Planning Commission Workshop
City Street Design Guide

September 4, 2025

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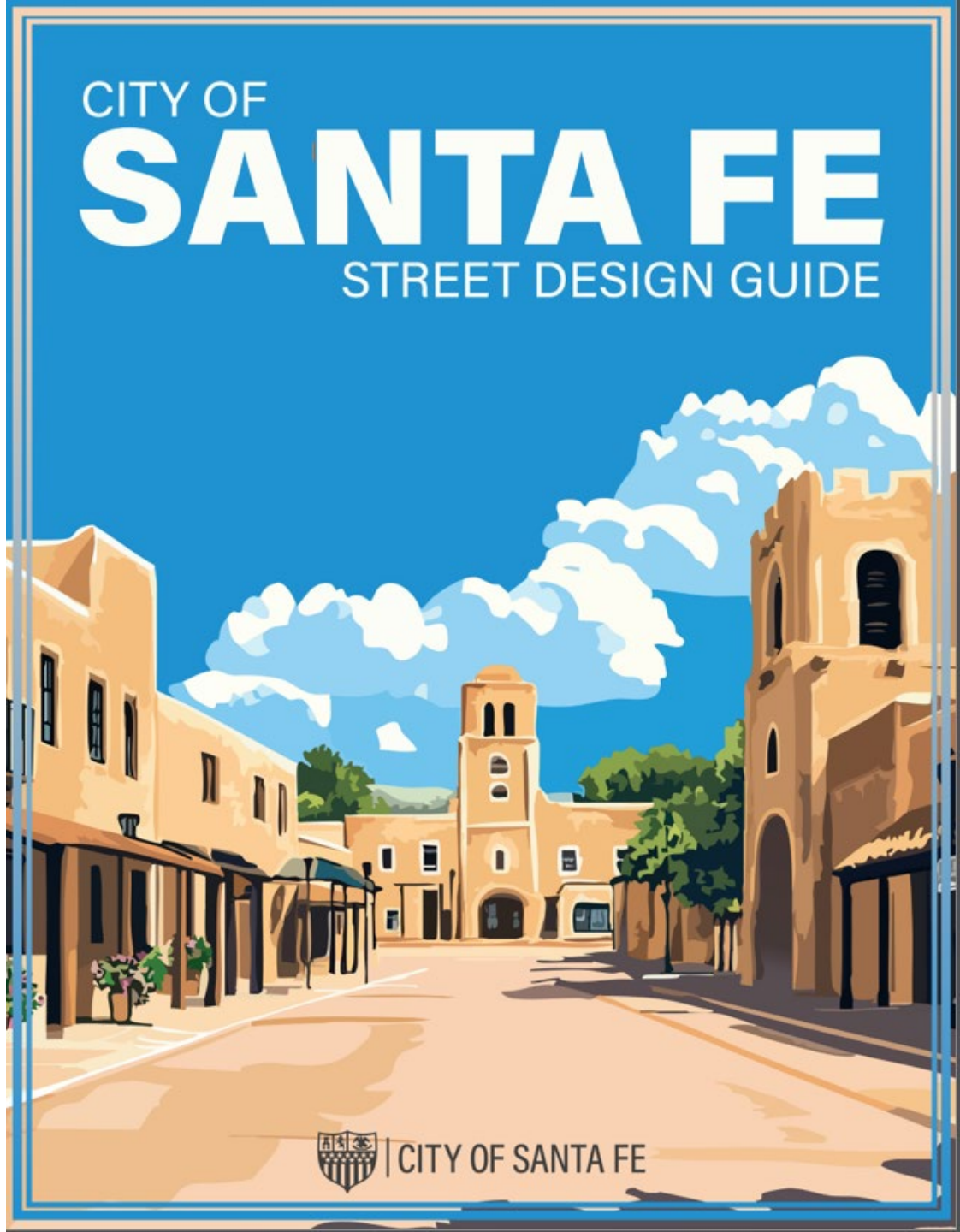
Link to full document:
santafempo.org/wp-content/uploads/2025/07/Santa-Fe-Street-Design-Guide-FINAL-No-Appendices-06-27-25.pdf

Chapter 1. Introduction & Purpose

Purpose

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

Offers flexibility and context-sensitive design



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:
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

