

ACCESS IMPROVEMENTS AT LANDMARK

DOCUMENT SUBSECTION: Non-Motorized Transportation

PROJECT LOCATION: Duke Street between S Van Dorn Street and I-395, and S Van Dorn Street between Duke Street and Holmes Run Parkway

MANAGING DEPARTMENT: Department of Transportation and Environmental Services

REPORTING AREA: Landmark/Van Dorn

PROJECT CATEGORY: 3
ESTIMATE USEFUL LIFE: 21 - 25 Years

Access Improvements at Landmark													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	6,834,960	1,462,960	1,701,000	-	3,671,000	-	-	-	-	-	-	-	5,372,000
Financing Plan													
State/Federal Grants	1,462,960	1,462,960	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (Smartscale)	5,372,000	-	1,701,000	-	3,671,000	-	-	-	-	-	-	-	5,372,000
Financing Plan Total	6,834,960	1,462,960	1,701,000	-	3,671,000	-	-	-	-	-	-	-	5,372,000
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

The goal of this project is to increase safety and access to transit services. This project will provide critical mobility, access, safety, and connectivity improvements to a future transit hub between the redeveloped Landmark Mall and the Alex West community. The transit hub will feature transit service provided by the West End Transitway, Duke Street Transitway, and other local and regional bus services. Access improvements from this project would be located along South Van Dorn Street and Duke Street. This project will construct new or improved infrastructure such as sidewalks and lighting and connect the proposed multi-use trail on the west side of South Van Dorn Street with the Holmes Run Trail.

As recommended in the Landmark/Van Dorn Small Area Plan, the redevelopment of the Landmark Mall site is envisioned as a high-density, mixed-use environment, with residential units, commercial uses, medical care facilities, and onsite amenities planned for full buildout. This project is funded with VDOT Smart Scale funds, which will be used for complete design and construction. Design will begin in FY 2025, and Construction timing will be coordinated with the Landmark Mall redevelopment project.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Landmark Small Area Plan; Alexandria Mobility Plan; Vision Zero Action Plan; Complete Streets Design Guidelines; Alexandria Transit Vision Plan

ADDITIONAL OPERATING IMPACTS

Additional funding for occasional concrete or asphalt repair work and repainting of crosswalks will be necessary to maintain improvements in this area.

ALEXANDRIA MOBILITY PLAN

DOCUMENT SUBSECTION: Non-Motorized Transportation
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Citywide
 REPORTING AREA: Citywide

PROJECT CATEGORY: 2
 ESTIMATE USEFUL LIFE: 10 years

Alexandria Mobility Plan													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	750,000	-	-	-	-	-	750,000	-	-	-	-	-	750,000
Financing Plan													
CMAQ/RSTP	750,000	-	-	-	-	-	750,000	-	-	-	-	-	750,000
Financing Plan Total	750,000	-	-	-	-	-	750,000	-	-	-	-	-	750,000
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

This project will provide a strategic update to the 2021 Alexandria Mobility Plan. The update will guide the City's transportation policies and priorities and will ensure that transportation in the City continues to serve the needs of residents, businesses and visitors as the region grows and new technologies influence the ways we get around.

The update to the Alexandria Mobility Plan will include community engagement that will inform the development of the plan. The updates to the Alexandria Mobility Plan will be strategically aligned to other City-led policies addressing the environment, mobility, technology, infrastructure and programs that may arise. The cost estimate is for a master plan update only, and this project does not include implementation funding.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

2021 Alexandria Mobility Plan, Environmental Action Plan, Small Area Plans, Vision Zero Action Plan, Complete Street Design Guidelines

ADDITIONAL OPERATING IMPACTS

No Additional operating impacts identified at this time.

BEAUREGARD STREET MULTI-USE TRAIL

DOCUMENT SUBSECTION: Non-Motorized Transportation

PROJECT LOCATION: North Beauregard Street
between Fillmore Avenue and
Berkeley Street

MANAGING DEPARTMENT: Department of Transportation
and Environmental Services

REPORTING AREA: Alexandria West

PROJECT CATEGORY: 3
ESTIMATE USEFUL LIFE: 21 - 25 Years

Beauregard Street Multi-Use Trail													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	3,676,869	3,676,869	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
CMAQ/FRSTP	2,218,000	2,218,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	1,458,869	1,458,869	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	3,676,869	3,676,869	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

The purpose of this project is to design and construct a shared-use bicycle and pedestrian path along the south side of North Beauregard Street between Fillmore Avenue and Berkeley Street, as recommended in the Alexandria Mobility Plan. This path will make it easier to walk and bike to Northern Virginia Community College, Four Mile Run Trail, and other destinations in Alexandria’s West End. This project will also help meet sustainability goals established in the City’s Environmental Action Plan by increasing mobility, access, safety, comfort, and convenience for people walking and biking. This shared-use path will complement the future West End Transitway by providing enhanced access to Bus Rapid Transit stations along North Beauregard Street.

Segments of the shared-use path may be designed and constructed by private developers as parcels are redeveloped, and trail design will be coordinated with adjacent redevelopment projects and the City’s West End Transitway project.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Beauregard Small Area Plan; Alexandria Mobility Plan; Environmental Action Plan

ADDITIONAL OPERATING IMPACTS

Trail will require regular maintenance and upkeep.

CAPITAL BIKESHARE

DOCUMENT SUBSECTION: Non-Motorized Transportation
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Citywide
 REPORTING AREA: Citywide

PROJECT CATEGORY: 3
 ESTIMATE USEFUL LIFE: 6 - 10 Years

Capital Bikeshare													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	8,085,231	7,573,231	50,000	462,000	-	-	-	-	-	-	-	-	512,000
Financing Plan													
Cash Capital	27,875	27,875	-	-	-	-	-	-	-	-	-	-	-
CMAQ/RSTP	2,916,378	2,504,378	-	412,000	-	-	-	-	-	-	-	-	412,000
Private Capital Contributions	220,000	120,000	50,000	50,000	-	-	-	-	-	-	-	-	100,000
State/Federal Grants	4,228,987	4,228,987	-	-	-	-	-	-	-	-	-	-	-
TIP	691,991	691,991	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	8,085,231	7,573,231	50,000	462,000	-	-	-	-	-	-	-	-	512,000
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Project funding increased, over the 10-year plan, by \$5,000 to reflect the latest grant funding amount for the project.

