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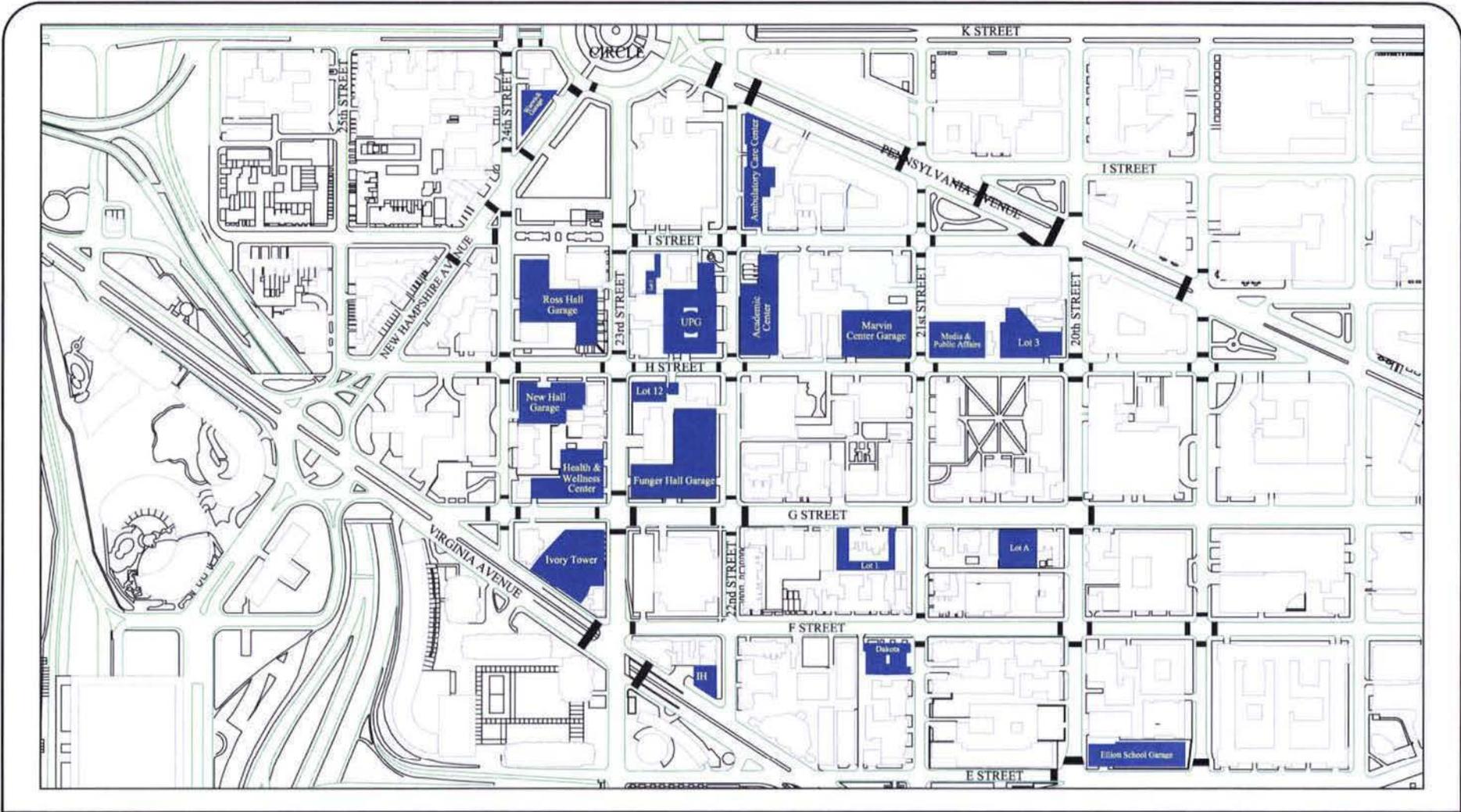


Figure 2-4
Existing Parking Facilities

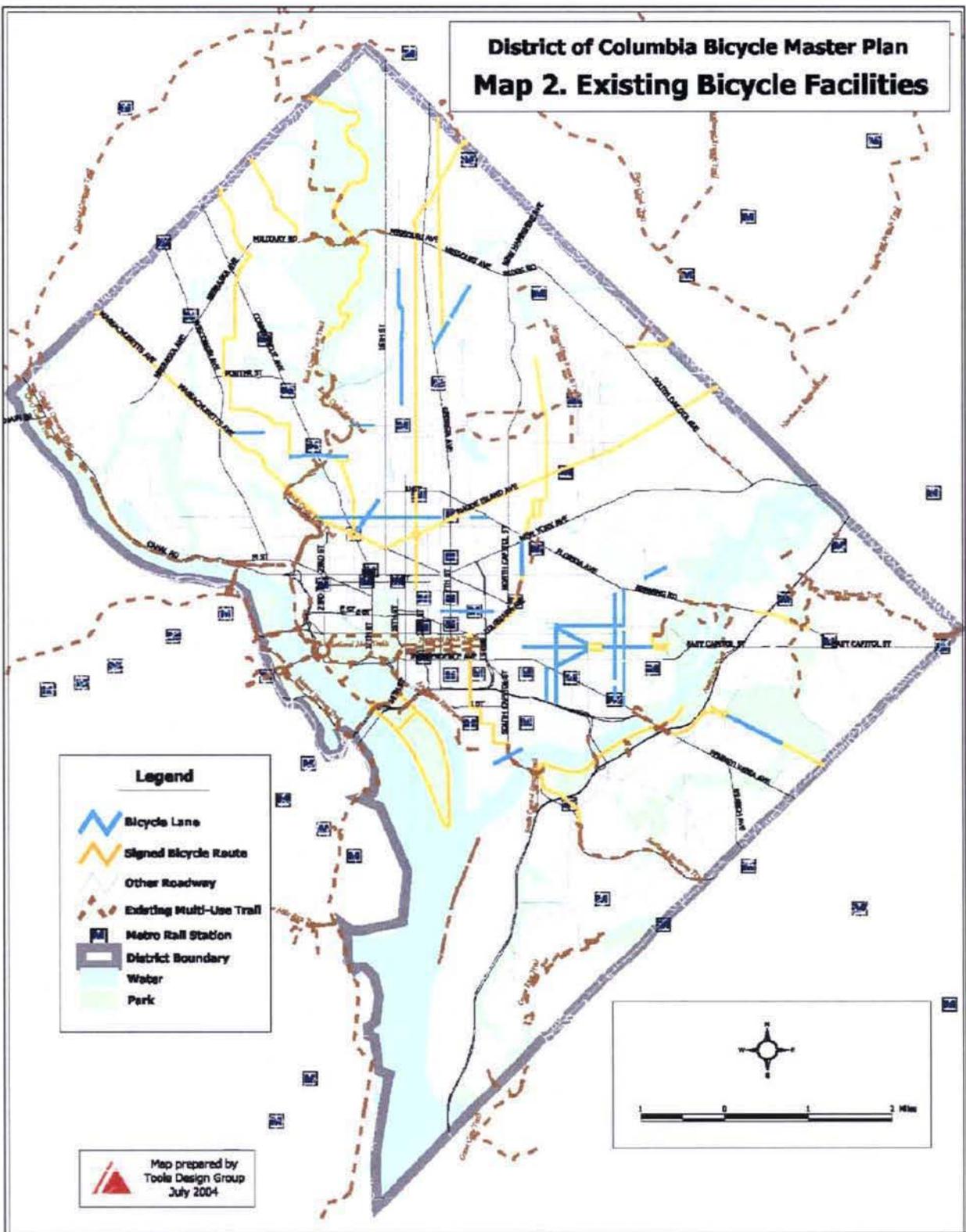


George Washington University
Washington, D.C.

WELLS & ASSOCIATES, LLC
TRAFFIC, TRANSPORTATION, AND PARKING CONSULTANTS

ZONING COMMISSION
District of Columbia
CASE NO.06-12
EXHIBIT NO.24P2

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



Legend

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

Map prepared by
Tools Design Group
July 2004

Figure 2-5
Bicycle Routes (DC Bicycle Master Plan)



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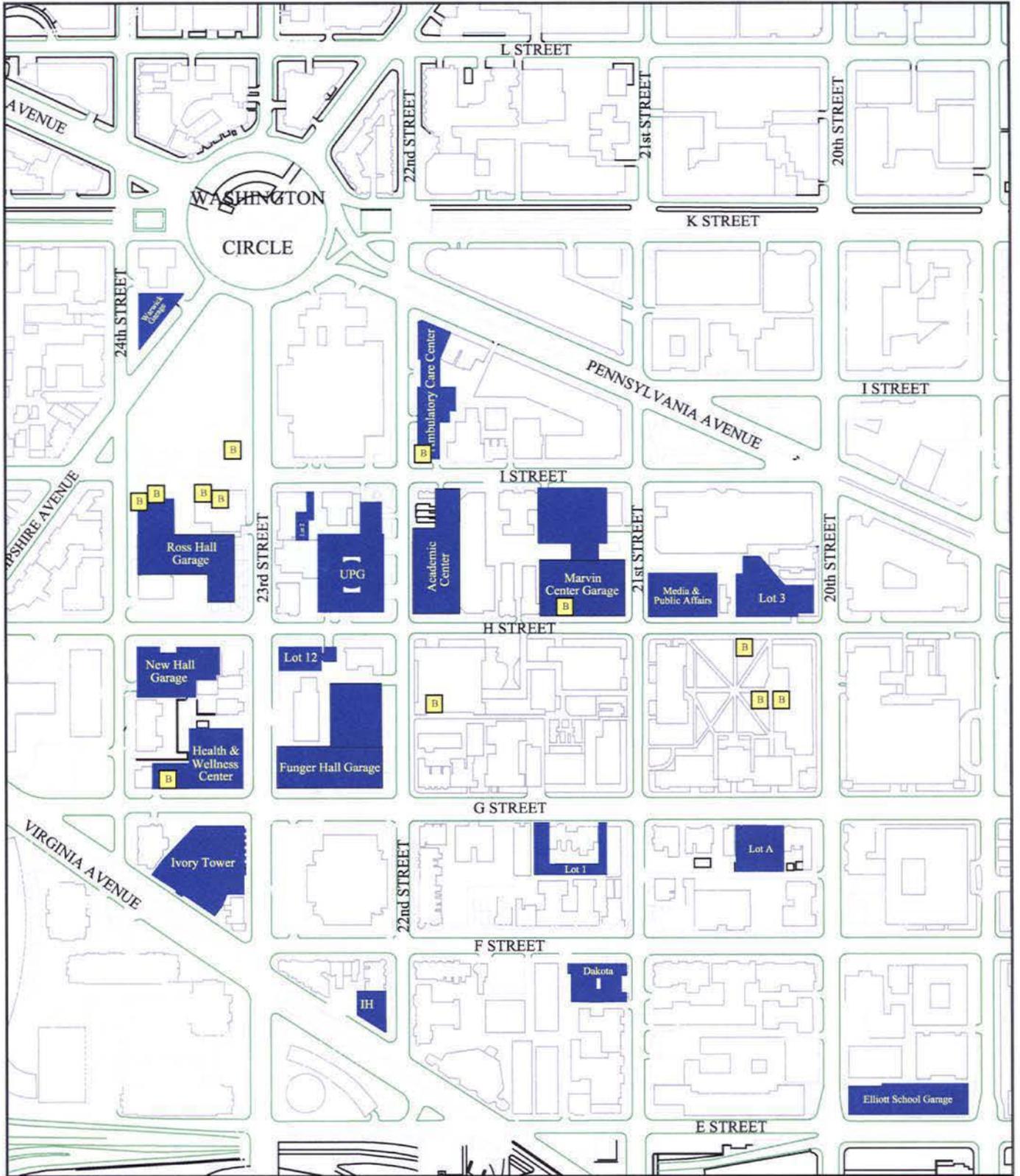


Figure 2-6
Existing Bicycle Racks

 Bicycle Racks



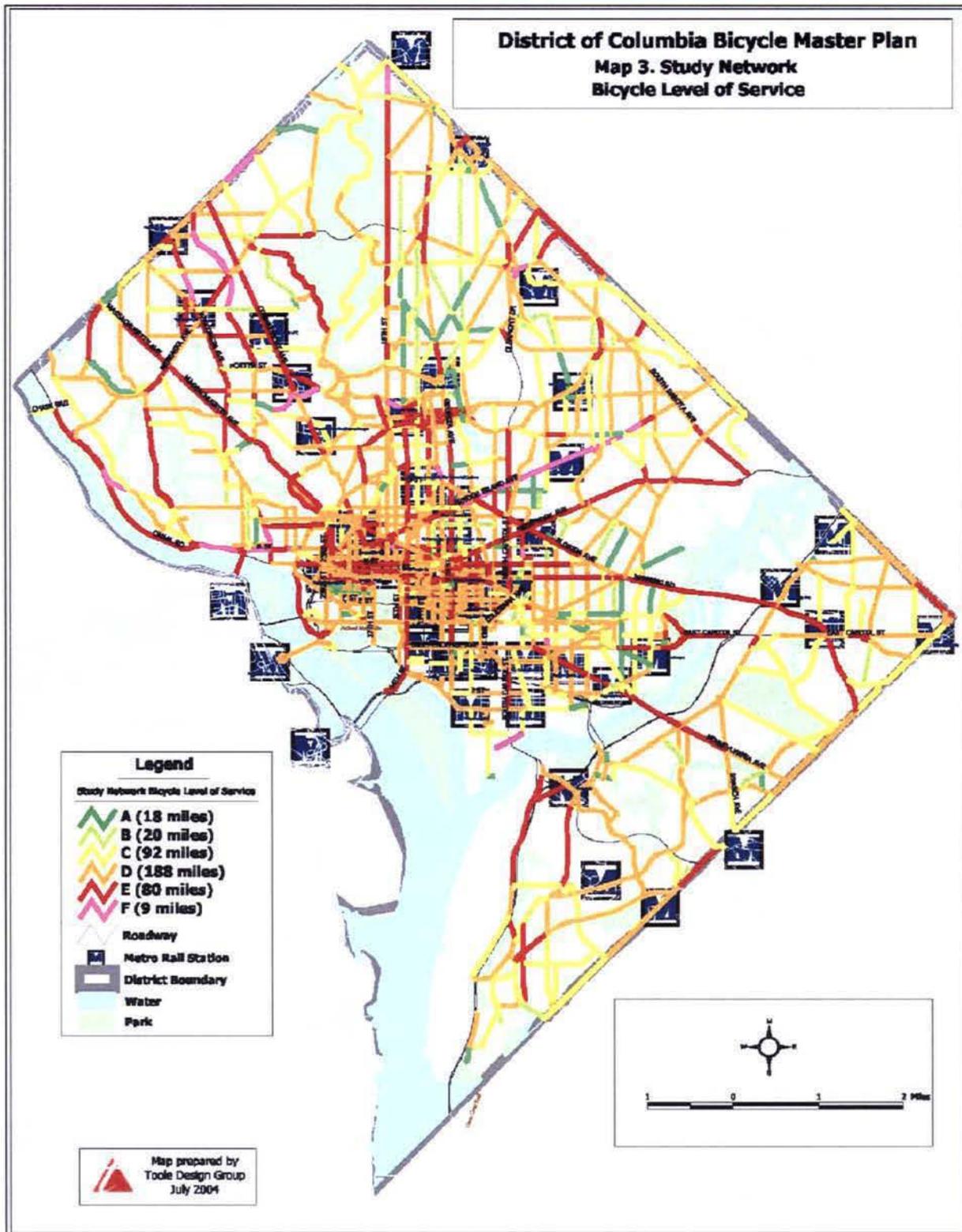


Figure 2-7
Bicycle Levels of Service (DC Bicycle Master Plan)



