

ACCESS IMPROVEMENTS AT LANDMARK

DOCUMENT SUBSECTION:Non-Motorized Transportation

MANAGING DEPARTMENT:Department of Transportation and Environmental Services

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

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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
Expenditure Budget	6,834,960	3,163,960	-	3,671,000	-	-	-	-	-	-	-	-	3,671,000
Financing Plan													
State/Federal Grants	3,163,960	3,163,960	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (Smartscale)	3,671,000	-	-	3,671,000	-	-	-	-	-	-	-	-	3,671,000
Financing Plan Total	6,834,960	3,163,960	-	3,671,000	-	-	-	-	-	-	-	-	3,671,000
Operating Impact	85,700	-	-	8,200	8,400	8,600	8,900	13,100	9,400	9,500	9,700	9,900	85,700

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

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

As recommended in the Landmark/Van Dorn Small Area Plan, the redevelopment of the Landmark Mall site is envisioned as a high-density, mixed-use environment, with residential units, commercial uses, medical care facilities, and onsite amenities planned for full buildout. This project is funded with 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	ADDITIONAL OPERATING IMPACTS
Landmark Small Area Plan; Alexandria Mobility Plan; Vision Zero Action Plan; Complete Streets Design Guidelines; Alexandria Transit Vision Plan	Additional funding for occasional concrete or asphalt repair work and repainting of crosswalks will be necessary to maintain improvements in this area.

Transportation & Transit

Page 10.26

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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
Expenditure Budget	917,000	-	-	-	-	917,000	-	-	-	-	-	-	917,000
Financing Plan													
CMAQ/RSTP	917,000	-	-	-	-	917,000	-	-	-	-	-	-	917,000
Financing Plan Total	917,000	-	-	-	-	917,000	-	-	-	-	-	-	917,000
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Grant funding increased by \$167,000 in FY 2029.

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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
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	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	42,200	-	-	3,200	3,000	12,100	3,500	3,200	3,700	4,000	4,500	5,000	42,200

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.

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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
Expenditure Budget	8,189,231	7,623,231	566,000	-	-	-	-	-	-	-	-	-	566,000
Financing Plan													
Cash Capital	27,875	27,875	-	-	-	-	-	-	-	-	-	-	-
CMAQ/RSTP	516,000	-	516,000	-	-	-	-	-	-	-	-	-	516,000
Private Capital Contributions	220,000	170,000	50,000	-	-	-	-	-	-	-	-	-	50,000
State/Federal Grants	6,733,365	6,733,365	-	-	-	-	-	-	-	-	-	-	-
TIP	691,991	691,991	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	8,189,231	7,623,231	566,000	-	-	-	-	-	-	-	-	-	566,000
Operating Impact	17,420,200	-	-	1,580,000	1,659,000	1,742,000	1,829,000	1,920,000	2,016,000	2,117,000	2,223,000	2,334,200	17,420,200

CHANGES FROM PRIOR YEAR CIP

CMAQ grant funding in FY 2026 increased by \$104,000.

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. In FY 2024, the City installed a station near the south entrance of the new Potomac Yard Metro Station, bringing the total number of stations in Alexandria to 62. In FY 2025, the City began replacement of 20 stations that had reached the end of their useful life and the installation of nine new stations.

In FY 2026, the City will complete the 20 station replacement project and new station installation. New stations near new development will be evaluated to further expand the bikeshare network through developer funding as new buildings come online. The City will also be purchasing additional e-bikes using Virginia Department of Transportation (VDOT). grants and developer contributions to make these highly popular devices more available in Alexandria.

