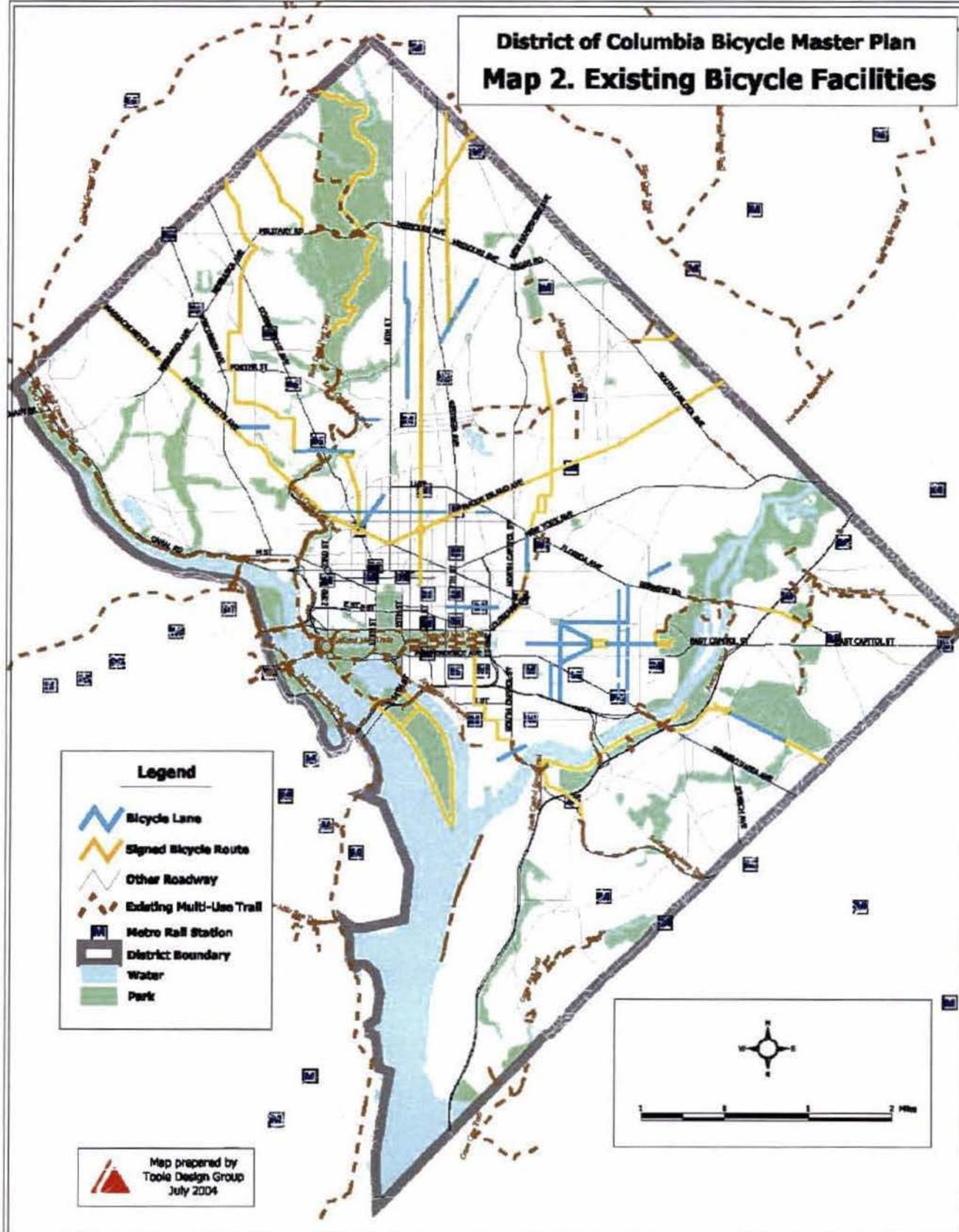


# District of Columbia Bicycle Master Plan Map 2. Existing Bicycle Facilities



**Legend**

-  Bicycle Lane
-  Signed Bicycle Routes
-  Other Roadway
-  Existing Multi-Use Trail
-  Metro Rail Station
-  District Boundary
-  Water
-  Park

Map prepared by  
Toole Design Group  
July 2004

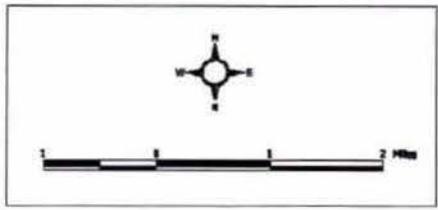


Figure 2-4  
Bicycle Routes (DC Bicycle Master Plan)



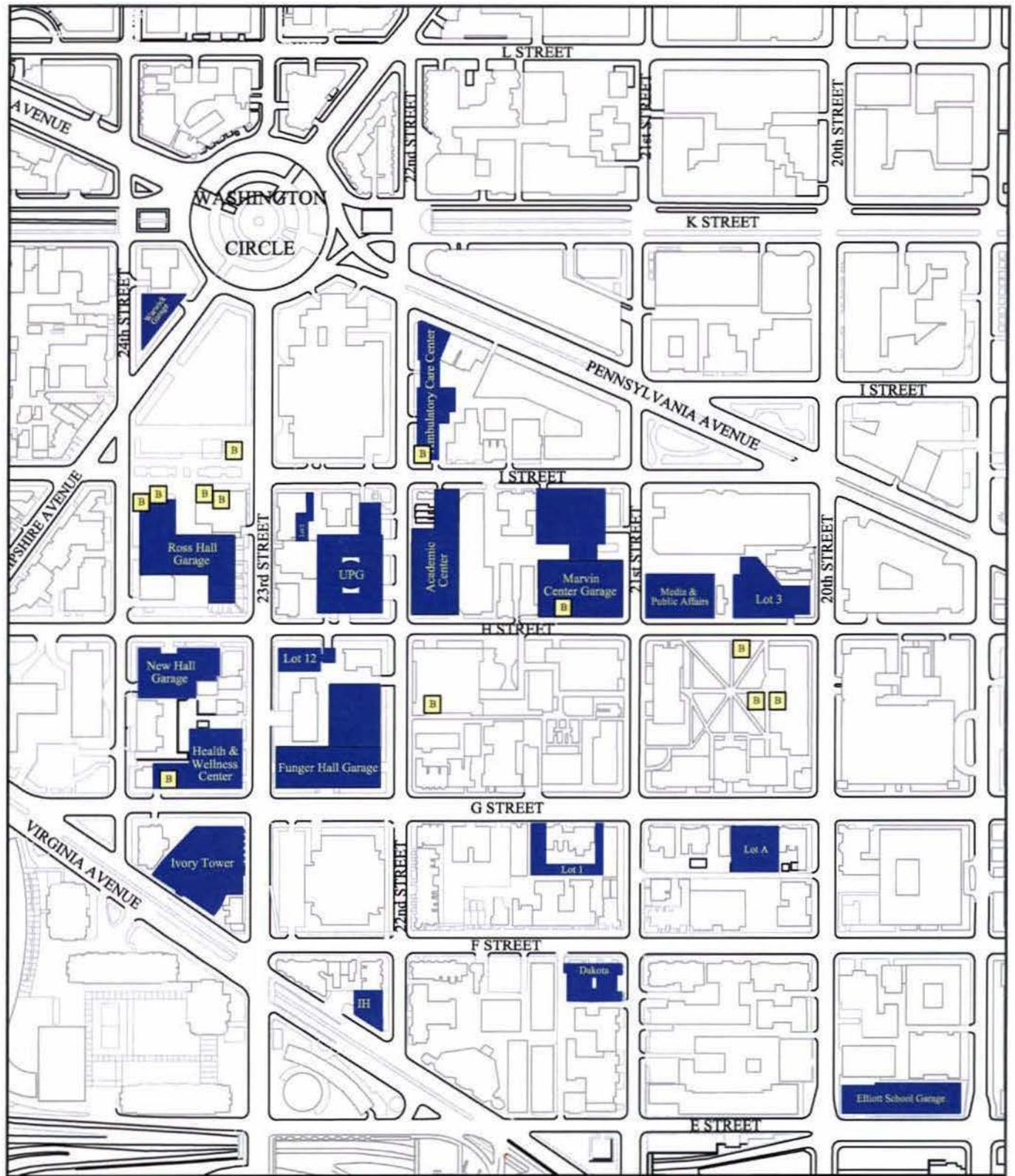


Figure 2-5  
Existing Bicycle Racks

 Bicycle Racks



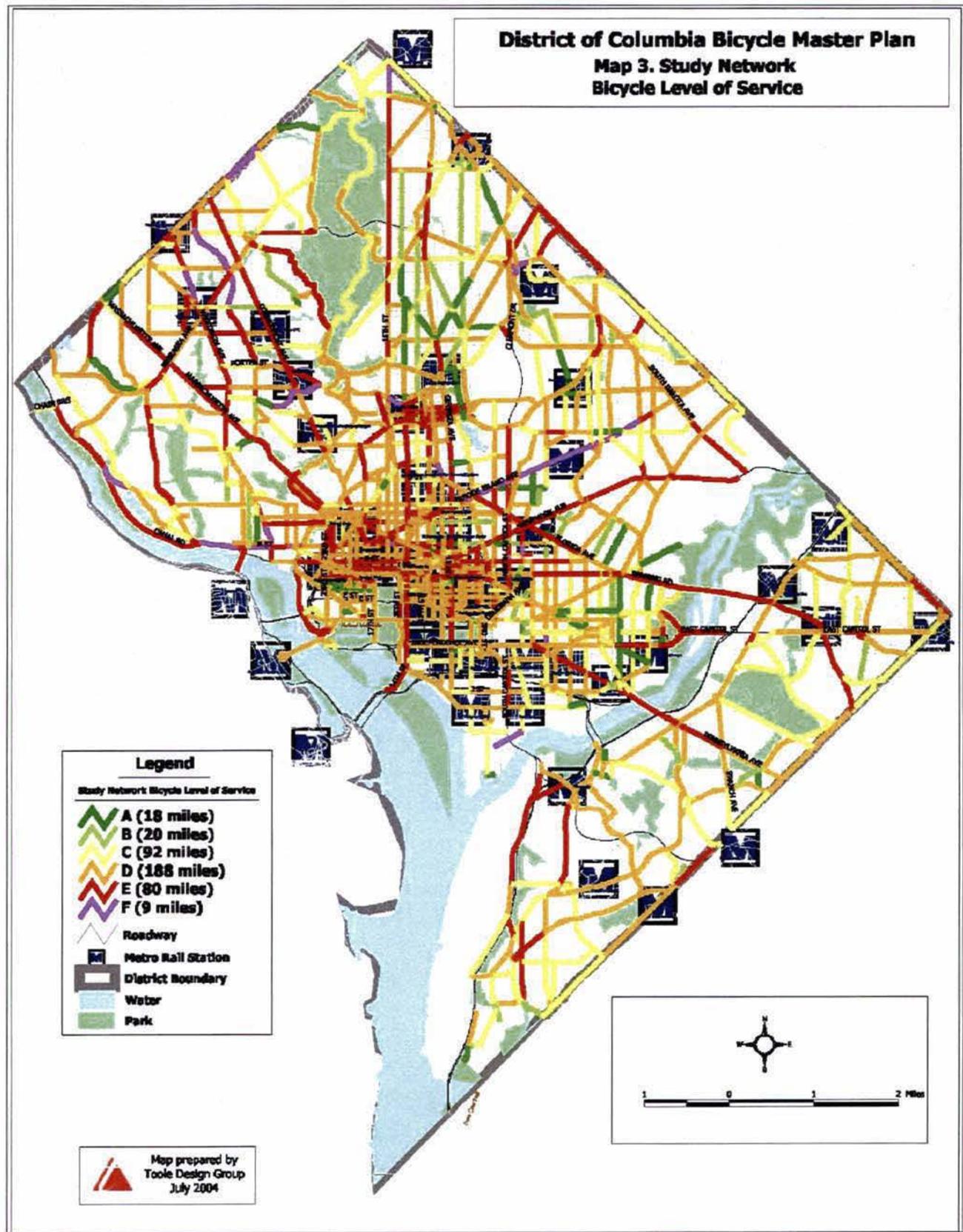
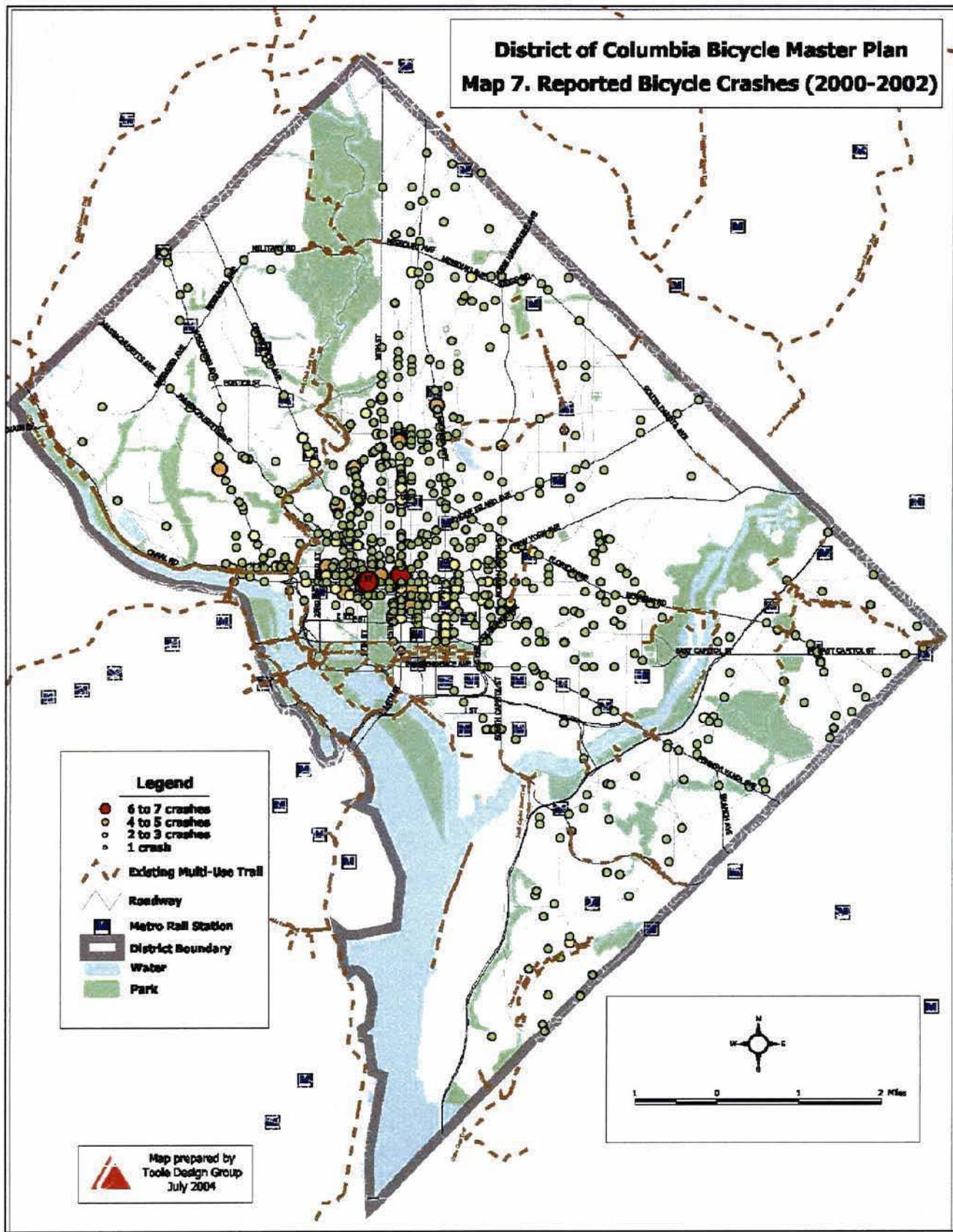


Figure 2-6  
Bicycle Levels of Service (DC Bicycle Master Plan)



