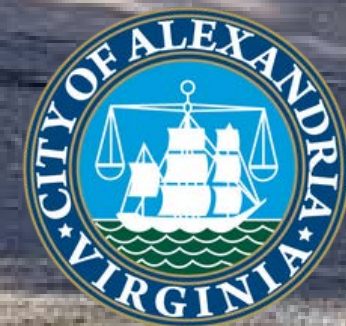
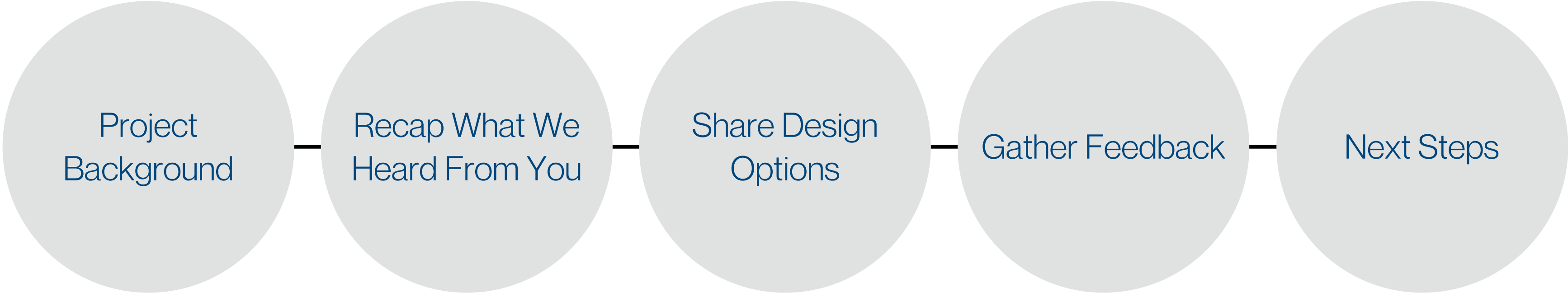


Holland Lane Corridor Improvements



Outline



Project Objective

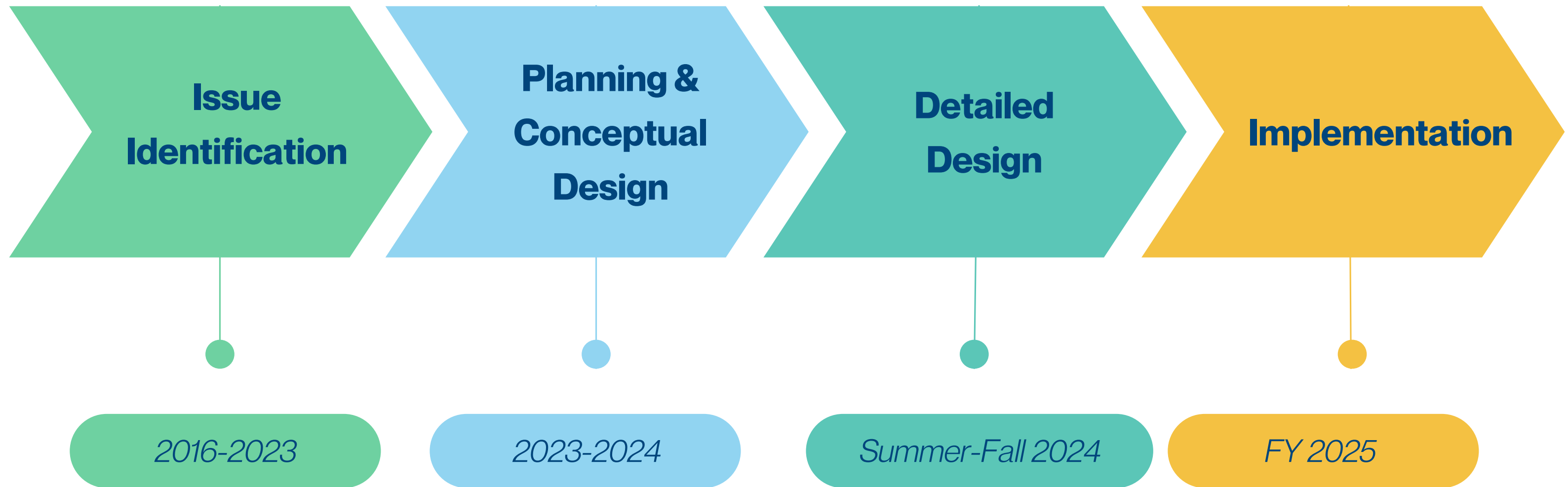
It is easy, safe, and comfortable to travel on Holland Lane for people who:

- walk
- use wheelchairs, carts, or strollers
- bike or scoot
- drive
- are young
- are old
- have a disability



Project Timeline

WE ARE HERE!



