

ACCESS IMPROVEMENTS AT LANDMARK

DOCUMENT SUBSECTION: Non-Motorized Transportation

PROJECT LOCATION: Duke Street between N Van Dorn Street and I-395, and N 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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	6,834,630	3,163,960	3,670,670	-	-	-	-	-	-	-	-	-	3,670,670
Financing Plan													
State/Federal Grants	3,163,960	3,163,960	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (Smartscale)	3,670,670	-	3,670,670	-	-	-	-	-	-	-	-	-	3,670,670
Financing Plan Total	6,834,630	3,163,960	3,670,670	-	-	-	-	-	-	-	-	-	3,670,670

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 the future West Alexandria 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 are located along North Van Dorn Street and Duke Street. This project will construct new or improved pedestrian infrastructure such as sidewalks and lighting and connect the proposed multi-use trail on the west side of North 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 Virginia Department of Transportation (VDOT) Smart Scale funds, which will be used for complete design and construction. Design began in FY 2025, and construction is slated for FY 2028.

VDOT Project ID: UPC 115530

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

No additional operating impacts identified at this time.

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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	897,367	-	-	-	897,367	-	-	-	-	-	-	-	897,367
Financing Plan													
CMAQ/RSTP	897,367	-	-	-	897,367	-	-	-	-	-	-	-	897,367
Financing Plan Total	897,367	-	-	-	897,367	-	-	-	-	-	-	-	897,367

CHANGES FROM PRIOR YEAR CIP

Funding schedule updated to reflect latest grant schedule for project.

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.

VDOT Project ID: UPC T29317

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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	3,577,107	3,577,107	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
State/Federal Grants	3,577,107	3,577,107	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	3,577,107	3,577,107	-	-	-	-	-	-	-	-	-	-	-

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, the 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 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 has been coordinated with adjacent redevelopment projects and the City’s West End Transitway project. Construction will be completed in FY 2027.

VDOT Project ID: UPC 105563

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Alex West 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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	9,389,231	8,189,231	200,000	-	-	-	-	1,000,000	-	-	-	-	1,200,000
Financing Plan													
Cash Capital	27,875	27,875	-	-	-	-	-	-	-	-	-	-	-
CMAQ/RSTP	1,000,000	-	-	-	-	-	-	1,000,000	-	-	-	-	1,000,000
Private Capital Contributions	420,000	220,000	200,000	-	-	-	-	-	-	-	-	-	200,000
State/Federal Grants	7,249,365	7,249,365	-	-	-	-	-	-	-	-	-	-	-
TIP	691,991	691,991	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	9,389,231	8,189,231	200,000	-	-	-	-	1,000,000	-	-	-	-	1,200,000

CHANGES FROM PRIOR YEAR CIP

Funding totaling \$0.2 million added to FY 2027 to reflect developer contributions that will contribute to the project, and \$1 million in CMAQ/RSTP funding added to FY 2032.

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 the size of the station and number of docks and are funded by development or 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.

The member jurisdiction own the stations and bikes and pay an operator to maintain and balance the system. Grant funds and developer contributions are used to purchase the stations, bikes, batteries, and e-bikes.

- In FY 2025, nine new stations were added bringing the total number of stations in Alexandria to 71 (UPC 109816)
- In FY 2026, the City completed the replacement of 20 stations that had reached the end of their useful life. (UPC 122950)
- In FY 2027, the City will begin a new project for future station replacements and purchase of additional e-bikes. New stations near new development will be evaluated to further expand the bikeshare network through developer funding as new buildings come online. (UPC 128688)

VDOT Project IDs: UPCs 100420, 109816, 122950, and 128688

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-Vision Zero													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	29,539,673	15,084,673	1,240,000	1,282,000	1,326,000	1,373,000	1,422,000	1,472,000	1,524,000	1,562,000	1,609,000	1,645,000	14,455,000
Financing Plan													
Cash Capital	23,827,105	11,075,105	1,240,000	1,133,000	355,000	1,373,000	839,000	1,472,000	1,524,000	1,562,000	1,609,000	1,645,000	12,752,000
GO Bonds	4,629,538	2,926,538	-	149,000	971,000	-	583,000	-	-	-	-	-	1,703,000
Other City Sources	9,766	9,766	-	-	-	-	-	-	-	-	-	-	-
Prior Capital Funding	600	600	-	-	-	-	-	-	-	-	-	-	-
Private Capital Contributions	20,000	20,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	633,785	633,785	-	-	-	-	-	-	-	-	-	-	-
TIP	418,879	418,879	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	29,539,673	15,084,673	1,240,000	1,282,000	1,326,000	1,373,000	1,422,000	1,472,000	1,524,000	1,562,000	1,609,000	1,645,000	14,455,000