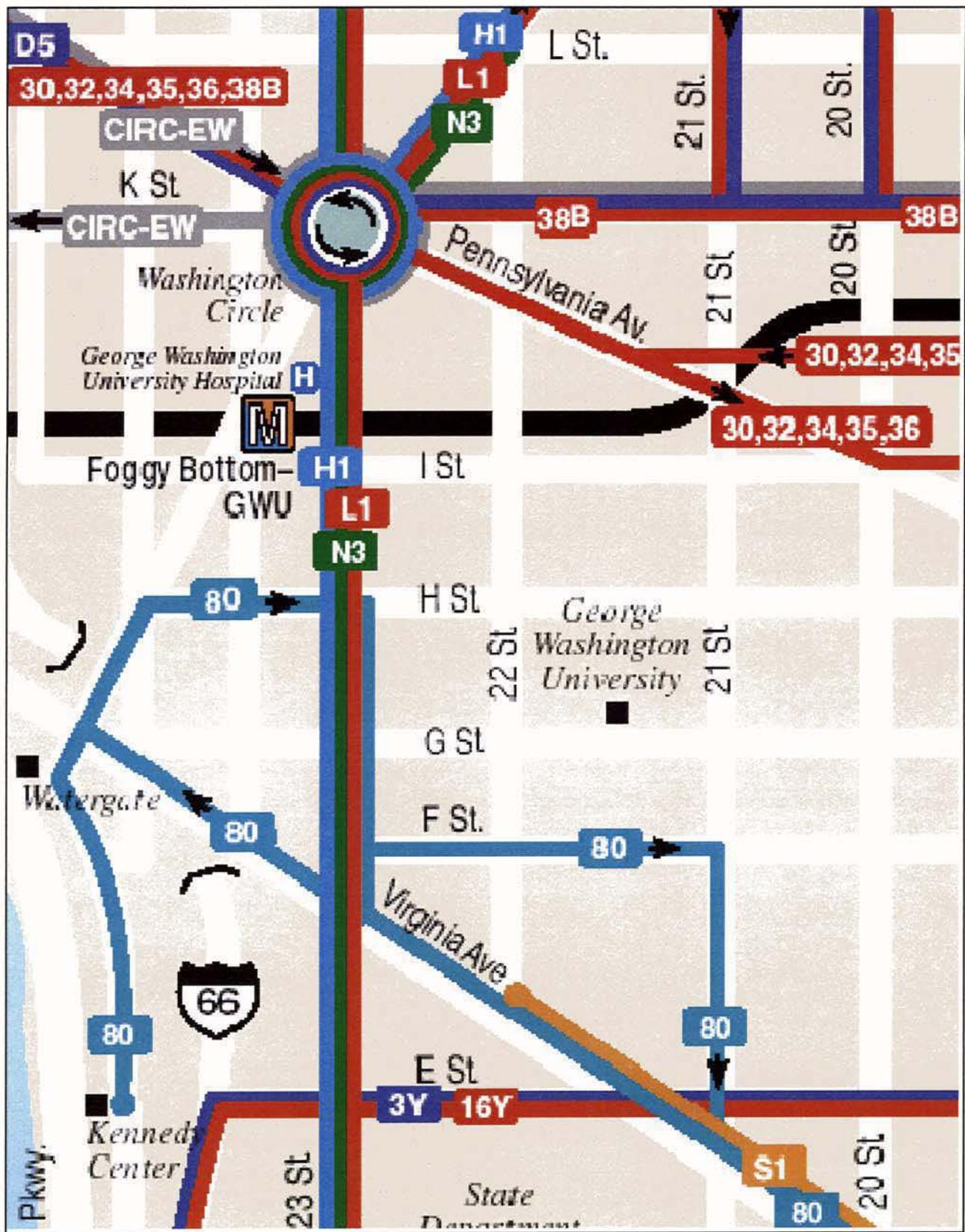
**District of Columbia Bicycle Master Plan  
Map 7. Reported Bicycle Crashes (2000-2002)**



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Figure 2-7  
Bicycle Accidents (DC Bicycle Master Plan)





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Figure 2-8  
Existing Metrobus Routes



