

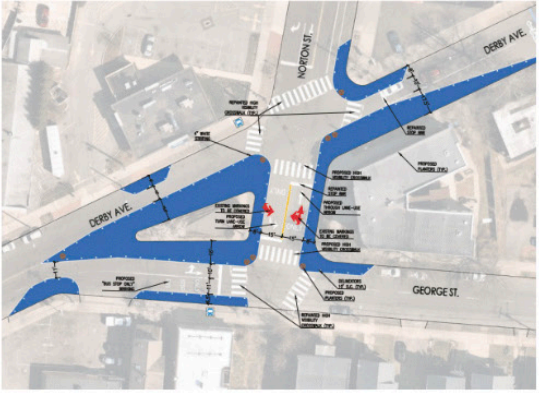
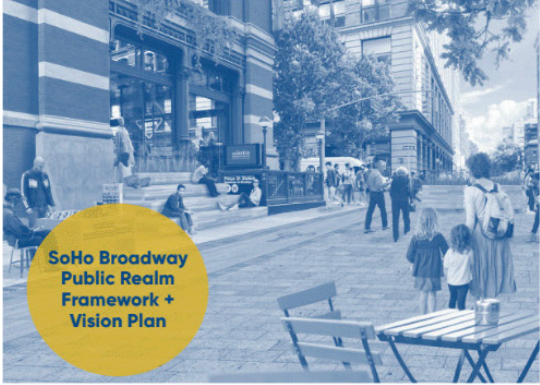
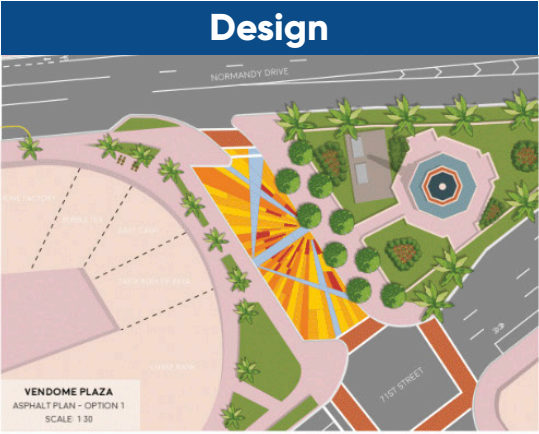
An aerial photograph of a residential street featuring a newly installed blue-painted bike lane with wavy patterns. The bike lane runs through the center of the street, flanked by sidewalks. At the intersections, the sidewalks are painted with colorful beach-themed graphics, including beach balls and umbrellas. Several cars are visible on the street, and a swimming pool is visible in the lower-left corner. The overall scene is bright and sunny, with shadows cast by trees and buildings.