Alexandria Mobility Plan

October 2021



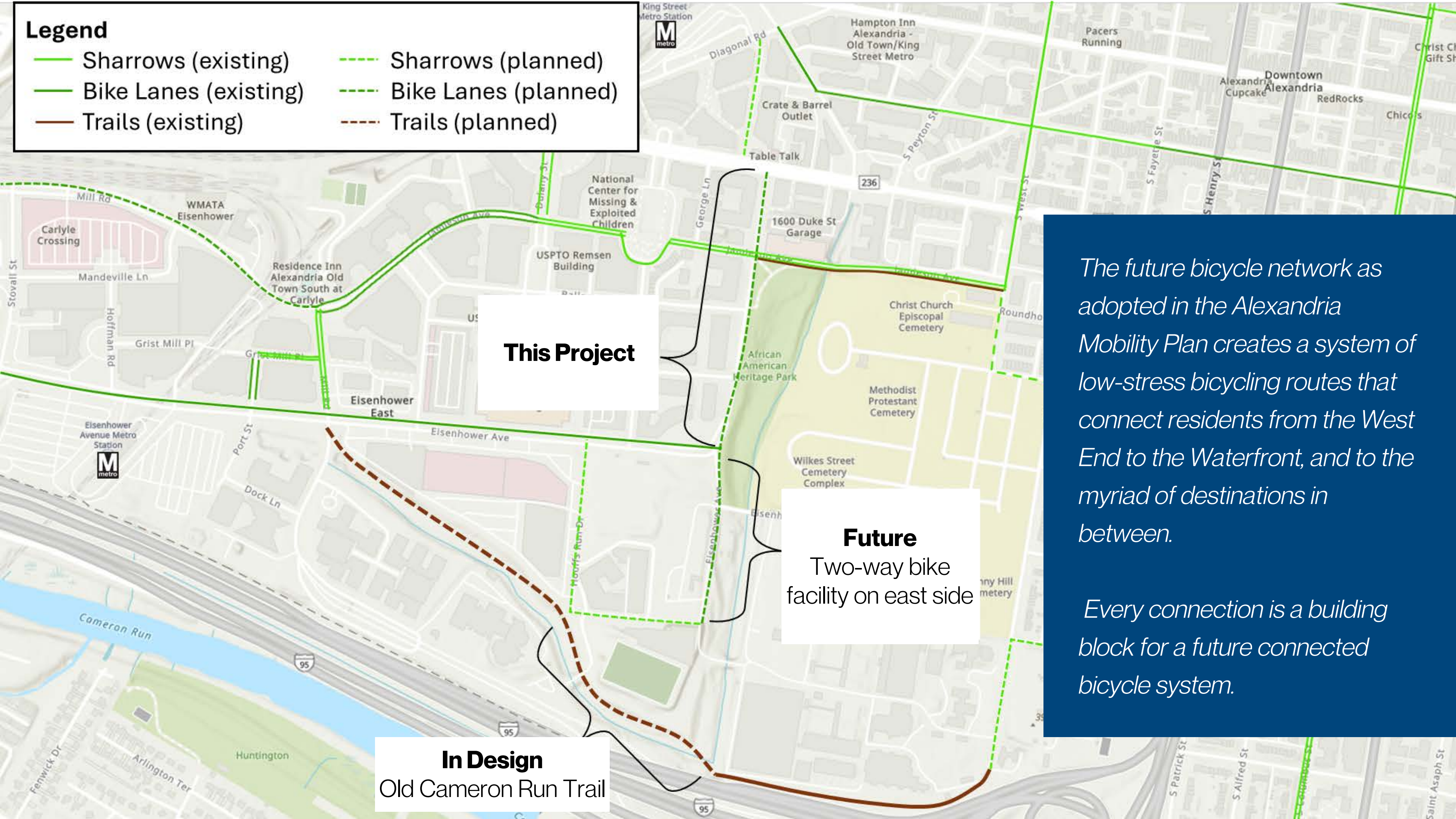
Prioritize safety: Focus on vulnerable street user crashes to help achieve Vision Zero

Build out a connected bicycle network of both on- and off-street facilities to benefit cyclists of all ages and abilities.

Create a safe, well-maintained, and comfortable walking and bicycling environment

Legend

- Sharrows (existing)
- Bike Lanes (existing)
- Trails (existing)
- - - Sharrows (planned)
- - - Bike Lanes (planned)
- - - Trails (planned)



This Project

Future
Two-way bike facility on east side

In Design
Old Cameron Run Trail

The future bicycle network as adopted in the Alexandria Mobility Plan creates a system of low-stress bicycling routes that connect residents from the West End to the Waterfront, and to the myriad of destinations in between.

