



Cerrillos Corridor

Public Engagement Report



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INTRODUCTION

Cerrillos Road - Highway 14 - stretches 60 miles from Santa Fe, New Mexico south to Tijeras New Mexico. Known as the Turquoise Trail, much of the highway is scenic and passess through rural artisan towns. However, the 11-mile stretch immediately passing through and out of Santa Fe is urban, congested and serves as one of the city's primary arterial roads.

This section is heavily used as it provides access to jobs, services, stores, schools, parks, and many other necessities for Santa Fe residents. While this section contains bike lanes and bus routes, the road is primarily designed as a highway. Consequently, the current status of Cerrillos Road is not ideal for any user: cyclist, transit user, pedestrian or vehicle.

Due to the many cultural, structural, political, and financial barriers facing the area, the road has survived in a stasis: not exactly a street, not exactly a road. Reconciling the Cerrillos of today with one of the future is a difficult task. To do so, residents of Santa Fe were asked to rethink Cerrillos and hone in on a preferred vision for its future.



2.

DESIRED OUTCOME

The public participation plan co-created between Sites Southwest, Little Globe and the Chainbreaker Collective identified community-based methods to best engage Santa Fe residents who are most familiar with Cerrillos Road. The re-envisioning of the Cerrillos Road Corridor represents a significant opportunity to consider if the road design is still meeting the needs of Santa Feans. The goal is to ensure that the Cerrillos of the future serves the community in a holistic manner. This engagement process will serve as a model for how to plan transportation projects that honor social, economic, and housing needs and guide decisions in the future around planning and road design.

This engagement asked questions like: “What does the corridor mean to you today and how do you use it? What do you envision for the next 25 years, 50 years, and even 100 years for the corridor?” to illicit a different kind of input. Many transportation planning processes are tied to funding sources and immediate construction outcomes. Without offering problems or solutions, this process allowed participants to re-imagine Cerrillos Road without constraints.

Community Voices Shape the Future

The Santa Fe Metropolitan Planning Organization (MPO) is seeking public feedback on the current conditions, design, and future use of the Cerrillos Road corridor in Santa Fe.

Community partners include



3.

ENGAGEMENT & OUTREACH METHODS

The engagement strategy utilized a range of methods to capture a comprehensive picture of community sentiment regarding the Cerrillos Road corridor. Community organizations and institutions along Cerrillos were contacted directly to participate and spread the word about the project.

Community Engagement Lead: Little Globe

Little Globe is a Santa Fe-based arts and civic engagement nonprofit that brings people together across generations and cultures to tell their own stories. Through partnerships, Little Globe provides tools, training, and platforms to co-create and share creative works—ranging from film and performance to visual arts and audio storytelling. Their collaborative process fosters equity, creativity, and relationship-building—cultivating a sense of belonging and visibility for all participants. Through this work, Little Globe harnesses the power of story to spark dialogue, deepen engagement, and support lasting social and policy change.

Community Partner: Chainbreaker Collective

A grassroots membership-based organization that builds the power of low-income communities in Santa Fe. Chainbreaker's vision is rooted in a Santa Fe where all people—especially low-income residents and people of color—can live sustainably and with dignity. They advocate for a transportation system that is safe, reliable, and affordable; a housing system where residents have control over development and are free from the threats of gentrification and displacement; and accessible public spaces that support health, gathering, and recreation. Their work is guided by the belief that the people most affected by injustice are most effective at changing it.

Chainbreaker's Engagement

Chainbreaker's standing trusted relationships and organizing principles helped surface stories and priorities that might otherwise have been overlooked—grounding the project in the lived experiences of those who use Cerrillos Road every day. By combining grassroots relationship-building with consistent in-person outreach, Chainbreaker helped ensure that the voices of low-income residents, transit-dependent individuals, and other historically excluded communities were not only included, but prioritized in the planning process.

They presented, distributed surveys, and conducted interviews at community events in partnership with local organizations such as Gerard's House, Pete's Place, The Mountain Center, Safe Routes to Schools, and various schools, neighborhood associations, and apartment complexes. To increase participation, they also held bicycle raffles and created welcoming spaces for open conversation. Chainbreaker placed particular emphasis on outreach to people who rely on public transit. They collaborated with Santa Fe Trails staff, advertised the public survey inside buses, and regularly rode bus routes to speak directly with riders and distribute surveys.

EVENTS

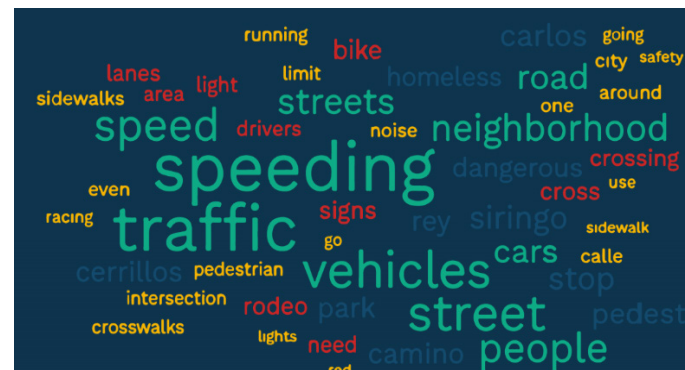
Holiday Mercado, Gerard's house, Country Club, Casa Alegre
Neighborhood Association meeting, Mountain Center "Gender
Creative Youth Play Day!", Chainbreaker Bicycle Resource Center
informational meeting

Adelante Program, Santa Fe Public Schools (SFPS)
Pete's Place Homeless Resource - visited 3 times, 10-20 interviews were conducted each time (~50 people)
Walking excursion, apartment canvassing or bus trips were performed 3x per month (~10-80 people)
All individuals who visited Chainbreaker's office seeking transportation or housing support were encouraged to fill out the survey (~20-100 people/week)

In-person events:

- 3/7/25 - SFPS Community Expo @ Milagro Middle School (Little Globe)
- 4/15/25 - Cerrillos Business Workshop @ Chomp Foodhall (Little Globe & Sites Southwest)
- 2/11/25 - Alma Castro Transportation Townhall @ Santa Fe Public Library (Santa Fe MPO)

- 500 flyers distributed and posted at local businesses
- Press release and social media post by City of Santa Fe
- Newsletters by City of Santa Fe Economic Development, MPO, Bike Santa Fe, and Friends of Architecture Santa Fe (FASF)
- Social media by Bike Santa Fe, Chain Breaker, Little Globe, FASF
- Ads on Santa Fe Trails buses (1 month)



- Included Cerrillos Assessment Storymap

Engagement Approach

The engagement process utilized a range of methods to capture a comprehensive picture of community sentiment regarding the Cerrillos Road Corridor. Sites Southwest and Little Globe partnered with Chainbreaker Collective to ensure a broad reach across the Santa Fe community including a focus on transit-reliant and underserved communities, Spanish-speaking community, low-income populations and youth. This collaboration ensured that the perspectives of these groups were central to the engagement process.

The methods included:

PUBLIC SURVEY

The survey was distributed both online and in-person, ensuring accessibility to a broad cross-section of the community. It gathered both quantitative and qualitative data on how Cerrillos Road is used currently and what improvements respondents would like to see. Social media ads, local news spots, extensive flyering in public spaces and businesses, as well as ads on buses were utilized.

INTERVIEWS

In-depth interviews were conducted with residents, business owners, transit riders, cyclists, families and community leaders—to provide qualitative insights offering deeper context, personal stories, and nuanced perspectives of the Cerrillos Road Corridor. These interviews allowed participants to share specific experiences and concerns that weren't fully captured in the survey data, adding a rich, human element to the findings.

FOCUSED ENGAGEMENTS

Special sessions were held with local schools (Milagro Middle School, Salazar Elementary), organizations (Pete's Place, Safe Routes to Schools, Santa Fe Trails Operators, S3 Housing) and various local businesses.