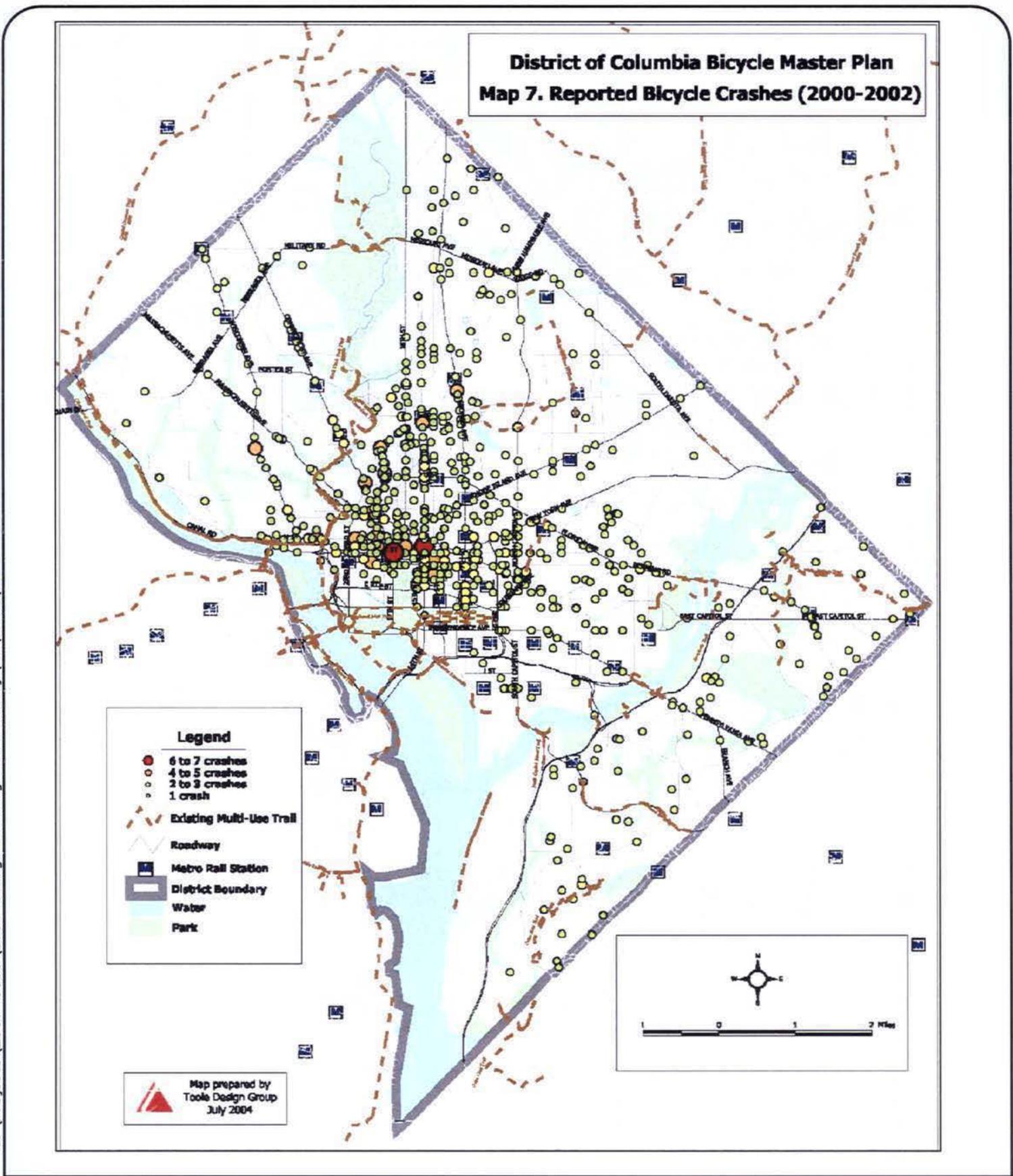


Figure 2-8
Bicycle Accidents (DC Bicycle Master Plan)



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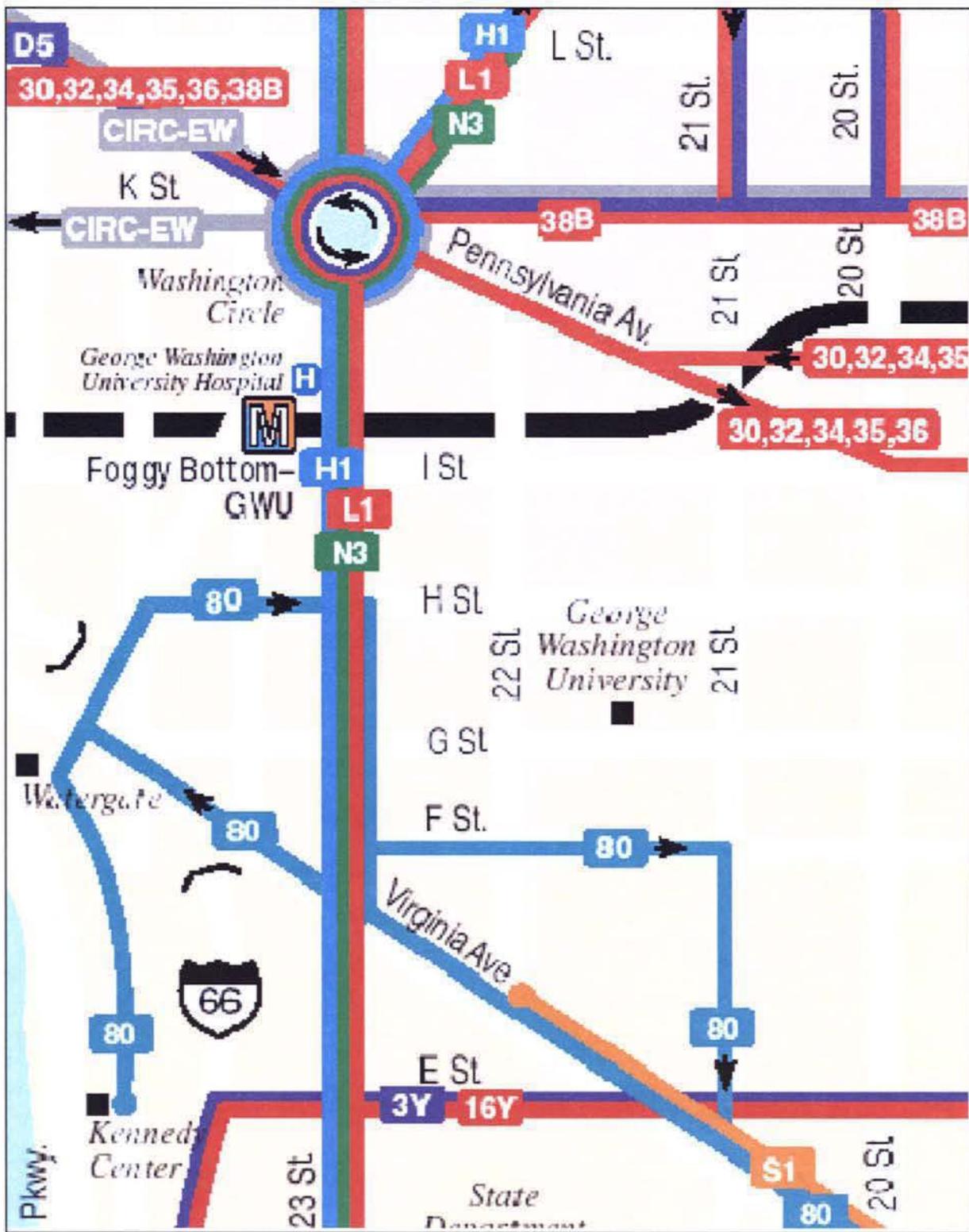
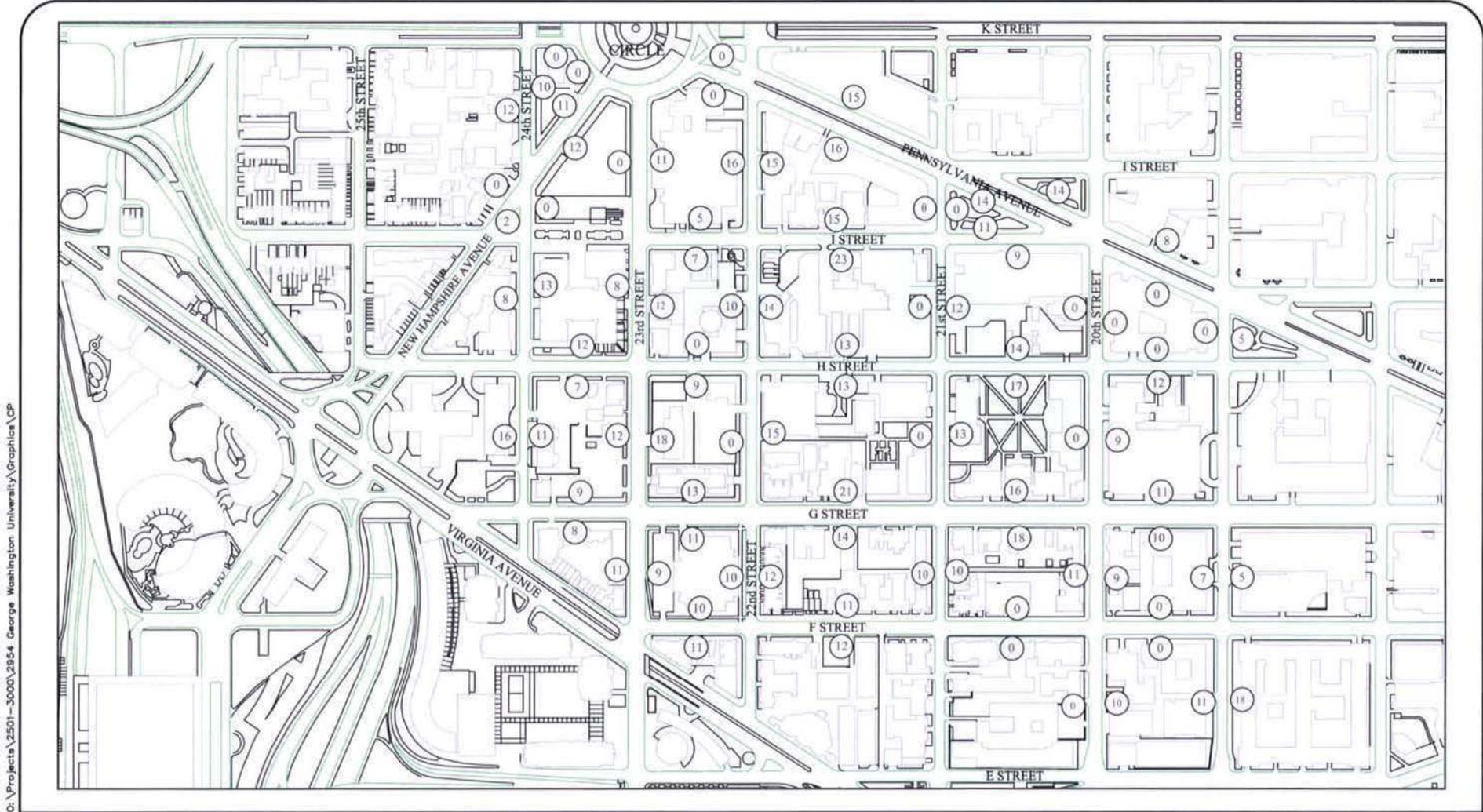


Figure 2-9
Existing Metrobus Routes





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Figure 2-10
On-Street Parking Inventory

⊗ On-Street Parking Spaces



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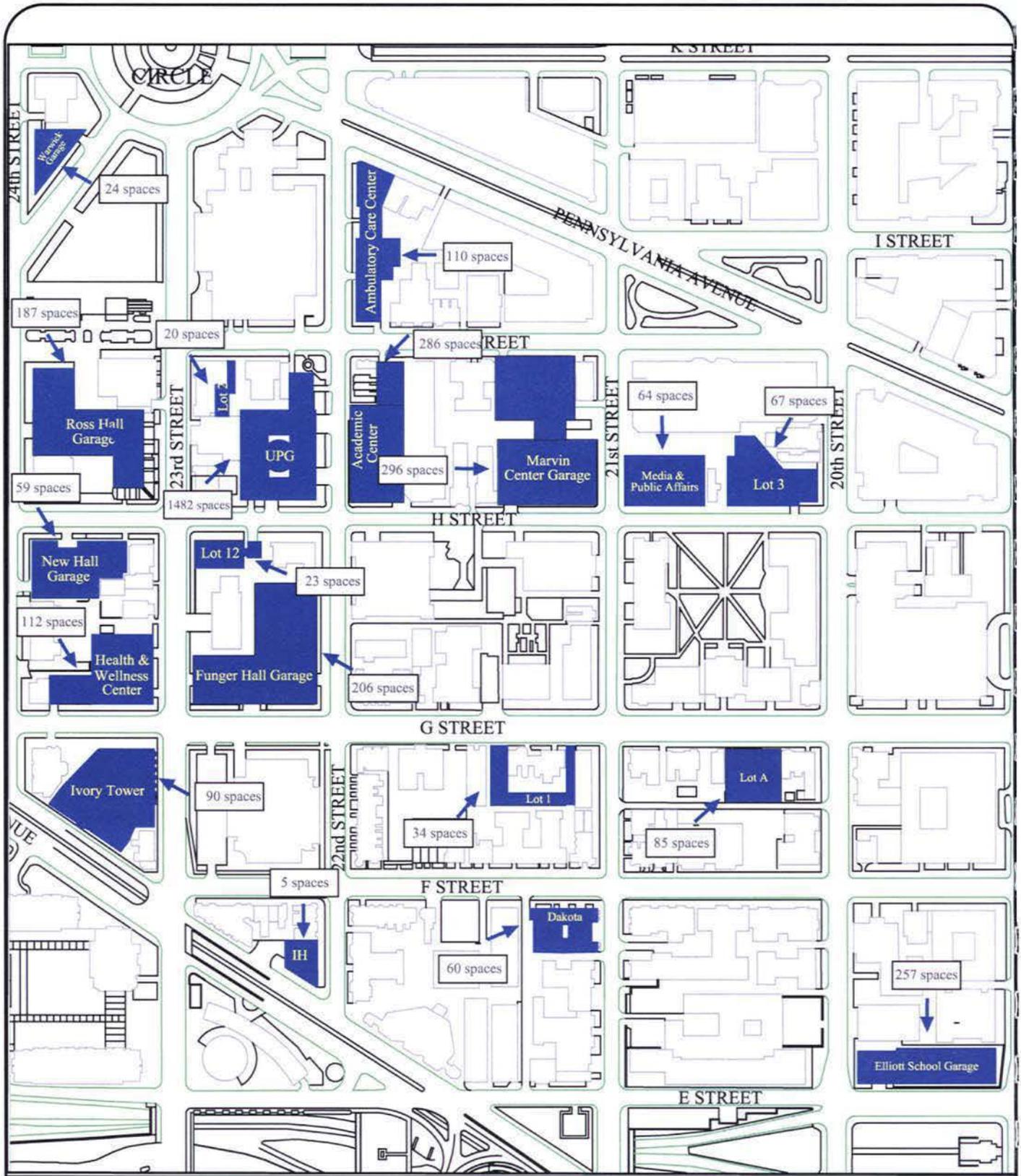


