WSDOT

Active Transportation Programs Quick Build Guide

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Introduction

Purpose

The purpose of this document is to provide guidance for implementing Quick Build projects for Washington State Department of Transportation (WSDOT) Active Transportation Division funding programs: the Sandy Williams Connecting Communities Program, the Safe Routes to School Program, and the Pedestrian and Bicyclist Program. It provides guidance for projects led by local agencies and Tribes on local roads.

Quick Build projects focus on making space for people and generally fall into one or more of the following categories:

- Making designated space for pedestrians and bicycles separate from motor vehicle travel lanes
- Reducing speeds and traffic calming
- Building community connections and conversations

This guide includes an overview of the typical process for implementing Quick Build projects, including recommended opportunities to integrate engagement activities and considerations for material selection. For projects along or across Washington State routes, coordinate with the relevant WSDOT region throughout project development. On roads with high speeds and traffic volumes, Quick Build projects alone may not provide adequate separation between modes.

WSDOT REGIONAL CONTACTS

Local jurisdictions with projects that are funded by WSDOT and/or located within state-owned rights-of-way can contact the Project Development Engineer for their WSDOT region. Contact information for WSDOT Development Services can be found on the WSDOT website (**Development services and access| WSDOT**).

What is a Quick Build project?

A Quick Build project reconfigures an existing roadway using commonly available and standard materials to support and promote active transportation. Quick Build projects can typically be designed and installed on a shorter timeline than long-term roadway reconstruction projects.

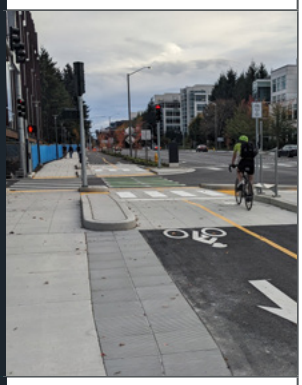
For the purposes of this guide, there are three categories of Quick Build projects:

- **Demonstration Project** Very short term installation (days to weeks) to engage the community and generate feedback and data to inform potential long-term changes to a corridor.
- **Pilot Project** Longer term installation (weeks to months) to test materials and facility types in a community. These are part of an iterative approach to support plans for more permanent improvements. Projects may serve as the first step in a design. They allow flexibility to change or upgrade the final full construction.
- **Rapid Implementation** These are permanent or semi-permanent installations (months to years) that use durable, surface-mounted materials. The projects aim to provide benefits similar to roadway reconstructions at a lower cost and in an expedited timeframe.

Figure 1 provides a high-level overview of the categories of Quick Build projects and the differences in material, time, and cost for each category.

Projects that are outside of these three categories are referred to as long-term projects. These are often more complicated, permanent installations that may require street reconstruction beyond the existing pavement width. Long-term projects use higher-cost materials that cannot be adjusted easily or would require significant pavement adjustment and/or reconstruction. These

FIGURE 1 Comparison of Quick Build categories

	QUICK BUILD			OTHER
				
Project Type	**Demonstration**	**Pilot**	**Rapid Implementation**	**Long Term**
Duration	Days to weeks: Opportunity to showcase an idea	Weeks to months: Opportunity to test iterations of design	Months to years: End state or opportunity to transition interim design to long term infrastructure	Years
Space Required	Within curb to curb	Within curb to curb	Within curb to curb	May require street reconstruction beyond the existing curb
Cost	$	$$	$$$	$$$$
Install Speed	Hours to Days	Weeks to months	Weeks to months	Months to years
Materials	Very low cost, low durability materials with no maintenance required. Includes temporary traffic management devices: traffic cones, planters, water barrels, paint, and signage.	Low cost, semi-durable materials to allow design flexibility.	Low- and moderate cost materials aimed to balance design flexibility, performance outcomes, and maintenance. Includes adjustable, low cost materials: flexible delineator posts, precast curbs, planters, and thermoplastic pavement markings.	High-cost materials that cannot be adjusted easily. Includes green infrastructure and landscaping, lighting, underground utilities, curbside activities, and amenities.

long-term projects typically are more complicated and require multiple years to design and construct. They also typically have a much higher overall project budget.

Why Quick Build?