Survey Demographics



736 TOTAL RESPONDENTS PARTICIPATED IN THE SURVEY

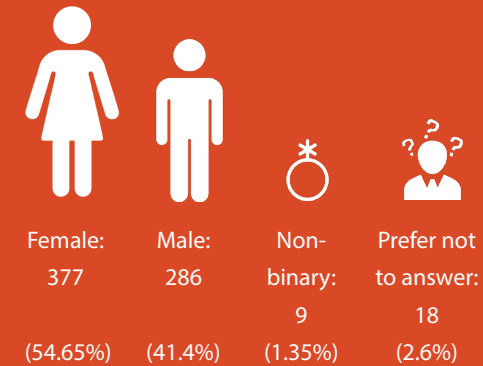
TABLE 1. AGE

	#	Survey
Under 18	27	3.7%
18-24	16	2.2%
25-34	84	11.4%
35-44	140	19%
45-54	111	15.1%
55-64	122	16.6%
65-74	132	17.9%
Over 75	47	6.4%
Prefer not to say	58	7.8%

TABLE 2. RACE AND ETHNICITY

	#	Survey
Hispanic/Latinx	208	29%
Non-Hispanic White or Euro...	454	64%
Black, African American, Afro-Caribbean	12	1.7%
Indigenous, Native American, Alaska Native	22	3.1%
Hawai'ian, Pacific Islander	3	.4%
Middle Eastern, Arab American	1	.1%
East Asian, Asian American	8	1.1%
South Asian, Indian American	1	.1%
Multi-racial	32	4.5%
Other	15	2.1%

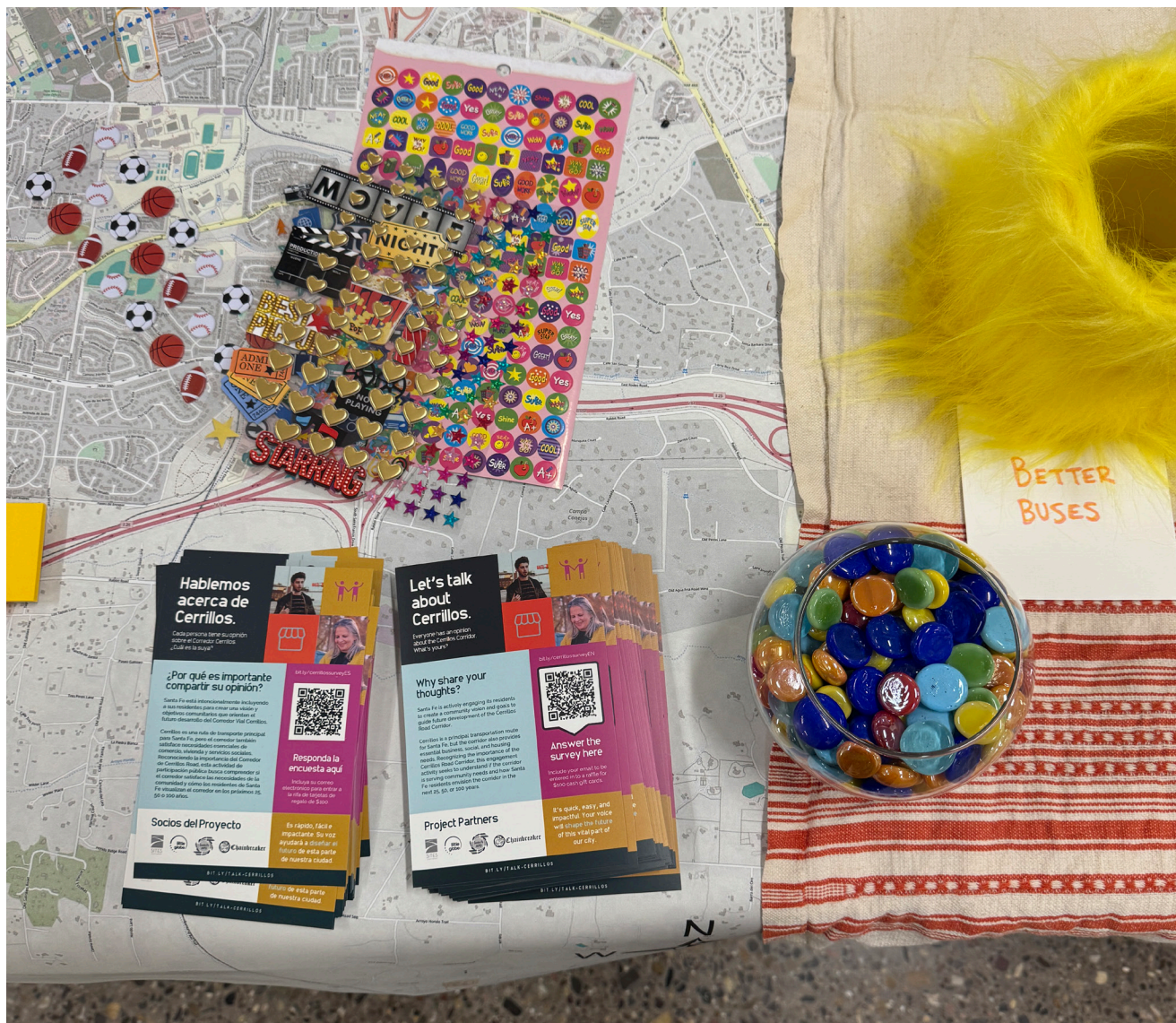
Gender



Neighborhood

Southwest: 34%
Northwest: 22%
Northeast: 18.9%
Southeast: 13.6
El Dorado, Galisteo, Pecos: 3.1%
Albuquerque, Rio Rancho, Madrid: 3%
Other: 1.9%





4.

KEY FINDINGS

The findings from the community engagement process reflect the diverse experiences of those who rely on the Cerrillos Road corridor. While the survey data provides important quantitative insights, the interviews offer a more nuanced, human perspective on the themes that emerged.

TRAFFIC CONGESTION & STRESS

In both the survey and interviews, traffic congestion was consistently cited as a major issue. Survey respondents indicated that long wait times and slow-moving traffic made Cerrillos Road a stressful route to navigate. Many survey participants expressed frustration with the heavy traffic, particularly during peak hours. However, the interviews provided a deeper look into the emotional toll this congestion takes on daily commuters. One interviewee shared their frustration with the road, describing it as a “bottleneck,” and noted how the overwhelming traffic forces them to waste valuable time each day.

The interviews revealed that many residents and commuters feel that the road’s traffic flow is poorly managed,

leading to a sense of frustration and time loss. People want better synchronization of traffic lights, improved lane management, and solutions to reduce bottlenecks during peak traffic hours. The survey data supported these concerns, but the interviews provided more personal, emotive stories of the stress and inefficiency caused by the current traffic conditions.

PEDESTRIAN & CYCLIST SAFETY

Both the survey and interviews emphasized that Cerrillos Road is unsafe for pedestrians and cyclists. In the survey, a significant number of respondents cited safety concerns, with many pointing to the lack of safe walking and cycling infrastructure as a key barrier to using the road. This sentiment was echoed in the interviews, where respondents

shared stories of feeling vulnerable while walking or cycling, particularly near busy intersections or areas without crosswalks. One participant described the feeling of invisibility to drivers, particularly in areas where the road narrows and traffic speeds up, forcing pedestrians and cyclists to weave through dangerous gaps.

The interviews also shed light on the lack of dedicated bike lanes and the absence of adequate crosswalks, which interviewees noted as contributing to a sense of danger and frustration. They emphasized that better infrastructure—such as protected bike lanes and wider sidewalks—would help ensure the safety of non-motorized users and encourage more people to walk and cycle, which would align with broader sustainability goals for the corridor.

HOUSING INSECURITY & PUBLIC SAFETY

While homelessness was mentioned in the survey as a major concern, it's crucial to acknowledge the ethical responsibility to separate the perception of danger around homelessness from the actual danger posed. Many survey respondents mentioned feeling uncomfortable or even unsafe due to visibility or encounters with homeless individuals, particularly in certain sections of the road. The survey findings reflect a fear and safety concerns in areas where the unhoused are more visible, but it is important to disentangle this perceived safety from actual safety.