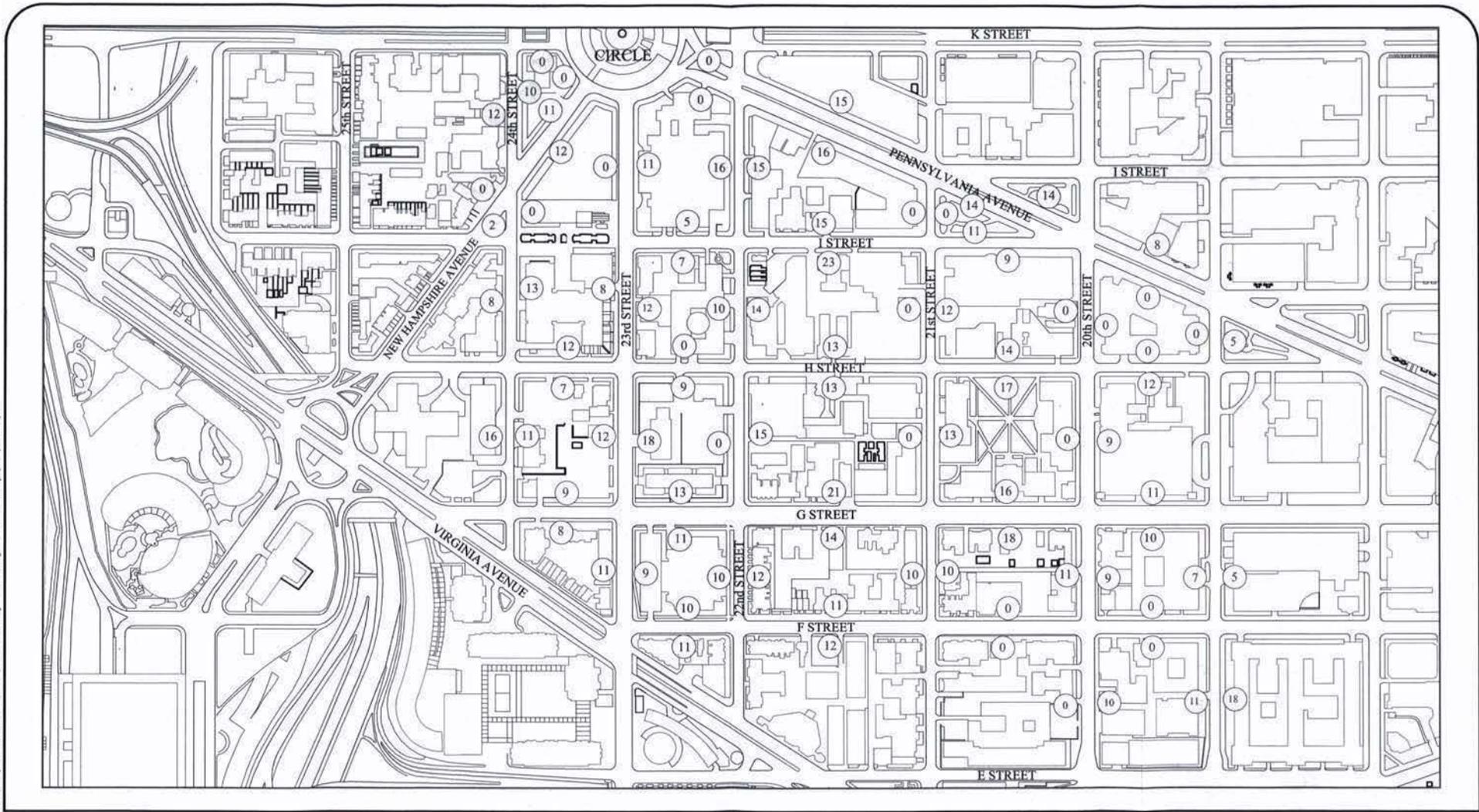


Figure 2-9  
On-Street Parking Inventory

⊗ On-Street Parking Spaces



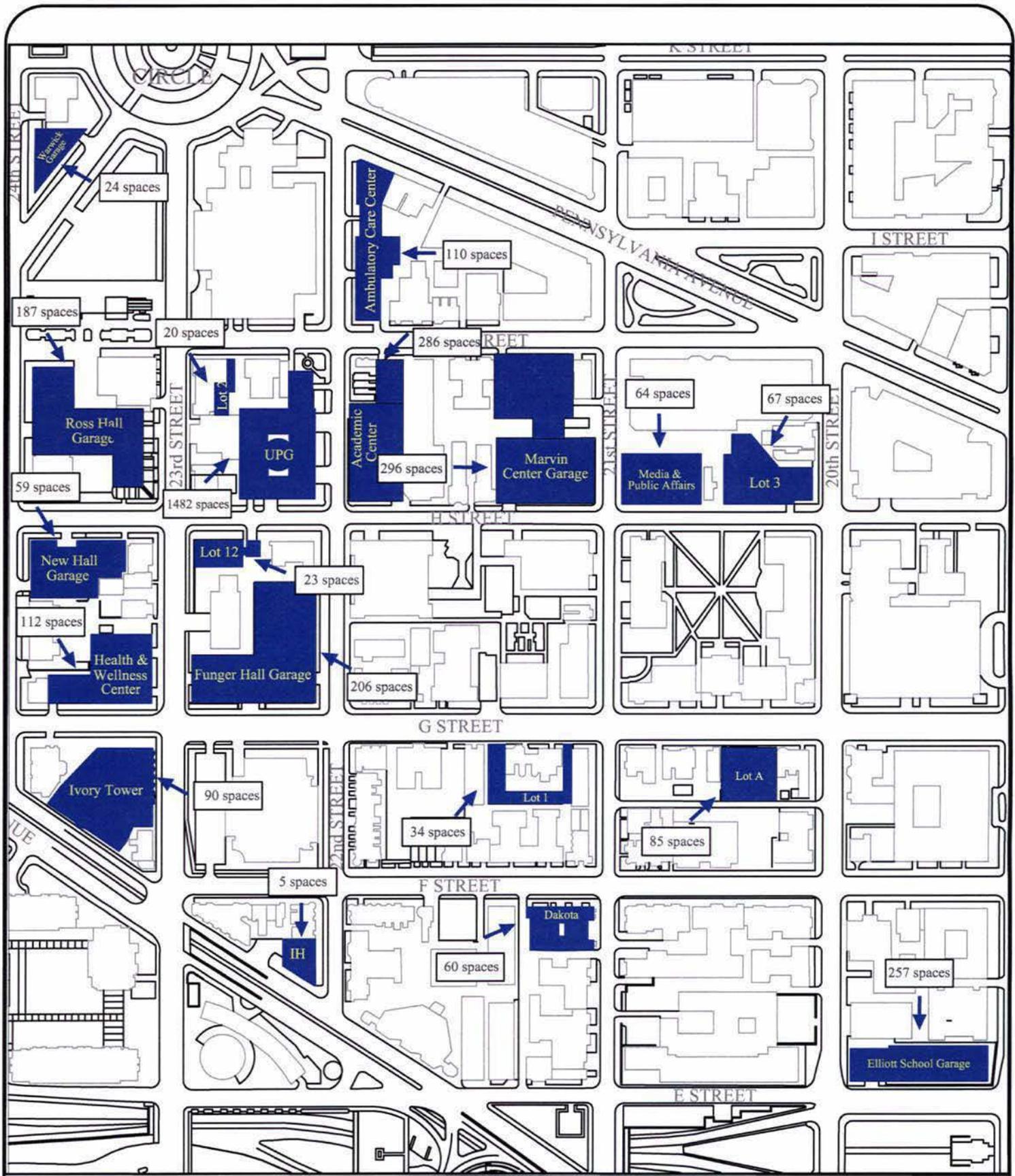


Figure 2-10  
Existing Parking Sites



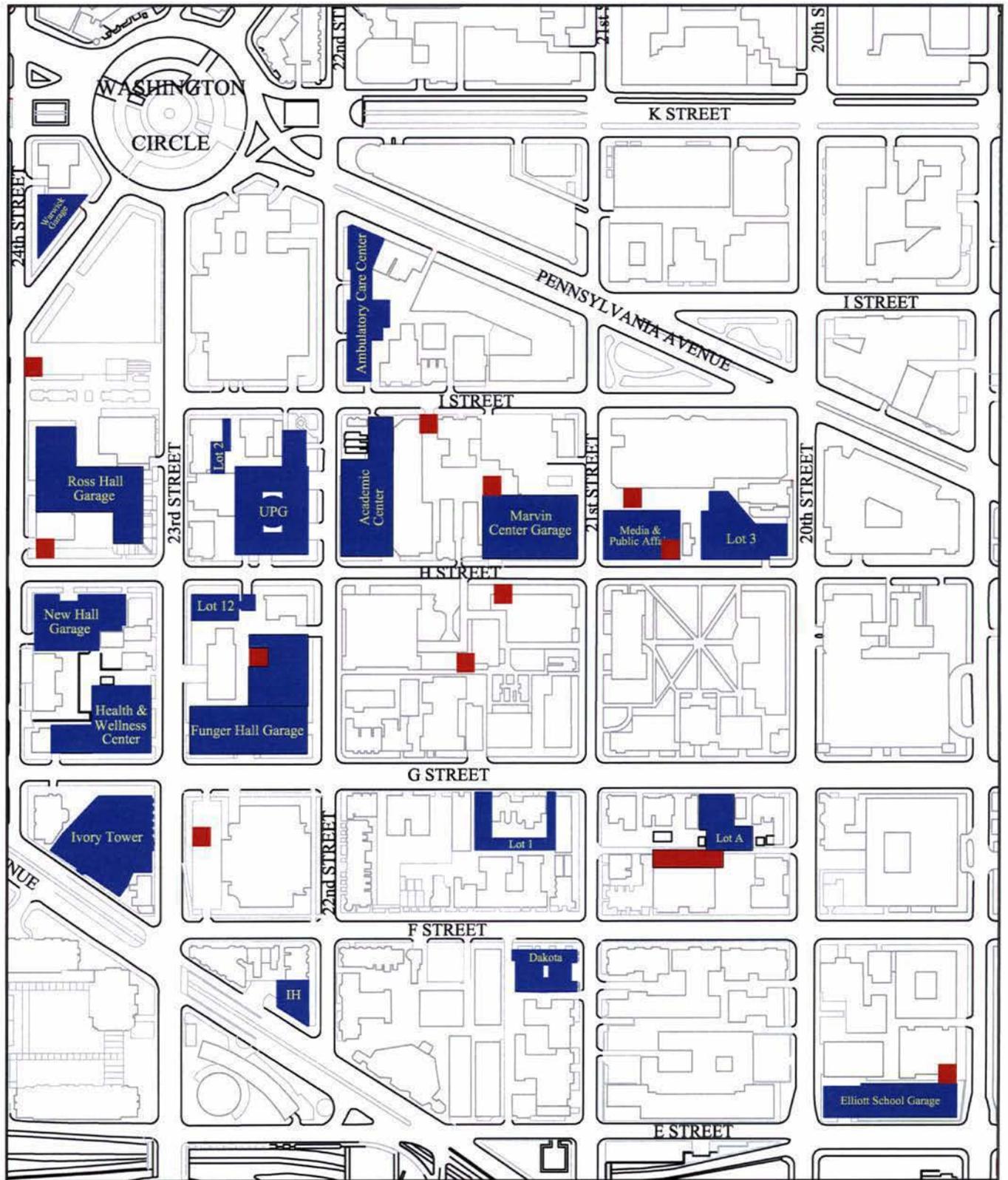


Figure 2-11  
Existing Loading Facilities

■ Loading Facilities



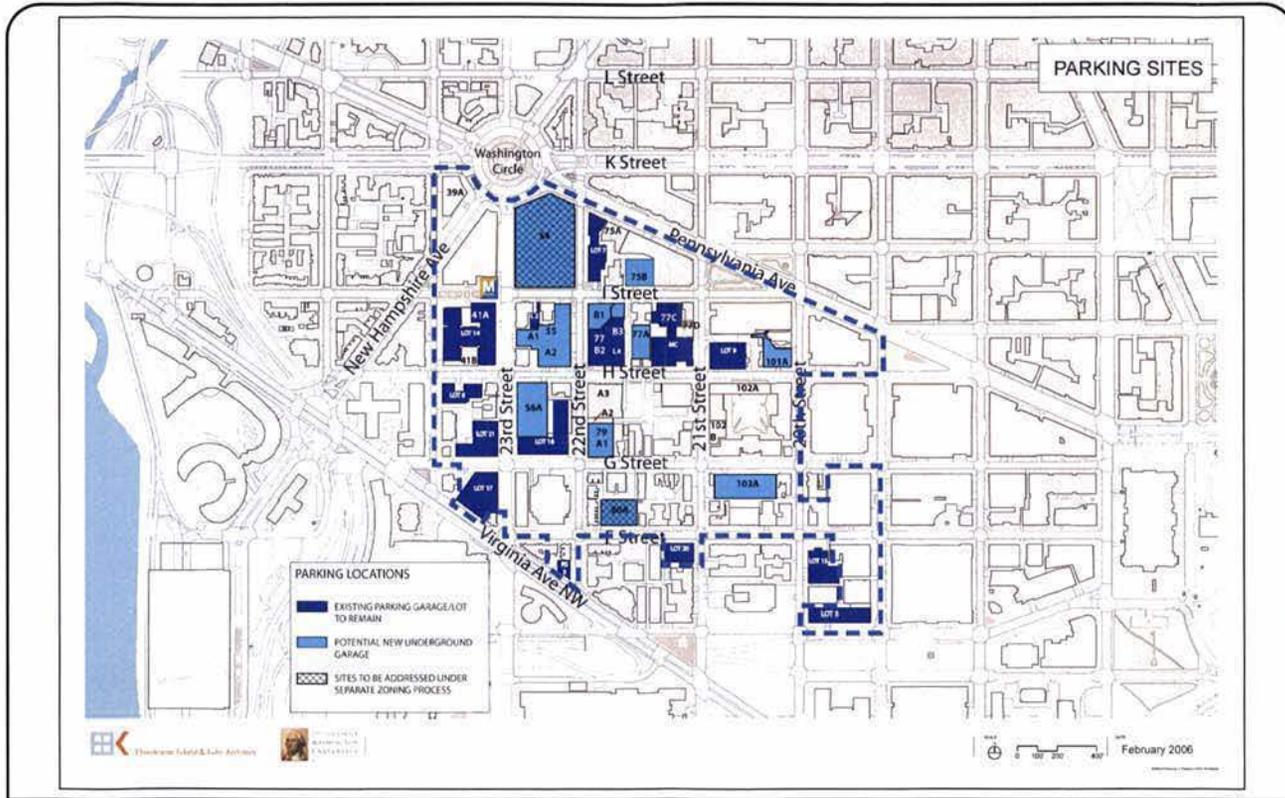


Figure 3-1  
Existing and Proposed Potential Parking Sites

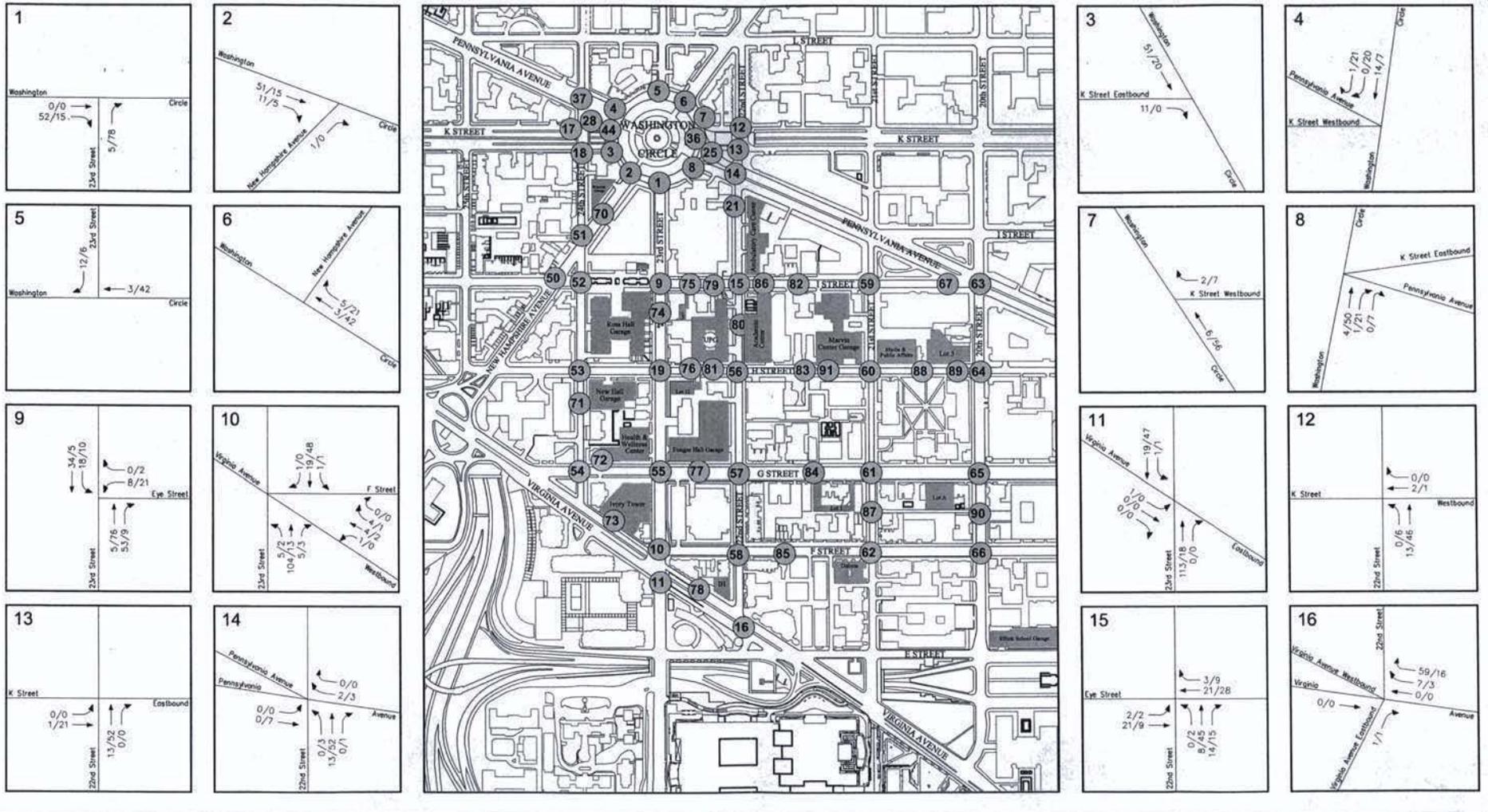


Figure 3-2  
Existing GWU Site Trips



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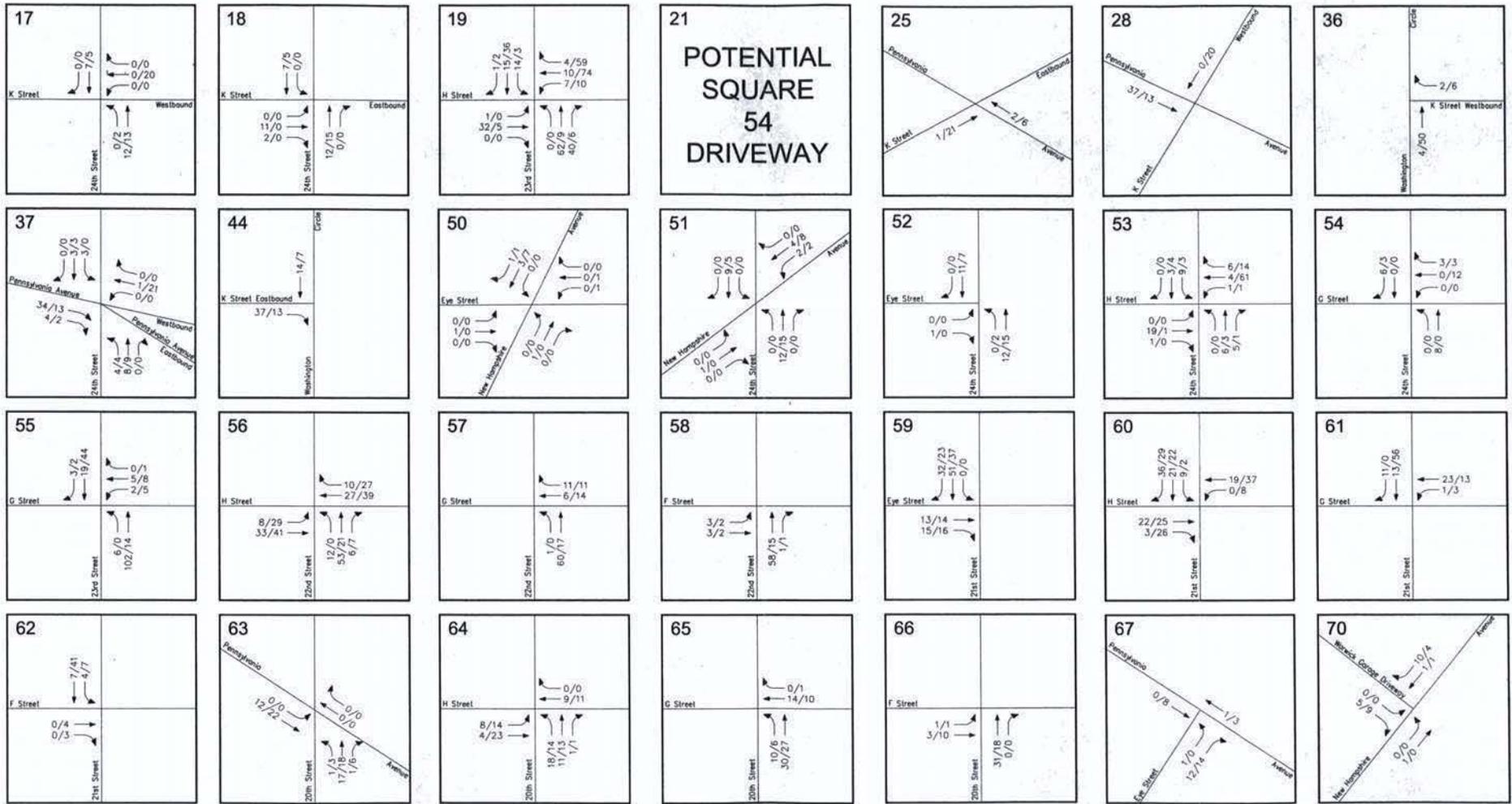


