Agenda **Study Session of the Planning Commission**
September 4, 2025 at 5:00 PM

Land Use Conference Room,
City Hall
200 Lincoln Avenue

Procedures for Planning Commission Meeting

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Approval of Agenda
5. Approval of Consent Agenda
6. Approval of Minutes
7. Approval of Findings/Conclusions
8. Consent
9. Old Business
10. Study Session
    a. General Plan Update
    b. Chapter 14 update
11. New Business
12. Staff Communications
13. Matters from the Commission
14. Adjourn

Persons with disabilities in need of accommodations, contact the City Clerk's office at 955-6521, five (5) working days prior to meeting date.

Planning Commission Workshop – 9.4.25 - ITEM 10.C

Planning Review of MPO's Street Design Guide - 8.29.25

Note: Planning has reviewed the Street Types section, the "Standards Table", and the Community Context section in the draft Street Design Guide. We will work on further review and comment of other sections. These comments may be revised after further conversation.

1. Planning agrees that the Street Design Guide recommends several beneficial changes to the existing CH 14 standards, including:
    a. Bringing street functional classifications (arterials, collectors, etc) up to date for today's conditions
    b. Reduces vehicular lane widths to improve safety
    c. More strategic inclusion of bike lanes and shared use paths, improving safety
    d. Sets a foundation and parameters for flexibility on "innovative street designs"

2. Planning and the MPO and Public Works team are discussing revising the Streets Design Guide to coordinate with Chapter 14 street standards on the following items:

    a. To the list of Street Types in the Guide, add the existing Chapter 14 low-traffic Street Types ("lanes", "lot access driveways", standards for "private roads", or other types identified in the Chapter 14 rewrite). These types and standards provide flexibility for development and are in harmony with the Design Guide.

    b. We agree that the Guide needs to apply to both (a) City-led and funded projects, and (b) development-led and funded projects, with some differences in application. With City-led projects, the Guide should allow for more built-in flexibility. For development-led projects, it is important that clear standards be identified, with a more defined process for analyzing and approving flexibility. To achieve this, the Guide should:
        i. ensure that the "target" values in the table are interpreted as firm "standards" for development.
        ii. The "maximum" and "minimum" values in the table would be clarified as defining the range of flexibility
        iii. When the Guide applies to development-led projects, replace the term "should" with "shall" where appropriate.

c. The Guide should have an "applicability" section to clarify the kinds of development projects to which the Guide would apply, consistent with the applicability of an updated Chapter 14:
    i. The guide would apply most frequently to large greenfield developments or subdivisions that are building new streets
    ii. The guide would likely not apply (or not apply as much) to smaller development projects that do not involve building new streets. These development projects would go through the TIA process for modifications to existing streets, where there is a need to analyze needs like turn lanes, intersections, pedestrian crossings, sidewalks, trail connections, bike facilities, etc.

d. The Guide creates a system of "zones" within streets (vehicular zone, pedestrian zone, flexible zone, etc). Planning requests a few clarifications to this section, which will be consistent with an updated Chapter 14:
    i. Ensure the "Pedestrian Zone" has clear standards for sidewalk width, while allowing for appropriate incursions in the width from pedestrian amenities, utilities, etc as needed
    ii. Ensure the "Flexible Zone" references that the CH 14 landscaping standards continue to apply, including Street Trees.
    iii. For the "Bicycle Zone", discuss how to create a "developer checklist" process that would analyze where and how bike facilities should be located. The checklist would make it clear that bike lanes are not the standard on every street, but must be included as appropriate for the context and the needs of the wider network.
    iv. For the "Parking Zone", discuss whether on-street parking should be the standard on Arterials with 35 MPH or less, or whether it should potentially required in some circumstances. For example, in Neighborhood Centers, main streets, or other criteria. (note: construction of a new Arterial will be a rare occurrence in development-led projects, more common with city-led street redesigns)

e. The Community Context section of the Guide (neighborhood centers, historic districts, industrial etc) will be rarely applied to development-led street projects, which are usually on the edge of the City. CIty-led corridor studies and designs will be the predominant use of Community Context. Therefore, the Community Context section could be put on pause because: (a) as written there are inaccuracies due to confusions on the Future Land Use Map, and (b) we should wait on the General Plan update to be concluded to incorporate new community

goals and visions.

f. We will work on clarifying the method by which the appropriate “Street Type” is selected for a development project, and by whom. CH 14 includes standards for ADT and DUA, which currently provide a methodology for picking the Street Type. The MPO Guide recommends removing these standards. If we remove this, we need an alternate method to identify the street type. (i.e. does the developers propose a street type? How would we push back if a developer selected a street type based on cost and convenience, rather than based on the City’s goals like safety or multimodal options?)

g. Clarify the process by which flexibility and “innovative street designs” are analyzed and approved by the Land Use Director. We request to explore creating a Public Infrastructure Manual for this purpose. The Manual could merge similar standards in CH 14 and the Guide into one location.

h. Discuss the consideration for maintenance costs when applying landscape standards.

i. Discuss whether it is important to retain the “street cross section” images. The image is helpful to understanding the desired arrangement of street elements, and interpret how measurements apply.

j. Discuss whether it is important to retain other criteria in the CH 14 table that is not in the Design Guide table, such as “Total ROW Width”.

