



TRANSPORTATION ANNUAL WORK PLANS: FY 2026



WE ARE



**Department of Transportation
& Environmental Services**
Transportation Branch

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COMPLETE STREETS



**Department of Transportation &
Environmental Services**
Transportation Planning Division



Complete Streets are a vital part of livable, attractive communities and support the City's adopted goals to improve safety, equity, and sustainability.

ABOUT COMPLETE STREETS

Complete Streets are streets for everyone.

Complete Streets are streets designed and operated to enable safe, efficient, and comfortable travel for all users. Those include people of all ages and abilities, regardless of whether they are walking, bicycling, using public transportation, or driving.

The City's Complete Streets Program includes several overlapping components, including:

- **Complete Streets Policy** and **Alexandria Mobility Plan**
- **Vision Zero Program** - Reducing fatal and severe injury crashes
- **Multi-Use Trails Program** - Improving off-street pedestrian and bicycle infrastructure
- **Neighborhood Transportation Improvements Program** and the **Neighborhood Sidewalk Program** - Implementing traffic calming and other improvements

PROGRAM BUDGET

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Complete Streets-Vision Zero	\$988,300	\$1,229,900	\$1272,700	\$1,317,500	\$1,363,800
Sidewalks for Complete Streets	-	\$106,100	\$109,200	\$112,500	\$116,000
Shared-Use Paths*	-	\$150,000	-	\$168,000	-

**Shared-use paths are managed jointly by the Department of Transportation & Environmental Services and the Department of Recreation, Parks, and Cultural Activities.*

In addition to capital funding for these programs, large grant-funded Complete Streets projects may have their own individual budgets. Visit AlexandriaVA.gov/Budget for more information on the City's Capital Improvement Program (CIP).

[FY 2026 Transportation Summary CIP](#)

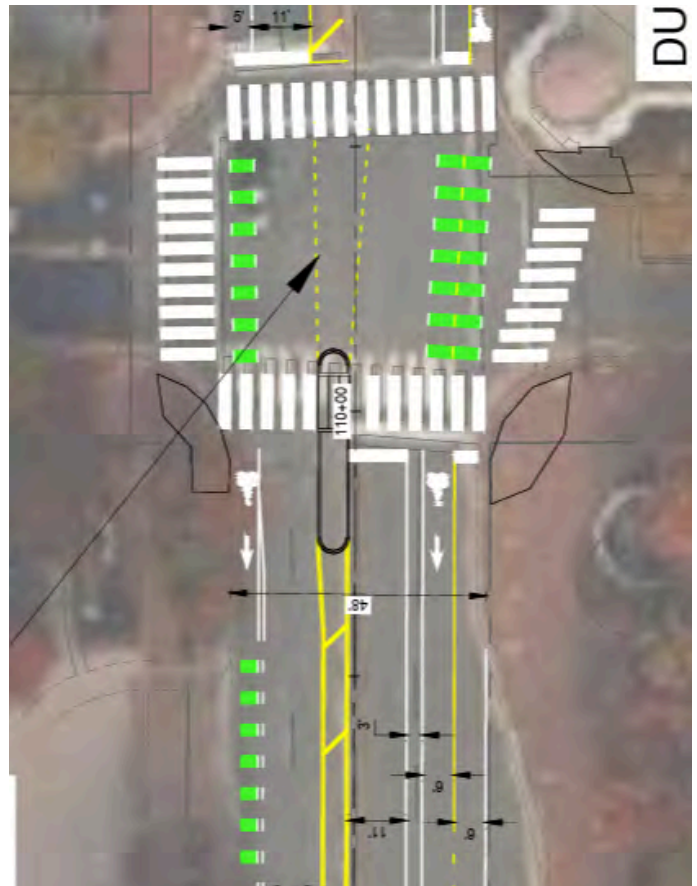
FY25 MAJOR ACCOMPLISHMENTS

Corridor Improvement Projects

Conceptual designs were developed and approved for seven corridors totaling over four miles:

- **Eisenhower Avenue** (South Van Dorn Street to Holmes Run Trail)
- **Holland Lane** (Duke Street to Eisenhower Avenue)
- **South Pickett Street** (Duke Street to Edsall Road)
- **Sanger Avenue** (North Beauregard Street to South Van Dorn Street)
- **King Street** (Menokin Drive to Quaker Lane)
- **Mill Road** (Mill Road to Jamieson Avenue)
- **Metro Road** (South Van Dorn Street to Eisenhower Avenue)

Each of these projects included months of planning, community engagement, data collection and analysis, design, and public hearings. Approved concepts are advancing to detailed design to improve mobility, access, safety, and comfort for everyone who uses these streets.



Conceptual plans for Holland Lane include improved crossings, bike lanes, and traffic calming treatments.



Conceptual plans for Eisenhower Avenue include a multi-use trail, a new sidewalk, crossing improvements, speed reduction measures, and congestion reduction.

FY25 MAJOR ACCOMPLISHMENTS

Intersection Improvements

Safety improvements were made at over **fifteen intersections**.

Improvements include treatments such as turn calming, No Turn on Red restrictions, leading pedestrian intervals to give people walking a head start when crossing, and improved signage and pavement markings.



Speed Limit Reductions

3 speed limits were reduced in Fiscal Year 2025:

- **South Pickett Street** (Duke Street to Edsall Road)
- **Eisenhower Avenue** (South Van Dorn Street to Telegraph Road)
- **Glebe Road School Zones** (between Mount Vernon Avenue and Old Dominion Boulevard)

Studies show that lower speeds result in fewer and less severe crashes, and speed limit changes alone can have meaningful impacts on driver speeds. The speed limit changes on South Pickett Street and Eisenhower Avenue are intended to be a near-term improvement while the corridors are redesigned for slower speeds and improved traffic safety.



FY25 ACCOMPLISHMENTS

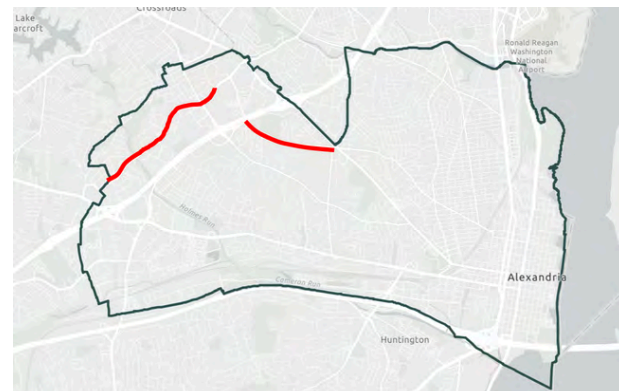
Grants Awarded

The Metropolitan Washington Council of Governments awarded the City two grants to support Complete Streets efforts:

- **Braddock Road Safety Improvements:** This project will study safety improvements on Braddock Road between South Van Dorn Street and Quaker Lane.
- **Beauregard Trail Feasibility Study:** This project will study the feasibility of extending the Beauregard Trail west of Seminary Road.

The City also received two technical assistance grants from the Virginia Department of Transportation:

- **Braddock Road Improvements at Braddock Metro and the Potomac Yard Trail:** This project is studying improvements to Braddock Road between Russell Road and North West Street.
- **King Street Improvements at Alexandria City High School:** This project is studying ways to improve traffic safety and operations on King Street between Radford Street and Chinguapin Drive.



FY26 WORK PLAN

	Grant	Alexandria Mobility Plan	Safe Routes to School	Vision Zero	Repaving
Project Name					
Eisenhower Avenue Corridor Improvements	✓	✓		✓	
West End High-Crash Intersection Audits	✓	✓	✓	✓	
Old Cameron Run Trail	✓	✓			
North Beauregard Street Multi-Use Trail	✓	✓			
Mount Vernon Trail Improvements at East Abingdon Drive	✓	✓			
Mount Vernon Avenue North	✓	✓	✓	✓	
South Patrick Street Median Improvements	✓		✓	✓	
Access Improvements at Landmark	✓	✓			
Duke Street/Route 1 Intersection Improvements (Interim)	✓	✓		✓	
Safe Routes to School Crossing Improvements Phase 1	✓		✓		
Safe Routes to School Crossing Improvements Phase 2	✓		✓		
South Van Dorn Street Bridge Improvements	✓	✓		✓	
King Street and Commonwealth Avenue Streetscape Improvements		✓			
Beauregard Trail Adjacent Wayfinding + Safety Improvements		✓			
South Pickett Street Corridor Improvements		✓	✓	✓	
Holland Lane Corridor Improvements		✓		✓	✓
East Abingdon Drive Bike Lanes		✓		✓	✓
Old Dominion Boulevard Bike Lanes		✓			✓
Edsall Road Corridor Improvements		✓	✓	✓	
Yoakum Parkway Corridor Improvements		✓			
King Street Improvements at Alexandria City High School	✓	✓	✓		

FY26 WORK PLAN

	Grant	Alexandria Mobility Plan	Safe Routes to School	Vision Zero	Repaving
Project Name					
Mill Road Corridor Improvements		✓			✓
Madison Street Corridor Improvements		✓			✓
Braddock Road/Minnie Howard Corridor Improvements	✓	✓	✓	✓	
North Howard Street Corridor Improvements		✓	✓		
Jordan Street Safety Improvements		✓	✓	✓	
Beauregard Trail Feasibility Study		✓	✓		
Slaters Lane Sidewalk and Crossing Improvements		✓			
Braddock Road Access Improvements at Braddock Metro and Potomac Yard Trail		✓	✓		
Sanger Avenue Corridor Improvements		✓	✓	✓	✓
Parkfairfax Traffic Calming		✓			
Metro Road Improvements		✓			✓
Taney Avenue Traffic Calming		✓	✓		
Glebe/Montrose/Ashby Intersection Improvements		✓			
Seminary West Safety Improvements	✓	✓	✓	✓	✓
No Turn on Reds & Leading Pedestrian Intervals		✓		✓	
School Speed Camera Expansion		✓	✓	✓	
Red Light Camera Expansion		✓		✓	
Neighborhood Transportation Improvement Program Projects		✓			
Various Spot Improvements		✓			

ONGOING PROGRAM MANAGEMENT



Neighborhood Transportation Improvements Program

A resident-driven program to implement transportation improvements on certain neighborhood streets. Ongoing management includes promoting the program, corresponding with residents on their transportation concerns, and evaluating program applications.



Alex311

Staff will continue to engage with residents via Alex311, including sharing information, investigating complaints, and evaluating and programming spot improvements.



ADDITIONAL RESOURCES



[Complete Streets Program](#)



[Vision Zero Program](#)



[Multi-Use Trails Program](#)



[Neighborhood Transportation
Improvements Program](#)



SAFE ROUTES TO SCHOOLS



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**Department of Transportation &
Environmental Services**
Transportation Planning Division



By starting with children and the trip to school, communities become safe places for everyone to walk and bike.

ABOUT SAFE ROUTES TO SCHOOL

Safe Routes to School (SRTS) is the City's program to make it easier, safer, and more enjoyable for students to walk and bike to school.

Alexandria provides an ideal environment for walking and bicycling since so many families live close to their neighborhood elementary schools. The City has been promoting walking and biking to school through infrastructure improvements, education, and encouragement since 2003.

Benefits of Walking & Biking to School:

- Better grades
- Happier, healthier kids
- Cleaner air
- Safer streets
- Less traffic
- Cost savings

PROGRAM BUDGET

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Safe Routes to School	\$1,302,735	\$250,000	\$250,000	\$250,000	\$1,750,000	\$2,000,000

FY 2026 Non-Motorized Transportation CIP

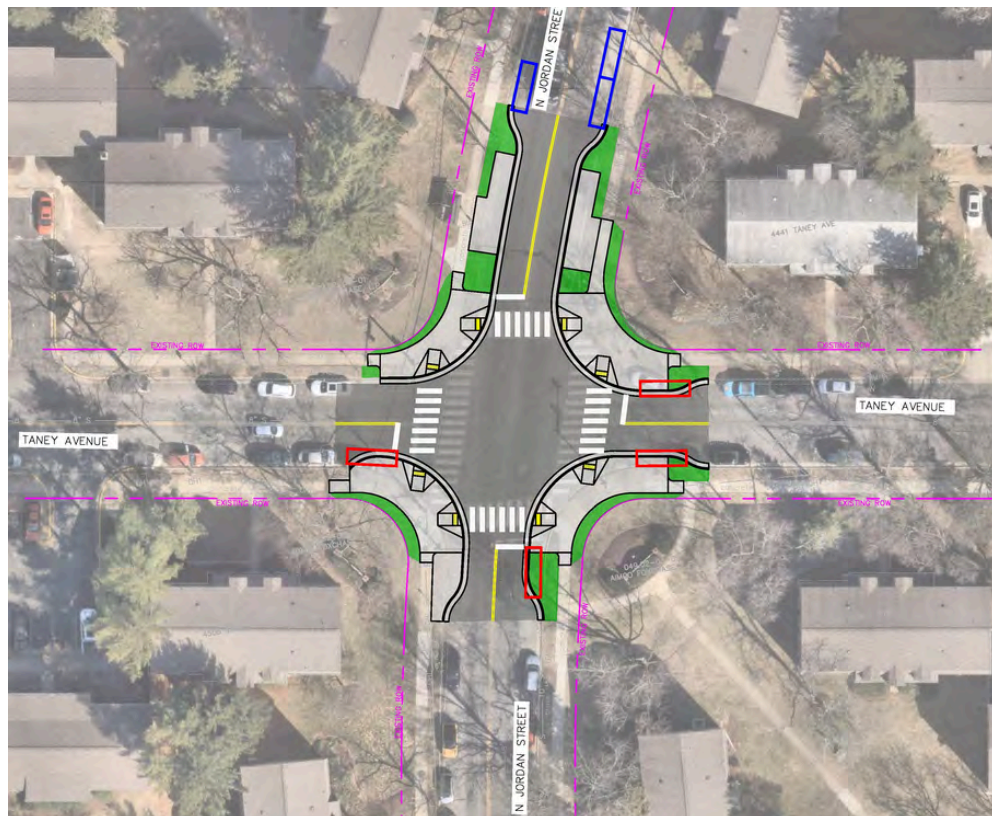
Program Funding

The City supports the SRTS Program through various funding sources. In most years, it provides general fund support for the program, often used as the local match for grant funding. This can also be leveraged for spot improvements and to implement recommendations from the Safe Routes to School walk audits. Funding from the Complete Streets and Go Alex Programs can also be used. The following programs support the City's SRTS efforts.

- The **Transportation Alternatives Program (TAP)** supports pedestrian and bicycle infrastructure projects. The City secured TAP funding to design and construct Phase I of the Crossing Improvements Near Schools project in FY 2025, and staff worked with VDOT to prepare pre-applications for the FY 2027 funding cycle to implement additional safety improvements.
- The Commonwealth allocates funding to jurisdictions via the **Regional Surface Transportation Program (RSTP)** for transportation activities, including pedestrian and bicycle infrastructure, transit capital projects, and transportation or transit studies. In FY 2025, the City secured \$1.75M in funding for FY 2031 to be used for SRTS projects.

FY 2025 ACCOMPLISHMENTS

- **William Ramsay SRTS Project:** The diagonal crossing at North Beauregard Street and Sanger Avenue and updated ADA ramps near the school have been installed. Sidewalk widening, curb extensions, and a raised crosswalk will be installed in summer 2025.
- **Sanger Avenue Safety Improvements:** The design for safety upgrades on Sanger Avenue between North Van Dorn Street and North Beauregard Street, near William Ramsay Elementary School, is finalized. Implementation is scheduled for summer 2025.
- **Crossing Improvements Near Schools Phase I:** Launched design phase for this grant-funded project to enhance six crossings near four schools.



FY 2025 ACCOMPLISHMENTS

- **School Zone Speed Camera Program:** Three new school zone speed camera locations selected: ACHS King Street Campus, ACHS Minnie Howard Campus, and William Ramsay Elementary School. Evaluation showed significant reduction in speeding near existing camera locations.
- **Braddock Road Trail Access and Corridor Improvements:** Initiated planning and concept design for improvements on Braddock Road near George Washington Middle School, addressing recommendations from the 2023 Walk Audit.
- **Alexandria City High School:**
 - Concept design and community engagement for pick-up and drop-off safety enhancements.
 - Installed spot improvements along walking routes between the King Street Campus and the new Minnie Howard Campus.
- **Additional Safety Enhancements:**
 - Installed new school zone, No Turn on Red, and Leading Pedestrian Intervals near Saint Rita's School.
 - New crosswalk installed near Commonwealth Academy.



FY26 WORK PLAN

Project Name	Grant	Alexandria Mobility Plan	Safe Routes to School	Vision Zero	Repaving
West End High-Crash Intersection Audits	✓	✓	✓	✓	
Mount Vernon Avenue North	✓	✓	✓	✓	
South Patrick Street Median Improvements	✓		✓	✓	
SRTS Crossing Improvements Phase I	✓		✓		
SRTS Crossing Improvements Phase II	✓		✓		
South Pickett Street Corridor Improvements		✓	✓	✓	
Edsall Road Corridor Improvements		✓	✓	✓	
King Street Improvements at Alexandria City High School	✓	✓	✓		
Braddock Road/Minnie Howard Corridor Improvements	✓	✓	✓	✓	
North Howard Street Corridor Improvements		✓	✓		
Jordan Street Safety Improvements		✓	✓	✓	
Beauregard Trail Feasibility Study		✓	✓		
Braddock Road Trail Access & Corridor Improvements		✓	✓		
Sanger Avenue Corridor Improvements		✓	✓	✓	✓
Taney Avenue Traffic Calming		✓	✓		
Seminary West Safety Improvements	✓	✓	✓	✓	✓
School Speed Camera Expansion		✓	✓	✓	



[Safe Routes to School Program](#)



[SRTS Walk Audit Reports](#)



[SRTS Projects](#)



[Recent SRTS Annual Reports](#)



TRANSIT PLANNING PROGRAM



**Department of Transportation
& Environmental Services**
Transportation Planning Division



ABOUT THE TRANSIT PLANNING PROGRAM

The City's Transit Planning Program is working to reduce congestion, improve mobility throughout the city, and protect our environment by implementing the City's priority transitway corridors, transit centers, and transit stop improvement program as outlined in the Alexandria Mobility Plan (AMP). This work also includes coordinating with regional transit partners on capital and operating issues to ensure we collectively meet the goals of making transit greener, more reliable, and easy to use.

Coordination efforts with regional jurisdictions on transit-related themes include serving on working groups and committees that provide support to Councilmembers on the Northern Virginia Transportation Commission, the WMATA Board, and Jurisdictional Coordinating Committee.

FY25 MAJOR ACCOMPLISHMENTS

- **Duke Street Transitway**

- City Council approved recommended service road concepts and intersection improvements.
- Design Contract Finalized

- **West End Transitway**

- Finalized design on Phase I improvements.
- Completed the draft West End Operations Plan
- Kicked Off the Public Art Program

- **Landmark Transit Center**

- Project kicked-off with architectural firm to complete design by 2026

- **Metroway Extension from East Glebe Road to Evans Lane**

- Initiated concept design work, expected by end of 2025

- **WMATA**

- Approved FY26 Budget with subsidy allocation formula revisions
- Supported Better Bus Network Redesign effort
- Contributed to the DMVMOVES Task Force regional planning effort

- **Metro Road Corridor Improvements**

- Implemented roadway redesign to improve safety around the Van Dorn Metrorail station

- **Bus Stop Program**

- Improved ADA access at over 35 bus stops
- Enhanced bus stops with seating, lighting, and other amenities
- Completed design of 20 bus shelters
- Developed dynamic dashboard for bus stop amenities
- Implemented first phase of King Street Corridor Improvements
- Awarded \$1 million in grant funding for bus stop enhancements



FY26 MAJOR WORK OBJECTIVES

Duke Street Transitway

Support final design and develop the long-term plan to provide convenient bus service along the corridor in coordination with the Duke Street Land Use Plan. Develop relationships with stakeholders to mitigate construction impacts.

Metroway Extension

Begin design of the Metroway Extension project to continue the bus only lanes on Route 1 between East Glebe Road and Evans Lane.

West End Transitway

Support the West End Transitway implementation, Public Art Task Force, and coordinate with City leadership to determine final operations strategy.

Landmark Transit Center

Design an iconic transit center at the West End mixed use development, which will be a major transfer center for both the West End Transitway and Duke Street Transitway and several DASH and WMATA routes.

Southern Towers Transit Center

Initiate design for a new transit center at the Southern Towers apartment complex. This project will improve safety, access, and operations for DASH & Metrobus operators and riders at this high-ridership transit hub in support of the West End Transitway.

FY26 MAJOR WORK OBJECTIVES

Transitway Enhancements

The City was awarded \$1.5 million in CMAQ funding to make improvements to any of the City's three transitway corridors. Staff identified improvements along Callahan Drive (between Duke and King Streets) to improve connectivity between the Duke street Transitway and the King Street Metrorail station for people walking, biking, and scooting.

Regional Transit Budgets and Financing

Staff will continue to collaborate with regional transit partners through efforts such as DMV Moves, SJ28, and the WMATA budget process to ensure facilities and operations are funded and advocate for the City's priorities.

King Street Reliability and Accessibility Upgrades

Staff will continue strategies to improve bus speed and reliability King Street in Old Town for the 1,500 average daily boardings. Priorities in FY26 are to advance strategies and seek funding for longer-term improvements. .

Bus Stop Program

The City continues to prioritize and implement phased ADA and amenity improvements at bus stops Citywide. Amenities include new bus shelters, seating, lighting, and other upgrades. Staff will also launch an updated website and interactive dashboard so residents can more clearly identify planned improvements and progress.



REGIONAL COORDINATION EFFORTS

WMATA Coordination

Staff serve on the Jurisdictional Coordinating Committee (JCC) to monitor WMATA board items and relay information to T&ES, OMB, and elected officials. Staff will support regional transit planning efforts through the DMVMOVES Task Force, implementation of the Better Bus Network Redesign, and the Blue Line Shutdown this summer.

DASH Coordination

Staff ensures that DASH, T&ES and WMATA are coordinating appropriately on all initiatives and projects. This includes supporting DASH with budget requests and identifying and applying for grant funding. T&ES also has a representative on the Alexandria Transit Company Board of Directors.

Northern Virginia Transportation Commission

NVTC is charged with the funding and stewardship of WMATA and the Virginia Railway Express (VRE), which it co-owns. NVTC also administers the Commuter Choice grant programs for transit and transportation demand management. NVTC is also working on Envision Route 7, a Bus Rapid Transit route connecting Tysons Corner with Alexandria, and City staff will support this effort as planning begins in the Alexandria portion of this project.

