

Lorcom Lane Safety Project

Existing Conditions Public Engagement Summary – Winter 2022/2023

Project Background

The Lorcom Lane Safety Project will deliver multimodal safety improvements—including adding and widening sidewalks, improving intersections and reducing crossing distances—on Lorcom Lane from 24th Rd North/North Quebec Street to Nelly Custis Drive. This project originated through community-reported concerns, crash data and the results of a Vision Zero pilot project on the north side of the corridor.

Vision Zero Pilot Project

Since March 2021, a pilot project using temporary parking restrictions has provided a buffered walkway on the north side of Lorcom Lane between N Quebec Street and N Oakland Street. A review of the data and public engagement from the pilot showed positive community feedback and significant usage, so the Lorcom Lane Safety Project proposes a permanent sidewalk where the buffered walkway is currently located. The buffered walkway will remain in place as an interim condition until the sidewalk is constructed.

More information:

- [Pilot Info Sheet](#)
- [Pilot Engagement Summary](#)
- [Pilot Observation and Data Analysis](#)

Goals and Basis

The purpose of the Lorcom Lane Safety Project is to address safety concerns from N Quebec Street to Nelly Custis Drive for all users of the road, including residents who walk, drive, bike or take transit. The project corridor is part of the school walk zone for Dorothy Hamm Middle School, and the intersection of Lorcom Lane and Nelly Custis Drive is adjacent to a preschool hosted by a faith-based organization.

Planning guidance for this project comes from the following Board-adopted plans and policies:

Master Transportation Plan

- **Streets Element:** the County's [Complete Street policy for non-commercial arterial roads](#) informs the scope of this project to improve safety for all road users, and includes [recommendations for pedestrian facilities on roads](#) like Lorcom Lane
- **Bicycle Element:** This segment of Lorcom Lane is included in the [Bicycle and Trail network](#) as an existing facility

Vision Zero Action Plan

- The County Board’s adopted [Vision Zero Action Plan](#) calls on County Transportation staff to take a proactive approach to safety and to eliminate severe and fatal crashes from our transportation network by 2030.

- [Crash data analysis](#) from the Vision Zero Action plan showed that higher vehicle speeds, such as those present on this segment of Lorcom Lane, more frequently result in more severe or fatal crashes.

For more information on the project's background, history, goals and planning basis, please visit the [project website](#).

Public Engagement

On November 29, 2022, the project team held the North Arlington Open House at Dorothy Hamm Middle School. For the Lorcom Lane Safety Project, the goals of our outreach were to:

1. Hear from the community about issues and concerns they currently face on the corridor
2. Review all the feedback and when feasible incorporate it during the concept design phase.

At the open house, a large map of the project corridor was laid out on a table, and residents left their comments on sticky notes. This provided an opportunity for the community to share their experiences along the corridor to inform the project and for the project manager to directly hear from residents.

In total, we received 26 written comments at the open house on the aerial map. We also received two comments after the open house via email. The open house was accompanied with an online feedback form and interactive map—available from November 29 to December 18, 2022—on the project website. The online feedback form received 31 responses and 15 written comments. The interactive map included 11 location-specific comments.

What We Heard

Overall, public response from both the open house and online feedback form indicates strong support for enhancing safety on the corridor. A high level of support especially exists for improvements to the pedestrian spaces on the corridor and taking action to reduce excessive vehicle speeds. More than half of the written comments mentioned the need for improving safety at specific intersections in the corridor, such as at N Quebec Street, Vacation Lane and Nelly Custis Drive.

Written Comment Summary

As shown on Table 2, the number of comments, or 54, is the total number of written comments we received at the open house, email and on the online feedback form.

Source	Number of written comments
Open House Aerial	26
Online Feedback Form	15
Online Aerial	11
Email	2
Grand Total	54

The outline below is a summary of the overall themes we received both in-person and online:

Safety	<i>Safety concerns at the intersection of Lorcom Lane and Nelly Custis Drive, including lack of safety for crossing pedestrians, conflicts between cyclists and vehicles and near misses with turning vehicles.</i>
	<i>Speeding and pedestrian safety at the intersections of Lorcom Lane and Vacation Lane, and N Quebec St. and N Quincy St.</i>
	<i>Conflict between cyclists and vehicles along the corridor.</i>
	<i>Improving pedestrian safety at crosswalks.</i>
Parking	<i>Lack of parking in the current buffered walkway part of the Vision Zero pilot project.</i>
	<i>Adjusting parking to increase space for pedestrians and cyclists</i>
Streetscape	<i>Adding wider sidewalks to make more room for everyone including those with wheelchairs and strollers</i>

