



# Lexington-Fayette Urban County Government Complete Streets Design Manual

May 12, 2026



**LEXINGTON**

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# Agenda

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**1** Project Background

**2** The Process

**3** Overview of the  
Complete Streets Manual

**4** Discussion

**5** Next Steps

# Complete Streets Policy

- Safety comes first
- Transportation that works for everyone
- Stronger and more connected neighborhoods
- Healthier people and places
- A more livable city



# Vision Zero Policy

- “Our vision is for people of all ages and abilities to have a diversity of **safe, convenient, affordable and reliable transportation options** to meet their daily needs whether they are commuting, accessing goods, services, healthcare, education or recreation.”



# Project Background

- 2022 LFUCG adopted a Complete Streets Policy and a Vision Zero Policy in 2023.
- Existing documents need to be reviewed, updated, and better integrated to align with the adopted Complete Streets policy. Documents to update include:
  - LFUCG Roadway Manual
  - Subdivision Regulations
  - Neighborhood Traffic Management Program Guide
- The 2024 Urban Growth Master Plan outlined street typologies



# Process



# Complete Streets Table of Contents

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Chapter 1: Introduction

Chapter 2: Procedures for Private Development

Chapter 3: Lexington's Complete Streets

Chapter 4: Street Corridor Design

Chapter 5: Intersection and Crossing Elements

Chapter 6: Speed Management

Chapter 7: Procedure for Public Projects

Chapter 8: Pavement Design + Construction Specification



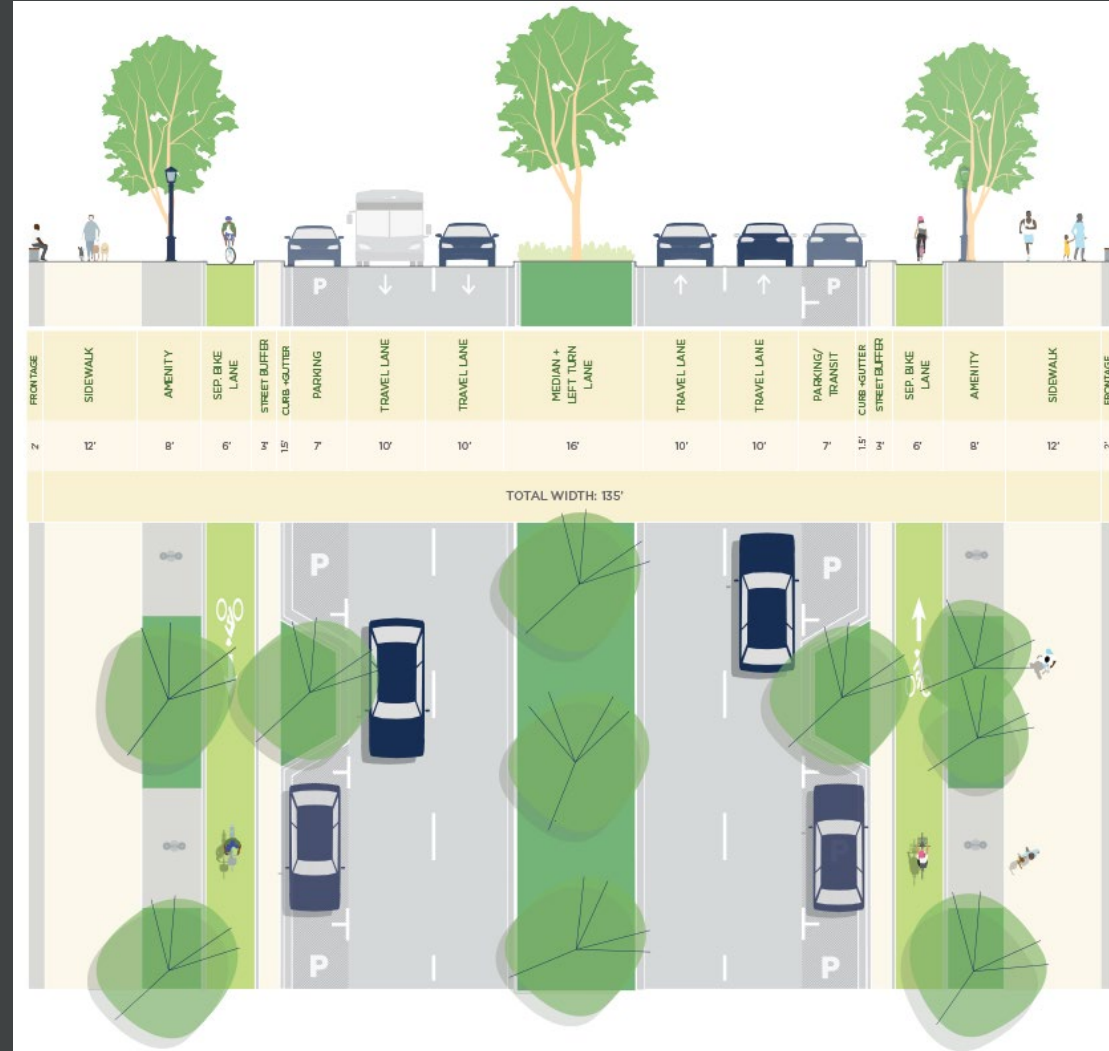
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# Chapter 1: Introduction

- Purpose of the Manual and How to Use the Manual
- How its Applied
  - New Neighborhood Development (greenfield)
  - Infill and Redevelopment
  - Development Along Thoroughfares
  - LFUCG Improvement Projects
  - KYTC Improvement Projects



# Chapter 2: Street Improvement Procedures for Private Development

- Integration with Subdivision Regulations and Zoning Ordinance
- Construction and Dedication of Infrastructure
- Surety, Warranty, and Final Acceptance process



