

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

PRIMARY STRATEGIC THEME: Theme 10: Multimodal Transportation

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	6,814,600	-	513,000	1,013,100	5,288,500	-	-	-	-	-	-	-	6,814,600
Financing Plan													
State/Federal Grants	6,814,600	-	513,000	1,013,100	5,288,500	-	-	-	-	-	-	-	6,814,600
Financing Plan Total	6,814,600	-	513,000	1,013,100	5,288,500	-	-	-	-	-	-	-	6,814,600
Operating Impact	56,600	-	-	-	-	-	8,200	8,400	8,600	8,900	13,100	9,400	56,600

CHANGES FROM PRIOR YEAR CIP

Funding schedule updated to reflect latest grant schedule for project.

PROJECT DESCRIPTION & JUSTIFICATION

This project will provide critical mobility, access, safety, and connectivity improvements to a future transit hub in the redeveloped Landmark Mall. 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, crosswalks, pedestrian refuge islands for safer crossings, and other enhancements to increase safety and access to transitway services.

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 available for design and construction in FY 2024 and FY 2025. 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.

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

PRIMARY STRATEGIC THEME: Theme 10: Multimodal
Transportation

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	3,668,872	3,668,872	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
State/Federal Grants	3,668,872	3,668,872	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	3,668,872	3,668,872	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	28,700	-	-	-	-	-	3,200	3,000	12,100	3,500	3,200	3,700	28,700

CHANGES FROM PRIOR YEAR CIP

In FY 2022, approximately \$2.1 million in prior year CMAQ funds were transferred to this project from the Backlick Run Trail project. No additional funding is anticipated for this project.

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 also 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. Design and community outreach began in FY 2022, and construction is anticipated to start in FY 2023.

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.

BICYCLE PARKING AT TRANSIT

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

PROJECT LOCATION: Citywide
REPORTING AREA: Citywide

PRIMARY STRATEGIC THEME: Theme 10: Multimodal
Transportation

PROJECT CATEGORY: 3
ESTIMATE USEFUL LIFE: 11 - 15 Years

Bicycle Parking at Transit													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	543,742	543,742	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
Cash Capital	38,742	38,742	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	505,000	505,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	543,742	543,742	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

This project will provide bicycle parking citywide at bus stops, public facilities, and other destinations that generate demand for bicycle parking. Providing bicycle parking at destinations helps increase access and convenience for people biking. This supports the Alexandria Mobility Plan strategy to build out a connected bicycle network of on- and off-street facilities to benefit riders of all ages and abilities. This project also supports the Environmental Action Plan's goal to provide access for people using low-carbon modes of transportation.

The majority of improvements funded through this project include racks, concrete pads and associated fix-it stations.

The project is funded fully through CMAQ and RSTP funds, and no City match is required. Installation of these improvements is scheduled for FY 2023.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

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

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

CAPITAL BIKESHARE

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

PROJECT LOCATION: Citywide
REPORTING AREA: Citywide

PRIMARY STRATEGIC THEME: Theme 10: Multimodal Transportation

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	7,055,930	5,769,748	485,582	350,600	50,000	400,000	-	-	-	-	-	-	1,286,182
Financing Plan													
CMAQ/RSTP	2,238,378	1,152,196	435,582	300,600	-	350,000	-	-	-	-	-	-	1,086,182
Private Capital Contributions	220,000	20,000	50,000	50,000	50,000	50,000	-	-	-	-	-	-	200,000
State/Federal Grants	3,905,561	3,905,561	-	-	-	-	-	-	-	-	-	-	-
TIP	691,991	691,991	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	7,055,930	5,769,748	485,582	350,600	50,000	400,000	-	-	-	-	-	-	1,286,182
Operating Impact	18,503,600	-	-	1,450,600	1,750,500	1,853,000	1,958,600	2,067,300	2,179,300	2,294,700	2,413,600	2,536,000	18,503,600

CHANGES FROM PRIOR YEAR CIP

Funding schedule updated to reflect latest grant schedule for project. During spring 2022, this project was awarded an additional \$323,426 in CMAQ/RSTP funds for FY 2023. This additional amount was not reflected in the FY 2023 Capital Budget Appropriation and will be added to the project during the Fall 2022 Supplemental Appropriation Ordinance (SAO). Once the Fall 2022 SAO is adopted, the project will have a total FY 2023 appropriation of \$809,008.

