D.C. SPEED STUDY

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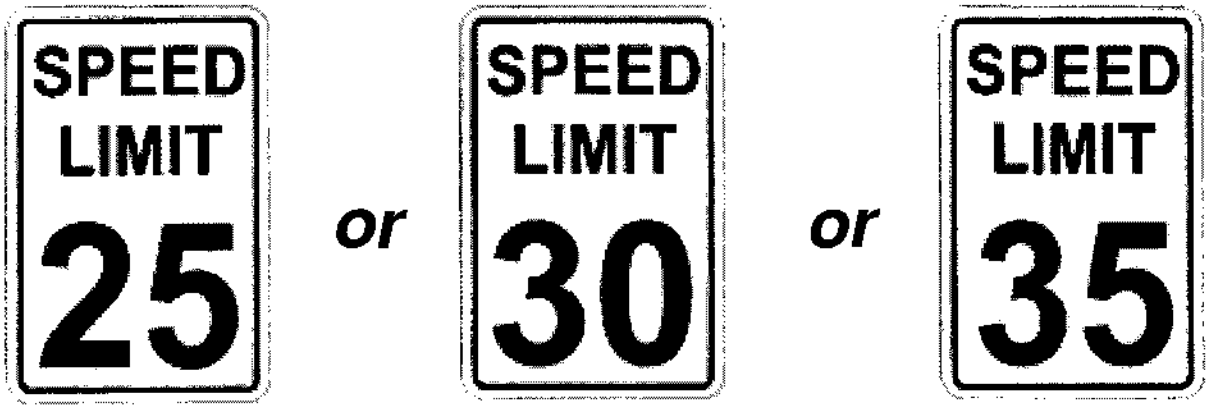

Prepared for:

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1. Introduction

1.1 Overview

By definition, speed is the rate at which someone or something moves or operates. In the transportation industry vehicular speed is one of the most important elements that is considered by motorists in selecting a highway, route or transportation mode. The ability to move efficiently, safely and reasonably along a highway corridor is a fundamental factor in the movement of good and services.

Reasonable people want to get where they are going as quickly and safely as possible. They do not want to injure themselves, nor do they want to injure anyone else. Consequently, reasonable drivers will select a speed with which they are comfortable, neither too slow nor too fast, as they travel about the District of Columbia (D.C.). The travel speed that they select will get them where they want to go safely and without undue delay, and it will be based upon an instinctive consideration of the conditions that they encounter, such as, other traffic, the type of roadway that they are traveling, weather, and the presence of hills and curves. For example, a driver of a car may consider the physical characteristics of a highway in the decision of vehicular speed, while a truck driver may rely on prevailing speeds to determine their operating speed.

The regulation of speeds along highways and routes has been in existence in the United States since the invention of motor vehicles and the advent of paved highways. Every state regulates speeds under some form of basic speed statutes that require drivers to operate their vehicles at a speed that is reasonable and prudent under existing conditions. The motorist is responsible for selecting their speed with due regard to actual and potential hazards, visibility, weather, traffic roadway width and other conditions.

Established speed limits are posted to inform motorists of the speed which is considered safe and reasonable for a majority of drivers on a particular route. Motorists, especially those unfamiliar with the road, use this information to evaluate how they should drive the route. Speed limits are not intended to force reasonable motorists to speeds that they consider unreasonable, nor should they be posted beyond the limits of acceptability for violation of traffic regulations.

1.2 Purpose of Report

Officials of the Government of the District of Columbia, Department of Transportation, indicated that highway speeds along the D.C. roadways were last evaluated in the 1960s. Since that time, advances in the motor vehicle industry have improved vehicular safety, while transportation engineering research has led to a better understanding of the relationship of observed speeds to driver behaviour, roadway design, accident characteristics and traffic flow.

Brudis & Associates, Inc. (BAI) was retained by the District of Columbia, Department of Transportation, to collect, tabulate, and present data to assist the District of Columbia in the review of their posted speed limits for all interstate, freeway/expressway and principal arterials. Therefore, the specific objective of this study was to examine the existing highway speed postings along selected Washington D.C. routes, collect appropriate data and present it to the District Department of Transportation as the basis for a systematic review of speed limits.

During the study BAI examined existing roadway characteristics from field data and research, pedestrian and safety features, collected travel speeds and established median and 85th percentile speeds (and accuracy levels), and consolidated the highway and traffic data for analysis of vehicular speeds.

2. Speed Laws

2.1 Introduction to Speed Laws

All states, including the District of Columbia, formulate their speed regulations on the basis of some form of the basic speed law. This law specifies that a driver shall operate a vehicle at a speed that is reasonable and prudent for existing conditions, regardless of any other speed limit that may be applicable at a location at any given time. A driver is responsible for taking both actual and potential hazards into consideration when selecting a speed and for giving due regard to weather, visibility, traffic, roadway width, and condition.

Most states enact "statutory" or "blanket" maximum (or minimum) speed limits for various roadway classes and land uses in their jurisdiction, such as urban residential streets, urban business districts, rural and urban arterials, and rural and urban freeways. In some jurisdictions, separate daytime and night-time limits may also be imposed. These limits are in effect unless a "speed zone" is established and posted using appropriate signs. The term "speed zone" is defined as a section of roadway with a speed limit that is established by law but which might be different from a legislatively specified statutory speed limit. Generally, specific wording and limits imposed through these statutory regulations varies considerably from state to state.

Two basic types of numerical maximum speed limits exist in the United States: *absolute* and *prima facie*. An *absolute* speed limit is a limit above which it is unlawful to drive regardless of roadway conditions, amount of traffic, or other influencing factors. A *prima facie* speed limit is a limit above which drivers are presumed to be driving unlawfully. If charged with a violation of this limit, drivers may contend that their speed was safe for conditions existing on the roadway at that time and that they are not guilty of a speed limit violation. However, the burden of proof is on the driver to establish that a speed higher than the *prima facie* limit was indeed reasonable and prudent. Approximately two-thirds of states have *absolute* speed limits and one-third have *prima facie* limits or a combination thereof. In general, *absolute* limits are perceived to be easier to enforce and obtain a conviction from than *prima facie* limits.

2.2 District of Columbia Speed Laws

The D.C. Vehicle Law provisions on speed limits are based on the thought that the behavior of drivers is reasonable. The speed law is written to single out the unreasonable behavior of a minority of the drivers. The law is written so that reasonable actions of the majority are considered legal. The following summarizes the District of Columbia statutes and regulations related to speed, D.C. Code and Weil's Code of D.C. Municipal Regulations (CDDR).

Basis for Speed Law Violation:

Basic Speed Rule:	No person shall drive a vehicle at a speed greater than is reasonable and prudent under the conditions and having regard to the actual and potential hazards then existing. D.C. Code §§40-703(a)(6) & 40-712(a) and CDCR 18-22-2200.3
Statutory Speed Limit:	25 MPH D.C. Code §§40-703(a)(6) & 40-712(a) and CDCR 18-22-2200.6 15 MPH in alleys D.C. Code §§40-703(a)(6) & 40-712(a) and CDCR 18-22-2200.7 15 MPH in streets adjacent to school buildings or playgrounds when indicated by official signs D.C. Code §§40-703(a) & 40-712(a) and CDCR 18-22-2200.8 & 18-22-2200.9
Posted (Maximum) Speed Limit:	Based upon engineering and traffic investigations, the statutory speed limits may be increased or decreased on any highway. D.C. Code §§40-703(a) & 40-712(a) and CDCR 18-22-2200.2 Note: D.C. law does not specifically state whether different highway speed limits may be established either for different types of vehicles, for various weather conditions or for different times of the day.

2.3 Speed Zones

Most states permit local officials to modify statutory limits. For example, the National Uniform Vehicle Code contains the following provision:

> *Whenever the (State Highway Commission) shall determine upon the basis of an engineering and traffic investigation that any maximum speed herein before set forth is greater or less than is reasonable or safe under the conditions found to exist at any intersection or other place or upon any part of the (State) highway system, said (Commission) may determine and declare a reasonable and safe maximum limit thereat, which shall be effective when appropriate signs giving notice thereof are erected.*

The determination and establishment of a safe and reasonable speed limit, usually on the basis of a traffic engineering investigation, is termed speed zoning. A properly established speed zone modifies the basic speed limits set by law or ordinance.

There are two basic types of speed zones: (1) those established by regulatory speed limits that are enforceable (as *absolute* or *prima facie* limits), and (2) advisory maximum speed indications that are not enforceable but that advise (e.g. curves or ramps) or warn motorists of suggested safe speeds for specific conditions at a specific location (however, some court jurisdictions may use a posted advisory speed as evidence that a driver was "driving too fast for conditions" or is guilty of a similar violation).

3. Speed Limits

3.1 Technical Reference

There are numerous National Reference publications which all State Highway officials and other governmental agencies utilize in the assistance of setting speed limits for roadways within their jurisdiction. Those references which have been reviewed as part of this study include the following:

- *A Policy on Geometric Design of Highway and Streets, 2004-5th Edition; prepared by the American Association of State Highway and Transportation Officials (AASHTO)*
- *Traffic Engineering, 1998-2nd Edition; written by Roess, McShane and Prassas*
- *Manual on Uniform Traffic Control Devices (MUTCD), 2003 Edition; approved by Federal Highway Administrator*
- *Traffic Engineering Handbook, 1999-5th Edition; prepared by Institute of Transportation Engineers (ITE)*

In addition to the traditional reference manuals listed above, the following publication was examined for its influence and impact on the goals of this study:

- *District of Columbia Statues and Regulations, as related to speed*

The following are additional publications, which also were reviewed as part of this technical research:

- *"Speed Limit? Here's Your Answer" Mn/DOT Office of Traffic, Security and Operations; September, 1998*
- *"Setting Speed Limits on Local Roads" Wisconsin Transportation Information Center; 1999*
- *"Effects of Raising and Lowering Speed Limits", FHWA-RD-92-084, October, 1992*
- *"Speed Management Program in FHWA and NHTSA", ITE Journal Article, July, 1988*
- *"Establishing Speed Limits – A Case of 'Majority Rule'", Arizona DOT, Intermodal Transportation Division*
- *"ITE Speed Zoning Guidelines", ITE Committee 4M-25 Speed Zone Guidelines, Final Draft Version*

3.2 Regulatory Speed Zones

Speed zones should be established on the basis of proper engineering and traffic data. Many states have adopted specific procedures for conducting a speed zone study of roadway segments involving regulatory speed limits. Generally, these procedures involve a determination of some or all of the following:

- prevailing vehicle speeds,
- physical features of the roadway,
- traffic control characteristics,
- crash experience, and
- conditions not readily apparent to the driver.

Typically, prevailing speeds are the primary determinant of the speed zone, with adjustments applied as judged appropriate for the remaining factors. Although different methods for estimating prevailing speeds can be used, spot speed studies performed at periodic locations along the roadway are the most common method. Spot speed studies can be conducted with the use of radar units, manual speed traps, or videotaping.

The Manual on Uniform Traffic Control Devices (MUTCD) indicates that the traffic and engineering investigation for a speed zone should consider the following:

- road surface characteristics, shoulder condition, grade, alignment, and sight distance;
- the 85th percentile speed and/or pace speed;
- roadside development and culture as well as roadside friction;
- safe speed for curve or hazardous locations within the zone;
- parking practices and pedestrian activity; and
- reported crash experience for a recent 12-month period.

The primary measure computed from spot speed data for establishing speed zones is the 85th percentile speed of "free-floating" traffic. The 85th percentile speed is that speed at which 85 percent of free-flowing vehicles are traveling at or below. Use of the 85th percentile speed is based on the theory that the large majority of drivers are reasonable and prudent, do not want to be involved in a crash, and desire to reach their destination in the shortest time possible. On very low-volume roadways where it is difficult to obtain an adequate speed sample for a spot speed study, trial speed runs over the roadway section are sometimes used.

The speed limit is then generally set at the nearest 5-mph increment at or below the 85th percentile speed. The pace is the 10-mph speed range representing the speeds of the largest percentage of vehicles. The upper limit of this pace is also a good indicator of an appropriate maximum speed limit.

Traffic control features should be identified as part of the speed zoning procedure. Control features include:

- crosswalks,
- traffic signals,
- parking characteristics/restrictions, and
- turning restrictions.

Accident or crash histories for a recent 12-month period should be obtained and may be a factor considered in setting the speed zone. A speed zone survey sheet or zone area map, should be prepared to document the above data. In certain cases, an agency may choose, on the basis of one or more of these data, to post a speed limit that is slightly lower than the 85th percentile. For example, a relatively high number of crashes in which excessive speed was judged to be a causal factor may indicate that motorists' speeds are not realistic for that roadway segment, and therefore that a value below the 85th percentile speed would be appropriate. However, setting such a value will result in a large number of motorists exceeding the speed limit at that location. A significant amount of enforcement will be needed at that location to obtain motorist compliance.

Several studies have demonstrated that drivers who travel either slower or faster than the 85th percentile speed of the traffic stream have a higher accident involvement rate than those drivers whose speed is close to the 85th percentile speed. Posting the speed limit at the 85th percentile speed informs the motorist of the speed which is expected to minimize their risk of an accident. Thus, the overriding basis (from a safety perspective) for speed zoning should be that the creation of the zone, and the speed limit posted, reflects the maximum speed considered to be safe and reasonable (i.e., the 85th percentile speed).

Another rationale for consistency in speed zoning practice is the desire for equitable treatment of motorists. When speed limits are set artificially low, and enforcement action cannot be directed at all the violators, the enforcement officer has too much discretion in selecting the motorists to be penalized. The cost of being selected can include both a fine and an increase in the cost of insurance. This type of enforcement ultimately leads to poor public relations for both the traffic engineering agency and the enforcement agency.

Finally, there is a need for consistency between the speed limit and other traffic control devices. Signal timing and sight distance requirements, for example, must be based on the prevailing speed of traffic. If these values are based on a speed limit that does not reflect the prevailing speed of traffic, safety maybe compromised.

If speed zones are to fulfill their intended function as a traffic control device used to enhance highway safety and operations, these inconsistencies must be eliminated. As currently practiced, speed zoning violates the basic traffic engineering premises stated in the national *Manual of Uniform Traffic Control Devices* "uniformity means treating similar situations in the same way. The use of a standard device does not, in itself, constitute uniformity. A standard device used where it is not appropriate is as objectionable as a nonstandard device . . ."

4. Technical Methodology

4.1 Identification

A speed zone is defined as a section of roadway for which a speed limit has been determined to be appropriate (based upon a traffic engineering study) that is different from the statutory speed limit value specified in the D.C. law (25 mph for roads, 15 mph for alleys). A speed zone most often involves a speed limit which is more than the statutory speed limit; however, a decrease in value to a smaller limit is permitted based upon proper studies.

Speed zoning is generally reserved for major thoroughfares carrying appreciable volumes of traffic, areas of high accident frequency attributable to speed-related situations and areas of unusual enforcement problems. The D.C. Law requirements support this approach to speed zoning. It is the intent of the D.C. law that physical conditions, such as width, curvature, grade and surface conditions do not require special downward speed zoning (reduced speed limits).

A speed limit is established to guide drivers along a certain route. If the limit is too high, the dangerous driver is unchecked in his pursuit of speed – to the detriment of general safety and comfort. If the limit is too low, drivers will ignore it, and the value of the posted speed limit as a guide to safe travel will be undermined. Only with realistic speed zoning can the demands of safety, speed and comfort enter into a working balance. This balance may, in fact, be the only safe one because safety depends less on any absolute speed than on the uniform observance of reasonable regulations.

Realistic speed limits also make effective enforcement possible. If posted limits coincide with the observation and judgment of the majority of drivers, they tend to be observed voluntarily. As a result of this voluntary observance, enforcement programs can be directed toward the reckless, the irresponsible, and the negligent or accident-prone driver. On the other hand, if the limits are unrealistic, enforcement becomes indiscriminate.

A rationale for proper speed zoning can be summarized as follows:

1. Motorists govern their speed more by traffic and roadway conditions than by indicated speed regulations. The majority of motorists will select a speed based on roadway and traffic conditions which is reasonable and safe for them. Thus indicated speed limits which are obviously higher or lower than those called for by roadway and traffic conditions will be ignored by the majority of motorists.

2. Speed limits, to be effective, must be enforceable. This means that a speed limit must be such that a majority of motorists will observe it voluntarily and enforcement can be directed to the minority.

3. Any speed limit is reasonable only for the roadway and traffic conditions for which it was set. Since this is generally for fair weather and off-peak volumes, it may seem unreasonably high for extreme weather and traffic conditions.

4. Speed limits based on studies of the prevailing speeds, the character of the road, the extent and character of development along the margins of the roadway tend to reduce the spread in speeds, from the highest to the lowest, and thereby result in a smoother traffic flow. This smoother flow results in a reduction of accidents.

5. Accidents are not related as much to speed (measured by average speed or the speeds at or below which some percentage of the vehicles travel) as to the spread in speeds from the highest to the lowest. In other words, accidents more often result from the differences in speeds rather than from speed alone.

4.2 Engineering Principals

The procedures used to determine safe speed limits are the result of years of engineering research and experience of traffic and highway engineers. Accordingly, nationally accepted engineering principals have been established to provide a consistent basis for the determination of speed zones. These principals and practices include:

1. Speed zones shall only be established on the basis of an engineering study. Each speed zone should be periodically restudied to determine that the established speed limit is appropriate. The suggested maximum interval for re-study is five years. In addition, an engineering study should be conducted whenever there is a change in the roadway that would affect the prevailing speed. Such changes would include elimination of parking, added lanes, signal coordination, changes in roadside development, etc.