WMATA IN ALX BY THE NUMBERS

16

WMATA Bus
Routes

15,700+

Avg Daily WMATA
Bus Boardings
(2025)

5

Metrorail
Stations

11,300+

Avg Daily WMATA
Rail Boardings
(2025)

~3%

Share of WMATA
jurisdictional
subsidy

~\$79 million

FY26WMATA
Operation and
Capital
Contribution

DASH IN ALX BY THE NUMBERS

12

DASH Bus
Routes

20,000+

Avg Daily DASH
Bus Boardings
(2025)

542

DASH Stops

FARE FREE

~16%

Share of DASH
fleet electrified

~\$34 million

FY26 DASH
Operating Budget

BUS STOPS IN ALX BY THE NUMBERS

707

Bus Stops

22%

Share of stops
with bus shelters

55%

Share of stops
with benches

61%

Share of stops that
are ADA Compliant

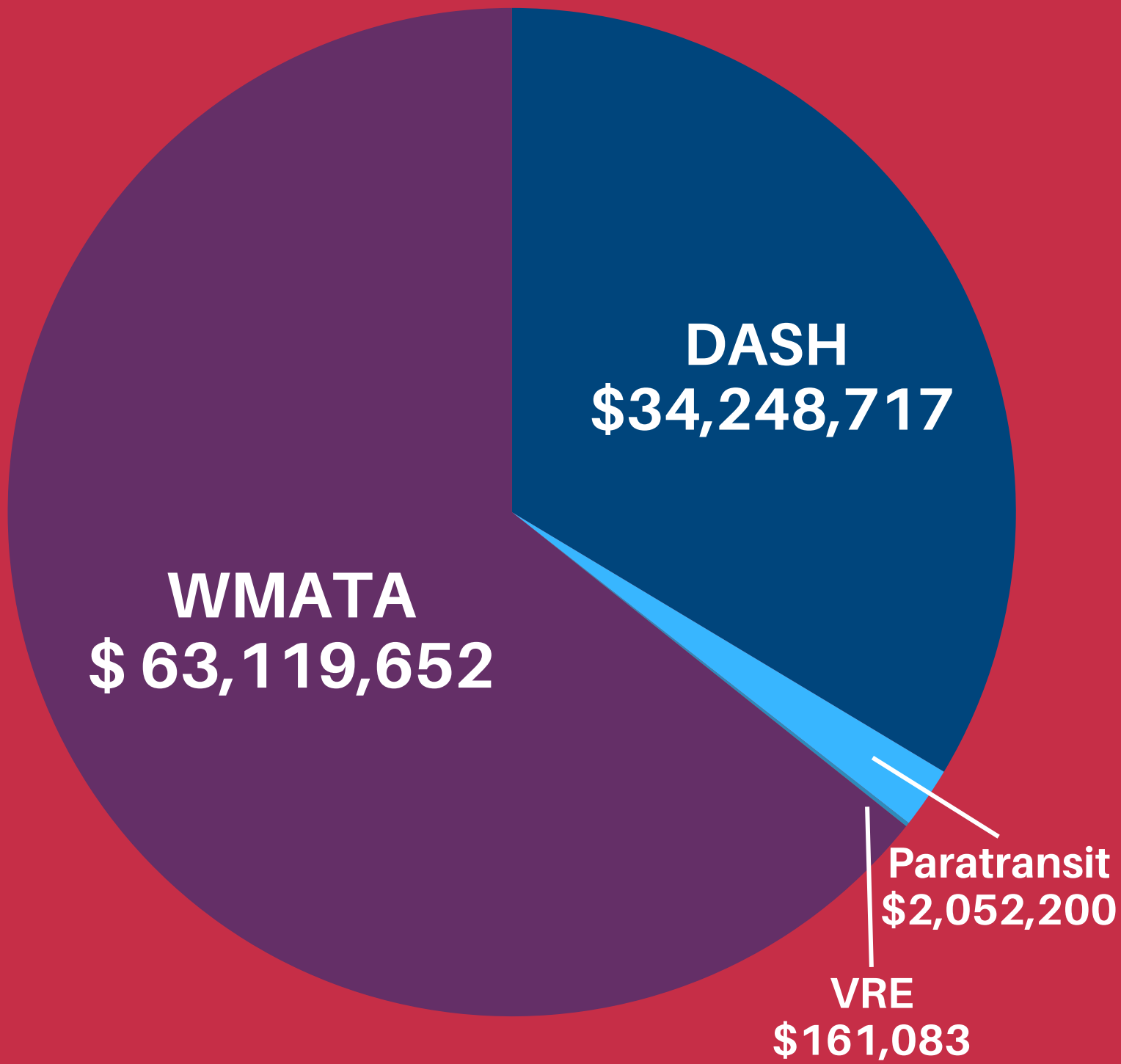
12%

Share of stops with
real-time information
displays

\$1,000,000

TRIP awards for bus
stop enhancements

TRANSIT OPERATING BUDGET FY 2026



TRANSIT CAPITAL PROGRAM BUDGET & TIMELINE

Project	Total Awarded in Millions (source)	2025	2026	2027	2028	2029
Duke Street Transitway	\$87 (NVTA)	D	D	C	C	
Metroway	\$9 (Many)	D	D	D	C	C
Landmark Transit Center	\$13 (Smart Scale)	D	D	C	C	
Transitway Enhancements	\$1.5 (CMAQ)	D	D	C	C	
West End Transitway	\$62 (Many)	D	C	C		
Southern Towers Transit Center	\$10 (Smart Scale)	D	D	C	C	
Transit Access and Amenities	\$5.5 (Many)	Design and Construction Ongoing				

D	Design
C	Construction

FY 2026 Public Transit CIP

FY 2026 High Capacity Transit Corridors CIP



LONG RANGE TRANSPORTATION PLANNING + REGIONAL COORDINATION



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**Department of Transportation &
Environmental Services**
Transportation Planning Division



ABOUT LONG RANGE TRANSPORTATION PLANNING

The Long-Range Planning section within the Transportation Planning Division is responsible for developing plans, policies, programs, and studies designed to ensure transportation sustainability and equity for the future of mobility in Alexandria.

The Long-Range Planning Program is responsible for:

- Tracking progress of the 2021 Alexandria Mobility Plan
- Supporting the Transportation Commission
- Reviewing development plans for consistency with City plans, guidelines, and standards
- Contributing to Small Area Plan (SAP) updates
- Liaising on studies and plans from other agencies
- Coordinating with regional bodies and jurisdictions

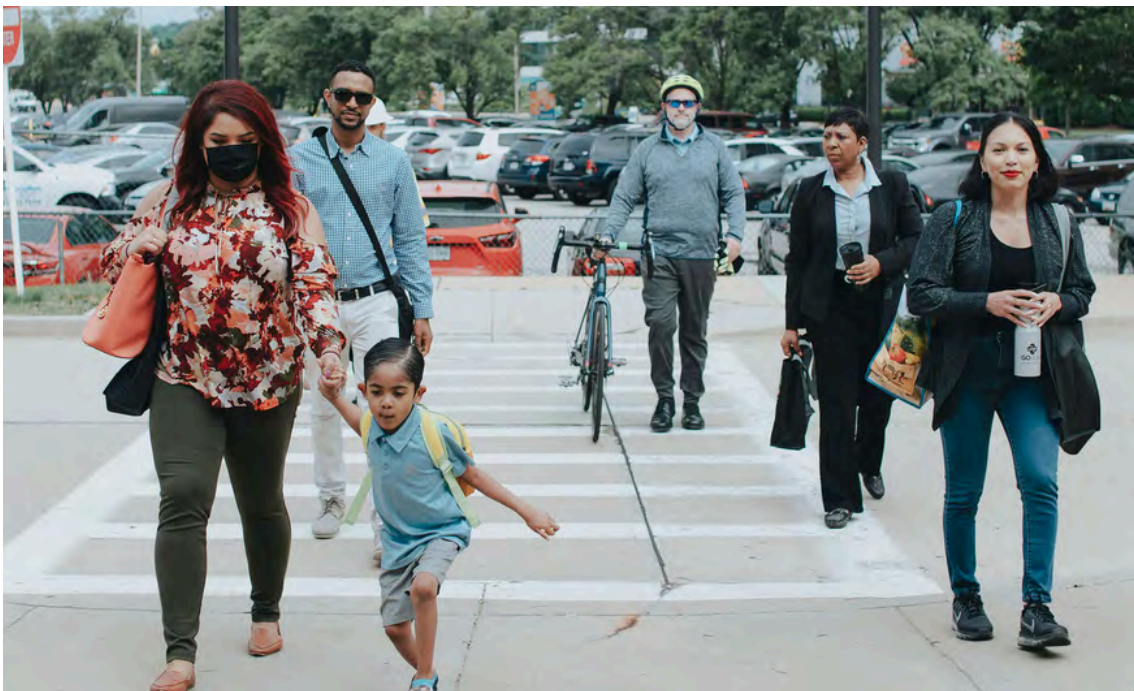
FY 2025 MAJOR ACCOMPLISHMENTS

- Obtained **eight grant endorsements** from the **Transportation Commission**.
- Negotiated for **\$271,000 in developer contributions** for Capital Bikeshare, over **6,300 linear feet of sidewalk**, **993 linear feet of bike paths**, and **43 public bicycle parking spaces** conditioned and approved by City Council for future private developments.
- Continued negotiations with the National Park Service (NPS) for an **Easement Deed** on East and West Abingdon Drive to install a cycle track and close an important gap in the Mt. Vernon Trail.
- Supported the **AlexWest Small Area Plan** Update and the beginning of the **Duke Street Land Use Plan**.
- Continued **tracking** of transportation improvements (such as public bike parking, Capital Bikeshare contributions, and so forth) to be provided by private development.
- Supported and directed transportation elements of the **Potomac River Generating Site**, a multi-acre waterfront redevelopment which includes new bike connections, transit stops, a woonerf street and improvements to the Mt. Vernon Trail.
- Represented Alexandria residents' interests in VDOT's I-495 Southside Express Lane project.



FY 2026 MAJOR WORK OBJECTIVE

- Support grant applications for CMAQ/RSTP, MWCOG, NVTA, & SMART SCALE.
- Represent transportation interests in the **Duke Street Small Area Plan** update.
- **Review development plans** to negotiate for transportation improvements and contributions and ensure alignment with approved policies and plans.
- Continue working with NPS to procure an **Easement Deed** to implement the cycletrack on East Abingdon Drive.
- Support completion of **Visualize 2050** with the Regional Transportation Planning Board.
- Complete at least **three pre-grant feasibility** studies.
- Continue to advocate for the City's interests in the **I-495 Southside Express Lane Study**.
- Coordinate with the Virginia Passenger Rail Authority on the **4th Track Expansion Project**.





ONGOING PROGRAM MANAGEMENT

Transportation Commission

The long range transportation planning team manages the Transportation Commission, acting as liaison between staff and the Commissioners and facilitating meetings. In FY25, the Commission had nine meetings. The Transportation Commission Annual Report outlines the Board's goals for FY25.

Alexandria Mobility Plan Implementation

The Alexandria Mobility Plan (AMP) is the 2021 update to the Comprehensive Transportation Master Plan developed in 2008 and updated in 2016 with a new bicycle and pedestrian chapter. The AMP incorporates a comprehensive transportation planning approach to ensure adequate mobility and access for all Alexandrians. The Long-Range Planning Program coordinates with other transportation programs to track progress of AMP implementation.

Small Area Plan Updates

The Department of Planning and Zoning leads updates to the City's Comprehensive Master Plan, focusing on areas of the City that are expecting significant growth or development. The long range transportation team provides input on the transportation vision and recommendations with each plan update.



ONGOING PROGRAM MANAGEMENT

Transportation Studies

Once transportation needs and projects are identified and recommended through planning processes, staff conduct studies to assess feasibility, define scope, and estimate costs for improvements. These studies guide funding opportunities for project design and construction.

Development Review

Staff work with other departments on a collaborative development review process that strives to balance quality development and the transportation needs of a growing community. For Alexandria to maintain its attractiveness as a place of residence and commercial destination, transportation infrastructure and impacts associated with new developments are reviewed by staff to ensure proposals are consistent with transportation policies and requirements. Staff provide guidance to the Department of Planning and Zoning to ensure development proposals align with transportation goals and policies.

Interagency and Interdepartmental Coordination

The long range transportation team coordinates and provides input on regional and City-wide projects as needed. Agency coordination is on-going with groups such as DASH, Virginia Passenger Rail Authority, Virginia Railway Express, and the Virginia Department of Transportation.



REGIONAL COORDINATION

Northern Virginia Transportation Authority (NVTA)

The Authority is responsible for long-range transportation project planning, prioritization, and funding for regional transportation projects in Northern Virginia. The NVTA's policies and priorities are guided by the two overarching goals of reducing congestion and moving the greatest number of people in the most cost-effective manner.

Transportation Planning Board (TPB)

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. Staff support City Council appointees to this board and provide relevant information and briefings for TPB meetings.

Virginia Department of Transportation (VDOT)

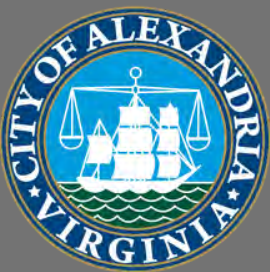
The Virginia Department of Transportation (VDOT) collaborates with the City in various aspects. Most notably and recently, on the I-495 Southside Express Lane project, which is examining adding four toll lanes to the ten-lane beltway south of Alexandria.

Virginia Passenger Rail Authority (VPRA)

The Virginia Passenger Rail Authority (VPRA) is responsible for improving passenger rail service throughout the Commonwealth. Around Alexandria, the focus has been on adding a fourth track to accommodate the DC to Richmond High Speed Rail project.



PARKING & CURBSIDE MANAGEMENT



WE ARE



**Department of Transportation
& Environmental Services**
Mobility Services Division



ABOUT PARKING & CURBSIDE MANAGEMENT

The City manages competing demands for curb space and works to efficiently use parking to help achieve City goals. Over the past several years, Alexandria has seen an increase in e-commerce deliveries, rideshare use, and scooter and bikeshare use, all of which have unique demands for space along the curb. In 2020, during the COVID-19 pandemic, the City experienced increased interest in allowing retail uses and outdoor dining along the curb. The evolving nature of the curb and broader mobility trends prompt the City to rethink how parking and curb space is allocated, while balancing the competing priorities for space, effectively managing this resource, and continuing to maintain quality of life on City streets.

FY 2025 MAJOR ACCOMPLISHMENTS

- Implemented real-time signage for **City garages**.
- Upgraded technology for **City garages and lots**.
- **Launched garage controls** at Del Pepper Center.
- Held 9 **Traffic and Parking Board** meetings and reviewed 34 docket items.
- Expanded **Residential Pay by Phone** to 33 blocks.
- Used **data and pricing** to manage on-street parking on residential blocks and garages.
- Conducted and published the **biennial review of taxicabs** in the City.
- Conducted the **annual recertification of curbside loading and pickup** zones.
- Launched the **Car-Free 200 Block of King Street Pilot**.
- Collected **parking data** at 16 residential and commercial buildings.
- Began implementing **parking technology programs** including license plate readers for parking enforcement and curb data specifications
- Created and launched the **daylighting program**.
- Responded to over 260 customer **311 requests** for parking.



FY 2026 MAJOR WORK OBJECTIVES



Parking Standards for New Developments

The Parking & Curbside Management team will evaluate and update existing parking standards for residential and commercial development projects.



Food Truck Regulations

The Parking & Curbside Management team will collaborate with City departments, the food truck industry, local businesses, and residents to evaluate, research, and propose updates for the existing food truck policies.



Carshare Policy

The Parking & Curbside Management team will update the 2013 City adopted a Carshare Policy to reflect current best practices, meet demand, and provide options that support low or no car ownership.



Parking Technologies

As part of the VDOT parking technologies grant, the City will implement technology applications to enable data-driven decision-making in support of the City's policies. Grant-applicable technologies being pursued include license plate readers and curb data mapping to support real-time parking technologies.

FY 2026 MAJOR WORK OBJECTIVES



Car-free 200 Block of King Street Pilot

The Parking & Curbside Management team will continue to work with other City departments and public stakeholders on the car-free 200 block of King Street Pilot. The team will coordinate on elements of the waterfront implementation project for the permanently pedestrianized blocks.



Value the Curb

The Parking & Curbside Management team will evaluate how certain aspects of the curb are valued. These include loading zones, parking meter rates, citation prices, and garage rates.



EV Charging

The Parking & Curbside Management team will work with City departments to develop electric vehicle charging policies across the city including but not limited to a curbside EV charging pilot and a policy for City-owned garages.



Taxicab Code Change Review

The City in partnership with taxicab companies is evaluating potential code changes to match industry practices. Staff will also bring a new application for a taxicab company before the Traffic and Parking Board.

ONGOING PROGRAM MANAGEMENT



Traffic & Parking Board Management

The Parking and Curbside Management team provides staff support to the Traffic and Parking Board and serves as the liaison between City staff and the Board. In FY 2025, the Board reviewed 34 docket items. The Traffic and Parking Board Annual Report outlines the Board's goals for FY 2026.



Residential Parking Permit (RPP) Program

The RPP program started in 1979 as a response to increased demand for parking particularly in Old Town and residential areas of the City near Metrorail stations. There are 14 districts. Staff manages requests for changes to RPP restrictions and boundaries and presents them to the Traffic and Parking Board and City Council for consideration.



Residential Pay-by-Phone Program

The Residential Pay-by-Phone program was established in 2019. Since that time, 33 blocks have joined the program, including 2 in FY 2025. In FY 2026, staff will evaluate pricing on high-use blocks in coordination with pricing of City-owned parking facilities.



Daylighting Parking Policy

The Parking & Curbside Management team will evaluate daylighting requests using the recently established administrative daylighting program.

ONGOING PROGRAM MANAGEMENT



Curbside Management

The curbside loading and pickup zones were offered to businesses during the pandemic and were made permanent in 2022. Currently there are 26 places where these zones have been implemented.

Curb Space Prioritization Framework				
Priority:	Residential	Main Streets	Office & Commercial	Warehouse & Industrial
1: High	City Plan Priorities			
2	Access for People	Access for People	Access for People	Access for Goods
3	Parking	Access for Goods	Access for Goods	Access for People
4	Access for Goods	Activation	Parking	Parking
5: Low	Activation	Parking	Activation	Activation



City Garage Management

The team manages the City-owned garages to ensure parking needs are met. Staff uses JustPark, which compiles data on parking usage, to make decisions on pricing, revenue, and availability, and manages programs for the garages including employee parking pricing and local business programs. In FY 2025, the Parking and Curbside Management team began managing the garage at the Del Pepper Community Center including launching parking controls.



Coordination with Parking Enforcement

The team coordinates with the Police Department's Parking Enforcement Division on recurring parking issues, updating policies, and improving signage for efficiency and effectiveness.

ONGOING PROGRAM MANAGEMENT



Parklets

The Parklet Program started as a pilot program in 2020, and the permanent program began in 2022. The program provides three types of parklets: 1) annual commercial parklets, 2) short-term parklets, and 3) annual public parklets. There are currently 32 annual commercial parklets citywide and new businesses are able to apply throughout the year. The Parking and Curbside Management team assists potential applicants by guiding them through the application process and reviewing their new applications.



Bike Parking

The Parking and Curbside Management team manages bike parking requests and coordinates installations in the public right-of-way. The installation of bike racks is often coordinated with the installation of scooter and e-bike parking corrals to provide a variety of options for users at these mini mobility hubs.

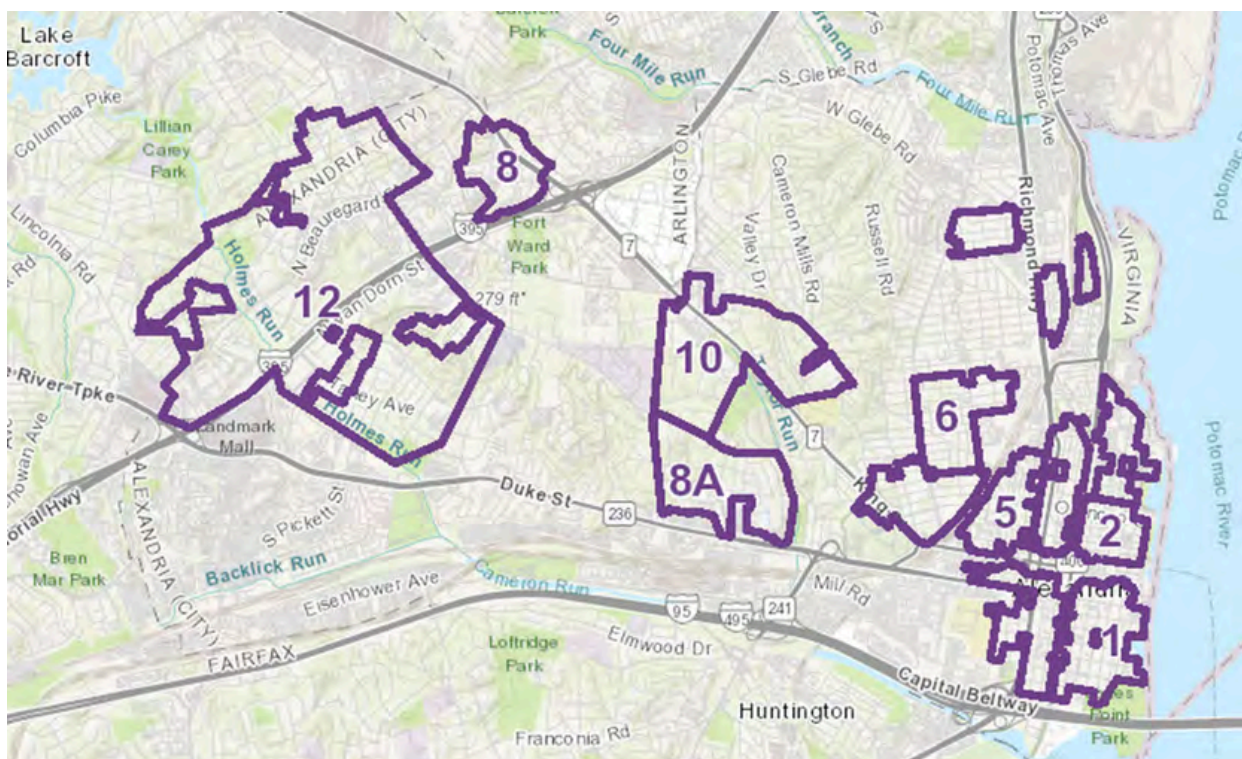


Disability Parking

Persons with disabilities may request signage for a disability parking space on the public street in front of their home. Existing spaces are re-certified annually. Currently there are 63 signed disability parking spaces on residential streets. Staff also manages requests in commercial areas and makes recommendations to the Traffic and Parking Board for installation.