Every connection is a building block for a future connected bicycle system.

What We Heard

Here's what 233 residents said about their experience on Holland Lane:

65% people drive too fast

60% it's difficult to cross at unsignalized intersections

53% there are no dedicated bicycle facilities

5% there are too many traffic delays

Likes:

- *Wide sidewalks*
- *Green space*
- *Quiet street*
- *Low traffic*
- *Connections to other streets*
- *Proximity to parks and shops*

Dislikes:

- *Unsafe traffic speeds*
- *Illegal parking, especially next to Whole Foods*
- *Pedestrian safety issues at Whole Foods exit*
- *Lack of bicycle facilities discourage biking*
- *Unsafe pedestrian crossings*
- *Drivers don't stop for people walking*
- *ADA accessibility issues*
- *Signal timing issues*
- *Poor pavement condition*



Existing Conditions

Corridor Characteristics:

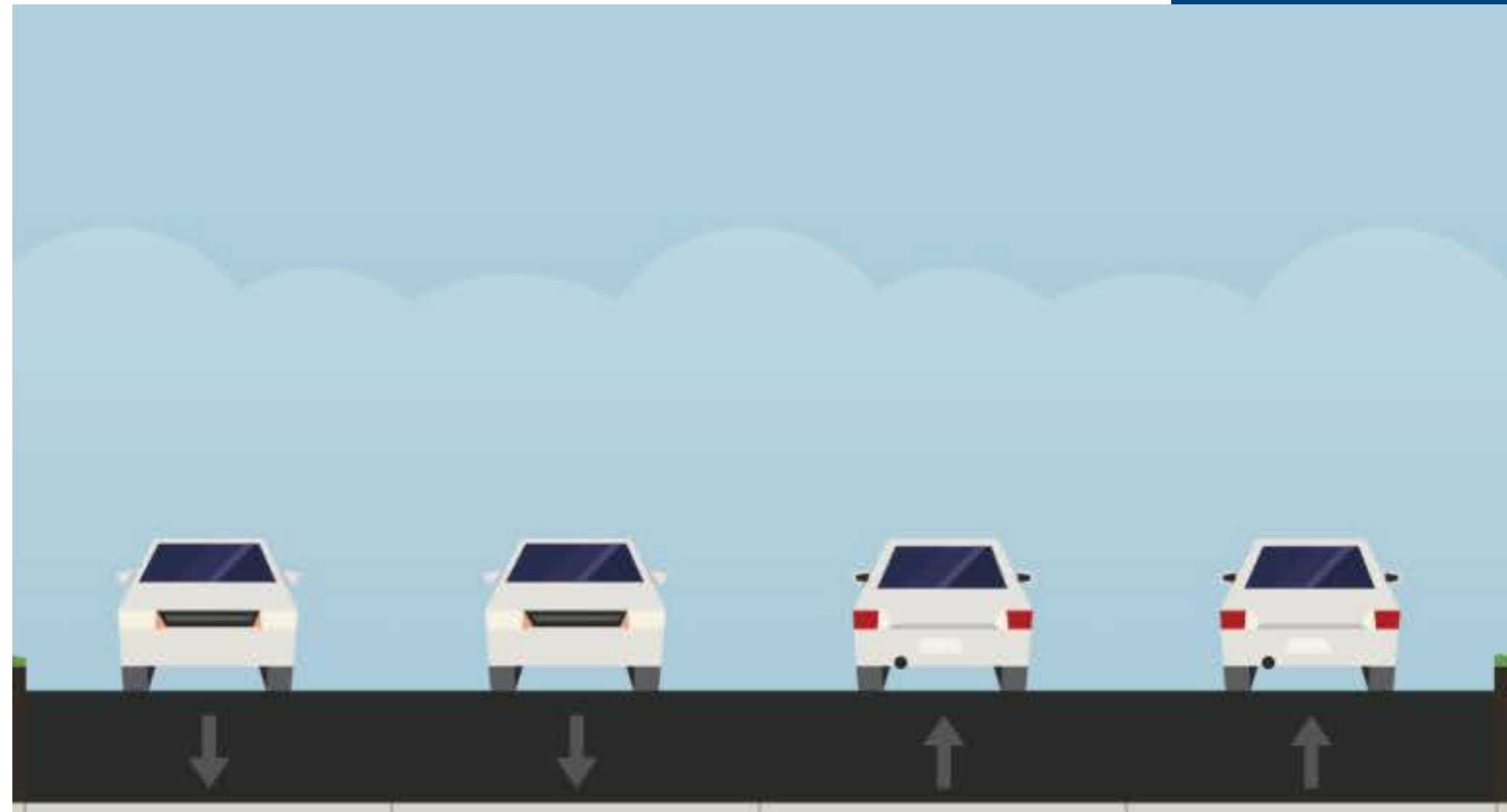
- High-density residential, commercial, park/open space
- Casual curbside parking where not permitted
- High-risk uncontrolled crossings
- Moderate biking/scooting despite lack of infrastructure
- Excess roadway capacity for most of the day

