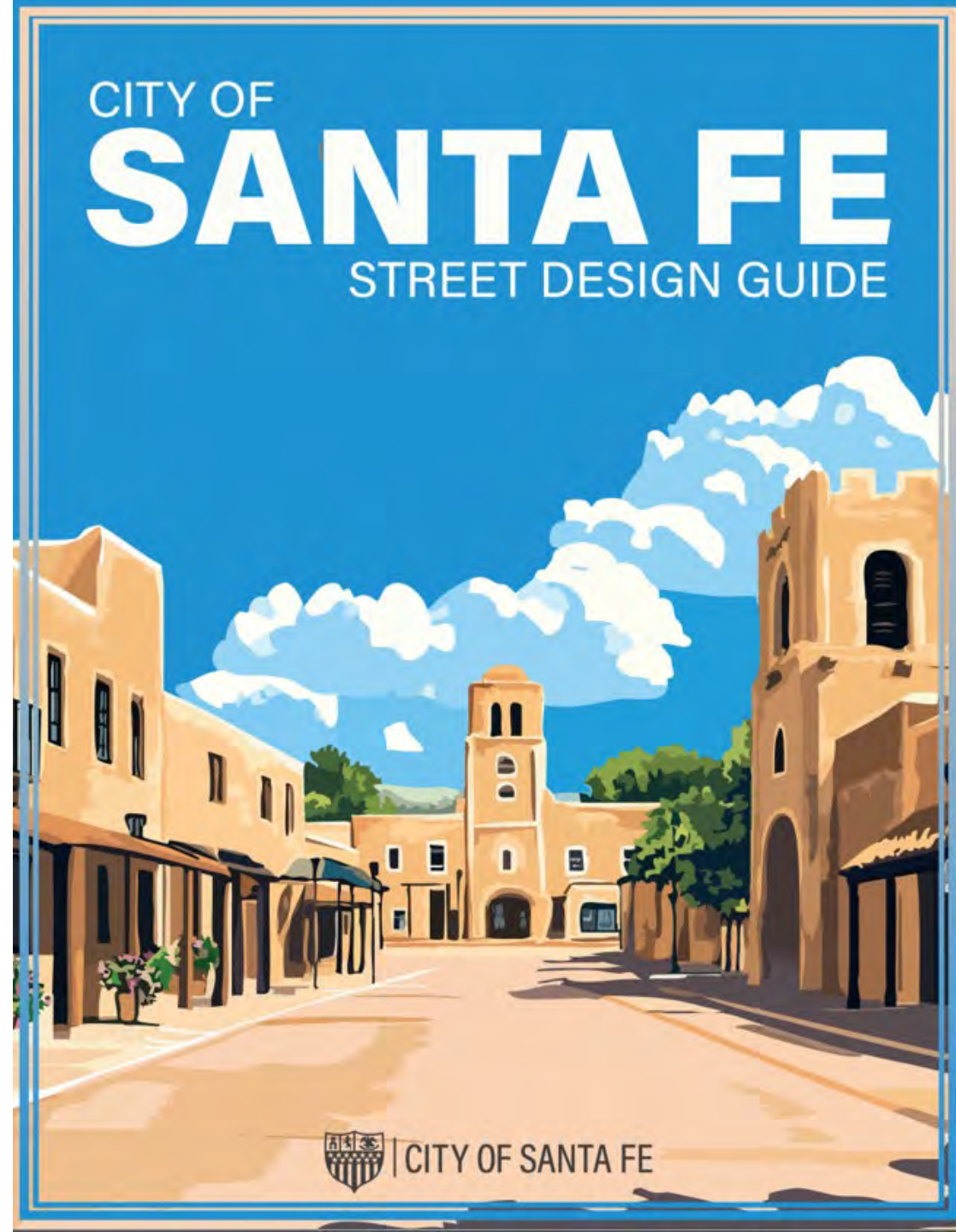


## Chapter 1. Introduction & Purpose

### Purpose

The Guide assists both public and private professionals to apply consistent, safe, multimodal street design in Santa Fe

Replaces static code Chapter 14, offers flexibility and context-sensitive design



# STREET DESIGN GUIDE



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:

*“Are we designing for mobility, or for community?”*

The Guide answers this question with appropriate contextual design standards and cross-section options.