VDOT Project IDs: UPC 100420 and 122950

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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
Expenditure Budget	27,787,073	14,076,373	988,300	1,229,900	1,272,700	1,317,500	1,363,800	1,412,300	1,462,100	1,514,100	1,551,700	1,598,300	13,710,700
Financing Plan													
Cash Capital	21,191,805	10,086,805	988,300	326,400	1,124,400	346,300	1,363,800	829,600	1,462,100	1,514,100	1,551,700	1,598,300	11,105,000
GO Bonds	5,532,238	2,926,538	-	903,500	148,300	971,200	-	582,700	-	-	-	-	2,605,700
State/Federal Grants	633,785	633,785	-	-	-	-	-	-	-	-	-	-	-
TIP	418,879	418,879	-	-	-	-	-	-	-	-	-	-	-
Prior Capital Funding	600	600	-	-	-	-	-	-	-	-	-	-	-
Other City Sources	9,766	9,766	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	27,787,073	14,076,373	988,300	1,229,900	1,272,700	1,317,500	1,363,800	1,412,300	1,462,100	1,514,100	1,551,700	1,598,300	13,710,700
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Project funding planned for FY 2026 reduced by \$200,000 as part of CIP reductions/reprioritizations to support other critical capital needs. Sufficient funding, along with prior year balances, remains in this project to support immediate term needs. Funding totaling \$269,400 increased over FY 2026 – FY 2034, due to normal salary and benefits adjustments to the capitalized personnel in this project. Funding added for FY 2035.

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. The program includes implementation of the Alexandria Mobility Plan, Complete Streets Design Guidelines, and Vision Zero Action Plan. It also includes administration and implementation of the Neighborhood Transportation Improvement Program and of various spot improvements citywide.

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, traffic calming, trail access enhancements, road signs, and education programs. These activities may include planning, design, community outreach, right-of-way acquisition, and construction. This program also supports efforts to secure grant-funding for large-scale multimodal improvement projects.

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

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

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

ADDITIONAL OPERATING IMPACTS

No additional operating impacts.

Complete Streets (continued)

Complete Streets FY 2026 – FY 2028 Project List

Fiscal Year 2026	
Description	Amount
Complete Streets Staffing	\$316,800
Vision Zero Implementation	\$125,000
AMP Implementation	\$266,500
Street Resurfacing Projects	\$195,000
Neighborhood Transportation Improvements Program	\$15,000
Community Requests/Spot Improvements	\$70,000
Total Fiscal Year 2026	\$988,300

Fiscal Year 2027	
Description	Amount
Complete Streets Staffing	\$326,400
Vision Zero Implementation	\$133,500
AMP Implementation	\$480,000
Street Resurfacing Projects	\$190,000
Neighborhood Transportation Improvements Program	\$50,000
Community Requests/Spot Improvements	\$50,000
Total Fiscal Year 2027	\$1,229,900

Fiscal Year 2028	
Description	Amount
Complete Streets Staffing	\$336,200
Vision Zero Implementation	\$275,000
AMP Implementation	\$525,000
Street Resurfacing Projects	\$36,500
Neighborhood Transportation Improvements Program	\$50,000
Community Requests/Spot Improvements	\$50,000
Total Fiscal Year 2028	\$1,272,700

DUKE STREET AND WEST TAYLOR RUN SAFETY IMPROVEMENTS

DOCUMENT SUBSECTION: Non-Motorized Transportation

PROJECT LOCATION: Duke Street at West Taylor Run
Parkway and the Telegraph
Road RampMANAGING 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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
Expenditure Budget	6,670,005	5,060,545	1,609,460	-	-	-	-	-	-	-	-	-	1,609,460
Financing Plan													
Cash Capital	424,545	424,545	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	4,636,000	4,636,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (Smartscale)	1,609,460	-	1,609,460	-	-	-	-	-	-	-	-	-	1,609,460
Financing Plan Total	6,670,005	5,060,545	1,609,460	-	-	-	-	-	-	-	-	-	1,609,460
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Funding in FY 2026 decreased by \$205,540 to align with grant award.

PROJECT DESCRIPTION & JUSTIFICATION

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

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

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

The community engagement occurred in FY 2022 – 2024 which informed the final design recommendations to advance. Components of this intersection project will be constructed as part of the Duke Street Transitway, and the rest will be constructed with funding from the Virginia Department of Transportation (VDOT) Smart Scale program and the Congestion Mitigation and Air Quality (CMAQ) program. Design will be complete in FY 2026, and construction is anticipated to begin in FY 2027.

