



Agenda

**Study Session of the Planning
Commission
November 6, 2025 at 5:00 PM
Council Chambers, City Hall
200 Lincoln Avenue**

Procedures for Planning Commission Meeting

1. Call to Order
2. Study Session
 - a. Complete the Draft Santa Fe Street Design Guide presentation and answer questions.
3. 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

Part 2: *Street Design Guide and Public Infrastructure Manual*

November 6, 2025

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

Link to full document:

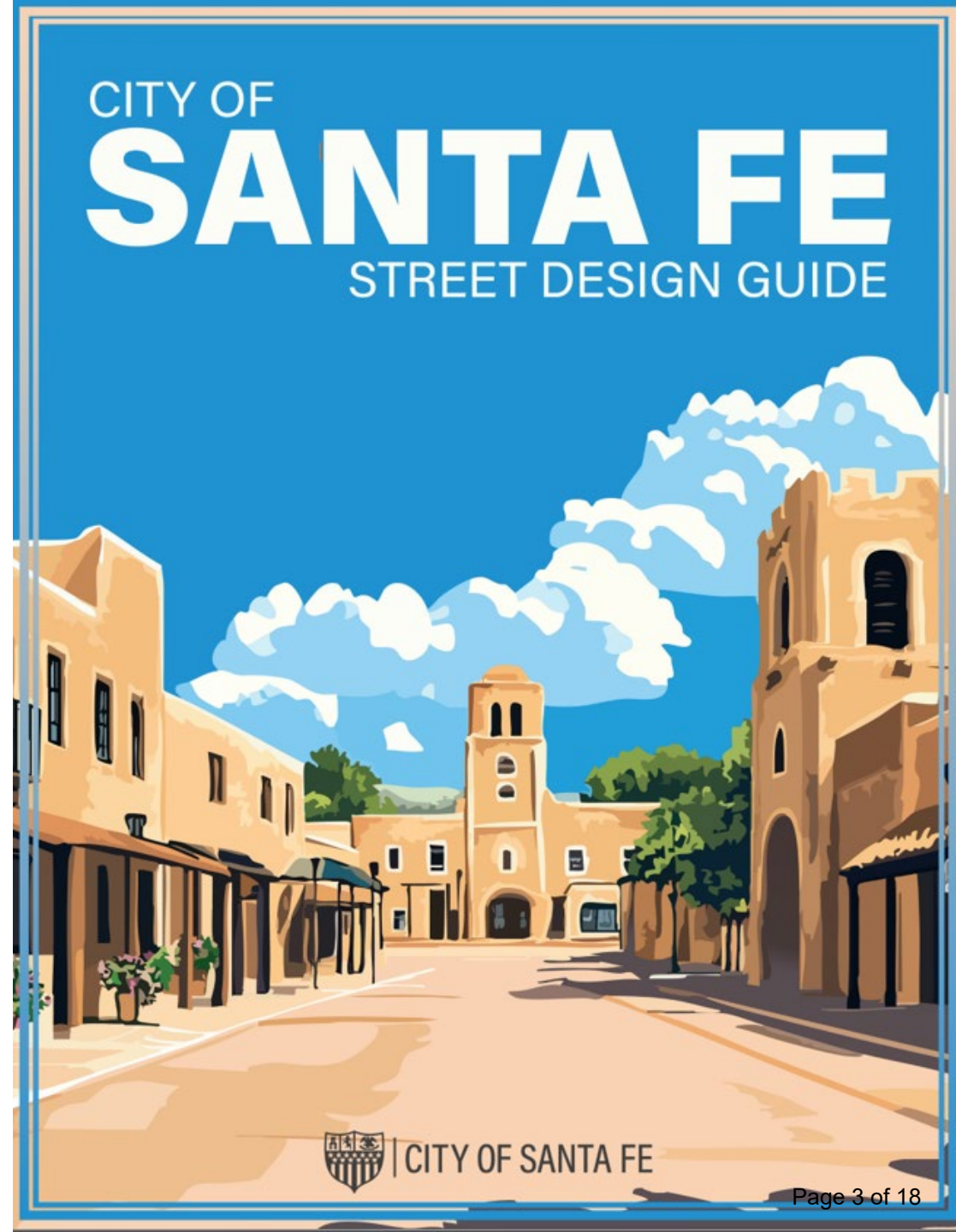
santafempo.org/wp-content/uploads/2025/07/Santa-Fe-Street-Design-Guide-FINAL-No-Appendices-06-27-25.pdf

