Quail Hollow Drive – Green Street Project Report

Quail Hollow Drive between Millbrook Rd and Hardimont Dr



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1) Project Overview and Existing Conditions

Project Overview:

The Quail Hollow Drive Green Street Project was identified in multiple adopted city plans and serves multiple related/overlapping priorities.

The Midtown-St. Albans Area Plan identifies Quail Hollow Dr as a street with recommended upgrades including Green Stormwater Infrastructure (GSI), traffic calming, and improved bicycle facilities or a shared-use path.

The Big Branch Greenway Connector – Segment 5 as identified in the 2022 Parks bond. This connection ties into the broader Capital Area Greenway system, Midtown, and nearby neighborhood.

The Neighborhood Traffic Management Program (NTMP) as an identified priority project with speed compliance and speed related crashes. Staff presented this street to City Council in March 2025 and recommended this street be removed from the NTMP project process with the inclusion of traffic calming as part of the Quail Hollow Drive Green Street project scope.

Existing Conditions:

- 85th Percentile Speed: 36 mph in the 30 mph zone
    - This is the speed at which 85% of drivers are going at or under.
- Volume: 3,095 average daily vehicle trips
- Crashes: 2 speed related crashes in the previous 3 years
- 12-hour Pedestrian Count near Eastgate Park: 236
- 12-hour Bicycle Count near Eastgate Park: 28

Construction Phases:

- Phase 1: Thermoplastic Markings Only – Fall 2026
    - This phase will set the preferred cross-section for the cycle track bike lane recommendation and curb bump out footprints. After installation, observations will occur to ensure the footprint functions as intended prior to any further infrastructure changes.
- Phase 1.5: Tactical Cycle Track Bike Lane Separation – Spring 2027
    - This phase will add bolt down curb stops within the thermoplastic cycle track buffer to add vertical separation between bicycle lanes and vehicular lanes. After installation, observations will occur to ensure the separation does not impede critical services such as solid waste pickup and mail delivery. Testing and observations are planned during this phase. Traffic speeds will

be gathered during this phase to measure the impact of the lane narrowing on driver speeds. Based on the data collected, additional traffic calming may be recommended with the final iteration of this project to ensure speed compliance and speed crash reduction is achieved.

- Phase 2: Resurfacing & Final Construction – 2028
    - This phase will formalize the cycle track bike lanes and incorporate a broader streetscape upgrade to the street. A concrete curb will be constructed in the cycle track bike lane buffer to replace the bolt down curbing, curb bump outs will include curb realignments at all applicable intersections, all curb ramps will be upgraded to be ADA compliant, the sidewalk gap on the southwest side of the street will be closed so that there will be full sidewalk on both sides of the street, and a street resurfacing will take place.

2) Desired Outcomes

The ultimate goal of the project is to provider a safer, more comfortable facility for all modes by slowing vehicle speeds, increasing pedestrian visibility and having a concrete protected bike facility within a key segment of the larger Big Branch Greenway Trail system.

Infrastructure additions will include a closure of the sidewalk gap on the southwest end of the street, protected bicycle lanes, curb bump outs at intersections, traffic calming, ADA curb ramp upgrades, street resurfacing, and Green Stormwater Infrastructure (GSI).

Observations and studies will be performed at strategic times during each phase of implementation.

Staff will primarily define the project as successful if the 85th percentile speed of the street is within 3 mph of the posted speed limit and secondarily a 95th percentile speed of the street within 8 mph of the posted speed limit.

A second after-study will be performed approximately 3 years after the project has been completed to compare crash rates along the street to measure if speed related crashes have decreased.

Pedestrian and Bicyclist volumes will also be gathered as an identifier of success with a successful implementation being defined as a net increase in active transportation users.

