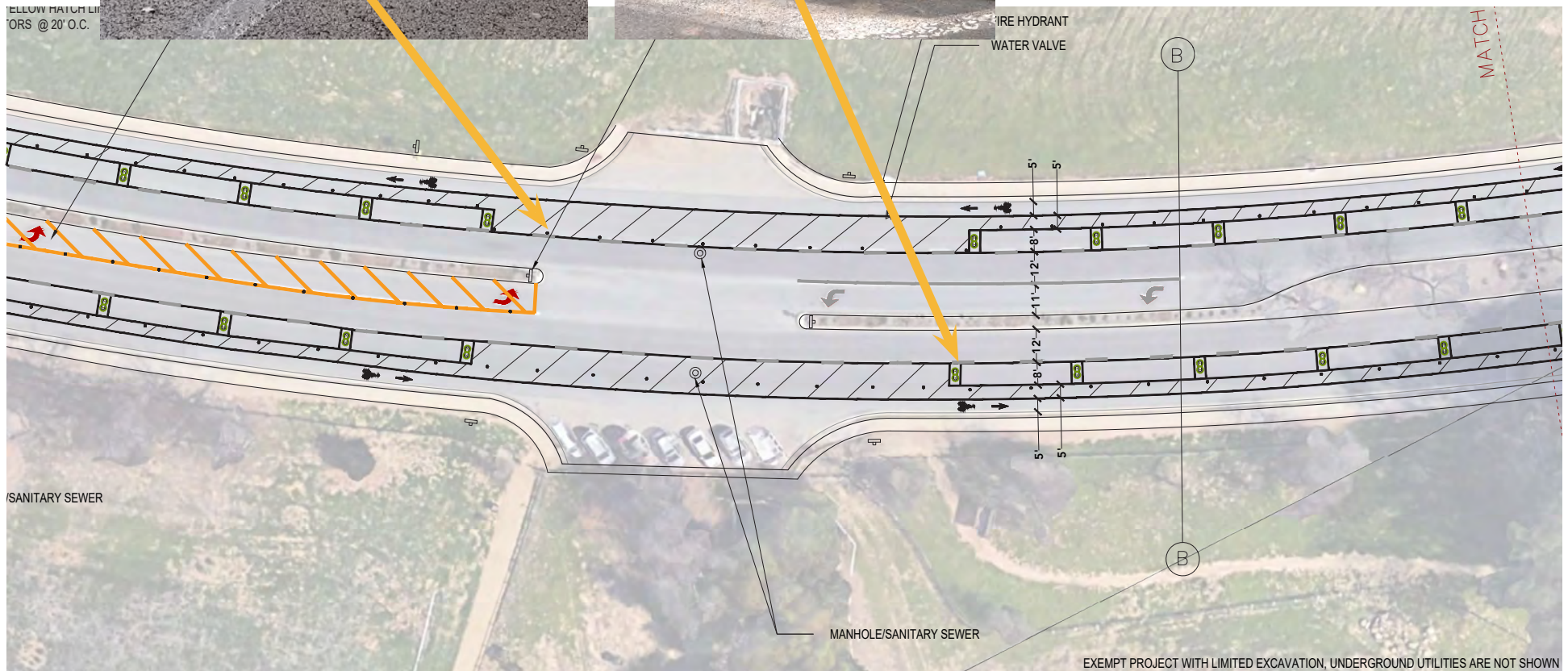
Zicla Zebra Delineator



Zicla Zebra Planters



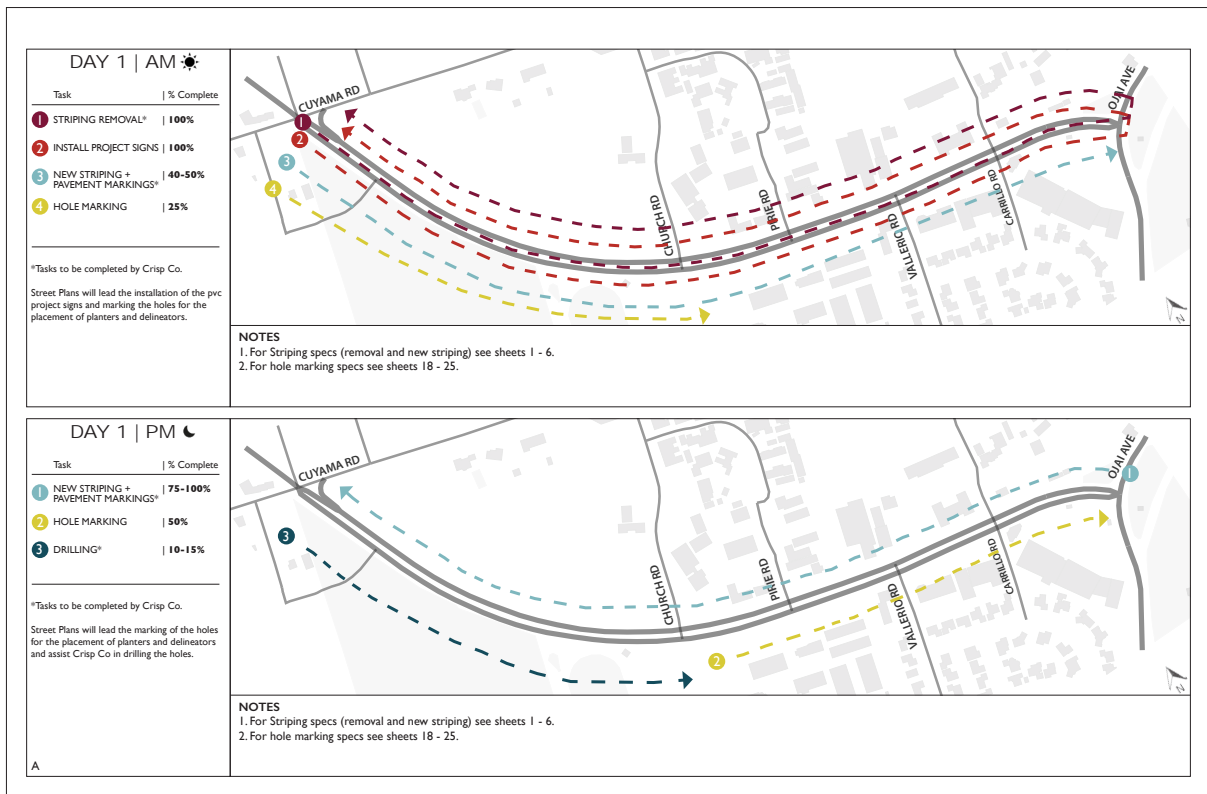
Approval for nonstandard designs / materials delegated to local D7 staff.





# Implementation Plan

- Outlines roles + responsibilities
- Build timeline + sequencing of work
- Volunteers management



## Go Ojai: IMPLEMENTATION MEMO

### I. PROJECT ELEMENTS

Below are the various project elements and their quantities.

Banner: 1

MUTCD Signage: 25

Project Signage on Corridor: 20

White & Yellow Striping (longitudinal lines): approx. 19,000 linear feet

White & Yellow Striping (buffer lines): approx. 6,300 linear feet

White Striping (pavement markings): 52 bike lane markings, 16 pairs of "shark's teeth", 1 "Slow School Xing", 2 right turn arrows, 3 straight arrows, 2 "Bus Only"

Conflict Zone Markings: 23 conflict zones (size varies); total approx. 5,900 sq. ft.

Holes for Planters & Delineators: 1502

Zicla Zebra Delineators: 392

Zicla Zebra Planters: 80

### II. ROLES & RESPONSIBILITIES

Below are the roles and responsibilities of the City of Ojai, Street Plans, and Contractors in the implementation of the Go Ojai Maricopa Highway Demonstration Project, categorized according to implementation task.

#### Banner & Signage

**Banner Installation:** City

**Materials:** Blackout vinyl

**Installation Method:** Use hardware supplied by vendor to secure to poles indicated in Attachment A of the permit submittal