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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
Expenditure Budget	3,563,800	500,000	-	-	-	-	3,063,800	-	-	-	-	-	3,063,800
Financing Plan													
NVTA 30% Funds	500,000	500,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (Unsecured)	3,063,800	-	-	-	-	-	3,063,800	-	-	-	-	-	3,063,800
Financing Plan Total	3,563,800	500,000	-	-	-	-	3,063,800	-	-	-	-	-	3,063,800
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Unsecured SmartScale grant funding added to FY 2030 in the amount of \$3,063,800.

PROJECT DESCRIPTION & JUSTIFICATION

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

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

In FY 2024, the City was awarded 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.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

ADDITIONAL OPERATING IMPACTS

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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
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	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

State/Federal Grants (Unsecured) totaling \$2.0 million planned in FY 2026 in the previous Approved CIP removed from project, as grant funding was not secured.

PROJECT DESCRIPTION & JUSTIFICATION

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

The project team has engaged with various agencies to coordinate multiple infrastructure investments within the study area with overlapping project timelines. Ongoing coordination with these agencies will occur over the life of the project to minimize potential impacts and construction timelines. Community outreach to seek input on the community needs in this area began in FY 2024, and Design began in FY 2025. Construction for the 4th Track project is anticipated to begin in FY 2026, but the improvements to the King and Commonwealth Streetscape would begin construction closer toward the end of the 4th track project, likely in FY 2027 or FY 2028.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION	ADDITIONAL OPERATING IMPACTS
Alexandria Mobility Plan, Complete Streets Design Guidelines, Vision Zero	No additional operating impacts.

KING-BRADLEE SAFETY & MOBILITY ENHANCEMENTS

DOCUMENT SUBSECTION:Non-Motorized Transportation

MANAGING DEPARTMENT:Department of Transportation and Environmental Services

PROJECT LOCATION:King Street btw Quaker Lane and Menokin Drive

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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
Expenditure Budget	26,508,978	3,140,678	18,000	-	-	-	23,350,300	-	-	-	-	-	23,368,300
Financing Plan													
Cash Capital	141,678	141,678	-	-	-	-	-	-	-	-	-	-	-
CMAQ/RSTP	18,000	-	18,000	-	-	-	-	-	-	-	-	-	18,000
State/Federal Grants	2,999,000	2,999,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (Unsecured)	23,350,300	-	-	-	-	-	23,350,300	-	-	-	-	-	23,350,300
Financing Plan Total	26,508,978	3,140,678	18,000	-	-	-	23,350,300	-	-	-	-	-	23,368,300
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Grant funding in FY2026 increased by \$18,000 to match the award amount. Unsecured grant funding added to FY 2030.

PROJECT DESCRIPTION & JUSTIFICATION

The purpose of this project is to design and construct multimodal improvements on King Street between Quaker Lane and Menokin Drive. The improvements in this project 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 concept 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 will continue 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 and will implement short-term improvements, as feasible.

VDOT Project ID: UPC 125099

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION	ADDITIONAL OPERATING IMPACTS
City Strategic Plan; Alexandria Mobility Plan; Environmental Action Plan; Alexandria Transit Vision Plan; Vision Zero; Complete Streets Design Guidelines; WMATA Momentum Strategic Plan	No additional operating impacts identified at this time.

LOWER KING STREET CLOSURE

DOCUMENT SUBSECTION:
MANAGING DEPARTMENT:

Non-Motorized Transportation
Department of Transportation
and Environmental Services

PROJECT LOCATION:
REPORTING AREA:

King Street
Old Town

PROJECT CATEGORY:
ESTIMATE USEFUL LIFE:

3
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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
Expenditure Budget	5,049,210	5,049,210	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
Cash Capital	516,210	516,210	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	4,533,000	4,533,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	5,049,210	5,049,210	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	2,398,100	-	-	175,000	250,000	257,500	265,200	273,200	281,400	289,800	298,500	307,500	2,398,100

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

In 2021 and 2022, the 100 and unit blocks of King Street were approved to be permanently closed to vehicular traffic. Short-term improvements to the blocks have been implemented to improve the pedestrian experience. Permanent improvements are being considered through the larger Waterfront Flood Mitigation project since the scope of this project includes these blocks.