PROJECT DESCRIPTION & JUSTIFICATION

Bike sharing is a service where public bicycles are made available for shared use. Users can pick up and drop off bikes at designated stations by registering online, by phone, or at a station. Successful bike sharing programs tend to have stations that are tightly clustered, spaced approximately a quarter mile from one another, and are near Metrorail stations, commercial centers, tourist destinations, or mixed-use development. Bikeshare provides access to transit and other activity centers and supports the well-being of residents and families by allowing more transportation choices that help to provide flexibility and mobility to residents. Bikeshare provides expanded connections to transit, thereby helping to reduce carbon emissions and improving health.

Stations are located in areas identified in the Alexandria Mobility Plan through a demand model and with input from the community. Capital costs for stations and bicycles are dependent on size of the station and number of docks and are funded by development or federal grants.

Capital Bikeshare is a regional system that has stations in the District of Columbia; Arlington County, VA; Fairfax County, VA; City of Fairfax, VA; Falls Church, VA; Prince George’s County, MD; and Montgomery County, MD. In FY 2024, the City installed a station near the south entrance of the new Potomac Yard Metro Station, bringing the total number of stations in Alexandria to 62.

In FY 2025, the City plans to replace 21 bikeshare stations and bikes that are reaching the end of their useful life. The City also plans to install nine additional stations throughout the City and near new development to further expand the bikeshare network. Developer funded stations will continue to be added to the network as new buildings come online. The City will also be purchasing additional e-bikes using VDOT grants and developer contributions to make these highly popular devices more available in Alexandria.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Alexandria Mobility Plan

ADDITIONAL OPERATING IMPACTS

Annual contractor operating costs are partially offset by user fees and differ annually depending on the size of the system and contract prices and rates.

COMPLETE STREETS-VISION ZERO

DOCUMENT SUBSECTION: Non-Motorized Transportation
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Citywide
 REPORTING AREA: Citywide

PROJECT CATEGORY: 3
 ESTIMATE USEFUL LIFE: Varies

Complete Streets													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	26,119,373	13,235,873	840,500	1,162,000	1,202,700	1,244,700	1,288,600	1,334,000	1,381,500	1,430,300	1,481,300	1,517,900	12,883,500
Financing Plan													
Cash Capital	19,524,170	9,246,305	840,500	1,162,000	299,200	1,096,431	317,400	1,334,000	798,834	1,430,300	1,481,300	1,517,900	10,277,865
GO Bonds	5,382,173	2,776,538	-	-	903,500	148,269	971,200	-	582,666	-	-	-	2,605,635
State/Federal Grants	633,785	633,785	-	-	-	-	-	-	-	-	-	-	-
TIP	418,879	418,879	-	-	-	-	-	-	-	-	-	-	-
Prior Capital Funding	10,366	10,366	-	-	-	-	-	-	-	-	-	-	-
GO Bond Interest Earnings	150,000	150,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	26,119,373	13,235,873	840,500	1,162,000	1,202,700	1,244,700	1,288,600	1,334,000	1,381,500	1,430,300	1,481,300	1,517,900	12,883,500
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Project funding increased, over the 10-year plan, by \$4.1 million, including the addition of funding for FY 2034. One million dollars in Prior Year funding was broken out into a new stand-alone project, *West End Crash Intersection Improvements*.

PROJECT DESCRIPTION & JUSTIFICATION

The Complete Streets Program funds a variety of capital infrastructure improvements and initiatives to make it easier, safer, and more comfortable for residents and visitors to walk, bike, and take public transit. These include:

- Implementation of:
 - Alexandria Mobility Plan
 - Complete Streets Design Guidelines
 - Vision Zero Action Plan
- Traffic Calming program
- Education and Encouragement Initiatives

This program also funds projects to advance the City’s Vision Zero goal of eliminating traffic fatalities and severe injuries by 2028.

Projects and initiatives under this program are planned and implemented in accordance with the 2014 Complete Streets Policy, the 2017 Vision Zero Action Plan, and the 2021 Alexandria Mobility Plan. This program adheres to the Americans with Disabilities Act and the Commonwealth Transportation Board adopted “Policy for Integrating Bicycle and Pedestrian Accommodations.”

Activities funded by this program include, but are not limited to, new or improved sidewalks, curb ramps, pedestrian crossings, bicycle lanes, intersection improvements, signal timing improvements, trail access enhancements, road signs, and education programs. These activities may include planning, design, community outreach, right-of-way acquisition, and construction. This program also supports efforts to secure grant-funding for large-scale multimodal improvement projects.

One Urban Planner III and one Principal Planner position are funded by this program, which provides direct support to implement the aforementioned plans, policies, programs, and projects.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Alexandria Mobility Plan; Complete Streets Policy; Complete Streets Design Guidelines; Eco-City Charter; Environmental Action Plan; Citywide Park Improvement Plans; Neighborhood Park Improvement Plans; Vision Zero Action Plan; Small Area Plans

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

Complete Streets (continued)

Complete Streets FY 2025 – FY 2027 Project List

Fiscal Year 2025	
Description	Amount
Complete Streets Staffing	\$0
Vision Zero Implementation	\$250,000
Alexandria Mobility Plan Implementation	\$450,000
Street Resurfacing Projects	\$45,000
Educational Initiatives	\$15,000
Neighborhood Traffic Calming	\$50,000
Community Requests/Spot Improvements	\$30,500
Total Fiscal Year 2025	\$840,500
Fiscal Year 2026	
Description	Amount
Complete Streets Staffing	\$290,500
Vision Zero Implementation	\$350,000
Alexandria Mobility Plan Implementation	\$350,000
Street Resurfacing Projects	\$50,000
Educational Initiatives	\$16,000
Neighborhood Traffic Calming	\$75,000
Community Requests/Spot Improvements	\$30,500
Total Fiscal Year 2026	\$1,162,000
Fiscal Year 2027	
Description	Amount
Complete Streets Staffing	\$299,200
Vision Zero Implementation	\$350,000
Alexandria Mobility Plan Implementation	\$375,000
Street Resurfacing Projects	\$50,000
Educational Initiatives	\$17,000
Neighborhood Traffic Calming	\$80,000
Community Requests/Spot Improvements	\$31,500
Total Fiscal Year 2027	\$1,202,700

