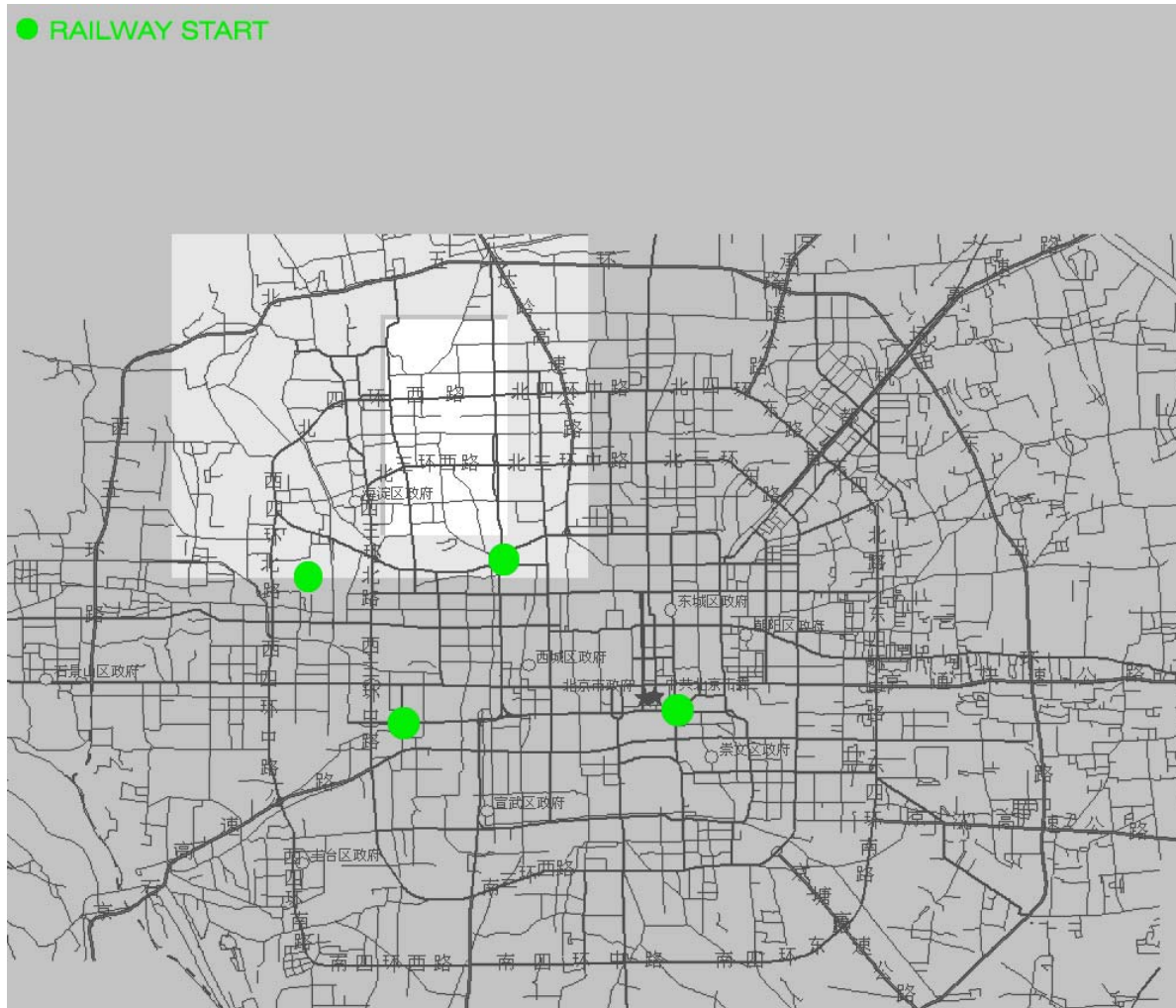


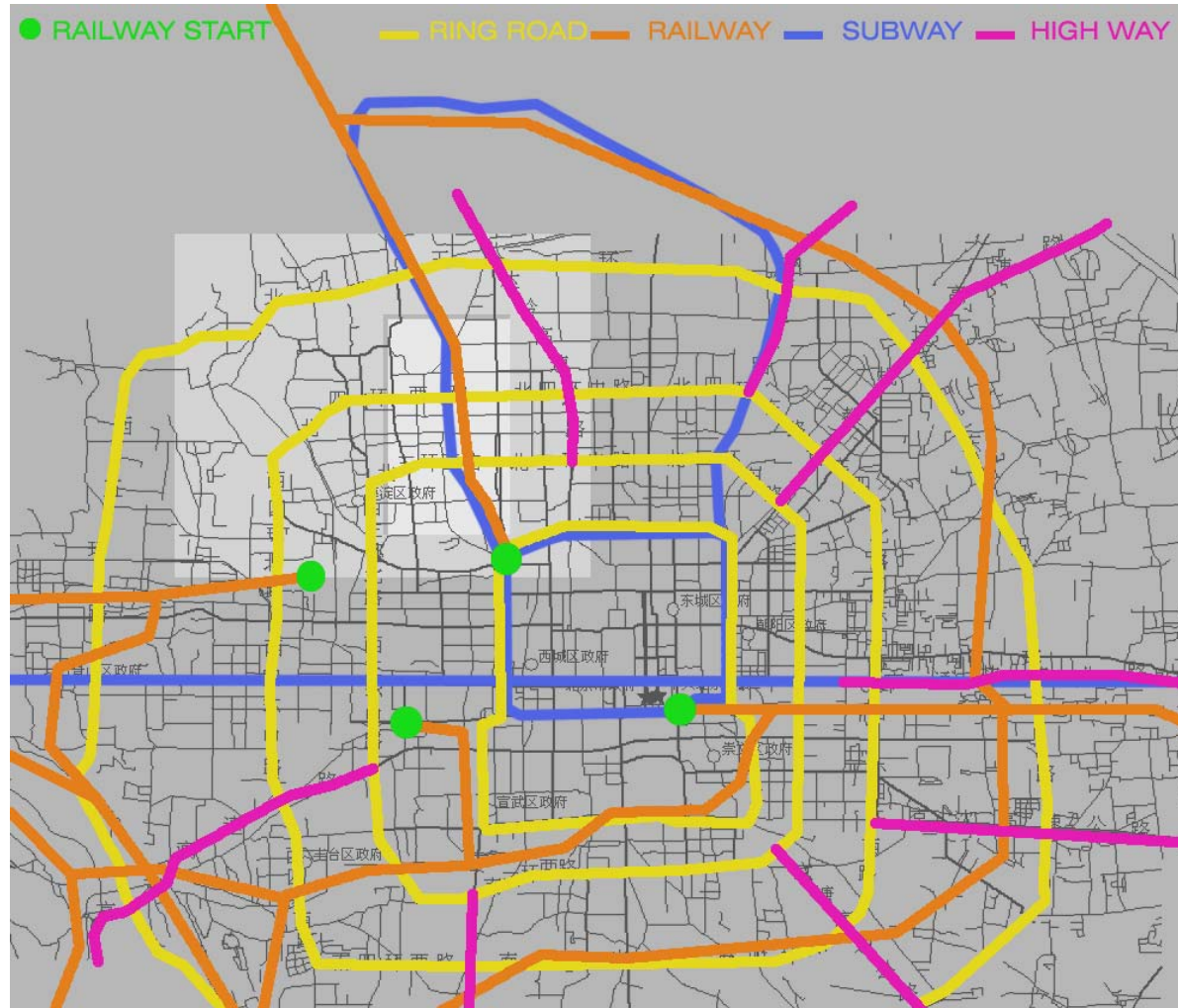
1. Beijing Circulation
2. Development of Haidian District
3. Future Development
4. Project Site Overview
5. Road Types
6. Rail Corridor
7. Findings
8. Recommendations