To ensure a balanced and ethical understanding of the issue, we took great strides to balance the survey findings by engaging with Pete's Place Executive Director, speaking directly to unhoused individuals, and including their voices in the surveys. These efforts provided firsthand perspectives from those directly affected by homelessness, ensuring that their experiences were fully integrated into the data. The interviews with unhoused individuals revealed that many feel unsafe themselves due to the lack of shelters, inadequate resources, and societal stigma.

AESTHETIC & ENVIRONMENTAL CONCERNS

While the survey touched on concerns about the aesthetic quality of Cerrillos

Road, the interviews revealed a much more vivid desire for improvements in the visual environment. Survey respondents often described the road as "ugly" or "blighted", citing the dominance of strip malls and parking lots that made the area feel less like a vibrant part of Santa Fe and more like a generic commercial corridor. The interviews went further by proposing specific changes to improve the corridor's aesthetics. Respondents advocated for the addition of green spaces, trees, and public art to create a more inviting environment. Many expressed a strong desire for better urban design, with some suggesting the creation of public spaces or plazas that could encourage community gatherings and interactions. This theme emphasized the importance of urban beauty as a component of livability and well-being for those who use the corridor on a daily basis.

SUPPORT FOR LOCAL BUSINESSES & MIXED-USE DEVELOPMENT

Cerrillos Road is vital for local businesses, with many respondents appreciating its convenience and accessibility for shopping, dining, and services. The interviews, however, expanded on this by suggesting that the corridor could evolve into a mixed-use space that integrates residential and commercial areas. Interviewees proposed that underutilized parking lots and strip malls be repurposed for affordable housing

and community spaces, where people could live, work, and interact. This vision of revitalizing Cerrillos Road goes beyond commercial access and calls for creating a more vibrant, walkable community with integrated housing, businesses, and public spaces.

MULTIMODAL TRANSPORTATION AND ACTIVE TRAVEL

Both the survey and interviews revealed a strong desire for multimodal transportation options on Cerrillos Road. Survey respondents frequently mentioned the need for protected bike lanes and better sidewalks. Interviews, however, provided more context, with participants emphasizing a shift away from car-centric planning. Interviewees expressed a vision for a future Cerrillos Road that supports bicycles, walking, and public transit alongside automobiles, with dedicated lanes for each mode of transport. One interviewee shared a bold vision for rapid bus service, bike lanes, and landscaping that could transform Cerrillos into a more sustainable and accessible corridor for everyone, not just drivers. This multimodal perspective aligns with broader trends in urban planning and highlights the importance of creating spaces that prioritize active transportation and public transit.

Quantitative Findings

TABLE 3. PRIMARY TRANSPORTATION

Primary Mode of Transportation	Count	Percentage
Personal vehicle	636	86%
Bus/public transportation	45	6%
Bicycle	28	4%
Walking	22	3%
Ride Hailing	0	-
Senior Van	1	-

TABLE 4. ALL TRANSPORTATION MODES UTILIZED

Transportation Modes	Count	Percentage
Personal vehicle	654	53%
Bus/public transportation	105	8.5%
Bicycle	138	11%
Walking	188	15%
Ride Hailing	35	3%
Senior Van	3	-
Other	14	-

TABLE 5. HOW OFTEN RESPONDENTS TAKE CERRILLOS ROAD

How often	Count	Percentage
Daily	357	49%
Weekly	262	36%
Occasionally	76	10%
Rarely	38	5%
Never	2	.3%

TABLE 6. WHAT ACTIVITIES PEOPLE ARE DOING ON CERRILLOS ROAD

Activities	Count	Percentage
Passing through to somewhere beyond Cerrillos Road	448	64%
Going to/from home (nearby)	288	41%
Going to/from work (nearby)	207	30%
Shopping	588	85%
Accessing medical/professional services	279	40%
Getting food or drinks	442	42%
Auto services	333	48%
Entertainment	160	23%
Visiting friends/family	153	22%
Taking family to school, appointments, or childcare	110	16%
Other	-	3%

TABLE 7. REASONS PEOPLE AVOID CERRILLOS

Avoidance Reason	Count	Percentage
Traffic is too congested	498	19%
Too stressful (Longer but nicer routes elsewhere)	413	16%
Ugly	325	13%
Unsafe to walk or bike	321	12%
Traffic is too fast	286	11%
Too noisy	202	8%
Too slow (Faster routes elsewhere)	184	7%
Poor lighting	81	3%
Poor bus service	45	2%

ADDITIONAL “OTHER” COMMENTS INCLUDE:

- Traffic and Driving Issues (bad drivers, running red lights, aggressive driving, etc.)
- Homelessness and Safety Concerns (homelessness, drug use, feeling unsafe, panhandling)
Road and Infrastructure Problems (poor lighting, potholes, bad sidewalks, timing of lights)
- Visual Appearance (ugly, dirty, trash, unkempt spaces)
Crime and Personal Safety (robbery, harassment, fear)
- Other (unique or very specific comments)

“The retail hell that drives America”

“Seven million red lights make it take forever to get anywhere”

“Traffic lights are timed so you stop at every light. This creates more air pollution.”

“It feels like a wasteland of stucco and asphalt”

“Fear of hitting pedestrians who unexpectedly walk into traffic.”

“There is a legitimate possibility you will hit a drug addicted or otherwise intoxicated individual jay walking.”

“Too many weirdos at every stop. Unsafe.”

“Vagrants and homeless accosting me and tents and shopping carts and people sleeping on sidewalks and doing drugs openly on the street”

“Running stop signs and red lights”

Qualitative Findings

WHAT PEOPLE LIKE MOST ABOUT CERRILLOS

The themes highlight that people appreciate Cerrillos Road primarily for its accessibility to services, convenience, diversity of businesses, and being a direct route through the city. Additionally, some notable mentions include good traffic flow, historical significance, local businesses, bus services, and bike lane networks.

1. Shopping, Food, and Businesses

- “Some of the old hotels and signage are cool. I like a lot of the food and shopping businesses.”
- “Small older pockets around Cerrillos road, like Lena St., the old motels like El Rey and Mystic (especially El Rey with the old cottonwoods), and unique small businesses.”
- “Lots (let’s be honest, most) of the things I need are along it.”
- “The diversity of restaurants and stores (Baked and Brew and fast food, Target and small businesses).”
- “Local businesses like Baja Tacos.”
- “It has many local businesses (in some parts) and a lot of useful commerce. I can access auto repair shops, coffee shops, grocery stores, and it helps connect downtown to the Southside of Santa Fe in a direct way.”
- “Small older pockets around Cerillos road, like Lena St. the old motels like

El Rey and Mystic (especially El Rey with the old cottonwoods), and unique small businesses.”

- “Some important businesses, schools, cultural institutions, etc. are on or just off Cerrillos. It’s the main commercial artery in town.”
- “It’s part of Santa Fe, it’s easy access to homes and businesses.”
- “It’s where the real Santa Fe population does all their business, shopping, etc. Most of the affluent population of Santa Fe spends very little time on this side of town.”
- “As a center arterial road, Cerrillos is excellent for accessing businesses from Southside to Downtown area. I also appreciate that civic planners are trying to make improvements.”

2. Transportation and Convenience

“It’s a fairly efficient economic hub. All types of vendors are represented.”

“Three lanes and efficient travel speeds.”

“It’s a fast route late at night or early morning. Convenient access to stores.”

“Sometimes it’s the most direct and efficient route.”

“I have to use it to get around Santa Fe. It’s unavoidable sometimes.”