Figure 3-2  
Existing GWU Site Trips

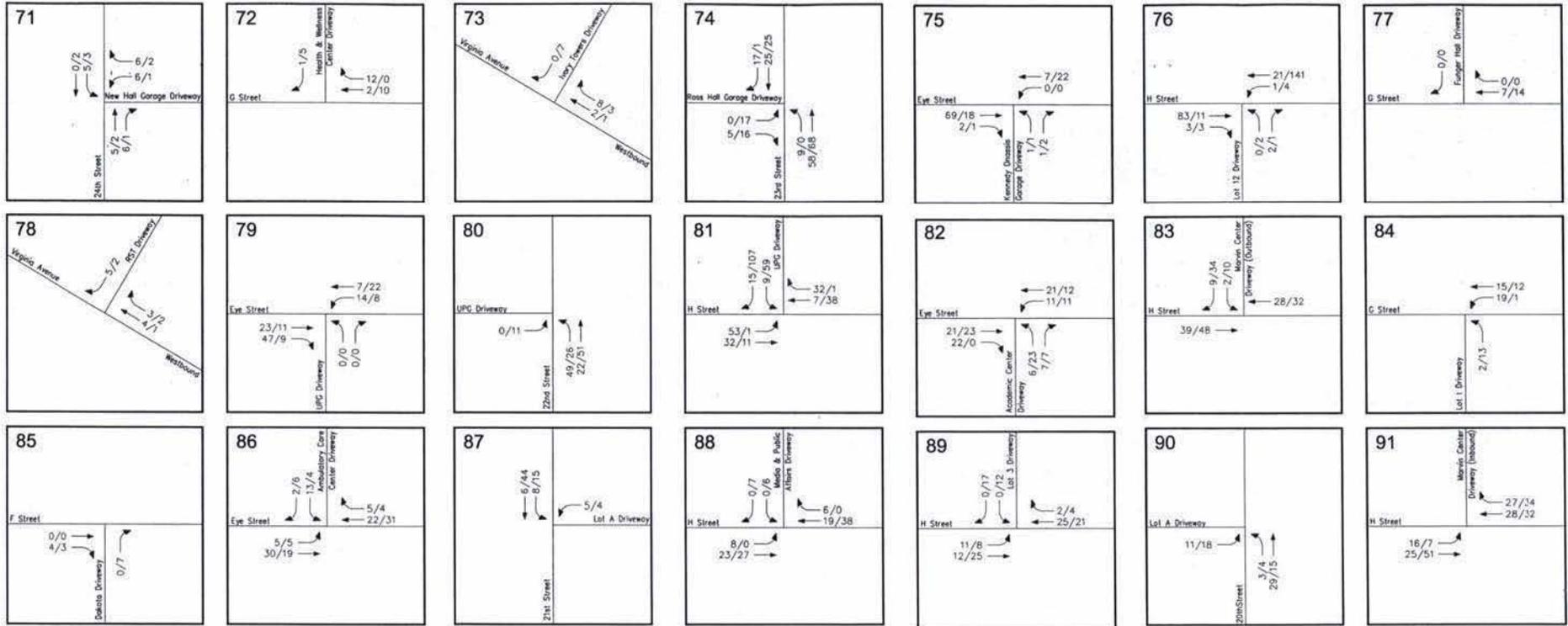


Figure 3-2  
Existing GWU Site Trips

AM PEAK HOUR  
PM PEAK HOUR  
000/000



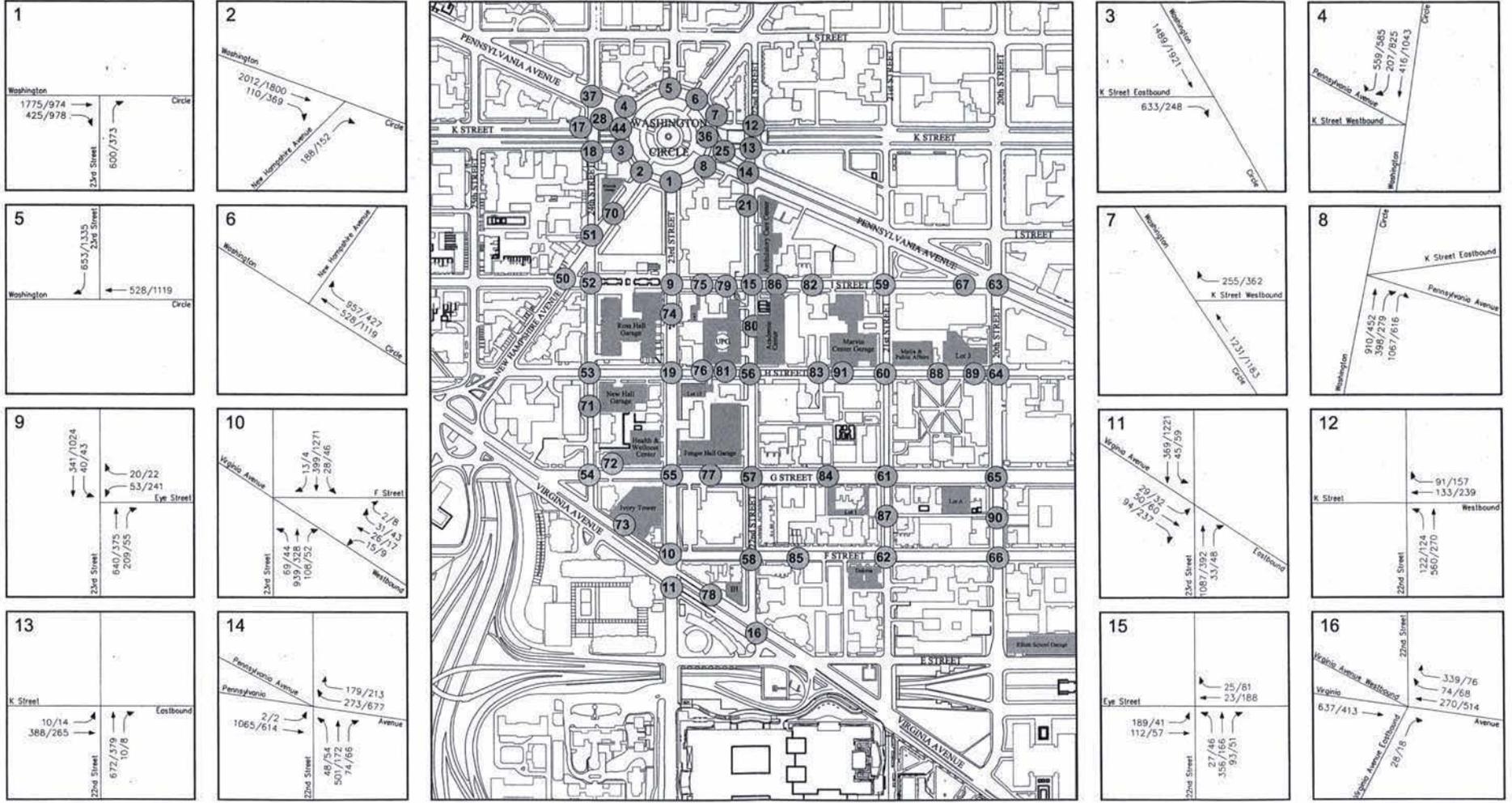


Figure 3-3  
Existing Non-GWU Peak Hour Traffic Volumes

ALL PEAK HOUR  
PM PEAK HOUR  
000/000

North

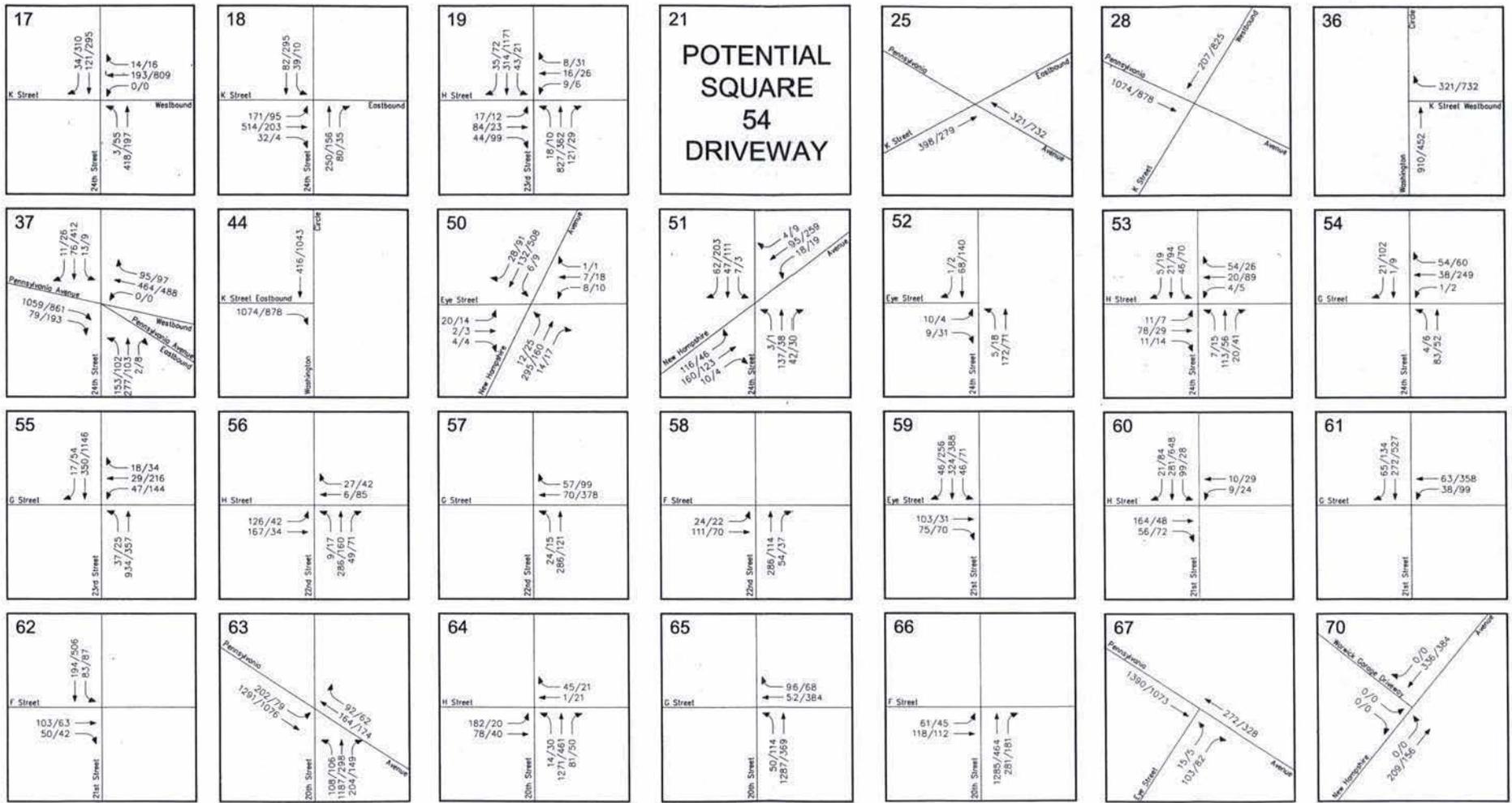


Figure 3-3  
Existing Non-GWU Peak Hour Traffic Volumes



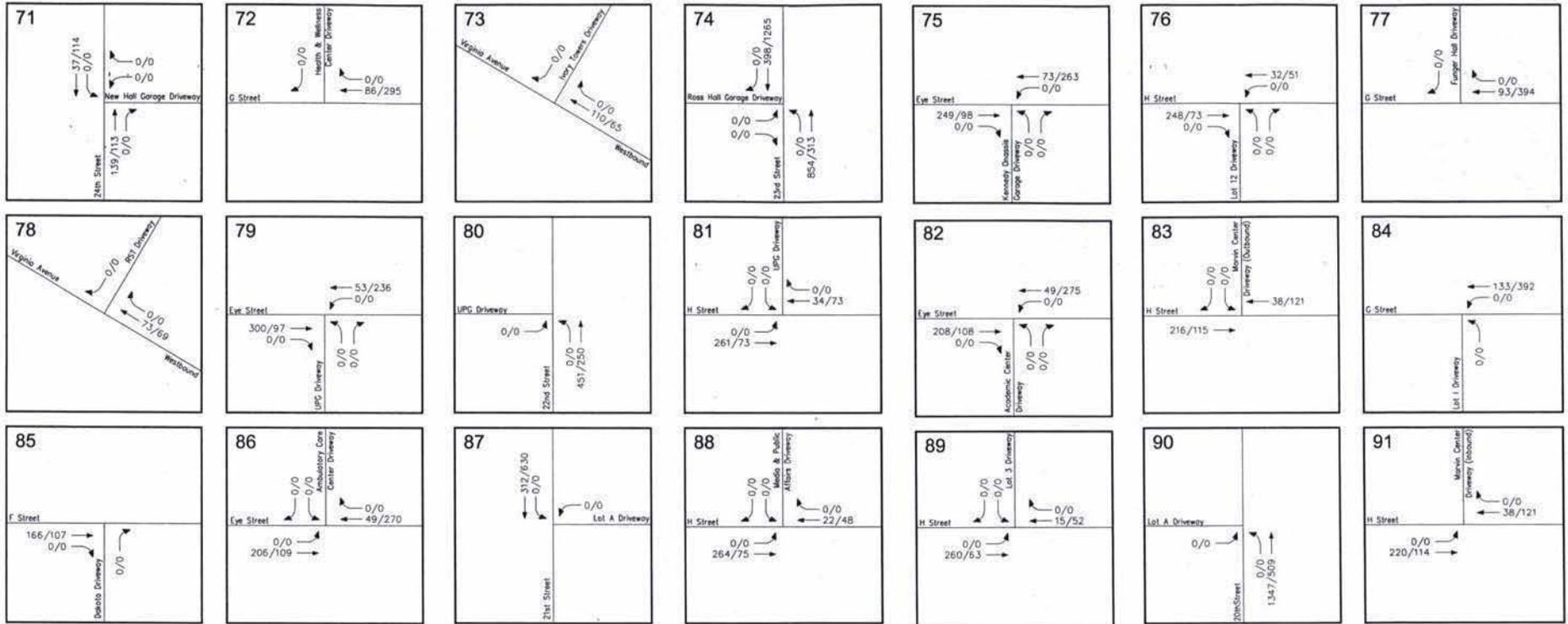


Figure 3-3  
Existing Non-GWU Peak Hour Traffic Volumes

AM PEAK HOUR  
PM PEAK HOUR  
000/000



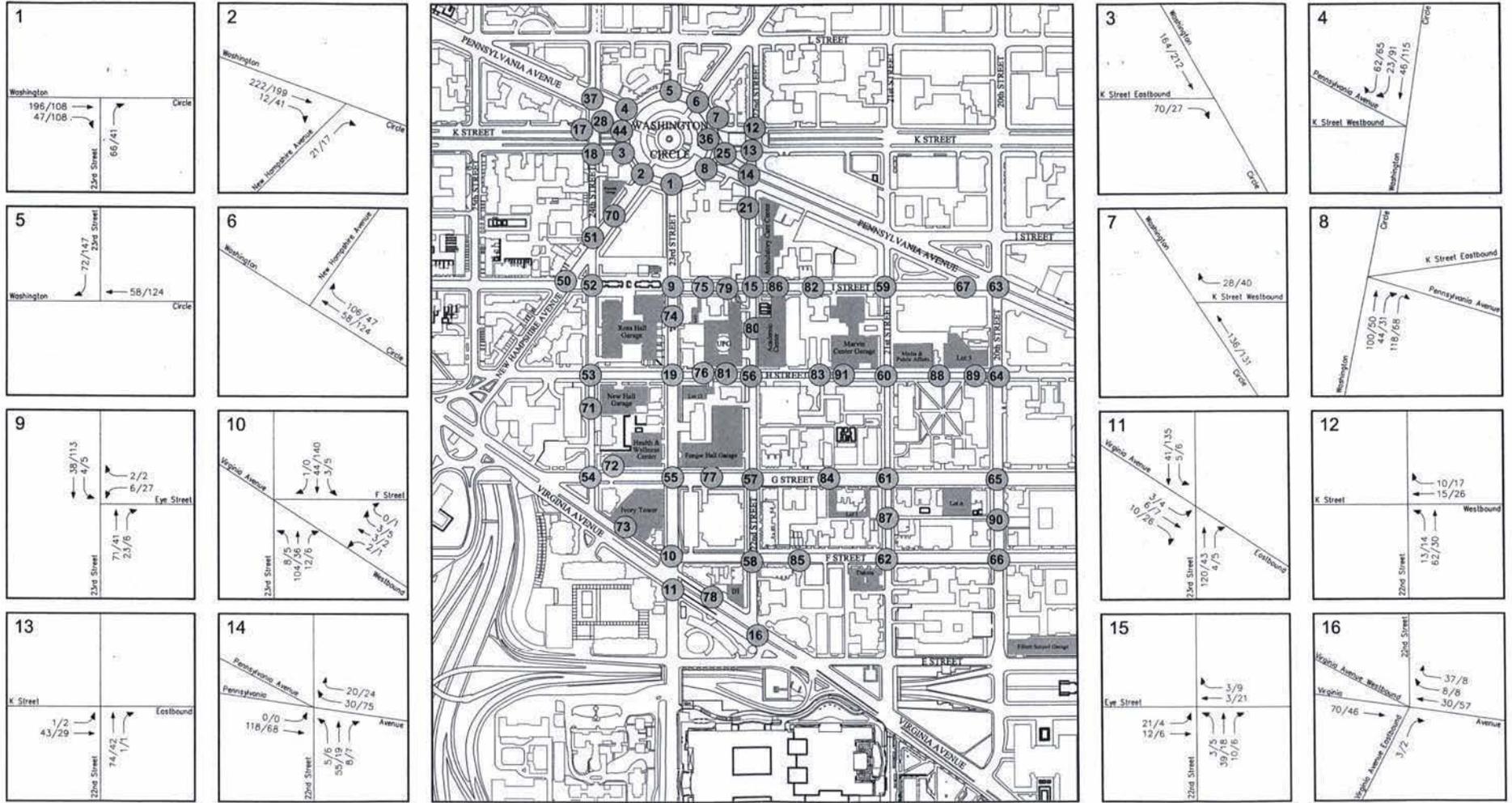


Figure 3-4  
Regional Growth of Non-GWU Traffic Volumes





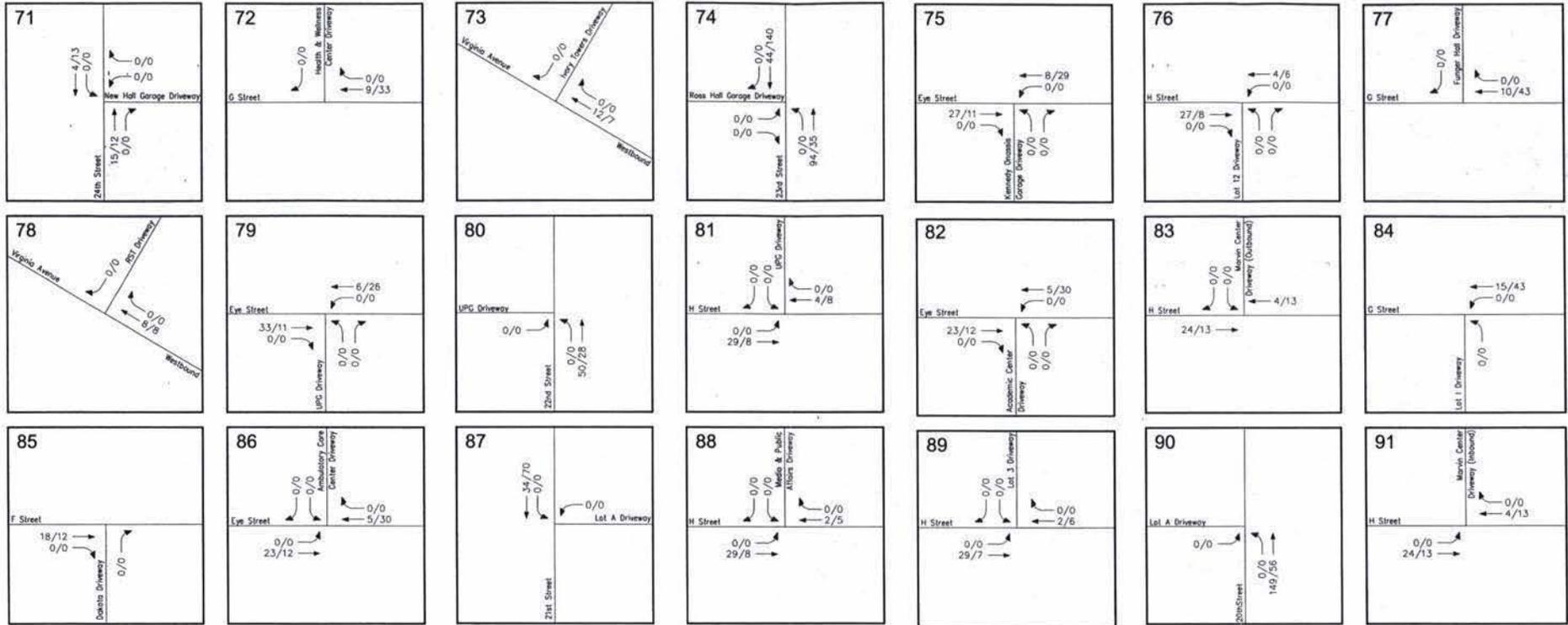


Figure 3-4  