3) Project Timeline & Engagement

City Council Approval to be removed from Traffic Calming process and start process as standalone multimodal safety project: May 4, 2025

Cross-section implementation through thermoplastic markings only

Touchpoint 1 – Learn & React: May – July 2025

- Views: 1,612
- Participants: 181
- Responses: 2,349
- Comments: 174

Pop-up Office Hours at Eastgate Park

June 17, 2025

June 23, 2025

Midtown CAC Presentation

June 23, 2025

Touchpoint 2 – Review: January – February 2026

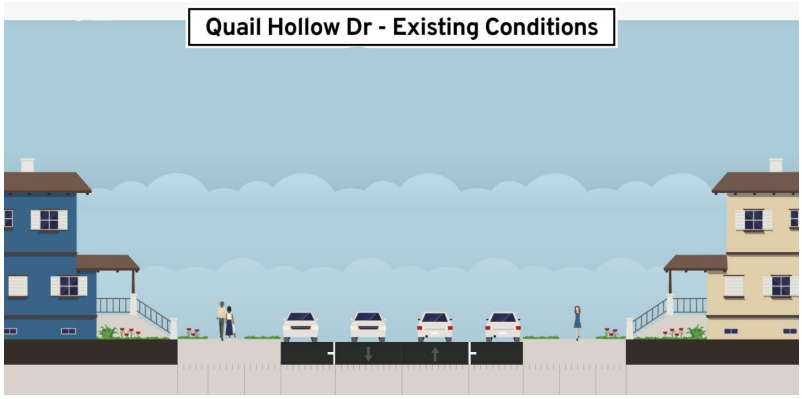
- Views: 2,877
- Participants: 70
- Responses: na
- Comments: 89

Council Touchpoint – Approve Traffic Schedule Changes: July 7, 2026

Phase 1 Construction: September – October 2026

4) Existing and Design Considerations

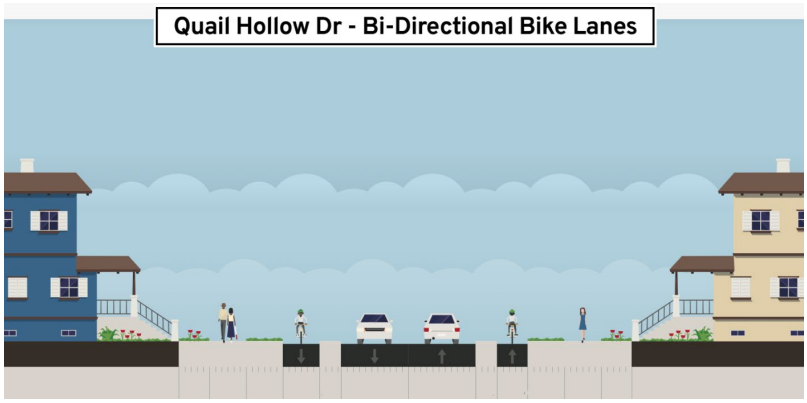
Existing Conditions:



There is 40' of "driveable" space with 2-2' gutters against each curb that are currently paved over for a total of 44' of street width between the face of curbs. It is currently used as two directional travel lanes with on-street parking on each side of the street.

Field evaluations found that on average roughly 9% - 20% of the curb was utilized regularly for on-street parking.

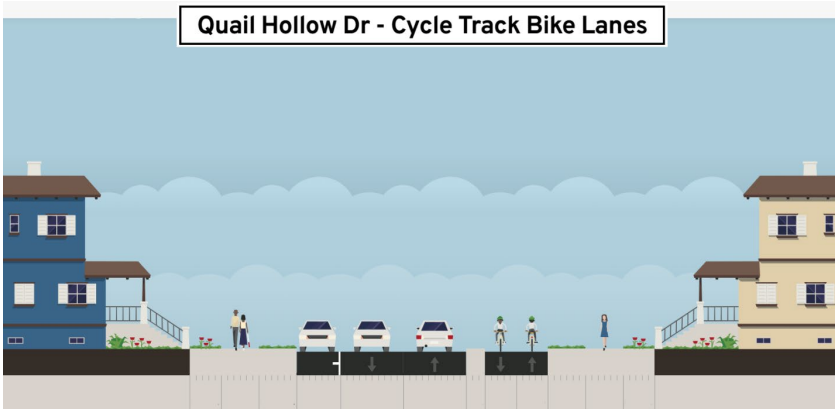
Bi-Directional Bike Lanes:



Bi-directional bike lanes meet the intent of the Midtown-St. Albans Small Area plan by creating an all ages and ability bicycle facility and assist with traffic calming by narrowing the street.