### Road

Moves vehicles quickly

Prioritizes speed & efficiency

Connects distant places

Designed for throughput

### Street

Supports people and places

Prioritizes safety & access

Connects local destinations

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

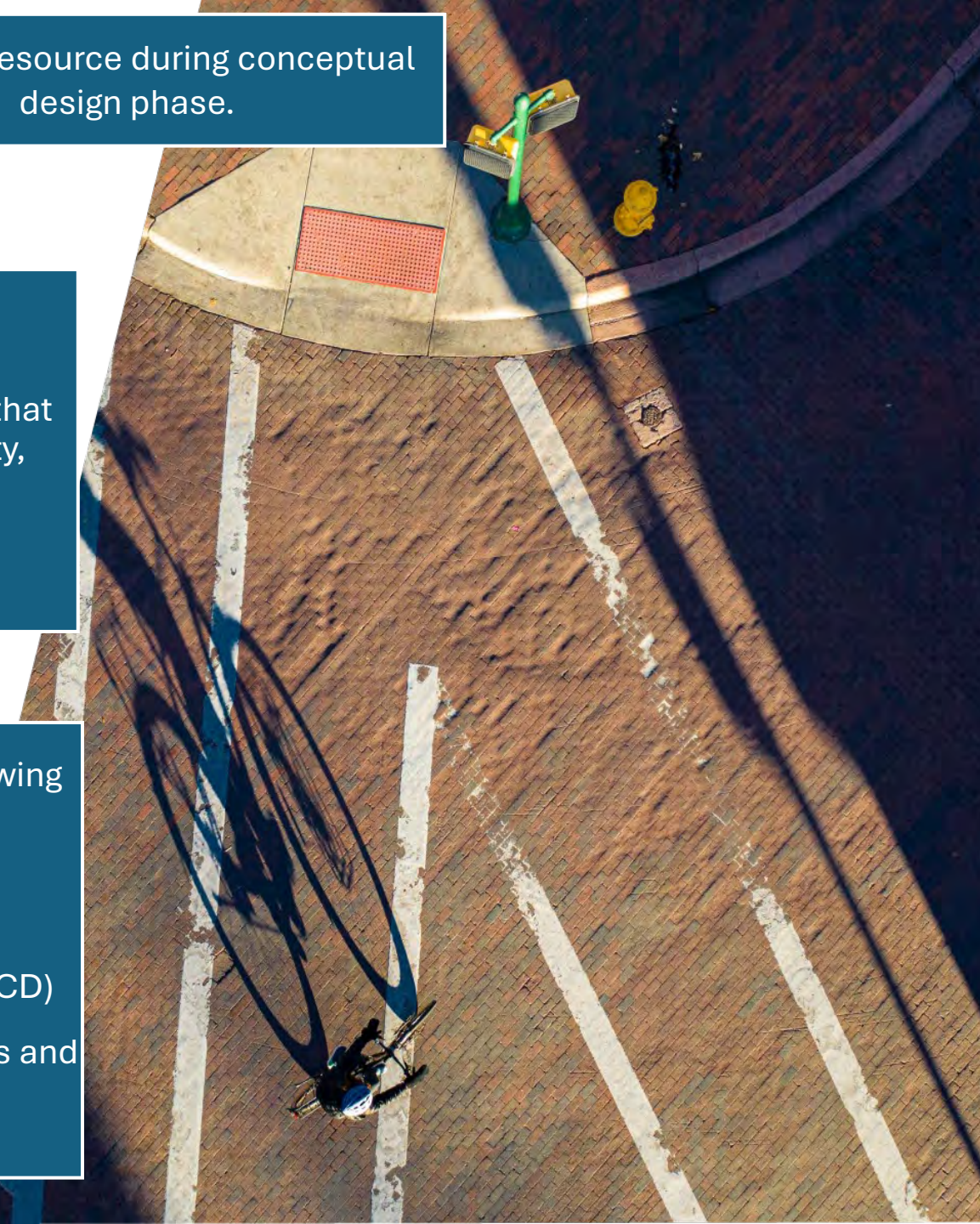
## Chapter 1. Introduction & Purpose

Strategic resource during conceptual design phase.

Alignment with City and MPO plans and resolutions that share the same principles (Complete Streets, equity, multimodal safety).

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

- NACTO Urban Street Design Guide
- Manual on Uniform Traffic Control Devices (MUTCD)
- 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

Emphasizes complete streets accommodating all users (pedestrians, bikers, transit, vehicles)



### Guiding Principles

Safety-first! Not just for drivers but all users.