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. As design of the Waterfront Flood Mitigation project advances, this concept will be refined, shared with stakeholders, and incorporated into the design, local development review approvals, and 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.

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

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION	ADDITIONAL OPERATING IMPACTS
Waterfront Small Area Plan; Lower King Street Multimodal Feasibility Study, Alexandria Mobility Plan	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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
Expenditure Budget	3,564,894	2,517,894	1,047,000	-	-	-	-	-	-	-	-	-	1,047,000
Financing Plan													
Cash Capital	180,000	180,000	-	-	-	-	-	-	-	-	-	-	-
CMAQ/RSTP	1,047,000	-	1,047,000	-	-	-	-	-	-	-	-	-	1,047,000
State/Federal Grants	2,037,894	2,037,894	-	-	-	-	-	-	-	-	-	-	-
TIP	300,000	300,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	3,564,894	2,517,894	1,047,000	-	-	-	-	-	-	-	-	-	1,047,000
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

CMAQ Funds were advanced from FY 2030 to FY 2026, based on award.

PROJECT DESCRIPTION & JUSTIFICATION

The purpose of this project is to design and construct safety, mobility, and access improvements at the intersection of 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
- Mount Vernon Avenue at Russell Road
- Mount Vernon Avenue at Glebe Road

Due to the nature of the recommended improvements, the intersections of Executive Avenue and Russell Road will be designed and constructed as their own project, funded with prior year local dollars.

The approved concept plan at Mount Vernon Avenue and Glebe Road will address multiple safety and operational challenges by implement, 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. This project is funded through a Virginia Department of Transportation (VDOT) grant. Design for these projects is expected to begin in FY 2025 and will continue into FY 2026, with construction expected to begin in FY 2027.

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.

MT. VERNON TRAIL AT EAST ABINGDON

DOCUMENT SUBSECTION: Non-Motorized Transportation

PROJECT LOCATION: Mt. Vernon Trail at E. Abingdon Drive / Slaters Lane

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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
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 Slaters 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, by widening the trail where the existing width is substandard. This project supports the sustainability goals in the City's Environmental Action Plan by making healthy modes of transportation safer, more convenient, and more attractive. A high-quality, convenient, and seamless trail network also supports the Alexandria Mobility Plan and enhances local tourism. It also supports the efforts of the Potomac River Generating Site redevelopment to reduce congestion and promote multimodal transportation to and within the development. Construction is expected to begin in 2025.

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

VDOT Project ID: UPC 100422

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

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

ADDITIONAL OPERATING IMPACTS

No additional operating impacts.

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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
Expenditure Budget	8,418,158	8,418,158	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
Cash Capital	10,404	10,404	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	100,000	100,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	8,259,000	8,259,000	-	-	-	-	-	-	-	-	-	-	-
TIP	48,754	48,754	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	8,418,158	8,418,158	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	77,200	-	-	-	8,400	8,600	8,900	13,100	9,400	9,500	9,600	9,700	77,200

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 2025. Because this project requires coordination with AlexRenew’s RiverRenew project, construction is anticipated to begin after the RiverRenew project is completed in 2026. 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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
Expenditure Budget	9,870,882	2,568,147	1,302,735	250,000	250,000	250,000	1,750,000	2,000,000	750,000	250,000	250,000	250,000	7,302,735
Financing Plan													
Cash Capital	3,467,900	786,100	431,800	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	2,681,800
CMAQ/RSTP	3,250,000	-	-	-	-	-	1,500,000	1,750,000	-	-	-	-	3,250,000
State/Federal Grants	2,652,982	1,782,047	870,935	-	-	-	-	-	-	-	-	-	870,935
State/Federal Grants (Unsecured)	500,000	-	-	-	-	-	-	-	500,000	-	-	-	500,000
Financing Plan Total	9,870,882	2,568,147	1,302,735	250,000	250,000	250,000	1,750,000	2,000,000	750,000	250,000	250,000	250,000	7,302,735
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

City funding reduced by \$1.25M between FY 2027 – FY 2034 to contribute a consistent \$250,000 for the City to leverage as grant match funds. Unsecured grant funds increased in FY 2031 by \$750,000. Funding added for FY 2035.