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

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

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

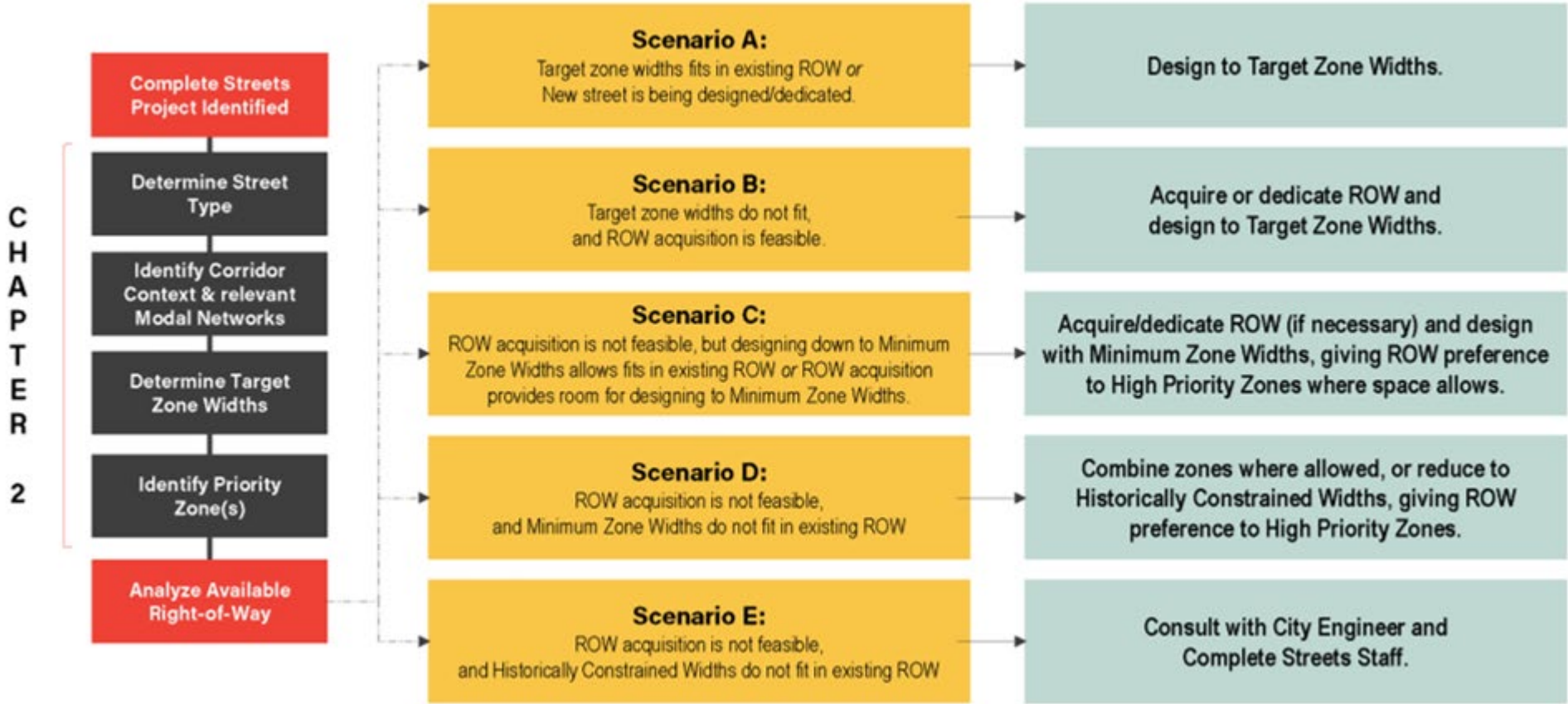
Safety-first for all users.