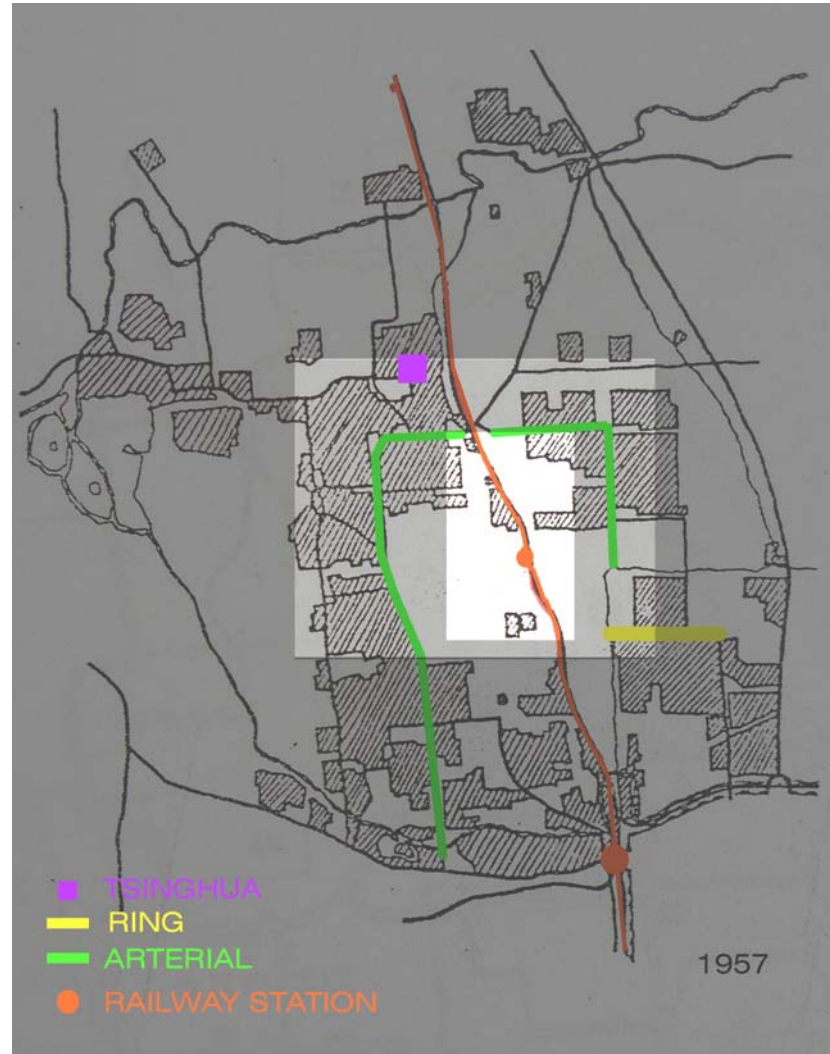


BEIJING CIRCULATION

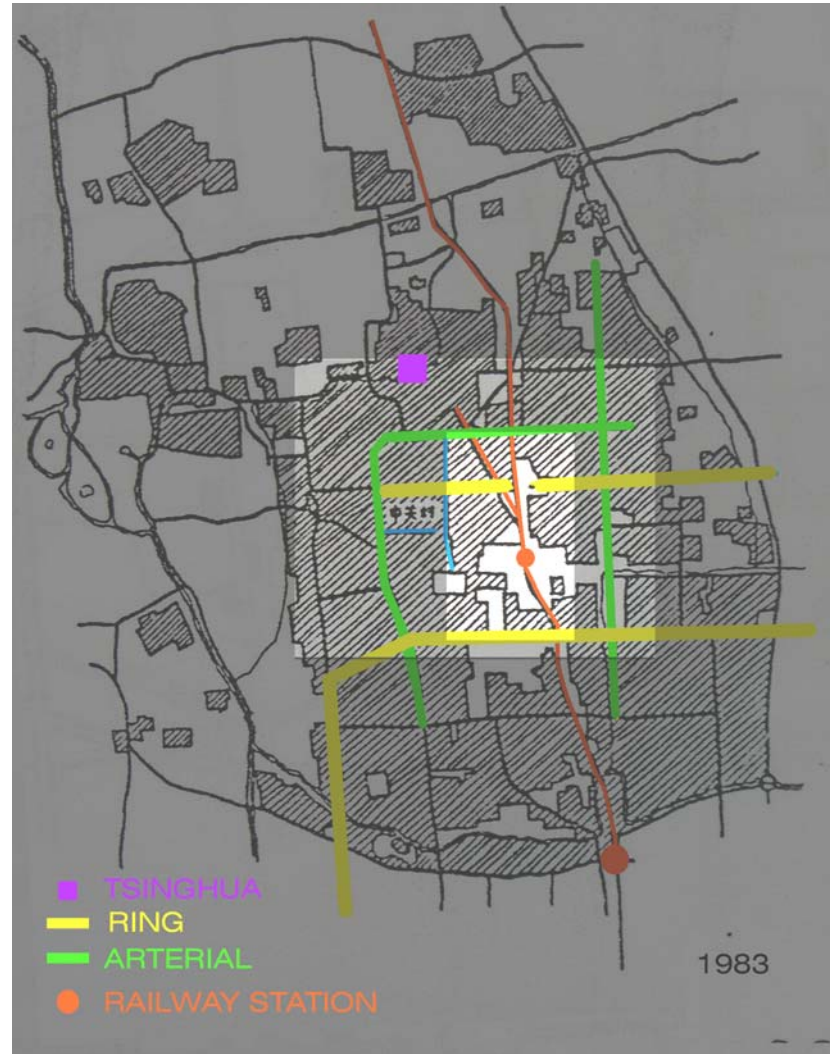
CIRCULATION

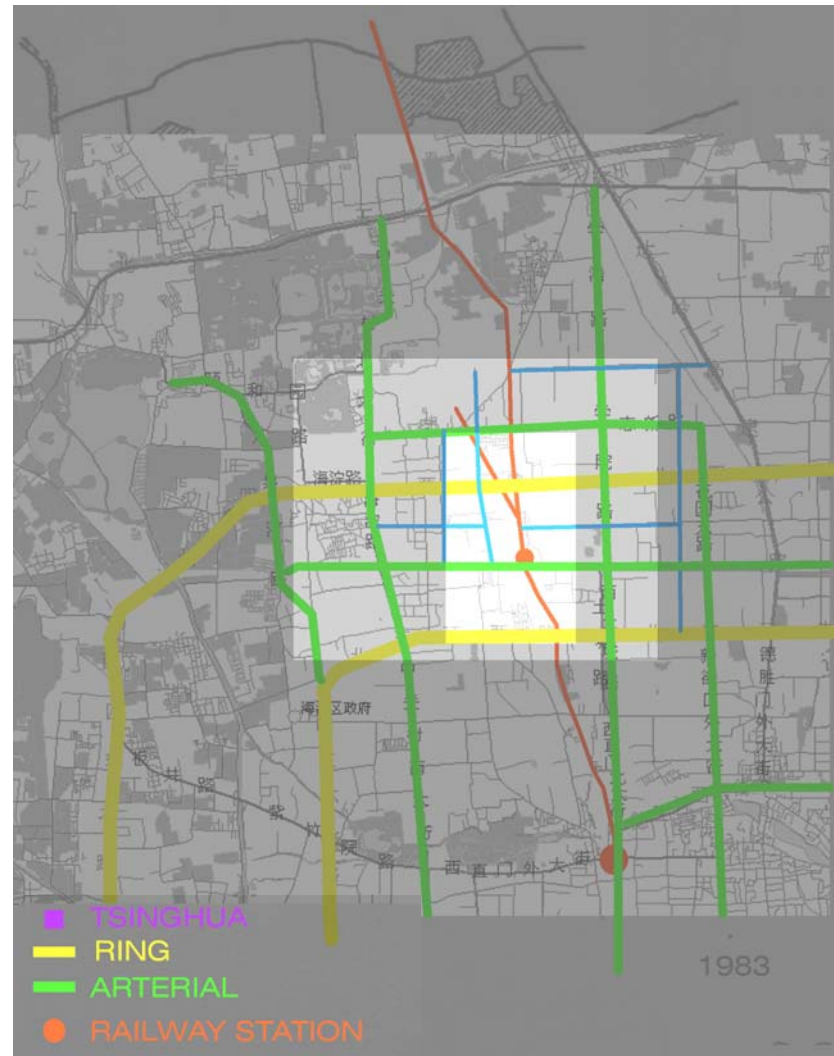