This configuration requires 100% removal of on-street parking as there is not enough width to provide two-way vehicle traffic, two-way separated bike lanes, and on-street parking.

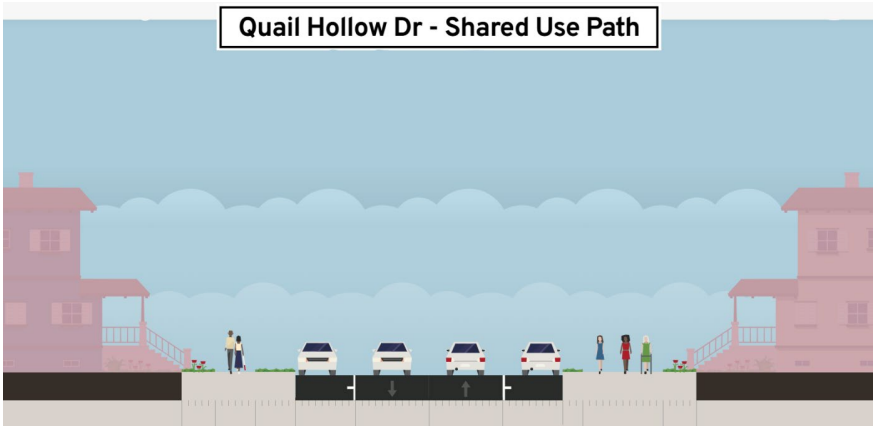
Cycle Track Bike Lanes:



Cycle track bike lanes meet the intent of the Midtown-St. Albans Small Area plan by creating an all ages and ability bicycle facility and assist with traffic calming by narrowing the street.

This configuration requires an approximate 50% removal of on-street parking as it consolidates the bike lanes on the side of Eastgate Park and minimizes the need for a buffer which provides more space that can be allocated to dedicated on-street parking. This allows for on-street parking, two-way vehicular traffic, and two-way separated bike lanes.

Shared Use Path:

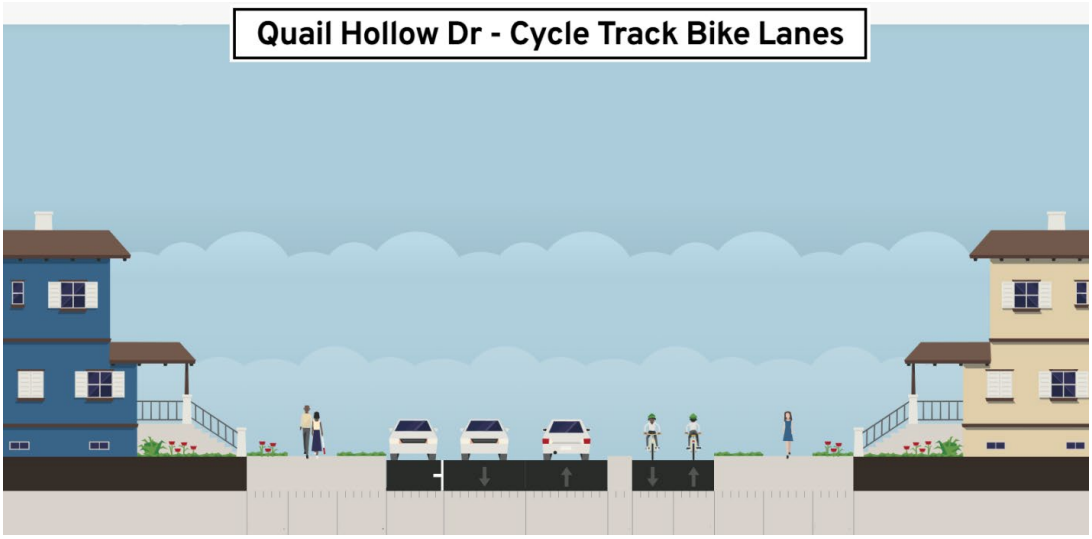


A Shared Use Path meets the intent of the Midtown-St. Albans Small Area plan by providing a shared use path as mentioned as an option which support pedestrian and an all ages and abilities bicycle facility in a combined above the curb facility. This does not support traffic calming as no changes to the street footprint are made.

This configuration is the most impactful as it is re-grading and constructing behind the curb in an established neighborhood. Exact right-of-way impacts are unknown without a survey, but it is likely that additional public right-of-way or construction easements will need to be purchased from all properties along the east side of the street, existing landscaping will need to be removed, and mature trees along the street will need to be cut down to accommodate the construction of the shared use path. This proposal also adds additional impervious to an area identified as a candidate for Green Stormwater Infrastructure (GSI) to aid in capturing stormwater to slow the rate of discharge into the adjacent Big Branch Creek as well as a candidate to improve stormwater quality through the stormwater filtration design included in GSI. Adding impervious surfaces in this area in the form of a shared use path seemed to be in conflict with the GSI recommendation.

5) Touchpoint 1: Preliminary Layout & Feature Options and Resident Feedback

Preliminary Cross-section:



Based on the design tradeoffs and constraints, staff recommends the cycle track bike lanes for the Quail Hollow Drive Green Street Project. This provides on-street parking, lane narrowing to aid in traffic calming, and space for separated bike lanes.

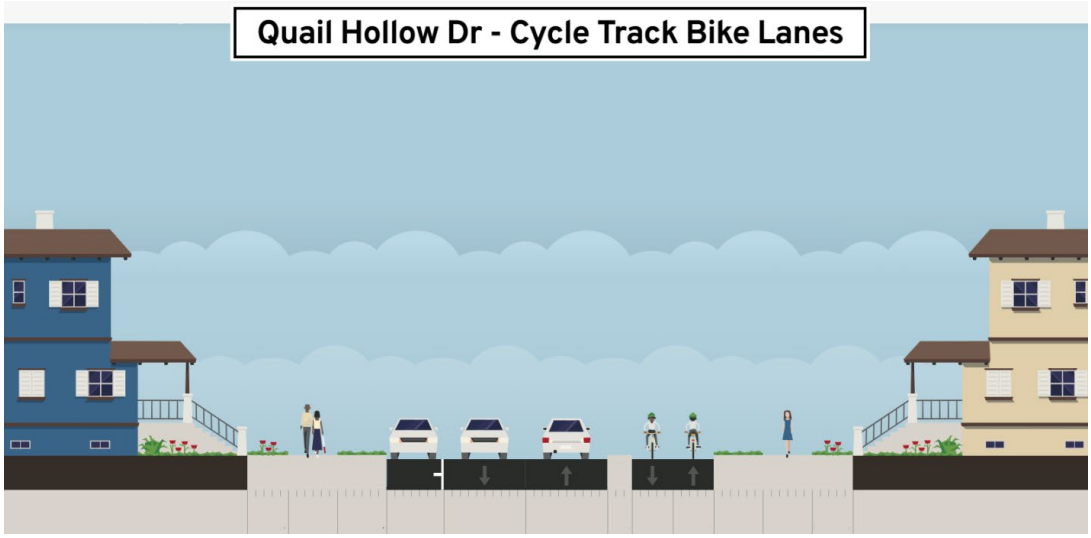
Resident Feedback:

The comments on the proposed Quail Hollow Drive Green Street first touchpoint project reveal a community that is divided on the planned improvements. The residents opposed to the project state it would eliminate on-street parking on portions of Quail Hollow Drive, raising concerns about overflow parking for Eastgate Park, the Quail Hollow Swim Club, visitors, and households with multiple vehicles. Many opponents also question the need for dedicated bike infrastructure, citing low observed bicycle usage and concerns about spending public funds on facilities they believe will serve relatively few users. Several commenters worry that these measures could increase congestion, complicate driving, or create maintenance issues.

