# FINAL REPORT

# ANALYSIS OF 2010 SPEED DATA IN THE DISTRICT OF COLUMBIA


*Submitted to*:

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**11. Abstract**


Vehicular speeds on roadway segments in the District of Columbia were evaluated in 2006. Since then, various safety and traffic improvements projects were implemented in order to improve traffic flow and increase motorist compliance with speeding. This research is aimed at evaluating and comparing speeds on some of the same roadway sections that were evaluated in 2006.

The project team, in collaboration with the District Department of Transportation (DDOT), chose 193 site locations throughout Washington DC at which spot speed data was collected between August and December 2010. The sites chosen were a broad subset of the 400 locations at which speed data was collected in 2006. This research examines the effectiveness of safety programs implemented between 2006 and 2010 on speed reduction.

Compared with the 2006 speed statistics, the results showed that there was a reduction in the mean and 85th percentile speeds by 64% and 68%, respectively at the locations studied. Of the 193 locations, however, 51 (26%) locations recorded increases in the mean speeds while 49 (25%) locations recorded increases in the 85th percentile speeds. At 19 of the 193 locations, there were no changes in the mean speed while no changes in the 85th percentile speeds were recorded at 12 locations. Statistical significance for the changes in the mean speeds was confirmed at 5% level of significance.



**12. Key Words**

Mean Speed, 85th Percentile Speed, Speed Management


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# 1.0 INTRODUCTION AND BACKGROUND

A fundamental objective in highway transportation is the movement of goods and people safely and efficiently. Each state has the responsibility of monitoring and regulating speeds on its highways. Speed regulations are formulated under a fundamental concept that drivers are required to operate their vehicles at a speed that is reasonable and prudent for existing conditions. Motorists decide their choice of driving speed by taking into consideration conditions along their route such as safety, and delay.

Posted speed limits are used to inform motorist of a speed that is considered safe and appropriate for a majority of drivers on a particular segment of roadway. Speed limits are imposed so as not to force reasonable motorists to drive at speeds that they consider unreasonable nor should they violate the acceptable limits of roadway engineering or traffic characteristics. Speed management techniques are also used to improve traffic safety. These techniques include engineering measures, enforcing of speed laws, and educating and informing the public of the risks and consequences of speeding.

The District of Columbia, like all states, is required by the Federal Highway Administration to develop and maintain a highway safety program in order to ensure that road safety problems are detected and resolved in an organized manner. Speed management is one of the proactive initiatives of the city and involves, among other things, a periodical inventory of speed on selected road segments across the City. A city-wide speed inventory of 400 segments was conducted in 2006 to serve as a benchmark and to characterize speeding on City streets. Between 2006 and 2010

numerous safety projects, aimed at improving traffic operation and managing speed, were implemented. The impact of the collection of safety improvement projects can be measured by studying several variables. However, this research is limited to the use of speed change to the use of speed change to indicate the collective success of D.C. safety programs.

## 2.0 OBJECTIVES

The following objectives formed the basis of the speed study:

- Collect and summarize speed data at 193 locations in the District.
- Analyze the collected speed data (2010).
- Compare key speed statistics of collected data (2010) with the 2006 data, at 5% level of significance.
- Prepare a technical report that documents the work conducted in the research.

## 3.0 LITERATURE REVIEW

### *3.1 Speed and Safety*

The subject of vehicular speed is one that affects everyone: non-motorists, motorists, law-makers, politicians, commercial business owners and residential occupants. Speed is used as a measure or indicator of two different transportation performance characteristics: mobility and safety [2]. Higher speeds are generally equated with shorter travel times, which is an indication of good mobility. However, the relationship between speed and safety is more complex and controversial. Consequently, there is a great deal of interest surrounding how speeds affect road safety. This literature review will focus on speed as it relates to safety.

### *3.1.1 Relationship between Speed and Crashes*

There is an indirect relationship between speed and crashes, since many other factors, such as roadway design, traffic conditions, road environments and driver behaviors may result in a crash. The inherent lack of information prior to a crash and the possible inaccuracies in police reporting adds to the difficulties in establishing speed as the single cause of crashes. Despite the complexity of establishing the role of speeding in crashes and fatalities, research has consistently indicated that speeding is often a contributing factor. In fact, studies have shown that in approximately one third of all fatal crashes, speed has played a contributory role [1, 3].

Speed plays a more definitive role in the severity of crashes and injuries. This relation can be explained in theory and has also been found to be consistently proven from various studies. The theoretical basis under which speed affects the intensity of crashes is found from the physical laws of kinetic energy. A vehicle's kinetic energy is proportional to the square of its velocity. During a crash, the kinetic energy is dispersed primarily into friction and mass deformation and as the kinetic energy increases with speed so also does the likelihood of mass deformation of the vehicle including its occupants [2]. The correlation between vehicular speed and severity of injuries has been substantiated by studies. Bowie and Waltz [4], concluded that the chance of being injured in a crash depended on the change in speed on impact and that the risk of having a moderate or more serious injury increased by more than 50% when the speed at impact exceeds 30 miles per hour. Also, Joksch [5] determined that the probability of a crash being fatal increased above 30 miles per hour, with fatality being 15 times more likely from an impact speed of 50 miles per hour compared to 25 miles per hour.

### *3.1.2 Speed Variation and Crash Risk*

Another factor that is often considered in the issue of speed and safety is variation in speed. Speed variation is defined as a vehicles' speed deviation from the mean speed of free-flowing traffic [6]. The theory behind speed variation and safety, as it relates to crashes, is that drivers with speeds much higher or much lower than the mean speed will have a greater probability of conflict [3]. Solomon [6, 7] conducted one of the first studies relating speed deviation to accident rate [7]. From that study, a U-shaped curve relationship between crash involvement rate and the deviation from average speed was developed as illustrated in Figure 1. The rate of crash occurrence was smallest at the mean speed but increased with greater deviation above and below the mean speed. This suggests that there is the danger of crash involvement for faster drivers as well for slower drivers. Though there are notable flaws in his study such as its use of police and driver reports which are not always accurate and the fact that the study was limited to only rural highways, other similar research [8, 9, 10] have confirmed the positive relationship above the average speed while considering other average speeds and road types. Hauer [11], in his analysis of over-takings replicated the U-shaped curve model established by Solomon and indicated that there is a increased risk of conflict as drivers increase their speed to catch up with and overtake one or more vehicles which are moving at a slower speed.

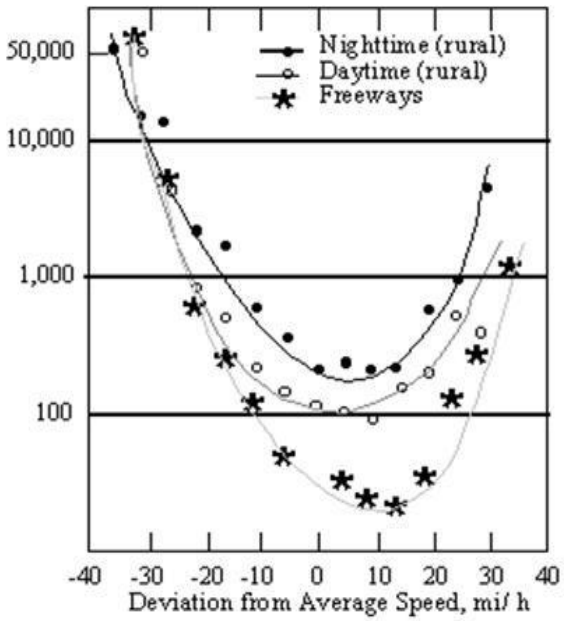


**Figure 1 : Crash involvement rate by deviation from average speed (Source: Solomon, 1964)** [7]

Subsequent studies have refuted the U-shaped curve relationship in part, finding no significant correlation between lower speeds and an increased rate of crashes. Fildes et al [12], from their study of self-reported crash data discovered that on both rural and urban roads, for speeds above the mean, motorists had a higher rate of crash involvement but they found no such relationship for speeds below the mean. In a review of the literature regarding speed deviation and crash occurrences conducted by the National Research Council of the Transportation Research Board [3], it was reported that recent studies have shown a more linear relationship between speed deferential and crash frequency with the occurrences of crashes increasing with higher speeds.

Controversially, Davis [13] has suggested that the correlations between speed dispersion and crash rate could be due to the use of aggregated crash data and the relationship as such, is explained as being a mathematical property of a very large class

of individual risk functions. In his argument he presents mathematically based examples that infer that the aggregation of data used to study the relationship between speed variation and crash risk will always produce a positive correlation but does not conclusively indicate a positive relationship for individual risk.

In general there is some uncertainty regarding the role speed dispersion plays in crash risk and occurrence as the studies on speed variation and safety tend to be less controlled. This is due to the fact that, the crash data obtained is usually based on incomplete knowledge of drivers' speed moments before an accident. Also, such studies do not often consider other factors such as road design features or traffic conditions with the road class in investigating the speed variation and crash risk problem [3]. As suggested by Davis [13], it would auger well for research in this area if more emphasis was placed on developing case controlled study design for different crash conditions in order to establish the relationship between individual vehicle speeds, the speed of vehicles in its environment and crash risk. In spite of the uncertainties, there appears to be a consensus in the related studies that higher speeds above the mean speed do increase the risk of crashes.

### *3.1.3 Driver's Perception of Speeding*

In understanding the problem of speeding as it relates to safety, it is important that a driver's inclination to speed be considered as a factor. As stated prior, there is a multi-facet of factors that can contribute to the act of speeding and consequently crashes; drivers' perception of speed is one such factor. A frequently cited report by Fildes, et al [12] that compares motorists' attitude toward speeding with their observed speeds, showed that more than half of the motorists observed were travelling above the

posted speed limit with a significant number of speeders exceeding approximately 6 mph over the speed limit. Compounding the apparently excessive act of speeding was the discovery, based on analysis of the interviews conducted, that a significant number of motorists believed that it was not dangerous to exceed the posted speed limit by approximately 19 mph. In addition, the overall interviewed drivers' perception of the risk of being stopped by speed enforcers was low. The results of that study indicated that not only is there a significant number of motorists traveling above the posted speed limit but there is also a common perception that driving above the speed limit is neither dangerous nor risky. Another report [14], using a similar self-reporting methodology, indicated a discord between driver's belief and actual behavior. In that study, two-thirds of the drivers interviewed believed that driving over the speed limit was not worth the risk. Yet, over 50 percent of the participants acknowledged a preference to exceed the limit; a third of whom preferring to exceed the limit by 6 to 12 mph. The factors that were found to significantly affect the occurrence of speeding included: "*exposure to role models who speed; favorable attitudes to speeding; experiences of punishment avoidance; and the perceived certainty of punishment for speeding"* [14].

Motorist perception of other drivers' speed has also been found to affect their own choice of speed. In what has been coined as the 'false consensus effect' [15], motorists who speed have reportedly overestimated the speeding frequency of other drivers and researchers have discovered that this perception is linked to their own speeding violations [16]. There was no indication of a "*false consensus effect*" for low speed drivers in their view of other drivers' speeds and these groups of drivers were

less inclined to believe that there was an overestimated occurrence of speeding among other drivers [16, 17].

In summary, based on the research of driver's attitude and perception to speeding, drivers' behavior should be addressed in such a way as to effectively inform motorists, particularly those more inclined to speeding, of the high cost of speeding. Measures that may curb the positive attitude towards speeding can include a more visible enforcement of violations and an increased dissemination of information concerning the harm and danger of speeding.

### *3.2 Speed management and Control Strategies*

There are many factors that contribute to speeding and its subsequent adverse effect on safety. Consequently, an interdisciplinary and multi-faceted approach should be used to reduce speeding-related crashes, fatalities and injuries. This overall approach is called speed management. It incorporates a balanced effort that involves defining the relationship between speed, speeding and safety, applying road design and engineering measures to obtain appropriate speeds, setting speed limits that are safe and reasonable, applying enforcement efforts and appropriate technology that effectively targets crash producing speeders and deters speeding, effectively marketing communication and educational messages that focus on high-risk drivers, and soliciting the cooperation, support and leadership of traffic safety stakeholders including traffic court judges, lawyers, policy makers, safety organizations, and health professionals [18]. Speed management techniques are used by public transportation in partnership with police departments to improve traffic safety along the nation's roadways. These

techniques can be categorized into three groups: engineering, enforcement and education. Speed management strategies include the following:

- Setting speed limits and advisory speeds
- Designing roads to manage speed
- Traditional speed enforcement (detection and punishment of specific drivers who exceed the speed limit by mobile patrol officers)
- Speed enforcement by automation (photo radar systems)
- Traffic calming techniques
- Public information programs

### *3.3 Speed Laws*

Traditionally a state and its local governments are typically responsible for determining speed regulation laws. There have been a few notable historical exceptions. In 1942 the War Department, in order to conserve rubber and gasoline during the time of war, mandated a nationwide speed limit of 35 miles per hour [18]. This mandate ended in 1945. In 1973 Congress enacted the National Maximum Speed Limit (NMSL), set at 55 mph [18]. The initial purpose for this enactment was to conserve energy but after experiencing a significant decline in traffic fatalities just one year after the speed limit was put in place; Congress proceeded to make the NMSL permanent. Congress then allowed states to raise the maximum speed limits outside of urban areas in 1987 and again in 1991 to 65 mph. However, in 1995, the NMSL was rescinded and responsibility was returned to each state for setting the speed limits and laws for its roadways.

### *3.3.1 Statewide Speed Laws*

Each state develops its speed regulations and laws based on the experience in that state. The basic speed law states 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 [19]. A corollary to this rule, usually applied by State laws, is that "*every person shall drive at a safe and appropriate speed when approaching and crossing an intersection or railroad grade crossing, when approaching a curve, when approaching a hill crest, when traveling upon any narrow or winding roadway, and when special hazards exist with respect to pedestrians or other traffic or by reason of weather or highway conditions [19]."* It is the responsibility of the driver to consider the existing conditions and choose a speed which is appropriate for those conditions while being cognizant of any potential hazards.

Most states have laws which designate a speed limit in lieu of a posted speed limit. This default speed limit is called the "*statutory speed limit*" [20] and is usually defined for various types of roadways and land uses in the state such as urban residential street, urban business districts, rural and urban arterials and rural and urban freeways. State laws may or may not require for these limits to be posted [19]. Table 4 presents a summary of the maximum speed limits in each state, Puerto Rico and the District of Columbia.

The statutory speed limits are to be observed by law unless a speed zone is established. A speed zone is defined as a segment of highway where the speed limit is established on the basis of an engineering study for a particular section of road, for which the statutory speed limit is not appropriate [2].

**Table 1: State maximum speed limits** [20]

| State | Limit | Type | State | Limit | Type |
|---|---|---|---|---|---|
| Alabama | 70 | A | Montana | 75 | A |
| Alaska | 65 | A | Nebraska | 75 | A |
| Arizona | 75 | * | Nevada | 75 | A |
| Arkansas | 70 | A | New Hampshire | 65 | * |
| California | 70 | * | New Jersey | 65 | A |
| Colorado | 75 | * | New Mexico | 75 | A |
| Connecticut | 65 | * | New York | 65 | A |
| Delaware | 65 | A | North Carolina | 70 | A |
| DC | 50 | A | North Dakota | 75 | A |
| Florida | 70 | A | Ohio | 65 | * |
| Georgia | 70 | A | Oklahoma | 75 | A |
| Hawaii | 60 | A | Oregon | 65 | * |
| Idaho | 75 | A | Pennsylvania | 65 | A |
| Illinois | 65 | A | Puerto Rico | 65 | A |
| Indiana | 70 | A | Rhode Island | 65 | P |
| Iowa | 70 | A | South Carolina | 70 | A |
| Kansas | 70 | A | South Dakota | 75 | A |
| Kentucky | 70 | A | Tennessee | 70 | A |
| Louisiana | 70 | A | Texas | 70 | P |
| Maine | 65 | A | Utah | 75 | P |
| Maryland | 65 | A | Vermont | 65 | A |
| Massachusetts | 65 | * | Virginia | 70 | A |
| Michigan | 70 | * | Washington | 70 | A |
| Minnesota | 70 | * | West Virginia | 70 | A |
| Mississippi | 70 | A | Wisconsin | 65 | A |
| Missouri | 70 | A | Wyoming | 75 | A |

*Key:*

1. *The "limit" column lists the maximum speed limit in the state.*
2. *In the 'type" column, "A", "P" and "*" indicates absolute, prima facie or a mixture of both respectively as the types of maximum numerical speed limit for each state.*

There are two types of maximum speed limits in the United States: the absolute and the prima facie. The absolute speed limit is a limit above which it is lawful to drive regardless of roadway conditions, amount of traffic, or other influencing factors while a prima facie speed limit is a limit above which drivers are presumed to be driving unlawfully [20]. In the states where prima facie speed limits are established, if caught violating the speed limit, the burden lies with the operator of the vehicle to prove that the higher speed was reasonable and prudent. The majority of states apply absolute speed limits since these tend to be easier to enforce and violations are easier to obtain

convictions for. However some states use prima facie speed limits or a mixture of both types of speed limits as shown in Table 4.

### *3.3.2 Speed Laws in the District of Columbia*

The District, like the states, derives it vehicle law provisions from the basic speed law which is founded on the belief that a driver's behavior is reasonable and prudent. The speed laws are written so as to separate the reasonable majority of drivers and indict the minority of unreasonable drivers. The following summarizes the District of Columbia statutes basis for speed law violation, and regulations related to speed [19]:

| | |
|---|---|
| **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*<br>*"15 MPH in alleys" D.C. Code "40-703(a)(6) & 40-712(a) and CDCR 18-22-2200.7*<br>*"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.* |
| **Minimum Speed Limit:** | *I. "No person shall drive a vehicle at such a slow speed as to impede or block the normal and reasonable movement of traffic." D.C. Code '40-703(a) and CDCR 18-22-2200.10*<br>*II. "A person, driving at less than the normal speed of traffic, shall drive in the right-hand* |

*lane then available for traffic or as close as practicable to the right-hand curb or edge of the roadway." 40-703(a) and CDCR 18-22-2201.3*

**Posted (Minimum) Speed Limit:** *None*

# 4.0 RESEARCH METHODOLOGY

## 4.1 Data Collection

The technical approach for this study consists primarily of data collection, analysis of data, and summarization of results. The research team in collaboration with the District Department of Transportation (DDOT) chose 193 site locations throughout Washington DC at which spot speed data was collected in the late summer and fall 2010. The sites chosen were a broad subset of the 400 locations at which a similar speed data had been conducted in 2006. The selection of the same sites for the two different years provided a basis for comparing speed statistics over time at the same locations.