Safe Streets and Roads for All, Quickly

The Role of Quick-Build Projects in Achieving Vision Zero

@MikeLydon | @StreetPlans
ActiveCT | September 19, 2023

We Create Better Streets, Better Places

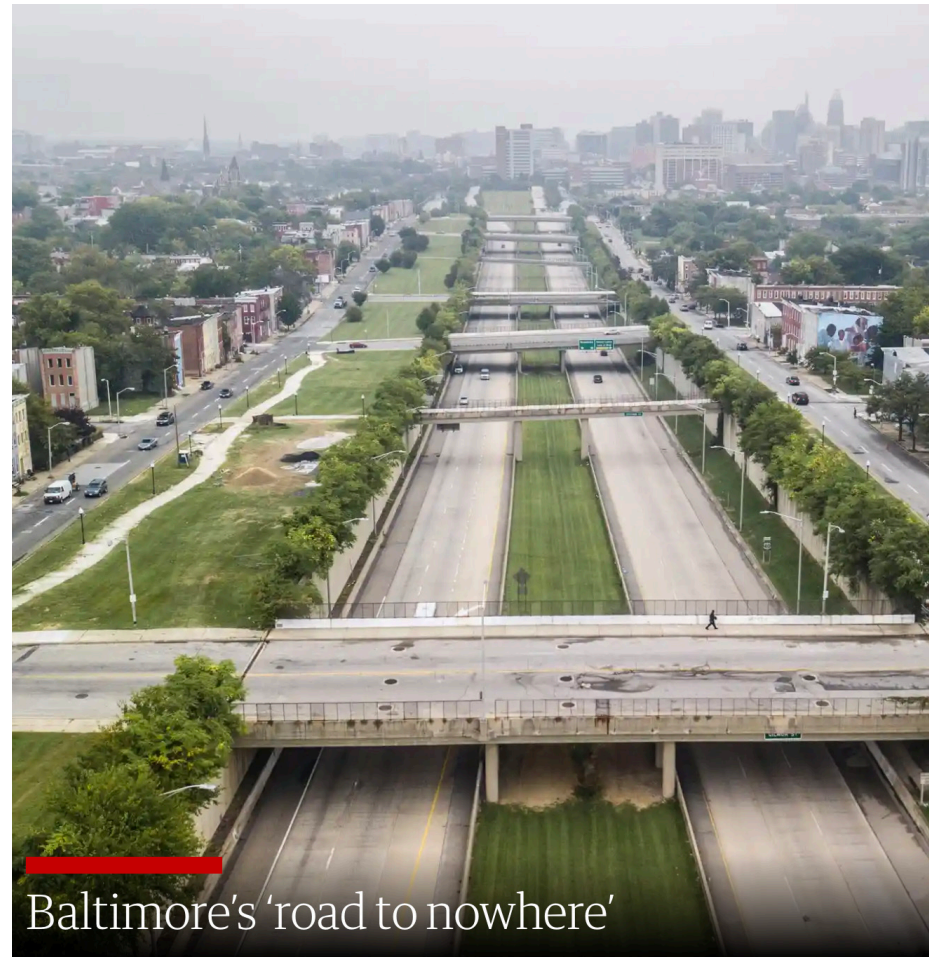


Conventional Project Delivery

1 Historic Bias for large-scale, inflexible, and expensive projects with long timelines

2 Project promises often go unfulfilled; may be built on a historical framework of racist and automobile focused policies;