Traffic Data Under Average Conditions:

- Up to 29% of drivers exceed the 25 MPH posted speed limit by 5 MPH or more
- 13 crashes since 2018
 - 6 involved people walking, all of which resulted in injury
- Some traffic congestion primarily resulting from Duke Street back-ups from downstream signals; recent unusual delays due to temporary detour from Jamieson Avenue

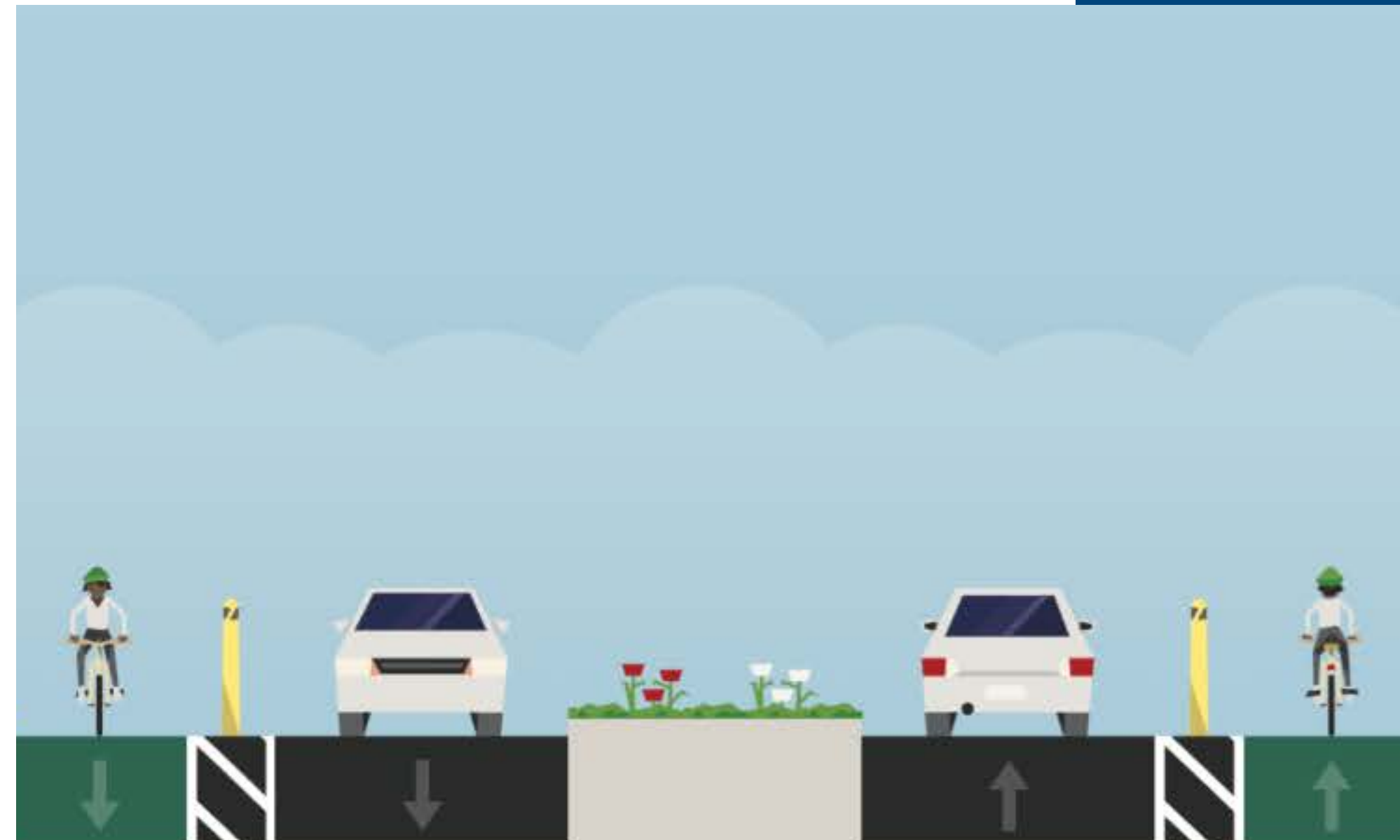
No Build Option

- ❌ Wide lanes and roadway encourage unsafe speeds for urban environment
- ❌ Limited safe crossing opportunities
- ❌ High multiple-threat crash risk for people crossing the street
- ❌ Lack of bike facilities forces bikes to share space with motor vehicles or use the sidewalk
- ❌ Underutilized roadway capacity most of the day



