

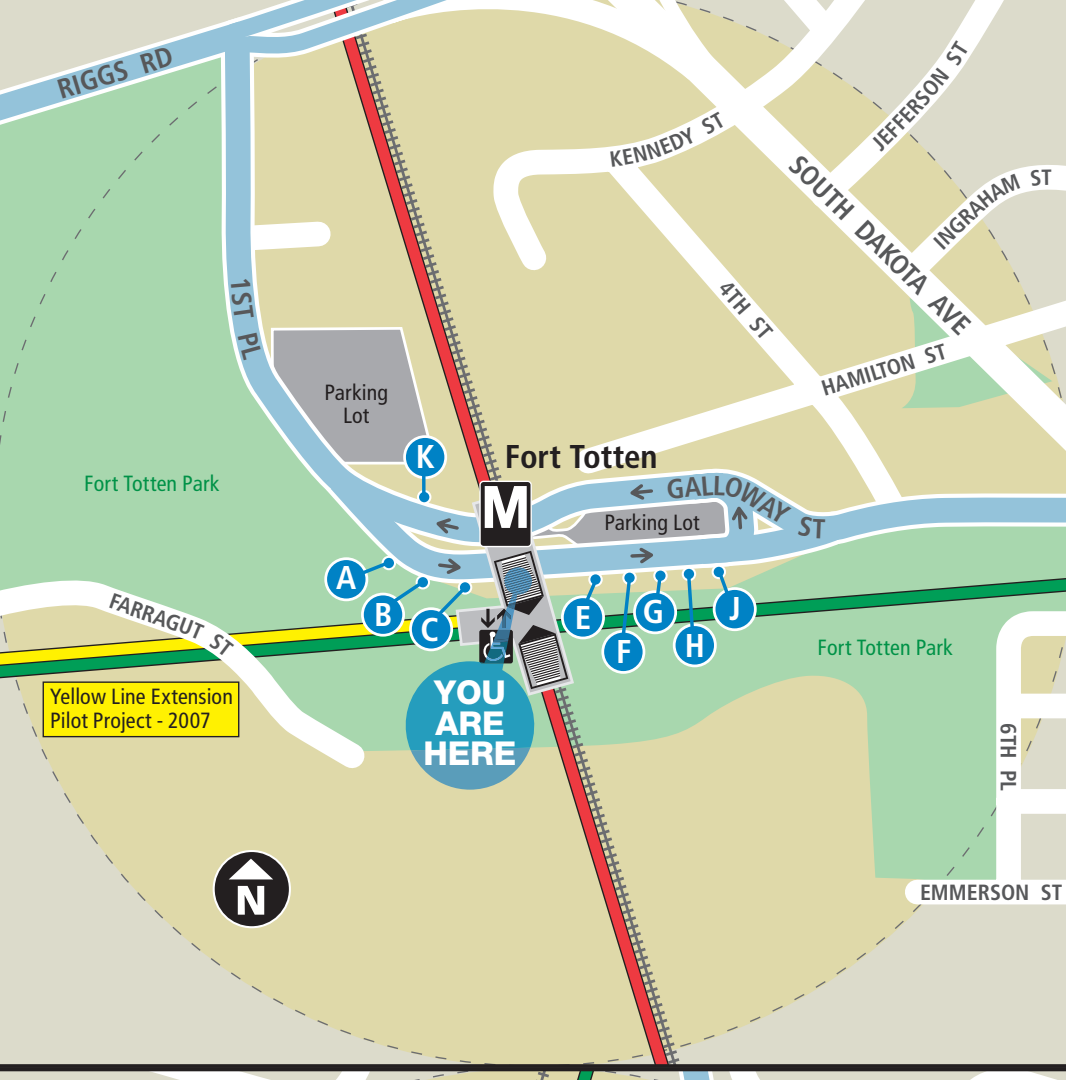
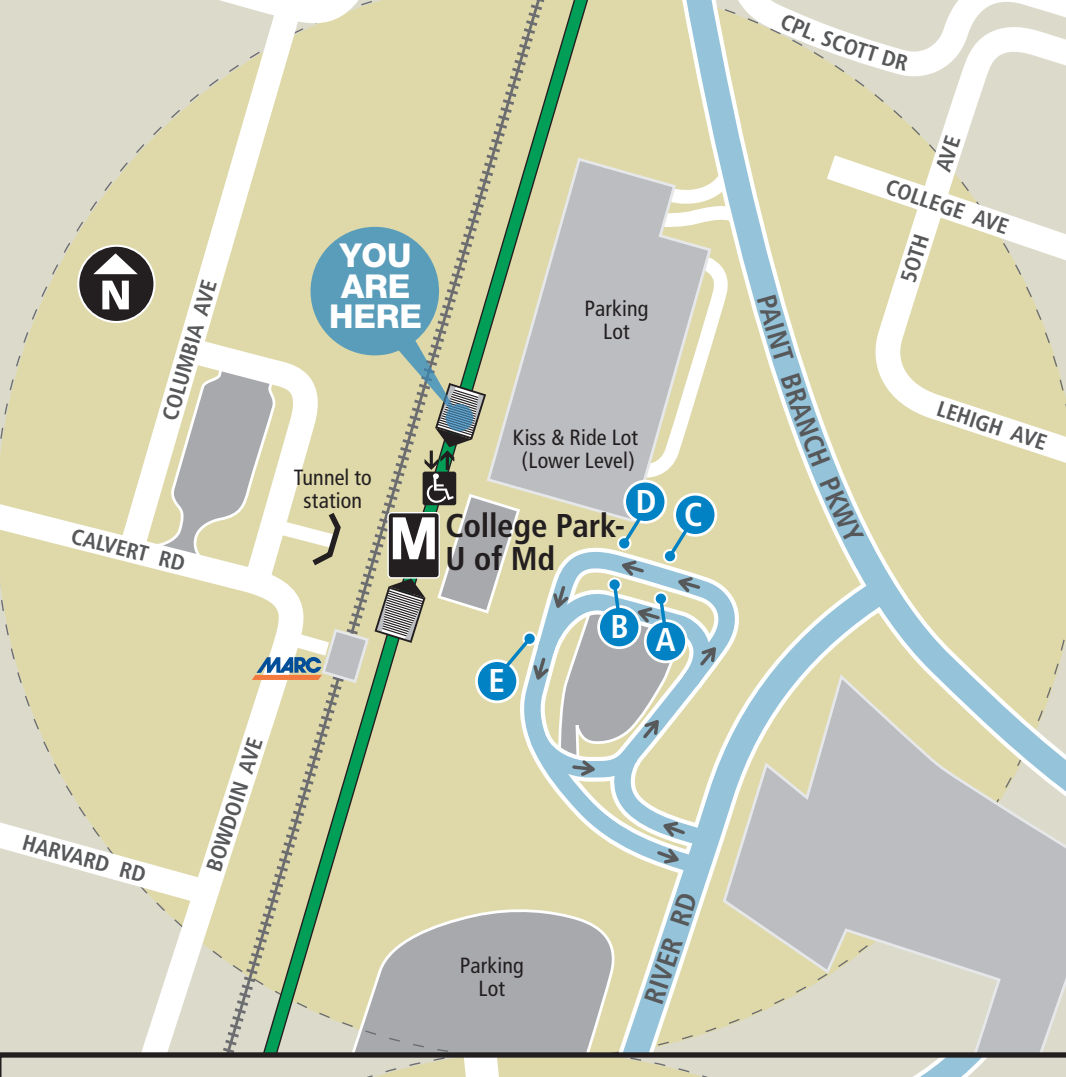

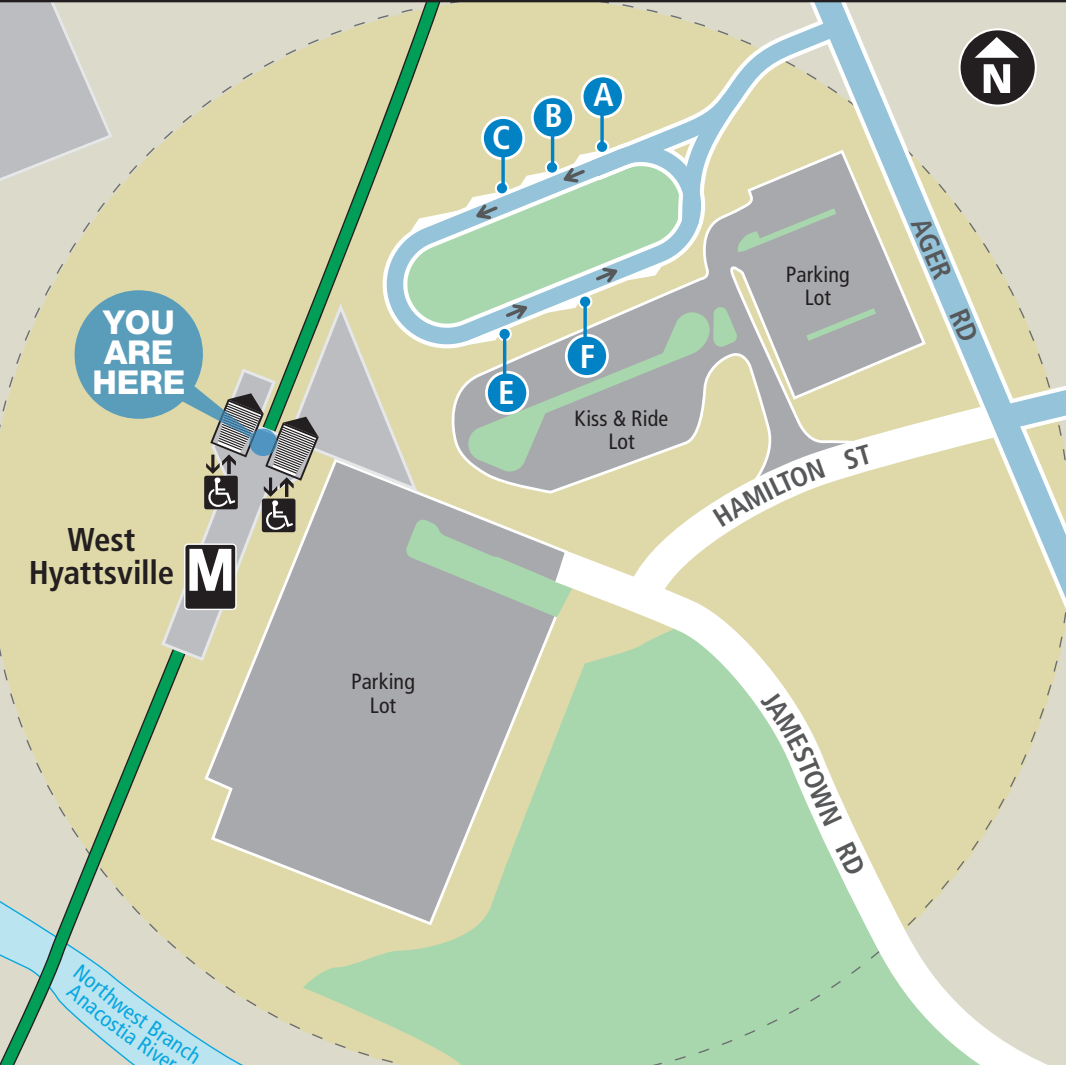




Typology	Mode Shift Potential	Land Use Characteristics	Station Characteristics	Potential Strategies	Stations	Representative Station	
1. High Density Mixed-Use in a Grid Network	High, higher potential for mode shift as compared to urban center	High density, mixed-use development, limited projected changes (e.g. built out), intensification of surrounding land uses is happening,	Space constraints, potential bike, vehicle and pedestrian conflicts, high volume of traffic at entrances and exits, high pedestrian and bike utilization, limited space for bike parking	Shared use lockers, wayfinding signage, connecting to bike lanes in the vicinity, bike stations, signal improvements, improving bus/bike interactions, bike actuated signals, partnerships with local gyms, bike parking in garages, bike turn lanes	Bethesda DuPont Friendship Heights New York Avenue Silver Spring Woodley Park Waterfront SEU Navy Yard Columbia Heights Mt. Vernon Square U Street King Street Pentagon City Crystal City Foggy Bottom Rosslyn Ballston Clarendon Court House Virginia Square/GMU	(Red) (Red) (Red) (Red) (Red) (Green) (Green) (Green, Yellow) (Green, Yellow) (Green, Yellow) (Green, Yellow) (Blue, Yellow) (Blue, Yellow) (Blue, Orange) (Blue, Orange) (Orange) (Orange) (Orange) (Orange)	
2. Urban Residential Center	Medium to High	Higher density, high residential proportion of land uses but some mixing of uses, some commercial uses and moderate densities in the vicinity	Urban residential without parking, medium pedestrian and bike utilization	Wayfinding strategies, targeted