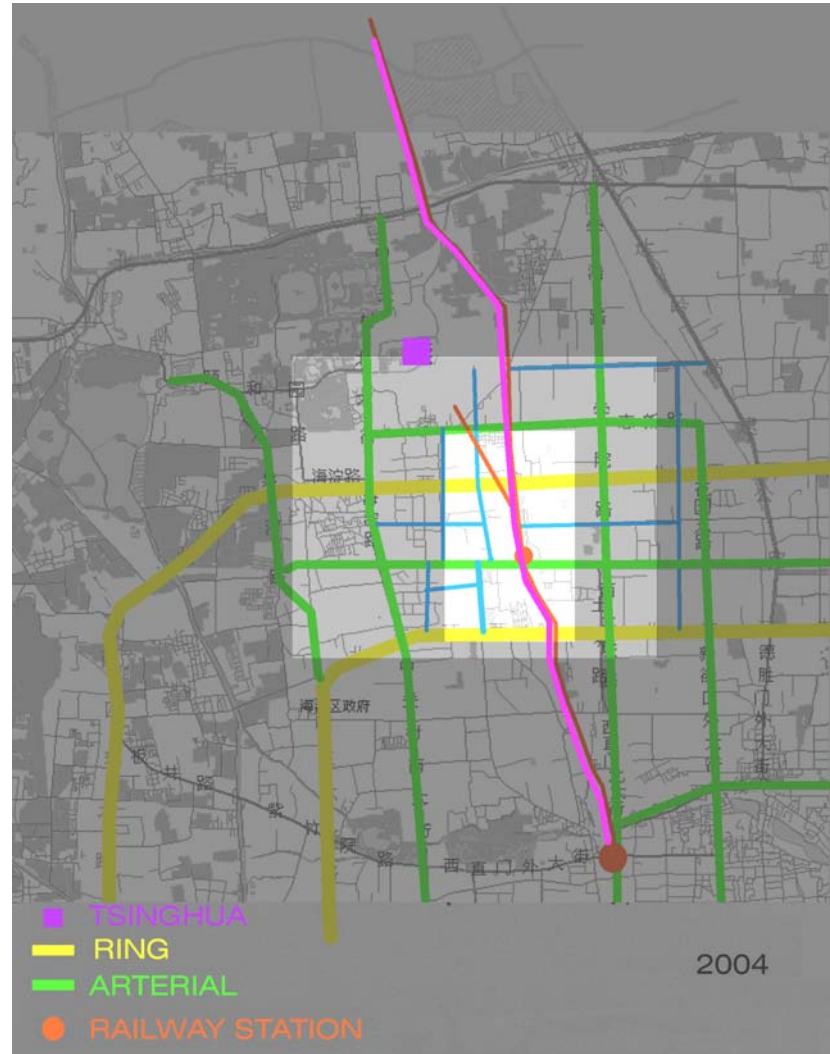








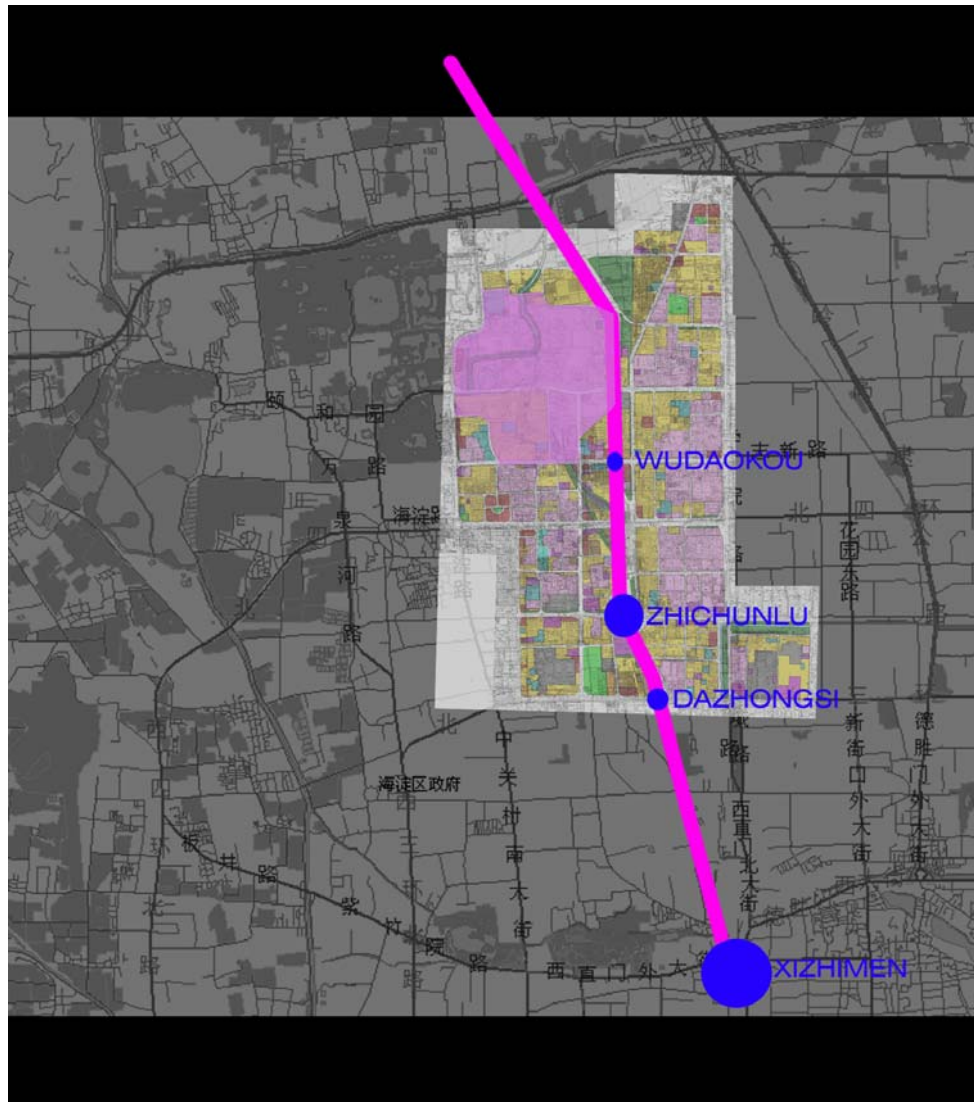


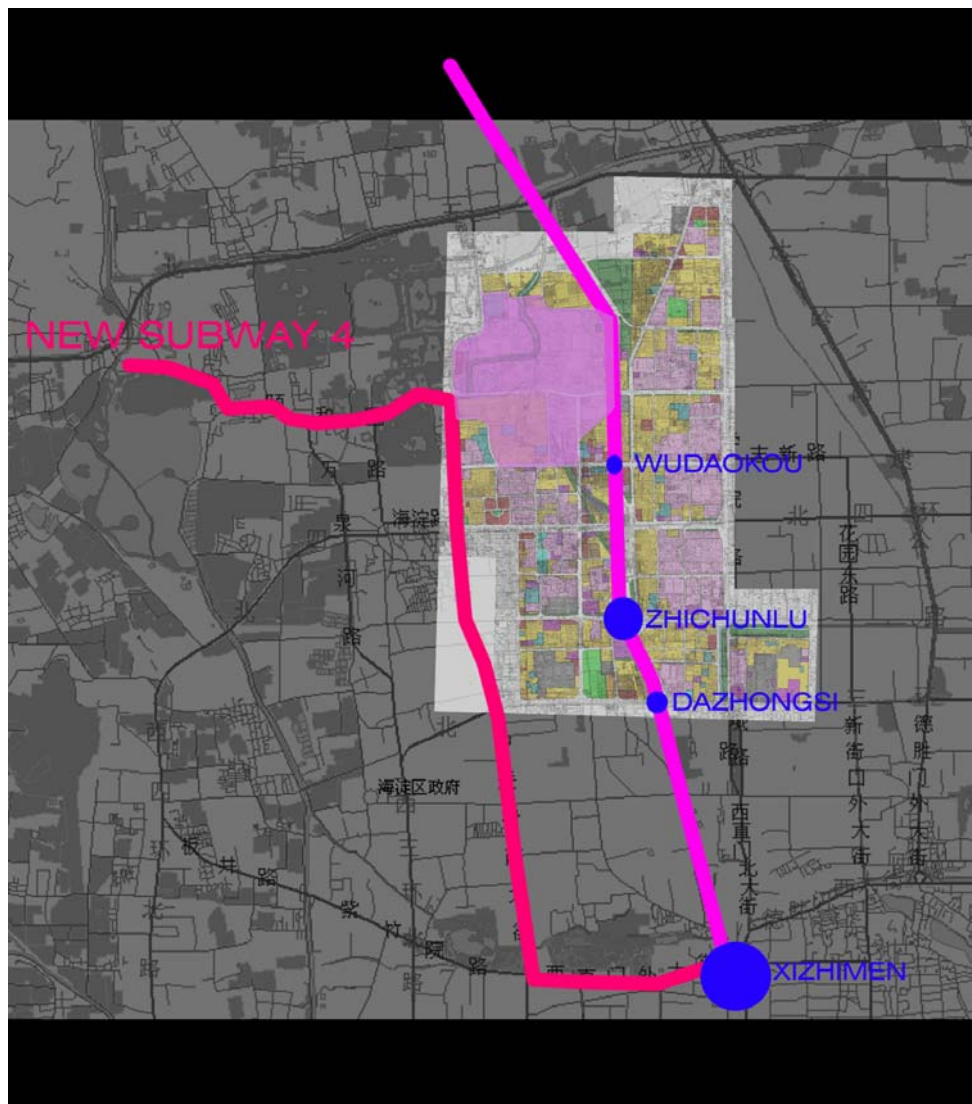


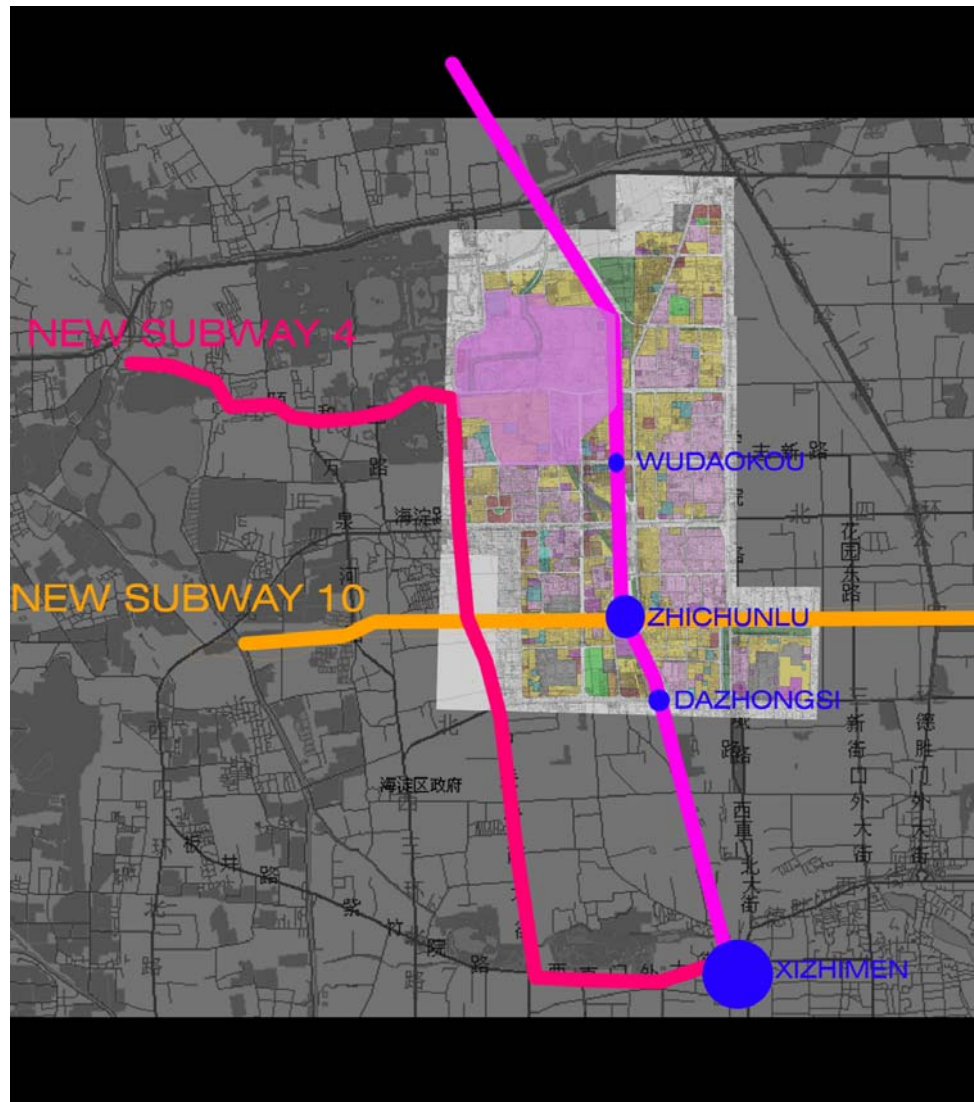