KEY METRICS

- 5 City-owned garages and 2 paid parking surface lots
- \$2.89 million from parking garages and lots in FY 2025
- \$4.3 million from parking meters in FY2025
- 76% paid via ParkMobile, 23% paid at parking meters
- 14 Residential Permit Parking Districts
- 32 approved parklet permits in FY 2025
- 26 curbside pick-up and drop-off zone spaces
- 89,000 parking-related citations issued in FY 2024
- 63 disability parking spaces on residential streets



RESOURCES & PARTNERS

- [Alexandria Mobility Plan, Curb Space and Parking](#)
- [Traffic and Parking Board](#)
- [Parking and Curbside Management FY25 Workplan](#)
- [Parking in Alexandria](#)
- [Parking in Old Town Alexandria](#)
- [Curbside Loading and Pickup Zones](#)
- [Parklets Program](#)
- [Residential Parking Permits](#)
- [Residential Pay By Phone Parking Program](#)
- [Disability Parking on Residential Streets](#)
- [Taxicabs](#)
- [Food Trucks](#)
- [Tour Bus, Motorcoach and School Tour Bus Information](#)





CAPITAL BIKESHARE



**Department of Transportation
& Environmental Services**
Mobility Services Division



ABOUT CAPITAL BIKESHARE

Capital Bikeshare is the region's bikeshare program. Bike sharing is public transportation using bicycles, and cities around the world provide bike sharing systems as a transportation option for residents and visitors. The Capital Bikeshare system has continued to grow since its inception in 2010 and there are over 800 stations and over 7,500 bikes throughout the City of Alexandria, Arlington County, City of Fairfax, Fairfax County, City of Falls Church, Montgomery County, Prince George's County, and Washington, D.C. As of July 2025, there are 71 Capital Bikeshare stations in Alexandria. Users can pick up a bike in any part of the region and return it to any station. The program now offers e-bikes that can be found at stations or nearby bike racks.

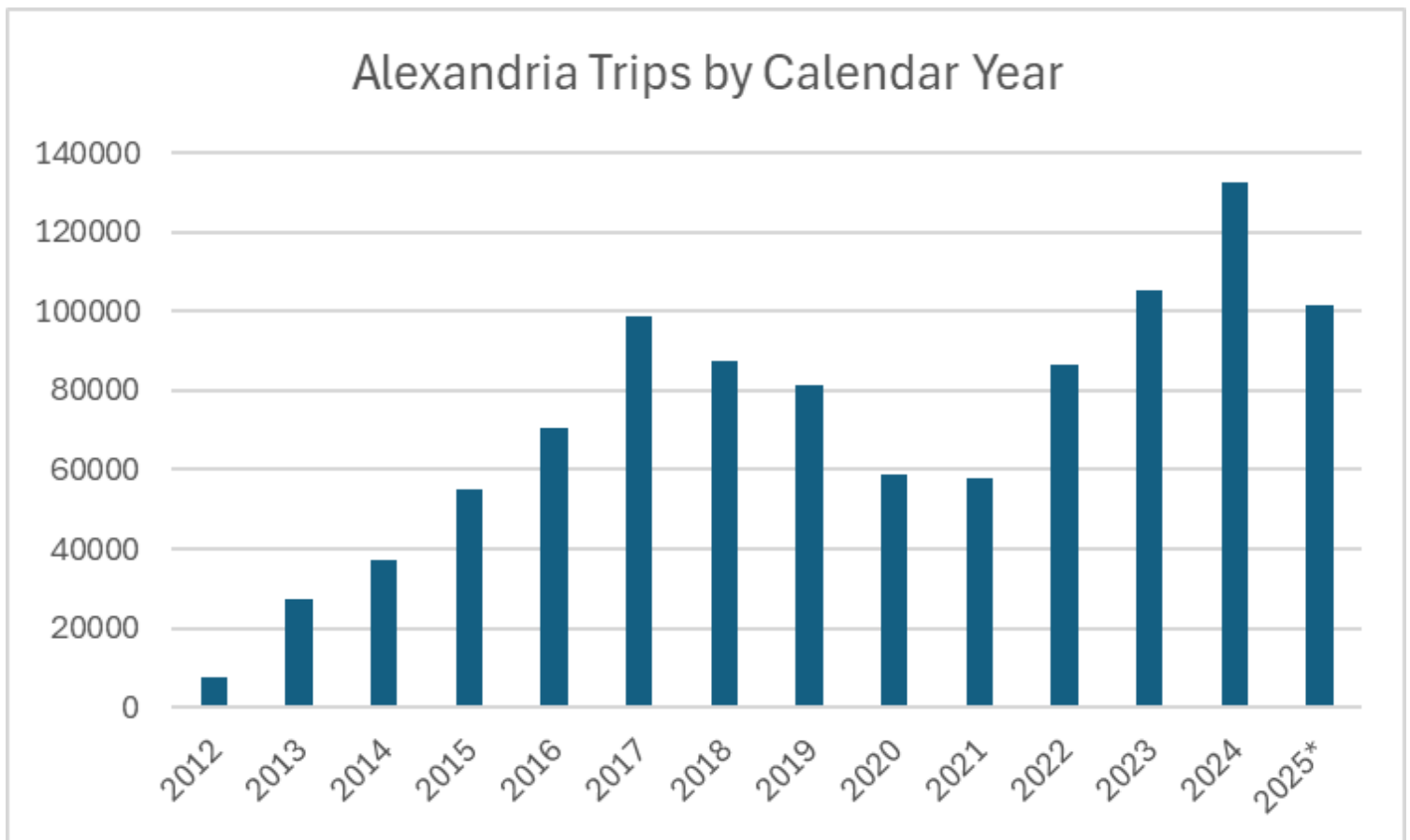
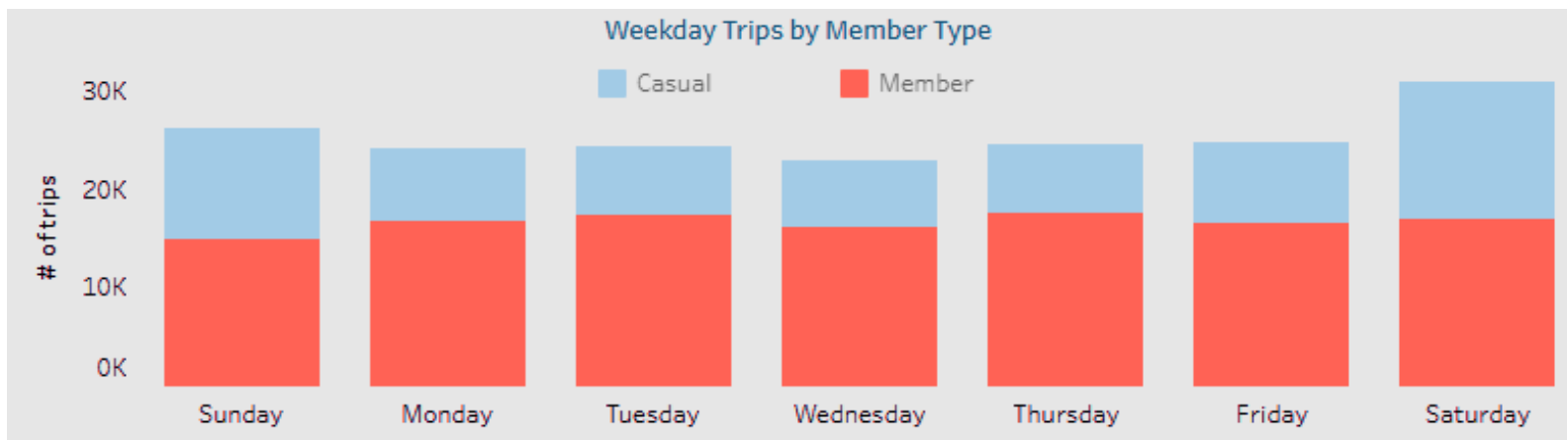
FY 2025 MAJOR ACCOMPLISHMENTS

- The Capital Bikeshare system hit **record ridership numbers** systemwide and in the City in FY 2025.
 - **179,611 total trips in FY 2025**, a 28% increase from FY 2024
 - The City hit its best performing month of all time in **May 2025 with 27,926 total trips, averaging 901 trips per day.**
 - Of the top 10 highest ridership months all time, eight were in FY 2025.
- **9 new stations** were installed and **4 stations were replaced** with new equipment.
- The City purchased **60 new e-bikes.**



FY 2025 KEY METRICS

- Average Trip Time - 23.1 Minutes
- Corporate Membership Purchases - 286
- Annual and Monthly Membership Purchases - 506



FY 2025 KEY METRICS

Bikeshare stations with the highest total trips in FY 2025:

1. Braddock Road Metro South
2. Prince Street & Union Street
3. Mount Vernon Trail & South Washington Street
4. King Street Metro North
5. Market Square / King St & Royal St

Date Filter

7/1/2024 12:00:00 AM

6/30/2025 11:59:59 PM

Start Station Count

71

Start Trip Total

145,057

End Station Count

71

End Trip Total

151,177

Busiest Start Stations

Dockless	50,856
Braddock Rd Metro South	5,545
Mt Vernon Trail & S. Wash..	3,931
Prince St & Union St	3,777
King St Metro North / Cam..	3,718
Main Line Blvd & E Glebe	3,476
Potomac Yard Metro South	3,428
Market Square / King St & ..	3,405
Commonwealth and Reed	2,944
King St & N Pitt St	2,902
Madison St & Fairfax St	2,371

Busiest End Stations

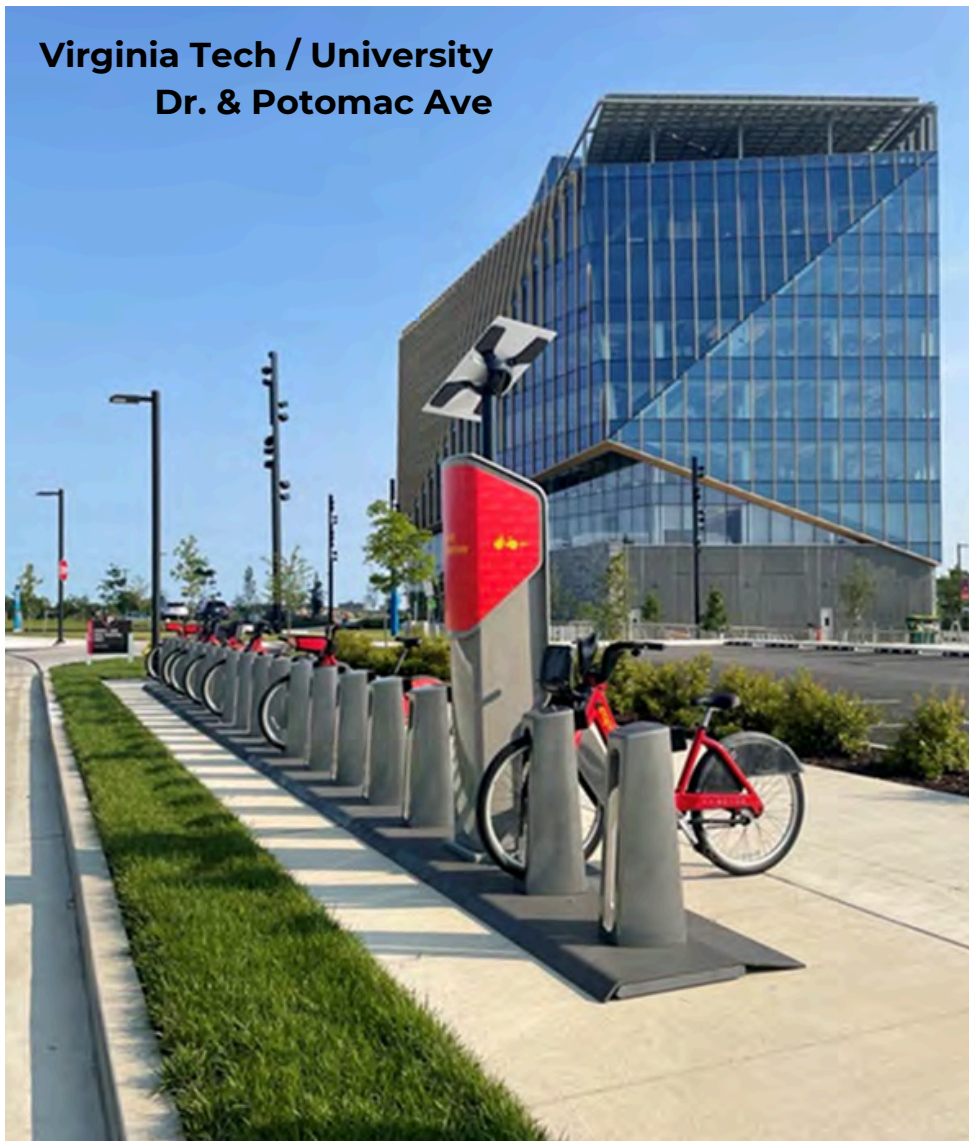
Dockless	61,544
Braddock Rd Metro South	5,055
Prince St & Union St	4,299
Market Square / King St & ..	3,701
Mt Vernon Trail & S. Wash..	3,682
King St Metro North / Cam..	3,499
Potomac Yard Metro South	3,235
Main Line Blvd & E Glebe	3,187
King St & N Pitt St	2,984
Commonwealth and Reed	2,753
Madison St & Fairfax St	2,519

FY 2026 MAJOR WORK OBJECTIVES

Bikeshare Station Expansion

Per the Alexandria Mobility Plan, the City will purchase new Capital Bikeshare stations to expand the system in the West End. Staff will use ridership trends, the Alexandria Mobility Plan, and public feedback to determine potential locations and work with the community on the station locations.

**Virginia Tech / University
Dr. & Potomac Ave**

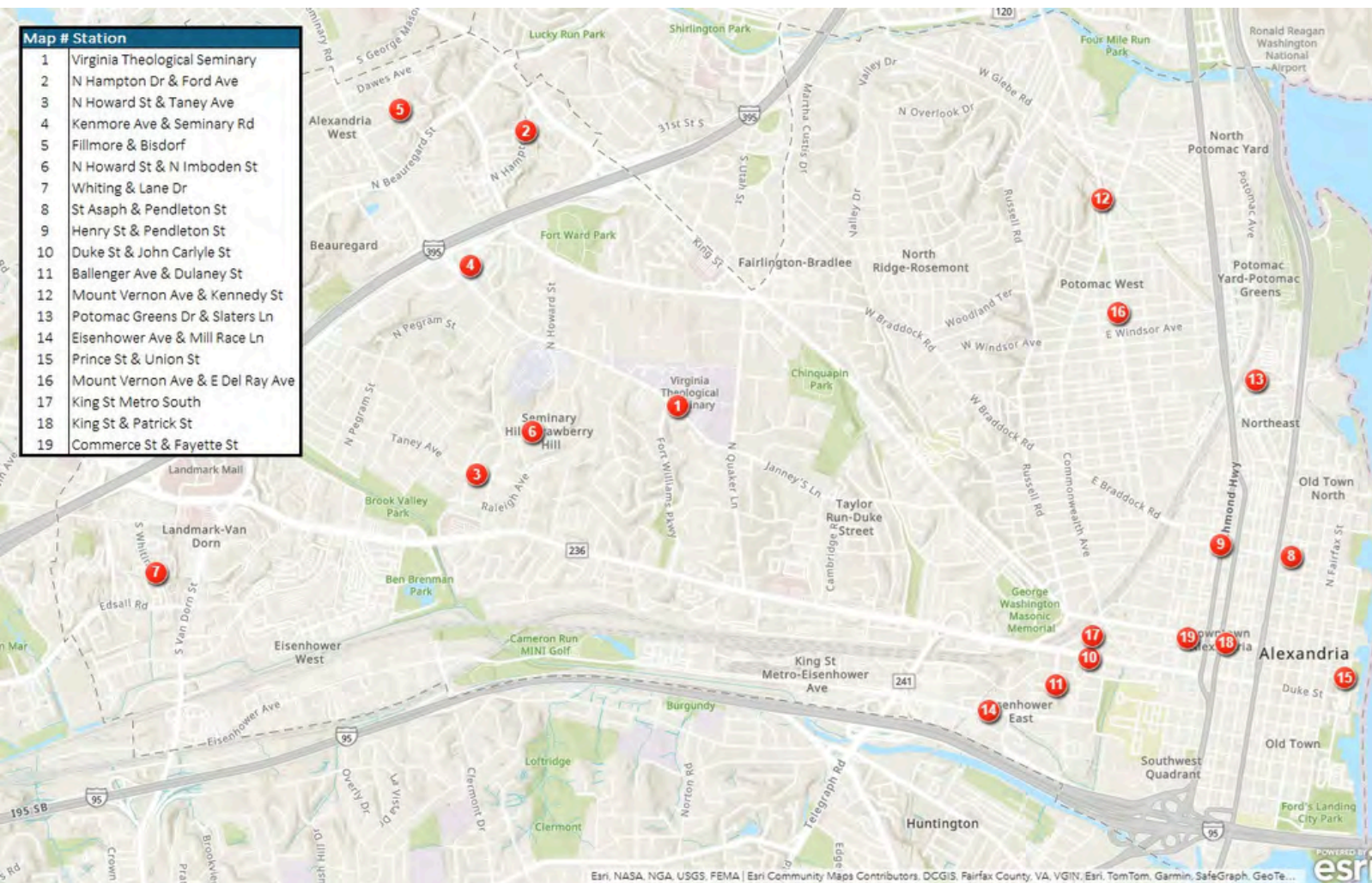


FY 2026 MAJOR WORK OBJECTIVES

Replacement Bikeshare Stations

The City will continue to replace Capital Bikeshare stations that have reached the end of their useful life with new and upgraded stations.

Map of Existing Stations to be Replaced in FY2026





FY 2026 MAJOR WORK OBJECTIVES

Expand Electric-Bike Fleet and Charging Infrastructure

Capital Bikeshare added a new e-bike model to the fleet in Spring 2023 that has seen very high ridership. The City purchased its first set of e-bikes in 2024 and will continue to add e-bikes to the Capital Bikeshare fleet to expand transportation options for people in the City in FY26.

The City is evaluating methods to electrify stations to charge e-bikes while docked. This will further increase the availability of e-bikes to riders and decrease vehicle miles traveled for operational staff to replace depleted batteries.





ONGOING PROGRAM MANAGEMENT

Coordinate with New Development Projects

The City will continue to coordinate with new developments to determine Capital Bikeshare contributions and station locations. Staff purchase and install new Capital Bikeshare stations near developments that have provide contributions to the program. Staff also manage the contributions that are provided for operations.

Streamline Contracts with Regional Coordination

The City and other Capital Bikeshare member jurisdictions will work to streamline operations and maintenance contracts across the region and build tools to track compliance.

Data Management

The City will update the public facing dashboard data tools and use the Capital Bikeshare data to make data driven decisions for new station placements and ensure operations and maintenance contract compliance.



ONGOING PROGRAM MANAGEMENT

Capital Bikeshare for All

Capital Bikeshare for All is the system-wide equity program that grants qualifying members low cost access to the Capital Bikeshare system. In FY 2025, there were 260 new Capital Bikeshare for All members in Alexandria. Staff will expand marketing and communications to promote the Capital Bikeshare for All program to increase awareness of the program.

Outreach and Engagement

City staff will work with GO Alex to promote usage and educate the community about the new Capital Bikeshare e-bikes and system as a whole. Staff will assist with the City's Capital Bikeshare corporate membership for employees and promote the program during major transportation events throughout the year.

Regional Coordination

Staff participate in, and chair on a rotating basis, a Regional Coordination meeting with the eight jurisdictions in the Capital Bikeshare system to discuss ridership trends, marketing efforts, expansion plans, and new technologies in the industry.





