

Figure 2-10
Existing Parking Sites

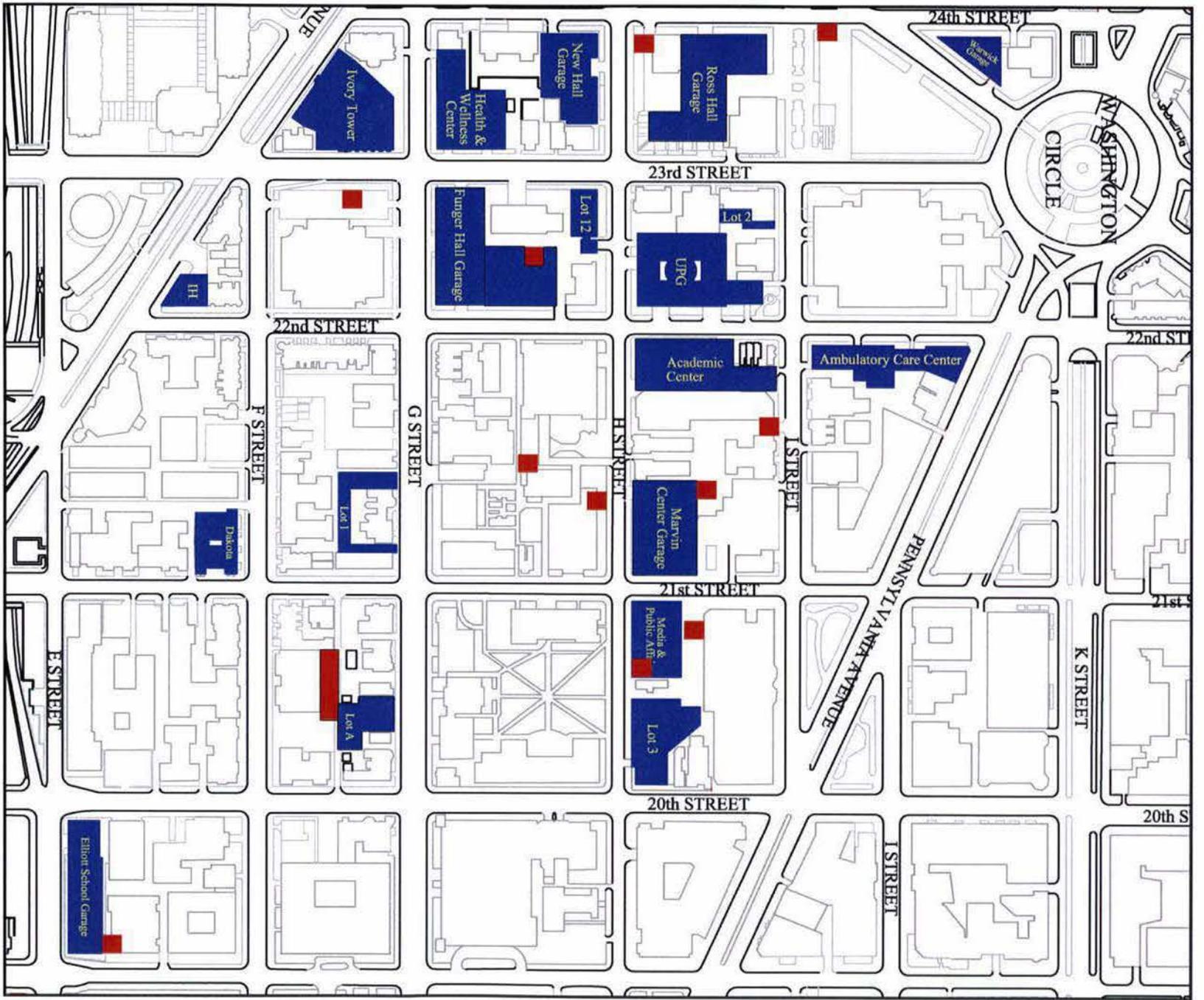


Figure 2-11
Existing Loading Facilities

■ Loading Facilities



North

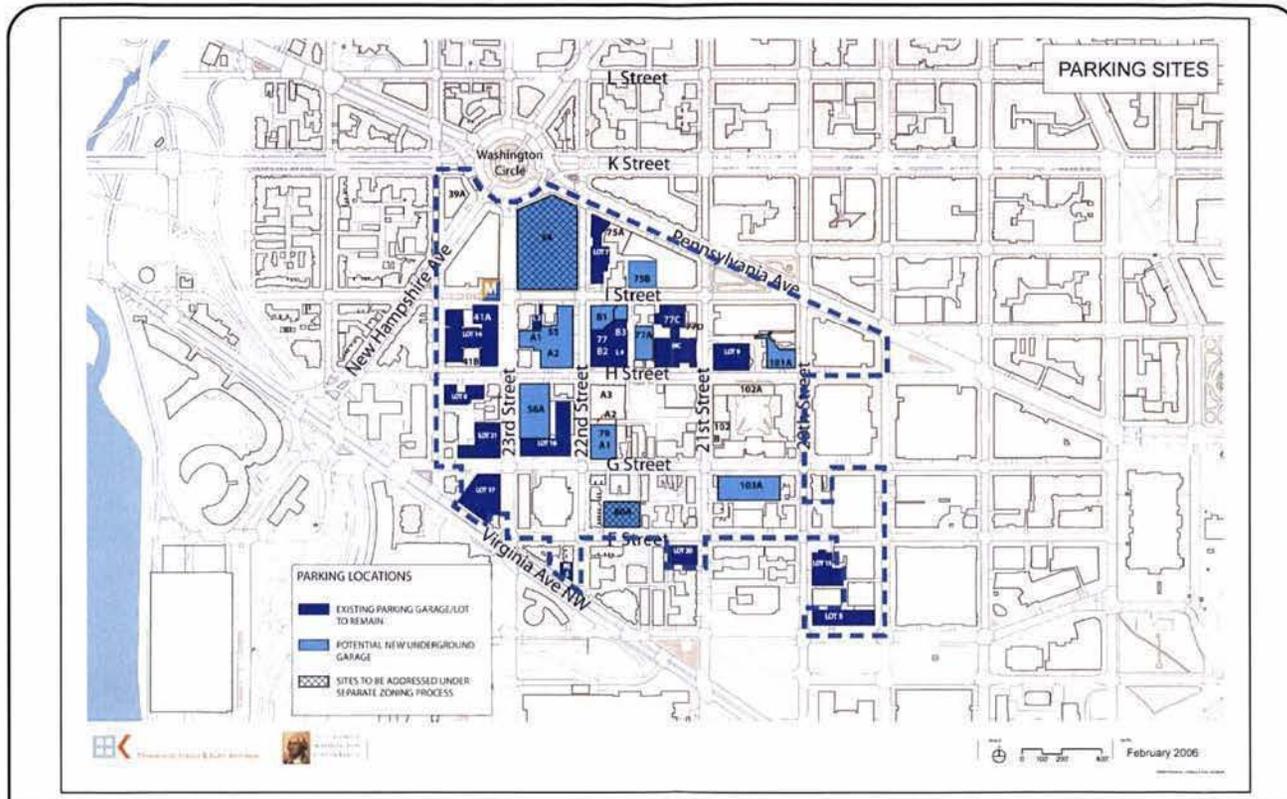


Figure 3-1
Existing and Proposed Potential Parking Sites

North
Schematic

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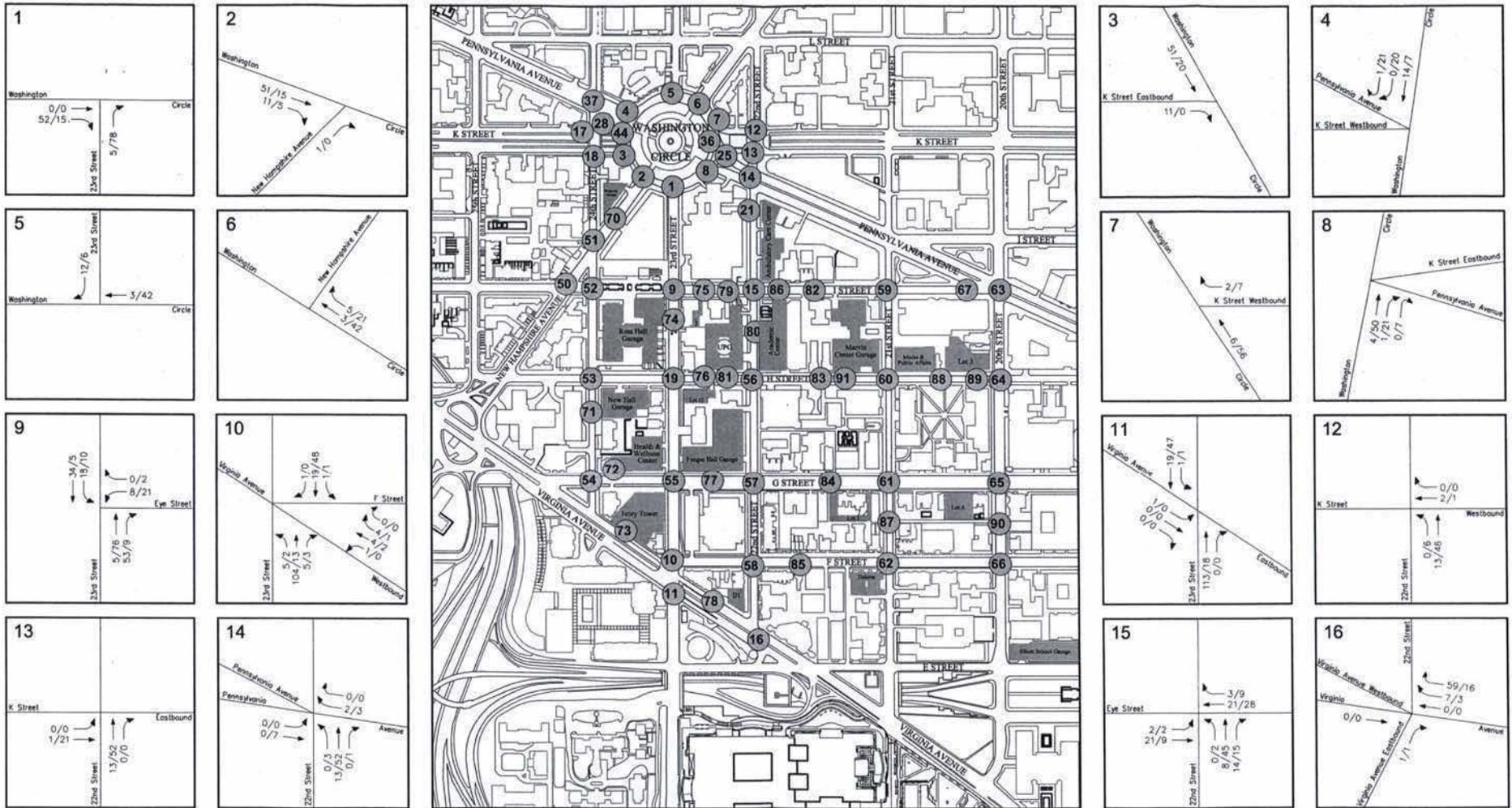