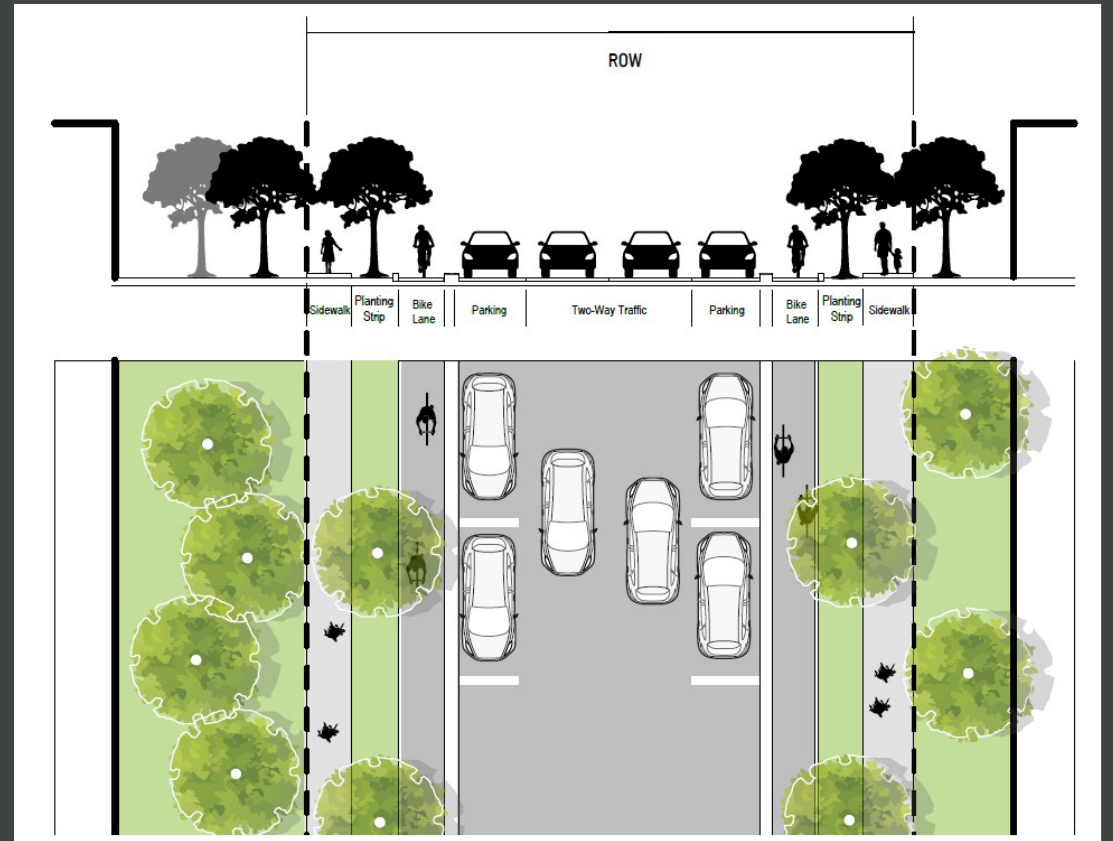
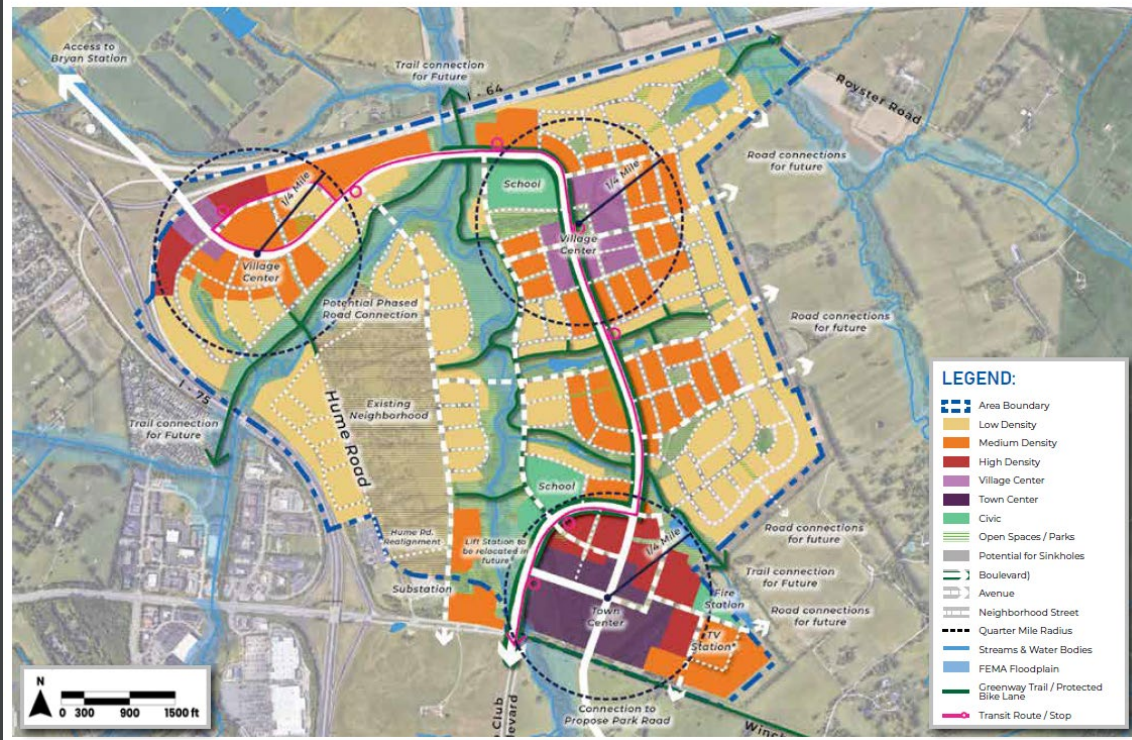
# Chapter 3: Lexington's Complete Streets