PROGRAM BUDGET: REVENUE

Source	Prior Years	FY 25	FY 26	FY 27	FY 28	FY 29
Capital Federal Funds (CMAQ)	\$2.5m		\$410k			
Developer Contributions, Operations	\$500k	\$50k	\$50k	\$50k	\$50k	\$50k
Developer Contributions, Capital	\$730k	\$50k	\$50k	\$50k	\$50k	\$50k



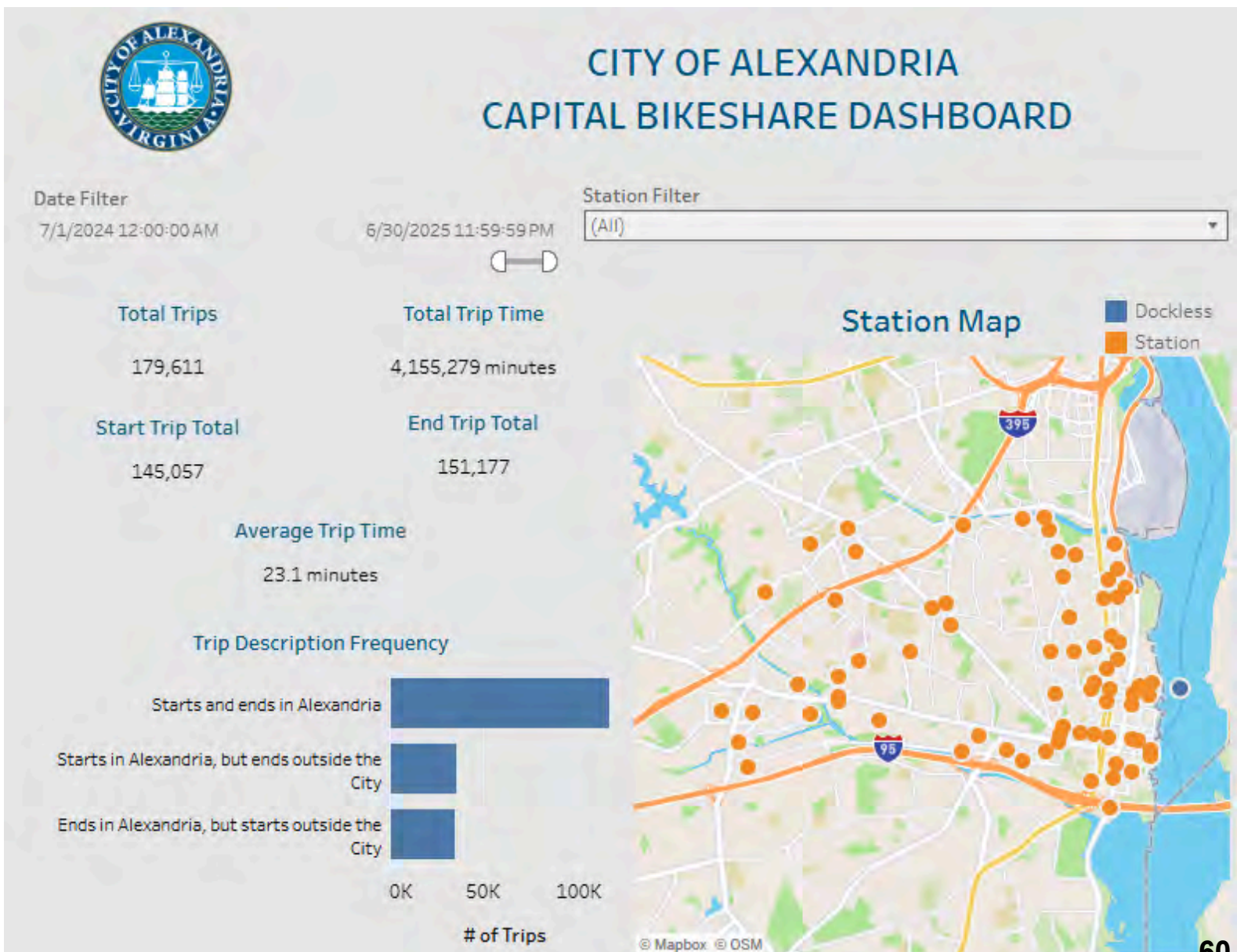
PROGRAM BUDGET: EXPENDITURES

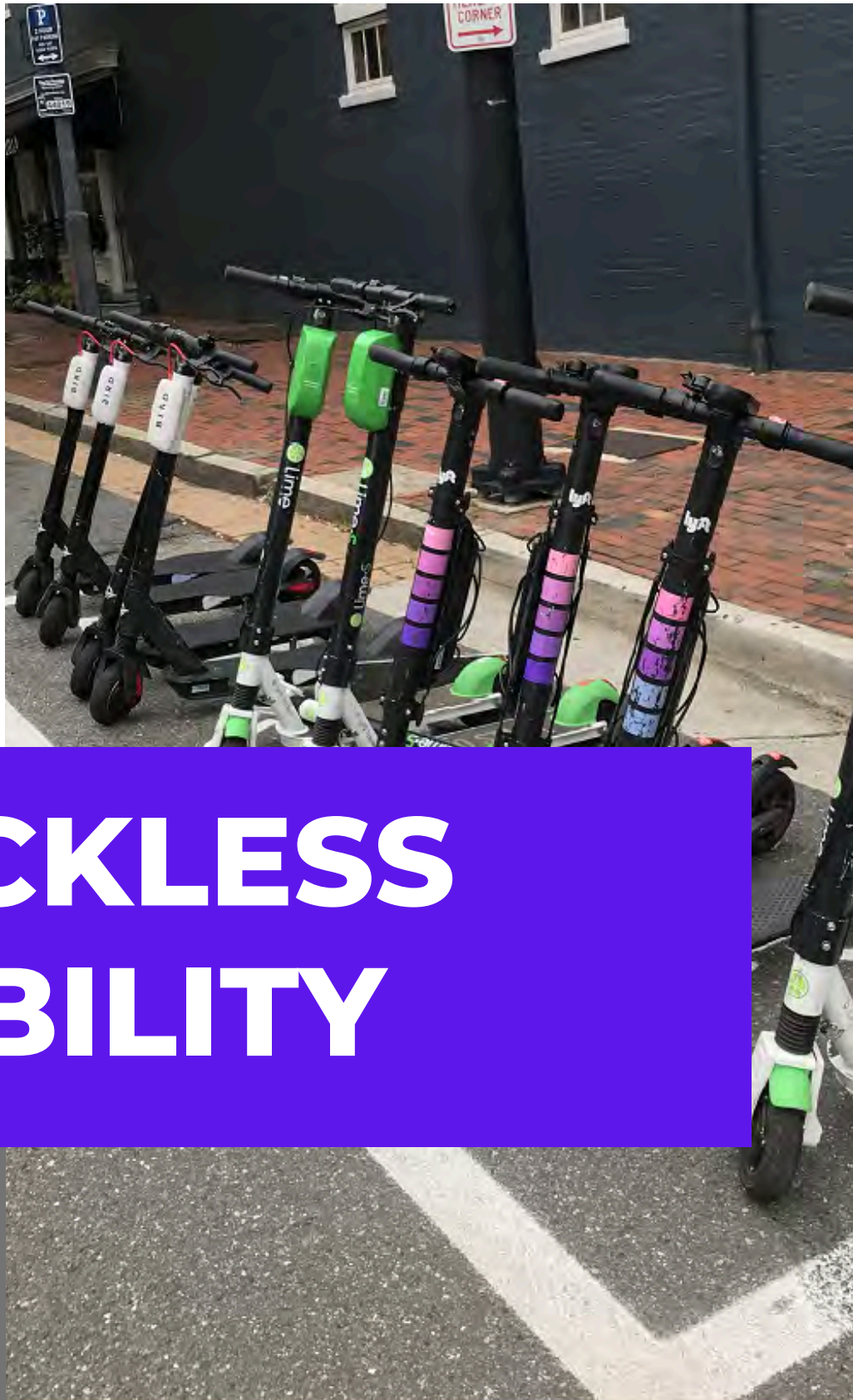
Source	FY 25	FY 26	FY 27	FY 28
Operating and Maintenance	\$1.21m	\$1.51m	\$1.58m	\$1.7m
Additional Stations (9) and Bikes	\$680k			
Replacement Stations, bikes and e-bikes		\$1.2m (20) stations)	\$1m (15 stations)	
E-Bike Purchases	\$225k			



RESOURCES & PARTNERS

- [Capital Bikeshare Website](#)
- [City of Alexandria Capital Bikeshare Program Website](#)
- [Capital Bikeshare Dashboard](#)
- [FY 2024 Annual Report & FY 2025 Work Plan](#)





DOCKLESS MOBILITY



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**Department of Transportation
& Environmental Services**
Mobility Services Division



ABOUT DOCKLESS MOBILITY

In November 2018, the City began to work with dockless mobility companies that began appearing in Alexandria. The City conducted a two-phased pilot program to determine the need for and structure of a permanent program. The Ad Hoc Scooter Task Force made a recommendation to City Council to create a permanent program, and in November 2021, the City Council approved the current Dockless Mobility program. Pursuant to City Code, the City has established an overall cap for the number of dockless mobility devices in the City of 1,200 scooters and 800 e-bikes. This cap on devices can be modified in the future as needed. Two companies have been approved for permits to operate in Alexandria through March 31, 2026.

FY 2025 MAJOR ACCOMPLISHMENTS

- **Updated permit application** to award permits based on past compliance and operational metrics.
- **Permitted two dockless mobility companies** to deploy up to 1,100 scooters and 100 e-bikes.
- Refined the **enhanced Alex311** dockless vehicle reporting function to facilitate prompt retrieval of improperly parked devices and track cases.
- Processed 154 **Alex311 requests** related to dockless parking.
- Expanded **Dockless Mobility Slow Zones** that restricts speeds for dockless devices.
- Presented program updates to the **Metropolitan Washington Council of Governments** (MWCOCG).



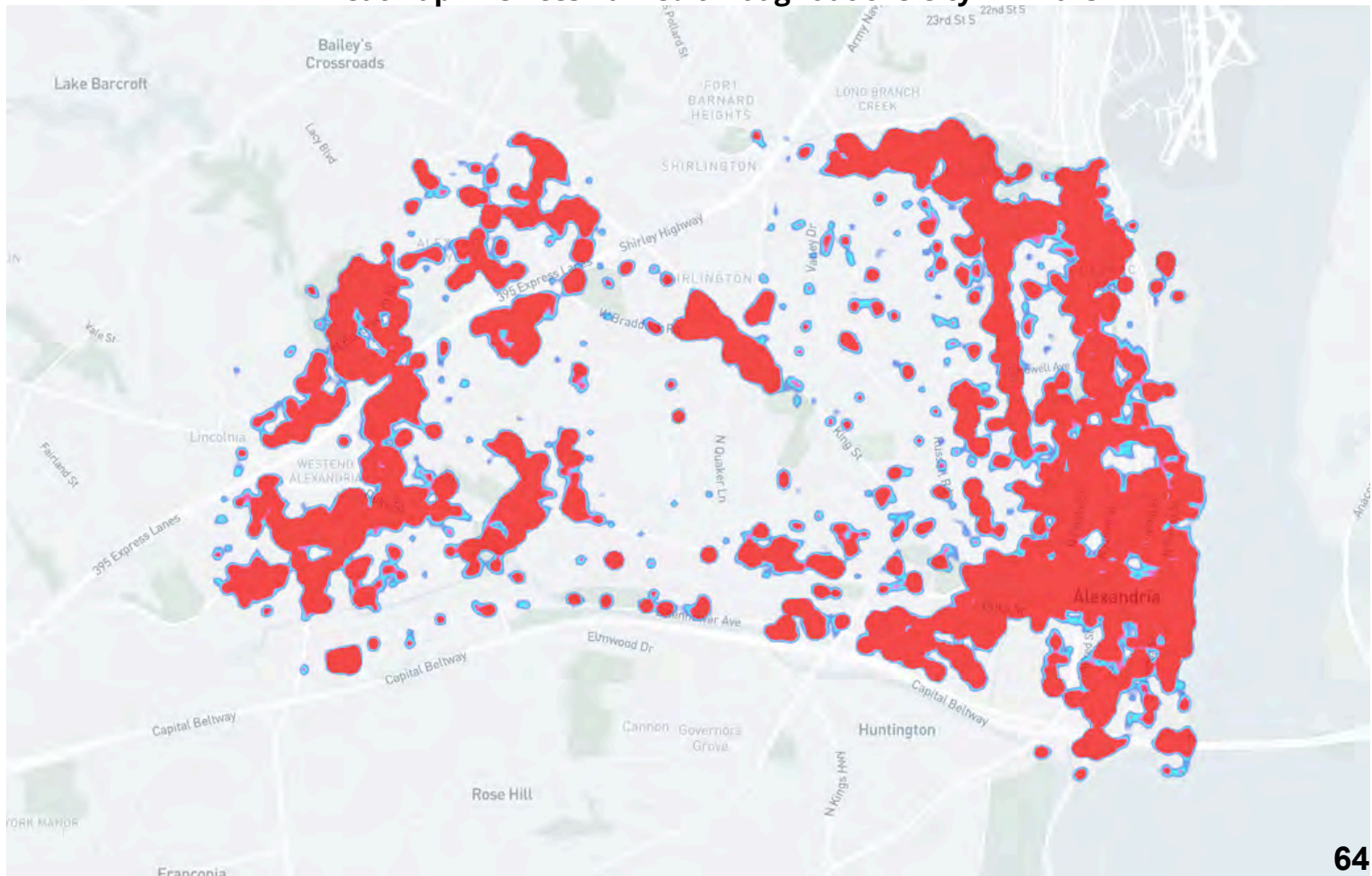
FY 2026 MAJOR WORK OBJECTIVES



Data Analysis

The team will analyze data from the Dockless Mobility Program, including data from the two permitted operators, to determine compliance with equity zone requirements, metro station deployments, and Alex311 requests. Staff will use the data to determine parking corral locations and other needed infrastructure to support the program.

Heatmap - Devices Parked throughout the City - FY 2025



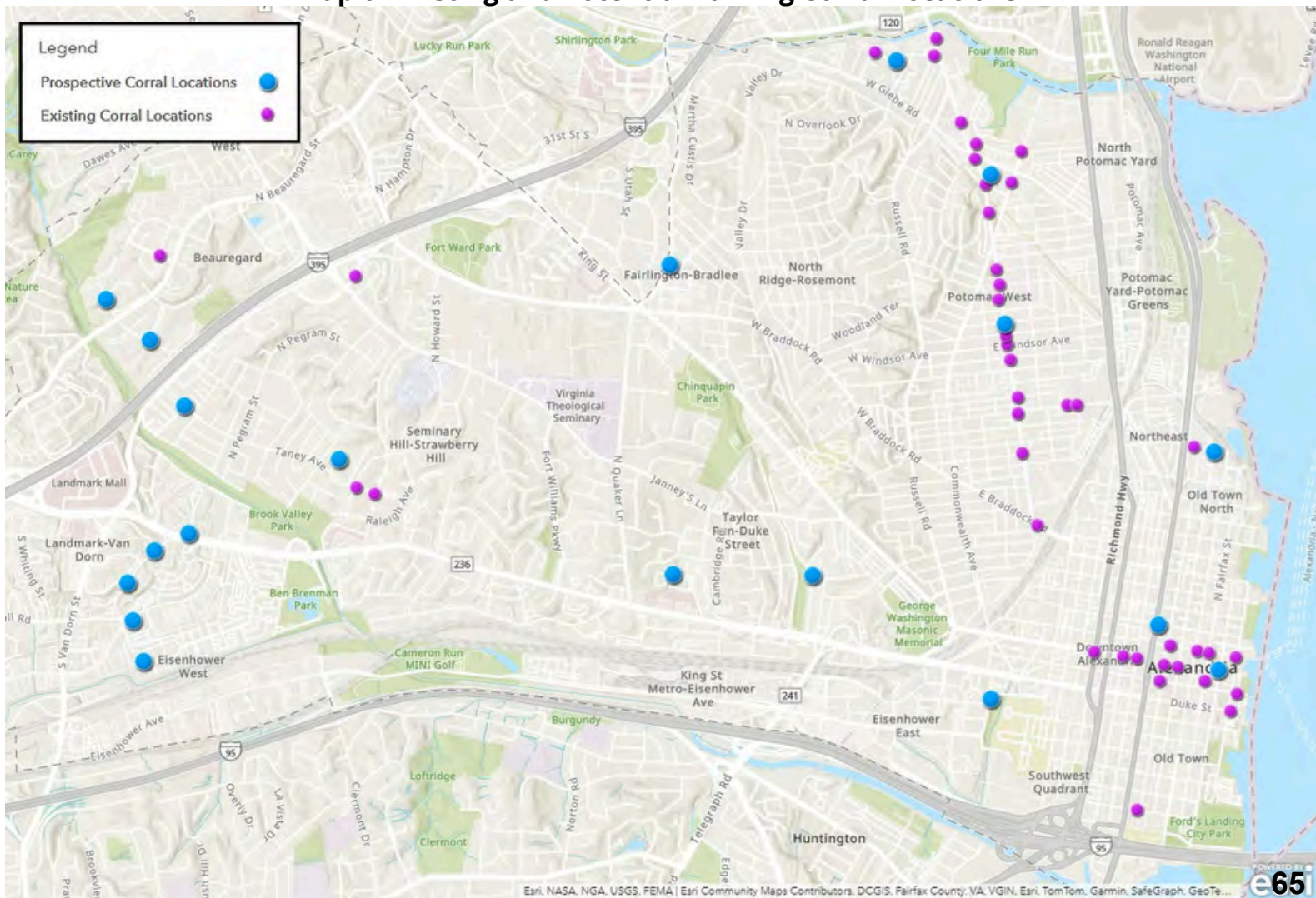
FY 2026 MAJOR WORK OBJECTIVES



Dockless Corral Refresh and Expansion

The team will install new dockless corrals and bike racks, with an emphasis on locations that experience high ridership, equity zones, opportunities for daylighting intersections, and Alex311 requests.

Map of Existing and Potential Parking Corral Locations



ONGOING PROGRAM MANAGEMENT



Update Dockless Permit Requirements

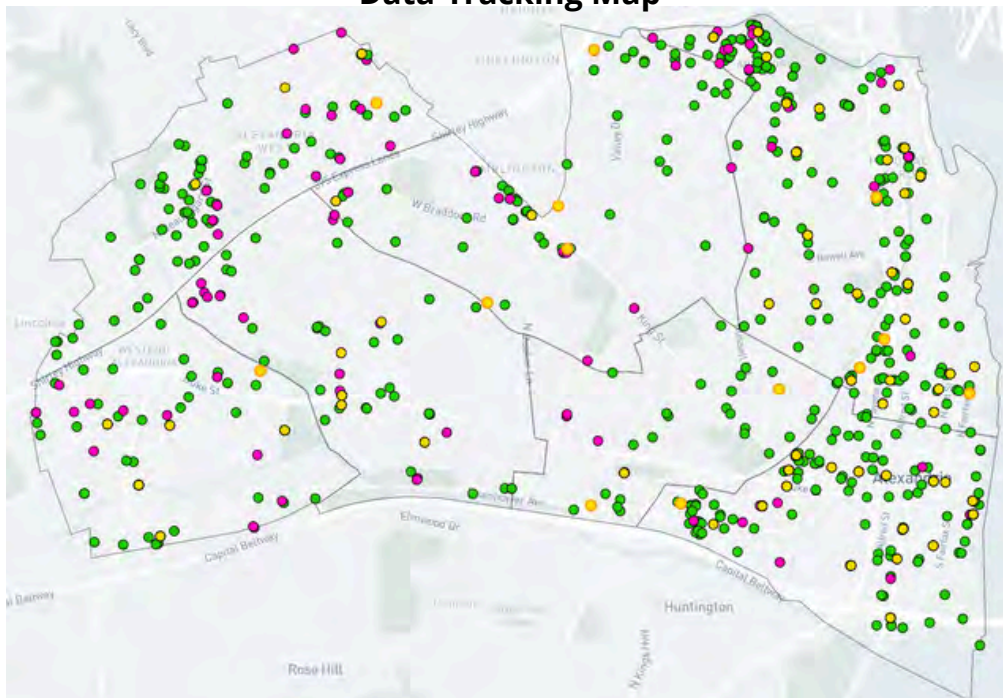
The team updates the dockless permit requirements and evaluates potential fee and fine structure changes based on best practice from around the country. The City will evaluate the current vehicle cap, application system, and permit requirements to best meet the Alexandria Mobility Plan goals.



Dockless Operator Permit Compliance

Staff use data-tracking software and the Alex 311 reporting tool to determine if dockless operators are meeting permit requirements. Staff also create a system for managing non-compliance with metrics included in the permit, including response time to complaints.

Data-Tracking Map



ONGOING PROGRAM MANAGEMENT



Dockless Outreach and Education

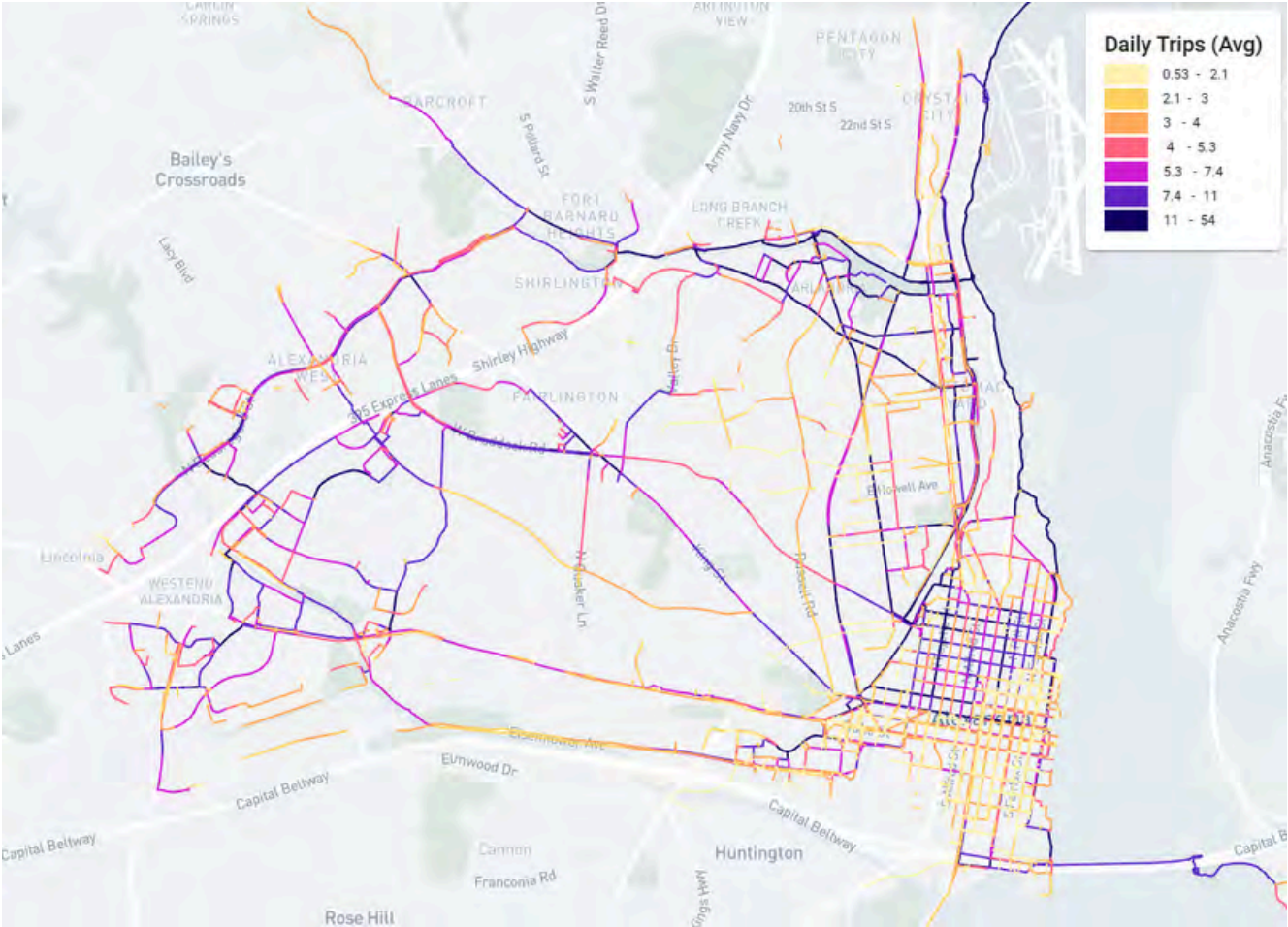
The Parking & Curbside Management team will collaborate with permitted operators to host education and outreach events focused on safe riding practices and proper device parking. In partnership with operators, staff will also promote equity programs available in the City to ensure broader access to shared mobility options. These efforts will support the broader goals of the Alexandria Mobility Plan, including reducing single-occupancy vehicle use and encouraging more sustainable transportation choices.