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.

Capital Bikeshare is a regional system with stations in the District of Columbia; Arlington County, VA; Fairfax County, VA; Falls Church, VA; Prince George's County, MD; and Montgomery County, MD. Alexandria joined the Capital Bikeshare network in 2012. In FY 2022, the City installed 17 new stations using grant funding, bringing the total number of stations to 61.

In FY 2023, the City anticipates installing nine more stations in coordination with VDOT and five additional privately funded stations at new developments. New station placement will work toward completing the bikeshare network in Alexandria by installing a number of stations in the West End. In FY 2023, funds will also be used to begin replacing or upgrading existing stations that have reached their useful life or need new technology, such as electric bike charging infrastructure. Developer funded stations will continue to be added to the network as new buildings come online.

Stations are located in areas identified in the Transportation Master 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.

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.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Pedestrian and Bicycle Master Plan

ADDITIONAL OPERATING IMPACTS

Annual contractor operating costs are 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

PRIMARY STRATEGIC THEME: Theme 10: Multimodal Transportation

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	19,679,303	10,668,903	671,000	798,900	828,500	858,400	889,600	922,100	956,500	991,300	1,028,100	1,066,000	9,010,400
Financing Plan													
Cash Capital	16,467,492	7,457,092	671,000	798,900	828,500	858,400	889,600	922,100	956,500	991,300	1,028,100	1,066,000	9,010,400
GO Bond Interest Earnings	75,000	75,000	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	2,763,310	2,763,310	-	-	-	-	-	-	-	-	-	-	-
Other City Sources	9,766	9,766	-	-	-	-	-	-	-	-	-	-	-
TIP	363,735	363,735	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	19,679,303	10,668,903	671,000	798,900	828,500	858,400	889,600	922,100	956,500	991,300	1,028,100	1,066,000	9,010,400
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Funding increased slightly over 10-years (about \$600,000) and funding was added to FY 2032.

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 the Alexandria Mobility Plan: Pedestrian & Bicycle Chapter
- Neighborhood Sidewalk Program
- Multi-Use Trail Program
- Implementation of the Complete Streets Design Guidelines
- 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 2023 – FY 2025 Project List

Fiscal Year 2023	
Description	Amount
Complete Streets Staffing	\$244,000
Vision Zero Implementation	\$192,000
AMP Implementation	\$120,000
Street Resurfacing Projects	\$25,000
Educational Initiatives	\$10,000
Neighborhood Sidewalk Program	\$30,000
Traffic Calming	\$20,000
Community Requests/Spot Improvements	\$30,000
Total Fiscal Year 2023	\$671,000

Fiscal Year 2024	
Description	Amount
Complete Streets Staffing	\$256,000
Vision Zero Implementation	\$180,000
AMP Implementation	\$142,800
Street Resurfacing Projects	\$50,000
Educational Initiatives	\$30,000
Neighborhood Sidewalk Program	\$60,000
Traffic Calming	\$30,000
Community Requests/Spot Improvements	\$50,000
Total Fiscal Year 2024	\$798,800

Fiscal Year 2025	
Description	Amount
Complete Streets Staffing	\$269,000
Vision Zero Implementation	\$190,000
AMP Implementation	\$160,000
Street Resurfacing Projects	\$55,000
Educational Initiatives	\$30,000
Neighborhood Sidewalk Program	\$50,000
Traffic Calming	\$30,000
Community Requests/Spot Improvements	\$44,500
Total Fiscal Year 2025	\$828,500

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

PRIMARY STRATEGIC THEME: Theme 10: Multimodal Transportation

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	3,906,000	-	701,000	1,390,000	-	1,815,000	-	-	-	-	-	-	3,906,000
Financing Plan													
State/Federal Grants (Smartscale)	3,906,000	-	701,000	1,390,000	-	1,815,000	-	-	-	-	-	-	3,906,000
Financing Plan Total	3,906,000	-	701,000	1,390,000	-	1,815,000	-	-	-	-	-	-	3,906,000
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Funding schedule updated to reflect latest grant schedule for project.