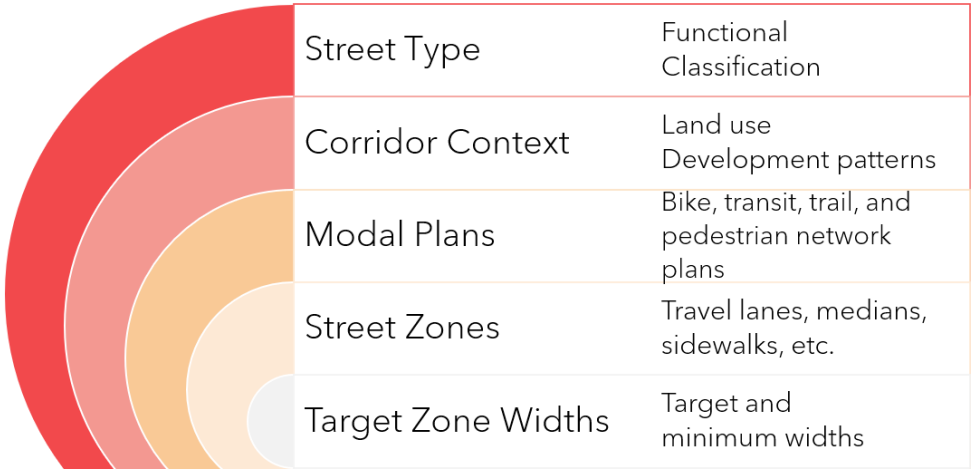
Chapter 1. Introduction & Purpose

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

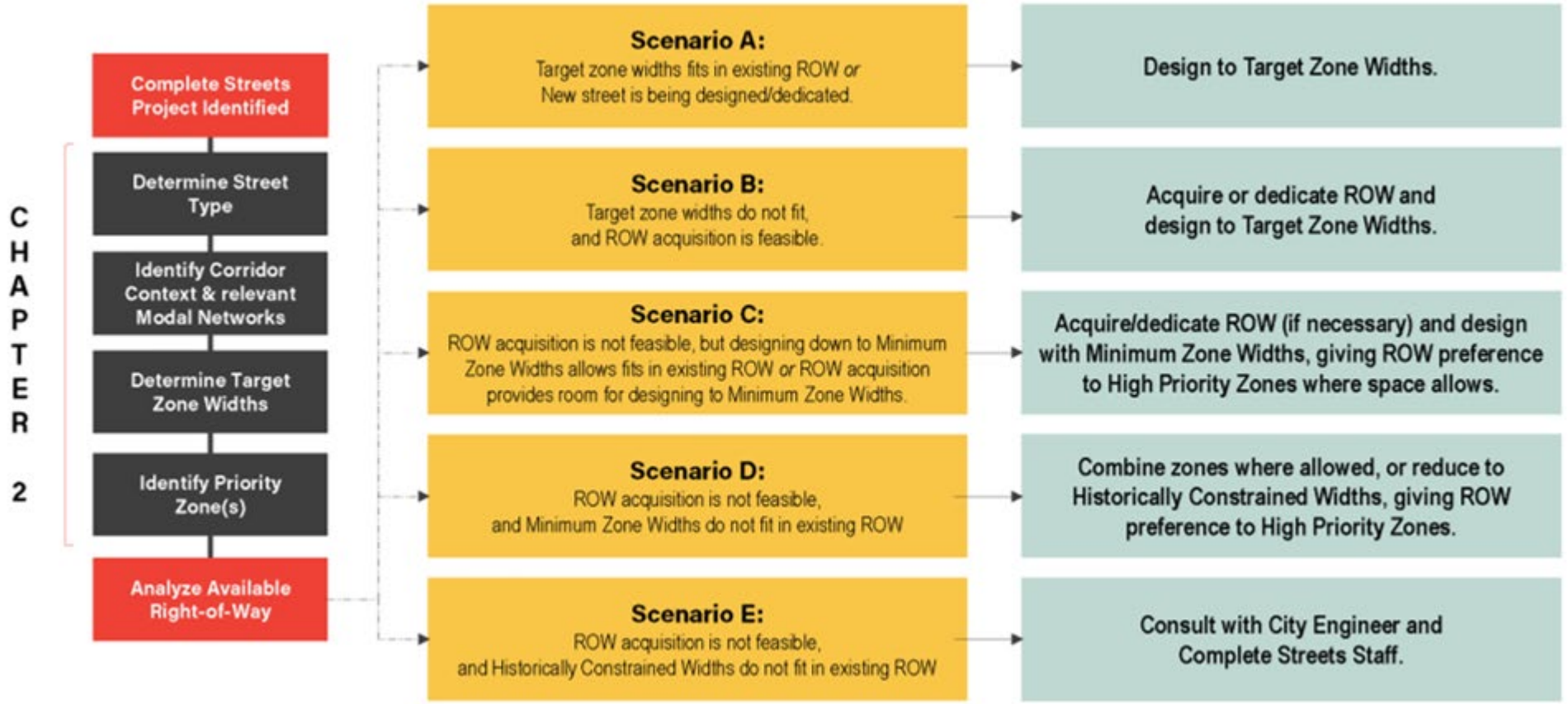
Guiding Principles

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.

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.