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

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

# Street Type Defined

Type	Functional Classification	Typical Lanes	Purpose & Modes Served	Characteristics in Santa Fe
Type 0	N/A (Alleys & Private Roads)	1	<p><b>Purpose:</b> Local and private access</p> <p><b>Primary Modes:</b> Pedestrians, Passenger Vehicles</p>	<p>Occasionally unpaved</p> <p>Residential or commercial</p> <p>Utility access</p> <p>Refuse storage/pickup</p> <p>Sometimes privately maintained</p>
Type I	Local Roads	1 – 2	<p><b>Purpose:</b> Local access</p> <p><b>Primary Modes:</b> Pedestrian, Cyclist, Passenger Vehicles, Local Deliveries</p>	<p>Narrow right-of-way</p> <p>Slow speeds</p> <p>Frequent intervals</p> <p>Frequent curb cuts</p> <p>Supportive of multi-modal travel</p> <p>Mail and parcel delivery</p> <p>Residential</p>
Type II	Minor & Major Collectors	2-3	<p><b>Purpose:</b> Connect local travel to the arterial network and/or commercial destinations</p> <p><b>Primary Modes:</b> Pedestrian, Cyclist, Passenger Vehicles, Some Transit, Local Deliveries</p>	<p>Slow to moderate speeds</p> <p>Frequent intervals</p> <p>Supportive of multi-modal travel</p> <p>Residential and low-intensity commercial</p>

Type	Functional Classification	Typical Lanes	Purpose & Modes Served	Characteristics in Santa Fe
Type III	Minor Arterials	3 – 6	<p><b>Purpose:</b> Connect travelers to destinations within the city</p> <p><b>Primary Modes:</b> All</p>	<p>Moderate speeds</p> <p>Moderate intervals (intersection spacing)</p> <p>Frequent curb cuts</p> <p>Typically surrounded by commercial or dense multi-family uses</p>
Type IV	Major Arterials	5 – 8	<p><b>Purpose:</b> Accommodate longer-distance travel within, into, and out of the city</p> <p><b>Primary Modes:</b> Passenger Vehicles, Commercial Vehicles, Transit</p>	<p>High speeds</p> <p>Some access control</p> <p>Some curb cuts for major commercial access</p> <p>Sometimes surrounded by commercial uses, sometimes traveling through or around rural or lower-density settings</p>
Type V	Freeways & Interstates	4 - 8	<p><b>Purpose:</b> Long-distance regional and interstate travel in, out, and through the region</p> <p><b>Primary Modes:</b> Passenger Vehicles, Commercial Vehicles</p>	<p>High speeds</p> <p>Access-controlled</p> <p>Pedestrians and cyclists prohibited on interstates</p> <p><i>Design guidance not developed in this document.</i></p>

# Street Type: Target Widths and Prioritized by Context

## 2.6.1 Type I Streets

Type I (Local Roads)	Target	Maximum	Minimum	Historically Constrained	Notes
Pedestrian Zone	6'	10'	5'	4' *	*Must construct <a href="#">passing</a> section every 200 feet, or per PROWAG
Flexible Zone	6'	8'	3'	0	
Curb & Stormwater	2'	2'6"	1'6"	1'6"	
Bicycle Zone	N/A	N/A	N/A	N/A	Cyclists share the road on local streets.
Parking Zone	7'	8'	7'	0	Gutter pan is included in <a href="#">parking</a> width.
<b>Vehicular Zone: Total Travel Lane Width* (both directions)**</b>	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.
Median Zone	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.*

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

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). Shared streets [acceptable](#) on Type I Roadways.

## 2.6.2 Type II Streets

Type II (Collectors)	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'	8' **	8' **	*If utilized, replaces both the Pedestrian and Bicycle zones. ** 8' <u>only</u> acceptable if used on both sides of the road and if cyclists are <a href="#">provided</a> one-way directional travel on either side of the street.
Parking Zone*	8'	8'	8'	7'	*Parking on Type II roadways optional. Gutter pan is included in parking width.
Vehicular Zone (Lane Widths)	9'6"	10'6"	9'6"	9'	*11' travel lanes
Median Zone*	Flexible	11'	6'	0	*6' required to provide a mid-block <a href="#">crossings</a> with a center refuge <a href="#">island</a> , but not required length of corridor. Consult <a href="#">Chapter 5</a> , Transportation Impact Analysis, for Left Turn Lane warrants.