CHANGES FROM PRIOR YEAR CIP

Funding added for FY 2036.

PROJECT DESCRIPTION & JUSTIFICATION

The Complete Streets Program funds street improvements that make it easier, safer, and more comfortable for people to walk, bike, take transit, and travel around Alexandria. It supports a connected, accessible transportation network that works for people of all ages and abilities by implementing the City’s Complete Streets Policy, the Alexandria Mobility Plan, and the Vision Zero Action Plan. Complete Streets projects help ensure that street design and operations consider everyone: people walking, biking, scooting, taking the bus, and driving.

The program funds a wide range of capital improvements and planning activities, including new or improved sidewalks, curb ramps, pedestrian crossings, bicycle lanes and parking, intersection upgrades, traffic calming, signal timing changes, trail access enhancements, road signs, and public outreach. Projects may include planning, design, community engagement, right-of-way work, and construction. It also helps secure state and federal grants for larger multimodal projects.

This program supports the Vision Zero goal of eliminating fatal and severe traffic crashes by 2028 by building safer roadway environments and focusing improvements where crash risks are high. The City’s Vision Zero philosophy is that traffic deaths and severe injuries are preventable by creating a safe transportation system.

This program also supports routine street maintenance by coordinating Complete Streets improvements with repaving and other city work, and it funds staff positions (Principal Planner, Urban Planner III) dedicated to carrying out these plans 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.

Complete Streets-Vision Zero (continued)

Complete Streets-Vision Zero: FY 2027 - FY 2029 Project List

Facility/Site	Description	Amount
FY 2027	Complete Streets Capitalized Staffing (2.0 FTE)	\$ 336,000
	Vision Zero Implementation	\$ 250,000
	AMP Implementation	\$ 500,000
	Street Resurfacing Projects	\$ 60,000
	Neighborhood Transportation Improvements Program	\$ 50,000
	Community Requests/Spot Improvements	\$ 44,000
<i>FY 2027 Total</i>		<i>\$ 1,240,000</i>
FY 2028	Complete Streets Capitalized Staffing (2.0 FTE)	\$ 345,000
	Vision Zero Implementation	\$ 275,000
	AMP Implementation	\$ 500,000
	Street Resurfacing Projects	\$ 68,000
	Neighborhood Transportation Improvements Program	\$ 50,000
	Community Requests/Spot Improvements	\$ 44,000
<i>FY 2028 Total</i>		<i>\$ 1,282,000</i>
FY 2029	Complete Streets Capitalized Staffing (2.0 FTE)	\$ 355,000
	Vision Zero Implementation	\$ 300,000
	AMP Implementation	\$ 500,000
	Street Resurfacing Projects	\$ 77,000
	Neighborhood Transportation Improvements Program	\$ 50,000
	Community Requests/Spot Improvements	\$ 44,000
<i>FY 2029 Total</i>		<i>\$ 1,326,000</i>
FY 2027 - FY 2029 Total		\$ 3,848,000

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: 30+ 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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	7,500,619	6,670,005	830,614	-	-	-	-	-	-	-	-	-	830,614
Financing Plan													
Cash Capital	424,545	424,545	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	7,076,074	6,245,460	830,614	-	-	-	-	-	-	-	-	-	830,614
Financing Plan Total	7,500,619	6,670,005	830,614	-	-	-	-	-	-	-	-	-	830,614

CHANGES FROM PRIOR YEAR CIP

Awarded SmartScale grant funding added to FY 2027.