3 Public process lacks transparency, favors those with time/money, and breeds mistrust

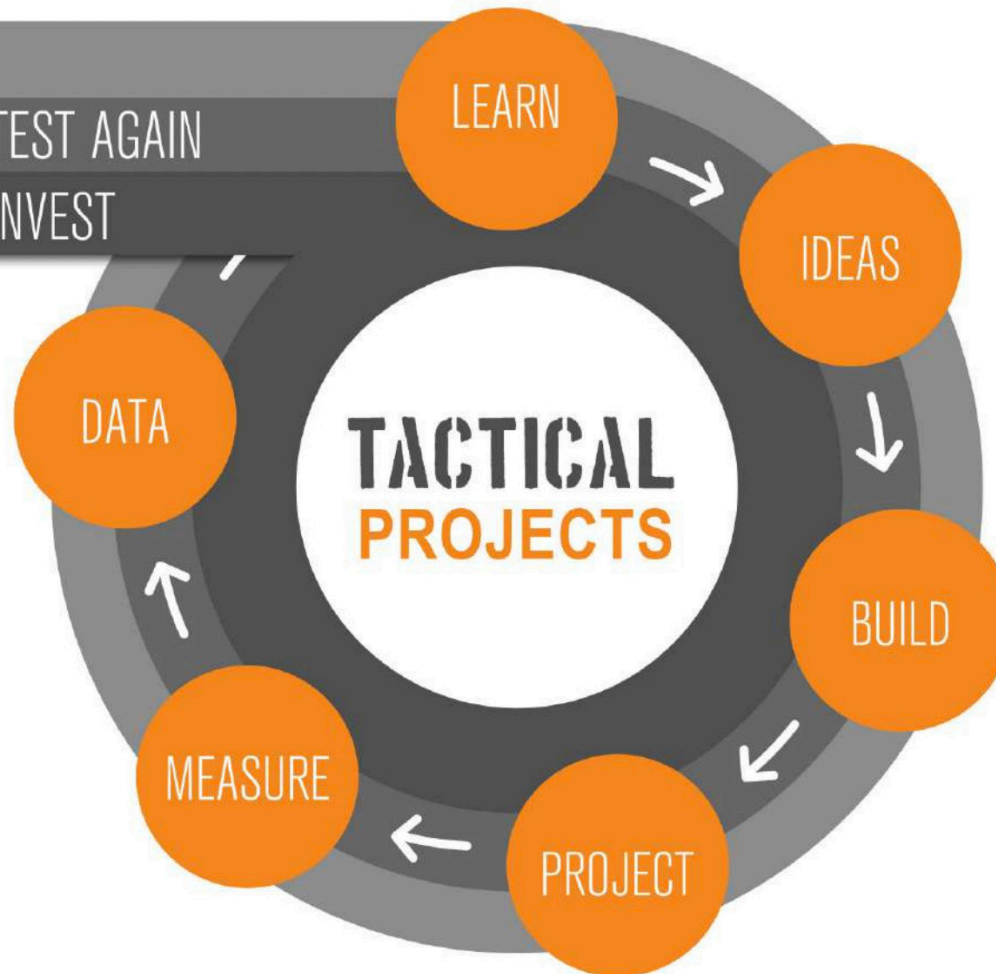


Baltimore's 'road to nowhere'

The Guardian

Rethink Project Delivery

TEST
PLAN, TEST AGAIN
PLAN, INVEST



LONG-TERM/CAPITAL (20 years - 50+ years · \$\$\$\$)

Federal, state, local government,
local / regional /state
organizational support

High-cost, permanent materials
that cannot be adjusted easily;
maintenance needs vary
tremendously

Required before
implementation, recommended
during implementation and
initial evaluation period, optional
thereafter

Low: project is considered a
permanent capital upgrade
that is unlikely to be adjusted
significantly once installed

Qualitative: optional
Quantitative: recommended

Tactical Urbanism

Quick-Build



	DEMONSTRATION (1 day - 1 month · \$)	PILOT (1 month- 1+ year · \$\$)	INTERIM DESIGN (1 year - 5+ years · \$\$\$)	LONG-TERM/CAPITAL (20 years - 50+ years · \$\$\$\$)
Project Type (time interval · relative cost)				
Project Leaders	Anyone (government, non-profit organizations, business groups, students etc.)	Local / regional government, local organizational support	Local / regional government, local / regional organizational support	Federal, state, local government, local / regional /state organizational support
Materials + Maintenance	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
Public Involvement	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
Design Flexibility	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
Data Collection + Evaluation	Qualitative: optional Quantitative: optional	Qualitative: required Quantitative: required	Qualitative: recommended Quantitative: required	Qualitative: optional Quantitative: recommended

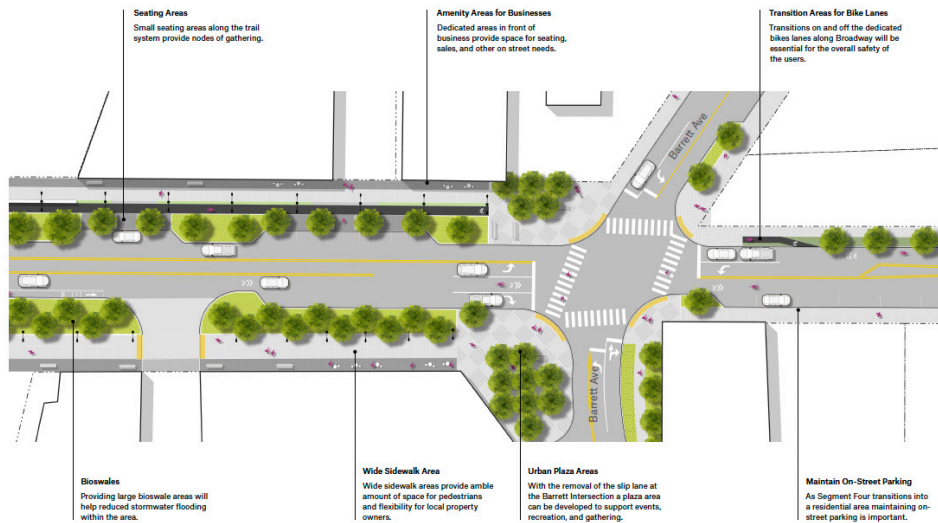
Quick-Build: Defined



- **Timeline:** 2 months – 2 years.
- **Budget:** \$5k – \$5mil (depends on project scale, materials etc.)
- **Process Overview:** Participatory; data-driven; and iterative; Bridges the gap between plans and construction.