Speed data was collected at the selected sites through non-intrusive methods beginning August 28$^{th}$ 2010 through to November 8$^{th}$ 2010. The speeds of at least 100 vehicles were sampled at each site. At low volumes segments, the speeds of 70 vehicles were obtained while 50 speed measurements were collected at a few other locations. In order to have uniformity and to minimize the skewing of data, the data collection included the following criteria:

- No study was conducted when the weather or non-typical conditions influenced prevailing speeds;
- Data collection was conducted at each location once.

- Data for trucks, buses, motorcycles and emergency operating vehicles were not collected;
- Traffic data was collected during weekdays only (Monday to Friday);
- All traffic data was collected during non-peak hour traffic (i.e. between 9 am and 3 pm);
- The data collected would be aborted if a traffic or pedestrian incident occurred;
- The posted speed limit, direction of travel, weather and road surface condition was recorded at each site.

The field technicians inconspicuously recorded vehicle speeds using an M.P.H. Industries K55 radar unit (radar gun) which uses digital technology to provide accurate (± 1 mph) real time measurements. Radar guns operates on the principle of the Doppler Effect, whereby a radio wave reflected form a moving target has its frequency changed in proportion to the speed of the target. The radar gun consists of a radio receiver and a radio transmitter which sends out a cone of radio waves over a wide range of distances. Due to the Doppler Effect, if the target object is moving, the frequency of the radio waves is different when they come back, and from that difference the radar gun can calculate the object's speed.

In conducting the speed measurements, the technicians recorded vehicle speeds at an angel less than 10º, to minimize the cosine effect. If a vehicle is in direct line with the radar gun the measured speed will be exact. However as the angle of incidence increases, the accuracy decrease marginally (cosine effect), since the actual speed measured is directly related to the cosine of the angle between the gun and the vehicles direction of travel.

The speed data collected at each of the 193 locations was subsequently compiled in an excel database. The raw data was analyzed in order to obtain key speed statistics for each site. The key speed statistics include the mean speeds and the 85$^{th}$ percentile speeds.

## 4.2 Statistical Analysis

Statistical analysis was performed on the data collected in order to determine inferences based on the following hypotheses:

Means Speeds: The 2010 mean or average speed of each location was compared with the mean speeds of the 2006 study. It was hypothesized that the mean speed per location in the recent 2010 speed data will be less than the mean speed in 2006. That is, the following hypotheses in the mean speed will be tested for say location 1:

$$H_1: \mu_{B1} > \mu_{A1}$$

$$H_0: \mu_{B1} \leq \mu_{A1}$$

where the subscript "B" corresponds to the 2006 speed data, the subscript "A" corresponds to the 2010 speed data, "μ" represents the mean speed, and "1" represents location number 1.

The Welch's t-test was used to compare the means. This two sample t-test can be used to analyze samples from two pre-existing populations or to analyze the results of subjecting two randomly assigned samples to two different experimental conditions. The criteria for using the two-sample t-test are:

i. The variable being measured is normally distributed;

ii. Both groups should be simple random samples that are completely independent of each other;

iii. The two populations have possibly unequal variances.

The formula for Welch t-test is as follows:

$$t = \frac{\overline{X}_1 - \overline{X}_2}{s_{\overline{X}_1 - \overline{X}_2}}$$

where,

$$s_{\overline{X}_1 - \overline{X}_2} = \sqrt{\frac{s_1^2}{n_1} + \frac{s_2^2}{n_2}}.$$

$X_{1, 2}$ = the mean for each sample group

$s_{1, 2}^2$ = the variance for each sample group

$n_{1, 2}$ = the sample size

The degrees of freedom associated with this variance estimate were approximated using the Welch-Satterthwaite equation:

$$\text{d.f.} = \frac{(s_1^2/n_1 + s_2^2/n_2)^2}{(s_1^2/n_1)^2/(n_1 - 1) + (s_2^2/n_2)^2/(n_2 - 1)}.$$

The obtained *t*-value was compared with the critical *t* derived from statistical t-tables and based on the degrees of freedom and the level of significance (α = 0.05). A *t*-value which is greater than the critical *t* obtained from the tables

indicates that the means for the two samples are, within the level of confidence, statistically significant.

*85th Percentile Speeds:* The 85th percentile speeds for each location were compared to determine whether there was an increase or decrease in speeds.

## 5.0 RESULTS

The detailed results and analysis are presented in the Appendix. A summary of the number of locations where the mean and 85th percentile speeds increased or decreased from 2006 to 2010 are presented in Table 2. Note that the values presented in Table 2 contain the increases and decreases of all the locations that were studied inclusive of those locations that did not have a statistically significant difference in mean speeds.

**Table 2: Comparison of 2010 Speed Statistics against 2006 Statistics**

| Speed Statistic | Experience By Number of Locations | | | |
|---|---|---|---|---|
| | *Increase* | *Decrease* | *No Change* | *Total* |
| Mean Speed | 51 (*26.4%*) | 123 (*63.7%*) | 19 (*9.8%*) | 193 |
| 85th Percentile Speed | 49 (*25.4%*) | 132 (*68.4%*) | 12 (*6.2%*) | 193 |

Table 3 presents the decreases and increases in mean speeds for each location at 5% level of significance, since the 2006 study. A comparison of the 85th percentile speeds at each location is compiled in Table 4.

## Table 3: Comparison of 2006 and 2010 Mean Speeds, Part 1 of 11

| District of Columbia Speed Study | | | | | | |
|---|---|---|---|---|---|---|
| | | 2006 Speed Data | 2010 Speed Data | Analysis | | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | Mean Speed (MPH) | Mean Speed (MPH) | 2006 vs 2010 Mean Speed | Increase or Decrease in Mean Speed | Statistically Significant? |
| | | | | | | |
| **Adams Mill Road** | | | | | | |
| Klinge Rd/ Harvard St | 25 | 31 | 24 | -7 | DECREASE | YES |
| | | | | | | |
| **Alabama Avenue** | | | | | | |
| MLK Jr Ave/ Good Hope Rd | 25 | 28 | 28 | 0 | NO CHANGE | NO |
| Good Hope Rd/ 38th St | 25 | 30 | 29 | -1 | DECREASE | NO |
| | | | | | | |
| **Alaska Avenue** | | | | | | |
| Holly St/ 14th St | 30 | 31 | 26 | -5 | DECREASE | YES |
| 14th St/ 16th St | 30 | 32 | 31 | -1 | DECREASE | NO |
| | | | | | | |
| **Anacostia Freeway (DC 295)** | | | | | | |
| East Capitol St (Ramps)/ Pennsylvania Ave | 45 | 51 | 49 | -2 | DECREASE | YES |
| Pennsylvania Ave (Ramps) / I-295 | 50 | 60 | 47 | -13 | DECREASE | YES |
| | | | | | | |
| **Arizona Avenue** | | | | | | |
| Loughboro Rd/ McArthur Blvd | 25 | 30 | 30 | 0 | NO CHANGE | NO |
| | | | | | | |
| **Arkansas Avenue** | | | | | | |
| 16th St/ Georgia Ave | 25 | 29 | 28 | -1 | DECREASE | NO |
| | | | | | | |
| **Arland D. Williams Junior Bridge (14th St)** | | | | | | |
| I-395 Route 1 / District Line | 40 | 49 | 37 | -12 | DECREASE | YES |
| | | | | | | |
| **Arlington Memorial Bridge** | | | | | | |
| Memorial Dr/ Potomac Pkwy | 25/30 | 40 | 31 | -9 | DECREASE | YES |
| | | | | | | |
| **Beach Drive** | | | | | | |
| Wise Rd/ Rock Cr and Potomac Pkwy | 25 | 32 | 30 | -2 | DECREASE | YES |
| | | | | | | |
| **Benning Road** | | | | | | |
| 25th Pl/ Minnesota Ave | 30 | 37 | 31 | -6 | DECREASE | YES |
| East Capitol St/ District Line | 25/30 | 38 | 30 | -8 | DECREASE | YES |
| | | | | | | |
| **Bladensburg Road** | | | | | | |
| Douglas St/ New York Ave | 30 | 31 | 33 | 2 | INCREASE | YES |
| New York Ave/ Mount Olivet Rd | 25 | 37 | 32 | -5 | DECREASE | YES |
| | | | | | | |
| **Blair Road** | | | | | | |
| District Line/ Aspen St | 25 | 29 | 25 | -4 | DECREASE | YES |
| Aspen St/ Peabody St | 25/30 | 37 | 32 | -5 | DECREASE | YES |

## Table 3: Comparison of 2006 and 2010 Mean Speeds, Part 2 of 11

| District of Columbia Speed Study | | | | | | |
|---|---|---|---|---|---|---|
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | 2006 Speed Data | 2010 Speed Data | Analysis | | |
| | | Mean Speed (MPH) | Mean Speed (MPH) | 2006 vs 2010 Mean Speed | Increase or Decrease in Mean Speed | Statistically Significant? |
| | | | | | | |
| **Bowen Road** | | | | | | |
| Stanley St- Burns St/ District Line | 30 | 27 | 32 | 5 | INCREASE | YES |
| | | | | | | |
| **Branch Avenue** | | | | | | |
| District Line/ Alabama Ave | 25 | 32 | 28 | -4 | DECREASE | YES |
| Alabama Ave/ Pennsylvania Ave | 25 | 41 | 31 | -10 | DECREASE | YES |
| | | | | | | |
| **Brentwood Parkway** | | | | | | |
| Penn St/ New York Ave | 25 | 34 | 30 | -4 | DECREASE | YES |
| | | | | | | |
| **C Street** | | | | | | |
| 21st St/ 15th St | 25 | 31 | 31 | 0 | NO CHANGE | NO |
| 15th St/ 6th St | 25 | 27 | 27 | 0 | NO CHANGE | NO |
| | | | | | | |
| **Calvert Street** | | | | | | |
| 24th St/ Adams Mill Rd | 25 | 27 | 29 | 2 | INCREASE | YES |
| | | | | | | |
| **Canal Road** | | | | | | |
| Whitehurst Fwy/ Foxhall Rd | 25/35 | 39 | 32 | -7 | DECREASE | YES |
| Foxhall Rd/ Arizona Ave | 35 | 45 | 38 | -7 | DECREASE | YES |
| | | | | | | |
| **Central Avenue** | | | | | | |
| East Capitol St/ 53rd Pl | 25/30 | 36 | 32 | -4 | DECREASE | YES |
| | | | | | | |
| **Chain Bridge** | | | | | | |
| Canal St/ District Line | 25 | 35 | 34 | -1 | DECREASE | NO |
| | | | | | | |
| **Clara Barton Parkway** | | | | | | |
| Chain Br/ District Line | 35 | 47 | 38 | -9 | DECREASE | YES |
| | | | | | | |
| **Cleveland Avenue** | | | | | | |
| 34th St/ 29th St | 25 | 31 | 30 | -1 | DECREASE | NO |
| | | | | | | |
| **Columbia Road** | | | | | | |
| Warder St / 16th St. | 25 | 23 | 23 | 0 | NO CHANGE | NO |
| 16th St / Biltmore St. | 25 | 21 | 23 | 2 | INCREASE | YES |
| | | | | | | |
| **Connecticut Avenue** | | | | | | |
| District Line / Nebraska Ave | 30 | 36 | 33 | -3 | DECREASE | YES |
| Nebraska Ave / Porter St. | 30 | 36 | 26 | -10 | DECREASE | YES |
| | | | | | | |

## Table 3: Comparison of 2006 and 2010 Mean Speeds, Part 3 of 11

| District of Columbia Speed Study | | | | | | |
|---|---|---|---|---|---|---|
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | 2006 Speed Data | 2010 Speed Data | Analysis | | |
| | | Mean Speed (MPH) | Mean Speed (MPH) | 2006 vs 2010 Mean Speed | Increase or Decrease in Mean Speed | Statistically Significant? |
| | | | | | | |
| **Constitution Avenue** | | | | | | |
| North Carolina Ave. / 3rd St. | 25 | 26 | 28 | 2 | INCREASE | YES |
| 12 St. / 23rd St. | 25 | 33 | 25 | -8 | DECREASE | YES |
| | | | | | | |
| **Dalecarlia Parkway** | | | | | | |
| Loughboro Rd. / Massachusetts Ave. | 35/40 | 39 | 41 | 2 | INCREASE | YES |
| | | | | | | |
| **E Street** | | | | | | |
| 13th St. / 5th St. | 25 | 20 | 25 | 5 | INCREASE | YES |
| 5th St. / Columbus Cir. | 25 | 25 | 22 | -3 | DECREASE | YES |
| | | | | | | |
| **East Capitol Street** | | | | | | |
| District Line / Benning Rd. | 30 | 36 | 40 | 4 | INCREASE | YES |
| Benning Rd. / Kennilworth (Ramp) | 30/35 | 44 | 40 | -4 | DECREASE | YES |
| | | | | | | |
| **Eastern Avenue** | | | | | | |
| 5th St. / Chillum Pl. | 25 | 26 | 30 | 4 | INCREASE | YES |
| Addison Rd-Minnesota Ave. / District Line | 25 | 33 | 32 | -1 | DECREASE | NO |
| | | | | | | |
| **Florida Avenue** | | | | | | |
| 9th St. / North Capitol St. | 25 | 29 | 25 | -4 | DECREASE | YES |
| 15th St. / V St. | 25 | 25 | 25 | 0 | NO CHANGE | NO |
| North Capitol St. / M St. | 25 | 34 | 27 | -7 | DECREASE | YES |
| | | | | | | |
| **Foxhall Road** | | | | | | |
| 44 St. / Reservoir Rd. | 25 | 29 | 29 | 0 | NO CHANGE | NO |
| Reservoir Rd. / St. Partrick's School Rd. | 25 | 33 | 29 | -4 | DECREASE | YES |
| | | | | | | |
| **Francis Scott Key Bridge** | | | | | | |
| M St. / District Line | 30 | 36 | 29 | -7 | DECREASE | YES |
| | | | | | | |
| **Franklin Street** | | | | | | |
| Rhode Islane Ave. / 12th St. | 25 | 30 | 22 | -8 | DECREASE | YES |
| 7th St. / Michigan Ave. | 25 | 29 | 28 | -1 | DECREASE | NO |
| | | | | | | |
| **George Mason Bridge** | | | | | | |
| I-395-Route 1 / District Line | 40 | 44 | 52 | 8 | INCREASE | YES |
| | | | | | | |
| **George Washington Memorial Parkway** | | | | | | |
| District Line / District Line | 40 | 48 | 46 | -2 | DECREASE | YES |

## Table 3: Comparison of 2006 and 2010 Mean Speeds, Part 4 of 11

| District of Columbia Speed Study | | | | | | |
|---|---|---|---|---|---|---|
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | 2006 Speed Data | 2010 Speed Data | Analysis | | |
| | | Mean Speed (MPH) | Mean Speed (MPH) | 2006 vs 2010 Mean Speed | Increase or Decrease in Mean Speed | Statistically Significant? |
| | | | | | | |
| **Georgia Avenue** | | | | | | |
| Piney Branch Rd. / Webster St. | 30 | 32 | 27 | -5 | DECREASE | YES |
| Webster St. / Bryant St. | 30 | 29 | 32 | 3 | INCREASE | YES |
| | | | | | | |
| **Good Hope Road** | | | | | | |
| Martin Luther King Jr. Ave. / Alabama Ave. | 25 | 35 | 22 | -13 | DECREASE | YES |
| | | | | | | |
| **H Street** | | | | | | |
| New York Ave. / 6th St. | 25 | 24 | 25 | 1 | INCREASE | YES |
| | | | | | | |
| **Harewood Road** | | | | | | |
| 4th St. / Taylor St. | 30 | 36 | 30 | -6 | DECREASE | YES |
| | | | | | | |
| **Harvard Street** | | | | | | |
| 16th St - Columbia Rd. / 6th St. | 25 | 24 | 24 | 0 | NO CHANGE | NO |
| | | | | | | |
| **Henry Bacon Drive** | | | | | | |
| Constitution Ave. / Lincoln Cir. | 25 | 28 | 29 | 1 | INCREASE | NO |
| | | | | | | |
| **Martin Luther King Junior Avenue** | | | | | | |
| W St./ Eaton Rd. | 25 | 28 | 30 | 2 | INCREASE | YES |
| Eaton Rd. / Lebaum St. | 30 | 32 | 30 | -2 | DECREASE | YES |
| | | | | | | |
| **Maryland Avenue** | | | | | | |
| 6th St. / Bladensburg Rd. -Benning Rd. | 25 | 32 | 26 | -6 | DECREASE | YES |
| | | | | | | |
| **Massachusetts Avenue** | | | | | | |
| 11th St. / 1st St. | 25 | 30 | 24 | -6 | DECREASE | YES |
| R St. / Observatoty Cir. | 25 | 32 | 30 | -2 | DECREASE | YES |
| | | | | | | |
| **Michigan Avenue** | | | | | | |
| South Dakota Ave. / Perry St. | 25 | 32 | 28 | -4 | DECREASE | YES |
| Perry St. / Franklin St. | 25 | 28 | 23 | -5 | DECREASE | YES |
| | | | | | | |
| **Military Road** | | | | | | |
| District Line / Nebraska Ave. | 25 | 30 | 27 | -3 | DECREASE | YES |
| Oregon Ave. / 13th St. | 35 | 30 | 46 | 16 | INCREASE | YES |
| | | | | | | |
| **Minnesotta Avenue** | | | | | | |
| A St. / Pennsylvania Ave. | 25 | 28 | 34 | 6 | INCREASE | YES |
| Pennsylvania Ave. / Good Hope Rd. | 25 | 31 | 26 | -5 | DECREASE | YES |