Figure 3-2
Existing GWU Site Trips

AM 7:00-9:00 HOUR
PM PEAK HOUR
000/000

North

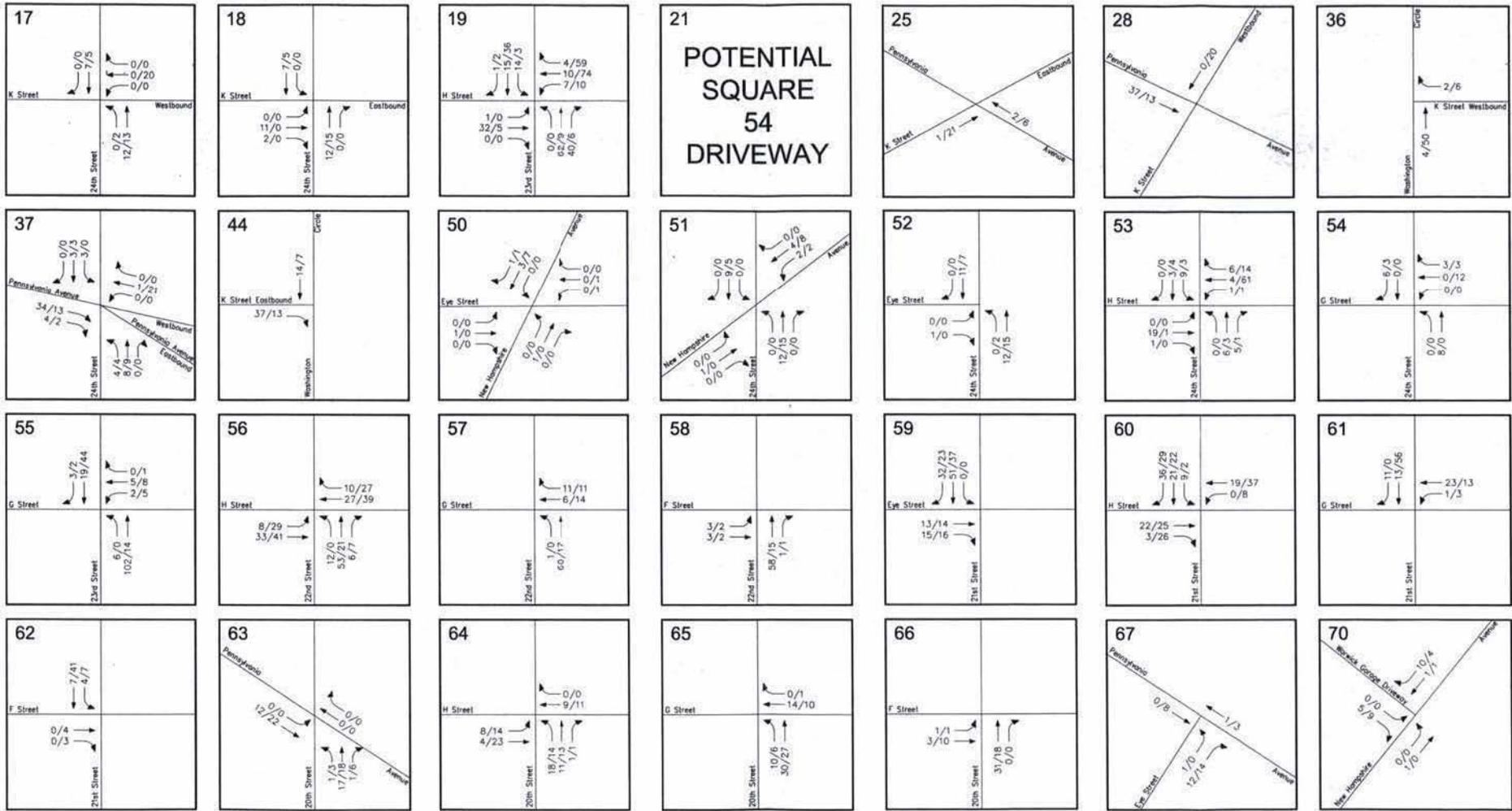


Figure 3-2
Existing GWU Site Trips

AM PEAK HOUR
PM PEAK HOUR
000/000



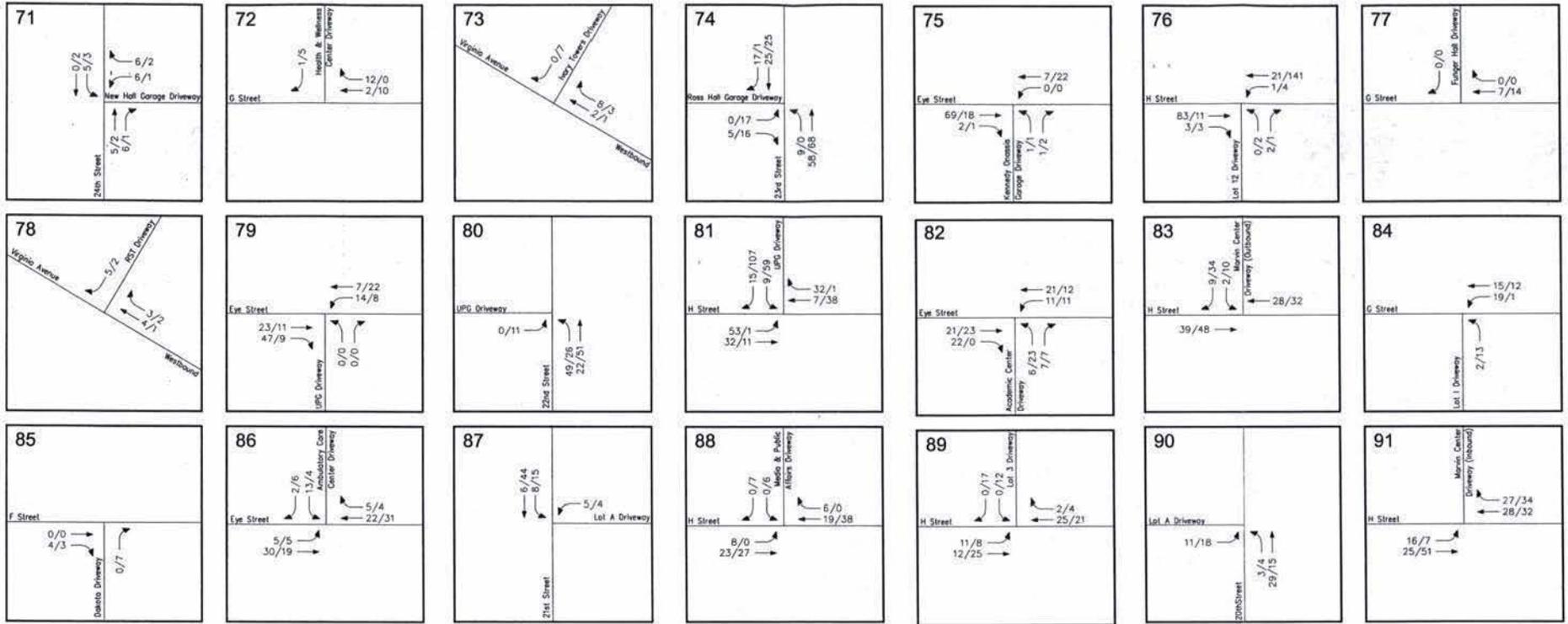


Figure 3-2
Existing GWU Site Trips

AM PEAK HOUR
PM PEAK HOUR
000/000



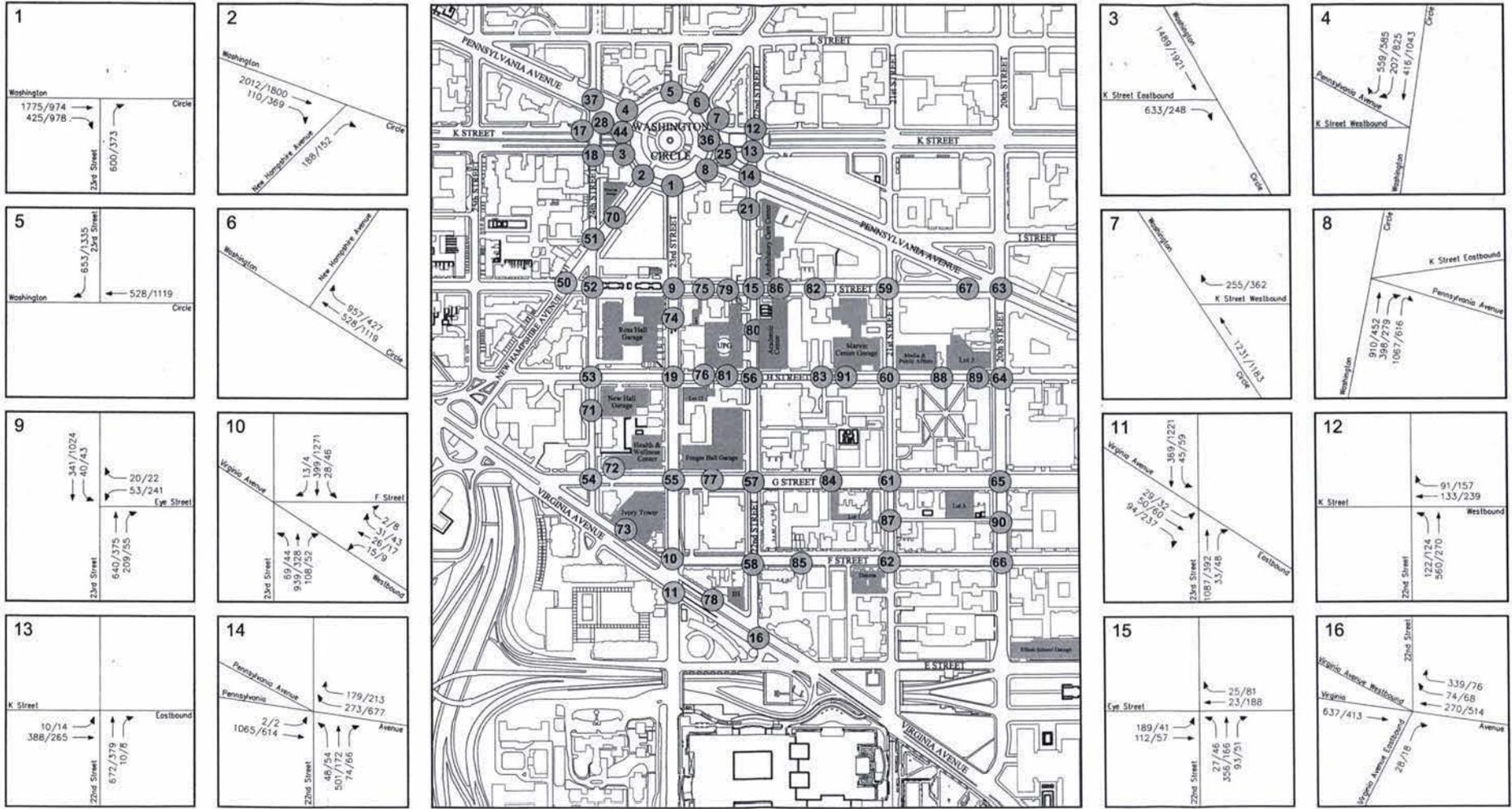


Figure 3-3
Existing Non-GWU Peak Hour Traffic Volumes



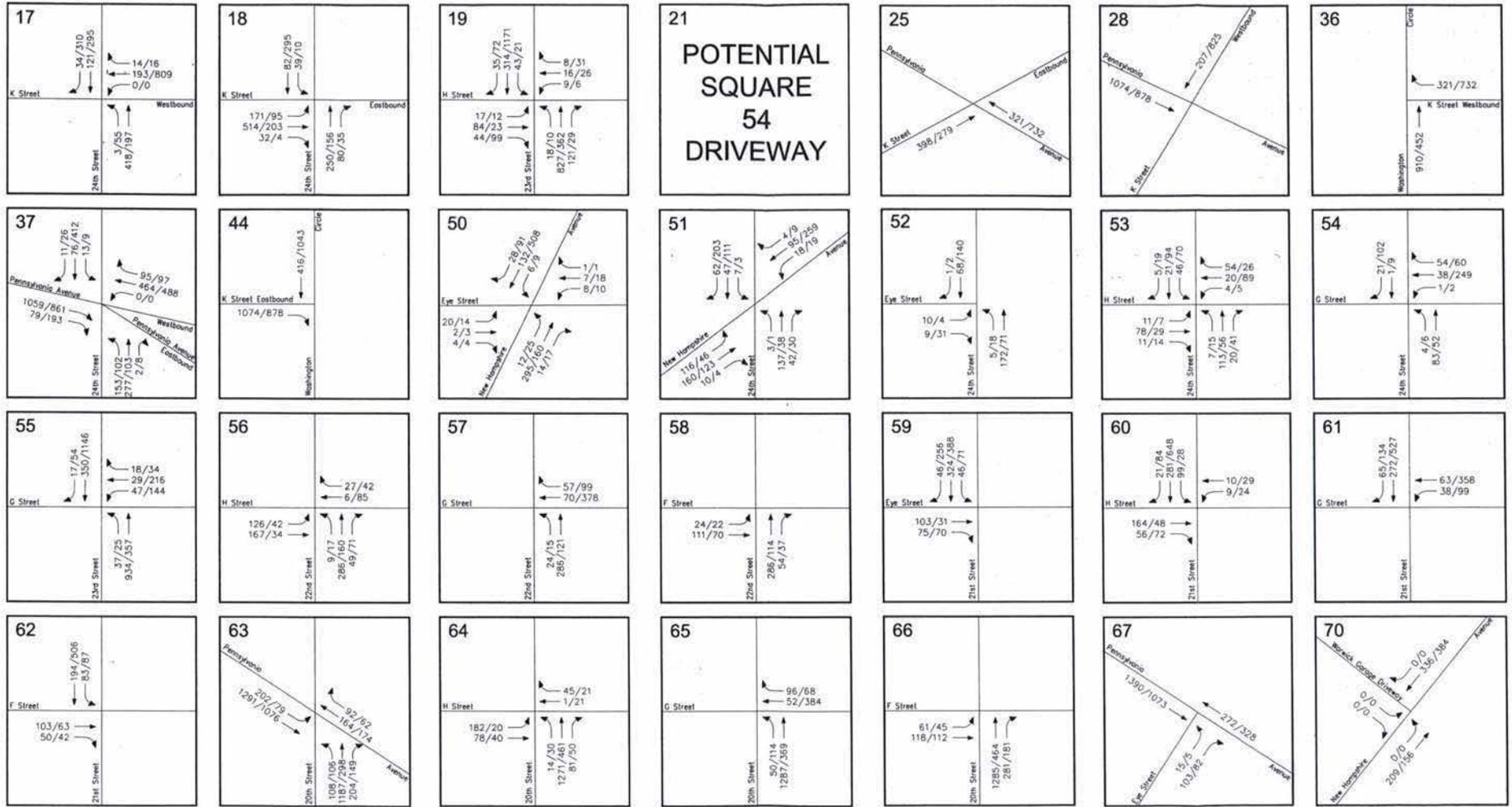


Figure 3-3
Existing Non-GWU Peak Hour Traffic Volumes

MI PEAK HOUR
RII PEAK HOUR
000/000

North