Figure 2-11
Existing Parking Sites



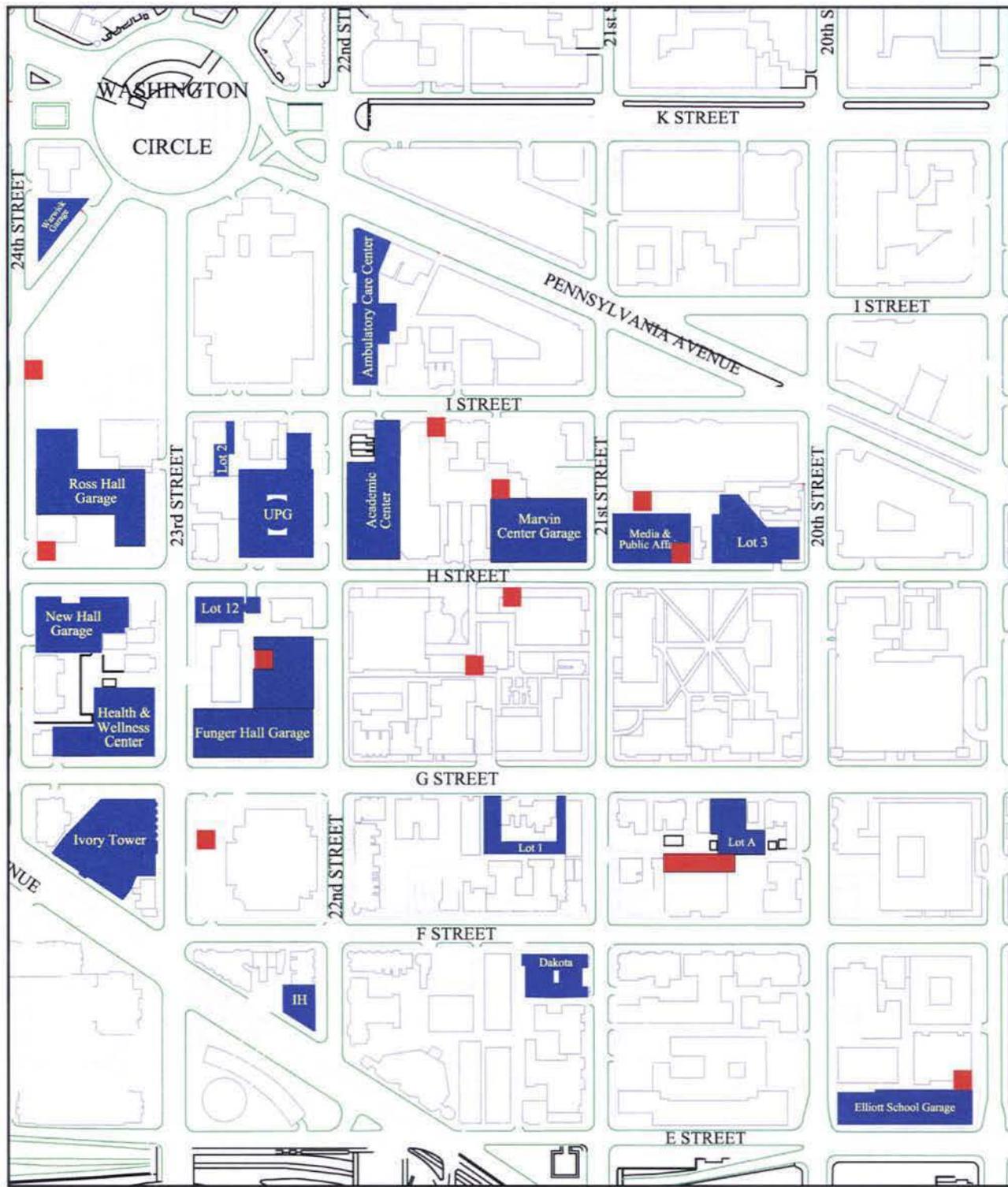


Figure 2-12
Existing Loading Facilities

■ Loading Facilities



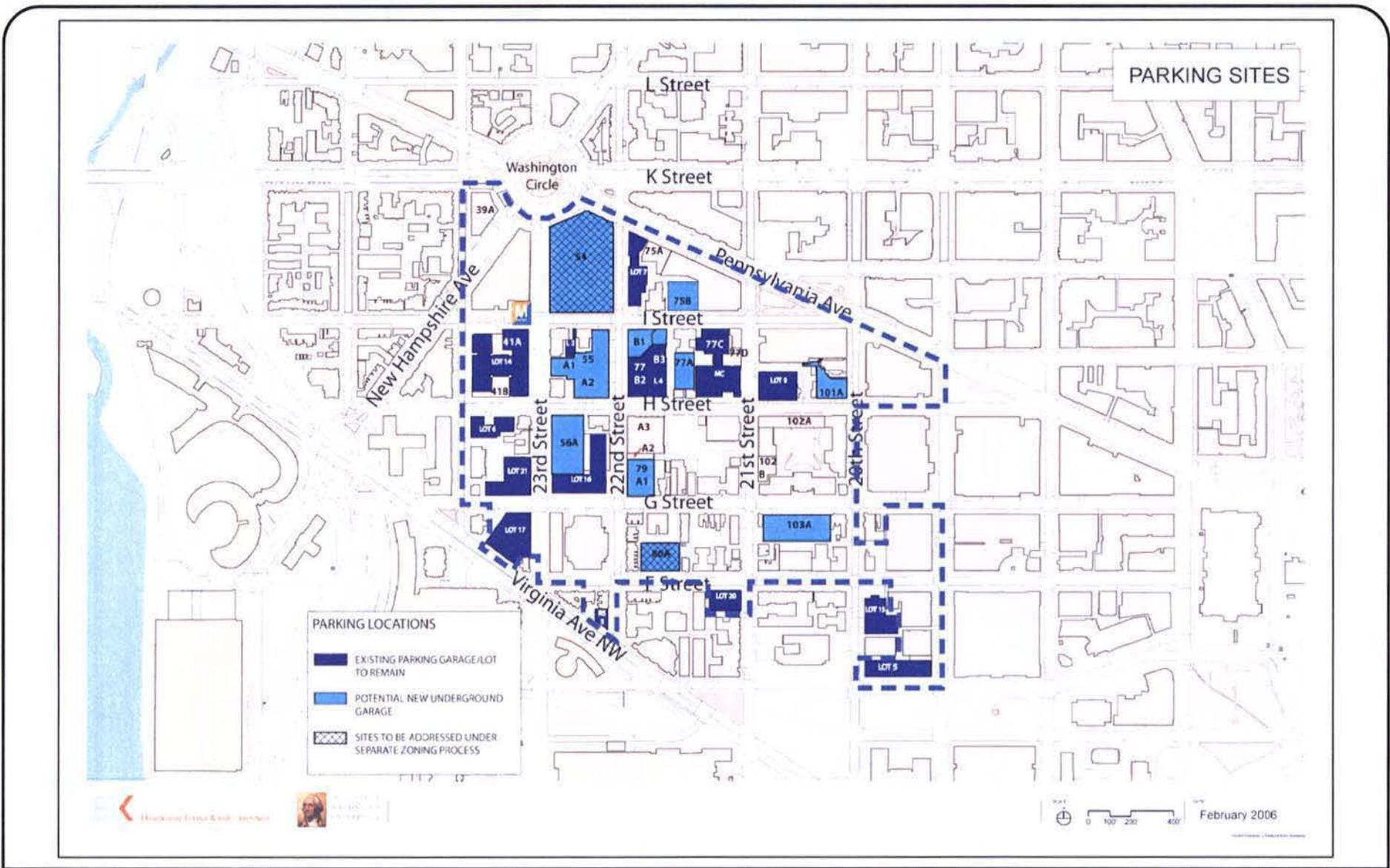


Figure 3-1
Existing and Proposed Potential Parking Sites



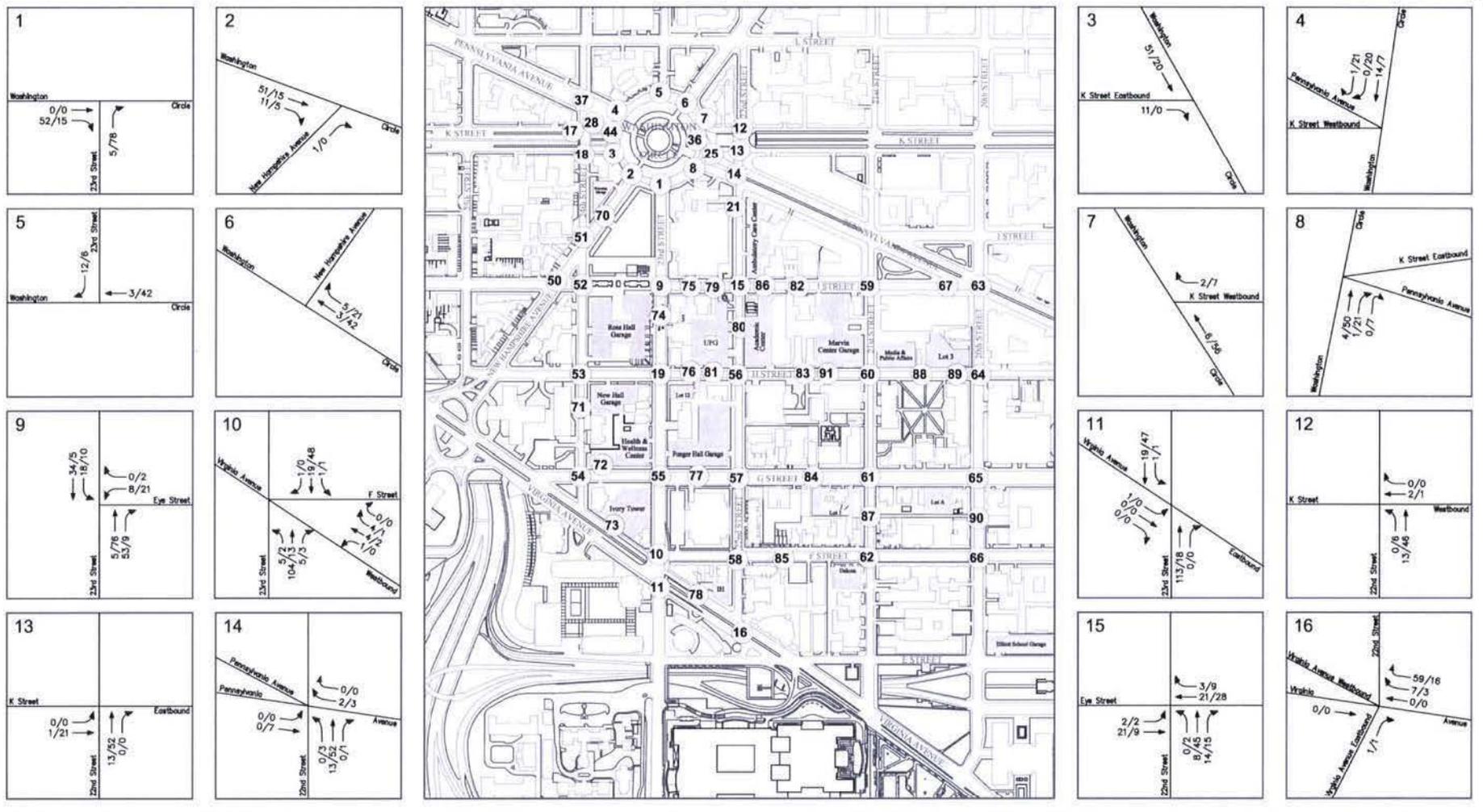


Figure 3-2
Existing GWU Site Trips

AM P-LAK HOUR
PM P-LAK HOUR
000/000

North

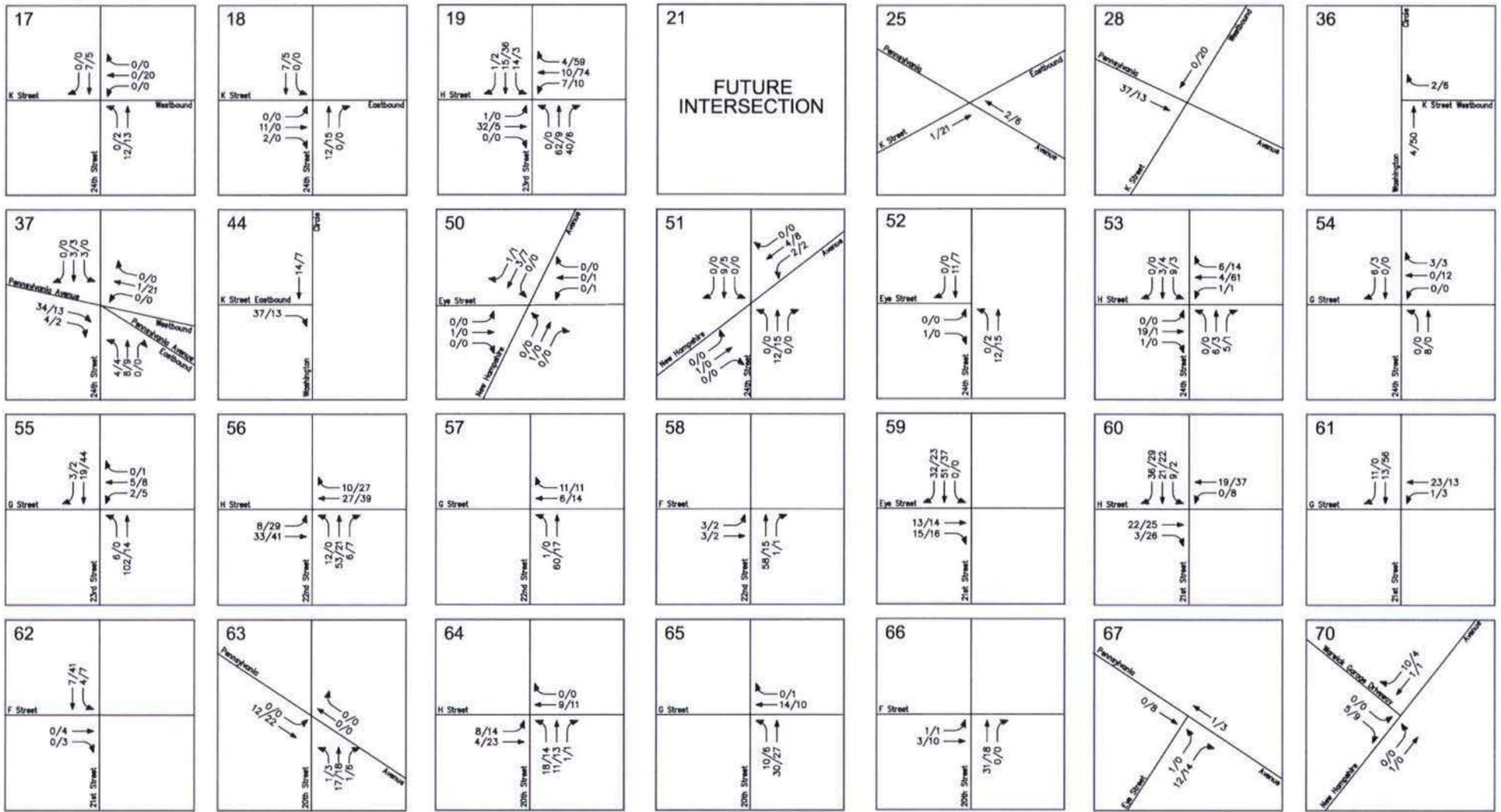


Figure 3-2
Existing GWU Site Trips

AM PEAK HOUR
PM PEAK HOUR
000/000