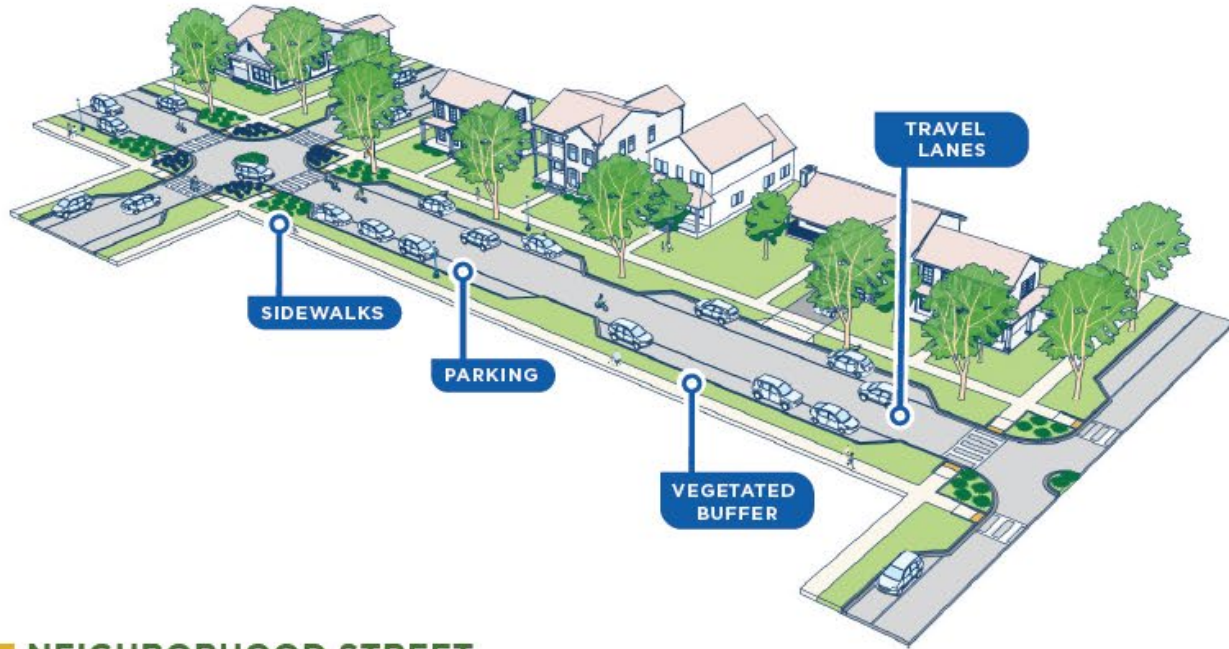
- Design Profiles
  - Neighborhood Street
  - Avenue
  - Alley
  - Boulevard
  - Thoroughfare
- Process for Retrofitting Streets to Complete Streets



# 2024 Urban Growth Master Plan

## Regulating Plan - Area 2





**EXAMPLE STREETS**  
*Glendover Road; Sixth Street*

**DESIGN SPEED**  
 20 mph

**DESIGN VEHICLE**  
 SU-30



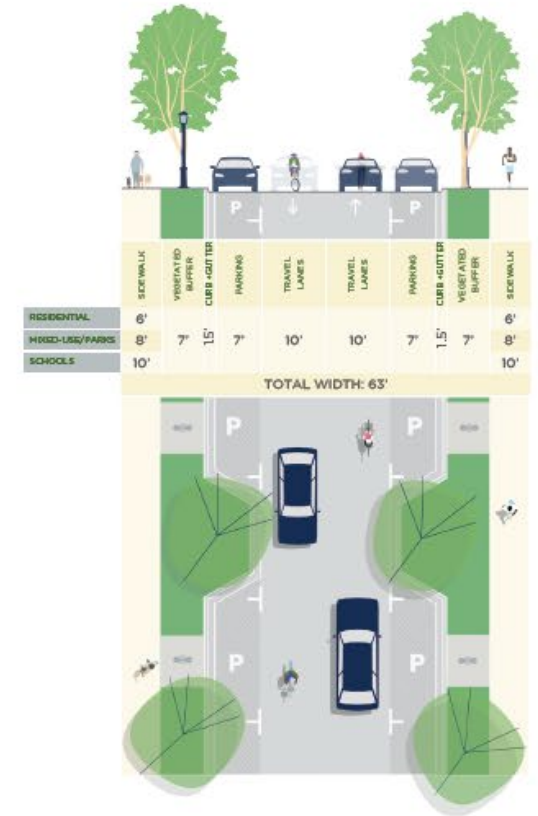
**CONTROL VEHICLE**  
 WB-40



**HIGH INTENSITY LAND USE CONTEXTS:**

Neighborhood streets in higher intensity land use contexts have more dense residential uses (multi-family) or are mixed-use in character. They may support neighborhood-level commercial and civic uses, such as corner stores, schools and community centers. While traffic volumes may be higher, these streets are still low speed. The primary difference with higher intensity land uses is an increased demand for on street parking. This necessitates a wider travelway to ensure passenger and emergency vehicles that are traveling in opposite directions can pass unimpeded.