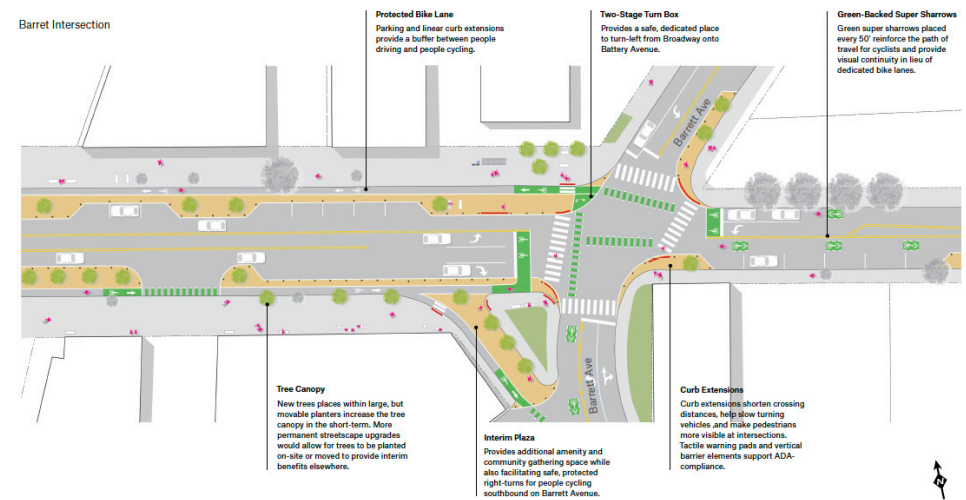
Press Fast Forward on Safety Projects

Barrett Intersection



Segment 4 - Pilot Project Plan

Barret Intersection



Quick-Build, Quick Results

- 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



Small Towns and Cities

Nyack, NY

RIDE TO THE NYACK EARTH DAY FESTIVAL
bikewalkgreaternyack.com
WILL BIKE LANES ENCOURAGE YOU TO RIDE MORE OFTEN?
bikewalkgreaternyack.com