## Table 3: Comparison of 2006 and 2010 Mean Speeds, Part 5 of 11

| District of Columbia Speed Study | | | | | | |
|---|---|---|---|---|---|---|
| | | 2006 Speed Data | 2010 Speed Data | Analysis | | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | Mean Speed (MPH) | Mean Speed (MPH) | 2006 vs 2010 Mean Speed | Increase or Decrease in Mean Speed | Statistically Significant? |
| **Missouri Avenue** | | | | | | |
| 13th St. / North Capitol St | 25 | 34 | 30 | -4 | DECREASE | YES |
| | | | | | | |
| **Monroe Street** | | | | | | |
| Michigan Ave. / 15th St. | 25 | 27 | 26 | -1 | DECREASE | NO |
| 15th St. / South Dakota Ave. | 25 | 31 | 30 | -1 | DECREASE | NO |
| | | | | | | |
| **Mount Olivet Road** | | | | | | |
| 9th St- Brentwood Rd. / Bladensburg Rd | 25 | 31 | 31 | 0 | NO CHANGE | NO |
| | | | | | | |
| **Mount Vernon Place** | | | | | | |
| 7th St / 9th St | 25 | 21 | 27 | 6 | INCREASE | YES |
| | | | | | | |
| **Nannie Helen Burroughs Avenue** | | | | | | |
| Kenilworth Ave / Lowrie Pl | 30 | 29 | 28 | -1 | DECREASE | NO |
| Lowrie Pl / District Line | 30 | 30 | 31 | 1 | INCREASE | NO |
| | | | | | | |
| **Naylor Road** | | | | | | |
| District Line / S St | 25 | 36 | 27 | -9 | DECREASE | YES |
| | | | | | | |
| **Nebraska Avenue** | | | | | | |
| Military Rd / Wisconsin Ave | 30 | 36 | 30 | -6 | DECREASE | YES |
| Wisconsin Ave / Chain Bridge Rd - Indian Ln | 30 | 31 | 29 | -2 | DECREASE | YES |
| | | | | | | |
| **New Hampshire Avenue** | | | | | | |
| Park Rd / Illinois Ave | 30 | 31 | 26 | -5 | DECREASE | YES |
| Illinois Ave / North Capitol St | 25/30 | 31 | 29 | -2 | DECREASE | YES |
| | | | | | | |
| **New Jersey Avenue** | | | | | | |
| Florida Ave / O St | 25 | 28 | 29 | 1 | INCREASE | NO |
| | | | | | | |
| **New Mexico Avenue** | | | | | | |
| Nebraska Ave / Fulton St | 25 | 27 | 28 | 1 | INCREASE | NO |
| | | | | | | |
| **New York Avenue** | | | | | | |
| 15th St / 9th St | 25 | 25 | 36 | 11 | INCREASE | YES |
| Penn St -4th St / 16th St | 35 | 26 | 23 | -3 | DECREASE | YES |
| | | | | | | |
| **North Capitol Street** | | | | | | |
| Allison St / Michigan Ave | 25/35 | 32 | 43 | 11 | INCREASE | YES |
| S St / F St | 25 | 22 | 27 | 5 | INCREASE | YES |
| | | | | | | |

## Table 3: Comparison of 2006 and 2010 Mean Speeds, Part 6 of 11

| District of Columbia Speed Study | | | | | | |
|---|---|---|---|---|---|---|
| | | 2006 Speed Data | 2010 Speed Data | Analysis | | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | Mean Speed (MPH) | Mean Speed (MPH) | 2006 vs 2010 Mean Speed | Increase or Decrease in Mean Speed | Statistically Significant? |
| **North Carolina Avenue** | | | | | | |
| Constitution Ave. / C. St. NE | 25 | 30 | 31 | 1 | INCREASE | NO |
| | | | | | | |
| **P Street** | | | | | | |
| Wisconsin Ave./Connecticut Ave. | 25 | 29 | 27 | -2 | DECREASE | YES |
| | | | | | | |
| **Park Place** | | | | | | |
| Rock Creek Church Rd. / Michigan Ave-Columbia | 25 | 36 | 31 | -5 | DECREASE | YES |
| | | | | | | |
| **Pennsylvania Avenue** | | | | | | |
| 29th St/17th St. | 25 | 24 | 28 | 4 | INCREASE | YES |
| | | | | | | |
| **Piney Branch Parkway** | | | | | | |
| Arkansas Ave. / Beach Dr. | 25 | 37 | 32 | -5 | DECREASE | YES |
| | | | | | | |
| **Piney Branch Road** | | | | | | |
| District Line / Underwood St. | 30 | 31 | 28 | -3 | DECREASE | YES |
| Underwood St. / Fort Stevens Dr. | 30 | 34 | 28 | -6 | DECREASE | YES |
| | | | | | | |
| **Porter Street** | | | | | | |
| Williamsburg La / 3oth St. | 30 | 32 | 34 | 2 | INCREASE | YES |
| 30th St. / 34th St. | 25 | 27 | 28 | 1 | INCREASE | YES |
| | | | | | | |
| **Potomac Avenue** | | | | | | |
| 18th St. / 19th St. | 25 | 31 | 32 | 1 | INCREASE | YES |
| | | | | | | |
| **Potomac River Freeway** | | | | | | |
| Whitehurst Fwy / 27th St. (Ramp) | 40 | 36 | 31 | -5 | DECREASE | YES |
| I-66 (Ramp) / Ohio Dr. | 40 | 43 | 33 | -10 | DECREASE | YES |
| | | | | | | |
| **Q Street** | | | | | | |
| Wisconsin Ave. / 22nd St.-Florida Ave. | 25 | 21 | 26 | 5 | INCREASE | YES |
| 22nd St.-Florida Ave. / Rhode Island Ave. | 25 | 22 | 22 | 0 | NO CHANGE | NO |
| | | | | | | |
| **R Street** | | | | | | |
| Florida Ave. / 15th St. | 25 | 24 | 23 | -1 | DECREASE | YES |
| 15th St. / Massachusetts Ave. | 25 | 23 | 21 | -2 | DECREASE | YES |
| | | | | | | |
| **Reno Road** | | | | | | |
| Chevy Chase Pkwy. / Van Ness St. | 25 | 30 | 29 | -1 | DECREASE | YES |
| Van Ness St. / Quebec Pl. | 25 | 30 | 29 | -1 | DECREASE | YES |
| | | | | | | |

## Table 3: Comparison of 2006 and 2010 Mean speeds, Part 7 of 11

| District of Columbia Speed Study | | | | | | |
|---|---|---|---|---|---|---|
| | | 2006 Speed Data | 2010 Speed Data | Analysis | | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | Mean Speed (MPH) | Mean Speed (MPH) | 2006 vs 2010 Mean Speed | Increase or Decrease in Mean Speed | Statistically Significant? |
| **Reservoir Road** | | | | | | |
| Wisconsin Ave. / Foxhall Rd. | 25 | 30 | 25 | -5 | DECREASE | YES |
| Foxhall Rd. / MacArthur Blvd. | 25 | 29 | 27 | -2 | DECREASE | YES |
| | | | | | | |
| **Rhode Island Avenue** | | | | | | |
| 10th St. / 17th St. | 30 | 30 | 25 | -5 | DECREASE | YES |
| 17th St. / District Line | 30 | 32 | 28 | -4 | DECREASE | YES |
| | | | | | | |
| **Ridge Road** | | | | | | |
| Burns St. / G St. | 25 | 33 | 33 | 0 | NO CHANGE | NO |
| G St. / Minnesota Ave. | 25 | 29 | 29 | 0 | NO CHANGE | NO |
| | | | | | | |
| **Riggs Road** | | | | | | |
| North Capitol St. / South Dakota Ave. | 25 | 24 | 28 | 4 | INCREASE | YES |
| South Dakota Ave. / District Line | 25 | 30 | 27 | -3 | DECREASE | YES |
| | | | | | | |
| **River Road** | | | | | | |
| District Line / 44th St. | 25 | 31 | 29 | -2 | DECREASE | YES |
| 44th St. / Wisconsin Ave. | 25 | 27 | 28 | 1 | INCREASE | NO |
| | | | | | | |
| **Rochambeau Memorial Bridge** | | | | | | |
| I-395 Route 1 / District Line | 45 | 52 | 40 | -12 | DECREASE | YES |
| | | | | | | |
| **Rock Creek and Potomac Parkway** | | | | | | |
| Waterside Dr. / Virginia Ave. | 35 | 38 | 38 | 0 | NO CHANGE | NO |
| Virginia Ave. / Ohio Dr. | 25 | 39 | 39 | 0 | NO CHANGE | NO |
| | | | | | | |
| **Route 1** | | | | | | |
| Maine Ave. / Maine Ave. (Ramp) | 35 | 41 | 38 | -3 | DECREASE | YES |
| Maine Ave. (Ramp) / George Mason Br. | 35 | 42 | 47 | 5 | INCREASE | YES |
| | | | | | | |
| **Saraloga Avenue** | | | | | | |
| Brentwood Rd / Rhode Island Ave. | 25 | 20 | 23 | 3 | INCREASE | YES |
| | | | | | | |
| **Sargent Road** | | | | | | |
| DL/Galatin St. | 25 | 30 | 28 | -2 | DECREASE | YES |
| Galatin St. / Webster St. | 25 | 32 | 26 | -6 | DECREASE | YES |
| | | | | | | |
| **Sheriff Road** | | | | | | |
| Kane PL / District Line | 30 | 34 | 30 | -4 | DECREASE | YES |
| | | | | | | |
| **Sherman Avenue** | | | | | | |
| Park Rd / Florida Ave. | 25 | 31 | 31 | 0 | NO CHANGE | NO |

## Table 3: Comparison of 2006 and 2010 Mean Speeds, Part 8 of 11

| District of Columbia Speed Study | | | | | | |
|---|---|---|---|---|---|---|
| | | 2006 Speed Data | 2010 Speed Data | Analysis | | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | Mean Speed (MPH) | Mean Speed (MPH) | 2006 vs 2010 Mean Speed | Increase or Decrease in Mean Speed | Statistically Significant? |
| **South Capitol Street** | | | | | | |
| Xenia St. MLK Jr. Ave. /MLK Jr. Ave | 35/40 | 30 | 30 | 0 | NO CHANGE | NO |
| MLK Jr. Ave. /Suitland Pkwy | 40 | 34 | 43 | 9 | INCREASE | YES |
| | | | | | | |
| **South Dakota Avenue** | | | | | | |
| Riggs Rd. / Webster St. | 25 | 38 | 30 | -8 | DECREASE | YES |
| Rhode Island Ave. /US Route 50 (NY Ave) | 25 | 42 | 26 | -16 | DECREASE | YES |
| | | | | | | |
| **Southeast Freeway SW/SE** | | | | | | |
| I-295 Split / I-395 Split | 45 | 57 | 45 | -12 | DECREASE | YES |
| | | | | | | |
| **Southern Avenue** | | | | | | |
| 24th St. / 13th St. | 30 | 36 | 38 | 2 | INCREASE | YES |
| 13th St. / Indian Head Hwy | 30 | 31 | 32 | 1 | INCREASE | NO |
| | | | | | | |
| **Suitland Parkway** | | | | | | |
| South Capitol St. / Firth Stering Ave. | 30/45 | 41 | 36 | -5 | DECREASE | YES |
| Firth Stering Ave. / Sheridan Rd. (Ramp) | 35/45 | 47 | 40 | -7 | DECREASE | YES |
| | | | | | | |
| **Taylor Street** | | | | | | |
| South Dakota Ave. / Hawai Ave. | 25 | 28 | 23 | -5 | DECREASE | YES |
| | | | | | | |
| **Theodora Roosevelt Bridge (I-66)** | | | | | | |
| Rock Cr. And Potomac Pkwy. /District Line | 40 | 52 | 32 | -20 | DECREASE | YES |
| | | | | | | |
| **Tilden Street** | | | | | | |
| Beach Dr. / Reno Rd. | 25 | 35 | 28 | -7 | DECREASE | YES |
| | | | | | | |
| **Tunlaw Road** | | | | | | |
| Fulton St. / Calvert St. | 25 | 28 | 28 | 0 | NO CHANGE | NO |
| | | | | | | |
| **U Street** | | | | | | |
| 9th St. / 18th St. | 25 | 24 | 25 | 1 | INCREASE | NO |
| | | | | | | |
| **Vermont Avenue** | | | | | | |
| Massachusetts Ave. / K. St. | 25 | 20 | 18 | -2 | DECREASE | YES |
| | | | | | | |
| **Virginia Avenue** | | | | | | |
| Constitution Ave. / C St. | 25 | 26 | 22 | -4 | DECREASE | YES |
| New Hampshire Ave / Rock Creek & potomac Pkwy | 25 | 29 | 34 | 5 | INCREASE | YES |
| | | | | | | |
| **W Street** | | | | | | |
| MLK Jr. Ave. / 13th St. | 25 | 24 | 25 | 1 | INCREASE | NO |

## Table 3: Comparison of 2006 and 2010 Mean Speeds, Part 9 of 11

| District of Columbia Speed Study | | | | | | |
|---|---|---|---|---|---|---|
| | | 2006 Speed Data | 2010 Speed Data | Analysis | | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | Mean Speed (MPH) | Mean Speed (MPH) | 2006 vs 2010 Mean Speed | Increase or Decrease in Mean Speed | Statistically Significant? |
| **Walbridge Place** | | | | | | |
| Park Rd. / Adams Mill Rd | 25 | 33 | 25 | -8 | DECREASE | YES |
| | | | | | | |
| **Washington Avenue** | | | | | | |
| Independence Ave. / I-395(Ramp) | 25 | 26 | 28 | 2 | INCREASE | YES |
| I-395 (Ramp) / South Capitol St. | 25 | 26 | 28 | 2 | INCREASE | YES |
| | | | | | | |
| **Western Avenue** | | | | | | |
| Chevy Chase Cir. / 47th St. | 25 | 25 | 24 | -1 | DECREASE | YES |
| 47th St. / Westmoreland Cir | 25 | 34 | 35 | 1 | INCREASE | NO |
| | | | | | | |
| **West Virginia Avenue** | | | | | | |
| 17th St. / K. St. | 25 | 28 | 30 | 2 | INCREASE | YES |
| | | | | | | |
| **Wheeler Road** | | | | | | |
| Alabama Ave. / District Line | 25 | 37 | 30 | -7 | DECREASE | YES |
| | | | | | | |
| **Whitehurst Freeway** | | | | | | |
| M St. Canal Rd / 27th St. | 25/35 | 34 | 39 | 5 | INCREASE | YES |
| | | | | | | |
| **Wisconsin Avenue** | | | | | | |
| District Line / Nebraska Ave. | 30/35 | 29 | 29 | 0 | NO CHANGE | NO |
| Nebraska Ave. / Massachusetts Ave. | 30 | 33 | 34 | 1 | INCREASE | NO |
| | | | | | | |
| **3rd Street** | | | | | | |
| Pennsylvania Avenue/Jefferson St | 25 | 25 | 23 | -2 | DECREASE | YES |
| | | | | | | |
| **4th Street** | | | | | | |
| Pennsylvania Avenue/ SL | 25 | 26 | 22 | -4 | DECREASE | YES |
| Michigan Ave / Adams SL | 25 | 29 | 28 | -1 | DECREASE | NO |
| | | | | | | |
| **5th Street** | | | | | | |
| New Hamshpire Ave/ Rock Creek Church Rd | 25 | 24 | 23 | -1 | DECREASE | YES |
| Hopart PL/ McMillan Dr- Howard PL | 25 | 36 | 33 | -3 | DECREASE | YES |
| | | | | | | |
| **6th Street** | | | | | | |
| Penn St/ Florida Ave | 25 | 21 | 26 | 5 | INCREASE | YES |
| Rhode Island Ave / Pennsylvania Ave | 25 | 29 | 30 | 1 | INCREASE | NO |
| | | | | | | |
| **7th Street** | | | | | | |
| Florida Ave/ M ST | 25 | 30 | 25 | -5 | DECREASE | YES |
| Pennsylvania Ave/Mling Ave | 25 | 28 | 26 | -2 | DECREASE | YES |