Quick Build projects offer numerous advantages to communities and agencies:

- Projects are typically implemented within the existing pavement width, often by reallocating road space from other uses, such as on-street parking or motor vehicle lanes, to accommodate active transportation improvements.
- Quick Build projects use materials that can be obtained and installed quickly and at a low cost. Projects can be built with posts, planters, and pavement markings, as opposed to installing new pavement and/or reconstructing curbs.
- As Quick Build projects are installed on a trial basis, the temporary installations allow practitioners to easily adjust or remove elements throughout their lifespan in response to public feedback. Successful projects may be upgraded with more durable materials and result in long-term improvements.
- A Quick Build project can serve as community engagement. A project on the ground may communicate a design more effectively than an image. Trying something out temporarily allows community residents to experience and respond to the changes. Engineers and planners can then gather community feedback and input, and change designs accordingly.

Quick Build Benefits

Quick Build projects can:

- Create a more comfortable space for active transportation
- Improve safety sooner than more complex projects
- Lower speeds and promote traffic calming
- Foster engagement throughout the process with elected leaders, staff, and the community
- Test designs, interventions, and materials in a cost effective way
- Build consensus for extending the project or adding more complex project elements
- Develop interest and support for additional projects that support active transportation

Quick Build Project Process

Figure 2 illustrates the typical planning and implementation process for Quick Build projects. Note that **Rapid Implementation** projects may diverge from the process shown in Figure 2, as they are often designed and installed to last for longer

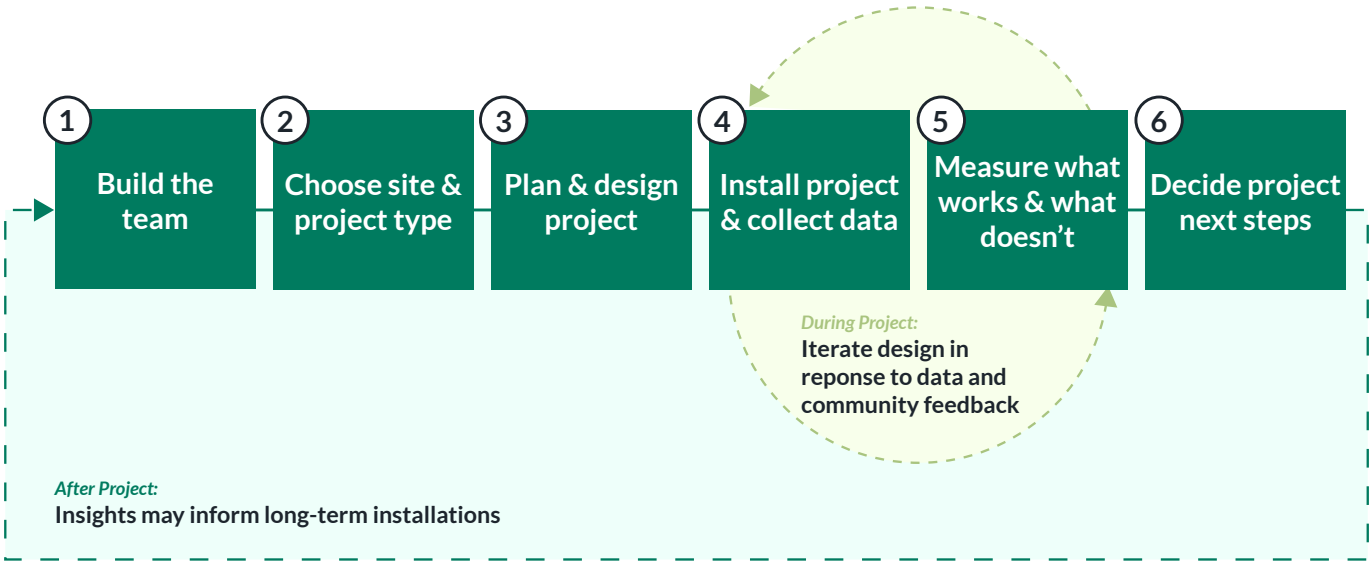


FIGURE 2 Typical process for a Quick Build project

TABLE 1 Quick Build Project Steps

Build the team
Assemble community and agency partners, including the local agency, Tribe, and WSDOT region (if applicable), and community-based organizations.
Create community engagement plan.
Confirm the project type
Convene project development workshop, including agency partners and potentially members of the public.
Develop a project concept plan and an installation plan.
Identify permitting needs.
Identify necessary project materials, quantities, costs, and vendors.
Plan and design project
Conduct outreach with adjacent residents and business owners specific to the project design.
Develop project layout and create Temporary Traffic Control Plan (TTCP), as needed.
Submit application for permits and create TTCP, as needed.
Create tools for collecting data and feedback, e.g., counts, online surveys, etc.
Develop detailed plan/timeline for project installation.
Conduct baseline data collection (if needed).
Install and maintain the project
Notify adjacent residents and business owners about installation impacts.
Install project per selected concept, materials, and timeline.
Conduct field visits and site maintenance as required.
Conduct data collection while project is in place.
Compile community feedback during installation.
Follow up (after removal, for temporary projects)
Remove project per determined process and timeline.
Evaluate materials used during the project.
Convene the project team for a project debrief.
Develop evaluation summary with lessons learned.