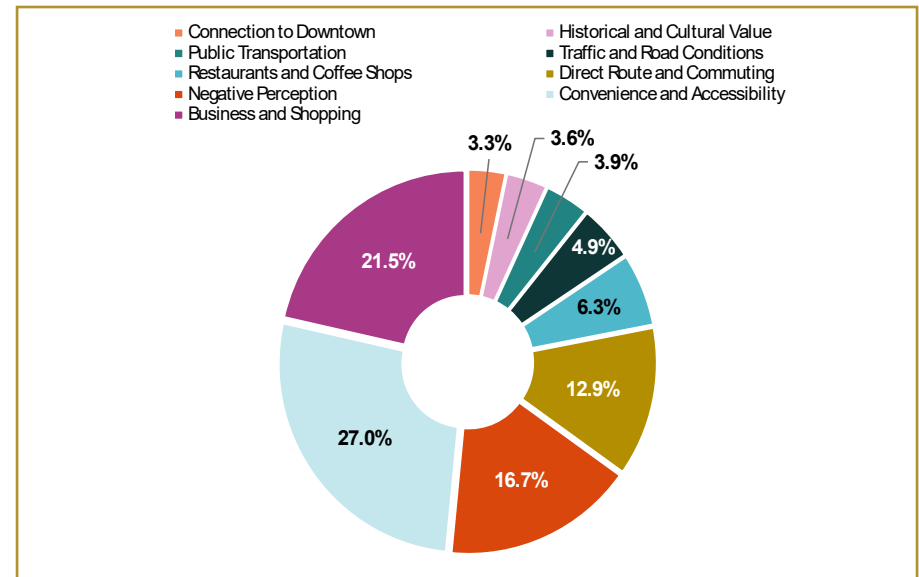
“It is the road that takes you from the Plaza all the way to town of Cerrillos.”

“I like that the Number 2 bus runs every 15 minutes during the week.”

“Depends on what corridor you’re on.

There are two different corridors of Cerrillos, the new and original.”

“It is as efficient as it gets when I need to get from my home off airport to downtown.”



- "Love that it makes it easy to get from one part of town to the other."
- "It cuts through the city, so can connect you to other parts of town."
- "If I leave early enough, I can actually save time to get to work."
- "There are many backstreets you can take to get to businesses along Cerrillos."
- "Easy to access and travel to and from where I need to go daily, which includes home & work."
- "Easy access."

3. Views and Scenery

- "the view heading back east."
- "The views of the mountains in both directions."
- "The view of Santa Fe mountains."
- "The view heading towards downtown."
- "Historic, mountain views."
- "Great restaurants scattered along it, lots of useful services, actually beautiful mountain views as you drive into town."
- "the mountain view."

4. Local Character and Community Identity

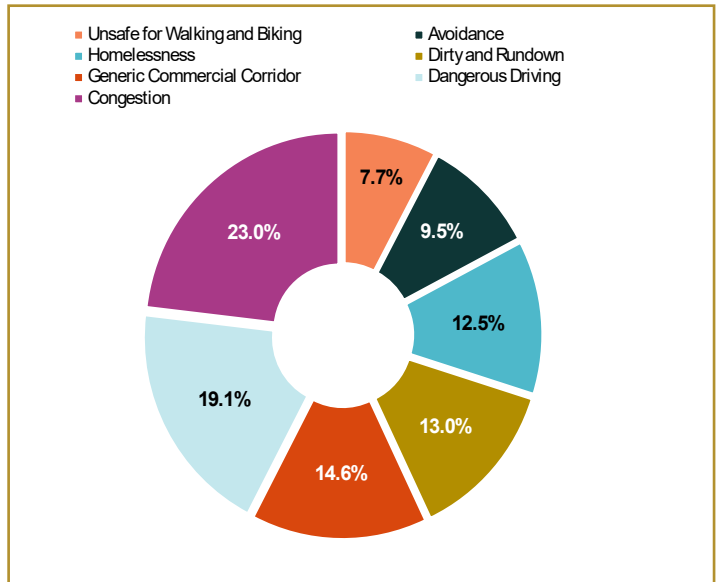
- "I like that it feels like the 'real' Santa Fe, in that a lot of locals are on it. There are a lot of old businesses, like old motels. But also newer places too, like the panaderia and food trucks. I go to Savers and Goodwill a lot and a lot of restaurants too."
- "Centrality and direct connection from south of town to central/downtown areas. Views of Sangre de Cristo Mtns are a nice addition to drive."
- "It's where the real Santa Fe population does all their business, shopping, etc."
- "Cerrillos corridor has a great opportunity to show off what Santa Fe is all about. It needs to be cleaned up and crosswalks need to be safer, above or below the street."

5. Access to Essential Services

- "It connects everything, and it is where all of the grocery shopping is nearest my home."
- "There is great visibility at night, and the traffic lights are rarely out of commission."
- "It's a road to convey people between home, work, shopping, and pleasure."
- "Most of the commercial stores are on that street, and it can be a little faster to reach your destination since there are three lanes to drive on."
- "There is very good bus service on Cerrillos, but not as much in the south."
- "I like that it crosses the whole city and offers access to a variety of places."
- "Very little. As you get closer to downtown, there are some nicer businesses, but otherwise I use it purely out of necessity."

WHAT PEOPLE LIKE LEAST ABOUT CERRILLOS

Respondents overwhelmingly cited traffic congestion, unsafe conditions for pedestrians and cyclists, and the overwhelming dominance of cars as their biggest concerns about Cerrillos Road. Many described it as dangerous, stressful, and poorly designed, with a car-centric layout that leaves little room for safe walking, biking, or crossing. The corridor's visual appearance was also a major issue, with people calling it "ugly," "run-down," and "blighted" — a strip of fast food, big box stores, empty lots, and neglected landscaping that erases any sense of Santa Fe's unique character. A significant number also raised concerns about homelessness, visible poverty, and feelings of personal insecurity, particularly after dark. Although Cerrillos serves an essential transportation function, residents expressed frustration that it feels more like an unsafe highway than a welcoming or livable part of the city.



1. Traffic, Congestion, and Driving Stress

- "Traffic is too congested and there are people asking for food, many people crossing the street."
- "The main street in Santa Fe with the most traffic and pedestrians who don't respect the crosswalks."
- "Too fast and unsafe to walk on it."
- "Cerrillos Road is a typical busy highway that bisects the town — 6–8 lanes of noisy traffic."
- "A busy business/retail corridor and not the best part of town."
- "One of the main arteries through town. Very commercial. Lots of stores. Lots of crazy drivers."
- "Busy; dangerous; loud; dirty; amazing mountain views!"
- "Main Santa Fe street, business corridor, high traffic."
- "High traffic. Best to avoid from hours 7:30am–9:00am and 5:00pm–6:30pm."
- "Cerrillos is a main thoroughfare with many essential shops, restaurants and necessities. It's a very busy street with high speed traffic."
- "Main thoroughfare through town, gets you to both touristy areas on one end and retail on the other."
- "It's the big road in town and the most direct route from one end of town to the other but it sucks really bad and there's always construction."
- "Busy, commercial with more businesses the closer you get to the city center."

2. Unsafe for Pedestrians and Cyclists

- "Dangerous if you're walking, cars can't see people on foot."
- "Not a place to walk or ride a bike, especially after dark."
- "A 4 to 6 lane road that is one of the main corridors in Santa Fe. It includes restaurants, businesses and provides access to other areas of the city. Has a dangerous bike lane that I recommend not taking unless familiar with the city. Some areas are unsafe to walk."
- "A stroad with erratic (if not aggressive) drivers, poor design, complete unwalkability and a death wish for cyclists."
- "Not safe for pedestrians, cyclists, children. High crime from Saint Francis"

- south until Rodeo Rd/Airport Rd.”
- “Vehicle oriented, dangerous to cyclists and pedestrians, loud, and also contains many businesses for everyday needs.”
- “Dangerous. Bloated. Deadly. Poorly managed. Avoidable. Aesthetically lacking.”
- “Not safe for pedestrians, cyclists, children.”
- “Honestly dangerous as a driver and I feel for cyclists too. I’ve seen too many accidents.”
- “Dangerous, main way to get around Santa Fe.”

3. Social Challenges

- “Be careful when it rains because the lane lines aren’t visible when the roads are wet. And be very careful because homeless people cross the street at any time.”
- “Homelessness issue and congestion during peak travel times.”
- “Cerrillos is a main thoroughfare... A lot of the houseless population hangs out off Cerrillos as well.”
- “Crime, aggressive unhoused, always have my doors locked and windows up.”
- “Busy, commercial with more businesses the closer you get to the city center. And a strong presence of people without homes.”

4. Visual Appearance and Urban Design

- “The ugliest avenue/highway in the city. It has nothing that makes it look like the official entrance to the city.”