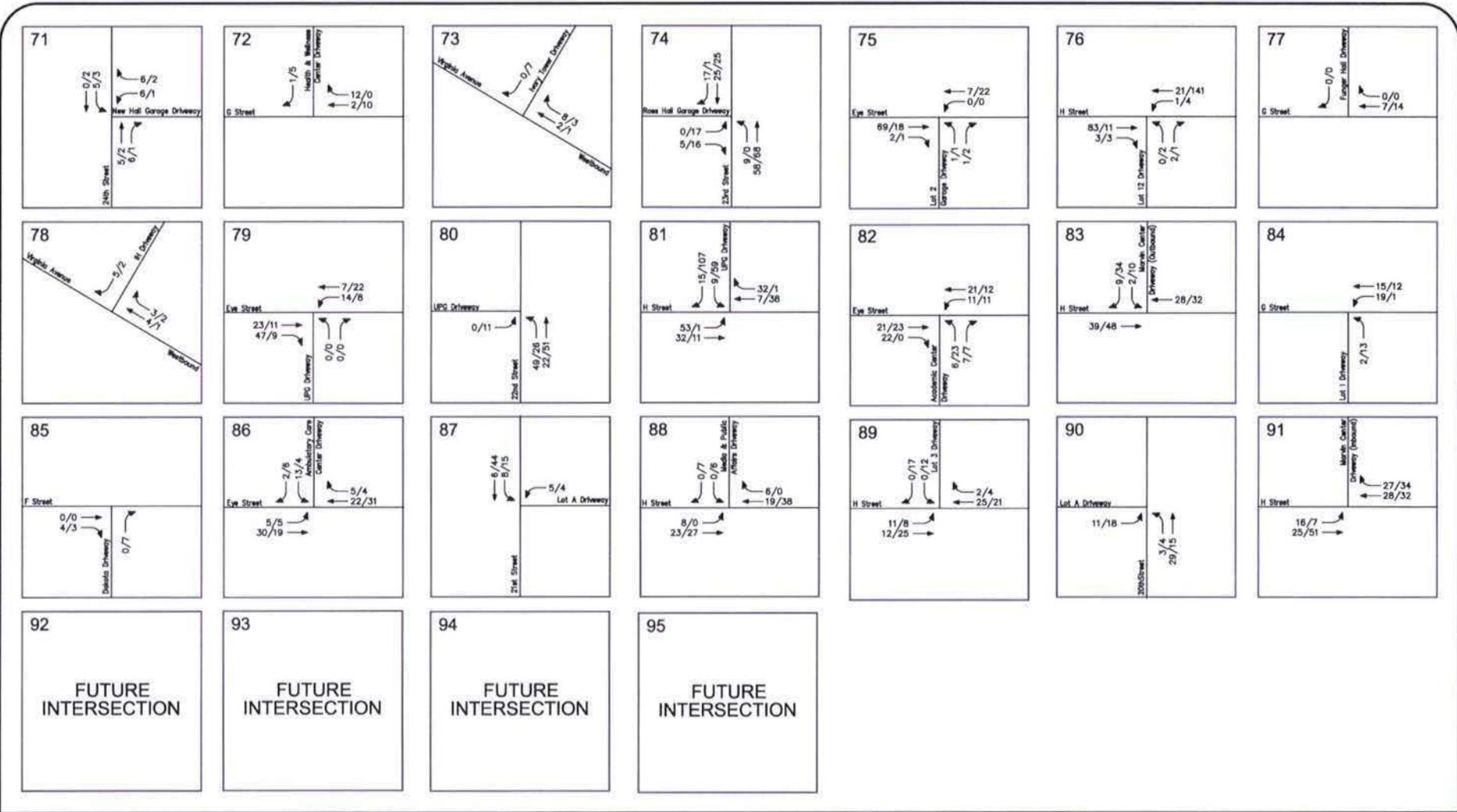


Figure 3-2
Existing GWU Site Trips



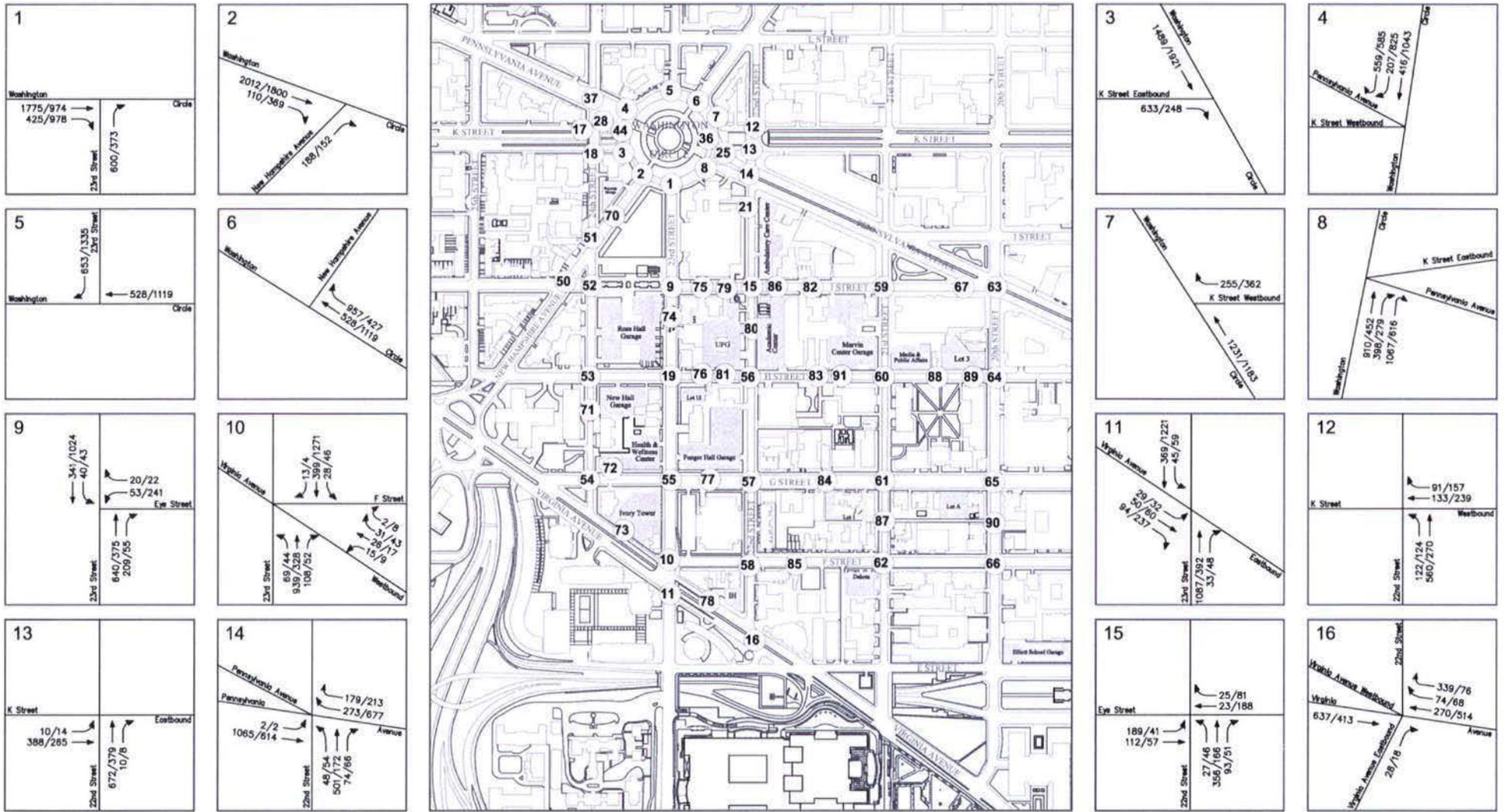


Figure 3-3
Existing Non-GWU Peak Hour Traffic Volumes

AM PEAK HOUR
PM PEAK HOUR
000/000
North

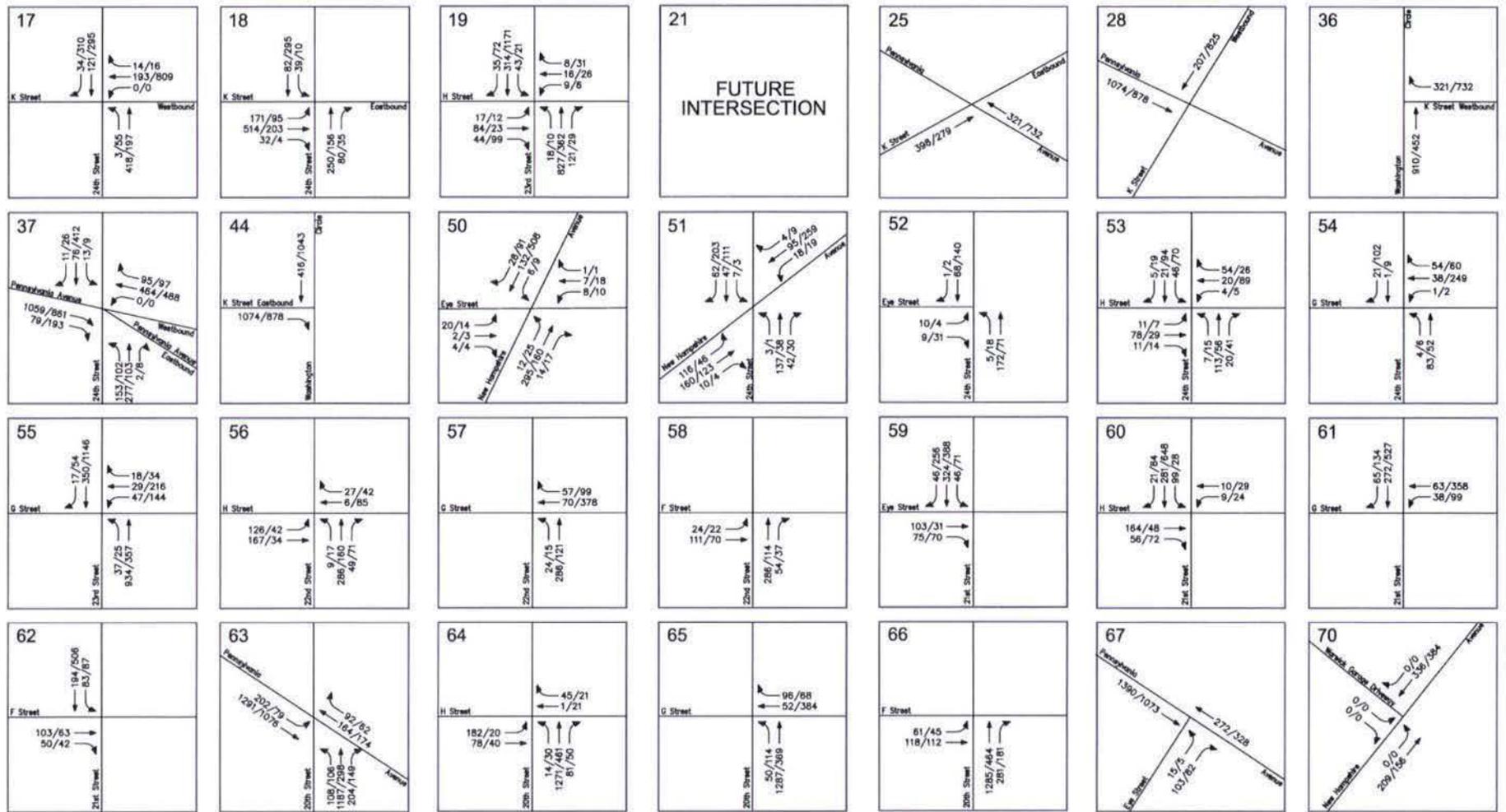


Figure 3-3
Existing Non-GWU Peak Hour Traffic Volumes



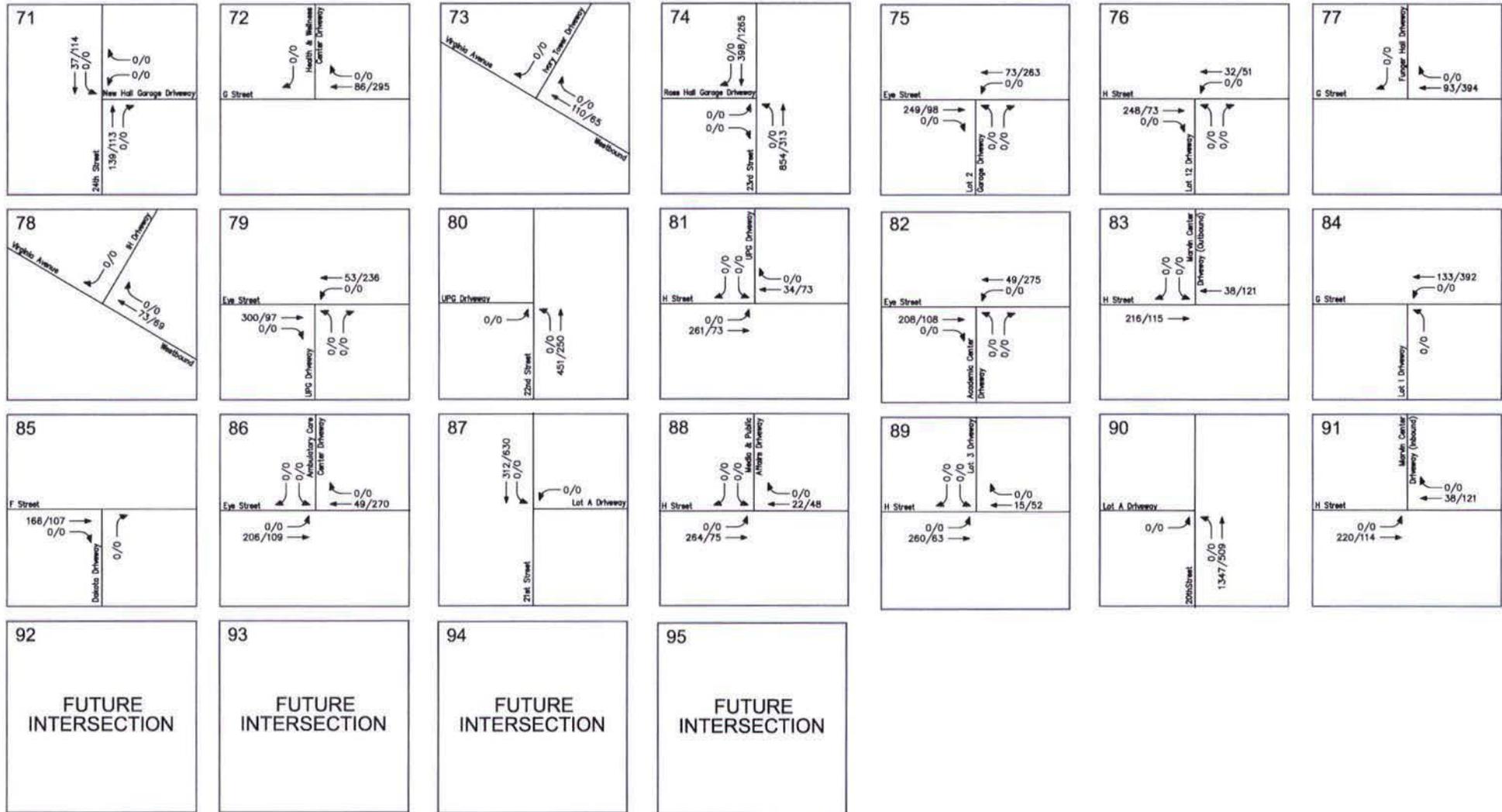


Figure 3-3
Existing Non-GWU Peak Hour Traffic Volumes

AM PEAK HOUR
PM PEAK HOUR
000/000



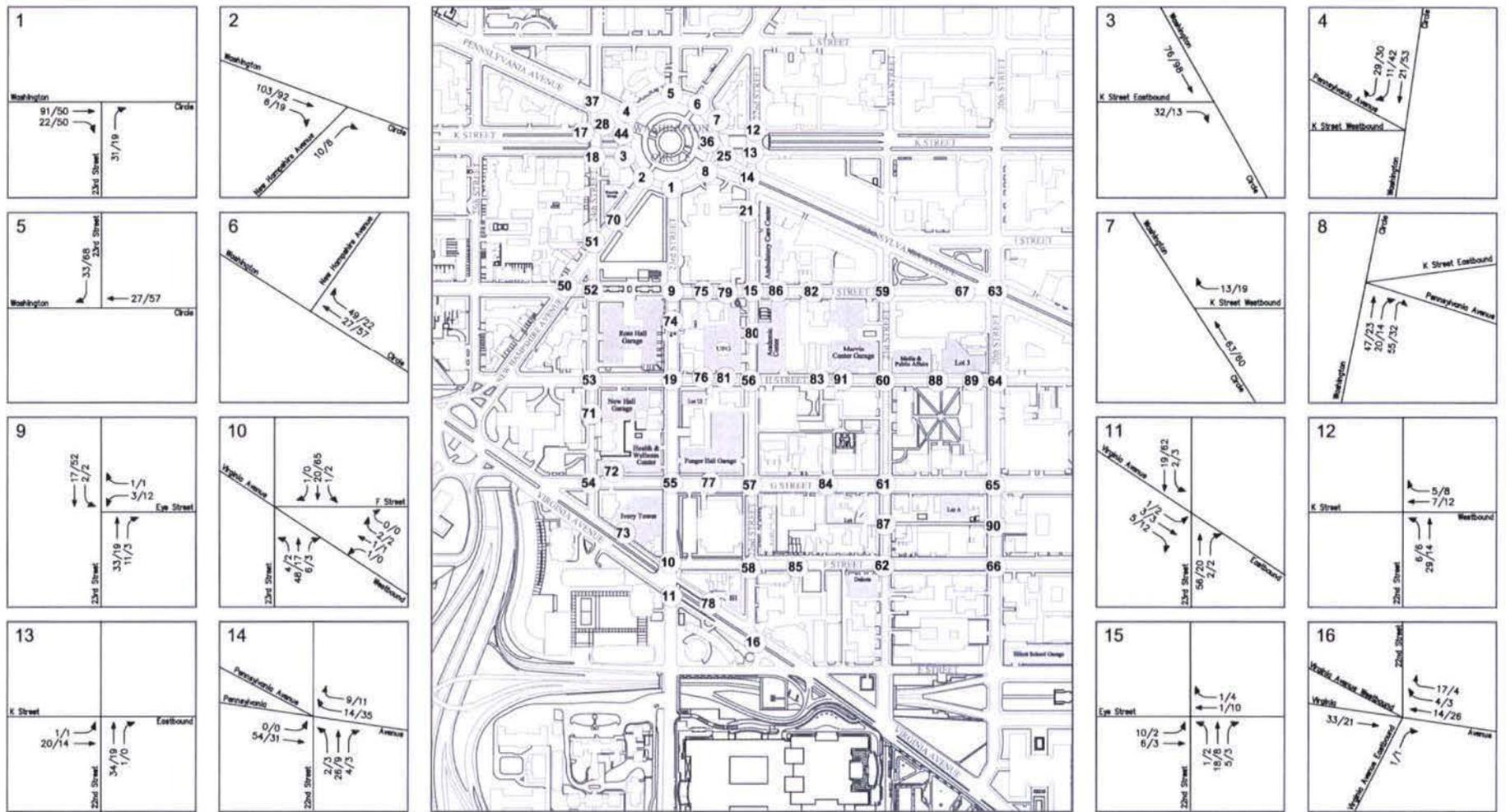


Figure 3-4
