

ACCESS IMPROVEMENTS AT LANDMARK

DOCUMENT SUBSECTION: Non-Motorized Transportation

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

MANAGING DEPARTMENT: Department of Transportation and Environmental Services

REPORTING AREA: Landmark/Van Dorn

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

Access Improvements at Landmark													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	6,814,600	513,000	1,013,100	5,288,500	-	-	-	-	-	-	-	-	6,301,600
Financing Plan													
State/Federal Grants	6,814,600	513,000	1,013,100	5,288,500	-	-	-	-	-	-	-	-	6,301,600
Financing Plan Total	6,814,600	513,000	1,013,100	5,288,500	-	-	-	-	-	-	-	-	6,301,600
Operating Impact	66,100		-	-	-	8,200	8,400	8,600	8,900	13,100	9,400	9,500	66,100

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

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

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 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	750,000		-	-	-	-	-	750,000	-	-	-	-	750,000
Financing Plan													
State/Federal Grants (Unsecured)	750,000		-	-	-	-	-	750,000	-	-	-	-	750,000
Financing Plan Total	750,000		-	-	-	-	-	750,000	-	-	-	-	750,000

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

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

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

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

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

ADDITIONAL OPERATING IMPACTS

No Additional operating impacts identified at this time.

BEAUREGARD STREET MULTI-USE TRAIL

DOCUMENT SUBSECTION: Non-Motorized Transportation

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

MANAGING DEPARTMENT: Department of Transportation
and Environmental Services

REPORTING AREA: Alexandria West

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

Beauregard Street Multi-Use Trail													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	3,676,869	3,676,869	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
CMAQ/RSTP	2,218,000	2,218,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	1,458,869	1,458,869	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	3,676,869	3,676,869	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	32,700	-	-	-	-	3,200	3,000	12,100	3,500	3,200	3,700	4,000	32,700

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

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

Segments of the shared-use path may be designed and constructed by private developers as parcels are redeveloped, and trail design will be coordinated with adjacent redevelopment projects and the City’s West End Transitway project. Design and community outreach began in FY 2022 and is expected to be completed in FY 2023. Construction is anticipated to begin in FY 2024.

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

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 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	761,783	761,783	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
Cash Capital	113,085	113,085	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	143,698	143,698	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	505,000	505,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	761,783	761,783	-	-	-	-	-	-	-	-	-	-	-

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 began in FY 2023, and the project will be complete in FY 2024.

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

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 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	8,080,231	6,606,631	966,600	50,000	457,000	-	-	-	-	-	-	-	1,473,600
Financing Plan													
Cash Capital	27,875	27,875	-	-	-	-	-	-	-	-	-	-	-
CMAQ/RSTP	2,911,378	1,587,778	916,600	-	407,000	-	-	-	-	-	-	-	1,323,600
Private Capital Contributions	220,000	70,000	50,000	50,000	50,000	-	-	-	-	-	-	-	150,000
State/Federal Grants	4,228,987	4,228,987	-	-	-	-	-	-	-	-	-	-	-
TIP	691,991	691,991	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	8,080,231	6,606,631	966,600	50,000	457,000	-	-	-	-	-	-	-	1,473,600
Operating Impact	19,715,800	-	-	1,750,500	1,853,000	1,958,600	2,067,300	2,179,300	2,294,700	2,413,600	2,536,000	2,662,800	19,715,800

CHANGES FROM PRIOR YEAR CIP

Funding schedule updated to reflect latest grant schedule for project.

PROJECT DESCRIPTION & JUSTIFICATION

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

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

Capital Bikeshare is a regional system that has stations in the District of Columbia; Arlington County, VA; Fairfax County, VA; Falls Church, VA; Prince George’s County, MD; and Montgomery County, MD. In FY 2022, the City installed 16 new stations using grant funding, with one more added in FY 2023, bringing the total number of stations in the City to 61.

In FY 2023, the City planned for the FY 2024 installation of privately funded stations at new developments and additional grant funded stations in the West End that will help complete the bikeshare network in Alexandria. In FY 2024, 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.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Alexandria Mobility Plan

ADDITIONAL OPERATING IMPACTS

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

COMPLETE STREETS-VISION ZERO

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

PROJECT LOCATION: Citywide
 REPORTING AREA: Citywide

PROJECT CATEGORY: 3
 ESTIMATE USEFUL LIFE: Varies

Complete Streets													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	22,931,387	12,338,187	1,810,500	840,500	871,500	903,500	936,500	971,200	1,007,100	1,044,800	1,083,500	1,124,100	10,593,200
Financing Plan													
Cash Capital	16,752,819	8,348,619	810,500	281,000	871,500	903,500	936,500	341,700	1,007,100	1,044,800	1,083,500	1,124,100	8,404,200
GO Bond Interest Earnings	150,000	150,000	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	3,965,538	2,776,538	-	559,500	-	-	-	629,500	-	-	-	-	1,189,000
NVTA 30% Funds	200,000	-	200,000	-	-	-	-	-	-	-	-	-	200,000
Other City Sources	9,766	9,766	-	-	-	-	-	-	-	-	-	-	-
Prior Capital Funding	600	600	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	1,433,785	633,785	800,000	-	-	-	-	-	-	-	-	-	800,000
TIP	418,879	418,879	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	22,931,387	12,338,187	1,810,500	840,500	871,500	903,500	936,500	971,200	1,007,100	1,044,800	1,083,500	1,124,100	10,593,200