education and outreach, targeted promotion efforts, targeted incentives, on-site bike paths, parking lot improvements, signal improvements, AM peak parking opportunities, bike actuated signals, signs to bike parking, lighting improvements, drainage grate improvements, "to Metro" signs on trails/roads in the vicinity, bike hotline, bike turn lanes, maps and directions	Takoma Van Ness Cleveland Park Brookland Benning Road Capitol South Eastern Market Stadium-Armory Potomac Avenue Georgia Avenue/Petworth Shaw Howard	(Red) (Red) (Red) (Red) (Blue) (Blue, Orange) (Blue, Orange) (Blue, Orange) (Blue, Orange) (Green, Yellow) (Green, Yellow)	
3. Urban Residential Area with a Bus/ Automobile Orientation	Medium to High	Urban street grid, single-use development patterns, lower to moderate densities in the vicinity, urban places but parking is often still provided, little commercial in the vicinity	Parking oriented, suburban, medium pedestrian and bike utilization, often end of line/inner city stations, station oriented to vehicle access	Wayfinding strategies, targeted education and outreach, targeted promotion efforts, targeted incentives, on-site bike paths, parking lot improvements, signal improvements, AM peak parking opportunities, bike actuated signals, signs to bike parking, lighting improvements, drainage grate improvements, "to Metro" signs on trails/roads in the vicinity, bike hotline, bike turn lanes, maps and directions	Rhode Island/Brentwood Addison Road Seat Pleasant Minnesota Anacostia Fort Totten	(Red) (Blue) (Orange) (Green) (Green, Yellow, Red)	