PROJECT DESCRIPTION & JUSTIFICATION

The Duke Street and West Taylor Run Parkway Intersection Improvement project consists of design modifications to improve signal operation and enhance multimodal safety. 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 the fifth highest crash location in the City based on the Police Department's crash database. This project will improve safety and reduce peak hour queuing and merging maneuvers on Duke Street by constructing a new connection to Telegraph Road. Additionally, updated crosswalks and potential relocation of bus stops would lead to better multimodal connection and enhanced safety. Project design will be coordinated with the Duke Street Transitway project and the Smart Mobility Program enhancements along the Duke Street corridor.

The community engagement is anticipated to begin in FY 2022. The traffic analysis is anticipated to be completed in FY 2023 with the design starting shortly after.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

N/A

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

PRIMARY STRATEGIC THEME: Theme 10: Multimodal Transportation

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	2,387,000	-	100,000	232,000	2,055,000	-	-	-	-	-	-	-	2,387,000
Financing Plan													
Cash Capital	332,000	-	100,000	232,000	-	-	-	-	-	-	-	-	332,000
GO Bonds	2,055,000	-	-	-	2,055,000	-	-	-	-	-	-	-	2,055,000
ARPA	100,000	100,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	2,487,000	100,000	100,000	232,000	2,055,000	-	-	-	-	-	-	-	2,387,000
Operating Impact	1,727,300	-	-	25,000	75,000	125,000	175,000	250,000	257,500	265,200	273,200	281,400	1,727,300

CHANGES FROM PRIOR YEAR CIP

New project added to FY 2023 - FY 2032 CIP.

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 by businesses and residents, and in October 2021, the City Council approved permanently closing the block.

This project will transform the temporary street closure into a cohesive pedestrian plaza. The project will be designed in coordination with other Waterfront area projects and could potentially include the following:

- Remove the curb and gutter currently provided as a street for vehicle traffic
- Upgrade pavement to create a cohesive plaza design across the entire block
- Address stormwater, flooding, and other utility issues on the block
- Create a safe transition for pedestrians from pedestrian only spaces to spaces shared with vehicles
- Improve entrances to the area and ensure safety for pedestrians
- Create areas for businesses to use for outdoor dining or retail display

The primary limits of this project are the 100 block of King Street, between Union Street and Lee Street but could include work on surrounding blocks (Unit and 200 block of King Street, 100 blocks of North and South Union Street, and 100 blocks of North and South Lee Street) to ensure the design is coordinated with conditions on these blocks.

There has been initial input from the community on closing the block to vehicle traffic and there will continue to be input opportunities on design concepts for the block. Staff will coordinate with the property owners and businesses on this block to ensure their concerns are addressed. Engagement will be coordinated by the project team.

Enhancements in 2022 are being funded by American Rescue Plan Act (ARPA) funding Tranche #1 allocation. These include improved barricades/bollards at the ends of the block and improved areas for sidewalk dining and retail display.

The permanent design for this project will be a consultant-led design effort and would begin in FY 2023 with engagement and concept design. Construction will need to be coordinated with other waterfront improvements and would not start until early FY 2025 at the soonest.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Waterfront Small Area Plan; Lower King Street Multimodal Feasibility Study

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

PRIMARY STRATEGIC THEME: Theme 10: Multimodal Transportation

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	2,000,000	1,000,000	-	-	-	-	-	-	-	1,000,000	-	-	1,000,000
Financing Plan													
Cash Capital	180,000	180,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	520,000	520,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (Unsecured)	1,000,000	-	-	-	-	-	-	-	-	1,000,000	-	-	1,000,000
TIP	300,000	300,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	2,000,000	1,000,000	-	-	-	-	-	-	-	1,000,000	-	-	1,000,000
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Funding schedule updated to reflect latest grant schedule for project.

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 will continue in FY 2023. Detailed design is expected to begin in FY 2023.

