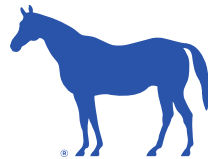


DEVELOPING LEXINGTON'S QUICK BUILD PROGRAM

Brandi Peacher , Office of the Mayor, Complete Streets Program Manager
David Filiatreau, Division of Traffic Engineering, Section Manager

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LEXINGTON

Where Quick Builds Fit: The “Missing Middle”

Quick builds address needs requiring more coordination than a routine operational treatment, beyond NTMP's local-street focus, but not yet suited for capital construction.



Routine Traffic Operations

Standard, targeted operational or safety treatments

- Signs & Markings
- Signal Timing
- Other routine adjustments



NTMP / Targeted Traffic Calming

Established traffic calming program for local neighborhood streets

- Neighborhood process
- Traffic Calming Tools



Quick Build Projects

Coordinated interim response for broader or more complex needs

- Multiple treatments
- Adaptable
- Delivered sooner than traditional capital projects



Permanent Capital Projects

Long-term reconstruction or major infrastructure investment

- Permanent curbs/sidewalks
- Drainage & Utilities
- Full reconstruction

“Missing Middle”

Another pathway – not a replacement for routine traffic engineering or NTMP.

What Makes a Project a Quick Build?

A quick build is an accelerated approach to delivering coordinated street improvements using interim, adaptable, and comparatively lower-cost materials. Quick builds may range from a single intersection to a multi-block corridor and can be refined, retained, removed, or advanced toward permanent investment.

Two Primary Project Types:

Safety Response

- Addresses a documented safety, access, or mobility need
- Delivers improvements sooner than capital construction
- May remain in place for an extended period
- Can be refined while permanent funding is pursued

Opportunity & Activation

- Advances through a timely grant, partnership, event, or project
- May combine safety, mobility, placemaking, and programming
- Demonstrates a different use of the street
- Can build support for future investment

Either type may include testing and learning. Interim materials allow LFUCG to observe performance, gather feedback, make adjustments, and inform potential future capital investments.

Lexington's Quick Build Experience

Quick builds can demonstrate an idea, test a design, respond to an immediate need, or bridge the gap to permanent investment. What happens next depends on purpose, performance, and available resources



Shropshire Avenue
Pop-Up Event | 2025

Demonstrate & Engage

Short-term installation supporting programming, public engagement, & community learning



Short Street
Pilot | Summer–Fall 2015

Test & Learn

Temporary street reconfiguration installed, observed, and removed with lessons carried forward



Harrodsburg Road
Installed | 2025

Respond Quickly

Interim traffic management elements installed rapidly through coordination on a state corridor



High Street
Pilot 2025 | Interim in place

Pilot to Interim

Evaluated and retained as an interim safety improvement, with continued monitoring and refinement



Bryan Avenue
Pilot 2016 | Permanent 2025

Interim to Permanent

Interim improvements provided benefits for nearly a decade before permanent construction

High Street: From Community Concern to Quick Build

Pilot Goal: Reduce vehicle speeds and improve corridor safety.

Design Strategy: Reduce residential segment to one inbound travel lane
Visually narrow & simplify the roadway - Reallocate excess width to parking & buffered bike lane



High Street: What the Data Showed & What Happened Next

The evaluation asked: Did safety improve? Did the corridor continue to function? Did the results support keeping the improvements?

Speed

31 → 26 mph
average vehicle
speeds decreased by
5mph, a life saving
change

Safety

0 post-install
crashes during pilot,

6 in prior
comparison period

Operations

8.8 sec average
travel-time increase

Network remained
stable

Access

No major issues
identified by Fire,
Police, Waste, and
City Services.

User Experience

72% felt safer

73% of nearby
stakeholders
supported retaining

Decision: Retain as interim + Refine + Monitor



Safety goal achieved:
speeds moved much
closer to the posted 25
MPH limit.



Corridor function was
retained, with modest travel-
time tradeoffs and stable
surrounding streets.



Feedback was generally
supportive; concerns
focused on manageable
refinements.

What High Street Taught Us

Turning our project experience into standard practices for LFUCG to guide future quick builds.