**HIGH-INTENSITY NEIGHBORHOOD STREET (TYPICAL SECTION)**



**NEIGHBORHOOD STREET**

**High-intensity land use contexts**

All neighborhood streets have the following characteristics:

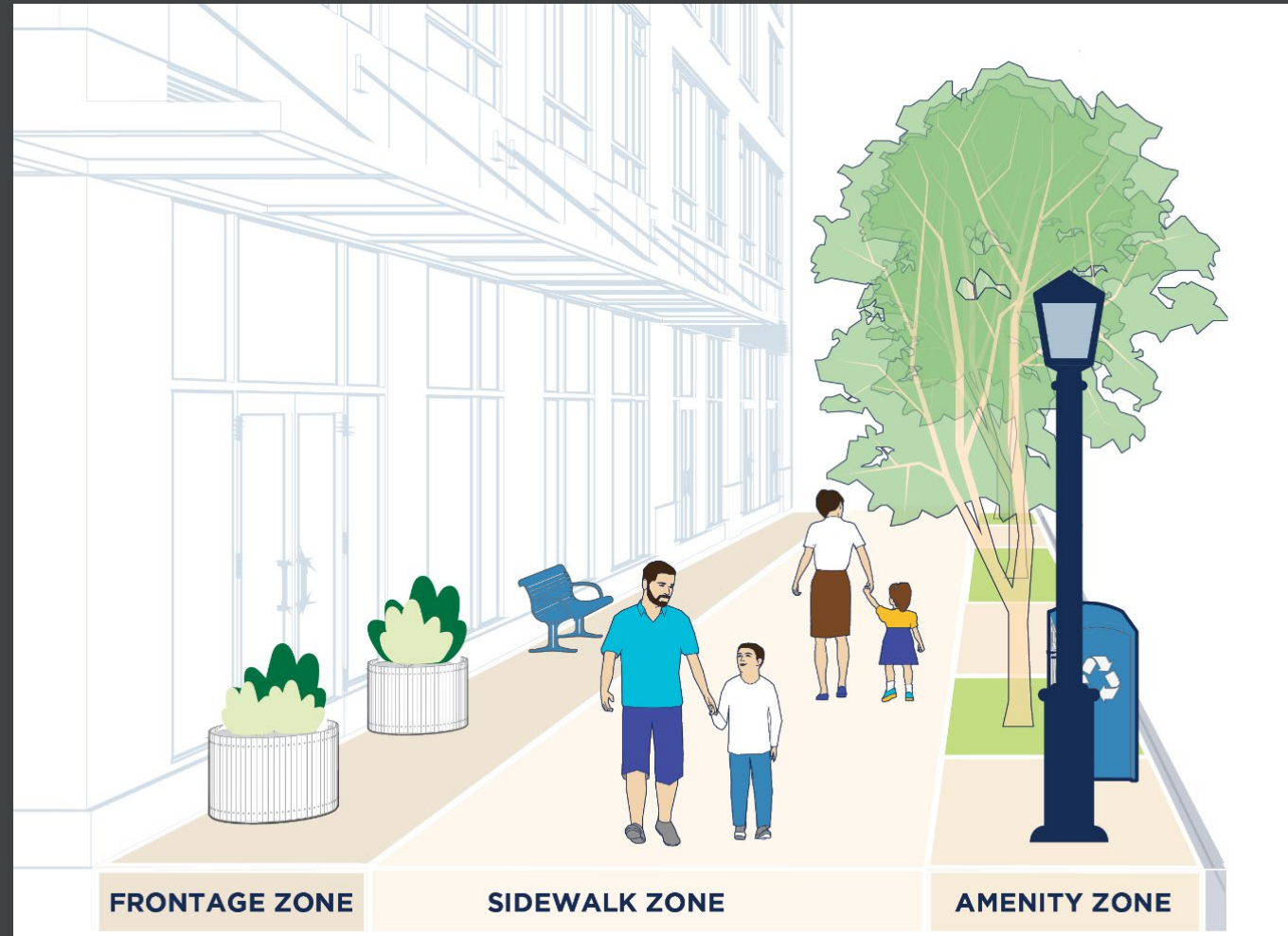
- Low traffic volumes
- Low vehicular speeds
- Local access is prioritized over through vehicular movement
- Bicyclists and drivers share the travel way
- Sidewalks are provided on both sides of the street

- Planting strips with street trees are provided between sidewalks and vehicular travel ways
- On-street parking is permitted on one or both sides of the street
- Driveways may directly access neighborhood streets; however, rear alleys are encouraged

- Mid-block traffic calming features are spaced every 250-300 feet to reinforce vehicular speeds at or below 20 mph
- Traffic circles and bulb-out intersections are typical intersection treatments

# Chapter 4: Street Corridor Elements

- Outlines Zones and Considerations for Each
  - Pedestrians
  - Bicycle Facility
  - Roadway
  - Transit
  - Landscaping and Greenspace
  - Utilities



# Bikeway Zone

## GUIDANCE ON APPROPRIATE BIKEWAY BY STREET TYPE

STREET TYPE	DEVELOPMENT INTENSITY	PARAMETER	SHARED-USE PATH OR SIDE PATH		ONE-WAY SEPARATED BIKE LANE		TWO-WAY SEPARATED BIKE LANE		BUFFERED BIKE LANE (2' min. buffer, 3.5' min. next to parking, dim below does not include buffer)		CONVENTIONAL BIKE LANE		ADVISORY BIKE LANES		PAVED SHOULDER	
			Default	Min	Default	Min	Default	Min	Default	Min	Default	Min	Default	Min	Default	Min
Neighborhood Street	All	Bikeway	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	6'	4'	N/A	N/A
		Street Buffer	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Avenue	Low	Bikeway	10' (Both Sides)	10'	5'	5'	10'	10'	6'	6'	N/A	N/A	N/A	N/A	N/A	N/A
		Street Buffer	6'	3'	1.5'	1.5'	3'	1.5'	4'	2'	N/A	N/A	N/A	N/A	N/A	N/A
	Medium to High	Bikeway	N/A	10'	6'	5'	12'	10'	7'	6'	N/A	N/A	N/A	N/A	N/A	N/A
		Street Buffer	N/A	3'	1.5'	1.5'	3'	1.5'	4'	2'	N/A	N/A	N/A	N/A	N/A	N/A
Boulevard	Medium	Bikeway	10' (Both Sides)	10'	6'	5'	10'	10'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		Street Buffer	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Thoroughfare	High	Bikeway	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Alley	Low	Bikeway	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Legend:  Default