This project is of regional interest because it is occurring in an Equity Emphasis Area as identified by the Metropolitan Washington Council of Government's Transportation Planning Board.

The project is funded through a combination of state, federal, CMAQ, and local/TIP funding.

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
PRIMARY STRATEGIC THEME:	Theme 10: Multimodal Transportation	PROJECT CATEGORY:	2
		ESTIMATE USEFUL LIFE:	21 - 25 Years

Mt. Vernon Trail @ 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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
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	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

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.

In FY 2022, design is expected to be completed, and right-of-way acquisition is anticipated to begin. Because coordination with the National Park Service is required as part of this project, construction is expected to begin in FY 2023.

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

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

ADDITIONAL OPERATING IMPACTS

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

PRIMARY STRATEGIC THEME: Theme 10: Multimodal Transportation

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	8,369,404	3,555,404	2,646,000	1,123,000	1,045,000	-	-	-	-	-	-	-	4,814,000
Financing Plan													
Cash Capital	10,404	10,404	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	100,000	100,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	8,259,000	3,445,000	2,646,000	1,123,000	1,045,000	-	-	-	-	-	-	-	4,814,000
Financing Plan Total	8,369,404	3,555,404	2,646,000	1,123,000	1,045,000	-	-	-	-	-	-	-	4,814,000
Operating Impact	25,800	-	-	-	-	-	-	-	3,000	5,900	3,200	13,700	25,800

CHANGES FROM PRIOR YEAR CIP

Funding schedule updated to reflect latest grant schedule for project.

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 continue through FY 2023. Because this project requires coordination with AlexRenew's RiverRenew project, construction is anticipated to begin after the RiverRenew project is completed in 2025.

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.

PEDESTRIAN SAFETY & MOBILITY ENHANCEMENTS ON PRIMARY CORRIDORS

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

PROJECT LOCATION:
REPORTING AREA:

PRIMARY STRATEGIC THEME: Theme 10: Multimodal Transportation

PROJECT CATEGORY: 2
ESTIMATE USEFUL LIFE: 40 years

Pedestrian Safety & Mobility Enhancements on Primary Corridors													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	2,215,000	-	915,000	1,300,000	-	-	-	-	-	-	-	-	2,215,000
Financing Plan													
State/Federal Grants	2,215,000	-	915,000	1,300,000	-	-	-	-	-	-	-	-	2,215,000
Financing Plan Total	2,215,000	-	915,000	1,300,000	-	-	-	-	-	-	-	-	2,215,000

CHANGES FROM PRIOR YEAR CIP

Funding schedule updated to reflect latest grant schedule for project. During spring 2022, this project was awarded an additional \$459,738 in CMAQ/RSTP funds for FY 2023. This additional amount was not reflected in the FY 2023 Capital Budget Appropriation and will be added to the project during the Fall 2022 Supplemental Appropriation Ordinance (SAO). Once the Fall 2022 SAO is adopted, the project will have a total FY 2023 appropriation of \$1,374,738.

PROJECT DESCRIPTION & JUSTIFICATION

The purpose of this project is to design and construct multimodal and drainage/stormwater improvements on King Street between Quaker Lane and North Hampton 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. 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.

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.

SAFE ROUTES TO SCHOOL

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

PROJECT LOCATION: Citywide
REPORTING AREA: Citywide

PRIMARY STRATEGIC THEME: Theme 10: Multimodal Transportation

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	4,745,800	-	100,000	154,600	419,200	431,800	501,200	515,900	626,900	645,800	665,200	685,200	4,745,800
Financing Plan													
Cash Capital	4,745,800	-	100,000	154,600	419,200	431,800	501,200	515,900	626,900	645,800	665,200	685,200	4,745,800
Financing Plan Total	4,745,800	-	100,000	154,600	419,200	431,800	501,200	515,900	626,900	645,800	665,200	685,200	4,745,800

CHANGES FROM PRIOR YEAR CIP

New project added to FY 2023 - FY 2032 CIP.

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.