2. The engineering study should include an analysis of the current speed distribution of free-flowing vehicles. The speed limit within a speed zone shall be set at the nearest 5 mph increment to the 85th percentile speed. No speed zone shall be established in a location where the 85th percentile speed is within +/- 3 mph of the statutory speed limit. The existing speed limit within a speed zone shall not be changed if the 85th percentile speed is within +/- 3 mph of the posted speed limit.

3. The engineering study may include other factors such as:

- Geometric features including: vertical and horizontal alignment, and sight distance;
- Roadside development;
- Road and shoulder surface characteristics;
- Pedestrian and bicycle activity;
- Speed limits on adjoining highway segments;
- Traffic control characteristics;
- Accident experience or potential.

4. Speed zones should not be used to warn motorists of hazardous conditions. If a hazardous condition exists within the road segment under study, this condition should be corrected or an appropriate warning sign in conjunction with an advisory speed plate should be posted.

5. Enforcement of speed limits within speed zones should be uniform. Efforts should be made to coordinate the implementation of speed zones and the enforcement policies within the governing enforcement agency.

4.3 Engineering Applications

In order to examine the speeds along D.C. highways, Brudis & Associates, Inc. performed a visual field investigation of all the interstate, freeway and expressway, principle arterials, and minor arterials, as determined by the District Department of Transportation. (Refer to Figure 1 - Road Classification Map). In total, BAI examined approximately 325 road miles and more than 150 routes within the District of Columbia. The analysis, which was also compiled in an electronic database, was collected during the months of August, 2005 to July, 2006.

The field data collected by BAI, involved a "windshield survey" and overall general observation and condition assessment of the physical features of each roadway segment, which included: route name, begin location, end location, posted speed limit (mph), comfort speed (mph), vertical and horizontal curves (advisory), pavement conditions, thru and turn lanes, pedestrian activity, parking, roadside development/culture, speed zones (school, work), and length of segment. The field data was summarized per roadway segment.

The collection of roadway and speed data by BAI involved multiple field crews of two personnel (traffic engineer and technician). For uniformity and evaluation of the study, the data collected involved the following criteria:

- ✓ No studies were conducted when the weather or non-typical conditions influenced prevailing speeds;
- ✓ Data for trucks, buses, and motorcycles was not collected;
- ✓ Traffic data was collected during weekdays only (Monday to Friday);
- ✓ All traffic data was collected during non-peak hour traffic (i.e. 9 AM to 3 PM);
- ✓ Traffic data was gathered during congestion free traffic flow;
- ✓ Emergency operating vehicles (i.e. police, fire, etc.) were not collected;
- ✓ The study was aborted if any traffic or pedestrian incident occurred.

In monitoring of vehicle speeds, typically 100 vehicles were sampled unless the time of study exceeded one (1) hour. At some freeway and expressway locations, BAI obtained a sample of 150 vehicles, while at some low volume locations 75 speed measurements were collected. The speed of the vehicles was determined using Bushnell Velocity Speed Guns (radar gun 10-1911), which use digital technology and digital signal processing to provide accurate ($\pm$ 1 mph) real time measurements. The instruments were examined and verified for speed accuracy every 30-day use period, by BAI.

Radar guns operate on the principle that a radio wave reflected from a moving target has its frequency changed in proportion to the speed of the target (Doppler Effect). The radar gun is a transmitter-receiver sending a cone of radio waves over a wide range of distances. Radar guns evaluate the difference between transmitted and received frequencies and express the result in miles per hour. They are commercially available from several manufacturers.

When taking the field measurements, BAI's field teams recorded vehicle speeds at an angle less that 10°, to avoid the "cosine effect". In general terms, a radar gun measures the relative speed of a vehicle as it approaches the gun. If the vehicle is in direct line (collision course) with the gun the measured speed will be exact. As the angle of incidence increases, the accuracy can decrease (cosine effect) marginally, because the measured speed is directly related to the cosine of the angle between the gun and the vehicle's direction of travel.

FUNCTIONAL CLASSIFICATION MAP

N

Legend

- Interstate
- Freeway
- Principal Arterial
- Minor Arterial
- Collector
- Local

0 0.5 1 2 3 4 Miles

Unless it was determined that because of some geometric feature, roadway element or change in site characteristic, vehicle speeds were principally sampled in one direction of travel. In most instances the posted highway speed was the same for both directions of travel. Therefore, the collection of vehicle speeds was gathered for one direction of travel. If the posted speeds differed by direction or it was determined by BAI, that a change in highway conditions may have an impact on driver operation (per direction), supplemental speed measurements were collected.

BAI's field teams were dressed in typical "street" attire to avoid detection and driver attempts to regulate speeds. In most instances the field personnel also located themselves in an inconspicuous location downstream from the flow of traffic. A digital photo was taken of the cross-section of the data area that was collected. School zones and work/traffic control areas were not used for speed measurement.

In addition, since D.C. currently uses technology to monitor and enforce vehicle speeds, BAI avoided known speed zones where speed cameras were in operation. Furthermore, no speed camera data was collected or correlated with BAI's investigations, as part of this report. Some of the roadway features were gathered from dDOT resources, which included D.C. vehicle speed laws, traffic volumes and accident data, etc.

A brief description of each of the roadway features compiled included:

a. Route Name (Begin/End Study Location)

The route terminal beginning and ending points for BAI's evaluation. Generally these points were determined by some physical roadway condition change, road classification, highway indicator and/or intersecting roadway. Typically these may have included selected horizontal and/or vertical alignment changes, school or work zones, pavement conditions or widths, traffic signals or pedestrian activity. The roadway segments lengths were also limited to a maximum length of approximately two miles to provide adequate interpretation of data, including speed measurements.

b. Quadrant and Wards

The District of Columbia is divided into four quadrants of a compass (NW, NE, SE and SW), with the U.S. Capitol at the center. The wards represent jurisdictional boundaries of the Council of the District of Columbia. There are eight (8) wards in the District of Columbia

c. Length Approximate (miles)

The length in miles (to the nearest 0.1 miles) for each highway segment.

d. Road Classification

The classification definition (*Geometric Design of Highways and Streets*, AASHTO, 2004) for each type of road maintained by the District Department of Transportation was utilized. All road classifications were provided from the Functional Classification Map dated February 5, 2003, as provided by the dDOT. This included:

Interstate: The Interstate system is defined as any route labeled as such by the Federal Government (e.g., Interstate 495).

Freeway/Expressway: The Freeway/Expressway system is defined by all principal arterials that are fully and partially controlled access facilities and carry most of the trips entering and leaving the urban areas, as well as most of the through movements bypassing the central business districts.

Principal Arterial: The principal arterial system consisted of a network of routes with the following service characteristics:

- Corridor movement with trip length and density suitable for substantial D.C. travel.
- Movements between all, or virtually all, urban areas with populations over 50,000 and a large majority of those with populations over 25,000.
- Integrated movement without stub connections except where unusual geographic or traffic flow conditions dictate otherwise (e.g., connections to coastal cities).

Minor Arterial: The minor arterial road system, in conjunction with the principal arterial system, forms a network with the following service characteristics:

- Linkage of neighborhoods and other traffic generators (such as stadiums and arenas) which are capable of attracting travel over similarly long distances.
- Integrated interstate and inter-ward service.
- Internal spacing consistent with population density, so that all developed areas of the District are with reasonable distances of arterial highways.
- Corridor movements consistent with items (1) through (3) with trip lengths and travel densities greater than those predominantly served by rural collector or local systems.

Collector: The collector routes generally serves travel of primarily wards rather than District importance and constitute those routes on which (regardless of traffic volume) predominant travel distances are shorter than on arterial routes. Consequently, more moderate speeds may be typical.

Local: The local road system, in comparison to collectors and arterial systems, primarily provides access to land adjacent to the collector network and serves travel over relatively short distances. The local road system constitutes all rural roads not classified as principal arterials, minor arterials, or collector roads. *Note: While these roads are classified by the District Department of Transportation, the collector and local roadways were not included as part of this Speed Study.*

e. Posted Speed Limit (mph)

All posted speed limits on roadways evaluated by BAI were recorded. Roadway routes which had damaged signs or appeared to be missing from a specific location were identified to dDOT officials, as appropriate.

f. Median Speed (mph)

The median speed (50th percentile) was determined by numerically organizing the total number of speed values recorded for the roadway segment (usually 100), and locating the number in the middle. This is also referred to as the 50th percentile, since the number represents the speed that numerically is the middle.

g. Comfort Speed (mph)

A comfort speed was established, at which the BAI driver felt a comfortable safe speed (lowest 5 mph increment). The comfort speed was selected by the driver after several drive runs through the roadway segment, as appropriate. This method of arriving at a comfortable safe speed was used during the 1930s, when blind-folded passengers were driven through roadways and resulted in the selection of comfortable maximum safe speeds.

h. 85th Percentile Speed (mph)

The 85th percentile speed was determined from the whole-number speed in which the percentage of drivers that do not exceed that speed is most nearly 85%. A majority of the time, one-hundred (100) speed measurements were obtained at each study location. This sample size was selected to ensure that the average and 85th percentile speeds were estimated to within +/- 1.0 mph with a 95% level of confidence. For normally distributed data, the precision of the estimate is related through the following equation:

$$e = t_{\alpha/2} \frac{s}{\sqrt{n}}$$

where n is sample size, $t_{\alpha/2}$ is 1.987 for $(1-\alpha)$ =95%, s is the standard deviation of the sample, and e is the tolerance (1.0 mph). This equation was solved for e, and the s value for each study location was substituted in the equation to ensure the tolerance was less than 1.0 for each data set. Due to the precision of the radar gun (+/- 1.0 mph), tolerances of less than 1.0 do not have a statistical significance, and therefore, smaller tolerances can not be obtained with the available equipment.

For the few freeway and expressway project locations, one-hundred fifty (150) speed measurements were obtained. Due to the greater variance in data at these locations (i.e. higher standard deviation), larger sample sizes were obtained to ensure a tolerance of less than 1.0 mph.

For the roadways with low traffic volumes, seventy-five (75) speed measurements were collected. Due to the smaller variance in data at these locations (i.e. lower standard deviation), smaller sample sizes were obtained but a tolerance of less than 1.0 mph was still ensured.

i. Vertical and Horizontal Curves (Advisory)

Vertical and/or horizontal advisory speed warning signs were documented during the field analysis. Typically these advisory speed locations involved vertical or horizontal highway curves, which advise motorists of a potential hazardous condition. When provided the advisory speed or supportive speed plate was documented (i.e. 20 mph). Advisory speeds are not enforceable by law and are suggested as a warning to advise vehicle operators that a potential hazard exists along the vehicular route. Typically these advisory speed locations involve a reduction of speed because of a potential hazard which may involve:

- *Changes in horizontal and/or vertical geometrics;*
- *Highway and/or roadway surface conditions;*
- *Converging traffic lanes and/or intersections;*
- *Advance notification of traffic control devices or entrances/crossings and;*
- *Others as appropriate to the site conditions.*

BAI's investigations only documented the locations where the advisory speed signs were posted with the intent to reduced driver's speed. No analysis or measurement was performed by BAI in the areas as to the posted speed, site constraints, actual advisory speed or physical conditions that had an impact to the advisory speed.

j. General Pavement Condition

The roadway's pavement was visually inspected for surface distress, geometrics and ride, which may have an impact to vehicle speed and driver's perception. Surface distress included a visual evaluation of the pavement condition (i.e. the amount of cracking, disintegration and/or rutting along the road). The route's ride was evaluated on the "smoothness" of the road driving at the posted speed limit.

The overall general conditions for each of the road segments were evaluated and assigned a condition of "good", "fair" or "poor". "Good" represented a smooth ride and road conditions that would not require the driver to reduce speed along the route. "Fair" assessments represented opportunities for a driver to reduce speed based upon their visual perception or physical site conditions, while "poor" represented pavement conditions that did warrant vehicle speed reduction for safe travel.

k. Thru Lanes

The number of lanes (per direction) that were available for thru traffic was field observed and noted. For some bi-directional roadways, the number was noted as "x/y"; "x" for the number of thru lanes in one direction of the segment and "y" for the number of thru lanes in the opposite direction of the segment (i.e., 2/3 thru lanes). For one-way roadways, the number was noted as "0/y"; "0" for the non-existent travel way of the segment and "y" for the number of thru lanes of the one-way segment. The numbers for the thru lanes do not take into consideration whether parking was allowed in a designated thru lane for the AM or PM peak hours.

l. Turn Lanes

Turning lanes for intersecting roads and/or locations were examined for the roadway segment. These would include right/left turning lanes, turning bays, two-way turn lanes, etc. Since multiple turning movement opportunities typically exist throughout the entire roadway segment, the turning lanes were grouped, per the most prominent vehicular movement or combination (i.e. left or right turn; left and right turn). If a highway segment had only an isolated turn lane or did not have a turn lane, it was noted as none.

m. On-Street Parking

A majority of the D.C. roads have some type of on-street parking adjacent to the roadway. The on-street parking could have an effect on vehicular speed, depending on the roadway's width and presence of the parking activity. While actual lane widths were not measured, the majority of lanes were observed to be in the 12-foot to 15-foot range, when parking was restricted. On-street parking along the roadway segment was documented as either present or not (Yes/No) and if present in one direction only.

n. Pedestrian Activity

Pedestrian activity and/or presence, was defined as either "high", "moderate" or "low". "High" pedestrian activity represented a continuous large volume of pedestrian activity, which appeared to congest and obstruct highway operations. "Moderate" pedestrian observations represented at-times, free flow conditions but also congested operations during other times. "Low" pedestrian activity represented very low or no pedestrian volumes, with free flow and no general obstructions.

o. Development

The type of development that was adjacent to the roadway segments as observed. These existing land development characteristics were based upon visual observations during the study period and do not reflect and D.C. land or zoning regulations. The type of development involved:

Commercial: Typically businesses related activities, including retail and wholesale shopping and any establishment intended to exchange goods, services or entertainment. This included buildings used for office space and all types of business development, including parking garages and parking lots.

Residential: These locations involved personal dwellings or houses, such as single-family homes, multi-story homes, town-house and/or row homes, condominiums, apartments, etc.

Monument/Recreational: Any type of national or local park/monument intended for display, tourist attraction and/or leisure. Typical examples include the Korean War Memorial, Capital Building, Washington Monument, etc.

Bridge/Tunnel: Roadway segments that traverse over/beneath water, other roadways, parks, etc. and that have no vehicular access to them other than their end locations. These locations would include the George-Washington Bridge and the Lincoln Tunnel.

Highway: Roadway segments with controlled access and are posted for travel speeds of 45 mph and greater. This includes Interstates, Freeways, Parkways, etc. Typical examples are Interstate-395, Baltimore-Washington Parkway or G-W Parkway.

p. Speed Zones

Speed zone(s) were identified for road segments that had travel speeds altered due to a specific reason. These would include school zones, fire stations or an established speed zone camera system. These zones were either identified by school signs, the camera system itself and as observed in the field. These areas have a direct effect on vehicle speed, especially the permanent speed zone camera systems that have been established for some time.

q. DC Law/Code

The Director's/Mayor's Order Number (XX-XXX) was gathered and compared to actual speed postings. This information was obtained from the dDOT from historical documentation and as recorded in official laws and ordinances. Any street or highway that was posted for a 25 mph has a Director's/Mayor's Order Number of 73-173, in accordance with dDOT criteria.

r. Annual Average Weekday Traffic (AAWT)

Annual Average Weekday Traffic (AAWT) was gathered and collected from the D.C. traffic volume map for the nearest traffic count location to the roadway study segment. The traffic count data was provided by dDOT as part of the Highway Performance and Monitoring System links (HPMS). 24-hour machine counts were adjusted to the day of the week and to the Average Annual Weekday (AAWT) Traffic. All numbers are expressed in Average Annual Weekday Traffic (AAWT) volumes, expressed in thousands, and rounded to the nearest 100.

s. Speed Accident Data

The number of *speed* related accidents for each roadway that have been recorded from the 2002-2004 period, as provided by dDOT. The accident numbers represent the total number of collisions for the entire listed road and included accidents where no specific locations were provided, other than the roadway.

t. Remarks

Any additional information of a roadway that was needed to help clarify/supplement an existing characteristic or was needed in addition to any of the characteristics that are listed.

5. Technical Investigations

5.1 Speed Study Tables

The following Table I - Summary Speed Tables, (*Pages 1 thru 8)*, represent a summary of Brudis & Associates, Inc. field surveys, speed analysis and roadway documentation that can be used to determine regulatory speeds along the highways and routes. Specific roadway documentation and supplemental data, as related to a highway segment and field observations, was included in separate appendixes to this D.C. Speed Study.