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

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

Chapter 3. Right-of-Way

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 <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 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.

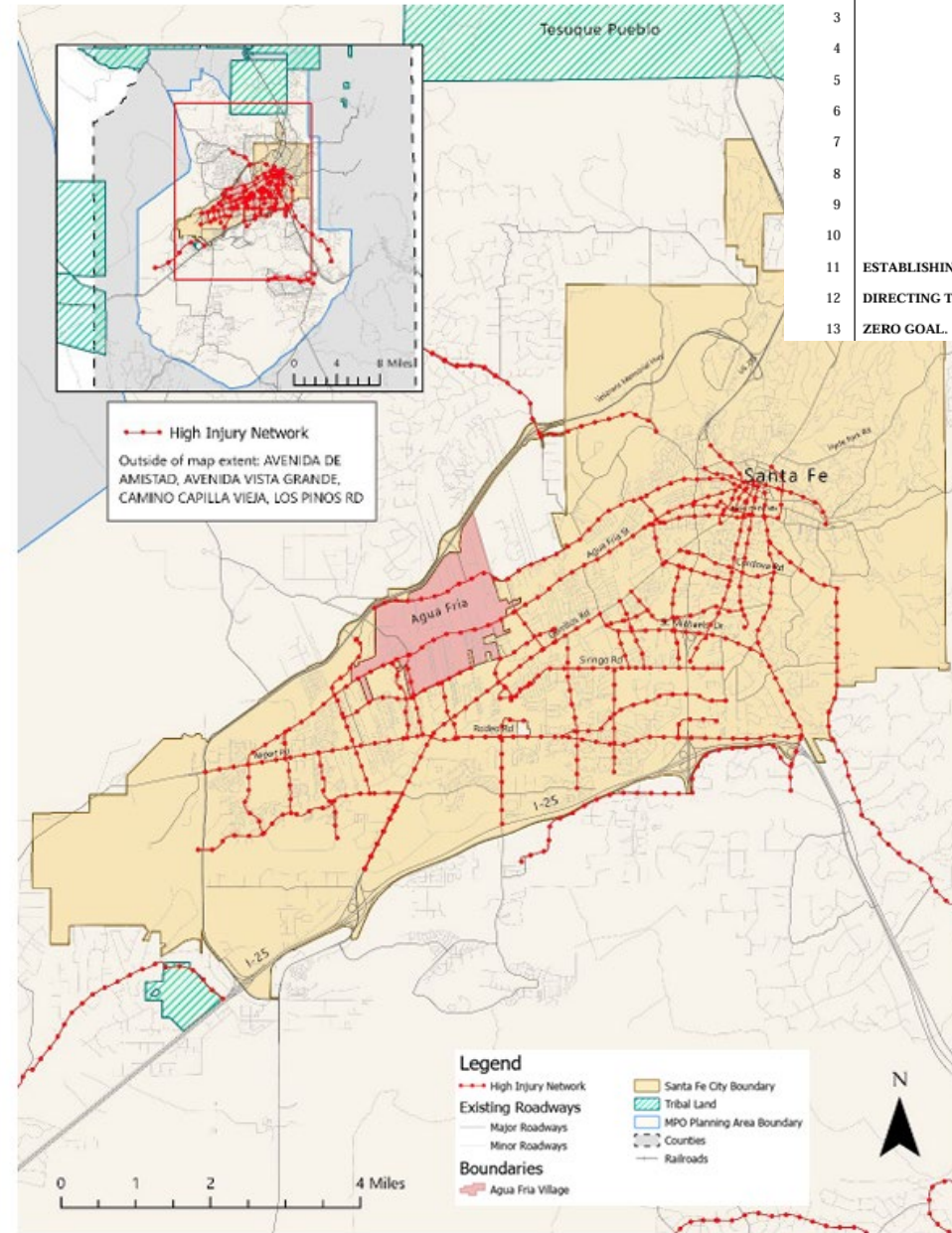


Figure 16. Graphic. Santa Fe Metropolitan region High Injury Network (HIN) (Source: NMDOT, 2021).