4

Planning Commission Workshop
City Street Design Guide

September 4, 2025

Erick Aune, Santa Fe MPO Director
Nathan Lindquist, Senior Planner

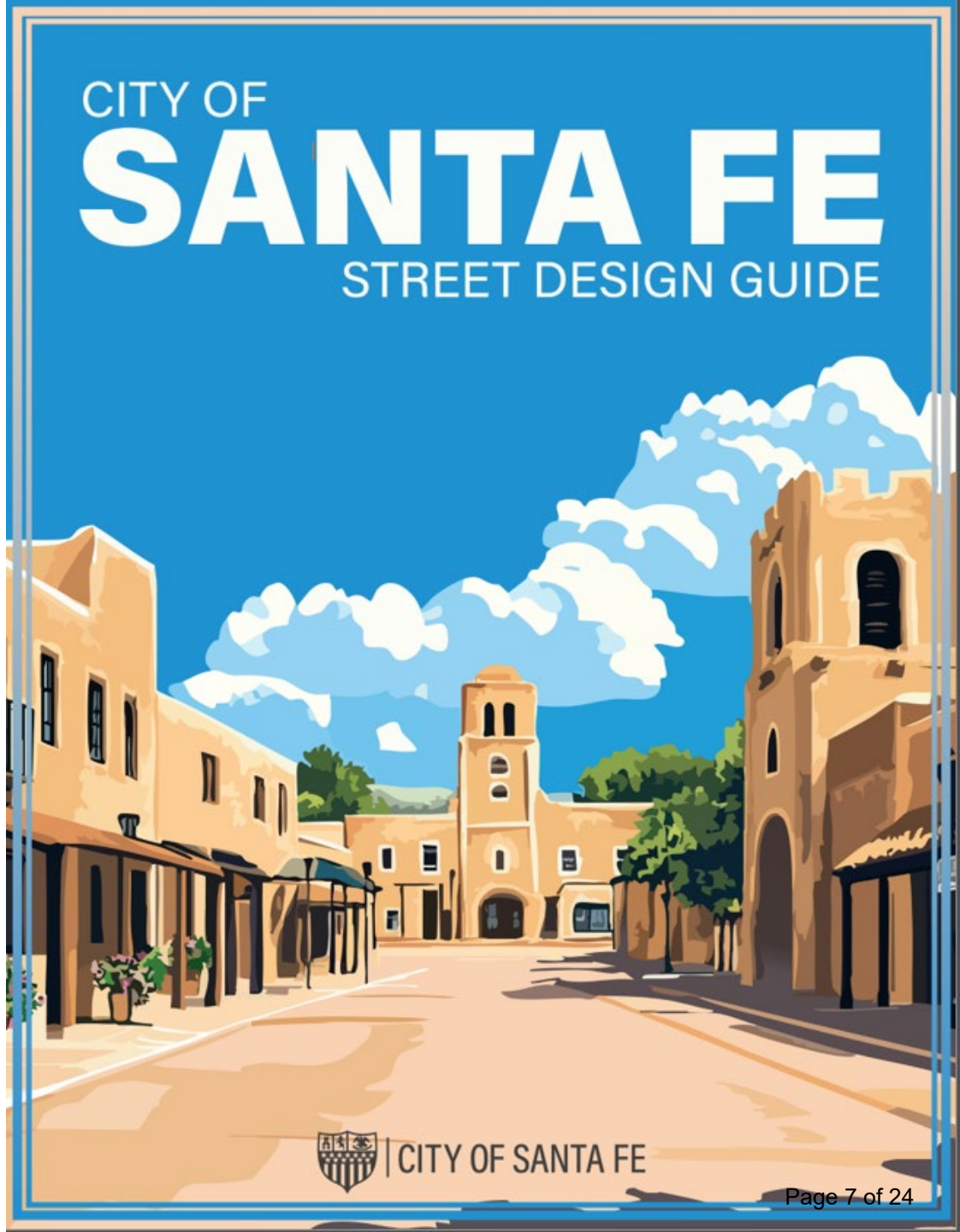
Link to full document:
santafempo.org/wp-content/uploads/2025/07/Santa-Fe-Street-Design-Guide-FINAL-No-Appendices-06-27-25.pdf

Chapter 1. Introduction & Purpose

Purpose

Assists both public and private professionals to apply consistent, safe, multimodal street design

Offers flexibility and context-sensitive design



A **road** is a **transportation corridor**—its job is to move vehicles efficiently and quickly over distance.

A **street** is a **platform for community life**—it's transactional, supports exchange, public transit, access, and human interaction at human scale.