Projects completed via this program will be guided by the City's 2017 Safe Routes to School Walk Audit Reports, as well as any additional recommendations that may be made to support traffic safety for schoolchildren and families. This program supports goals and strategies from the Alexandria Mobility Plan, Vision Zero Action Plan, and Environmental Action Plan.

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

PRIMARY STRATEGIC THEME: Theme 10: Multimodal Transportation

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	377,990	377,990	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
State/Federal Grants	377,990	377,990	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	377,990	377,990	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

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. 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.

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

PRIMARY STRATEGIC THEME: Theme 10: Multimodal
Transportation

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	13,562,569	5,298,469	910,500	558,900	966,800	592,800	1,025,600	629,000	1,088,000	667,200	1,123,600	701,700	8,264,100
Financing Plan													
Cash Capital	3,689,469	3,689,469	-	-	-	-	-	-	-	-	-	-	-
GO Bond Interest Earnings	600,000	600,000	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	9,273,100	1,009,000	910,500	558,900	966,800	592,800	1,025,600	629,000	1,088,000	667,200	1,123,600	701,700	8,264,100
Financing Plan Total	13,562,569	5,298,469	910,500	558,900	966,800	592,800	1,025,600	629,000	1,088,000	667,200	1,123,600	701,700	8,264,100
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Funding updated and increased to reflect capital maintenance needs of City's Sidewalk Inventory.

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. Operating funds used for sidewalk maintenance are typically spot repairs 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 2023 – FY 2025 Project List

Fiscal Year 2023	
Description	
Eisenhower Avenue Concrete from 1000' W of Cameron Park Place to Lake Cook Entrance	
Gibbon Street from South Payne Street to South Union Street	
Griffith Place from Fort Williams Parkway to End	
John Carlyle Street from Eisenhower Avenue to Duke Street	
North Dearing Street from King Street to End	
Sanger Avenue from North Van Dorn Street to End	
Quantrell Ave from Lincolnia Road to Beauregard Street	
Templeton Place from Fort Williams Parkway to End	
Bennett Street from Saylor Place to End	
Sterling Avenue from North Quaker Lane to End	
Tower Court from South Whiting Street to End	
Florence Drive from West Glebe Road to End	
Four Mile Road from Mount Vernon Avenue to Florence Drive	
West Caton Avenue from Sanford Street to Commonwealth Avenue	
Reinekers Lane from Diagonal Road to Duke Street	
Albany Avenue from King Street to End	
Arell Court from Duke Street to End	
Calhoun Avenue from North Rosser Street to End	
Chelsea Court from Fort Williams Parkway to End	
Clermont Avenue from Eisenhower Avenue to End	
Cockrell Street from Duke Street to End	
Coventry Lane from North Quaker Lane to End	
East and West Oak Street from Mount Vernon Avenue to Russell Road	
East Uhler Avenue from Mount Avenue Commonwealth Avenue	
Englehardt Lane from Jamieson Avenue to End	
Farrington Avenue from South Van Dorn Street to the City Limit	
Saylor Place Entire Length	
Garden Drive, Usher Drive, Vermont Avenue	
South 28th Street from King Street to End	
Palmer Place from Polk Avenue End	
Pender Court from Palmer Place to End	
Hancock Avenue from West Braddock Road to End	
Key Drive from Francis Hammond Parkway to End (Roan Lane)	
Jackson Place from Woodland Terrace to Tyler Place	
Valley Drive from Preston Road to West Braddock Road	
Lasalle Avenue from North Pickett to Juliana Place	
Longview Drive from Duke Street to End	
Loyola Avenue from North Howard Street to Stonebridge Road	
Mark Center Drive from Seminary Road to North Beauregard Street (Mark Center Avenue)	
Maris Avenue from North Van Dorn Street	

Sidewalk Capital Maintenance (continued)