Regional Growth of Non-GWU Traffic Volumes



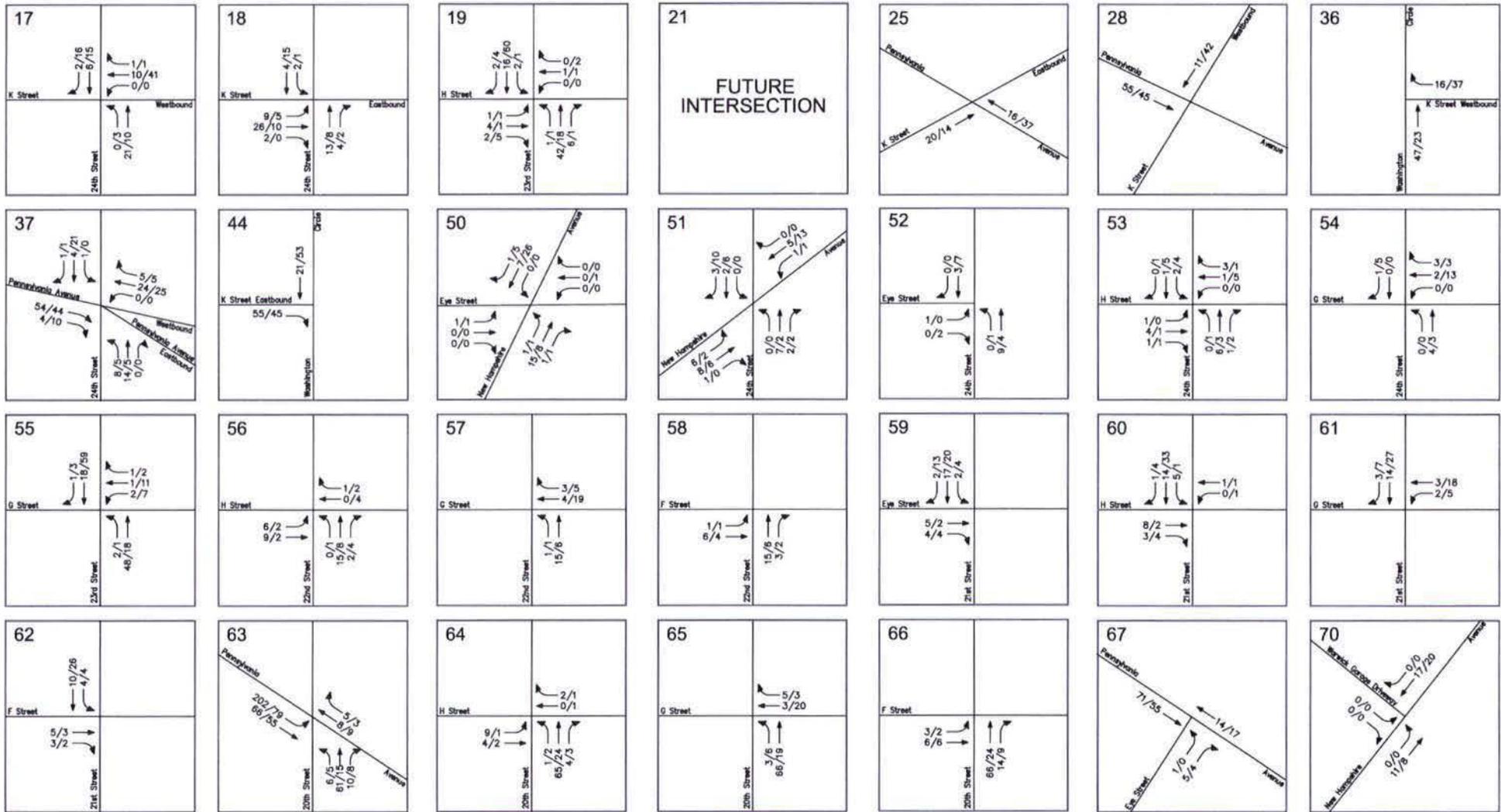


Figure 3-4
Regional Growth of Non-GWU Traffic Volumes

0 AM PEAK HOUR
000/000
PM PEAK HOUR



North

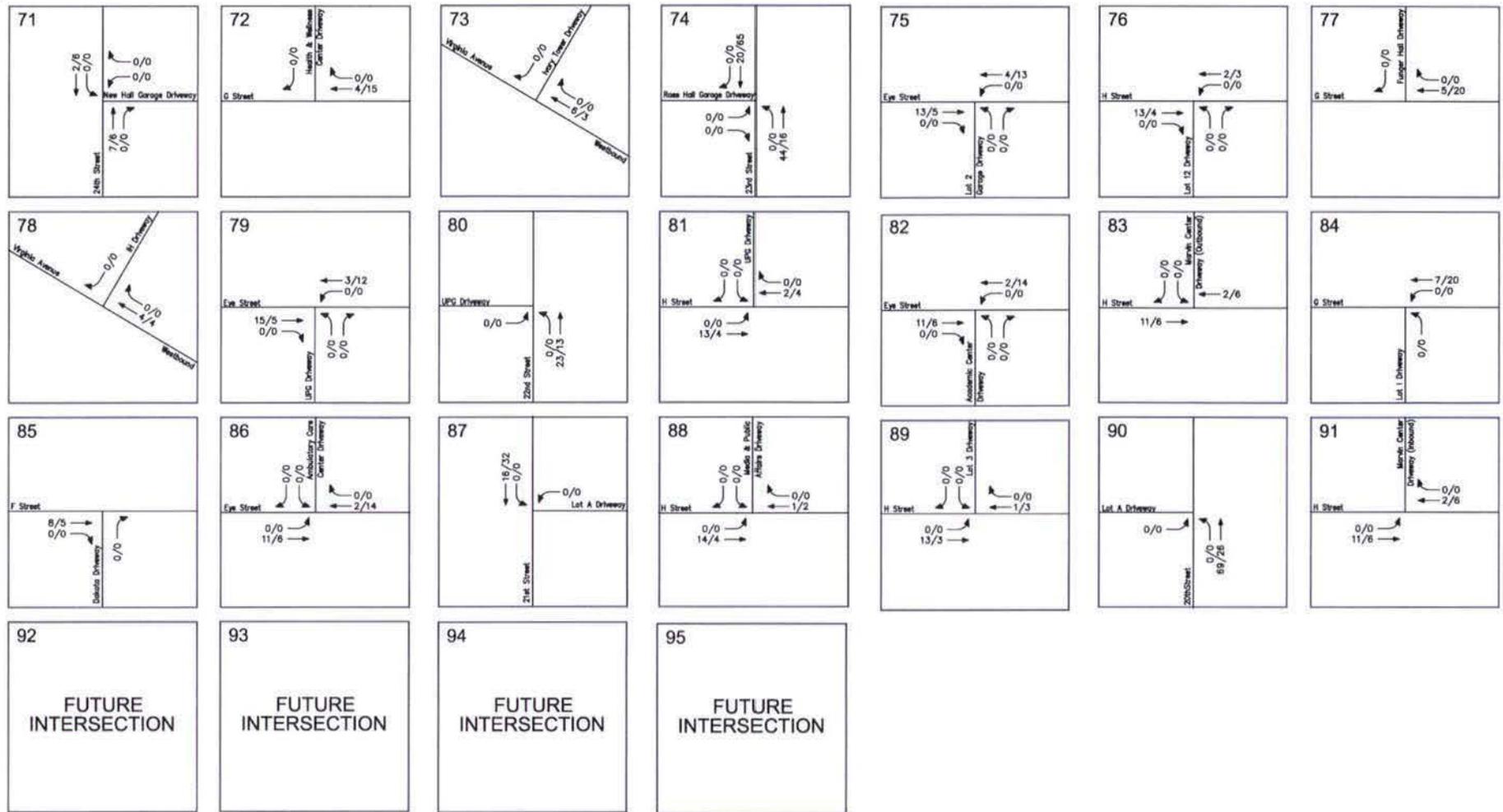


Figure 3-4
Regional Growth of Non-GWU Traffic Volumes

All Peak Hour
PM Peak Hour
000/000
North

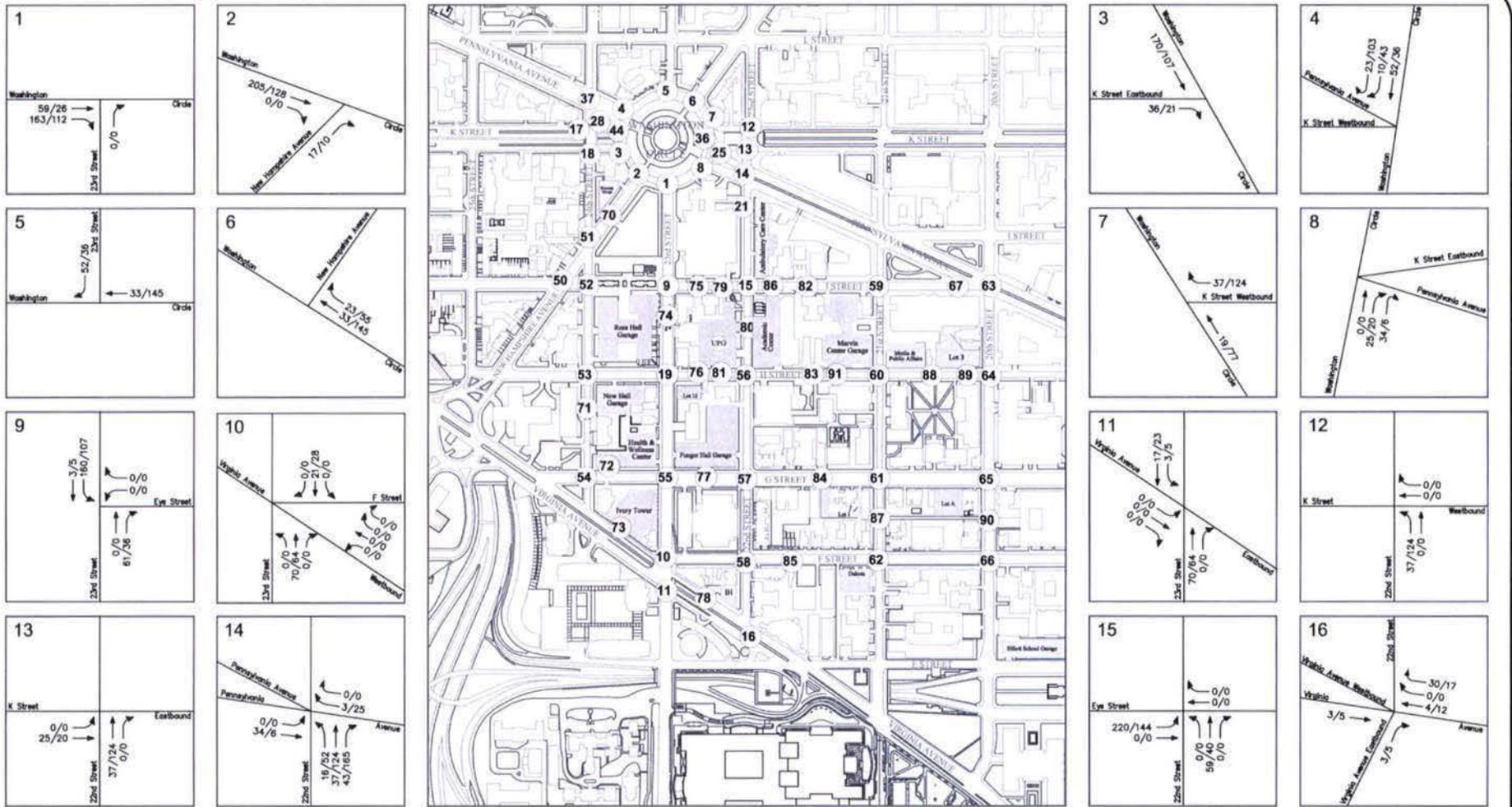


Figure 3-5
Pipeline Site Trips

AM PLAK HOUR
PM PLAK HOUR
000/000

North

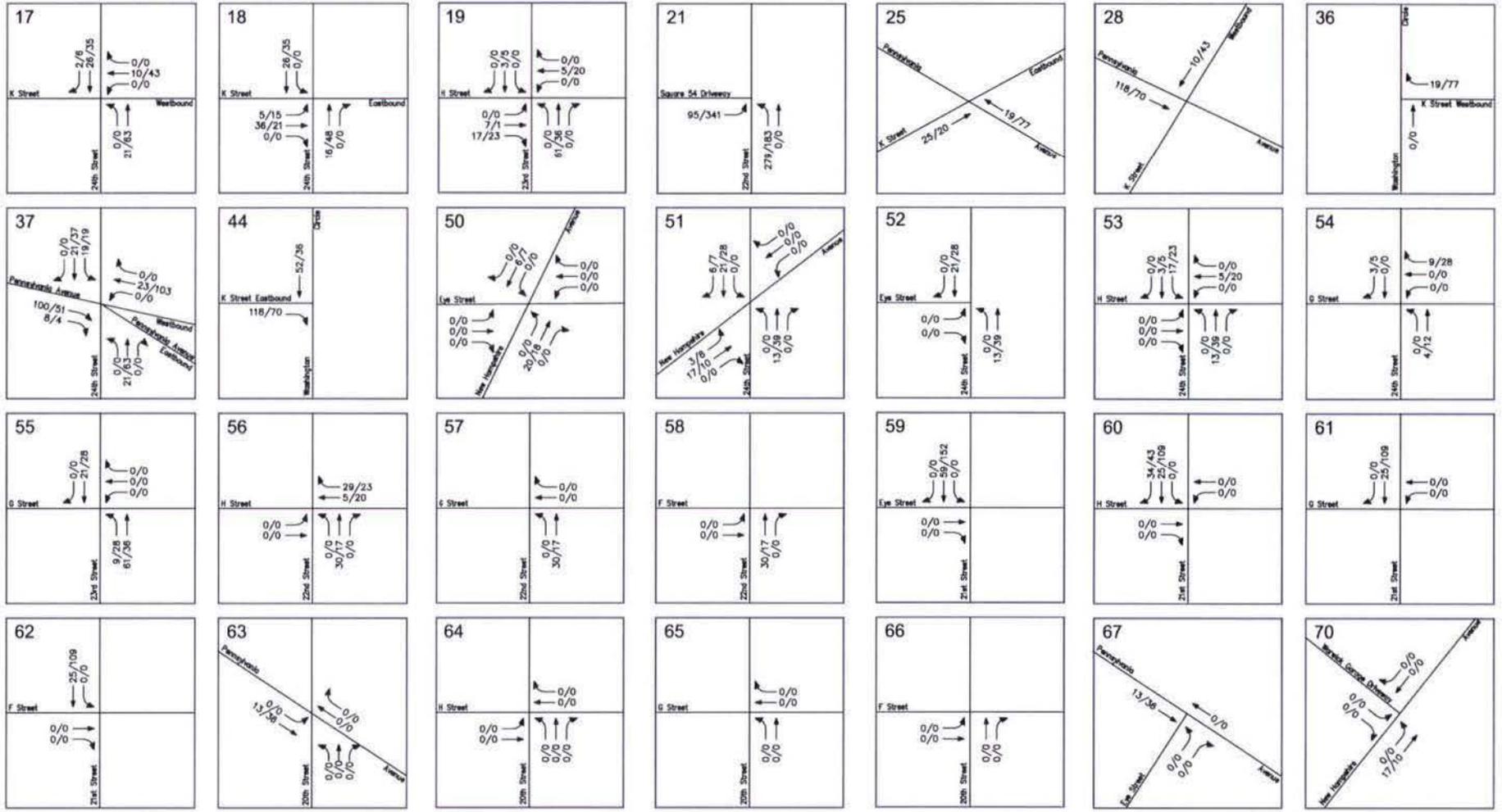