PROJECT DESCRIPTION & JUSTIFICATION

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

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

In FY 2024, additional SRTS Walk Audit Reports were completed for Ferdinand T. Day Elementary School, Francis C. Hammond Middle School, George Washington Middle School, and Alexandria City High School. In FY 2024, a new sidewalk was installed along Polk Avenue near Polk Elementary School. The planning, community outreach, and design for improvements at William Ramsey Elementary School began, and project construction will be complete in FY 2026.

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

In FY 2025, the City secured funding to construct curb extensions at four schools as part of the Virginia Department of Transportation's (VDOT) Transportation Alternatives Program. These projects began design in FY 2025 and will begin construction in FY 2026. In FY 2026, the City will apply for FY 2027 and FY 2028 funding through this program for projects at Charles Barrett Elementary School and George Washington Middle School.

The City also secured funding through the CMAQ/RSTP Program in FY 2030 for projects along Commonwealth Avenue, as part of the Naomi Brooks Safe Routes to School project and in FY 2031 for implementation of projects citywide.

VDOT Project ID: UPC 125401

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 StreetMANAGING DEPARTMENT: Department of Transportation
and Environmental Services

REPORTING AREA: Seminary Hill/Strawberry 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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
Expenditure Budget	377,990	377,990	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
State/Federal Grants	377,990	377,990	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	377,990	377,990	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

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

Concept design planning was completed in FY 2025. An evaluation of the concept design is ongoing to determine construction scope and schedule. Construction is slated to begin in FY 2026.

VDOT Project ID: 112464

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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
Expenditure Budget	15,367,869	7,567,869	700,000	700,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	7,800,000
Financing Plan													
Cash Capital	3,689,469	3,689,469	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	11,678,400	3,878,400	700,000	700,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	7,800,000
Financing Plan Total	15,367,869	7,567,869	700,000	700,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	7,800,000
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Funding planned for FY 2026 and FY 2027 reduced by \$100,000 each, as part of CIP reductions/reprioritizations to support other critical capital needs. Sufficient funding, along with prior year balances, remains in this project to support immediate term needs. Funding added for FY 2035.

PROJECT DESCRIPTION & JUSTIFICATION

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

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

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Transportation Master Plan; Pedestrian and Bicycle Mobility Plan

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

Sidewalk Capital Maintenance (continued)

Capital Street Resurfacing Program Fiscal Year 2026
Street(s)
Calvert Avenue from Richmond Highway to Murray Avenue
Dearborn Place from Fort Williams Parkway to End
Pryor Street from Richenbacher Avenue to Taney Avenue
Rhoades Place from North Pryor Street to End (Pryor Street)
Regency Place from North Pryor Street to End
Peele Place from Taney Avenue from End
Moore Place from Pullman Place to End
Pullman Place from Cameron 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 Fort Worth 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 Street to End
Mill Road from Jamieson Avenue to Eisenhower Avenue
Peachtree Place from Gaillard 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
Commonwealth Avenue from Mount Vernon to End
North Fayette Street (600 Block) Concrete Restorations
Fayette Street from Duke Street to End
Kingston Avenue from Janneys Lane to End
Kingston Place from Kingston Avenue to End
North Peyton Street from King Street to End
Madison Street from West Street to End
Oronoco Street from Earl Street to End
Mount Vernon Avenue from West Glebe Road to the City Limit
Old Dominion Boulevard from West Glebe Road to Four Mile Run Road
East Abingdon Drive from Washington Street to End
West Abingdon Drive from Washington Street to End
LaVerne Avenue from East Glebe Road to Wilson Avenue
Walleston Court from Janneys Lane to End

Sidewalk Capital Maintenance (continued)