- “no stringent land use restrictions for signage, streetscapes, no true separated bike lanes, not many trees, lighting.”
- “Strode, skid row vibes, dangerous, strip development.”
- “Anywhere America, with almost no character, lots of high-speed traffic, almost no shade or trees, parking lots for days.”
- “Busy; dangerous; loud; dirty.”
- “Anywhere USA...not definitively Santa Fe, except in a few historic pockets.”
“The road and the structures on it are ugly — not what you come to Santa Fe for.”
- “An essential major street that offers little amenity for other than motorized vehicles, and services strip commercial development.”
- “Congested with poorly maintained medians and landscaping.”
- “An affront to God and humanity, but more so to urban planning.”
- “Where charming Santa Fe (north Cerrillos) becomes hellish (the rest of Cerrillos). Ugly, unsafe on foot, sleazy.”
- “No community, all big boxes that are killing mom and pops, hot, the big boxes take out all the natural landscaping.”
- “A clogged, too large road, with chain stores and few reasons to stop along it.”
- “A commercial corridor with a mix of old/smaller businesses that changed to big box stores as you leave Santa Fe.”

5. Commercialization and Loss of Character

- “Stupid and gross. A waste of land. Endless commercial strip crap.”
- “An in-town highway with strip malls.”
- “It’s the main thoroughfare of Santa Fe, full of old Rt.66 motels, strip malls, fast food restaurants.”
- “It’s the catch-all street that has no character and could be in any city.”

6. Functional but Unpleasant

- “A transportation route from one side of the city to the other.”
- “Main road for travel and business access. Heart of the Santa Fe community.”
- “Limited left turn access to business, too many businesses and watch out for aggressive drivers.”
- “One of the main corridors through Santa Fe, used primarily to get from the east side to south side.”unavoidable sometimes.”
- “It is the road that takes you from the Plaza all the way to town of Cerrillos.”
- “I like that the Number 2 bus runs every 15 minutes during the week.”
- “Depends on what corridor you’re on. There are two different corridors of Cerrillos, the new and original.”
- “It is as efficient as it gets when I need to get from my home off airport to downtown.”

HOW PEOPLE WOULD DESCRIBE CERRILLOS TO SOMEONE UNFAMILIAR WITH THE AREA:

Respondents shared strikingly consistent concerns about Cerrillos Road as with the “least liked” question above. Traffic congestion, unsafe conditions for pedestrians and cyclists, poor visual appearance, and the dominance of strip malls and big-box development were recurring themes. When asked what they liked least, people voiced direct frustrations with specific technical issues, such as poorly timed traffic lights, unsafe crossings, and dangerous driving conditions. Whereas when asked to describe Cerrillos to someone unfamiliar, respondents shifted into broader, more vivid narratives — portraying the corridor as chaotic, ugly, unsafe, and indistinct from commercial highways found anywhere in America. Despite the difference in tone between the two questions — complaints versus descriptions — the underlying message was the same: Cerrillos Road is essential but deeply flawed, and residents feel a strong need for safer, more welcoming, and better-designed public spaces.

PRIORITIES REGARDING CHANGES OR IMPROVEMENTS FOR CORRIDOR SAFETY, ACCESSIBILITY, AND FUNCTIONALITY

Note: Due to the long form, qualitative nature of this question, the section is summarized slightly differently and quotes often touch on multiple themes.

Respondents repeat much of what has already been mentioned in response to previous questions but with a stronger emphasis on traffic management, bike lanes, pedestrian infrastructure, and crosswalks as key priorities for making the corridor safer, more accessible, and more functional.

First, improving pedestrian and cyclist infrastructure and safety was the top mentioned priority (231 mentions). Many participants spoke of the need for pedestrian-friendly areas including more crosswalks, pedestrian bridges or overpasses, and wider sidewalks. Suggestions also included ensuring better sidewalk maintenance and making them ADA accessible. Safety for cyclists was another key concern expressed in many responses, with calls for dedicated and protected bike lanes to prevent accidents and improve accessibility for cyclists. Some participants suggested creating physically separated bike lanes or alternative bike paths parallel to Cerrillos Road.

- “Better lighting at crosswalks so that it is safer to cross, more convenient public transportation, improved sidewalk continuity.”
- “Increase the number of crosswalks at intersections and mid-block. The road is difficult to cross in some places, especially for children or the elderly.”
- “Dedicated bike lane with physical barriers. Elevated crosswalks to alleviate jaywalking. Public transportation that works for everyday people.”
- “Separated bike and pedestrian access, lower speeds, HAWK crossings where needed, better sign control and regulations.”
- “Multiple pedestrian/bike crossings over Cerrillos with thoughtful landscape, safety, comfort, and aesthetic designs. (And you’ve got to go a ways to make me feel comfortable on foot on Cerrillos.)”
- “Protected bike lanes. Safe and frequent pedestrian crossing points. Dedicated bus lanes, or better yet, light rail!”

Improving traffic flow and safety was the second most common theme (mentioned 184 times). Participants suggested better synchronization of traffic lights, reducing the number of U-turns and access points, adding roundabouts, and implementing speed and red light cameras. Enforcement of traffic laws regarding speeding and reckless driving was also emphasized. “Traffic enforcement - red light cameras and speed cameras.”

- “Curb cuts to bring stormwater to A LOT more trees and plantings down the entire length of the street and through the central medians. Invest money in subsurface structures that help trees grow big and live a longer life. Large trees are a pretty affordable investment that would change the entire feeling of Cerrillos and calm traffic.”
- “Better care of sidewalks and more traffic officers patrolling to make sure folks aren’t walking out into traffic (not talking about crosswalks).”
- “Establishing a more commuter-friendly environment for the traffic corridor.”

We also see recurring mentions about the need to address safety issues associated with homelessness and substance abuse (159 mentions). Suggestions included relocating Pete’s Place, moving the homeless shelters, and reducing the concentration of homeless individuals in the area. This indicates a strong concern about the impact of homelessness on safety and accessibility in the corridor. Suggested actions include providing more shelters and resources for the homeless and enforcing laws regarding vagrancy and loitering.

- “Better care of sidewalks and more traffic officers patrolling to make sure folks aren’t walking out into traffic (not talking about crosswalks).”

- “Address homelessness - find real, longterm solutions so people like myself feel safe and businesses can operate normally without fear of daily interruptions/disturbances. There’s a lot of business owners who keep their doors locked during daytime business hours because they’re regularly impacted by homeless and/or substance abusing individuals.”
- “Provide more community resources, like food pantries or shelters, for people who are unhoused to help address homelessness in a more compassionate way.”

Infrastructure and design recommendations were also a common theme (148 mentions). Many participants recommended mixed-use development and zoning changes to make the corridor more functional and vibrant. This involves prioritizing local businesses, reducing parking requirements, and integrating housing and commercial spaces to create a more livable and pedestrian-friendly environment.’

- “Improvements that prioritize people and human-scale infrastructure and create an environment that is hospitable to small business, biking, and walking. Less emphasis on space designed solely for cars. Repurpose all the unused parking space. Connectivity to neighborhoods that

does not require cars.”

- “Bike lanes, wider roads, better pavement, nicer stores/amenities. A huge problem is cost of living in Santa Fe - people need to be able to afford to live here and people who live in less expensive housing deserve to be in a safe and attractive community with just as much upkeep as areas where wealthy people live.”
- “Create more accessible public spaces and amenities, such as public restrooms and seating areas, for people who spend time in the area.”
- “I am a retired transportation consultant. It is very difficult for me to imagine affordable improvements that would have real benefit. Changes should be focused north of St Michaels, where scale and type of development are more amenable to safety and aesthetic improvements. In particular, the street layout in the core (north of Paseo de Peralta) has some very dicey intersections which could be made safer.”

Public transportation improvements were also frequently mentioned (103 times). This included increasing the frequency and accessibility of bus services, adding dedicated bus lanes, and ensuring bus stops are well-maintained and sheltered. Some suggested a trolley or light rail system as a public transit option.