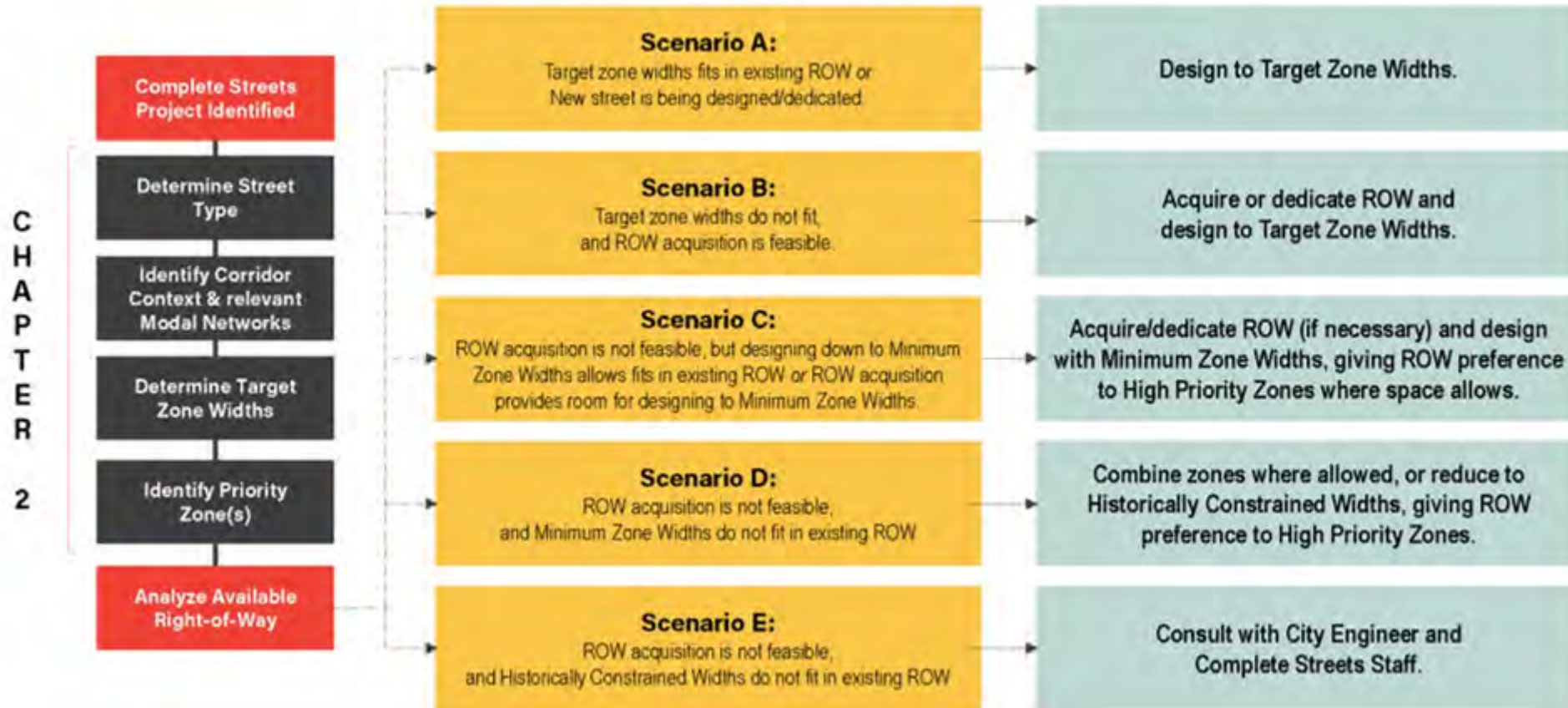
*Unless otherwise noted, all widths listed refer to a single side of the street and should be replicated on both sides.*

Prioritization of Zone Width in Limited ROW Street Type II (Collectors)	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	M	L	L
Industrial	M	L	H	P	L	H	M
School Zones	H	H	H	H / P	L	L	M
All others	H	M	H	P	L	M	M

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).

Figure 9: Right-of-Way Analysis Flow Chart



## Chapter 4. Elements of the Street

### Cross-Section Elements & Hierarchy Standard 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 <u>provided</u> 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 <u>crossings</u> with a center refuge <u>island</u> , but not required length of corridor. Consult <b>Chapter 5</b> , 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).