Figure 3-5
Pipeline Site Trips

AM PM
PM PM
000/000



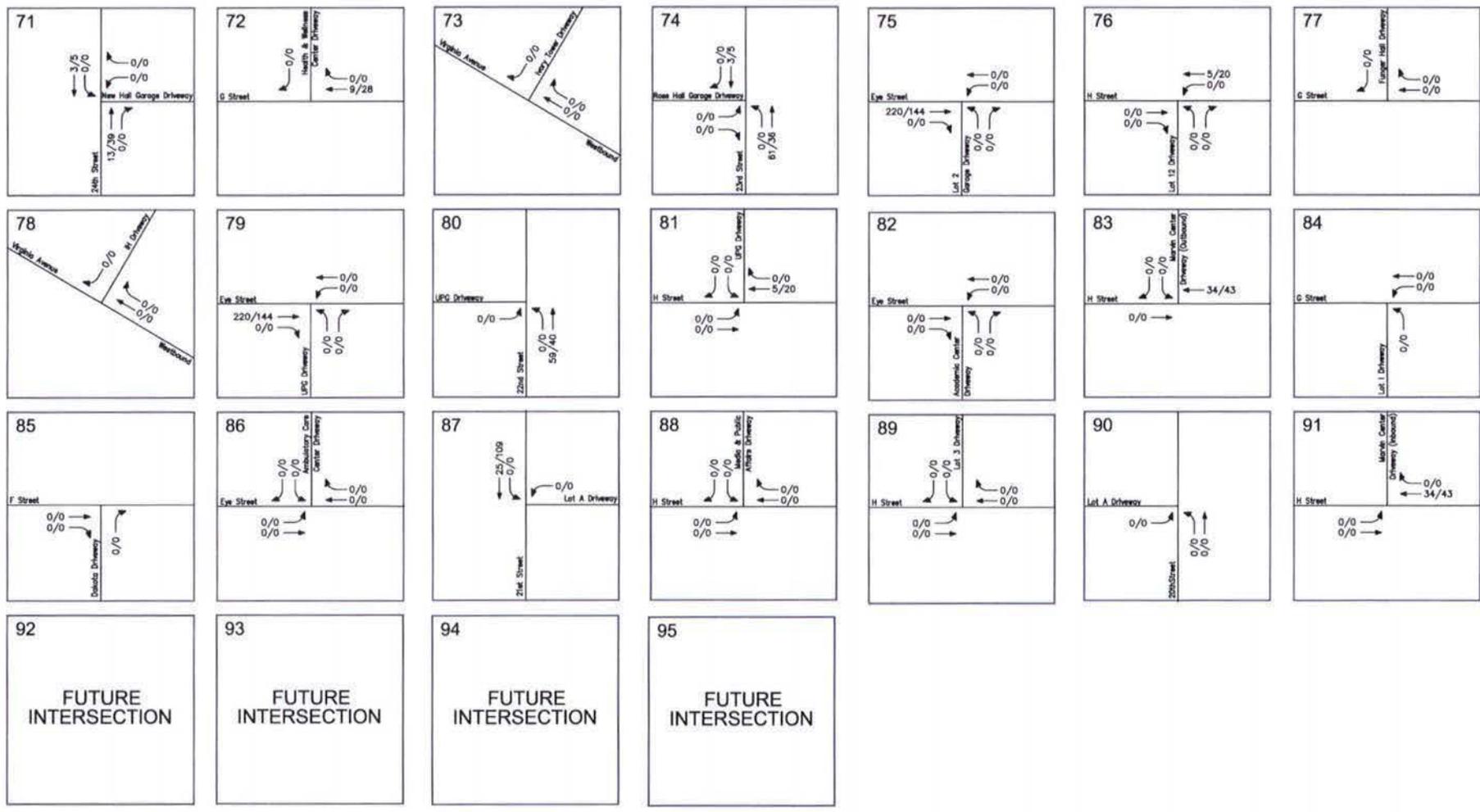


Figure 3-5
Pipeline Site Trips

AM PEAK HOUR
PM PEAK HOUR
000/000



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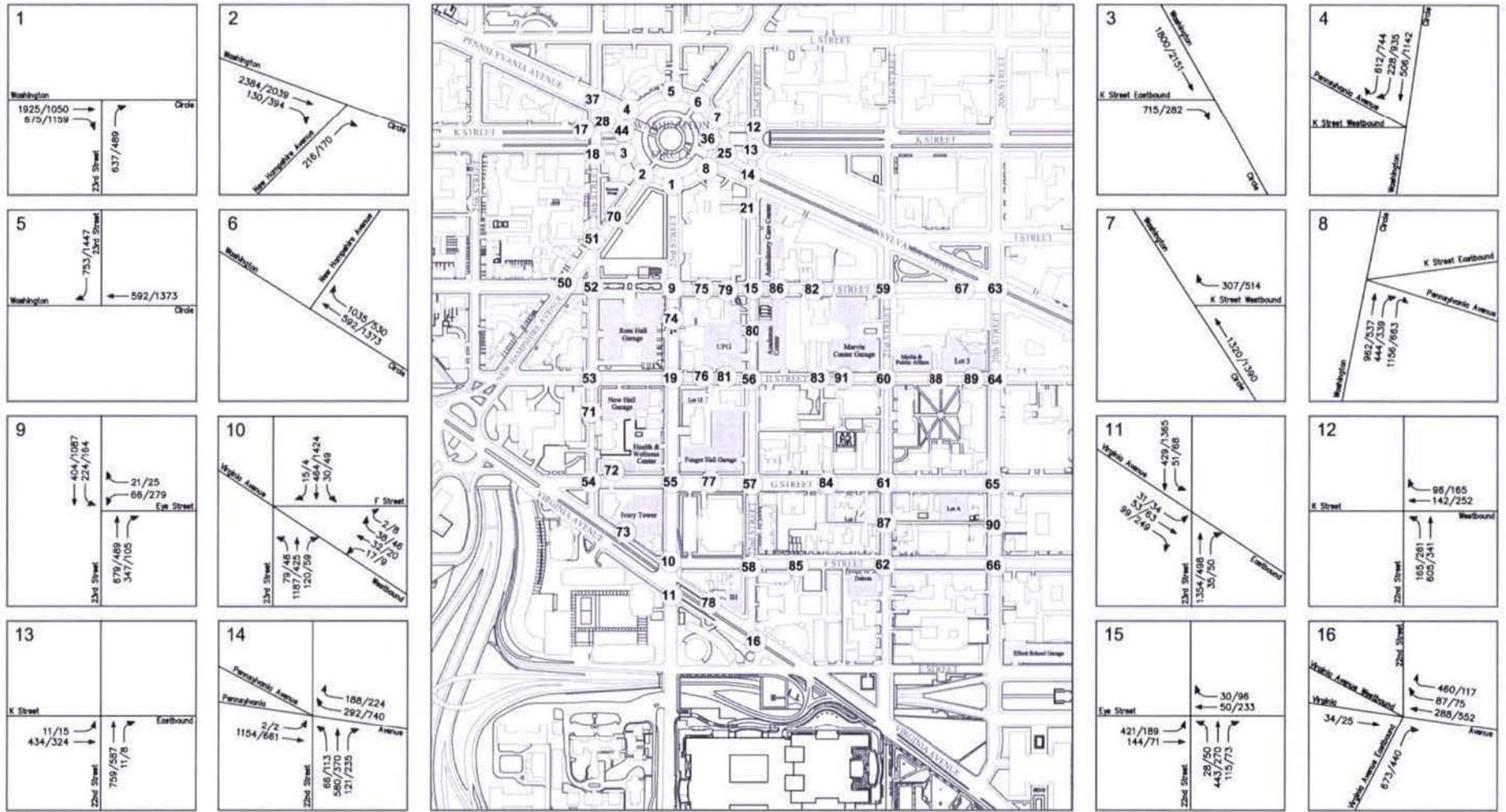


Figure 3-6
Future Background Traffic Forecasts

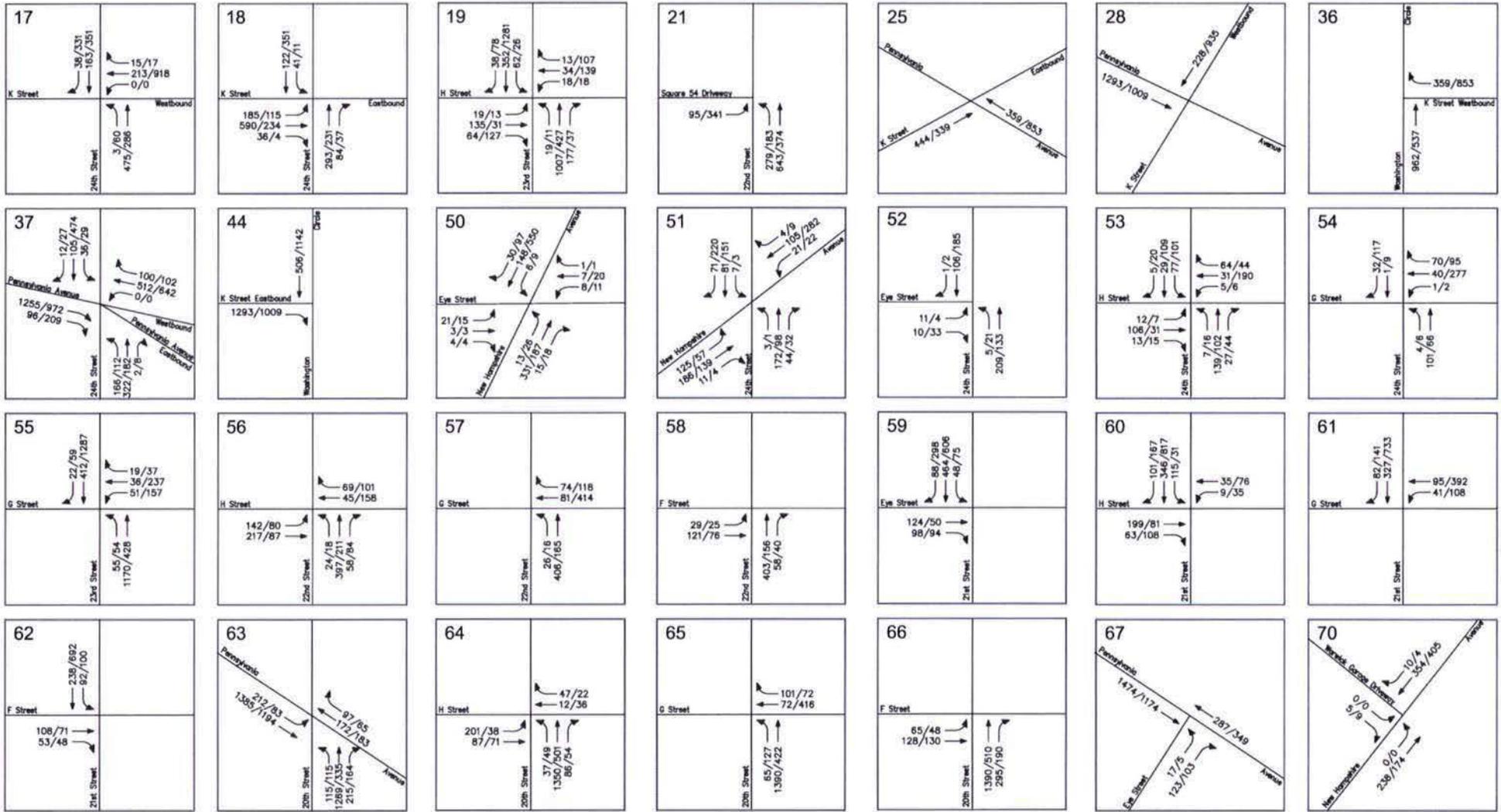


Figure 3-6
Future Background Traffic Forecasts



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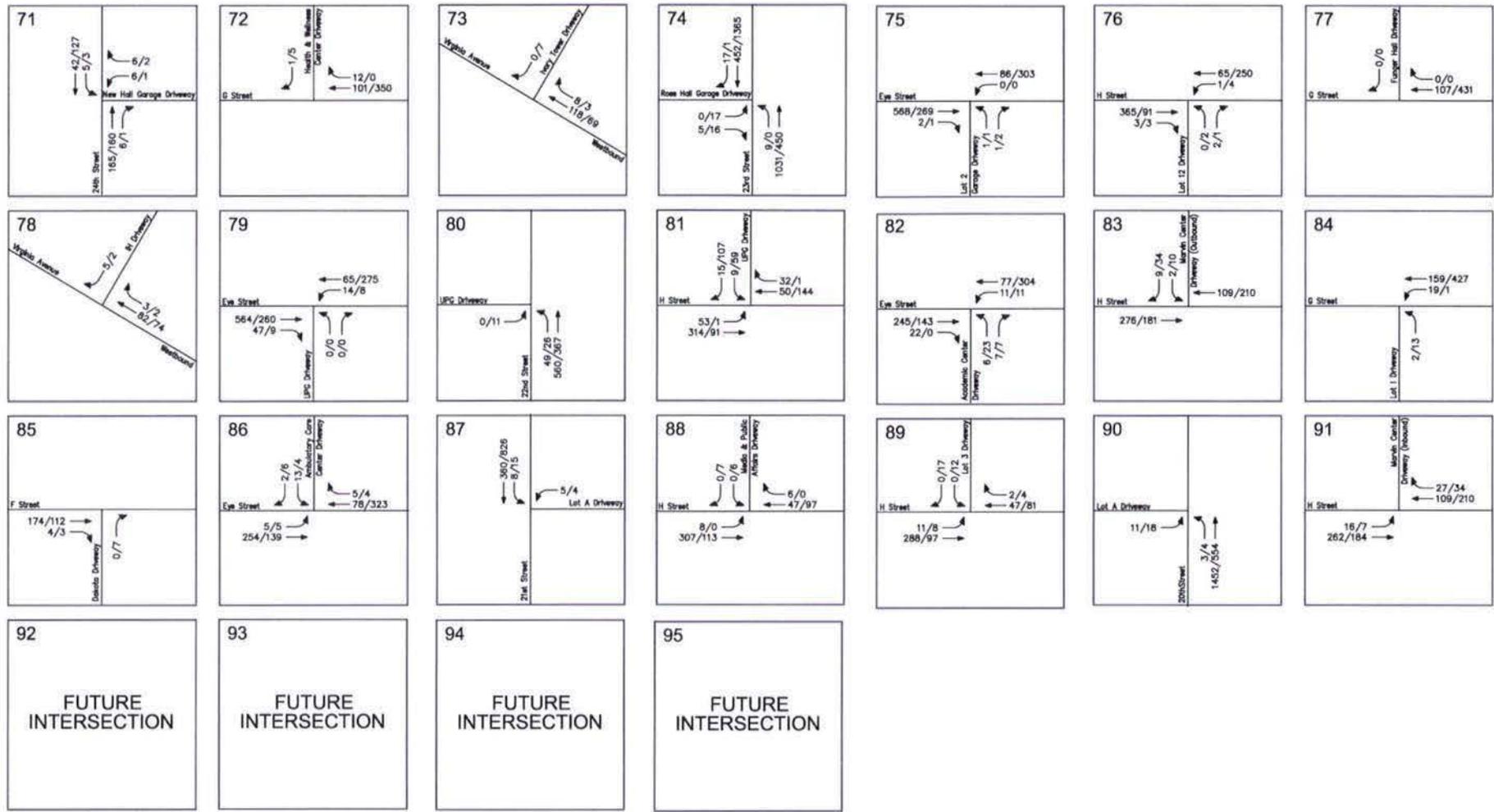