FUTURE DEVELOPMENT

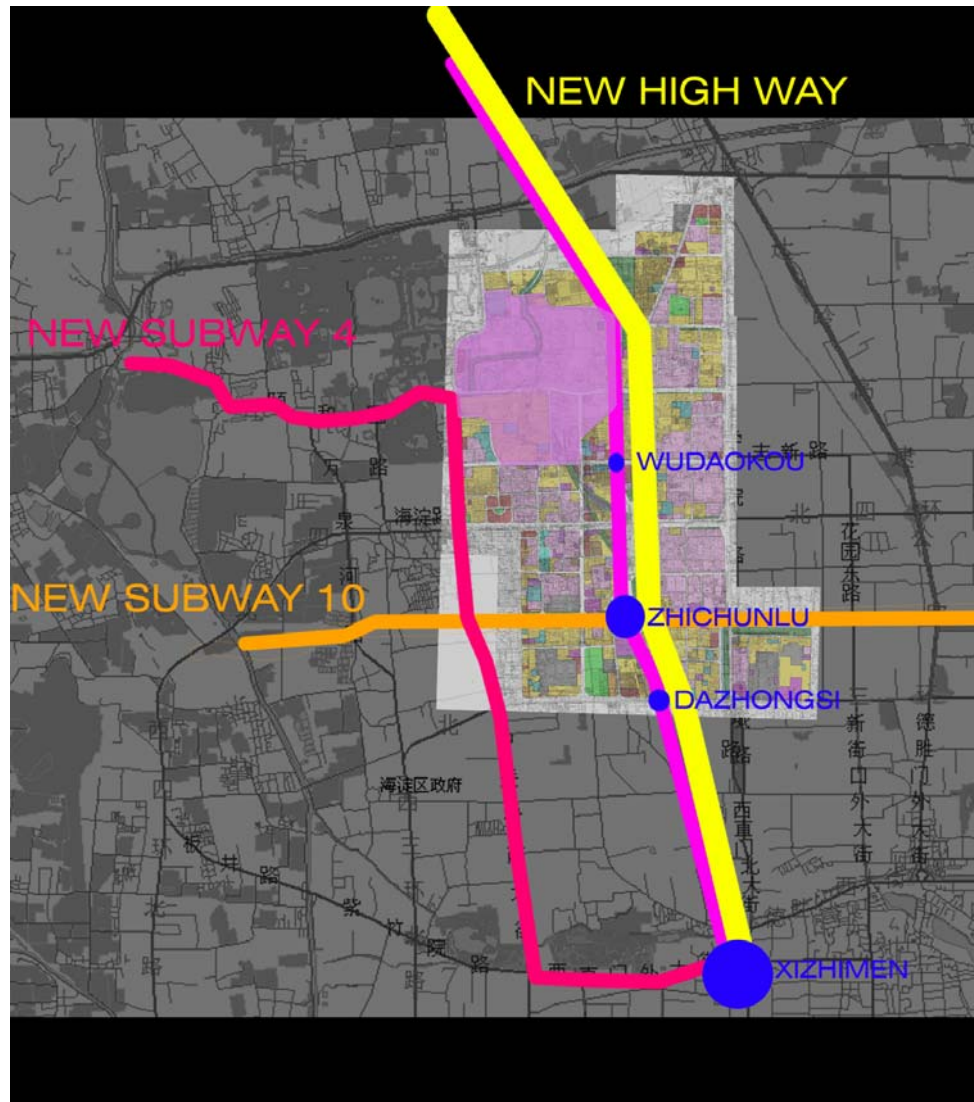
CIRCULATION













Ring Road

Arterial Road

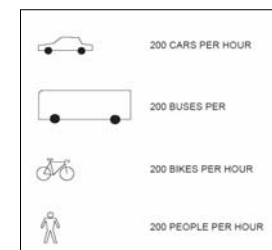