Concept Option 1: Bike Lanes + Crossing Improvements

- ✓ Reduced and narrowed lanes encourage slower speeds
- ✓ One lane in each direction eliminates “multiple-threat” risk for people crossing the street
- ✓ Median refuges provide a safe place for people walking and biking to wait when crossing
- ✓ Medians present opportunity for additional greenery and beautification
- ✓ Crossing distance is reduced by about half
- ✓ Protected bike lanes create space for people biking or scooting
- ✓ Protected bike lanes prevent illegal parking at the curb
- May be difficult to transition to future two-way bicycle facility on the east side of Holland, south of Eisenhower Avenue



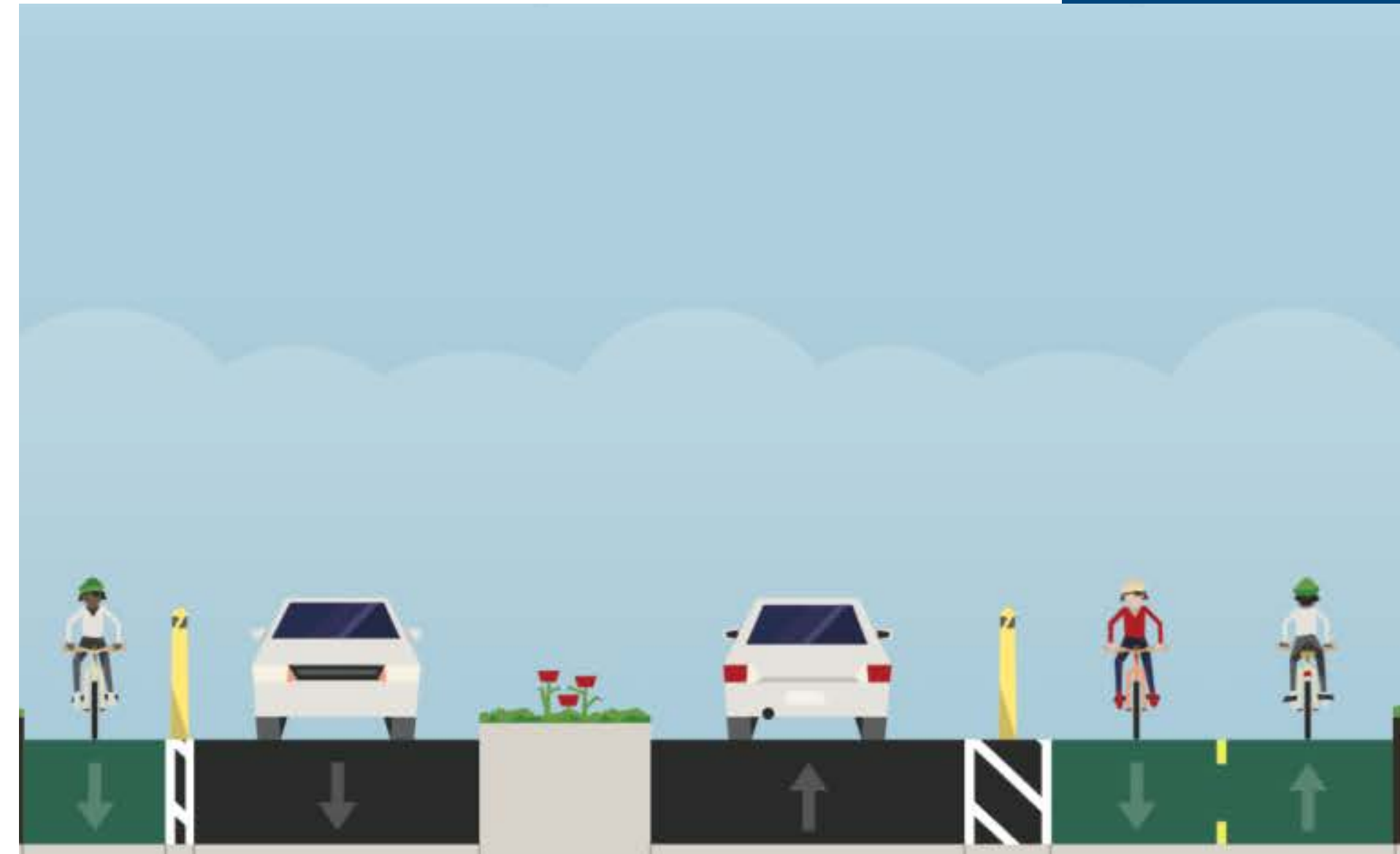
Concept Option 2: Two-Way Bike Lane + Crossing Improvements