## Table 3: Comparison of 2006 and 2010 Mean Speeds, Part 10 of 11

| District of Columbia Speed Study | | | | | | |
|---|---|---|---|---|---|---|
| | | 2006 Speed Data | 2010 Speed Data | Analysis | | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | Mean Speed (MPH) | Mean Speed (MPH) | 2006 vs 2010 Mean Speed | Increase or Decrease in Mean Speed | Statistically Significant? |
| **8th Street** | | | | | | |
| Pennsylvania Ave Virginia Ave | 25 | 24 | 20 | -4 | DECREASE | YES |
| | | | | | | |
| **9th Street** | | | | | | |
| V St/ Mt Vernon PL + Massachusette Ave | 25 | 28 | 27 | -1 | DECREASE | NO |
| Constitution Ave / I- 395 | 35 | 43 | 42 | -1 | DECREASE | NO |
| | | | | | | |
| **11th Street** | | | | | | |
| Massachusette Ave /Pennsylvania Ave | 25 | 27 | | | | |
| Rhode Island / Pennsylvania Ave | 25 | 28 | 20 | -8 | DECREASE | YES |
| | | | | | | |
| **12th Street Expressway** | | | | | | |
| I -395/Southwest Fwy ( Ramp) | 35 | 40 | 34 | -6 | DECREASE | YES |
| | | | | | | |
| **12th Street** | | | | | | |
| Pennsylvania Ave / Massachusette Ave | 25 | 26 | 25 | -1 | DECREASE | NO |
| Lawrence St/ South Dakota Ave | 25 | 28 | 25 | -3 | DECREASE | YES |
| | | | | | | |
| **13th Street** | | | | | | |
| Fort Stevens Dr / Allison St | 25 | 31 | 28 | -3 | DECREASE | YES |
| Allison St/ Kenyon St | 25 | 30 | 21 | -9 | DECREASE | YES |
| | | | | | | |
| **14th street** | | | | | | |
| Aspen St/ Monroe St | 25 | 30 | 26 | -4 | DECREASE | YES |
| S ST / Pennsylvania Ave | 25 | 25 | 21 | -4 | DECREASE | YES |
| | | | | | | |
| **15th Street** | | | | | | |
| Independence Ave/ Alexander Hamilton PL | 25 | 32 | 29 | -3 | DECREASE | YES |
| Q ST / ST | 30 | 31 | 28 | -3 | DECREASE | YES |
| | | | | | | |
| **16th Street** | | | | | | |
| District Line/ Alaska Ave | 30 | 41 | 31 | -10 | DECREASE | YES |
| Arkansas Ave/ Irwing ST | 25 | 34 | 29 | -5 | DECREASE | YES |
| | | | | | | |
| **17th Street** | | | | | | |
| Benning Rd/ Potomac Ave | 25 | 31 | 29 | -2 | DECREASE | YES |
| Connecticut Ave / Florida Ave | 25 | 21 | 21 | 0 | NO CHANGE | NO |
| | | | | | | |
| **19th Street** | | | | | | |
| Connecticut Ave / K St | 25 | 19 | 24 | 5 | INCREASE | YES |
| K St /E St | 25 | 22 | 25 | 3 | INCREASE | YES |
| | | | | | | |

## Table 3: Comparison of 2006 and 2010 Mean Speeds, Part 11 of 11

| District of Columbia Speed Study | | | | | | |
|---|---|---|---|---|---|---|
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | 2006 Speed Data | 2010 Speed Data | Analysis | | |
| | | Mean Speed (MPH) | Mean Speed (MPH) | 2006 vs 2010 Mean Speed | Increase or Decrease in Mean Speed | Statistically Significant? |
| **20th Street** | | | | | | |
| E St / New Hampshire Ave | 25 | 22 | 26 | 4 | INCREASE | YES |
| | | | | | | |
| **22nd Street** | | | | | | |
| Pennsylvania Ave / Massachusetts Ave | 25 | 25 | 21 | -4 | DECREASE | YES |
| | | | | | | |
| **23rd Street** | | | | | | |
| Pennsylvania Ave / Lincoln Cir | 25 | 30 | 28 | -2 | DECREASE | YES |
| | | | | | | |
| **25th Street** | | | | | | |
| Naylor Rd / Alabama Ave | 25 | 28 | 27 | -1 | DECREASE | NO |
| | | | | | | |
| **27th Street** | | | | | | |
| Pennsylvania Ave / Texas Ave | 25 | 28 | 22 | -6 | DECREASE | YES |
| Texas Ave / Naylor Rd | 25 | 32 | 27 | -5 | DECREASE | YES |
| | | | | | | |
| **34th Street** | | | | | | |
| Massachusetts Ave / Woodley Rd | 25 | 27 | 28 | 1 | INCREASE | NO |
| | | | | | | |
| **41st Street** | | | | | | |
| District Line / Military Rd | 25 | 29 | 28 | -1 | DECREASE | NO |
| | | | | | | |
| **63rd Street** | | | | | | |
| District Line / District Line | 25 | 29 | 28 | -1 | DECREASE | NO |

For all the sites a comparison of the 85th percentile speeds was conducted. This analysis is tabled as follows.

**Table 4: Comparison of 2006 and 2010 85th Percentile Speeds, Part 1 of 13**

| District of Columbia Speed Study | | | | | |
|---|---|---|---|---|---|
| | | 2006 Speed Data | 2010 Speed Data | Analysis | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | 85th Percentile Speed | 85th Percentile Speed | 2006 vs 2010 85th Percentile | Increase or Decrease in 85th percentile speed |
| | | | | | |
| **Adams Mill Road** | | | | | |
| Klinge Rd/ Harvard St | 25 | 34 | 26 | -8 | DECREASE |
| | | | | | |
| **Alabama Avenue** | | | | | |
| MLK Jr Ave/ Good Hope Rd | 25 | 31 | 31 | 0 | NO CHANGE |
| Good Hope Rd/ 38th St | 25 | 34 | 32 | -2 | DECREASE |
| | | | | | |
| **Alaska Avenue** | | | | | |
| Holly St/ 14th St | 30 | 34 | 30 | -4 | DECREASE |
| 14th St/ 16th St | 30 | 36 | 34 | -2 | DECREASE |
| | | | | | |
| **Anacostia Freeway (DC 295)** | | | | | |
| East Capitol St (Ramps)/ Pennsylvania Ave | 45 | 55 | 53 | -2 | DECREASE |
| Pennsylvania Ave (Ramps) / I-295 | 50 | 63 | 50 | -13 | DECREASE |
| | | | | | |
| **Arizona Avenue** | | | | | |
| Loughboro Rd/ McArthur Blvd | 25 | 33 | 34 | 1 | INCREASE |
| | | | | | |
| **Arkansas Avenue** | | | | | |
| 16th St/ Georgia Ave | 25 | 34 | 31 | -3 | DECREASE |
| | | | | | |
| **Arland D. Williams Junior Bridge (14th St)** | | | | | |
| I-395 Route 1 / District Line | 40 | 54 | 40 | -14 | DECREASE |
| | | | | | |
| **Arlington Memorial Bridge** | | | | | |
| Memorial Dr/ Potomac Pkwy | 25/30 | 45 | 33 | -12 | DECREASE |
| | | | | | |
| **Beach Drive** | | | | | |
| Wise Rd/ Rock Cr and Potomac Pkwy | 25 | 35 | 32 | -3 | DECREASE |

## Table 4: Comparison of 2006 and 2010 85th Percentile Speeds, Part 2 of 13

| District of Columbia Speed Study | | | | | |
|---|---|---|---|---|---|
| | | 2006 Speed Data | 2010 Speed Data | Analysis | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | 85th Percentile Speed | 85th Percentile Speed | 2006 vs 2010 85th Percentile | Increase or Decrease in 85th percentile speed |
| **Benning Road** | | | | | |
| 25th Pl/ Minnesota Ave | 30 | 40 | 36 | -4 | DECREASE |
| East Capitol St/ District Line | 25/30 | 41 | 32 | -9 | DECREASE |
| | | | | | |
| **Bladensburg Road** | | | | | |
| Douglas St/ New York Ave | 30 | 34 | 35 | 1 | INCREASE |
| New York Ave/ Mount Olivet Rd | 25 | 41 | 40 | -1 | DECREASE |
| | | | | | |
| **Blair Road** | | | | | |
| District Line/ Aspen St | 25 | 31 | 29 | -2 | DECREASE |
| Aspen St/ Peabody St | 25/30 | 39 | 34 | -5 | DECREASE |
| | | | | | |
| **Bowen Road** | | | | | |
| Stanley St- Burns St/ District Line | 30 | 30 | 35 | 5 | INCREASE |
| | | | | | |
| **Branch Avenue** | | | | | |
| District Line/ Alabama Ave | 25 | 35 | 33 | -2 | DECREASE |
| Alabama Ave/ Pennsylvania Ave | 25 | 47 | 37 | -10 | DECREASE |
| | | | | | |
| **Brentwood Parkway** | | | | | |
| Penn St/ New York Ave | 25 | 37 | 32 | -5 | DECREASE |
| | | | | | |
| **C Street** | | | | | |
| 21st St/ 15th St | 25 | 36 | 36 | 0 | NO CHANGE |
| 15th St/ 6th St | 25 | 30 | 29 | -1 | DECREASE |
| | | | | | |
| **Calvert Street** | | | | | |
| 24th St/ Adams Mill Rd | 25 | 30 | 31 | 1 | INCREASE |
| | | | | | |
| **Canal Road** | | | | | |
| Whitehurst Fwy/ Foxhall Rd | 25/35 | 44 | 36 | -8 | DECREASE |
| Foxhall Rd/ Arizona Ave | 35 | 51 | 42 | -9 | DECREASE |
| | | | | | |
| **Central Avenue** | | | | | |
| East Capitol St/ 53rd Pl | 25/30 | 40 | 34 | -6 | DECREASE |
| | | | | | |

## Table 4: Comparison of 2006 and 2010 85th Percentile Speeds, Part 3 of 13

| District of Columbia Speed Study | | | | | |
|---|---|---|---|---|---|
| | | 2006 Speed Data | 2010 Speed Data | Analysis | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | 85th Percentile Speed | 85th Percentile Speed | 2006 vs 2010 85th Percentile | Increase or Decrease in 85th percentile speed |
| **Chain Bridge** | | | | | |
| Canal St/ District Line | 25 | 37 | 36 | -1 | DECREASE |
| | | | | | |
| **Clara Barton Parkway** | | | | | |
| Chain Br/ District Line | 35 | 52 | 42 | -10 | DECREASE |
| | | | | | |
| **Cleveland Avenue** | | | | | |
| 34th St/ 29th St | 25 | 35 | 32 | -3 | DECREASE |
| | | | | | |
| **Columbia Road** | | | | | |
| Warder St / 16th St. | 25 | 26 | 24 | -2 | DECREASE |
| 16th St / Biltmore St. | 25 | 21 | 25 | 4 | INCREASE |
| | | | | | |
| **Connecticut Avenue** | | | | | |
| District Line / Nebraska Ave | 30 | 40 | 36 | -4 | DECREASE |
| Nebraska Ave / Porter St. | 30 | 40 | 28 | -12 | DECREASE |
| | | | | | |
| **Constitution Avenue** | | | | | |
| North Carolina Ave. / 3rd St. | 25 | 30 | 32 | 2 | INCREASE |
| 12 St. / 23rd St. | 25 | 36 | 29 | -7 | DECREASE |
| | | | | | |
| **Dalecarlia Parkway** | | | | | |
| Loughboro Rd. / Massachusetts Ave. | 35/40 | 44 | 43 | -1 | DECREASE |
| | | | | | |
| **E Street** | | | | | |
| 13th St. / 5th St. | 25 | 21 | 28 | 7 | INCREASE |
| 5th St. / Columbus Cir. | 25 | 28 | 25 | -3 | DECREASE |
| | | | | | |
| **East Capitol Street** | | | | | |
| District Line / Benning Rd. | 30 | 41 | 42 | 1 | INCREASE |
| | | | | | |
| Benning Rd. / Kennilworth (Ramp) | 30/35 | 50 | 44 | -6 | DECREASE |
| | | | | | |
| **Eastern Avenue** | | | | | |
| Addison Rd-Minnesota Ave. / District Line | 25 | 36 | 35 | -1 | DECREASE |
| 5th St. / Chillum Pl. | 25 | 29 | 35 | 6 | INCREASE |

## Table 4: Comparison of 2006 and 2010 85th Percentile Speeds, Part 4 of 13

| District of Columbia Speed Study | | | | | |
|---|---|---|---|---|---|
| | | 2006 Speed Data | 2010 Speed Data | Analysis | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | 85th Percentile Speed | 85th Percentile Speed | 2006 vs 2010 85th Percentile | Increase or Decrease in 85th percentile speed |
| **Florida Avenue** | | | | | |
| 9th St. / North Capitol St. | 25 | 32 | 27 | -5 | DECREASE |
| 15th St. / V St. | 25 | 29 | 27 | -2 | DECREASE |
| North Capitol St. / M St. | 25 | 37 | 31 | -6 | DECREASE |
| | | | | | |
| **Foxhall Road** | | | | | |
| Reservoir Rd. / St. Partrick's School Rd. | 25 | 37 | 33 | -4 | DECREASE |
| 44 St. / Reservoir Rd. | 25 | 30 | 34 | 4 | INCREASE |
| | | | | | |
| **Francis Scott Key Bridge** | | | | | |
| M St. / District Line | 30 | 39 | 31 | -8 | DECREASE |
| | | | | | |
| **Franklin Street** | | | | | |
| Rhode Islane Ave. / 12th St. | 25 | 33 | 23 | -10 | DECREASE |
| 7th St. / Michigan Ave. | 25 | 32 | 31 | -1 | DECREASE |
| | | | | | |
| **George Mason Bridge** | | | | | |
| I-395-Route 1 / District Line | 40 | 48 | 57 | 9 | INCREASE |
| | | | | | |
| **George Washington Memorial Parkway** | | | | | |
| District Line / District Line | 40 | 52 | 50 | -2 | DECREASE |
| | | | | | |
| **Georgia Avenue** | | | | | |
| Piney Branch Rd. / Webster St. | 30 | 38 | 30 | -8 | DECREASE |
| | | | | | |
| Webster St. / Bryant St. | 30 | 32 | 34 | 2 | INCREASE |
| | | | | | |
| **Good Hope Road** | | | | | |
| Martin Luther King Jr. Ave. / Alabama Ave. | 25 | 40 | 25 | -15 | DECREASE |
| | | | | | |
| **H Street** | | | | | |
| New York Ave. / 6th St. | 25 | 25 | 28 | 3 | INCREASE |
| | | | | | |
| **Harewood Road** | | | | | |
| 4th St. / Taylor St. | 30 | 40 | 33 | -7 | DECREASE |
| | | | | | |

## Table 4: Comparison of 2006 and 2010 85th Percentile Speeds, Part 5 of 13

| District of Columbia Speed Study | | | | | |
|---|---|---|---|---|---|
| | | 2006 Speed Data | 2010 Speed Data | Analysis | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | 85th Percentile Speed | 85th Percentile Speed | 2006 vs 2010 85th Percentile | Increase or Decrease in 85th percentile speed |
| **Harvard Street** | | | | | |
| 16th St - Columbia Rd. / 6th St. | 25 | 28 | 26 | -2 | DECREASE |
| | | | | | |
| **Henry Bacon Drive** | | | | | |
| Constitution Ave. / Lincoln Cir. | 25 | 32 | 31 | -1 | DECREASE |
| | | | | | |
| **Martin Luther King Junior Avenue** | | | | | |
| W St./ Eaton Rd. | 25 | 32 | 32 | 0 | NO CHANGE |
| Eaton Rd. / Lebaum St. | 30 | 35 | 33 | -2 | DECREASE |
| | | | | | |
| **Maryland Avenue** | | | | | |
| 6th St. / Bladensburg Rd. -Benning Rd. | 25 | 35 | 31 | -4 | DECREASE |
| | | | | | |
| **Massachusetts Avenue** | | | | | |
| 11th St. / 1st St. | 25 | 34 | 28 | -6 | DECREASE |
| R St. / Observatoty Cir. | 25 | 34 | 33 | -1 | DECREASE |
| | | | | | |
| **Michigan Avenue** | | | | | |
| South Dakota Ave. / Perry St. | 25 | 35 | 32 | -3 | DECREASE |
| Perry St. / Franklin St. | 25 | 31 | 25 | -6 | DECREASE |
| | | | | | |
| **Military Road** | | | | | |
| District Line / Nebraska Ave. | 25 | 34 | 30 | -4 | DECREASE |
| Oregon Ave. / 13th St. | 35 | 33 | 50 | 17 | INCREASE |
| | | | | | |
| **Minnesotta Avenue** | | | | | |
| A St. / Pennsylvania Ave. | 25 | 32 | 37 | 5 | INCREASE |
| Pennsylvania Ave. / Good Hope Rd. | 25 | 35 | 29 | -6 | DECREASE |
| | | | | | |
| **Missouri Avenue** | | | | | |
| 13th St. / North Capitol St | 25 | 37 | 34 | -3 | DECREASE |
| | | | | | |
| **Monroe Street** | | | | | |
| Michigan Ave. / 15th St. | 25 | 29 | 28 | -1 | DECREASE |
| 15th St. / South Dakota Ave. | 25 | 33 | 34 | 1 | INCREASE |
| | | | | | |

## Table 4: Comparison of 2006 and 2010 85th Percentile Speeds, Part 6 of 13

| District of Columbia Speed Study | | | | | |
|---|---|---|---|---|---|
| | | 2006 Speed Data | 2010 Speed Data | Analysis | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | 85th Percentile Speed | 85th Percentile Speed | 2006 vs 2010 85th Percentile | Increase or Decrease in 85th percentile speed |
| **Mount Olivet Road** | | | | | |
| 9th St- Brentwood Rd. / Bladensburg Rd | 25 | 36 | 35 | -1 | DECREASE |
| | | | | | |
| **Mount Vernon Place** | | | | | |
| 7th St / 9th St | 25 | 24 | 28 | 4 | INCREASE |
| | | | | | |
| **Nannie Helen Burroughs Avenue** | | | | | |
| Kenilworth Ave / Lowrie Pl | 30 | 33 | 32 | -1 | DECREASE |
| Lowrie Pl / District Line | 30 | 34 | 36 | 2 | INCREASE |
| | | | | | |
| **Naylor Road** | | | | | |
| District Line / S St | 25 | 39 | 30 | -9 | DECREASE |
| | | | | | |
| **Nebraska Avenue** | | | | | |
| Military Rd / Wisconsin Ave | 30 | 38 | 33 | -5 | DECREASE |
| Wisconsin Ave / Chain Bridge Rd - Indian Ln | 30 | 33 | 31 | -2 | DECREASE |
| | | | | | |
| **New Hampshire Avenue** | | | | | |
| Park Rd / Illinois Ave | 30 | 34 | 29 | -5 | DECREASE |
| Illinois Ave / North Capitol St | 25/30 | 34 | 34 | 0 | NO CHANGE |
| | | | | | |
| **New Jersey Avenue** | | | | | |
| Florida Ave / O St | 25 | 32 | 31 | -1 | DECREASE |
| | | | | | |
| **New Mexico Avenue** | | | | | |
| Nebraska Ave / Fulton St | 25 | 30 | 31 | 1 | INCREASE |
| | | | | | |
| **New York Avenue** | | | | | |
| 15th St / 9th St | 25 | 26 | 39 | 13 | INCREASE |
| Penn St -4th St / 16th St | 35 | 31 | 24 | -7 | DECREASE |
| | | | | | |
| **North Capitol Street** | | | | | |
| Allison St / Michigan Ave | 25/35 | 35 | 47 | 12 | INCREASE |
| S St / F St | 25 | 25 | 29 | 4 | INCREASE |
| | | | | | |