Figure 3-6
 Future Background Traffic Forecasts



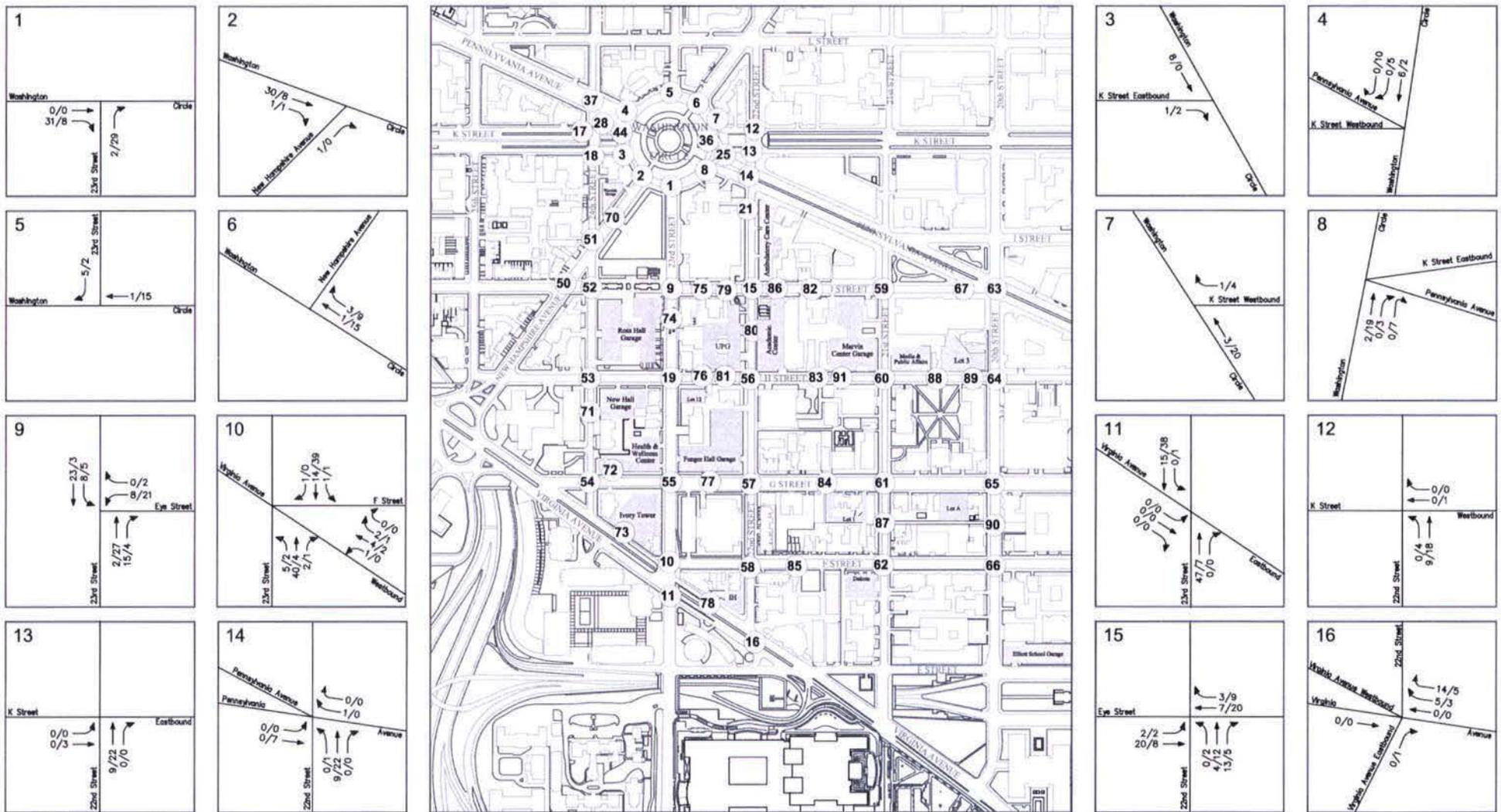


Figure 3-7
Existing GWU Garage Site Trips to Remain



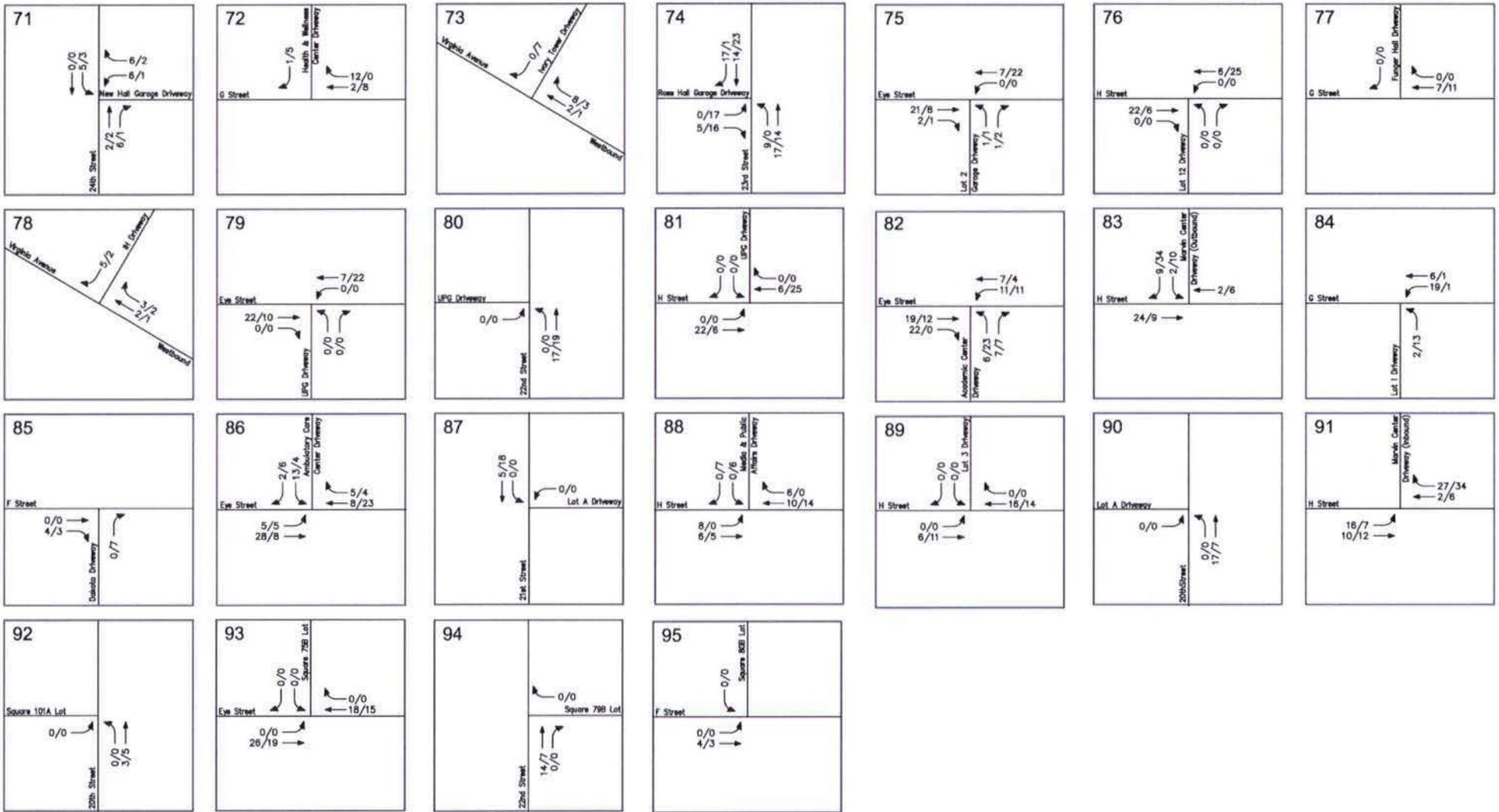


Figure 3-7
Existing GWU Garage Site Trips to Remain

HW PEAK HOUR
PM PEAK HOUR
000/000



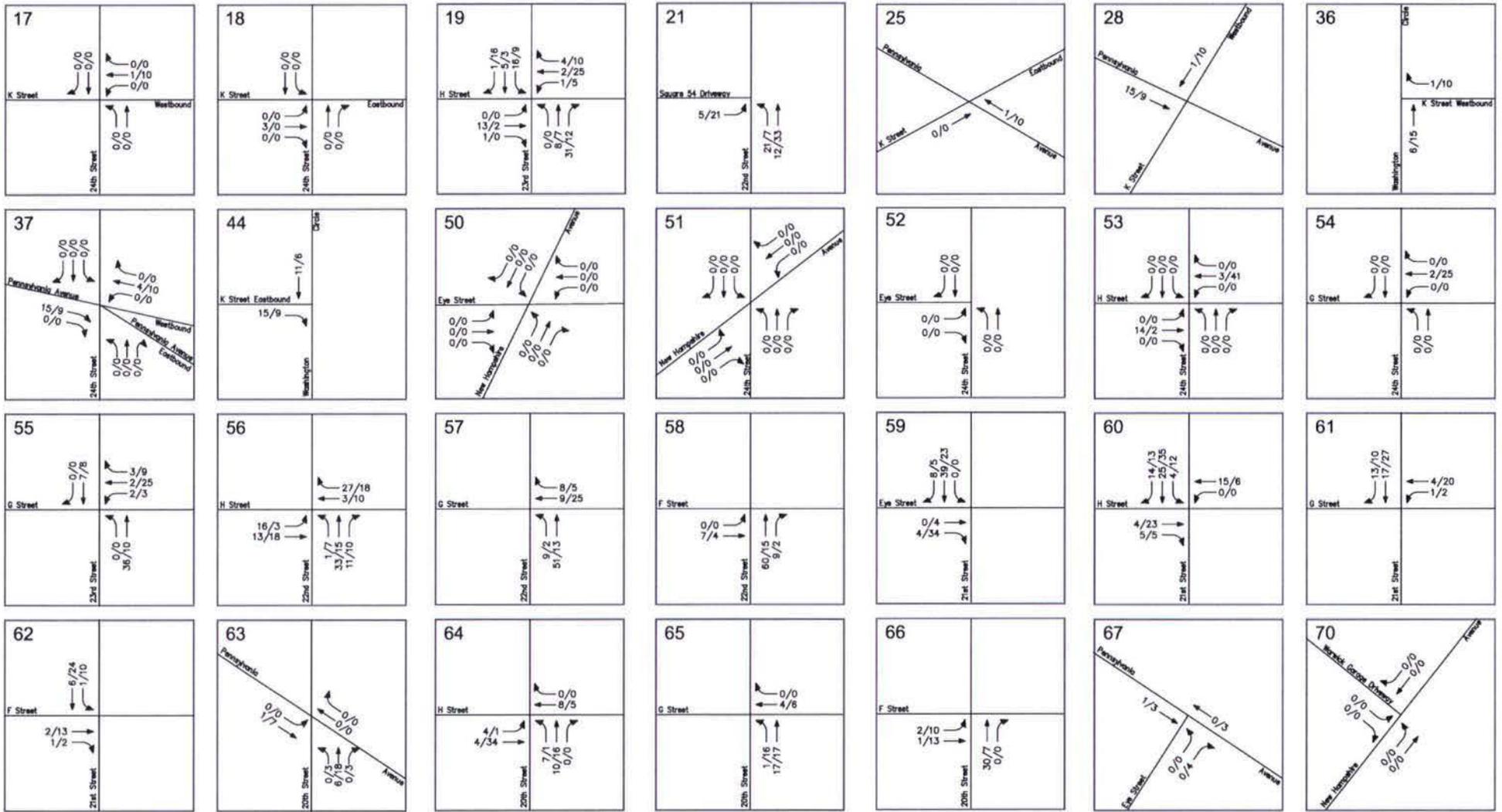


Figure 3-8
Rerouted GWU Site Trips

AM PEAK HOUR
PM PEAK HOUR
000/000



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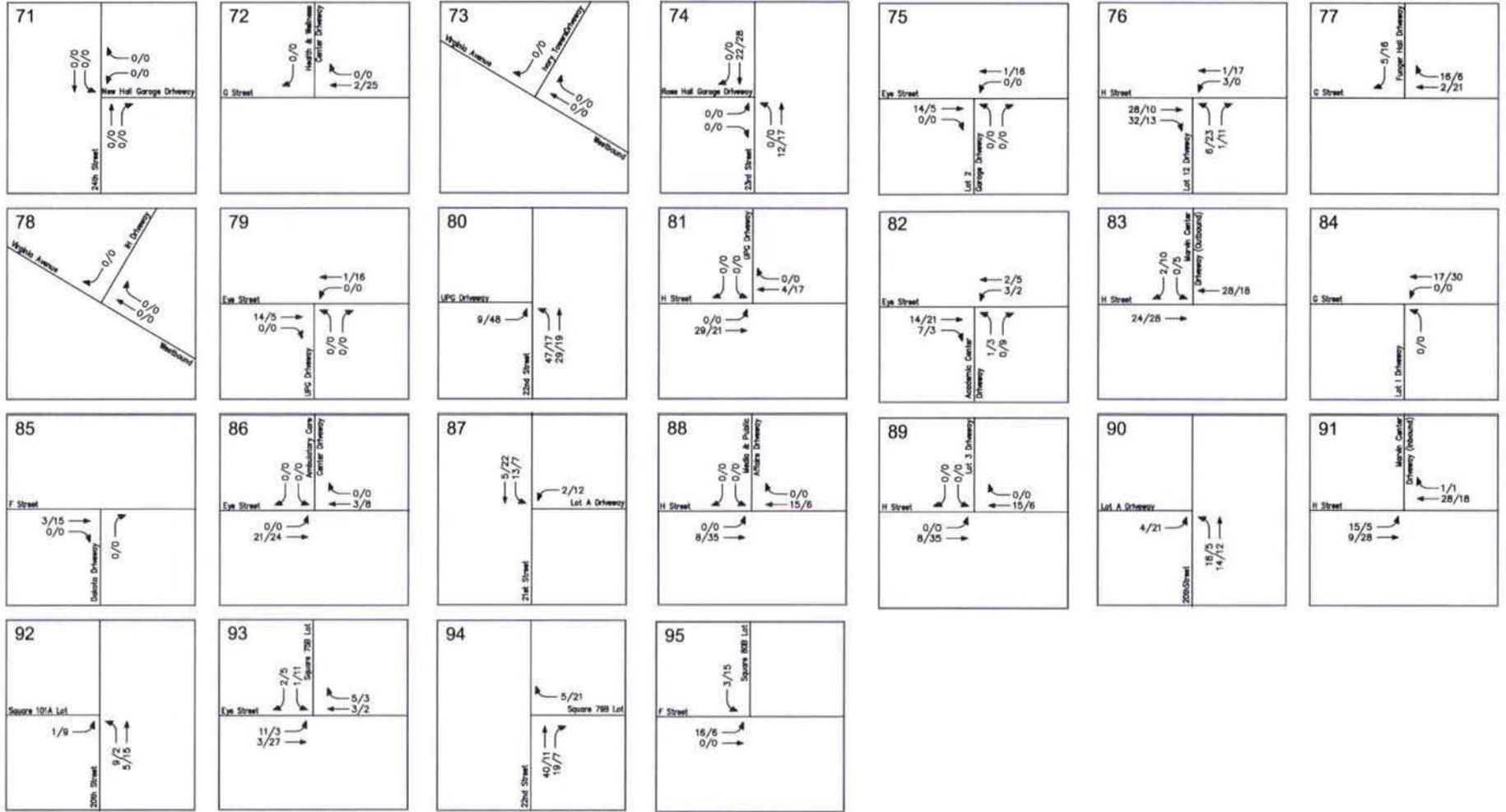