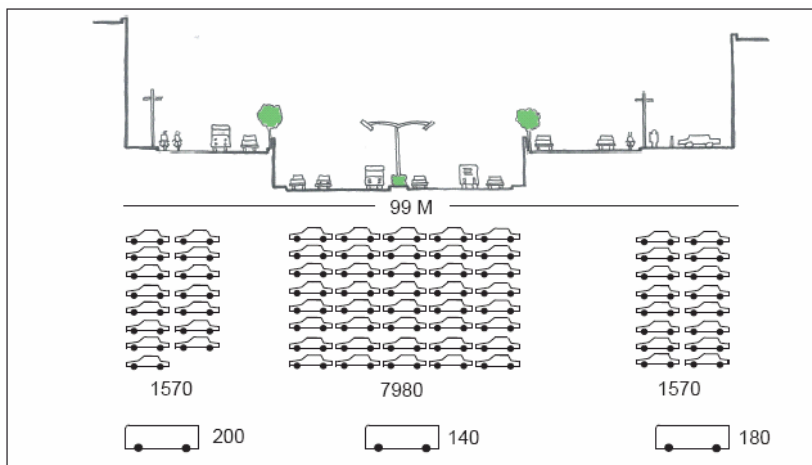
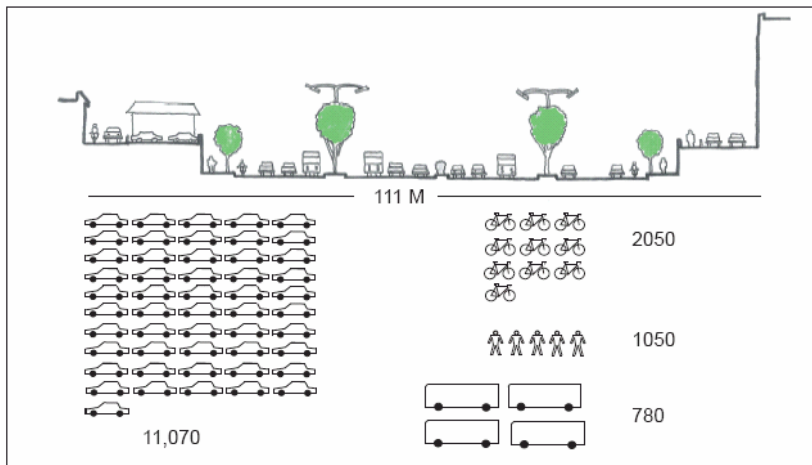
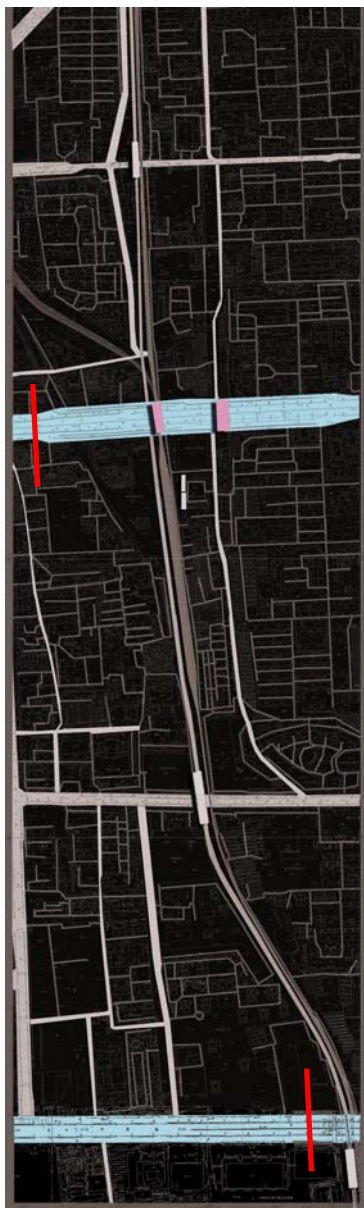
Destination Road