## Table 4: Comparison of 2006 and 2010 85th Percentile Speeds. Part 7 of 13

| District of Columbia Speed Study | | | | | |
|---|---|---|---|---|---|
| | | 2006 Speed Data | 2010 Speed Data | Analysis | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | 85th Percentile Speed | 85th Percentile Speed | 2006 vs 2010 85th Percentile | Increase or Decrease in 85th percentile speed |
| **P Street** | | | | | |
| Wisconsin Ave./Connecticut Ave. | 25 | 31 | 28 | -3 | DECREASE |
| | | | | | |
| **Park Place** | | | | | |
| Rock Creek Church Rd. / Michigan Ave-Columbia | 25 | 42 | 34 | -8 | DECREASE |
| | | | | | |
| **Pennsylvania Avenue** | | | | | |
| 29th St/17th St. | 25 | 28 | 30 | 2 | INCREASE |
| | | | | | |
| **Piney Branch Parkway** | | | | | |
| Arkansas Ave. / Beach Dr. | 25 | 41 | 35 | -6 | DECREASE |
| | | | | | |
| **Piney Branch Road** | | | | | |
| District Line / Underwood St. | 30 | 34 | 31 | -3 | DECREASE |
| Underwood St. / Fort Stevens Dr. | 30 | 37 | 31 | -6 | DECREASE |
| | | | | | |
| **Porter Street** | | | | | |
| Williamsburg La / 30th St. | 30 | 36 | 37 | 1 | INCREASE |
| 30th St. / 34th St. | 25 | 30 | 30 | 0 | NO CHANGE |
| | | | | | |
| **Potomac Avenue** | | | | | |
| 18th St. / 19th St. | 25 | 32 | 36 | 4 | INCREASE |
| | | | | | |
| **Potomac River Freeway** | | | | | |
| Whitehurst Fwy / 27th St. (Ramp) | 40 | 39 | 33 | -6 | DECREASE |
| I-66 (Ramp) / Ohio Dr. | 40 | 47 | 37 | -10 | DECREASE |
| | | | | | |
| **Q Street** | | | | | |
| Wisconsin Ave. / 22nd St.-Florida Ave. | 25 | 24 | 28 | 4 | INCREASE |
| 22nd St.-Florida Ave. / Rhode Island Ave. | 25 | 24 | 24 | 0 | NO CHANGE |
| | | | | | |
| **R Street** | | | | | |
| Florida Ave. / 15th St. | 25 | 27 | 24 | -3 | DECREASE |
| 15th St. / Massachusetts Ave. | 25 | 26 | 22 | -4 | DECREASE |
| | | | | | |

## Table 4: Comparison of 2006 and 2010 85th Percentile Speeds, Part 8 of 13

| District of Columbia Speed Study | | | | | |
|---|---|---|---|---|---|
| | | 2006 Speed Data | 2010 Speed Data | Analysis | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | 85th Percentile Speed | 85th Percentile Speed | 2006 vs 2010 85th Percentile | Increase or Decrease in 85th percentile speed |
| **Reno Road** | | | | | |
| Chevy Chase Pkwy. / Van Ness St. | 25 | 32 | 31 | -1 | DECREASE |
| Van Ness St. / Quebec Pl. | 25 | 32 | 31 | -1 | DECREASE |
| | | | | | |
| **Reservoir Road** | | | | | |
| Wisconsin Ave. / Foxhall Rd. | 25 | 32 | 26 | -6 | DECREASE |
| Foxhall Rd. / MacArthur Blvd. | 25 | 31 | 30 | -1 | DECREASE |
| | | | | | |
| **Rhode Island Avenue** | | | | | |
| 10th St. / 17th St. | 30 | 26 | 27 | 1 | INCREASE |
| 17th St. / District Line | 30 | 36 | 33 | -3 | DECREASE |
| | | | | | |
| **Ridge Road** | | | | | |
| Burns St. / G St. | 25 | 39 | 38 | -1 | DECREASE |
| G St. / Minnesota Ave. | 25 | 32 | 33 | 1 | INCREASE |
| | | | | | |
| **Riggs Road** | | | | | |
| North Capitol St. / South Dakota Ave. | 25 | 26 | 31 | 5 | INCREASE |
| South Dakota Ave. / District Line | 25 | 35 | 30 | -5 | DECREASE |
| | | | | | |
| **River Road** | | | | | |
| District Line / 44th St. | 25 | 35 | 32 | -3 | DECREASE |
| 44th St. / Wisconsin Ave. | 25 | 31 | 30 | -1 | DECREASE |
| | | | | | |
| **Rochambeau Memorial Bridge** | | | | | |
| I-395 Route 1 / District Line | 45 | 56 | 43 | -13 | DECREASE |
| | | | | | |
| **Rock Creek and Potomac Parkway** | | | | | |
| Waterside Dr. / Virginia Ave. | 35 | 41 | 40 | -1 | DECREASE |
| Virginia Ave. / Ohio Dr. | 25 | 42 | 40 | -2 | DECREASE |
| | | | | | |
| **Route 1** | | | | | |
| Maine Ave. / Maine Ave. (Ramp) | 35 | 45 | 41 | -4 | DECREASE |
| Maine Ave. (Ramp) / George Mason Br. | 35 | 45 | 51 | 6 | INCREASE |
| | | | | | |

## Table 4: Comparison of 2006 and 2010 85th Percentile Speeds, Part 9 of 13

| District of Columbia Speed Study | | | | | |
|---|---|---|---|---|---|
| | | 2006 Speed Data | 2010 Speed Data | Analysis | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | 85th Percentile Speed | 85th Percentile Speed | 2006 vs 2010 85th Percentile | Increase or Decrease in 85th percentile speed |
| **Saraloga Avenue** | | | | | |
| Brentwood Rd / Rhode Island Ave. | 25 | 21 | 24 | 3 | INCREASE |
| | | | | | |
| **Sargent Road** | | | | | |
| DL/Galatin St. | 25 | 31 | 31 | 0 | NO CHANGE |
| Galatin St. / Webster St. | 25 | 34 | 28 | -6 | DECREASE |
| | | | | | |
| **Sheriff Road** | | | | | |
| Kane PL / District Line | 30 | 39 | 34 | -5 | DECREASE |
| | | | | | |
| **Sherman Avenue** | | | | | |
| Park Rd / Florida Ave. | 25 | 34 | 34 | 0 | NO CHANGE |
| | | | | | |
| **South Capitol Street** | | | | | |
| Xenia St. MLK Jr. Ave. /MLK Jr. Ave | 35/40 | 35 | 32 | -3 | DECREASE |
| MLK Jr. Ave. /Suitland Pkwy | 40 | 37 | 47 | 10 | INCREASE |
| | | | | | |
| **South Dakota Avenue** | | | | | |
| Riggs Rd. / Webster St. | 25 | 45 | 33 | -12 | DECREASE |
| Rhode Island Ave. /US Route 50 (NY Ave) | 25 | 44 | 28 | -16 | DECREASE |
| | | | | | |
| **Southeast Freeway SW/SE** | | | | | |
| I-295 Split / I-395 Split | 45 | 62 | 52 | -10 | DECREASE |
| | | | | | |
| **Southern Avenue** | | | | | |
| 24th St. / 13th St. | 30 | 41 | 41 | 0 | NO CHANGE |
| 13th St. / Indian Head Hwy | 30 | 34 | 35 | 1 | INCREASE |
| | | | | | |
| **Suitland Parkway** | | | | | |
| South Capitol St. / Firth Stering Ave. | 30/45 | 46 | 40 | -6 | DECREASE |
| Firth Stering Ave. / Sheridan Rd. (Ramp) | 35/45 | 52 | 43 | -9 | DECREASE |
| | | | | | |
| **Taylor Street** | | | | | |
| South Dakota Ave. / Hawai Ave. | 25 | 30 | 25 | -5 | DECREASE |
| | | | | | |

## Table 4: Comparison of 2006 and 2010 85th Percentile Speeds, Part 10 of 13

| District of Columbia Speed Study | | | | | |
|---|---|---|---|---|---|
| | | 2006 Speed Data | 2010 Speed Data | Analysis | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | 85th Percentile Speed | 85th Percentile Speed | 2006 vs 2010 85th Percentile | Increase or Decrease in 85th percentile speed |
| **Theodora Roosevelt Bridge (I-66)** | | | | | |
| Rock Cr. And Potomac Pkwy. /District Line | 40 | 56 | 35 | -21 | DECREASE |
| | | | | | |
| **Tilden Street** | | | | | |
| Beach Dr. / Reno Rd. | 25 | 38 | 31 | -7 | DECREASE |
| | | | | | |
| **Tunlaw Road** | | | | | |
| Fulton St. / Calvert St. | 25 | 30 | 30 | 0 | NO CHANGE |
| | | | | | |
| **U Street** | | | | | |
| 9th St. / 18th St. | 25 | 26 | 28 | 2 | INCREASE |
| | | | | | |
| **Vermont Avenue** | | | | | |
| Massachusetts Ave. / K. St. | 25 | 23 | 20 | -3 | DECREASE |
| | | | | | |
| **Virginia Avenue** | | | | | |
| Constitution Ave. / C St. | 25 | 28 | 25 | -3 | DECREASE |
| New Hampshire Ave / Rock Creek & potomac Pkwy | 25 | 32 | 37 | 5 | INCREASE |
| | | | | | |
| **W Street** | | | | | |
| MLK Jr. Ave. / 13th St. | 25 | 27 | 27 | 0 | NO CHANGE |
| | | | | | |
| **Walbridge Place** | | | | | |
| Park Rd. / Adams Mill Rd | 25 | 34 | 28 | -6 | DECREASE |
| | | | | | |
| **Washington Avenue** | | | | | |
| Independence Ave. / I-395(Ramp) | 25 | 29 | 32 | 3 | INCREASE |
| I-395 (Ramp) / South Capitol St. | 25 | 29 | 32 | 3 | INCREASE |
| | | | | | |
| **Western Avenue** | | | | | |
| Chevy Chase Cir. / 47th St. | 25 | 27 | 25 | -2 | DECREASE |
| 47th St. / Westmoreland Cir | 25 | 36 | 39 | 3 | INCREASE |
| | | | | | |
| **West Virginia Avenue** | | | | | |
| 17th St. / K. St. | 25 | 31 | 33 | 2 | INCREASE |

## Table 4: Comparison of 2006 and 2010 85th Percentile Speeds, Part 11 of 13

| District of Columbia Speed Study | | | | | |
|---|---|---|---|---|---|
| | | 2006 Speed Data | 2010 Speed Data | Analysis | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | 85th Percentile Speed | 85th Percentile Speed | 2006 vs 2010 85th Percentile | Increase or Decrease in 85th percentile speed |
| **Wheeler Road** | | | | | |
| Alabama Ave. / District Line | 25 | 41 | 36 | -5 | DECREASE |
| | | | | | |
| **Whitehurst Freeway** | | | | | |
| M St. Canal Rd / 27th St. | 25/35 | 39 | 42 | 3 | INCREASE |
| | | | | | |
| **Wisconsin Avenue** | | | | | |
| District Line / Nebraska Ave. | 30/35 | 32 | 34 | 2 | INCREASE |
| Nebraska Ave. / Massachusetts Ave. | 30 | 37 | 36 | -1 | DECREASE |
| | | | | | |
| **3rd Street** | | | | | |
| Pennsylvania Avenue/Jefferson St | 25 | 28 | 26 | -2 | DECREASE |
| | | | | | |
| **4th Street** | | | | | |
| Pennsylvania Avenue/ SL | 25 | 31 | 25 | -6 | DECREASE |
| Michigan Ave / Adams SL | 25 | 33 | 31 | -2 | DECREASE |
| | | | | | |
| **5th Street** | | | | | |
| New Hamshpire Ave/ Rock Creek Church Rd | 25 | 26 | 25 | -1 | DECREASE |
| Hopart PL/ McMillan Dr- Howard PL | 25 | 41 | 35 | -6 | DECREASE |
| | | | | | |
| **6th Street** | | | | | |
| Penn St/ Florida Ave | 25 | 24 | 28 | 4 | INCREASE |
| Rhode Island Ave / Pennsylvania Ave | 25 | 32 | 33 | 1 | INCREASE |
| | | | | | |
| **7th Street** | | | | | |
| Florida Ave/ M ST | 25 | 32 | 28 | -4 | DECREASE |
| Pennsylvania Ave/Mling Ave | 25 | 32 | 29 | -3 | DECREASE |
| | | | | | |
| **8th Street** | | | | | |
| Pennsylvania Ave Virginia Ave | 25 | 27 | 23 | -4 | DECREASE |
| | | | | | |
| **9th Street** | | | | | |
| V St/ Mt Vernon PL + Massachusette Ave | 25 | 33 | 30 | -3 | DECREASE |
| Constitution Ave / I- 395 | 35 | 48 | 45 | -3 | DECREASE |

## Table 4: Comparison of 2006 and 2010 85th Percentile Speeds, Part 12 of 13

| District of Columbia Speed Study | | | | | |
|---|---|---|---|---|---|
| | | 2006 Speed Data | 2010 Speed Data | Analysis | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | 85th Percentile Speed | 85th Percentile Speed | 2006 vs 2010 85th Percentile | Increase or Decrease in 85th percentile speed |
| **11th Street** | | | | | |
| Rhode Island / Pennsylvania Ave | 25 | 32 | 21 | -11 | DECREASE |
| | | | | | |
| **12th Street Expressway** | | | | | |
| I -395/Southwest Fwy ( Ramp) | 35 | 43 | 37 | -6 | DECREASE |
| | | | | | |
| **12th Street** | | | | | |
| Pennsylvania Ave / Massachusette Ave | 25 | 29 | 29 | 0 | NO CHANGE |
| Lawrence St/ South Dakota Ave | 25 | 32 | 27 | -5 | DECREASE |
| | | | | | |
| **13th Street** | | | | | |
| Fort Stevens Dr / Allison St | 25 | 35 | 31 | -4 | DECREASE |
| | | | | | |
| Allison St/ Kenyon St | 25 | 32 | 23 | -9 | DECREASE |
| | | | | | |
| **14th street** | | | | | |
| Aspen St/ Monroe St | 25 | 34 | 30 | -4 | DECREASE |
| S ST / Pennsylvania Ave | 25 | 30 | 23 | -7 | DECREASE |
| | | | | | |
| **15th Street** | | | | | |
| Independence Ave/ Alexander Hamilton PL | 25 | 35 | 32 | -3 | DECREASE |
| Q ST / ST | 30 | 34 | 30 | -4 | DECREASE |
| | | | | | |
| **16th Street** | | | | | |
| District Line/ Alaska Ave | 30 | 45 | 33 | -12 | DECREASE |
| Arkansas Ave/ Irwing ST | 25 | 41 | 32 | -9 | DECREASE |
| | | | | | |
| **17th Street** | | | | | |
| Benning Rd/ Potomac Ave | 25 | 34 | 32 | -2 | DECREASE |
| Connecticut Ave / Florida Ave | 25 | 34 | 22 | -12 | DECREASE |
| | | | | | |
| **19th Street** | | | | | |
| Connecticut Ave / K St | 25 | 21 | 26 | 5 | INCREASE |
| K St /E St | 25 | 25 | 28 | 3 | INCREASE |
| | | | | | |

## Table 4: Comparison of 2006 and 2010 85th Percentile Speeds, Part 13 of 13

| District of Columbia Speed Study | | | | | |
|---|---|---|---|---|---|
| | | 2006 Speed Data | 2010 Speed Data | Analysis | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | 85th Percentile Speed | 85th Percentile Speed | 2006 vs 2010 85th Percentile | Increase or Decrease in 85th percentile speed |
| **20th Street** | | | | | |
| E St / New Hampshire Ave | 25 | 24 | 30 | 6 | INCREASE |
| | | | | | |
| **22nd Street** | | | | | |
| Pennsylvania Ave / Massachusetts Ave | 25 | 27 | 23 | -4 | DECREASE |
| | | | | | |
| **23rd Street** | | | | | |
| Pennsylvania Ave / Lincoln Cir | 25 | 32 | 30 | -2 | DECREASE |
| | | | | | |
| **25th Street** | | | | | |
| Naylor Rd / Alabama Ave | 25 | 30 | 31 | 1 | INCREASE |
| | | | | | |
| **27th Street** | | | | | |
| Pennsylvania Ave / Texas Ave | 25 | 32 | 23 | -9 | DECREASE |
| Texas Ave / Naylor Rd | 25 | 38 | 31 | -7 | DECREASE |
| | | | | | |
| **34th Street** | | | | | |
| Massachusetts Ave / Woodley Rd | 25 | 29 | 30 | 1 | INCREASE |
| | | | | | |
| **41st Street** | | | | | |
| District Line / Military Rd | 25 | 32 | 31 | -1 | DECREASE |
| | | | | | |
| **63rd Street** | | | | | |
| District Line / District Line | 25 | 34 | 31 | -3 | DECREASE |

Table 5 presents the summary of the number of locations with increases in mean and 85th percentile speeds.

