



# Quick Builds

## Update and Lessons Learned



City of Spokane



# Discussion Items

Background / Summary of 2024/25 work

Lessons Learned by Treatment Type

Project Delivery Approach

Ongoing & Future Work

# Quick Builds

## Public Works – ICM

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## Public Works – Design and Construction

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## Planning

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City Council &  
Staff

Traffic Calming  
Committee

## Background

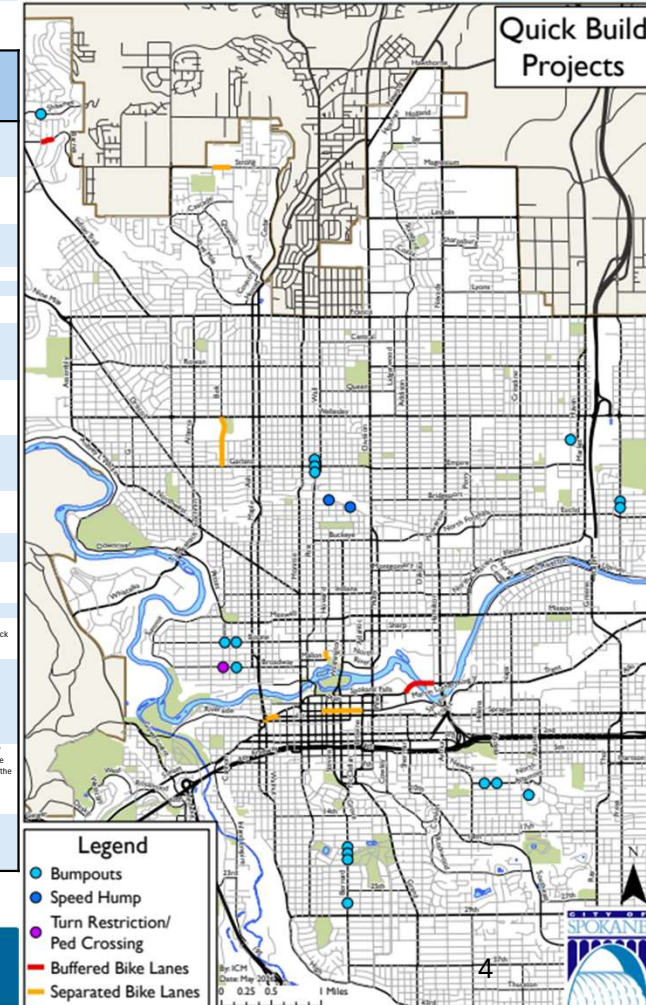
- Quick-build installations in 2024 & 2025
- Multiple products and methods tested
- Resolution 2025-0114 requested recommendations re: quick build pilot
- Large set of quick-builds planned for 2026 (Cycle 13)
- On-going effort...the work continues