Secondary Road

Rail Corridor

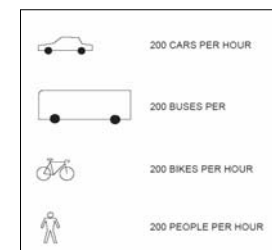
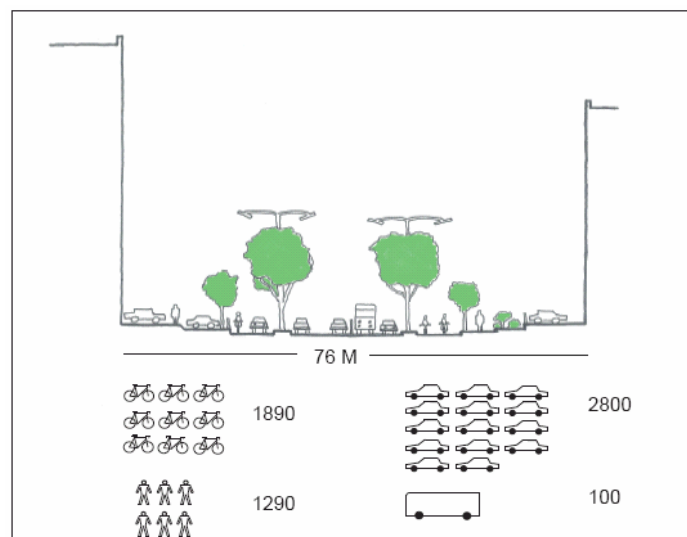
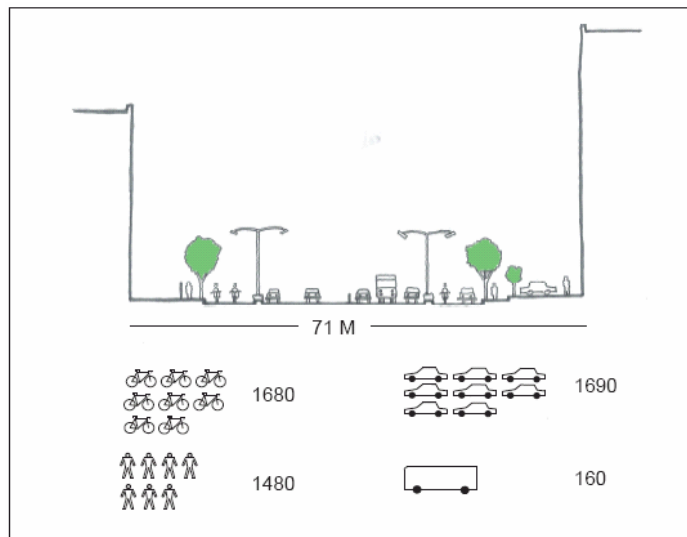
RING ROADS