DUKE STREET AND WEST TAYLOR RUN SAFETY IMPROVEMENTS

DOCUMENT SUBSECTION: Non-Motorized Transportation

PROJECT LOCATION: Duke Street at West Taylor Run Parkway and the Telegraph Road Ramp

MANAGING DEPARTMENT: Transportation and Environmental Services/ Department of Project Implementation

REPORTING AREA: Central Alexandria

PROJECT CATEGORY: 3
ESTIMATE USEFUL LIFE: 15-20 years

Duke Street and West Taylor Run Safety Improvements													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	6,875,545	5,060,545	-	1,815,000	-	-	-	-	-	-	-	-	1,815,000
Financing Plan													
Cash Capital	424,545	424,545	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	4,636,000	4,636,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (Smartscale)	1,815,000	-	-	1,815,000	-	-	-	-	-	-	-	-	1,815,000
Financing Plan Total	6,875,545	5,060,545	-	1,815,000	-	-	-	-	-	-	-	-	1,815,000
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

The Duke Street and West Taylor Run Parkway Intersection Improvement project consists of design modifications to improve traffic signal operation, enhance multimodal safety, and improve access. In addition, this project will include a new connection from eastbound Duke Street to southbound Telegraph Road.

A key recommendation of the Central Alexandria Traffic Study Task Force was to pursue short and long-term improvements for the Duke Street and West Taylor Run Parkway intersection and evaluate potential impacts to the surrounding network.

Duke Street is a high-volume roadway that was identified as a high crash corridor. The Duke Street at West Taylor Run intersection is one of the City’s highest crash intersections. This project will improve safety and reduce peak hour congestion on Duke Street by constructing a new connection to Telegraph Road. Additionally, updated crosswalks and relocation of bus stops will lead to better multimodal connections and enhanced safety. Project design is being coordinated with the Duke Street Transitway project and the Smart Mobility Program enhancements along the Duke Street corridor.

The community engagement occurred in FY 2022 – 2024 which informed the final design recommendations to advance. Components of this intersection project will be constructed as part of the Duke Street Transitway and the rest will be constructed as part of this Smart Scale and Congestion Mitigation and Air Quality (CMAQ) funded project. Design is scheduled for completion in FY 2025, and construction is anticipated to begin in FY 2026.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

N/A

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

DUKE STREET AT ROUTE 1 SAFETY IMPROVEMENTS

DOCUMENT SUBSECTION: Non-Motorized Transportation

PROJECT LOCATION: Duke Street at South Patrick Street and South Henry Street

MANAGING DEPARTMENT: Department of Transportation and Environmental Services

REPORTING AREA: Old Town

PROJECT CATEGORY: 3
ESTIMATE USEFUL LIFE: 30 Years

Duke Street at Route 1 Safety Improvements													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	500,000	-	500,000	-	-	-	-	-	-	-	-	-	500,000
Financing Plan													
NVTA 30% Funds	500,000	-	500,000	-	-	-	-	-	-	-	-	-	500,000
Financing Plan Total	500,000	-	500,000	-	-	-	-	-	-	-	-	-	500,000
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

New project added to FY 2025 - FY 2034 CIP.

PROJECT DESCRIPTION & JUSTIFICATION

The purpose of this project is to design and implement safety improvements at the intersections of Duke Street & South Patrick Street and Duke Street & South Henry Street, together referred to as “Duke Street & Route 1”.

These intersections serve both local and regional travel through the Old Town historic district. They have also been identified among the City’s high-crash intersections and are part of the City’s high-injury street network, based on a citywide crash analysis completed in 2022. In addition to the history of crashes at these two intersections, there were also several site attributes that generate a high risk of severe crashes.

In 2017, the City of Alexandria adopted a Vision Zero Action Plan and a City Council Resolution to eliminate fatal and severe crashes by 2028. Since the adoption of the Vision Zero Action Plan, the City has worked to improve safety citywide by focusing improvements in high-crash areas in addition to making systemic safety improvements where crash risk is high. This project supports the City’s adopted goal of ending traffic fatalities and severe injuries by 2028.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Vision Zero Action Plan; Alexandria Mobility Plan; Environmental Action Plan 2040

ADDITIONAL OPERATING IMPACTS

Operational needs include periodic concrete repairs and tree trimming.

KING & COMMONWEALTH STREETScape

DOCUMENT SUBSECTION: Non-Motorized Transportation
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: King Street Metro Station
 REPORTING AREA: King Street Metro/Eisenhower Avenue
 PROJECT CATEGORY: Category 3
 ESTIMATE USEFUL LIFE: 20 Years

King & Commonwealth Streetscape													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	2,000,000	-	-	2,000,000	-	-	-	-	-	-	-	-	2,000,000
Financing Plan													
State/Federal Grants (Unsecured)	2,000,000	-	-	2,000,000	-	-	-	-	-	-	-	-	2,000,000
Financing Plan Total	2,000,000	-	-	2,000,000	-	-	-	-	-	-	-	-	2,000,000
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

New project added to FY 2025 - FY 2034 CIP.

PROJECT DESCRIPTION & JUSTIFICATION

The Virginia Passenger Rail Authority’s (VPRA) 4th Track and Railroad Bridge Replacement Projects includes widening the space underneath the King Street and Commonwealth Avenue bridges at the King Street Metrorail Station. Their project provides the City with an opportunity to improve the streetscape for people walking, biking, and scooting at these locations. This project will create a safer and more comfortable space for people of all ages and abilities, encourage sustainable modes of transportation to improve air quality and reduce greenhouse gas, and improve access to the multimodal hub in this area that connects people using Capital Bikeshare, Metrorail, DASH, and regional bus routes. The project aims to not only improve new street space provided under the bridges, but also connect bicycle paths and sidewalks on both sides on the bridges.

The project team has engaged with various agencies to coordinate multiple infrastructure investments within the study area with overlapping project timelines. Ongoing coordination with these agencies will occur over the life of the project to minimize potential impacts and construction timelines. Community outreach to seek input on the community needs in this area began in FY 2024, and Design will begin in FY 2025. Engagement with the community will be ongoing.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Alexandria Mobility Plan, Complete Streets Design Guidelines, Vision Zero

ADDITIONAL OPERATING IMPACTS

No additional operating impacts.