periods of time. Table 1 describes the planning and implementation process in more detail.[1]

Quick Build projects are designed to be implemented within days, weeks, or months (rather than years). These projects require minimal capital construction because there is less need for surveying or detailed engineering to consider factors like changes in grades, detailed drainage design, or relocation or removal of utilities, street trees, or other infrastructure. Instead, construction crews can often adjust the project design in the field.

Quick Build projects do not require survey or utility relocations, or have significant impacts to existing pavements. Because surveying and detailed engineering are often unnecessary, jurisdictions can shorten the typical permitting and review processes. In many cases, installation is relatively simple and city or county crews can complete the work instead of putting the project out to bid. However, the duration of Quick Build projects can vary depending on the type of project improvements, right-of-way ownership, and planned length of installation.

1 The timeline shown in Table 1 was adapted from the Minnesota Department of Transportation's (MnDOT) Demonstration Project Implementation Guide (2019). Accessed at: https://www.dot.state.mn.us/saferoutes/demonstration-projects.html

Partner and Community Engagement

Quick Build projects provide an opportunity to engage with the public. Projects can use temporary installations to allow the public to learn about the benefits of different types of street modifications first hand, and involve community members in collaborative planning and design efforts. Rather than just commenting on a design plan or rendering, Quick Build installations allow community members the chance to interact with the design in the location of the proposed change and offer feedback to improve it.

The success of Quick Build projects depends on regular, frequent engagement between the city or county and the community. Jurisdictions can create community engagement plans that clearly state the project purpose and timeline, describe the decision making process, and note opportunities for input from key partners and the community. Key partners may include elected officials, community-based and advocacy organizations, emergency services (e.g., fire and police), transit agencies, waste management services, maintenance services, schools, and neighborhood and business associations. Building coalitions with key partners through Quick Build projects can help foster relationships for future projects.

It is important to note that for longer-term transportation projects, various federal and state laws, regulations, and policies may require jurisdictions to create opportunities for public input before they finalize project decisions. Various funding streams or project locations may require specific engagement, as outlined in applicable NEPA and SEPA environmental policies and procedures and the HEAL (Healthy Environment for All) Act.[2] Minor construction on roadways can be categorically exempt from SEPA, as outlined in WAC 197-11-800.

Process by Category

The following section describes how the typical timeline and planning and implementation process can vary for different Quick Build project categories.

It is important to note that some Quick Build projects may move between categories as they evolve, such as going from a short-term Demonstration project to a longer-term Pilot project that uses more durable materials. For example, a jurisdiction may start with a weekend street closure, then decide to extend the street closure for a few months based on positive community feedback.

Demonstration Projects Process

Demonstration projects are short-term, low-cost infrastructure installations that use temporary materials. They can be in place from one day to a few months. Jurisdictions may use shorter **Demonstration** projects (e.g. 1-2 weeks) to engage with the community about potential longer-term changes to a corridor. Jurisdictions may use longer term **Demonstration** projects (e.g., 3-4 months) to collect data and evaluate the project's effects on pedestrian, bicyclist, and driver behavior.

Demonstration projects that are on state-owned routes need to be permitted by WSDOT Region staff. For these projects, city or county project managers can connect with the WSDOT Active Transportation Division.

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2 WSDOT Design Manual. Chapter 210 - Community Engagement and Public Hearings. Accessed at: https://wsdot.wa.gov/publications/manuals/fulltext/m22-01/210.pdf

Pilot Projects Process

Pilot projects are longer-term installations (weeks to months) that are typically used to test materials and facility types, using more durable materials than would be used for a Demonstration project. These projects may not require the same level of review and permitting as long-term solutions. They may also allow a lower level of design. For example, engineers may develop plans on aerial photos instead of topographic surveys. However, requirements may vary depending on the needs of the

FIGURE 3 Demonstration Project Example 1: B Street in Quincy, WA

In 2021, the Better Block Foundation worked with the Quincy Chamber of Commerce, Microsoft, and other local stakeholders to create a temporary outdoor community space in the middle of B Street in the City of Quincy. For this project, the Better Block Foundation and its partners aimed to both attract more residents and visitors downtown and also transform the street into a pedestrian-oriented space by closing off traffic and incorporating pop-up street furniture.