Great Falls, MT



Norwich, CT



Keyport, NJ



Yarmouth, ME



Hudson, NY



Bella Vista, AR



Miami Shores, FL



Hermosa Beach, CA



Suburbs

Deerfield Beach, FL



Fort Lauderdale, FL



Culver City, CA



Livermore, CA



Cities

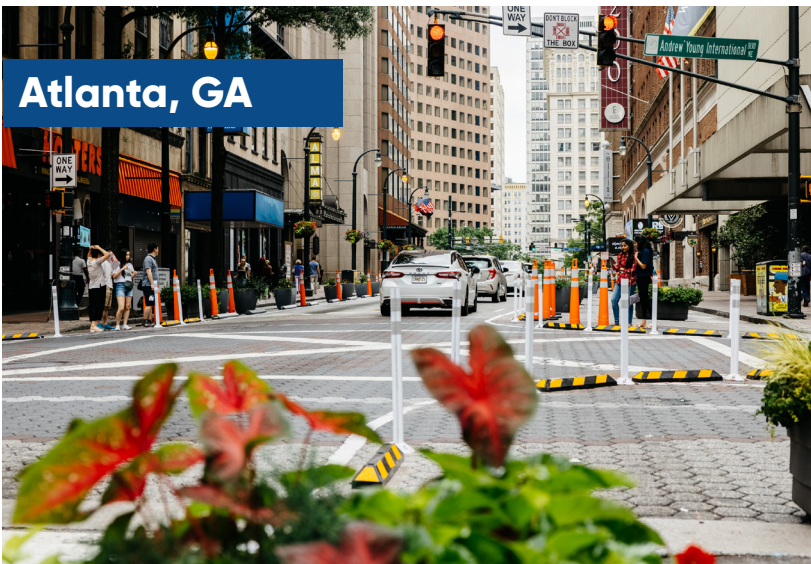
New Haven, CT



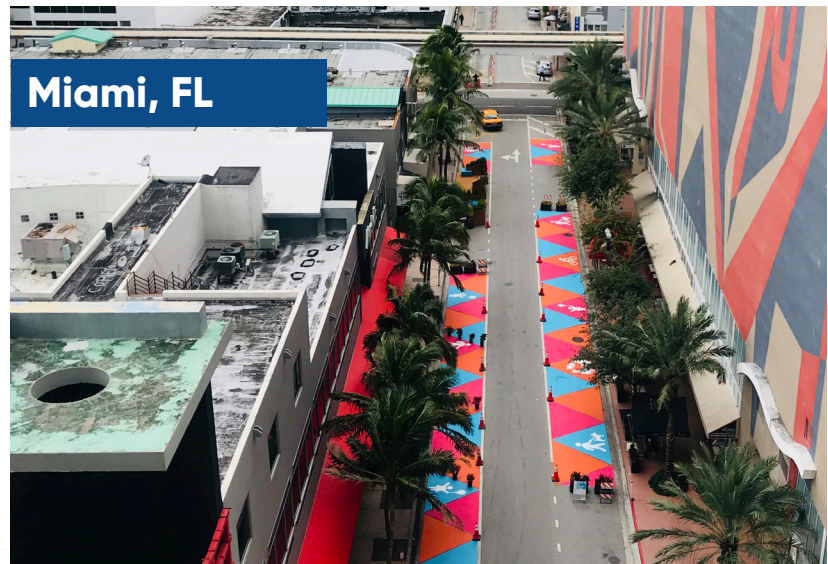
New York City



Atlanta, GA



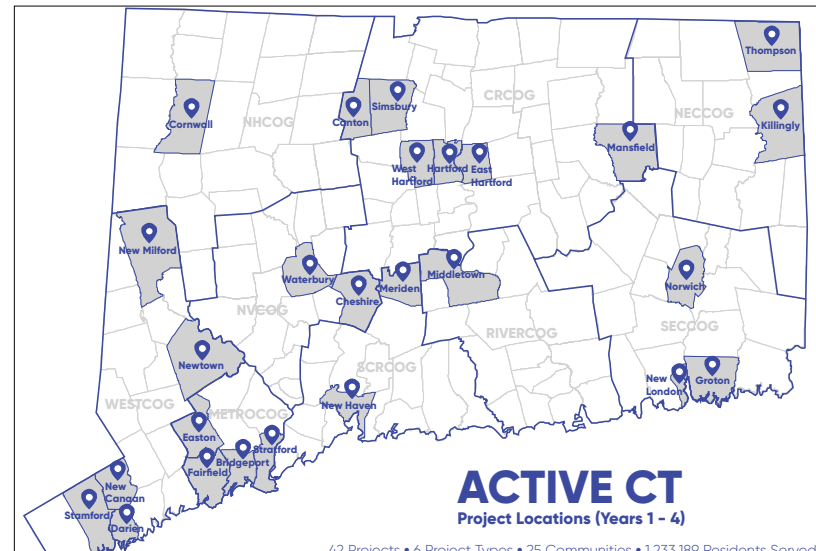
Miami, FL



Regions/States

WE WILL:

- BUILD BIKE LANES.
- PAINT CROSSWALKS.
- IMPROVE MOBILITY.