Why it matters:
Designing for community…

Road	**Street**
Moves vehicles quickly	Supports people and places
Prioritizes speed & efficiency	Prioritizes safety & access
Connects distant places	Connects local destinations
Designed for throughput	Designed for economic and civic life

- Identify a Complete Street Project
- Determine Street Type(s)
- Identify Neighborhood Context (s)
- Identify Allowable Cross Section(s)
- Perform Right-of-Way Analysis
- Select Street Elements
- Perform Safety & Transportation Impact Analysis
- Design Intersections
- Design Drainage Infrastructure
- Conceptual Design Submittal to City Planning & Complete Streets Staff

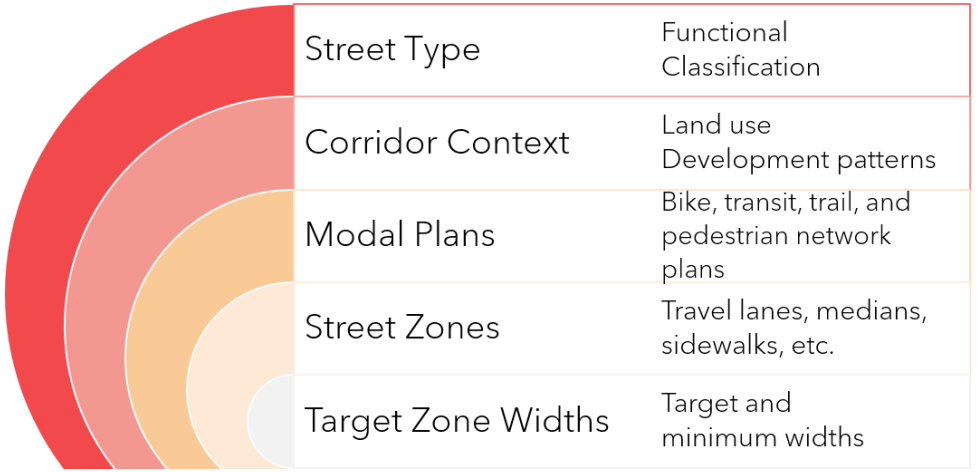
Chapter 1. Introduction & Purpose

Aligns with Santa Fe Multimodal Transition Plan, 2025-2050 Metropolitan Transportation Plan, and other City and MPO plans and resolutions that share the same values.

To achieve innovative, multi-modal design, the following guidelines and standards take precedence in this order:

- NACTO Urban Street Design Guide
- Manual on Uniform Traffic Control Devices
- AASHTO Policy on Geometric Design of Highways and Streets

Chapter 2. Contextual Street Design Framework



Context

Built on City and Citizens goals: safe, equitable, multimodal transportation

Accommodating all users

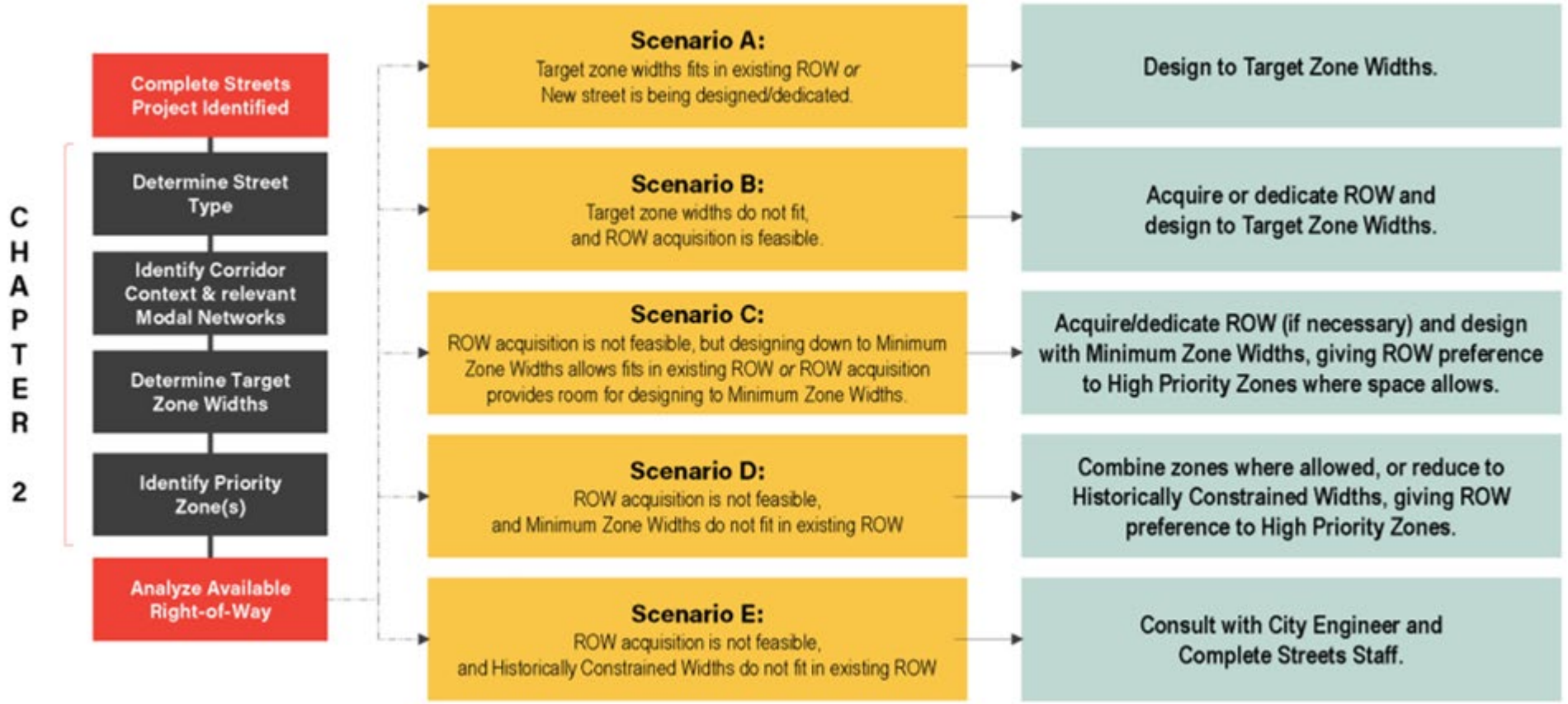
Guiding Principles

Safety-first for all users.