Online Feedback Form

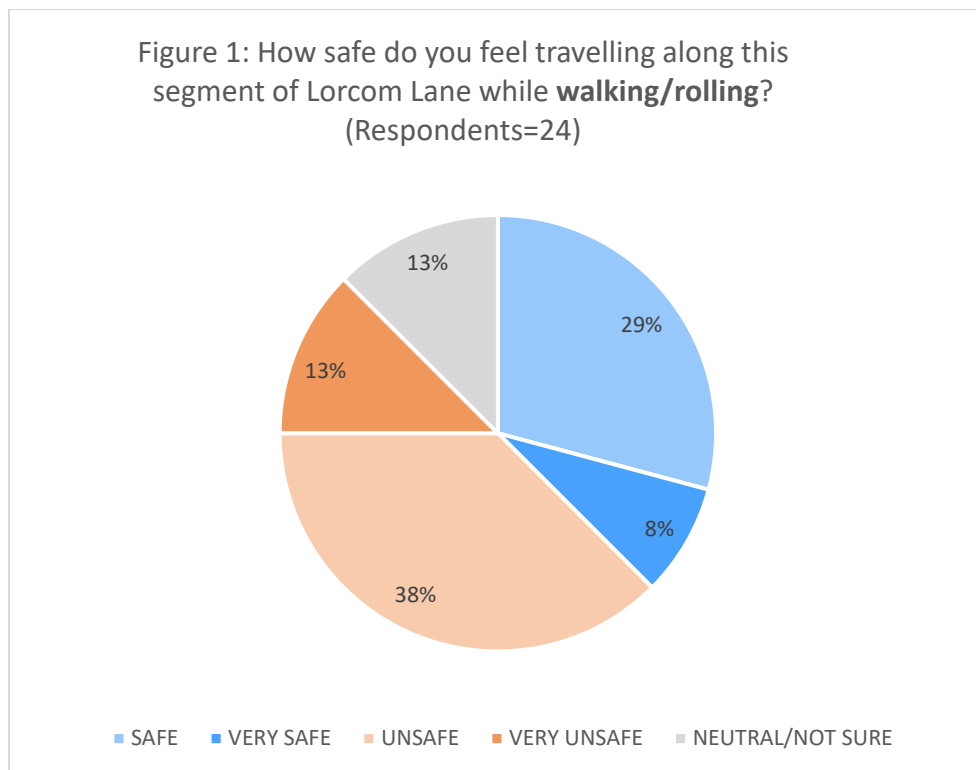
To assess how the community currently feels while using different modes of transportation on the corridor, we asked the following question on the online feedback form: “Overall, how safe do you feel while travelling along this segment of Lorcom Lane using the following types of transportation?” Survey respondents could choose the following answers: “Very safe,” “Safe”, “Very Unsafe” “Unsafe”, “Neutral,” “Not Sure” or “Not Applicable.”

Table 2 depicts the number of respondents who chose each level of perceived safety. Based on the results, the majority of respondents drive a personal vehicle and/or walk along the corridor. Over half of those surveyed did not indicate their sense of safety while using a scooter or taking public transit because it was not applicable to them, and for that reason the data for those modes is only from 10 or less respondents. Table 2 represents the results for all 31 respondents of the online form, while noting that not all respondents indicated a response for each mode.

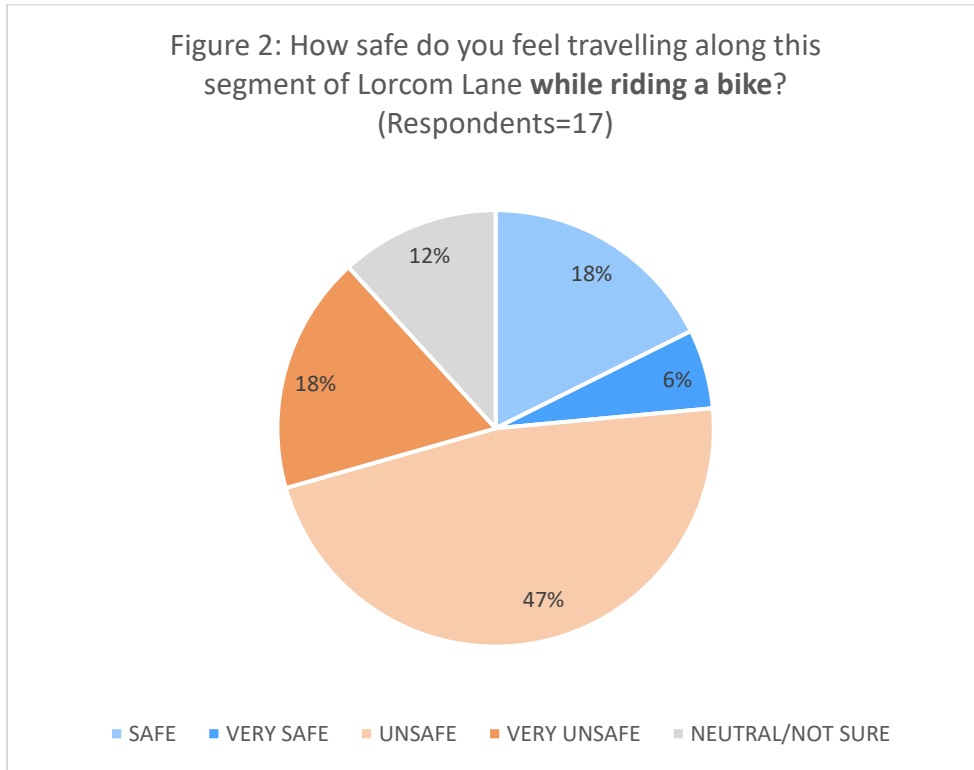
Table 2: Results of sense of safety while travelling along Lorcom Lane using different types of transportation (Total Respondents = 31)