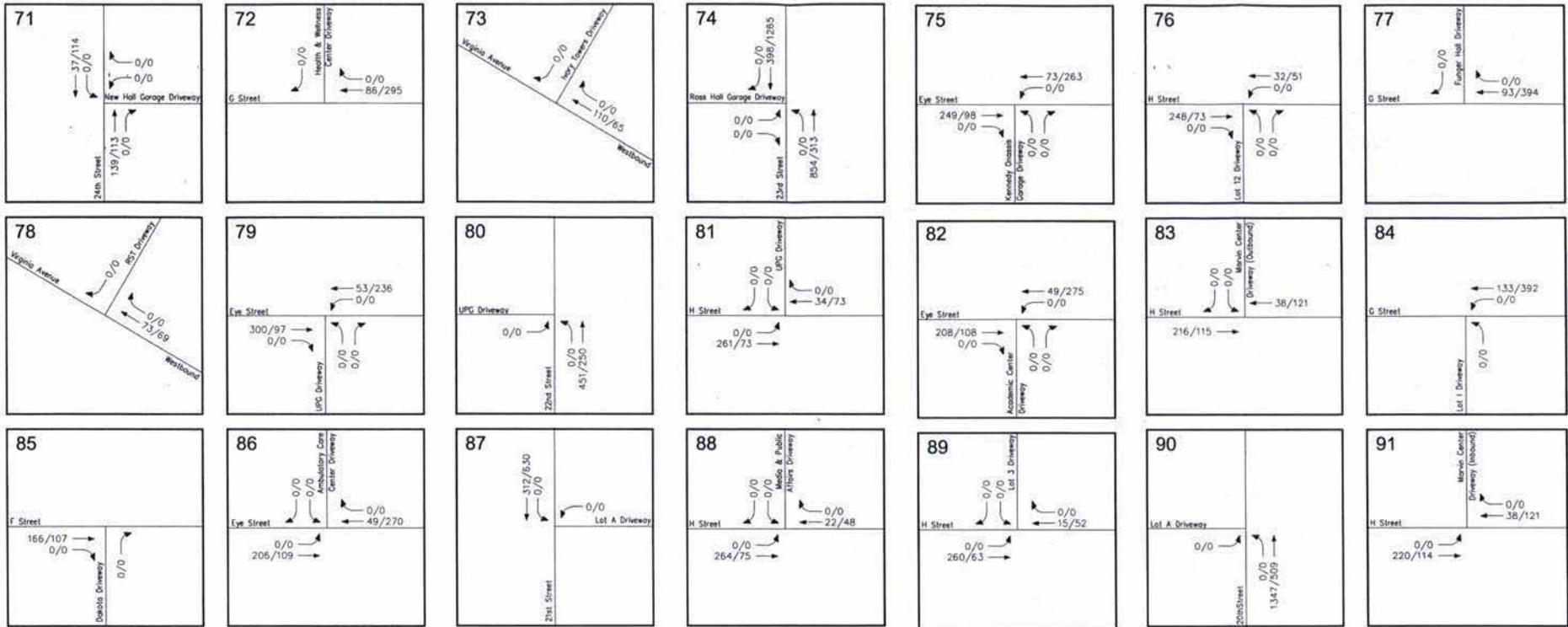


Figure 3-3
Existing Non-GWU Peak Hour Traffic Volumes

AM PEAK HOUR
PM PEAK HOUR
000/000



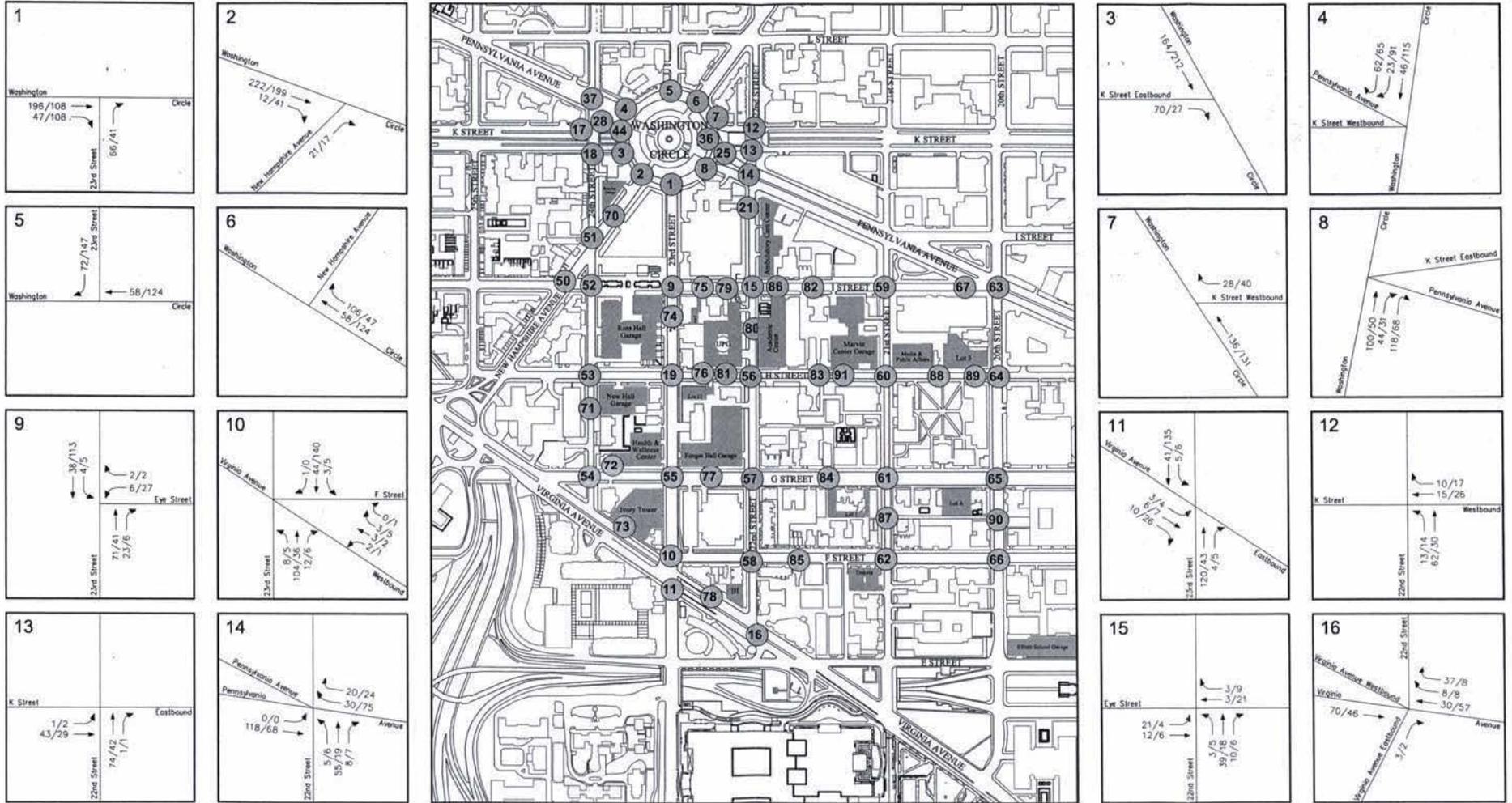


Figure 3-4
Regional Growth of Non-GWU Traffic Volumes



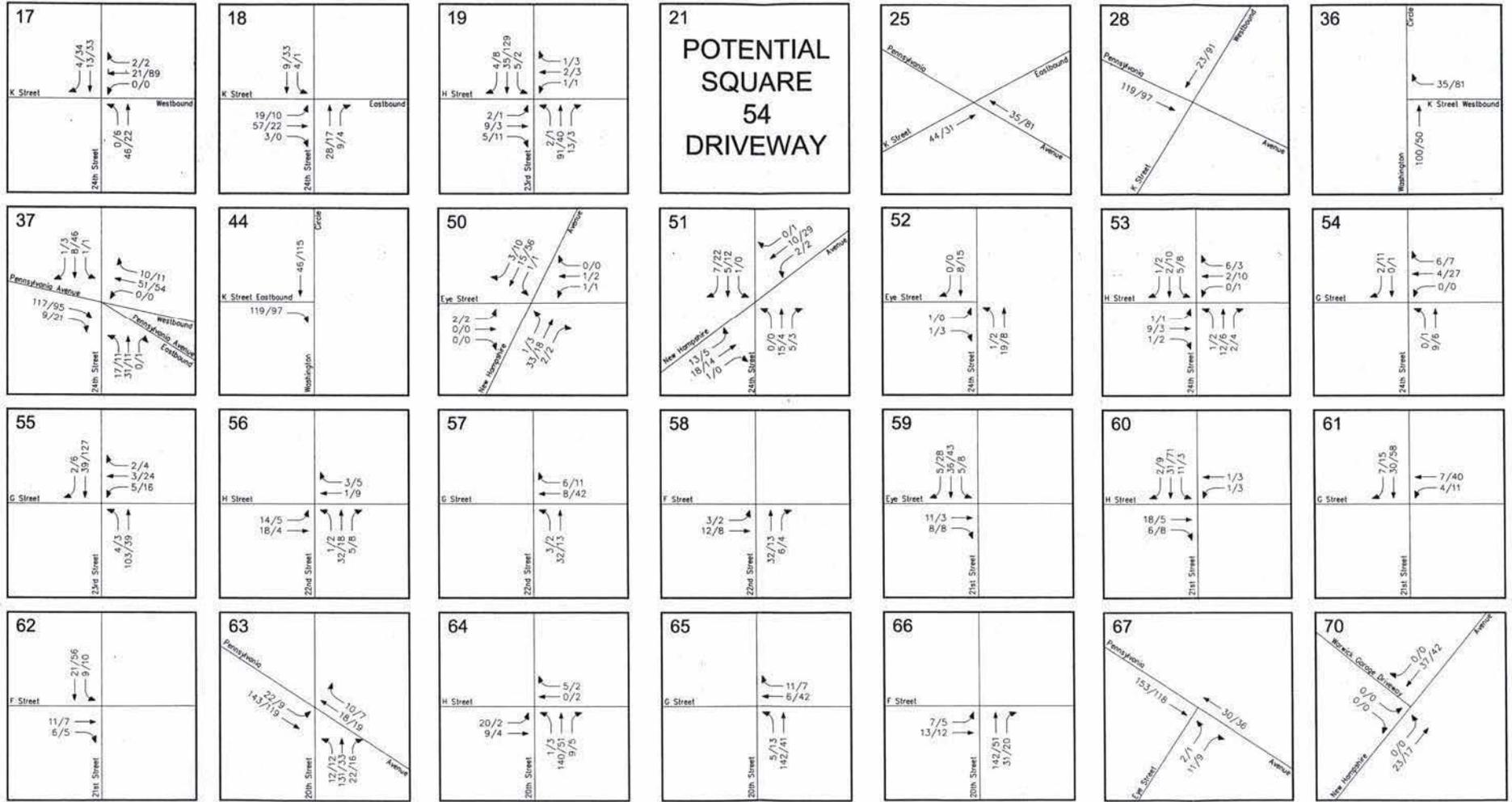


Figure 3-4
Regional Growth of Non-GWU Traffic Volumes



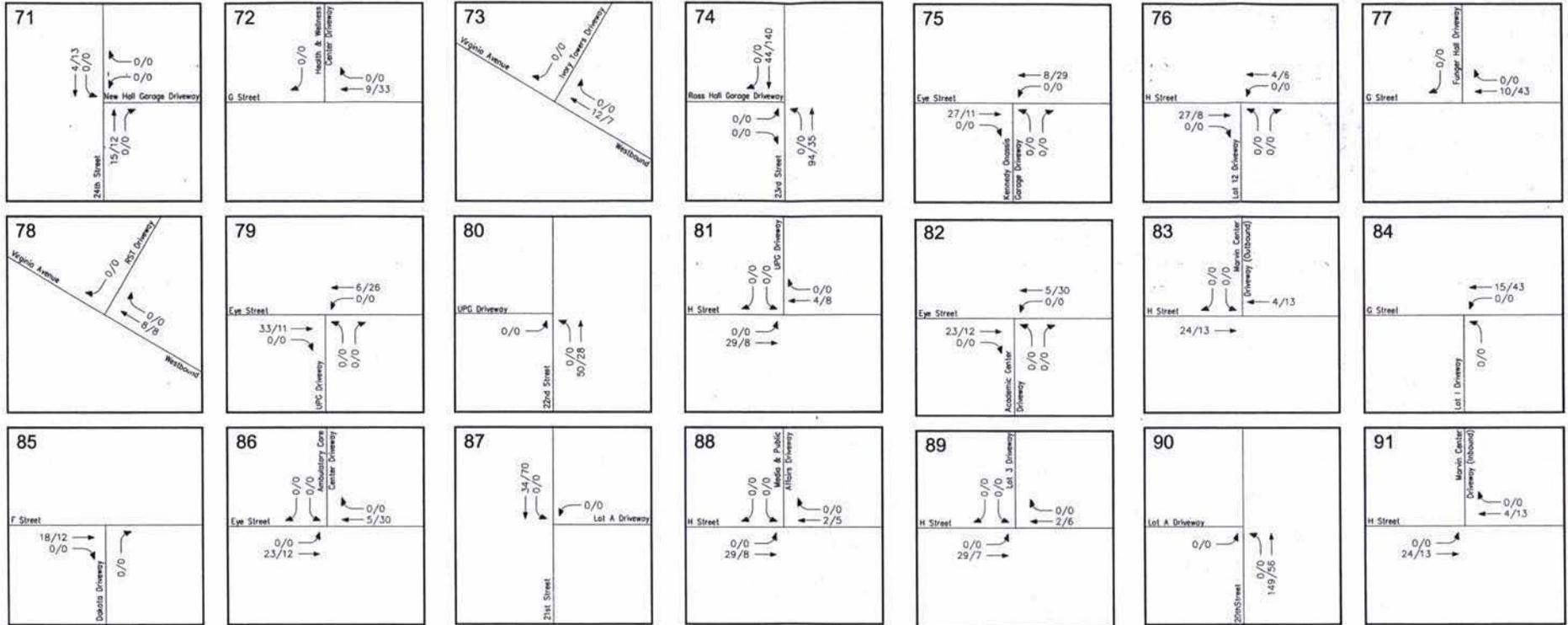


Figure 3-4
Regional Growth of Non-GWU Traffic Volumes

AM PEAK HOUR
PM PEAK HOUR
000/000

North

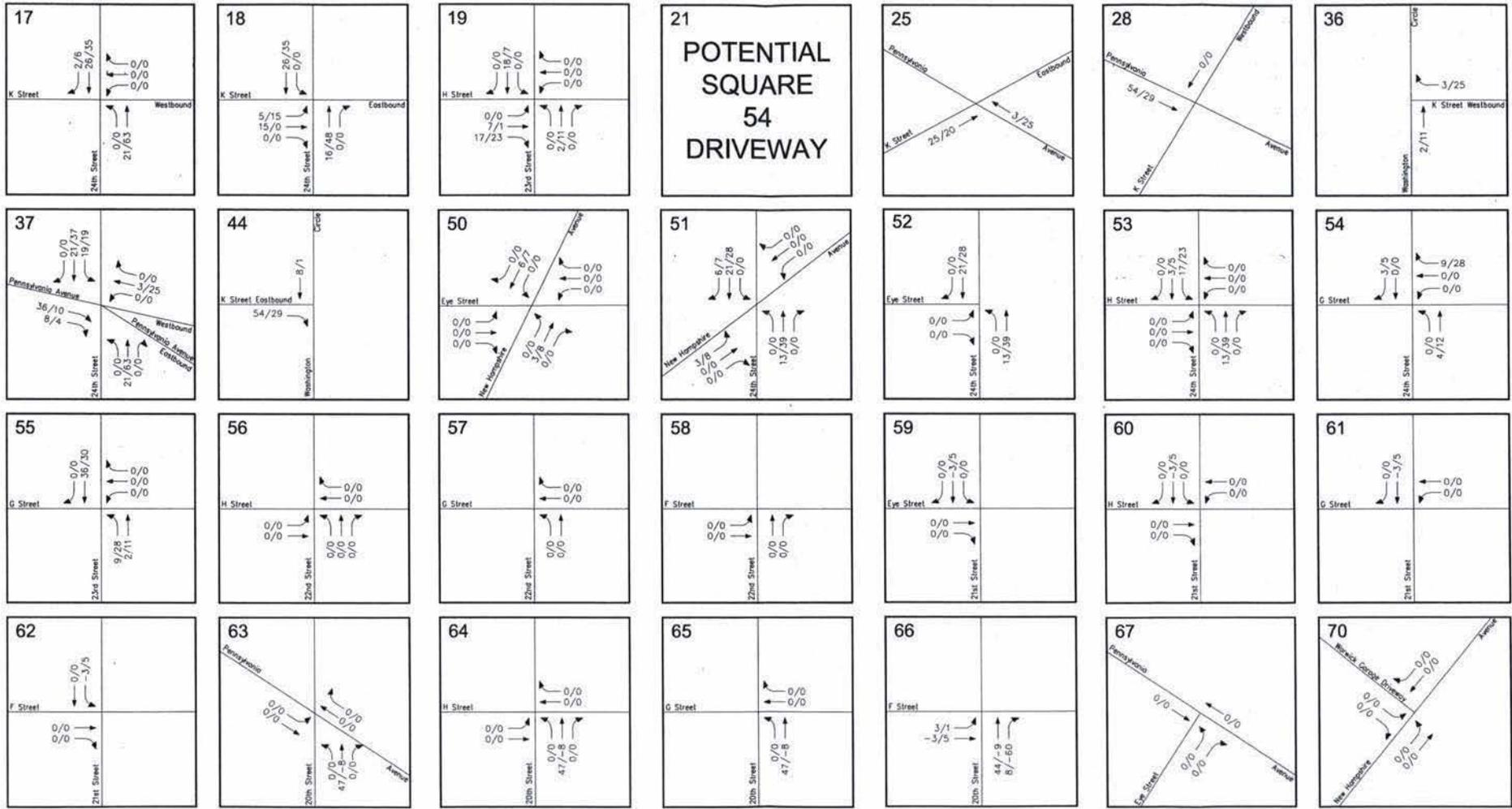


Figure 3-5
Pipeline Site Trips

AM PEAK HOUR
PM PEAK HOUR
900/000