Equity and access: serving low-income, minority, zero-vehicle, aging populations

Context sensitivity: historic districts, urban core, residential street, commercial corridor.

Figure 9: Right-of-Way Analysis Flow Chart



Chapter 4. Elements of the Street

Cross-Section Elements

Sidewalks, curb extensions, parking, bike lanes (buffered/protected), travel lanes, medians, street trees
ADA-compliant curb ramps, pedestrian refuge islands, transit stop treatments

Clear cross-section descriptions, elements and targets provide clarity and certainty for developer plans.
Referencing national guidance (NACTO, AASHTO) embedded in the Guide

Example: Paseo de Peralta designed as Minor Arterial - Before

Paseo de Peralta still designed as Minor Arterial but context prioritized results via this Guide.

2.6.3 Type III Streets

Type III (Minor Arterials)	Target	Maximum	Minimum	Historically Constrained	Notes
Pedestrian Zone	6'	10'	5'	5'	
Flexible Zone	6'	8'	4'	0	
Curb & Stormwater	2'	2'6"	1'6"	1'6"	
Bicycle Zone*	*	*	5'*	*	*Refer to Bicycle Master Plan Network and 2025 Amendment: Designing for Safer Cycling
Shared Use Path*	12'	14'	9' **	9' **	*If utilized, replaces Pedestrian and Bicycle zones. ** 9' only acceptable if cyclists are provided directional travel on either side of the street.
Parking*	8'	8'	8'	8'	*Parking on Type III roadways not recommended on streets over 35mph.
Vehicular Zone	10'	10'	10'	9'6"	*11' travel lanes in industrial areas only
Median Zone*	Flexible	13'	6'	0	*6' required to provide a mid-block crossings with a center refuge island, but not required length of corridor. Consult **Chapter 5**, Transportation Impact Analysis, for Left Turn Lane warrants.

Unless otherwise noted, all widths listed refer to a single side of the street and should be replicated on both sides.

Prioritization of Zone Width in Limited ROW Street Type III (Minor Arterials)	Pedestrian Zone	Flexible Zone	Curb & Gutter Zone	Bicycle Zone	Parking & Loading Zone	Vehicular Zone	Median Zone
Historic Districts	H	M	H	P	L	L	L
Neighborhood Centers/ Commercial Centers	H	M	H	H / P	L	H	M
Industrial	M	L	H	P	L	H	M
School Zones	H	H	H	H / P	L	L	H
All others	H	M	H	P	L	M	H

H = High Priority | M = Medium Priority | L = Low Priority | P = Plan Specific | N/A = Not Applicable

All zones should be included unless otherwise specified. High priority multimodal elements take precedence over vehicular capacity (total lanes or lane width).

Chapter 5. Safety & Transportation Analyses

Purpose

Ensure that safety is the foundation of every conceptual street design.

Designers identify crash risks using local data, prioritize vulnerable users, and apply proven countermeasures—especially along High Injury corridors—to deliver context-sensitive designs that prevent serious injuries and fatalities.