# Roadway Zone

## LANE WIDTH DIMENSIONS BY STREET TYPE

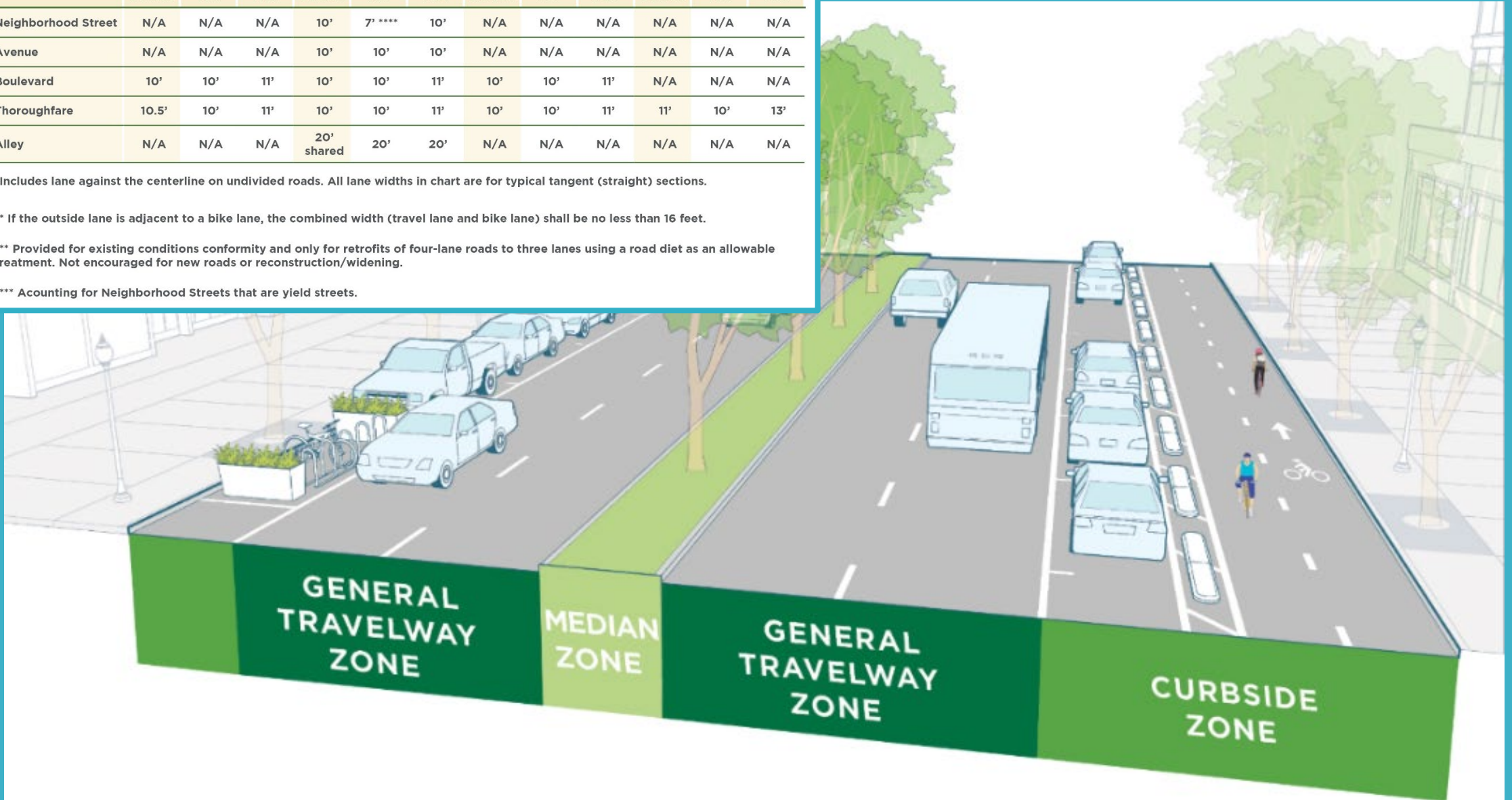
STREET TYPE	OUTSIDE TRAVEL LANE **			INSIDE TRAVEL LANE*			LEFT-TURN LANE			TWO-WAY LEFT TURN LANE ***		
	Default	Min	Max	Default	Min	Max	Default	Min	Max	Default	Min	Max
Neighborhood Street	N/A	N/A	N/A	10'	7' ****	10'	N/A	N/A	N/A	N/A	N/A	N/A
Avenue	N/A	N/A	N/A	10'	10'	10'	N/A	N/A	N/A	N/A	N/A	N/A
Boulevard	10'	10'	11'	10'	10'	11'	10'	10'	11'	N/A	N/A	N/A
Thoroughfare	10.5'	10'	11'	10'	10'	11'	10'	10'	11'	11'	10'	13'
Alley	N/A	N/A	N/A	20' shared	20'	20'	N/A	N/A	N/A	N/A	N/A	N/A

\*Includes lane against the centerline on undivided roads. All lane widths in chart are for typical tangent (straight) sections.

\*\* If the outside lane is adjacent to a bike lane, the combined width (travel lane and bike lane) shall be no less than 16 feet.