The team held a two-day demonstration event at the site in Summer 2021 that drew over 2,000 attendees. The event featured street furniture, a stage, planter boxes, family-friendly activities, live music, and a farmers' market with local vendors. Local high school students and other community volunteers stepped in to fabricate and assemble items for the project. The team used furniture, signage, games, and other items they could easily assemble and disassemble. Better Block provided a library of free designs for many of these items. The removable items allowed the city to more easily issue permits than for a permanent installation, as well as to test out the idea before embarking on a lengthier planning process.

After its initial success, the event has evolved into a popular annual occurrence for the city, now called the "B Street Block Party". More information about this project is available on the Better Block website.



FIGURE 4 Temporary installation of a painted mural to help revitalize B Street in downtown Quincy, WA

Source: Better Block

FIGURE 5 Demonstration Project Example 2: King Street in Airway Heights, WA

In 2021, the City of Airway Heights implemented a Demonstration project at the intersection of King Street and 10th Avenue. The intersection is in a residential area adjacent to a park and an elementary school. The project aimed to improve safety and active transportation access for students and neighborhood residents by addressing incomplete sidewalks and poorly placed crossings. The team collaborated with partners to make use of limited resources by implementing a week-long Demonstration project that temporarily established new crosswalks, closed sidewalk gaps, created a traffic-calming pavement mural, and provided edible landscaping and kid-friendly programming.

As a small city with limited budget, equipment, and staff capacity, the project team used rented and borrowed equipment to guide traffic and pedestrians and enlisted the help of artists to help design the space. During the week, they provided activities like large-scale games and an ice cream truck to encourage students and other community members to experience this space in a new and more inviting way. Afterwards, the city donated all project materials to local programs and community members.

The team borrowed count cameras from Spokane County and WSDOT to track before and after pedestrian and traffic flows, which showed that pedestrian and bicyclist activity doubled during the week of the project. Further, the city conducted a survey of residents and attendees that indicated people thought drivers slowed down through the area during the demonstration. More information about this project is available in the project case study by Smart Growth America.



FIGURE 6 Traffic safety drums create a protected walkway for a safety Demonstration project in Airway Heights, WA

Source: Smart Growth America





FIGURE 7 Street closure to vehicles on Front Street in Leavenworth, WA
The City transformed the roadway into a temporary walking plaza using traffic barricades and posted signage. These signs are designed to be consistent with Leavenworth's old-world Bavarian Alpine theme.

Sources: WSDOT, Toole Design

jurisdiction that owns the public rights-of-way. Projects may change over time, whether adding to or modifying the project with more capital-intensive improvements or decommissioning the Quick Build improvements. Some common adjustments include:

- Limits of project
- Configuration of parking
- Types of barriers
- Transit stop locations

Rapid Implementation Projects Process

Rapid Implementation projects use durable, surface-mounted materials that provide some of the same benefits as permanent installations, but at a lower cost and in an expedited time-frame. As with larger long-term projects, these improvements may require a full review process and Plans, Specifications, & Estimates (PS&E) submissions. To install the projects, agencies can use their own crews, hire a vendor, or put the project out to bid.

FIGURE 8 Pilot Project Example 1: 4th Avenue Bike Interim Facilities in Seattle, WA

In 2021, the City of Seattle implemented interim bi-directional protected bike lane facilities on 4th Avenue through downtown. This initiative emerged from a comprehensive planning process with local stakeholders and public agency representatives called One Center City, which recommended protected bike lanes on 4th Avenue The interim project (referred to as Phase 1) ran on 4th Avenue from Pine Street to Yesler Way and 2nd Avenue to connect to the broader Center City Bike Network.

Based on the observed connectivity and safety benefits of the Pilot project, Seattle implemented a Phase 2 by upgrading segments of the paint and post bike lane with concrete curbs. The new curbs included loading zones and street parking between the bicycle lane and traffic lanes. In addition, the City upgraded traffic signals along the street to separate pedestrians and bicyclists from turning vehicles.