4. Campus	High, population that is interested in biking	Little commercial development. Significant residential populations in the vicinity, important community/campus dynamic, travel patterns dominated by station - campus connections.	The major issue is the connection between the Metro station and the campus. Campus may also block neighborhood from nearby neighborhoods.	Improved and enhanced bike parking, coordinated encouragement and education efforts between Metro and institution, improved wayfinding and signage, improved bike on bus facilities	Medical Center Tenleytown College Park	(Red) (Red) (Green)	
5. Mixed-Use in a Pod Layout	High	Pods of commercial activity separated by barriers such as surface parking lots, arterial roadways, walls/fences, high traffic volumes, little mixing of uses, surface streets.	Difficult crossings, parking garages, stations separated from rider origins/destinations.	Parking lot wayfinding and bike route improvements, filling gaps in the pedestrian and bike network, intersection improvements, parking garage improvements	Rockville Twinbrook White Flint Wheaton Greenbelt Naylor Road Prince George's Plaza Suitland Eisenhower Largo Town Center Van Dorn Street Dunn Loring Vienna Fairfax	(Red) (Red) (Red) (Red) (Green) (Green) (Green) (Green) (Green) (Yellow) (Blue) (Blue) (Orange) (Orange)	

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6. Long-Term Potential for High Density Transit Oriented Development (TOD) or Planned Unit Development (PUD)	Currently low, but will likely grow significantly with future development	Stations are surrounded by lower density residential uses, currently underutilized property, surface parking.	Large amount of property around the station, parking might be reconfigured or reduced with development, potentially significant latent demand in the surrounding areas, medium pedestrian and bike utilization.	Private/public partnerships, construction zone regulations, general bike facility design guidelines, proffer guidelines, bike actuated signals, bike turn lanes, connections to trails, promotion in surrounding communities.	West Hyattsville Capitol Heights Morgan Boulevard Cheverly Landover	(Green) (Blue) (Blue) (Orange) (Orange)	
7. Suburban Residential Area	Medium to High	Homogeneous land use, primarily residential, lower densities and little commercial uses in the vicinity, there is some activity around the station and then it tapers off, some local/community bike/ped connectivity to stations.	A lot of parking, difficult ingress and egress, gaps in connectivity, limited signage and wayfinding	Enhanced bike parking, improved signage and wayfinding, filling gaps in the network, collaboration with local jurisdictions and organizations.	Forest Glen Glenmont Grosvenor Strathmore Southern Avenue Congress Heights Huntington Braddock Road East Falls Church West Falls Church Deanwood	(Red) (Red) (Red) (Green) (Green) (Yellow) (Blue, Yellow) (Orange) (Orange) (Orange)	
8. Auto Collector/Suburban Freeway	High	Interstate highways and collectors act as major barriers, are nearly impossible to cross and are generally limited access. Potential riders are further away, suburban land-use patterns, single-family residential and lower density development in the vicinity	Large amount of surface parking and/or parking garages, ample space, lower bike and pedestrian utilization, major barriers	Bike lockers and cages/rooms, wayfinding signage, connections to nearby bike lanes and trails, intersection/crossing improvements, incentives, on-site bike paths, parking lot improvements (e.g. signs, pavement markings), signal improvements, bike actuated signals, maps and signage for getting to and leaving the station, bike turn lanes, bike friendly gates and security measures, bike pavilions and gardens, stair channels, signs to bike parking, lighting improvements, drainage grate improvements, "to Metro" signs on trails/roads in the vicinity	Shady Grove Branch Avenue Franconia-Springfield New Carrollton	(Red) (Green) (Blue) (Orange)	
9. Employment Center/Downtown/Urban Core	High	Predominantly office/commercial, high density, high current pedestrian and bike utilization, single use, predominantly office, heavily urban	Space constraints, location of Smart Bike stations, already has good mode splits, main pedestrian issues are off site, bike station and sharing happen here, space constraints, more limited bike opportunities	Biggest opportunities for public private partnerships, main potential is bike egress, shower facilities, private/public partnerships, private sector outreach, incentives, employer/employee benefit programs, signal improvements, PM peak and overnight parking, equipment lockers, targeted promotion, bike actuated signals, signs to bike parking, partnerships with local gyms, maps and directions	Judiciary Square Farragut North Union Station Archives/Navy Memorial Gallery Place/Chinatown Federal Triangle McPherson Square Federal Center Smithsonian Farragut West Metro Center L'Enfant Plaza	(Red) (Red) (Red) (Green, Yellow) (Green, Yellow, Red) (Blue, Orange) (Blue, Orange) (Blue, Orange) (Blue, Orange) (Blue, Orange) (Blue, Orange, Red) (Blue, Orange, Green, Yellow)	