PROJECT EXPERIENCE			PROGRAM RESPONSE	
	Several pathways	→		Intake + pathway review
	Many divisions involved	→		Project lead + team roles
	Operations affect design	→		Early technical review
	Adjustment periods create confusion	→		Communication plan
	Evaluation needs early design	→		Goals + baseline measures
	Interim materials need ownership	→		Maintenance plan
	Every project needs a next decision	→		Remove · modify · retain · advance

Building the Program Behind the Projects

Creating the internal structure and practices that make Quick Builds consistent, effective, and sustainable.



Organizational home: TBD | Delivery model: Cross-departmental and partnership based

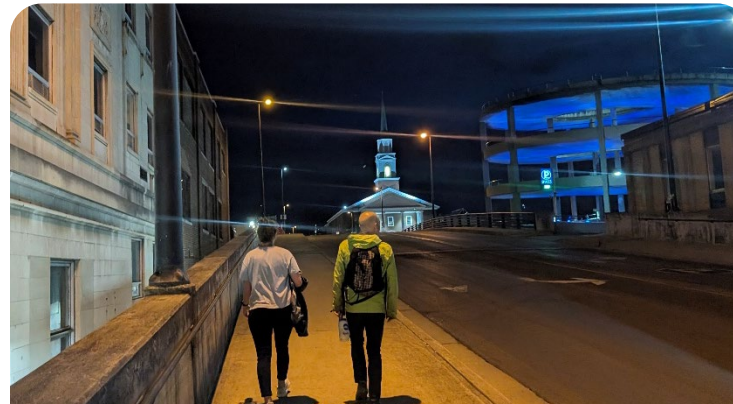
Next Projects as Program Test Beds

The next projects will test both street improvements and the process needed to deliver them consistently.



Safe Routes to School

Test need-based identification, prioritization, and school-centered partnerships with FCPS.



MLK Corridor

Test whether demonstration, programming, and activation inform a more robust quick-build installation.



KYTC / High Injury Network

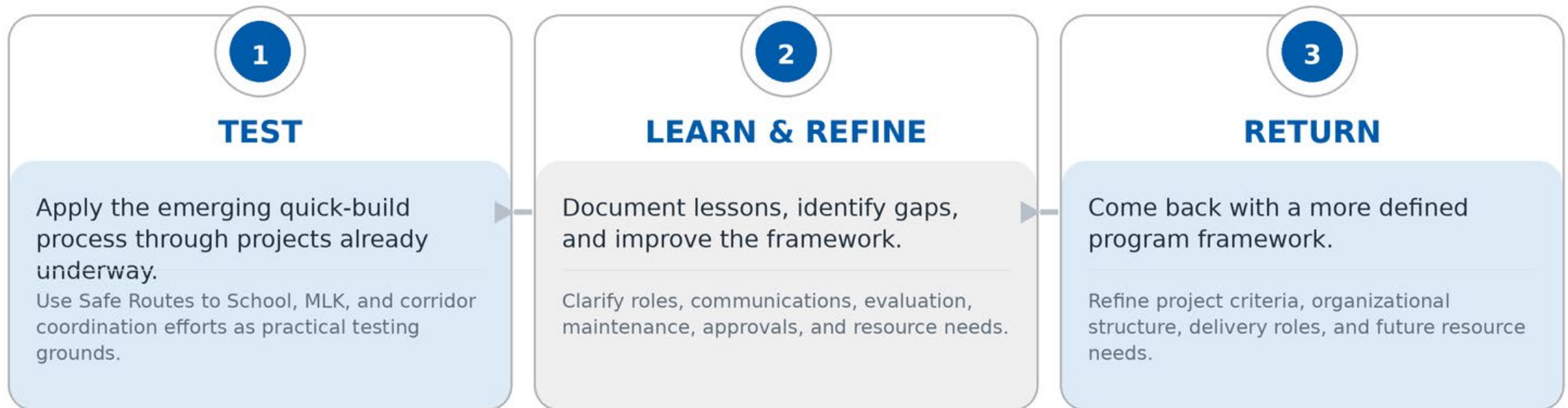
Test data-driven corridor selection and interagency processes on state-maintained roads.

We are building the projects and the program at the same time.

Learning Agenda: Teams · Partnerships · Communications · Evaluation · Maintenance · Capacity

What Happens Next

Continue testing the emerging framework through projects underway, refine the program, and return with a more defined structure.



Questions?



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