
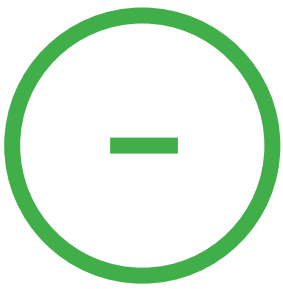







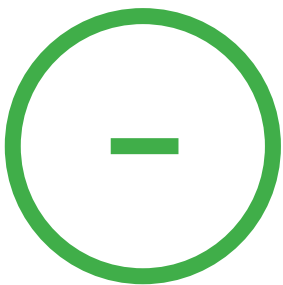


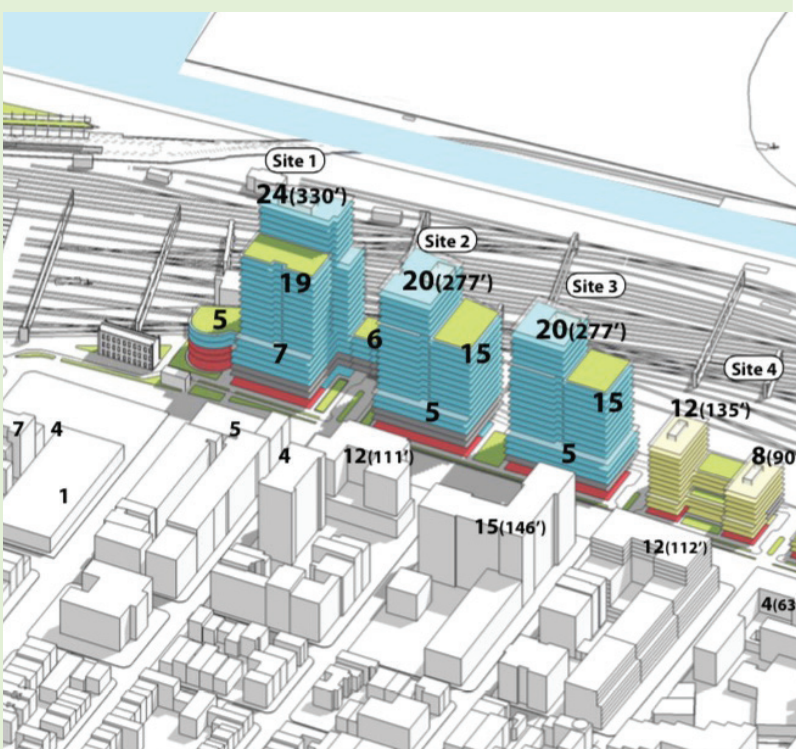

















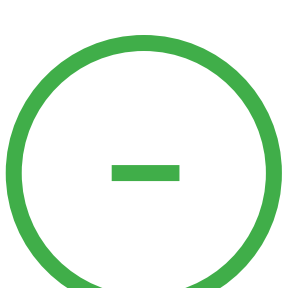





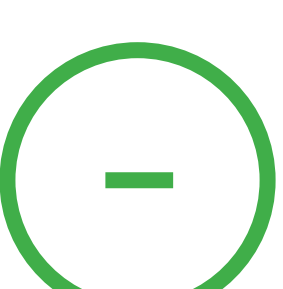
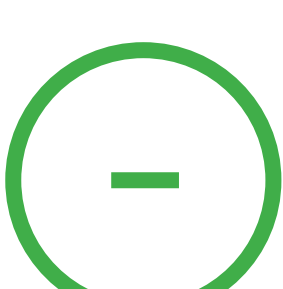