D.C. Speed Study

August, 2006

Table I
Summary Speed Tables

District of Columbia Speed Study

Contract PO-KA 2002-T-0034 (August, 2006)

ROUTE NAME (Begin/End Study Location)	Quadrant	Ward	LENGTH Approx. (Miles)	ROAD CLASSIFICATION	POSTED SPEED (MPH)	MEDIAN SPEED (MPH)	COMFORT SPEED (MPH)	85th PERCENTILE (MPH)	VERTICAL CURVES (Advisory)	HORIZONTAL CURVES (Advisory)	GENERAL PAVEMENT CONDITION	THRU LANES	TURN LANES	ON-STREET PARKING	PEDESTRIAN ACTIVITY	DEVELOPMENT	SPEED ZONES	D.C. LAW or CODE	AAWT	SPEED ACCIDENT DATA	REMARKS
Adams Mill Road																				2	
Kilngte Rd. / Harvard St.	NW	1	0.6	Minor Arterial	25	32	30	35	No	No	Good	1/2	Left, Right	No	Low	Residential, Monument/Rec.	School	N/A	25.1		SB 2 Lanes and NB Parking - Kenyon to Kingle
Alabama Avenue																				54	
MLK Jr. Ave. / Good Hope Rd.	SE	8	2.3	Minor Arterial	25	27	30	32	No	No	Good	1/1	Left, Right,	Yes	Low	Residential	School	73-173	23.7		2 Lanes - 25th to Good Hope
Good Hope Rd. / 38th St.	SE	7	0.9	Minor Arterial	25	29	30	35	No	Yes (15,20,25)	Good	2/2	Left, Right	Yes	Low	Residential	School	73-173	11.3		
38th St. / Burns St.-Stanley St.	SE	7	0.9	Minor Arterial	30	30	35	36	No	No	Good	1/1	None	Yes	Low	Residential, Monument/Rec	School	73-173	11.8		Bike Lane - Pennsylvania to Massachusetts
Alaska Avenue																				2	
Kalmia Ave. / Holly St.	NE	4	0.3	Minor Arterial	30	32	30	35	No	No	Good	1/1	None	Yes	Low	Residential	School	N/A	4.0		No Parking from Kalmia to 12th; Turn Lanes at Kalmia
Holly St. / 14th St.	NE	4	0.2	Minor Arterial	30	33	30	38	No	No	Good	1/1	None	Yes	Low	Residential	No	N/A	4.0		
14th St. / 16th St.	NE	4	0.3	Minor Arterial	30	31	30	37	No	No	Good	1/1	None	Yes	Low	Residential	No	N/A	7.2		Turn Lanes at 16th
Anacostia Freeway (DC 295)																				6	
District Line / East Capitol St. (Ramps)	NE	7	2.0	Freeway/Expressway	45	57	65	61	No	No	Good	3/3	Right	No	Low	Highway	No	62-15	98.9		
East Capitol St. (Ramps) / Pennsylvania Ave.	SE	7	1.4	Freeway/Expressway	45	51	65	56	No	No	Good	2/2	None	No	Low	Highway	No	62-15	77.1		
Pennsylvania Ave. (Ramps) / I-295	SE	8	0.9	Freeway/Expressway	50	60	65	64	No	No	Good	2/2	None	No	Low	Highway	No	62-15	77.1		
Arizona Avenue																				1	
Loughboro Rd. / McArthur Blvd.	NW	3	0.5	Minor Arterial	25	30	30	34	No	No	Good	1/1	None	Yes	Low	Residential	School	N/A	14.3		
McArthur Blvd / Carolina Pl.	NW	3	0.2	Minor Arterial	25	29	30	32	No	Yes	Good	1/2	None	No	Low	Residential	No	N/A	25.5		
Carolina Pl. / Canal Rd.	NW	3	0.1	Minor Arterial	25	28	30	31	No	No	Good	1/2	None	No	Low	Residential	No	N/A	23.1		
Arkansas Avenue																				9	
16th St. / Georgia Ave.	NW	4	1.0	Minor Arterial	25	29	30	35	No	No	Good	1/1	None	Yes	Low	Residential, Commercial	School	N/A	11.0		
Arland D. Williams Junior Bridge (14th Street)																				0	
I-395-Route 1 / District Line	SW	2	0.6	Freeway/Expressway	40	48	55	55	No	No	Good	0/4	None	No	Low	Bridge/Tunnel	No	N/A	83.3		
Arlington Memorial Bridge																				0	
Memorial Dr. / Potomac Pkwy	SW	2	0.4	Principal Arterial	25/30	40	40	46	No	No	Good	3/3	Left, Right	No	Low	Bridge/Tunnel	No	DN-87-250	73.0		
Beach Drive																				1	
Wise Rd. / Rock Cr. and Potomac Pkwy.	NW	3/4	5.4	Minor Arterial	25	31	35	35	No	Yes (20)	Good	1/1	None	No	Low	Monumental/Recreational	No	N/A	14.7		Tunnel - Zoo to Connecticut Ramp
Benning Road																				89	
Maryland Ave. / 25th Pl.	NE	5/6/7	0.7	Principal Arterial	30	33	40	39	No	No	Poor	3/3	None	Yes	Low	Residential, Commercial	School	N/A	42.0		Median
25th Pl. / Minnesota Ave.	NE	5/7	1.2	Principal Arterial	30	36	40	41	No	No	Poor	4/4	None	No	Low	Commercial	School/Speed	N/A	38.0		Median; Bridge; 2 Thru Lanes from Minnesota to 36th
Minnesota Ave. / East Capitol St.	NE	7	0.8	Principal Arterial	25/30	30	35	34	No	No	Poor	1/1	None	Yes	Low	Residential, Commercial	No	N/A	17.3		30 mph EB; 25 mph WB
East Capitol St. / District Line	SE	7	1.2	Minor Arterial	25/30	38	35	42	No	No	Poor	1/1	None	Yes	Low	Residential, Commercial	School	N/A	21.9		25 mph WB from C to East Capitol
Bladensburg Road																				38	
District Line / 35th St.	NE	5	0.1	Minor Arterial	30	27	30	32	No	No	Good	2/3	Left	No	Low	Residential, Commercial	No	73-173	28.5		Median; Speed Limit Not Posted
35th St. / Central Ave.	NE	5	0.3	Minor Arterial	30	31	30	36	No	No	Good	2/2	None	Yes	Low	Residential, Commercial	No	73-173	28.5		Median
Central Ave. / Douglas St.	NE	5	0.3	Minor Arterial	30	34	30	39	No	No	Good	3/3	None	No	Low	Residential, Commercial	No	73-173	15.3		Median; Speed Limit Not Posted; Pavement Poor from 30th-South Dakota
Douglas St. / New York Ave.	NE	5	0.5	Minor Arterial	30	31	30	35	No	No	Good	2/2	None	Yes	Low	Commercial	No	73-173	27.1		Median; Opening in Median
New York Ave. / Mount Olivet Rd.	NE	5	0.8	Minor Arterial	25	37	30	42	No	No	Good	3/3	None	No	Low	Commercial	School	73-173	26.8		Median
Mount Olivet Rd. / H St.-Benning Rd.	NE	5	0.6	Minor Arterial	25	30	30	36	No	No	Good	2/2	None	Yes	Low	Commercial	No	N/A	19.2		Median; 3/3 lanes with NO Parking from Morse to H/Benning
Blair Road																				8	
District Line / Aspen St.	NW	4	0.8	Minor Arterial	25	29	30	32	No	Yes	Good	1/1	Left	No	Low	Residential	No	62-796	30.3		
Aspen St. / Peabody St.	NW	4	0.7	Minor Arterial	25/30	36	30	39	No	Yes (20)	Good	1/2	Right	Yes (S5)	Low	Residential	No	62-796	34.3		
Peabody St. / Ogelthorpe St.	NW	4	0.1	Minor Arterial	30	30	35	35	No	No	Good	2/2	None	No	Low	Residential	No	62-796	14.0		
Ogelthorpe St. / McDonald Pl.	NW	4	0.1	Minor Arterial	30	30	35	35	No	No	Good	2/2	None	No	Low	Residential	No	62-796	8.0		
Bowen Road																				8	
Stanley St -Burns St. / District Line	SE	7	0.3	Minor Arterial	30	26	35	31	No	No	Good	1/1	None	Yes	Low	Residential	No	62-796	9.3		
Branch Avenue																				12	
District Line / Alabama Ave.	SE	7	0.5	Principal Arterial	25	31	25	36	No	Yes	Good	1/1	Left	No	Low	Residential	No	N/A	20.3		
Alabama Ave / Pennsylvania Ave.	SE	7	0.5	Principal Arterial	25	41	30	47	No	No	Good	1/1	None	Yes	Low	Residential, Monument/Rec.	No	N/A	27.5		NB Left Turn at Pennsylvania
Pennsylvania Ave. / Minnesota Ave.	SE	7	0.6	Minor Arterial	25	41	35	45	No	No	Good	1/1	None	Yes	Low	Residential	No	N/A	8.6		
Brentwood Parkway																				2	
Penn St. / New York Ave.	NE	5	0.3	Minor Arterial	25	34	35	38	No	No	Good	2/2	None	No	Low	Monument/Recreational	School	73-173	56.7		Speed Limit Not Posted; University; Median
Brentwood Road																				6	
Rhode Island Ave. / W St.	NE	5	0.4	Minor Arterial	25	35	35	39	No	No	Good	2/2	None	No	Low	Residential, Commercial	No	N/A	18.4		
W St. / V St.	NE	5	0.2	Minor Arterial	25	31	35	34	No	No	Good	2/2	L (Bi-Dir)	No	Low	Commercial	No	N/A	18.9		Bi-Directional Left Turn Lane
V St. / T St.	NE	5	0.1	Minor Arterial	25	27	30	31	No	No	Good	0/2	None	No	Low	Commercial	No	N/A	9.5		SB One-Way; Parking on West Side Only
C Street																				18	
Independence Ave.-East Capitol St. / 21st St.	NE	6	0.1	Minor Arterial	25	34	30	40	No	No	Good	0/3	None	No	Low	Residential	No	82-57	14.7		
21st St. / 15th St.	NE	6	0.4	Minor Arterial	25	30	30	38	No	No	Good	2/3	None	Yes	Low	Residential	School	82-57	10.0		
15th St. / 6th St.	NE	6	0.8	Minor Arterial	25	27	25	31	No	No	Good	0/1	None	Yes	Low	Residential	School	82-57	7.7		
6th St. / 4th St.	NE	6	0.1	Minor Arterial	25	25	25	29	No	No	Good	2/2	Left, Right	No	Low	Residential	School	82-57	8.4		
Calvert Street																				1	
Tunlaw Rd. / Wisconsin Ave.	NW	3	0.1	Minor Arterial	25	23	30	27	No	No	Good	1/1	None	Yes (EB)	Low	Residential	No	N/A	3.3		Speed Limit Not Posted; No Parking and 1/2 lanes from 37th to Wisconsin
29th St. / 24th St.	NW	3	0.3	Minor Arterial	25	28	25	32	No	No	Good	1/1	L (Bi-Dir)	Yes	Low	Residential	School	N/A	16.8		Bike Lane; Median from 29th to 28th
24th St. / Adams Mill Rd.	NW	1/3	0.5	Minor Arterial	25	27	25	31	No	No	Good	1/1	None	Yes	Low	Residential, Commercial	No	N/A	13.2		Bike Lane; No Parking from Woodley to Baltimore
Canal Road																				9	
Whitehurst Fwy. / Foxhall Rd.	NW	3	0.5	Principal Arterial	25/35	38	45	45	No	No	Good	2/2	None	No	Low	Monument/Recreational	No	82-57	44.4		
Foxhall Rd. / Arizona Ave.	NW	3	2.5	Principal Arterial	35	45	45	52	No	No	Good	1/1	None	No	Low	Monument/Recreational	No	82-57	27.0		
Arizona Ave. / Chain Br.	NW	3	0.5	Principal Arterial	35	35	45	43	No	No	Good	1/2	None	No	Low	Monument/Recreational	No	82-57	27.0		
Central Avenue																				9	
East Capitol St. / 53rd Pl.	SE	7	0.4	Minor Arterial	25/30	35	30	41	No	Yes (20)	Good	1/1	None	Yes (EB)	Low	Residential	No	73-173	10.6		
53rd Pl. / District Line	SE	7	0.3	Minor Arterial	30	32	30	37	No	No	Good	1/1	None	Yes (EB)	Low	Residential	School	73-173	8.7		
Chain Bridge																				0	
Canal St. / District Line	NW	3	0.3	Principal Arterial	25	35	40	38	No	No	Good	1/2	None	No	Low	Bridge/Tunnel	No	73-173	24.1		Speed Limit Not Posted: 35 ; center lane changes Dir. From 6-10 AM
Clara Barton Parkway																				0	
Chain Br. / District Line	NW	3	0.5	Freeway/Expressway	35	47	45	53	No	No	Good	1/2	None	No	Low	Monument/Recreational	No	N/A	19.7		Small Parking Lot Near Chain Bridge SB side
Cleveland Avenue																				2	
34th St. / 29th St.	NW	3	0.7	Minor Arterial	25	27	30	36	No	No	Good	1/1	None	Yes	Low	Residential	School	N/A	10.5		Median from 29th to Garfield

District of Columbia Speed Study

Contract PO-KA 2002-T-0034 (August, 2006)