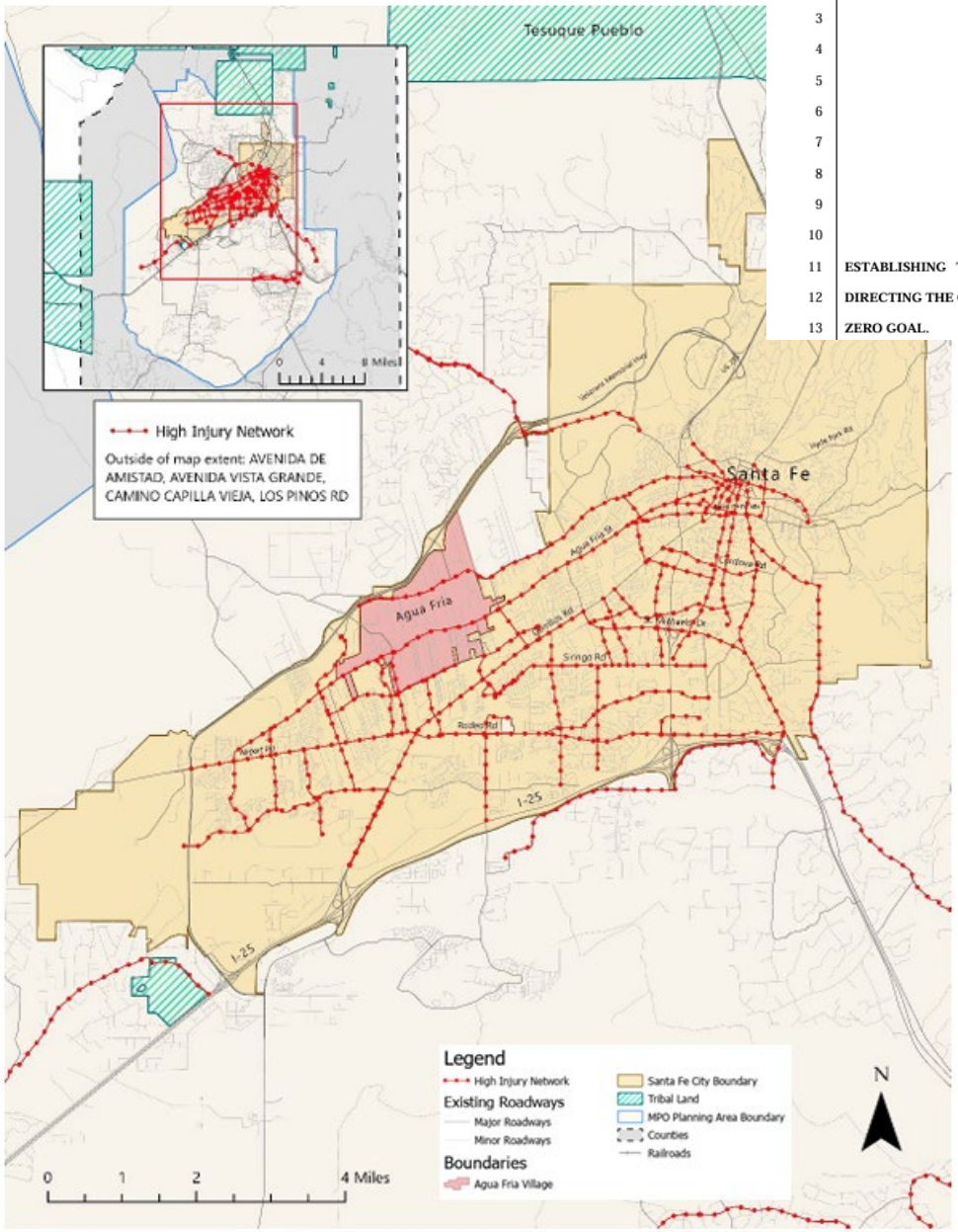


Figure 16. Graphic. Santa Fe Metropolitan region High Injury Network (HIN) (Source: NMDOT, 2021).

CITY OF SANTA FE, NEW MEXICO
RESOLUTION NO. 2025-__
INTRODUCED BY:

Mayor Alan Webber Councilor Michael Garcia

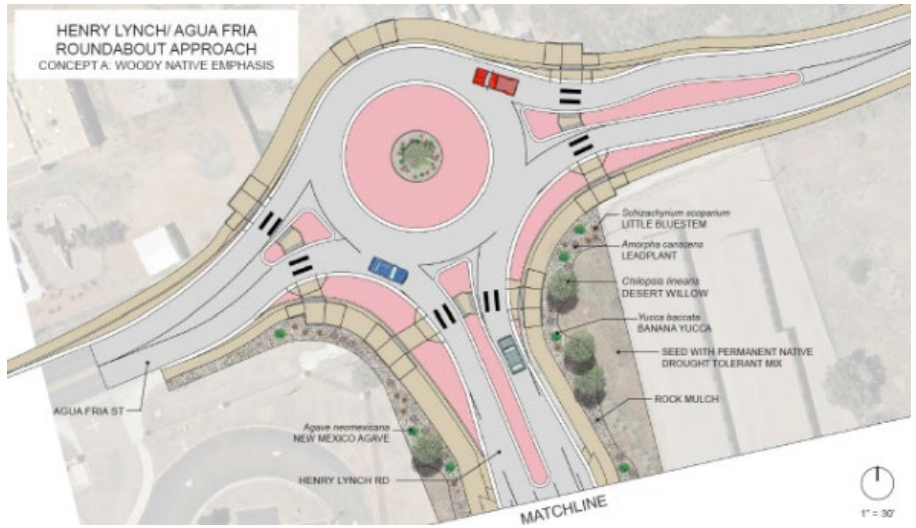
A RESOLUTION
ESTABLISHING THE CITY OF SANTA FE AS A VISION ZERO CITY AND DIRECTING THE CITY MANAGER TO TAKE ACTION IN SUPPORT OF THE VISION ZERO GOAL.

Chapter 6. Intersections

Meet User Needs – Balance motor vehicle and non-motorized movement

Accessibility – Follow ADA and universal access standards

Reclaim Space: Wide intersections are not always necessary for the efficient movement of motor vehicles. Underutilized intersection space can be reallocated for transit users, pedestrians, cyclists, and green space.