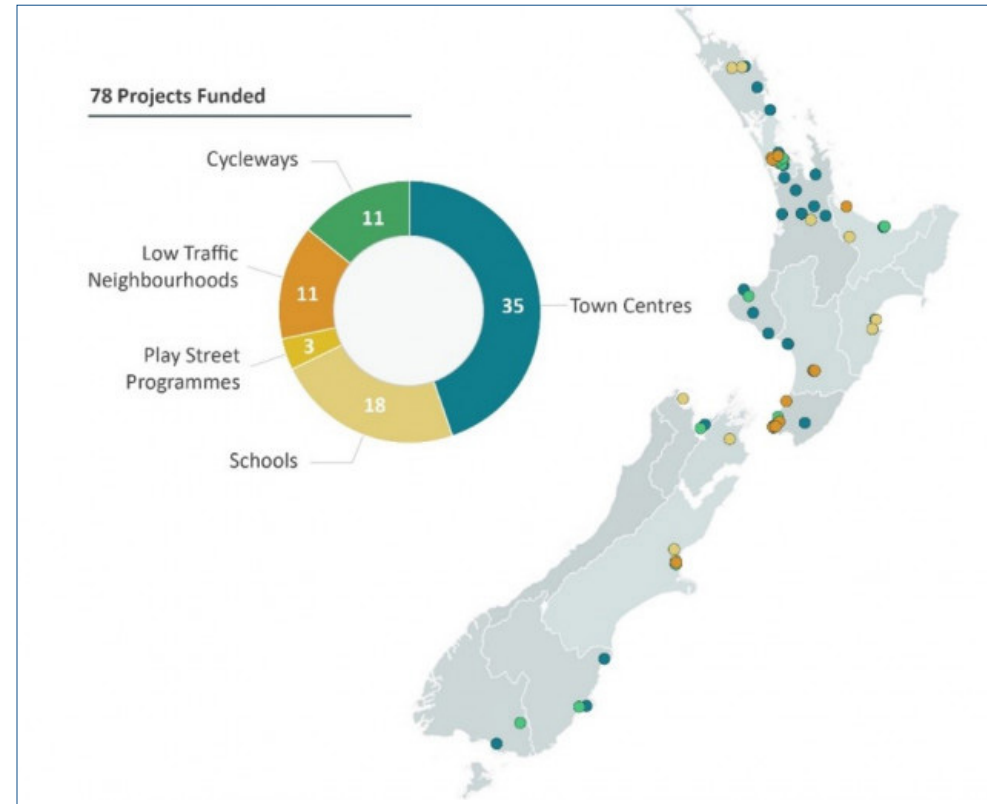

Countries

WAKA KOTAHI
NZ TRANSPORT
AGENCY

Search for

Streets for People

Creating a healthier future by putting people and place at the heart of our streets.



A Toolkit for Fast-Tracking Vision Zero

Quick-Build



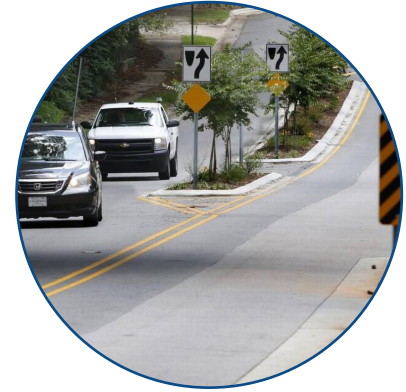
Capital Construction



Quick-Build



Capital Construction



Curb Extensions

Pinch Points



Roundabouts

Pedestrian Safety Islands

Quick-Build



Capital Construction



Quick-Build



Capital Construction



Speed Hump / Raised Crosswalk



Chicane




Protected Bike Lanes



Bus Lanes



You Can't Scale What You Don't Permit!