KING-BRADLEE SAFETY & MOBILITY ENHANCEMENTS

DOCUMENT SUBSECTION: Non-Motorized Transportation

PROJECT LOCATION: King Street btw Quaker Lane and Menokin Drive

MANAGING DEPARTMENT: Department of Transportation and Environmental Services

REPORTING AREA: Taylor Run/Duke Street

PROJECT CATEGORY: 2
ESTIMATE USEFUL LIFE: 40 years

King & Beauregard Intersection Improvements

	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	20,379,510	20,379,510	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
Cash Capital	235,348	235,348	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	2,760,562	2,760,562	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	15,992,700	15,992,700	-	-	-	-	-	-	-	-	-	-	-
Prior Capital Funding	19,600	19,600	-	-	-	-	-	-	-	-	-	-	-
GO Bond Interest Earnings	1,371,300	1,371,300	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	20,379,510	20,379,510	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

The purpose of this project is to design and construct multimodal improvements on King Street between Quaker Lane and Menokin Drive. This project is intended to enhance mobility, access, safety, and comfort for people walking, biking, taking transit, and driving in and around the Bradlee and Fairlington areas of King Street, and improve stormwater management, as feasible. This project supports recommendations and strategies from the Alexandria Mobility Plan, Vision Zero Action Plan, and Environmental Action Plan by addressing safety concerns, prioritizing improvements to nonmotorized networks, encouraging use of low-carbon forms of transportation, and reducing stormwater pollution.

Community engagement began in fall 2023 with a community feedback form and community events. Design began in FY 2024 and will continue through FY 2025. The planning and design phases of this project are funded, but additional money is needed to fully construct the project. The City will continue to seek funding to complete this project and will implement short-term improvements, as feasible.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

City Strategic Plan; Alexandria Mobility Plan; Environmental Action Plan; Alexandria Transit Vision Plan; Vision Zero; Complete Streets Design Guidelines; WMATA Momentum Strategic Plan

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

LOWER KING STREET CLOSURE

DOCUMENT SUBSECTION: Non-Motorized Transportation
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: King Street
 REPORTING AREA: Old Town

PROJECT CATEGORY: 3
 ESTIMATE USEFUL LIFE: Varies

Lower King Street Street Closure													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	4,954,210	421,210	4,533,000	-	-	-	-	-	-	-	-	-	4,533,000
Financing Plan													
Cash Capital	421,210	421,210	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	4,533,000	-	4,533,000	-	-	-	-	-	-	-	-	-	4,533,000
Financing Plan Total	4,954,210	421,210	4,533,000	-	-	-	-	-	-	-	-	-	4,533,000
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Project funding increased, over the 10-year plan, by \$2.478 million to support construction costs estimated for this project, based on the concept design developed in FY 2024.

PROJECT DESCRIPTION & JUSTIFICATION

At the start of the COVID-19 pandemic in 2020, the 100 block of King Street was closed to vehicles to provide more space for businesses and pedestrians on this block. The temporary closure was very well received, and in October 2021, the City Council approved permanently closing the block. The following year, the unit block of King Street was also permanently closed to vehicles.

In FY 2023 and FY 2024, several short-term improvements were made to the area to formalize the closure, address safety issues, and make the blocks more attractive for businesses and pedestrians. These included the installation of:

- Crash rated bollards at the Lee Street end of the block
- Standard City bollards at the Union Street end of the unit and 100 block, and the Strand at Wales Alley
- Wood platforms adjacent to the sidewalk to accommodate outdoor dining while delineating the boundary of the emergency vehicle easement down the center of the street
- Consistent tree lighting along the Unit and 100 blocks
- New crosswalks at the Union and Lee Street intersections to encourage pedestrians to walk in the center of the block and make drivers more aware of the pedestrians in this area
- Streetlight upgrades to the 100 block of King Street to replace fixtures and foundations of streetlights.

In FY 2024, a concept for the permanent pedestrian plaza was developed in coordination with the consultant-led design team for the larger Waterfront project and the community. This concept will be incorporated into the construction plans for the overall Waterfront project so construction impacts can be minimized and coordinated.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Waterfront Small Area Plan; Lower King Street Multimodal Feasibility Study, Alexandria Mobility Plan

ADDITIONAL OPERATING IMPACTS

Additional staff may be required to maintain the new pedestrian plaza areas.

MT. VERNON AVENUE NORTH COMPLETE STREETS

DOCUMENT SUBSECTION: Non-Motorized Transportation

PROJECT LOCATION: Mt. Vernon Ave from Glebe Rd to Four Mile Run

MANAGING DEPARTMENT: Department of Transportation and Environmental Services

REPORTING AREA: Arlandria; Potomac West

PROJECT CATEGORY: 3
ESTIMATE USEFUL LIFE: 21 - 25 Years

Mt. Vernon Avenue North Complete Streets													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	3,000,000	2,000,000	-	-	-	-	-	1,000,000	-	-	-	-	1,000,000
Financing Plan													
Cash Capital	180,000	180,000	-	-	-	-	-	-	-	-	-	-	-
CMAQ/RSTP	1,000,000	-	-	-	-	-	-	1,000,000	-	-	-	-	1,000,000
State/Federal Grants	1,520,000	1,520,000	-	-	-	-	-	-	-	-	-	-	-
TIP	300,000	300,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	3,000,000	2,000,000	-	-	-	-	-	1,000,000	-	-	-	-	1,000,000
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Project funding increased, over the 10-year plan, by \$1 million.

PROJECT DESCRIPTION & JUSTIFICATION

The purpose of this project is to design and construct safety, mobility, and access improvements on Mount Vernon Avenue between Glebe Road and Four Mile Run. Many potential improvements for this corridor were identified in a pedestrian case study documented in the 2016 Transportation Master Plan: Pedestrian & Bicycle Chapter. Improvements were also identified during various community outreach efforts since 2015 and through the Arlandria Small Area Plan update.

This project will address multiple safety challenges, including a high crash history, complicated intersections, and frequent, uncontrolled pedestrian crossings in a high-activity area for Arlandria residents. Elements of the project may include intersection improvements, bus stop upgrades, enhanced sidewalks and pedestrian crossings, bicycle facilities, and on-street parking throughout the corridor.

