



COMPLETE STREETS: AURORA AVENUE & 70TH STREET



URBANDALE

COMPLETE STREETS MASTER PLAN

COMPLETE STREET GOALS

- Traffic calming
- Excessive speed reduction
- Safety performance
- Multi-modal traffic needs (car, pedestrian, bicycle)
- Make roadway consistent with neighborhood streets

As outlined in the Complete Streets Master Plan

RESOURCES

urbandale.org/CompleteStreets



PROJECT CONTACTS

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PROJECT OVERVIEW

The travel lanes on Aurora Avenue and 70th Street would be re-designed to improve safety, reduce speeding, enhance traffic flow, create bike lanes, and better align the road design with the surrounding neighborhoods.

📍 AURORA AVENUE

86TH STREET TO 70TH STREET

Aurora Avenue would be reduced from four lanes to three (or two) between 86th Street and 70th Street, following modern design standards to improve safety and traffic flow. The reconfiguration aims to address backups and hazardous driving conditions.

Bike lanes would be added along the outer edges, providing a safer space for cyclists. These lanes would also accommodate temporarily stopped vehicles during school pick-up hours without disrupting traffic. Separating bike and vehicle travel reduces confusion and enhances safety for everyone on the road. The changes are designed to improve traffic flow, ease school congestion, and create safer spaces for both cyclists and vehicles.

📍 70TH STREET

HICKMAN ROAD TO MEREDITH DRIVE

70th Street would be updated by turning the outer lanes into parking and bike lanes, with center left-turn lanes added at Aurora Avenue. Between Urandale Avenue and Hickman Road, the two-lane section would incorporate a mix of bike lanes and shared road markings (sharrows) to support cyclists.

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MIDDLE SCHOOL DROP OFF / PICK UP

- The project prioritizes a balanced solution for both school and through traffic.
- The design provides space for school drop off / pick up traffic.
- Through traffic will still have a travel lane.

Meredith Drive

70th Street

86th Street

Aurora Avenue

PARKING

At 70th and Aurora, the no-parking area will be extended to improve safety and sight distance. Parking in the rest of the project area will not be changed.

SAFETY BENEFITS

- Reduced speed and improved sight distance to reduce severe right-angle crashes.
- Reducing lanes and changing the road layout can decrease total crashes by 19-47%.
- Adding bike lanes can lead to a 30-49% reduction in total crashes.

FHWA Source—<https://highways.dot.gov/safety/proven-safety-countermeasures>

BIKE LANES

- Bike lanes provide dedicated space for bicycles, separate from vehicle traffic, and reduce conflicts with pedestrians on crowded sidewalks.
- They support commuting cyclists.
- They are designed for experienced young adult and adult riders.
- Riders who are young, inexperienced, or simply prefer to use the sidewalk may continue to do so.



SPEED
LIMIT
25

SPEED LIMIT

A uniform speed limit of 25 mph will be applied to both corridors.

Hickman Road