PERMIT APPLICATION

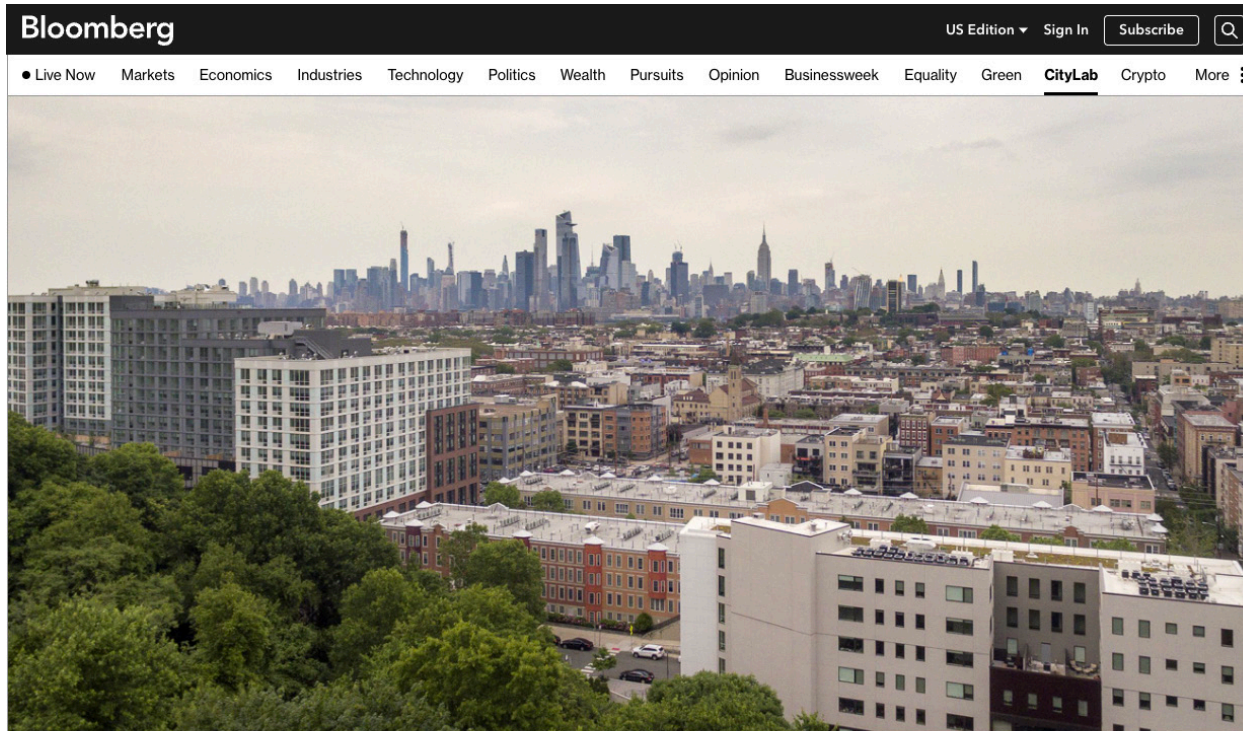
PROJECT NAME: Mira Eso Tu		SUBMISSION DATE: November 16, 2017		
PROJECT LOCATION	JURISDICTION <input type="checkbox"/> MUNICIPALITY <input checked="" type="checkbox"/> UNINCORPORATED DADE COUNTY	LEADING AGENCY	<input type="checkbox"/> MUNICIPALITY	
	COMMISSION DISTRICT: 2, 5, 11 MUNICIPALITY: N/A MUNICIPAL DISTRICT: N/A NEIGHBORHOOD: N/A		<input checked="" type="checkbox"/> MIAMI-DADE COUNTY <input type="checkbox"/> COMMUNITY GROUP / NONPROFIT	
INFRASTRUCTURE TYPE	<input type="checkbox"/> BICYCLE <input checked="" type="checkbox"/> NEW	TRANSIT ADJACENCY	<input checked="" type="checkbox"/> METRO RAIL	
	<input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> ENHANCEMENT		<input checked="" type="checkbox"/> METROBUS <input checked="" type="checkbox"/> TROLLEY	
PROJECT SCOPE	<input checked="" type="checkbox"/> TRANSIT ACCESS <small>NOTES: Wayfinding in the form of vinyl sidewalk decals at the Earlington Heights Metrorail Station and the FIU Maidique Campus Bus Terminal, and 2 PVC signs at 2 Metrobus locations.</small>	IMPLEMENTATION SCHEDULE	TASK	
	<input type="checkbox"/> TRAFFIC CALMING <input checked="" type="checkbox"/> WAYFINDING		DEADLINE	
EVALUATION AND MAINTENANCE	DESCRIPTION: Project creates new wayfinding for Little Havana, Miami with sidewalk decals and PVC signs that highlight destinations reachable within and outside of Little Havana via the Metrorail, Metrobus, and City of Miami trolley system. SIZE / LENGTH: Countywide MATERIALS: Approx. 50"x50" vinyl sidewalk decals with textured anti-slip sealant, and two PVC 12"x16" signs. DURATION: 1-2 years, or until no longer legible.	ADDITIONAL PARTNERS	Permit Acquisition	December 1, 2017
	IMPLEMENTATION: The project team and volunteers will receive coaching from the vendor (BeeFree Media) to install the decals. The decals and two PVC signs (see Locations 14-15 in attached Site Plan) will be installed by the project team on Dec. 9th. The PVC signs will be affixed with zip ties to the pictured existing Metrobus poles. EVALUATION: Decals and signs will have links to surveys for feedback on the project, and how wayfinding for transit in these areas could be enhanced overall. MAINTENANCE: No maintenance is required, decals will be removed by Miami-Dade County once they are no longer legible due to weathering.		Materials Procurement	December 1, 2017
SCOPE (MOT)	<input checked="" type="checkbox"/> COUNTY <input type="checkbox"/> MUNICIPALITY	ATTACHMENTS	Build Day	December 9-10, 2017
			<input checked="" type="checkbox"/> SITE PLAN <input type="checkbox"/> MOT PLAN	

PLAN • BUILD • MOVE



Scaling Quick-Build For Vision Zero

Jersey City's Transformational Change



The Manhattan skyline is seen from Jersey City, New Jersey. Photographer: Christopher Occhicone/Bloomberg

CityLab | Transportation

How Jersey City Got to Zero Traffic Deaths on Its Streets

This town outside of New York City scored the biggest traffic safety success story of 2022. Here's how they did it.

By [John Surico](#)

December 28, 2022 at 8:00 AM EST



Project Delivery as Collective Effort



Thanks!



STREETPLANS

mike@streetplans.org

street-plans.com