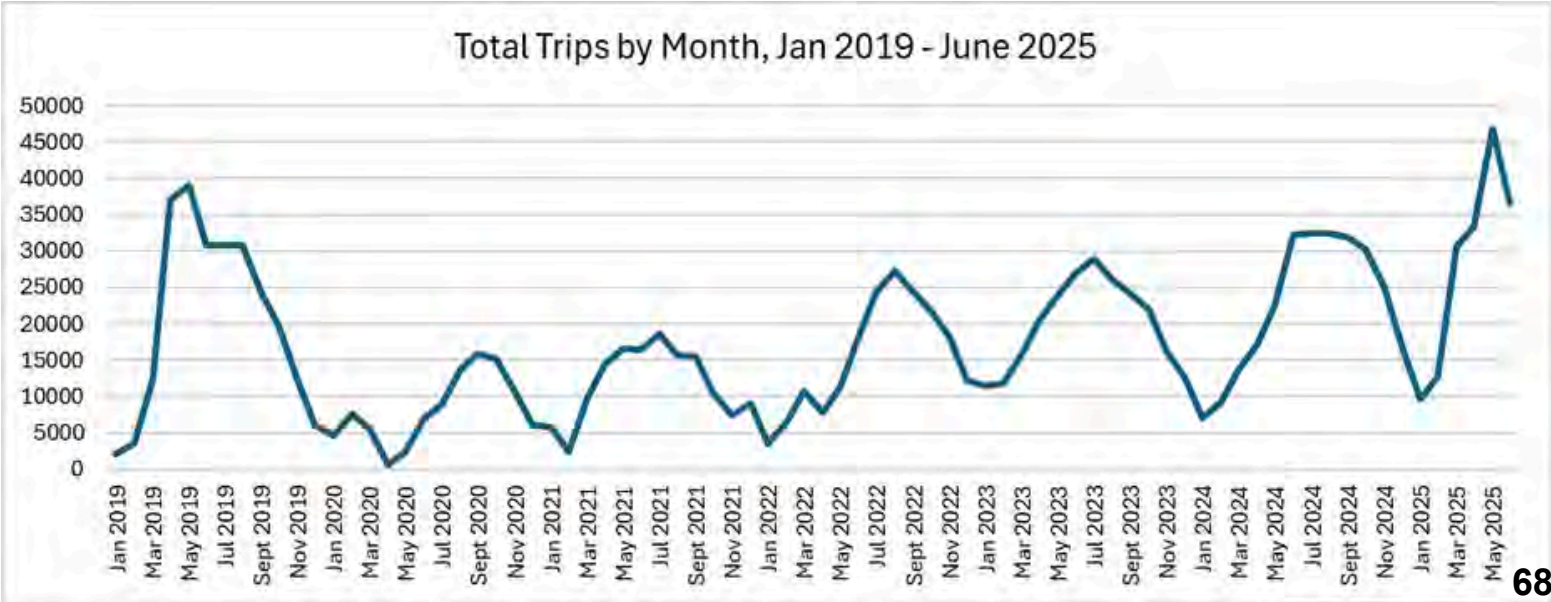


PROGRAM KEY METRICS

Trip Route Map, July 1, 2024 - June 30, 2025



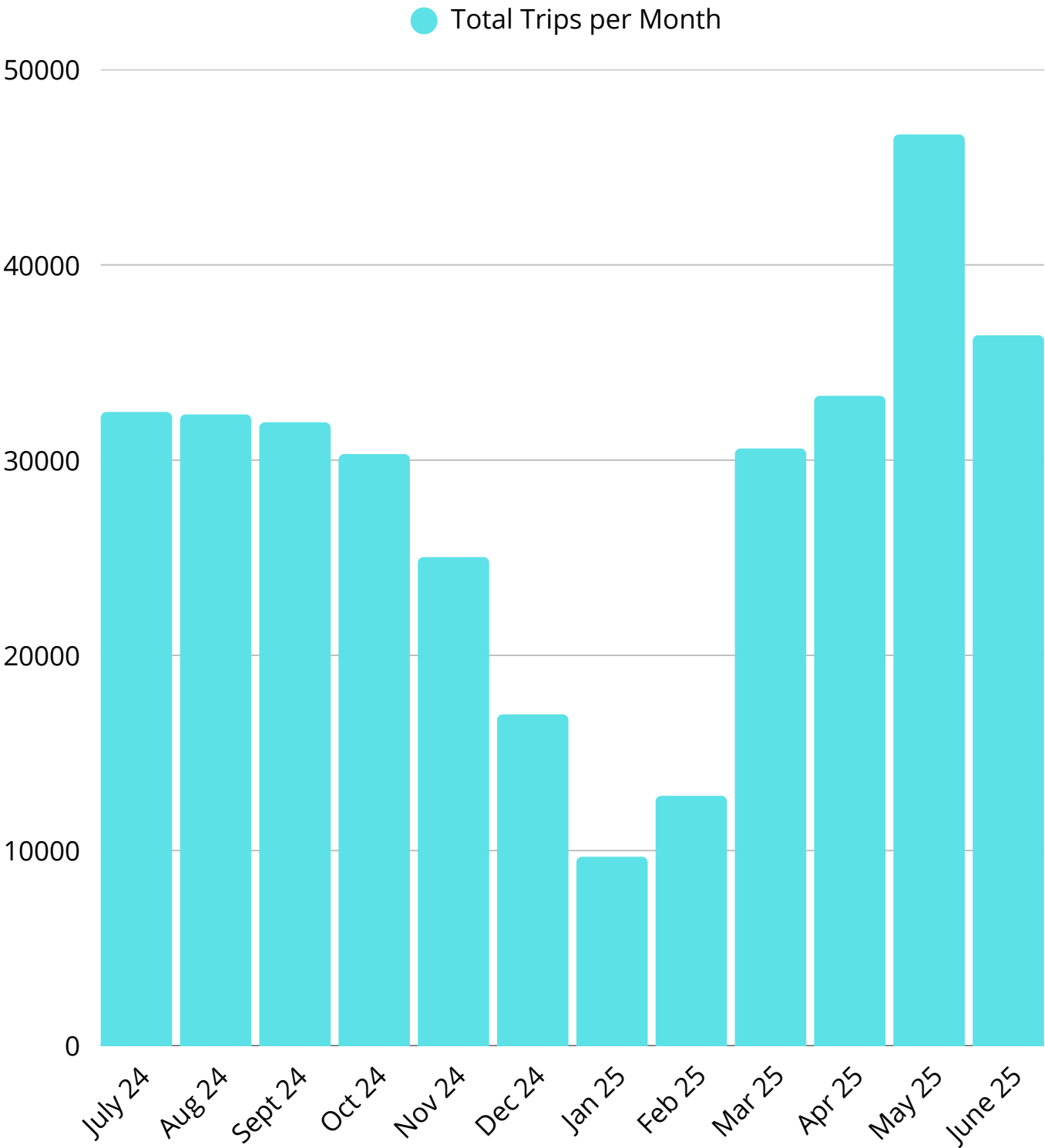
Total Trips by Month, Jan 2019 - June 2025





FY 2025 KEY METRICS

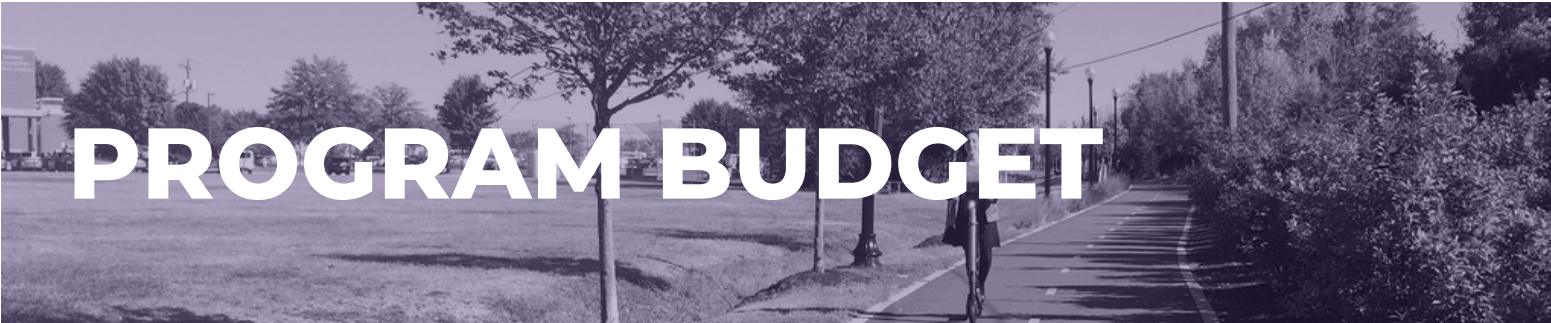
338,523 Total Trips in Alexandria in FY 2025



FY 2025 KEY METRICS

- **Permitted 2 dockless operators** in April 1, 2025
- **1,200 scooters and 800 e-bikes** allowed in Citywide cap
 - **799 scooters and 86 e-bikes** deployed on an average day
- **1,306 scooter trips and 200 e-bike trips** on an average day in May 2025 (typically high ridership month)
- **338,523 total trips** started in Alexandria
- **109,653** Dockless trips started in **equity zones**
 - 7.8% in Arlandria (25,076)
 - 10.4% West of I-395 (33298)
 - 16% Between Quaker Lane and I-395 (51,279)
- **35,669** Dockless trips started **near Metro stations**
 - 3.4 % at King St (11,452)
 - 3.2% at Braddock Rd (10,917)
 - 2.6% at Potomac Yard (3,860)
 - 0.9% at Eisenhower Ave (2,308)
 - 0.4% at Van Dorn St (564)





Program Year	2019-2023	2024 Permit	2025 Permit
Revenue (<u>Permit Fees</u>)	\$675K	\$118K	\$111K
Expenses	\$254K	\$317K	\$84K
Balance	\$421K	\$222K	\$247K

FY 2024 Permit Fees

- \$10,000 per permitted operator + \$75 per permitted device

Expenditures Summary

- Data analytics and reporting
- Corral installation and bike racks
- Capital Bikeshare e-bike purchases
- City staffing
- Contractor support

RESOURCES & PARTNERS

- [Dockless Mobility Website](#)
- [Dockless Mobility Dashboard](#)
- [FY 2024 Annual Report and FY 2025 Work Plan](#)



Approved Operators:

- [Lime](#)
- [GCOO](#)





GO ALEX



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**Department of Transportation
& Environmental Services**
Mobility Services Division



ABOUT GO ALEX

GO Alex encourages the reduction of automobile dependence, increasing mobility, and improving air quality through the promotion of public transportation, ridesharing, bicycling, and walking as money and timesaving alternatives. GO Alex administers the City's Transportation Management Plan (TMP) Program by engaging public and private development to address the community's transportation impacts. GO Alex also works to improve the commuter experience and assist Alexandria's employers with creating customized commuter programs for their employees. Additionally, GO Alex operates the DOT Paratransit Program that provides transportation services for persons with disabilities.

FY 2025 MAJOR ACCOMPLISHMENTS

- Awarded **MWCOG Commuter Connections Employer Award** for the City of Alexandria Transportation Benefits Program.
- Completed the **DASH is Free to Ride campaign** with additional radio ads and a new DASH bus wrap.
- Implemented **Digital and Print Advertising signage** at Metro and VRE stations promoting GO Alex resources.
- Revived **GO Alex direct mailer campaigns** through sending 62,000 households Return to Office transportation messages
- **Launched Mobile Store** at Del Pepper Center and Visitor Center.
- Administered the Employer Outreach Program, which included:
 - Over **1,800 calls** to employers to discuss transportation
 - Over **400 Employer Outreach** meetings
 - Conducted **25 commute surveys**
 - **55 new Level 3 and 4 Employers** in the ACT! Database
- Planned and executed GO Alex events, including **Bike to Work Day** and **Operation Illumination**, and participated in other City events.
- Created a **Mobility Guide** for Office of Historic Alexandria to help patrons get to their facilities using public transit or biking.
- Provided free **Bike and Scooter Parking Services** at various City events.



	FY25	FY26	FY27
City Funds			
GO Alex Fund	\$270,000	\$330,000*	\$400,000*
Grant Funds			
CMAQ/RSTP	\$500,000	\$600,000	\$550,000
Alexandria Transit Store	\$200,000	\$200,000	\$200,000
CAP Operating	\$153,100	\$200,000	\$220,000**
VDOT - Employer Outreach	\$51,725	\$52,913	\$55,000**

*Estimated projected balance at end of the fiscal year. May be higher as more new TMPs come online and existing TMPs opt-in to the new policy

**Estimates based on assumptions and/or grant awards

FY 2026 MAJOR WORK OBJECTIVES



GO Alex Managed TMP Program

GO Alex will continue to work with Planning and Zoning to ensure new development complies with the 2023 TMP Policy that established new funding mechanisms for the GO Alex managed TMP Program. The funding will go towards small area plans and City-wide transportation programs and projects. An average of 10 new developments will be added to the TMP program each year. GO Alex will also work with existing developments with TMPs to encourage them to enroll in the GO Alex managed program.



Commuter Assistance Program (CAP) Strategic Plan Update

The Virginia Department of Rail and Public Transportation (DRPT) requires TDM agencies, such as GO Alex, to have a six-year Strategic Plan providing a roadmap for future TDM programs and services. The GO Alex team will update this plan using the information provided in the Alexandria Mobility Plan and other best practices.



FY 2026 MAJOR WORK OBJECTIVES



GO Alex Events

GO Alex organizes and participates in many public events throughout the year. FY 2026 events include:

- World Car-Free Day, Connecting Communities campaign – September to November 2025
- Operation Illumination - October and November 2025
- EV Ride and Drive - Fall 2025 and Spring 2026
- Earth Day/Month – April 2026
- Eco-City Festival - May 2026
- Bike Month and Bike to Work Day – May 2026
- Cycling and commuting classes - Fall 2025 and Spring 2026



Promote Employee Transportation Benefits

GO Alex supports city employers to be regionally and nationally recognized through MWCOC and Best Workplaces for Commuters. for the organization's employee transportation and commute benefits such as Capital Bikeshare membership, Metro fare provisions (SmartBenefits), and employer amenities.



Marketing Public Transportation

GO Alex's FY 2026 marketing campaigns include:

- Direct mail messaging covering all Alexandria
- Digital and print media for Bikeshare, DASH, Metro, & VRE
- Branded brochure racks with local transportation information
- Regional cash-earning incentive programs and competitions (e.g. Commuter Cash, GoMyWayVA, goDMV Challenge)

ONGOING PROGRAM MANAGEMENT



For Pedestrians

GO Alex develops mobility guides that highlight the ease of accessing neighborhood destinations through a variety of transportation options. The guides support more efficient trip planning and encourage pedestrians to explore and experiment with car-free travel.



For Bike, Scooter, and Shared Mobility Riders

GO Alex assists businesses, community organizations, and individuals to adopt bike, scooter, and shared mobility trips for cross city travel, or as the first mile/last mile solution for riders to connect to public transportation. Riders find that Capital Bikeshare, Lime Scooters, and GCOO Scooters provides very convenient transportation for most trips.



For Public Transportation Riders

GO Alex partners with DASH, WMATA, & VRE to promote public bus, metro, and train options in, out, and within Alexandria. This includes campaigns highlighting free transportation options and new service areas.



For Carpool and Vanpool Riders

Commuters are provided carpool/ vanpool matching services through the City's partnership with MWCOC Commuter Connections. GO Alex promotes incentive programs to encourage solo-driving commuters to join a carpool/vanpool or switch to public transportation commutes.

ONGOING PROGRAM MANAGEMENT



Private Development TMP Policy Regulation

GO Alex oversees Private Developments with existing TMP requirements. These Developments are required to submit semi-annual TMP Progress Reports that detail their site-specific TMP funding and expense status. Every TMP should include a combination of program components to mitigate vehicular traffic, including transit subsidies, incentives for carpool/vanpool, carshare and bikeshare memberships, and marketing programs available to City residents, visitors, and employees.



The GO Alex Mobile Store

The City's mobile transportation store provides transportation information and farecard sales at key locations and events across the city, including the city's five Metro stations, City Hall, and the Redella S. "Del" Pepper Community Resource Center.



Special Event Transportation

GO Alex provides free and bike and scooter parking services at City sponsored events, making it easier for attendees to choose sustainable transportation. This service encourages active travel, reduces traffic congestion, and supports a cleaner, more accessible event experience.

RESOURCES & PARTNERS

City Partners

- Complete Streets Program
- Office of Climate Action
- Shared Mobility Program
- Special Events Committee
- Transportation Commission
- Transportation Planning



Regional and State Partners





DOT PARATRANSIT

DOT
PARATRANSIT



WE ARE
T&ES



**Department of Transportation
& Environmental Services**
Mobility Services Division



ABOUT PARATRANSIT

The DOT Paratransit Program provides curb-to-curb transportation for City of Alexandria residents who are unable to use fixed-route transit due to disability or age. The service is designed to ensure equitable access to essential destinations such as medical appointments, employment, and community resources. DOT Paratransit plays a critical role in supporting mobility, independence, and quality of life for eligible residents. The program is funded by the City and complies with federal ADA requirements while aligning with local mobility and equity goals. It continues to evolve through investments in technology, customer service, and coordination with regional and human services partners.



Our Mission

DOT—Dignified Options in Transportation—provides accessible, equitable, and coordinated transportation services for older adults, individuals with disabilities, and residents participating in City-supported programs. We are committed to enhancing mobility, independence, and quality of life through safe, reliable, and person-centered transportation that connects our community with dignity.



Our Vision

To be a trusted, community-centered model of equitable transportation that ensures every eligible Alexandria resident has safe, dignified access to opportunity, essential services, and full participation in civic and community life.



Our Values

- **Safety First**
 - We prioritize the health and safety of our riders, drivers, and community in every decision and operation.
- **Equity and Inclusion**
 - We are committed to fair and just access to transportation for all eligible individuals, regardless of age, ability, income, or background.
- **Dignity and Respect**
 - We treat every rider with compassion, professionalism, and courtesy, recognizing the inherent dignity of each person we serve.
- **Reliability and Accountability**
 - We deliver consistent, on-time, and dependable service, holding ourselves accountable to our riders, partners, and community.
- **Public Stewardship**
 - We use public resources responsibly, transparently, and efficiently to ensure long-term sustainability and service excellence.
- **Collaboration and Coordination**
 - We work across City departments, service providers, and community partners to provide seamless and integrated transportation that meets diverse needs.

FY 2025 MAJOR ACCOMPLISHMENTS

At the end of FY 2024, the DOT Paratransit program hired a new program manager to evaluate the program needs and develop strategies to make it easier and more reliable for clients to use DOT paratransit services. In FY 2025, the program accomplished:

- **Updated the application process** to reduce the burden on the applicant, ensure compliance with federal requirements, and align with regional standards.
- **Updated the recertification process** to reduce barriers that place an undue burden on the program riders.
- **Updated policies** and program information to:
 - Address gaps in program policies in order to ensure equitable treatment of all riders.
 - Translate policies and procedures into multiple languages to promote access to our entire community.
- **Updated fare zones** to expand fare free zone in compliance with federal requirements



FY 2025 MAJOR ACCOMPLISHMENTS

- **Created an Alex 311 ticket** for tracking customer comments which will allow the program to ensure all customer comments are addressed in a timely manner.
- Developed and **launched a new scheduling and dispatching system** integrated with UZURV to improve service oversight and vendor coordination. The system allows the program to track on-time performance, trip denials, cancellations, and vendor compliance. This integration supports more data-driven decision-making and enhances transparency. It also enables quicker response to service issues and better communication between the City and its transportation vendor.
- **Explored grant opportunities** and received council approval to apply for the enhanced mobility grant to support program cost and reduce trip costs.
- Provided updates and **outreach** to the Commission on Persons with Disabilities, Commission on Aging, Human Rights Commission and Transportation Commission.
- Communicated program updates to participants with postcard mailers.
- Met **95% On Time Performance** Metric for the first time
- Provided over **44,400 Alexandria DOT paratransit passenger trips** (3,000 more trips than previous year)



Exciting News for DOT Riders!

We're launching new scheduling software to make your travel experience smoother!

What's New:

- One App for All Your Trips** – Track all your paratransit rides, including UZURV, in one place.
- Unified Notifications** – Get consistent trip updates for all your trips.
- Accurate Fare Information** – Fewer fare issues with improved UZURV integration.
- Pay Your Way** – Pay with cash on the vehicle or by card in the app.

FY 2026 MAJOR WORK OBJECTIVES



Implement Interactive Voice Response (IVR) System

In FY 2026, the DOT Paratransit Program will implement its first IVR system to automate call handling, trip reminders, and service updates. This will significantly improve ADA compliance and reduce manual workload for staff. Riders will benefit from timely, consistent communications that help prevent missed trips and enhance the overall experience. Integration with scheduling and dispatch systems will ensure real-time updates flow seamlessly across platforms.



Improve On-Time Performance and Service Reliability

Improving reliability is a core operational goal for FY 2026. With new data tools in place, the program can now track on-time performance in real time and identify trends that cause delays. These insights will support corrective action plans and informed collaboration with service vendors. The ultimate objective is to increase dependability and ensure trips occur within the scheduled window.

FY 2026 MAJOR WORK OBJECTIVES



Strengthen Regional Collaboration

The program will continue developing partnerships with Arlington County, WMATA, and other regional stakeholders to improve trip coordination. Cross-jurisdictional travel remains a challenge for riders, and regional alignment can simplify that experience. In FY 2026, the team will explore policy harmonization, joint planning efforts, and service integration where possible. These collaborations will position Alexandria as a leader in equitable regional mobility.



Enhance Program Branding and Outreach

DOT Paratransit will finalize and launch a new brand identity that reflects professionalism, accessibility, and dignity. Updated brochures, vehicle decals, and website content will modernize the program's public presence. A targeted outreach campaign will educate the community about services and reinforce the program's value. Rider trust and engagement will grow through clear, consistent, and inclusive messaging. Staff will continue to engage with the Commission on Persons with Disabilities and the Commission on Aging.

FY 2026 MAJOR WORK OBJECTIVES



Coordination with Human Services Transportation

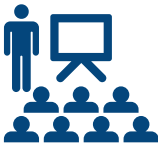
DOT Paratransit will continue strengthening coordination with other human services transportation providers within the City of Alexandria. This includes aligning service delivery and policies with programs operated by the Department of Community and Human Services (DCHS), the Division of Aging and Adult Services, and the Department of Recreation, Parks, and Cultural Activities (RPCA). In FY 2026, the program will explore opportunities to streamline eligibility, scheduling, and vehicle use across agencies to reduce duplication and improve rider access. These efforts will support a more integrated and efficient mobility network that better serves seniors, individuals with disabilities, and other transportation-disadvantaged populations.



Budget and Funding Strategy

DOT will manage existing resources while positioning the program for new funding opportunities. Grant applications will be developed using up-to-date data and aligned with regional and federal priorities. Fiscal oversight will be strengthened through close tracking of costs and performance metrics. These efforts will help sustain service quality while preparing for future expansion or adaptation.