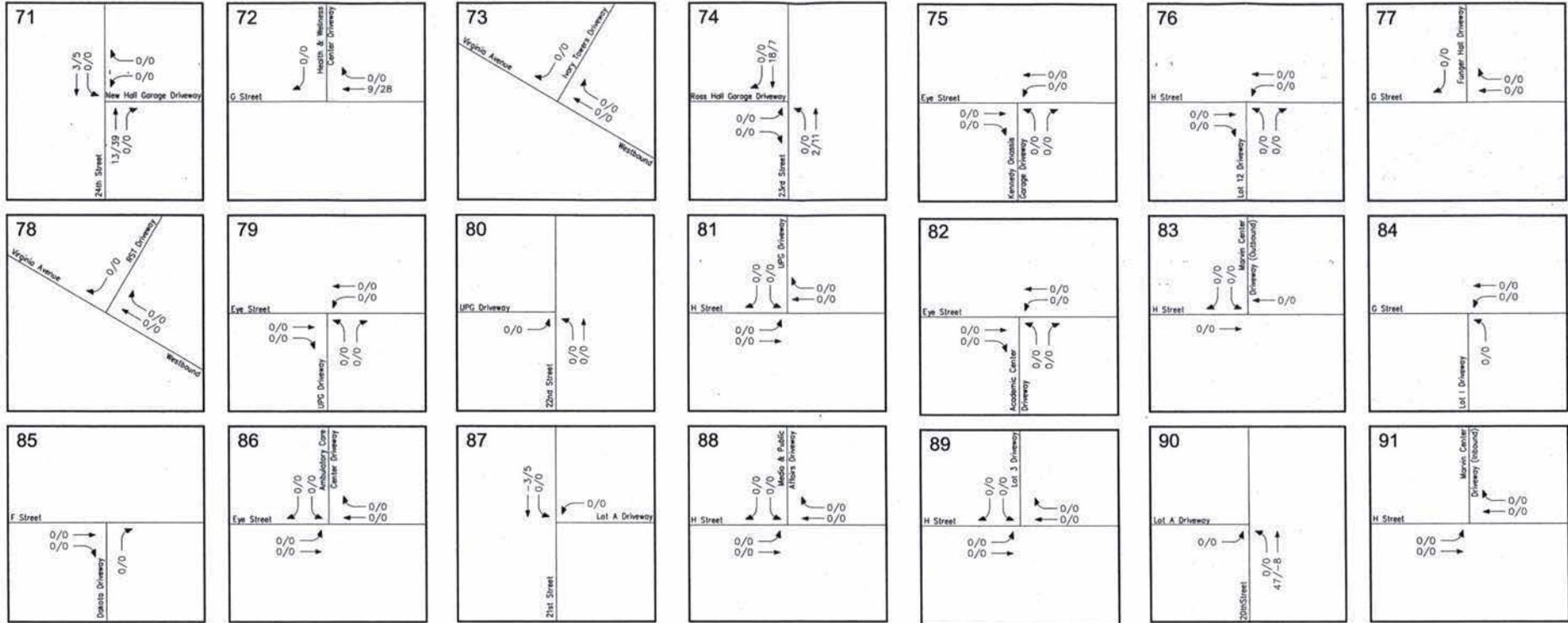


Figure 3-5
Pipeline Site Trips

AM PEAK HOUR
PM PEAK HOUR
000/000



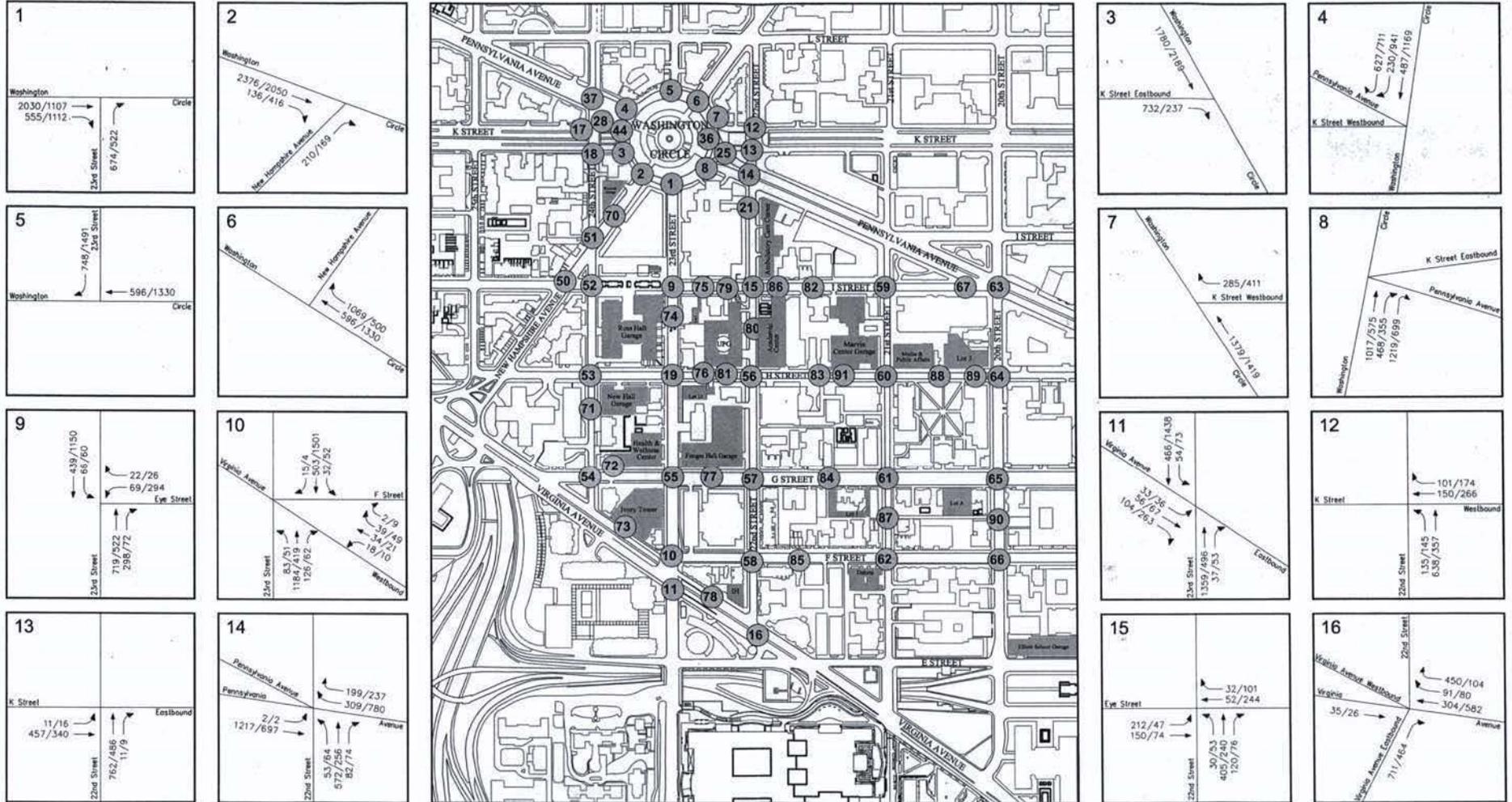


Figure 3-6
Future Background Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000
North

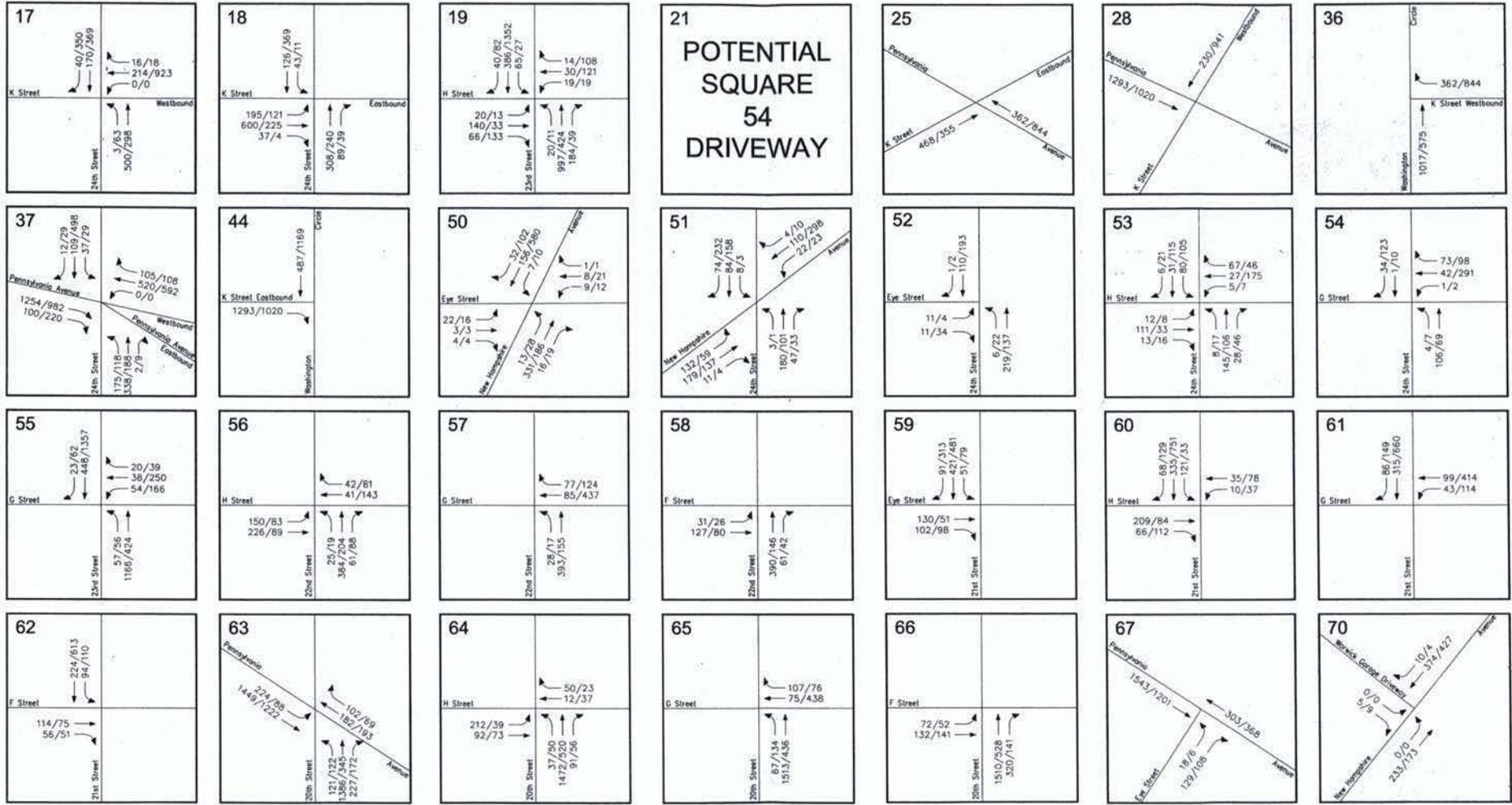


Figure 3-6
Future Background Traffic Forecasts



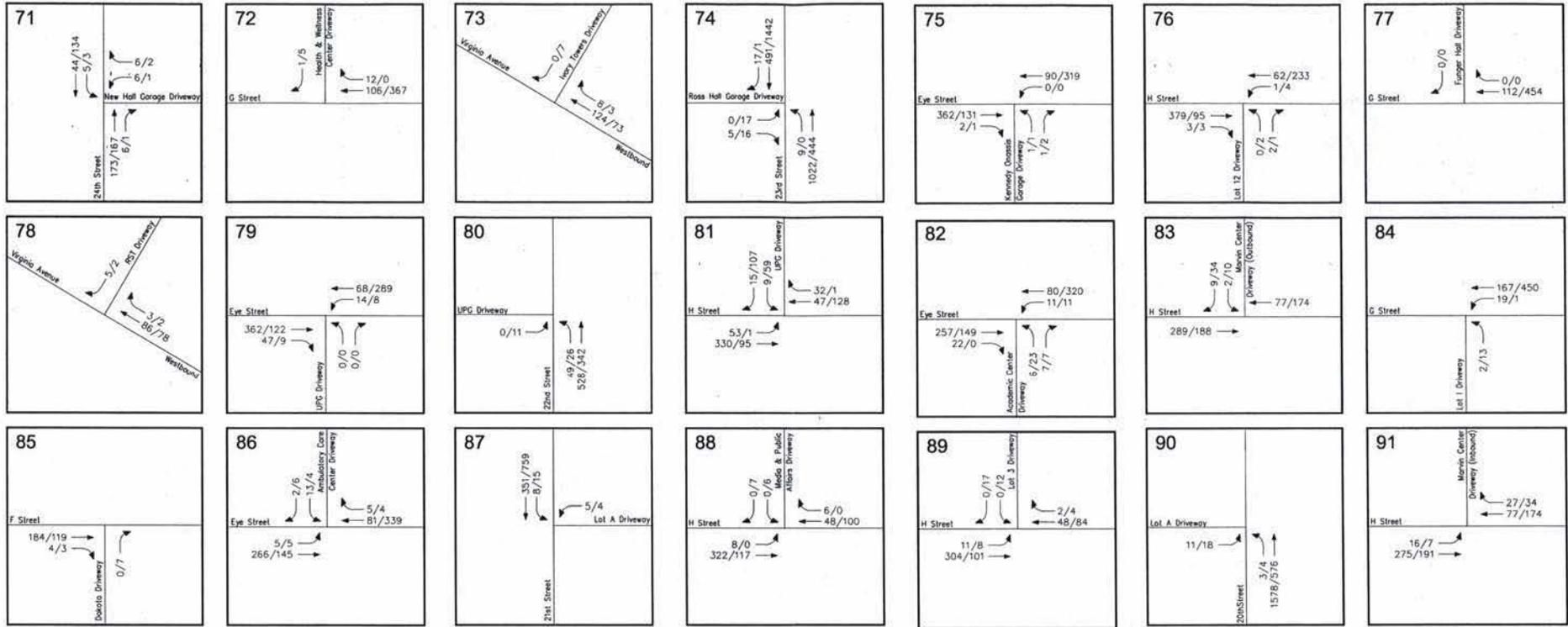


Figure 3-6
 Future Background Traffic Forecasts

AM PEAK HOUR
 PM PEAK HOUR
 000/000



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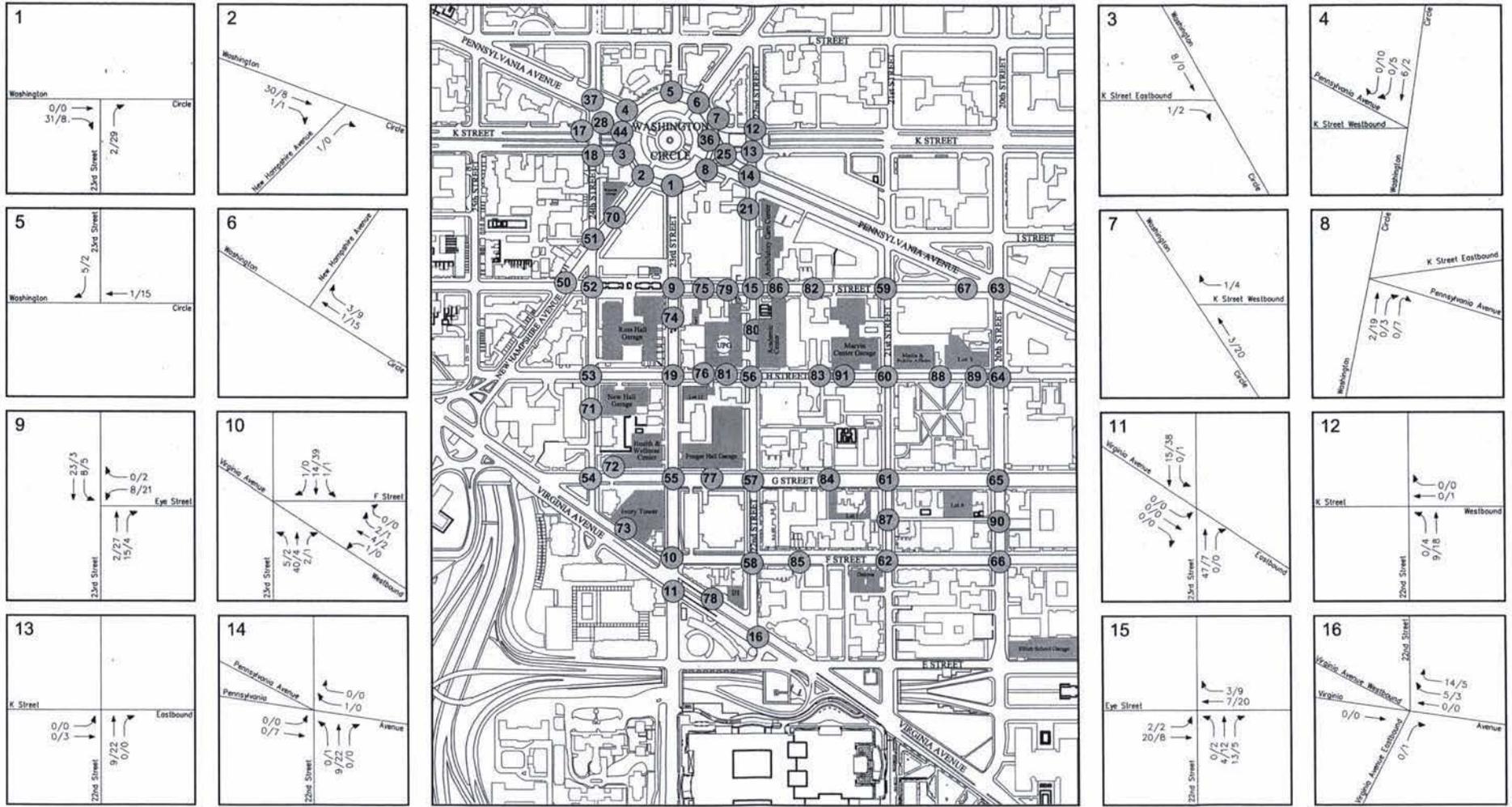