Planning, community engagement, and conceptual design began in FY 2022 and continued into FY 2024. Detailed design began in FY 2024 and will continue into FY 2025 with construction beginning in late FY 2025, or early FY 2026. Additional funds were added to this project through the Congestion Mitigation and Air Quality program to fund the preferred alternatives.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Alexandria Mobility Plan; Vision Zero Action Plan; Arlandria Small Area Plan; Environmental Action Plan; MWCOG TPB Equity Emphasis Areas for TPB Enhanced Environmental Justice Analysis

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

MT. VERNON TRAIL AT EAST ABINGDON

DOCUMENT SUBSECTION: Non-Motorized Transportation	PROJECT LOCATION: Mt. Vernon Trail at E. Abingdon Drive
MANAGING DEPARTMENT: Department of Project Implementation	REPORTING AREA: Old Town North
	PROJECT CATEGORY: 2
	ESTIMATE USEFUL LIFE: 21 - 25 Years

Mt. Vernon Trail at East Abingdon													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	850,000	850,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
GO Bonds	85,000	85,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	750,000	750,000	-	-	-	-	-	-	-	-	-	-	-
TIP	15,000	15,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	850,000	850,000	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

This project will construct mobility, safety, and access improvements at the intersection of the Mount Vernon Trail, East Abingdon Drive, and Slater’s Lane where the trail and sidewalk width make walking and biking in this area challenging.

This project will improve safety and enhance connections to transit and to the Mount Vernon Trail, which is a critical component of the regional trail network. This project supports the sustainability goals in the City’s Environmental Action Plan by making healthy modes of transportation safer, more convenient, and more attractive. A high-quality, convenient, and seamless trail network also supports the Alexandria Mobility Plan and enhances local tourism. It also supports the efforts of the Potomac River Generating Site redevelopment to reduce congestion and promote multimodal transportation to and within the development.

Design is expected to be completed in 2024. Because coordination with the National Park Service is required as part of this project, construction is expected to begin in FY 2025.

The grant funding for this project is being administered by the Virginia Department of Transportation, and the City must adhere to all grant requirements.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

ADDITIONAL OPERATING IMPACTS

T&ES Strategic Plan; Alexandria Mobility Plan; Environmental Action Plan

No additional operating impacts identified at this time.

OLD CAMERON RUN TRAIL

DOCUMENT SUBSECTION: Non-Motorized Transportation

PROJECT LOCATION: Old Cameron Run at South Payne Street to Hooffs Run Drive

MANAGING DEPARTMENT: Department of Project Implementation

REPORTING AREA: Eisenhower East

PROJECT CATEGORY: 3
ESTIMATE USEFUL LIFE: 21 - 25 Years

Old Cameron Run Trail													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	8,418,158	7,373,158	1,045,000	-	-	-	-	-	-	-	-	-	1,045,000
Financing Plan													
Cash Capital	10,404	10,404	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	100,000	100,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	8,259,000	7,214,000	1,045,000	-	-	-	-	-	-	-	-	-	1,045,000
TIP	48,754	48,754	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	8,418,158	7,373,158	1,045,000	-	-	-	-	-	-	-	-	-	1,045,000
Operating Impact	67,500	-	-	-	-	8,400	8,600	8,900	13,100	9,400	9,500	9,600	67,500

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

This project will construct a 0.5 mile shared-use path along Old Cameron Run between Hooffs Run Drive and South Payne Street, including milling and repaving the existing off-street trail east of Hooffs Run. This project will address a major gap in the City’s trail network and provide a key link in the bicycle and pedestrian multimodal transportation system.

This project will support a multi-modal environment by providing a safe, off-street connection for people walking and biking between Eisenhower East with the Southwest Quadrant. The trail will increase access to key destinations, including Eisenhower Avenue Metro Station, the Mount Vernon Trail, Alexandria National Cemetery, the Lee Center, as well as retail and entertainment destinations. This will encourage more walking, biking, and transit use, thereby helping to reduce carbon emissions and improve health. This project supports recommendations in the Alexandria Mobility Plan, Eisenhower East Small Area Plan, and Environmental Action Plan.

Design is expected to be complete in FY 2025. Because this project requires coordination with AlexRenew’s RiverRenew project, construction is anticipated to begin after the RiverRenew project is completed in 2026.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Alexandria Mobility Plan, Eisenhower East Small Area Plan, Environmental Action Plan

ADDITIONAL OPERATING IMPACTS

Periodic trail clearing, snow removal, trail resurfacing, and signage replacement.

SAFE ROUTES TO SCHOOL

DOCUMENT SUBSECTION: Non-Motorized Transportation
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Citywide
 REPORTING AREA: Citywide

PROJECT CATEGORY: 2
 ESTIMATE USEFUL LIFE: Varies

Safe Routes to School													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	9,115,882	1,148,947	419,200	1,302,735	500,000	515,000	630,000	1,850,000	1,350,000	700,000	350,000	350,000	7,966,935
Financing Plan													
Cash Capital	4,462,900	366,900	419,200	431,800	500,000	515,000	630,000	350,000	350,000	200,000	350,000	350,000	4,096,000
CMAQ/RSTP	1,500,000	-	-	-	-	-	-	1,500,000	-	-	-	-	1,500,000
State/Federal Grants	782,047	782,047	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (Unsecured)	2,370,935	-	-	870,935	-	-	-	-	1,000,000	500,000	-	-	2,370,935
Financing Plan Total	9,115,882	1,148,947	419,200	1,302,735	500,000	515,000	630,000	1,850,000	1,350,000	700,000	350,000	350,000	7,966,935
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Project funding increased, over the 10-year plan, by \$2.77 million, largely due to the grant funding secured in FY 2030 and the addition of unsecured grant money in FY 2031.

PROJECT DESCRIPTION & JUSTIFICATION

The purpose of this program is to fund infrastructure projects that improve mobility, access, safety, and comfort for students walking and biking to and from school. Activities funded through this program may include, but are not limited to, new or improved sidewalks, bicycle lanes, pedestrian crossings, intersection improvements, bicycle parking, street signs, on-street parking modifications, and signal timing changes.