FY 2026 MAJOR WORK OBJECTIVES



Implement Travel Training

DOT will develop a comprehensive Travel Training program to assist residents in using public transportation more confidently and independently. The program will provide hands-on instruction and personalized support to help individuals—particularly seniors, people with disabilities, and those unfamiliar with the system—navigate fixed-route buses and other available transit options. Training will cover trip planning, reading schedules, understanding fare structures, boarding and deboarding safely, and practicing real-world trips. By empowering residents with the knowledge and skills needed to use public transit, the program will promote greater mobility, reduce reliance on paratransit services, and support the City’s goals for equity, accessibility, and sustainability.



Implement New Fare Zones and Rates

In FY 2026, DOT will update the fare zones and rates to better reflect the cost of trips and help incentivize travel in non-peak times. This will apply to any trips outside of the federally required ADA service area for paratransit. By using pricing, this will help ensure required paratransit trips are prioritized and improve on-time reliability.

ONGOING PROGRAM MANAGEMENT



Contractor Management

The DOT program uses contractors for the transportation service, call center, and software. In FY 2026, DOT will continue managing these contractors, including contract modifications, budgets, and quality of work. In addition, DOT will begin developing a scope of work for new Request for Proposals that will be issued in the summer of 2026.



Data Reporting

In compliance with federal and state requirements, DOT provides monthly and annual reporting for the National Transit Database (NTD) and Department of Rail and Public Transportation (DRPT). Additionally, DOT works with the City's Office of Performance Analytics to understand trends from the ridership data. These reports help track service effectiveness, identify areas for improvement, and support funding eligibility. The data also informs policy decisions and helps ensure the program aligns with citywide goals for equity, access, and sustainability.

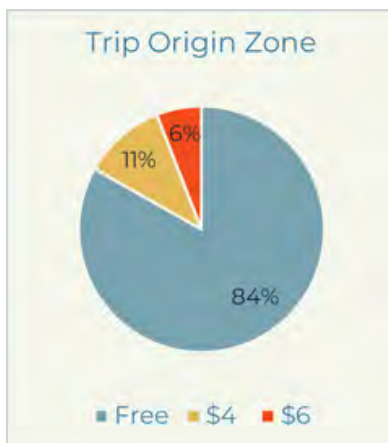
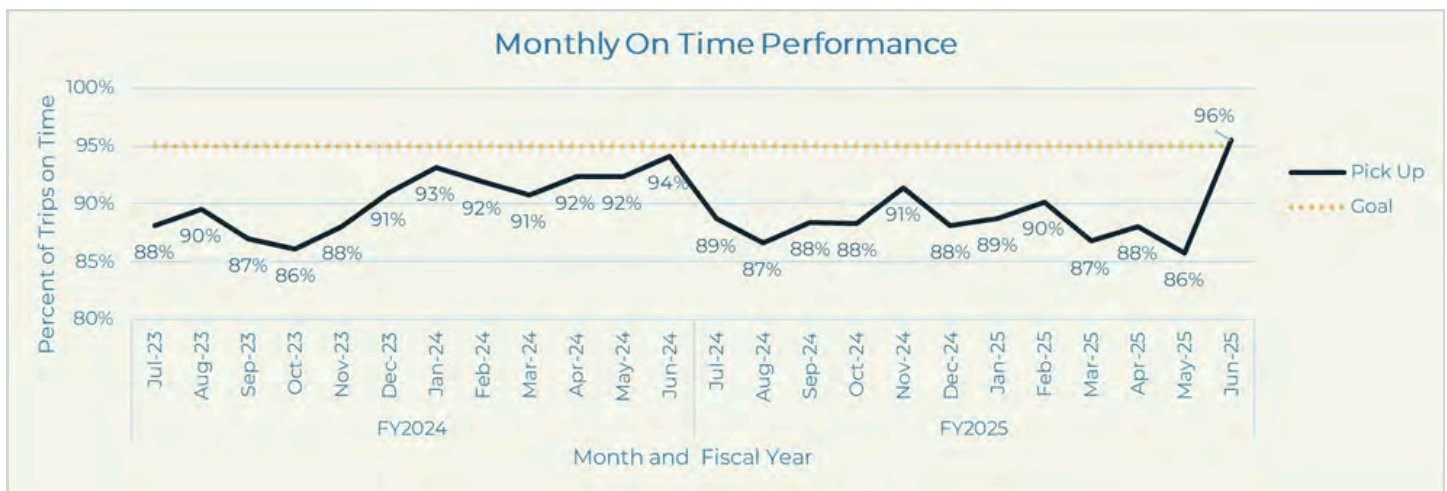
PROGRAM BUDGET

	FY 2025 Actual	FY 2026 Budget
Dispatch and Transportation Operations Service	\$1,885,277	\$2,000,512*
Reservations and Customer Support Call Center	\$242,820	\$242,820
Scheduling, Routing, & Credit Card Payment Software	\$47,307	\$65,053
Total Expense	\$2,175,404	\$2,308,386 5.8% Increase
Fare Collected	\$49,318	\$52,332
Cost Per Passenger Trip	\$47.82	\$46.16 3.5% Savings

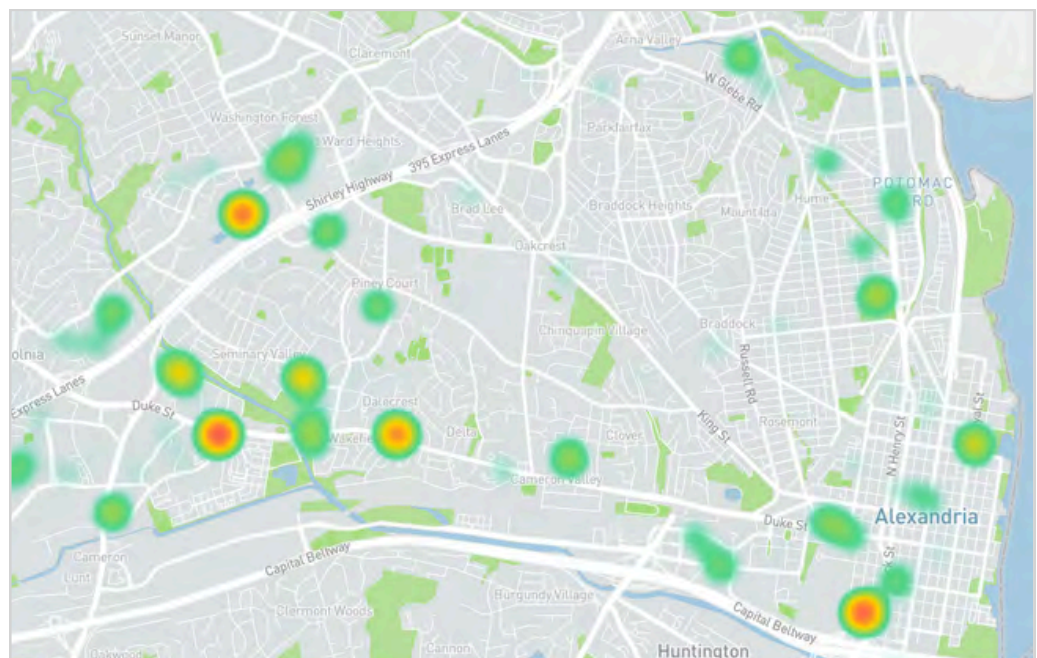
*Approved FY 2026 Budget of \$1,539,145. Additional contingency funds to be released at a later date.

KEY METRICS

- **313** Active Riders
- Average Age of Active user: **66**
- **1 out of 6** rides is shared
- **18%** of Riders requires a Wheelchair Accessible Vehicle



Trips Heat Map



RESOURCES & PARTNERS

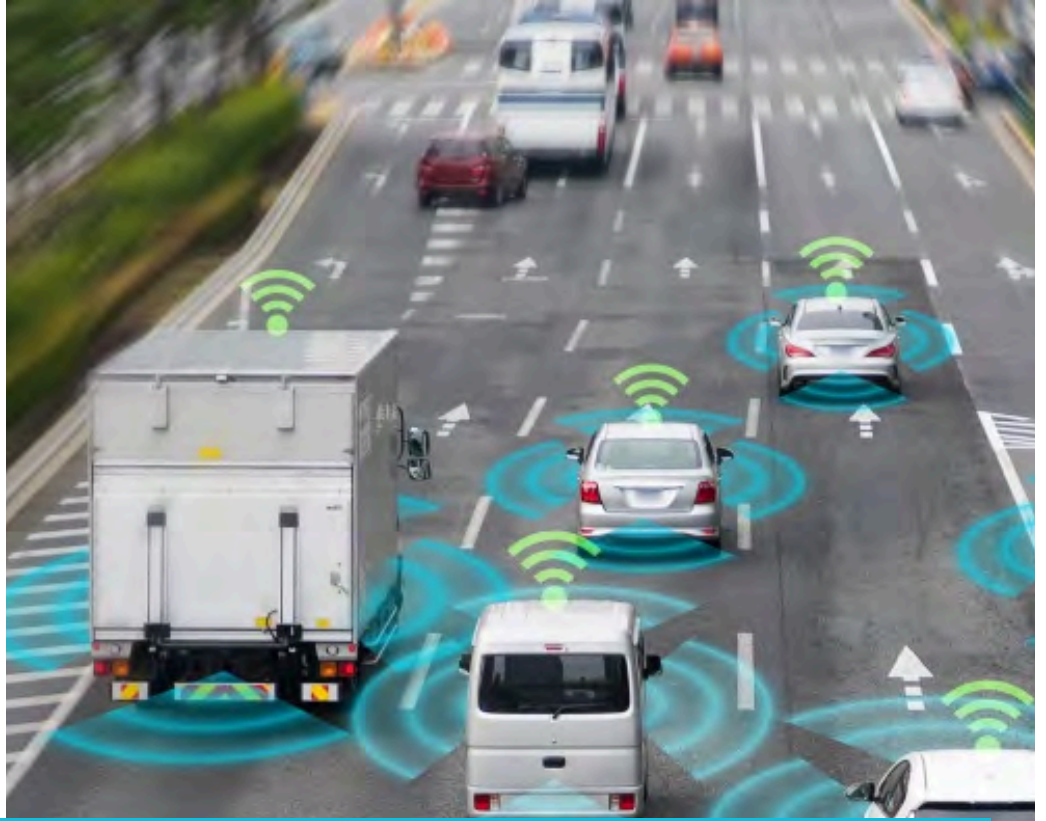
Partners

- DASH
- DCHS - Division of Aging and Adults
- Office of Human Rights
- Metro Access
- Recreation, Parks & Cultural Activities
- Human Rights Commission



Contractors





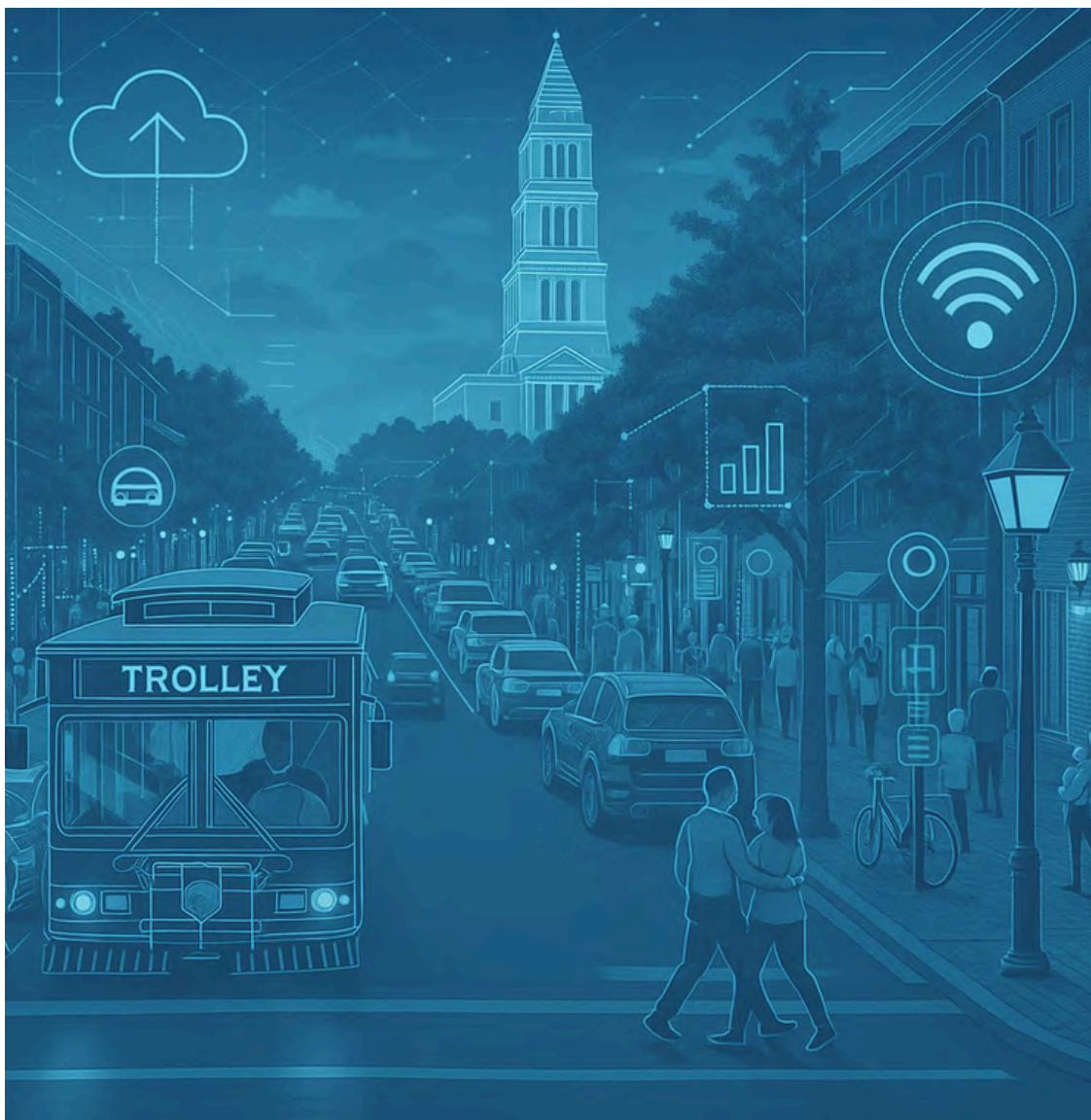
SMART MOBILITY



WE ARE



**Department of Transportation
& Environmental Services**
Transportation Engineering
Division



ABOUT SMART MOBILITY

Smart Mobility exists at the intersection of technology and transportation. This program brings in new technologies and organizes data to better orchestrate city-wide traffic patterns to improve trip reliability and increase travel options. It also strives to provide individual travelers with information they need to take safer and more enjoyable trips. This can look like traffic signals that respond to real-time conditions, moving buses through their routes quicker, and understanding where pedestrians and cyclists are at a higher risk. Alexandria is committed to being a leader in this space so the City can take advantage of future transportation infrastructure advancements, such as autonomous vehicles and real-time traffic management.

FY 2025 MAJOR ACCOMPLISHMENTS

Smart Mobility Lab



In partnership with the Virginia Tech Transportation Institute (VTTI) the City launched the Virginia Tech Smart Mobility Lab (SML), supported by a grant the City was awarded for \$937K from the National Institute of Standards and Technology (NIST). This investment established lab operations and initiated key research and technology development to attract and engage industry partners.



The City of Alexandria partnered with Virginia Tech and regional collaborators to host the “Smart Intersections and Lighting in Alexandria” workshop, bringing together leaders from government, academia, and industry to explore connected mobility and smart infrastructure.

Held at the Virginia Tech Academic Building, the event introduced the Smart Mobility Lab, a real world testbed for transportation innovation, and marked a key milestone in Alexandria’s FY 2025 Smart Mobility work plan.

FY 2025 MAJOR ACCOMPLISHMENTS

US DOT SMART GRANT AWARD

SMART



The City of Alexandria was awarded \$900,000 through the U.S. DOT SMART Grant Program to plan its "Smart Detection" initiative. The project will use advanced cameras and sensors to create a real-time digital inventory of roadway assets such as pavement, sidewalks, signs, and markings. It will support data-driven infrastructure maintenance and help prepare the City for connected and autonomous vehicles by evaluating technologies and their integration with City operations.

FY 2025 MAJOR ACCOMPLISHMENTS

Digital Mobility Ecosystem \$2 million AWARD

The team applied for and was awarded nearly \$2 million through Commonwealth's Innovation and Technology Transportation Fund (ITTF) to build the foundation of a citywide Digital Mobility Ecosystem, with a focus on developing a functional digital twin for transportation operations.

In partnership with VTTI and the Smart Mobility Lab, the City is deploying smart sensors and data-sharing tools to power the digital twin. This platform will help staff simulate traffic scenarios, respond to issues faster, and plan smarter for the future.

The project marks a major step forward in Alexandria's Smart Mobility Program, laying the groundwork for predictive analytics, connected vehicle integration, and long-term transportation innovation.



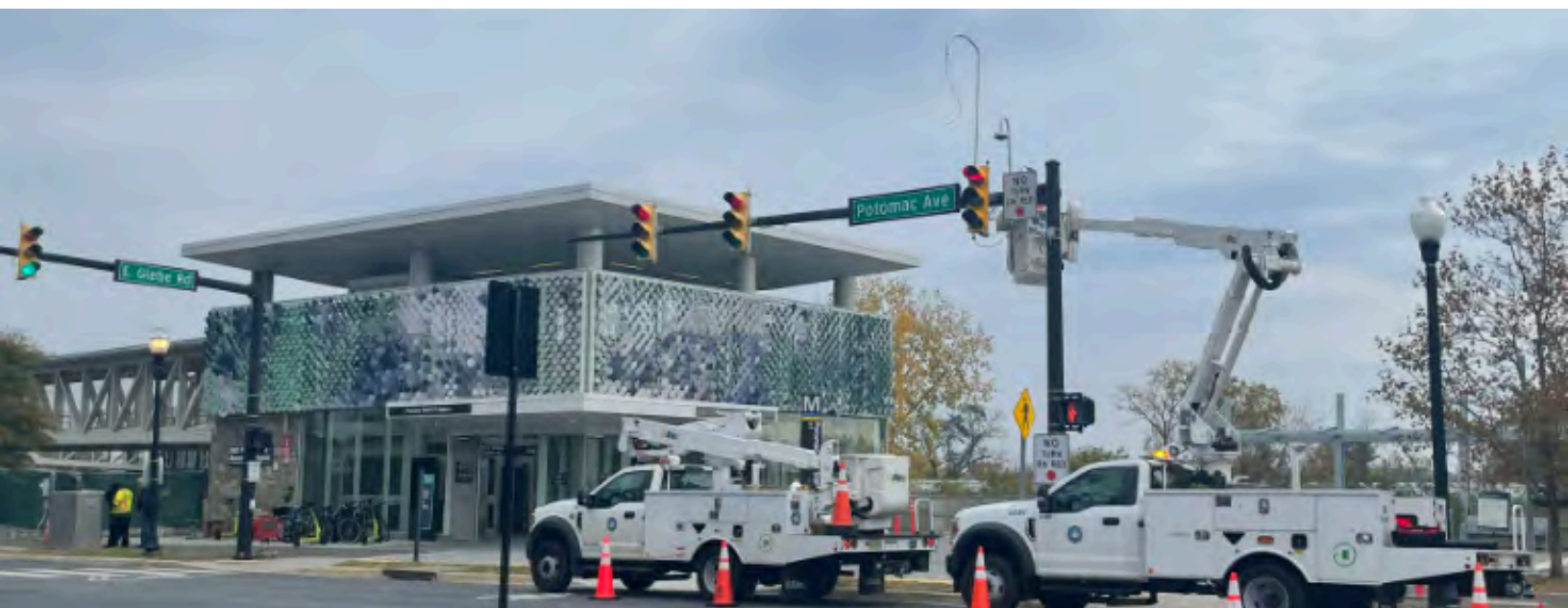
FY 2025 MAJOR ACCOMPLISHMENTS



Smart Intersections

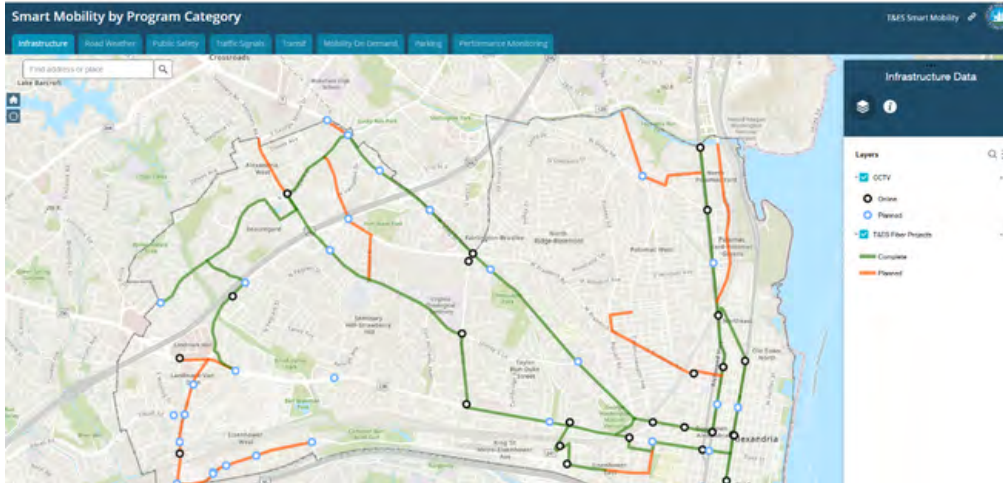
This pilot project, conducted from FY 2024 to FY 2025, evaluated advanced machine learning tools capable of identifying vehicles, buses, pedestrians, and cyclists, as well as detecting near misses and analyzing traffic patterns. In partnership with the Virginia Tech Transportation Institute (VTTI), the City deployed these tools at key intersections to assess their effectiveness in real-world conditions. A final report completed in FY 2025 highlights how these insights are informing intersection design and safety improvements.

The project received the **ITS Virginia (ITSVA) award** and was spotlighted at the **State of GovTech** and Cites Today Institute (CTI) **Leadership Forum on Mobility**, recognizing it as a leading example of innovation in transportation technology.



FY 2025 MAJOR ACCOMPLISHMENTS

Smart Mobility Map Viewer



The updated viewer now offers enhanced navigation and clearly organized program tabs, making it easier to explore projects and data aligned with the City's Smart Mobility Framework.

Intelligent Transportation Systems (ITS) Integration - Phase III

Construction on Phase III of the ITS Integration project is completed, marking a significant milestone in enhancing our transportation infrastructure. This phase continues to lay the groundwork for connected signals and infrastructure by applying fiber optic cable to the City's traffic signal system. This will ultimately improve traffic management, safety, and efficiency across the network.