**Table 5: Extent of Increases in Speeds**

| INCREASE OF | SPEED STATISTICS | |
|---|---|---|
| | ***Mean*** | ***85th Percentile*** |
| 5 mph or more | 13 (6.7%) | 12 (6.2%) |
| Less than 5 mph | 38 (19.7%) | 37 (19.2%) |

## 6.0 DISCUSSIONS

In comparing the mean speeds for 2010 with those for 2006, of the 193 locations analyzed, there were 123 (~64%) locations for which the mean speeds were reduced. However, 38 sites (26%) of these locations had mean speeds in 2010 higher than those in 2006. The results also indicate that, over the 4-year period, 106 of the 123 reductions (86%) in mean speeds were statistically significant. Only 9.8% (19) of the locations showed no change in mean speeds. There were a total of 51 locations that recorded increases in mean speeds of which 13 were 5 mph or more.

A review and comparison of the 85th percentile speeds showed that, of the 193 locations, 132 locations showed a reduction in the 85th percentile speed. This indicates that approximately 68% of the locations studied had a reduction in the 85th percentile speeds since 2006. Of the 193 locations studied, 12 sites recorded no change in the 85th percentile speeds compared with the 2006 speed data. Approximately 6% (12) of the locations showed no change in 85th percentile speeds. A total of 49 locations recorded increases in 85th percentile speeds of which 12 were 5 mph or more.

# 7.0 CONCLUSIONS AND RECOMMENDATIONS

For the 193 sites studied, the results demonstrate that there has been a generally favorable outcome from speed managing programs implemented over the last four years. Approximately 55% (106 sites) of the locations assessed had a statistically significant reduction in mean speeds since 2006. The reductions ranged from a minimum of 1 mph to 20 mph. A comparison of the 85$^{th}$ percentile speeds also showed that there were reductions at approximately 68% of the locations. Overall, for both speed characteristics, less than 33% of the locations studied experienced increases in speed compared with the 2006 data. The increases in speed ranged from 1 mph to a maximum of 16 mph.

The study highlights locations where there may be a need for effective speed management techniques to reduce the occurrence of speeding at those locations. In addition to investigating those locations where there has been increases in speed characteristics, sites which show a significant reduction in speeds should also be looked at in order to determine if any particular speed managing technique was implemented and may have aided in the reduction in speeds. Further research would help to identify and establish effective speed reducing measures that can subsequently be used at locations with a high incidence of speeding.

The 2006 report investigated 400 locations throughout Washington DC. In order to provide a more comprehensive analysis of speed in the District, a review of the remaining 207 locations would be worthwhile and could provide a more robust database for investigation of speeds for a broader road classifications or posted speed limits. A

periodical analysis of speed data of different years is fundamental in understanding the impact of various speed management program.

# 8.0 REFERENCES


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# APPENDIX: RESULTS FROM FIELD DATA

| District of Columbia Speed Study | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | POSTED SPEED (MPH) | 2006 Speed Data | | | | 2010 Speed Data | | | | Analysis | | | |
| ROUTE NAME (Begin/End Study Location) | | Sample Size (N) | Mean Speed (MPH) | Standard Deviation | Variance | Sample Size (N) | Mean Speed (MPH) | Standard Deviation | Variance | $t_{obt}$ (Welsh's t- test) | Df | $t_{exp}$ | Significant? |
| | | | | | | | | | | | | | |
| **Adams Mill Road** | | | | | | | | | | | | | |
| Klinge Rd/ Harvard St | 25 | 100 | 31 | 4.04 | 16.32 | 105 | 24 | 3.19 | 10.18 | 13.72 | 188.28 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Alabama Avenue** | | | | | | | | | | | | | |
| MLK Jr Ave/ Good Hope Rd | 25 | 101 | 28 | 3.95 | 15.60 | 111 | 28 | 3.24 | 10.50 | 0.00 | 193.87 | 1.98 | NO |
| Good Hope Rd/ 38th St | 25 | 72 | 30 | 4.21 | 17.72 | 115 | 29 | 4.02 | 16.16 | 1.61 | 145.64 | 1.98 | NO |
| | | | | | | | | | | | | | |
| **Alaska Avenue** | | | | | | | | | | | | | |
| Holly St/ 14th St | 30 | 70 | 31 | 3.94 | 15.52 | 89 | 26 | 4.26 | 18.15 | 7.66 | 152.88 | 1.98 | YES |
| 14th St/ 16th St | 30 | 70 | 32 | 5.16 | 26.63 | 62 | 31 | 4.19 | 17.56 | 1.23 | 129.06 | 1.98 | NO |
| | | | | | | | | | | | | | |
| **Anacostia Freeway (DC 295)** | | | | | | | | | | | | | |
| East Capitol St (Ramps)/ Pennsylvania Ave | 45 | 100 | 51 | 5.09 | 25.91 | 153 | 49 | 7.68 | 58.98 | 2.49 | 250.94 | 1.98 | YES |
| Pennsylvania Ave (Ramps) / I-295 | 50 | 100 | 60 | 5.19 | 26.94 | 154 | 47 | 7.82 | 61.15 | 15.92 | 251.86 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Arizona Avenue** | | | | | | | | | | | | | |
| Loughboro Rd/ McArthur Blvd | 25 | 71 | 30 | 4.07 | 16.56 | 115 | 30 | 4.41 | 19.45 | 0.00 | 157.46 | 1.98 | NO |
| | | | | | | | | | | | | | |
| **Arkansas Avenue** | | | | | | | | | | | | | |
| 16th St/ Georgia Ave | 25 | 69 | 29 | 5.48 | 30.03 | 101 | 28 | 4.13 | 17.06 | 1.29 | 118.84 | 1.98 | NO |
| | | | | | | | | | | | | | |
| **Arland D. Williams Junior Bridge (14th St)** | | | | | | | | | | | | | |
| I-395 Route 1 / District Line | 40 | 104 | 49 | 4.95 | 24.50 | 153 | 37 | 7.46 | 55.65 | 15.50 | 254.88 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Arlington Memorial Bridge** | | | | | | | | | | | | | |
| Memorial Dr/ Potomac Pkwy | 25/30 | 100 | 40 | 4.61 | 21.25 | 158 | 31 | 6.58 | 43.30 | 12.90 | 253.32 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Beach Drive** | | | | | | | | | | | | | |
| Wise Rd/ Rock Cr and Potomac Pkwy | 25 | 100 | 32 | 3.39 | 11.49 | 111 | 30 | 2.7 | 7.29 | 4.71 | 188.95 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Benning Road** | | | | | | | | | | | | | |
| 25th Pl/ Minnesota Ave | 30 | 100 | 37 | 4.87 | 23.72 | 107 | 31 | 5.17 | 26.73 | 8.60 | 204.99 | 1.98 | YES |
| East Capitol St/ District Line | 25/30 | 100 | 38 | 3.96 | 15.68 | 105 | 30 | 3.27 | 10.69 | 15.73 | 192.18 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Bladensburg Road** | | | | | | | | | | | | | |
| Douglas St/ New York Ave | 30 | 101 | 31 | 4.01 | 16.08 | 124 | 33 | 3.58 | 12.82 | -3.90 | 202.57 | 1.98 | YES |
| New York Ave/ Mount Olivet Rd | 25 | 100 | 37 | 3.22 | 10.37 | 109 | 32 | 3.35 | 11.22 | 11.00 | 206.54 | 1.98 | YES |

| District of Columbia Speed Study | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 2006 Speed Data | | | | 2010 Speed Data | | | | Analysis | | | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | Sample Size (N) | Mean Speed (MPH) | Standard Deviation | Variance | Sample Size (N) | Mean Speed (MPH) | Standard Deviation | Variance | $t_{obt}$ (Welsh's t- test) | Df | $t_{exp}$ | Significant? |
| | | | | | | | | | | | | | |
| **Blair Road** | | | | | | | | | | | | | |
| District Line/ Aspen St | 25 | 70 | 29 | 3.35 | 11.22 | 142 | 25 | 5.26 | 27.67 | 6.71 | 196.56 | 1.98 | YES |
| Aspen St/ Peabody St | 25/30 | 100 | 37 | 3.22 | 10.37 | 109 | 32 | 3.35 | 11.22 | 11.00 | 206.54 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Bowen Road** | | | | | | | | | | | | | |
| Stanley St- Burns St/ District Line | 30 | 70 | 27 | 3.91 | 15.29 | 113 | 32 | 3.58 | 12.82 | -8.68 | 136.58 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Branch Avenue** | | | | | | | | | | | | | |
| District Line/ Alabama Ave | 25 | 100 | 32 | 4.22 | 17.81 | 111 | 28 | 4.59 | 21.07 | 6.59 | 208.91 | 1.98 | YES |
| Alabama Ave/ Pennsylvania Ave | 25 | 100 | 41 | 5.61 | 31.47 | 115 | 31 | 5.98 | 35.76 | 12.64 | 211.76 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Brentwood Parkway** | | | | | | | | | | | | | |
| Penn St/ New York Ave | 25 | 69 | 34 | 4.3 | 18.49 | 112 | 30 | 3.42 | 11.70 | 6.55 | 120.15 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **C Street** | | | | | | | | | | | | | |
| 21st St/ 15th St | 25 | 102 | 31 | 5.96 | 35.52 | 136 | 31 | 6.13 | 37.58 | 0.00 | 220.84 | 1.98 | NO |
| 15th St/ 6th St | 25 | 72 | 27 | 3.74 | 13.99 | 120 | 27 | 3.63 | 13.18 | 0.00 | 146.10 | 1.98 | NO |
| | | | | | | | | | | | | | |
| **Calvert Street** | | | | | | | | | | | | | |
| 24th St/ Adams Mill Rd | 25 | 70 | 27 | 3.46 | 11.97 | 102 | 29 | 4.04 | 16.32 | -3.48 | 161.77 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Canal Road** | | | | | | | | | | | | | |
| Whitehurst Fwy/ Foxhall Rd | 25/35 | 100 | 39 | 5.37 | 28.84 | 105 | 32 | 3.15 | 9.92 | 11.31 | 158.33 | 1.98 | YES |
| Foxhall Rd/ Arizona Ave | 35 | 100 | 45 | 5.64 | 31.81 | 113 | 38 | 3.82 | 14.59 | 10.47 | 170.81 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Central Avenue** | | | | | | | | | | | | | |
| East Capitol St/ 53rd Pl | 25/30 | 70 | 36 | 4.95 | 24.50 | 105 | 32 | 2.43 | 5.90 | 6.28 | 91.39 | 1.99 | YES |
| | | | | | | | | | | | | | |
| **Chain Bridge** | | | | | | | | | | | | | |
| Canal St/ District Line | 25 | 100 | 35 | 4.17 | 17.39 | 106 | 34 | 3.71 | 13.76 | 1.81 | 197.97 | 1.98 | NO |
| | | | | | | | | | | | | | |
| **Clara Barton Parkway** | | | | | | | | | | | | | |
| Chain Br/ District Line | 35 | 100 | 47 | 4.51 | 20.34 | 124 | 38 | 4.32 | 18.66 | 15.13 | 208.03 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Cleveland Avenue** | | | | | | | | | | | | | |
| 34th St/ 29th St | 25 | 50 | 31 | 5.29 | 27.98 | 105 | 30 | 3.14 | 9.86 | 1.24 | 65.95 | 2 | NO |
| | | | | | | | | | | | | | |

| District of Columbia Speed Study | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 2006 Speed Data | | | | 2010 Speed Data | | | | Analysis | | | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | Sample Size (N) | Mean Speed (MPH) | Standard Deviation | Variance | Sample Size (N) | Mean Speed (MPH) | Standard Deviation | Variance | $t_{obt}$ (Welsh's t- test) | Df | $t_{exp}$ | Significant? |
| | | | | | | | | | | | | | |
| **Columbia Road** | | | | | | | | | | | | | |
| Warder St / 16th St. | 25 | 101 | 23 | 4.07 | 16.56 | 108 | 23 | 2.2 | 4.84 | 0.00 | 151.54 | 1.98 | NO |
| 16th St / Biltmore St. | 25 | 101 | 21 | 3.65 | 13.32 | 114 | 23 | 2.35 | 5.52 | -4.71 | 167.00 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Connecticut Avenue** | | | | | | | | | | | | | |
| District Line / Nebraska Ave | 30 | 99 | 36 | 5.32 | 28.30 | 81 | 33 | 4.04 | 16.32 | 4.30 | 177.07 | 1.98 | YES |
| Nebraska Ave / Porter St. | 30 | 100 | 36 | 4.19 | 17.56 | 105 | 26 | 2.83 | 8.01 | 19.93 | 172.68 | 1.98 | YES |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| **Constitution Avenue** | | | | | | | | | | | | | |
| North Carolina Ave. / 3rd St. | 25 | 59 | 26 | 4.69 | 22.00 | 108 | 28 | 4.33 | 18.75 | -2.71 | 111.49 | 1.98 | YES |
| 12 St. / 23rd St. | 25 | 100 | 33 | 4.85 | 23.52 | 109 | 25 | 3.94 | 15.52 | 13.02 | 190.99 | 1.98 | YES |
| **Dalecarlia Parkway** | | | | | | | | | | | | | |
| Loughboro Rd. / Massachusetts Ave. | 35/40 | 70 | 39 | 5.88 | 34.57 | 94 | 41 | 3.78 | 14.29 | -2.49 | 110.26 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **E Street** | | | | | | | | | | | | | |
| 13th St. / 5th St. | 25 | 70 | 20 | 2.96 | 8.76 | 104 | 25 | 2.82 | 7.95 | -11.14 | 143.24 | 1.98 | YES |
| 5th St. / Columbus Cir. | 25 | 70 | 25 | 4.16 | 17.31 | 114 | 22 | 3.37 | 11.36 | 5.09 | 123.56 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **East Capitol Street** | | | | | | | | | | | | | |
| District Line / Benning Rd. | 30 | 100 | 36 | 5.3 | 28.09 | 107 | 40 | 2.59 | 6.71 | -6.82 | 141.54 | 1.98 | YES |
| | | | | | | | | | | | | | |
| Benning Rd. / Kennilworth (Ramp) | 30/35 | 100 | 44 | 6.88 | 47.33 | 108 | 40 | 3.55 | 12.60 | 5.21 | 145.64 | 1.98 | YES |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| **Eastern Avenue** | | | | | | | | | | | | | |
| 5th St. / Chillum Pl. | 25 | 69 | 26 | 4.06 | 16.48 | 105 | 30 | 5.32 | 28.30 | -5.61 | 168.10 | 1.98 | YES |
| Addison Rd-Minnesota Ave. / District Line | 25 | 100 | 33 | 4.82 | 23.23 | 107 | 32 | 4.88 | 23.81 | 1.48 | 204.37 | 1.98 | NO |
| | | | | | | | | | | | | | |
| **Florida Avenue** | | | | | | | | | | | | | |
| 9th St. / North Capitol St. | 25 | 99 | 29 | 3.47 | 12.04 | 115 | 25 | 3.19 | 10.18 | 8.73 | 201.01 | 1.98 | YES |
| 15th St. / V St. | 25 | 70 | 25 | 4.74 | 22.47 | 114 | 25 | 2.66 | 7.08 | 0.00 | 96.07 | 1.99 | NO |
| North Capitol St. / M St. | 25 | 100 | 34 | 3.88 | 15.05 | 108 | 27 | 4.39 | 19.27 | 12.20 | 205.56 | 1.98 | YES |

| District of Columbia Speed Study | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 2006 Speed Data | | | | 2010 Speed Data | | | | Analysis | | | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | Sample Size (N) | Mean Speed (MPH) | Standard Deviation | Variance | Sample Size (N) | Mean Speed (MPH) | Standard Deviation | Variance | $t_{obt}$ (Welsh's t- test) | Df | $t_{exp}$ | Significant? |
| | | | | | | | | | | | | | |
| **Foxhall Road** | | | | | | | | | | | | | |
| 44 St. / Reservoir Rd. | 25 | 100 | 29 | 2.71 | 7.34 | 109 | 29 | 4.26 | 18.15 | 0.00 | 185.02 | 1.98 | NO |
| Reservoir Rd. / St. Partrick's School Rd. | 25 | 101 | 33 | 4.61 | 21.25 | 102 | 29 | 3.6 | 12.96 | 6.89 | 189.00 | 1.98 | YES |
| 50 | | | | | | | | | | | | | |
| **Francis Scott Key Bridge** | | | | | | | | | | | | | |
| M St. / District Line | 30 | 100 | 36 | 4.27 | 18.23 | 154 | 29 | 6.57 | 43.16 | 10.29 | 252.00 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Franklin Street** | | | | | | | | | | | | | |
| Rhode Islane Ave. / 12th St. | 25 | 50 | 30 | 4.31 | 18.58 | 102 | 22 | 3.23 | 10.43 | 11.62 | 76.87 | 1.99 | YES |
| 7th St. / Michigan Ave. | 25 | 70 | 29 | 3.79 | 14.36 | 118 | 28 | 4.12 | 16.97 | 1.69 | 154.79 | 1.98 | NO |
| | | | | | | | | | | | | | |
| **George Mason Bridge** | | | | | | | | | | | | | |
| I-395-Route 1 / District Line | 40 | 99 | 44 | 4.65 | 21.62 | 155 | 52 | 7.76 | 60.22 | -10.27 | 251.11 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **George Washington Memorial Parkway** | | | | | | | | | | | | | |
| District Line / District Line | 40 | 100 | 48 | 4.68 | 21.90 | 153 | 46 | 7.52 | 56.55 | 2.61 | 250.48 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Georgia Avenue** | | | | | | | | | | | | | |
| Piney Branch Rd. / Webster St. | 30 | 100 | 32 | 5.92 | 35.05 | 103 | 27 | 3.39 | 11.49 | 7.36 | 156.66 | 1.98 | YES |
| | | | | | | | | | | | | | |
| Webster St. / Bryant St. | 30 | 100 | 29 | 3.89 | 15.13 | 109 | 32 | 4.09 | 16.73 | -5.43 | 206.73 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Good Hope Road** | | | | | | | | | | | | | |
| Martin Luther King Jr. Ave. / Alabama Ave. | 25 | 100 | 35 | 5.25 | 27.56 | 104 | 22 | 3.19 | 10.18 | 21.27 | 162.13 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **H Street** | | | | | | | | | | | | | |
| New York Ave. / 6th St. | 25 | 100 | 24 | 2.51 | 6.30 | 105 | 25 | 3.39 | 11.49 | -2.41 | 191.52 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Harewood Road** | | | | | | | | | | | | | |
| 4th St. / Taylor St. | 30 | 100 | 36 | 4.36 | 19.01 | 110 | 30 | 4.5 | 20.25 | 9.81 | 207.15 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Harvard Street** | | | | | | | | | | | | | |
| 16th St - Columbia Rd. / 6th St. | 25 | 72 | 24 | 5.71 | 32.60 | 105 | 24 | 3.06 | 9.36 | 0.00 | 99.09 | 1.99 | NO |
| | | | | | | | | | | | | | |