CHANGES FROM PRIOR YEAR CIP

Funding added to FY 2024 for a new grant from the Federal Safe Streets and Roads for All program. The grant is \$800,000 in federal funding, and the City will provide a \$200,000 match with NVTA 30% funds. Funding added to FY 2033.

PROJECT DESCRIPTION & JUSTIFICATION

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

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

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

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

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

The FY 2024 \$800,000 Federal grant, and \$200,000 in NVTA 30% City matching funds will be used to conduct safety audits at high crash locations as identified through the City’s Vision Zero Program. Work will include intersection safety audits,

(continued on next page)

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-Vision Zero (continued)

community engagement, and concept designs for seven intersections in the West End. Redesigning these intersections is intended to enhance mobility, access, safety and comfort for people walking, biking, taking transit and driving. This effort supports recommendations and strategies from the Alexandria Mobility Plan and Vision Zero Action Plan, specifically the City's Vision Zero goal to eliminate traffic fatalities and severe injuries. The plan will utilize the Complete Street Design Guidelines and other best practice guidance to develop conceptual designs that can be implemented through future capital projects or incorporated into existing projects, such as the West End Transitway.

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.

Complete Streets (continued)

Complete Streets FY 2024 – FY 2026 Project List

Fiscal Year 2024	
Description	Amount
Complete Streets Staffing	\$267,600
Vision Zero Implementation	\$150,000
AMP Implementation	\$210,000
Street Resurfacing Projects	\$50,000
Educational Initiatives	\$20,000
Neighborhood Sidewalk Program	\$60,000
Traffic Calming	\$25,000
Community Requests/Spot Improvements	\$27,900
High Priority Crash Locations Grant	\$1,000,000
Total Fiscal Year 2024	\$1,810,500

Fiscal Year 2025	
Description	Amount
Complete Streets Staffing	\$281,000
Vision Zero Implementation	\$125,000
AMP Implementation	\$320,000
Street Resurfacing Projects	\$20,000
Educational Initiatives	\$15,000
Neighborhood Sidewalk Program	\$40,000
Traffic Calming	\$24,500
Community Requests/Spot Improvements	\$15,000
Total Fiscal Year 2025	\$840,500

Fiscal Year 2026	
Description	Amount
Complete Streets Staffing	\$295,100
Vision Zero Implementation	\$147,000
AMP Implementation	\$320,000
Street Resurfacing Projects	\$20,000
Educational Initiatives	\$8,000
Neighborhood Sidewalk Program	\$50,000
Traffic Calming	\$15,000
Community Requests/Spot Improvements	\$16,400
Total Fiscal Year 2026	\$871,500

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

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 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	6,875,545	3,670,545	1,390,000	-	1,815,000	-	-	-	-	-	-	-	3,205,000
Financing Plan													
Cash Capital	424,545	424,545	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	2,545,000	2,545,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (Smartscale)	3,906,000	701,000	1,390,000	-	1,815,000	-	-	-	-	-	-	-	3,205,000
Financing Plan Total	6,875,545	3,670,545	1,390,000	-	1,815,000	-	-	-	-	-	-	-	3,205,000

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

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

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

Duke Street is a high-volume roadway that was identified as a high crash corridor. The Duke Street at West Taylor Run intersection is one of the City’s highest crash intersections. This project will improve safety and reduce peak hour congestion on Duke Street by constructing a new connection to Telegraph Road. Additionally, updated crosswalks and potential relocation of bus stops would lead to better multimodal connections 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 occurred in FY 2022 - 2023. The traffic analysis is anticipated to be completed by FY 2023 and design began in FY 2023. Construction is anticipated to begin in FY 2025.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

N/A

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

KING-BRADLEE SAFETY & MOBILITY ENHANCEMENTS

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

PROJECT LOCATION:
 REPORTING AREA:

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 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	2,999,000	1,374,738	1,624,262	-	-	-	-	-	-	-	-	-	1,624,262
Financing Plan													
State/Federal Grants	2,999,000	1,374,738	1,624,262	-	-	-	-	-	-	-	-	-	1,624,262
Financing Plan Total	2,999,000	1,374,738	1,624,262	-	-	-	-	-	-	-	-	-	1,624,262

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

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.

