



April 24, 2026

Hon. Matt de Ferranti, Chair
Arlington County Board
2100 Clarendon Boulevard
Arlington, VA 22201

Dear Chair de Ferranti and members of the Arlington County Board:

On behalf of the Arlington County Civic Federation, I write to urge the County Board to include the following transportation infrastructure projects and implementation commitments in the Capital Improvement Plan. These requests are drawn from the recently adopted Civic Federation Resolution on *A Safe, Equitable, and Accountable Transportation Plan in Arlington County*. This is only meant to reflect prioritization for projects related to transportation and not a preference or priority between CIP categories.

Transportation is the largest bonding category, and each subcategory is often very broad and often allows for minimal public input. We would request that the Transportation Department take a proactive effort to hear from Civic Associations and other civic groups to see how project ideas fit into existing CIP categories that have available and uncommitted funds in a way that is outside and in addition to the Neighborhood Complete Streets program as some projects are better suited for other categories. Some ideas for specific ways civic associations and civic groups could be able to request improvements will be listed below.

Crosswalk requests. This is an area that is a bigger request than a “Report a Problem” and not quite a Complete Streets project. Crosswalks are a key pedestrian safety tool and requesting one should be more accessible.

Quick-build safety tools. Similarly to crosswalk requests these tools are in a tricky in-between of not being a service request and not a Complete Streets project. It would be helpful to provide civic groups with clear and transparent criteria to request quick fix safety measures for corridors and intersections on the high-injury network such as hardened centerlines, speed management marketings, and daylighting.

Transportation related infrastructure projects we support for prioritization include:

Columbia Pike Bus Improvements. Improve bus service infrastructure along Columbia Pike. This should include visible real time arrival information, transit signal prioritization, off-vehicle fare payment, steps to expedite loading and unloading, and larger buses to increase ridership capacity. This should include a published near-term implementation schedule for these elements of the Premium Transit Network with clear milestones and performance targets.

Expand speed management pilots. Expand speed management tools in the high-injury network such as speed feedback signs and tactical speed humps. Also complete the Glebe Elementary Speed Camera project.

ADA first sidewalks. Adopt a five-year remediation plan for sidewalk obstructions, with a highlight on utility poles that are creating hazards, for sidewalk or utility readjustments to meet clear ADA width requirements. Advocate the legislature that Dominion and telecommunications companies should track poles and lines that are in use or out of use to help create a plan to remove inoperable and unnecessary poles or lines.

For planning purposes both current and long term we also encourage action on the following topics:

VDOT Road Ownership Feasibility Study. We encourage a study to scope the cost, liabilities, and benefits of assuming ownership and maintenance of each non-interstate state route. This should include impacts on CIP programming and speed-management authority. Results of this study should be made public with various options.

Master Transportation Plan - Implementation Plan. There seems to be a disconnect between the Master Transportation Plan and specifically the maps that are presented in them and the CIP. For example, in the Master Transportation Plan there is a map of “Primary Bicycling Corridors” that include many roads that don’t have bike lanes, then soon after shows a map with “Planned Bike Lanes” and now several years later we know that many of these planned bike lanes have not materialized in our CIP and many are not in any planning phase. It would be helpful to look at the overall Master Transportation Plan and understand the “planned” projects included in them and properly include them in long term CIP planning.

Area Plans - Implementation Plan. Similarly, Area Plans in many ways are aspirational in transforming our roads and walkways. In places like Langston Boulevard where we are immediately realizing the site plan vision for private property, we have not made any significant steps or plans for the public infrastructure that is the underpinning of the Plan’s success.

The projects and implementation commitments identified in this letter reflect practical, community-informed priorities that would improve safety, equity, transit performance, and transparency. We ask that the Board direct staff to evaluate these recommendations, identify where they fit within existing and future CIP categories, and provide clear opportunities for civic

associations and community organizations to participate in shaping transportation investments before funding decisions are finalized.

Thank you for your consideration.

Sincerely,

NJ Giacobbe, Jr.

Nicholas J. Giacobbe, Jr.
President

cc:

County Manager Mark Schwartz

Civic Federation Board

Nicole Merlene Toulouse, CivFed Transportation Committee Chair

Civic Federation Transportation Committee