1 CITY OF SANTA FE, NEW MEXICO  
 2 RESOLUTION NO. 2025-\_\_  
 3 INTRODUCED BY:  
 4  
 5 Mayor Alan Webber Councilor Michael Garcia  
 6  
 7  
 8  
 9  
 10 A RESOLUTION  
 11 ESTABLISHING THE CITY OF SANTA FE AS A VISION ZERO CITY AND  
 12 DIRECTING THE CITY MANAGER TO TAKE ACTION IN SUPPORT OF THE VISION  
 13 ZERO GOAL.

# Chapter 5. Safety & Transportation Analyses

## Purpose

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

Designers must identify crash risks early 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.

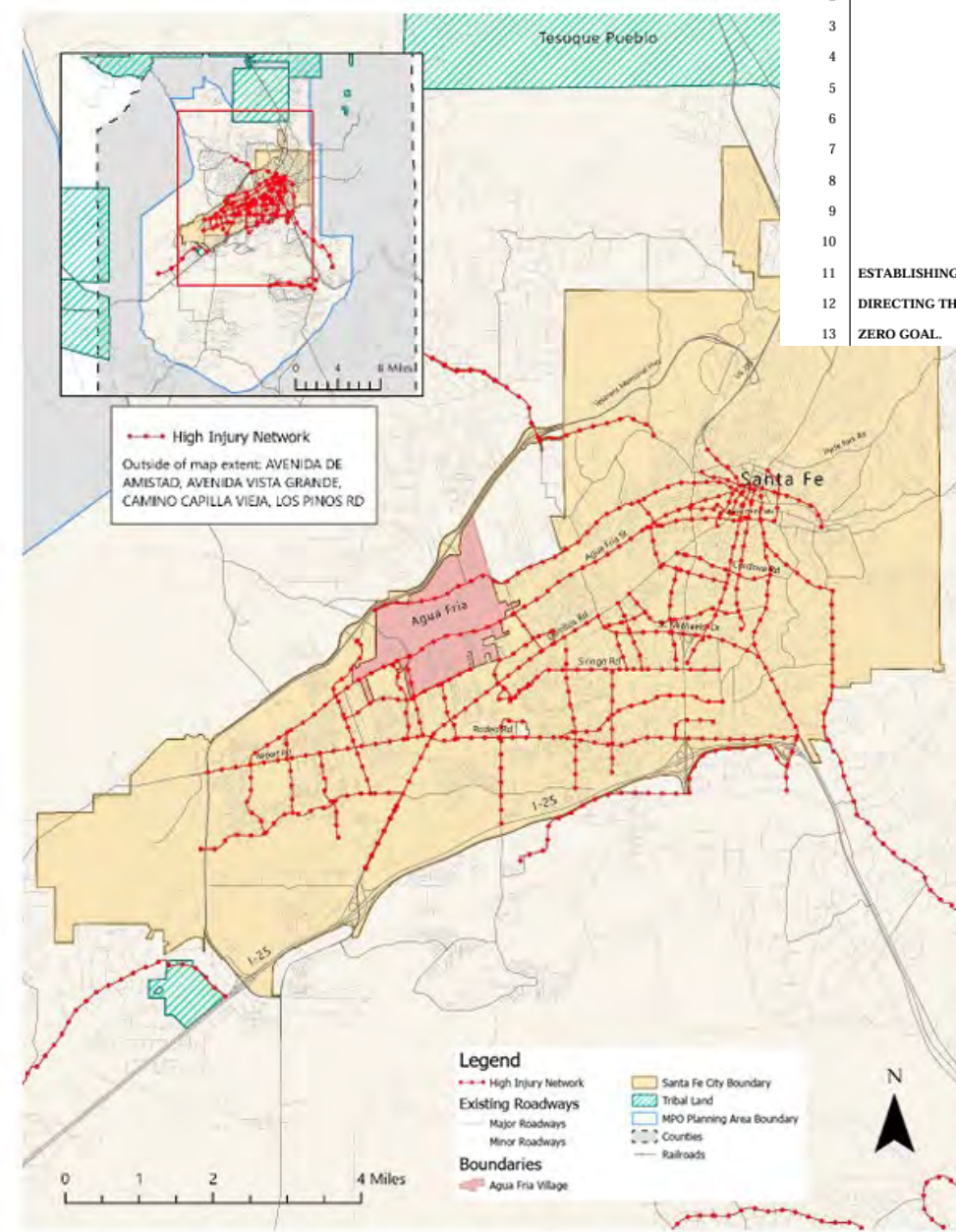


Figure 16. Graphic. Santa Fe Metropolitan region High Injury Network (HIN) (Source: NMDOT, 2021).