Capital Street Resurfacing Program Fiscal Year 2027
Street(s)
East and West Walnut Street from Mount Vernon Avenue to King Street
North Overlook Drive from Halcyon Drive to End
Dogwood Drive from Valley Drive to North Quaker Lane
Page Terrace from West Braddock Road to Dogwood Drive
Crest Street from West Braddock Road to Dogwood Drive
North Pickett Street from Seminary Road to End
Maury Lane from North Pickett Street to End
East and West Custis Street from Mount Vernon Avenue to Russell Road
Manor Road from Cameron Mills Road to End
South Whiting Street from Edsall Road to End
North Armistead Street from North Beauregard to End
North Ashton Street from North Morgan Street to End
North Tracy Street from Dawes Avenue to End
Fillmore Avenue from Seminary Road to North Chambliss Street
Hilton Street from Duke Street to Upland Place
Lloyd's Lane from Orchard Street to West Braddock Road
Somerville Street from Duke Street to End
Ancell Street from Commonwealth Avenue to Kennedy Street
North Gaillard Street from Seminary Road to End
Russell Road from West Mason Avenue to King Street
West Alexandria from Commonwealth Avenue to End
Bayliss Drive from Cross Drive to End
Cross Drive from Scroggins Road to End
Carolina Place from Beverley Drive to Lee Circle
Clyde Avenue from East Uhler Avenue to East Bellefonte Avenue
Wayne Street from East Monroe Avenue to Adams Avenue
West Del Ray Avenue from Russell Road to Commonwealth Avenue
Wilson Avenue from East Glebe Road to East Reed Avenue
Summit Avenue from Dogwood Drive to Cameron Mills Road
Summers Drive from Russell Road to End

Sidewalk Capital Maintenance (continued)

Capital Street Resurfacing Program Fiscal Year 2028
Street(s)
Archer Court from North Chambliss Street to End
Baggett Place from North Peyton Street to End
Bashford Lane from North Royal Street to End
Bernard Street from Powhatan Street to End
Clovercrest Drive from Vassar Road to Cloverway Drive
Carpenter Road from Potomac Greens Drive to End
Chalfonte Drive from Gunston Road to Beverley Circle
Charles Alexander Court from Russell Road to End
Colonial Avenue from First Avenue to Bashford Lane
Dechantal Street from Prince Street to Daingerfield Road
Devers Court from Yeaton Alley to North Henry Street
Douglas Street from Colonial Avenue to End
South Dove Steet from Duke Street to End
East Duncan Street from Mt Vernon Avenue to East Bellefonte Avenue
East and West Cliff Street from Commonwealth Avenue to Price Street
Edgehill Drive from Beverley Drive to Crestwood Drive
Elbert Avenue from West Glebe Road to Four Mile Road
Helen Street from West Glebe Road to Herbert Street
Jefferson Street from Lee Street to South Payne Street
Johnston Place from Elm Street to West Masonic View Avenue
Kelley Court from North Chambliss Street to End
Lynn Court from Scroggins Road to End
Moody Court from North Chambliss Street to End
Mount Place from Russell Road to End
Nicholson Lane from Orchard Street to End
North Ivanhoe Street from Seminary Road to End
North Langley Street from Strathblane Place to End
Norris Place from Executive Avenue to End
North Radford Street from North Quaker Lane to King Street
North Ripley Street from Holmes Run Parkway to Duke Street
Sibley Street from Harding Street to End
Old Dominion Boulevard from West Glebe Road to Beverley Circle
Orlando Place from Cameron Mills Road to End
Quaker Hill Drive from Yale Drive to End
West Wyatt Avenue from Sanford Street to Commonwealth Avenue
East and West Spring Street from Mount Vernon Avenue to Russell Road
Woods Place from Woods Avenue to End
Woods Avenue from North Quaker Lane to End
Wheeler Avenue from Duke Street to End
Woodland Terrace from West Braddock Road to Russell Road
West Linden Street from North View Terrace to Commonwealth Avenue
Wesmond Street from Lynhaven Drive to Richmond Highway
West Bellefonte Avenue from Russell Road to Jefferson Davis Hwy
Victoria Lane from North Howard Street to End
Vernon Street from Colonial Avenue to North Patrick Street
Valley Forge Drive from South Pickett Street to End
Tupelo Place from Fort Williams Parkway to End
Thomas Street from Small Street to End
Thayer Avenue from North Paxton Street to North Pelham Street
Terry Place from Saint Stephens Road to End
Stultz Road from Stevenson Avenue from End
Strathblane Place from North Latham Street to End
Stonebridge Road from Kirchner Court to End
South Peyton Street from Duke Street to King Street
South Overlook Drive from Cameron Mills Road to North Overlook Drive
Small Street from Fontaine Street to West Windsor Avenue
King Street from Dangerfield Road to South Peyton Street
King Street from Washington Street to Lee Street
Seminary Road from North Beauregard Street to City Limits
West Braddock Road from Quaker Lane to Van Dorn Street