CIRCULATION



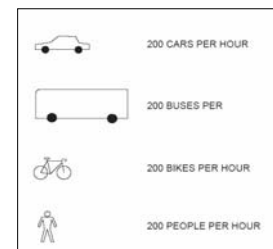
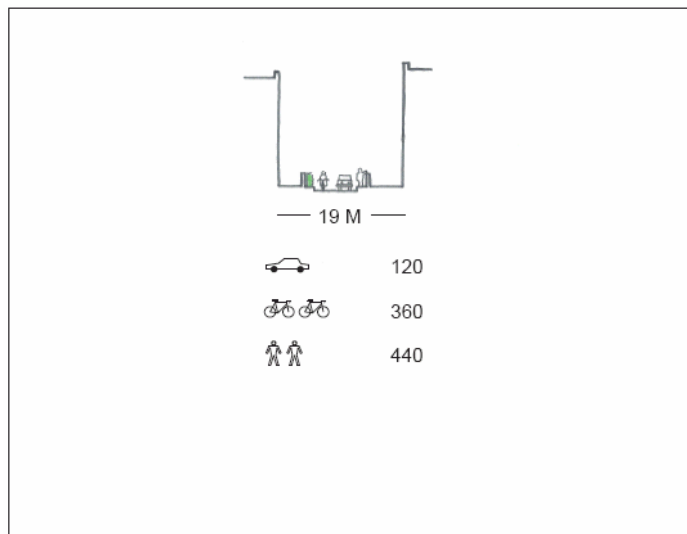
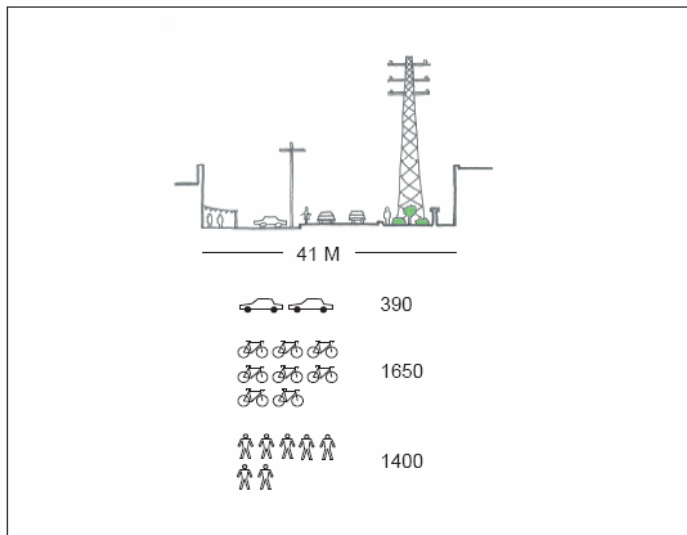
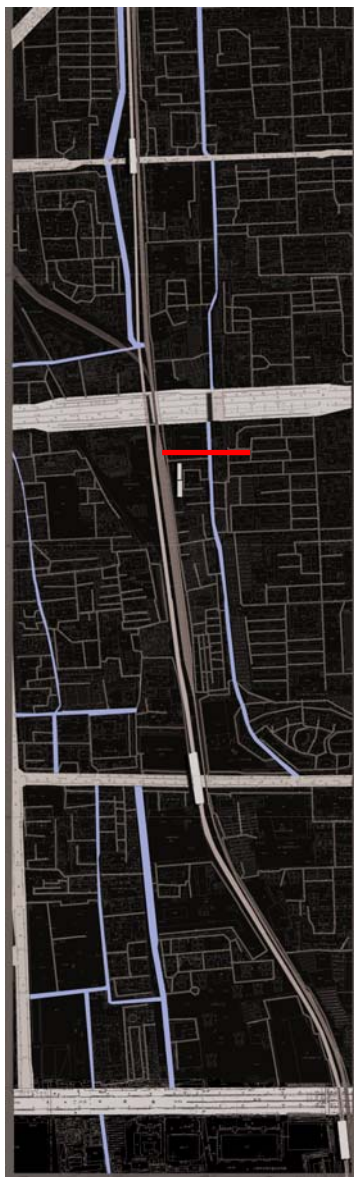
ARTERIAL ROADS

CIRCULATION



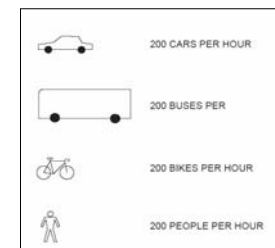
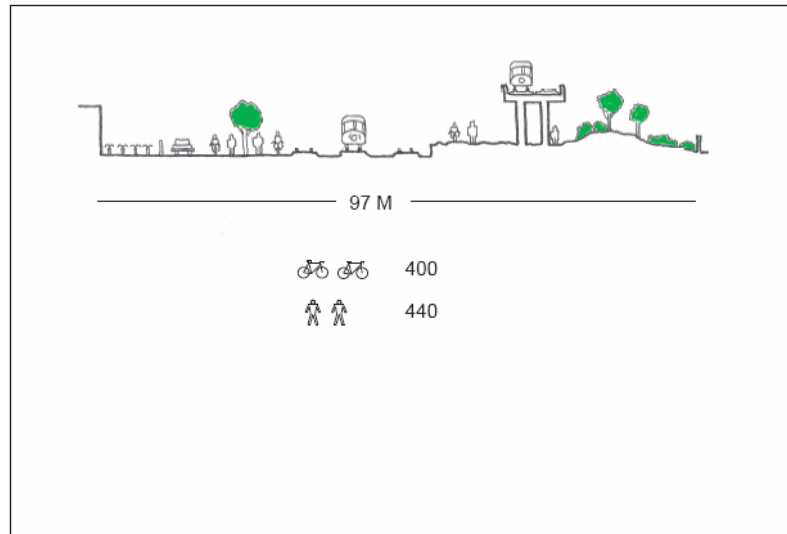
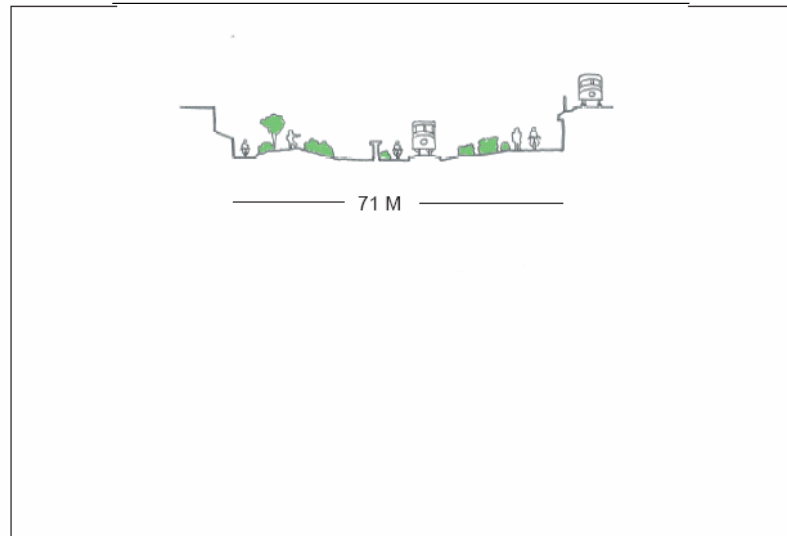
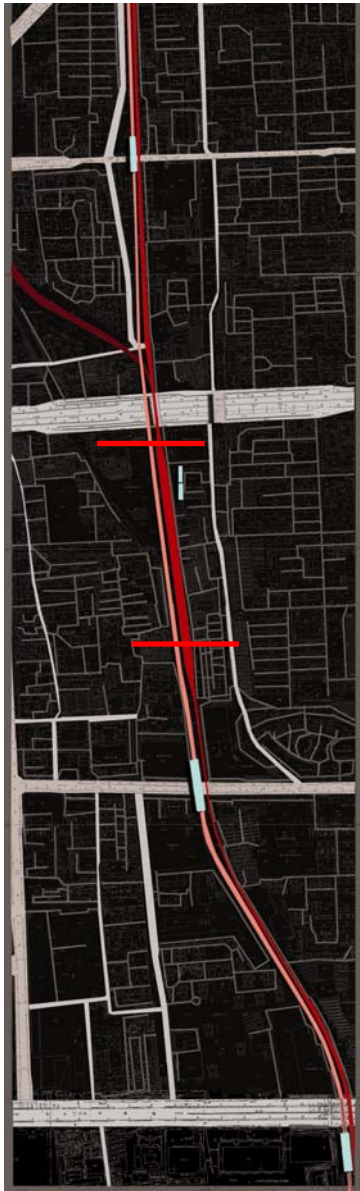
SECONDARY/ DESTINATION ROADS