PROJECT DESCRIPTION & JUSTIFICATION

The Duke Street and West Taylor Run Parkway Intersection Improvement project consists of design modifications to improve traffic signal operations, enhance multimodal safety, and improve access. In addition, this project will include a new roadway 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 aims to 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 with funding from the Virginia Department of Transportation (VDOT) Smart Scale program and the Congestion Mitigation and Air Quality (CMAQ) program. Additionally, staff held a Public Hearing during the design phase to provide more information about the project. Design will be completed in FY 2027, and construction is anticipated to begin in FY 2028.

VDOT Project IDs: UPCs 115531 and 112310

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Alexandria Mobility Plan, Vision Zero Action Plan, Complete Streets Policy, Alexandria Transit Vision Plan

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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	3,700,000	500,000	-	-	-	-	-	3,200,000	-	-	-	-	3,200,000
Financing Plan													
CMAQ/RSTP	3,200,000	-	-	-	-	-	-	3,200,000	-	-	-	-	3,200,000
NVTA 30% Funds	500,000	500,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	3,700,000	500,000	-	-	-	-	-	3,200,000	-	-	-	-	3,200,000

CHANGES FROM PRIOR YEAR CIP

State/Federal Grants totaling \$3.2 million planned in FY 2030 in the previous Approved CIP moved to FY 2032. This grant funding was changed from unsecured to secured.

PROJECT DESCRIPTION & JUSTIFICATION

The purpose of this project is to improve safety and accessibility 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 are also several site attributes that generate a high risk of severe crashes.

In FY 2024, the City received technical assistance via the Metropolitan Washington Council of Governments’ Regional Roadway Safety Program to evaluate existing conditions, engage with the community, and develop concept plans to improve safety at these intersections. Concept plans were approved by the City’s Traffic & Parking Board in March 2024, and the City continues to seek grant funding to fully design and construct these improvements. The planned improvements include medians, curb extensions, new trees, reduction of the channelized “slip” lane, accessibility improvements, improved street lighting, signal timing improvements, and No Turn on Red restrictions.

In FY 2025, NVTA 30% funds were provided to fund the design and short term improvements for these interesections.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION	ADDITIONAL OPERATING IMPACTS
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Vision Zero Action Plan; Alexandria Mobility Plan; Environmental Action Plan 2040

No additional operating impacts.

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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	1,832,635	1,832,635	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
Cash Capital	361,000	361,000	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	700,000	700,000	-	-	-	-	-	-	-	-	-	-	-
TIP	771,635	771,635	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	1,832,635	1,832,635	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

No changes from prior 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. VPRA’s 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 began in FY 2025. Construction for the 4th Track project began in FY 2026, but the King and Commonwealth Streetscape project would begin construction closer toward the end of the 4th track project, likely late FY 2027 or FY 2028.

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-Bradlee Safety & Mobility Enhancements													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	23,158,678	3,158,678	-	-	-	-	-	20,000,000	-	-	-	-	20,000,000
Financing Plan													
Cash Capital	141,678	141,678	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	3,017,000	3,017,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (Unsecured)	20,000,000	-	-	-	-	-	-	20,000,000	-	-	-	-	20,000,000
Financing Plan Total	23,158,678	3,158,678	-	-	-	-	-	20,000,000	-	-	-	-	20,000,000

CHANGES FROM PRIOR YEAR CIP

State/Federal Grants (Unsecured) totaling \$24.0 million planned in FY 2030 in the previous Approved CIP moved to FY 2032 and reduced to \$20.0 million. Staff will resubmit this project in future grant application cycles.

PROJECT DESCRIPTION & JUSTIFICATION

The purpose of this project is to design and construct multimodal improvements on King Street between Quaker Lane and Menokin Drive. Project improvements are largely focused on changes to the access road along King Street but also include improvements at the intersections, excluding the Quaker Lane intersection. 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. The plans include a one-way access road between Taylor Drive and Menokin Drive with a dedicated transit lane. A widened sidewalk and separated bike path are included for the length of the project. 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.

The planning phase of this project occurred in FY 2024 and FY 2025 with community engagement and concept development. The Design phase of this project continued through FY 2026 and is funded through a Virginia Department of Transportation (VDOT) grant, but additional money is needed to fully construct the project. The City continues to seek funding to complete this project.