- ✓ Reduced and narrowed lanes encourage slower speeds
- ✓ One lane in each direction eliminates “multiple-threat” risk for people crossing the street
- ✓ Median refuges provide a safe place for people walking and biking to wait when crossing
- ✓ Medians present opportunity for additional greenery and beautification
- ✓ Crossing distance is reduced by about half
- ✓ Protected bike lanes create space for people biking or scooting
- ✓ Allows parking next to Whole Foods
- ✓ Cycle track connects seamlessly to future trail on the south end of Holland Lane
- Residents will have to cross Holland to access bike facility

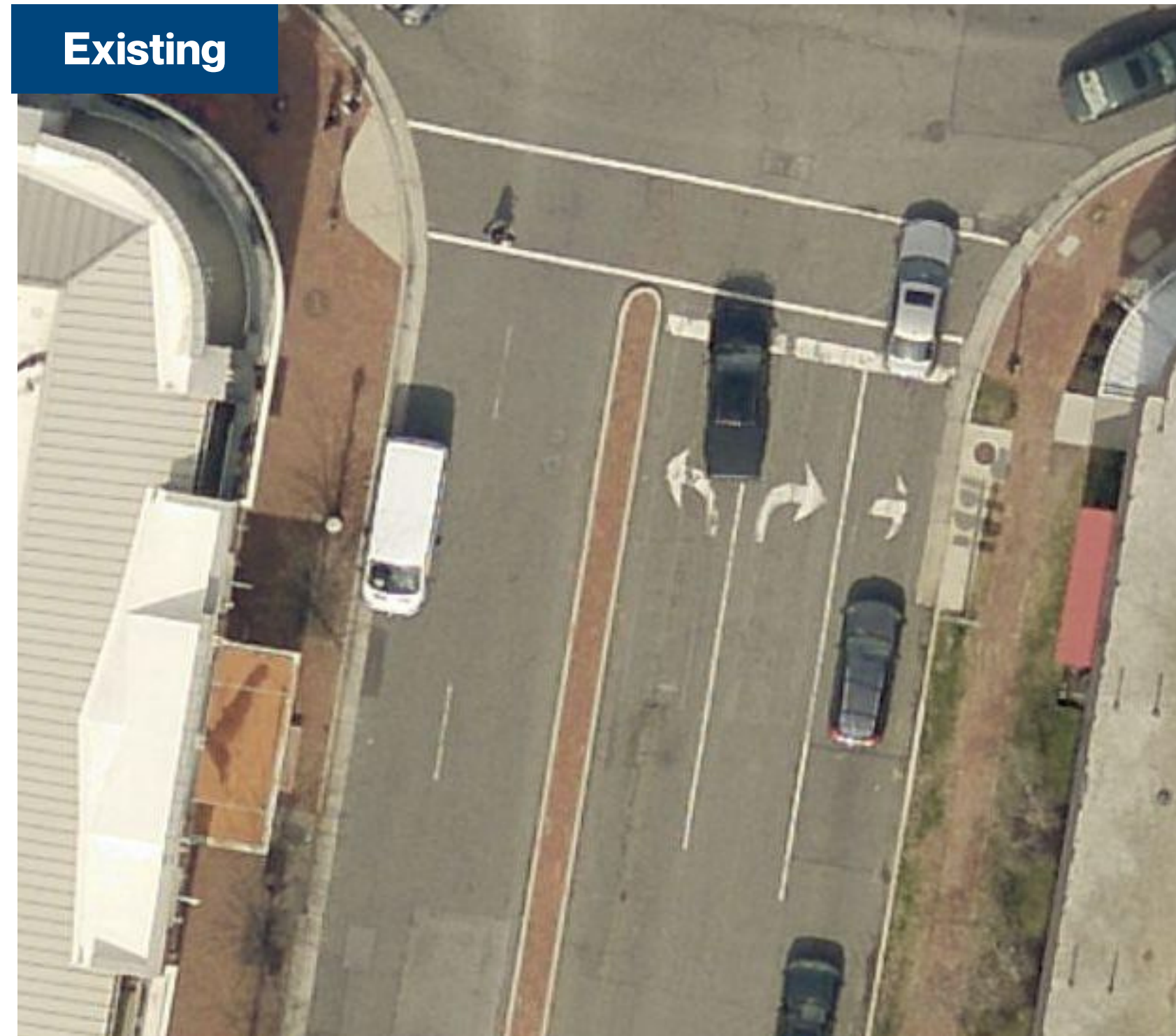


Concept Option 3: Hybrid Design

- ✓ Reduced and narrowed lanes encourage slower vehicle speeds
- ✓ One lane in each direction eliminates “multiple-threat” risk for people crossing the street
- ✓ Median refuges provide a safe place for people walking and biking to wait when crossing
- ✓ Medians present opportunity for additional greenery and beautification
- ✓ Crossing distance is reduced by about half
- ✓ Protected bike lanes create space for people biking or scooting
- ✓ Cycle track connects to future trail on south Holland Lane, and west side bike lane provides access closer to residences
- Does not allow parking next to Whole Foods, but prevents illegal parking



Holland Lane & Duke Street Options



Exact design will depend on which concept option is selected.