**MUTCD Signage:** Contractor

**Materials:** Aluminum

**Staging/Planting**



**Marking/Outlining**



**Edging**



**Measuring**



**Painting**

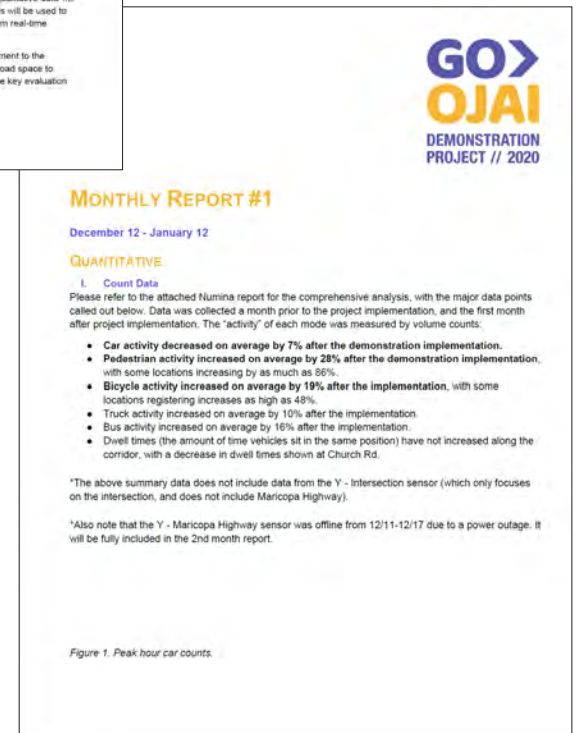
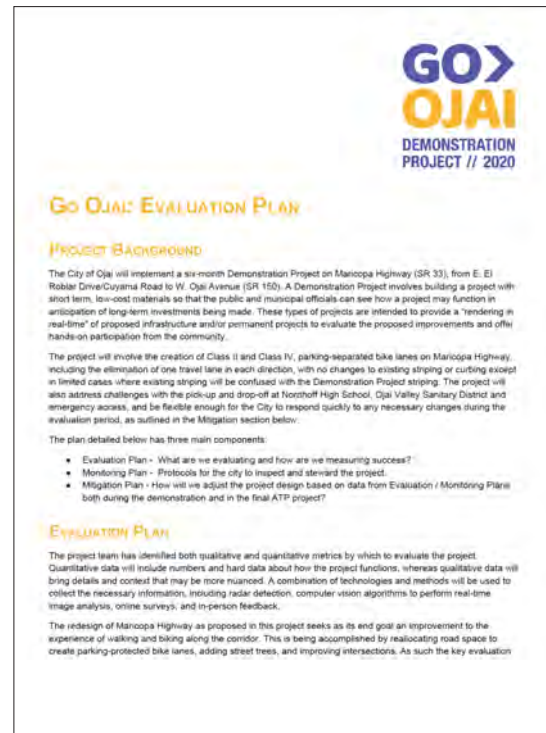






# Evaluation + Mitigation

- Create an Evaluation + Mitigation Plan;
- Forms part of permit package
- Describes what/how data is being collected, establishes a monitoring schedule and process for post-install, + identifies areas where changes can be made (mitigation);
- City to monitor weekly. Reports to Caltrans on a monthly basis.





# Data Collection

- Installed five “Numina” sensors at four intersections along route (Church, Pirie, Vallerio, Ojai)
- Collecting real-time data on an ongoing basis for project duration
- Complete modeshare numbers: Bicycle, pedestrian, and vehicle counts (including buses and freight)



# What are we testing?

- Bike/ped volumes + safety
- Car Speeds
- Volumes (cars, bikes, peds)
- Cut through traffic
- Dwell times
- Parking use/dimensions
- School ingress/egress
- Hospital ingress/egress
- OVSD / Emergency Access





# Preliminary Data (Month 1)

- Two months of “before counts” (October 20 - Dec 12)
- Car activity decreased by 8% after demo with no increases in cut through traffic
- Pedestrian activity increased by 28% after demo, some locations increasing by 86% (between 128 to 223 /day)
- Bicycle activity increased on average by 19% after the implementation, some locations registering increases of 48%! (between 23 to 173 / day)
- Dwell times (IE. ‘congestion’) have not increased along the corridor, with a decrease in dwell times shown at Church Rd.
- Vehicles exceeding 40 mph decreased by 58%.

# Why We Do This Work

A group of people are painting a large mural on a sidewalk in an urban setting. The mural features a large, stylized figure. The scene is outdoors, with trees and buildings in the background. The people are wearing casual clothing and are focused on their work. There are paint buckets and brushes visible on the ground.

“ The brain tends to remember 10% of what it reads, 20% of what it hears, **but 90% of what it does or simulates.** ”

- Edgar Dale







# Survey Results

- 600+ Survey Responses!
- Planters + parking – parking stalls too tight
- Planter aesthetic not well received
- Need for better education about new design (very typical for demo projects)
- Support for better bicycle/ped infrastructure.





# Other Observations

- Emergency access tested (fire truck and MRI truck)
- Delivery truck turning radii tested / observed
- Bike/car collision in Dec.
- Planters vandalized/hit
- U-Turns
- School opening is big factor
- Many options for edits/changes to demo + ATP