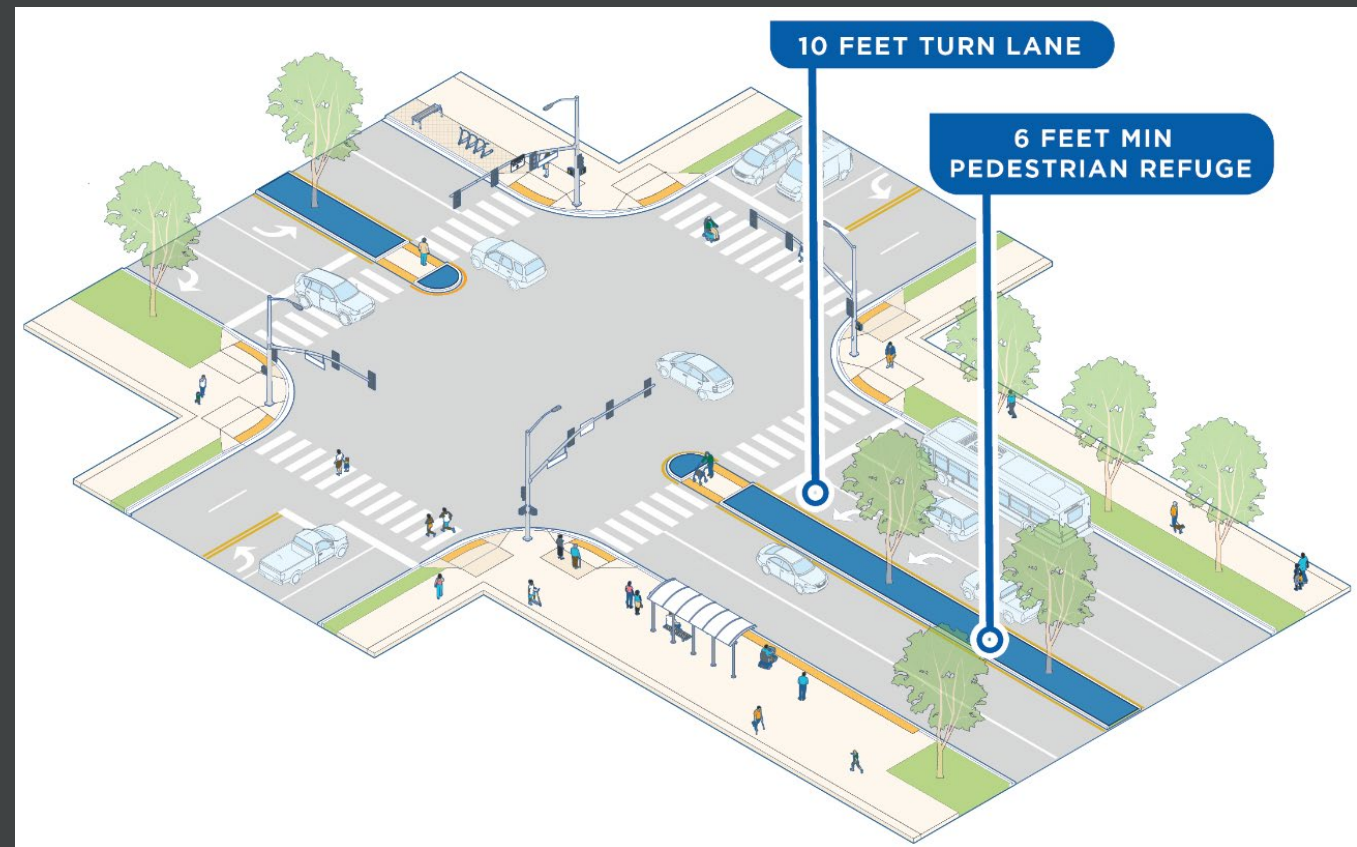
\*\*\* Provided for existing conditions conformity and only for retrofits of four-lane roads to three lanes using a road diet as an allowable treatment. Not encouraged for new roads or reconstruction/widening.

\*\*\*\* Accounting for Neighborhood Streets that are yield streets.