FY 2026 MAJOR WORK OBJECTIVES

SMART Roadway Management

The City aims to use cameras and sensors to improve roadway maintenance. In partnership with VTTI, the project will test “Smart Detection” technology to develop a real-time inventory of roadway assets and their conditions. This will enable more proactive and data-driven decision-making. The planning phase began in FY 2025, with implementation anticipated to begin in FY 2026. Stage 1 will focus on the West End and Old Town Historic District, evaluating data accuracy and integration into the City’s operational platforms.



ITS Integration - Phase IV & Eisenhower Broadband



Phase IV of the ITS Integration Project will be completed in FY 2026. This phase includes the installation of 10 additional traffic surveillance cameras and the connection of 46 traffic signals to the City’s expanded fiber optic network. These upgrades will significantly enhance traffic management capabilities, improve safety, and increase operational efficiency across Alexandria’s transportation system. Fiber optic cable will also be installed along Eisenhower Avenue.

FY 2026 MAJOR WORK OBJECTIVES

Broadband Communications Link

The Eisenhower Broadband Communications Link project supports the City's Smart Mobility efforts by expanding fiber optic infrastructure along Eisenhower Avenue, between Van Dorn Street and Clermont Avenue. This will enable better synchronization of traffic signals, the installation of surveillance cameras, and create a foundation for future smart technology.



Asset Management

Maintenance of Alexandria's transportation infrastructure can be optimized if we know when a component was installed, how heavily it has been used, and any issues that have been observed. Many future technologies will also require minimum hardware or software specifications to operate. The team is leveraging CityWorks StoreRoom this year to implement processes that track changes to our inventory, starting with our traffic signals and controllers.



FY 2026 MAJOR WORK OBJECTIVES



Transit Signal Priority (TSP)



In FY26, TSP implementation will continue through funding secured via the Virginia Department of Transportation's Smart Scale Program, with installation planned on future high-capacity transit corridors. Additional funding may also be pursued to equip remaining intersections and ensure systemwide TSP coverage. This work aligns with the City's goals of increasing transit efficiency, reducing emissions, and improving emergency response. The City's Transit Signal Priority (TSP) program improves bus service reliability by allowing transit vehicles to request extended or early green lights at signalized intersections, reducing delays and wait times for passengers. Emergency vehicles equipped with compatible technology can also utilize the system for signal preemption, helping to reduce emergency response times.

FY 2026 MAJOR WORK OBJECTIVES

Smart Parking Management

In FY 2026, staff will be implementing two new projects with this funding. First, in coordination with Alexandria Police Department, new License Plate Readers (LPRs) will be purchased for the Parking Enforcement unit. This will improve enforcement by using technology that is shared across enforcement officers' equipment. Second, staff will be mapping the City's curbs and associated parking restrictions, and documenting this in a standardized format known as Curb Data Specification (CDS). This data can be shared with third parties, such as rideshare companies, delivery companies, and autonomous vehicles to help facilitate more efficient and compliant use of the City's curb. Once implemented, these technologies will support economic development by providing more efficient parking strategies for residents, employees, and visitors and will allow the City to manage parking and traffic assets more efficiently.



FY 2026 MAJOR WORK OBJECTIVES



Adaptive Traffic Signal Control

This project will deploy adaptive traffic signal control systems across Alexandria to reduce delays and cut-through traffic. Phase I installs adaptive control on Van Dorn and Duke Streets, with construction starting in FY 2026. Phase II expands the system and adds communications infrastructure, including along Route 1, with construction from FY 2026 to FY 2028.



T-Intersection Project

The T-Intersection Safety Enhancements project will provide safety upgrades at priority high risk intersections. Improvements will include installation of reflective signage, traffic signal enhancements such as high visibility backplates and leading pedestrian intervals, advanced detection systems, and pedestrian accessibility upgrades.



FY 2026 ONGOING WORK OBJECTIVES



Connected Vehicle Infrastructure

All vehicles built after 2020 are equipped with components that send and receive safety information. The Team will launch a study to inform the NVTAFunded Smart & Connected Vehicle Infrastructure project in Potomac Yard.



Autonomous Vehicle Preparedness

Autonomous Vehicles are being deployed in cities across the country, including nearby DC. The team is advocating for policy that empowers the City to permit and enforce AV operation and is collaborating at a national level on this topic. The collection of safety, incident, and trip data from AV companies is essential to integrating this new and uncertain technology into our transportation network.

Legislation for Autonomous Vehicles

The City recognizes the transformative potential of autonomous vehicles (AVs) in enhancing mobility and reducing traffic-related incidents. To safely integrate this technology into our transportation network, the City will work through the Virginia Municipal League to support the development of legislation that defines autonomous vehicles in state code and permits localities the authority to regulate them.



PILOT PROJECT SPOTLIGHT

The City of Alexandria's Smart Mobility Program is implementing a series of pilot projects to assess the feasibility and performance of emerging transportation technologies within the City's existing systems. These pilots support the City's strategic efforts to advance data driven mobility solutions through real world testing and evaluation.

One current initiative involves the deployment of VivaCity sensing technology at the intersection of Duke and South Pickett Streets. Using advanced video analytics, the system captures traffic patterns, turning movements, and near miss incidents. This deployment is being evaluated alongside a similar pilot led by the Virginia Tech Transportation Institute at a separate location. Over the course of a year, the Smart Mobility team will compare outcomes from both pilots to assess their effectiveness and determine future applications. These efforts are conducted in collaboration with academic, public, and private partners and follow a test, learn, scale approach to inform future investment decisions.



ONGOING PROGRAM MANAGEMENT

Traffic Data Governance

As the City of Alexandria advances its efforts to establish a central data repository, the Smart Mobility Team is strategically planning to transition away from our current dependence on the DataPoint platform. While DataPoint has been instrumental in enabling us to integrate historical traffic count data with real-time data obtained from AI-powered tools, the City recognizes the need for a solution that fully aligns with a long-term vision for traffic data management. Given the variety of data that is available through various platforms, the City aims to develop a central repository. Central to this initiative is the creation of a comprehensive framework that ensures seamless data integration, robust data governance, and adaptability to future technological advancements. The Smart Mobility team plans to initiate discussions with internal stakeholders and potential external partners to develop strategies, scope, intention, and implementation plan.



ONGOING PROGRAM MANAGEMENT



Standardized Vendor Assessment

Starting with Smart Intersection technologies, the Smart Mobility team standardized a process for evaluating vendors against shared functionality. The team tracks each interaction with vendors logs an index of which tools can solve key problem areas. This process is scalable to other program areas like parking and asset management technologies. This year, the team met with 6 total vendors addressing objectives within the Smart Mobility pillars.

ALEXANDRIA SMART MOBILITY
Vendor Assessment Meeting

Date: _____
Participants: _____
Vendor: _____

Background & Directions: _____

Observations: _____

Functionality Met:

<input type="checkbox"/> Classification (pedestrians, etc.)	<input type="checkbox"/> Trend Analysis
<input type="checkbox"/> Near Miss Detection	<input type="checkbox"/> License Plate Recognition
<input type="checkbox"/> Computer Integration	<input type="checkbox"/> Others
<input type="checkbox"/> V2X Capability	

Cost: _____

Next Steps & Recommendations: _____

Smart Mobility Working Group



The Smart Mobility team organized cross-disciplinary committees to manage and standardize projects. Committees report their progress quarterly using an easy form that feeds a central dashboard. Budget information, timelines, and standard documents like the vendor assessment will be included here. The Smart Mobility Working Group meets quarterly to align technology efforts across T&ES. It is comprised of committees that represent the core pillars outlined in the Smart Mobility Framework, and includes representatives from Traffic Ops, Transportation Engineering, DASH, Mobility Services, and Transportation Planning. This year, the team will expand to include staff from ITS and APD.

KEY PARTNERSHIPS



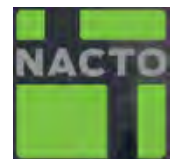
The City partnered with VTTI to test 5 smart intersection tools at the intersection of Potomac Ave. and East Glebe Rd. This academic partner will conduct deep analysis of the data collected by these tools, resulting in both new information about mobility behavior at the intersection and the capabilities of the vendors. This relationship also represents an opportunity to partner with VTTI on future projects in a time when civic-academic partnerships are highly valued by national funders.

Partners for Automated Vehicle Education (PAVE)



The City of Alexandria is proud to partner with PAVE (Partners for Automated Vehicle Education), a coalition of 80+ organizations committed to educating the public on the safety, mobility, and sustainability benefits of automated vehicles. This collaboration supports our efforts to prepare the community for the future of transportation.

National Association of City Transportation Officials (NACTO)



NACTO supports an autonomous future that enhances all aspects of cities' transportation systems, from improving safety for all road users, re-balancing the use of the right-of-way, and expanding mobility for all. In FY 2026, the City will co-chair the Emerging Technology and Innovation Peer Network.

KEY PARTNERSHIPS

NVTA Transportation Technology Committee



The Northern Virginia Transportation Authority (NVTA) relaunched its Transportation Technology Committee (TTC) in 2025 to advise the CEO on emerging technologies that can improve mobility, safety, and efficiency across the region. The committee plays a key role in shaping the TransAction Plan and Six Year Program by integrating technology into regional planning and investment strategies. The City of Alexandria will serve as a member of the relaunched committee, contributing insights from our Smart Mobility Program and supporting regional collaboration around transportation innovation.



Intelligent Transportation Society of Virginia (ITSVA)

The City of Alexandria is representing local government on the ITS Virginia (ITSVA) Board for this year. ITSVA is the statewide chapter of the Intelligent Transportation Society of America and plays a key role in advancing transportation innovation, technology deployment, and collaboration across the Commonwealth. Our participation on the board strengthens Alexandria's voice in shaping the future of intelligent transportation systems in Virginia and supports our continued leadership in smart mobility initiatives.

PROGRAM BUDGET

PROJECTS	PRIOR YEAR	FY 2026	FY 2027-2031
ITS Fiber and Traffic Management Center	\$13M	\$1.2M	\$1M
Transit	\$3.3M	\$4.6M	\$1.7m
Smart Mobility Implementation	\$1.2	\$4.1M	\$1M
T-Intersections	\$2M	\$0	\$0
Parking Technology	\$2.1M	\$0	\$0
Smart & Connected Signals	\$8M	\$2M	\$5M
SMART Roadway Management	\$0	900K	\$0
Digital Mobility Ecosystem	\$0	\$2M	\$0

**Total Prior Year
Funding**

\$29.6M

**FY 2026
Funding**

\$14.8M

**FY 2027-2031
Funding**

\$8.7M

**Grand Total
Funding**

\$53.1M

KEY RESOURCES

Alexandria Mobility Plan (AMP)

The 2021 AMP included a new chapter focused on Smart Mobility. The Smart Mobility Chapter outlines how Alexandria will use technology and data to improve how people move around the city safely, efficiently, and sustainably. It focuses on integrating intelligent systems into transportation infrastructure to enhance mobility today and prepare for future innovations.



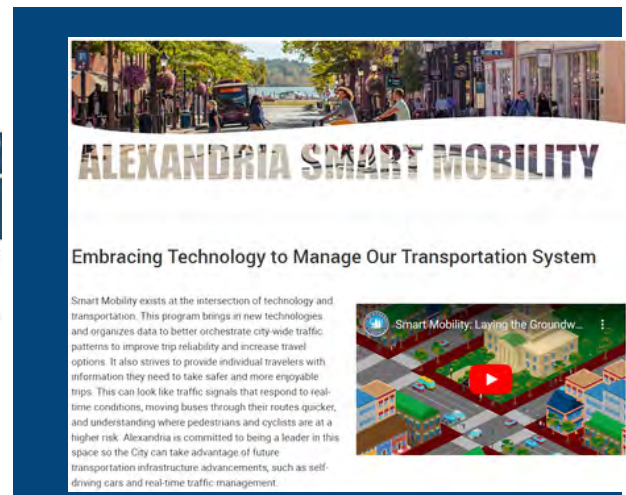
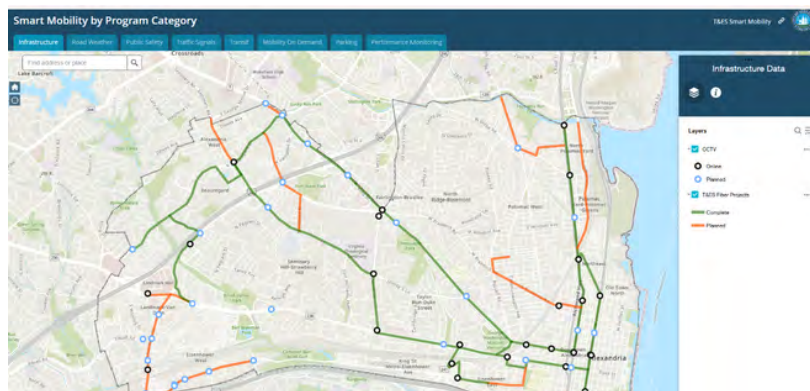
Smart Mobility

Smart Mobility Chapter

Building off of the Smart Mobility Framework and existing projects, the AMP is a guiding document that outlines policies, strategies, and metrics that help prioritize actions and projects for the Smart Mobility team.

KEY RESOURCES

[Smart Mobility Home Page](#)

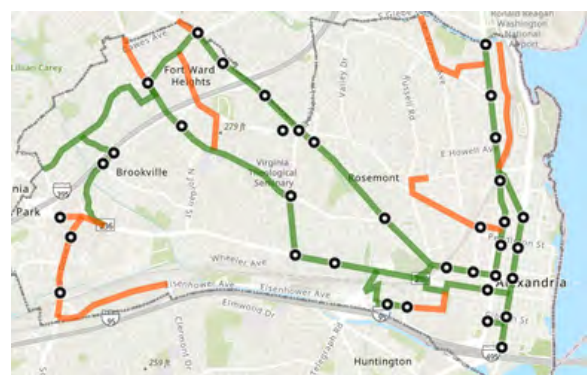


[Smart Mobility Framework](#)

Alexandria's 2018 Smart Mobility Framework Plan describes a range of efforts that the City is taking to prepare for and incorporate technology into its transportation assets. Through these efforts, the City is working to lay the groundwork for future technology that will help better manage traffic on local streets.

[Smart Mobility Viewer](#)

This GIS map tracks our ongoing efforts, including fiber deployment, TSP intersections, and pedestrian safety measures.





TRANSPORTATION ENGINEERING



**Department of Transportation &
Environmental Services**
Transportation Engineering Division



ABOUT TRANSPORTATION ENGINEERING

The Transportation Engineering Division's mission is working together to foster a thriving Alexandria by providing improved mobility in Alexandria and the region, through sound engineering, design, technology implementation, and regional cooperation.

Our vision is to be a proactive and effective organization with a drive towards technology innovation and maintain technical expertise in common practices within the transportation industry.

Corridor Improvements

- **Holland Lane** (Duke Street to Eisenhower Avenue)
- **South Pickett Street** (Duke Street to Edsall Road)
- **Sanger Avenue** (North Beauregard Street to South Van Dorn Street)
- **Mill Road** (Mill Road to Jamieson Avenue)
- **Metro Road** (South Van Dorn Street to Eisenhower Avenue)



FY 2025 ACCOMPLISHMENTS

Capital Projects and Large Scale Efforts

- **King Street - Bradlee Safety and Mobility Enhancements:** Initiated the Final Design Phase. Anticipated completion of design phase is Spring 2027.
- **Duke Street Transitway:** Refined scope for Final Design Phase and Advertised the project for bid. Notice to Proceed is anticipated to be awarded Fall 2026. The anticipated completion of the design phase is Fall 2028.
- **King-Commonwealth Streetscape Improvements:** Initiated the Final Design Phase. Anticipated completion of design phase is Spring 2027.
- **Eisenhower Avenue Enhanced Crosswalk:** Collaborated with the City's Department of Project Implementation (DPI) team to complete the design. Construction is slated to begin Spring 2026.
- **Seminary West Feasibility Study:** Initiated the planning phase, which includes months of planning, community engagement, data collection and analysis, and conceptual design.



Duke Street Transitway Rendering



King-Commonwealth Streetscape Improvement Rendering

FY26 WORK PLAN

Project Name	Complete Streets /NTIP	Capital Projects	Traffic Signal Retiming	Vision Zero	Long Range Planning
Metro Road Improvement Implementation	✓		✓		
Sanger Avenue Improvement Implementation	✓		✓	✓	
Mill Road Improvement Implementation	✓		✓		
Second Street Improvement Design and Implementation	✓				
T-Intersections Safety Upgrades	✓	✓	✓	✓	
South Pickett Street Corridor Improvements	✓		✓	✓	
Madison Street Corridor Improvements	✓				
North Pickett Street Improvement Final Design	✓		✓		
Braddock Road/Minnie Howard Corridor Improvements	✓		✓		✓
North Howard Street Corridor Improvements	✓			✓	
Cameron Mills road Traffic Calming Final Design	✓				
Jordan Street Traffic Calming Final Design	✓				
Park Fairfax Traffic Calming Final Design	✓				
Duke Street Transitway	✓	✓	✓	✓	✓
Access to Landmark Mall	✓	✓		✓	✓
King-Bradlee Safety and Mobility Enhancements	✓	✓	✓	✓	✓
King-Commonwealth Streetscape Improvements	✓				

FY26 WORK PLAN

Project Name	Complete Streets /NTIP	Capital Projects	Traffic Signal Retiming	Vision Zero	Long Range Planning
South Whiting Street Pedestrian Improvements	✓				
Lower King Street Pedestrianization	✓	✓			✓
King and Beauregard Intersection Improvements Construction Phase	✓	✓	✓	✓	✓
South Patrick Street Median Improvement Construction Phase	✓	✓		✓	✓
Eisenhower Avenue Enhanced Crosswalk Construction Phase	✓	✓		✓	
Duke and West Taylor Run Parkway Intersection Improvement Design Phase	✓	✓	✓	✓	
West End High-Crash Intersection Audits Study	✓	✓	✓	✓	
Seminary West Safety Study	✓	✓	✓	✓	
Beauregard Multi-Use Trail	✓	✓			
Traffic Signal Optimization Plan			✓		
West End Transitway Construction Phase	✓	✓	✓		✓
Route 1 Metroway Design Phase	✓	✓	✓		✓
East Glebe and Montrose Avenue Intersection Improvements	✓	✓			
Mount Vernon Avenue North Project Design	✓	✓	✓	✓	
Duke Street at Route 1 Safety Upgrades	✓		✓	✓	
Daylighting Program	✓				
No Turn on Reds and LPI	✓		✓	✓	



[City's Transportation
Engineering Webpage](#)



[Neighborhood Transportation
Improvement Program](#)



[Smart Mobility Program](#)



[Traffic Signal Viewer](#)



CAPITAL PROJECT MANAGEMENT



WE ARE



**Department of Transportation
& Environmental Services**
Transportation Branch



ABOUT CAPITAL PROJECT MANAGEMENT

The Transportation Capital Projects Program develops, implements, and oversees a comprehensive Capital Program that strategically plans, finances, and delivers capital improvement projects aligned with the City of Alexandria's long-term objectives. The program is committed to maintaining a fiscally responsible and prioritized Capital Improvement Plan (CIP), fostering effective collaboration with internal departments and elected officials, and engaging proactively with regional funding partners—including VDOT, NVT, and other state and federal agencies—to secure and manage external resources. Through these efforts, the program promotes sustainable infrastructure development, strengthens internal project management capacity, ensures cross-departmental alignment, and improves the overall quality of life for Alexandria's residents.

FY 2025 MAJOR ACCOMPLISHMENTS

- **Developed and Maintained a Strategic Transportation CIP:**
 - Led the development and annual update of the City's Transportation section of the Capital Improvement Program (CIP), aligning investments with the City's Transportation Master Plan, Vision Zero goals, and community priorities.
- **Secured Regional, State, and Federal Funding:**
 - Successfully obtained competitive funding through regional, state and federal sources, resulting in over **\$26.6 million** in external transportation funding for high-priority multimodal projects.
- **Advanced Multimodal Project Delivery:**
 - Oversaw planning and implementation of major transportation projects such as the West End Transitway, Duke St BRT, Complete Streets initiatives, and intersection improvements, enhancing mobility, safety, and accessibility across the City.
- **Enhanced Coordination with Regional and State Partners:**
 - Strengthened coordination with VDOT, NVTA, WMATA, DRPT, and MWCOC to align Alexandria's priorities with regional plans, reduce duplication of efforts, and streamline project delivery.
- **Elevated Alexandria's Regional Leadership:**
 - Co-chaired the NVTA Regional Jurisdiction Coordination Committee, resulting in stronger interjurisdictional coordination and improved funding and implementation strategies.
- **Implemented Funding and Grant Management Best Practices:**
 - Created internal processes and tools to track grant deadlines and report performance metrics—improving transparency and grant compliance.
- **Leveraged Local Match Funding Strategically:**
 - Aligned local transportation funding (e.g., Transportation Improvement Program, TIP) to maximize leverage of regional/state dollars and ensure funding readiness for time-sensitive opportunities.

FY 2026 MAJOR WORK OBJECTIVES



Advance Priority Capital Projects

Support the planning, design, or implementation of the high-priority transportation projects, Duke Street Transitway, West End Transitway, and Vision Zero corridor safety improvements



Secure External Funding:

Apply for and secure regional, state, or federal transportation funding (e.g., NVTA 70%/30%, VDOT Smart Scale, RAISE, CMAQ/RSTP) to support the City's CIP and long-term transportation goals



Enhance Regional Coordination:

Maintain active coordination with VDOT, NVTA, DRPT, WMATA, and other funding/oversight agencies to align City priorities with regional programs and ensure timely project approvals, reimbursements, and reporting



Improve Project Delivery Oversight

Refine and implement internal capital project tracking tools and dashboards to monitor progress, support quarterly status reporting, and improve transparency and accountability. Work collaboratively with VDOT to enhance our sustained performance and remain green on the dashboard. Move VDOT legacy and smartscale project forward into the Construction phase.

FY 2026 MAJOR WORK OBJECTIVES



NVTA 70%

Apply for and receive funding for the Van Dorn at Duke St. Intersection improvement and Eisenhower Ave and South Van Dorn Corridor improvement projects.



VDOT Sustained Performance

Maintain and elevate the City of Alexandria's VDOT Project Dashboard performance to 70% or higher in green/yellow status by proactively managing all VDOT-funded projects, tightly coordinating with VDOT, and ensuring sustained milestone achievement across the transportation capital program.



Project Management

Improve project delivery by standardizing milestone tracking and reporting, implementing a centralized project management dashboard, and enhancing risk identification and mitigation. Improve interdepartmental communication, leveraging data analytics for real-time monitoring, conducting regular project reviews, and streamlining approval workflows with regional partners to ensure projects are completed on time and within budget.