VDOT Project ID: UPC 125099

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 Closure													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	5,399,210	5,399,210	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
Cash Capital	866,210	866,210	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	4,533,000	4,533,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	5,399,210	5,399,210	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	2,539,800	-	-	250,000	257,500	265,200	273,200	281,400	289,800	298,500	307,500	316,700	2,539,800

CHANGES FROM PRIOR YEAR CIP

As part of FY 2027 Council Add/Deletes, \$350,000 in prior appropriations was moved from the Waterfront capital project to this project to support improvements to the 200 Block of King Street.

PROJECT DESCRIPTION & JUSTIFICATION

In 2021 and 2022, City Council approved the permanent closure of the 100 and unit blocks of King Street to vehicular traffic. Short-term improvements to the blocks were implemented to improve the pedestrian experience. Permanent improvements are being planned through the larger Waterfront Flood Mitigation project as this project falls within the footprint of the Waterfront Flood Mitigation project.

In FY 2024, a concept for the permanent pedestrian corridor was developed in coordination with the consultant-led design team for the larger Waterfront Flood Mitigation project and community stakeholders. The design was shared with the community through community meetings, BAR presentations and City Council meetings. As the technical design of the Waterfront Flood Mitigation project advances, the design for lower King Street will be advanced and incorporated into the process, including local development review approvals, and inclusion with the construction phase for the overall Waterfront Flood Mitigation project. It is anticipated that prior-approved funding will cover streetscape and stormwater improvements to the 100 and unit block of King Street, a pedestrian-oriented intersection at King Street and Union Street, and a portion of Strand Street north of Prince Street.

In FY 2026, the 200 Block of King Street was permanently closed to vehicular traffic. The City is evaluating ways to create and fund a consistent design for all of these blocks. In FY 2027 the City will be implementing short-term improvements, similar to the 100 block of King Street. This includes platforms to create a level and expanded sidewalk and dining area in the parking lane and improved bollards.

Council reports and messaging for this project will continue to be integrated and included in those for the Waterfront Flood Mitigation project.

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 corridor.

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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	5,031,636	5,031,636	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
Cash Capital	417,418	417,418	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	500,000	500,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	3,484,894	3,484,894	-	-	-	-	-	-	-	-	-	-	-
TIP	629,324	629,324	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	5,031,636	5,031,636	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

The purpose of this project is to design and construct safety, mobility, and access improvements intersections along Mount Vernon Avenue in Arlandria. Safety improvements for this area were recommended in the 2016 Transportation Master Plan: Pedestrian & Bicycle Chapter and the Arlandria Small Area Plan. Planning, community engagement, and conceptual design concluded in 2024, and three key intersections were identified for improvements:

- Mount Vernon Avenue at Executive Avenue
 - The approved concept plan at Executive Avenue will address pedestrian safety challenges to include improved crosswalks, intersection improvements and enhanced sidewalks. The full design of the Executive Avenue intersection began in FY 2026 and will be completed with the design of the Russel Road intersection using local dollars. The City continues to seek funding for the construction phase.
- Mount Vernon Avenue at Russell Road
 - The approved concept plan at the intersection of Russel Road will address pedestrian safety challenges to include improved crosswalks, intersection improvements and enhanced sidewalks. The full design of the Russell Road intersection began in FY 2026 and will be completed with the design of the Executive Avenue intersection using local dollars. The City continues to seek funding for the construction phase.
- Mount Vernon Avenue at Glebe Road
 - The approved concept plan at Mount Vernon Avenue and Glebe Road will address multiple safety and operational challenges including a high crash history, complicated intersection design, and frequent, uncontrolled pedestrian crossings in a high-activity area for Arlandria residents. Elements of the project include a roundabout, bus stop upgrades, enhanced sidewalks and pedestrian crossings. This project is funded through a Virginia Department of Transportation (VDOT) grant. Design for this project began in FY 2026 and will continue into FY 2028, with construction expected to begin in FY 2029.

VDOT Project ID: UPC 114864

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.