Figure 3-8
Rerouted GWU Site Trips

AM PEAK HOUR
PM PEAK HOUR
000/000
North

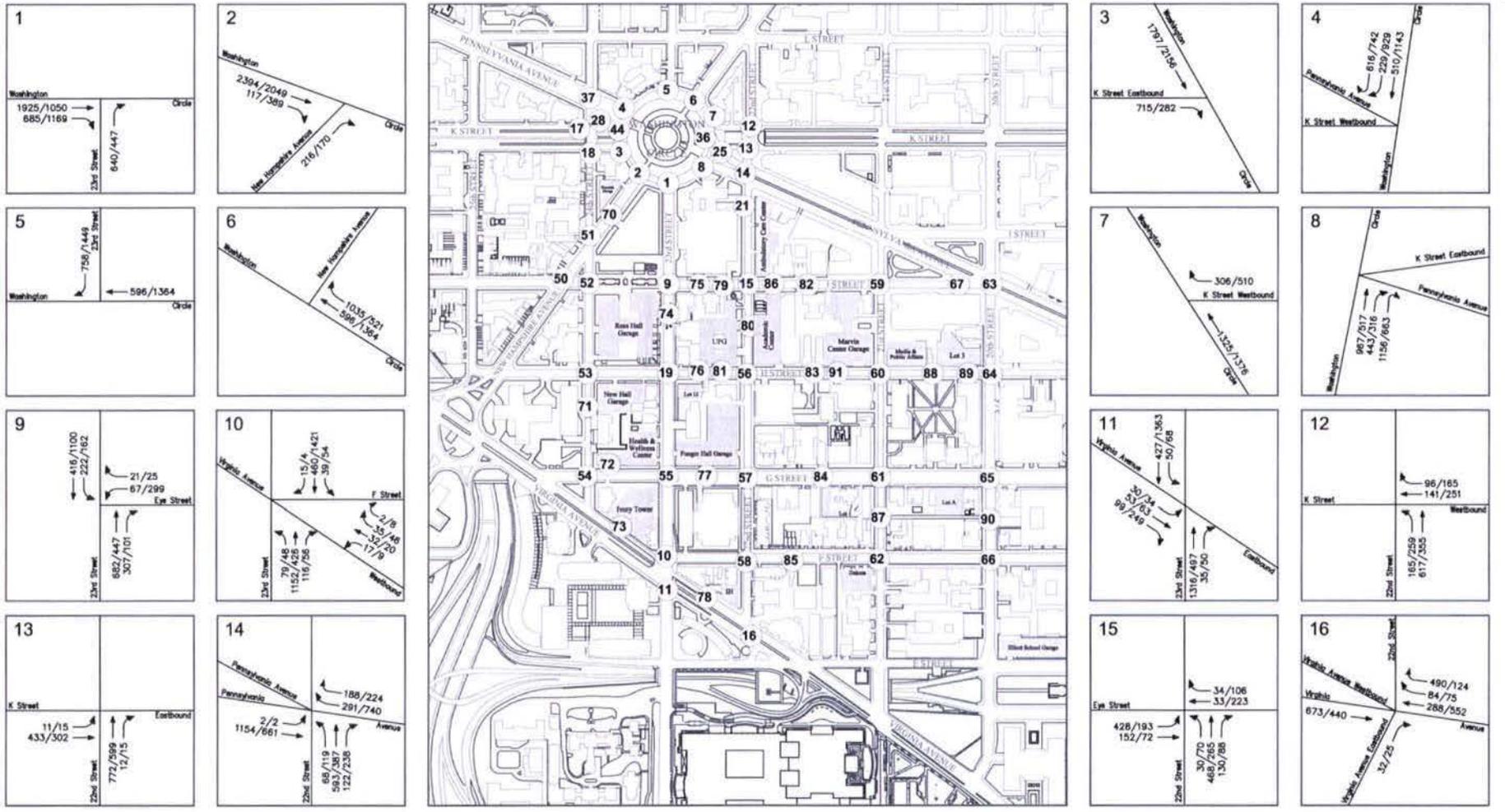


Figure 3-9
Total Future Traffic Forecasts



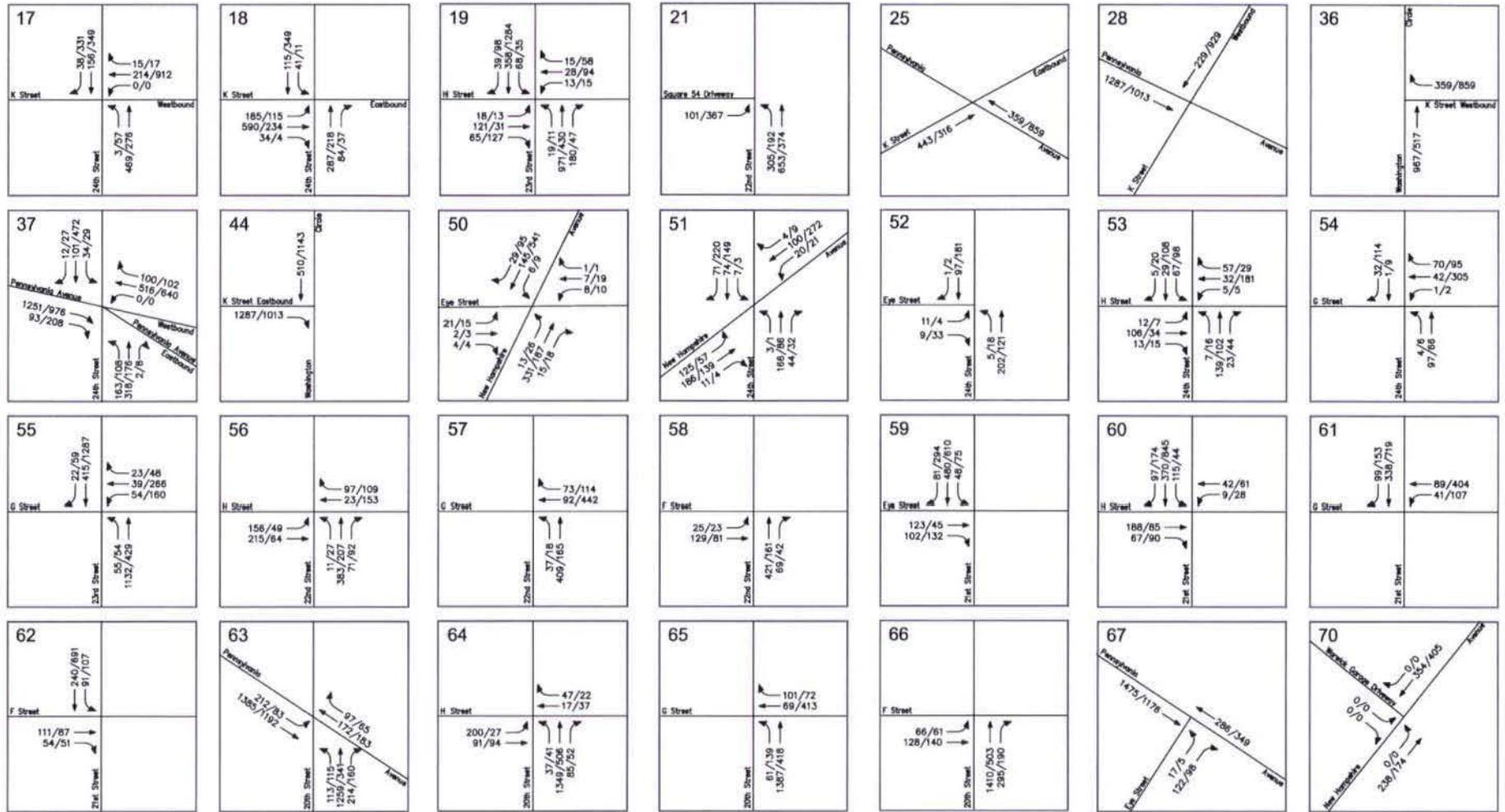


Figure 3-9
Total Future Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000

North

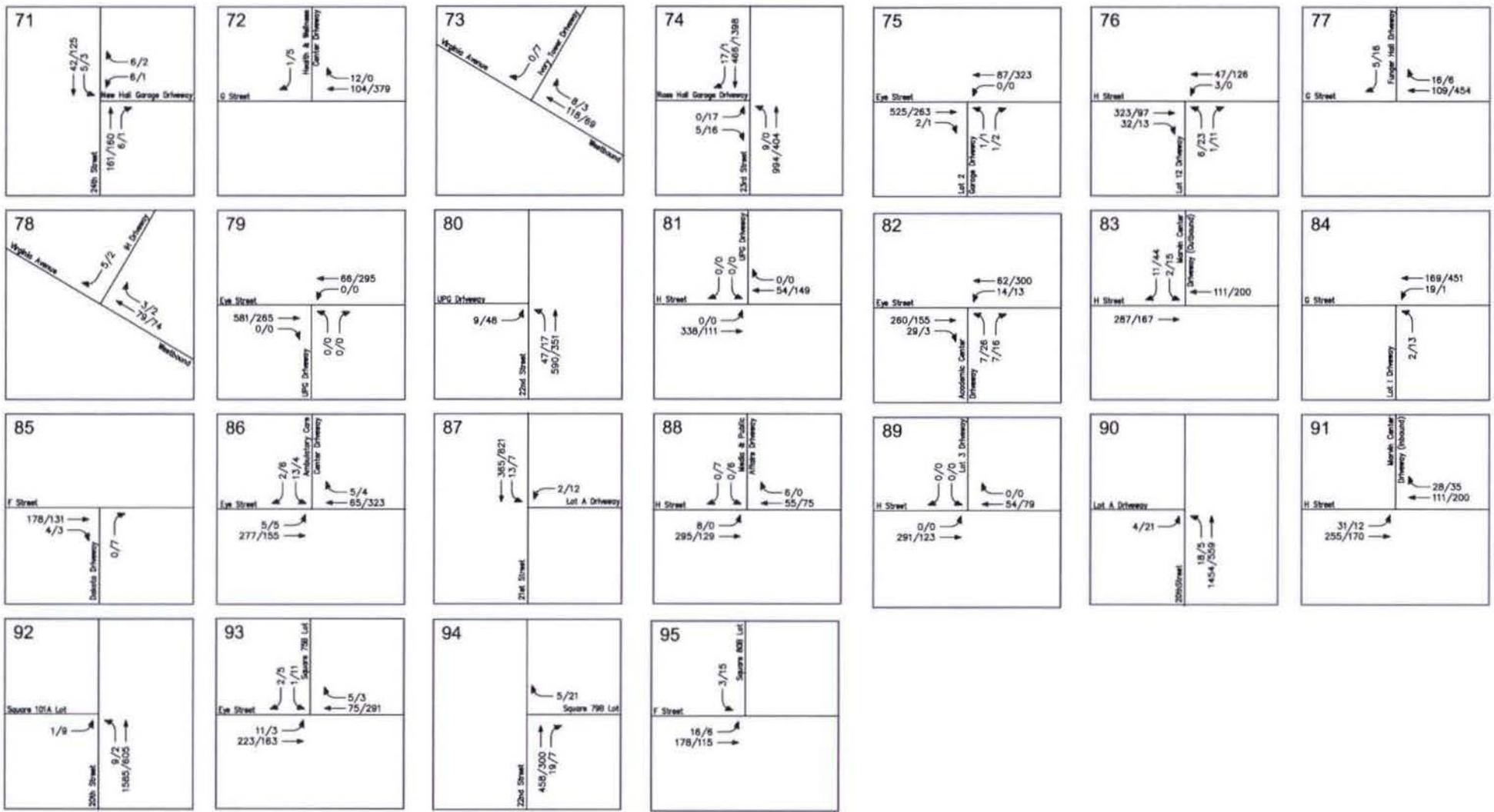


Figure 3-9
Total Future Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000



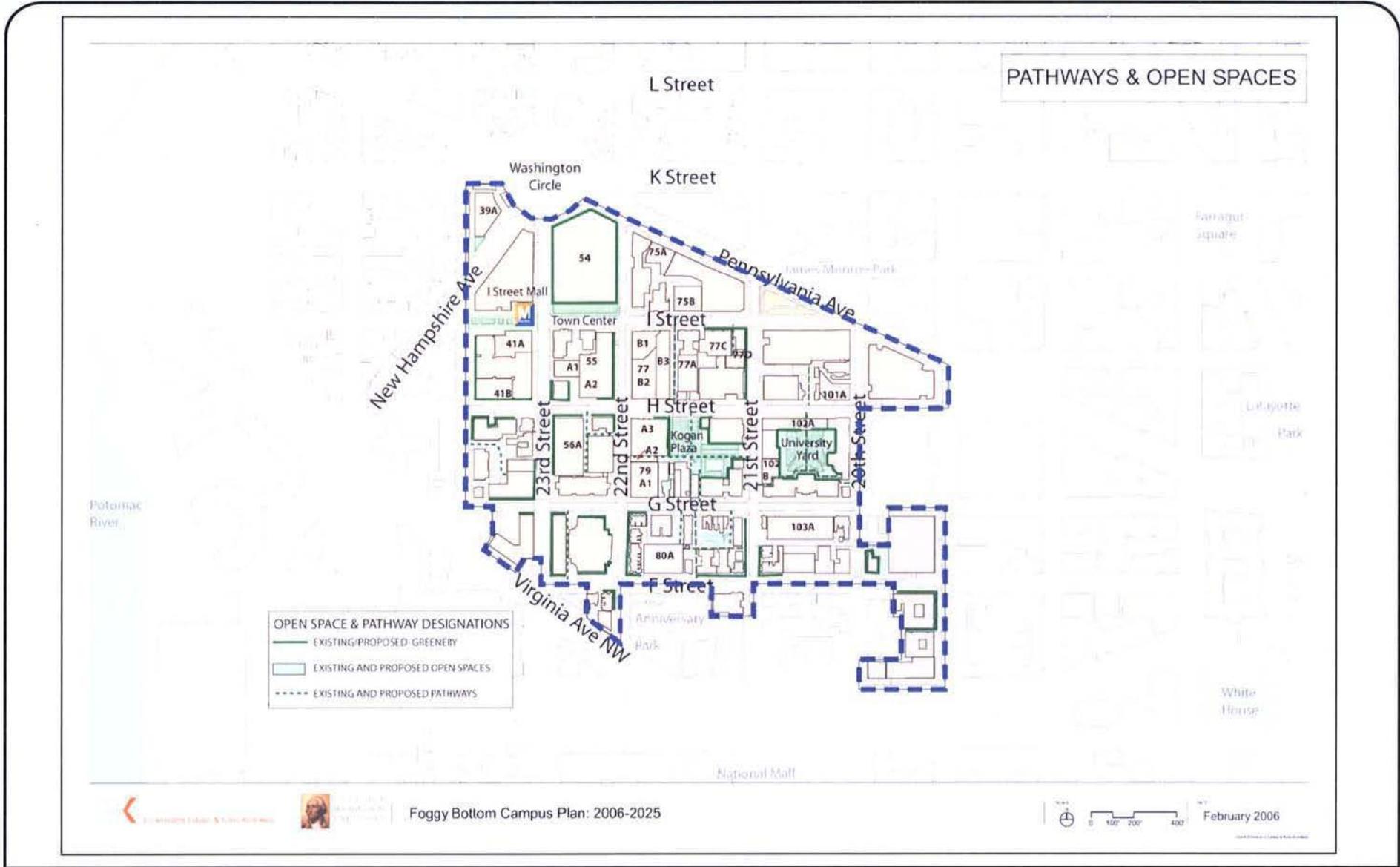


Figure 3-10
Pedestrian Plan