Supporters of the project state that protected bike lanes, traffic calming, and green stormwater infrastructure will improve safety, encourage active transportation, reduce speeding, and better connect neighborhoods to greenways and destinations such as North Hills and Crabtree Creek. Many favor the bioretention cells and permeable pavement features because of their environmental benefits, including reduced runoff and improved water quality. Several residents emphasized the importance of creating safer conditions for families, children, pedestrians, and cyclists as the area continues to grow.

6) Touchpoint 2: Advanced Layout & Feature Selection and Resident Feedback

Advanced Cross-section:



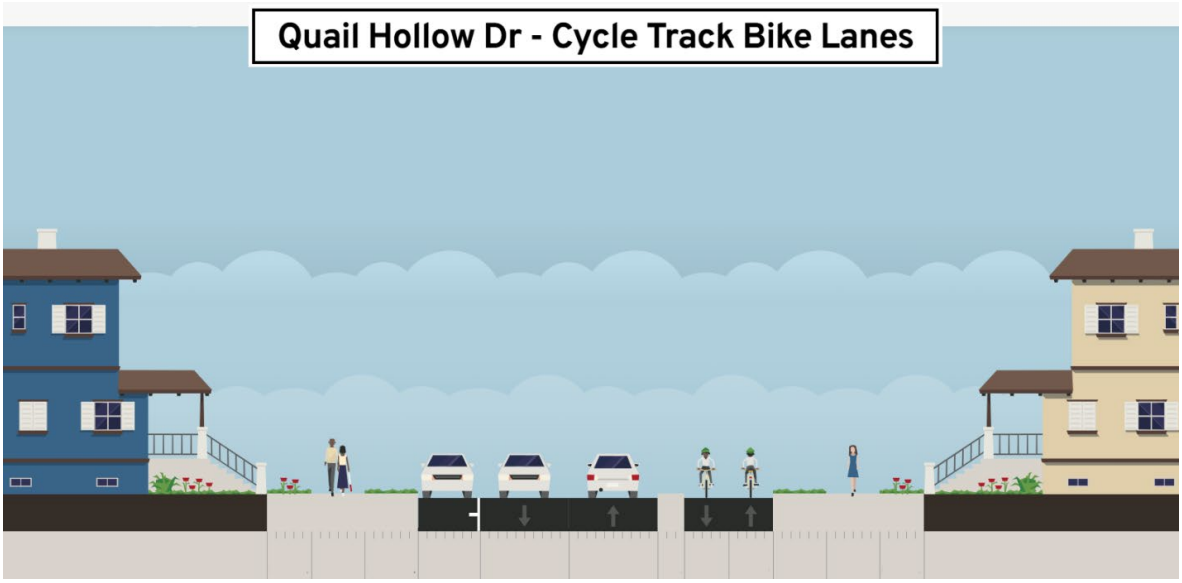
The advanced layout kept the cycle track bike lane recommendation as the preferred cross-section. Staff evaluated options to determine if additional on-street parking could be kept while still achieving the goals/intent of the adopted plans but based on the existing street footprint, no viable options were identified. Green Stormwater Infrastructure (GSI) device locations were identified and shown as part of this touchpoint.

Resident Feedback:

The comments show that residents remain divided on the proposed design, though there is broad agreement that speeding on Quail Hollow Drive is a significant safety concern. Many residents support the project's goals of improving bicycle and pedestrian connectivity, especially as a future link to the Big Branch Greenway and other active transportation networks. Among supporters, the most common request was for physical separation between the cycle track and vehicle traffic, such as bollards, curbs, or planters, rather than relying solely on pavement markings. Opponents expressed concerns about the proposed two-way cycle track, citing safety risks at driveways and intersections, as well as the loss of on-street parking on the east side of Quail Hollow Drive. Residents also raised concerns about deliveries, service vehicles, mail access, park parking, and the impacts on elderly and mobility-impaired individuals crossing the street.