ROUTE NAME (Begin/End Study Location)	Quadrant	Ward	LENGTH Approx. (Miles)	ROAD CLASSIFICATION	POSTED SPEED (MPH)	MEDIAN SPEED (MPH)	COMFORT SPEED (MPH)	85th PERCENTILE (MPH)	VERTICAL CURVES (Advisory)	HORIZONTAL CURVES (Advisory)	GENERAL PAVEMENT CONDITION	THRU LANES	TURN LANES	ON-STREET PARKING	PEDESTRIAN ACTIVITY	DEVELOPMENT	SPEED ZONES	D.C. LAW or CODE	AAWT	SPEED ACCIDENT DATA	REMARKS
Columbia Road																				16	
Warder St. / 16th St.	NW	1	0.9	Minor Arterial	25	23	30	26	No	No	Good	0/2	None	Yes	Low	Residential	School	N/A	4.7		One-Way, Parking on the Right Only at Night
16th St. / Biltmore St.	NW	1	0.4	Minor Arterial	25	20	30	22	No	No	Good	1/1	None	Yes	Low	Commercial	School	N/A	24.5		NB 2 Lanes - Chaplain to Biltmore, Bike Lane
Biltmore St. / 20th St.	NW	1	0.3	Minor Arterial	25	23	30	26	No	No	Good	1/1	Left	Yes	Low	Residential	School	N/A	16.0		Bi-Directional Left Turn Lane
20th St. / Connecticut Ave.	NW	1	0.1	Minor Arterial	25	28	30	33	No	No	Good	1/1	None	Yes	Low	Residential	No	N/A	16.0		
Connecticut Avenue																				29	
District Line / Nebraska Ave.	NW	3	0.9	Principal Arterial	30	36	30	41	No	No	Good	2/2	None	Yes	Moderate	Residential, Commercial	No	73-173	38.0		Reversible Lanes from Military to Nebraska
Nebraska Ave. / Porter St.	NW	3	1.5	Principal Arterial	30	37	30	41	No	No	Good	2/2	None	Yes	Moderate	Residential, Commercial	School	N/A	37.3		Reversible Lanes
Porter St. / Woodley Rd.	NW	1/3	0.9	Principal Arterial	30	38	30	43	No	No	Good	2/2	None	Yes	Moderate	Residential, Commercial	No	N/A	38.0		Reversible Lanes
Woodley Rd. / T St.	NW	1/2/3	0.8	Principal Arterial	25	29	30	35	No	No	Good	2/2	None	Yes	Moderate	Residential, Commercial	School	N/A	26.3		Some Areas No Parking, Speed Limit is 25 and 30 mph
T St. / N St.	NW	1/2	0.7	Principal Arterial	25	35	30	39	No	No	Good	2/2	None	Yes	High	Commercial	No	N/A	33.6		Median, 3 Lanes from T to R; Tunnel from N to R
M St. / K St.	NW	2	0.3	Principal Arterial	25	30	30	34	No	No	Good	2/2	None	Yes	High	Commercial	No	N/A	39.3		3 Thru Lanes from L to M
Constitution Avenue																				10	
North Carolina Ave. / 3rd St.	NW/NE	6	0.9	Minor Arterial	25	27	30	30	No	No	Good	1/1	None	Yes	Low	Residential	School	N/A	33.9		No parking S/B traffic
3rd St. / Pennsylvania Ave.	NW	6	0.8	Minor Arterial	25	30	25	36	No	No	Good	2/2	Left	Yes	Moderate	Monument/Recreational	No	N/A	39.0		
Pennsylvania Ave. / 12th St.	NW	2	0.5	Principal Arterial	25	30	25	35	No	No	Good	3/3	Left	Yes	High	Monument/Recreational	No	N/A	30.8		
12th St. / 23rd St.	NW	2	1.2	Principal Arterial	25	33	25	37	No	No	Good	2/2	L (Bi-Dir)	Yes	High	Monument/Recreational	No	N/A	33.4		
23rd St. / Teddy Roosevelt Br.	NW	2	0.2	Principal Arterial	25	30	25	35	No	No	Good	2/2	None	No	Low	Highway	No	N/A	30.0		
Dalecarlia Parkway																				1	
Loughboro Rd. / Massachusetts Ave.	NW	3	1.0	Minor Arterial	35/40	39	45	45	No	No	Good	2/2	None	No	Low	Monument/Recreational	No	N/A	17.2		35 and 40 mph Speed Limits
E Street Expressway																				0	
20th St. / I-66 (Ramp)	NW	2	0.5	Freeway/Expressway	25/30	50	45	57	No	No	Good	2/3	Right	No	Low	Highway	No	73-173	2.0		
E Street																				17	
WB 20th St. / 18th St.	NW	2	0.2	Principal Arterial	25	30	25	34	No	No	Good	0/4	None	Yes	High	Commercial	No	N/A	12.2		Speed Limit Not Posted
WB 18th St. / 17th St.	NW	2	0.1	Principal Arterial	25	23	25	27	No	No	Good	0/3	Left, Right	Yes	High	Commercial	No	N/A	11.6		Speed Limit Not Posted
EB 18th St. / 20th St.	NW	2	0.2	Principal Arterial	25	19	25	22	No	No	Good	0/4	Left	Yes	High	Commercial	No	N/A	10.6		Speed Limit Not Posted
13th St. / 5th St.	NW	2/6	0.6	Minor Arterial	25	24	25	29	No	No	Good	2/2	None	Yes	Moderate	Commercial	No	N/A	12.4		Speed Limit Not Posted
5th St. / Columbus Cir.	NW	6	0.7	Minor Arterial	25	22	25	26	No	No	Good	1/1	Left	Yes	Moderate	Commercial	No	N/A	12.4		Speed Limit Not Posted
East Capitol Street																				61	
District Line / Benning Rd.	N/A	7	1.3	Principal Arterial	30	36	35	42	No	No	Good	2/2	Left	Yes	Low	Residential	School	69-151	34.5		
Benning Rd. / Kenilworth (Ramp)	N/A	7	1.0	Principal Arterial	30/35	43	40	51	No	No	Good	2/3	Left	Yes (EB)	Low	Residential	No	82-57	30.0		
Kenilworth (Ramp) / DC 295 (Ramp)	N/A	7	0.1	Principal Arterial	35/40	46	60	52	No	No	Good	2/2	None	No	Low	Bridge/Tunnel	No	82-57	30.0		
DC 295 (Ramp) / RFK Stadium	N/A	6/7	0.5	Principal Arterial	40	47	50	53	No	No	Good	3/3	None	No	Low	Bridge/Tunnel	No	82-57	60.0		
Eastern Avenue																				55	
Carroll Ave / 5th St.	NE	4	0.9	Minor Arterial	25	29	30	34	No	No	Good	2/1	None	Yes (SB)	Low	Residential, Commercial	No	73-173	10.8		
5th St. / Chillum Pl.	NE	4	1.1	Minor Arterial	25	26	30	30	No	No	Good	2/2	None	Yes	Low	Residential	No	73-173	8.6		
Chillum Pl. / Sargent Rd.	NE	4/5	0.2	Minor Arterial	25	30	20	34	No	No	Poor	1/1	None	Yes	Low	Residential	No	73-173	8.6		
Michigan Ave.-Queens Chapel Rd. / Perry St.	NE	5	1.0	Minor Arterial	25	34	30	38	No	No	Good	1/1	None	Yes	Low	Residential, Monument/Rec.	No	73-173	8.2		
Perry St. / Addison Rd.-Minnesota Ave.	NE	5/7	2.5	Minor Arterial	25	33	30	38	No	Yes (15)	Good	1/2	Left, Right	Yes	Low	Residential	No	73-173	11.7		
Addison Rd.-Minnesota Ave. / District Line	NE	7	1.9	Minor Arterial	25	32	30	37	No	No	Good	1/1	Left, Right	Yes	Low	Residential	No	73-173	18.8		
20th St. / Michigan Ave.	NE	5	0.2	Minor Arterial	25	27	30	32	No	No	Good	1/8	None	Yes	Low	Residential, Commercial	No	73-173	8.2		Speed Limit Not Posted
Florida Avenue																				42	
Massachusetts Ave. / 18th St.	NW	1/2	0.5	Minor Arterial	25	23	30	29	No	No	Good	1/1	None	Yes	Moderate	Residential, Commercial	No	N/A	15.8		
18th St. / 16th St.	NW	1	0.3	Minor Arterial	25	26	30	31	No	No	Good	1/1	None	Yes	Moderate	Commercial	School	N/A	6.3		Florida Ends from 16th to 15th
15th St. / V St.	NW	1	0.7	Minor Arterial	25	25	30	30	No	Yes (15,25)	Good	1/1	None	Yes	Moderate	Residential, Commercial	School	N/A	3.0		Florida Ends from V to 9th
9th St. / North Capitol St.	NW	1/2/5	0.9	Principal Arterial	25	28	30	33	No	No	Good/Fair	2/2	None	Yes	Moderate	Residential, Commercial	No	N/A	31.1		
North Capitol St. / M St.	NE	5/6	0.7	Principal Arterial	25	33	30	38	No	No	Fair	3/3	None	No	Moderate	Commercial	No	N/A	39.3		WB Lane Drop at Eckington
M St. / H St.	NE	5/6	0.8	Principal Arterial	25	33	30	38	No	No	Fair	2/2	None	No	Moderate	Residential	Speed	N/A	21.1		One-Way WB from H to 14th
Foxhall Road																				4	
Canal Rd / 44th St.	NW	3	0.1	Minor Arterial	25	28	30	31	No	No	Good	2/2	None	No	Low	Residential	No	N/A	19.0		Speed Limit Not Posted
44 St. / Reservoir Rd.	NW	3	0.5	Minor Arterial	25	28	30	31	No	No	Good	1/1	None	Yes	Low	Residential	School	N/A	19.0		
Reservoir Rd / St. Patrick's School Rd.	NW	3	0.4	Minor Arterial	25	35	30	38	No	No	Poor	2/2	None	No	Low	Monument/Recreational	No	N/A	15.3		
St. Patrick's School Rd / Nebraska Ave.	NW	3	1.2	Minor Arterial	25	31	30	33	No	Yes (20)	Fair	1/1	None	No	Low	Residential	School	N/A	14.3		
Francis Scott Key Bridge																					
M St. / District Line	NW	2	0.2	Principal Arterial	30	35	50	39	No	No	Good	3/3	None	No	Low	Bridge/Tunnel	No	N/A	N/A		
Franklin Street																				9	
Rhode Island Ave. / 12th St.	NE	5	0.4	Minor Arterial	25	30	30	34	No	No	Good	1/1	None	Yes (WB)	Low	Residential	School	N/A	8.7		
12th St. / 7th St.	NE	5	0.3	Minor Arterial	25	31	30	35	No	No	Good	1/2	None	No	Low	Commercial	School	N/A	11.1		
7th St. / Michigan Ave.	NE	5	0.6	Minor Arterial	25	28	30	33	No	No	Good	1/1	None	Yes (WB)	Low	Residential	School	N/A	16.4		
George Mason Bridge																				0	
I-395-Route 1 / District Line	SW	2	0.5	Interstate	40	44	55	49	No	No	Good	0/4	None	No	Low	Bridge/Tunnel	No	74-92	83.3		
George Washington Memorial Parkway																				0	
District Line / District Line	SW	2	1.4	Freeway/Expressway	40	47	50	53	No	No	Good	2/2	None	No	Low	Highway	No	N/A	69.0		
Georgia Avenue																				74	
District Line / Piney Branch Rd.	NW	4	1.2	Principal Arterial	30	28	35	39	No	No	Good	2/2	None	Yes	Low	Residential, Commercial	School	73-173	24.0		Government; 3/3 Lanes from District Line to Kalmia
Piney Branch Rd. / Webster St.	NW	4	1.7	Principal Arterial	30	29	35	39	No	No	Good	2/2	None	Yes	Low	Residential, Commercial	School	73-173	21.0		
Webster St. / Bryant St.	NW	1/4	1.7	Principal Arterial	30	28	35	33	No	No	Good	2/2	None	Yes	Low	Residential, Commercial	School	73-173	20.0		University, Bike Lane from New Hampshire to Quincy
Bryant St. / T St.	NW	1	0.3	Principal Arterial	30	25	35	30	No	No	Good	1/1	None	Yes	High	Commercial	School	N/A	14.8		
Good Hope Road																				25	
Martin Luther King Jr. Ave. / Alabama Ave.	SE	7/8	1.1	Minor Arterial	25	34	30	41	No	No	Good	1/1	None	Yes	Low	Residential, Commercial	School	N/A	19.8		No P from Alabama to Naylor, Poor Pvmt from Minn.-MLK
H Street																				13	
Piney Branch Rd. / Webster St.	NW	2	0.7	Minor Arterial	25	28	25	32	No	No	Good	0/3	None	No	High	Commercial, Monument/Rec.	No	N/A	15.0		Speed Limit Not Posted
New York Ave. / 6th St.	NW	2	0.5	Minor Arterial	25	24	25	26	No	No	Good	2/2	None	Yes	High	Commercial	No	N/A	15.9		Speed Limit Not Posted
6th St. / 4th St.	NW	6	0.3	Minor Arterial	25	22	25	25	No	No	Good	2/3	None	Yes	High	Commercial	No	N/A	13.7		Speed Limit Not Posted
4th St. / 3rd St.	NW	6	0.1	Minor Arterial	25	33	25/35	37	No	No	Good	3/3	None	No	High	Commercial, Bridge/Tunnel	No	N/A	24.2		
3rd St. / Maryland Ave.-Bladensburg Rd.	NW/NE	6	1.8	Minor Arterial	25	23	25	27	No	No	Good	2/2	None	Yes	High	Commercial	School	N/A	24.2		
Harewood Road																				10	
4th St. / Taylor St.	NE	5	0.7	Minor Arterial	30	36	35	41	No	No	Good	1/1	None	Yes	Low	Monument/Recreational	No	73-173	5.4		University; Lanes Use from 4th to Michigan is 2/2
Harvard Street																				5	
16th St.-Columbia Rd. / 5th St.	NW	1	0.9	Minor Arterial	25	22	25	29	No	No	G/F/P	0/1	None	Yes	Low	Residential	No	N/A	4.0		Speed Limit Not Posted, One-Way
Henry Bacon Drive																				0	
Constitution Ave. / Lincoln Cir.	SW	2	0.2	Principal Arterial	25	29	35	33	No	No	Good	2/2	Right	No	High	Monument/Recreational	No	N/A	17.4		Speed Limit Not Posted, 1 lane under construction

District of Columbia Speed Study

Contract PO-KA 2002-T-0034 (August, 2006)

ROUTE NAME (Begin/End Study Location)	Quadrant	Ward	LENGTH Approx. (Miles)	ROAD CLASSIFICATION	POSTED SPEED (MPH)	MEDIAN SPEED (MPH)	COMFORT SPEED (MPH)	85th PERCENTILE (MPH)	VERTICAL CURVES (Advisory)	HORIZONTAL CURVES (Advisory)	GENERAL PAVEMENT CONDITION	THRU LANES	TURN LANES	ON-STREET PARKING	PEDESTRIAN ACTIVITY	DEVELOPMENT	SPEED ZONES	D.C. LAW or CODE	AAWT	SPEED ACCIDENT DATA	REMARKS
I-295 NE/SE																				79	
Southeast Fwy. / 13th St. (Ramp)	SE	2/6	2.5	Freeway/Expressway	35/45	46	65	52	No	No	Good	2/2	Left, Right	No	Low	Highway	No	N/A	58.0		
13th St. (Ramp) / DC 295	SE	6	0.2	Freeway/Expressway	50	49	65	53	No	No	Good	2/2	None	No	Low	Highway	No	N/A	80.0		
DC 295 / South Capitol St. (Ramp #2)	SE	8	0.3	Freeway/Expressway	50	58	65	64	No	No	Good	3/3	None	No	Low	Highway	No	N/A	80.0		
South Capitol St. (Ramp #2) / South Capitol St.	SE	6/8	1.0	Freeway/Expressway	50	58	65	63	No	No	Good	2/3	None	No	Low	Highway	No	N/A	80.0		
South Capitol St. (Ramp #1) / Shephard Pkwy.	SE	8	1.5	Freeway/Expressway	50	59	65	65	No	No	Good	2/2	None	No	Low	Highway	No	N/A	75.0		
Shephard Pkwy. (Ramp) / District Line	SE	8	1.4	Freeway/Expressway	50	64	65	70	No	No	Good	3/3	None	No	Low	Highway	No	N/A	75.0		
I-395 NW/SW																				37	
New York Ave. / Massachusetts Ave. (Ramp)	NW	6	0.3	Freeway/Expressway	45	45	60	49	No	No	Good	2/2	None	No	Low	Highway	Speed	87-250	127.9		Cameras for speed zone both loacted in directions
Massachusetts Ave. (Ramp) / C St.-D St. (Ramp)	NW	6	0.4	Freeway/Expressway	45	48	60	53	No	No	Good	3/3	None	No	Low	Highway	No	87-250	127.8		
C St.-D St. (Ramp) / Southeast Fwy. Split/Merge	NW/SW	2/6	0.4	Freeway/Expressway	45	44	60	50	No	No	Good	4/4	None	No	Low	Highway	No	87-250	127.9		
Southeast Fwy Merge / Southeast Fwy. Split	SW	2	0.2	Freeway/Expressway	35	52	60	57	No	No	Good	2/2	None	No	Low	Highway	No	87-250	127.9		Between Wash. Ave. ramp NB &SE Frwy Merge 1 Ln.
Southeast Fwy. Split / 12th St. Expwy. (Ramp)	SW	2/6	0.6	Freeway/Expressway	40	36	60	44	No	No	Good	3/3	Right	No	Low	Highway	No	87-250	127.9		
12th St. Expwy. (Ramp) / D St.-12th St. Ramp	SW	2/6	0.1	Freeway/Expressway	40	36	60	40	No	No	Good	3/3	None	No	Low	Highway	No	87-250	127.9		
D St.-12th St. Ramp / Buckeye Dr. (Ramp)	SW	2	0.2	Freeway/Expressway	40	44	60	47	No	No	Good	3/3	Right	No	Low	Highway	No	87-250	127.9		
Buckeye Dr. (Ramp) / Route 1 (Ramp)	SW	2	0.1	Freeway/Expressway	40	42	60	47	No	No	Good	2/3	Left	No	Low	Highway	No	87-250	127.9		
1 Street																				12	
South Capitol St. / 3rd St.	SW	6	0.4	Principal Arterial	25	27	30	31	No	No	Good	1/1	None	Yes	Low	Residential	School	N/A	21.1		
3rd St./7th St.	SW	6	0.3	Principal Arterial	25	27	30	29	No	No	Good	1/1	Left, Right	Yes	Low	Residential	School	N/A	21.1		
23rd St. / 21st St.	NW	2	0.2	Principal Arterial	25	18	25	21	No	No	Good	1/1	None	Yes	High	Commercial	No	N/A	3.7		University. Speed Limit Not Posted
21st St. / 20th St.-Pennsylvania Ave.	NW	2	0.1	Principal Arterial	25	17	25	20	No	No	Good	0/2	None	Yes	High	Commercial	No	N/A	2.0		University. Speed Limit Not Posted
New York Ave. / 21st St.-Pennsylvania Ave.	NW	2	1.1	Principal Arterial	25	18	25	21	No	No	Good	0/2	Left, Right	Yes	Moderate	Commercial	No	N/A	14.1		Speed Limit Not Posted
Independence Avenue																				4	
23rd St.-Ohio Dr. / 14th St.	SW	2	0.9	Freeway/Expressway	25/30	36	25	41	No	No	Good	3/3	Left	No	Low	Monument/Recreational	No	N/A	34.1		
14th St. / 7th St.	SW	2	0.6	Principal Arterial	25	33	25	37	No	No	Good	3/3	Left	Yes	Low	Monument/Recreational	No	N/A	34.0		
7th St. / 1st St.	SW/SE	2/6	0.5	Principal Arterial	25	32	25	38	No	No	Good	3/3	None	Yes	Low	Monument/Recreational	No	N/A	28.7		
1st St. / 3rd St.	SE	6	0.5	Principal Arterial	25	20	30	24	No	No	Good	2/2	None	No	Low	Residential, Monument/Rec.	No	N/A	25.6		
3rd St. / 19th St.	SE	6	1.3	Minor Arterial	25	25	30	33	No	No	Good	0/2	None	Yes	Low	Residential	No	N/A	12.8		
19th St. / C St.-East Capitol St.	SE	6	0.6	Minor Arterial	25	37	30	42	No	No	Good	0/3	None	Yes	Low	Residential	No	N/A	31.5		
Irving Street																				16	
Kenyon St.-Adams Mill Rd. / Mt. Pleasant St.	NW	1	0.4	Minor Arterial	25	30	25	34	No	Yes (TS)	Good	0/1	None	Yes	Low	Residential	School	86-218	25.1		
Mt. Pleasant St. / Irving St. (Ramp)	NW	1	1.1	Minor Arterial	25	24	25	27	No	No	Good	0/2	Left	Yes	Low	Residential, Commercial	School	86-218	25.1		
Irving St. (Ramp) / Michigan Ave.	NE	1	0.8	Minor Arterial	25/35	37	40	40	No	No	Good	3/3	Left, Right	No	Low	Monument/Recreational	No	86-218	25.1		Hospital Area
K Street																				12	
11th St. / 2nd St.	NE/NW	6	0.7	Minor Arterial	25	25	30	29	No	No	Good	1/1	None	Yes	Low	Residential	School	73-173	10.9		
2nd St. / 7th St.	NW	2/6	1.0	Minor Arterial	25	26	30	30	No	No	Good	1/1	Right	No	Low	Commercial	No	73-173	10.6		
7th St. / 9th St.	NW	2	0.1	Minor Arterial	25	20	30	27	No	No	Good	2/2	None	Yes	High	Commercial	No	73-173	28.9		
9th St. / 12th St.	NW	2	0.2	Minor Arterial	25	21	25	25	No	No	Good	2/2	None	Yes	High	Commercial	No	73-173	9.5		
12th St. / 17th St.	NW	2	0.6	Principal Arterial	25	21	25	25	No	No	Good	2/2	None	No	High	Commercial	No	73-173	22.0		
17th St. / 22th St.	NW	2	0.2	Principal Arterial	25	30	25	34	No	No	Good	2/2	None	No	High	Commercial	School	73-173	30.0		
Kansas Avenue																				14	
Spring Rd. / Illinois Ave.	NW	4	0.9	Minor Arterial	25	27	30	30	No	No	Good	1/1	None	Yes	Low	Residential	School	N/A	7.7		
Illinois Ave. / 2nd St.	NW	4	0.9	Minor Arterial	25	28	30	34	No	No	Good	1/1	None	Yes	Low	Residential	School	N/A	7.8		
2nd St. / Chillum Pl.	NW	4	0.5	Minor Arterial	25	28	30	35	No	No	Good	2/2	None	No	Low	Residential	School	N/A	7.8		Median
Chillum Pl. / District Line	NW	4	0.3	Minor Arterial	25	32	30	37	No	No	Good	1/1	None	Yes	Low	Residential	School	N/A	6.1		
Kenyon Street																				9	
Irving St. / Warder St.	NW	1	0.1	Minor Arterial	25	28	25	32	No	No	Fair	0/3	None	No	Low	Residential	School	N/A	10.3		One-Way, 0/2 Lanes from Park to Warder
Warder St. / 14th St.	NW	1	0.8	Minor Arterial	25	32	25	36	No	No	Fair	0/1	None	Yes	Low	Residential	School	N/A	5.6		One-Way, School
Klingle Road																				1	
Waltbridge Pl. / Adams Mill Rd.	NW	1	0.1	Minor Arterial	25	26	30	29	No	No	Good	1/1	None	No	Low	Residential	School	N/A	9.6		
Adams Mill Rd. / Williamsburg La.	NW	1/3	0.1	Minor Arterial	30	41	30	44	No	No	Good	2/2	None	No	Low	Residential	No	N/A	9.6		Bridge; Median
L Street																				6	
Pennsylvania Ave. / 22nd St.	NW	2	0.3	Minor Arterial	25	31	25	34	No	No	Good	1/1	None	Yes	High	Commercial	No	N/A	12.0		
22nd St. / Massachusetts Ave.	NW	2	1.2	Minor Arterial	25	27	25	32	No	No	Good	1/1	None	Yes	High	Commercial	No	N/A	17.8		
New York Ave. / 6th St.	NW	2	0.1	Minor Arterial	25	19	25	23	No	No	Good	0/1	Right	No	Low	Commercial	No	N/A	11.0		Speed Limit Not Posted
6th St. / 9th St.	NW	2	0.2	Minor Arterial	25	26	25	32	No	No	Good	1/1	None	Yes	Low	Commercial	No	N/A	10.0		Speed Limit Not Posted
9th St. / Massachusetts Ave.	NW	2	0.1	Minor Arterial	25	27	25	32	No	No	Good	0/1	Left	Yes	Low	Commercial	No	N/A	7.0		Speed Limit Not Posted
Lincoln Road																				5	
North Capitol St. / Rhode Island Ave.	NE	5	0.5	Minor Arterial	25	25	30	28	No	No	Good	1/1	None	Yes (NB)	Low	Residential	School	N/A	7.5		
Rhode Island Ave. / Franklin St.	NE	5	0.6	Minor Arterial	25	33	30	36	No	No	Good	1/1	None	Yes (NB)	Low	Residential	School	N/A	8.1		Cemetery; Warning Sign 20mph
Loughboro Road																				2	
MacArthur Blvd. / Dalecarlia Pkwy.	NW	3	0.3	Minor Arterial	25	32	25	36	No	No	Good	1/2	None	No	Low	Residential	No	N/A	11.0		Hospital; Turn Lanes at NB MacArthur; T/1 for Small Section
Arizona Ave. / Chain Bridge Rd.-Indian Ln.	NW	3	0.2	Minor Arterial	25	29	30	34	No	No	Good	1/1	None	Yes	Low	Residential	No	N/A	16.0		N/A
Louisiana Avenue																				2	
Massachusetts Ave. / D St.	NW	6	0.4	Principal Arterial	25	29	25	33	No	No	Good	1/1	None	Yes	Moderate	Monument/Recreational	No	N/A	7.2		Speed Limit Not Posted
D St. / Constitution Ave.	NW	6	0.3	Principal Arterial	25	29	25	33	No	No	Good	2/2	Left, Right	Yes	Moderate	Monument/Recreational	No	N/A	14.0		Speed Limit Not Posted
M Street																				19	
14th St. / 18th St.	NW	2	0.9	Minor Arterial	25	24	25	28	No	No	Good	0/2	None	Yes	Low	Commercial	No	N/A	9.8		
18th St. / 29th St.	NW	2	0.2	Minor Arterial	25	22	25	24	No	No	Good	0/4	Left	Yes	Moderate	Commercial	No	N/A	4.7		
29th St. / Whitehurst Fwy.	NW	2	0.4	Principal Arterial	25	22	25	26	No	No	Good	2/2	Left, Right	Yes	Moderate	Commercial	No	N/A	25.7		
11th St. / 6th St.	SW/SE	6	1.6	Minor Arterial	25	28	30	32	No	Yes	Good	2/2	Left, Right	Yes	Low	Commercial	School	N/A	4.6		
MacArthur Boulevard																				7	
Foxhall Rd. / Elliot Pl.	NW	3	0.5	Minor Arterial	25	29	35	33	No	No	Good	1/1	None	Yes	Low	Residential	School	N/A	22.3		
Elliot Pl. / Whitehaven Pkwy.	NW	3	0.5	Minor Arterial	25	27	35	32	No	No	Good	1/2	None	Yes (NB)	Low	Residential	School/Speed	97-18	23.1		
Whitehaven Pkwy. / Arizona Ave.	NW	3	1.0	Minor Arterial	25	30	35	34	No	No	Good	2/2	None	Yes	Low	Residential, Commercial	School	97-18	18.8		Median
Arizona Ave. / Little Falls Rd.	NW	3	0.9	Minor Arterial	25	28	35	32	No	Yes	Good	2/2	None	Yes	Low	Residential, Commercial	No	97-18	22.1		Median
Little Falls Rd. / District Line	NW	3	0.2	Minor Arterial	25/30	30	35	34	No	No	Good	1/1	None	No	Low	Residential	No	N/A	12.5		Government; Water Treatment Plant
Maine Avenue																				2	
6th St. / Independence Ave.	SW	2/6	0.6	Minor Arterial	25	31	30	38	No	No	Good	2/2	Left, Right	Yes	Moderate	Commercial	No	N/A	28.0		
Malcolm X Avenue																				5	
South Capitol St. / 7th St.	SE	8	0.7	Minor Arterial	30	35	35	39	No	No	Good	1/1	None	Yes	Low	Residential, Monument/Rec.	No	N/A	11.7		25mph WB from I-295 Ramps to South Capitol