- “Public transportation could definitely be improved across all of Santa Fe so that there is less traffic and congestion... Maybe there could be more park and ride shuttles (Parking on the southside to take people to the hospital, or downtown, or other areas as well as parking on the northside with shuttles to Zafarano and Presbyterian Hospital to reduce traffic).”
- “Public transportation that works for everyday people.”
- “Public transportation, but using smaller buses.”
- “We need a better transit system to ease congestion, the road needs resurfacing, the medians need work, including aesthetically.”
- “More speed control and more time for bus drivers or a way for them to catch the green light.”
- “Better public transportation service and something that makes it clear to drivers when someone is walking on the street or needs to cross Cerrillos.”
- “We need transportation that connects more to the south; public transportation almost doesn’t reach Airport Road.”
- “Protected bike lanes; pedestrian bridges (or protected mid-block crossings); narrower or reduced lanes to slow traffic; BRT; green stormwater infrastructure; shade trees irrigated with stormwater; mixed use, mixed income, high density development

with walkable amenities; traffic signals synchronized for cyclists; eliminated parking minimums for new construction.”

Aesthetic and environmental improvements were proposed to make the corridor more inviting and visually appealing (mentioned 93 times). Suggestions included planting more trees, improving landscaping, and adding public art and better lighting. Participants pointed out that maintaining cleanliness and reducing trash along the corridor could improve its functionality and appeal.

- “Improve overall aesthetic with sensible design choices reflecting our culture, ensure there are more turn-only lanes, and incentivize new businesses to be closer to the street proper rather than wide parking lots.”
- “Plant some mature trees inside the medians. Create aesthetic ordinances that buildings must adhere to, so it does not look so tacky. These changes will greatly improve property values too!!! It is a win-win.”
- “Any attempts to beautify, whether that is greenery and trash clean up to art installations would make the area feel more loved”
- “Curb cuts to bring stormwater to A LOT more trees and plantings down the entire length of the street and through the central medians. Invest money in subsurface structures that

help trees grow big and live a longer life. Large trees are a pretty affordable investment that would change the entire feeling of Cerrillos and calm traffic.”

Additional quotes with mixed themes:

- “Public transportation could definitely be improved across all of Santa Fe so that there is less traffic and congestion. We definitely need safer places for bikes and pedestrians. Maybe there could be a central walkway/bike path in the middle. It would be great if there were more places unhoused people could go (maybe on the midtown campus) so that they aren’t wandering on the street so much. Maybe there could be more park and ride shuttles (Parking on the southside to take people to the hospital, or downtown, or other areas as well as parking on the northside with shuttles to Zafarano and Presbyterian Hospital to reduce traffic.)”
- “Better police presence and enforcement of traffic laws. More houseless shelters and areas of respite beyond the road. Better trash pickup and landscaping to improve the experience. Rules around shop maintenance along the main road. Adding bike lanes and more walkable areas. Build more green spaces.”
- “Avoid having car/tire businesses, car washes, etc., next to restaurants and hotels; plant trees and native plants

to help mitigate heat and car exhaust; prohibit noisy mufflers; send large trucks on other routes. Bring back benches and shelters at all bus stops like they used to be. Put up signs at the corners indicating points of interest in the area.”

- “Reduce motor vehicle lanes in favor of bike lanes and/or better medians. At the same time increase public transportation options to reduce traffic. Better distinction of streets vs driveways/entrances. Speed and noise cameras, absolutely.”
- “More connection between business areas, build bike lanes or pedestrian walkways that make it easier to go from one place to another. Provide reasonable parking structures and change building facades to match downtown Santa Fe. Add more art and culture businesses.”
- “More police, more enforcement of traffic laws, build some affordable housing and shelters so people have a place to go. It’s really a terrible place and didn’t always feel so unsafe and terrible.”

IDEAL FUTURE VISION AND PRIDE FOR THE CORRIDOR

Note: Due to the long form, qualitative nature of this question, the section is summarized slightly differently and quotes often touch on multiple themes.

While many of the same themes we have seen in previous responses were also found here, there are a few key additional themes specifically highlight here:

Architecture and Design

- Participants express a desire for better architecture that reflects Santa Fe’s unique style, avoiding generic designs. They suggest incorporating New Mexican elements, preserving historical structures, and beautifying existing buildings.
- There is discussion on the need for modern and attractive building layouts, along with zoning reforms to allow mixed-use and residential buildings closer to the street line.

Public Space

- Many advocate for creating more green spaces, parks, and tree-lined streets. Suggestions include landscaped medians, urban gardens, and small parklets for public gatherings.
- Numerous comments highlight the need for safer pedestrian walkways and bike lanes, emphasizing a walkable environment with protected paths.

Entertainment and Events

- Some propose establishing spaces for community events and festivals. Ideas include performance venues and

cultural centers, farmers markets and street /repurposed parking lot festivals

- People envision enhancing public engagement through spaces set up for local events and activities, making the corridor a lively and vibrant destination.
- Family
- Participants want more family-oriented spaces such as playgrounds, recreational areas, and arcades where children and teens can safely play.
- There is a push for affordable housing to accommodate families, ensuring that residential areas remain accessible and safe.

Businesses

- Advocacy for supporting local businesses over national chains to preserve Santa Fe’s unique charm and boost the local economy.
- Many express a desire for a mix of businesses including local restaurants, cafes, and shops that maintain a diverse and community-focused environment.
- Suggestions include better access to businesses through improved traffic management and parking solutions, ensuring that retail areas are both appealing and accessible.

Rethinking Parking Lots

- Many respondents suggest repurposing underutilized parking lots in order to create more community and/green spaces, increase business foot traffic,

move buildings closer to the street, reduce a heat island effect, and improve aesthetics of the area.

Quotes:

- “More entertainment spaces for families with children and teenagers, there’s nothing for young people to do, more variety of stores or low-cost or free activities for the community like parks.”
- “The city’s architecture should remain traditional, with adobe, stucco, hemp or straw bale blocks that protect the environment and mitigate fires. Spaces with public art to beautify the city.”
- “Mix of residential and commercial with buildings along the street and parking behind the buildings, more walkable/ bikeable, maybe turn some of the shopping centers into outdoor ‘malls’ and add apartments and plazas to create neighborhoods and destinations for locals to walk and bike to.”
- “Bring in real companies with real opportunities to employ the population. The shopping is atrocious. This is the lamest state capital ever.”
- “Infill the parking lots with housing and ground-level businesses. Provide tree-lined street with dedicated bus and bike lanes. Catch all stormwater to feed into tree planters. Use local artists to paint murals and design shaded bus stops. Add more mid-block crossings for pedestrians.”
- “Slower quieter traffic, along with periodic parklets, even at every bus stop, so that people can walk and pause without feeling beleaguered... Subdivision of large parking lots to include sidewalks within the bulk of the lot. Shade structures. Charging stations for electric bikes and scooters.”
- “Tram or bus rapid transit down the center, possibly in parallel with protected bike lanes along center. More shade along pedestrian zones, either via structures or trees. Mixed-use 2-3 story buildings (business/ restaurants/residential) that front directly to sidewalks with parking lots moved to back.”
- “I like it when buildings are set back from the road, and their parking lots don’t have direct access to Cerrillos. The Smith’s, Walmart, and Meow Wolf entrances work pretty well because they have lights supporting entry and exit. I notice that some of the big parking lots go unused (in front of Office Depot/Burlington, and down by JoAnn’s). I would love it if some of those parking lots could be small parks with shade.”
- “Greater attention to the architecture and design and colors of buildings. Obviously guidelines should be looser than elsewhere, but it would be nice if guidelines encouraged attractive and innovative design.”
- “I think the recent replacement of an

historic adobe Route 66 motor lodge on Cerrillos with an unattractive and unnecessary car wash is a perfect example of the direction Santa Fe is headed and what’s wrong with most of Cerrillos. Beautification and preservation of Cerrillos would make me very happy. Especially the corridor between St Mikes and St. Francis. I propose this area identify Route 66 heritage and neon signage as an anchor and priority for future aesthetic decisions in development.”