Touchpoint 3: Final Design and Design Recommendations

Final Cross-Section Recommendations:



Staff is recommending the cycle track bike lane configuration for Quail Hollow Dr as it best balances the feedback from the residents. There remains a strong desire from residents to retain on-street parking as well as a strong desire to install safety improvements along the street. The cycle track bike lane configuration minimizes parking loss to one side of the street while also incorporating safety enhancements to all for separated bike lanes and traffic calming.

In response to the residents desiring more pedestrian improvements, staff is recommending the inclusion of curb bump outs at all intersections to shorten pedestrian crossing distances and further encourage slower driver behaviors. A sidewalk gap on the southwest side of the street is being recommended for construction as well as ADA curb ramp upgrades are being recommended at all intersections. Also, a further speed limit reduction from 30 MPH to a posted 25 MPH is being recommended.

Another comment from the neighborhood was a desire to re-evaluate the neighborhood traffic circle at the intersection of Quail Hollow Dr and Hardimont Rd. That traffic circle was installed as part of the adjacent Hardimont Rd traffic calming project based on the conditions at that time and resident feedback at that time. With the changes in how drivers, pedestrians, and cyclists use this intersection with the construction of the Quail Hollow Dr cycle track and the upcoming Big Branch Greenway connector, it is staff's recommendation to revisit this intersection to meet the new needs of this intersection and this area.

General Sentiment Breakdown:

First round of engagement found general project sentiment:

- Positive: ~30%
- Neutral: ~15%
- Negative: ~55%

Second round of engagement found general project sentiment:

- Positive: ~33%
- Neutral: ~33%
- Negative: ~33%

7) Phase 1 Thermoplastic Installation:

Phase Description and Feedback:

The Phase 1 installation was performed in September 2026 set the updated cross-section for Quail Hollow Dr with thermoplastic markings and no vertical separation between the vehicular travel lanes and bicycle lanes. Data collection has identified a positive shift in active transportation user levels.

Resident feedback has included a desire to review vehicular travel lane/parking widths, review of NO PARKING signs to discourage people from parking in the cycle track, review of the intersection of Quail Hollow Dr at Millbrook Rd, and a desire for vertical separation to be installed between the vehicular and bicycle lanes.





Data Comparison:

Existing Conditions:

- 85th Percentile Speed: 36 mph in the 30 mph zone
    - This is the speed at which 85% of drivers are going at or under.
- Volume: 3,095 average daily vehicle trips
- Crashes: 2 speed related crash in the previous 3 years
- 12-hour Pedestrian Count near Eastgate Park: 236
- 12-hour Bicycle Count near Eastgate Park: 28

Phase 1 Conditions: Installation September 2026

- 85th Percentile Speed: Data collection has not been completed
    - This is the speed at which 85% of drivers are going at or under.
- Volume: Data collection has not been completed
- Crashes: 0 reported crashes since September installation
- 4 Hour AM (8:00 am – 12:00 pm) Pedestrian Count: 101
- 4 Hour PM (3:00 pm – 7:00 pm Pedestrian Count: 115

8 Hour Direct Pedestrian Change between Existing Conditions and Phase 1:

- +36 pedestrians
- +20% change in pedestrian volume

- 4 Hour AM (8:00 am – 12:00 pm) Bicycle Count: 12
- 4 Hour PM (3:00 pm – 7:00 pm Bicycle Count: 19

8 Hour Direct Bicycle Change between Existing Conditions and Phase 1:

- +20 bicyclists
- +182% change in bicycle volume

8) Phase 1.5: Tactical Cycle Track Bike Lane Separation:

This section will be completed as this phase advances and data is available.

9) Phase 2: Resurfacing & Final Construction:

This section will be completed as this phase advances and data is available.