## 2. The City Shouldn't Go It Alone

Coxe Avenue, Asheville, NC



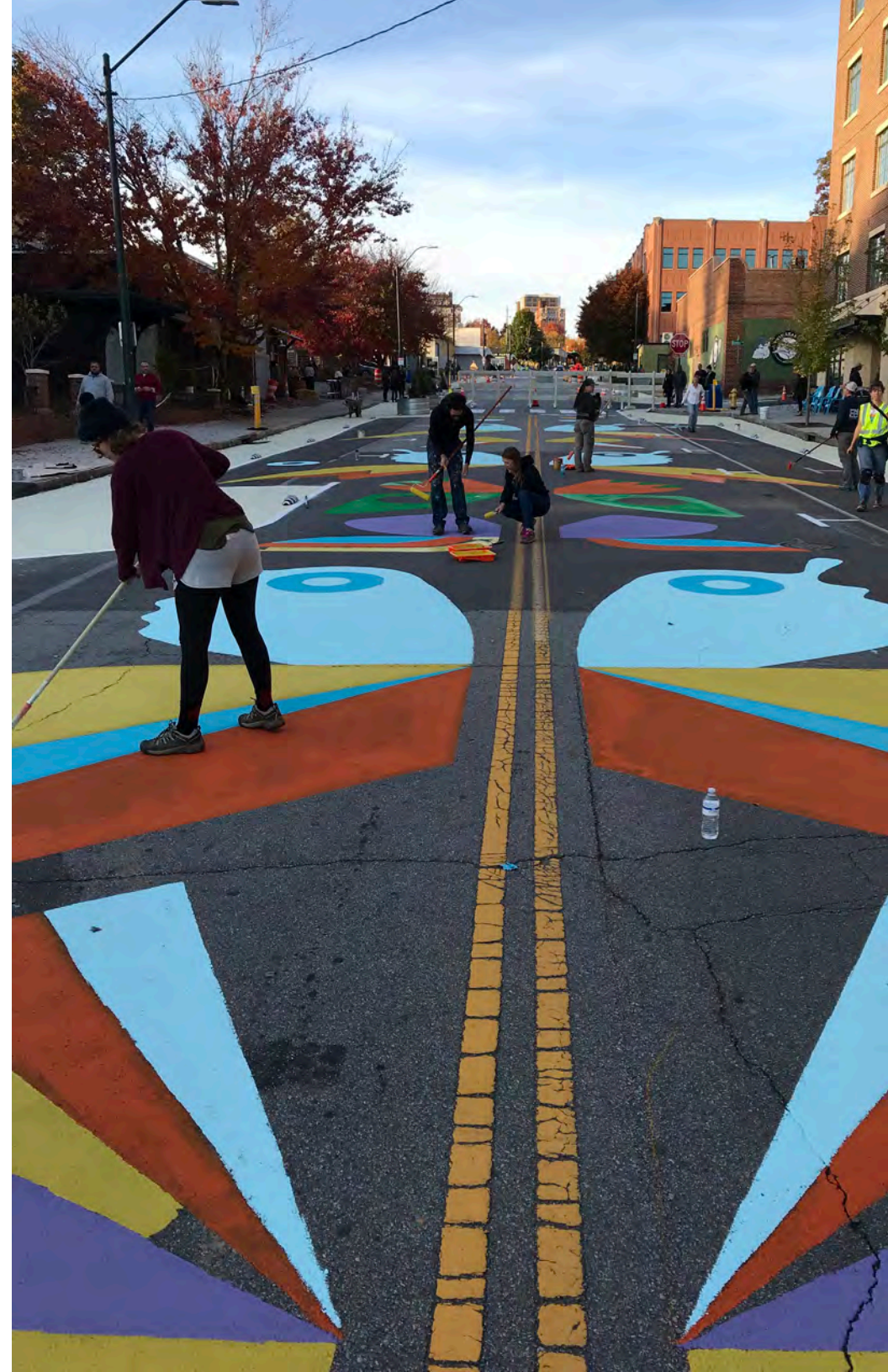


# Pilot to Inform Capital Reconstruction





120+ Volunteers












# WHAT ARE WE MEASURING?



We want to know what street changes benefit you most. To help figure this out, we're measuring:

- Bike, pedestrian & car counts to see who uses the street and how.
- Email surveys to learn how our Tweaks have changed community members' experiences using the street.
- Your direct feedback!