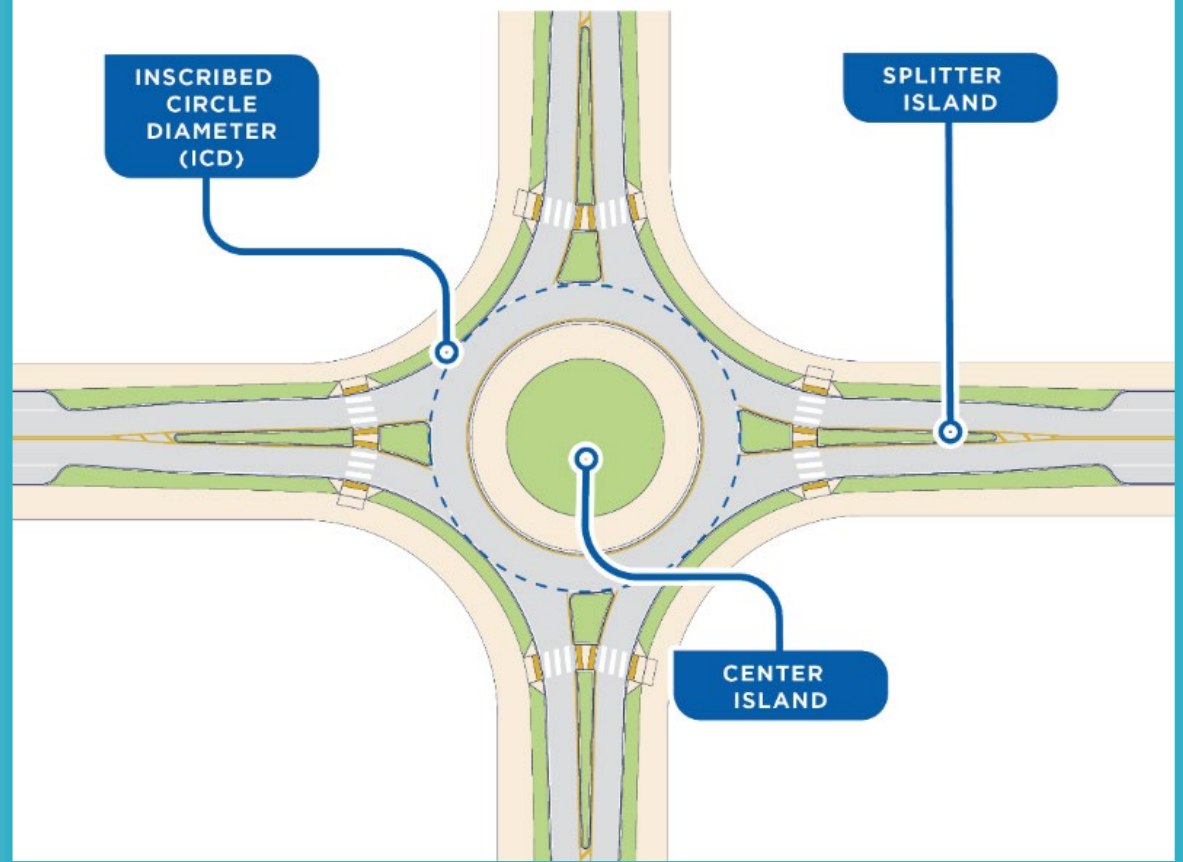
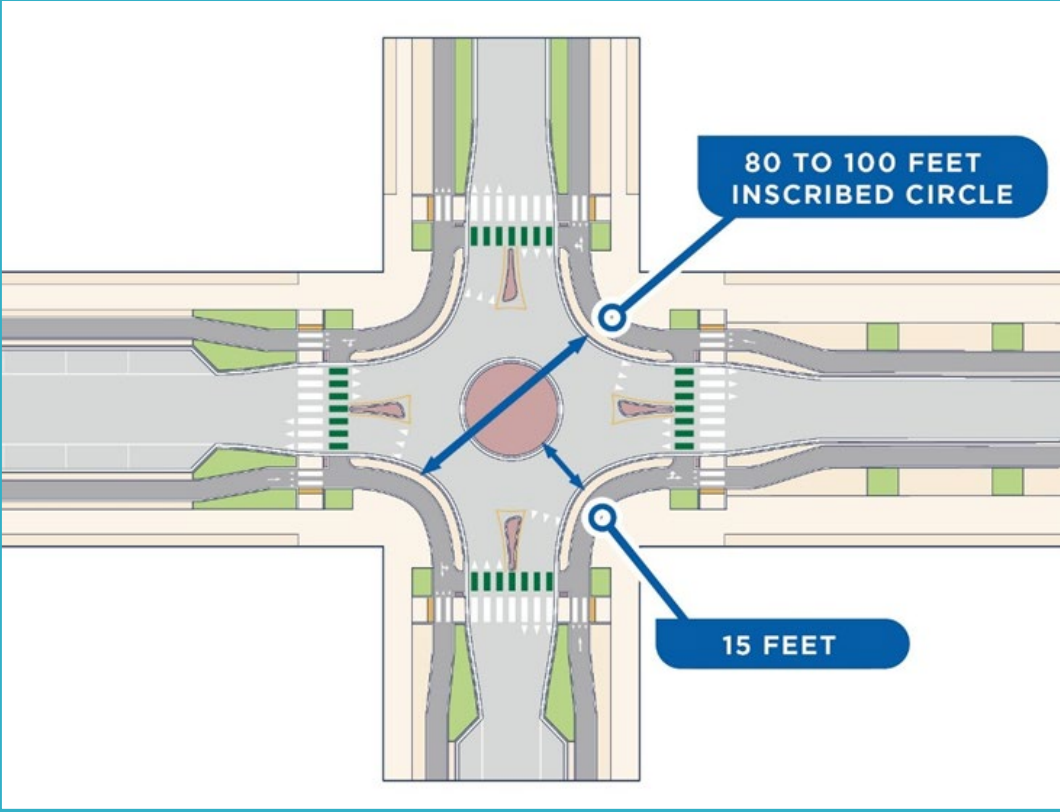


# Chapter 5: Intersection and Crossing Elements

- Intersection Geometric Design
- Traffic Control Devices
- Roundabouts and Traffic Circles
- Pedestrian Crossing Elements
- Bicycle Facilities at Intersections