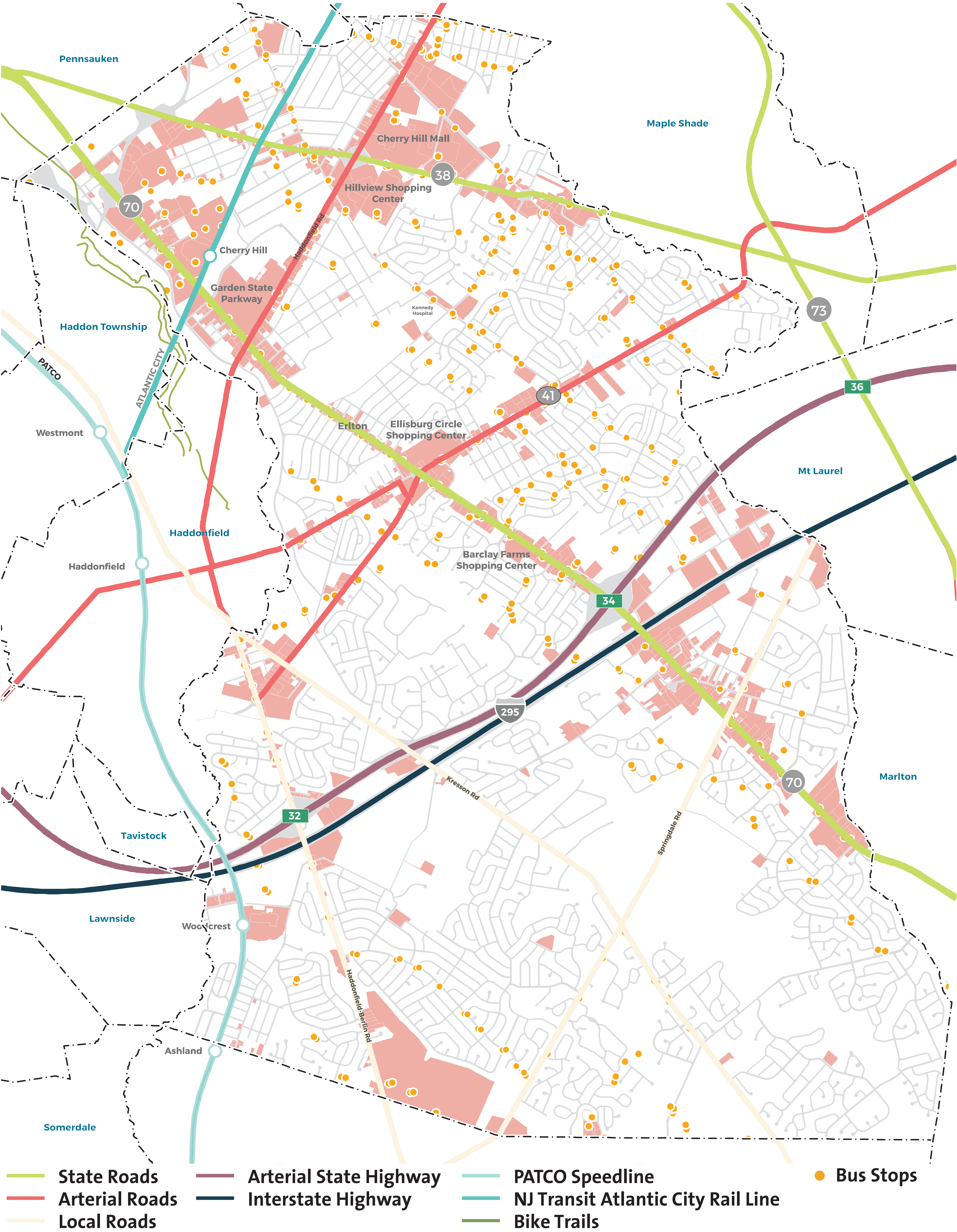


Land Use and Mobility Matrix

ACCESSIBILITY RANKING: GOOD NEUTRAL

| | |  |  | | | | | |
|--|---|---|---|---------|---|---|---|---|
| | | | | WALKING | BIKING | DRIVING/ PARKING | TAKING THE BUS | RIDING THE TRAIN |
| DENSE DOWNTOWN (PHILADELPHIA) |  |  |  | | | |  |  |
| NEIGHBORHOOD TRANSPORTATION NODE (SEATTLE, BUS RAPID TRANSIT) |  |  |  | |  | |  | |
| TRANSIT ORIENTED DEVELOPMENT (TOD) (HOBOKEN YARDS PROPOSAL) |  |  |  | |  | |  |  |
| TRANSIT VILLAGE/TOD LIGHT (COLLINGSWOOD, NJ) |  |  |  | |  | |  |  |
| TOD PARK AND RIDE (WOODCREST STATION) |  |  | | |  | |  | |
| REGIONAL AUTO- ORIENTED SHOPPING CENTER (CHERRY HILL MALL) |  | | | | |  |  | |
| REGIONAL COMMERCIAL HIGHWAY CENTER (SINGLE USE COMMERCIAL) |  | | | | |  |  | |
| WALKABLE COMMERCIAL NEAR NEIGHBORHOODS (MAIN STREET) |  |  |  | |  | | | |
| LIFESTYLE CENTERS (TOWNE PLACE AT GARDEN STATE PARK) |  |  |  | |  | |  | |

Transportation Networks



What areas of Cherry Hill could be “unlocked” through greater access to mobility options?