**Text "streetsurvey" to  
555888 to share  
your thoughts**



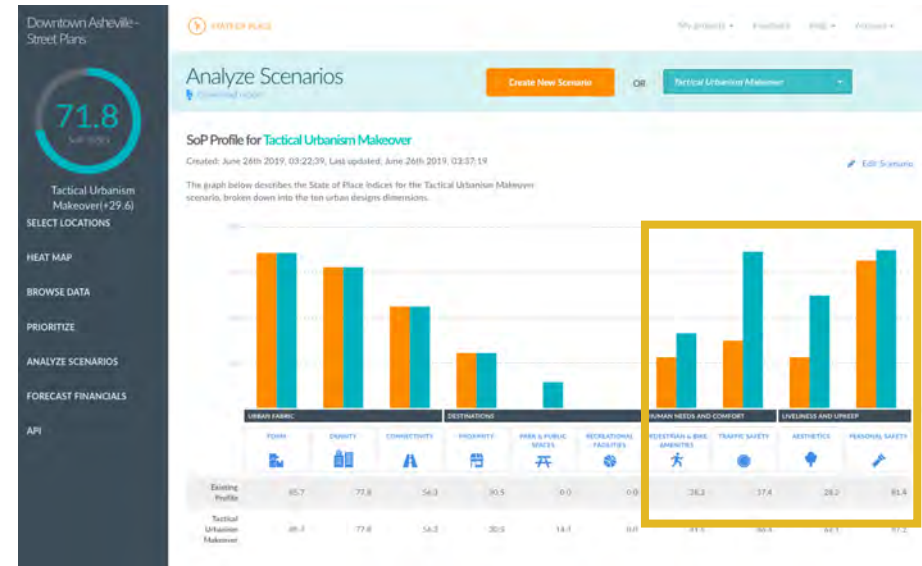




- Average speed reduced by 28%
- Incidents of speeding reduced from 66% to 21%
- Highest speed before: 89mph
- Highest speed after: 41mph
- Vehicular counts: No change



# Value Capture



1 State of Place Index Score **42.3 to 71.8**

2 Primary Benefits: Human Needs and Comfort + Liveliness and Upkeep

3 Value Capture Forecast:

- **Economic Benefit:** \$3,510,323.52
- **ROI:** \$23.40 per dollar spent



**Isn't This All the Data We Need?**





# Ongoing Maintenance





# Next Steps

ID: 527734

Archived Project



## Coxe Avenue and South Lexington Avenue Design and Engineering Project, Asheville NC

Buncombe County


**Owner Reference:** 298-RFLOI-Coxe-Lexington


**Bid Date:** 03/31/2020

In accordance with North Carolina General Statute Chapter 143 Article 3D, the City of Asheville, North Carolina, cordially invites you to submit Letters of Interest (Statements of Qualifications) for professional design and engineering for the Coxe Avenue and South Lexington Avenue Complete Streets Projects. This project encouraged MBE/WBE participation.

**City of Asheville**

Dustin Clemens

 (828) 575-4385

 [Login or create an account](#) To view email

Published 02/06/2020 on Construction Bid Source

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# 3. You Can't Scale What You Don't Permit Burlington, VT



Guarded: Vicki Offedal-Leary, at right, alerts motorists to a school-bound bicyclist's passage across South Union Street at Maple Street on Thursday morning in Burlington.

JOEL BANNER BAIRD/FREE PRESS

## ONE-DAY BIKE LANE PROPOSED

'Pop-up' event would grant bicyclists more space on South Union Street



"We're hoping it would give people — bicyclists as well as drivers — a chance to feel what it's like."

PEGGY O'NEILL  
SOUTH END RESIDENT



JOEL BANNER BAIRD  
FREE PRESS STAFF WRITER

Could a one-day traffic switcheroo nudge Burlington motorists, bicyclists and pedestrians into behavior that is more civil, efficient and safe?

That notion is behind a "pop-up" bike lane on South Union Street proposed for May 29. The idea will undergo a final city review Tuesday.

The proposed event would afford bicyclists a high-visibility, two-way passage from Shelburne Street to Edmunds Middle School — a protected "cyclerack." Motorists would be restricted to a single, northbound lane for the day, separated from bicycles by caution cones, from 5:30 a.m. to 8:30 p.m. The street typically allows vehicle drivers north- and south-bound passage.

"We're hoping it would give people — bicyclists as well as drivers — a chance to feel what it's like," South End resident Peggy O'Neill said.

O'Neill, a key organizer for the demonstration, has for the past month lobbied city officials and dozens of neighbors to give the pop-up a try.

The mother of three children, O'Neill is an avid cyclist, a frequent walker and a

See BIKES, Page 3C



Sharing the road: A school-bound bicyclist negotiates the intersection of South Union and Maple streets Thursday morning in Burlington.

JOEL BANNER BAIRD/FREE PRESS







Leary, at right, alerts motorists to a school-bound bicyclist's passage across South Union Street at Maple Street on Thursday morning in Burlington.

JOEL BANNER

## DAY BIKE LANE PROPOSED

'P  
wo  
bicy  
space  
Union S



**JOEL BANNER BAIRD**  
FREE PRESS STAFF WRITER

Could a one-day traffic switcheroo nudge Burlington motorists, bicyclists and pedestrians into behavior that is more civil, efficient and safe?

That notion is behind a "pop-up" bike lane on South Union Street proposed for Tuesday, Oct. 29. The idea will undergo a final city council vote Wednesday.

The proposed event would afford bicyclists visibility, two-way passage and a "protected" cycletrack. The lane would be restricted to a single lane on the east side of the street, separate from motorist lanes, from 7 a.m. to 5 p.m. on Oct. 29.