In 2017, the City completed Safe Routes to School (SRTS) Walk Audit Reports for all elementary schools. The reports identified projects that are funded through this project. Additional recommendations for projects to support traffic safety for school children and families are identified through community concerns and in coordination with Alexandria City Public Schools. This program supports goals and strategies from the Alexandria Mobility Plan, Vision Zero Action Plan, and Environmental Action Plan.

In FY 2024, additional SRTS Walk Audit Reports were completed for Ferdinand T. Day Elementary School, Francis C. Hammond Middle School, George Washington Middle School, and Alexandria City High School. In FY 2024, a new sidewalk was installed along Polk Avenue near Polk Elementary School. The planning, community outreach, and design for improvements at William Ramsey Elementary School began, and the project will begin construction in FY 2025.

This project also supports local matches for grant applications to design and construct safety enhancements recommended in the SRTS Walk Audits and the Alexandria Mobility Plan.

The City secured funding in FY 2030 for projects along Commonwealth Avenue, as part of the Naomi Brooks Safe Routes to School project.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Safe Routes to School Walk Audits; Alexandria Mobility Plan; Vision Zero Action Plan; Environmental Action Plan

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

SEMINARY & HOWARD SAFETY IMPROVEMENTS

DOCUMENT SUBSECTION: Non-Motorized Transportation

PROJECT LOCATION: Seminary Road at North Howard Street

MANAGING DEPARTMENT: Department of Transportation and Environmental Services

REPORTING AREA: Seminary Hill

PROJECT CATEGORY: 3
ESTIMATE USEFUL LIFE: 21 - 25 Years

Seminary & Howard Safety Improvements													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	377,990	377,990	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
State/Federal Grants	377,990	377,990	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	377,990	377,990	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

The purpose of this project is to provide safety improvements for all road users at the intersection of Seminary Road and North Howard Street. Improvements may include closing the channelized right turn lane, slight adjustments to the lane configuration, and signal operation modifications. These improvements were identified in the Seminary Road/Hammond Middle School Pedestrian Case Study in the 2016 Transportation Master Plan: Pedestrian and Bicycle Chapter. This project was funded through the State's Highway Safety Improvement Program in FY 2020.

Design is slated to start in FY 2025.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Pedestrian and Bicycle Master Plan

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

SIDEWALK CAPITAL MAINTENANCE

DOCUMENT SUBSECTION: Non-Motorized Transportation
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Citywide
 REPORTING AREA: Citywide

PROJECT CATEGORY: 1
 ESTIMATE USEFUL LIFE: 30+ Years

Sidewalk Capital Maintenance													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	14,767,869	6,767,869	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	8,000,000
Financing Plan													
Cash Capital	3,689,469	3,689,469	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	10,426,948	2,426,948	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	8,000,000
GO Bond Interest Earnings	651,452	651,452	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	14,767,869	6,767,869	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	8,000,000
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Funding between FY 2025 – 2033 decreased by \$755,100, and funding added for FY 2034. This consistent funding level of \$800,000 annually fully supports the average spend and work executed each year to support the paving program.

PROJECT DESCRIPTION & JUSTIFICATION

This project supports Capital Sidewalk Maintenance which supplements existing operating funds used for sidewalk repairs. Capital Maintenance is typically more substantial in nature and may include sidewalk reconstruction and widening. The City makes every attempt to align sidewalk capital maintenance with planned roadway resurfacing projects as mandated by law to ensure that all ramps are updated to comply with ADA regulations. Operating funds used for sidewalk maintenance are typically spot repairs or trip mitigation to concrete and brick as a result of damage from tree roots, freeze/thaw cycles and other minor maintenance requests through the Call.Click.Connect. system.

Sidewalk maintenance is required by the federal Americans with Disabilities Act. The Department of Justice in 1991 required that all new and altered facilities, including sidewalks, street crossings and related pedestrian facilities, be accessible to and usable by people with disabilities. By federal law, the City is required to make sidewalks and adjacent curb ramps accessible when doing any alterations (i.e. repaving) to the streets. Thus, the sidewalk maintenance account must be funded proportionately to the street resurfacing budget.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Transportation Master Plan; Pedestrian and Bicycle Mobility Plan;

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

Sidewalk Capital Maintenance (continued)

Sidewalk Capital Maintenance FY 2025 – FY 2027 Project List

Fiscal Year 2025
Description
Seay Street from Longview Drive to End
Viewpoint Road from Longview Drive to End
Emerson Avenue from John Carlyle Street to Holland Lane
Wilkes Street from South Patrick Street to End
Mayer Place from Allison Street to End
Milan Drive from West Glebe Road to Four Mile Road
West Windsor Avenue from Russell Road to Commonwealth Avenue
Herbert Street form Commonwealth Avenue to Mount Vernon Avenue
Manning Street from Commonwealth Avenue to Clifford Avenue
North and South Lee Street Entire Length
North Garland Street from Fort Worth Avenue to End
Sharp Place from Saint Stephens Road to End
Vicar Lane from Bishop Lane to End
Adams Avenue from Newton Street to Mount Vernon Avenue
Newton Street from East Braddock Road to East Luray Avenue
Gunston Road from Valley Drive to Valley Drive
Elizabeth Lane from Eisenhower Avenue to Courthouse Square
Metro Road from Eisenhower Avenue to South Van Dorn Street
Boyle Street from Buchanan Street to End
Second Street from Colonial Avenue Drive to North Fairfax Street
Laird Place from Manor Road to Tennessee Avenue
Stovall Street from Eisenhower Avenue to Mill Road
South Bragg Street from City limit to End
Ford Avenue from North Hampton Drive to End
Banks Place from North Morgan Street to End
Franklin Street from South Union Street to South Payne Street
Commerce Street from South Fayette Street to South West Street
Fern Street from North Quaker Lane to Osage Street
Imboden Street from North Howard to Raleigh Street
Sanford Street from West Mount Ida to West Del Ray
Price Street from East Bellefonte Avenue to Cliff Street
Ballenger Avenue from Holland Lane to Courthouse Square
South Royal Street from Gibbons Street to Queen Street
Slaters Lane from Richmond Highway to End
Portner Road from Slaters Lane to End
Portner Place from Portner Road to End