District of Columbia Speed Study

Contract PO-KA 2002-T-0034 (August, 2006)

ROUTE NAME (Begin/End Study Location)	Quadrant	Ward	LENGTH Approx. (Miles)	ROAD CLASSIFICATION	POSTED SPEED (MPH)	MEDIAN SPEED (MPH)	COMFORT SPEED (MPH)	85th PERCENTILE (MPH)	VERTICAL CURVES (Advisory)	HORIZONTAL CURVES (Advisory)	GENERAL PAVEMENT CONDITION	THRU LANES	TURN LANES	ON-STREET PARKING	PEDESTRIAN ACTIVITY	DEVELOPMENT	SPEED ZONES	D.C. LAW or CODE	AAWT	SPEED ACCIDENT DATA	REMARKS
Martin Luther King Junior Avenue																				50	
S St. / W St.	SE	8	0.2	Minor Arterial	25	23	30	26	No	No	Good	0/2	Left	Yes	Low	Commercial	No	61-1276	7.5		
W St. / Eaton Rd.	SE	8	0.6	Minor Arterial	25	24	30	29	No	No	Good	2/2	Left, Right	Yes	Low	Residential, Commercial	School	61-1276	14.8		
Eaton Rd. / Lebaum St.	SE	8	0.9	Minor Arterial	30	31	35	35	No	Yes (20)	Good	2/2	None	Yes	Low	Monument/Recreational	School	61-1276	10.7		
Lebaum St. / 4th St	SE	8	0.3	Minor Arterial	25	26	30	33	No	No	Good	2/2	None	Yes	Low	Commercial	School	61-1276	11.6		
4th St. / Atlantic St.	SE	8	1.0	Minor Arterial	25	32	30	36	No	No	Good	1/1	None	Yes	Low	Residential	School	61-1276	8.3		
Maryland Avenue																				6	
6th St. / Bladensburg Rd.-Benning Rd.	NE	6	0.9	Minor Arterial	25	31	35	36	No	No	Good	2/2	None	Yes	Low	Residential	No	N/A	10.9		Median
Massachusetts Avenue																				24	
11th St. / 1st St.	NE	6	1.1	Minor Arterial	25	30	25	33	No	No	Good	1/1	None	Yes	Low, Moderate	Residential, Commercial	No	N/A	22.7		Bike Lane - 11th to C; Break in Mass. From 6th to 4th
1st St. / North Capitol St	NE	6	0.4	Minor Arterial	25	26	25	29	No	No	Good	3/3	None	No	Moderate	Commercial	No	N/A	20.8		Median
North Capitol St. / 9th St.	NW	2/6	0.4	Principal Arterial	25	33	25	36	No	No	Good	2/2	None	No	Moderate	Commercial	No	N/A	30.0		Median; Parking from N. Capitol to 2nd St.
9th St. / 13th St.	NW	2	0.4	Principal Arterial	25	26	25	30	No	No	Good	2/3	None	No	Moderate	Commercial	School	N/A	20.0		Turn onto Mt. Vernon to stay on Massachusetts
13th St. / Bataan St.	NW	2	0.6	Principal Arterial	25	34	25	39	No	No	Good	2/2	None	No	Moderate	Residential, Commercial	No	N/A	30.0		Thomas Cir.; Tunnel; Median
Bataan St. / R St.	NW	2	0.5	Principal Arterial	25	22	25	26	No	No	Good	1/1	None	Yes	Moderate	Residential, Commercial	School	N/A	26.2		Sheridan Cir., Dupont Cir.
R St. / Observatory Cir.	NW	2/3	1.0	Principal Arterial	25	34	25	38	No	No	Good	2/2	None	No	Low	Monument/Recreational	No	N/A	38.0		
Observatory Cir. / Wisconsin Ave.	NW	3	0.6	Principal Arterial	30	34	35	39	No	No	Good	2/2	None	No	Low	Residential	No	N/A	25.0		Embassy
Wisconsin Ave. / Macomb St.	NW	3	0.7	Principal Arterial	30	32	35	35	No	No	Good	1/1	None	Yes	Low	Residential	School	N/A	19.5		School
Macomb St. / Albemarle St.	NW	3	0.7	Principal Arterial	30	33	35	37	No	No	Good	1/1	None	Yes	Low, Moderate	Residential, Monument/Rec.	No	N/A	26.2		Nebraska Ave. Cir.; Westmoreland Cir.; University
Michigan Avenue																				28	
District Line / South Dakota Ave.	NE	5	0.4	Minor Arterial	25	32	30	36	No	Yes	Good	2/2	None	No	Low	Residential	School	N/A	25.1		
South Dakota Ave. / Perry St.	NE	5	0.9	Minor Arterial	25	32	30	35	No	Yes (20)	Good	2/2	None	No	Low	Residential	School	N/A	18.0		
Perry St. / Franklin St.	NE	5	1.0	Minor Arterial	25	32	30	36	No	No	Good	2/2	None	No	Moderate	Residential	School	N/A	16.8		University; "Speed Checked by Radar" sign
Franklin St. / Washington Hospital	NE	5	0.5	Minor Arterial	25	28	30	32	No	No	Good	2/2	Left	No	Moderate	Commercial	Speed	N/A	19.5		Speed Camera is located in both directions
Military Road																				4	
District Line / Nebraska Ave.	NW	3	1.0	Minor Arterial	25	30	30	35	No	No	Good	1/1	None	Yes (EB)	Low	Residential	No	N/A	15.3		"Speed Checked by Radar" signs
Nebraska Ave. / Oregon Ave.	NW	3/4	0.7	Principal Arterial	25	30	30	34	No	No	Good	1/1	Left	Yes (EB)	Low	Residential, Monument/Rec.	School	97-18	23.0		2 lanes NB at 27th/Utah
Oregon Ave. / 13th St.	NW	3/4	1.3	Freeway/Expressway	35	45	40	49	No	Yes	Good	2/2	None	No	Low	Monument/Recreational	No	86-218	30.9		
Minnesota Avenue																				47	
Kane Pl. / Grant St.	NE	7	0.5	Minor Arterial	25/30	32	30	38	No	Yes (20)	Fair	2/2	None	No	Low	Commercial	No	N/A	17.4		R. Turn Lanes at Nannie Helen Burroughs
Grant St. / A St.	NE	7	0.8	Minor Arterial	25	27	30	33	No	No	Fair	2/2	None	No	Low	Commercial	School	N/A	22.4		3 Thru Lanes from Ames to Ridge
A St. / Pennsylvania Ave.	NE	7	1.5	Minor Arterial	25	31	30/40	36	No	Yes (25)	Fair	1/1	None	Yes	Low	Residential	School	N/A	24.7		2 Thru Lanes from Randell to Lindale
Pennsylvania Ave. / Good Hope Rd.	NE	8	0.9	Minor Arterial	25	26	30/40	30	No	No	Fair	1/1	None	Yes	Low	Residential	School	N/A	10.6		2 Thru Lanes from Pennsylvania to White
Missouri Avenue																				20	
13th St./North Capitol St.	NW	4	1.2	Principal Arterial	25	34	30	38	No	No	Good	2/2	None	No	Moderate	Residential	School	N/A	18.4		
Monroe Street																				13	
Michigan Ave. / 15th St.	NE	5	0.7	Minor Arterial	25	27	30	30	No	No	Good	1/1	None	Yes (EB)	Low, Moderate	Residential	School	N/A	11.0		
15th St. / South Dakota Ave.	NE	5	0.6	Minor Arterial	25	31	30	34	No	No	Fair	1/1	None	Yes (EB)	Moderate	Residential	School	N/A	7.6		
Mount Olivet Road																				16	
9th St.-Brentwood Rd. / Bladensburg Rd.	NE	5	0.7	Minor Arterial	25	30	35	37	No	No	Good	2/2	None	No	Low	Residential, Commercial	School	N/A	17.0		Speed Limit Not Posted; Cemetery
Mount Vernon Place																				0	
7th St. / 9th St.		2	0.1	Minor Arterial	25	21	25	25	No	No	Good	2/2	None	Yes	High	Commercial	No	N/A	21.9		NPSL
Nannie Helen Burroughs Avenue																				12	
Kenilworth Ave. / Lowrie Pl.	NE	7	1.1	Minor Arterial	30	28	30	34	No	No	Good	2/2	None	Yes	Low	Residential	School	N/A	10.4		Median from 46th-Lowrie, Minn.-Kenilworth; Some No P
Lowrie Pl. / District Line	NE	7	0.6	Minor Arterial	30	29	30	35	No	No	Good	1/1	None	Yes	Low	Residential	School	N/A	10.1		Left Turns at Division
Naylor Road																				28	
District Line / S St.	SE	7/8	1.3	Minor Arterial	25	35	30	40	No	No	Good	1/1	None	Yes	Low	Residential, Monument/Rec	School	N/A	14.4		No Parking from Alabam to District Line
Nebraska Avenue																				7	
Military Rd. / Wisconsin Ave.	NW	3	1.2	Principal Arterial	30	36	30	39	No	No	Good	1/1	None	Yes	Low	Residential	School	N/A	23.1		Very Few Parked Vehicles along entire Nebraska
Wisconsin Ave. / Chain Bridge Rd.-Indian Ln.	NW	3	1.3	Principal Arterial	30	31	30	34	No	No	Good	1/1	None	Yes	Moderate	Residential	School	N/A	20.6		University, 25mph from Foxhall to Indian; Ward Circle
New Hampshire Avenue																				29	
Park Rd. / Illinois Ave.	NW	1/4	0.9	Minor Arterial	30	28	35	33	No	No	Good	2/2	None	Yes	Low	Residential	School	N/A	14.8		Median with openings
Illinois Ave. / North Capitol St.	NW	4	1.1	Minor Arterial	25/30	31	35	35	No	No	Good	1/1	None	Yes	Low	Residential	School	N/A	16.0		Cemetery
North Capitol St. / 1st St.	NE	4	0.2	Principal Arterial	25	32	35	36	No	Yes (20)	Good	2/2	None	No	Low	Residential	No	N/A	14.3		
1st St. / Peabody St.	NE	4	0.3	Principal Arterial	25	35	35	39	No	No	Good	2/2	None	No	Low	Residential	No	N/A	28.8		1st to Ogelthorpe - Lane Use varies with time
Peabody St. / District Line	NE	4	0.2	Principal Arterial	30	32	35	38	No	No	Good	2/2	None	No	Low	Residential	No	N/A	28.8		
15th St.-Florida Ave. / V St.	NW	1	0.1	Minor Arterial	25	25	25	30	No	No	Fair	1/1	None	Yes	Moderate	Residential	School	N/A	2.5		
V St. / 16 St.	NW	1	0.1	Minor Arterial	25	22	25	28	No	No	Fair	0/1	None	Yes	Moderate	Residential	No	N/A	0.8		One-Way, High peds at Dupont Circle
16 St. / T St.	NW	2	0.1	Minor Arterial	25	25	25	30	No	No	Fair	0/1	None	Yes	Moderate	Residential	No	N/A	4.2		One-Way
T St. / 20th St.	NW	2	0.7	Minor Arterial	25	27	25	30	No	No	Fair	1/1	None	Yes	Moderate	Residential, Commercial	No	N/A	7.0		Bike Lane, NB R Turn at T, Ped Peds at Dupont Cir
20th St. / M St.	NW	2	0.2	Minor Arterial	25	25	25	31	No	No	Fair	1/2	None	Yes	Moderate	Residential, Commercial	No	N/A	8.4		SB R Turn Lane at M
M St. / K St.	NW	2	0.2	Minor Arterial	25	17	25	20	No	No	Fair	0/2	None	Yes	Moderate	Commercial	No	N/A	10.5		One-Way, R Turn Lane from K to L
New Jersey Avenue																				13	
Florida Ave. / Q St.	NW	2/5	0.4	Minor Arterial	25	31	25	37	No	No	Good	1/1	None	Yes	Low	Residential	School	N/A	14.9		Speed Limit Not Posted
Q St. / New York Ave.	NW	2/5/6	0.2	Minor Arterial	25	25	25	29	No	No	Good	2/2	None	No	Low	Residential	School	N/A	15.3		Median (Morgan to NY); Speed Limit Not Posted, SB Right Turns at New York
New York Ave. / I St.	NW	6	0.3	Minor Arterial	25	28	25	33	No	No	Good	0/4	None	Yes (NB)	Low	Residential	School	N/A	8.0		One-Way, Speed Limit Not Posted, NB Right Turns at New York
I St. / Massachusetts Ave.	NW	6	0.2	Minor Arterial	25	25	25	29	No	No	Good	1/1	None	Yes	Low	Residential	No	N/A	8.0		Speed Limit Not Posted; Median
New Mexico Avenue																				2	
Nebraska Ave. / Fulton St.	NW	3	0.8	Minor Arterial	25	26	30	31	No	No	Good	1/1	None	Yes	Moderate	Res., Commercial, Mon./Rec	School	97-18	9.1		
New York Avenue																				127	
15th St. / 9th St.	NE	2	0.7	Principal Arterial	25	25	25	27	No	No	Good	2/2	No	Yes	Moderate	Commercial	No	86-166	12.0		
7th St. / 5th St.	NE	2/6	0.1	Principal Arterial	25	26	25	31	No	No	Good	2/3	No	Yes	Low	Commercial	No	86-166	30.0		
5th St. / 1st St.	NE	2/5/6	0.6	Principal Arterial	25/30	33	25	36	No	No	Good	3/3	No	No	Low	Commercial	No	86-166	65.0		
1st St. / North Capitol St.	NE	5/6	0.2	Principal Arterial	30	21	35	24	No	No	Good	2/2	No	Yes	Low	Residential	School	86-166	60.0		
North Capitol St. / Penn St.-4th St.	NW	5/6	0.5	Principal Arterial	30/35	25	40	32	No	No	Good	3/3	No	No	Low	Commercial, Bridge/Tunnel	No	86-166	64.1		
Penn St.-4th St. / 16th St.	NW	5	1.4	Principal Arterial	35	38	40	46	No	No	Good	3/3	No	No	Low	Commercial	No	86-166	60.0		
16th St. / South Dakota Ave. (Ramp)	NW	5	1.3	Principal Arterial	35/40	54	45	59	No	No	Good	3/3	Left, Right	No	Low	Commercial	No	86-166	60.0		
South Dakota Ave. (Ramp) / District Line	NW	5	0.9	Freeway/Expressway	45	54	55/65	60	No	No	Good	3/3	No	No	Low	Bridge/Tunnel	No	86-166	73.0		
North Capitol Street																				59	
Eastern/Chillum Pl.	N/A	4	0.1	Minor Arterial	25	24	25	27	No	Yes	Good	1/1	None	Yes	Low	Residential	School	62-317	1.8		
McDonald Pl. / Allison St.	N/A	4/5	1.0	Principal Arterial	25/30	32	35	36	No	No	Good	2/2	Left, Right	No	Low	Residential	No	62-317	34.0		
Allison St. / Michigan Ave.	N/A	5	1.2	Freeway/Expressway	25/35	46	35	51	No	Yes (20)	Good	3/3	Left, Right	Yes	Low	Highway	No	62-317	30.0		
Michigan Ave. / S St.	N/A	5	0.9	Principal Arterial	25/30	38	30	43	No	No	Good	2/2	Left	Yes	Low	Residential	No	62-317	36.8		
S St. / F St.	N/A	5/6	1.1	Principal Arterial	25	27	30	33	No	No	Good	2/2	None	Yes	Moderate	Commercial	School	62-317	29.1		
F St. / Louisiana Ave.	N/A	6	0.5	Principal Arterial	25	23	30	26	No	No	Good	1/1	None	Yes	Moderate	Commercial	No	62-317	16.0		