The proposed event would afford bicyclists visibility, two-way passage and a "protected" cycletrack. The lane would be restricted to a single lane on the east side of the street, separate from motorist lanes, from 7 a.m. to 5 p.m. on Oct. 29.

The mother of three children, O'Neill is an avid cyclist, a frequent walker and

See BIKES, Page 3C



"We're  
would give  
people —  
bicyclists as well  
as drivers — a  
chance to feel  
what it's like."

**PEGGY O'NEILL**  
SOUTH END RESIDENT





**Make Good Things Easier.**

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# COMMUNITY-LED DEMONSTRATION PROJECT POLICY + GUIDE

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City of Burlington, VT | April 2016











## SPEEDING ON N. WINOOSKI AVE.

### NORMAL CONDITIONS

■ ~1 in 4 vehicles (28%) did not observe the speed limit



### WITH THE DEMO IN PLACE

■ Speeding dropped to 6% of vehicles counted



## SPEEDING ON N. UNION ST.

### NORMAL CONDITIONS

■ ~1 in 4 vehicles (23%) did not observe the speed limit



### WITH THE DEMO IN PLACE

■ Speeding dropped to 6% of vehicles counted







Image: Julie Campoli



SPECIAL SERIES

boundbreakers: people who make a difference



3:25

+ Queue

Download

Embed



# With Citizens' Help, Cities Can Build A Better Bike Lane — And More

September 15, 2016 · 4:47 AM ET

Heard on [Morning Edition](#)

LAUREL WAMSLEY



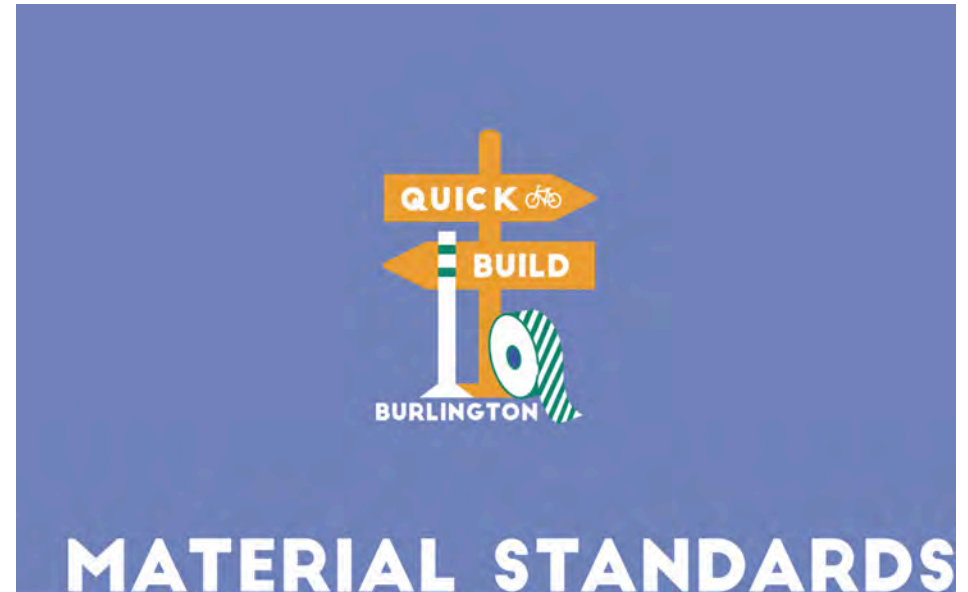


# Pilot Projects





# Interim Design + Materials Standards



## SAFER PLACES TO WALK

### CURB EXTENSIONS

Curb extensions improve site lines and increase pedestrian visibility at intersections. Decrease pedestrian exposure to vehicles by shortening the crossing distance. Reduce vehicle turn speeds by physically and visually narrowing the roadway. Increase pedestrian waiting/standing space. Create additional space for street furnishings, plantings, and other amenities. Help reduce illegal parking at crosswalks and bus stops, and facilitate ability to provide two curb ramps per corner. Curb extensions may be designed as gateways for neighborhood greenways and neighborhood slow zones, community art murals or color patterns may be used for such purposes or where there is a strong desire for aesthetic enhancements.

#### DETAILS

Vertical barrier element to be centered within double white line. 8 min. - 10 max. Planters to abut interior line edge.

4" retroreflective double white line with 4" spacing between lines. See detail. (required).

Parking stop (optional).

Delimiting post, or other. Use Quick Build Barrier Elements (Guide).

Truncated dome curb ramps (required).

Crosswalk entrance to be clear of vertical elements.

#### IN CONTEXT

90 degree parking entrance shown. (see mid block neckdown drawing for other angles).