| District of Columbia Speed Study | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 2006 Speed Data | | | | 2010 Speed Data | | | | Analysis | | | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | Sample Size (N) | Mean Speed (MPH) | Standard Deviation | Variance | Sample Size (N) | Mean Speed (MPH) | Standard Deviation | Variance | $t_{obt}$ (Welsh's t- test) | Df | $t_{exp}$ | Significant? |
| | | | | | | | | | | | | | |
| **Henry Bacon Drive** | | | | | | | | | | | | | |
| Constitution Ave. / Lincoln Cir. | 25 | 70 | 28 | 5.12 | 26.21 | 103 | 29 | 3.55 | 12.60 | -1.42 | 113.27 | 1.98 | NO |
| | | | | | | | | | | | | | |
| **Martin Luther King Junior Avenue** | | | | | | | | | | | | | |
| W St./ Eaton Rd. | 25 | 70 | 28 | 4.76 | 22.66 | 117 | 30 | 3.56 | 12.67 | -3.04 | 115.23 | 1.98 | YES |
| Eaton Rd. / Lebaum St. | 30 | 70 | 32 | 4.89 | 23.91 | 108 | 30 | 3.85 | 14.82 | 2.89 | 122.80 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Maryland Avenue** | | | | | | | | | | | | | |
| 6th St. / Bladensburg Rd. -Benning Rd. | 25 | 70 | 32 | 4.84 | 23.43 | 110 | 26 | 5.31 | 28.20 | 7.80 | 156.91 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Massachusetts Avenue** | | | | | | | | | | | | | |
| 11th St. / 1st St. | 25 | 100 | 30 | 4.27 | 18.23 | 102 | 24 | 4.7 | 22.09 | 9.50 | 198.86 | 1.98 | YES |
| R St. / Observatoty Cir. | 25 | 100 | 32 | 3.74 | 13.99 | 122 | 30 | 4.29 | 18.40 | 3.71 | 219.14 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Michigan Avenue** | | | | | | | | | | | | | |
| South Dakota Ave. / Perry St. | 25 | 71 | 32 | 3.59 | 12.89 | 111 | 28 | 5.2 | 27.04 | 6.13 | 178.91 | 1.98 | YES |
| Perry St. / Franklin St. | 25 | 70 | 28 | 3.14 | 9.86 | 112 | 23 | 3.42 | 11.70 | 10.10 | 155.96 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Military Road** | | | | | | | | | | | | | |
| District Line / Nebraska Ave. | 25 | 70 | 30 | 4.7 | 22.09 | 100 | 27 | 3.89 | 15.13 | 4.39 | 130.18 | 1.98 | YES |
| Oregon Ave. / 13th St. | 35 | 104 | 30 | 3.68 | 13.54 | 102 | 46 | 4.89 | 23.91 | -26.50 | 187.60 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Minnesotta Avenue** | | | | | | | | | | | | | |
| A St. / Pennsylvania Ave. | 25 | 100 | 28 | 4.4 | 19.36 | 104 | 34 | 4.4 | 19.36 | -9.74 | 201.69 | 1.98 | YES |
| Pennsylvania Ave. / Good Hope Rd. | 25 | 100 | 31 | 5.25 | 27.56 | 117 | 26 | 3.48 | 12.11 | 8.12 | 167.19 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Missouri Avenue** | | | | | | | | | | | | | |
| 13th St. / North Capitol St | 25 | 100 | 34 | 4.6 | 21.16 | 100 | 30 | 4.25 | 18.06 | 6.39 | 196.77 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Monroe Street** | | | | | | | | | | | | | |
| Michigan Ave. / 15th St. | 25 | 71 | 27 | 3.9 | 15.21 | 106 | 26 | 2.67 | 7.13 | 1.88 | 113.40 | 1.98 | NO |
| 15th St. / South Dakota Ave. | 25 | 72 | 31 | 3.65 | 13.32 | 113 | 30 | 3.87 | 14.98 | 1.77 | 157.81 | 1.98 | NO |
| | | | | | | | | | | | | | |

| District of Columbia Speed Study | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 2006 Speed Data | | | | 2010 Speed Data | | | | Analysis | | | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | Sample Size (N) | Mean Speed (MPH) | Standard Deviation | Variance | Sample Size (N) | Mean Speed (MPH) | Standard Deviation | Variance | $t_{obt}$ (Welsh's t- test) | Df | $t_{exp}$ | Significant? |
| | | | | | | | | | | | | | |
| **Mount Olivet Road** | | | | | | | | | | | | | |
| 9th St- Brentwood Rd. / Bladensburg Rd | 25 | 70 | 31 | 5.57 | 31.02 | 112 | 31 | 3.96 | 15.68 | 0.00 | 112.50 | 1.98 | NO |
| | | | | | | | | | | | | | |
| **Mount Vernon Place** | | | | | | | | | | | | | |
| 7th St / 9th St | 25 | 71 | 21 | 3.64 | 13.25 | 109 | 27 | 1.87 | 3.50 | -12.83 | 94.33 | 1.99 | YES |
| | | | | | | | | | | | | | |
| **Nannie Helen Burroughs Avenue** | | | | | | | | | | | | | |
| Kenilworth Ave / Lowrie Pl | 30 | 99 | 29 | 4.03 | 16.24 | 118 | 28 | 4.53 | 20.52 | 1.72 | 214.24 | 1.98 | NO |
| Lowrie Pl / District Line | 30 | 70 | 30 | 4.31 | 18.58 | 112 | 31 | 4.52 | 20.43 | -1.49 | 151.86 | 1.98 | NO |
| | | | | | | | | | | | | | |
| **Naylor Road** | | | | | | | | | | | | | |
| District Line / S St | 25 | 71 | 36 | 3.77 | 14.21 | 109 | 27 | 3.28 | 10.76 | 16.46 | 134.80 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Nebraska Avenue** | | | | | | | | | | | | | |
| Military Rd / Wisconsin Ave | 30 | 100 | 36 | 3.6 | 12.96 | 106 | 30 | 4.65 | 21.62 | 10.39 | 196.63 | 1.98 | YES |
| Wisconsin Ave / Chain Bridge Rd - Indian Ln | 30 | 101 | 31 | 2.86 | 8.18 | 105 | 29 | 3.42 | 11.70 | 4.56 | 200.16 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **New Hampshire Avenue** | | | | | | | | | | | | | |
| Park Rd / Illinois Ave | 30 | 150 | 31 | 4.32 | 18.66 | 107 | 26 | 3.94 | 15.52 | 9.63 | 240.13 | 1.98 | YES |
| Illinois Ave / North Capitol St | 25/30 | 99 | 31 | 2.86 | 8.18 | 105 | 29 | 3.42 | 11.70 | 4.54 | 199.20 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **New Jersey Avenue** | | | | | | | | | | | | | |
| Florida Ave / O St | 25 | 100 | 28 | 4.25 | 18.06 | 114 | 29 | 3.33 | 11.09 | -1.90 | 186.86 | 1.98 | NO |
| | | | | | | | | | | | | | |
| **New Mexico Avenue** | | | | | | | | | | | | | |
| Nebraska Ave / Fulton St | 25 | 70 | 27 | 3.25 | 10.56 | 102 | 28 | 3.44 | 11.83 | -1.94 | 153.79 | 1.98 | NO |
| | | | | | | | | | | | | | |
| **New York Avenue** | | | | | | | | | | | | | |
| 15th St / 9th St | 25 | 99 | 25 | 2.16 | 4.67 | 111 | 36 | 4.46 | 19.89 | -23.12 | 162.82 | 1.98 | YES |
| Penn St -4th St / 16th St | 35 | 100 | 26 | 4.72 | 22.28 | 103 | 23 | 2.4 | 5.76 | 5.68 | 146.01 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **North Capitol Street** | | | | | | | | | | | | | |
| Allison St / Michigan Ave | 25/35 | 100 | 32 | 3.75 | 14.06 | 121 | 43 | 5.59 | 31.25 | -17.42 | 210.58 | 1.98 | YES |
| S St / F St | 25 | 50 | 22 | 3.34 | 11.16 | 110 | 27 | 3.25 | 10.56 | -8.85 | 92.55 | 1.99 | YES |
| | | | | | | | | | | | | | |

| District of Columbia Speed Study | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 2006 Speed Data | | | | 2010 Speed Data | | | | Analysis | | | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | Sample Size (N) | Mean Speed (MPH) | Standard Deviation | Variance | Sample Size (N) | Mean Speed (MPH) | Standard Deviation | Variance | $t_{obt}$ (Welsh's t-test) | Df | $t_{exp}$ | Significant? |
| | | | | | | | | | | | | | |
| **North Carolina Avenue** | | | | | | | | | | | | | |
| Constitution Ave. / C. St. NE | 25 | 68 | 30 | 4.8 | 23.04 | 101 | 31 | 4.17 | 17.39 | -1.40 | 129.91 | 1.98 | NO |
| | | | | | | | | | | | | | |
| **P Street** | | | | | | | | | | | | | |
| Wisconsin Ave./Connecticut Ave. | 25 | 70 | 29 | 3.23 | 10.43 | 104 | 27 | 2.19 | 4.80 | 4.53 | 111.18 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Park Place** | | | | | | | | | | | | | |
| Rock Creek Church Rd. / Michigan Ave-Columbia | 25 | 70 | 36 | 6.55 | 42.90 | 103 | 31 | 3.3 | 10.89 | 5.90 | 92.99 | 1.99 | YES |
| | | | | | | | | | | | | | |
| **Pennsylvania Avenue** | | | | | | | | | | | | | |
| 29th St/17th St. | 25 | 100 | 24 | 4.43 | 19.62 | 104 | 28 | 3.35 | 11.22 | -7.25 | 184.26 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Piney Branch Parkway** | | | | | | | | | | | | | |
| Arkansas Ave. / Beach Dr. | 25 | 100 | 37 | 4.71 | 22.18 | 103 | 32 | 4.38 | 19.18 | 7.83 | 198.92 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Piney Branch Road** | | | | | | | | | | | | | |
| District Line / Underwood St. | 30 | 75 | 31 | 3.95 | 15.60 | 107 | 28 | 4.64 | 21.53 | 4.69 | 173.24 | 1.98 | YES |
| Underwood St. / Fort Stevens Dr. | 30 | 100 | 34 | 4.87 | 23.72 | 108 | 28 | 4.02 | 16.16 | 9.65 | 192.45 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Porter Street** | | | | | | | | | | | | | |
| Williamsburg La / 3oth St. | 30 | 72 | 32 | 4.12 | 16.97 | 104 | 34 | 3.08 | 9.49 | -3.50 | 123.79 | 1.98 | YES |
| 30th St. / 34th St. | 25 | 100 | 27 | 3.33 | 11.09 | 108 | 28 | 3.33 | 11.09 | -2.16 | 204.77 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Potomac Avenue** | | | | | | | | | | | | | |
| 18th St. / 19th St. | 25 | 50 | 31 | 2.07 | 4.28 | 122 | 32 | 3.7 | 13.69 | -2.25 | 154.24 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Potomac River Freeway** | | | | | | | | | | | | | |
| Whitehurst Fwy / 27th St. (Ramp) | 40 | 70 | 36 | 4.29 | 18.40 | 155 | 31 | 6.82 | 46.51 | 6.66 | 199.78 | 1.98 | YES |
| I-66 (Ramp) / Ohio Dr. | 40 | 100 | 43 | 5 | 25.00 | 153 | 33 | 7.17 | 51.41 | 13.06 | 249.92 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Q Street** | | | | | | | | | | | | | |
| Wisconsin Ave. / 22nd St.-Florida Ave. | 25 | 71 | 21 | 3.76 | 14.14 | 107 | 26 | 2.56 | 6.55 | -9.80 | 112.65 | 1.98 | YES |
| 22nd St.-Florida Ave. / Rhode Island Ave. | 25 | 49 | 22 | 2.76 | 7.62 | 103 | 22 | 2.92 | 8.53 | 0.00 | 99.46 | 1.99 | NO |
| | | | | | | | | | | | | | |

| District of Columbia Speed Study | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 2006 Speed Data | | | | 2010 Speed Data | | | | Analysis | | | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | Sample Size (N) | Mean Speed (MPH) | Standard Deviation | Variance | Sample Size (N) | Mean Speed (MPH) | Standard Deviation | Variance | $t_{obt}$ (Welsh's t-test) | Df | $t_{exp}$ | Significant? |
| | | | | | | | | | | | | | |
| **R Street** | | | | | | | | | | | | | |
| Florida Ave. / 15th St. | 25 | 70 | 24 | 3.63 | 13.18 | 101 | 23 | 2.5 | 6.25 | 2.00 | 113.37 | 1.98 | YES |
| 15th St. / Massachusetts Ave. | 25 | 70 | 23 | 3.67 | 13.47 | 101 | 21 | 2.84 | 8.07 | 3.83 | 123.48 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Reno Road** | | | | | | | | | | | | | |
| Chevy Chase Pkwy. / Van Ness St. | 25 | 100 | 30 | 3.15 | 9.92 | 101 | 29 | 3.26 | 10.63 | 2.21 | 198.88 | 1.98 | YES |
| Van Ness St. / Quebec Pl. | 25 | 100 | 30 | 3.01 | 9.06 | 103 | 29 | 3.04 | 9.24 | 2.35 | 200.92 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Reservoir Road** | | | | | | | | | | | | | |
| Wisconsin Ave. / Foxhall Rd. | 25 | 103 | 30 | 3.33 | 11.09 | 111 | 25 | 2.5 | 6.25 | 12.35 | 188.73 | 1.98 | YES |
| Foxhall Rd. / MacArthur Blvd. | 25 | 70 | 29 | 3.63 | 13.18 | 109 | 27 | 3.23 | 10.43 | 3.75 | 134.75 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Rhode Island Avenue** | | | | | | | | | | | | | |
| 10th St. / 17th St. | 30 | 100 | 30 | 3.33 | 11.09 | 111 | 25 | 2.5 | 6.25 | 12.23 | 182.67 | 1.98 | YES |
| 17th St. / District Line | 30 | 99 | 32 | 3.73 | 13.91 | 105 | 28 | 4.79 | 22.94 | 6.68 | 195.13 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Ridge Road** | | | | | | | | | | | | | |
| Burns St. / G St. | 25 | 50 | 33 | 5.92 | 35.05 | 123 | 33 | 5.95 | 35.40 | 0.00 | 91.32 | 1.99 | NO |
| G St. / Minnesota Ave. | 25 | 48 | 29 | 4.7 | 22.09 | 112 | 29 | 4.05 | 16.40 | 0.00 | 78.31 | 1.99 | NO |
| | | | | | | | | | | | | | |
| **Riggs Road** | | | | | | | | | | | | | |
| North Capitol St. / South Dakota Ave. | 25 | 100 | 24 | 3.14 | 9.86 | 118 | 28 | 4.69 | 22.00 | -7.49 | 205.54 | 1.98 | YES |
| South Dakota Ave. / District Line | 25 | 98 | 30 | 4.61 | 21.25 | 157 | 27 | 4.69 | 22.00 | 5.02 | 208.67 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **River Road** | | | | | | | | | | | | | |
| District Line / 44th St. | 25 | 69 | 31 | 4.19 | 17.56 | 101 | 29 | 3.17 | 10.05 | 3.36 | 119.19 | 1.98 | YES |
| 44th St. / Wisconsin Ave. | 25 | 100 | 27 | 4.28 | 18.32 | 112 | 28 | 2.9 | 8.41 | -1.97 | 171.15 | 1.98 | NO |
| | | | | | | | | | | | | | |
| **Rochambeau Memorial Bridge** | | | | | | | | | | | | | |
| I-395 Route 1 / District Line | 45 | 100 | 52 | 5.17 | 26.73 | 152 | 40 | 6.96 | 48.44 | 15.68 | 246.28 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Rock Creek and Potomac Parkway** | | | | | | | | | | | | | |
| Waterside Dr. / Virginia Ave. | 35 | 101 | 38 | 4.07 | 16.56 | 110 | 38 | 2.18 | 4.75 | 0.00 | 150.07 | 1.98 | NO |
| Virginia Ave. / Ohio Dr. | 25 | 100 | 39 | 3.82 | 14.59 | 107 | 39 | 2.29 | 5.24 | 0.00 | 159.83 | 1.98 | NO |