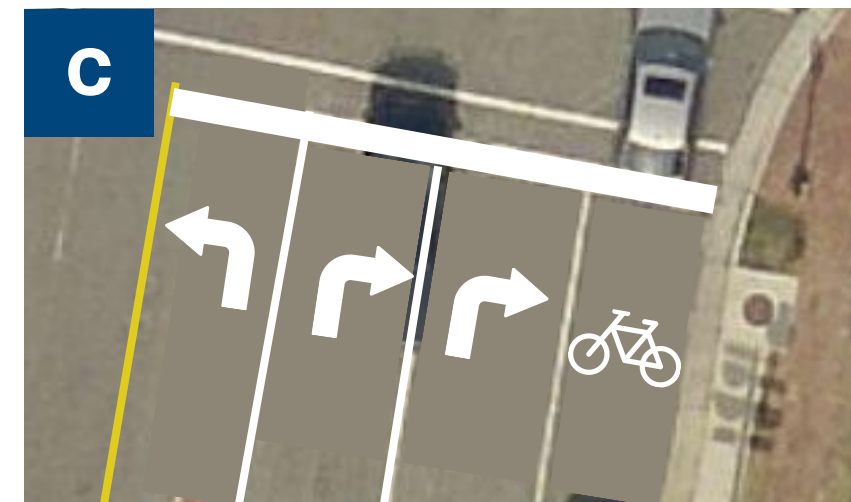
Options



NB Holland:
AM: -30 seconds
PM: +13 seconds



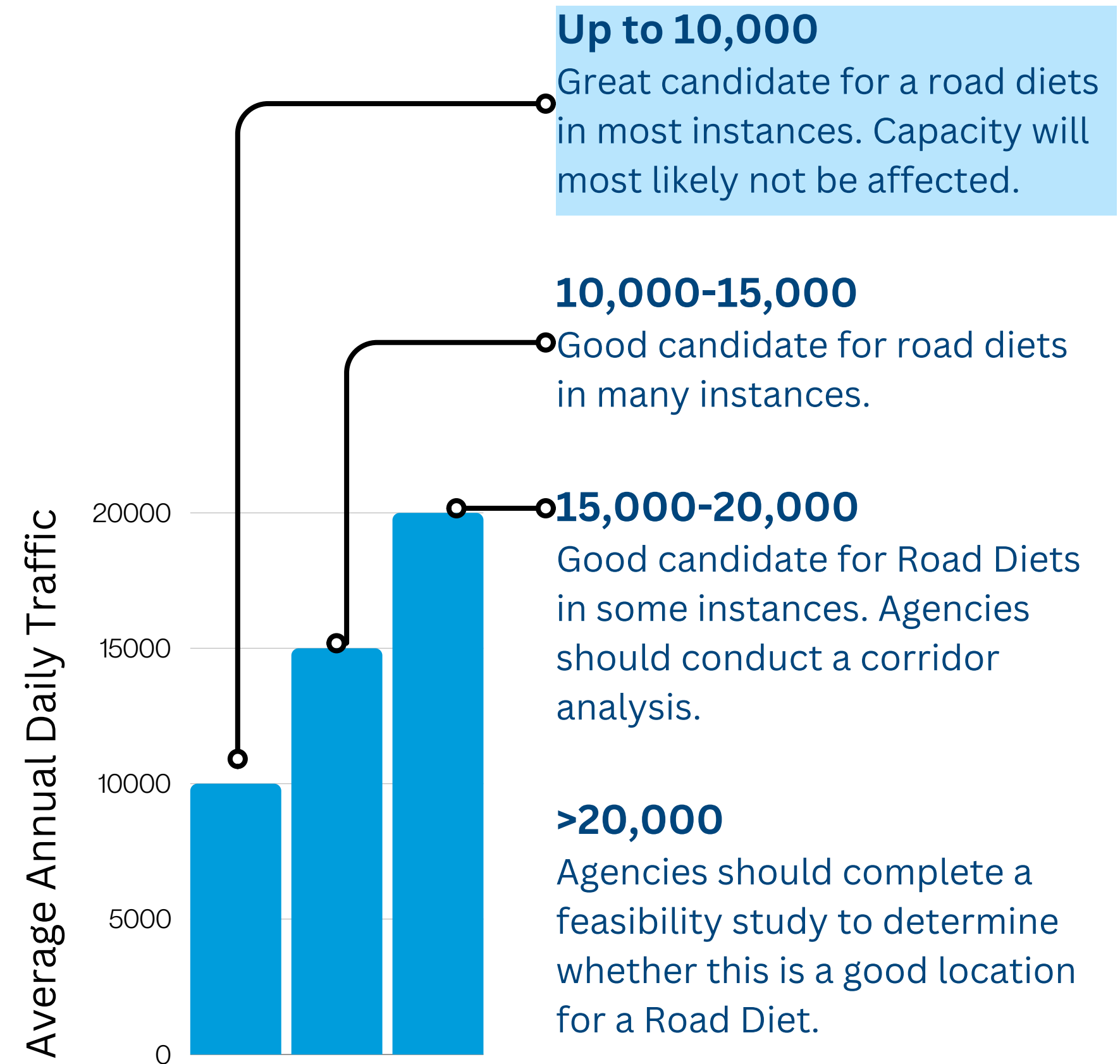
NB Holland:
AM: -3 seconds
PM: +3 seconds