Figure 3-7
Existing GWU Garage Site Trips to Remain

AM PEAK HOUR
PM PEAK HOUR
000/000

North

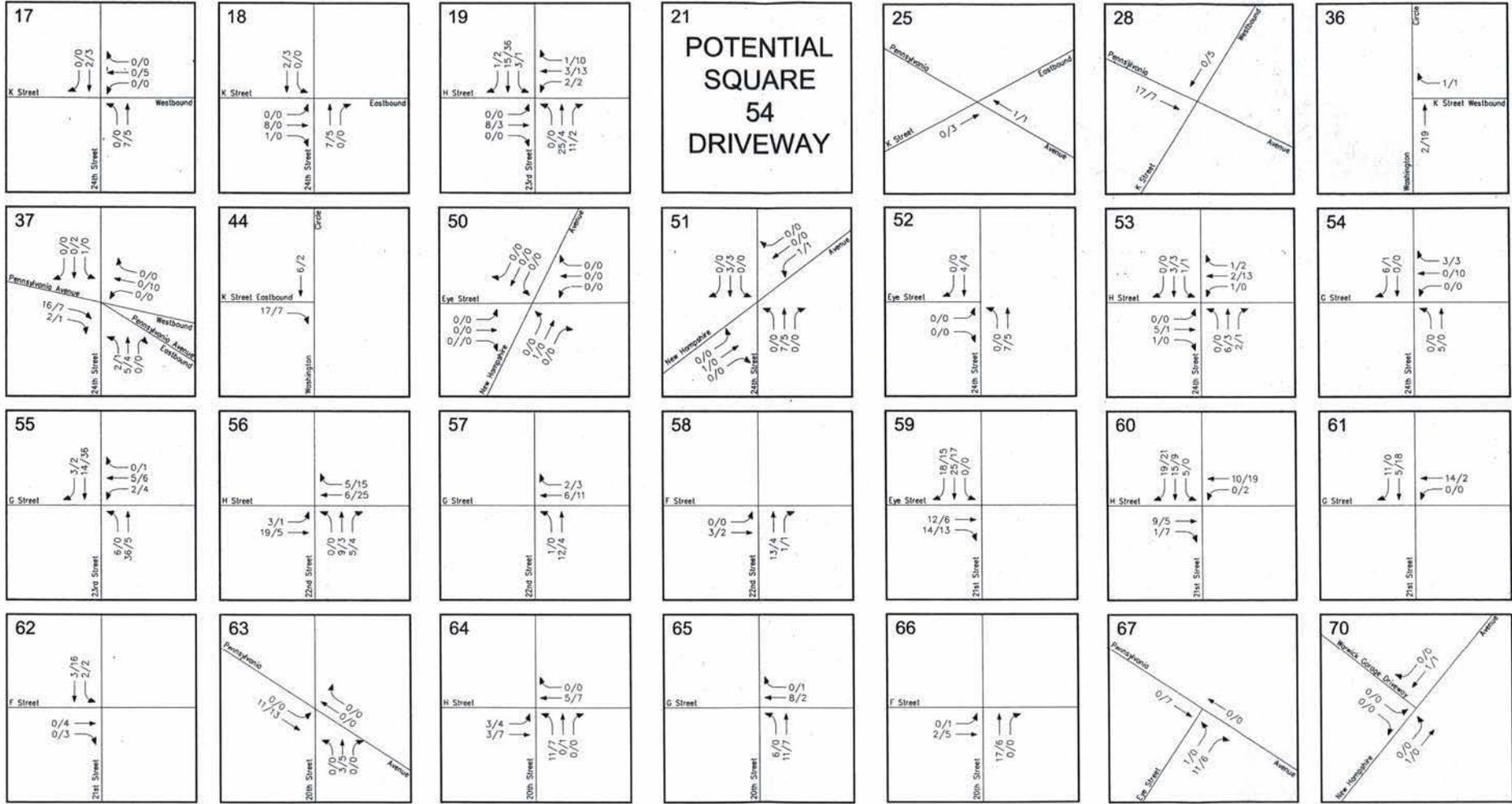


Figure 3-7
Existing GWU Garage Site Trips to Remain



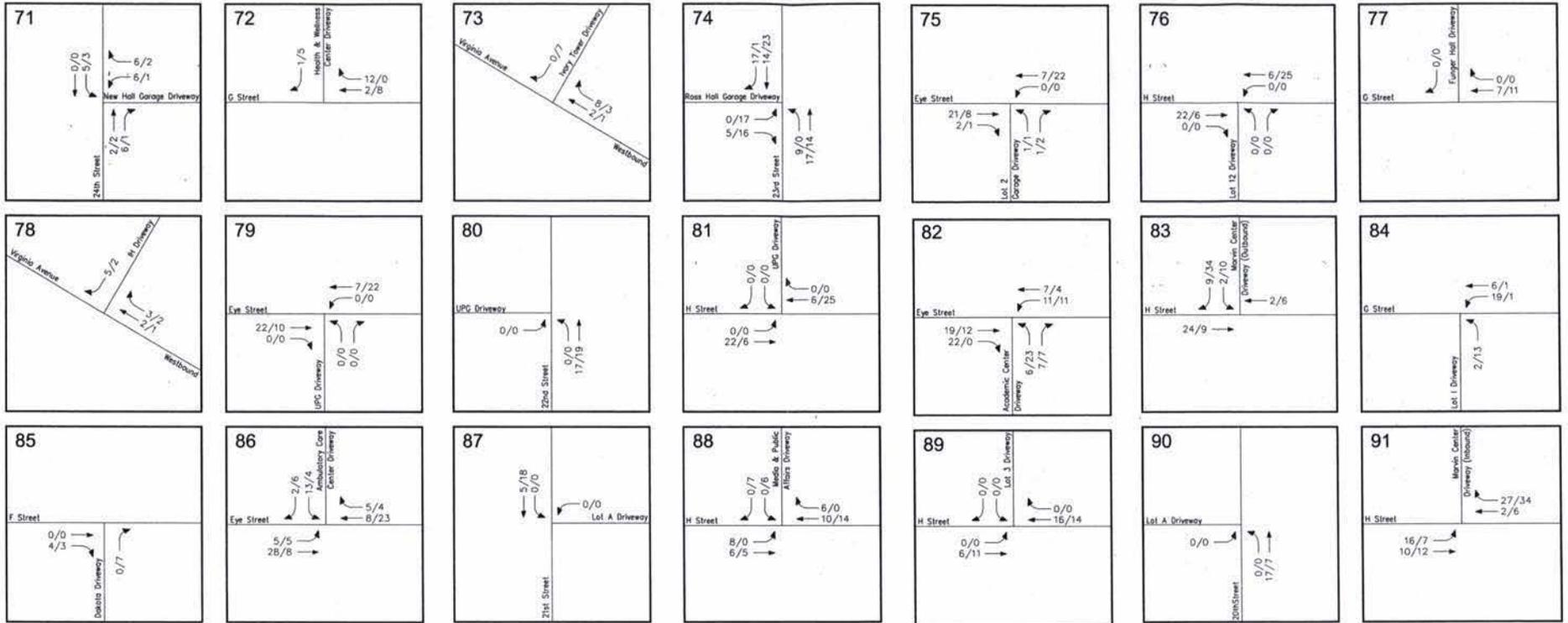


Figure 3-7
Existing GWU Garage Site Trips to Remain

AM PEAK HOUR
PM PEAK HOUR
600/000



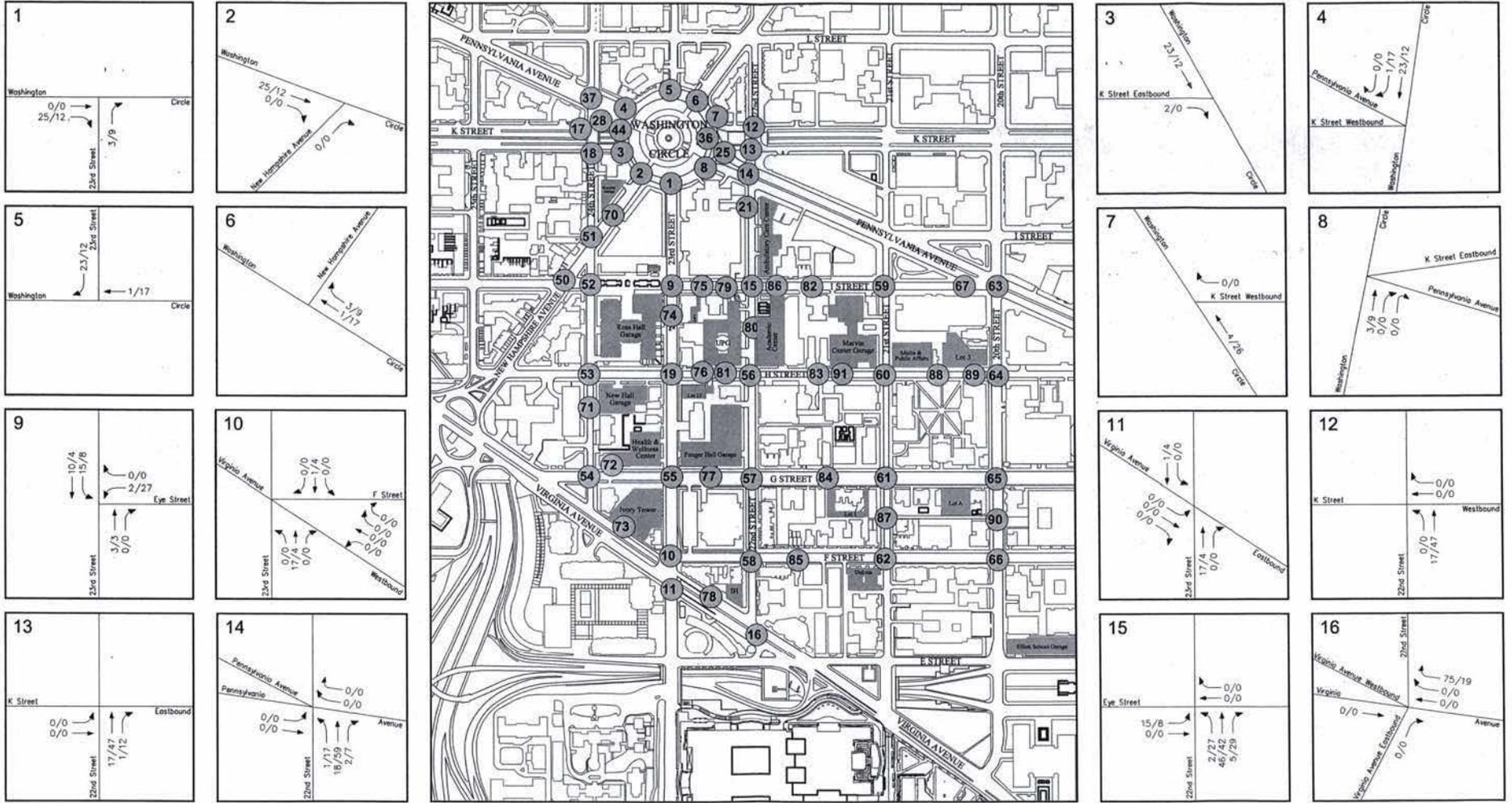


Figure 3-8
Rerouted GWU Site Trips

AM PEAK HOUR
PM PEAK HOUR
000/000
North

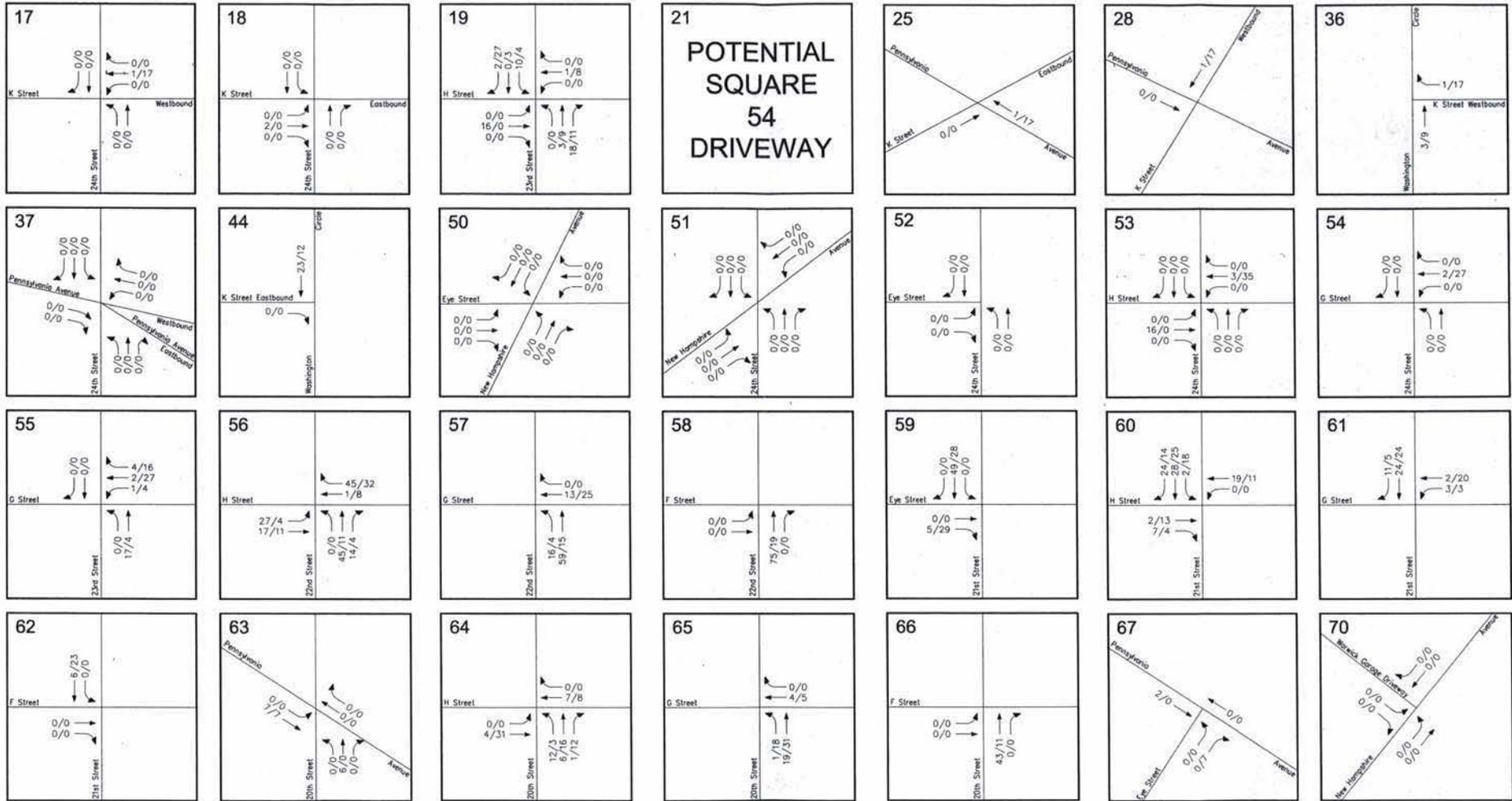


Figure 3-8
Rerouted GWU Site Trips

AM PEAK HOUR
PM PEAK HOUR
000/000



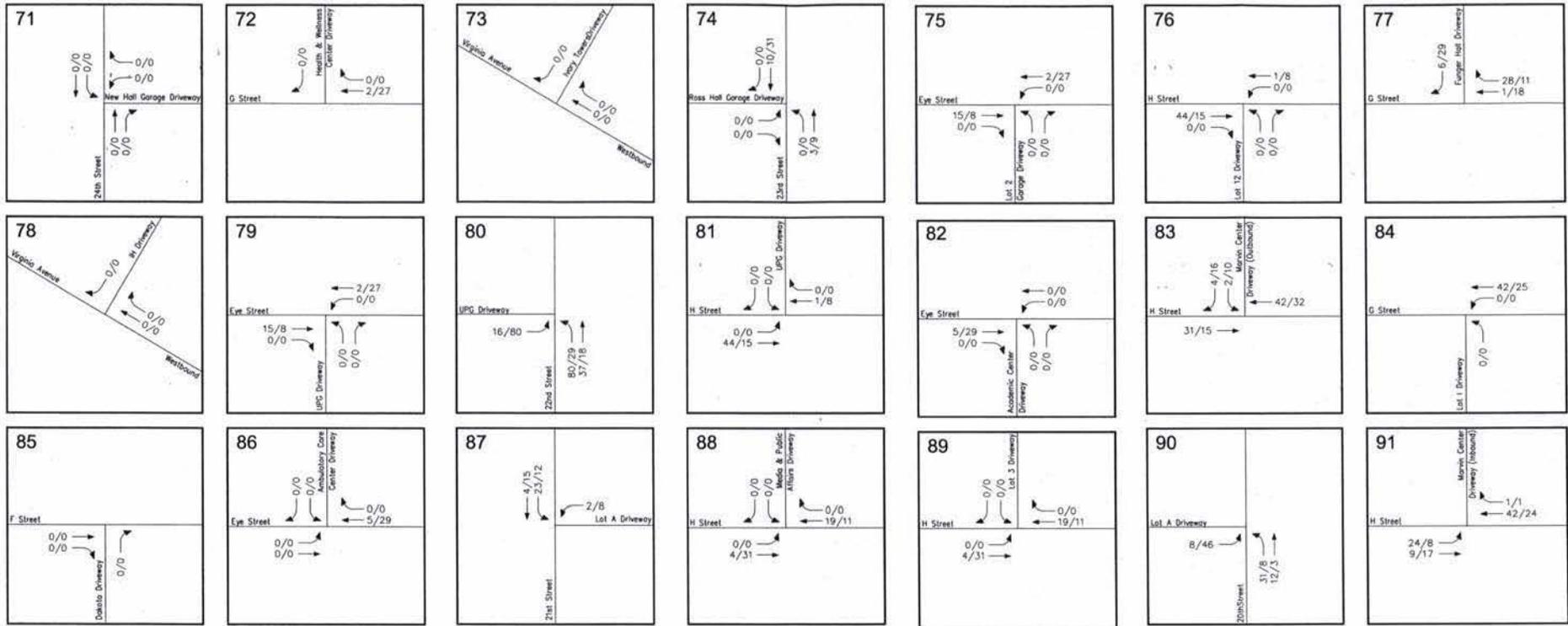


Figure 3-8
Rerouted GWU Site Trips

AM PEAK HOUR
PM PEAK HOUR
000/000