Community engagement and conceptual planning will likely begin in FY 2024.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

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

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

LOWER KING STREET CLOSURE

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

PROJECT LOCATION: King Street
 REPORTING AREA: Old Town

PROJECT CATEGORY: 3
 ESTIMATE USEFUL LIFE: Varies

Lower King Street Street Closure													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	2,476,210	189,210	232,000	2,055,000	-	-	-	-	-	-	-	-	2,287,000
Financing Plan													
Cash Capital	421,210	189,210	232,000	-	-	-	-	-	-	-	-	-	232,000
GO Bonds	2,055,000	-	-	2,055,000	-	-	-	-	-	-	-	-	2,055,000
Financing Plan Total	2,476,210	189,210	232,000	2,055,000	-	-	-	-	-	-	-	-	2,287,000
Operating Impact	1,992,100	-	-	75,000	125,000	175,000	250,000	257,500	265,200	273,200	281,400	289,800	1,992,100

CHANGES FROM PRIOR YEAR CIP

No changes from prior 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.

The permanent design for this project will be a consultant-led design effort and is anticipated to begin in FY 2023 with engagement and concept design. Construction will need to be coordinated with other waterfront improvements and would start early FY 2025 at the soonest.

In addition, this project supports some near term improvements, including improved barricades/bollards at the ends of the block and improved areas for sidewalk dining and retail display.

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

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 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
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	1,520,000	520,000	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

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 continued into FY 2023. Detailed design is expected to begin in FY 2023 and continue into FY 2024 with construction beginning in late FY 2024, or early FY 2025.

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.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

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

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

MT. VERNON TRAIL AT EAST ABINGDON

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

Mt. Vernon Trail at East Abingdon													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	850,000	850,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
GO Bonds	85,000	85,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	750,000	750,000	-	-	-	-	-	-	-	-	-	-	-
TIP	15,000	15,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	850,000	850,000	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

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

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

Design was completed in FY 2023. Because coordination with the National Park Service is required as part of this project, construction is expected to begin in FY 2024.

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

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 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	8,418,158	6,250,158	1,123,000	1,045,000	-	-	-	-	-	-	-	-	2,168,000
Financing Plan													
Cash Capital	10,404	10,404	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	100,000	100,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	8,259,000	6,091,000	1,123,000	1,045,000	-	-	-	-	-	-	-	-	2,168,000
TIP	48,754	48,754	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	8,418,158	6,250,158	1,123,000	1,045,000	-	-	-	-	-	-	-	-	2,168,000
Operating Impact	39,800	-	-	-	-	-	-	3,000	5,900	3,200	13,700	14,000	39,800

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

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

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

Design is expected to 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.

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 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	6,345,947	994,347	154,600	419,200	431,800	501,200	515,900	626,900	645,800	665,200	685,200	705,800	5,351,600
Financing Plan													
Cash Capital	366,900	212,300	154,600	-	-	-	-	-	-	-	-	-	154,600
GO Bonds	5,197,000	-	-	419,200	431,800	501,200	515,900	626,900	645,800	665,200	685,200	705,800	5,197,000
State/Federal Grants	782,047	782,047	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	6,345,947	994,347	154,600	419,200	431,800	501,200	515,900	626,900	645,800	665,200	685,200	705,800	5,351,600

CHANGES FROM PRIOR YEAR CIP

Funding added for FY 2033.

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.

In FY 2023, staff initiated planning, community outreach, and design for the William Ramsay Safe Routes to School Project and advanced multiple spot improvements near schools. In FY 2024, the William Ramsay project is expected to be implemented, along with additional spot improvements as feasible.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

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

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

SEMINARY & HOWARD SAFETY IMPROVEMENTS

DOCUMENT SUBSECTION: Non-Motorized Transportation

PROJECT LOCATION: Seminary Road at North Howard Street

MANAGING DEPARTMENT: Department of Transportation and Environmental Services

REPORTING AREA: Seminary Hill

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

Seminary & Howard Safety Improvements													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	377,990	377,990	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
State/Federal Grants	377,990	377,990	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	377,990	377,990	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

The purpose of this project is to provide safety improvements for all road users at the intersection of Seminary Road and North Howard Street. 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

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 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	14,722,969	6,208,969	558,900	966,800	592,800	1,025,600	629,000	1,088,000	667,200	1,123,600	701,700	1,160,400	8,514,000
Financing Plan													
Cash Capital	3,689,469	3,689,469	-	-	-	-	-	-	-	-	-	-	-
GO Bond Interest Earnings	651,452	651,452	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	10,382,048	1,868,048	558,900	966,800	592,800	1,025,600	629,000	1,088,000	667,200	1,123,600	701,700	1,160,400	8,514,000
Financing Plan Total	14,722,969	6,208,969	558,900	966,800	592,800	1,025,600	629,000	1,088,000	667,200	1,123,600	701,700	1,160,400	8,514,000

CHANGES FROM PRIOR YEAR CIP

Funding added for FY 2033.