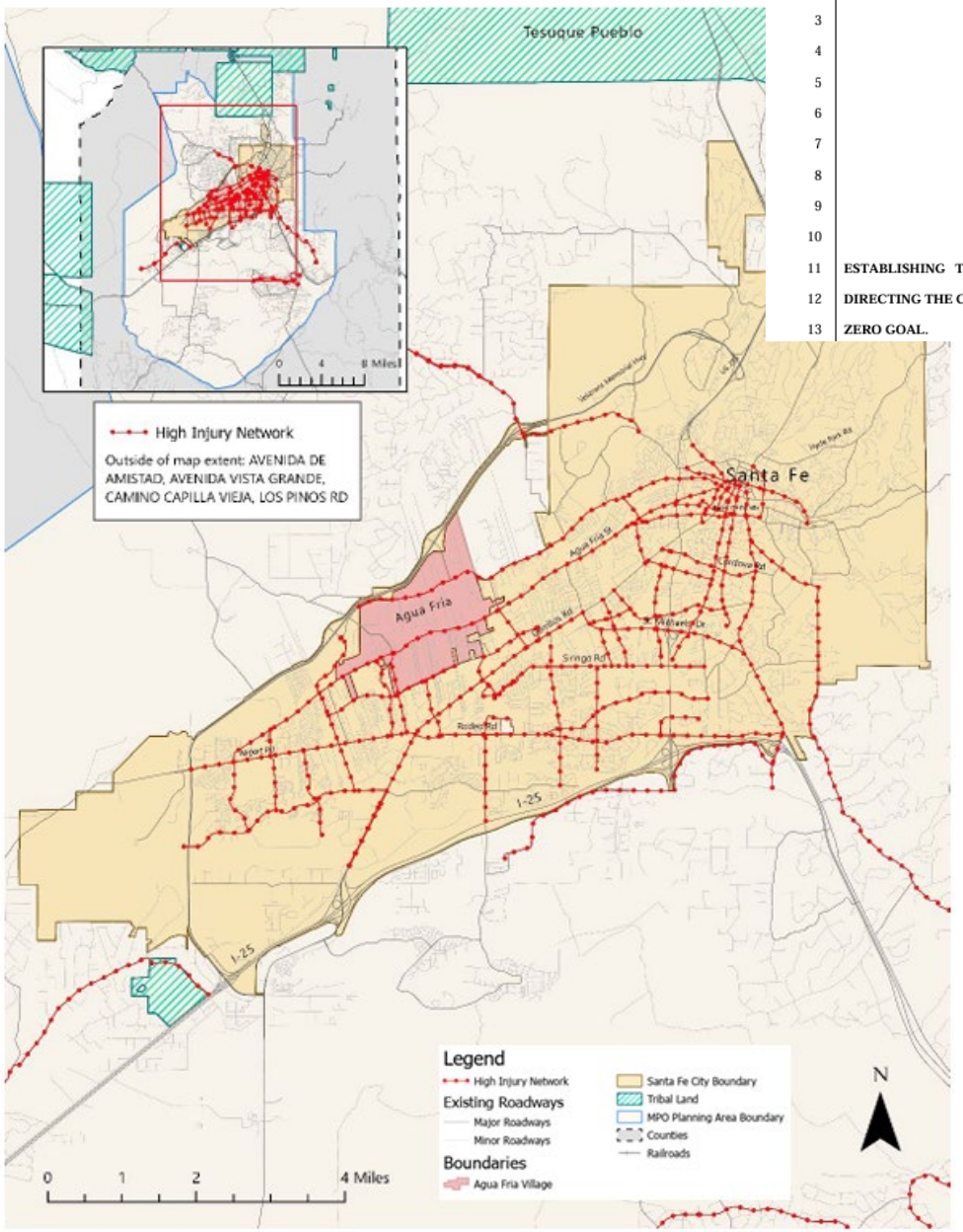


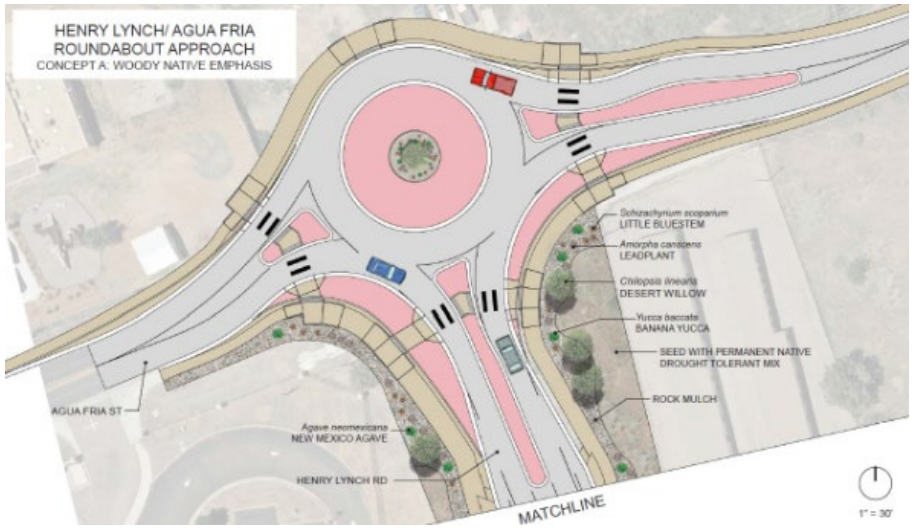
Figure 16. Graphic. Santa Fe Metropolitan region High Injury Network (HIN) (Source: NMDOT, 2021).

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.

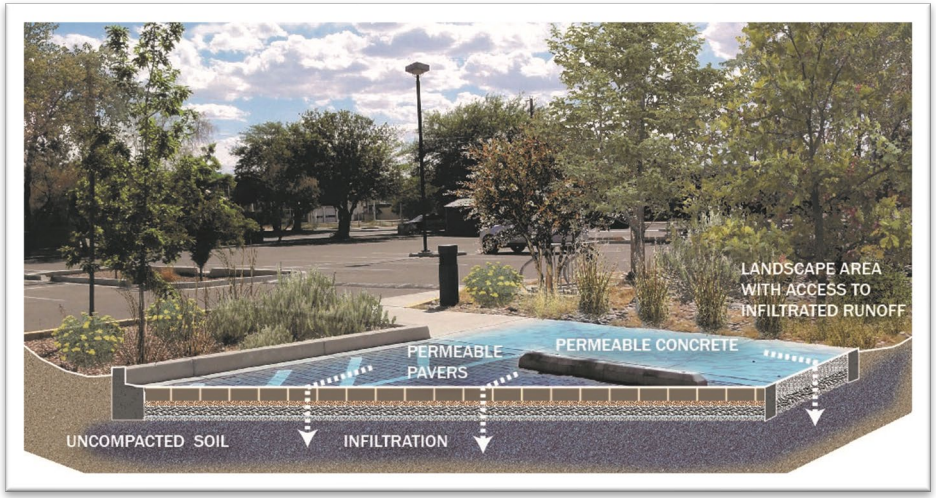


Chapter 7. Drainage

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

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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):

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- 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 Collectors				
Type II (Collectors)	Target	Maximum	Minimum	Historically Constrained	Notes	CH 14 CRITERIA	COLLECTOR MIXED-USE	COLLECTOR	Secondary Arterial (2-3 lane)	*Planning Comments*
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.*