Regional Growth of Non-GWU Traffic Volumes

AM PEAK HOUR  
PM PEAK HOUR  
000/000



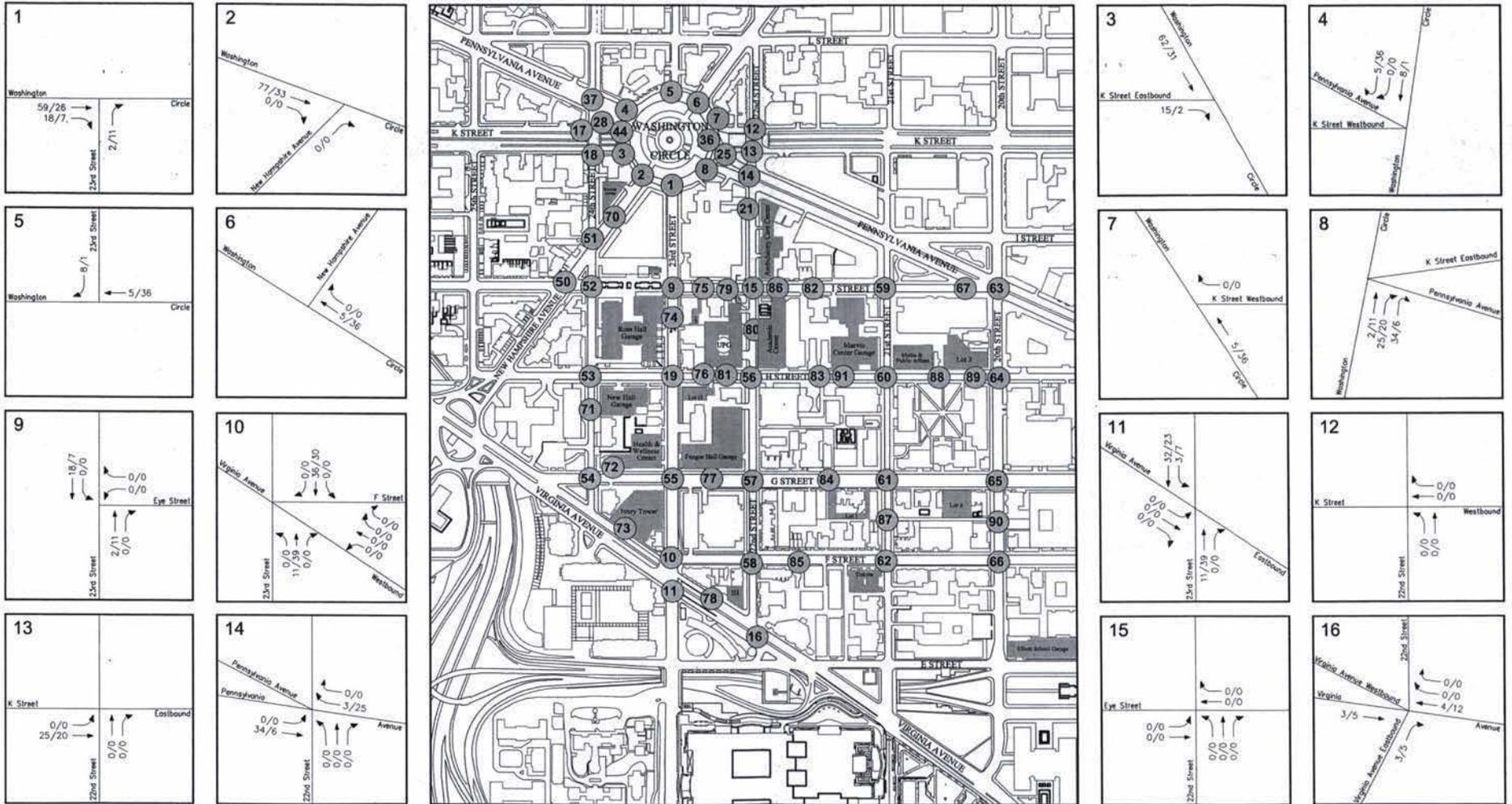


Figure 3-5  
Pipeline Site Trips

MI PEAK HOUR  
PM PEAK HOUR  
000/000

North



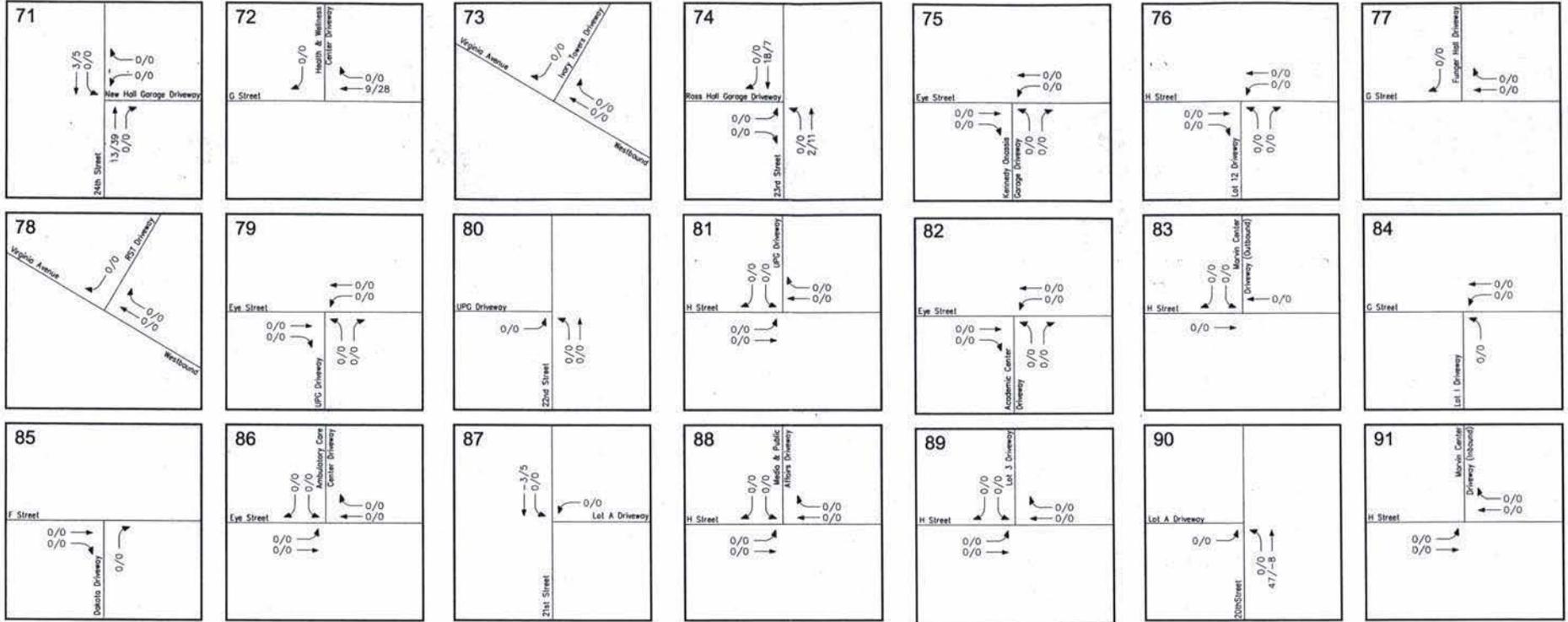


Figure 3-5  
Pipeline Site Trips

AM PEAK HOUR  
PM PEAK HOUR  
000/000



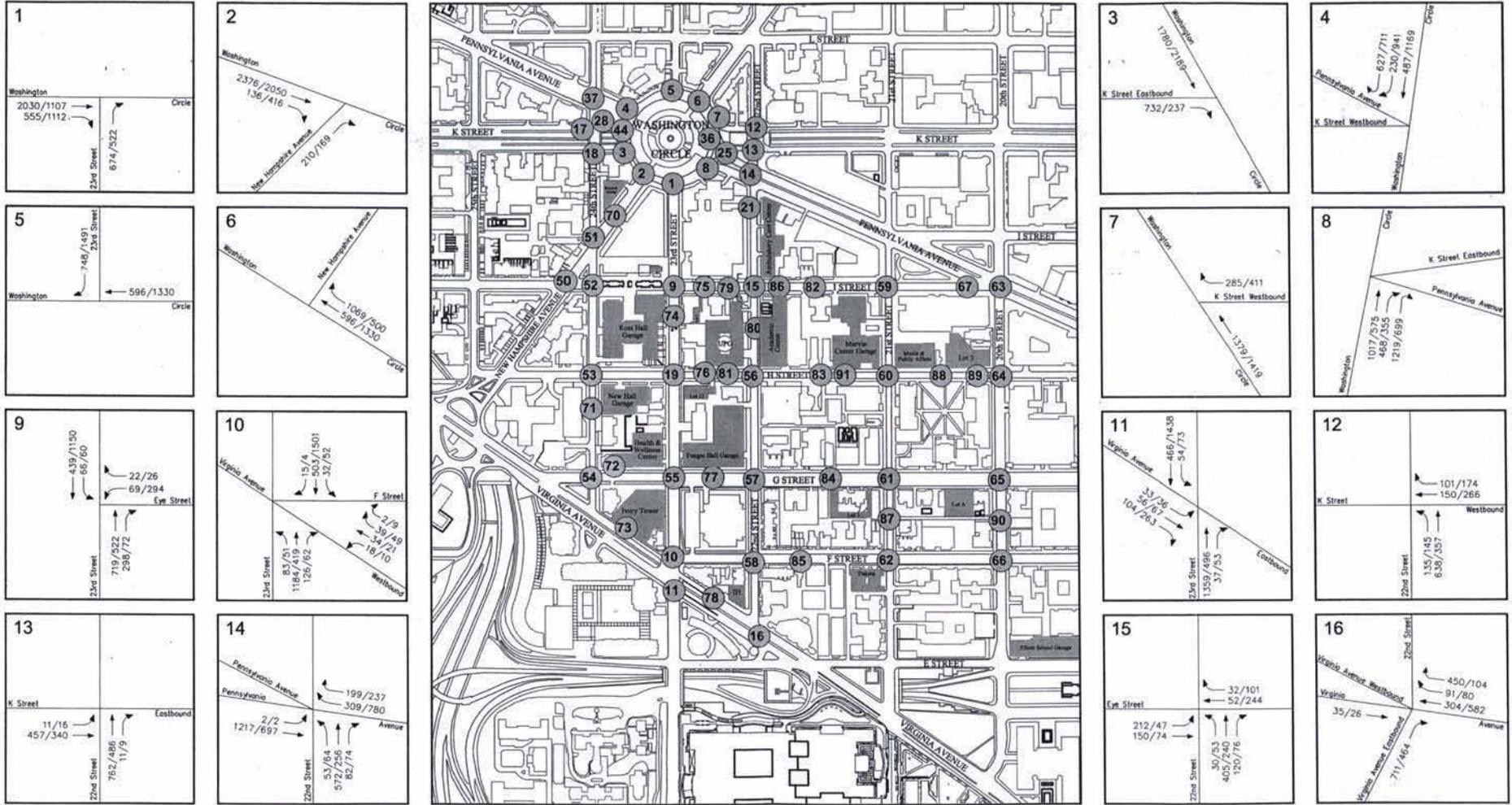


Figure 3-6  
Future Background Traffic Forecasts

1M PEAK HOUR  
2M PEAK HOUR  
000/000

North

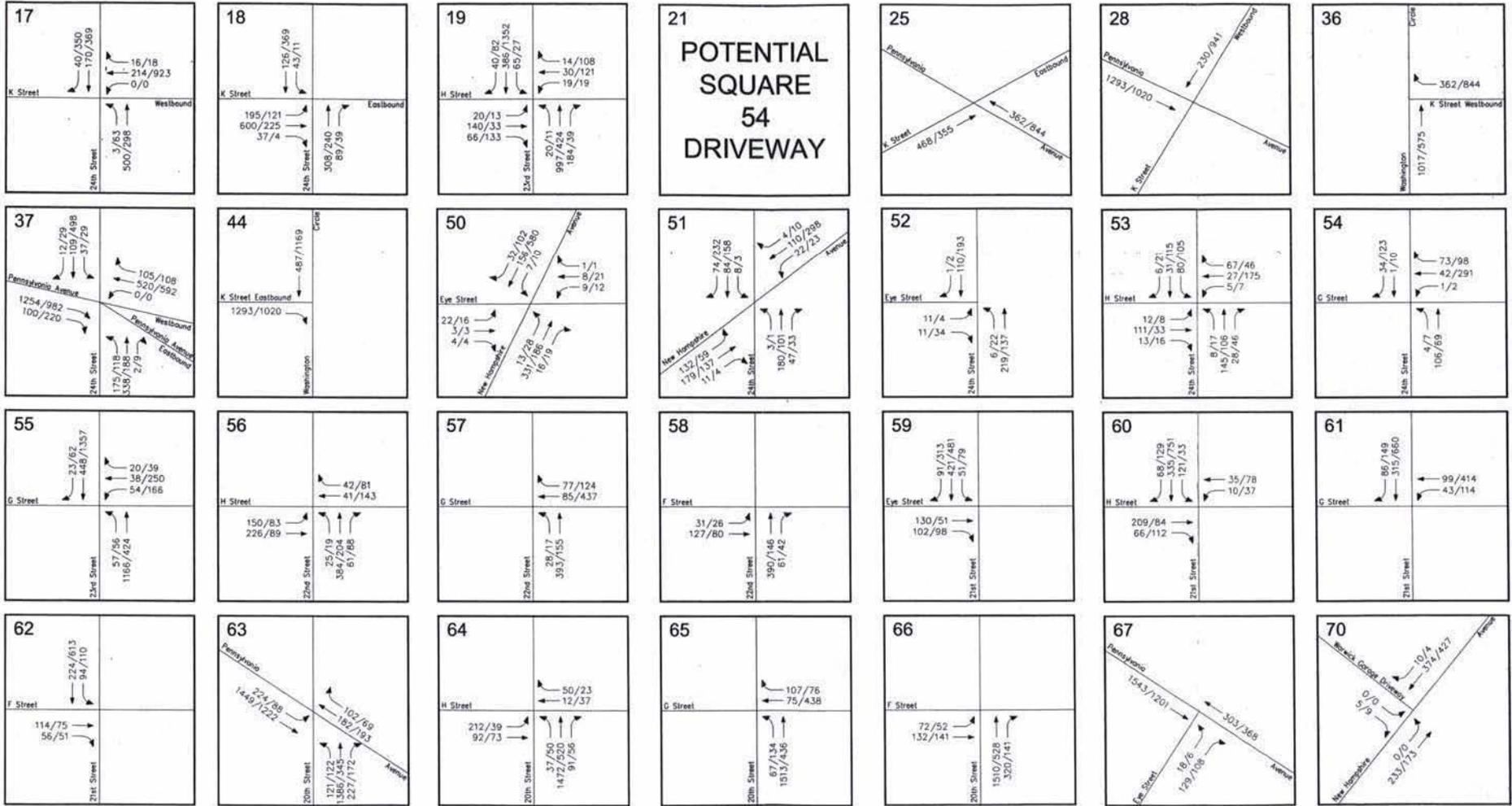


Figure 3-6  
Future Background Traffic Forecasts



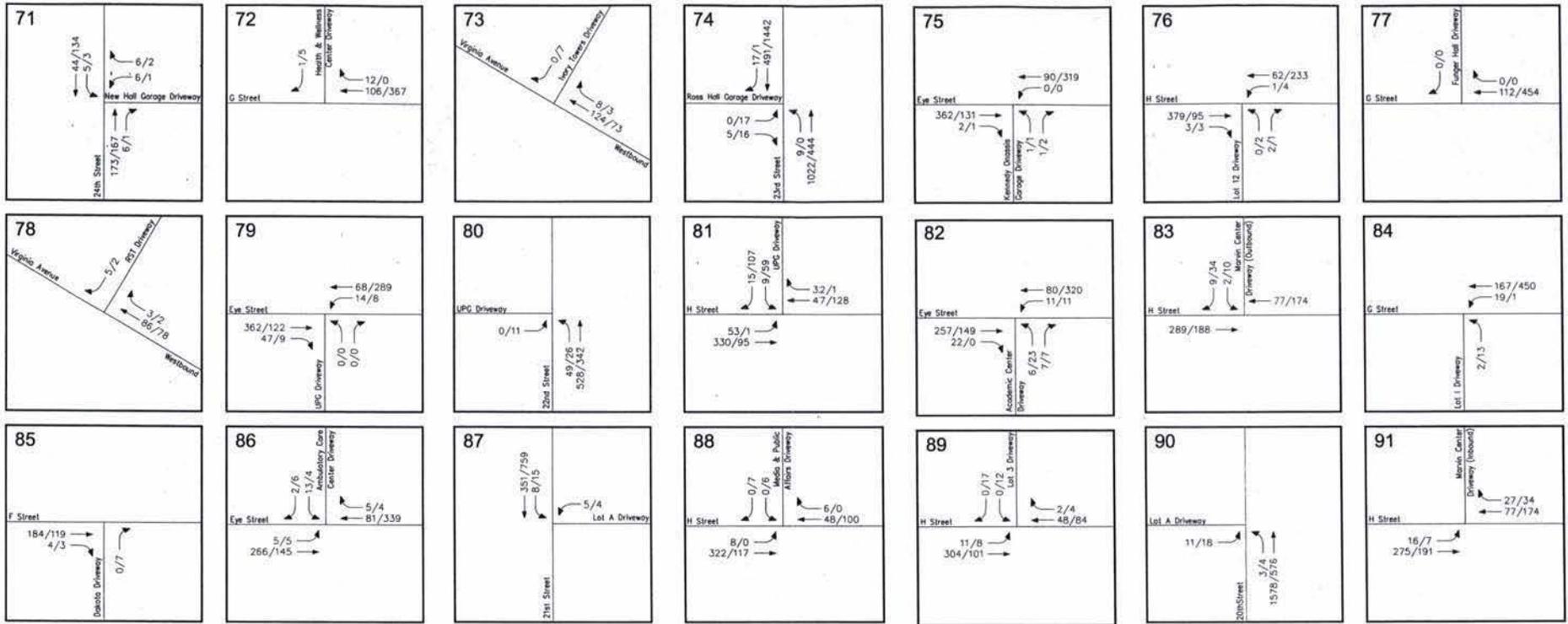


Figure 3-6  
Future Background Traffic Forecasts

AM PEAK HOUR  
PM PEAK HOUR  
000,000



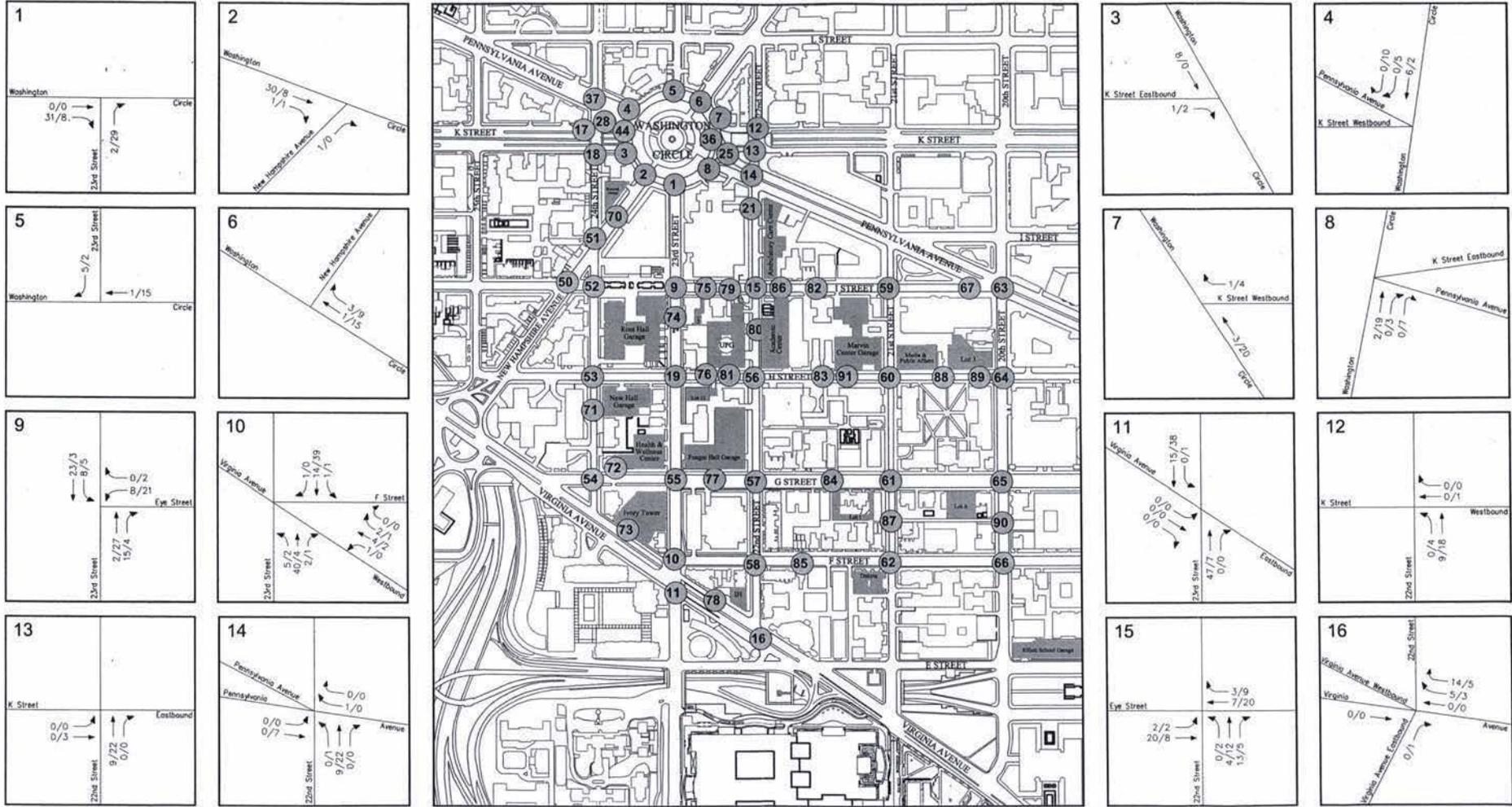


Figure 3-7  
Existing GWU Garage Site Trips to Remain

AM PEAK HOUR  
PM PEAK HOUR  
000/000

North



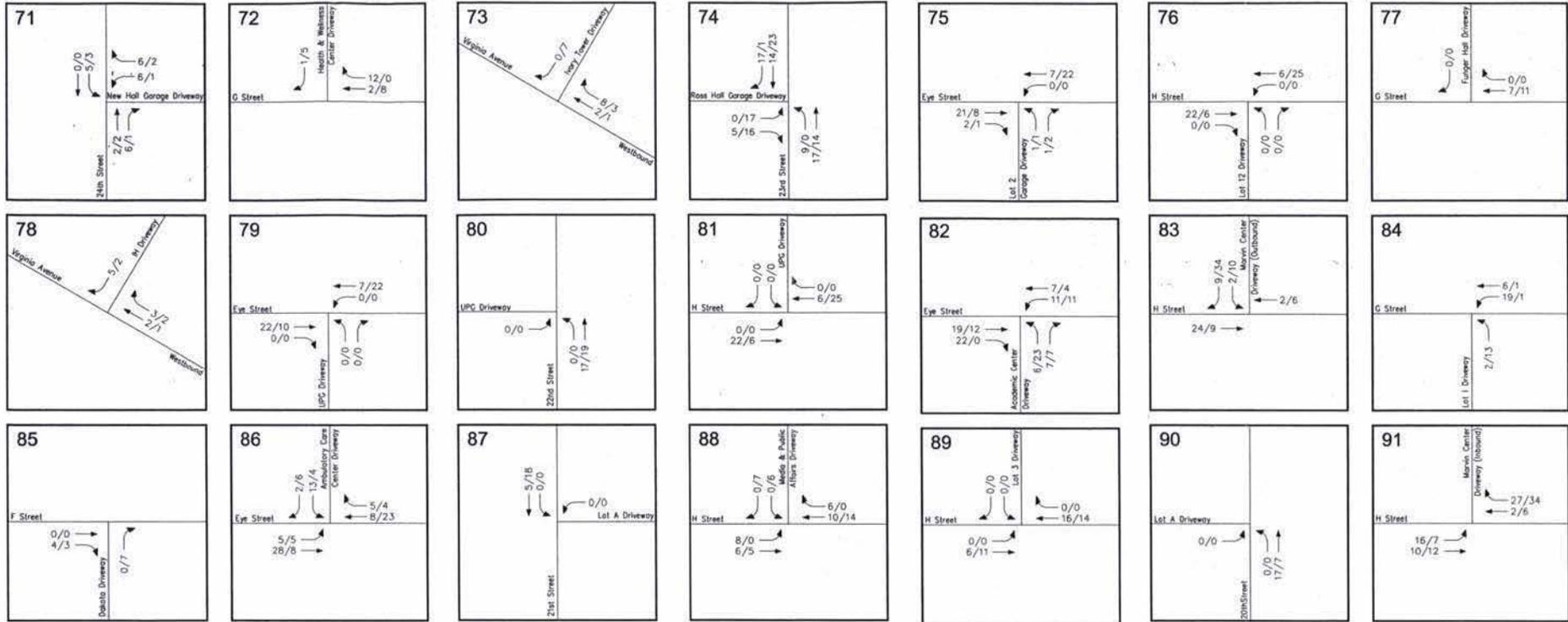


Figure 3-7  
Existing GWU Garage Site Trips to Remain

AM PEAK HOUR  
PM PEAK HOUR  
000/000



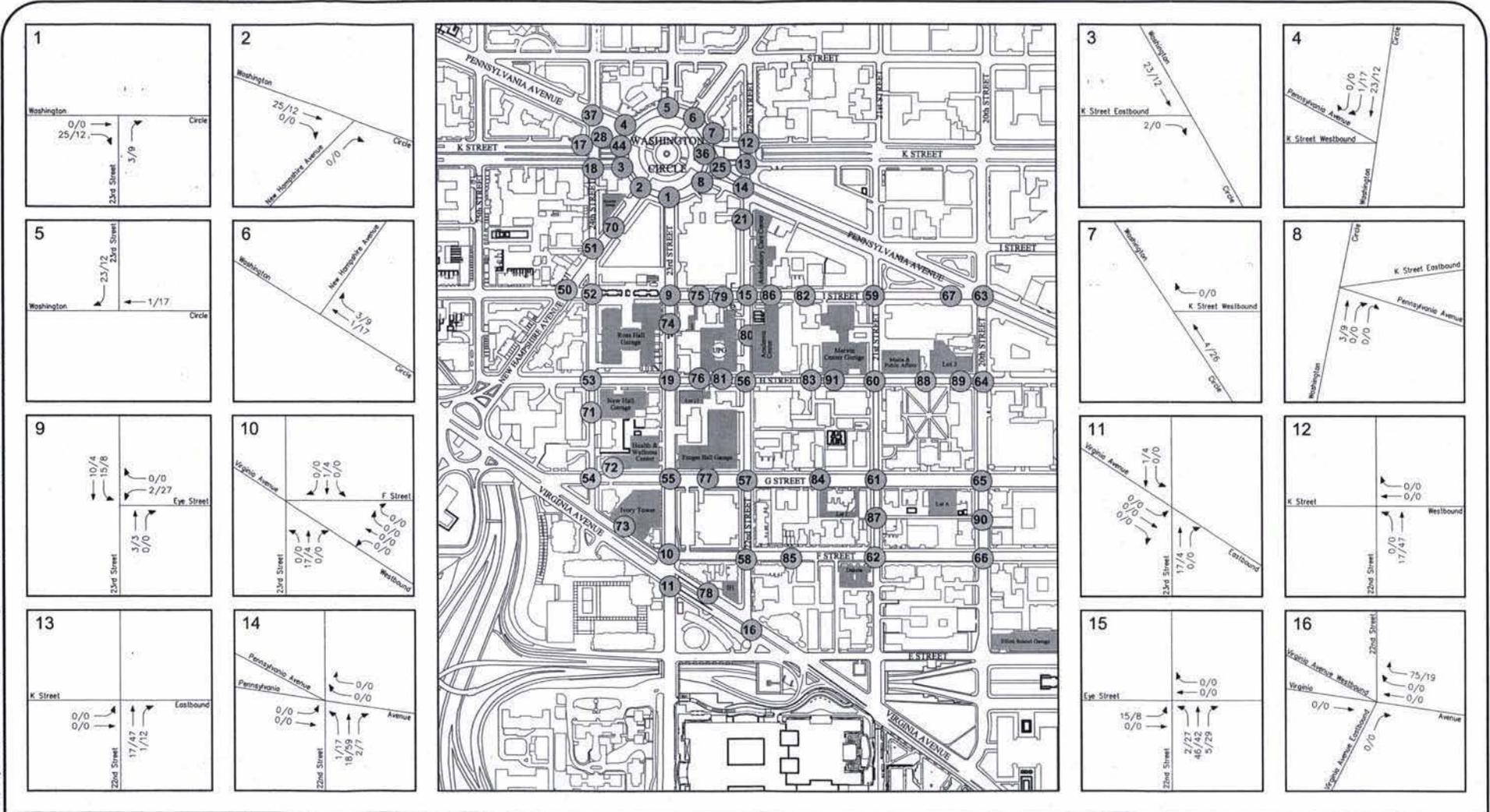


Figure 3-8  
Rerouted GWU Site Trips

AM PEAK HOUR  
PM PEAK HOUR  
000/000

▲  
North

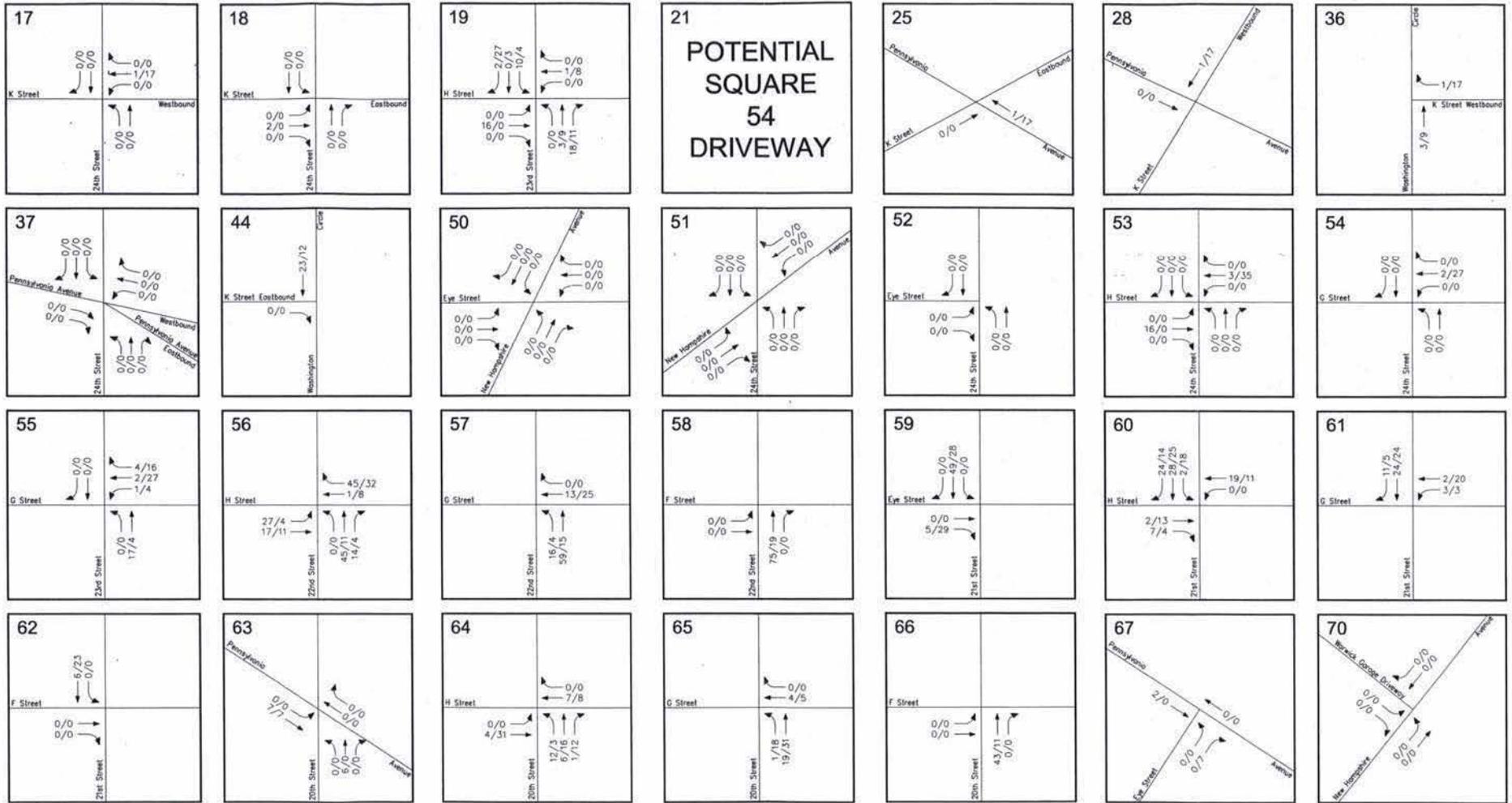


Figure 3-8  
Rerouted GWU Site Trips

AM PEAK HOUR  
PM PEAK HOUR  
000/000



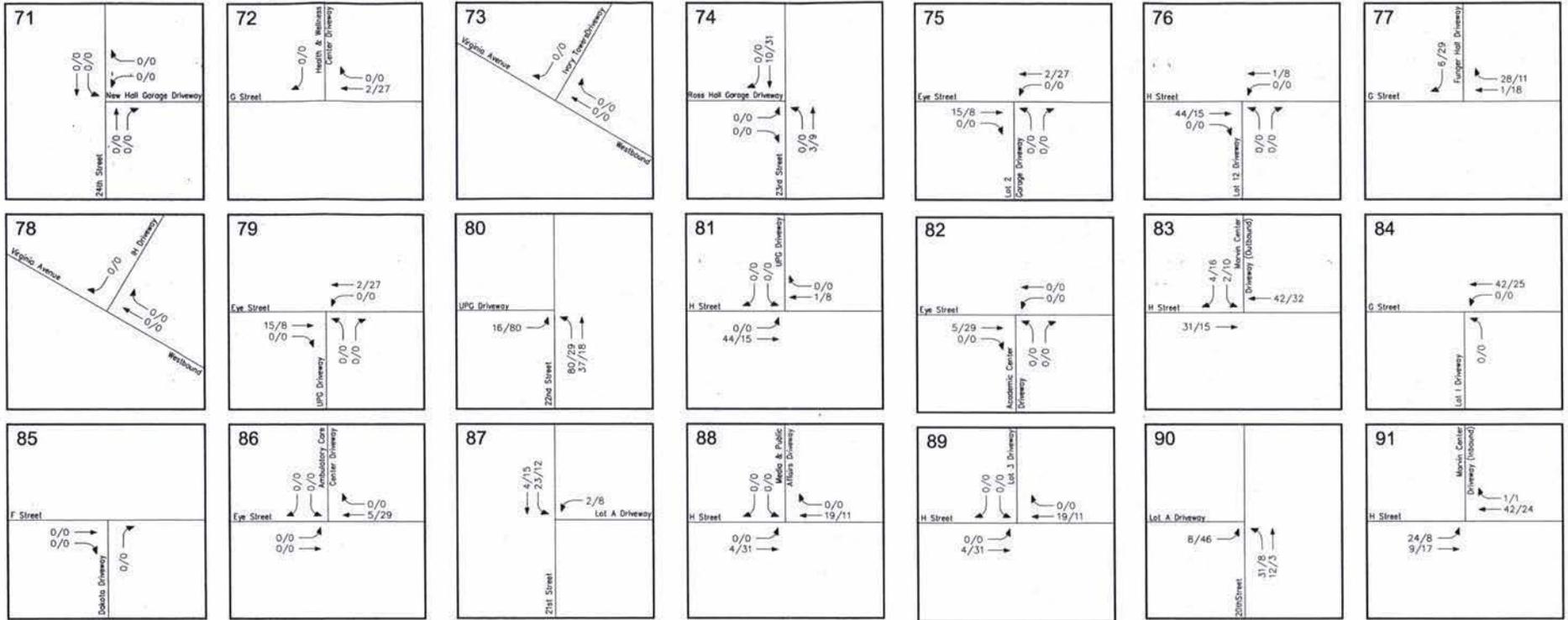


Figure 3-8  
Rerouted GWU Site Trips

AM PEAK HOUR  
PM PEAK HOUR  
000/000



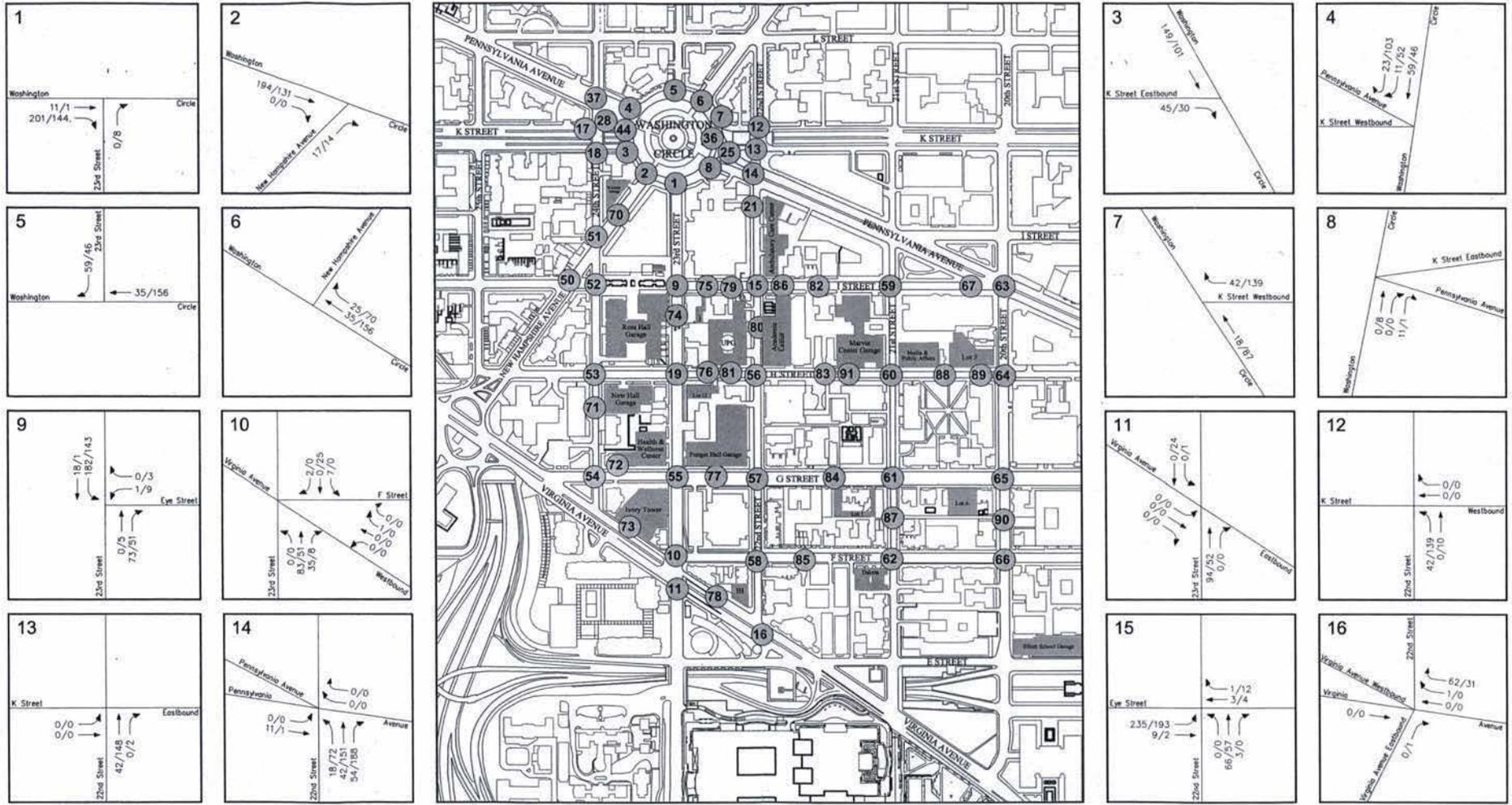


Figure 3-9  