	Walking / Rolling	Riding a Bike	Driving a personal vehicle	Taking Public Transit	Using a Scooter
Very Safe/Safe	9	4	20	6	1
Very Unsafe/Unsafe	12	11	4	1	3
Neutral/Not Sure	3	2	3	3	1
Not applicable	4	12	1	17	22

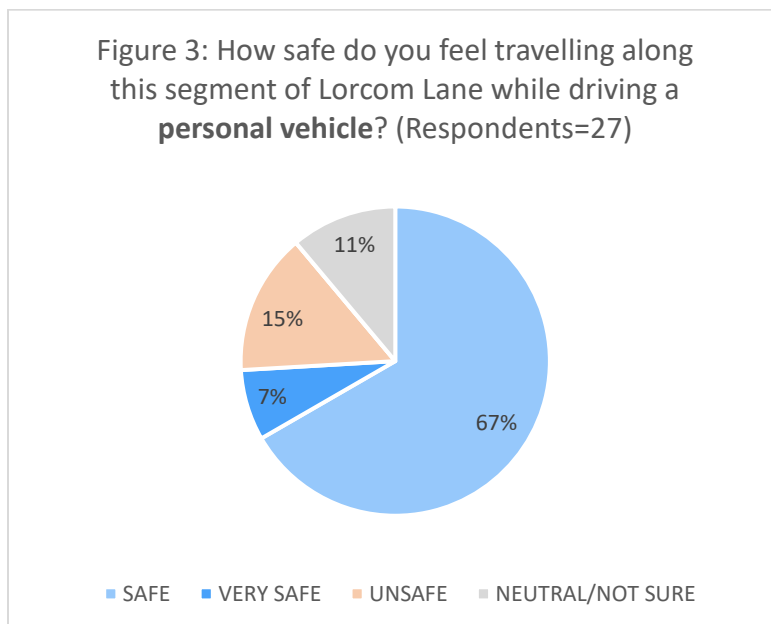
To accurately assess the input relative to each mode of transportation, we analyzed the survey results *excluding* respondents who didn't select a perceived level of safety and those who chose "Not Applicable," since that mode does not apply to them. Figures 1 to 5 illustrate the percentage of online respondents who felt "Very Safe," "Safe," "Very Unsafe," "Unsafe" and "Neutral" or "Not Sure" while using different modes of transportation between N Quebec Street and Nelly Custis Drive. Although shown as two choices in the survey, "Neutral" and "Not Sure" are categorized together on the figures below.



In Figure 1, 50% of online respondents feel “unsafe” or “very unsafe,” and 38% feel “safe” or “very safe” while walking/rolling on the corridor. 13% are neutral or not sure how they feel while walking/rolling.



In Figure 2, 65% of online respondents feel “unsafe” or “very unsafe” and 24% feel “safe” or “very safe” while riding a bike on the corridor. 12% are neutral or not sure how they feel while riding a bike. More respondents feel “unsafe” or “very unsafe” as a pedestrian and cyclist than “safe” or “very safe.”



In Figure 3, 74% of online respondents feel “safe” or “very safe” and 15% feel “unsafe” while driving a personal vehicle on the corridor. 11% are neutral or not sure how they feel while driving.

Riding public transit or a scooter did not receive as many online responses, based on the number who chose “Not Applicable.” As shown on Table 2, taking public transit is applicable to 10 respondents and riding a scooter to 5 respondents. Nonetheless, more users feel “unsafe” or “very unsafe” while riding a scooter than “safe” or “very safe.”

Riding public transit or a scooter did not receive as many online responses, based on the number who chose “Not Applicable.” For those who do use these modes, taking public transit was generally found to feel like a safe mode of transportation (applicable to 10 respondents) and riding a scooter was found to feel like an unsafe mode of transportation (5 respondents).

Next Steps

The project team is currently working on developing a conceptual plan that is responsive to planning guidance, safety and operational data, and public input. At the next public outreach opportunity, anticipated in summer 2023, we will share this conceptual plan with residents for your feedback.

Project Page: <https://www.arlingtonva.us/Government/Projects/Project-Types/Transportation-Projects/Lorcom-Lane-Safety-Project>

Project Contact:

Zuhra Malik

Project Manager

Email: zmalik@arlingtonva.us

Tel: 703-228-5167