The City continues to install more long-term and higher-cost solutions based on its evaluation of this and other Quick Build projects for improving traffic safety and active transportation access. More information about the 4th Avenue project is available on the SDOT website.



FIGURE 9 Pilot project to build an interim bi-directional protected bike lane using paint and posts on 4th Avenue in Seattle, WA

Source: Toole Design

Jurisdictions should decide early which method they will use to construct the project to ensure they develop accurate budgets for design, construction, and maintenance.

FIGURE 10 Pilot Project Example 2: Wenatchee, WA

The City of Wenatchee adopted a Complete Streets policy in 2016 and has since implemented multiple Quick Build projects to test out various Complete Streets infrastructure improvements. One of those projects led to a permanent infrastructure change at the intersection of Okanogan Avenue, Orondo Avenue, and Methow Street.

For this Pilot project, the City redesigned the intersection to remove one travel lane approaching Orondo Avenue and shortened a single long crosswalk to two shorter crosswalks with a pedestrian refuge island. Officials installed a protected bike lane along Orondo Avenue and added a pedestrian plaza to the end of Methow Street. The City installed the project using temporary paint and cones. The project aimed to slow drivers approaching the crosswalk, improve driver yielding for crossing pedestrians, and dedicate space for bicyclists through the intersection.

During the project, the team held a pop-up market event to gather feedback about the temporary street design and cultivate a sense of community ownership. Based on the positive community response to the temporary installation, the City permanently installed the pedestrian refuge, lane reduction, and bike lanes. In collaboration with the Washington State Department of Health and Smart Growth America, the City created a video to illustrate community feedback on the temporary installation. Further information about this project is available on the Smart Growth America website.



FIGURE 11 Intersection from a Demonstration project in Wenatchee, WA

Source: City of Wenatchee

Quick Build Facilities

Guidance on the application and design of typical treatments for these types of projects is provided in the WSDOT Active Transportation Programs Design Guide. Table 2 below shows several treatments from the guide that can be installed through a Quick Build project. This list is not exhaustive; it instead provides a sample of the types of treatments that WSDOT Active Transportation funding can support.

For safety treatments, the Federal Highway Administration (FHWA) maintains a collection of 28 Proven Safety Countermeasures that are effective in reducing roadway fatalities and serious injuries on roadways (Proven Safety Countermeasures | FHWA). Jurisdictions can implement some of these countermeasures and strategies through Quick Build installations, including the following:

- Right-Turn Lane Treatments for Bicyclist Safety
- Speed Signage Pavement Legends
- Vehicle Parking Restrictions



FIGURE 12 Thermoplastic marking used with delineators for a Pilot project at a traffic circle in Bellevue, WA

Source: Toole Design

TABLE 2 Active Transportation Elements for Quick Build Projects

Treatment	Description
Road reconfiguration	"Narrowing" a street by removing excess travel lanes and allocating space for wider sidewalks, bike lanes, a center turn lane, or other uses.
Chicanes	Offset curb extensions or islands that narrow the street and require vehicles to follow a curving path, slowing them to safer speeds.
Neighborhood traffic diverter	Physical barriers that restrict vehicle movements at an intersection while still allowing pedestrians and bicyclists to pass. This treatment is typically applied to a minor street approach.
Median diverter for multi-stage crossing	Diverters that prohibit drivers at minor street approaches from traveling straight or left at an intersection and drivers on the major street from turning left, while still allowing pedestrians and bicyclists to cross. This treatment is typically applied at crossings of major streets.
Neighborhood traffic circle	Small circular islands located in unsignalized intersections that allow traffic to flow around them in one direction.
Choker	Chokers (also known as pinch-points) extend the curb into the roadway, narrowing the roadway width and encouraging slower driver speeds.
Speed hump or speed cushion	Raised mounds on the roadway that calm streets for pedestrian and bicyclist use by slowing driver speeds.
Reduced corner radii	Reductions to curb radii to slow the turning speeds of vehicles.
Pedestrian refuge island	Refuge islands reduce the exposed crossing distance and provide a place for pedestrians to evaluate their ability to cross traffic one direction at a time.
Physical barrier to restrict parking near crossings	Physical barriers, such as vertical delineators, placed in daylit areas to prevent drivers from parking in areas where they block pedestrian ramps and obstruct sightlines.
Curb extension	Extensions of the sidewalk or curb face into the parking lane or shoulder at an intersection or midblock crossing to improve sight distance between the driver and pedestrian.
Protected intersection for linear bicycle facilities	Geometric treatments that keep bicyclists physically separated from drivers up to the intersection, including the corners.
Asphalt art	Painted crosswalks and other forms of street art that contribute to neighborhood vibrancy, while also serving as visual cues to drivers to slow down.
Parklets	Sidewalk extensions into the parking lane that provide seating, gathering space, and other amenities.
Buffered bike lane	Bicycle lanes that are separated from the adjacent general purpose lane(s) by a pattern of standard longitudinal pavement markings wider than a normal or wide lane line marking.
Separated bike lanes	Exclusive facilities for bicyclists that are located within or directly adjacent to the roadway and physically separated from motor vehicle traffic with a vertical element, such as posts, planters, or "armadillos."
School Streets	Streets open for people walking, rolling, and biking to school, and closed to pass-through traffic, including caregivers dropping off their students.