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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
Expenditure Budget	1,177,800	100,000	-	106,100	109,200	112,500	116,000	119,400	123,000	126,700	130,500	134,400	1,077,800
Financing Plan													
Cash Capital	1,177,800	100,000	-	106,100	109,200	112,500	116,000	119,400	123,000	126,700	130,500	134,400	1,077,800
Financing Plan Total	1,177,800	100,000	-	106,100	109,200	112,500	116,000	119,400	123,000	126,700	130,500	134,400	1,077,800
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Funding planned for FY 2026 reduced by \$103,000 as part of CIP reductions/reprioritizations to support other critical capital needs. Sufficient funding, along with prior year balances, remains in this project to support immediate term needs. Additionally, State/Federal Grants (Unsecured) totaling \$1.25 million planned in FY 2027 in the previous Approved CIP removed from project, as grant funding was not secured.

PROJECT DESCRIPTION & JUSTIFICATION

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

Depending upon the scope of individual projects within this program, funding may support full design and implementation or serve as a local match for grant funding to support costlier 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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
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	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	45,000	-	-	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	25,000	45,000

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

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

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

This project is funded through the Virginia Department of Transportation’s (VDOT) Smart Scale Program.

VDOT Project ID: UPC 119088

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION	ADDITIONAL OPERATING IMPACTS
South Patrick Street Housing Affordability Strategy; Alexandria Mobility Plan; Vision Zero Action Plan; Environmental Action Plan	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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
Expenditure Budget	1,850,000	350,000	-	125,000	125,000	-	750,000	-	250,000	-	250,000	-	1,500,000
Financing Plan													
Cash Capital	1,350,000	350,000	-	125,000	125,000	-	250,000	-	250,000	-	250,000	-	1,000,000
CMAQ/RSTP	500,000	-	-	-	-	-	500,000	-	-	-	-	-	500,000
Financing Plan Total	1,850,000	350,000	-	125,000	125,000	-	750,000	-	250,000	-	250,000	-	1,500,000
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Funding planned for FY 2026 reduced by \$25,000 as part of CIP reductions/reprioritizations to support other critical capital needs. Sufficient funding, along with prior year balances, remains in this project to support immediate term needs. Additionally, \$125,000 in Cash Capital accelerated from FY 2028 to FY 2027.

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 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 to more effectively implement projects.

This project supports multimodal transportation improvements throughout the City. FY 2025 funding was used for the planning phase of the King Street-Bradlee project and to conduct a feasibility study for the King and Commonwealth Streetscape project. FY 2026 funding will support trail studies, further project planning, concept development, and the pursuit of grant opportunities.

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.

WEST END CRASH INTERSECTION IMPROVEMENTS

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

PROJECT LOCATION: Citywide
 REPORTING AREA: Citywide

PROJECT CATEGORY: 2
 ESTIMATE USEFUL LIFE: 30 Years

West End High Crash Intersection Improvements													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
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
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Funding schedule updated to reflect latest grant schedule for project, moving funds from FY 2029 up to FY 2028.

PROJECT DESCRIPTION & JUSTIFICATION

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

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

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

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

In 2023, the City was awarded a federal Safe Streets and Roads for All grant to improve these intersections. Planning began in FY 2024 and will continue in FY 2026. The City secured an additional \$3 million of Northern Virginia Transportation Authority (NVTA) 70% funds to support design of these projects in FY 2028. Additional funding to support construction will be pursued as future improvements are identified through the planning study.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

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

ADDITIONAL OPERATING IMPACTS

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