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 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%¹

Intersection lighting can
reduce pedestrian crashes
up to:
42%²

Advance yield or stop
markings and signs can
reduce pedestrian
crashes up to:
25%³

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.

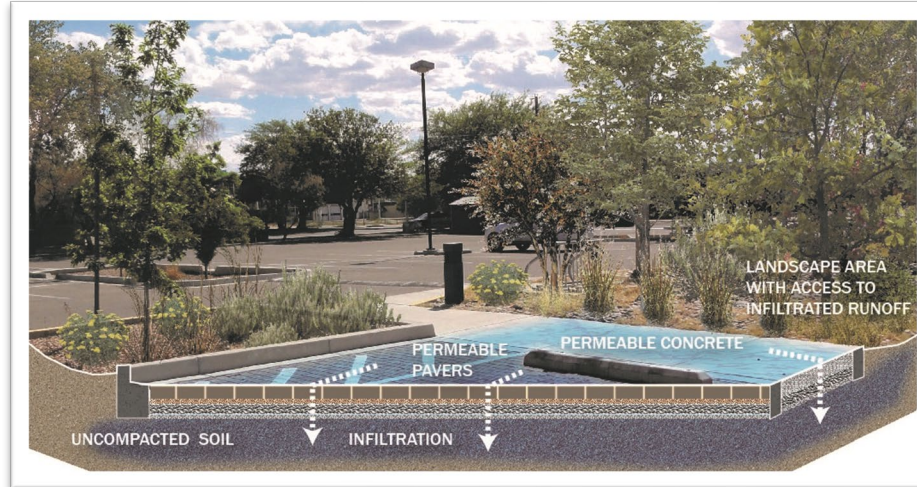


Chapter 7. Drainage

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 integration of Street Design Guide

Makes beneficial changes to the CH 14 street standards, including:

- Bringing street functional classifications (arterials, collectors, etc) up to date for the City's goals
- 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”

Creating a Public Infrastructure Manual

<h2><u>CH 14 Code</u></h2> <ul style="list-style-type: none"> • Many standards moved to Public Infrastructure Manual • Some high-level standards retained in Code 	<h2><u>Public Infrastructure Manual</u></h2> <ul style="list-style-type: none"> • new document • Includes standards from both CH 14 and the Street Design Guide • At 90% draft – working with Public Works and MPO to finalize 	<h2><u>Street Design Guide</u></h2> <ul style="list-style-type: none"> • Many standards from Guide added to Public Infrastructure Manual
<ol style="list-style-type: none"> 1. Purpose and applicability 2. Roles and authority of <i>Public Infrastructure Manual</i> and <i>Street Design Guide</i> 3. Standards for: <ul style="list-style-type: none"> • subdivision connectivity • infill development • approval process for private streets • approval process for gravel streets 	<ol style="list-style-type: none"> 1. Street Types and Standards 2. Engineering Standards and Specifications 3. Appendix: <ul style="list-style-type: none"> • Infrastructure Completion Policy • Transportation Impact Analysis Policy 	<ol style="list-style-type: none"> 1. Broader discussion of goals and vision for streets 2. Best practices 3. Guidance on unique situations (traffic calming, mid-block ped crossings, etc) 4. Additional design process for major city-led street projects

Current Chapter 14 Street Type Table

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				

Public Infrastructure Manual includes:

- New Street Types that use standards created by the *Street Design Guide*
- Allows greater flexibility while still including standards as a starting point.
- Evolve “innovative” street design to “contextual” street design

D. Type II (“Minor and Major Collectors”)

Table 5: Standards for Type II Streets (“Minor and Major Collectors”)

