DEPARTMENT OF
TRANSPORTATION &
ENVIRONMENTAL SERVICES

2900 Business Center Dr.
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Van Dorn Street & Bridges – Concept Feedback Summary

Overview

This summary synthesizes feedback from 178 community responses to a feedback form regarding proposed design concepts for Van Dorn Street (Eisenhower Ave to McConnell Ave). Not all respondents answered every question, so totals vary slightly.

Travel Behavior & Purpose

- Driving is the predominant mode of travel in the corridor (87%), with additional use of walking (24%), biking/scooting (26%), and transit (17–22%).
- Primary trip purposes include living/working in the area (31%), accessing shops/restaurants (31%), and passing through (19%).
- The corridor serves both local access and through traffic.

Key Design Preferences

Walking & Biking Space:
- Preferred: balanced, separated walking and biking spaces.
- Less preferred: shared-use paths.

Metro Road Access:
- 44% prioritize walking/biking safety.
- 29% prioritize vehicle access.
- 21% prefer a balance of access and multimodal accommodations.

Bridge Design:
- Preferred: separate bike bridge.
- Least preferred: reconfiguration without widening.

Space Priorities:
- Highest: pedestrian space.
- Lowest: landscaping.

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Buffer from Roadway:
- Split between maximizing separation and balancing space.

Open-Ended Feedback Themes

- Traffic congestion and vehicle capacity concerns are most common.
- Mixed views on bicycle infrastructure.
- Strong support for improved pedestrian and cyclist safety.
- Desire for balanced, multimodal solutions.
- Suggestions: improve intersections, transit amenities, accessibility.

Geographic Insights

- Most respondents live locally (ZIP 22304 or nearby).
- Work destinations are more dispersed (Arlington, Fairfax, DC).
- Corridor supports both local and regional travel.

Overall Takeaways

- Preference for safer, separated walking and biking infrastructure.
- Vehicle congestion remains a major concern.
- Broad support for balanced, multimodal design.