




TO: Whitney Baxter, 9<sup>th</sup> District Council Member

FROM:   
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Roger T Mulvaney, PE, PTOE Traffic Engineer Manager

DATE: October 29, 2025

**SUBJECT: Speed Study on Agape Drive**

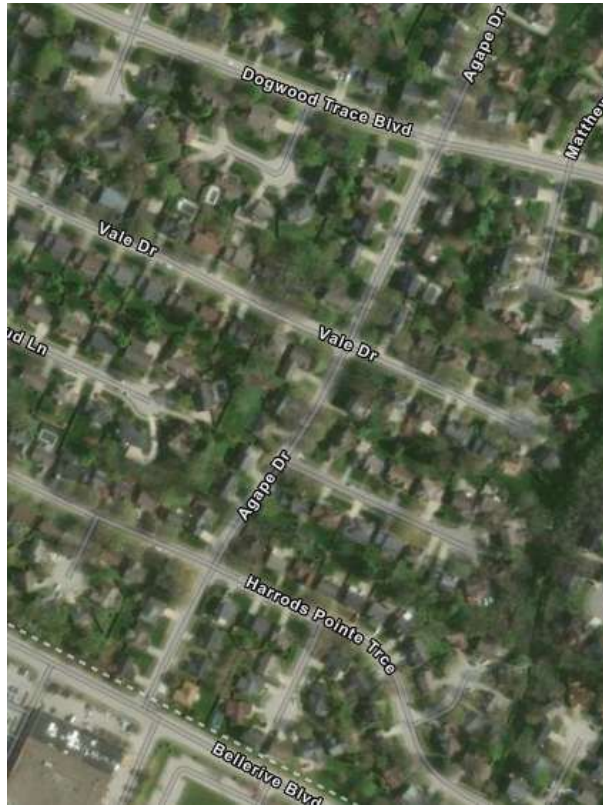
Per a traffic engineering observation, a study was completed on Agape Drive to determine if a speed reduction is warranted on this street.

**Summary**

In Summary, due to the traffic volumes, roadway geometry, and the recorded 85<sup>th</sup> percentile speeds, **Traffic Engineering recommends lowering the speed limit to 25mph on Agape Drive from Dogwood Trace Blvd to the end of the county line.**

The supporting analysis for this recommendation is detailed in the following pages.





*Aerial of Agape Drive, study areas and surrounding areas*

The study looked at the volume and speed of vehicles utilizing the street for a 72-hour period. Volume and speed data were collected at four locations on Agape Drive. This first location is between Harrods Pointe Trace and Bellerive Blvd, second one is between Creekview Ct and Vale Drive, third one is between Vale Drive and Dogwood Trace Blvd.



The Federal Highway Administration’s Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.21 addresses speed limits by stating”

**Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering study that has been performed in accordance with traffic engineering practices. The engineering study shall consider the roadway context.**

Among the factors that should be considered when conducting an engineering study for establishing or reevaluating speed limits within speed zones are the following:

- A. Roadway environment (such as roadside development, number and frequency of driveways and access points, and land use), functional classification, public transit volume and location or frequency of stops, parking practices, and pedestrian and bicycle facilities and activity;
- B. Roadway characteristics (such as lane widths, shoulder condition, grade, alignment, median type, and sight distance);
- C. Geographic context (such as an urban district, rural town center, non-urbanized rural area, or suburban area), and multi-modal trip generation;
- D. Reported crash experience for at least a 12-month period;
- E. Speed distribution of free-flowing vehicles including the pace, median (50th-percentile), and 85<sup>th</sup>-percentile speeds; and
- F. A review of past speed studies to identify any trends in operating speeds.

### **Traffic Study**

The findings of the speed analysis on Agape Drive are as follows:

- A. Agape Drive is classified as a residential collector street. On street parking is permitted but most parcels that are adjacent to Agape Drive include driveways. While the street consists mostly of single-family residential homes, the lot sizes moderately sized. There is low to moderate pedestrian and bicycle use on this road typical for a suburban application.
- B. The posted speed limit on Agape Drive is 35 mph. Agape Drive is typically a 30 feet wide street between Dogwood Trace Blvd and end of the county line. Utility strips, sidewalks and streetlights are present on the entire length of Dogwood Trace Boulevard.
- C. Agape Drive is collector in a suburban section of Lexington in the 9<sup>th</sup> Council District.



D. A review of the collision history of this roadway per [crashinformationky.org](http://crashinformationky.org) registered zero (0) recorded collision in the study area during the five (5) years prior to this analysis.

E. The following table is a summary of the data collected along Agape Drive.

Segments of Agape Drive	Avg. Speed (mph)	Speed Limit (mph)	% over Speed Limit	85 <sup>th</sup> PCTL Speed (mph)	Peak Hour Vol. (veh)		Avg. Daily Traffic Vol. (veh)	
2430 SB Harrods Pointe Trace	24.94	35	7.20%	34	72	173	649	1,550
2430 NB Harrods Pointe Trace	23.79	35	1.70%	30	101		901	
4805 SB Agape Drive	30.19	35	14.10%	35	77	154	620	1,346
4805 NB Agape Drive	29.77	35	14.00%	35	77		726	
4780 SB Agape Drive	29.38	35	8.90%	34	73	148	694	1,286
4780 NB Agape Drive	27.88	35	1.90%	32	75		592	

The 85<sup>th</sup> percentile speed along Agape Drive were found to be in the range of 35 mph in the northbound direction at 4805 Agape Drive to 30 mph in the northbound direction at 2430 Harrods Pointe Trace. The 85<sup>th</sup> percentile speed, or the speed at which 85% of the vehicles are traveling at or below, is based on the theory that a large majority of drivers are reasonable and prudent, do not want to have a crash, and want to reach their destination in the shortest amount of time possible. The average speeds were 23 to 31 mph range.

F. One past speed studies from 2013 is available for Agape Drive. Details for that study are tabulated below. A NTMP report on Agape Drive was created in October 2025 but uses the same data used in this study.

Segments of Agape Drive	Avg. Speed (mph)	Speed Limit (mph)	% over Speed Limit	85 <sup>th</sup> PCTL Speed (mph)	Peak Hour Vol. (veh)	Avg. Daily Traffic Vol. (veh)	
4805 NB Agape Drive	32.00	35	11.09%	38.78	64	626	1,113
4805 SB Agape Drive	33.00	35	14.93%	39.95	63	487	



## **Emergency Services Review**

The Division of Traffic Engineering coordinated with representatives from the Division of Police and Division of Fire and Emergency Services to obtain input regarding traffic and safety operations of Agape Drive.

- The Division of Police has reviewed this document and has no objections to the recommendations in this report.
- The Division of Fire and Emergency Services has reviewed this document and has no objections to the recommendations in this report.

## **Recommendation**

**In conclusion, due to the roadway width and characteristics similar to other streets like this in the Lexington area, Traffic Engineering recommends lowering the speed limit to 25mph on Agape Drive from Dogwood Trace Blvd to the end of the county line.**

Should you have any questions about the information included in this report, please contact Roger Mulvaney in the Division of Traffic Engineering at (859) 258-3480 or [rmulvaney@lexingtonky.gov](mailto:rmulvaney@lexingtonky.gov).

RTM/de

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