| District of Columbia Speed Study | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 2006 Speed Data | | | | 2010 Speed Data | | | | Analysis | | | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | Sample Size (N) | Mean Speed (MPH) | Standard Deviation | Variance | Sample Size (N) | Mean Speed (MPH) | Standard Deviation | Variance | $t_{obt}$ (Welsh's t- test) | Df | $t_{exp}$ | Significant? |
| | | | | | | | | | | | | | |
| **Route 1** | | | | | | | | | | | | | |
| Maine Ave. / Maine Ave. (Ramp) | 35 | 100 | 41 | 4.93 | 24.30 | 155 | 38 | 6.89 | 47.47 | 4.05 | 250.25 | 1.98 | YES |
| Maine Ave. (Ramp) / George Mason Br. | 35 | 99 | 42 | 4.02 | 16.16 | 158 | 47 | 7.63 | 58.22 | -6.86 | 248.72 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Saraloga Avenue** | | | | | | | | | | | | | |
| Brentwood Rd / Rhode Island Ave. | 25 | 66 | 20 | 2.59 | 6.71 | 108 | 23 | 3.28 | 10.76 | -6.69 | 160.94 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Sargent Road** | | | | | | | | | | | | | |
| DL/Galatin St. | 25 | 70 | 30 | 2.93 | 8.58 | 103 | 28 | 3.85 | 14.82 | 3.87 | 168.75 | 1.98 | YES |
| Galatin St. / Webster St. | 25 | 70 | 32 | 2.88 | 8.29 | 105 | 26 | 3.11 | 9.67 | 13.07 | 155.59 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Sheriff Road** | | | | | | | | | | | | | |
| Kane PL / District Line | 30 | 100 | 34 | 5.14 | 26.42 | 104 | 30 | 3.75 | 14.06 | 6.33 | 180.76 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Sherman Avenue** | | | | | | | | | | | | | |
| Park Rd / Florida Ave. | 25 | 70 | 31 | 4.93 | 24.30 | 101 | 31 | 3.77 | 14.21 | 0.00 | 122.39 | 1.98 | NO |
| | | | | | | | | | | | | | |
| **South Capitol Street** | | | | | | | | | | | | | |
| Xenia St. MLK Jr. Ave. /MLK Jr. Ave | 35/40 | 99 | 30 | 5.31 | 28.20 | 112 | 30 | 3.74 | 13.99 | 0.00 | 173.36 | 1.98 | NO |
| MLK Jr. Ave. /Suitland Pkwy | 40 | 102 | 34 | 5.17 | 26.73 | 111 | 43 | 4.48 | 20.07 | -13.52 | 200.72 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **South Dakota Avenue** | | | | | | | | | | | | | |
| Riggs Rd. / Webster St. | 25 | 100 | 38 | 6.16 | 37.95 | 111 | 30 | 4.54 | 20.61 | 10.64 | 180.66 | 1.98 | YES |
| Rhode Island Ave. /US Route 50 (NY Ave) | 25 | 100 | 42 | 4.44 | 19.71 | 113 | 26 | 2.57 | 6.60 | 31.65 | 154.41 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Southeast Freeway SW/SE** | | | | | | | | | | | | | |
| I-295 Split / I-395 Split | 45 | 100 | 57 | 5.38 | 28.94 | 159 | 45 | 8.17 | 66.75 | 14.25 | 256.43 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Southern Avenue** | | | | | | | | | | | | | |
| 24th St. / 13th St. | 30 | 100 | 36 | 5.82 | 33.87 | 139 | 38 | 5.72 | 32.72 | -2.64 | 211.23 | 1.98 | YES |
| 13th St. / Indian Head Hwy | 30 | 70 | 31 | 4.76 | 22.66 | 122 | 32 | 4.49 | 20.16 | -1.43 | 137.06 | 1.98 | NO |
| | | | | | | | | | | | | | |
| **Suitland Parkway** | | | | | | | | | | | | | |
| South Capitol St. / Firth Stering Ave. | 30/45 | 101 | 41 | 5.94 | 35.28 | 107 | 36 | 4.88 | 23.81 | 6.61 | 193.80 | 1.98 | YES |
| Firth Stering Ave. / Sheridan Rd. (Ramp) | 35/45 | 100 | 47 | 4.98 | 24.80 | 129 | 40 | 4.15 | 17.22 | 11.33 | 191.38 | 1.98 | YES |
| | | | | | | | | | | | | | |

| District of Columbia Speed Study | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 2006 Speed Data | | | | 2010 Speed Data | | | | Analysis | | | |
| ROUTE NAME (Begin/End Study Location) | POSTED SPEED (MPH) | Sample Size (N) | Mean Speed (MPH) | Standard Deviation | Variance | Sample Size (N) | Mean Speed (MPH) | Standard Deviation | Variance | $t_{obt}$ (Welsh's t-test) | Df | $t_{exp}$ | Significant? |
| | | | | | | | | | | | | | |
| **Taylor Street** | | | | | | | | | | | | | |
| South Dakota Ave. / Hawai Ave. | 25 | 70 | 28 | 3.87 | 14.98 | 102 | 23 | 2.34 | 5.48 | 9.66 | 103.52 | 1.99 | YES |
| | | | | | | | | | | | | | |
| **Theodora Roosevelt Bridge (I-66)** | | | | | | | | | | | | | |
| Rock Cr. And Potomac Pkwy. /District Line | 40 | 100 | 52 | 4.92 | 24.21 | 153 | 32 | 7.12 | 50.69 | 26.41 | 250.19 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Tilden Street** | | | | | | | | | | | | | |
| Beach Dr. / Reno Rd. | 25 | 100 | 35 | 3.48 | 12.11 | 107 | 28 | 3.37 | 11.36 | 14.68 | 202.97 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Tunlaw Road** | | | | | | | | | | | | | |
| Fulton St. / Calvert St. | 25 | 50 | 28 | 2.85 | 8.12 | 107 | 28 | 2.7 | 7.29 | 0.00 | 91.30 | 1.99 | NO |
| | | | | | | | | | | | | | |
| **U Street** | | | | | | | | | | | | | |
| 9th St. / 18th St. | 25 | 70 | 24 | 3.46 | 11.97 | 101 | 25 | 3.51 | 12.32 | -1.85 | 149.91 | 1.98 | NO |
| | | | | | | | | | | | | | |
| **Vermont Avenue** | | | | | | | | | | | | | |
| Massachusetts Ave. / K. St. | 25 | 70 | 20 | 3.97 | 15.76 | 101 | 18 | 2.83 | 8.01 | 3.62 | 116.21 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Virginia Avenue** | | | | | | | | | | | | | |
| Constitution Ave. / C St. | 25 | 71 | 26 | 3.29 | 10.82 | 102 | 22 | 3.29 | 10.82 | 7.87 | 150.75 | 1.98 | YES |
| New Hampshire Ave / Rock Creek & potomac Pkwy | 25 | 70 | 29 | 4.22 | 17.81 | 102 | 34 | 3.77 | 14.21 | -7.97 | 137.17 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **W Street** | | | | | | | | | | | | | |
| MLK Jr. Ave. / 13th St. | 25 | 50 | 24 | 3.2 | 10.24 | 116 | 25 | 3.76 | 14.14 | -1.75 | 108.33 | 1.98 | NO |
| | | | | | | | | | | | | | |
| **Walbridge Place** | | | | | | | | | | | | | |
| Park Rd. / Adams Mill Rd | 25 | 50 | 33 | 2.7 | 7.29 | 103 | 25 | 4.21 | 17.72 | 14.19 | 139.54 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Washington Avenue** | | | | | | | | | | | | | |
| Independence Ave. / I-395(Ramp) | 25 | 70 | 26 | 4.76 | 22.66 | 103 | 28 | 5.44 | 29.59 | -2.56 | 160.38 | 1.98 | YES |
| I-395 (Ramp) / South Capitol St. | 25 | 70 | 26 | 3.59 | 12.89 | 106 | 28 | 4.15 | 17.22 | -3.40 | 161.74 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Western Avenue** | | | | | | | | | | | | | |
| Chevy Chase Cir. / 47th St. | 25 | 100 | 25 | 3.11 | 9.67 | 116 | 24 | 2.54 | 6.45 | 2.56 | 191.17 | 1.98 | YES |
| 47th St. / Westmoreland Cir | 25 | 100 | 34 | 3.22 | 10.37 | 104 | 35 | 4.46 | 19.89 | -1.84 | 187.59 | 1.98 | NO |

| District of Columbia Speed Study | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
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| | | | | | | | | | | | | | |
| **West Virginia Avenue** | | | | | | | | | | | | | |
| 17th St. / K. St. | 25 | 69 | 28 | 3.44 | 11.83 | 108 | 30 | 3.29 | 10.82 | -3.84 | 140.26 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Wheeler Road** | | | | | | | | | | | | | |
| Alabama Ave. / District Line | 25 | 100 | 37 | 4.95 | 24.50 | 108 | 30 | 3.29 | 10.82 | 11.91 | 170.20 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Whitehurst Freeway** | | | | | | | | | | | | | |
| M St. Canal Rd / 27th St. | 25/35 | 100 | 34 | 5.16 | 26.63 | 159 | 39 | 7.11 | 50.55 | -6.54 | 251.71 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **Wisconsin Avenue** | | | | | | | | | | | | | |
| District Line / Nebraska Ave. | 30/35 | 100 | 29 | 3.16 | 9.99 | 105 | 29 | 4.54 | 20.61 | 0.00 | 186.12 | 1.98 | NO |
| Nebraska Ave. / Massachusetts Ave. | 30 | 100 | 33 | 4.28 | 18.32 | 104 | 34 | 3.16 | 9.99 | -1.89 | 181.94 | 1.98 | NO |
| | | | | | | | | | | | | | |
| **3rd Street** | | | | | | | | | | | | | |
| Pennsylvania Avenue/Jefferson St | 25 | 70 | 25 | 4.47 | 19.98 | 105 | 23 | 4.44 | 19.71 | 2.91 | 147.33 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **4th Street** | | | | | | | | | | | | | |
| Pennsylvania Avenue/ SL | 25 | 70 | 26 | 4.22 | 17.81 | 103 | 22 | 3.35 | 11.22 | 6.64 | 125.22 | 1.98 | YES |
| Michigan Ave / Adams SL | 25 | 71 | 29 | 3.69 | 13.62 | 102 | 28 | 4.24 | 17.98 | 1.65 | 162.60 | 1.98 | NO |
| | | | | | | | | | | | | | |
| **5th Street** | | | | | | | | | | | | | |
| New Hamshpire Ave/ Rock Creek Church Rd | 25 | 50 | 24 | 2.97 | 8.82 | 102 | 23 | 2.56 | 6.55 | 2.04 | 85.68 | 1.99 | YES |
| Hopart PL/ McMillan Dr- Howard PL | 25 | 100 | 36 | 4.94 | 24.40 | 119 | 33 | 3.73 | 13.91 | 4.99 | 181.61 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **6th Street** | | | | | | | | | | | | | |
| Penn St/ Florida Ave | 25 | 100 | 21 | 3.69 | 13.62 | 116 | 26 | 3.59 | 12.89 | -10.06 | 207.53 | 1.98 | YES |
| Rhode Island Ave / Pennsylvania Ave | 25 | 100 | 29 | 4.02 | 16.16 | 116 | 30 | 3.85 | 14.82 | -1.86 | 206.38 | 1.98 | NO |
| | | | | | | | | | | | | | |
| **7th Street** | | | | | | | | | | | | | |
| Florida Ave/ M ST | 25 | 100 | 30 | 3.08 | 9.49 | 118 | 25 | 3.39 | 11.49 | 11.40 | 214.93 | 1.98 | YES |
| Pennsylvania Ave/Mling Ave | 25 | 100 | 28 | 4.21 | 17.72 | 100 | 26 | 4.36 | 19.01 | 3.30 | 197.76 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **8th Street** | | | | | | | | | | | | | |
| Pennsylvania Ave Virginia Ave | 25 | 70 | 24 | 3.57 | 12.74 | 118 | 20 | 3.25 | 10.56 | 7.68 | 134.37 | 1.98 | YES |
| | | | | | | | | | | | | | |

| District of Columbia Speed Study | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | |
| **9th Street** | | | | | | | | | | | | | |
| V St/ Mt Vernon PL + Massachusette Ave | 25 | 70 | 28 | 5.26 | 27.67 | 120 | 27 | 3.76 | 14.14 | 1.40 | 110.57 | 1.98 | NO |
| Constitution Ave / I- 395 | 35 | 100 | 43 | 5 | 25.00 | 105 | 42 | 3.72 | 13.84 | 1.62 | 182.59 | 1.98 | NO |
| | | | | | | | | | | | | | |
| **11th Street** | | | | | | | | | | | | | |
| Massachusette Ave /Pennsylvania Ave | 25 | 71 | 27 | 3.33 | 11.09 | | | | | | | | |
| Rhode Island / Pennsylvania Ave | 25 | 100 | 28 | 4.48 | 20.07 | 106 | 20 | 1.87 | 3.50 | 16.55 | 130.89 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **12th Street Expressway** | | | | | | | | | | | | | |
| I -395/Southwest Fwy ( Ramp) | 35 | 101 | 40 | 4.17 | 17.39 | 151 | 34 | 7.75 | 60.06 | 7.95 | 240.40 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **12th Street** | | | | | | | | | | | | | |
| Pennsylvania Ave / Massachusette Ave | 25 | 70 | 26 | 4.57 | 20.88 | 105 | 25 | 3.36 | 11.29 | 1.57 | 117.56 | 1.98 | NO |
| Lawrence St/ South Dakota Ave | 25 | 71 | 28 | 3.67 | 13.47 | 106 | 25 | 2.75 | 7.56 | 5.87 | 121.13 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **13th Street** | | | | | | | | | | | | | |
| Fort Stevens Dr / Allison St | 25 | 70 | 31 | 4.35 | 18.92 | 106 | 28 | 3.89 | 15.13 | 4.67 | 136.17 | 1.98 | YES |
| Allison St/ Kenyon St | 25 | 70 | 30 | 3.88 | 15.05 | 107 | 21 | 2.81 | 7.90 | 16.75 | 115.62 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **14th street** | | | | | | | | | | | | | |
| Aspen St/ Monroe St | 25 | 100 | 30 | 4.98 | 24.80 | 101 | 26 | 4.46 | 19.89 | 6.00 | 196.19 | 1.98 | YES |
| S ST / Pennsylvania Ave | 25 | 100 | 25 | 5.2 | 27.04 | 105 | 21 | 2.45 | 6.00 | 6.99 | 139.36 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **15th Street** | | | | | | | | | | | | | |
| Independence Ave/ Alexander Hamilton PL | 25 | 100 | 32 | 4.09 | 16.73 | 118 | 29 | 4.17 | 17.39 | 5.35 | 211.42 | 1.98 | YES |
| Q ST / ST | 30 | 100 | 31 | 3.98 | 15.84 | 101 | 28 | 3.75 | 14.06 | 5.50 | 198.05 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **16th Street** | | | | | | | | | | | | | |
| District Line/ Alaska Ave | 30 | 100 | 41 | 5.22 | 27.25 | 137 | 31 | 2.92 | 8.53 | 17.28 | 143.92 | 1.98 | YES |
| Arkansas Ave/ Irwing ST | 25 | 100 | 34 | 5.85 | 34.22 | 108 | 29 | 3.12 | 9.73 | 7.60 | 148.49 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **17th Street** | | | | | | | | | | | | | |
| Benning Rd/ Potomac Ave | 25 | 100 | 31 | 4.05 | 16.40 | 124 | 29 | 4.71 | 22.18 | 3.42 | 221.06 | 1.98 | YES |
| Connecticut Ave / Florida Ave | 25 | 70 | 21 | 2.48 | 6.15 | 104 | 21 | 2.3 | 5.29 | 0.00 | 140.48 | 1.98 | NO |

| District of Columbia Speed Study | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
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| | | | | | | | | | | | | | |
| **19th Street** | | | | | | | | | | | | | |
| Connecticut Ave / K St | 25 | 50 | 19 | 2.78 | 7.73 | 101 | 24 | 2.97 | 8.82 | -10.17 | 103.78 | 1.99 | YES |
| K St /E St | 25 | 70 | 22 | 4.35 | 18.92 | 106 | 25 | 3.24 | 10.50 | -4.94 | 118.38 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **20th Street** | | | | | | | | | | | | | |
| E St / New Hampshire Ave | 25 | 70 | 22 | 2.96 | 8.76 | 105 | 26 | 4.33 | 18.75 | -7.26 | 172.87 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **22nd Street** | | | | | | | | | | | | | |
| Pennsylvania Ave / Massachusetts Ave | 25 | 71 | 25 | 3.71 | 13.76 | 111 | 21 | 2.11 | 4.45 | 8.27 | 99.26 | 1.99 | YES |
| | | | | | | | | | | | | | |
| **23rd Street** | | | | | | | | | | | | | |
| Pennsylvania Ave / Lincoln Cir | 25 | 100 | 30 | 3.31 | 10.96 | 101 | 28 | 3.54 | 12.53 | 4.14 | 198.35 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **25th Street** | | | | | | | | | | | | | |
| Naylor Rd / Alabama Ave | 25 | 70 | 28 | 3.4 | 11.56 | 108 | 27 | 3.97 | 15.76 | 1.79 | 162.83 | 1.98 | NO |
| | | | | | | | | | | | | | |
| **27th Street** | | | | | | | | | | | | | |
| Pennsylvania Ave / Texas Ave | 25 | 68 | 28 | 4.02 | 16.16 | 47 | 22 | 2.2 | 4.84 | 10.28 | 108.09 | 1.98 | YES |
| Texas Ave / Naylor Rd | 25 | 100 | 32 | 6.02 | 36.24 | 106 | 27 | 4.01 | 16.08 | 6.97 | 170.98 | 1.98 | YES |
| | | | | | | | | | | | | | |
| **34th Street** | | | | | | | | | | | | | |
| Massachusetts Ave / Woodley Rd | 25 | 50 | 27 | 3.04 | 9.24 | 87 | 28 | 2.55 | 6.50 | -1.96 | 88.40 | 1.99 | NO |
| | | | | | | | | | | | | | |
| **41st Street** | | | | | | | | | | | | | |
| District Line / Military Rd | 25 | 50 | 29 | 3.85 | 14.82 | 107 | 28 | 2.95 | 8.70 | 1.63 | 76.90 | 1.99 | NO |
| | | | | | | | | | | | | | |
| **63rd Street** | | | | | | | | | | | | | |
| District Line / District Line | 25 | 100 | 29 | 4.71 | 22.18 | 123 | 28 | 4.19 | 17.56 | 1.66 | 200.14 | 1.98 | NO |