- “Would be nice if the architecture reflected better that of the Southwest and not so ‘hodge podge’. Perhaps some green space with a playground, soccer or ball field, and area for outdoor music.”
- “It would be great to host large, outdoor community events for families to bring people together so we could meet our neighbors. A community center would be wonderful.”

THE BUSINESS COMMUNITY’S PERSPECTIVE OF CERRILLOS:

At a workshop hosted for businesses located on Cerrillos, the participants had many of the same observations of Cerrillos as residents: the combination of fast traffic, poor design aesthetics, public safety and frequent break ins, and poor transportation access for customers and businesses alike made Cerrillos a place to be out of necessity, not necessarily preference..

“Gets the most ‘eyes’ for a business or product.”
 “Yes! Best street in Santa Fe”

Lastly, participants were asked what their ideal vision of Cerrillos would be and what design interventions would work well for businesses. Responses were fairly cohesive focusing on walkability and bikeability, more mixed-use areas, including housing, better transit, and better placemaking (design, signage, building form, branding, lighting).

TABLE 8. WHAT TYPE OF DESIGN HELPS BUSINESSES?

	Yes	No
Improved pedestrian crossings	7	
Retail next to sidewalks	7	
Commercial with outdoor space	6	
Mixed use-retail/public space	6	
Parking on the side or back of building	5	1
Separated bike boulevards	4	1
Pedestrian only corridor	4	2
Parking lot reuse	2	
Bus-only lanes with stations	1	2



5.

INTERVIEWS

**Unhoused in Santa Fe**

"J" is a long-time resident who has lived unhoused for over a decade. His comments reflect lived experience on the street, including social stigma, loss, and institutional barriers to survival.

Speaking with insight and frustration, "J" articulates the need for dignity, autonomy, and community-led solutions to address systemic homelessness

Perception of Unhoused and Housing-insecure People

"Because society feels like we're a problem... a lot of us are going out of our way to be as big of a problem as we can be, as big of an eyesore or an issue as we can be... because unfortunately, that's the only way we get heard... when we try to go through the right channels, they just blow us off. We aren't important... because we're just homeless people. What do we know?... I have a college degree... I've seen some of the smartest, most brilliant, innovative people in the street."



Building Family-Friendly Streets

"E" is a cyclist who uses a bike for both transportation and recreation. They often ride trails and also cycle with their two kids to the bus stop, utilizing multi-mode transportation. The experience of taking kids on a bike is generally positive, providing them with fresh air, exercise, and a sense of accomplishment.

"E" expresses a desire for more local resources and businesses along Cerrillos to reduce the need for long commutes. They suggest that increasing the desirability and accessibility of neighborhoods adjacent to Cerrillos could spread economic wealth and improve the quality of life."

Infrastructure and Lighting Issues

"It's so dark on Cerrillos... people jaywalking... because the nearest [crosswalk] is like a half mile down the road. And there's no crosswalk right here... and there's no lighting... it was terrifying because it was a close call."

Speed and Road Design

"Cerrillos is not designed for walking. It's not designed for people with mobility issues or people who don't have a vehicle... It's loud. It communicates that this isn't a place for walking or riding your bike—it's for cars."

Youth Perspective

"A" a 12-year-old student at Aspen Community School, shares her hopes for more recreational options along Cerrillos Road. She would like to see volleyball courts, amusement-style play areas like Urban Air, more swimming pools, and better movie theaters. 'A' currently travels by car and mostly visits the mall or goes to the movies with friends. When asked what she'd do with \$10,000, she said she'd build a new restaurant. She expressed fear about going out alone, especially due to "bad people" and men loitering outside, and said she'd like Santa Fe to feel safer.

Parent Perspective

"A's" Mom offers a detailed perspective shaped by eight years living in the Sangre de Cristo neighborhood and regular use of Cerrillos Road for daily needs. Her top concerns are centered around safety, transit, and addressing community needs.



Desire for Safety and Family-Friendly Spaces

"More safety. I'd like them to consider more parks for kids, for teenagers. Also, better roads, more businesses so there are more jobs... and also transportation, like more frequent buses."

Transportation Access and Affordability

"My daughter uses Uber all the time, and it's very expensive... especially on weekends."

Economic Opportunity and Cultural Access

"More restaurants, more businesses—so there are more jobs close to home."

Moving Through the City

"M" is a planner who works for the county and identifies as a bicycle commuter. They frequently use public transport, including buses and trains, and have a personal vehicle they prefer not to use. They have a home in Taos and commute there often to visit their son..

The interviewee finds public transport and bicycling adequate for getting around but acknowledges the need for planning and time commitment. They enjoy the exercise and people-watching aspects and use the time to read or listen to podcasts. They sometimes ride their bike on Cerrillos, though reluctantly, usually when they need to drop off their car at the repair shop. They highlight the challenges of biking in cold or dark conditions and express concerns about safety.



Urban Planning and Infrastructure

"There's just parking lots, and it's... it's boring, ugly. Gives no satisfaction for anybody. Cerrillos is littered with parking lots that serve as the frontage of the project. And I want to see buildings and green spaces, trees lining the frontage of the road. Makes it safer, more pleasant."

Future of Transportation and Urban Development

"People aren't going to stop for a cup of coffee when they're driving by at 50 miles an hour. If they're walking, they might. I hope there's a bus, a transit line here that has stops every 10 to 15 minutes, so people can just say, 'I'm going to go to Cerrillos, and I know I'll catch the bus.'"



Changing the Paradigm

"G" is a professional planner with decades of experience in public administration, city planning, and environmental design. He has served on both the City and County Planning Commissions and worked in cities across New Mexico and California. He has lived in Santa Fe for 25 years and currently resides in Barrio La Cañada.

"G" describes Cerrillos as a corridor filled with legacy infrastructure and design flaws that prioritize vehicles at the expense of pedestrians and community character. He identifies poor pedestrian conditions and outdated traffic designs as key areas for improvement.

Future of Transportation and Land Use

"We need to provide for roadways that we all pay for in our taxes... so that it's safe to walk, for your kids to go to school, or to the market—and the market is close—and you can cross the street without having to argue with the traffic engineer about why there should or shouldn't be a crosswalk."

Climate Change and Urban Design

"We need to stop repeating the same paradigm over and over again... Planners are supposed to help people think about the future so we don't end up with Cerrillos looking the same 40 years from now."



Centering People & Place

“D” shares that he was born at the Santa Fe Indian Hospital located on Cerrillos, attended Santa Fe Indian School, and has long-standing connections to the area through his family’s work and daily life.

“D” imagines a Santa Fe that returns to walkability and community-centered design. He dreams of a future where transit is abundant, housing is clustered near services, and art and economic life are embedded in neighborhoods. His vision draws from Pueblo values and global urban examples. He stresses the importance of better infrastructure, dignified transit, and community-led initiatives that reflect the realities of Santa Fe’s diverse residents.

High School and College Memories

“There was this guy from Kiwa... He knew my parents and gave me chili on the bus... Most characters I’ve met on Cerrillos, I’ve probably only seen once. Except the bus drivers. The bus drivers are the homies now.”
“I’ve had a few times where I’m, like, running to the bus and they’ll actually wait for me... He was like, ‘Man, I’m so glad you made it. You’re like a quarterback or something!’”

Future Vision

“We need a fundamental rewrite of the way we move around in our own cities. Car-centrism, I think, is relatively new... and has caused more problems than it solved.”



Lanes to Livable Spaces

"S" works for the city attorney's office and has a personal interest in urban planning. Originally from Eastern Europe, they reflect on the development of American cities and the consequences of prioritizing cars. They reference influential urbanist texts and express excitement about having a chance to contribute to local planning through the survey.

Their ideal future for Cerrillos Road includes fewer car lanes, more trees, and clusters of small businesses designed for pedestrians, not vehicles. They suggest using 599 for through-traffic, allowing Cerrillos to develop into a livable corridor with community gathering spaces—especially in Midtown.

Climate and Streetscape Improvements

"If you had a sidewalk, then a bike lane, and then trees in between that and the road, it would feel safer. Even if cars are speeding, you wouldn't feel as exposed. And the shade from the trees makes a big difference.

