

7/31/13

Neil Avenue speeds were studied between Goodale Street and King Avenue.

- Posted speed limit is 25 MPH (temporary from Spring Sandusky Interchange (SSI) traffic management project)
- The segment studied is 1.15 miles long
- 11,503 vehicles counted in 24 hours
- The 85<sup>th</sup> percentile speed was 33.7 MPH
- The calculated speed is 33 MPH
- The recommended speed limit is 30 MPH; an increase of 5 MPH from the existing posted temporary speed limit, but a reduction from the pre Spring Sandusky project limit of 35 MPH.

Neil Avenue between Goodale Ave and King Avenue is mostly residential with some small commercial on the southern end of the study area. On-street parking is permitted the entire corridor and is nearly 100 percent utilized. Neil Avenue is a shared bike route and pedestrian activity is high. Neil Avenue is a connector between Ohio State University and downtown Columbus. The corridor has also had four bicycle crashes and six pedestrian crashes within a three year review period. Neil Avenue is classified on the Columbus Thoroughfare Plan as a 4-2 arterial. The recommended posted speed limit is 30 mph.



Location of Speed Study

400 200 0 400 Feet

CANNON DR

PERRY ST

BELMONT AVE

MICHIGAN AVE

W 8TH AVE

HIGHLAND ST

HUNTER AVE

MCMILLEN AVE

E 7TH AVE

W 7TH AVE

KING AVE

W 6TH AVE

W 7TH AVE

W 6TH AVE

CLARK PL

SMITH PL

COURTLAND AVE

INDIANOLA AVE

W 5TH AVE

FORSYTHE AVE

DENNISON AVE

N WALL ST

E 5TH AVE

VERMONT PL

W 4TH AVE

HIGHLAND ST

W GREENWOOD AVE

HILL AVE

HELEN CT

W 3RD AVE

PENNSYLVANIA AVE

TAPPAN ST

NEIL AVE

APOLLO AVE

W 3RD AVE

E 3RD AVE

BRADLEY ST

HARRISON PARK PL

OREGON AVE

MICHIGAN AVE

HARRISON AVE

ASTON ROW LN

W STARR AVE

E 2ND AVE

INGLESIDE AVE

THURBER DR W

MICHIGAN AVE

HARRISON AVE

W 1ST AVE

DELAWARE AVE

WILBER AVE

HENRY ST

HIGHLAND ST

HUNTER AVE

W PRESCOTT ST

W HUBBARD AVE

PRICE AVE

N PEARL ST

COLLINS AVE

ALEXANDRIA COLONY CTE

W HUBBARD AVE

BUTTLES AVE

HIGHLAND ST

DENNISON AVE

W HUBBARD AVE

LUNDY ST

N WALL ST

W LINCOLN ST

W RUSSELL ST

W POPLAR AVE

W GOODALE ST

VINE ST



# Ohio Department of Transportation SPEED ZONE WARRANT SHEET



Rev. 4/8/11 (Editorial) EW

<b>Complete all Green Shaded areas.</b>		Road No.	Date:
Road Name:	Neil Ave	Township/City/Village	11/14/2013
County:	Franklin	King Ave	Columbus
Begin Study At:	Goodale St	End Study At:	ODOT SLIM:
Length:	1.15 miles	Average Daily Traffic (ADT):	Existing Speed Limit
		11503	25 (temp)

For further guidance in completing this form, see the Traffic Engineering Manual, section 1203.

No. of Houses or Farms	(Hold Cursor Here for More Info)	9	Must have direct access to the roadway being studied.
No. of Small Businesses, Apts./Condos	(Hold Cursor Here for More Info)	0	Must have direct access to the roadway being studied.
No. of Medium Businesses, Apts./Condos	(Hold Cursor Here for More Info)	0	Must have direct access to the roadway being studied.
No. of Major Businesses, Apts./Condos	(Hold Cursor Here for More Info)	4	Must have direct access to the roadway being studied.
No. of Minor Street Intersections	(Hold Cursor Here for More Info)	10	Subdivision, Residential, or Other streets that mainly serve the residents of that street.
No. of Major Street Intersections	(Hold Cursor Here for More Info)	0	Streets which serve both the residents and commuters of the area.
No. of Signalized Intersections	(Hold Cursor Here for More Info)	4	Do not include intersections at the beginning or end of the section.
Lane Width	(Round down to nearest foot)	10	Average lane width of through traffic lanes.
Shoulder Width	(Round down to nearest foot)	0	General width of paved and/or non-paved shoulder throughout the section.
Crashes	(Latest three years of data)	87	Only include crashes within the section, excluding animal and side street crashes.
85%tile Speed of Traffic		33.65	Average of the 85% speed at all locations where speed samples were taken.
10-mph Pace Speed of Traffic	22 to	32	Average of the Pace speed at all locations where speed samples were taken.
Roadway Characteristics	(Enter letter and number or use Drop Down Box)	B3	Hold cursor over alphabetic value below to view description then enter letter and number.

Roadway Characteristics Examples			
B3	B2	B1	A1
C			
Calculation Sheet	Characteristics	Crashes to Include	

<b>Calculated Speed</b>	33 MPH
<b>Requested Speed Limit</b>	30 MPH
<b>Approved Speed Limit</b>	MPH

Test Runs\*

\* Completed by ODOT for comparison or verification of calculated speed.

Study by: Jodi Cooley Include the related Resolution(s) when submitting this form.

Additional considerations and comments:  
 Roadway has on-street parallel/ parking that is utilized nearly 100 percent of the time. Used B3 for urban environment  
 Neil Ave is a connector between downtown Columbus and the Ohio State University and is a narrow signed/arked corridor for bicycles  
 Four bicycle crashes and six pedestrian crashes in study area (2010 to 2012). Additionally, a pedestrian fatality occurred in 2013.  
 30 MPH speed limit recommended for bicycle and pedestrian safety.

**Nu-Metrics Traffic Analyzer Study  
 Computer Generated Summary Report  
 City: COLUMBUS  
 Street: NEIL AVE BET GOODALE & THIRD**

A study of vehicle traffic was conducted with HI-STAR unit number 0871. The study was done in the BI-DIR lane at NEIL AVE BET GOODALE & THIRD in COLUMBUS, OH in FRANKLIN county. The study began on May/07/13 at 11:00 and concluded on May/08/13 at 11:00, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 11503 vehicles passed through the location with a peak volume of 357 on May/07/13 at [17:30-17:45] and a minimum volume of 0 on May/08/13 at [04:00-04:15]. The AADT count for this study was 11,503.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 25 - 30 MPH range or lower. The average speed for all classified vehicles was 27 MPH with 2.21% vehicles exceeding the posted speed of 35 MPH. The HI-STAR found 0.00 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 33.65 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >					
101	385	967	2477	3977	2416	803	195	43	8	5	0	0	0	0					

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Vans & Pickups. The number of Passenger Vehicles in the study was 0 which represents 0 percent of the total classified vehicles. The number of Vans & Pickups in the study was 10536 which represents 93 percent of the total classified vehicles. The number of Busses & Trucks in the study was 0 which represents 0 percent of the total classified vehicles. The number of Tractor Trailers in the study was 841 which represents 0 percent of the total classified vehicles.

< to 21	22 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 139	140 to >												
10536	691	118	23	8	0	1	0												

CHART 2

**HEADWAY**

During the peak traffic period, on May/07/13 at [17:30-17:45] the average headway between vehicles was 2.514 seconds. During the slowest traffic period, on May/08/13 at [04:00-04:15] the average headway between vehicles was 900 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 60.00 and 93.00 degrees F.