District of Columbia Speed Study

Contract PO-KA 2002-T-0034 (August, 2006)

ROUTE NAME (Begin/End Study Location)	Quadrant	Ward	LENGTH Approx. (Miles)	ROAD CLASSIFICATION	POSTED SPEED (MPH)	MEDIAN SPEED (MPH)	COMFORT SPEED (MPH)	85th PERCENTILE (MPH)	VERTICAL CURVES (Advisory)	HORIZONTAL CURVES (Advisory)	GENERAL PAVEMENT CONDITION	THRU LANES	TURN LANES	ON-STREET PARKING	PEDESTRIAN ACTIVITY	DEVELOPMENT	SPEED ZONES	D.C. LAW or CODE	AAWT	SPEED ACCIDENT DATA	REMARKS
North Carolina Avenue																				2	
Constitution Ave. / C St. NE	NE	6	0.2	Minor Arterial	25	30	30	35	No	No	Good	2/2	None	Yes	Low	Residential	No	N/A	16.0		Speed Limit Not Posted
P Street																				15	
Wisconsin Ave. / Connecticut Ave.	NW	2	1.1	Minor Arterial	25	29	25	32	No	No	Good	1/1	None	Yes	Low	Residential, Commercial	No	N/A	7.0		
Park Place																				4	
Rock Creek Church Rd. / Michigan Ave.-Columbia	NW	1/5	0.6	Minor Arterial	25	36	30	43	No	No	Good	0/2	None	Yes (SB)	Low	Residential, Monument/Rec.	No	N/A	1.9		One-Way
Park Road																				7	
14th St. / 17th St.	NW	1	0.3	Minor Arterial	25	21	25	23	No	No	Good	0/2	None	Yes	Low	Residential, Commercial	School	N/A	9.6		One-Way, Parking on Left Side Only
17th St. / Beach Dr.	NW	1/4	0.3	Minor Arterial	25	24	30	32	No	Yes (20)	Good	1/1	None	No	Low	Residential, Monument/Rec.	School	N/A	9.6		Some Isolated Parking
Pennsylvania Avenue																				67	
29th St. / 17th St.	NW	2	1.1	Principal Arterial	25	24	25	29	No	No	Good	2/2	Left, Right	Yes	Low	Commercial	No	75-98	35.9		
15th St. / 3rd St.	NW	2/6	1.0	Principal Arterial	25	29	25	32	No	No	Good	4/4	Left, Right	Yes	High	Commercial	No	75-98	49.1		
2nd St. / 27th St.	SE	6	2.2	Principal Arterial	30	32	30	37	No	No	Good	3/3	Left, Right	Yes	High	Commercial/Residential	No	75-98	93.0		
27th St. / Carpenter St.-33rd St.	SE	7	0.5	Principal Arterial	30	33	35	38	No	No	Good	3/2	Right	No	Low	Residential, Commercial	School	75-98	33.3		
Carpenter St.-33rd St. / Alabama Ave.	SE	7	0.6	Principal Arterial	30	33	40	37	No	No	Good	2/2	None	No	Low	Monumental/Recreational	No	75-98	26.8		
Alabama Ave. / District Line	SE	7	0.3	Principal Arterial	30	31	40	36	No	No	Good	1/2	None	No	Low	Residential	No	75-98	21.6		
Piney Branch Parkway																				0	
Arkansas Ave. / Beach Dr.	NW	1/4	0.7	Minor Arterial	25	38	35	42	No	No	Good	1/1	None	No	Low	Monumental/Recreational	No	N/A	11.4		Starts and Ends at Arkansas and Beach
Piney Branch Road																				4	
District Line / Underwood St.	NW	4	0.8	Minor Arterial	30	30	35	35	No	No	Good	1/1	None	Yes	Low	Residential, Commercial	School	N/A	15.2		Median and Bike Lane from Butternut to Underwood
Underwood St. / Fort Stevens Dr.	NW	4	0.4	Minor Arterial	30	33	35	38	No	Yes (25)	Good	2/2	None	No	Low	Residential, Commercial	School	N/A	13.7		Parking from 13th to Fort Stevens
Porter Street																				4	
Williamsburg La. / 30th St.	NW	3	0.6	Minor Arterial	30	32	35	37	No	No	Good	1/1	Left, Right	Yes (WB)	Low	Residential	No	N/A	12.3		
30th St. / 34th St.	NW	3	0.5	Principal Arterial	25	26	25	30	No	Yes (20)	Good	1/1	None	Yes (WB)	Low	Residential	No	N/A	12.3		
34th St. / 38th St.	NW	3	0.3	Principal Arterial	25	28	25	32	No	No	Good	1/1	None	Yes (WB)	Low	Residential	No	N/A	12.3		
Potomac Avenue																				1	
18th St. / 19th St.	SE	6	0.1	Minor Arterial	25	31	30	33	No	No	Good	0/2	None	Yes	Low	Residential	No	N/A	8.3		
Potomac River Freeway																				0	
Whitehurst Fwy. / 27th St. (Ramp)	NW	2	0.9	Freeway/Expressway	40	36	40	40	No	No	Good	1/1	Right	No	Low	Highway	No	N/A	100.0		Ramp onto Potomac Freeway
27th St. (Ramp) / I-66 (Ramp)	NW	2	0.2	Freeway/Expressway	40	42	45	48	No	No	Good	4/4	Left, Right	No	Low	Highway	No	N/A	100.0		
I-66 (Ramp) / Ohio Dr.	NW/SW	2	0.5	Freeway/Expressway	40	42	45	47	No	No	Good	3/2	None	No	Low	Highway	No	N/A	100.0		
Q Street																				8	
35th St. / Wisconsin Ave.	NW	2	0.2	Minor Arterial	25	21	25	25	No	No	Good	0/2	None	Yes	Low	Residential	No	N/A	33.7		
Wisconsin Ave. / 22nd St.-Florida Ave.	NW	2	0.9	Minor Arterial	25	26	25	32	No	No	Good	1/1	Left, Right	Yes	Low	Residential	No	N/A	33.7		
22nd St.-Florida Ave. / Rhode Island Ave.	NW	2	1.2	Minor Arterial	25	22	25	26	No	No	Good	0/1	None	Yes	Low	Residential	School	N/A	19.2		
Rhode Island Ave. / Florida Ave	NW	2/6	0.8	Minor Arterial	25	22	25	25	No	No	Good	0/1	None	Yes	Low	Residential	School	N/A	10.6		
44th St. / Potomac	NW	3	0.6	Minor Arterial	25	22	20	27	No	No	Good	1/1	None	Yes	Low	Residential	School	N/A	5.9		Speed Limit Not Posted; No park NB between Macarthur and Foxhall
R Street																				12	
Florida Ave. / 15th St.	NW	2/5	1.2	Minor Arterial	25	23	25	28	No	No	Good	0/1	None	Yes	Low	Residential	School	N/A	8.0		Speed Limit Not Posted; Bike Lane; One-Way
15th St. / Masachusetts Ave.	NW	2	0.9	Minor Arterial	25	23	25	27	No	No	Good	0/1	None	Yes	Low	Residential	School	N/A	8.0		Bike Lane; One-Way
Raoul Wallenberg Place																				0	
Independence Ave. / Maine Ave.	SW	2	0.2	Principal Arterial	25	29	30	34	No	No	Good	2/2	None	No	High	Monument/Recreational	No	N/A	18.1		Speed Limit Not Posted
Reno Road																				4	
Chevy Chase Pkwy / Van Ness St.	NW	3	1.8	Minor Arterial	25	30	30	32	No	No	Good	1/1	Left, Right	No	Low	Residential	School	N/A	23.2		
Van Ness St. / Quebec Pl.	NW	3	0.3	Minor Arterial	25	30	30	33	No	No	Good	1/1	Left, Right	No	Low	Residential	School	N/A	16.7		
Reservoir Road																				1	
Wisconsin Ave. / Foxhall Rd.	NW	2/3	1.0	Minor Arterial	25	29	30	33	No	No	Good	1/1	None	Yes	Low	Residential, Monument/Rec.	School	N/A	17.1		WB Wisconsin to 35th - No Parking
Foxhall Rd. / MacArthur Blvd.	NW	3	0.6	Minor Arterial	25	26	30	32	No	No	Good	1/1	None	Yes	Low	Residential	School	N/A	19.2		
Rhode Island Avenue																				38	
Connecticut Ave. / 16th St.	NW	2	0.3	Minor Arterial	25	21	25	26	No	No	Good	1/2	None	Yes	High	Commercial	No	N/A	12.6		
16th St. / 13th St.	NW	2	0.4	Minor Arterial	25	26	25	32	No	No	Good	1/1	None	Yes	High	Commercial	No	N/A	10.2		
13th St. / New Jersey Ave.	NW	2	0.7	Principal Arterial	25	33	30	39	No	No	Good	2/2	Left	Yes	Low	Commercial	School	N/A	17.1		Median
New Jersey Ave. / North Capitol St.	NW	1/5	0.5	Principal Arterial	25/30	33	30	38	No	No	Good	2/2	None	Yes	Low	Residential, Commercial	No	N/A	28.9		Median; 3 lanes from Florida to New Jersey
North Capitol St. / 10th St.	NW	5	1.0	Principal Arterial	30	28	30	33	No	No	Good	2/2	None	Yes	Low	Residential	School	N/A	27.4		Median
10th St. / 17th St.	NW	5	0.7	Principal Arterial	30	35	30	40	No	No	Good	2/2	None	Yes	Low	Residential, Commercial	No	N/A	32.3		Median
17th St. / District Line	NW	5	1.1	Principal Arterial	30	32	30	37	No	No	Good	2/2	None	Yes	Low	Residential, Commercial	School	N/A	29.0		
Ridge Road																				9	
Bowen Rd. / Bums St.	SE	7	0.2	Minor Arterial	25	31	30	39	No	No	Good	1/1	None	Yes	Low	Residential, Monument/Rec.	No	N/A	4.7		
Bums St. / G St.	SE	7	0.5	Minor Arterial	25	32	30	40	No	No	Good	2/2	None	No	Low	Residential	No	N/A	7.0		No Parking
G St. / Minnesota Ave.	SE	7	0.9	Minor Arterial	25	28	30	34	No	No	Good	1/1	None	Yes	Low	Residential	School	N/A	8.8		
Riggs Road																				8	
North Capitol St. / South Dakota Ave.	NE	4/5	0.4	Principal Arterial	25	24	30	27	No	No	Good	2/2	None	No	Moderate	Residential	School	N/A	28.9		
South Dakota Ave. / District Line	NE	4	0.5	Minor Arterial	25	29	30	36	No	No	Good	1/2	None	Yes	Moderate	Residential	School	N/A	14.3		
River Road																				1	
District Line / 44th St.	NW	3	0.4	Minor Arterial	25	31	30	36	No	No	Good	1/1	None	Yes	Low	Residential	No	N/A	13.0		
44th St / Wisconsin Ave.	NW	3	0.5	Minor Arterial	25	27	30	32	No	No	Good	1/1	None	Yes	Low	Commercial	School	N/A	7.0		
Rochambeau Memorial Bridge																				0	
I-395-Route 1 / District Line	SW	2	0.5	Freeway /Expressway	45	52	55	57	No	No	Good	2/2	None	No	Low	Bridge/Tunnel	No	DN-87-250	83.3		
Rock Creek and Potomac Parkway																				2	
Beach Dr. / Waterside Dr.	NW	2/3	0.1	Principal Arterial	25/35	38	45	42	No	No	Good	2/2	Left	No	Low	Monumental/Recreational	No	N/A	25.0		One-Way @ Off peak Hours
Waterside Dr. / Virginia Ave.	NW	2	1.9	Principal Arterial	35	39	45	42	No	No	Good	2/2	None	No	Low	Monumental/Recreational	No	N/A	25.0		
Virginia Ave. / Ohio Dr.	NW	2	0.8	Minor Arterial	25	35	45	39	No	No	Good	2/2	Left	No	Low	Commercial, Monument/Rec.	No	N/A	48.2		
Ohio Dr. / Lincoln Memorial Cir.	NW	2	0.1	Minor Arterial	25	30	45	36	No	No	Good	1/1	None	No	Low	Commercial, Monument/Rec.	No	N/A	48.2		
Route 1																				1	
Maine Ave. / Maine Ave. (Ramp)	SW	2	0.3	Principal Arterial	35	40	55	46	No	No	Good	3/3	Right	No	Low	Highway	No	N/A	188.1		
Maine Ave. (Ramp) / George Mason Br.	SW	2	0.1	Principal Arterial	35	42	55	46	No	No	Good	2/3	None	No	Low	Highway	No	N/A	188.1		

District of Columbia Speed Study

Contract PO-KA 2002-T-0034 (August, 2006)