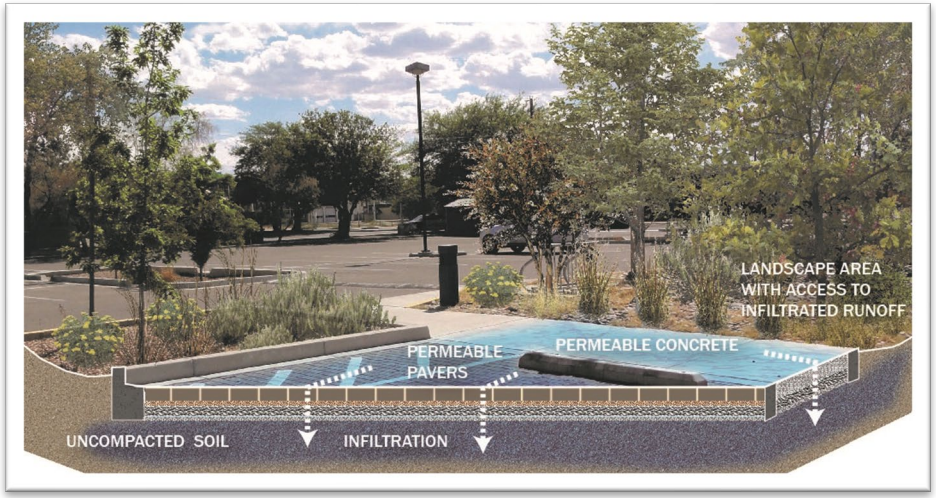


Chapter 7. Drainage

Reduce pollution & minimizes runoff impacts
Address **quantity & quality** of stormwater
Engineering judgment & site-specific flexibility encouraged

Protect public **health, safety, and welfare**
Maintain natural hydrologic systems
Prevent property damage flooding
Support long-term environmental resilience

Preserve floodplains & natural drainage paths
Protect sensitive areas: **wetlands, bosques, riparian zones**
Minimize erosion and sedimentation
Prevent runoff from harming acequias or irrigation infrastructure



Encourage **infiltration, reuse, and evapotranspiration**
Integrate stormwater management into streetscape
Support aesthetic, functional, and sustainable goals
Facilitate maintenance access for drainage systems

Enhancing Traffic Calming Features with GSI

Traffic calming zones are often conducive to GSI practices because they may be modified as low points where street runoff can be collected. By using curb openings with sediment traps and lowering the grade, street runoff can enter the traffic calming GSI areas, settle out pollutants, and promote infiltration. Some of these zones include:

- Medians
- Traffic circles
- Chicanes
- Curb extensions (i.e., bump-outs or bulb-outs)

Planning Review of Street Design Guide

CITY OF SANTA FE

The Street Design Guide recommends several beneficial changes to the existing CH 14 street standards, including:

- Bringing street functional classifications (arterials, collectors, etc) up to date for today's conditions
- Reduces vehicular lane widths to improve safety
- More strategic inclusion of bike lanes and shared use paths, improving safety
- Sets a foundation and parameters for flexibility on "innovative street designs"

Integration work items (so far):

CITY OF SANTA FE

- Applicability for both city-led projects and development-led projects
- Clarifying "targets" and "standards"
- Street Types
- Clarifications in street "zone" criteria
- Landscaping and street trees
- Community Context
- Clarifying the process for flexibility and innovative street designs

Current CH 14 Street Types

Table 61: Design Criteria for Street Types

Criteria	Major Arterial (6-lane)	Major Arterial (4-lane)	Secondary Arterial	Collector	Collector Mixed-Use	Subcollector		Lane	Lot Access Driveway[1]
						No Parking	With Parking		
Average daily traffic	Up to 60,000	Up to 40,000	5,000–15,000	1,000- 5,000		300 – 1,000		0 - 300	Minimum
Dwelling unit access						30 – 100		0 - 30	0 - 8
ROW width, ft. min.	120	98	70	52	50	42	50 or 56	38 or 42	
Slope/grading easement	0 – 30 for all, conditional upon staff review								
Number of auto lanes	6 – 7[2]	4 - 5[2]	2 - 3[2]	2					1
Width of driving lanes, ft.	11			10		9	10	9	10
Median/turn lane width, ft.	18		14						
Bike lane width, ft. min.	5			4					
On-street parking width, ft. min.					6[3]		6[4]		
Curb and gutter	2 ft for all								
Sidewalk setback, ft. min.	5					5		0 or 5 [1]	
Sidewalk width, ft. min.	6		5		7	5			

SUMMARY AND COMPARISON OF STREET TYPES

Comparing the MPO Design Guide Street Types with the equivalent CH 14 Street Types

MPO Street Design Guide					Existing CH 14 Street Types	
Type	**Functional Classification**	**Typical Lanes**	**Purpose & Modes Served**	**Characteristics in Santa Fe**	**Equivalent CH 14 Street Type**	**Planning Dept Comments**
Type 0	*N/A* (Alleys & Private Roads)	1	**Purpose:** Local and private access **Primary Modes:** Pedestrians, Passenger Vehicles	Occasionally unpaved Residential or commercial Utility access Refuse storage/pickup Sometimes privately maintained	Lot Access Driveway Lane	*The MPO Guide does not include design standards for alleys and private roads, so recommend carrying over CH 14 standards? Also recommend retaining the "lot access driveway" and "lane" street types and standards in CH 14, as they provides design flexibility in low-traffic areas (see below for more on this)*
Type I	Local Roads	1 – 2	**Purpose:** Local access **Primary Modes:** Pedestrian, Cyclist, Passenger Vehicles, Local Deliveries	Narrow right-of-way Slow speeds Frequent intervals Frequent curb cuts Supportive of multi-modal travel Mail and parcel delivery Residential	Subcollector	*Support using the MPO's definition of Local Roads, as that can incorporate CH 14 classification of Subcollector.*
Type II	Minor & Major Collectors *Examples:* *Baca Street* *2nd Street* *Jaguar Drive* *Agua Fria* *Alameda*	2-3	**Purpose:** Connect local travel to the arterial network and/or commercial destinations **Primary Modes:** Pedestrian, Cyclist, Passenger Vehicles, Some Transit, Local Deliveries	Slow to moderate speeds Frequent intervals Supportive of multi-modal travel Residential and low-intensity commercial	Collector Collector Mixed-Use Secondary Arterial	*Support using the MPO Guide's definition of Major Collector, as this can incorporate CH 14 definition of Secondary Arterial.*