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 2024 – FY 2026 Project List

Fiscal Year 2024
Description
Parkway Terrace from West Timber Branch Parkway to End
Clyde Avenue from East Bellefonte Avenue to East Uhler Avenue
Price Street from East Bellefonte Avenue to End
West Mount Ida Avenue from Commonwealth Avenue to Russell Road
East and West Del Ray Avenue from Russell Road to La Grande Avenue
Sanford Avenue from West Dale Ray Avenue to End
Ruffner Road from west Braddock to High Street
West Timber Branch Parkway from Ruffner Road to Junior Street
Cameron Station Boulevard from Duke Street to South Pickett Street
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
Robinson Court from Janneys Lane to End
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 Gailand Street to End
Ormond Avenue from North Gailand Street to North Howard Street
Sylvan Court from Trinity Drive to End
Stevenson Avenue from South Whiting Street to Stulz Road
North Stevenson Square from Stultz Road to End
South Stevenson Square from Stultz Road to End
Edison Street from West Reed Avenue to End
North Clarens Street from Trinity Drive to End
North Breckinridge Place from Lincolnia Road to End
Oakville Street from Swann Avenue to Fannon Street
Fannon Street from Richmond Highway End
Juliana Place from North Pickett Street to End
North Breckinridge Place from Lincolnia Road to End
East and West Mason Avenue from Stonewall Road to End
Roberts Lane from Duke Street to End
East and West Uhler Avenue (Entire Length)
North Pelham Street from Holmes Run Parkway to Taney Avenue
North Terrill Street from Richenbacher Avenue to End
North Vail Street from Richenbacher Avenue to End
Fort Worth Avenue from Fort Williams Parkway to End (Fort Worth Place)

Sidewalk Capital Maintenance (continued)

Fiscal Year 2025
Description
Seay Street from Longview Drive to End
Viewpoint Road from Longview Drive to End
Emerson Avenue from John Carlyle Street to Holland Lane
Wilkes Street from South Patrick Street to End
Mayer Place from Allison Street to End
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
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

Sidewalk Capital Maintenance (continued)

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

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 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	4,280,847	2,234,847	1,000,000	1,046,000	-	-	-	-	-	-	-	-	2,046,000
Financing Plan													
State/Federal Grants	4,280,847	2,234,847	1,000,000	1,046,000	-	-	-	-	-	-	-	-	2,046,000
Financing Plan Total	4,280,847	2,234,847	1,000,000	1,046,000	-	-	-	-	-	-	-	-	2,046,000
Operating Impact	24,500		-	3,500	3,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	24,500

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

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

This project supports the City’s goals and actions laid out in the Alexandria Mobility Plan, Vision Zero Action Plan, and Environmental Action Plan. The City secured funding for this project through the Virginia Department of Transportation’s Smart Scale Program. Design will begin in FY 2023 with construction anticipated for late FY 2024 or early FY 2025.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

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

ADDITIONAL OPERATING IMPACTS

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

TRANSPORTATION PROJECT PLANNING

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

PROJECT LOCATION: Citywide
 REPORTING AREA: Citywide

PROJECT CATEGORY: 2
 ESTIMATE USEFUL LIFE: Varies

Transportation Project Planning														
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)	
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033	
Expenditure Budget	2,350,000	250,000	100,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	-	2,100,000
Financing Plan														
Cash Capital	2,350,000	250,000	100,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	-	2,100,000
Financing Plan Total	2,350,000	250,000	100,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	-	2,100,000

CHANGES FROM PRIOR YEAR CIP

Planned funding reduced in FY 2024 due to available balances and current capacity to execute projects.

PROJECT DESCRIPTION & JUSTIFICATION

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

In FY 2023, funds were used to design curb extensions recommended in Safe Routes to School walk audits, to provide assistance with a study to improve transit on King Street in Old Town complementing the Alexandria Transit Vision Plan, to assess the feasibility of a non-motorized bridge over Cameron Run per the Eisenhower West Small Area Plan, and assess the feasibility of filling in a sidewalk gap around the Van Dorn Metro Station.

In FY 2024, studies will be completed for four projects. These include a Corridor Study on Glebe Road (recommended in the Arlandria Small Area Plan), an interim bicycle facility on Eisenhower Avenue (recommended in the Eisenhower East Small Area Plan), and a non-motorized bridge across I-395 connecting to the Landmark Mall redevelopment (recommended in the Landmark/Van Dorn Small Area Plan). It is also anticipated that planning work will begin on Upper King Street (between Quaker Lane and I-395).

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.