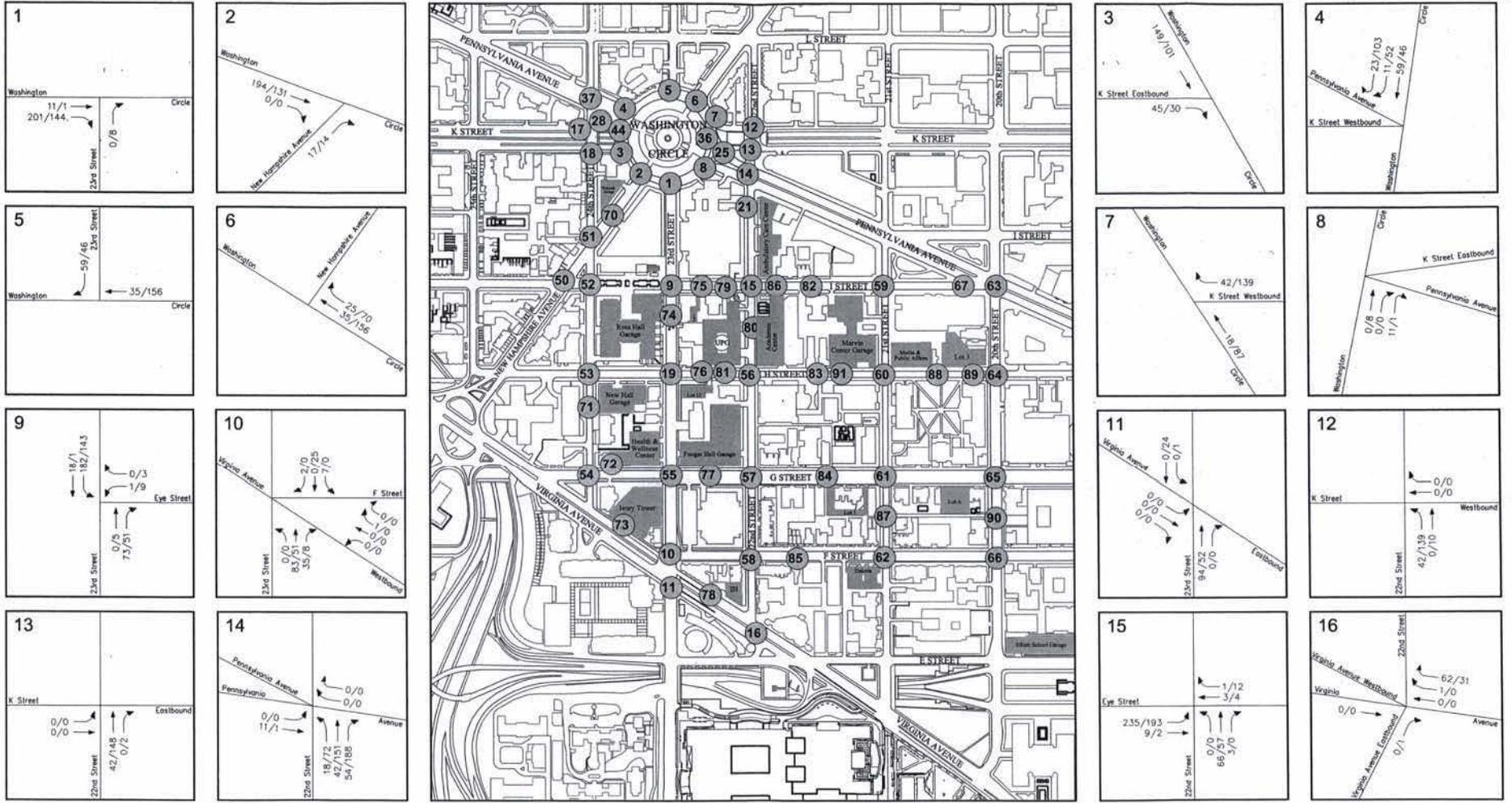


Figure 3-9
GWU Related Site Trips with 1,000 Additional Faculty/Staff

MI PEAK HOUR
PM PEAK HOUR
000/000

North

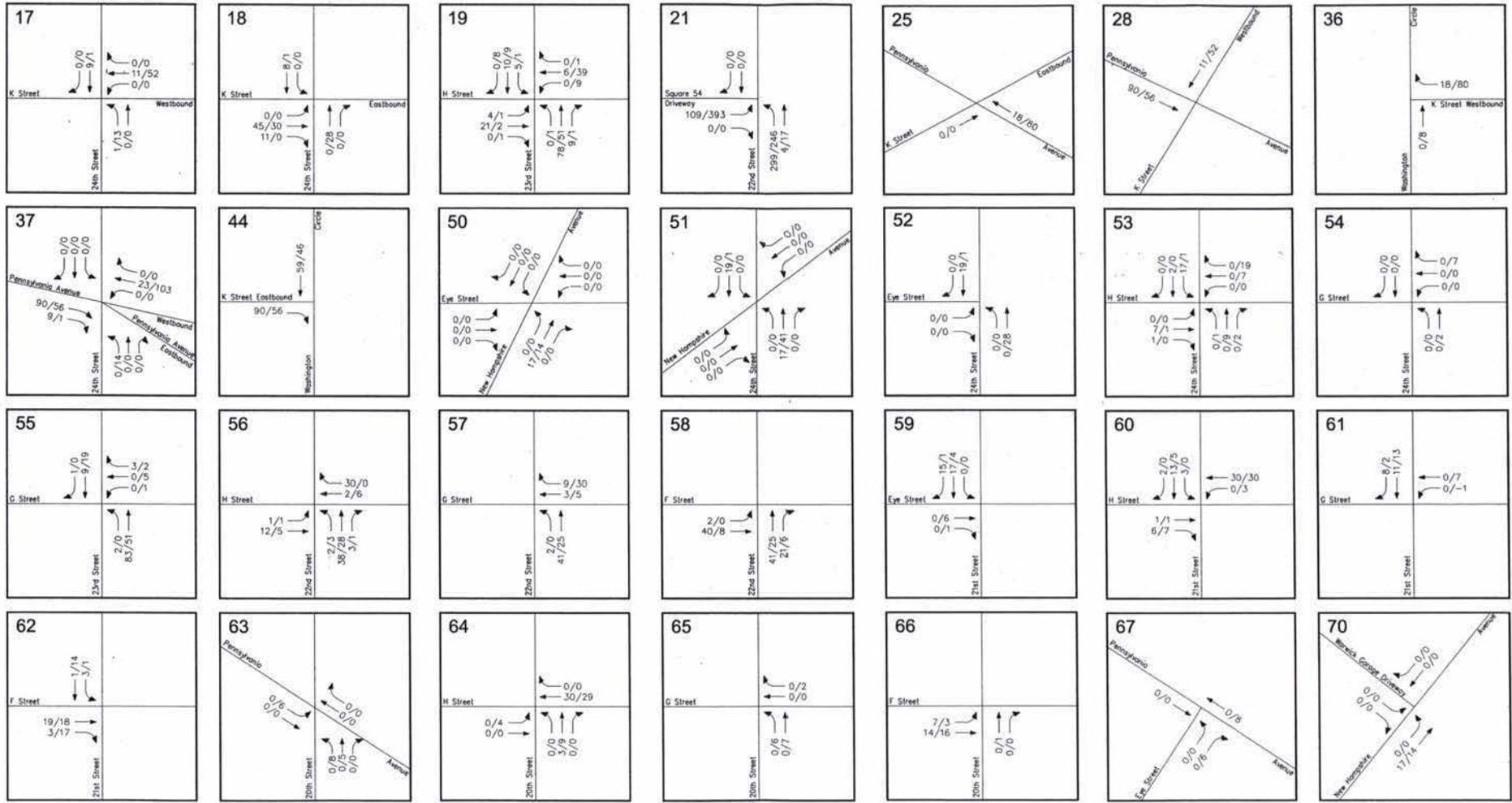


Figure 3-9
GWU Related Site Trips with 1,000 Additional Faculty/Staff

AM PEAK HOUR
PM PEAK HOUR
000/000



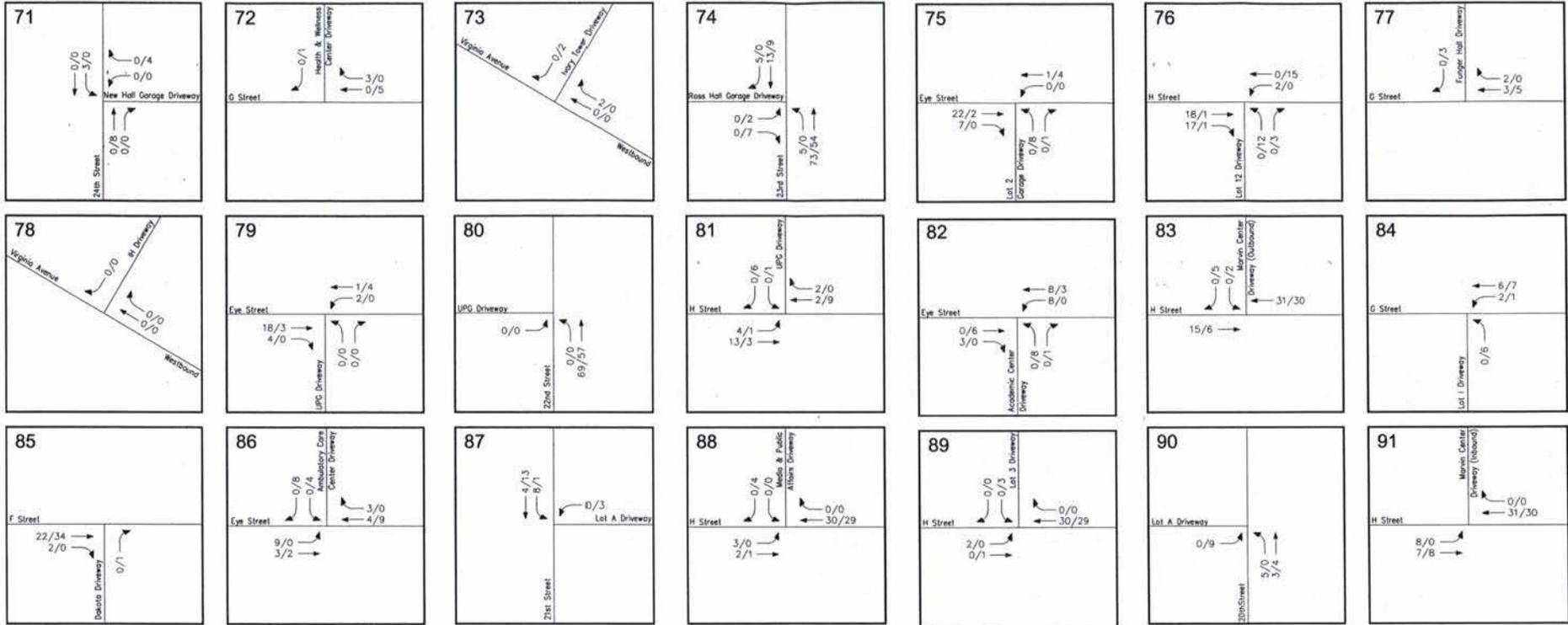


Figure 3-9
GWU Related Site Trips with 1,000 Additional Faculty/Staff

AM PEAK HOUR
PM PEAK HOUR
000/000



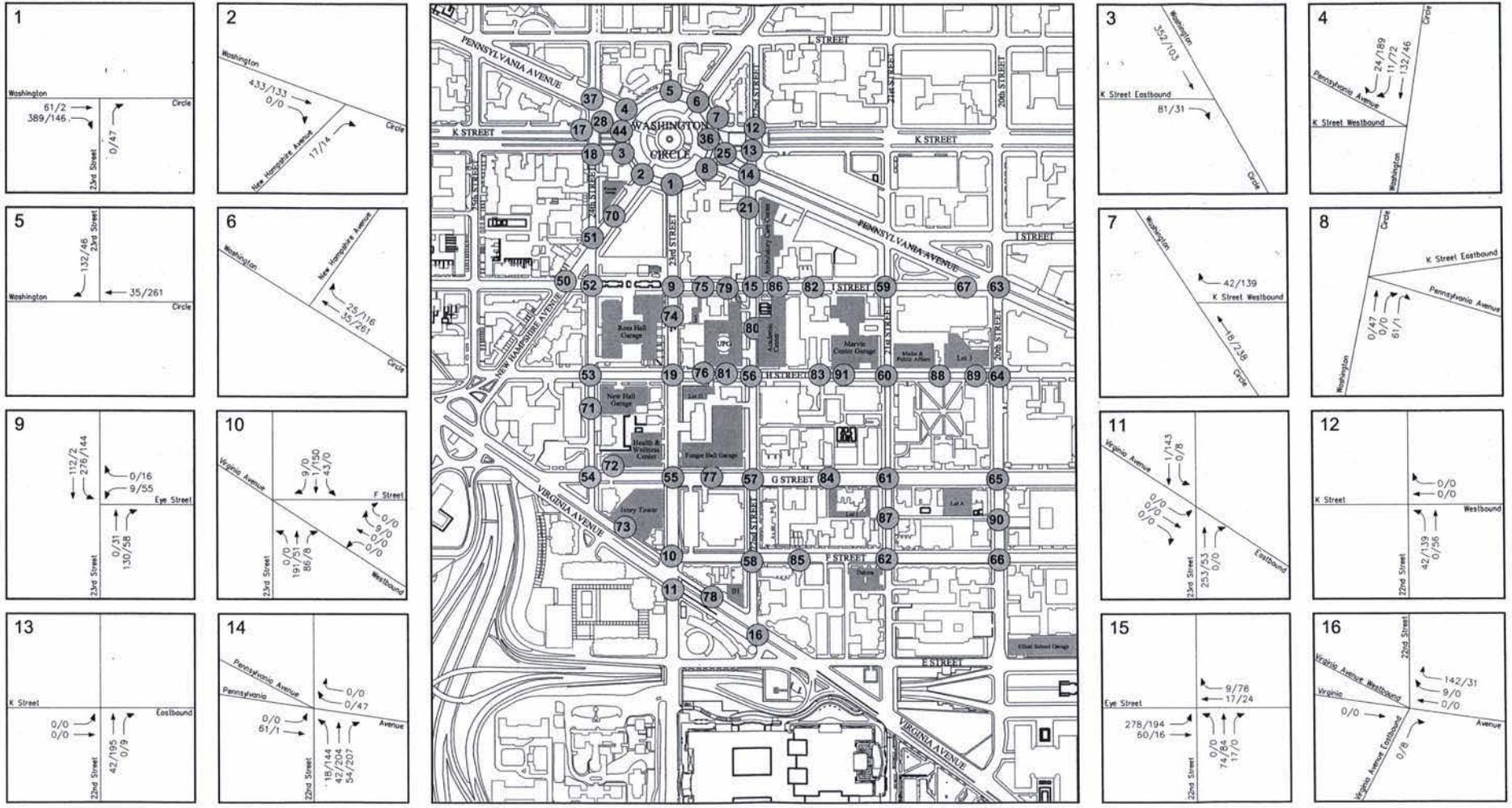


Figure 3-10
GWU Related Site Trips with 6,475 Additional Faculty/Staff



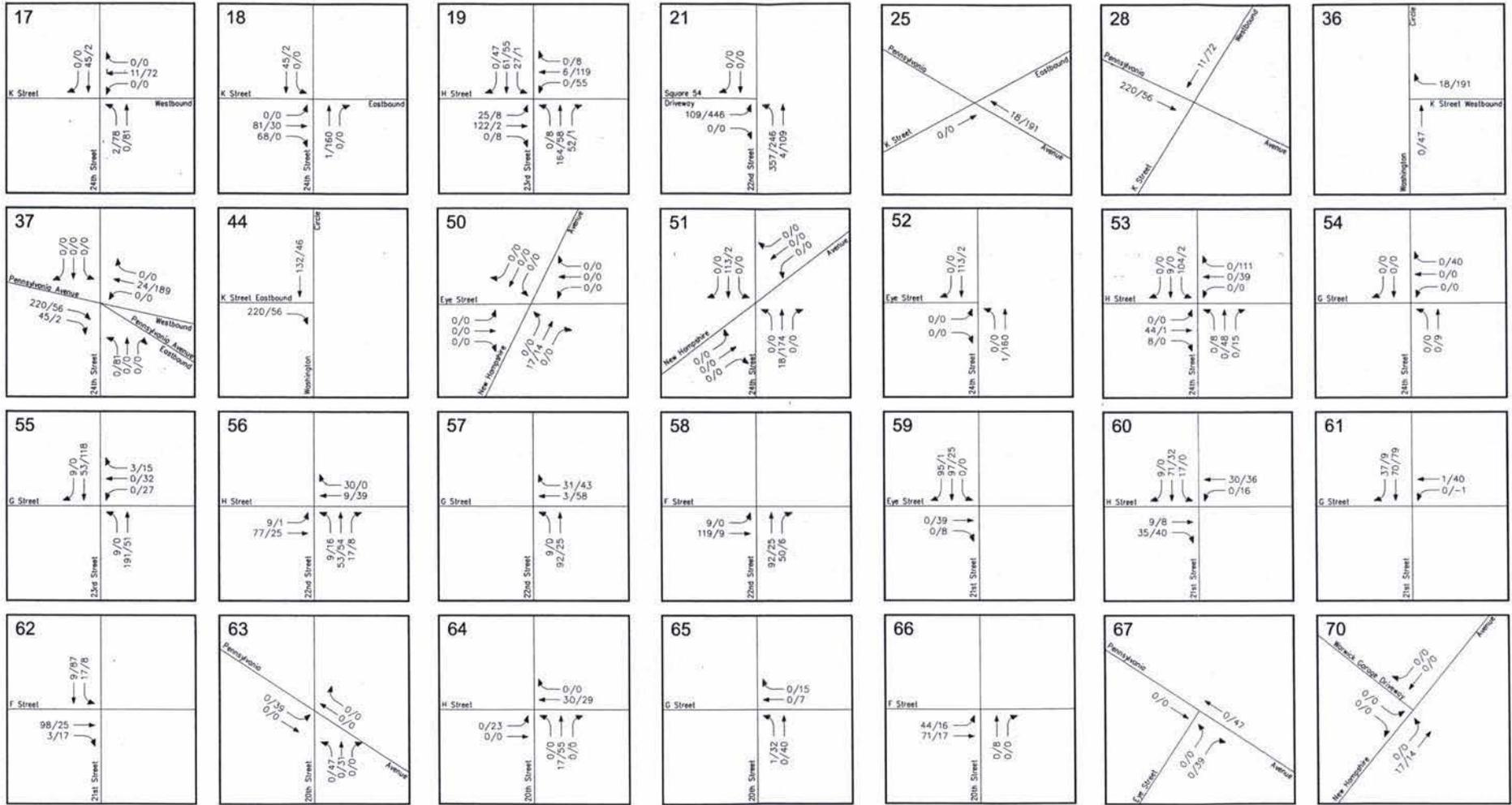


Figure 3-10
GWU Related Site Trips with 6,475 Additional Faculty/Staff


