

## Proposed Complete Streets Revisions

February 2023

Below is a summary of the proposed changes; the full sections can be found here:

[iowasudas.org/complete-streets/](https://iowasudas.org/complete-streets/).

### 5C-1 - Geometric Design Tables

- Add language from the Green Book to highlight key points about designing streets for all users.
- Expand land use contexts from two (urban/rural) to five (rural, rural town, suburban, urban, and urban core).
- Add discussion about setting design speeds for lower speed (< 45 mph) roadways to match the expected posted speed limit.
- No changes to the preferred or acceptable tables!

### 5C-2 - Geometric Design Elements

- Add discussion about design flexibility and level of service.
- Expand discussion on intersection radii to consider added pedestrian and bicyclist safety.
- Add discussion about turning vehicles encroaching into opposing traffic lanes.

### 5M-1 - Complete Streets

- Include additional design manuals for reference.
- Expand discussion on determining appropriate design speed when considering all user groups.
- Add discussions using truck aprons at intersections similar to roundabouts.
- Add discussion on use of hardened centerlines to minimize left turning vehicle speeds.
- Update Table 5M-1.01 (Preferred Design Elements for Complete Streets) based on Green Book minimums.
- Expand discussion on traffic calming measures.

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Rename Chapter 12 – Sidewalks **Pedestrian** and Bicycle Facilities

### 12A-1 - General Sidewalk Requirements

- Expand discussion on sidewalk width and creates a preferred width of 5 feet and minimum of 4 feet. Emphasize that DOT projects require 5 foot wide sidewalks.

### 12A-2 - Accessible Sidewalk Requirements and 12A-4 - Pedestrian Facilities During Construction

- No substantial changes.

### 12A-5 - Pedestrian Safety Measures and Crossings

- New section providing information on selecting pedestrian crossing locations and safety measures to ensure a safe crossing at uncontrolled and controlled locations.

### 12B-1 - Selecting Bicycle Facilities

- Expand on definitions regarding bicycle facilities for clarification, including e-bikes
- Add information on bicycle user profiles including Interested but Concerned, Somewhat Confident, and Highly Confident users.
- Expand on bikeway facility selection.

### 12B-2 - Shared Use Path Design

- Modify the bicyclist design speed table to reflect the context of the shared use path including paved/unpaved, volume of diverse users, and terrain.

### 12B-3 - On-Street Bicycle Facilities

- Expand the general discussion of design considerations and design exceptions for on-street bicycle facilities – speed; stopping sight distance; shy space; tapers.
  - Shared lanes – don't increase shared lane widths because it encourages higher vehicle speeds.
  - Add consideration that the curb and gutter sections of asphalt pavements should not be included in the bike lane width due to potential dangers with the longitudinal joint.
  - Add extensive discussions of treatments at intersections for separated on-street bicycle lanes.
  - Expand discussion on design of traffic signals for bicyclists.
  - Expand on discussion of bicyclist facilities at interchanges and roundabouts.
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### 13A-3 - Traffic Signal Features

- Expand discussion on requirements for installation of Accessible Pedestrian Signals (APS).

### 13A-4 - Traffic Signal Design Considerations

- Expand discussion dealing with pedestrian considerations in traffic signal timing, including using Leading Pedestrian Interval (LPI) and Exclusive Pedestrian Phases (EPP).