CIRCULATION



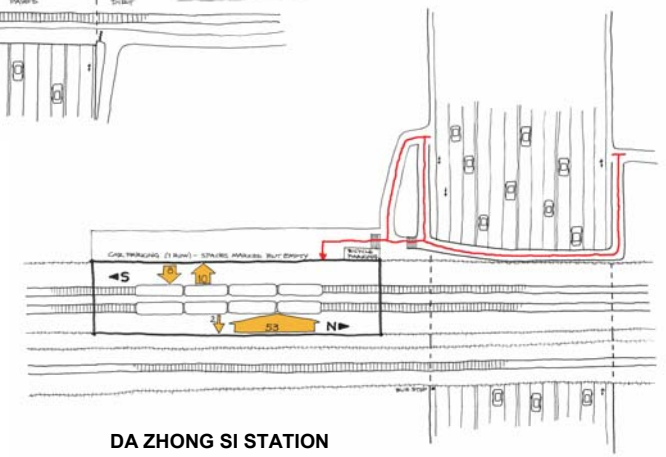
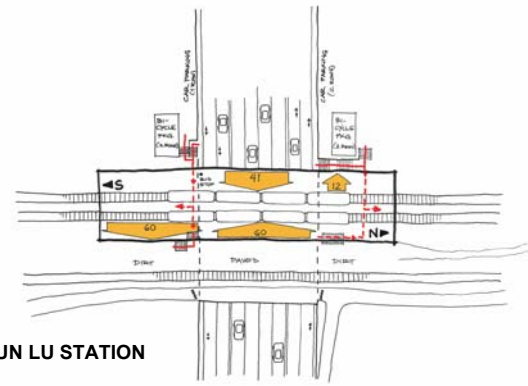
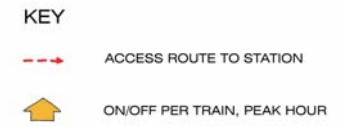
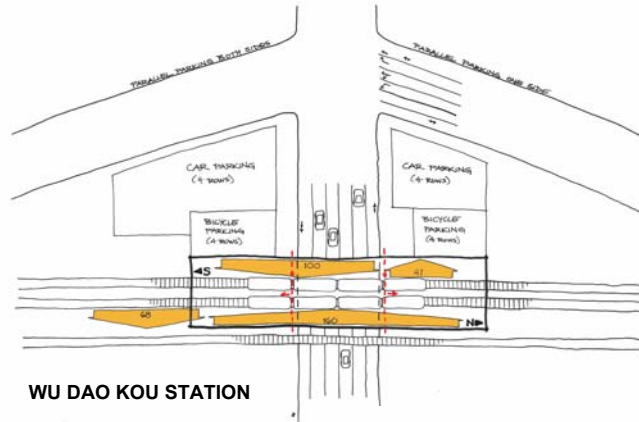
RAIL CORRIDOR

CIRCULATION



RAIL STATIONS

CIRCULATION



- **Five types of roads**

Ring road, arterial, secondary, destination, informal

- **Many modes of travel**

Regional rail, elevated rail, bus, taxi, private automobile, 2 and 3 wheels motorized, bicycles and jitneys, pedestrians, horse-drawn carts, and more

- **Connections between roads inconsistent**

This makes circulation difficult for all modes of travel, but affects bicyclists and pedestrians most severely

- **Cars becoming increasingly important in Chinese society**

Signs include increasing car ownership rates (11% in Beijing, 7% overall for China), strong presence on television news coverage, expansion of parking space (at the expense of open space, sidewalk and bike lanes), and traffic congestion, Private automobile infrastructure, including dealerships, mechanics and service stations, are a significant land use in study area.

- **Informal paths**

Connections are improvised where no formal road exists along the rail corridor to compensate for a lack of continuous passage.

- **Goods and Materials**

Circulate along the same routes as people, along each type of road, on trains, trucks, cars, scooters, bicycles and backs.

- **Railroad and elevated light rail both present barriers to circulation**

The light rail is actually elevated along only 1/3 of the study area, and can be safely crossed only infrequently: from above at two stations, and from below at underpasses of major roads.

- **Regional transportation networks hinder local circulation**

The scale of planned highway expansions will present even greater barriers.

- **Be willing to embrace change**

- **Make connections**

Establish connections between different circulation types to facilitate circulation throughout the hierarchy. Connections are needed both along and across the corridor.

- **Embrace the multi-modal nature of transportation**

Accommodate all existing modes: trains, buses, cars, bicycles, and pedestrians.

- **Accommodate parking for bicycles and cars**

Provide bicycle parking at key nodes and transit stations. Accommodate car parking underground and behind buildings to preserve the streetscape for bicyclists and pedestrians

- **Balance regional and local circulation needs**

Minimize adverse impacts of regional routes on local fabric.

- **New transportation infrastructure should be sensitive to local conditions**

Accommodate plans for the new subway and highway routes.