# Roundabouts + Traffic Circles



# Chapter 6: Speed Management

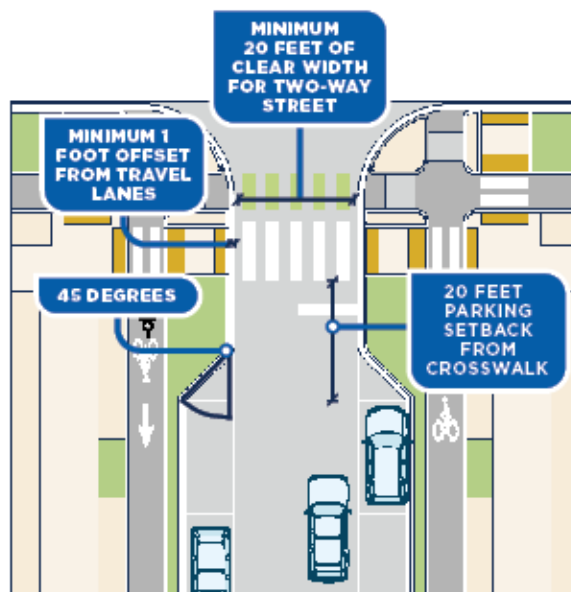
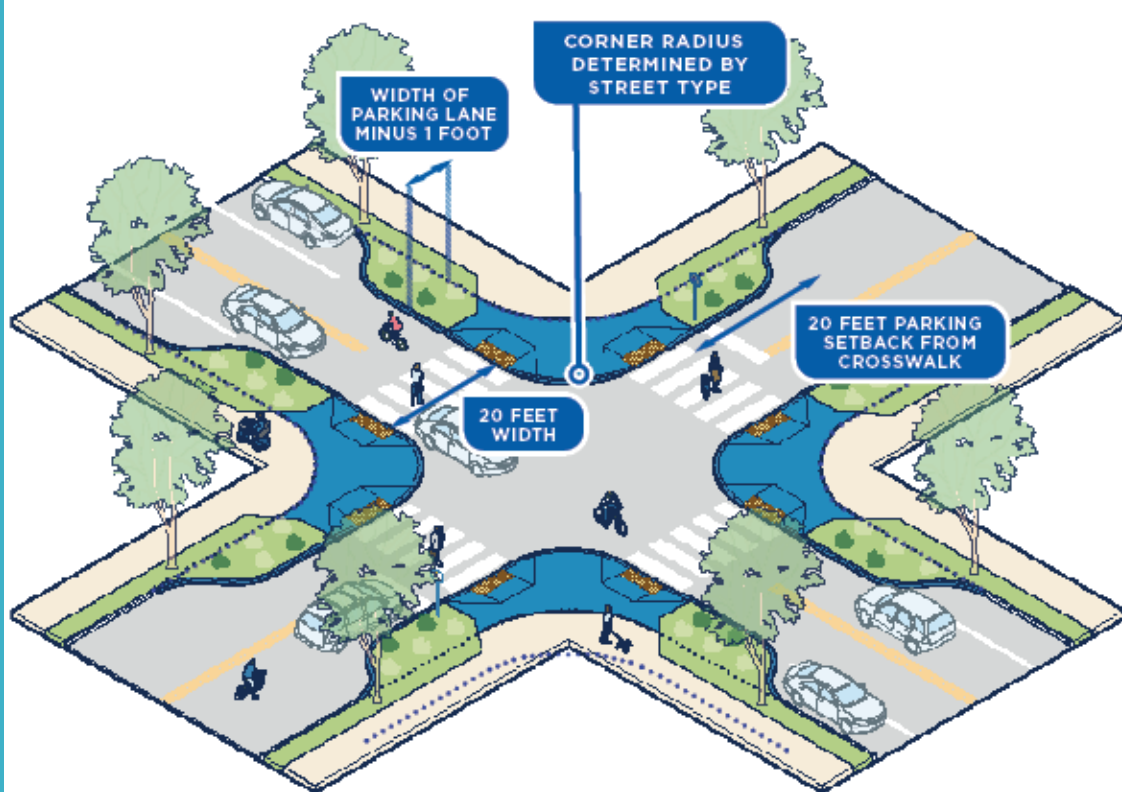
- Speed Management Design Strategies
  - Roadway Reallocation
  - Vertical Measures
  - Horizontal Measures
  - Surface Treatments
  - Enclosure

Section 2.6

## Vehicle and Pedestrian Collision Speed & Survival Percentage



1. A. Barrmann, W. Spikery and M. Hess, "Street Environment, Driving Speed and Field of Vision" Vision in Vehicles III (1991).  
2. W. A. Lutz and David E. Preusser, Literature review on vehicle travel speeds and pedestrian injuries. (Washington, D.C.: U.S. Dept. of Transportation, National Highway Traffic Safety Administration, 1999).  
3. Braking distances do not account for braking reaction time.  
4. AASHTO Green Book—A Policy on Geometric Design of Highways and Streets, 7th Edition. American Association of State and Highway Transportation Officials, 2018.  
5. Telfo, Brian C. Impact speed and a pedestrian's risk of severe injury or death. Accident Analysis & Prevention, 50, 2013.



## APPROPRIATE SPEED MANAGEMENT MEASURES BY STREET TYPE

### LEGEND

- Required
- Recommended
- Optional
- ✗ Not Permitted or N/A

		NEIGHBORHOOD STREET	AVENUE	BOULEVARD	THOROUGHFARE	ALLEY	PAGE REFERENCE
Road Reallocation	Reduction in number of travel lanes	✗	○	○	○	✗	
	Lane Width Narrowing*	●	●	●	●	✗	
	Removal of Right Turn Lanes	✗	✗	●	○	✗	
Vertical measures	Speed Humps	○	○	✗	✗	✗	
	Speed Cushions	○	●	●	✗	✗	
	Speed Tables/Offset Speed Tables	○	●	●	✗	✗	
	Raised Crosswalks	○	●	●	✗	✗	
	Raised Intersections	○	○	○	✗	✗	
Horizontal Measures	Curb Extensions/Bulbouts**	●	■	●	○	✗	
	Roundabouts***	●	●	●	●	●	
	Neighborhood Traffic Circles	■	✗	✗	✗	●	
	Neckdowns/Chokers	●	●	●	✗	✗	
	Pedestrian Crossing Islands/Median Islands	○	○	●	●	✗	
	Lateral Shifts	●	●	●	✗	✗	
	Chicanes/Roadway Curvature	●	●	●	✗	○	
	Low-Speed Corner Radii	■	■	■	■	■	
Surface	Textured Pavement Treatment	○	○	○	○	○	
Enclosure	Medians	✗	✗	■	■	✗	
	On-Street Parking	■	●	●	✗	○	
	Gateway Treatment/Signage	○	●	●	●	✗	
	Street Trees and Landscaping	■	■	■	■	✗	

# Next Steps

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- Summarize & respond to stakeholder comments
- Example questions & comments:
  - Alley design and requirements
  - Separated bikeway design details
  - Turning movements for trucks
  - Utility locations
  - Drainage
  - Cost & right of way widths

# Next Steps

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- May 12<sup>th</sup> - launch draft to the public on the Engage Lexington site
- June 16<sup>th</sup> provide update to the committee on public & stakeholder comments

# Adoption Timeline

<b>Review &amp; Approval Process</b>	<b>Timeline</b>
Draft to engineering, utility & development contacts	April 1
Stakeholder workshop / open house	April 17 & 24
Update to EQPW Committee	12-May
Release revised draft to public at large	mid-May
Present final draft to EQPW Committee	16-Jun
EQPW read out to full Council	Summer '26
Council adoption	Summer '26
Initiate Subdivision Regulation Amendment	Summer '26
PC final action	Fall '26
Council final action	Fall '26