Quick Build Elements

Four main elements are typically used in Quick Build projects, described in more detail in the following pages:

- Pavement markings
- Delineators
- Barriers
- Signage

Quick Build projects generally use adjustable, low-cost materials for all of these elements, which can also be suitable for interim or long-term solutions. **Demonstration** projects typically use easily removable materials. **Pilot** projects often use flexible and adaptable materials that can be physically affixed to the roadway, giving them more permanence than those used for **Demonstration** projects. **Rapid Implementation** projects typically use the most durable materials.

Table 3 summarizes the types of materials used for the different categories of Quick Build projects. The table also identifies which types are WSDOT Standard Materials from the WSDOT Standard Specifications (WSDOT Standard Specifications 2025 | WSDOT).

Many jurisdictions in Washington state reference the materials found in the WSDOT Standard Specifications. Since these are approved for use on state routes, they are often directly referenced or are the baseline for local jurisdictional and agency standard materials.

However, Quick Build projects are not required to use WSDOT Standard Materials. Jurisdictions may instead opt to use materials beyond those found in the WSDOT Standard Specifications or local agency specifications, especially for shorter-term **Demonstration** or **Pilot** projects. These materials are *typically* specific to the project and consider the context of the facility. Longer-term projects may require more permitting and review, so jurisdictions may need to choose more standard materials.

To reduce costs, jurisdictions may opt to use materials the agency already owns or materials donated by community groups and members.



FIGURE 13 Curb extension from a Quick Build project in Washington, DC

Source: WSDOT

TABLE 3 *Applications of Typical Quick Build Materials by Project Type*

** Bold text indicates a WSDOT Standard Material or Standard Plan (SP)*

	WSDOT STANDARD SPECIFICATION OR STANDARD PLAN	DEMONSTRATION	PILOT	RAPID IMPLEMENT
		Days to Weeks	Weeks to Months	Months to Years
Pavement Markings				
Sidewalk chalk	N/A			
Cornstarch paint	N/A			
Acrylic asphalt paint	N/A			
Traffic tape – foil backed	N/A			
Spray chalk/ spray paint	N/A			
Temporary marking paint	9-34.2(6)			
Temporary pavement marking tape	9-34.5			
Thermoplastic	9-34.3			
Methyl methacrylate	9-34.3(4)			
Raised pavement marker	9-21			
Delineators				
Traffic cones	9-35.9			
Free standing delineators / tubular markers	9-35.9			
Modular curb systems	N/A			
Glue down delineators	8-10; 9-02.1(8); 9-26.2			
Epoxied delineators	9-26			
Guide posts	8-10; 9-17; 9-18			
Barriers				
Tires	N/A			
Planters	N/A			
Movable tables and chairs	N/A			
Light weight barriers	N/A			
Hay bales	N/A			
Plastic or rubber bolt-down devises	N/A			
Plastic construction barricades	9-35.6			
Pedestrian channelizing device	9-35.16			
Concrete barrier - Type F (Precast)	SP C-60.10-04			
Precast traffic curb	8-07			
Extruded curb	8-04.3(1)A			
Signs				
Yard signs	N/A			
Easel	N/A			
Sandwich boards	N/A			
Construction signs	9-34.2			
Permanent signing	8-21; 9-28			

Pavement Markings

Pavement markings are an essential element for most Quick Build projects. Pavement markings define where vertical elements can be placed within the roadway; enabling space reallocation (lane-width modification and road reconfiguration), artistic and cultural elements, and speed management and traffic calming. These measures can help to achieve Level of Traffic Stress (LTS) 1 or 2 on roadways.