 North
 000/000
 1M PEAK HOUR
 2M PEAK HOUR

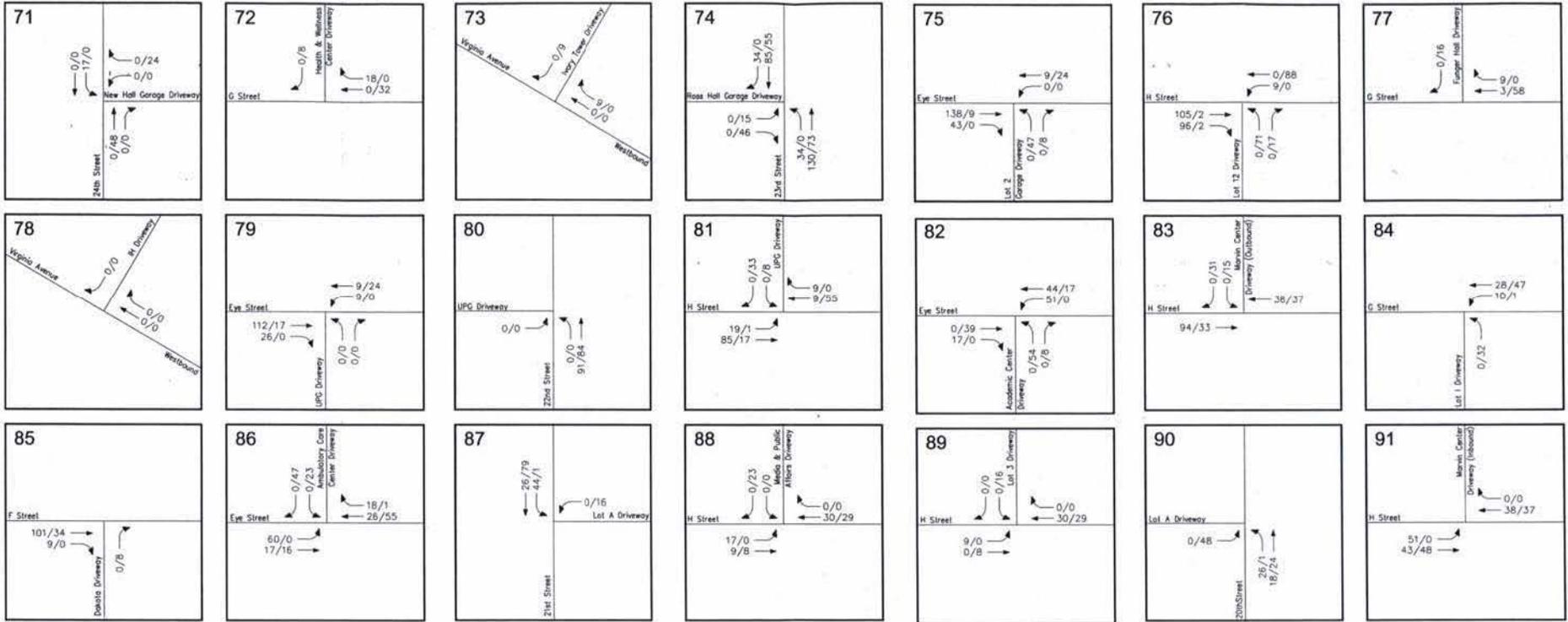


Figure 3-10
GWU Related Site Trips with 6,475 Additional Faculty/Staff

ALL PEAK HOUR
PM PEAK HOUR
000/000



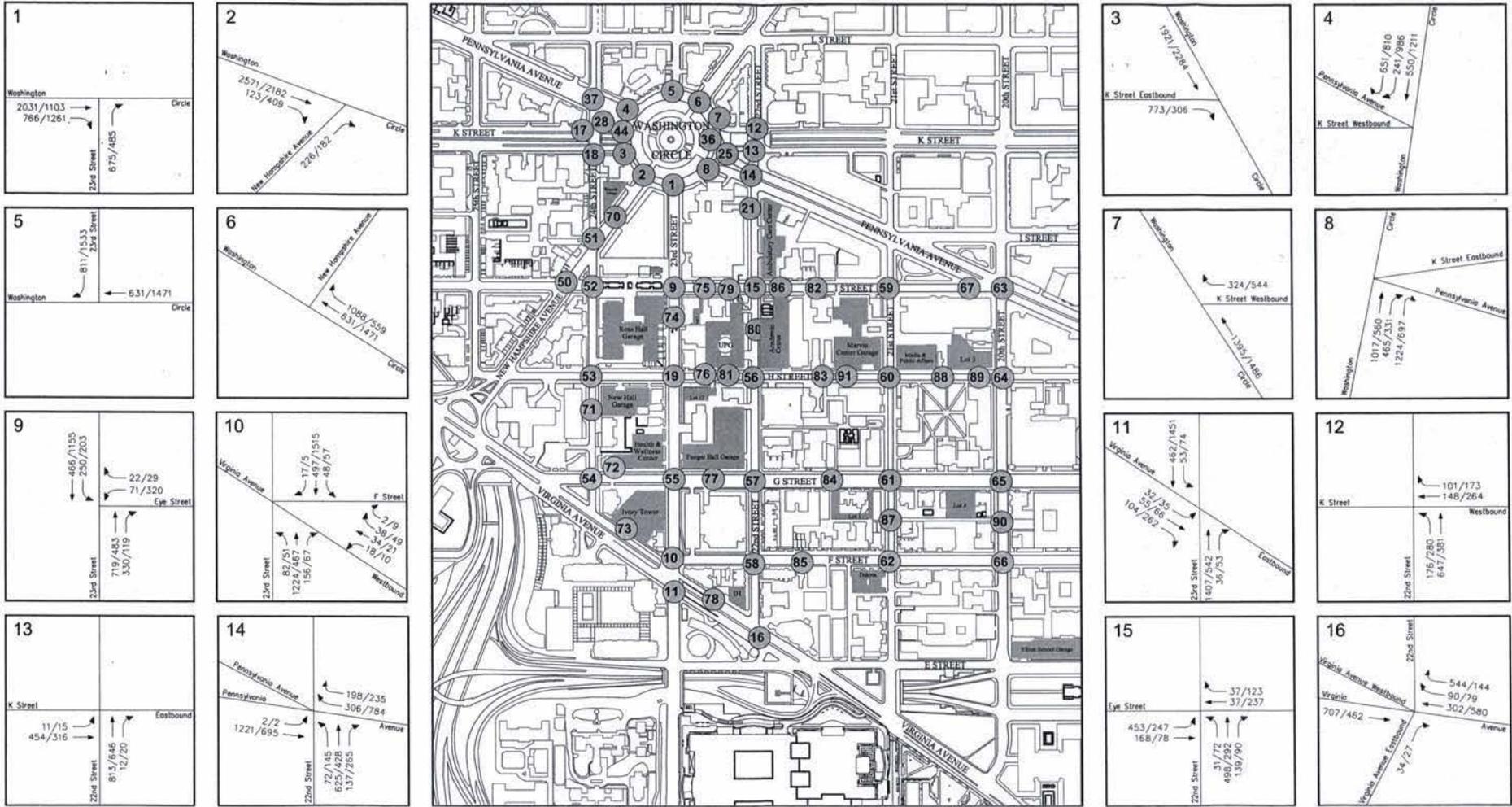


Figure 3-11
Total Future Traffic Forecasts with 1,000 Additional Faculty/Staff



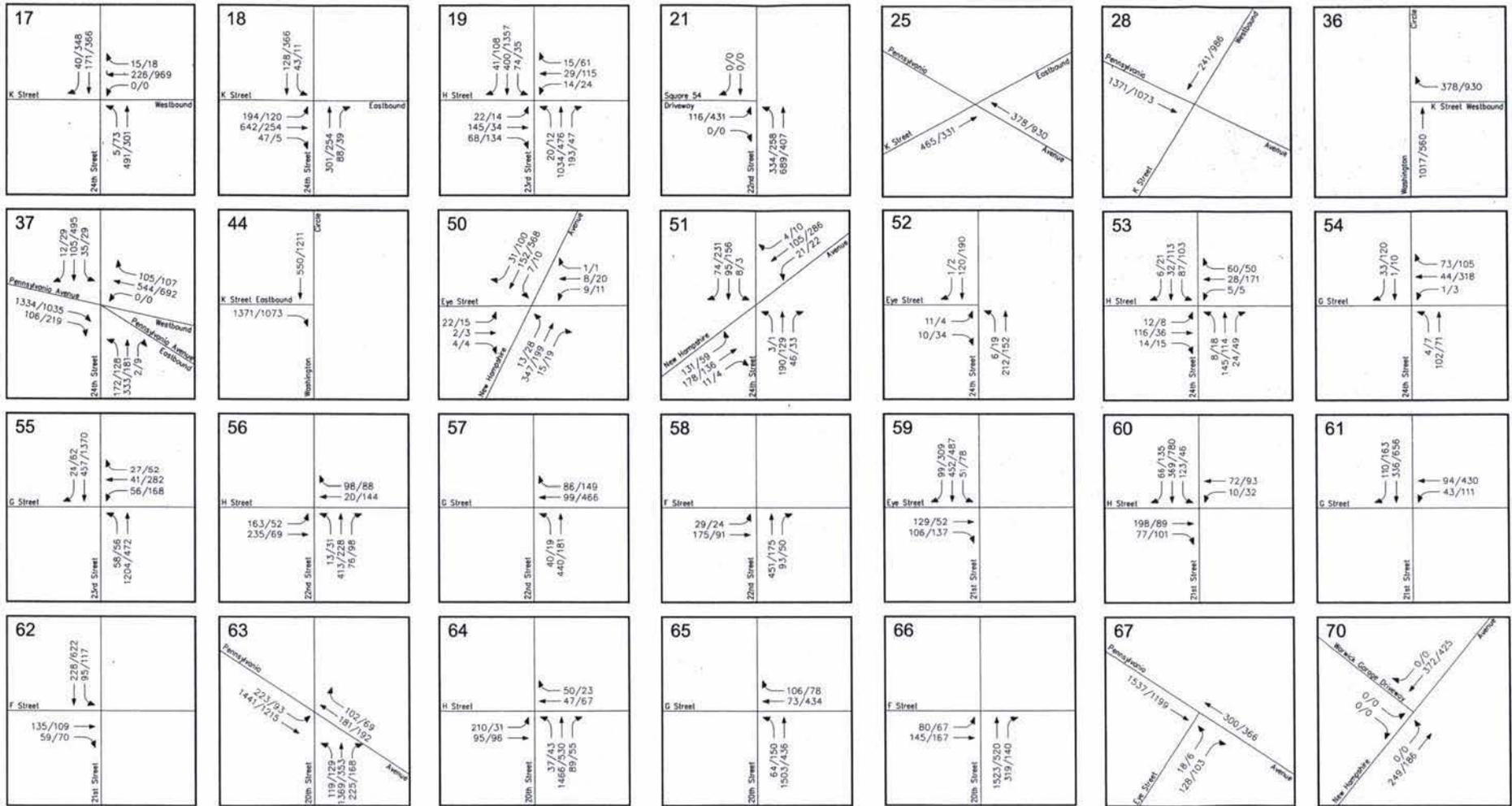


Figure 3-11
Total Future Traffic Forecasts with 1,000 Additional Faculty/Staff



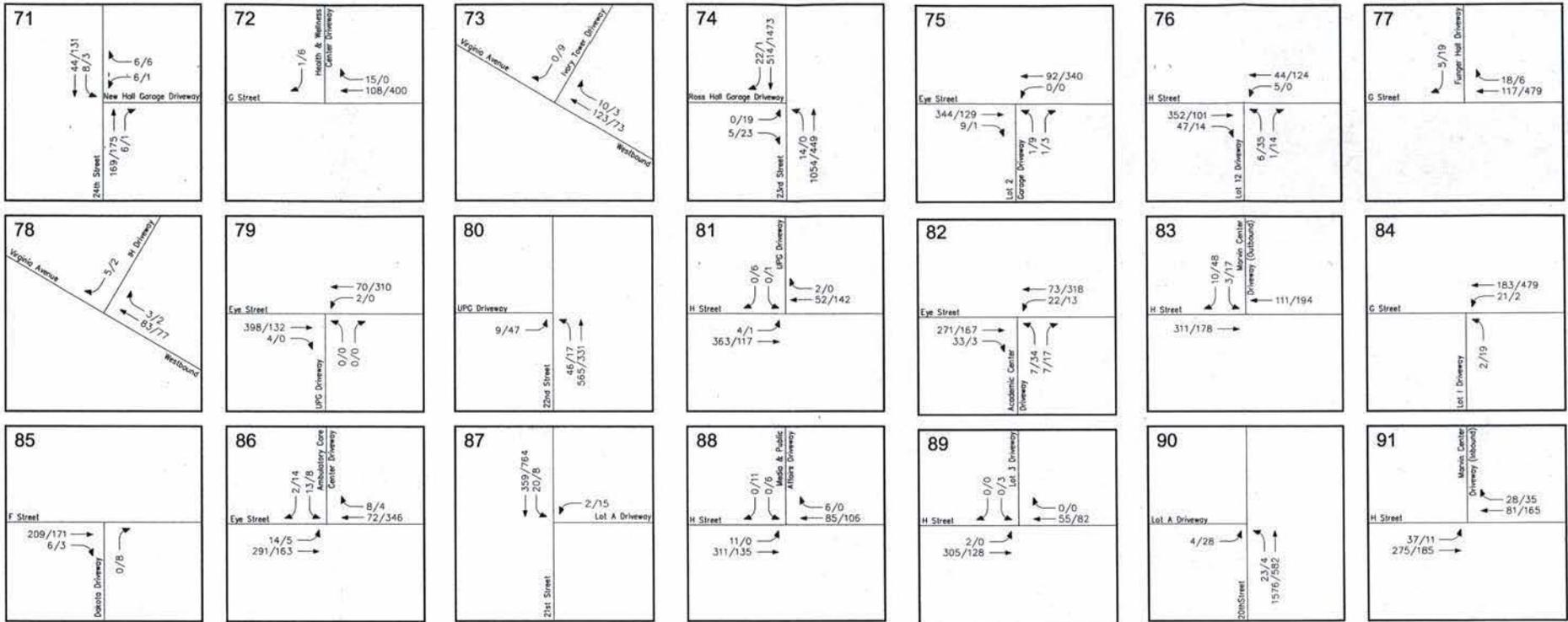


Figure 3-11
Total Future Traffic Forecasts with 1,000 Additional Faculty/Staff



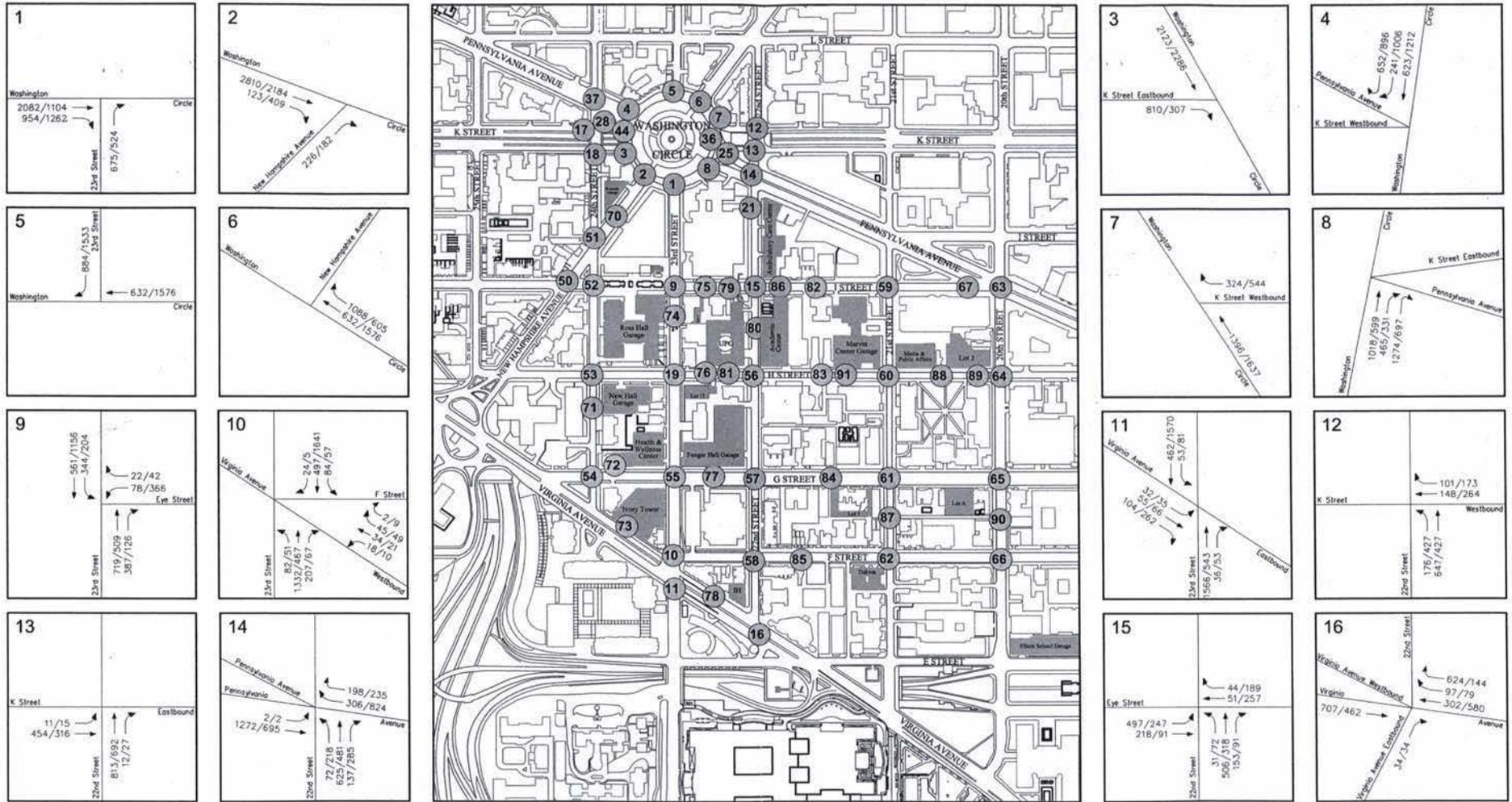


Figure 3-12