Planter (optional).

15' Min.

Parking stop (optional).

Truncated domes (required).

Bike corral (optional).

Street mural art (optional).

#### APPLICATION GUIDANCE

##### Applications

- Neighborhood Greenways / Corridor / Downtown Slow Zones / High-Crash Intersections

##### Components

- 4" double white line (required)
- Surface material: traffic paint, methyl methacrylate, epoxy gravel, or Ruby-Lite Glass (recommended)
- Vertical delimiting or other barrier element (See Quick Build Barrier Elements section on page 27 (recommended))

##### Dimensions

Will vary, but 8" maximum width; curb radius to be determined by design vehicle; curb extension should run at least 5' past beyond the corner line.

##### Design Guidance

- Use 2" retroreflective double white stripes to demarcate curb extension area.
- The use of surface material(s) to define curb extension area will increase cost, but also increase clarity of design intent.
- Select barrier elements, such as vertical delimiters, circular planters, etc. to clearly define the area and protect people walking. Vertical barriers should be placed a maximum of 6" apart, and a maximum of 10' apart, and not cross the interior white retroreflective line.
- Curb extension width should be 7' less than width of adjacent parking stalls (length with apron) and may include site triangle visibility zones (see page 23).
- Curb extensions designed for streets with bikeways must be designed carefully to avoid the edge of the parking space. Protected intersections may be appropriate along streets with protected bikeways.
- Curb radii should comply with anticipated design vehicle, but whenever possible not exceed 10'.
- For more detailed guidance, see FHCTO's Urban Street Design Guide: FH's Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, or city-specific guides like San Francisco's Street Layout Design Guide.

## PLANTER - CONCRETE, RECTANGULAR

### IN CONTEXT

#### APPLICATION GUIDANCE

##### Applications

- Protected Bike Lane / Bicycle Refuge Island

##### Components

- Concrete Planter
- Soil
- Plant Material
- Cyclist foot/handrest (optional)

##### Dimensions

(See diagrams at left)

##### General Design Guidance

- Identify a maintenance stewardship partner who will be able to assess and maintain the plant matter.
- Ensure placement does not obstruct accessibility / ADA compliance.
- For all applications below, add a retroreflective strip for night-time visibility.

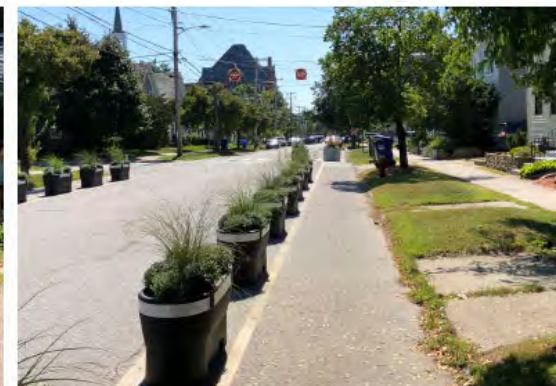
##### Specific Design Guidance

#### Protected Bike Lane / Bicycle Refuge Island

- For protected bike lanes, use Tall Curbs to create a barrier along bikeway edge, contained within any buffer zone that may exist. Place curb segments end to end for desired distance. In some locations, may need a 2" gap between segments to maintain stormwater flow / facilitate me-block exit / entrance for cyclists. May be limited to inner section approach where illegal parking or turn movements interfere with bikeway use.
- To increase visibility / protection, use tall curbs and delineator posts to define Bicycle Refuge Island, use 30" posts where visibility is a concern.
- Use 30" posts along protected bikeways or whenever application may conflict with bicycle handrests.



# Scaling The Methodology





# Rules for Tacticians





# 1. Project Selection

1 Be PRACTICAL! Assess resources to determine scale / duration / location.

2 Look at master plans for project ideas (demo/pilot)

3 No curb reconstruction, signal changes, centerline changes...etc.

4 Consider political + community support.

5 Remember - it is all temporary!





## 2. Expect things to go wrong!





# 3. Let The Process Play Out...





An aerial photograph of a residential street. A colorful mural with hexagonal patterns in shades of yellow, orange, and red is painted on the sidewalk. The street is lined with houses and parked cars. A street sign for 'EAST SIDE' is visible on the left. The text is overlaid on the image.

**April 4th, 2019**

Wish I had good news here, but I don't and this project continues to be a thorn in our sides. **The Jubilee Street mural just hasn't been accepted by a large majority of the residents of Jubilee Street.**

They continue to send emails and write letters demanding its removal. They've also gone door to door with a petition.

**April 5th, 2019**

Most of the people in attendance ended up being very supportive of the Jubilee Street closure after we went through how greatly it improved vehicular and pedestrian safety, and was a betterment to the neighborhood.