Sidewalk Capital Maintenance (continued)

Fiscal Year 2026
Description
Calvert Avenue from Richmond Highway to Murray Avenue
Cloverway Drive from Janneys Lane to Dartmouth Road (Clovercrest Drive)
Dearborn Place from Fort Williams Parkway to end
Pryor Street from Richenbacher Avenue to Taney Avenue
Regency Place from North Pryor Street to End
Rhoades Place from North Pryor Street to End
Peele Place from Taney Avenue from End
Moore Place from Pullman Place to End
Pullman Place from Cameron Mill Road to End
Summit Avenue from Cameron Mill Road to Dogwood Drive
Hillside Terrace from Crest Street to Valley Drive
Louis Place from North Howard Street to End
Hare Court from Louis Place to End
Featherstone Place from Fortworth Avenue to End
Hatton Court from Doris Drive to End/Partial Doris Drive (city limit)
Hawthorne Avenue from Hatton Court to Holmes Run Parkway
Holmes Run Parkway from North Chambliss to End
Mill Road from Jamieson Avenue to Eisenhower Avenue
Peachtree Place from Gailand Street to End
Rapidan Court from Polk Avenue to End
Canterbury Lane from Trinity Drive to End (Chancel Place)
Trinity Drive from Fort Williams Parkway to End
North Fayette Street (600 Block) Concrete Restorations
Fayette Street from Duke Street to End
Kingston Avenue from Janney's Lane to End
Kingston Place from Kingston Avenue to End
North Peyton Street from Princess Street to Oronoco Street
Madison Street from West Street to End
Oronoco Street from Earl Street to End
Commonwealth Avenue from Mount Vernon Avenue to End
Mount Vernon Avenue from West Glebe Road to the City Limit
Business Center Drive from South Quaker Lane to End
East Abingdon Road from Washington Street to End
West Abingdon Road from Washington Street to End
Walleston Court from Janney's Lane to End

Sidewalk Capital Maintenance (continued)

Fiscal Year 2027
Description
East and West Walnut Street from Mount Vernon Avenue to King Street
Cameron Mills Road from Tennessee Avenue to Allison Street
North Overlook Drive from Halcyon Drive to End
Dogwood Drive from Valley Drive to North Quaker Lane
Page Terrace from West Braddock Road to Dogwood Drive
Crest Street from West Braddock Road to Dogwood Drive
North Pickett Street from Seminary Road to End
Maury Lane from North Pickett Street to End
East and West Custis Street from Mount Vernon Avenue to Russell Road
Manor Road from Cameron Mills Road to End
South Whiting Street from Edsall Road to End
North Armistead Street from N Beauragard to End
North Ashton Street from North Morgan Street to End
North Tracy Street from Dawes Avenue to End
Fillmore Avenue from Seminary Road to North Chambliss Street
Potomac Avenue from Wesmond Avenue to Richmond Highway
Mainline Boulevard from East Monroe Avenue to East Glebe Road
West Timber Branch Parkway
East Timber Branch Parkway from West Timber Branch Parkway to West Braddock Road
Hilton Street from Duke Street to Upland Place
Lloyd's Lane from Orchard Street to West Braddock Road
Somerville Street from Duke Street to End
Ancell Street from Commonwealth Avenue to Kennedy Street
North Gaillard Street from Seminary Road to End
Russell Road from West Mason Avenue to King Street
North Payne Street from Duke Street to Wythe Street
South/North Van Dorn Street from Edsall Road to Holmes Run Parkway
West Alexandria from Commonwealth Avenue to End
North Paxton Street from Holmes Run Parkway to Richenbacher Avenue
LaVerne Avenue from East Glebe Road to Wilson Avenue
Bayliss Drive from Cross Drive to End
Cross Drive from Scroggins Road to End
Carolina Place from Beverley Drive to Lee Circle
Lee Circle from Carolina Place to End
Clyde Avenue from East Uhler Avenue to East Bellefonte Avenue
Wayne Street from East Monroe Avenue to Adams Ave
West Del Ray Avenue from Russell Road to Commonwealth Avenue
Wilson Avenue from East Glebe Road to East Reed Avenue
Trinity Drive from Fort Williams Parkway to Princeton Boulevard
Summit Avenue from Dogwood Drive to Cameron Mills Road
Summers Drive from Russell Road to End

SIDEWALKS FOR COMPLETE STREETS

DOCUMENT SUBSECTION: Non-Motorized Transportation
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Citywide
 REPORTING AREA: Citywide

PROJECT CATEGORY: 3
 ESTIMATE USEFUL LIFE: 30 Years

Sidewalks for Complete Streets													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	2,396,277	-	100,000	103,000	1,356,080	109,245	112,501	115,955	119,411	122,975	126,655	130,455	2,396,277
Financing Plan													
Cash Capital	1,146,277	-	100,000	103,000	106,080	109,245	112,501	115,955	119,411	122,975	126,655	130,455	1,146,277
State/Federal Grants (Unsecured)	1,250,000	-	-	-	1,250,000	-	-	-	-	-	-	-	1,250,000
Financing Plan Total	2,396,277	-	100,000	103,000	1,356,080	109,245	112,501	115,955	119,411	122,975	126,655	130,455	2,396,277
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

New project added to FY 2025 - FY 2034 CIP.

PROJECT DESCRIPTION & JUSTIFICATION

The purpose of this program is to design and install sidewalks citywide where they are currently missing. This program supports the adopted Alexandria Mobility Plan, which calls for creating a safe, well-maintained walking environment and building out a continuous, connected, and accessible pedestrian network that enables people of all ages and abilities to move safely and comfortably. It also aligns with the City’s adopted Complete Streets Policy, which directs the City to incorporate Complete Streets infrastructure into existing public streets to improve the safety and convenience for all roadway users.

Until this year, the sidewalk program has been housed under the Neighborhood Sidewalk Program of Complete Streets/Vision Zero. Because the complexity and costs of upcoming sidewalk projects have increased, a separate CIP project was deemed appropriate.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Alexandria Mobility Plan; Complete Streets Policy; Vision Zero Action Plan

ADDITIONAL OPERATING IMPACTS

Operational needs include periodic concrete repairs.