GWU Related Site Trips with 1,000 Additional Faculty/Staff



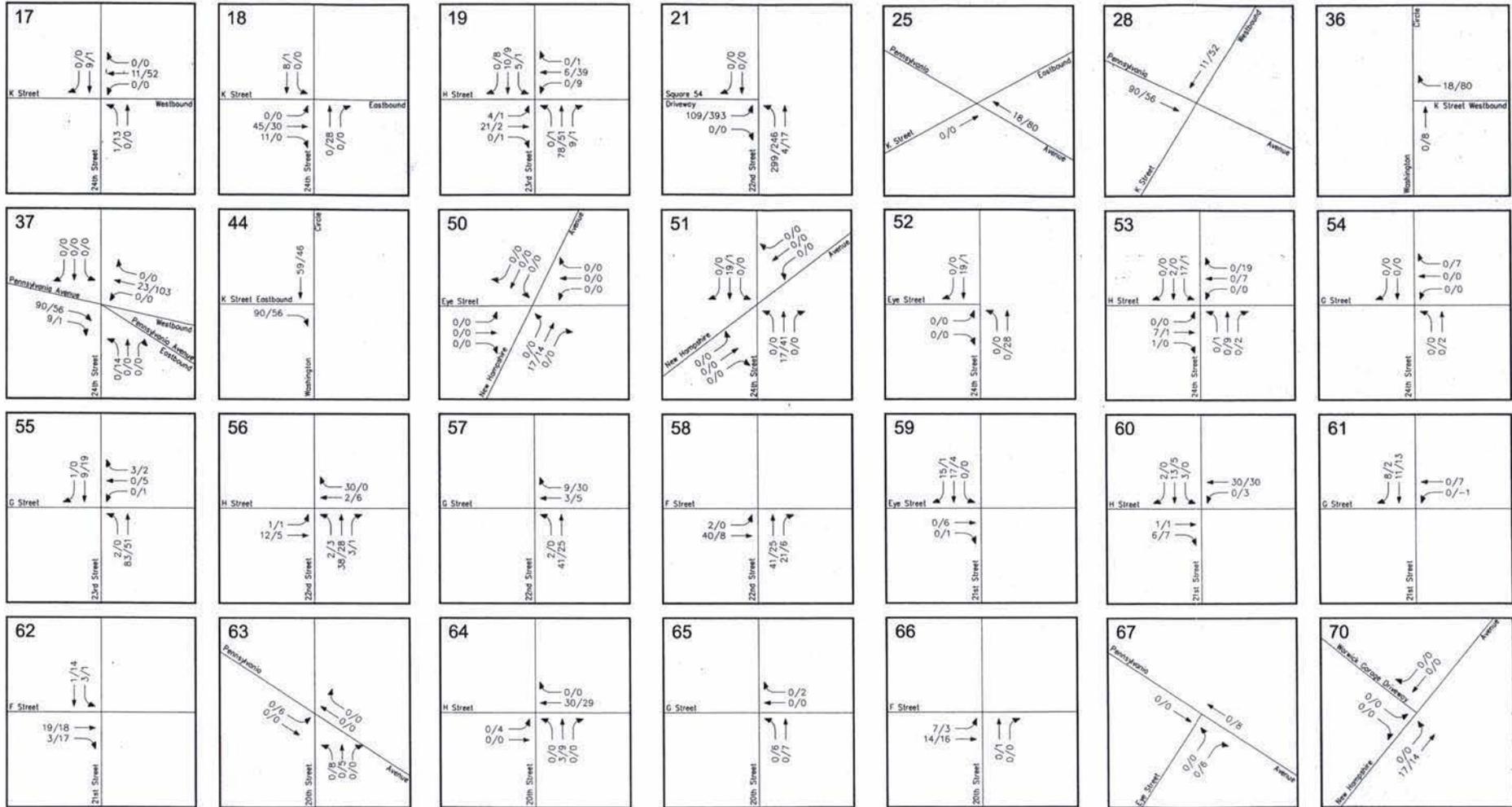


Figure 3-9  
GWU Related Site Trips with 1,000 Additional Faculty/Staff

ALL PEAK HOUR  
 PM PEAK HOUR  
 000/000



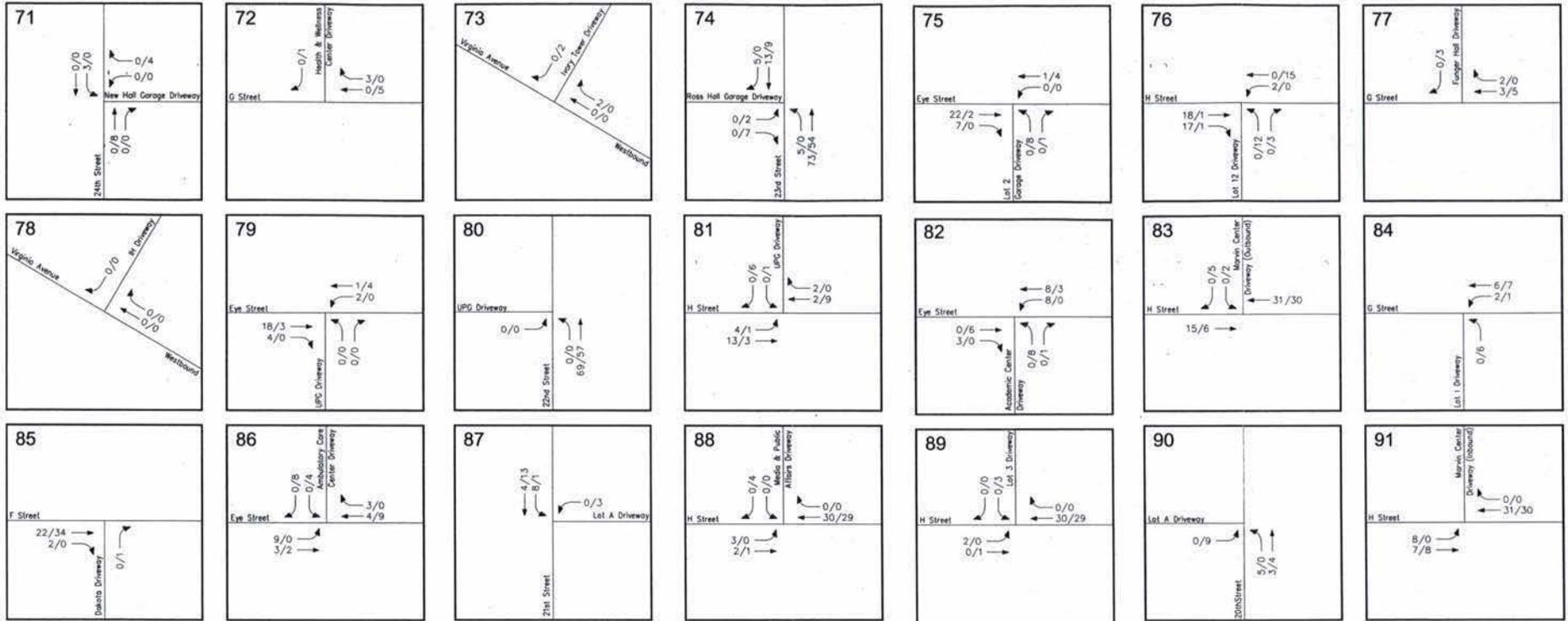


Figure 3-9  
GWU Related Site Trips with 1,000 Additional Faculty/Staff



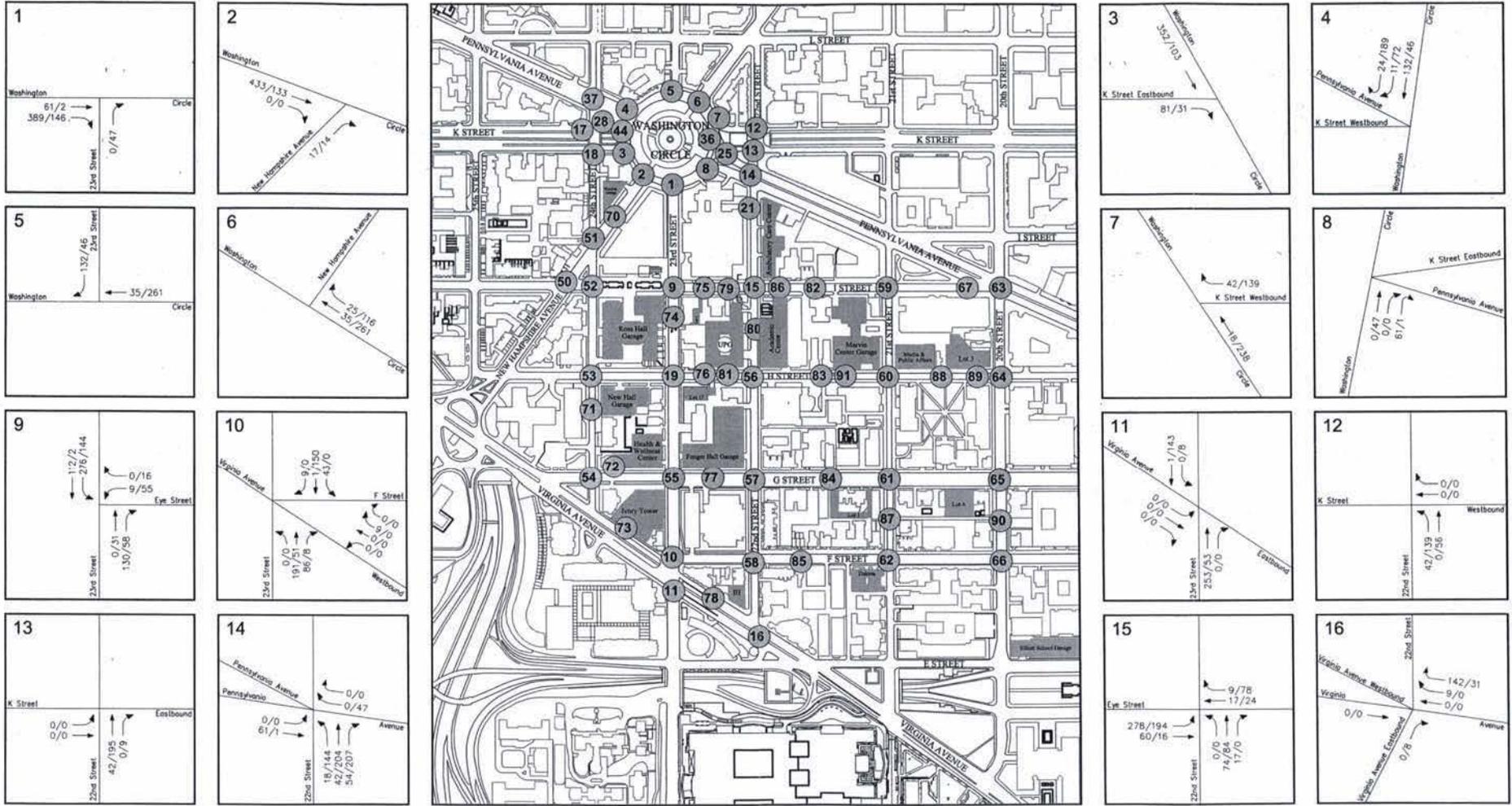


Figure 3-10  
GWU Related Site Trips with 6,475 Additional Faculty/Staff

MI PEAK HOUR  
PM PEAK HOUR  
000/000

North



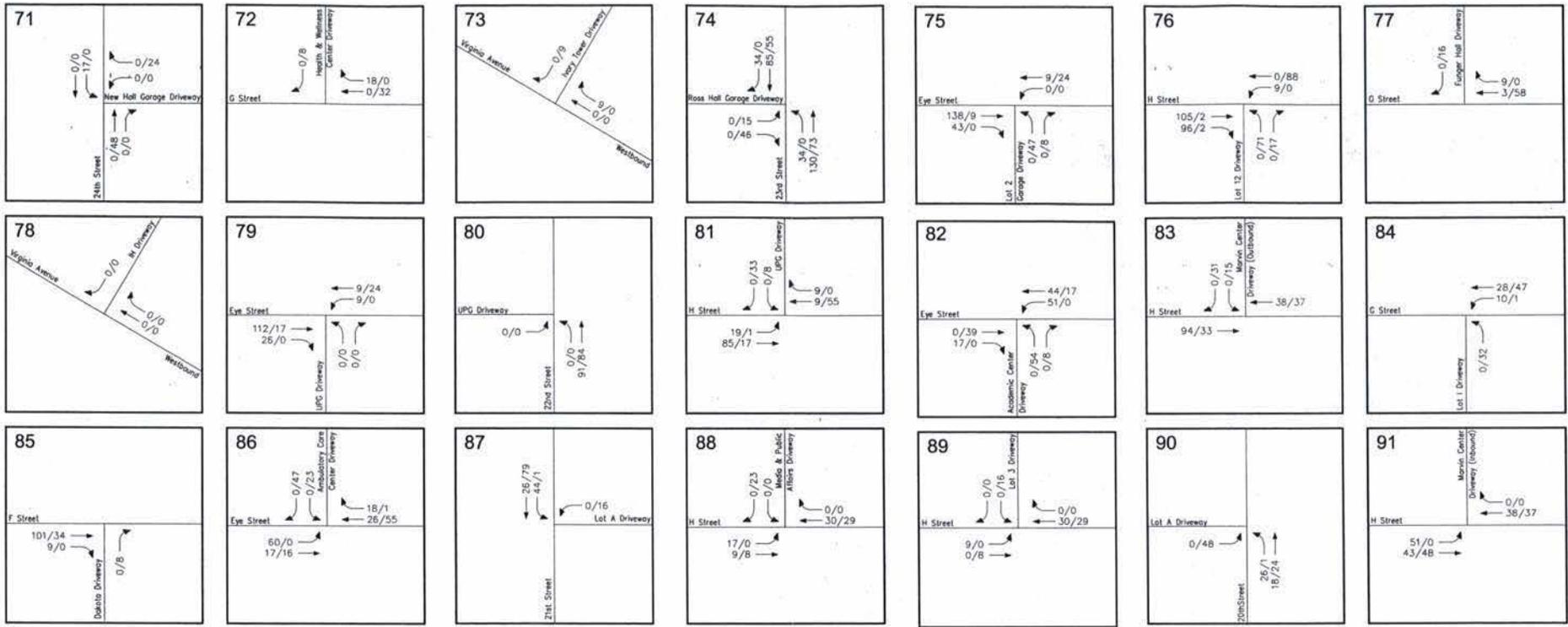


Figure 3-10  
GWU Related Site Trips with 6,475 Additional Faculty/Staff



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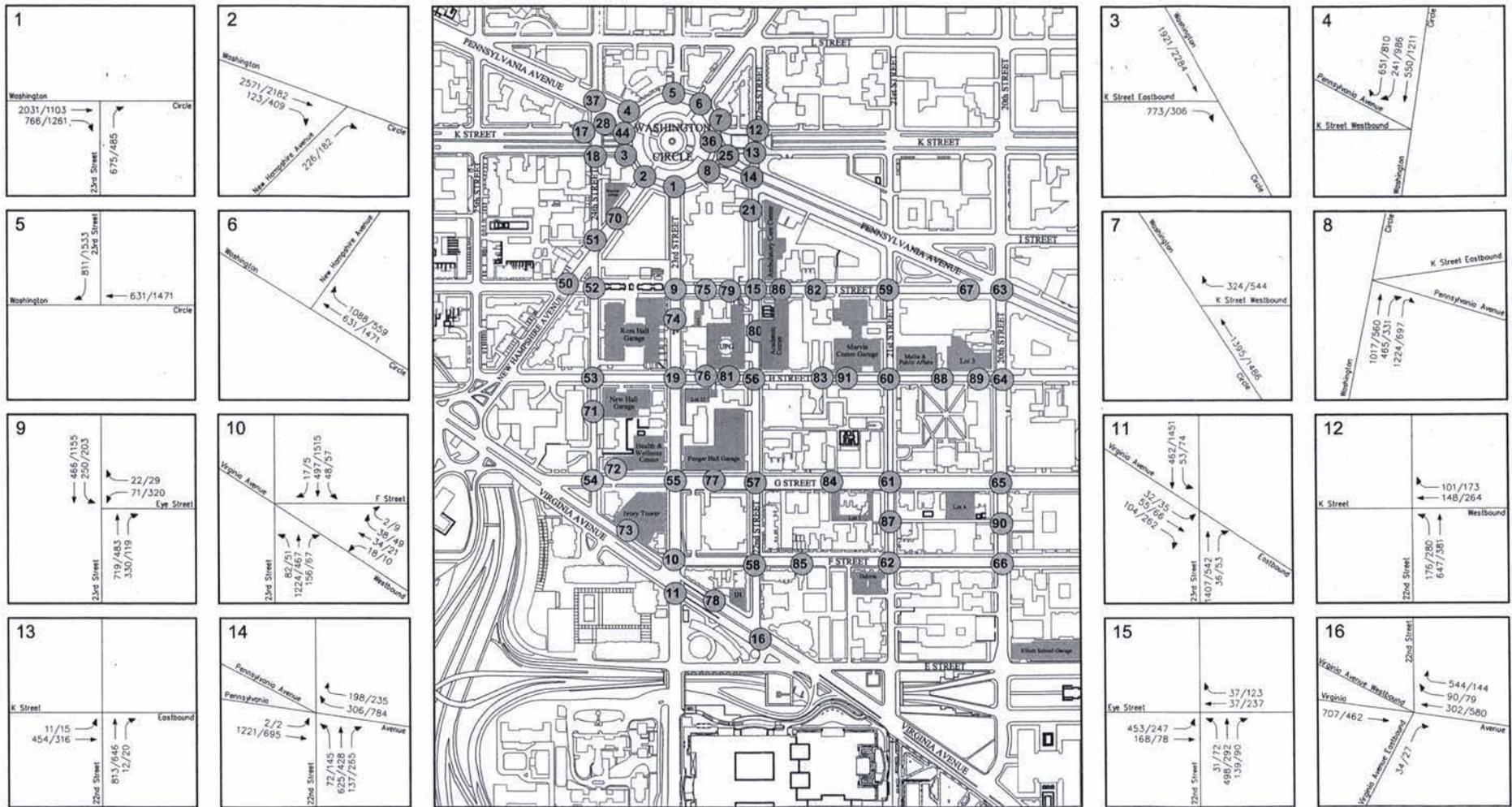