ROUTE NAME (Begin/End Study Location)	Quadrant	Ward	LENGTH Approx. (Miles)	ROAD CLASSIFICATION	POSTED SPEED (MPH)	MEDIAN SPEED (MPH)	COMFORT SPEED (MPH)	85th PERCENTILE (MPH)	VERTICAL CURVES (Advisory)	HORIZONTAL CURVES (Advisory)	GENERAL PAVEMENT CONDITION	THRU LANES	TURN LANES	ON-STREET PARKING	PEDESTRIAN ACTIVITY	DEVELOPMENT	SPEED ZONES	D.C. LAW or CODE	AAWT	SPEED ACCIDENT DATA	REMARKS
Saratoga Avenue																				1	
Brentwood Rd. / Rhode Island Ave.	NE	5	0.1	Minor Arterial	25	19	30	22	No	No	Good	1/2	None	No	Low	Residential	No	N/A	16.4		Speed Limit Not Posted
Sargent Road																					
DL / Gallatin St.	NE	5	0.1	Minor Arterial	25	30	30	33	No	No	Good	2/2	None	No	Low	Residential	No	N/A	15.0		
Gallatin St. / Webster St.	NE	5	0.6	Minor Arterial	25	32	30	35	No	No	Good	1/1	None	Yes	Low	Residential	No	N/A	12.3		No SB Parking - S Dakota to Webster
Sheriff Road																				6	
Kane Pl / District Line	NE	7	1.0	Minor Arterial	30	34	30	40	No	Yes (20)	Good	1/1	None	Yes	Low	Residential	School	N/A	3.8		No Parking from 43rd to Kane; 4 Horiz. Curve Signs
Sherman Avenue																				12	
Park Rd / Florida Ave	NW	1	0.9	Minor Arterial	25	30	30	35	No	No	Good	2/2	None	Yes	Low	Residential	School	N/A	17.7		Striped Median
South Capitol Street																					
District Line / Xenia St.-MLK Jr. Ave	N/A	8	1.0	Minor Arterial	30	30	30	36	No	No	Good	2/2	Left	Yes	Low	Residential	School	N/A	11.7		
Xenia St.-MLK Jr. Ave. / MLK Jr. Ave	N/A	8	1.0	Minor Arterial	35/40	33	30	38	No	No	Good	3/3	Left, Right	No	Low	Residential	No	N/A	11.7		
MLK Jr. Ave. / Suitland Pkwy	N/A	8	1.4	Minor Arterial	40	43	50	51	No	No	Good	2/2	None	No	Low	Highway	No	N/A	16.3		
Suitland Pkwy / N St.	N/A	6/8	0.9	Minor Arterial	30	38	50	42	No	Yes	Good	2/2	None	No	Low	Bridge/Tunnel	No	N/A	58.6		
N St. / Virgina Ave.	N/A	2/6	0.2	Principal Arterial	25	35	50	39	No	No	Good	2/2	Left, Right	No	Low	Commercial	No	N/A	54.4		
Virgina Ave. / Washington Ave.	N/A	2/6	0.1	Principal Arterial	25	27	30	32	No	No	Good	3/3	Left	No	Low	Commercial	No	N/A	54.4		
South Dakota Avenue																				44	
Riggs Rd. / Webster St	NE	5	1.3	Principal Arterial	25	36	30	42	No	No	Good	2/2	None	No	Low	Residential	School	N/A	16.5		
Webster St. / Rhode Island Ave.	NE	5	1.2	Principal Arterial	25	37	30	45	No	No	Good	2/2	None	No	Low	Residential	School	N/A	23.0		
Rhode Island Ave. / US Route 50 (NY Ave.)	NE	5	1.3	Principal Arterial	25	41	30	45	No	Yes	Good	2/2	Left	No	Low	Commercial	School	N/A	36.9		3 thru lanes from Vista to Bladensburg
Southeast Freeway SW/SE																					
Pennsylvania Ave. / Robert F. Kennedy (Ramp)	SE	6	1.5	Freeway /Expressway	25	45	50	54	No	No	Good	2/2	None	No	Low	Highway	No	N/A	193.8		
Robert F. Kennedy (Ramp) / I-295 Split	SE	6	1.0	Freeway /Expressway	35/45	57	65	64	No	No	Good	3/3	None	No	Low	Highway	No	N/A	193.8		
I-295 Split / I-395 Split	SW/SE	2/6	1.0	Freeway /Expressway	45	56	65	63	No	No	Good	4/4	None	No	Low	Highway	No	N/A	193.8		
Southern Avenue																				110	
District Line / D St.	NE/SE	7	1.1	Freeway /Expressway	25	36	35	40	No	Yes	Good	1/1	None	Yes	Low	Residential	No	N/A	12.6		
D St. / Benning Rd.	SE	7	0.8	Freeway /Expressway	25	31	35	36	No	No	Good	2/2	None	Yes	Low	Residential	No	N/A	9.7		
Benning Rd. / Branch Ave.	SE	7	2.3	Freeway /Expressway	25/30	33	35	40	No	No	Good	1/1	Left, Right	Yes	Low	Residential	No	N/A	11.1		
Naylor Rd. / 24th St	SE	8	0.7	Freeway /Expressway	30	34	35	37	No	No	Good	1/1	None	Yes	Low	Residential	No	N/A	10.0		
24th St. / 13th St.	SE	8	1.5	Freeway /Expressway	30	35	35	42	No	No	Good	2/2	Left, Right	Yes	Low	Residential	No	N/A	14.4		
13th St. / Indian Head Hwy.	SE	8	1.5	Freeway /Expressway	30	31	35	35	No	No	Good	1/1	Left, Right	Yes	Low	Residential	No	N/A	17.4		
Suitland Parkway																					
South Capitol St. / Firth Sterling Ave.	SE	6/8	0.5	Freeway /Expressway	30/45	41	65	47	No	No	Good	2/3	Left, Right	No	Low	Highway	No	85-159	45.4		
Firth Sterling Ave. / Sheridan Rd. (Ramp)	SE	8	0.9	Freeway /Expressway	35/45	47	65	53	No	Yes	Good	2/2	None	No	Low	Highway	No	85-159	35.2		
Sheridan Rd. (Ramp) / DL	SE	8	0.5	Freeway /Expressway	35/45	53	65	58	No	No	Good	2/2	None	No	Low	Highway	No	85-159	33.5		
Taylor Street																				8	
South Dakota Ave. / Hawaii Ave.	NE	5	1.0	Minor Arterial	25	28	30	31	No	No	Good	1/1	None	Yes	Low	Residential	School	N/A	6.4		University
Hawaii Ave. / North Capitol St.	NE	5	0.5	Minor Arterial	25	28	30	34	No	No	Good	1/1	None	No	Low	Residential	School	N/A	11.1		Speed Limit Not Posted; Some Parking
Theodore Roosevelt Bridge (I-66)																					
Rock Cr. and Potomac Pkwy. / District Line	SW	2	1.2	Freeway /Expressway	40	51	60	57	No	No	Good	3/4	Right	No	Low	Bridge/Tunnel	No	72-257	100.0		UnderConstruction during Study;
Tilden Street																					
Beach Dr. / Reno Rd.	NW	3	1.0	Minor Arterial	25	35	35	39	No	No	Good	1/1	None	Yes	Low	Residential	No	N/A	10.3		
Tunlaw Road																				0	
Fulton St. / Calvert St.	NW	3	0.4	Minor Arterial	25	26	30	31	No	No	Good	1/1	None	Yes	Low	Monument/Recreational	No	N/A	8.3		Recreational Area
U Street																					
9th St. / 18th St.	NW	1/2	1.0	Minor Arterial	25	23	25	27	No	No	Good	2/2	Left, Right	Yes	Low	Commercial	No	N/A	22.0		
Vermont Avenue																					
Massachusetts Ave. / K St.	NW	2	0.2	Minor Arterial	25	19	25	24	No	No	Good	1/1	Left, Right	Yes	Moderate	Commercial	No	N/A	21.6		Speed Limit Not Posted
Virginia Avenue																				5	
Constitution Ave. / C St.	NW	2	0.2	Minor Arterial	25	25	30	29	No	No	Good	1/2	None	Yes	Moderate	Monument/Recreational	No	N/A	18.5		Median:18th-C; One-Way:18th-Constitution, EB Ends: 18th
C St. / 24th St.	NW	2	0.5	Minor Arterial	25	25	30	30	No	No	Good	2/2	None	Yes	Moderate	Commercial	No	N/A	14.5		Median
24th St. / New Hampshire Ave.	NW	2	0.1	Minor Arterial	25	29	30	34	No	No	Good	3/3	None	No	Moderate	Commercial	No	N/A	13.2		Median
New Hampshire Ave. / Rock Creek & Potomac Pkwy.	NW	2	0.2	Minor Arterial	25	29	30	33	No	No	Good	2/3	None	Yes	Moderate	Commercial	No	N/A	13.2		Median; EB outside island; Speed Limit Not Posted
W Street																					
MLK Jr. Ave. / 13th St.	SE	8	0.1	Minor Arterial	25	23	25	28	No	No	Good	0/2	Left/Right	Yes	Low	Residential	No	N/A	12.0		Speed Limit Not Posted
Walbridge Place																					
Park Rd. / Adams Mill Rd.	NW	1	0.1	Minor Arterial	25	34	25	35	No	No	Good	1/1	None	Yes (NB)	Low	Residential	No	N/A	N/A		Speed Limit Not Posted; Parking on NB Side Only
Washington Avenue																					
Independence Ave. / I-395 (Ramp)	SW	2	0.3	Principal Arterial	25	26	35	30	No	No	Good	2/3	Left, Right	No	Low	Commercial	No	N/A	28.4		Speed Limit Not Posted; Parking on right Side; Gov't Facilities
I-395 (Ramp) / South Capitol St.	SW	2	0.1	Principal Arterial	25	26	35	30	No	No	Good	3/3	Left	No	Low	Commercial	No	N/A	28.4		Speed Limit Not Posted; Govt. Facilities
Western Avenue																					
Chevy Chase Cir. / 47th St.	NW	3	1.0	Minor Arterial	25	25	30	28	No	No	Good	2/2	Left, Right	Yes	Low	Residential, Commercial	No	97-01	18.4		
47th St. / Westmoreland Cir	NW	3	0.6	Minor Arterial	25	34	30	37	No	No	Good	1/1	None	Yes	Low	Residential	No	97-01	15.4		
West Virginia Avenue																				12	
Montana Ave. / 17th St.	NE	5	0.1	Minor Arterial	25	31	30	35	No	No	Fair	1/1	None	Yes	Low	Residential, Commercial	School	N/A	11.4		Speed Limit Not Posted
17th St. / K St.	NE	5/6	1.1	Minor Arterial	25	28	30	32	No	No	Good	2/2	None	No	Low	Commercial	No	N/A	4.4		Speed Limit Not Posted
Wheeler Road																				15	
Alabama Ave. / District Line	SE	8	1.0	Minor Arterial	25	37	30	42	No	No	Good	1/1	None	Yes	Low	Residential	School	N/A	13.8		Dead Ends at Atabama
Whitehurst Freeway																					
M St.-Canal Rd. / 27th St.	NW	2	0.3	Freeway /Expressway	25/35	34	50	40	No	No	Good	2/2	None	No	Low	Bridge/Tunnel	No	N/A	42.2		
Wisconsin Avenue																				27	
District Line / Nebraska Ave.	NW	3	1.1	Principal Arterial	30/35	28	40/35	33	No	No	Good	2/2	None	Yes	Moderate	Commercial	No	86-125	25.1		Posted Speed = 35mph past DC Line
Nebraska Ave. / Massachusetts Ave.	NW	3	1.4	Principal Arterial	30	33	35	38	No	No	Good	2/2	None	Yes	Moderate	Commercial	School	86-125	30.0		
Massachusetts Ave. / 34th St.	NW	2/3	1.0	Principal Arterial	25	30	30	34	No	No	Good	2/2	None	Yes	Moderate	Commercial	School	N/A	32.0		
34th St. / M St.	NW	2	0.8	Principal Arterial	25	24	30	27	No	No	Good	1/1	None	Yes	Moderate	Commercial	School	N/A	17.0		No Parking - (Volta to P) and (O to N)
M St. / K St.	NW	2	0.2	Minor Arterial	25	20	30	25	No	No	Fair	1/1	None	Yes	Moderate	Commercial	No	N/A	7.1		Speed Limit Not Posted

District of Columbia Speed Study

Contract PO-KA 2002-T-0034 (August, 2006)