# Summary of 2024 & 2025 Work

## Quick Build Pilot Assessment - 2026 2024 and 2025 Construction

Project Location	Improvement Description	Construction Year	Total Project Cost	Quick Build Features	Demonstration - weeks to months Pilot - years	Product Type / Manufacturer	Design Cost	Construction Cost	Feature Effectiveness 1- low 2- mid 3- high	Construction / Install Observations	Initial Durability 1- low 2- mid 3- high	Observation / Comments - (+) Indicates positive, (-) Indicates negative, otherwise neutral
Howard St. - Mallon to Joe Albi	Separated Bike Lane	2024	\$ 61,000	Delineators, striping, jersey barriers	New Construction - permanent	Dura-Post (delineators)	\$ 21,630	\$ 56,490	2	Type 1 channelizers tend to get knocked down easily	1	Majority of delineators lost in 1st year (-) Could be upgraded with similar treatments as post/lincoln Potential to make bike lane parking protected
Spokane Falls Blvd. - Sherman to Cincinnati	Buffered Bike Lane; Lane Reduction	2024	\$ 36,000	Delineators, striping	Pilot	Dura-Post	\$ 4,955	\$ 35,334	2	Type 1 channelizers tend to get knocked down easily	1	Could have increased bike lane width and added more vertical delineation/barriers
Broadway Ave. @ Chestnut	Turn Restriction and Greenway Crossing	2024	\$ 41,000	Delineators, striping	Pilot	Dura-Post	\$ 4,955	\$ 35,775	3		1	durability and effectiveness could increase by fastening delineators and/or adding curbing effectiveness rated a "3" because of density of the delineators (+)
Altamont St. / 11th Ave.	Bumpout	2024	\$ 11,000	Delineators, striping	Pilot	Dura-Post	\$ 1,260	\$ 9,095	2		1	None of the delineators are bolted down (-)
Freya @ Bridgeport/Liberty	Bumpouts	2024	\$ 31,000	Delineators, striping	New Construction	Dura-Post	\$ 3,735	\$ 26,971	3		1	Quick build solution was already replaced with new construction (+)
Pegall St. / Rich Ave.	Bumpouts	2025	\$ 23,000	Delineators, striping	Pilot	Dura-Post	\$ 639	\$ 21,418	2		2	Corner delineators are bolted down - increases durability where strikes are most likely to occur (+)
Riverside Ave. - Wall to Browne	Separated Bike Lane	2025	\$ 104,000	Curband Delineators	Pilot	Zicla	\$ 3,000	\$ 100,498	2	Issues with procurement/ customs coming from Spain	3	Delineators are often knocked down (-) People parking in the bike lane (-), observed occurrence has decreased as people learn to use the vehicle parking
9th Ave. @ Pittsburg, Helena	Bumpouts	2025	\$ 12,000	Delineators, striping	Pilot	Dura-Post	\$ 344	\$ 11,533	2		2	Corner delineators are bolted down (+) Pavement markings are fading and some missing bollards (-) ADA ramps are set back from the bump out Collects significant debris (-)
Bernard St. @ 19th, 20th, Shoshone, 27th	Bumpouts	2025	\$ 23,000	Delineators, striping	Pilot	Dura-Post	\$ 639	\$ 21,418	1		2	Obstructs bus stop, ped visibility concern (-) Collects significant debris (-) Doesn't extend around the ADA ramp (-) Corner delineators are bolted down (+)
Farmdale / Shawnee	Bumpouts	2025	\$ 26,000	Delineators, striping	Pilot	Dura-Post	\$ 738	\$ 24,713	2		2	Corner delineators are bolted down (+) Bump out extends around the ADA ramp (+) Some knocked down/ broken delineators need replacement (-)
Barnes Rd. - Farmdale to Seminole	Buffered Bike Lanes	2025	\$ 24,000	Striping	Pilot		\$ 689	\$ 23,065				
Strong Rd. - Nettleton to Cannon	Separated Bike Lane	2025	\$ 50,000	Curb, delineators, striping	Pilot	Kwik Curb, Zicla Zebras	\$ 1,426	\$ 47,778	3		2	Kwik curb more effective than Zicla + Delineators Some delineators knocked down (-) Trash cans in bikeway (-)
Post St. - Providence to Walton	Bumpouts	2025	\$ 9,000	Delineators, striping	Pilot	Dura-Post	\$ 246	\$ 8,238	2		1	Some corner delineators not bolted down (-)
Belt St. - Garland to Wellesley	2-way Cycle track	2025	\$ 237,000	Delineators, striping	Pilot	Kwik Curb	\$ 6,869	\$ 230,121	3		2	Excessive reflectivity (glare); removed half of reflectors Potential to add barrier/bike lane indication at intersections to restrict cars from entering cycle track
Riverside Ave. @ Maple	Separated Bike Lane	2025	\$ 31,000	Curband Delineators	Pilot	Zicla	\$ 885	\$ 29,638	2	Issues with procurement/customs coming from Spain, Zicla zippers installed backwards	2	Requires vertical delineation as well as Ziclas (-) Delineators not bolted down (-)
Euclid Ave. W. of Division	Speed Hump	2025	\$ 21,000	Speed Hump	Demonstration	Traffic Logix		\$ 21,000				The rubber speed tables make too many holes in the pavement - holes can be sealed but the grid of holes creates reduces the life of the pavement. Some of the holes have the pins left behind where they were sheared off upon removal, which could result in punctured tires as the pavement around the pins degrades (-)
Chestnut @ Boone, Elm @ Boone, Elm @ Broadway	Bumpouts, ped crossing, greenway improvements, wayfinding	2025	\$ 88,000	Delineators, striping, signing	Pilot	Dura-Post	\$ 2,525	\$ 84,589	2		1	Delineators not bolted down (-) Could increase safety by adding curbing Will require time for people to learn how to navigate intersection



# Bumpouts



Rich / Regal Intersection



S. Regal St.



Farmdale at Shawnee

# Lessons Learned – Bumpouts

## Pros

- Cost effective
  - Significant cost savings vs. permanent
  - \$2k–\$5k vs. \$10k- \$20k
- Easy / quick install

## Cons

- Delineator knock-downs require on-going maintenance
- Lower quality facility than concrete curb; less protection
- Debris buildup; street sweepers can't access

## Conclusions / Recommendations

- Use more bolt-down delineators
- Continue to explore alternative treatments

# Separated Bike Lanes



Strong Rd.