Total Future Traffic Forecasts with 6,475 Additional Faculty/Staff

AM PEAK HOUR
PM PEAK HOUR
000/000



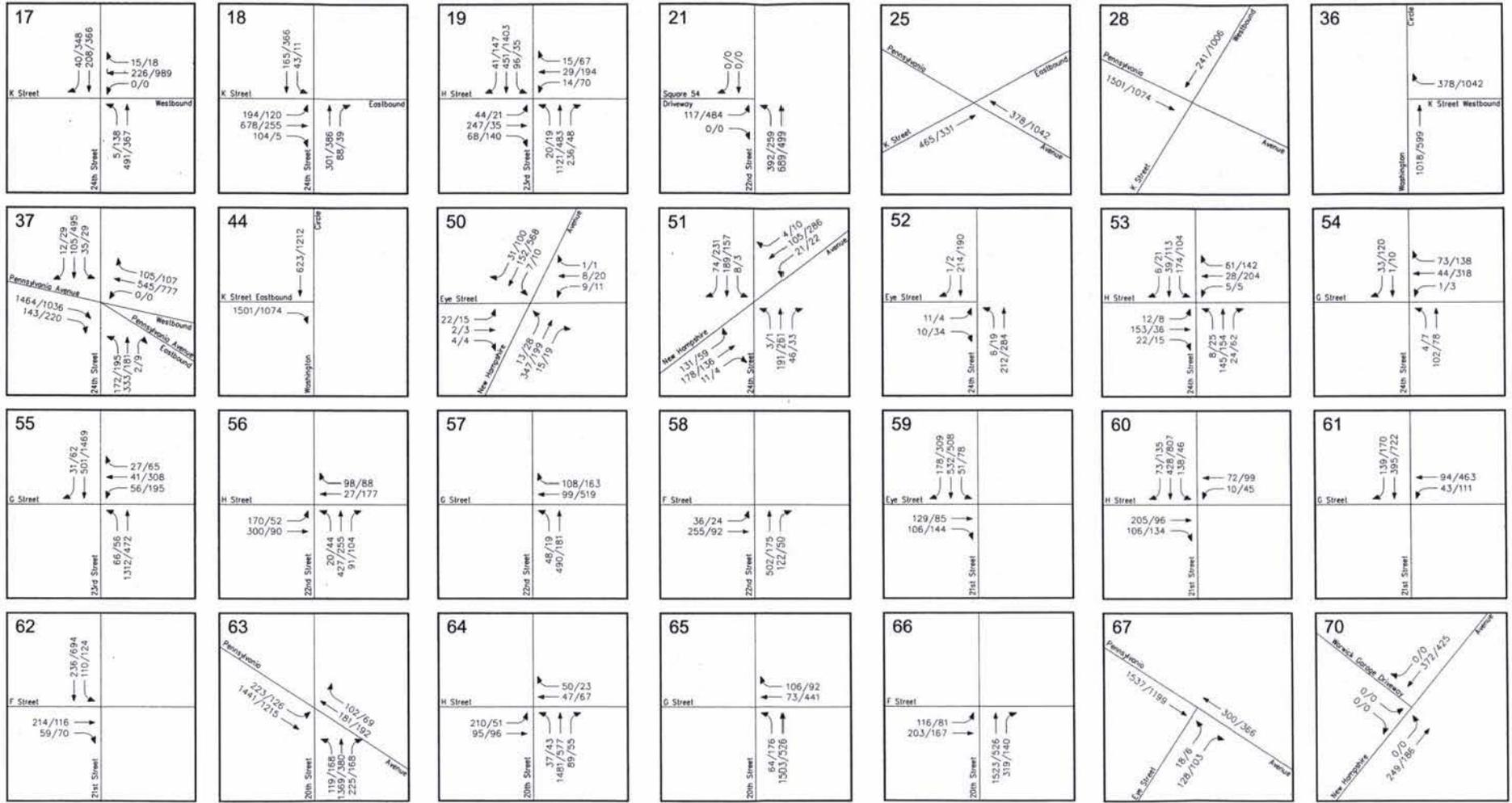


Figure 3-12
Total Future Traffic Forecasts with 6,475 Additional Faculty/Staff



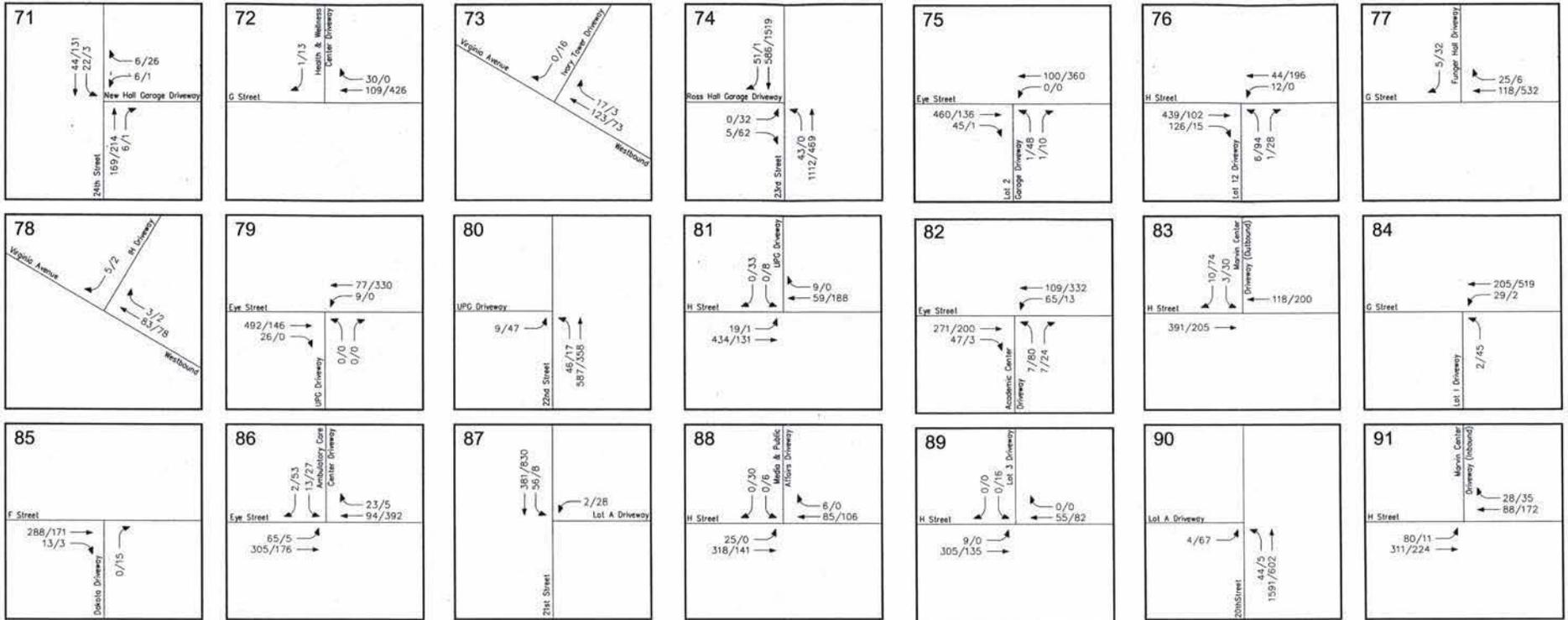


Figure 3-12
 Total Future Traffic Forecasts with 6,475 Additional Faculty/Staff

AM PEAK HOUR
 PM PEAK HOUR
 000/000



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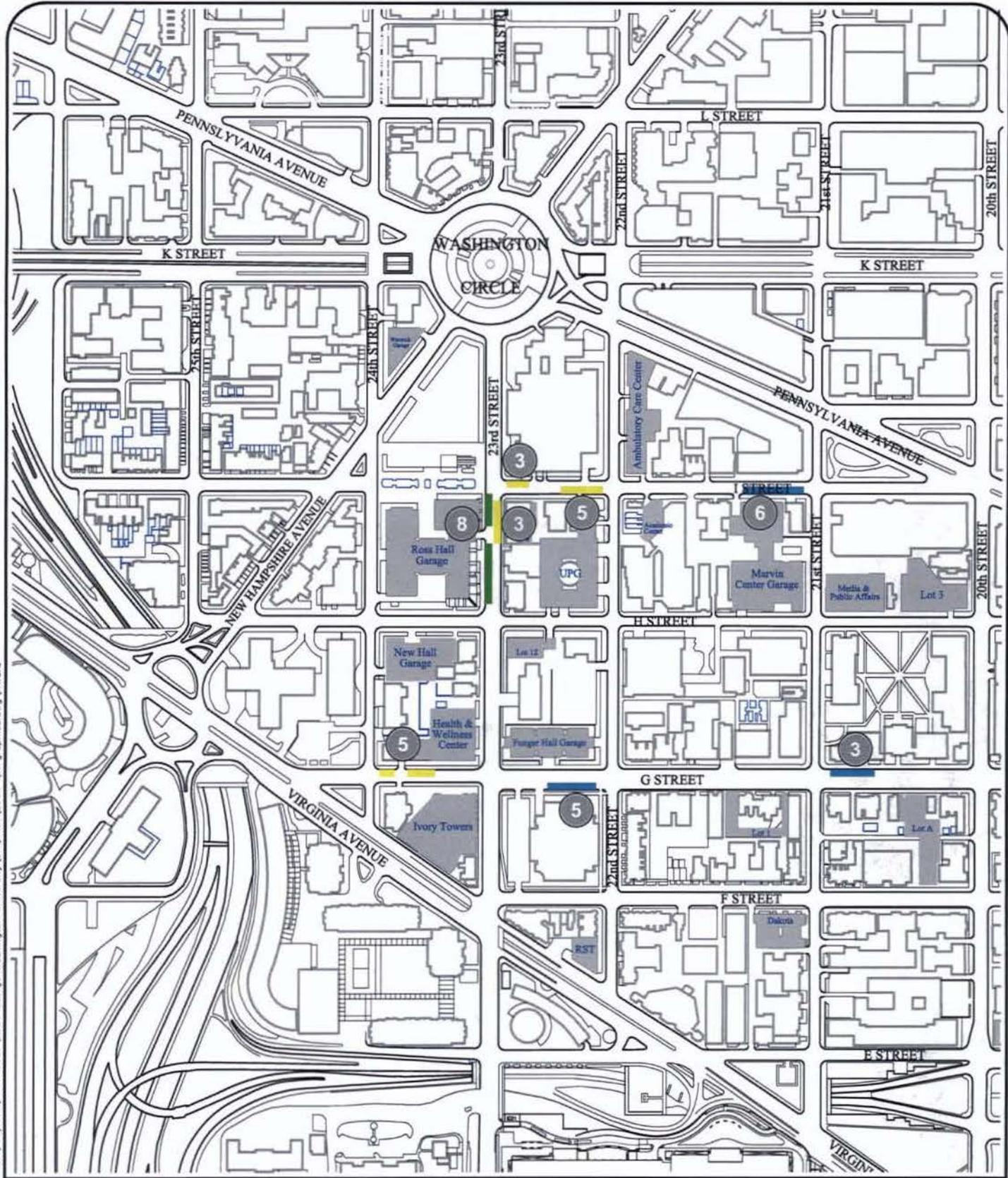


Figure 3-13
Proposed Parking
Restrictions

- Metered Spaces (24 Hour Restriction)
- Metered Spaces (Peak Hour Restriction)
- Residential Permit Spaces (Zone 2)
- ⊙ Number Of Spaces To Be Restricted During Peak Hours