Optional pavement marking layout guidance approved for state routes is available in Section M - Roadway Delineation of the WSDOT Standard Plans.

Quick Build projects commonly use the following materials for pavement markings:

- Sidewalk chalk
- Cornstarch paint
- Acrylic asphalt paint
- Traffic tape, foil tape
- Spray chalk, spray paint
- Temporary marking paint
- Temporary pavement marking tape



FIGURE 14 Demonstration curb extension in Long Beach, CA

Source: Toole Design

- Thermoplastic
- Methyl methacrylate (MMA)
- Raised pavement marker

Refer to Table 3 for more information on how each material is used for Quick Build projects and whether it is classified as a WSDOT Standard Material.

Pavement Marking Application and Maintenance Considerations

Demonstration Projects **Demonstration** projects can use non-durable chalk, washable paint, and household tape for pavement markings. For **Demonstration** projects designed to last a short period of time, the primary maintenance concern may be ease of removal to quickly restore the roadway to its preexisting condition.

Pilot Projects **Pilot** projects should make use of more durable standard materials, like temporary marking paint and tape.

Pilot projects may require frequent maintenance if materials do not last the duration of the project. For this reason, projects that are expected to last more than a month or two should use purpose-made standard items recommended for traffic control.

Rapid Implementation Projects Since **Rapid Implementation** projects will be installed for a longer duration, they should be installed using the most durable, standard materials, such as pavement marking paint, thermoplastic, and MMA. Even the most durable pavement marking materials will need to be maintained and replaced over time. Maintenance costs may decrease when more durable materials are chosen for a project.

Delineators

Delineators help people understand the route ahead when there are horizontal or vertical curves in the roadway or the lane. They also provide intermittent physical separation between facilities for different roadway users. Typically, delineators have a reflective element that make them more visible to roadway users.

Quick Build projects commonly use the following materials for delineators:

- Traffic cones
- Free standing delineators / tubular markers
- Modular curb systems
- Glue down delineators
- Epoxied delineators
- Guide posts

Refer to Table 3 for more information on how each material is used for Quick Build projects and whether it is classified as a WSDOT Standard Material.



FIGURE 15 Guide posts along a low-cost, two-way bikeway in Renton, WA.
Source: Toole Design

Delineator Application and Maintenance Considerations

Demonstration Projects **Demonstration** projects may use traffic cones and free-standing delineators that can be easily installed and moved.

Because these delineators are not fixed, they may shift during the course of the project and require maintanence to return them to their intended locations.

Pilot Projects Shorter-term **Pilot** projects may use traffic cones or glue-down delineators, which can both be quickly and easily installed. Longer-term **Pilot** projects may use traffic cones, barrels or epoxied delineators, which take longer to install and remove. For projects of this scope, a traffic control plan may be required.

Pilot projects that use non-fixed materials may require ongoing maintenance if cones get moved or glue-down or epoxied delineators come loose and fall over.

Rapid Implementation Projects **Rapid Implementation** projects may use surface-mounted flexible delineator posts. Installation and removal may take longer than epoxied delineators. For projects of this scope, a traffic control plan would be required.

The maintenance intervals on these projects is typically lower than all other project types, because the surface-mounted delineators should be able to withstand being hit by motor vehicles. Over time, these will still need to be replaced.

Barriers

Roadway barriers provide continuous or nearly continuous physical separation between roadway facilities, such as between pedestrian routes and motor vehicle travel lanes.

Quick Build projects commonly use the following materials for barriers:

- Tires
- Planters
- Movable tables and chairs
- Lightweight barriers
- Hay bales
- Plastic or rubber bolt-down devices
- Plastic construction barricades
- Pedestrian channelizing device
- Concrete barrier - Type F (Precast)
- Precast traffic curb
- Extruded curb

Refer to Table 3 for more information on how each material is used for Quick Build projects and whether it is classified as a WSDOT Standard Material.



FIGURE 16 A low-cost walkway protected with precast concrete barriers in Seattle, WA.
Source: Toole Design

Barrier Application and Maintenance Considerations

Demonstration Projects **Demonstration** projects may use tires, movable tables and chairs, and hay bales, which are all quick to set up.

Because barriers used for **Demonstration** projects are not fixed, they may shift during the course of the project and require maintanence to return them to their intended locations.

