

July 6, 2022

To: People Before Cars Coalition Members
Jay Corbalis, JBG Smith
Rob Mandle, National Landing BID
Malaika Scriven, National Landing BID
Chris Slatt, Sustainable Mobility for Arlington County
Gillian Burgess, Arlington Families for Safe Streets
Jeremiah Lowery, Washington Area Bicyclist Association

From:
Leah Gerber, DES Transportation Planning
Dan Nabors, DES TE&O Assistant Bureau Chief
Kevin Casadei, DES TE&O Design Team Supervisor
Nate Graham, DES Communications and Engagement

CC:
Dennis Leach, DES Deputy Director, Director of Transportation
Sarah Crawford, DES Transportation Assistant Director
Valerie Mosley, DES TPCPM Bureau Chief
Hui Wang, DES TE&O Bureau Chief

RE: Crystal City Bike Network Implementation

Dear PBC Coalition Members,

Thank you for your participation and thoughtful feedback throughout the planning process of the Crystal City Bike Network. We appreciate your significant contributions to this process over the past year, and we appreciate the time you have taken to provide feedback on the bike network. After extensive public engagement, analysis, and plan review for adjacent private and public projects, the Crystal City Bike Network is ready for implementation. A copy of the final CCBN plan is available on the project web page [here](#).

The project team has been working to develop an implementation schedule while considering multiple intervening factors, like construction of private site developments and existing capital projects. The project team and additional Arlington County staff have been coordinating closely internally and externally to implement the Crystal City Bike Network amidst intense redevelopment and extensive capital investment in the neighborhood in a way that is safe, functional, and delivers on the goals of the project.

When developing plans for implementation, the project team focused on delivering pieces of the bike network that could function for use as soon as they were in place, rather than delivering disconnected facilities that would create confusing travel patterns. Implementation will take place from 2022 to 2024 and will occur in four phases through the Restriping Program. A full outline of implementation phasing can be found in [this document](#).

- Phase 1 (Summer 2022): Short-term improvements
- Phase 2 (Fall 2022): S. Clark Street (23rd - 27th Street S.)
- Phase 3 (2023): S. Clark Street (20th – 23rd Street S.)
- Phase 4 (2024): Crystal Drive (20th – 23rd Street S.)

We believe this implementation plan will best balance the needs of users, adjacent development projects, and the timeline set by the County Board’s direction. We are also continuing to explore opportunities to improve and expand the planned CCBN as they arise through adjacent projects.

Again, on behalf of the entire project team, we sincerely appreciate your contributions to this process, and look forward to working with you throughout the implementation process.

Sincerely,

Leah Gerber, AICP
Active Transportation Manager, Principal Planner
Transportation Planning & Capital Program Management

Dan Nabors, PE
Assistant Bureau Chief
Transportation Engineering & Operations

Kevin Casadei, PE
Design Team Supervisor
Transportation Engineering & Operations

Nate Graham
Public Engagement Specialist, Transportation
Office of the Director