SOUTH PATRICK STREET MEDIAN IMPROVEMENTS

DOCUMENT SUBSECTION: Non-Motorized Transportation

PROJECT LOCATION: South Patrick Street between Jefferson Street and Wolfe Street

MANAGING DEPARTMENT: Department of Transportation and Environmental Services

REPORTING AREA: Southwest Quadrant; Old Town

PROJECT CATEGORY: 2
ESTIMATE USEFUL LIFE: Varies

South Patrick Street Median Improvements													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	4,280,847	3,234,847	1,046,000	-	-	-	-	-	-	-	-	-	1,046,000
Financing Plan													
State/Federal Grants	3,234,847	3,234,847	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (Smartscale)	1,046,000	-	1,046,000	-	-	-	-	-	-	-	-	-	1,046,000
Financing Plan Total	4,280,847	3,234,847	1,046,000	-	-	-	-	-	-	-	-	-	1,046,000
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

This project will design and construct corridor improvements on South Patrick Street between Jefferson Street and Wolfe Street. Improvements include a widened, tree-planted median, pedestrian refuge areas, upgraded curb ramps, and new pedestrian signals. These treatments were recommended in the 2018 South Patrick Street Housing Affordability Strategy and will help to improve pedestrian safety and access, calm traffic, provide a gateway into Alexandria, and aesthetically improve the corridor.

This project supports the City’s goals and actions laid out in the Alexandria Mobility Plan, Vision Zero Action Plan, and Environmental Action Plan. The City secured funding for this project through the Virginia Department of Transportation’s Smart Scale Program. Design began in FY 2024 and will continue into FY 2025. Construction is anticipated for FY 2026.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

South Patrick Street Housing Affordability Strategy; Alexandria Mobility Plan; Vision Zero Action Plan; Environmental Action Plan

ADDITIONAL OPERATING IMPACTS

Operational needs include periodic tree pruning, concrete repairs, and signal repairs.

TRANSPORTATION PROJECT PLANNING

DOCUMENT SUBSECTION: Non-Motorized Transportation
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Citywide
 REPORTING AREA: Citywide

PROJECT CATEGORY: 2
 ESTIMATE USEFUL LIFE: Varies

Transportation Project Planning													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	2,100,000	350,000	-	250,000	-	250,000	-	750,000	-	250,000	-	250,000	1,750,000
Financing Plan													
Cash Capital	1,600,000	350,000	-	250,000	-	250,000	-	250,000	-	250,000	-	250,000	1,250,000
CMAQ/RSTP	500,000	-	-	-	-	-	-	500,000	-	-	-	-	500,000
Financing Plan Total	2,100,000	350,000	-	250,000	-	250,000	-	750,000	-	250,000	-	250,000	1,750,000
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Planned funding reduced by \$250,000 in FY 2025 due to available balances and current capacity to execute projects. \$500,000 in grant funding awarded for FY 2030. Adjusted Cash funding to a consistent every other year to meet service needs. Funding added for FY 2034.

PROJECT DESCRIPTION & JUSTIFICATION

This project will fund a variety of transportation project planning studies that will help staff assess transportation projects identified in City plans like Small Area Plans, the Transportation Long Range Plan, the Environmental Action Plan, or the Alexandria Mobility Plan. These studies could include elements such as feasibility studies, transportation analysis, community outreach, cost estimates or development of initial concepts or alternatives for projects. The goal of these studies is to prepare for and increase competitiveness of grant applications and other transportation funding opportunities in order to more effectively implement projects.

In FY 2024, funds were used to begin early engagement and concept planning for the King-Commonwealth Streetscape and King-Bradlee projects. In FY 2025, these funds will be used for trail studies, project planning, grant applications and concept development for future grant applications. Grant funds were secured for future year studies to improve multimodal access to places people want to go.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Alexandria Mobility Plan; Transportation Long Range Plan, Environmental Action Plan; Small Area Plans

ADDITIONAL OPERATING IMPACTS

No Additional operating impacts identified at this time.

WEST END CRASH INTERSECTION IMPROVEMENTS

DOCUMENT SUBSECTION: Non-Motorized Transportation
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Citywide
 REPORTING AREA: Citywide

PROJECT CATEGORY: 2
 ESTIMATE USEFUL LIFE: 30 Years

West End High Crash Intersection Improvements													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	4,000,000	1,000,000	-	-	-	-	3,000,000	-	-	-	-	-	3,000,000
Financing Plan													
NVTA 70% (Unsecured)	3,000,000	-	-	-	-	-	3,000,000	-	-	-	-	-	3,000,000
NVTA 30% Funds	200,000	200,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	800,000	800,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	4,000,000	1,000,000	-	-	-	-	3,000,000	-	-	-	-	-	3,000,000
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

New project added to FY 2025 - FY 2034 CIP. In the FY 2024 CIP, this work was funded under the *Complete Streets-Vision Zero* project.

PROJECT DESCRIPTION & JUSTIFICATION

The purpose of this project is to develop and implement safety improvements at the following high-crash intersections:

- King Street & Dawes Avenue
- King Street & 28th Street
- King Street & Park Center Drive
- Seminary Road & Mark Center Avenue
- Seminary Road & Kenmore Avenue
- South Van Dorn Street & Edsall Road
- South Van Dorn Street & South Pickett Street

These locations have been identified among the City’s high-crash intersections and are part of the City’s high-injury street network, based on a citywide crash analysis completed in 2022.

In 2017, the City of Alexandria adopted a Vision Zero Action Plan and a City Council Resolution to eliminate fatal and severe crashes by 2028. Since the adoption of the Vision Zero Action Plan, the City has worked to improve safety citywide by focusing improvements in high-crash areas in addition to making systemic safety improvements where crash risk is high. This project supports the City’s adopted goal of ending traffic fatalities and severe injuries by 2028.

In 2023, the City was awarded a federal Safe Streets and Roads for All grant to improve these intersections. Planning has begun in FY 2024 and will continue in FY 2025, and design is expected to occur in FY 2026 and FY 2027, with construction occurring between FY 2027 and FY 2029.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Vision Zero Action Plan; Alexandria Mobility Plan; Complete Streets Policy; Environmental Action Plan 2040

ADDITIONAL OPERATING IMPACTS

Operational needs are already programmed at these locations, including signal, concrete, asphalt, and landscape maintenance.