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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	7,478,892	7,478,892	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
Cash Capital	10,404	10,404	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	100,000	100,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	7,319,734	7,319,734	-	-	-	-	-	-	-	-	-	-	-
TIP	48,754	48,754	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	7,478,892	7,478,892	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	87,200	-	-	8,400	8,600	8,900	13,100	9,400	9,500	9,600	9,700	10,000	87,200

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

This project will construct a half 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 was completed in FY 2026. Because this project requires coordination with AlexRenew’s RiverRenew project, construction is anticipated to begin after the RiverRenew project is completed in FY 2027. This project is funded through the Virginia Department of Transportation’s (VDOT) Smart Scale program.

VDOT Project ID: UPC 109469

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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	12,497,260	3,870,882	250,000	2,965,000	250,000	1,746,677	2,164,701	250,000	250,000	250,000	250,000	250,000	8,626,378
Financing Plan													
Cash Capital	3,717,900	1,217,900	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	2,500,000
CMAQ/RSTP	3,411,378	-	-	-	-	1,496,677	1,914,701	-	-	-	-	-	3,411,378
State/Federal Grants	2,652,982	2,652,982	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (Unsecured)	2,715,000	-	-	2,715,000	-	-	-	-	-	-	-	-	2,715,000
Financing Plan Total	12,497,260	3,870,882	250,000	2,965,000	250,000	1,746,677	2,164,701	250,000	250,000	250,000	250,000	250,000	8,626,378

CHANGES FROM PRIOR YEAR CIP

State/Federal Grants (Unsecured) totaling \$2.7 million added to FY 2028, in anticipation of grant applications to support the Crossing Improvements near Schools (Phase 2) project. Funding added for FY 2036.

PROJECT DESCRIPTION & JUSTIFICATION

This program funds projects that make it safer and easier for students to walk and bike to school. Improvements include sidewalks, bike lanes, crosswalks, intersection upgrades, signal timing, and bicycle parking near schools.

Projects are based on Safe Routes to School (SRTS) Walk Audits and input from Alexandria City Public Schools, parent teacher organizations, and the community. These improvements support the City’s goals for safety, sustainability, and mobility outlined in the Alexandria Mobility Plan, Vision Zero Action Plan, and Environmental Action Plan.

The program also provides local matching funds to help the City secure state and federal grants for additional school safety projects.

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.

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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	16,967,869	8,267,869	1,500,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	8,700,000
Financing Plan													
Cash Capital	3,689,469	3,689,469	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	13,278,400	4,578,400	1,500,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	8,700,000
Financing Plan Total	16,967,869	8,267,869	1,500,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	8,700,000

CHANGES FROM PRIOR YEAR CIP

Project funding increased by \$800,000 in FY 2027. This increase is to provide funding for sidewalk-related improvements that will occur as part of the City Hall, Market Square, and Parking Garage renovation project. Funding added for FY 2036.

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.

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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	1,316,000	100,000	106,000	109,000	113,000	116,000	119,000	123,000	127,000	131,000	134,000	138,000	1,216,000
Financing Plan													
Cash Capital	1,316,000	100,000	106,000	109,000	113,000	116,000	119,000	123,000	127,000	131,000	134,000	138,000	1,216,000
Financing Plan Total	1,316,000	100,000	106,000	109,000	113,000	116,000	119,000	123,000	127,000	131,000	134,000	138,000	1,216,000

CHANGES FROM PRIOR YEAR CIP

Funding added for FY 2036.

PROJECT DESCRIPTION & JUSTIFICATION

This program builds new sidewalks in locations across the city where they are currently missing. The goal is to create a safer, more connected, and more accessible walking network for people of all ages and abilities.

The program supports the City’s Mobility Plan and Complete Streets Policy by making it easier and safer to walk on and across Alexandria’s streets.

Funding is used either to design and build sidewalks directly or to provide the local match needed to secure state and federal grants for larger sidewalk projects.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

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

ADDITIONAL OPERATING IMPACTS

No additional operating impacts.

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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	4,280,847	4,280,847	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
State/Federal Grants	4,280,847	4,280,847	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	4,280,847	4,280,847	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

This project delivers safety and streetscape improvements along 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. Recommended in the 2018 South Patrick Street Housing Affordability Strategy, these enhancements improve pedestrian safety and accessibility, calm traffic, strengthen the corridor’s role as a gateway into Alexandria, and enhance the overall streetscape.