## 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.



### Safety Benefits:

High-visibility crosswalks can reduce pedestrian injury crashes up to: **40%**<sup>1</sup>

Intersection lighting can reduce pedestrian crashes up to: **42%**<sup>2</sup>

Advance yield or stop markings and signs can reduce pedestrian crashes up to: **25%**<sup>3</sup>

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and [https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/TechSheet\\_VizEnhancem12018.pdf](https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/TechSheet_VizEnhancem12018.pdf).



## Chapter 7. Drainage

Street drainage design reduces pollution & minimizes runoff impacts

Must address **both quantity & quality** of stormwater

Aligned with Chapter 14 of Santa Fe Land Development Code

Good engineering judgment & site-specific flexibility encouraged

Protect public **health, safety, and welfare**

Maintain natural hydrologic systems

Prevent property damage from 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



### **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)

### **Encourage infiltration, reuse, and evapotranspiration**

Integrate stormwater management into streetscape  
Support aesthetic, functional, and sustainable goals  
Facilitate maintenance access for drainage systems



## Example Project

**Subject:** Review of Proposed Motel-to-Apartment Conversion at Vista Way & Cerrillos Road  
**Project Summary**

A proposal has been submitted to convert a 100-unit motel into residential apartments. The site accesses Cerrillos Road—a major arterial—via Vista Way, a local street currently lacking sidewalks and bicycle facilities. Notably, the intersection of Vista Way and Cerrillos is part of the City’s High Injury Network and has a history of crashes.

## Reports Required by the City Street Design Guide

Based on the Complete Streets principles and the guidance outlined in the City’s Street Design Guide, the following technical analyses and reports should be required:

### 1. Traffic Impact Study (TIS)

- Quantifies projected trip generation and turning movements
- Assesses impacts to intersection level of service, including Cerrillos Road & Vista Way

### 2. Multimodal Transportation Impact Report

- Evaluates existing and planned pedestrian, bicycle, and transit access
- Identifies gaps in infrastructure and potential conflicts with increased use

### 3. Crash History & Safety Audit

- Documents prior crash trends at the intersection and corridor
- Recommend countermeasures in alignment with Vision Zero goals

### 4. Access Management Plan

- Reviews driveway locations, vehicle ingress/egress operations, and sight distances
- Ensure compatibility with arterial design standards

## Recommended Improvements

Based on context-sensitive design principles and the project’s location within a High Injury Network segment, the following improvements are recommended:

### 1. Intersection Enhancements

- Evaluate the need for signal upgrades, protected turn phases, or geometric modifications
- Install high-visibility crosswalks, ADA-compliant curb ramps, and pedestrian refuge islands where feasible

### 2. Pedestrian Infrastructure

- Construct continuous sidewalks on both sides of Vista Way
- Improve pedestrian-scale lighting and ensure unobstructed access

### 3. Bicycle Facilities

- Add bike lanes or shared-use paths along Vista Way
- Consider bike detection at signals and bike boxes at Cerrillos Road

### 4. Traffic Calming & Safety

- Narrow travel lanes and evaluate for speed management measures on Vista Way
- Add signage and pavement markings to alert drivers to non-motorized users

### 5. Transit Access Considerations

- Coordinate with transit agencies to determine the need for improved stops or shelters along Cerrillos Road
- Ensure multimodal access to bus routes

### 6. Drainage and Green Stormwater Infrastructure

- Maintain drainage on-site
- Utilize porous blocks on parking lot perimeter
- Off-Site flows are analyzed with drainage outfall improvements recommended.

## Policy Alignment

- **Street Types:** Cerrillos Road functions as a Type IV Arterial, prioritizing longer-distance travel with limited access points. Vista Way is a local access street and should be treated as a multimodal connector.
- **Safety and Complete Streets:** Improvements should promote equitable access, reduce crash risk, and align with long-term goals for mode shift and corridor safety.