Figure 3-11  
Total Future Traffic Forecasts with 1,000 Additional Faculty/Staff

AM PEAK HOUR  
PM PEAK HOUR  
000/000

North

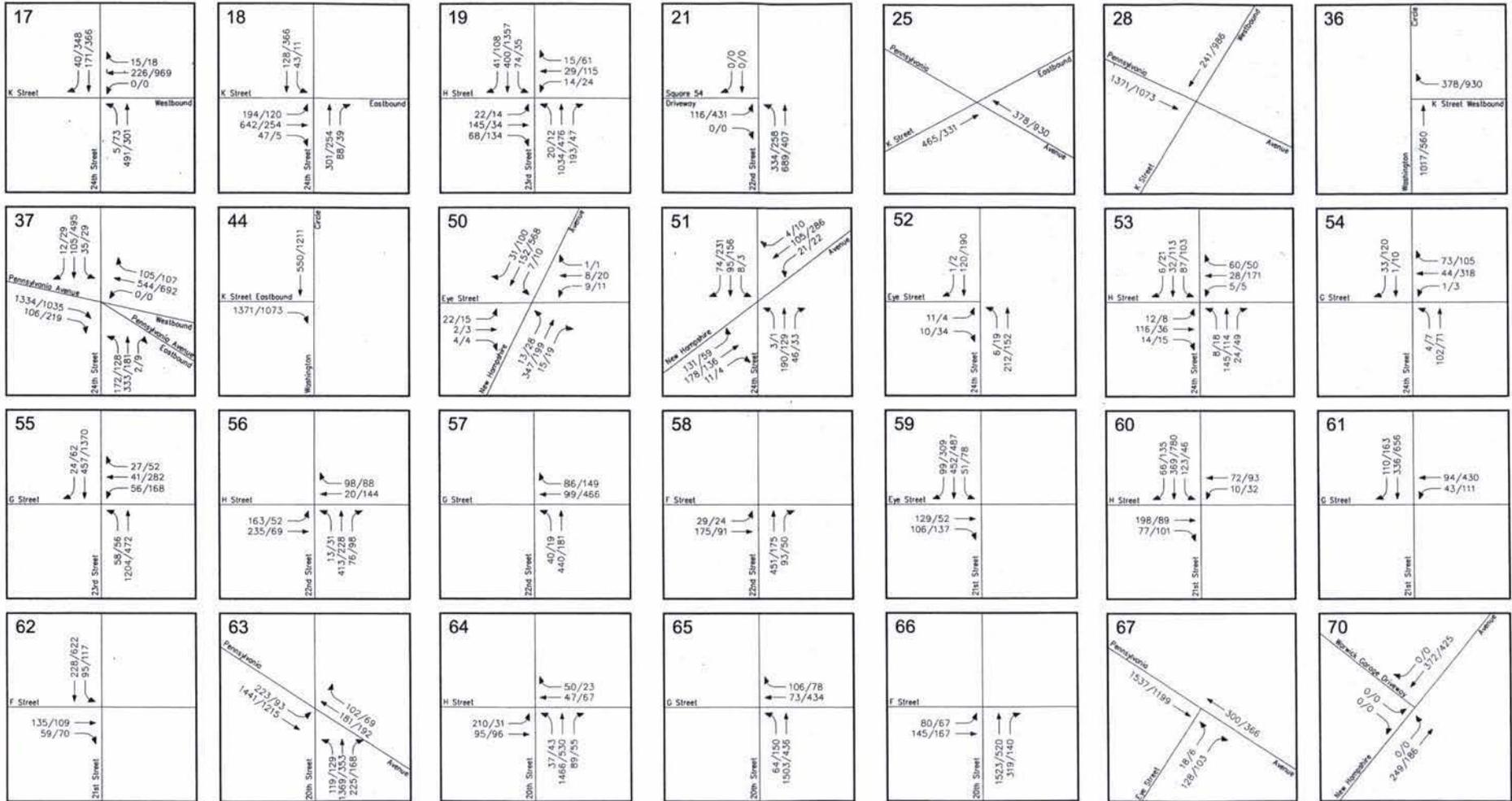


Figure 3-11  
Total Future Traffic Forecasts with 1,000 Additional Faculty/Staff

AM PEAK HOUR  
PM PEAK HOUR  
000/000  
North

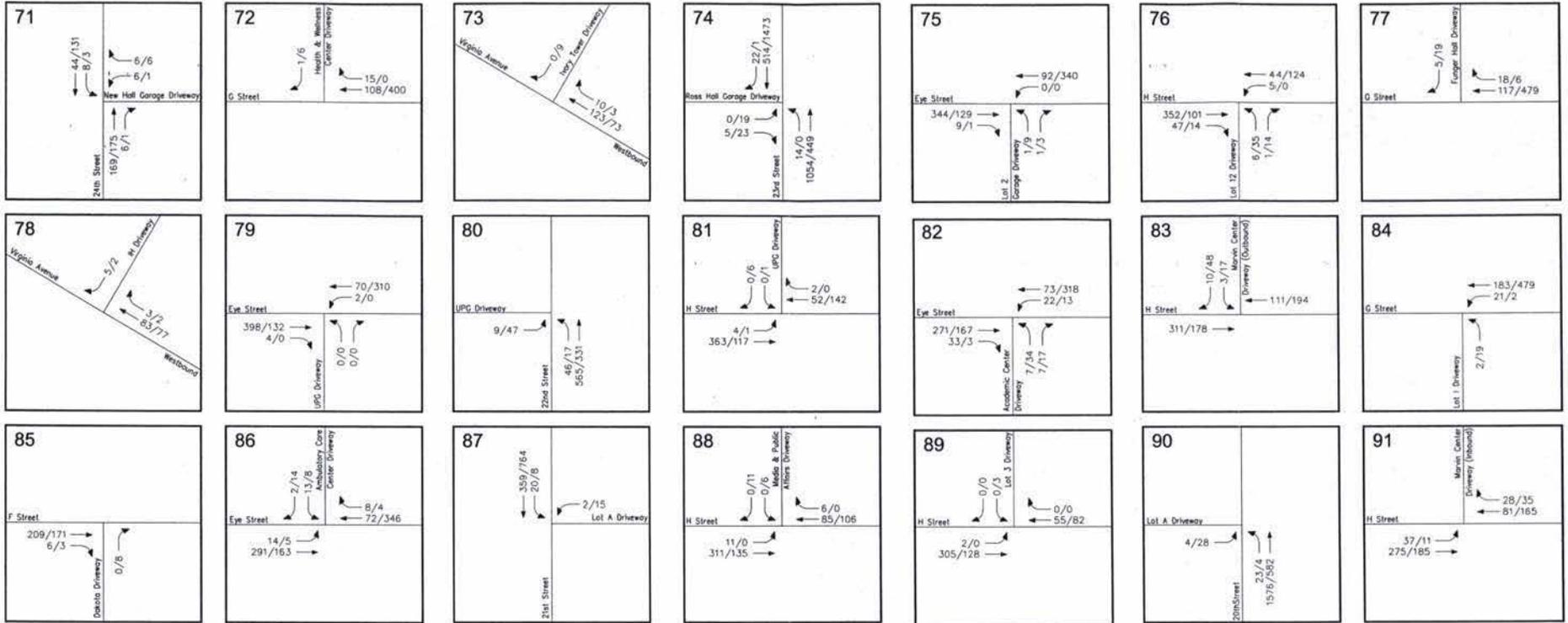


Figure 3-11  
Total Future Traffic Forecasts with 1,000 Additional Faculty/Staff

AM PEAK HOUR  
PM PEAK HOUR  
000/000



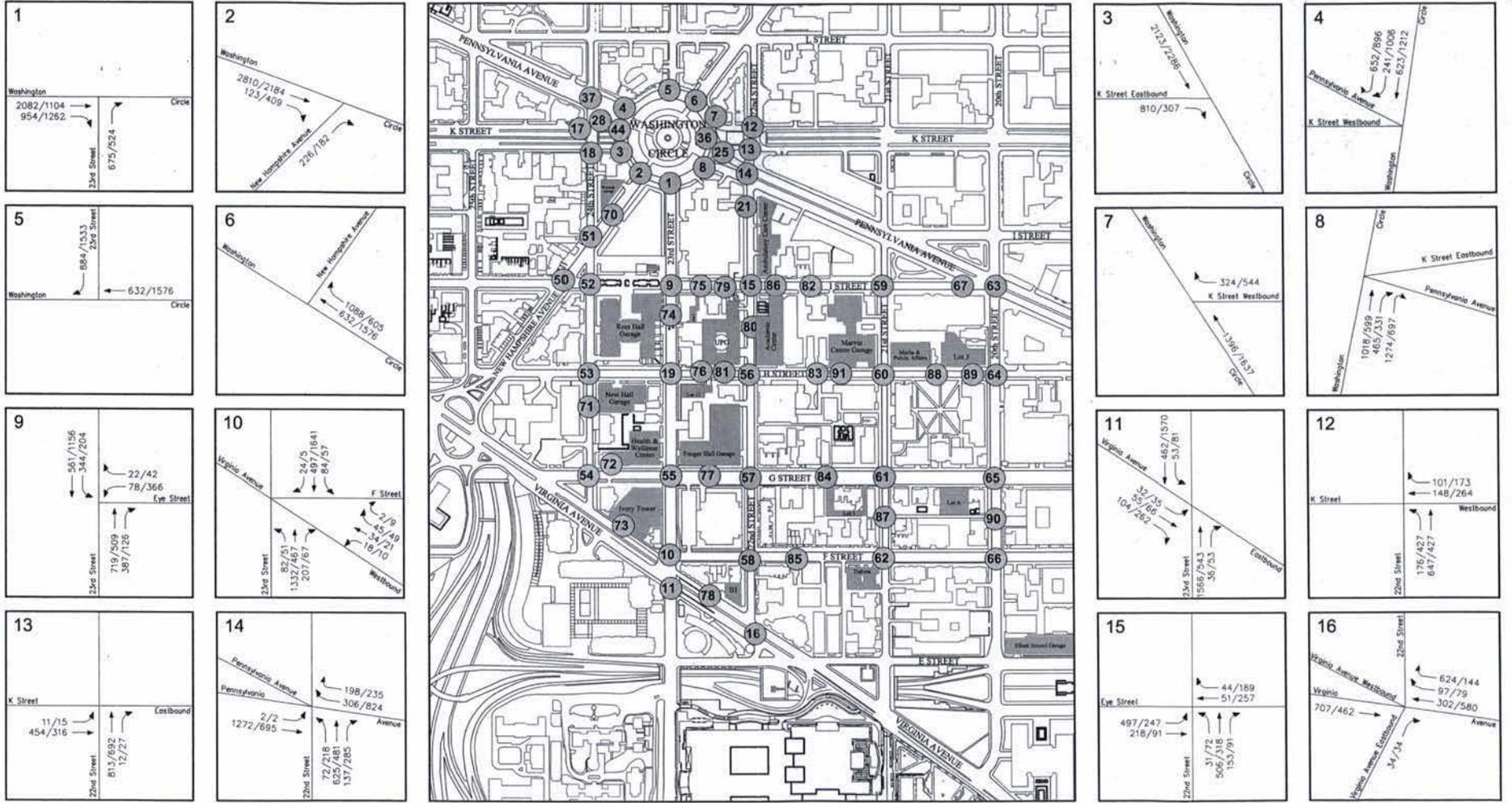


Figure 3-12  
Total Future Traffic Forecasts with 6,475 Additional Faculty/Staff



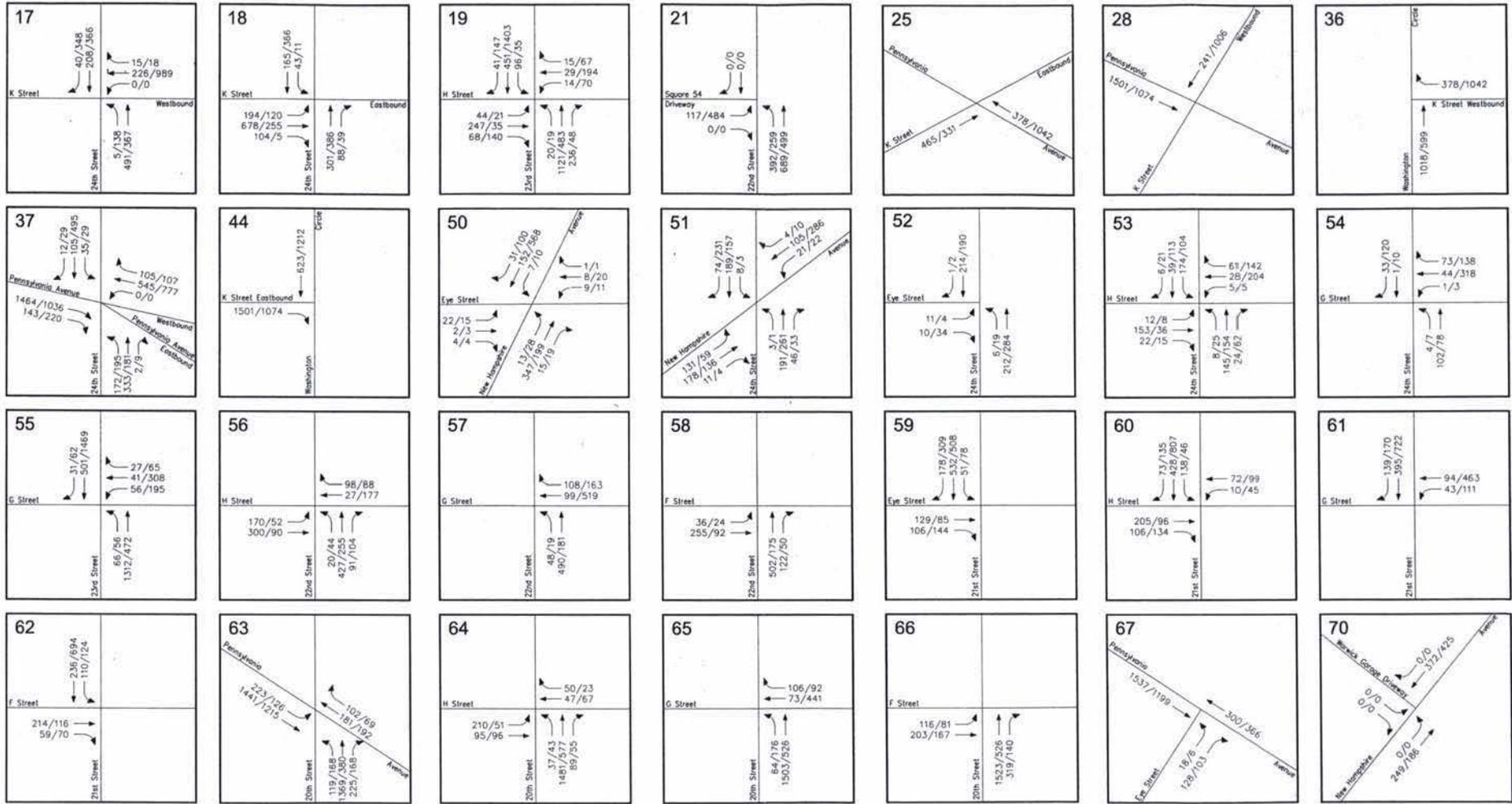


Figure 3-12  
Total Future Traffic Forecasts with 6,475 Additional Faculty/Staff

AM PEAK HOUR  
PM PEAK HOUR  
000,000

North

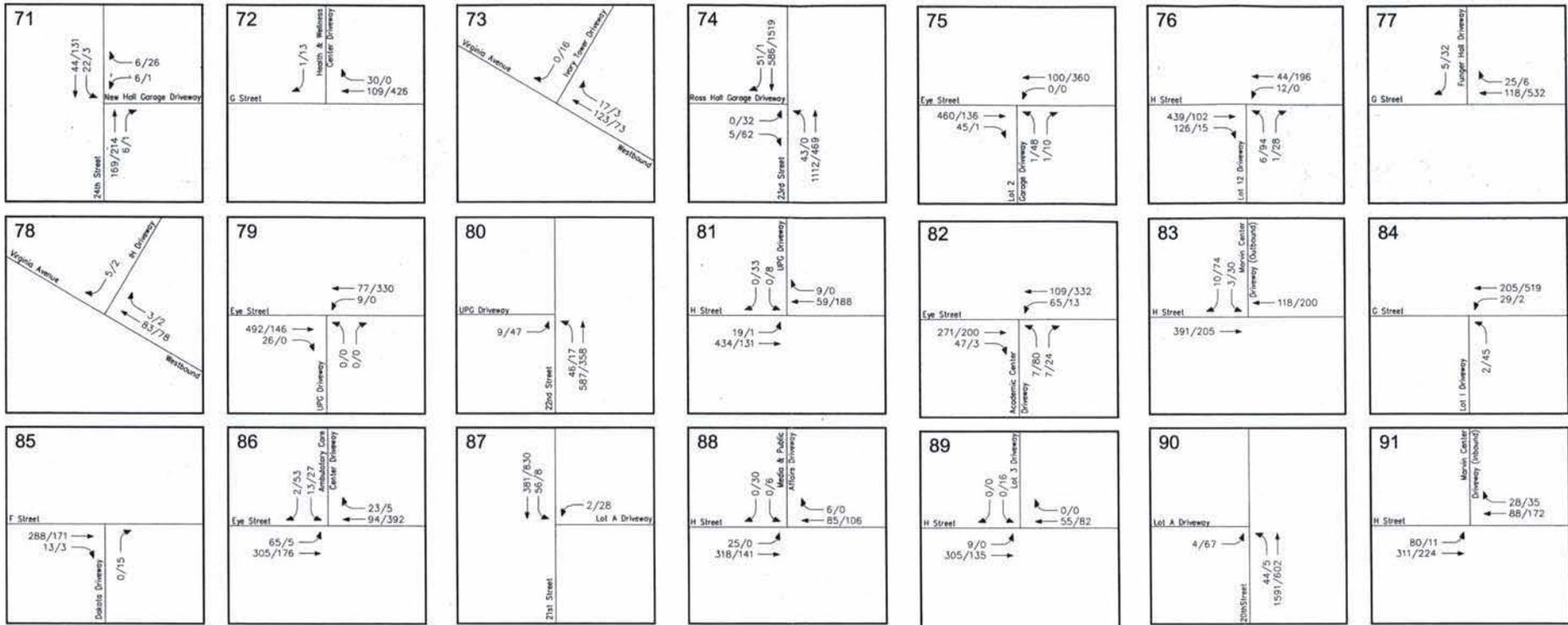


Figure 3-12  
 Total Future Traffic Forecasts with 6,475 Additional Faculty/Staff

AM PEAK HOUR  
 PM PEAK HOUR  
 000/000