One thing I think you'll all be happy to hear is that the resident who was most impacted by the closure, and originally was very, very against turned around and is now a big supporter of the closure. He talked about the traffic improvements, decreased drug activity, and that kids are using the closed space where the mural is to ride bikes.

**Our ultimate plan is to expand the park area by the end of the summer.**



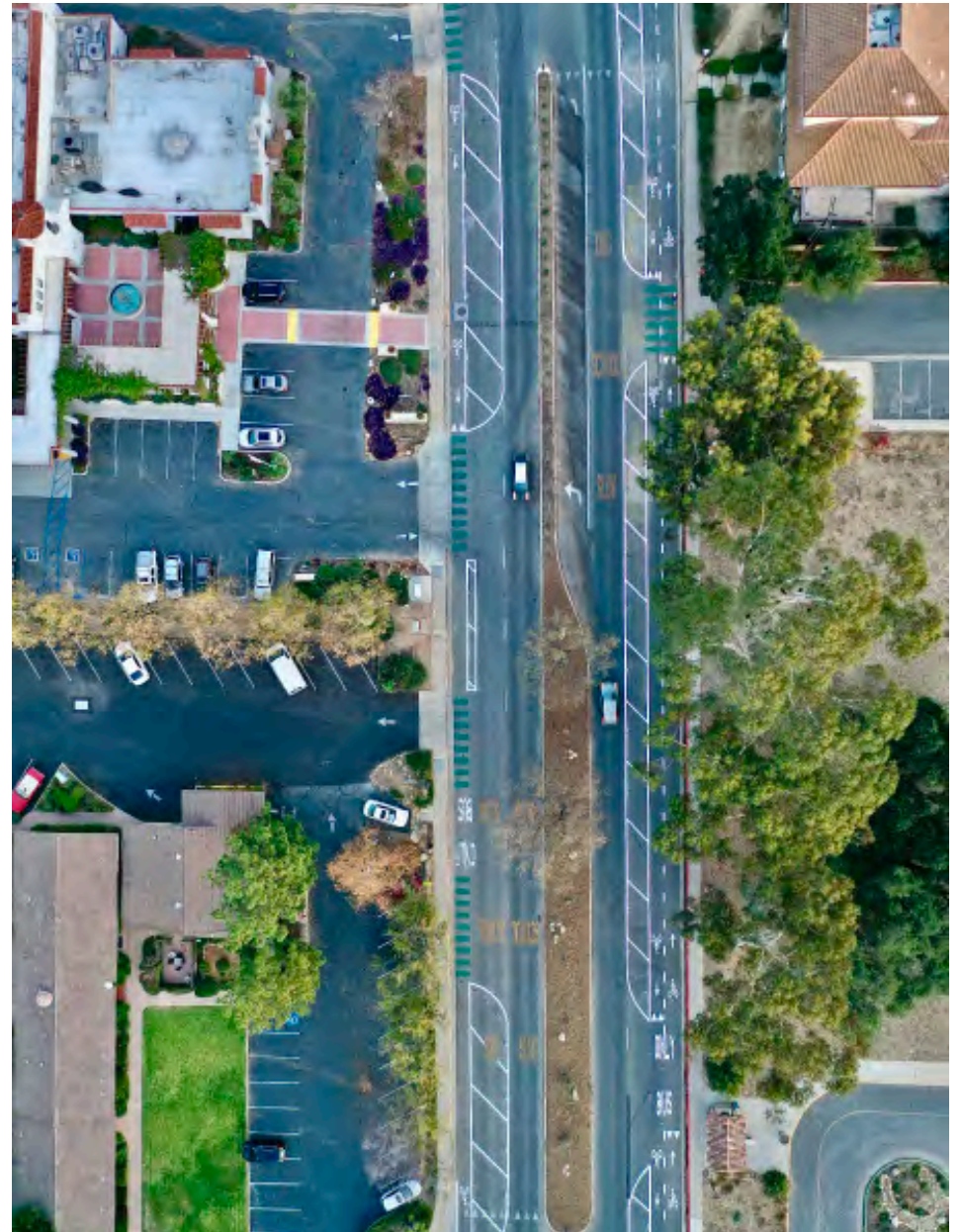
## 4. Expect to be hands-on!





# 5. Build the Plane As You Fly!

- 1 Don't rely on conventional permitting systems to work for Quick Build projects.
- 2 Consider non-traditional partners like MPOs, Non-profits.
- 3 Lay out an MOU at inception that identifies roles, responsibilities.





**Oh, And Don't Forget to have FUN!**





# Thank you!

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# Thank you and Take Care!



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