People actually want to walk if they're not sweating the whole time. That design cools down the area, makes it more beautiful, and encourages people to be outside."

Vision for Cerrillos in 40 Years

"Maybe this area doesn't have a Discount Tire anymore. Maybe this stretch has trees lining the sidewalk, small businesses where people actually want to walk or bike. And Midtown becomes a real hub. You build it out so that whole areas—like this one—can feel alive."



Moving Mindfully

"C" is a Santa Fe resident and parent who strives to live car-free, despite having access to a vehicle. With a deep interest in transit and urban livability,

"C" prefers walking and biking in places with a sense of safety, connectivity, and charm. She avoids biking directly on Cerrillos because of high vehicle speeds and poor design. She advocates for wide, uninterrupted sidewalks, more frequent crossings, shaded bus stops, and design changes like placing shops closer to the street with parking in back. She notes how small improvements—like the new lead time at crosswalks—can have a big impact.

Navigating Cerrillos Without a Car

"Between Second Street and St. Mike's there are no more crosswalks. If you want to take your kids to Baskin Robbins after camp and you didn't cross early enough, you're jaywalking or you're forcing your 6- and 8-year-old to walk another half a mile to cross safely."

Vision for a Future Cerrillos

"If we planted [trees] in the next five years...to have a beautiful shady street to balance out our emissions... when you have more shade, more people will walk."

Accessibility and Equity

"I feel like we're forgetting a lot of people by focusing on cars. And that's... you know, I have the choice. But for all the people that don't have the choice, that's what makes me crazy—to not have another option."



Human-Scale Design

"P" is a retired architect, planner, and professor who moved to Santa Fe during the pandemic to be closer to his daughter and grandchildren. Originally from New York City, he brings a background in urban development, having taught at Columbia University and served on the NYC Landmarks Preservation Commission.

He praises small neighborhood pockets like the area around Cafecito and advocates for more mid-density, mixed-use development with buildings close to the street. He envisions a future Cerrillos that's not dominated by parking lots and drive-thrus but shaped by architectural typologies that support walkability, neighborhood identity, and scale-appropriate density.

Transportation and Mobility

"Even if I leave my car... and walk to the other business, it's just dangerous and it's terrible. So I get in my car and I go down the block... You could create a nice walking experience in these places... so that at least people would not be driving all the time."

Sustainability and Climate Resilience

"This strip... is one of the hottest places in Santa Fe. And you know why? Because it's opaque. There's no... nothing to absorb the heat or to create shades... You could do all these things, address all these issues together."



Riding Through the Gaps

"O", a longtime Santa Fe resident originally from Chihuahua, Mexico, is a retired engineer from the Department of Transportation (DOT) and a retired member of the National Guard. A dedicated year-round cyclist and public transit user,

"O" offers a deeply informed perspective on transportation, cycling, and urban design in Santa Fe—rooted in both lived experience and professional expertise. 'O' points out how snow plows and street sweepers push salt, glass, and debris into bike lanes. Inconsistencies in maintenance—especially between different sections of Cerrillos—frequently forced him into traffic.

Maintenance Failures and Environmental Hazards

"From St. Michael's down to St. Francis, they don't clean that. They clean... from St. Michael's down toward Airport Road or toward Rodeo... But I can tell where the sweeper turns around right there on St. Michael's. Just do me a favor and keep on going..."

Broader Infrastructure Gaps and Access Issues

"We need more crossings and protected crossings... From Fifth Street, the next protected crossing is all the way down to Pacheco... Unless you come all the way to Fifth Street to get the light, you never cross."

Barriers to Safe Mobility

"L" has lived in Santa Fe for approximately 30 years and currently navigates the Cerrillos corridor primarily by bus. She experiences mobility and vision challenges due to a stroke and legal blindness, which significantly shape her experience of the corridor and its transportation infrastructure.

Her feedback offers a firsthand account of the accessibility and safety issues that affect residents with disabilities and limited mobility.

"L" emphasized that the sidewalks along Cerrillos Road are broken and uneven, making walking dangerous for people with physical disabilities. She also described the emotional toll of moving through these spaces with care and fear.



Transportation Access & Bus Use

"For the most part, my experience has been... okay. There've been times in the past where I would be at the bus stop, and the bus would go right by... But I do believe that to make it safer, we need more... a place for a person to sit down, especially elderly people, in shade, which a lot of the bus stops don't have.

Crossing the Street & Traffic Safety

"I almost got hit by a car trying to cross Cerrillos Road... a car came real fast around Osage and nearly hit me. So what I'm doing now is... taking the bus all the way around... so I don't have to cross the street. It takes more time, but I try not to cross if I can avoid it."

Disconnected & Underserved

“H” is a longtime Santa Fe resident living on the southern edge of the city near Airport Road. She describes firsthand the transportation and equity challenges faced by residents in the underserved southern neighborhoods. Although she rarely travels on Cerrillos Road herself, she shares detailed observations about how limited infrastructure, gentrification, and lack of investment affect her daily life and those of her neighbors. She emphasizes the urgent need for improved public transit, pedestrian safety, and more inclusive city planning that addresses disparities between Santa Fe’s north and south sides.

“H” shared how a lack of transit options shapes her daily life. She walks 40 minutes each way to and from work, regardless of weather, because she and her daughter share one car. As an early childhood educator, she emphasized how physically and emotionally exhausting this is.



Access to Public Transportation

“If I walk to work, it takes 40 minutes—not only because it’s far, but because of the bus schedules. I start work at 7:00 a.m., so when I’ve had to walk, I leave at 6:20. It’s often still dark. It’s dangerous! And like I said, I’m not the only one. I always see people walking—of all ages—in the snow or heat.”

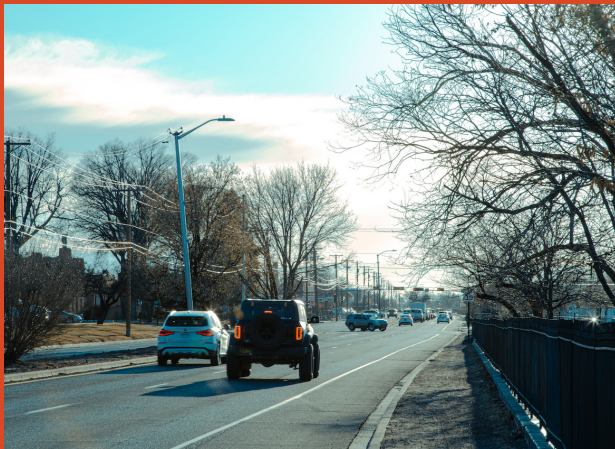
Equity, Housing, and Community Development

“Gentrification... In the south... we don’t have public transportation. If we want to reduce traffic and pollution, we need to focus on public transportation... Also, work hours, school schedules, parks, recreation for kids... We need more popular culture because they invest all the money in middle- and upper-class culture, but we have culture too.”

Designing for Dignity & Health

"K" is the executive director of the Interfaith Community Shelter, also known as Pete's Place. She oversees seasonal shelter programs and day services, while also witnessing firsthand how the surrounding built environment—including Cerrillos Road—impacts shelter guests and staff. Lopez offers reflections grounded in her professional role and lived experience navigating Santa Fe as a local resident.

"K" strongly advocates for urban design that improves walkability while also making the street more beautiful and health-promoting. She envisions green corridors lined with plants and trees, possibly even fruit-bearing ones, which could benefit both the environment and community health. She believes that streets should be designed not only for transit but for pleasure and comfort—spaces people want to walk through, not just drive past.



Personal and Professional Experience with Cerrillos Road

"Personally, for me, I'm like most people; I try to avoid it... But, you know, it's getting from point A to point B... Our agency itself, our organization, is on Cerrillos Road... If I can find a smaller road... especially in the summer... I love to have my windows down. But I hate also sniffing exhaust... So yeah... I avoid it at all costs."

Pedestrian Improvements and Green Design

"You're not gonna delete vehicles, but again, you do make it more pedestrian-friendly... I know of cities who planted trees—fruit trees—where people can just go by and get some fruit... You want to walk through [the street] because it's so welcoming."