W. Riverside Ave. @ Maple



Howard- Mallon to Dean

# Lessons Learned – Protected Bike Lanes

## Pros

- Cost effective
  - \$30-45 /LF (Quick-build)
  - VS -
  - \$40-60 /LF (Concrete)
- Easy / quick install

## Cons

- Delineator knock-downs require on-going maintenance
- Lower quality facility than concrete curb; less protection

## Conclusions / Recommendations

- Use more bolt-down delineators

- Consider more hardened curb; modest cost differential considering life cycle costs.

# Lessons Learned – Cycle Track

## Pros

- Cost effective
- Easy / quick install

## Cons

- Excessive reflectivity
- Loss of parking and fronting site impacts
- Controlling access at ends
- On-going maintenance

## Conclusions / Recommendations

- Reduce reflector frequency
- Add end treatment to prevent vehicles entering



Belt St. – Garland to Wellesley

# Lessons Learned – Speed Humps

## Pros

- Quick install, no ‘design’ required
- Test the benefit or effectiveness

## Cons

- Pavement damage from anchor installation
- Need to remove for winter to avoid snow plow damage; twice a year install/remove req’d.
- Limited cost benefit vs. permanent install considering life cycle cost differential
- Less durable than permanent

## Conclusions / Recommendations

- Permanent installs preferred



# Lessons Learned – Products & Materials

## Delineators and Curbs

- Use more bolt down delineators
- Zicla curb or Zebra (armidillos) and delineator vs. Kwikcurb
  - Delineator integrated w/ Kwikcurb desirable
  - Zicla curb or Zebra separate from delineator; consider using more bolt down delineator.

## Quick-build curb & delineator vs. permanent concrete curb.

- Quick build requires ongoing maintenance.
- When consider maintenance and life cycle costs, cost differential more limited
- Concrete curb provides higher quality facility with more protection. See Lincoln and Maxwell projects in 2025 as examples.



# Lessons Learned – Delivery Methods

## Design

- Using lean design process
- In-house vs. consultant dependent on workload
- Design costs:
  - 2024: \$10,000
  - 2025: \$18,000

## Bid / Contracting Approach

- Small Works or Regular Bid process for larger packages
- 2024: Via Change order to another project (not preferred)
- 2025: Small works bid process
- 2026: Standard bid process due to larger size

## Construction

- Simple projects, all work by prime contractor, no subcontractors.
- Leaner inspection process; full time inspection not necessary.

# Ongoing Work and Issues

## ➤ 2026 Quick Builds Highlights

- Diverters
  - Traffic Circles
  - Speed Humps/Cushions (Permanent)
- Selection of Quick-build vs. permanent
- Maintenance



# Planning Projects

- Ongoing work for contract OPR 2025-739 with Kittleson.
- Includes Quick Build Guide, Bikeway Design Standards, and Vision Zero Plan Update.
- Contracted thru December 2026.



**QUICK BUILD GUIDE**  
2026



Design Standards  
City of Spokane

## City of Spokane Design Standards

Nov 1, 2020

Streets, Alleys, Bikeways, and Sidewalks .....	1
3.0 Preface .....	1
3.1 Definitions .....	2
3.2 Street Character .....	5
3.2-1 Street Zoning Application .....	5
3.2-2 Street Realms and Zones .....	6
3.2-3 Place-Making Elements .....	10
3.3 Right of Way .....	10

## Vision Zero Action Plan

Date: June 2023  
Crash Data Time Period: 2017-2021  
Developed using the FHWA Systemic Safety Project Selection Tool and Risk-Based Safety Assessment  
Prepared by:  
Integrated Capital Management  
Planning Services



Thank you

## Questions/Comments:

### ICM Website

<https://my.spokanecity.org/projects/capital-programs/>

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