ROUTE NAME (Begin/End Study Location)	Quadrant	Ward	LENGTH Approx. (Miles)	ROAD CLASSIFICATION	POSTED SPEED (MPH)	MEDIAN SPEED (MPH)	COMFORT SPEED (MPH)	85th PERCENTILE (MPH)	VERTICAL CURVES (Advisory)	HORIZONTAL CURVES (Advisory)	GENERAL PAVEMENT CONDITION	THRU LANES	TURN LANES	ON-STREET PARKING	PEDESTRIAN ACTIVITY	DEVELOPMENT	SPEED ZONES	D.C. LAW or CODE	AAWT	SPEED ACCIDENT DATA	REMARKS
3rd Street																				49	
Pennsylvania Ave. / Jefferson St.	NW/SW	2	0.3	Principal Arterial	25	24	30	29	No	No	Good	2/2	None	Yes	High	Monument/Recreational	No	N/A	7.7		Speed Limit Not Posted
4th Street																				48	
Florida Ave. / Howard Pl.-McMillan Dr.	NW	1	0.6	Minor Arterial	25	26	25	32	No	No	Good	1/1	None	Yes	Moderate	Residential	School	N/A	8.8		University
Pennsylvania Ave. / I St.	NW/SW	2/6	0.7	Minor Arterial	25	25	25	32	No	No	Good	2/2	None	Yes	Moderate	Monument/Residential	No	N/A	4.1		Speed Limit Not Posted
Michigan Ave. / Adams St.	NE	5	0.8	Minor Arterial	25	29	30	34	No	No	Good	1/1	None	Yes	Low	Residential, Commercial	School	N/A	14.6		University
D St. / C St.-Maryland Ave.	NE	6	0.2	Minor Arterial	25	19	25	22	No	No	Good	0/1	Left, Right	Yes	Moderate	Residential	No	N/A	6.2		Speed Limit Not Posted
5th Street																				34	
New Hampshire Ave. / Rock Creek Church Rd.	NW	4	0.4	Minor Arterial	25	23	30	27	No	No	Good	0/2	None	Yes	Low	Residential	School	N/A	8.1		Speed Limit Not Posted; One-Way
Hobart Pl. / McMillan Dr.-Howard Pl.	NW	1	0.4	Minor Arterial	25	36	30	42	No	Yes	Good	2/2	None	No	Low	Monument/Recreational	No	N/A	8.1		University; Road Name Change from RCC Rd to Hobart
6th Street																				26	
Penn St. / Florida Ave.	NE	5/6	1.6	Minor Arterial	25	31	25	35	No	No	Good	1/1	None	Yes	Low	Commercial	School	N/A	5.7		Speed Limit Not Posted
Florida Ave. / Rhode Island Ave.	NW	1/2	0.2	Minor Arterial	25	21	30	25	No	No	Good	1/1	None	Yes	Low	Residential	No	N/A	4.1		Speed Limit Not Posted
Rhode Island Ave. / Pennsylvania Ave.	NW	2/6	1.4	Minor Arterial	25	30	30	33	No	No	Good	2/2	None	Yes	Low, High	Residential, Commercial	School	N/A	14.6		Speed Limit Not Posted
7th Street																				46	
Florida Ave. / M St.	NW	1/2	0.7	Principal Arterial	25	30	30	33	No	No	Good	1/1	Left	Yes	Low	Residential, Commercial	School	N/A	18.4		
M St. / New York Ave.	NW	2	0.1	Principal Arterial	25	22	30	27	No	No	Good	1/2	Left, Right	Yes	Low	Commercial	No	N/A	13.0		
New York Ave. / Massachusetts Ave.	NW	2	0.1	Principal Arterial	25	22	30	25	No	No	Good	1/2	Left, Right	Yes	Low	Commercial	No	N/A	16.0		
Massachusetts Ave. / Pennsylvania Ave.	NW	2/6	0.5	Principal Arterial	25	20	30	22	No	No	Good	1/2	Left, Right	Yes	Low	Commercial	No	N/A	15.0		
Pennsylvania Ave. / Maine Ave.	NW/SW	2/6	0.6	Principal Arterial	25	28	30	33	No	No	Good	2/2	Left, Right	Yes	High	Commercial	No	N/A	14.6		
8th Street																				30	
Pennsylvania Ave. / Virginia Ave.	SE	6	0.3	Minor Arterial	25	23	30	28	No	No	Good	1/1	None	Yes	Moderate	Commercial	No	N/A	10.7		Speed Limit Not Posted
9th Street																				37	
Brentwood Rd. / Mt. Olivet Rd.-Brentwood Pkwy.	NE	5	0.3	Minor Arterial	25	25	30	29	No	No	Good	2/2	None	No	Low	Commercial	School	62-796	18.9		Speed Limit Not Posted; Bridge
Monroe St. / Girard St.	NE	5	0.4	Minor Arterial	25	23	25	26	No	Yes	Good	1/1	None	Yes	Low	Monument/Recreational	School	62-796	12.7		Speed Limit Not Posted
V St. / Mt. Vernon Pl.-Massachusetts Ave.	NW	1/2	1.1	Minor Arterial	25	29	30	34	No	No	Good	2/2	None	Yes	Low	Residential, Commercial	School	62-796	11.0		No Parking in Isolated Areas
Mt. Vernon Pl.-Massachusetts Ave. / E St.	NW	2	0.4	Minor Arterial	25	26	30	31	No	No	Good	0/3	None	Yes	Moderate	Commercial	No	62-796	11.0		One-Way, Bus Only Lane, 0/4 Lanes - Mass. to New York
E St. / Pennsylvania Ave.	NW	2/6	0.1	Minor Arterial	25	27	30	34	No	No	Good	0/3	None	Yes	Moderate	Commercial	No	62-796	16.9		One-Way, Bike Lane
Pennsylvania Ave. / Constitution Ave.	NW	2	0.1	Freeway /Expressway	25	27	30	32	No	No	Good	1/4	None	Yes (NB)	Moderate	Commercial	No	62-796	16.9		Two-Way, No Parking on SB
Constitution Ave. / I-395	NW/SW	2	0.7	Freeway /Expressway	35	35	45	49	No	No	Good	0/3	None	No	Low	Commercial	No	62-796	16.9		One-Way, Tunnel
11th Street																				30	
Massachusetts Ave. / Pennsylvania Ave.	NE/SE	6	0.5	Minor Arterial	25	27	30	31	No	No	Good	1/1	None	Yes	Low	Residential	No	N/A	6.9		SB One-Way from Massachusetts to E. Capitol
Pennsylvania Ave. / K St.	SE	6	0.3	Minor Arterial	25	29	30	33	No	No	Good	2/2	None	Yes	Low	Residential	School	N/A	8.8		
Rhode Island Ave. / Pennsylvania Ave.	NW	2	1.1	Minor Arterial	25	28	25	33	No	No	Fair	2/2	None	Yes	Moderate, High	Residential, Commercial	No	N/A	15.0		Speed Limit Not Posted; Some Left Turns from F to K
12th Street Expressway																				0	
I-395 / Southwest Fwy. (Ramp)	SW	2	0.3	Freeway /Expressway	35	40	35	44	No	No	Good	0/2	None	No	Low	Highway	No	87-99	20.9		
Southwest Fwy. (Ramp) / 12th St. (Ramp)	SW	2	0.1	Freeway /Expressway	30	42	35	46	No	No	Good	0/2	None	No	Low	Highway, Bridge/Tunnel	No	87-99	20.9		
12th St. (Ramp) / Constitution Ave.	NW/SW	2	0.1	Freeway /Expressway	25	33	40	39	No	No	Good	0/3	None	No	Low	Bridge/Tunnel	No	87-99	20.9		
12th Street																					
Constitution Ave. / Pennsylvania Ave.	NW	2	0.2	Minor Arterial	25	28	25	33	No	No	Good	2/3	None	Yes	Low	Commercial	No	N/A	21.5		
Pennsylvania Ave. / Massachusetts Ave.	NW	2	0.6	Minor Arterial	25	27	25	30	No	No	Good	0/2	Left	Yes	Low	Commercial	School	N/A	15.0		
Massachusetts Ave. / M St.	NW	2	0.1	Minor Arterial	25	23	25	28	No	No	Good	0/1	None	Yes	Low	Commercial	No	N/A	17.0	29	
Brentwood St. / Lawrence St.	NE	5	0.6	Minor Arterial	25	28	30	33	No	No	Good	1/1	None	Yes	Low	Residential	School	N/A	11.3		
Lawrence St. / South Dakota Ave.	NE	5	1.1	Minor Arterial	25	28	30	33	No	No	Good	1/1	None	Yes	Low	Commercial	School	N/A	10.5		Allison to South Dakota - Residential and No Parking
13th Street																				77	
Webster St. / Rhode Island Ave.	NE	5	0.3	Minor Arterial	25	28	30	33	No	Yes	Good	1/1	None	Yes	Low	Residential	School	87-99	5.8		
Fort Stevens Dr. / Allison St.	NW	4	1.4	Minor Arterial	25	30	30	36	No	No	Good	1/1	None	Yes	Low	Residential	School	87-99	20.6		2/2: Fort Stevens-Peabody, No P from Missouri-Colorado
Allison St. / Kenyon St.	NW	1/4	1.1	Minor Arterial	25	30	30	33	No	No	Good	1/1	None	Yes	Low	Residential	School	87-99	20.5		Multiple Schools
Kenyon St. / Florida Ave.	NW	1	0.6	Minor Arterial	25	31	30	35	No	No	Good	1/1	None	Yes	Low	Residential	School	N/A	13.8		
Florida Ave. / U St.	NW	1	0.3	Minor Arterial	25	27	30	32	No	No	Good	1/1	Left	Yes	Low	Residential	School	N/A	13.5		"Suicide" Left Turn Lane
U St. / O St.	NW	1/2	0.6	Minor Arterial	25	27	30	31	No	No	Good	1/1	None	Yes	Low	Residential	School	N/A	12.6		Logan Traffic Circle
O St. / Pennsylvania Ave.	NW	2	1.0	Minor Arterial	25	29	25	32	No	No	Good	2/2	None	Yes	High	Residential, Commercial	No	N/A	15.0		Speed Limit Not Posted
Pleasant St. / Ridge Pl.	SE	8	0.4	Minor Arterial	25	24	25	28	No	No	Good	1/1	None	Yes	Low	Residential	No	N/A	5.7		
14th Street																				91	
Aspen St. / Monroe St.	NW	1/4	2.9	Minor Arterial	25	30	30	35	No	Yes (15)	Good	1/1	None	Yes	Low, Moderate	Residential	School	N/A	13.0		Bike Lane - Longfellow to Monroe
Monroe St. / Florida Ave.	NW	1	0.8	Minor Arterial	25	24	25	29	No	No	Good	2/2	None	Yes	High	Commercial	School	N/A	12.8		
Florida Ave. / S St.	NW	1/2	0.4	Principal Arterial	25	26	25	32	No	No	Good	2/2	None	Yes	High	Commercial	School	N/A	15.6		Bike Lane - U to S
S St. / Pennsylvania Ave.	NW	1/2	1.3	Principal Arterial	25	25	25	31	No	No	Good	2/3	None	Yes	High	Commercial	School	N/A	32.0		Left Turn from H to K, No Parking from K to Pennsylvania
Pennsylvania Ave. / Independence Ave.	NW/SW	2	0.8	Principal Arterial	25	31	25	38	No	No	Good	3/4	Left, Right	No	High	Monument/Recreational	No	N/A	58.0		
15th Street																				20	
Independence Ave. / Alexander Hamilton Pl.	NW/SW	2	0.6	Principal Arterial	25	32	25	36	No	No	Good	2/2	None	Yes	High	Monument/Recreational	No	N/A	15.0		Speed Limit Not Posted; No P from Indep. to Const. & E to Alex. Ham.
Alexander Hamilton Pl. / New York Ave.	NW	2	0.2	Principal Arterial	25	22	25	26	No	No	Good	3/3	None	Yes	High	Commercial	No	N/A	18.0		Speed Limit Not Posted; No P SB
New York Ave. / K St.	NW	2	0.3	Minor Arterial	25	21	25	25	No	No	Good	0/2	None	Yes	High	Commercial	No	N/A	9.7		Speed Limit Not Posted; One-Way, 2/2 Lanes from New York to H
I St. / Massachusetts Ave.	NW	2	0.4	Minor Arterial	30	26	25	30	No	No	Good	2/2	None	Yes	High	Commercial	No	N/A	16.0		Speed Limit Not Posted
Massachusetts Ave. / Q St.	NW	2	0.3	Minor Arterial	30	27	30	35	No	No	Good	0/3	None	Yes	High	Commercial	No	N/A	12.2		Speed Limit Not Posted; One-Way
Q St. / V St.	NW	1/2	0.5	Minor Arterial	30	31	30	38	No	No	Good	0/4	None	Yes	Low	Residential	No	N/A	9.0		One-Way
V St. / 16th St.	NW	1	0.7	Minor Arterial	25/30	26	20/30	32	No	No	Good	0/1	None	Yes	Low	Residential, Monument/Rec.	School	N/A	8.3		One-Way, Bike Lane; Conflicting St., Ped Warning Signs
16th Street																				72	
District Line / Alaska Ave.	NW	4	1.2	Principal Arterial	30	40	35	46	No	No	Good	1/1	Left	Yes	Low	Residential	School	N/A	32.1		Median; Left Turn Lane, If No P - then 2/2
Alaska Ave. / Somerset Pl.-Luzon Ave.	NW	4	0.6	Principal Arterial	30	38	35	43	No	No	Good	1/1	Left	Yes	Moderate	Residential, Monument/Rec.	No	N/A	35.0		Median; Left Turn Lane, If No P - then 2/2
Somerset Pl.-Luzon Ave. / Arkansas Ave.	NW	4	1.9	Principal Arterial	30	37	35	44	No	No	Good	1/1	Left	Yes	Moderate	Residential, Monument/Rec.	School/Speed	N/A	32.3		Median; Left Turn Lane, If No P - then 2/2
Arkansas Ave. / Irving St.	NW	1/4	0.7	Principal Arterial	25	33	35	42	No	No	Good	2/3	None	Yes	Moderate	Residential, Monument/Rec.	School	N/A	36.7		Reversible Lane
Irving St. / W St.	NW	1	0.7	Principal Arterial	25	34	35	38	No	No	Good	2/3	None	Yes	Moderate	Monument/Recreational	No	N/A	39.7		2 Lanes NB, 3 Lanes SB
W St. / O St.	NW	1/2	0.7	Principal Arterial	25	31	35	35	No	No	Good	1/1	None	Yes	Moderate	Residential, Commercial	No	N/A	26.2		1/2 from W to New Hampshire
O St. / K St.	NW	2	0.4	Principal Arterial	25	25	35	30	No	No	Good	2/2	None	No	Low, High	Commercial	School	N/A	20.1		Median, Tunnel, Parking and No Median from L to K
K St. / H St.	NW	2	0.2	Principal Arterial	25	23	35	26	No	No	Good	1/1	None	Yes	High	Commercial	No	N/A	14.0		Speed Limit No Posted, SB Left Turn Lanes at H
17th Street																				38	
Bladensburg Rd. / Benning Rd.	NE	5	0.5	Minor Arterial	25	31	30	35	No	No	Good	2/2	None	No	Low	Residential, Commercial	No	N/A	21.5		
Benning Rd. / Potomac Ave.	NE/SE	6	1.2	Minor Arterial	25	31	30	35	No	Yes (20)	Good	0/2	None	Yes	Low	Residential	School	N/A	4.6		One-Way
Potomac Ave. / Barney Cir.	SE	6	0.2	Minor Arterial	25	33	30	38	No	Yes (15)	Good	1/1	None	Yes	Low	Residential	No	N/A	5.0		Cemetery
Florida Ave. / New Hampshire Ave.	NW	1/2	0.2	Minor Arterial	25	24	25	28	No	No	Good	0/1	None	Yes	Moderate	Residential	No	N/A	20.0		
New Hampshire Ave. / Massachusetts Ave.	NW	2	0.5	Minor Arterial	25	22	25	26	No	No	Good	0/2	None	Yes	Moderate	Commercial	School	N/A	20.5		
Massachusetts Ave. / K St.	NW	2	0.4	Minor Arterial	25	24	25	28	No	No	Good	2/2	None	Yes	High	Commercial	No	N/A	19.0		
K St. / E St.	NW	2	0.5	Principal Arterial	25	20	25	23	No	No	Good	2/2	None	Yes	High	Commercial	No	N/A	24.8		No Parking from Pennsylvania to E
E St. / Constitution Ave.	NW	2	0.2	Principal Arterial	25	30	25	35	No	No	Good	1/2	None	Yes	High	Monument/Recreational	No	N/A	17.9		
Constitution Ave. / Independence Ave.	NW	2	0.3	Principal Arterial	25	29	25	35	No	No	Good	2/2	None	No	High	Monument/Recreational	No	N/A	25.1		

District of Columbia Speed Study

Contract PO-KA 2002-T-0034 (August, 2006)

ROUTE NAME (Begin/End Study Location)	Quadrant	Ward	LENGTH Approx. (Miles)	ROAD CLASSIFICATION	POSTED SPEED (MPH)	MEDIAN SPEED (MPH)	COMFORT SPEED (MPH)	85th PERCENTILE (MPH)	VERTICAL CURVES (Advisory)	HORIZONTAL CURVES (Advisory)	GENERAL PAVEMENT CONDITION	THRU LANES	TURN LANES	ON-STREET PARKING	PEDESTRIAN ACTIVITY	DEVELOPMENT	SPEED ZONES	D.C. LAW or CODE	AAWT	SPEED ACCIDENT DATA	REMARKS
18th Street																				24	
Virginia Ave. / Connecticut Ave.	NW	2	1.0	Minor Arterial	25	19	25	23	No	No	Good	0/3	None	Yes	Moderate	Commercial	No	N/A	8.5		0/4 Lanes from C to D
Connecticut Ave. / Florida Ave.	NW	2	0.7	Minor Arterial	25	21	25	24	No	No	Good	1/1	None	Yes	Moderate	Residential, Commercial	School	N/A	7.8		No Parking from Q to N; 2 SB Lanes from Q to Mass.
Florida Ave. / Columbia Rd.	NW	1	0.4	Minor Arterial	25	22	25	28	No	No	Good	1/2	None	Yes	Moderate	Commercial	School	N/A	9.2		2 Lanes NB and 1 Lane SB
19th Street																				26	
Connecticut Ave. / K St.	NW	2	0.4	Minor Arterial	25	18	25	22	No	No	Good	0/1	None	Yes	High	Commercial	No	N/A	13.6		One-Way; Speed Limit Not Posted; 0/2 Lanes from Connecticut to N
K St. / E St.	NW	2	0.5	Minor Arterial	25	22	25	26	No	No	Good	0/2	None	Yes	High	Commercial	No	N/A	10.0		One-Way; Right Turn Lane at E
Potomac Ave. / Independence Ave.	SE	6	0.3	Minor Arterial	25	33	30	38	No	No	Good	0/3	None	Yes (SB)	Low	Residential	No	N/A	5.0		Stadium
Independence Ave / C St.	NE/SE	6	0.4	Minor Arterial	25	28	30	33	No	No	Good	0/2	None	Yes (SB)	Low	Residential	School	N/A	4.6		
C St. / Benning Rd.	NE	6/7	0.4	Minor Arterial	25	24	30	27	No	No	Fair	0/1	None	Yes (SB)	Low	Residential	School	N/A	4.0		
20th Street																				9	
Virginia Ave. / E St.	NW	2	0.1	Minor Arterial	25	16	25	21	No	No	Good	0/3	None	No	High	Commercial	No	N/A	18.2		Speed Limit Not Posted; One-Way
E St. / New Hampshire Ave.	NW	2	0.8	Minor Arterial	25	22	25	25	No	No	Good	0/2	None	Yes	High	Commercial	No	N/A	18.0		Speed Limit Not Posted; One-Way; No Parking from H to Pennsylvania
22nd Street																				10	
Pennsylvania Ave. / Massachusetts Ave.	NW	2	0.7	Minor Arterial	25	24	25	28	No	No	Good	0/2	None	Yes (NB)	Moderate	Commercial	No	N/A	14.3		Speed Limit Not Posted; One-Way
C St. / East Capitol St.	NE	6/7	0.2	Minor Arterial	25	32	40	37	No	No	Good	0/3	Right	No	Low	Recreational	No	N/A	26.7		Speed Limit Not Posted
East Capitol St. / Independence Ave.	SE	7	0.1	Minor Arterial	25	33	40	37	No	No	Good	0/2	None	No	Low	Recreational	No	N/A	32.0		Speed Limit Not Posted
23rd Street																				11	
Q St. / Pennsylvania Ave.	NW	2	0.7	Principal Arterial	25	22	30	26	No	Yes	Good	0/2	None	Yes	Low	Residential	School	N/A	16.6		Speed Limit Not Posted; One-Way; No P on Left from Q to L
Pennsylvania Ave. / Lincoln Cir.	NW	2	0.9	Principal Arterial	25	30	30	33	No	No	Good/Fair	2/2	None	Yes	Low, High	Residential, Monument/Rec.	No	N/A	20.0		Speed Limit Not Posted; University; 3/3 Lanes & No P from Const. to Lin. Cir.
25th Street																				8	
Naylor Rd. / Alabama Ave.	SE	7/8	0.3	Minor Arterial	25	28	30	31	No	No	Good	1/1	Left	Yes	Low	Residential	School	N/A	20.2		
District Line / Savannah St.	SE	8	0.1	Minor Arterial	25	18	25	22	No	Yes (15)	Good	1/1	None	Yes	Low	Residential	No	N/A	20.2		Speed Limit Not Posted
Minnesota Ave. / Naylor Rd.	SE	7/8	0.3	Minor Arterial	25	28	30	31	No	No	Fair	0/1	None	Yes	Low	Residential	No	N/A	5.8		One-Way SB
27th Street																				6	
Pennsylvania Ave. / Texas Ave.	SE	7	0.3	Minor Arterial	25	28	30	33	No	No	Good	1/1	None	Yes	Low	Residential	No	N/A	6.8		SB Left Turn at Texas; NB Left Turn at Pennsylvania
Texas Ave. / Naylor Rd.	SE	7	0.1	Minor Arterial	25	31	35	39	No	No	Good	0/1	None	No	Low	Monument/Recreational	No	N/A	6.8		One-Way (NB)
34th Street																				8	
Massachusetts Ave. / Woodley Rd.	NW	3	0.5	Minor Arterial	25	26	30	30	No	No	Good	1/1	None	Yes (NB)	Low	Residential	School	N/A	10.2		SB Left Lane from Cleveland to Woodley
Woodley Rd. / Quebec St.-Quebec Rd.	NW	3	0.5	Minor Arterial	25	27	30	31	No	No	Good	1/1	L (Bi-Dir)	No	Low	Residential	School	N/A	16.7		Int. W. Sign (20); NB,SB Left Lanes from Porter to Quebec
41st Street																				3	
District Line / Military Rd.	NW	3	0.3	Minor Arterial	25	29	30	33	No	No	Fair	1/1	None	Yes (NB)	Low	Residential	School	N/A	7.4		
63rd Street																				5	
District Line / District Line	NE	7	0.1	Minor Arterial	25	29	25	35	No	Yes (15)	Good	1/1	None	Yes	Low	Residential	No	N/A	N/A		