Pilot Projects Shorter-term **Pilot** projects may use tires, plastic construction barricades, pedestrian channelizing devices, and planters. These materials can be placed relatively quickly without specialized equipment. Traffic control plans may not be required. Longer-term **Pilot** projects may use materials like concrete barriers. Tractors may be required to move concrete barriers, but installation is quick. For projects of this scope, a traffic control plan may be required if lanes or sidewalks are closed or obstructed, or if detours are required.

Pilot projects may have the same maintenance needs as **Demonstration** projects if the barriers are lightweight and not fixed to the ground. With projects intended for interim use, the barriers can be heavier (using concrete) and require less frequent maintenance.

Rapid Implementation Projects **Rapid Implementation** projects may use precast traffic curb or extruded curb that is inexpensive to install and requires less maintenance than non-fixed barriers. These barriers can take several days or weeks to install, depending on the length of the project and the type and condition of the existing pavement. For projects of this scope, a traffic control plan would be required.

Barrier maintenance is lower than all the other project types, because the barriers and curbs should be fixed to one another or the ground, which provides greater durability.

Signs

Signs can alert people that something is changing in the roadway environment. Signs help reinforce design and guide users to behave in a certain manner. Signs on Quick Build projects can also provide information about the project, such as its purpose and duration, as well as community members or groups supporting or sponsoring the project. Signs may also be used to gather public feedback by providing links to web surveys.

Signs placed within the highway right-of-way that have a traffic control purpose must adhere to the guidelines of the Manual on Uniform Traffic Control Devices (MUTCD).

Quick Build projects commonly use the following materials for signs:

- Yard signs
- Easels
- Sandwich boards
- Construction signs
- Permanent signs



FIGURE 17 Temporary signing for Healthy Streets Pilot project in Bellevue, WA.
Source: Toole Design

Refer to Table 3 for more information on how each material is used for Quick Build projects and whether it is classified as a WSDOT Standard Material.

Sign Application and Maintenance Considerations

Demonstration Projects

Demonstration projects may use yard signs, easels, and sandwich boards. These materials are all quick to install.

The maintenance of **Demonstration** projects will be high, because yard signs, easels, and sandwich boards can all be easily moved by passersby or blown over in the wind.

Pilot Projects

Pilot projects may use construction signs or permanent signs. Construction signs are quick to install, while permanent signs take more time.

Projects will require less maintenance if they use signs mounted in the ground rather than construction signs, which can blow over.

Rapid Implementation Projects

Rapid Implementation projects should use permanent signs that are post-mounted.

The maintenance of signs on these projects is lower than all the other project types, because the signs are typically attached to existing posts or installed on new posts fixed in the ground.

Additional Resources

This guide provides information on Quick Build projects specific to WSDOT Active Transportation Division funding programs. Further guidance on planning, designing, and implementing Quick Build projects is available through a number of resources produced by WSDOT and other organizations:

WSDOT Resources:

Active Transportation Programs Design Guide (February 2024). WSDOT. https://wsdot.wa.gov/sites/default/files/2024-02/WSDOT-Active-Transportation-Programs-Design-Guide_0.pdf

Community Engagement Plan (June 2025). WSDOT. https://wsdot.wa.gov/sites/default/files/2025-06/StatewidePlan-CommunityEngagement-2025PlanUpdate.pdf

Design Manual (September 2024). WSDOT. https://www.wsdot.wa.gov/publications/manuals/fulltext/M22-01/design.pdf

Other Resources:

How to Implement Street Transformations. (2022, May 12). Global Designing Cities Initiative. https://globaldesigningcities.org/publication/how-to-implement-street-transformations/

Demonstration Projects Implementation Guidance. (2024). Minnesota Department of Transportation. https://www.dot.state.mn.us/saferoutes/demonstration-projects.html

Quick Builds For Better Streets: A New Project Delivery Model for U.S. Cities. (2016). People for Bikes. https://www.peopleforbikes.org/reports/quick-builds-for-better-streets-a-new-project-delivery

Tactical Urbanist's Guide to Materials and Design V.1.0. (2016, December 12). The Street Plans Collaborative. https://issuu.com/streetplanscollaborative/docs/tu-guide_to_materials_and_design_v1

For further WSDOT guidance, refer to the WSDOT Active Transportation webpage or reach out to WSDOT Active Transporation Division staff (Active Transportation Services | WSDOT).



FIGURE 18 Installation of a Quick Build project in Pueblo of Jemez, NM