The project advances City priorities identified in the Alexandria Mobility Plan, Vision Zero Action Plan, and Environmental Action Plan. Funding was secured through the VDOT Smart Scale Program. Design began in FY 2024 and was completed in FY 2026. Construction began in FY 2026 and is anticipated to be completed in FY 2027.

VDOT Project ID: UPC 119088

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

No additional operating impacts identified at this time.

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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	2,850,000	350,000	125,000	125,000	-	750,000	-	1,250,000	-	250,000	-	-	2,500,000
Financing Plan													
Cash Capital	1,350,000	350,000	125,000	125,000	-	250,000	-	250,000	-	250,000	-	-	1,000,000
CMAQ/RSTP	1,500,000	-	-	-	-	500,000	-	1,000,000	-	-	-	-	1,500,000
Financing Plan Total	2,850,000	350,000	125,000	125,000	-	750,000	-	1,250,000	-	250,000	-	-	2,500,000

CHANGES FROM PRIOR YEAR CIP

CMAQ/RSTP funding totaling \$1 million added to FY 2032.

PROJECT DESCRIPTION & JUSTIFICATION

This project will fund a variety of transportation project planning studies and other efforts that will assist staff in grant applications to secure more funding for design and implementation. Many of these projects were identified in City plans like Small Area Plans, 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 is to prepare for and increase competitiveness of grant applications and other transportation funding opportunities to more effectively implement projects.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Alexandria Mobility Plan; Environmental Action Plan; Small Area Plans

ADDITIONAL OPERATING IMPACTS

No Additional operating impacts identified at this time.

VISION ZERO ACTION PLAN

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

Vision Zero Action Plan													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C/L)
	Total Budget & Financing	Prior Appropriations	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	750,000	-	750,000	-	-	-	-	-	-	-	-	-	750,000
Financing Plan													
NVTA 30% Funds	150,000	-	150,000	-	-	-	-	-	-	-	-	-	150,000
State/Federal Grants	600,000	-	600,000	-	-	-	-	-	-	-	-	-	600,000
Financing Plan Total	750,000	-	750,000	-	-	-	-	-	-	-	-	-	750,000

CHANGES FROM PRIOR YEAR CIP

New project added to FY 2027 - FY 2036 CIP.

PROJECT DESCRIPTION & JUSTIFICATION

In FY 2026, the City was awarded a \$600,000 Safe Streets and Roads for All (SS4A) Planning Grant, with a \$150,000 local match funded with NVTA 30% funds. This project will update the City’s 2017 Vision Zero Action Plan, which outlines the City’s strategy to eliminate traffic fatalities and severe injuries. The update will include refreshed crash analysis, community engagement, and corridor-level analysis with recommendations to advance Vision Zero goals. The project is anticipated to begin in FY 2027 and will align with initiatives in the Alexandria Mobility Plan and the City’s Smart Mobility program.

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.

WEST END HIGH-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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	4,000,000	1,000,000	-	3,000,000	-	-	-	-	-	-	-	-	3,000,000
Financing Plan													
NVTA 30% Funds	200,000	200,000	-	-	-	-	-	-	-	-	-	-	-
NVTA 70% Funds	3,000,000	-	-	3,000,000	-	-	-	-	-	-	-	-	3,000,000
State/Federal Grants	800,000	800,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	4,000,000	1,000,000	-	3,000,000	-	-	-	-	-	-	-	-	3,000,000

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

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

The project supports Alexandria’s Vision Zero goal of eliminating traffic deaths and serious injuries by 2028 by targeting safety improvements where they are needed most.

The City received a federal Safe Streets and Roads for All grant in FY 2024 to begin planning improvements at these locations. The grant amount awarded was for \$800,000, with a \$200,000 local match of NVTA 30% funds. Data collection and existing conditional analysis began in FY 2025 and community engagement occurred in FY 2026. In FY 2027, the City will finalize conceptual design options for each intersection.

In FY 2028, an additional \$3 million in NVTA 70% funding has been secured to support project design, and future funding will be pursued for construction as final improvement plans are developed.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

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

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.