NB Holland:
AM: -6 seconds
PM: -4 seconds

Traffic Summary

- Holland Lane has 7,000-9,000 vehicles per day
 - Based on federal guidance, Holland Lane is a great candidate for a road diet
- The concept designs assume No Turn on Red restrictions at all three signalized intersections (Duke Street, Jamieson Avenue, Eisenhower Avenue)
- The design options primarily maintain delay compared to existing conditions and were found to operate acceptably
- Future signal timing improvements on Duke Street will provide additional benefits to Holland Lane traffic



Source: Federal Highway Administration

Next Steps



**Community
Engagement**

April 2024



**Preferred
Alternative**

May 2024



**Complete
Design**

Summer-Fall 2024

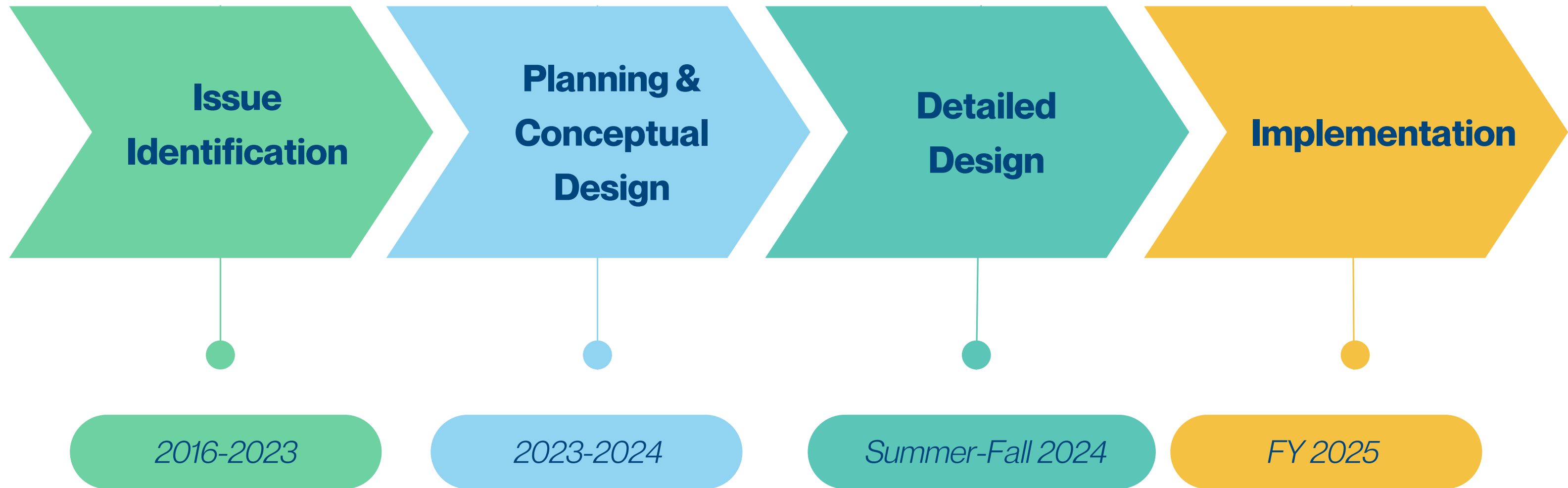


**Implement with
Repaving**

FY 2025

Project Timeline

WE ARE HERE!





Share

Your

Feedback!

1

Review the [full concept plans](https://alexandriava.gov/go/4847) on the project webpage: alexandriava.gov/go/4847

2

Complete the [online feedback form](#) by **April 21**.