Summary of Street Types, continued

Type III	Minor Arterials *Example: Cerillos (St Francis to St Michaels) Airport Road*	3 – 6	**Purpose:** Connect travelers to destinations within the city **Primary Modes:** All	Moderate speeds Moderate intervals (intersection spacing) Frequent curb cuts Typically surrounded by commercial or dense multi-family uses	Major Arterial (4-lane)	*Support using the MPO definition of Minor Arterial, as this can incorporate CH 14 definition of Major Arterial.*
Type IV	Major Arterials *Examples:* *St Francis* *Cerillos (St Michaels to Airport Road)*	5 – 8	**Purpose:** Accommodate longer-distance travel within, into, and out of the city **Primary Modes:** Passenger Vehicles, Commercial Vehicles, Transit	High speeds Some access control Some curb cuts for major commercial access Sometimes surrounded by commercial uses, sometimes traveling through or around rural or lower-density settings	Major Arterial (6-lane)	*Definitions are consistent, this works.*
Type V	Freeways & Interstates	4 - 8	**Purpose:** Long-distance regional and interstate travel in, out, and through the region **Primary Modes:** Passenger Vehicles, Commercial Vehicles	High speeds Access-controlled Pedestrians and cyclists prohibited on interstates *Design guidance not developed in this document.*	N/A	*No issues, this works.*

Crosswalk of Type I Streets ("Local Roads") & CH 14 "Lanes" / "Subcollectors"

MPO Street Design Guide Table						Equivalent CH 14 Street Types Table			
Type I (Local Roads)	Target	Maximum	Minimum	Historically Constrained	Notes	Equivalent CH 14 Criteria	Lane	Sub-collector	*Planning Comments*
Pedestrian Zone	6'	10'	5'	4' *	*Must construct passing section every 200 feet, or per PROWAG	**Sidewalk width**	5	5	*Standard is 6', increased from 5'.* *Need to make sure the "Pedestrian Zone" has clear standard for sidewalk width.*
Flexible Zone (landscaping, amenities, etc)	6'	8'	3'	0		**Sidewalk setback**	0 or 5	5	*Standard is 6', need to be careful in how we allow flexibility to go to the "minimum" of 3'. This is not optimal to support street trees.* *Need to make sure "Flexible Zone" defers to CH 14 landscaping standards, especially for street trees.*
Curb & Stormwater	2'	2'6"	1'6"	1'6"		**Curb and gutter**	2	2	*Curb and gutter is consistent.*
Bicycle Zone	N/A	N/A	N/A	N/A	Cyclists share the road on local streets.	**Bike Lane width**	N/A	N/A	
Parking Zone	7'	8'	7'	0	Gutter pan is included in parking width.	**On-street parking width**	N/A	6 (if with parking, not required)	*These standards would require all new Local Roads to have on street parking, unless historically constrained. This is not optimal in all areas, which is why CH 14 has the "lane" classification to provide that flexibility where needed.*
Vehicular Zone: Total Travel Lane Width* (both directions)**	16'	18'	15' (Yield Roadway)	15' (Yield Roadway)	*Shared streets may propose alternative configurations to accommodate pedestrians, parking, and vehicular travel lanes. **For one-way, one-lane configurations, 12' travel lane minimum required.	**Width of driving lanes**	9	9 without parking 10 with parking	*Support the reduction in lane width from 10' to 8'*
Median Zone	N/A	N/A	N/A	N/A		**N/A**			
Unless otherwise noted, all widths listed refer to a single side of the street and should be replicated on both sides.									