Fiscal Year 2023 (Cont.)	
Description	
Beverley Drive from Valley Drive to Washington Circle	
Moss Place from Fort Worth Avenue to End	
Notabene Drive from Old Dominion Boulevard to Four Mile Road	
North Quaker Lane from Duke Street to West Braddock Road	
Pommander Walk Street from Franklin Street to South Union Street	
North Frost Street from Lawrence Street to Seminary Road	
Potomac Greens Drive from Slaters Lane	
Pine Street from Russell Road to Holly Street	
Queen Street from North West Street to North Union Street	
Raleigh Avenue Entire Length	
Richmarr Place from North Latham Street to End	
Rosecrest Avenue from West Custis Avenue to Russell Road	
South Floyd from Duke Street to Wheeler Avenue	
Sunset Drive from King Street to Commonwealth Avenue	
Surry Place from North Latham Street to End	
Suter Street from Earl Street to End	
Sweeley Street from Duke Street to Colvin Street	
Talbort Place from North Pegram Street to Prospect Place	
Edsall Road from South Van Dorn to Cameron Station Blvd	
Jamieson Avenue from Andrew's Lane to End	
West and East Glendale Avenues from Leslie Avenue to West Timber Branch Parkway	
Vasser Road from Cambridge to End (Vasser Place)	
Fiscal Year 2024	
Description	
Duke Street from Dulany Street to South Patrick Street	
South Washington Street from I-395 to Duke Street	
North Washington Street from Cameron Street to First Street	
King Street from Janneys Lane to Dangerfield Road	
Hermitage Court from King Street to End	
Green Street from South Patrick Street to South Lee Street	
Cloverway Drive from Dartmouth Road to Janneys Lane	
Holland Street from Duke to Eisenhower Avenue	
Dale Street from Edison Street to End	
Oakley Place from East Timber Branch Parkway to End	
Orleans Place from North Gaillard Street to End	
Ormond Avenue from North Gaillard Street to North Howard Street	
Sylvan Court from Trinity Drive to End	
Stevenson Avenue from South Whiting Street to Stulz Road	
North Stevenson Square	
South Stevenson Square	
Edison Street from West Reed Avenue to End	
North Clarens Street from Trinity Drive to End	
North Breckinridge Place from Lincolnia Road to End	
Murrays Avenue from Swann Avenue to Calvert Avenue	
Oakville Street from Swann Avenue to Fannon Street	
Fannon Street from Richmond Highway End	
Juliana Place from North Pickett Street to End	
East and West Mason Avenue from Stonewall Road to End	

Sidewalk Capital Maintenance (continued)

Fiscal Year 2025	
Description	
Jamieson Avenue from South West Street to Mill Road	
West Timber Branch Parkway from Ruffner Road to Junior Street	
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	
Juniper Place from North Jordan 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	
North 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	

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

PRIMARY STRATEGIC THEME: Theme 10: Multimodal Transportation

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	3,381,000	-	1,335,000	1,000,000	1,046,000	-	-	-	-	-	-	-	3,381,000
Financing Plan													
State/Federal Grants	3,381,000	-	1,335,000	1,000,000	1,046,000	-	-	-	-	-	-	-	3,381,000
Financing Plan Total	3,381,000	-	1,335,000	1,000,000	1,046,000	-	-	-	-	-	-	-	3,381,000
Operating Impact	22,000	-	-	-	3,500	3,500	2,500	2,500	2,500	2,500	2,500	2,500	22,000

CHANGES FROM PRIOR YEAR CIP

New project added to FY 2023 - FY 2032 CIP. During spring 2022, this project was awarded an additional \$899,847 in SmartScale funds for FY 2023. This additional amount was not reflected in the FY 2023 Capital Budget Appropriation and will be added to the project during the Fall 2022 Supplemental Appropriation Ordinance (SAO). Once the Fall 2022 SAO is adopted, the project will have a total FY 2023 appropriation of \$2,235,000.

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 is expected to begin in FY 2023.

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

PRIMARY STRATEGIC THEME: Theme 10: Multimodal
Transportation

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	2,600,000	-	250,000	350,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	2,600,000
Financing Plan													
Cash Capital	2,600,000	-	250,000	350,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	2,600,000
Financing Plan Total	2,600,000	-	250,000	350,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	2,600,000

CHANGES FROM PRIOR YEAR CIP

New project added to FY 2023 - FY 2032 CIP.

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.

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.