

MAYOR JIM GRAY



LEXINGTON

JEFFREY NEAL
DIRECTOR
TRAFFIC ENGINEERING

September 15, 2017

Mr. Gabe Knowles
657 Longview Dr
Lexington, KY 40503

Dear Mr. Knowles,

Per your request, a study was completed on Longview Drive between Harrodsburg Road and Clays Mill Road to determine if traffic calming measures are warranted on this local residential street. The study looked at the volume and speed of vehicles utilizing the street. Volume and speed data were collected at four points on Longview Drive in the study area for a 96-hour period.



Aerial of Longview Drive study area



Data revealed that the average daily traffic over this 4-day period was 1206 vehicles per day near 642 Longview Drive. The 85th percentile speed of vehicles on Longview Drive ranged from 36.87mph to 43.45mph in the study area. In addition, it was documented that 39.95% to 90.47% of the vehicles traveling on Longview Drive were traveling over the posted speed limit of 25 mph. The average speed of the vehicles on Longview Drive ranged from 20 to 36 mph depending on the location. The table below shows the data that was obtained over the study time period:

Location	Average Speed (mph)	% over 25 mph	85 th Percentile Speed (mph)	Peak Hour Volume (vehicles)		Average Daily Traffic Volume (vehicles)	
EB Longview Drive (@ 662 Longview Dr.)	29	66.95%	37.72	77	144	624	1,162
WB Longview Drive (@ 662 Longview Dr.)	20	39.95%	36.87	67		538	
EB Longview Drive (@ 642 Longview Dr.)	24	56.78%	41.08	105	145	826	1206
WB Longview Drive (@ 642 Longview Dr.)	24	53.74%	39.09	40		380	
EB Longview Drive (@ 624 Longview Dr.)	32	80.28%	39.92	72	120	532	848
WB Longview Drive (@ 624 Longview Dr.)	30	78.25%	37.79	48		316	
EB Longview Drive (@ 606 Longview Dr.)	27	64.02%	41.25	62	102	521	932
WB Longview Drive (@ 606 Longview Dr.)	36	90.47%	43.45	40		411	

A review of the collision history revealed five collisions in the last three years on Longview Drive in the study area. Two collisions occurred in 2015, two collisions occurred in 2016, and one collision occurred in 2017. One collision was an injury collision while the other four collisions were property damage only collisions. The injury collision occurred when a parked vehicle was struck. Two non-injury collisions were similar collisions with parked vehicles. The other two non-injury collisions were a rear-end collision and an animal struck collision. No fatalities were reported with any of the collisions.

Longview Drive is typically 27 feet wide with on-street parking permitted on both sides of the street between Harrodsburg Road and Clays Mill Road. The street has rolled curbs present. A centerline marking is present for about fifty feet on the Harrodsburg Road side of the intersection. Sidewalks and street lighting are present in this area.

This report was shared with representatives from the Division of Police and Division of Fire and Emergency Services. The Division of Police agrees with the findings of this report. The Division of Fire and Emergency Services opposes traffic calming devices on Longview Drive.



Recommendations:

As detailed in the *Neighborhood Traffic Management Program* (NTMP) manual, Longview Drive meets the criteria for mitigation actions along a residential local street based on the documented traffic volumes and speeds.

The NTMP criteria where the minimum vehicular volumes were met include:

- A. Daily Traffic Volumes greater than or equal to 1,000 vehicles per day or Peak Hour Volumes greater than or equal to 100 vehicles per hour.
- B. Daily Traffic Volumes greater than or equal to 750 vehicles per day with at least 25 percent of vehicles traveling at speeds in excess of the posted speed limit, and where 10 percent of the vehicles traveling at speeds in excess of the posted speed limit by 10 mph or more.
- C. Daily Traffic Volumes that show 75 percent of the number of vehicles traveling along the roadway are exceeding the posted speed limit, and where the 85th percentile speeds exceeds the posted speed limit by 10 mph or more.

Based on the traffic data and current NTMP criteria, Longview Drive meets the guidelines for Type 2 traffic calming devices including speed tables. Traffic Engineering staff will move forward with determining the average property value in the study area to determine the cost share amount for the installation of speed tables. Traffic Engineering staff will follow up with the property owners and residents regarding how best to proceed with the NTMP process including a second petition to be handled by Division staff.

If you have any questions, feel free to contact me via Lexcall 311 at any time or via email at rmulvaney@lexingtonky.gov.

Sincerely,



Roger T. Mulvaney, PE, PTOE
Traffic Engineer Manager
Division of Traffic Engineering

RM/df

cc: Amanda Bledsoe, 10th District Councilmember
Peggy Henson, 11th District Councilmember
Dowell Hoskins-Squier, Commissioner of Environmental Quality & Public Works
Jeffrey Neal, P.E., Director of Traffic Engineering
Jim Woods, P.E., P.L.S., Deputy Director of Traffic Engineering
Chad Bacon, Lieutenant, Division of Police
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