Crosswalk: *Type II Streets (Collectors)* & CH 14 *Collectors*

MPO Street Design Guide						CH 14 CRITERIA	COLLECTOR MIXED-USE	COLLECTOR	Secondary Arterial (2-3 lane)	*Planning Comments*
Type II (Collectors)	Target	Maximum	Minimum	Historically Constrained	Notes					
Pedestrian Zone	6'	10'	5'	5'		**Sidewalk width**	7'	5'	5	*(same as comment above)*
Flexible Zone (landscaping, etc)	6'	8'	4'	0		**Sidewalk setback (landscaping strip)**	0'	5'	5	*(same as comment above)*
Curb & Stormwater	2'	2'6"	1'6"	1'6"		**Curb and gutter**	2'	2'	2	*(same as comment above)*
Bicycle Zone*	*	*	5'*	*	*Refer to Bicycle Master Plan Network and 2025 Amendment: Designing for Safer Cycling	**Bike Lane width**	N/A	4'	N/A	*Support increase from 4' to 5' bike lanes (Erick mentioned a buffer). Do we want to have the standard on every collector be "yes there is a bike lane, and you must request to opt out", or, do we start with a master plan/network approach?*
Shared Use Path*	12'	14'	8' **	8' **	*If utilized, replaces both the Pedestrian and Bicycle zones. ** 8' only acceptable if used on both sides of the road and if cyclists are provided one-way directional travel on either side of the street.	**N/A**				*Support this option, make it more clear this is an option and part of the bike/ped TIA analysis*
Parking Zone*	8'	8'	8'	7'	*Parking on Type II roadways optional. Gutter pan is included in parking width.	**On-street parking width**	6'	N/A	N/A	*I think the parking width is basically the same, with different measurement methods? Should it always be required? Consider how we incorporate on-street parking in mixed-use or neighborhood center areas in defining when it is "optional".*
Vehicular Zone (Lane Widths)	9'6"	10'	9'6"	9'	11' travel lanes in industrial areas only.	**Width of driving lanes**	10'	10'	11"	*Support reduction from 11" or 10' to 9'6"*
Median Zone*	Flexible	11'	6'	0	*6' required to provide a mid-block crossings with a center refuge island, but not required length of corridor. Consult **Chapter 5**, Transportation Impact Analysis, for Left Turn Lane warrants.	**Median/ Turn Lane**	N/A	N/A	N/A	*Support MPOs re-definition of Collectors, which would necessitate medians and turn lanes. CH 14 definition should be updated.*
Unless otherwise noted, all widths listed refer to a single side of the street and should be replicated on both sides.										

Crosswalk: Design Guide Type III Streets (Minor Arterials) & CH 14 Arterials

MPO Street Design Guide						CH 14 Street Standards		
Type III - Minor Arterials (3-6 lanes)	**Target**	**Maximum**	**Minimum**	**Historically Constrained**	**Notes**	**CH 14 CRITERIA**	**Major Arterial (4-lane)**	***Planning Comments***
Pedestrian Zone	6'	10'	5'	5'		**Sidewalk width**	6	*(same as comment above)*
Flexible Zone (landscaping, etc)	6'	8'	4'	0		**Sidewalk setback**	5	*(same as comment above)*
Curb & Stormwater	2'	2'6"	1'6"	1'6"		**Curb and gutter**	2	*(same as comment above)*
Bicycle Zone*	*	*	5'*	*	*Refer to Bicycle Master Plan Network and 2025 Amendment: Designing for Safer Cycling	**Bike Lane width**	5	*Need to create a TIA-like evaluation of bike facilities..... rather than automatically requiring it.*
Shared Use Path*	12'	14'	9' **	9' **	*If utilized, replaces Pedestrian and Bicycle zones. ** 9' only acceptable if cyclists are provided directional travel on either side of the street.	**N/A**		***Support this option. Make sure its clear its an option, not required.***
Parking*	8'	8'	8'	8'	*Parking on Type III roadways not recommended on streets over 35mph.	**On-street parking width**	N/A	*Support requiring on-street parking on arterials with the 35 MPH exception. Is the intention to require it? Unclear. In the prioritization table, it is a "low priority" but it also says* All zones should be included unless otherwise specified.
Vehicular Zone	10'	10'	10'	9'6"	*11' travel lanes in industrial areas only	**Width of driving lanes**	11	*Support reduction from 11' to 10'*
Median Zone*	Flexible	13'	6'	0	*6' required to provide a mid-block crossings with a center refuge island, but not required length of corridor. Consult **Chapter 5**, Transportation Impact Analysis, for Left Turn Lane warrants.	**Median/ Turn Lane**	18	*I don't understand this one very well, so will defer.*
Unless otherwise noted, all widths listed refer to a single side of the street and should be replicated on both sides.								

Crosswalk: Design Guide Type IV Streets (Major Arterials) & CH 14 Major Arterials (6-lane)

MPO Street Design Guide						CH 14 Street Standards		
Type IV (Major Arterials)	**Target**	**Maximum**	**Minimum**	**Historically Constrained**	**Notes**	**CH 14 CRITERIA**	**Major Arterial (6-lane)**	***Planning Comments***
Pedestrian Zone	*	10'	*	5'	*Shared use path preferred on Type IV roads.	**Sidewalk width**	6	*(same as comment above)*
Flexible Zone	6'	8'	6'	4'		**Sidewalk setback**	5	*(same as comment above)*
Curb & Stormwater	2'	2'6"	1'6"	1'6"		**Curb and gutter**	2	*(same as comment above)*
Bicycle Zone*	*	*	*	*	*Shared use path preferred on Type IV roads. Refer to Bicycle Master Plan 2025 Amendment: Designing for Safer Cycling	**Bike Lane width**	5	*Support not including Bike Lanes on major arterials as the standard, due to safety concerns. Create analysis process.*
Shared Use Path*	12'	14'	10'	9' **	*If utilized, replaces Pedestrian and Bicycle zones. ** 9' only acceptable if cyclists are provided directional travel on either side of the street.	**N/A**		*Support this option*
Parking	N/A	N/A	N/A	N/A	*No parking on Type IV roadways.	**On-street parking width**	N/A	*This is consistent.*
Vehicular Zone	10'	10'6"	10'	10'		**Width of driving lanes**	11	*Support reduction from 11' to 10'*
Median Zone	13'	14'	6'	0		**Median/ Turn Lane**	18	*I don't understand this one very well, so will defer.*