ONGOING PROGRAM MANAGEMENT



Project Tracking & Monitoring:

Utilize advanced project management software and dashboards to maintain real-time, detailed schedules and budgets for all active transportation capital projects. Regularly update risk registers to identify emerging issues early and implement corrective actions. Track key milestones such as design completion, right-of-way acquisition, permitting, and construction phases to ensure timely progression.



Collaboration

Facilitate structured and frequent communication channels with internal City departments (e.g., DPI, T&ES, Finance), regional partners such as VDOT, NVTa, WMATA, and DRPT, as well as community organizations. Coordinate interagency meetings to align project scopes, schedules, and funding priorities, and to address regulatory or permitting challenges collaboratively.



Grant Fund Tracking

Monitor all projects to ensure full compliance with state, regional, and federal funding requirements, including VDOT SmartScale and NVTa grant conditions. Prepare and submit timely, accurate reports for reimbursement requests, milestone certifications, and performance evaluations. Maintain thorough documentation for audits and transparency.

ONGOING PROGRAM MANAGEMENT



Prepare and Update Annual CIP Document:

Develop a comprehensive and transparent Capital Improvement Program (CIP) document each fiscal year that reflects current project priorities, funding allocations, and schedules. Ensure the CIP aligns with the City's strategic goals, incorporates input from key stakeholders and the public, and serves as a clear guide for decision-makers on transportation infrastructure investments and long-term planning.



Standardize Project Management Documentation:

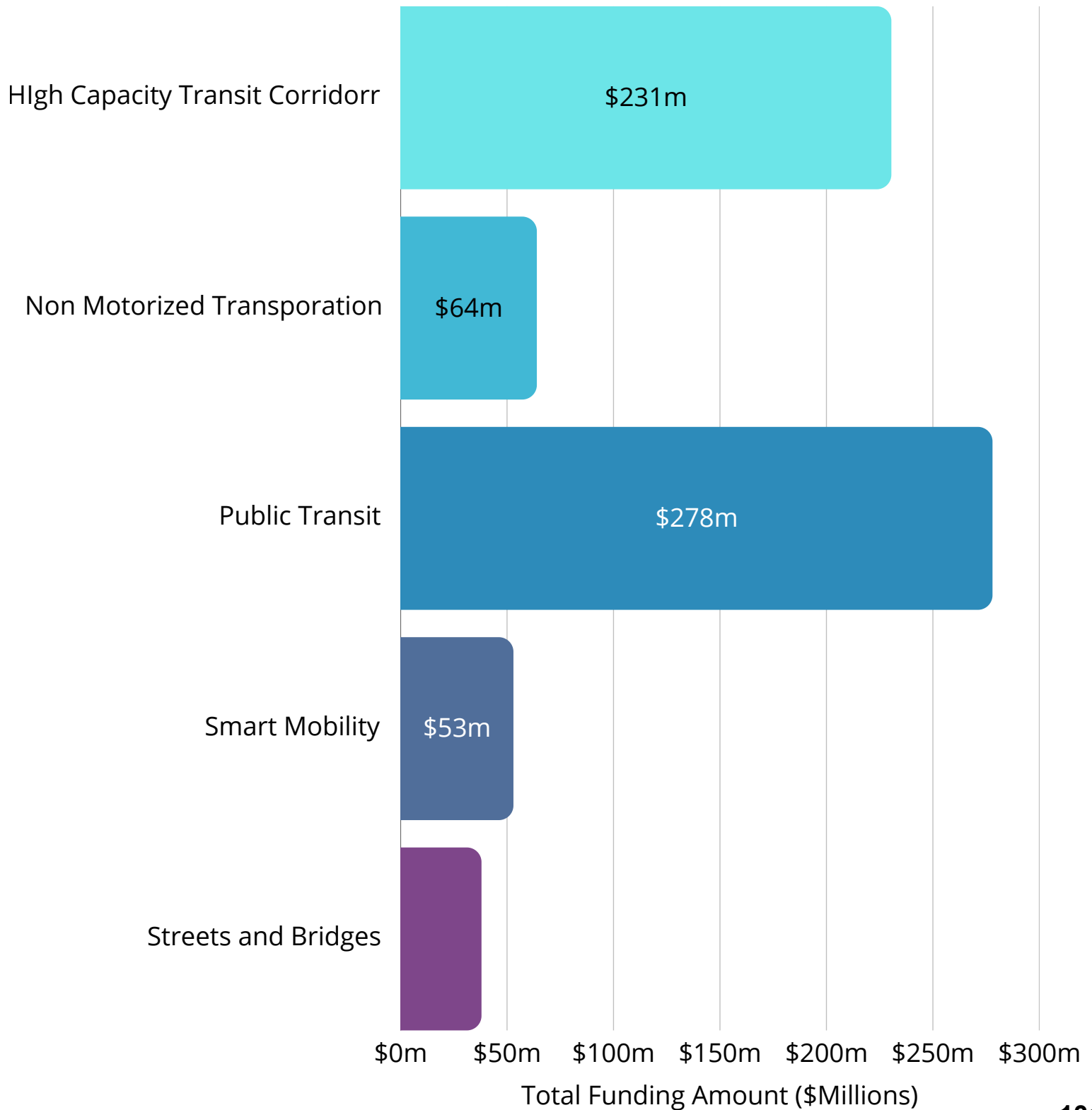
Implement standardized templates and protocols for scopes, budgets, schedules, procurement, and change management across all transportation CIP projects to improve consistency and control.



External Funding and Grant Readiness:

Proactively identify, apply for, and manage regional, state, and federal funding opportunities (e.g., NVTAA 70%/30%, VDOT Smart Scale, CMAQ/RSTP, RAISE, TAP). Maintain shovel-ready project plans and cost estimates to improve grant competitiveness.

10 yr CIP Section Funding Totals (\$)

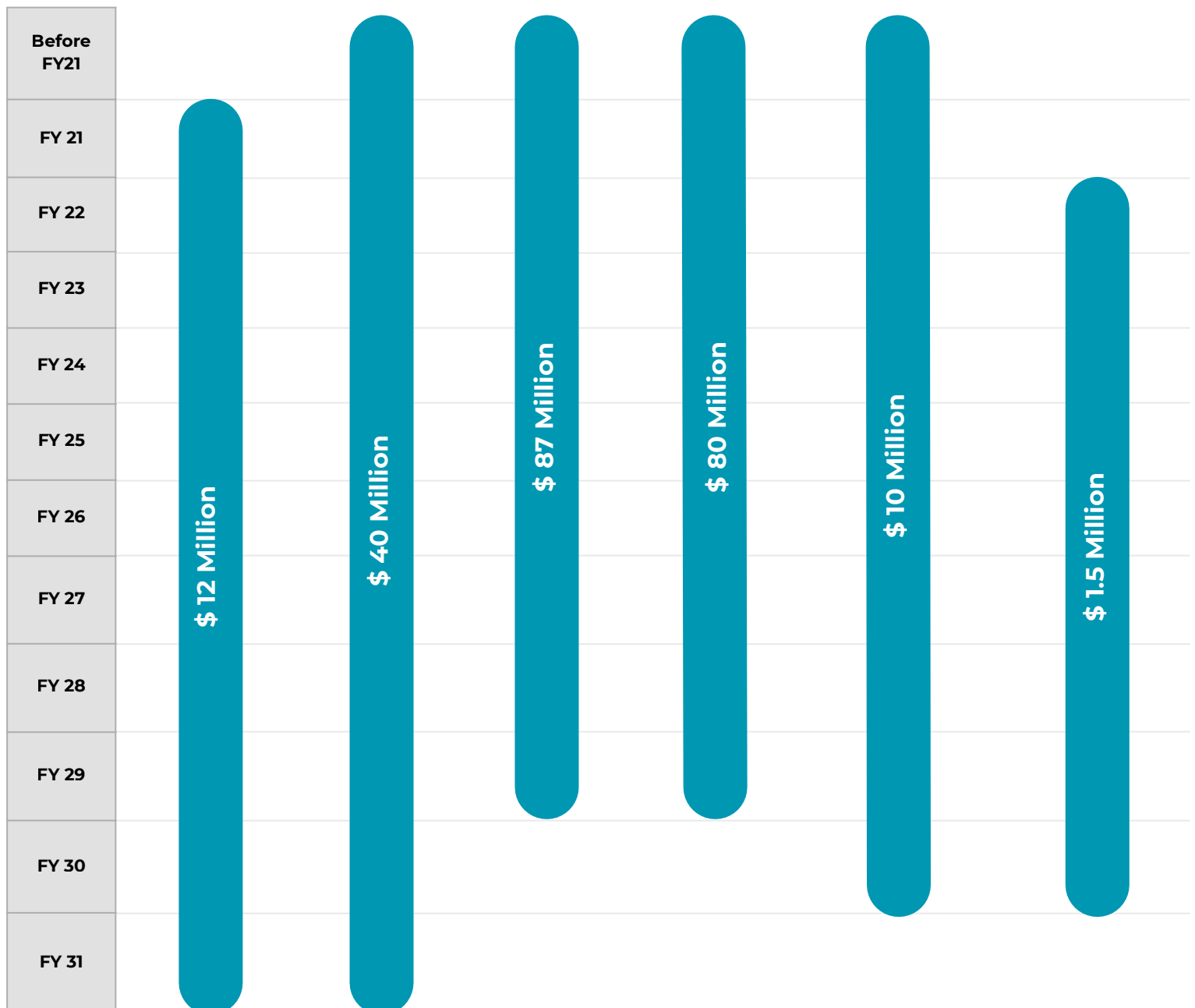


High Capacity Transit Corridors

\$230.5M Total

Project

Landmark Transit Center	Transit Corridor "A" Route 1	Transit Corridor "B" Duke Street	Transit Corridor "C" West End Transitway	West End Southern Towers Transit Center	Transitway Enhancements
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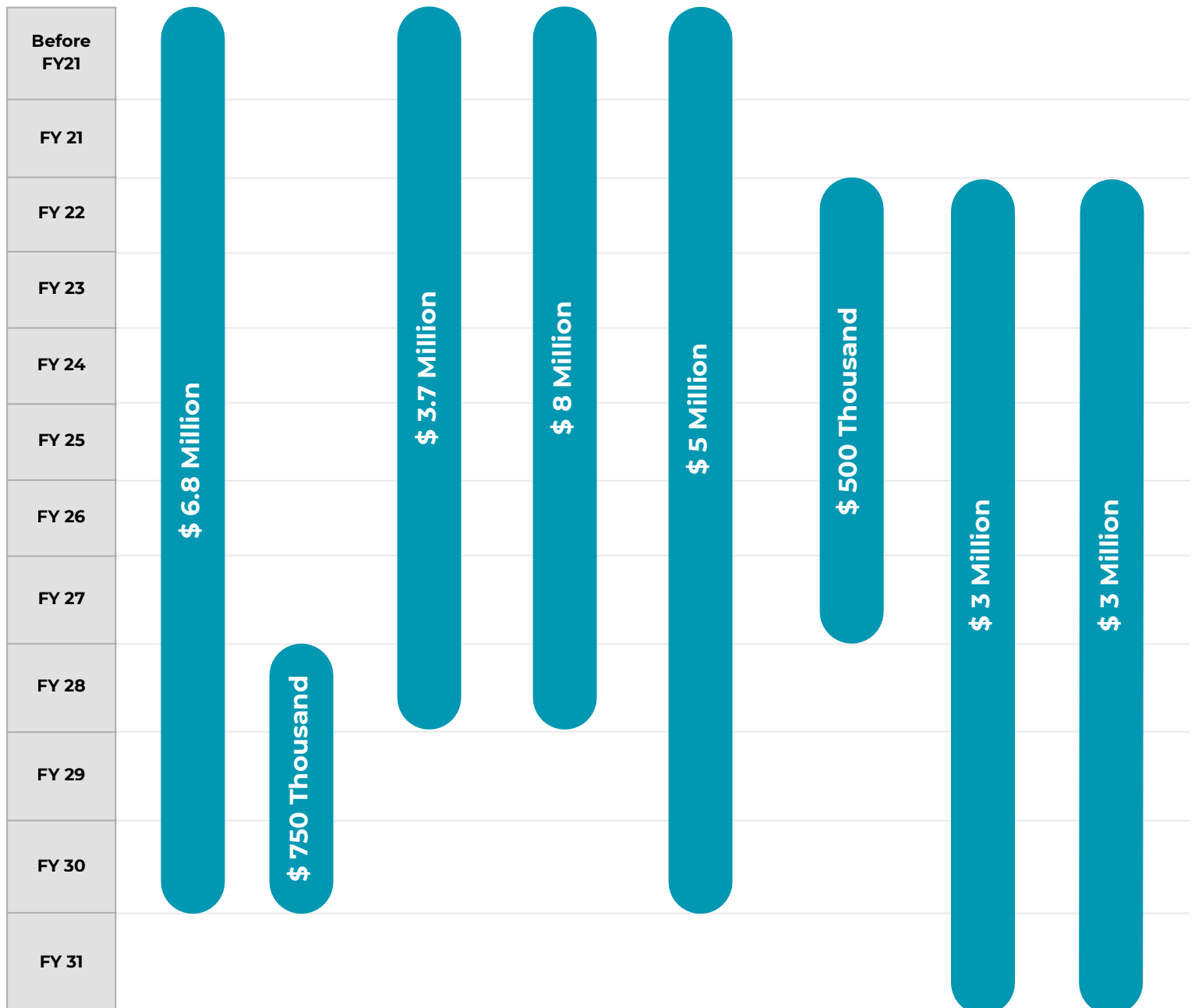


Non Motorized Transportation

\$64M Total

Project

Access to Landmark	Alexandria Mobility Plan	Beauregard Street Multi-Use Trail	Capital Bikeshare	Duke St & West Taylor Run	Duke St at Route 1	King and Commonwealth Streetscape	King-Bradlee Safety and Mobility Enhance
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Non Motorized Transportation

Cont. \$64M Total

Project

Lower King Street Closure	Mt. Vernon Ave. North & Glebe	Mt. Vernon Trail at East Abingdon	Old Cameron Run Trail	William Ramsey Safe Routes to School	Sidewalks for Complete Streets	South Patrick Street Medians	West End High Crash Intersections	Mt. Vernon Ave North-Four Mile Rd to Russel Rd
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Public Transit

\$278.1M Total

Project

Access to Transit	DASH Bus Fleet Replacements	DASH Facility Expansion	DASH Fleet Expansion and Electrification	Eisenhower Metrorail Station Improvements	Electric Bus On-Route Charging Stations	Transit Access & Amenities
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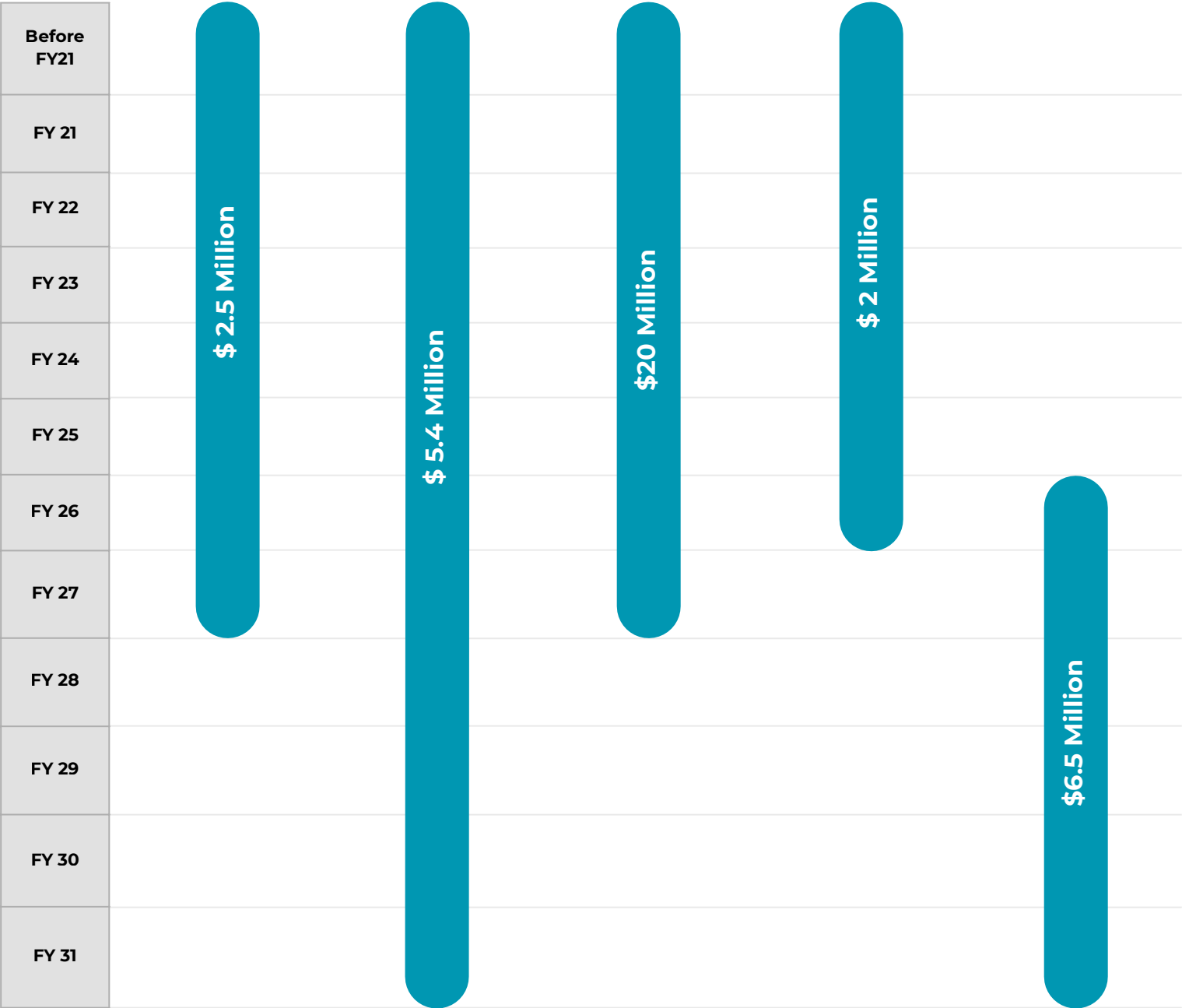


Smart Mobility

\$53.1M Total

Project

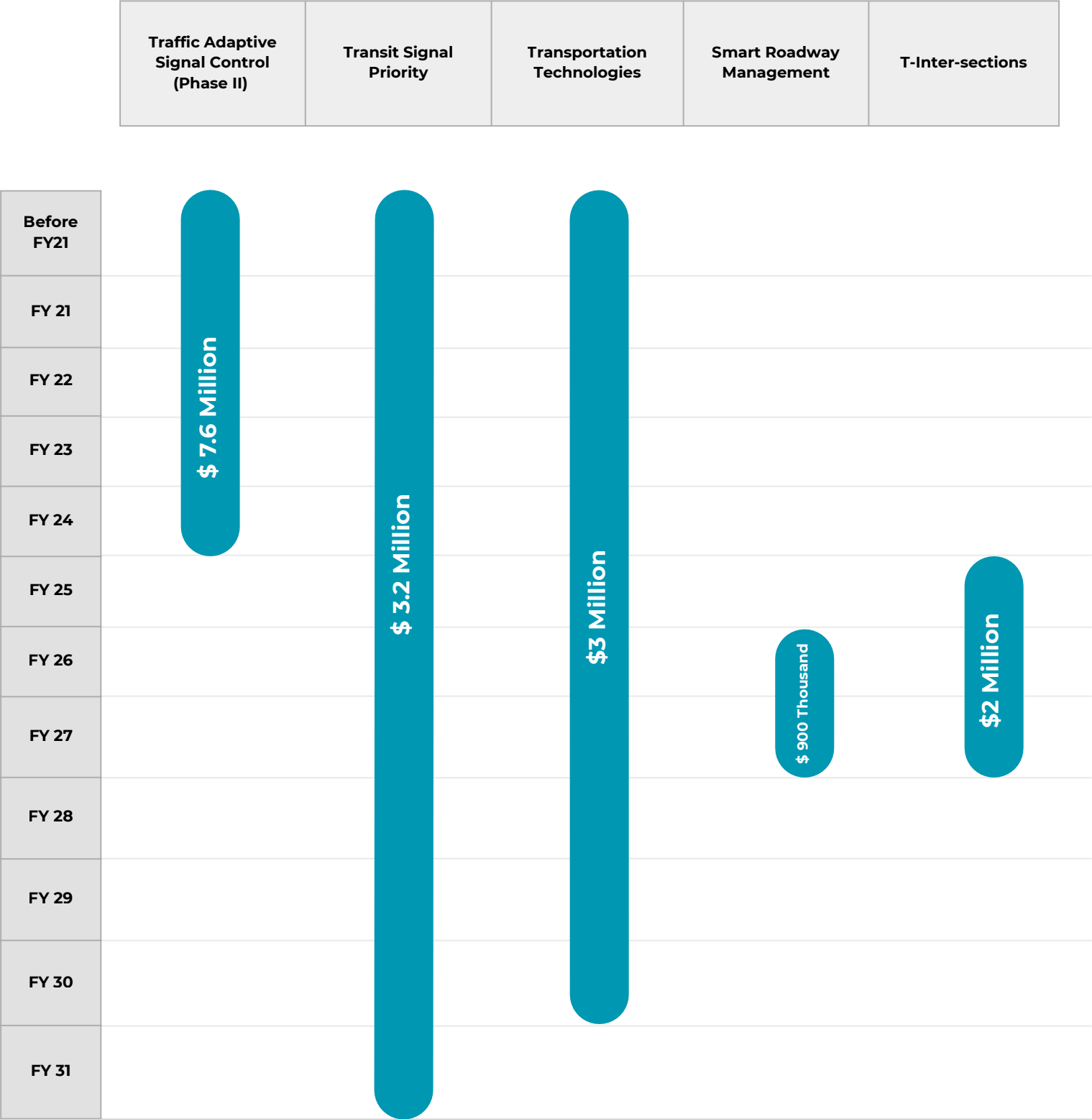
Broadband Communications Link	DASH Technologies	Intelligent Transportation Systems (ITS-5 Phases)	Parking Technologies	Smart Mobility Implementation
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Smart Mobility Cont.

\$53.1M Total

Project



Streets and Bridges

\$38.1M Total

Project





RESOURCES & PARTNERS

[VDOT Six Year Plan](#)

[VDOT Project Dashboard](#)

[Northern VA Transportation Authority](#)

[Transportation Grant Dashboard](#)

[Commonwealth Transportation Board](#)