Street Element	Standard	Maximum	Minimum	Constrained ROW	Notes
Pedestrian Zone Note: amounts are the required width of the concrete sidewalk.	6'	10'	5'	5'	
Flexible Zone Note: amounts are the required width of the landscaping strip. Landscaping must meet the requirements of Chapter 14.	6'	8'	4'	0	
Curb & Gutter	2'	2'6"	1'6"	1'6"	
Bicycle Zone*	6.5' buffered bike lane (5' bike lane and 1.5' buffer)	8' buffered bike lane (5' bike lane and 3' buffer)	5' (unbuffered bike lane)	*	*Inclusion of a buffered bike lane is standard on Type II streets subject to flexibility through a contextual evaluation as described in the Street Design Guide (page 50).
Shared Use Path*	12'	14'	8' **	8' **	*Inclusion of a Shared Use Path is optional and if included, 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.
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'	9'6"	9'	11' travel lanes in industrial areas only.
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.
Street Grade – maximum % with exception for vertical curves	10%				
Street Grade – minimum %	0.5%				

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

Public Infrastructure Manual also will includes formalized Engineering Standards and Specifications.

Table XX: Street Standards, Reference Specifications, and Approval Authority

Infrastructure Element	City Standards and Specifications	Reference Standards and Specifications
Pavement on Public Streets (hot mix asphalt)	Pavement on Public Streets <ul style="list-style-type: none"> ● Minimum Depth of hot mix asphalt: <ul style="list-style-type: none"> ○ SPIII at 2.5" ○ SPIV at 1.5" ○ Total depth = 4" ● Minimum hot mix asphalt on extensions of existing streets shall match the existing depth of the existing street if greater than 4". ● Base Course: Type 1(NMDOT) 6" minimum (Virgin) over compacted subgrade (95%) 	
Pavement on public streets (concrete)	<ul style="list-style-type: none"> ● 4,000 PSI 	<ul style="list-style-type: none"> ● ¾ " aggregate with air entrainment per NMDOT
curb and gutter	<ul style="list-style-type: none"> ● Width per applicable Street Type in the <i>Public Infrastructure Manual</i> ● Virgin base course under the curb and gutter 	<ul style="list-style-type: none"> ● 2019 NMDOT Manual Series 609

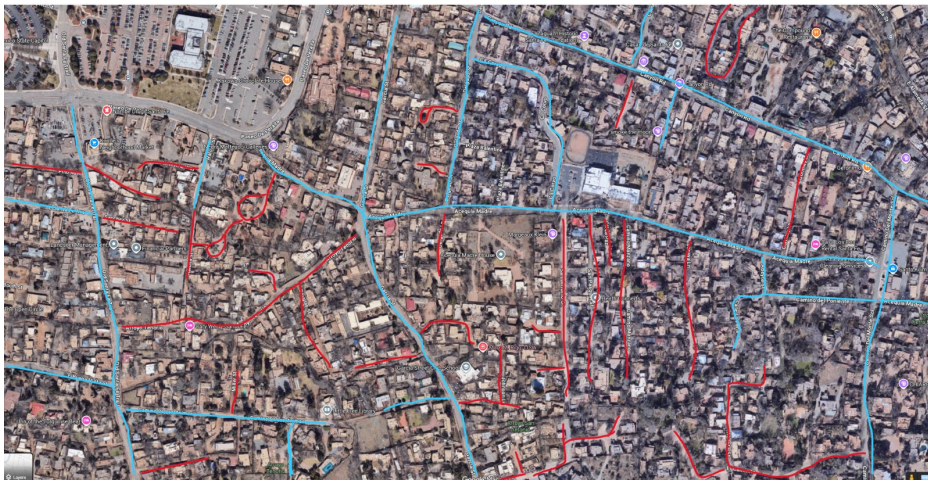
Other street issues to address in CH 14

- Infill development standards: when do we require development to pave, build sidewalks, etc? (both on-site improvements and off-site improvements)

 Gravel streets

 Paved Streets

Historic Eastside



North Santa Fe



Agua Fria



Completing the sidewalk network

Areas with no sidewalks on east side:

