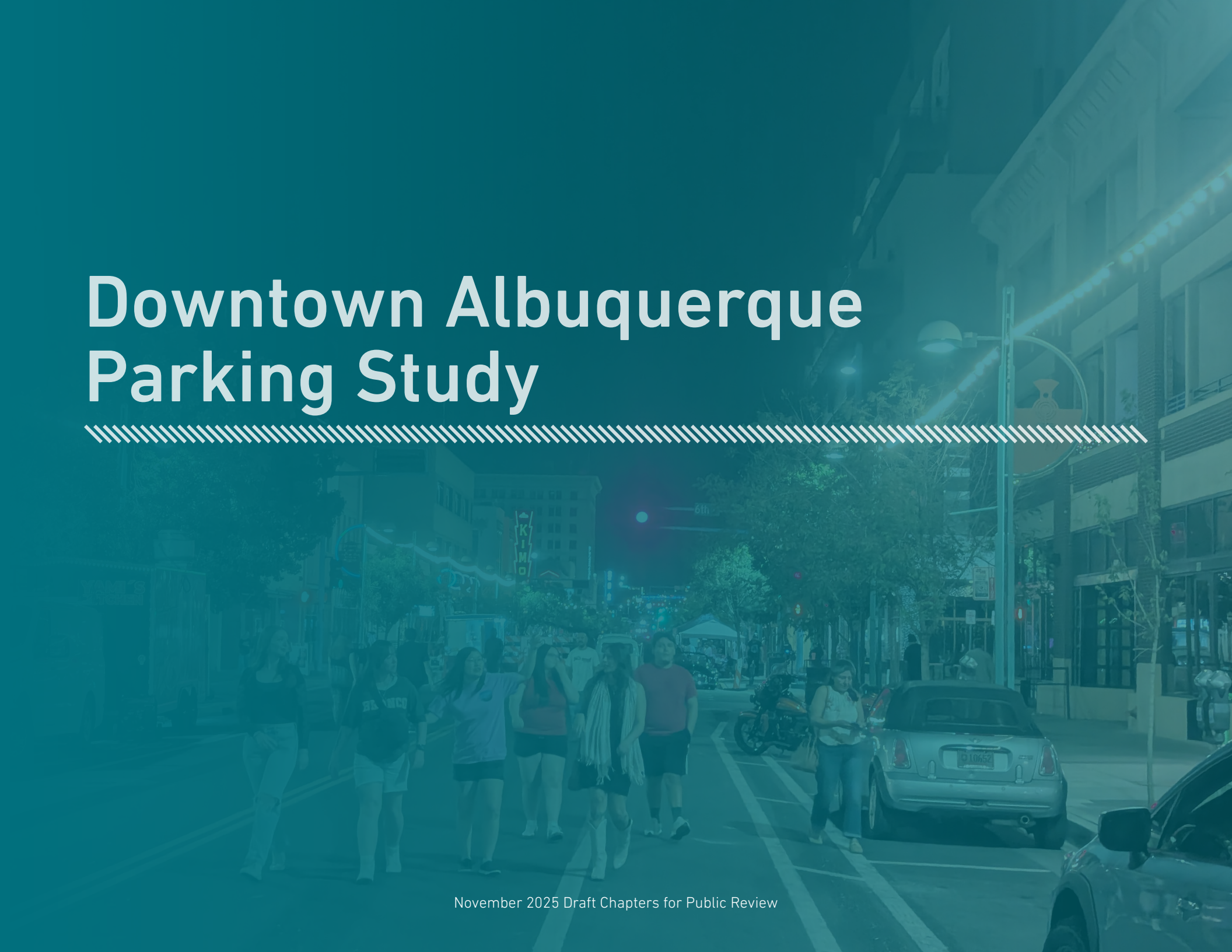
Downtown Albuquerque Parking Study



November 2025 Draft Chapters for Public Review

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Introduction

This document includes drafts of three of the first chapters of the Downtown Albuquerque Parking Study and presents preliminary findings and analyses for public review.

A draft of the full report (including recommendations) will be posted on the project website for public comment in early 2026.

Parking In Downtown Albuquerque

Redevelopment in Downtown Albuquerque

Downtown 2050, published by the City of Albuquerque Metropolitan Redevelopment Agency (MRA) in Spring 2025, sets a bold vision and a 25-year framework for a thriving Downtown. The plan makes recommendations structured around three core goals:

+ Reinforce the authentic, local, creative, and diverse culture of the core
+ Create comfortable and dynamic public spaces
+ Encourage strategic, integrated economic growth

To realize these goals, MRA will lead and partner with others on concrete implementation actions, including:

+ Investing in catalytic projects in three **Spark Areas** poised for redevelopment (Civic Plaza, the Rail Trail, and Robinson Park)
+ Establishing a **Tax Increment Financing** (TIF) District, which will reinvest a portion of new tax revenue in capital projects and incentives within Downtown

Why Parking Matters

Parking is integrally connected to the shape and success of redevelopment in Downtown, but it has been nearly a decade since the City comprehensively studied Downtown parking. *Downtown 2050* recommends developing a unified, agile parking strategy, and this study takes several steps toward that goal:

+ Developing an accurate inventory of the existing parking supply in Downtown
+ Collecting occupancy data to assess how people currently use different types of parking
+ Estimating the demand for parking based on current land uses as well as future redevelopment scenarios
+ Recommending parking management tools, financing strategies, and a policy framework that will support redevelopment and community goals

This study updates and builds on the 2016 *Downtown Parking Study* (2016 Study), completed to support the *Downtown 2025* redevelopment plan. It considers changes in travel patterns since the COVID-19 pandemic, as well as new infrastructure and redevelopment projects.

The Downtown MR Area

This study focuses on parking within the Downtown Metropolitan Redevelopment Area (Downtown MR Area), shown in Figure 1. Emanating from the intersection of Central Ave (Rt 66) and the BNSF rail line, Downtown lies at the heart of Albuquerque—at the "New Town" that sprung up two miles southeast of Old Town when the AT & SF railroad arrived in the 1880s. The Downtown MR Area is loosely bounded by 10th St, Broadway Blvd, Coal Ave, and Mountain Rd, and includes all blocks east of 7th St and south of Lomas Blvd.

The Role of MRA

MRA advances economic development within the Downtown MR Area (and other MR Areas within the city) by partnering with communities and developers on catalytic and inclusive projects. MR Areas are districts enabled by state statute wherein local jurisdictions can pursue public-private partnerships and other activities to stimulate reinvestment in areas with deteriorating physical infrastructure, diminishing economic conditions, or blight.

Figure 1. Downtown MR Area

Legend

Downtown MR Area Boundary

A Park-Once Downtown

The 2016 Study set forth a vision for a **park-once Downtown**, with walkable activity centers where people park once when they arrive in Downtown, and walk (rather than drive) between multiple destinations within the district.

To fully realize this vision, people will need to feel comfortable walking long distances, bicycling, rolling, or riding transit Downtown. It takes more than 30 minutes to walk between opposite corners of the Downtown MR Area, and many streets have narrow, substandard sidewalks and challenging street crossings. Most routes also involve dramatic changes in the built environment—like abrupt transitions from compact mixed-use neighborhoods to government office complexes—that can make walking trips feel even longer.

Given the sheer size, walking conditions, and stark contrasts in the Downtown MR Area, realizing the vision of a park-once Downtown will require sustained public and private investments. However, people will feel comfortable parking once and walking within smaller areas first—especially within dense, walkable subdistricts with a mix of nearby destinations.

Parking Analysis Areas

This study structures its analyses around nine **Parking Analysis Areas** shown in Figure 2. Each area represents a small and cohesive portion of Downtown wherein many people feel comfortable walking between parking and a variety of destinations. Analyzing parking at this scale builds a stronger understanding of localized parking dynamics and informs recommendations tailored to distinct parts of Downtown.

Northwest Downtown (A)

Northwest of the County and federal courthouses at Lomas Blvd and 4th St, Downtown transitions to a lower-density neighborhood with a mix of residences, offices, and eateries.

Brewery Blocks (B)

In the northeast corner of Downtown, an emerging brewery district is spurring redevelopment in the light industrial area originally built around the railroad. Marble Brewery was founded in 2008, and a growing number of breweries, distilleries, restaurants, and businesses now occupy converted warehouses, comingling with light industrial uses.

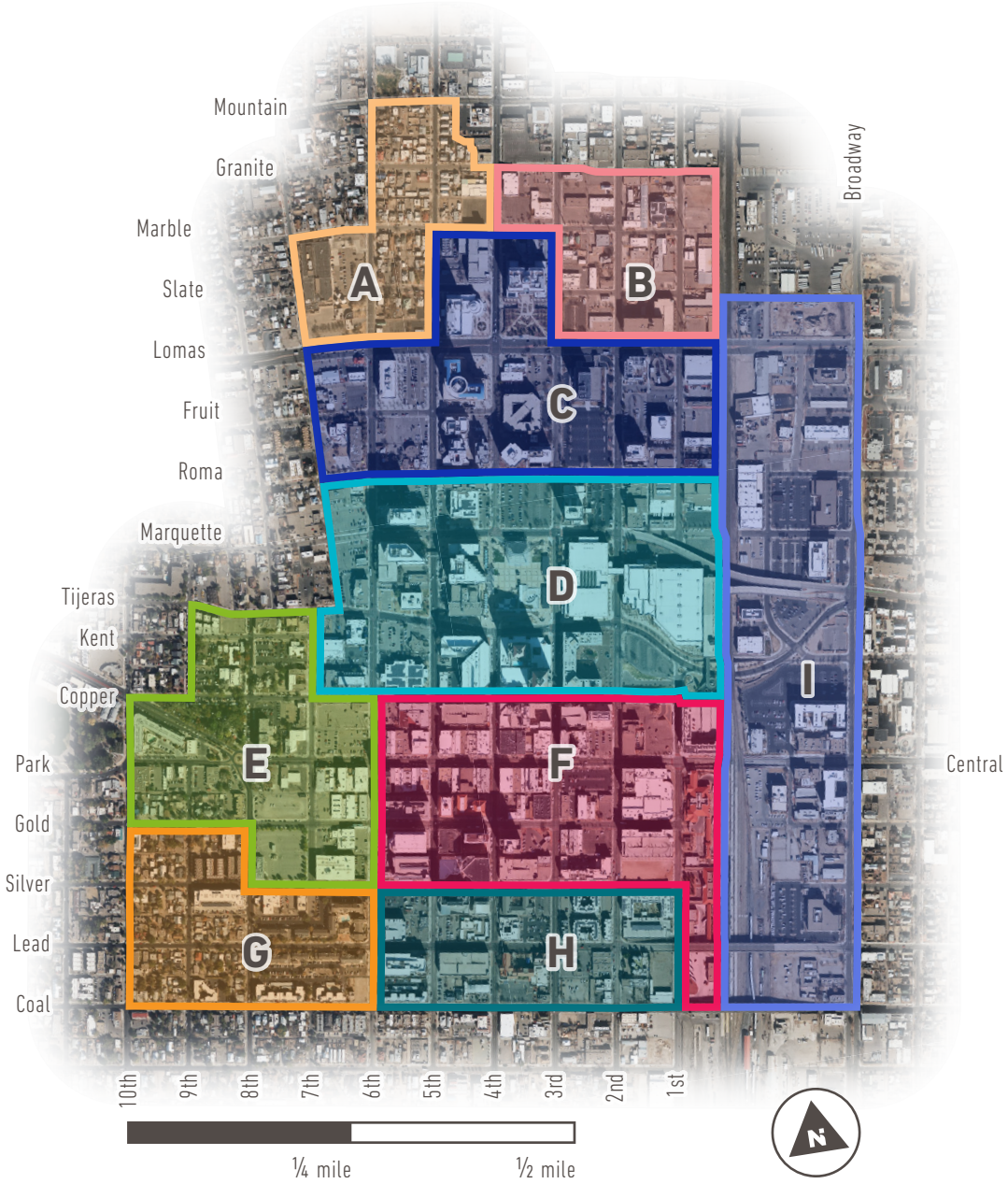
Courthouse (C)

The County and federal courthouses at Lomas Blvd and 4th St act as anchors in the northern portion of Downtown. The County owns several adjacent facilities, and the primary land uses from Roma Ave to Lomas Blvd are government buildings and parking serving the courthouses.

Civic Plaza (D)

The Albuquerque Convention Center and Civic Plaza anchor this area between Copper Ave and Roma Ave. The Convention Center hosts visitors from across the country, and opens up onto 3rd St and Civic Plaza. City Hall and other City office buildings sit just across Civic Plaza on 5th St. Hotels, restaurants, and City-owned parking facilities in the area serve Convention Center visitors and City employees.

Figure 2. Parking Analysis Areas



Legend

Parking Analysis Areas

- A: Northwest Downtown
- B: Brewery Blocks
- C: Courthouse
- D: Civic Plaza
- E: Robinson Park
- F: Central Core
- G: Raynolds Addition
- H: Lead/Coal
- I: East Downtown

Parking Analysis Areas

Robinson Park (E)

On the west side of Downtown, two redevelopment projects—the Arrive Hotel and the Ex Novo Brewery—recently opened on Central Ave between 7th St and 8th St. Just across 8th St from the hotel, Robinson Park hosts the popular Growers' Market on Saturday mornings for much of the year. The surrounding area has a mix of businesses, restaurants, apartments, and single family residences.

Central Core (F)

Central Ave (Rt 66) travels through the heart of Downtown and is recognized as the "central core" of Downtown for its diverse eateries, nightlife, and rich character. At 1st St, the Alvarado Transit Center serves as the main transportation hub for the city and region. The surrounding blocks between Silver Ave and Copper Ave contain a mix of higher-density resident, office, and retail uses, as well as several parking lots.

Raynolds Addition (G)

South of Central Ave and Robinson Park, Downtown transitions into the Raynolds Addition neighborhood, which is primarily lower-density apartments and single-family residences.

Lead/Coal (H)

Just south of the Central Core, the blocks along Lead Ave and Coal Ave contain a mix of multi-family residential developments, government buildings, offices, retail, and parking.

East Downtown (I)

The area between the BNSF rail corridor and Broadway Blvd is part of EDo, short for East Downtown. Although the railroad currently acts as a major barrier between this area and the rest of Downtown, upcoming investments in the Rail Trail will strengthen connections and spur trail-oriented development between 1st St and Broadway Blvd. The blocks east of the rail include government buildings, offices, a hotel, a mixed-use UNM student housing development, and several parking lots.

Parking is Personal

In Albuquerque, as in many other communities, people from across the region drive and park in Downtown for a variety of purposes. The first thing people do when arriving Downtown by car is find a place to park, and the final thing they do before departing is walk back to their car. People's parking experiences can influence their perceptions, memories, and opinions of Downtown—including whether they feel welcome, invited, safe, and included in the heart of their city.

Because of these dynamics, Downtown parking is deeply personal to many people. People harbor strong feelings and hold strong beliefs based on their experiences, and Downtown parking can become a sensitive and politically charged topic when different groups' feelings and beliefs about parking collide. Proposing and introducing changes to parking in Downtown Albuquerque requires understanding the range of people who use and provide parking, the needs and concerns of different groups, and how people make decisions about parking.

Who Parks Downtown?

As in many cities, several core groups of people use and need parking in Downtown Albuquerque. While everyone relates to parking slightly differently, people with similar roles in the community tend to share share similar priorities, concerns, and behaviors.

Employees

People who work Downtown use parking on a near-daily basis and are generally highly familiar with the options available. Downtown employees want to park for the duration of their shift or workday, so they avoid parking with time limits and maximum stays.

They worry about safety, and want to park in places where their vehicle is secure and where they feel comfortable walking before and after their shift. Perceptions of safety and security vary across individuals, different times of day, and seasons. An office worker may feel perfectly comfortable walking to and from a particular parking spot before and after a 9-5 workday for most of the year, but they may feel less comfortable after dark in the winter months.

Safety and security can be primary concerns for late night shift workers, many of whom walk to their cars late at night after businesses close.

Many employees also worry about the price of parking. Some employees, especially office workers, don't pay directly for parking because their employer provides free parking on site or pays for them to park elsewhere. However, many other Downtown employees, especially service and retail workers, do not have access to on-site or employer-sponsored parking. The cost of parking Downtown can be significant—especially to low-wage workers. These employees want to find free parking or affordable daily rates, and are often willing to walk farther to save money.

Who Parks Downtown?

Visitors

Many people travel Downtown only occasionally—to socialize with friends, attend events, do business, eat at restaurants, shop, and for a variety of other purposes.

While some visitors know Downtown well, others who travel Downtown only occasionally may be unfamiliar with Downtown streets and the available parking options. Visitors are more likely to look up information about where to park before making their trip. They typically want readily available parking at or near their destination—or clear, intuitive signs pointing them toward nearby options if parking options are unknown or not readily available.

Some visitors only want to park for a short period of time, while others may wish to park once and spend the day Downtown. Often, people visiting Downtown for a specific occasion are willing to pay for parking, especially if it is close to their destination.

Residents

People who live and own a car in Downtown want the flexibility to park for long periods of time directly adjacent to or very near their home, preferably for free. Many residents rely on on-street parking, or simply prefer to park on the street directly in front of their home.

Residents who live close to business districts, commercial main streets, and event venues worry about large numbers of employees and visitors parking on the streets in front of their homes, and worry that they will not find a parking spot when they return from a trip. This can be a particular concern for special events occurring in the evening or on weekends, when residents want the flexibility to make trips and find available parking when they return. Residential parking permits can alleviate many of these concerns by implementing restrictions, time limits, or paid parking—but this may cause conflict for other users.

Many residents park in on-site driveways, surface lots, and garages adjacent to their homes, including parking structures built as a part of large multifamily and mixed-use developments. However, in the residential neighborhoods at the edges of Downtown, some older homes do not have driveways or garages, or have limited parking.

Some recent residential developments also do not provide on-site parking, or provide less than required elsewhere, and the City of Albuquerque has eliminated minimum parking requirements within Downtown. Overall, most Downtown residents do not pay for dedicated parking spaces, as free parking is typically available on the site or on the street.

Who Parks Downtown?

Business Owners

People who own restaurants and stores Downtown see parking and loading as essential to the success and operation of their business. They care about parking on behalf of prospective customers and want convenient, readily available parking spaces near the front door of their business. Owners worry that customers may not visit their business if they have to drive several blocks to find parking, because they may abandon the trip out of frustration or opt to shop or dine someplace where they can find easy parking.

Business owners also want convenient spaces for trucks delivering and unloading products. Delivery drivers want to unload products as close as possible to building entrances, so they can see their vehicle and keep the doors open or unlocked when unloading several rounds of products. Curbside commercial loading zones can provide space for deliveries, but they typically come at the expense of on-street parking. Many businesses prefer to receive deliveries at alternative entrances, like back doors facing alleys, so that parking spots near the front door remain available for customers.

Not Everyone Parks

Not everyone owns a car, and very few people drive for every trip. Downtown Albuquerque is full of people walking, bicycling, and riding transit to, from, and between destinations. Downtown households own fewer cars than Albuquerque residents as a whole, and large numbers of people commute by bus, bicycle, or foot.

When fewer people need to park Downtown, communities can better meet everyone's needs. Many people—including people who regularly park Downtown—are open to walking, bicycling, or riding transit when safe, comfortable, and convenient. Downtown has a robust street grid, a growing number of bicycle facilities, 20 mph posted speed limits, a scootershare program, and frequent transit services that already make these modes more appealing. Continued investments in multimodal networks can encourage more people to walk, bike, and ride transit—easing competing demands for parking.

Providing & Managing Parking

In Albuquerque, public agencies, private companies, and individual property owners provide parking for people who visit, work, and live Downtown. These groups also manage the parking they provide to best meet the needs of the specific users they are trying to serve—and in some cases, to generate revenue from paid parking.

Parking management includes:

+ Implementing paid parking and setting prices
+ Setting time limits defining the maximum stay
+ Restricting parking during certain times of day or days of the week
+ Reserving parking for specific users, such as customers, employees, residents, or people holding various types of permits

Who Provides Parking Downtown?

The City of Albuquerque

The City of Albuquerque is the single largest parking provider Downtown. The City owns and manages multiple lots and garages open to the public, as well as lots reserved for City employees and vehicle fleets.

Moreover, the City provides on-street parking within its right-of-way on most Downtown streets. In the busiest areas of Downtown, the City manages on-street parking through paid metered parking, time limits, and residential permits.

The Parking Division enforces on-street parking regulations and manages most of the City's parking facilities. It partners and contracts with private parking companies to manage a limited number of City-owned garages.

Other Public Agencies & Institutions

Many agencies and institutions own facilities Downtown, including government offices, courthouses, and student housing. Agencies often provide on-site or adjacent parking reserved for employees, visitors, and residents. These agencies include:

+ Bernalillo County
+ Mid-Region Council of Governments
+ University of New Mexico
+ Federal agencies
+ PNM
+ State of New Mexico

Who Provides Parking Downtown?

Private Property Owners

Individual private property owners collectively provide much of the parking Downtown. Many residential and commercial properties include on-site parking reserved for residents, employees, or customers. Some private owners provide paid parking open to the public, typically in the form of surface lots managed by private parking companies.

Private Developers

Private developers make decisions about how much—if any—on-site parking is included in new construction and redevelopment projects. The City eliminated minimum parking requirements within Downtown, but many private developers still choose to incorporate parking into new projects. This parking can be as simple as a garage on a new townhouse, or as complex as a multistory parking structure in a mixed-use development.

Private Parking Companies

Private parking management companies operate many of the parking lots and garages open to the public Downtown. These companies set prices for paid parking in the lots they manage, collect payments, and typically encourage users to pay via mobile apps.

Parking Shapes the Built Environment

Parking occupies valuable real estate and precious space within the public right-of-way Downtown. In a sense, all parking comes at the expense—the opportunity cost—of other potential uses of the same space.

Parking also forms part of the built environment, which deeply influences people's experience and perception of Downtown. When people are walking, they are particularly attuned to building entrances, active storefronts, and streetscape elements—or lack thereof—in their immediate environment. All of these elements keep people interested and engaged and improve their sense of safety while walking.

Different forms of parking change people's perceptions of Downtown's built environment relative to other potential uses of the space. Parking takes three primary forms in Downtown:

+ On-street parking
+ Surface parking lots
+ Structured parking garages

Each of these involves a different set of benefits, functions, costs, and challenges.

How Does Parking Shape Downtown?

On-Street Parking

On-street parking plays an important role in street design in walkable Downtowns. On-street parking supports local businesses, increases foot traffic, encourages slower motor vehicle speeds, and provides additional separation between people walking and moving travel lanes. Parking lanes also help establish a street cross section that lends itself to other treatments that further improve multimodal safety and the public realm, including curb extensions, parklets, protected bike lanes, and separated intersections.

However, parking occupies space within the street right-of-way that could serve other purposes. In Downtown contexts, there are several competing uses for the curb, such as commercial loading, bus stops, bike and scooter corrals, cafe seating, parklets, bike lanes, and travel lanes. Dedicated bike lanes require about the same amount of pavement width as parallel parking, and may be a more appropriate use of space on some corridors. Likewise, removing individual parking spaces or entire parking lanes can provide space to expand the pedestrian realm.

How Does Parking Shape Downtown?

Surface Parking Lots

In Downtown contexts, surface parking lots detract from people's walking experience. Expansive lots spanning all or most of a single block result in longer walking distances between destinations, concerns about personal security, and uninteresting visual environments. Inactive and monotonous environments make walking trips *feel* even longer than they really are, discouraging people from walking between nearby destinations. Parking lots of any size diminish pedestrian safety by introducing conflicts with motor vehicles at driveways and encouraging faster motor vehicle speeds when placed adjacent to the street.

Surface parking lots also diminish property values and economic activity. Outside of vacant lots, single-use surface parking lots are one of the least intensive uses of land. Understanding how these lots fit into broader parking patterns and dynamics Downtown—and to what degree they are essential to meet users' needs—is one of the central questions of this study. Redeveloping parking lots represents one of the greatest opportunities to bolster density, walkability, and economic activity in Downtown. Accordingly, underutilized surface lots represent some of the greatest potential opportunities to generate new tax revenue, which the TIF District will reinvest back into Downtown through projects and partnerships.

How Does Parking Shape Downtown?

Structured Parking Garages

Structured parking is a more efficient arrangement of parking and is more compatible with a walkable built environment. Although single-use parking garages with uniform, blank walls detract from the walking experience, mixed-use developments can provide an inviting pedestrian realm. Sites with retail, housing, or other uses on the ground floor or lining the street frontage can provide large amounts of parking on upper stories and/or on the interior of sites, separated from people walking at street level.

Structured parking costs far more to build and maintain than surface parking. Developers rigorously analyze parking ratios, requirements, and building costs before designing and constructing sites with structured parking. Private developers focused on residential or mixed-use projects often look for opportunities to reduce the amount of structured parking to manage construction costs.

As standalone developments, parking garages can be cost-effective projects, but only in certain contexts. Private developers typically only pursue standalone parking garage projects in settings where demand is high and the existing supply is limited, and at times when building costs and interest rates are low. The City of Albuquerque financed the construction of its Downtown parking garages using bond funding.

Once built, structured parking needs maintenance to function effectively and appeal to users. Ongoing maintenance and operational costs to keep garages clean, safe, secure, and functional add up and require significant dedicated budgets. Many users worry about personal safety and security in parking garages, where theft and illicit activities can take place out of public view. Cameras, lighting, and security staff can lessen these concerns, but are expenses that garage owners and managers would need to incur.

Contents of the Downtown Parking Study

This study is organized into seven chapters:

Introduction

This Introduction (**Chapter 1**) develops frameworks that form through lines across the study:

+ Cohesive subareas within Downtown (parking analysis areas)
+ Core user groups (visitors, employees, residents, and business owners)
+ Prominent parking providers (public and private owners)
+ Primary forms of parking (structured, surface, and on-street)

Perceptions of Parking Downtown

Chapter 2 highlights key themes and trends that emerged from a Winter 2024 public survey about parking in Downtown. It sheds light on Burqueños' top priorities and concerns related to parking, and provides insight into how different users make decisions.

Downtown's Parking Supply

Chapter 3 illustrates and quantifies the amount of parking in Downtown based on an updated 2025 inventory. It shows how structured, surface, on-street parking contribute to the overall supply. It subdivides the supply based on ownership and management, quantifying the public-use and reserved parking provided by public and private owners.

Downtown Parking Patterns

Chapter 4 explores how people use parking based on occupancy data collected in key areas of Downtown. It focuses on parking utilization—the share of parking spaces occupied by cars—in surface lots and along streets during a representative weekday and Saturday.

Downtown's Parking Demand

Chapter 5 looks at the relationship between the parking supply and the current mix of land uses in Downtown. It uses industry-standard methodologies for mixed-use urban contexts to develop quantitative estimates of the total demand for parking. This helps gauge if different areas within Downtown have a shortage or surplus of parking today.

Parking In Redevelopment Scenarios

Chapter 6 considers how the supply and demand for parking may evolve as Downtown redevelops. It applies the methodologies used in Chapter 5 to forecasted land use and development scenarios in order to understand if Downtown may experience a shortage or surplus of parking in the future.

The Downtown Parking Strategy

Chapter 7 recommends a unified, agile parking strategy informed by the public survey, updated inventory, data collection, demand analyses, and redevelopment projections described in Chapters 2–6. This strategy comprises:

+ Parking management tools to rebalance demand and make the most of all forms of parking
+ Policy and financing frameworks to support decisioning-making and implementation
+ A multimodal approach for balancing and prioritizing transportation needs within Downtown

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Downtown's Parking Supply

Downtown's Parking Supply

The amount, type, and distribution of parking influences people's perceptions of traveling to and experiencing Downtown. This chapter quantifies and maps different types of parking, classifying the parking supply in terms of the form it takes and who can use it. Table 1 and Figure 3 summarize and illustrate the different types of parking in Downtown and parking analysis areas.

How Much Parking is Downtown?

The Downtown MR Area has parking capacity for over 21,000 cars. Off-street parking structures and surface lots make up 87% of this supply, with structured parking accounting for 45% of the total capacity. On-street parking accounts for just 13% of the supply, but it makes up about one third of parking in the Northwest Downtown, Robinson Park, and Raynolds Addition areas.

Who Can Use Parking?

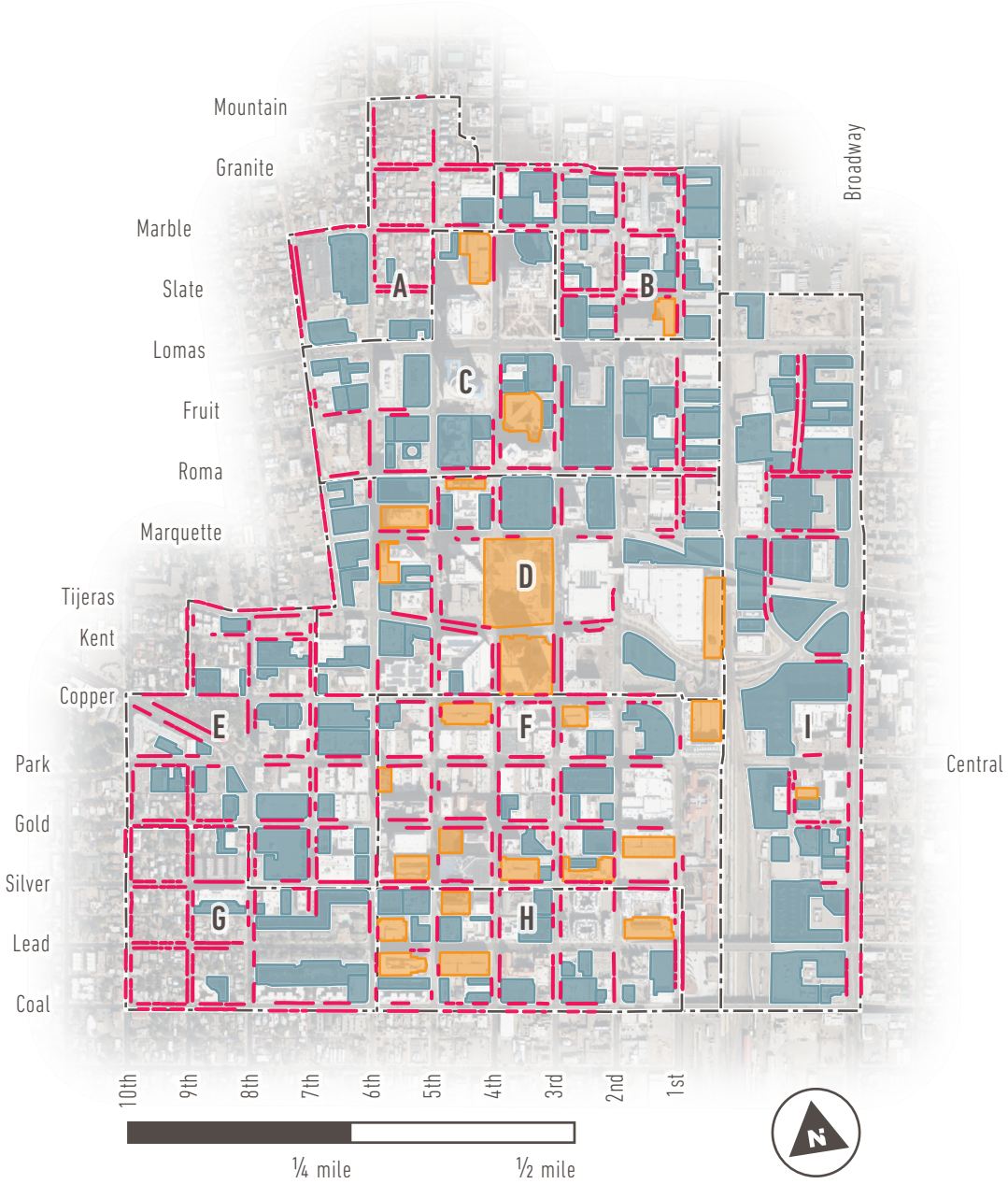
Not all parking is available to everyone. **General use parking**, which is open to the general public most of the time either for free or at an hourly or daily rate, makes up 55% of parking Downtown. **Specific use parking**, which is reserved for particular users or activities, makes up the other 45% of parking district-wide. In many areas, especially Lead/Coal and East Downtown, most parking is reserved.

Table 1. Parking Supply

			Parking Supply by Type						Parking Supply by Use			
			Structured		Surface		On-Street		General Use		Specific Use	
		Total Spaces	Spaces	Share	Spaces	Share	Spaces	Share	Spaces	Share	Spaces	Share
A	Northwest Downtown	565	-	0%	365	65%	200	35%	235	42%	330	58%
B	Brewery Blocks	1,356	322	24%	780	58%	254	19%	641	47%	715	53%
C	Courthouse	3,454	1,872	54%	1,355	39%	227	7%	2,478	72%	976	28%
D	Civic Plaza	4,852	3,140	65%	1,440	30%	272	6%	3,348	69%	1,504	31%
E	Robinson Park	1,682	-	0%	1,180	70%	502	30%	1,026	61%	656	39%
F	Central Core	4,226	3,184	75%	582	14%	460	11%	2,789	66%	1,437	34%
G	Raynolds Addition	860	-	0%	535	62%	325	38%	312	36%	548	64%
H	Lead/Coal	2,007	1,121	56%	680	34%	206	10%	320	16%	1,687	84%
I	East Downtown	2,532	39	2%	2,155	85%	338	13%	701	28%	1,831	72%
	Downtown MR Area	21,534	9,678	45%	9,072	42%	2,784	13%	11,850	55%	9,684	45%

Note: Excludes surface lots with less than 10 spaces and on-site parking for single-family housing and small multifamily developments

Figure 3. Parking Supply in the Downtown MR Area



Downtown has parking capacity for over **21,000** cars.

Legend

- On-Street Parking
- Surface Parking Lots
- Structured Parking
- Parking Analysis Areas

Structured Parking

Structured parking accounts for almost 10,000 spaces and 45% of the total parking supply in Downtown. Table 2 and Figure 4 show the amount and location of general use and specific use structured parking provided by the City of Albuquerque, other public institutions, and private owners.

Most structured parking is publicly owned and open to the general public. More than 6,800 (or 71%) of structured parking spaces are located in just eleven multistory or underground garages offering hourly or daily rates. These facilities, listed in Table 3, make up over 32% of the total parking supply Downtown, and are concentrated north of Central Ave near Civic Plaza, the Convention Center, and the courthouses.

The City of Albuquerque owns six of these eleven general use structures, Bernalillo County owns one, and the remainder are privately owned.

The remaining 2,800 (or 29%) of spaces within parking structures are reserved for specific users or require a monthly permit. This specific use parking is found in standalone structures as well as incorporated into larger mixed-use and office buildings. Specific-use parking structures are especially concentrated between Coal Ave and Gold Ave east of 6th St, where the City of Albuquerque, PNM, the US General Services Administration, and two private owners own multistory garages associated with particular buildings, reserved for employees or tenants, or requiring monthly permits.

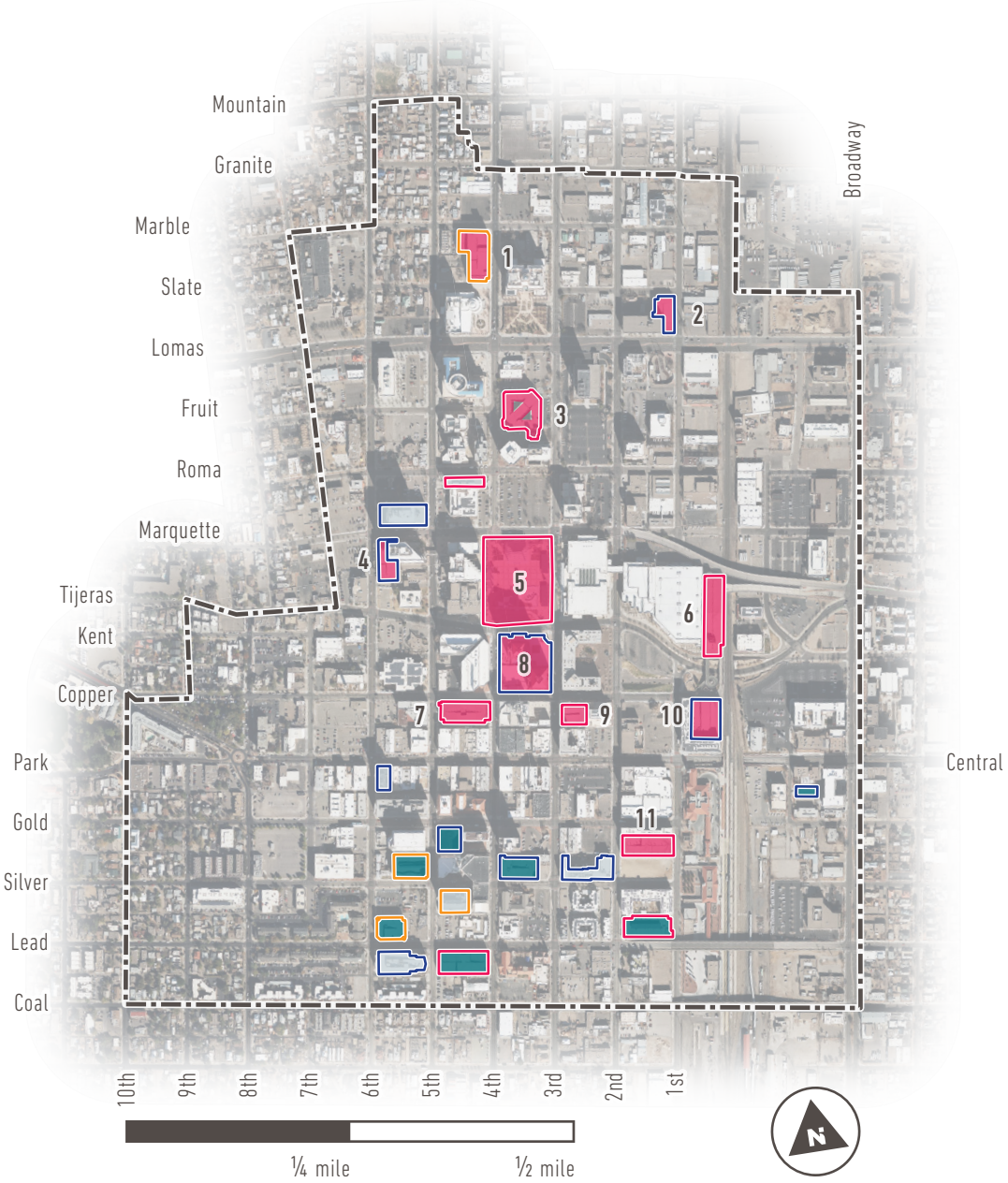
Table 2. Structured Parking Capacity

	Parking Capacity					
	Total		General Use		Specific Use	
Ownership	Structures	Spaces	Spaces	Share	Spaces	Share
City of Albuquerque	9	4,894	4,143	85%	751	15%
Other Public Institutions	4	1,798	923	51%	875	49%
Private Owners	11	2,986	1,794	60%	1,192	40%
Downtown MR Area	24	9,678	6,860	71%	2,818	29%

Table 3. General Use Parking Structures

	Location	Owner	Spaces
1	4th St & Slate Ave	County	923
2	1st St & Lomas Blvd	Private	322
3	4th St & Fruit Ave	City	949
4	6th St & Marquette Ave	Private	620
5	Civic Plaza	City	922
6	Convention Center	City	714
7	5th St & Copper Ave	City	597
8	4th St & Copper Ave	Private	482
9	3rd St & Copper Ave	City	383
10	1st St & Central Ave	Private	370
11	2nd St & Gold Ave	City	578
	Downtown MR Area		6,860

Figure 4. Structured Parking in the Downtown MR Area



7 publicly owned, general use garages house **24%** of all parking Downtown.

Legend

Type of Parking

- General Use
- Specific Use — All or Primarily Parking
- Specific Use — Within Larger Building

Owner of Facility

- City of Albuquerque
- Other Public Institutions
- Private Owners

- Downtown MR Area

Surface Parking Lots

Surface parking lots account for over 9,000 parking spaces—and almost a third (32%) of the property area in the Downtown MR Area. As illustrated in Figure 5, surface lots are common throughout the district. Large lots form an almost unbroken ring around the blocks between 6th St, Silver Ave, 2nd St, and Marquette Ave, encircling Civic Plaza and much of the Central Core.

Surface parking also dominates the areas surrounding the courthouses and on either side of the BNSF railroad, especially the blocks west of Broadway Blvd in East Downtown and the blocks east of 1st St north of Marquette Ave and the Convention Center.

Unlike parking structures, the majority of surface parking is privately-owned and reserved for specific users. Specific use (or paid monthly) lots make up over two-thirds (71%) of surface parking, with less than one-third (29%) of spaces open to the general public—the exact inverse of structured parking.

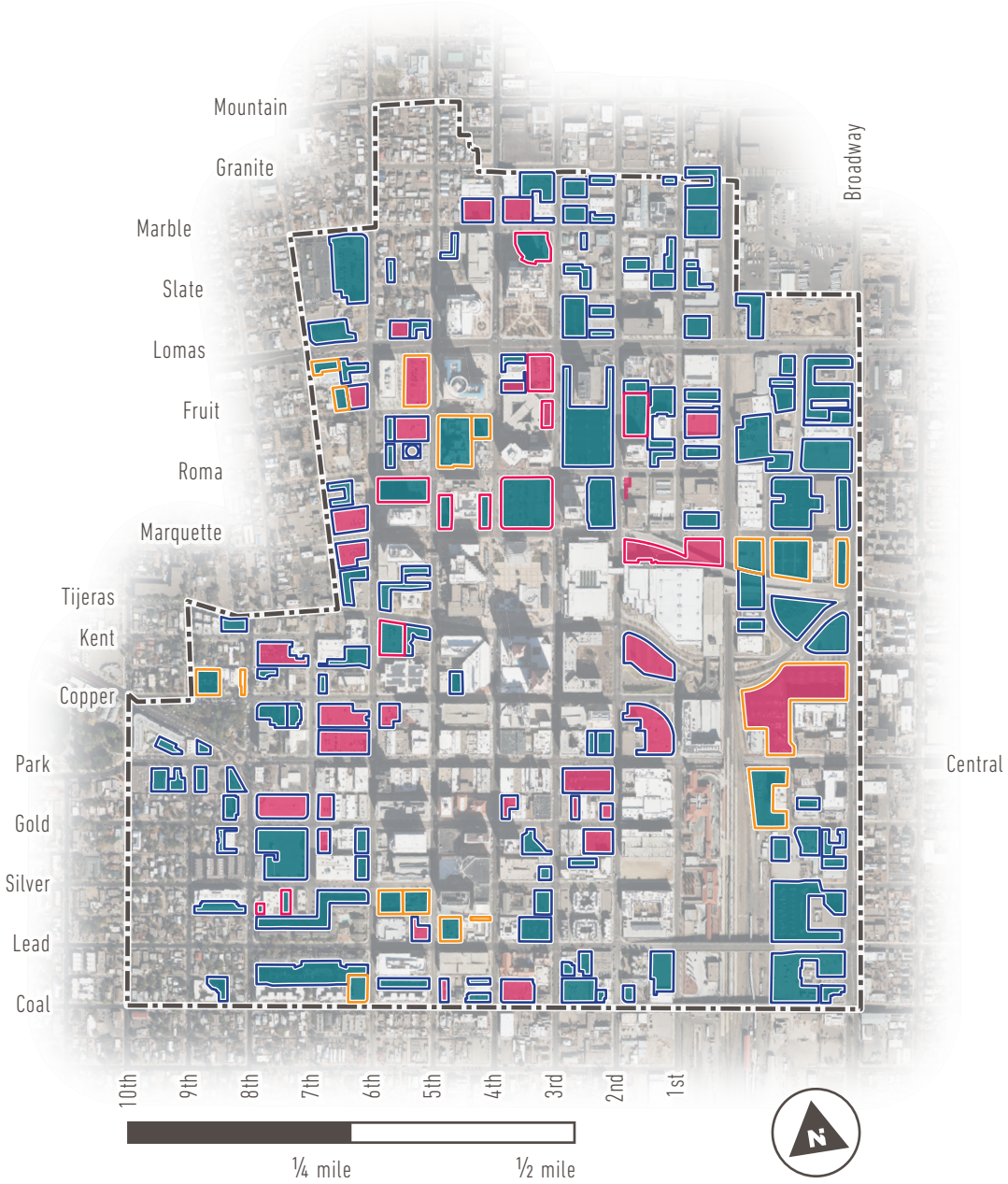
Most surface lots are reserved for employees, customers, or monthly permit holders. The City of Albuquerque, Bernalillo County, PNM, and federal agencies all own large lots devoted entirely to employee and customer parking, especially in the Courthouse, Civic Plaza, and Central Core areas. In East Downtown, Bernalillo County, UNM, and federal facilities incorporate large amounts of on-site specific-use parking, but part of the UNM-owned lot located just north of Central Ave is open for general use.

Table 4. Surface Parking Capacity

	Parking Capacity					Land Area	
		General Use		Specific Use			
Ownership	Total	Spaces	Share	Spaces	Share	Acreage	Share of Property
City of Albuquerque	782	209	27%	573	73%	8.6	3%
Other Public Institutions	1,339	470	35%	869	65%	13.5	5%
Private Owners	6,951	1,988	29%	4,963	71%	65.2	24%
Downtown MR Area	9,072	2,667	29%	6,405	71%	87.3	32%

Note: Excludes surface lots with less than 10 spaces and on-site parking for single-family housing and small multifamily developments

Figure 5. Surface Parking in the Downtown MR Area



Surface parking lots make up **32%** of real estate Downtown.

Legend

Type of Parking

- General Use
- Specific Use

Owner of Facility

- City of Albuquerque
- Other Public Institutions
- Private Owners

- Downtown MR Area

On-Street Parking

Figure 6 and Table 5 show and quantify the different types of on-street parking in Downtown. City streets provide nearly 2,800 parking spaces, and many people associate driving Downtown with looking for one of these spaces. Parking and loading zones line both sides of most streets in the Central Core, as well as the Brewery Blocks, Robinson Park, and Raynolds Addition neighborhoods. On-street parking is less common in the Civic Plaza and Courthouse areas, as well as in Northwest Downtown, East Downtown, and along Lead Ave.

Paid parking accounts for just under a third (32%) of on-street parking Downtown. It is prevalent in the Courthouse, Civic Plaza, and Central Core areas, where most general use on-street parking is metered with a two-hour maximum stay and costs $1 per hour.

Free, general use parking makes up just over half (51%) of all on-street parking Downtown. It is most common in the Brewery Blocks, Robinson Park, Raynolds Addition, and East Dowtown areas, as well as along Coal Ave. Most of the on-street parking in these areas is entirely unrestricted, although some blocks have **time limits**, such as a maximum stay of two hours on weekdays.

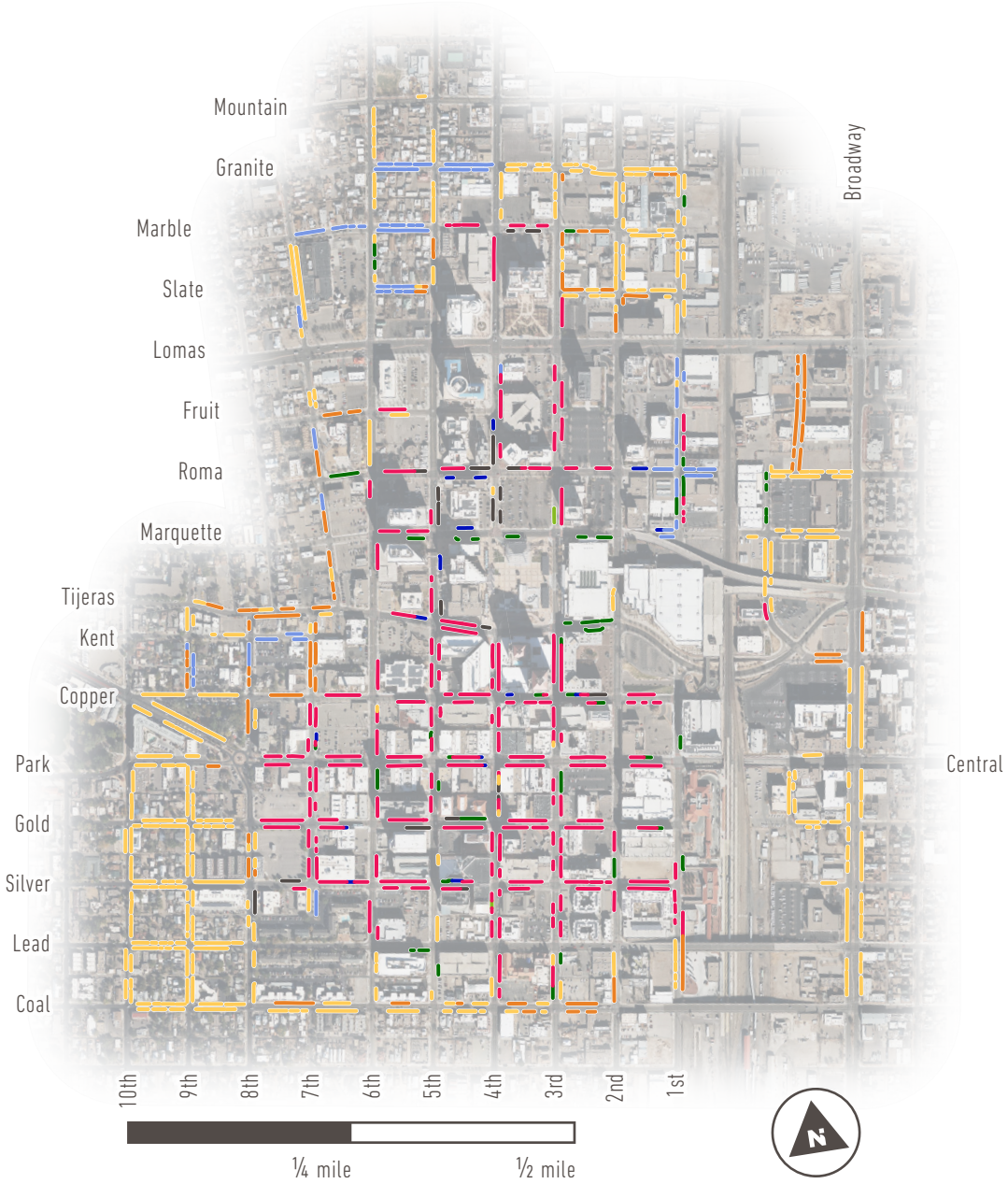
Permitted parking makes up 7% of on-street parking, and includes parking reserved for residential permit holders in the Northwest Downtown and Robinson Park neighborhoods. On-street parking is also reserved for permit holders along 1st St north of the Convention Center and Marquette Ave, where a number of renovated warehouses serve as event venues, art spaces, and offices.

Parking for **government vehicles** and **loading** zones account for 8% of on-street parking capacity in Downtown. Located primarily in the Central Core, Civic Plaza, and Courthouse areas, both of these curb uses play valuable roles and support the operations of businesses and government facilities. However, they reduce the amount of parking available to the public. In the Civic Plaza and Courthouse areas, loading zones and government vehicle parking—as well as the permitted parking on 1st St—exacerbate the gaps in on-street parking, resulting in very few general use on-street spaces.

Table 5. On-Street Parking & Loading Capacity

Curb Management	Capacity	
	Spaces	Share
Paid, Time-Limited Parking	886	32%
Free, Time-Limited Parking	310	11%
Free, Unrestricted Parking	1,127	40%
All General Use Parking	**2,323**	**83%**
Permitted or Reserved Parking	208	7%
Accessible Parking	34	1%
Electric Vehicle Charging	6	<1%
Government Vehicle Parking	83	3%
Loading	130	5%
All Specific Use	**461**	**17%**
All Parking & Loading	**2,784**	**–**

Figure 6. On-Street Parking in the Downtown MR Area



Legend

General Use Parking

- Paid, Time-Limited Parking
- Free, Time-Limited Parking
- Free, Unrestricted Parking

Specific Use Parking & Loading

- Permitted Parking
- Accessible Parking
- Electric Vehicle Charging
- Government Vehicle Parking
- Loading

Changes Since 2016

Comparing today's parking supply to the available parking a decade ago helps illuminate trends that can influence and inform how Downtown redevelops. The 2016 Parking Study quantified public-use parking in an overlapping study area, shown in Figure 7. While the differences in the scope and study area prevent direct comparisons of total parking supply, changes in off-street parking shed light on potential redevelopment scenarios.

Redeveloped Surface Parking

The primary changes in the parking supply since 2016 occurred through redevelopment on general use surface parking lots. Five surface lots considered in the 2016 Study now offer housing, retail, and lodging options for people living, working, and visiting Downtown. These five sites, listed in Table 6, are now home to:

+ One Central, a mixed-use building at the heart of Downtown
+ The Imperial Building, a mixed-use project with Downtown's primary grocery store, Silver Market
+ Sterling Downtown, multifamily apartments with affordable housing
+ The Hilton Garden Inn at Central Ave and Broadway Blvd
+ Townhomes at 9th St and Tijeras Ave

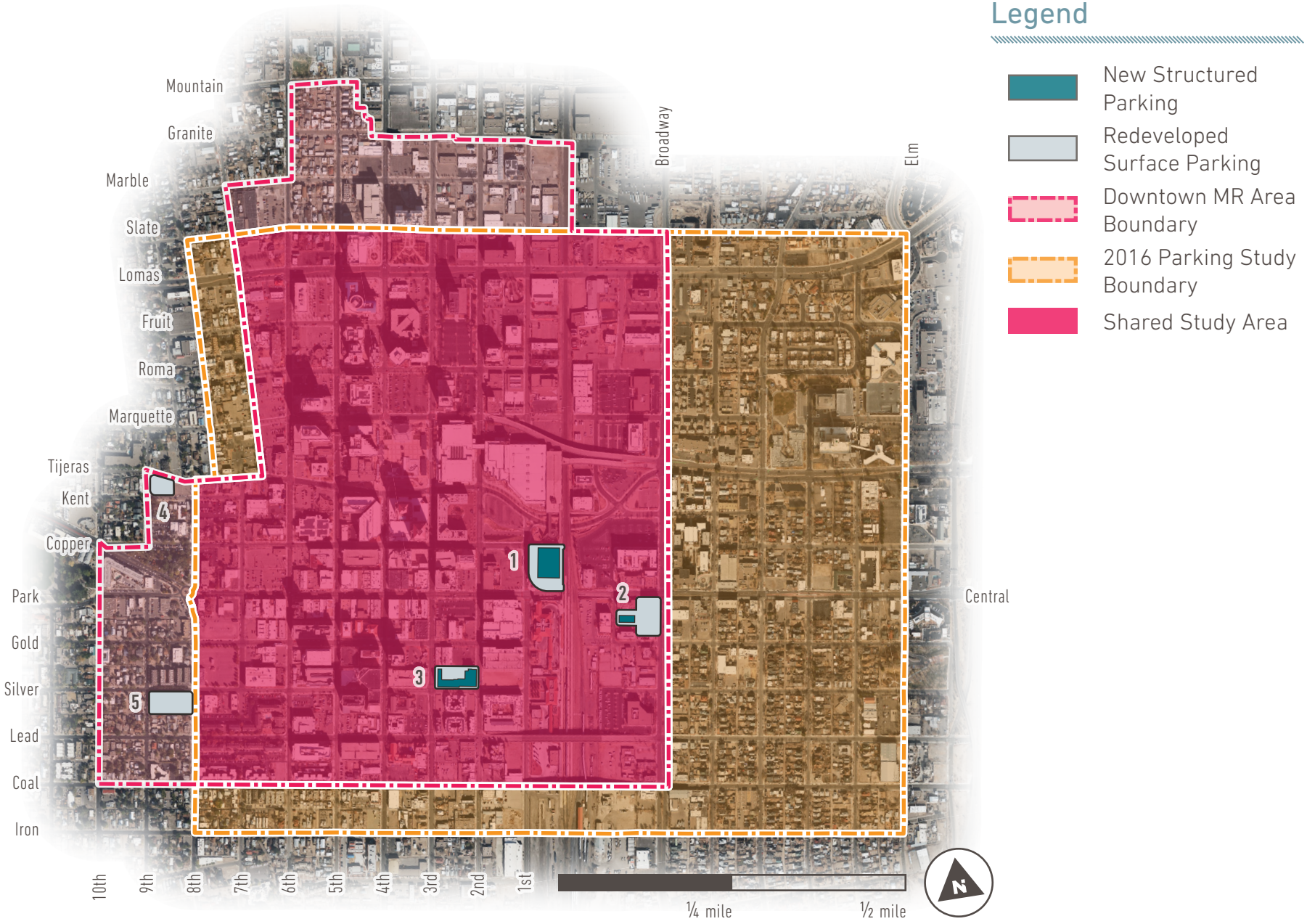
Collectively, these five developments provide almost as much parking as the surface lots they replaced—although this parking takes a different form. As Table 6 indicates, all of the developments include on-site parking, and three of the five projects incorporate structured parking—a more efficient use of space. The One Central development includes a multi-story garage open to the public, which triples the amount of parking available on the site.

The other four projects provide less parking than the surface lots preceeding them, and this parking is reserved for residents and patrons rather than open to the public. In the future, developer-led projects and targeted investments in public parking structures may help replace surface parking in ways that align with Burqueños' needs and vision for Downtown.

Table 6. Redeveloped Public-Use Surface Parking Lots

Location		2025 Land Use	Parking Capacity				
			2016	2025			Net
			Surface	Total	Structured	Surface	Change
1	1st St & Central Ave	Mixed-use Multifamily	122	370	370	-	248
2	Broadway Blvd & Central Ave	Hotel	121	39	39	-	(82)
3	2nd St & Silver Ave	Mixed-use Multifamily	153	116	90	26	(37)
4	9th St & Tijeras Ave	Townhomes	148	46	-	46	(102)
5	8th St & Silver Ave	Multifamily Residential	50	12	-	12	(38)
			594	583	499	84	(11)

Figure 7. Downtown MR Area & 2016 Parking Study Boundaries



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Downtown Parking Patterns

Downtown Parking Patterns

In order to understand how and where people use parking, this study collected parking occupancy data for a sample of streets and surface parking lots in Downtown, shown in Figure 8. This chapter presents this data in maps and tables that illustrate weekday and Saturday parking patterns within key areas of Downtown.

Data Collection Areas

When defining the data collection sample, MRA and the project team selected streets and parking facilities in areas with:

+ Perceptions of limited parking among the Downtown community
+ Land uses and destinations that generate a high demand for parking, including recent redevelopment projects
+ Locations with strong potential for redevelopment in the future

Weekday data collection included on-street parking in areas with offices, retail, and commercial land uses. Saturday on-street data collection focused on places with more weekend activity, namely the Brewery Blocks, Robinson Park, and Central Core areas. Eleven surface parking lots were included in the sample for both weekday and Saturday.

Data Collection Period

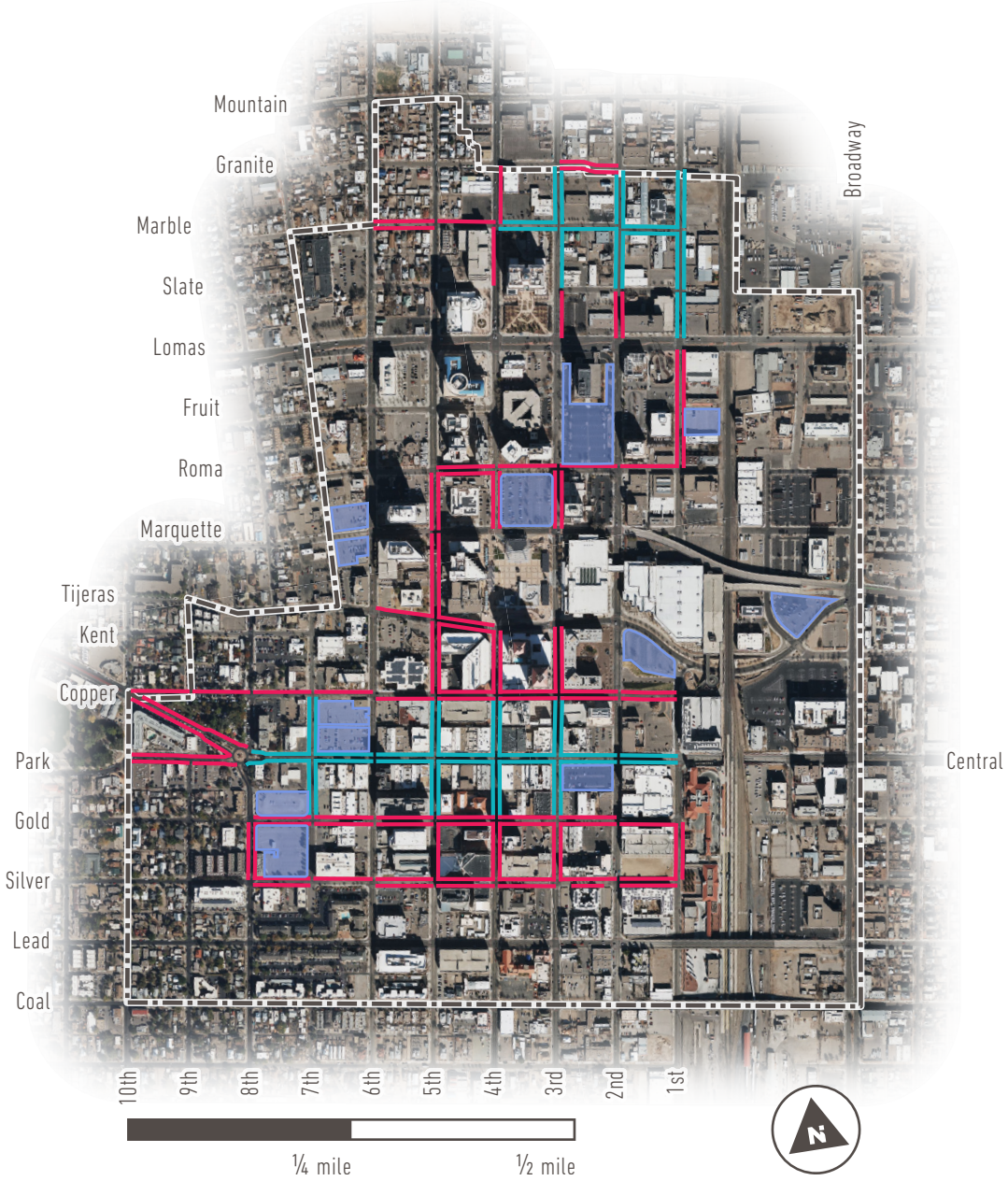
The project team collected data on three days in early December 2024:

+ Tuesday, December 3rd, 2024
+ Thursday, December 5th, 2024
+ Saturday, December 7th, 2024

On-street data collection took place on Tuesday and Saturday. For surface lots, the project team used drones to capture aerial images of each lot for the weekday counts within daylight hours. Counts took place across two weekdays to allow for the scheduling of drone flights. Counts at five of the eleven lots took place Tuesday, and the remainder occurred on Thursday.

Weekday data collection covered the period from 8 AM to 6 PM, capturing traditional business hours when the district as a whole experiences the greatest demand. Saturday data collection extended from 11 AM to 9 PM and helps represent patterns that are also common on weekday evenings.

Figure 8. Data Collection Areas



Legend

Occupancy Data Collection Areas

- Weekday On-Street Sample
- Weekday + Saturday On-Street Sample
- Surface Lot Sample
- Downtown MR Area

Weekday Parking Patterns

Parking utilization, which measures the percentage of parking spaces occupied by vehicles, is an essential metric for understanding parking dynamics Downtown. Utilization measures demand for parking relative to the existing supply, and different patterns can point toward different parking strategies:

- High utilization clustered around a corridor or key destination can signal the need for parking management tools to help redistribute demand.
- Widespread and extremely high utilization throughout an area can indicate demand for additional parking facilities, like structured parking.
- Low utilization at the busiest times of day can indicate a surplus of parking—above what is necessary to support the current mix of land uses.

Weekday Parking Utilization

Table 7 shows on-street and off-street weekday parking utilization in different parking analysis areas and parking lots over the course of a 10-hour period from 8 AM to 6 PM. As in tables and maps throughout this chapter, darker shades of orange represent higher parking utilization and more demand for the existing parking supply, whereas shades of blue-gray represent lower utilization.

For the district-wide sample as a whole, utilization rates never exceeded 50% at any hour for either on-street parking or surface lots. However, individual areas and lots experienced higher utilization rates, particularly the Civic Plaza area and the lot located at Commercial St and Tijeras Ave in East Downtown.

Time of Day Variations

As Table 7 highlights, parking utilization varies by location as well as over the course of the day. During the weekday data collection period, parking utilization was highest during the middle of the day when adjacent land uses are most active, gradually increasing in the morning and tapering in the evening.

The individual parking analysis areas and lots included in the sample all experienced their highest utilization rates sometime between the hours of 10 AM and 3 PM, and peak times within that window varied by location. Overall parking utilization within the weekday sample area was greatest at 2 PM—the **peak hour** for weekday parking Downtown.

Table 7. Weekday On-Street & Surface Parking Utilization

Location		Parking Supply	Parking Utilization											Date 2024
			8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	Average	
A	Northwest Downtown Sample	32	–	41%	53%	50%	41%	47%	56%	34%	50%	31%	–	43%	12/3
B	Brewery Blocks Sample	180	–	25%	38%	33%	34%	31%	40%	34%	40%	27%	–	34%	12/3
C	Courthouse Sample	86	–	55%	57%	50%	41%	49%	45%	45%	41%	30%	–	43%	12/3
D	Civic Plaza Sample	152	–	47%	52%	59%	55%	57%	70%	61%	52%	34%	–	51%	12/3
E	Robinson Park Sample	258	–	39%	42%	47%	50%	52%	48%	40%	40%	36%	–	43%	12/3
F	Central Core Sample	442	–	25%	26%	28%	27%	31%	44%	49%	47%	41%	–	34%	12/3
On-Street Weekday Sample (Subtotal)		**1,150**	**–**	**33%**	**38%**	**39%**	**39%**	**41%**	**48%**	**46%**	**45%**	**36%**	**–**	**39%**	**12/3**
1 (C)	2nd St & Roma Ave	229	27%	33%	35%	35%	36%	32%	34%	28%	27%	12%	3%	27%	12/3
2 (C)	1st St & Roma Ave (612 1st St)	94	46%	62%	66%	66%	55%	56%	68%	71%	70%	33%	9%	55%	12/3
3 (D)	6th St & Marquette Ave (North)	112	51%	57%	59%	55%	51%	50%	48%	43%	30%	8%	1%	41%	12/3
4 (D)	6th St & Marquette Ave (South)	84	55%	67%	77%	73%	75%	74%	70%	65%	44%	19%	4%	57%	12/3
5 (D)	3rd St & Marquette Ave	207	60%	69%	74%	71%	66%	67%	69%	68%	57%	37%	8%	59%	12/3
6 (D)	1st St & Tijeras Ave	125	12%	19%	26%	25%	27%	22%	21%	14%	13%	18%	20%	20%	12/5
7 (I)	Commercial St & Tijeras Ave	139	96%	96%	94%	83%	84%	96%	98%	91%	74%	22%	17%	77%	12/5
8 (E)	6th St & Central Ave	252	18%	26%	37%	41%	46%	46%	45%	30%	27%	27%	30%	34%	12/5
9 (E)	7th St & Gold Ave	124	15%	19%	19%	21%	19%	17%	17%	15%	14%	9%	6%	16%	12/5
10 (E)	7th St & Silver Ave	183	37%	46%	47%	46%	45%	55%	45%	36%	31%	17%	5%	37%	12/5
11 (F)	2nd St & Central Ave	151	25%	38%	43%	44%	40%	40%	39%	35%	28%	19%	6%	32%	12/5
Surface Lot Sample (Subtotal)		**1,700**	**38%**	**46%**	**50%**	**49%**	**48%**	**49%**	**49%**	**43%**	**36%**	**21%**	**11%**	**40%**	
Downtown MR Area Weekday Sample		**2,850**	**–**	**41%**	**45%**	**45%**	**44%**	**46%**	**49%**	**44%**	**40%**	**27%**	**–**	**40%**	

0–25% Occupied | 25–50% Occupied | 50–75% Occupied | 75–90% Occupied | 90–100% Occupied | Peak Time

Weekday Peak-Hour Utilization

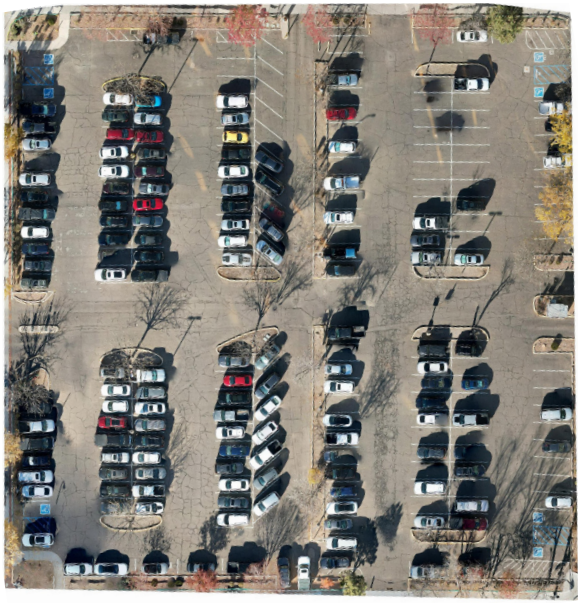
Utilization rates during a representative peak hour provide an indication of whether the district as a whole has enough parking to accommodate the volume of people who want to park in Downtown on a regular basis, as well as whether subareas experience localized shortages or surpluses of parking as a part of everyday operations.

Figure 9 illustrates weekday peak-hour utilization at approximately 2 PM throughout the sample area. Although select parking lots and blocks are relatively full at this time, high utilization rates at peak hour are not widespread, and seven of the eleven lots in the sample are less than half full.

The parking lot north of Commercial St and Tijeras Ave stands out as the most occupied lot in the sample at peak hour, with utilization rates above 90% approaching capacity for much of the day. This lot serves office buildings just east of the BNSF rail corridor. Because the rail acts as a barrier impeding walkability today, east Downtown may operate as a largely independent parking ecosystem, with limited walking trips and spillover into parking facilities west of the tracks.

1st St & Tijeras Ave 2 PM on Thursday

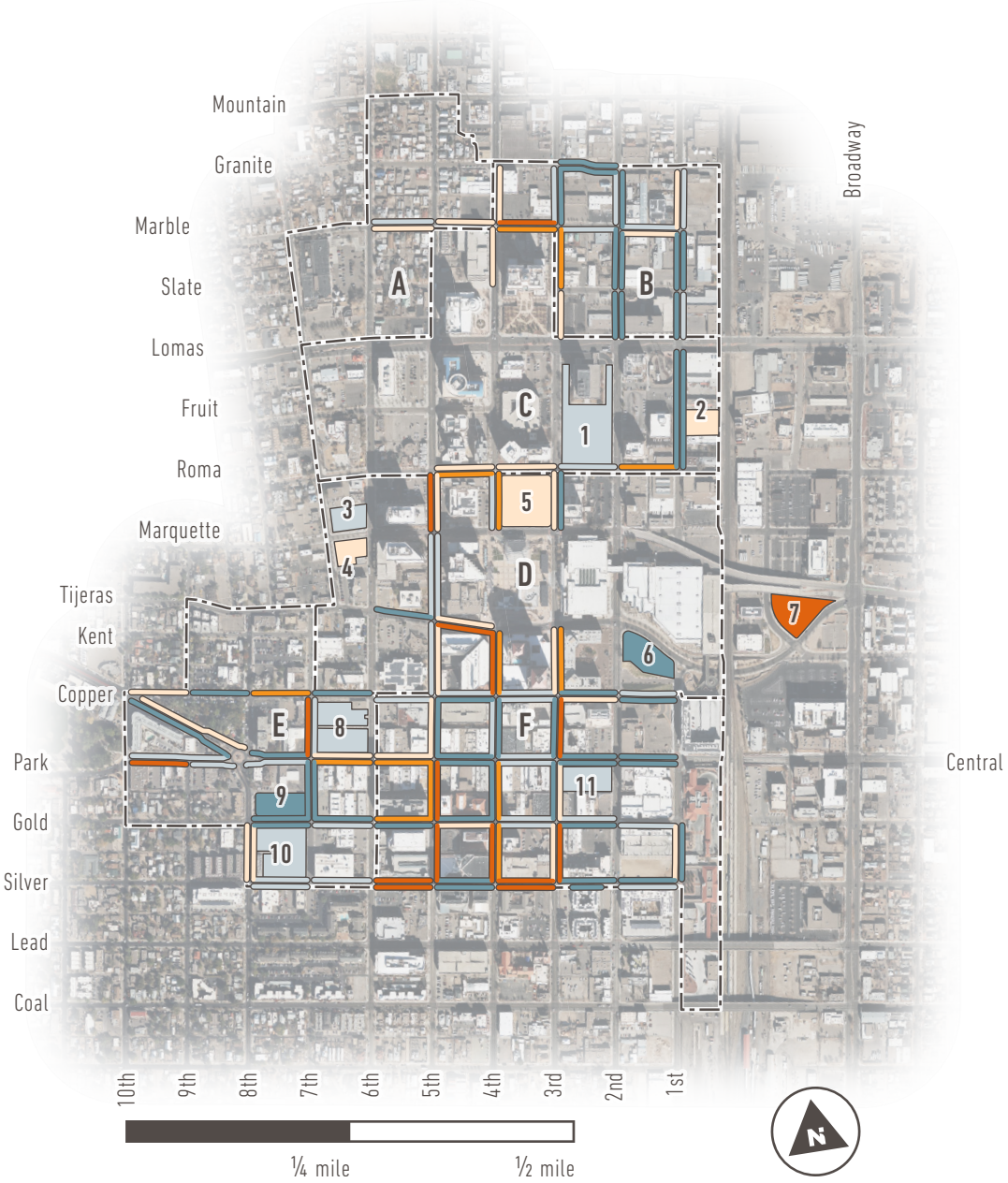
2nd St & Roma Ave 2 PM on Tuesday



3rd St & Marquette Ave 2 PM on Tuesday

Commercial St & Tijeras Ave 2 PM on Thursday

Figure 9. Weekday Peak-Hour Parking Utilization (2 PM)



Legend

Weekday 2 PM Parking Utilization

- 0–25% Occupied
- 25–50% Occupied
- 50–75% Occupied
- 75–90% Occupied
- 90–100% Occupied
- Parking Analysis Areas

Saturday Parking Patterns

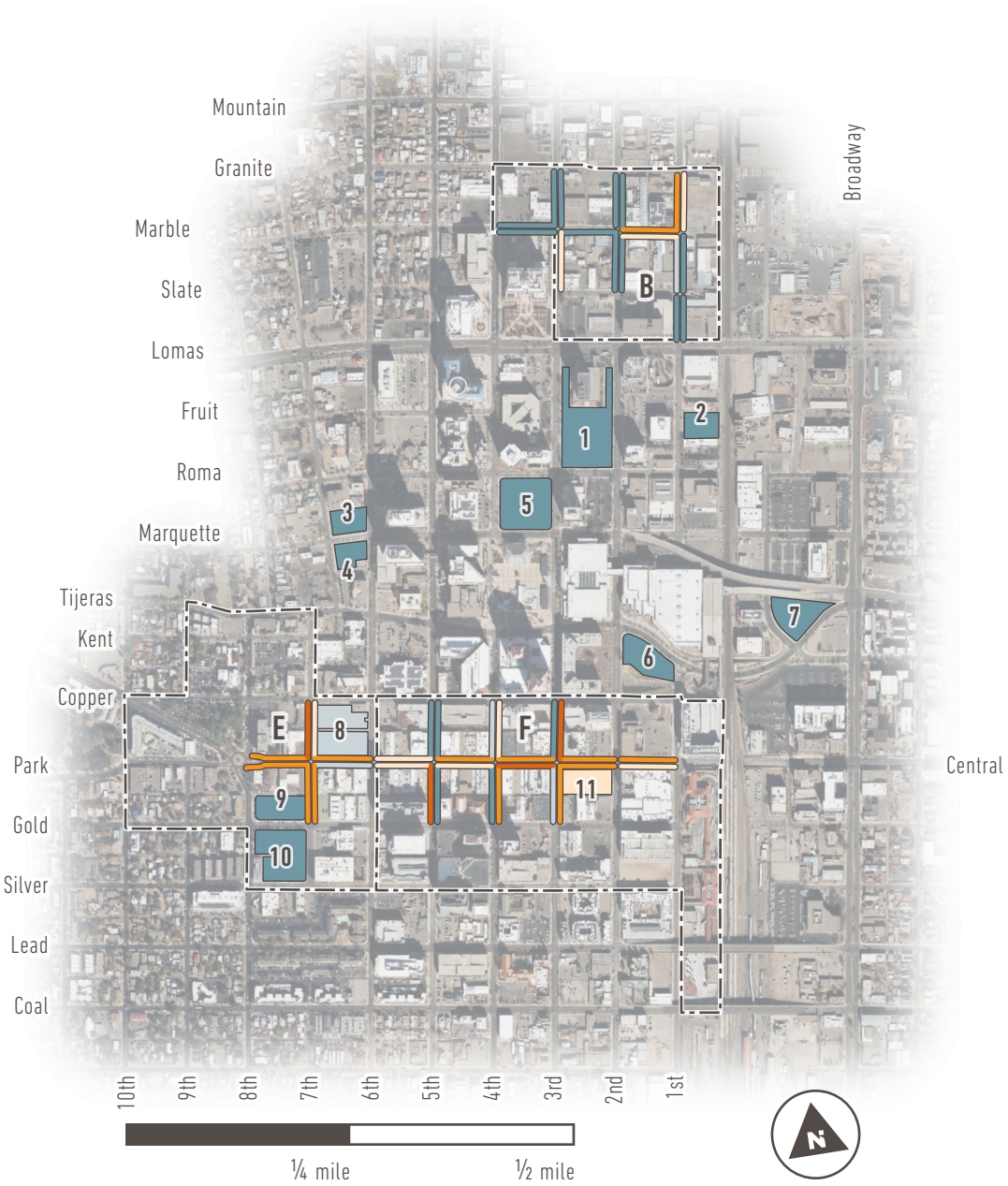
Table 8 shows parking utilization in different locations between 11 AM and 9 PM on Saturday. Within the Saturday sample area, utilization grew over the afternoon and evening, driven primarily by parking along Central Ave and in the Brewery Blocks area. Figure 10 illustrates utilization at 8 PM on Saturday, the final hour in the collection period with on-street utilization data. Utilization was trending upwards at the end of the data collection period, suggesting the true Saturday peak hour may occur even later in the evening.

Table 8. Saturday On-Street & Surface Parking Utilization

Location	Parking Capacity	Parking Utilization											
		11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	Average
B Brewery Blocks Sample	141	1%	7%	13%	18%	17%	21%	15%	17%	21%	28%	–	16%
E Robinson Park Sample	67	63%	75%	91%	81%	96%	94%	94%	87%	88%	82%	–	85%
F Central Core Sample	171	33%	41%	49%	47%	51%	57%	56%	54%	63%	64%	–	52%
On-Street Saturday Sample (Subtotal)	**379**	**27%**	**34%**	**43%**	**42%**	**46%**	**50%**	**47%**	**46%**	**52%**	**54%**	**–**	**44%**
1 (C) 2nd St & Roma Ave	229	6%	6%	6%	4%	4%	6%	8%	9%	10%	8%	8%	7%
2 (C) 1st St & Roma Ave (612 1st St NW)	94	6%	6%	6%	10%	9%	11%	11%	11%	9%	9%	7%	9%
3 (D) 6th St & Marquette Ave (North)	112	3%	4%	2%	2%	2%	1%	1%	0%	0%	0%	0%	1%
4 (D) 6th St & Marquette Ave (South)	84	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%
5 (D) 3rd St & Marquette Ave	207	4%	4%	8%	8%	7%	5%	4%	4%	4%	4%	4%	5%
6 (D) 1st St & Tijeras Ave	125	4%	4%	6%	6%	2%	0%	1%	2%	8%	4%	4%	4%
7 (I) Commercial St & Tijeras Ave	139	14%	14%	15%	15%	14%	14%	14%	14%	14%	14%	14%	15%
8 (E) 6th St & Central Ave	252	20%	20%	29%	36%	37%	35%	35%	38%	39%	47%	55%	36%
9 (E) 7th St & Gold Ave	124	11%	17%	10%	9%	10%	10%	9%	18%	19%	21%	23%	14%
10 (E) 7th St & Silver Ave	183	2%	1%	2%	2%	3%	3%	2%	1%	0%	1%	1%	1%
11 (F) 2nd St & Central Ave	151	6%	6%	7%	7%	8%	12%	18%	23%	42%	51%	50%	21%
Surface Lot Sample (Subtotal)	**1,700**	**8%**	**8%**	**10%**	**11%**	**11%**	**10%**	**11%**	**13%**	**15%**	**17%**	**18%**	**12%**
Downtown MR Area Saturday Sample	**2,079**	**11%**	**13%**	**16%**	**16%**	**17%**	**18%**	**18%**	**19%**	**22%**	**23%**	**–**	**17%**

0–25% Occupied | 25–50% Occupied | 50–75% Occupied | 75–90% Occupied | 90–100% Occupied | Peak Time

Figure 10. Saturday 8 PM Parking Utilization



Legend

Saturday 8 PM Parking Utilization

- 0–25% Occupied
- 25–50% Occupied
- 50–75% Occupied
- 75–90% Occupied
- 90–100% Occupied
- Parking Analysis Areas

Maximum Parking Utilization

In many areas, the busiest time for parking coincides with the weekday peak hour for the larger district (2 PM). However, certain land uses, corridors, and subdistricts become more active at other times, like evenings and weekends. Figure 9 illustrates the **maximum parking utilization** observed along individual block faces and within individual lots during the weekday and Saturday data collection periods.

Within Downtown, activities associated with different land uses peak at different times and on different days, allowing nearby destinations to share—rather than compete for—the same parking supply. Accordingly, maximum utilization does *not* represent the total amount of parking needed to support the mix of land uses Downtown. Instead, high maximum utilization rates can indicate where parking management tools—like shared parking agreements—can help address the needs of users.

Optimal On-Street Utilization

The tables and maps in this chapter help identify where and when on-street parking utilization crosses critical thresholds. Many cities and districts focus their parking management plans and strategies on streets with **80–85%** parking utilization.

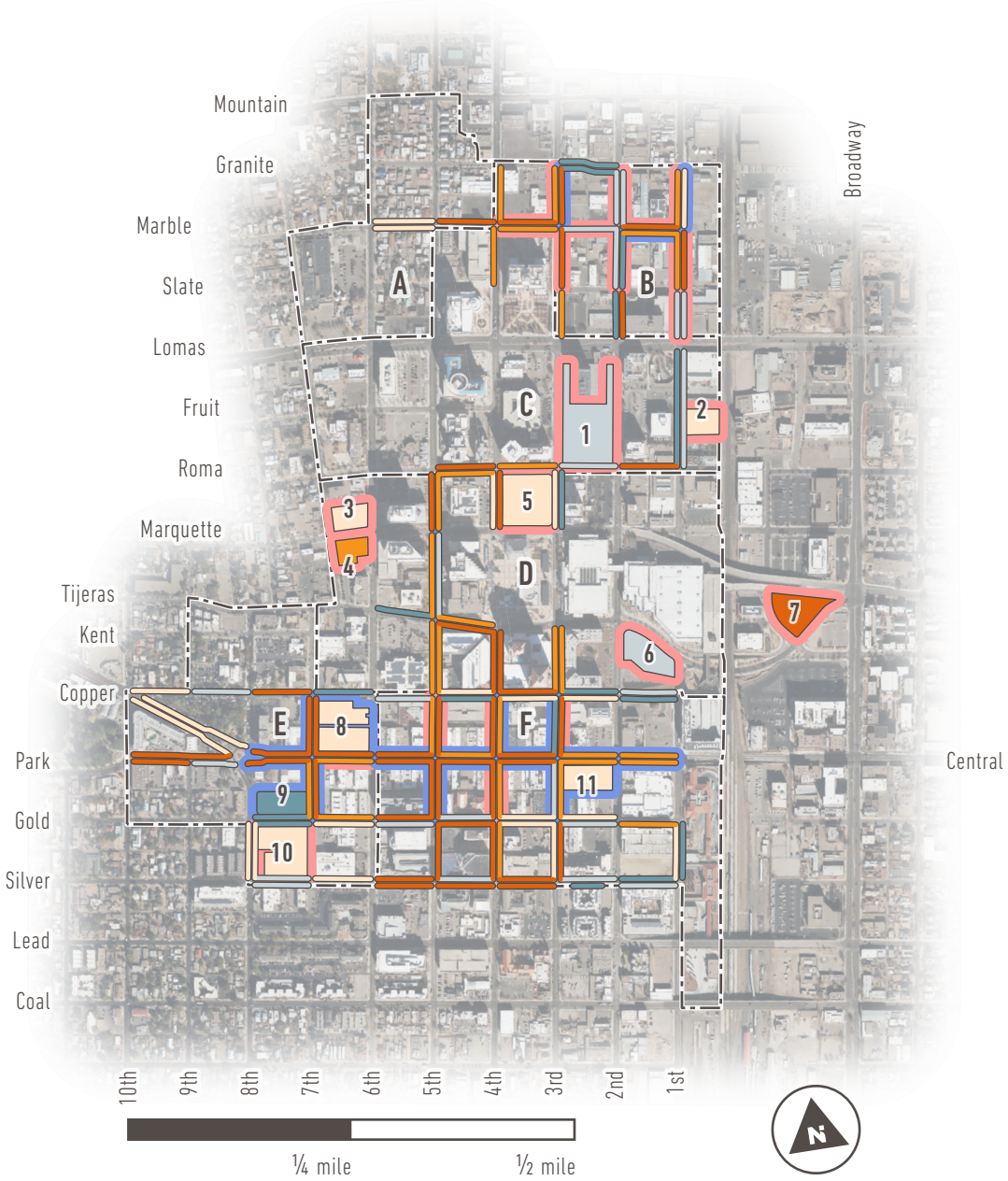
This range is considered the functional capacity of on-street parking. When 80–85% of on-street parking spaces are occupied, only one or two parking spaces remain available on each block face, and it becomes challenging for people to quickly find parking in the immediate vicinity of their destination. This creates conditions where drivers—especially visitors who are less familiar with nearby options—may need to circle the block to find the remaining available spots and may grow frustrated. These conditions similarly frustrate business owners, who want their customers to be able to quickly find parking nearby, as well as other drivers, bicyclists, and pedestrians, who prefer less congested roadways and like to avoid drivers overly focused on finding parking.

To avoid these issues and improve perceptions of parking, many Downtown districts seek to rebalance demand near streets with utilization rates approaching or exceeding 80–85%. Implementing and tailoring pricing, time limits, and other regulations can help change decision-making so that some parking remains available in the busiest areas. Understanding the places and times of day when on-street parking utilization approaches and exceeds 80–85% will inform the parking management tools and applications recommended in Chapter 7.

Corridors where multiple nearby blocks exceed 85% parking utilization at some point through the day include:

+ Marble Ave
+ Roma Ave
+ Copper Ave
+ Park Ave
+ Gold Ave
+ Silver Ave
+ 5th St
+ 4th St
+ 3rd St

Figure 11. Maximum Parking Utilization



Legend

Maximum Parking Utilization

- 0–25% Occupied
- 25–50% Occupied
- 50–75% Occupied
- 75–90% Occupied
- 90–100% Occupied
- Highest Utilization on Saturday
- Highest Utilization on Weekdays
- Parking Analysis Areas

Parking Patterns Near Central Ave

Typical weekday and Saturday parking patterns can inform a Central Ave parking strategy that supports events and future development.

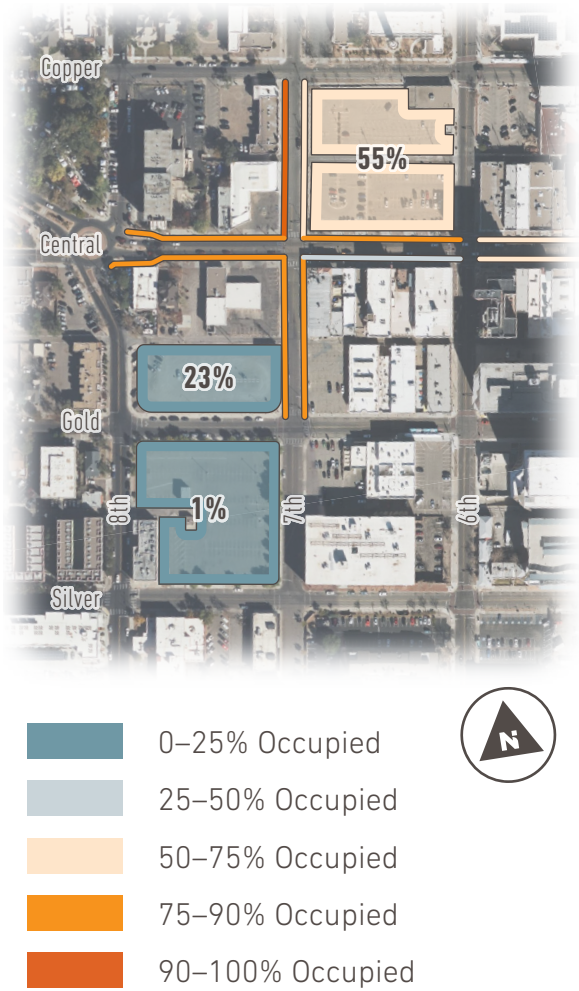
Central Ave is home to a variety of recurring and special events that attract Burqueños from across the city. Many of these events close Central Ave to motor vehicles and limit on-street parking along the corridor, simultaneously reducing the available parking supply and inviting visitors to flock Downtown. In addition, the Central Core and Robinson Park areas are poised to attract projects that reactivate vacant buildings and redevelop underutilized lots. Much like events along the corridor today, these future developments will increase the demand for parking in the vicinity of Central Ave, and may reduce the parking supply.

The parking utilization rates along Central Ave during a typical weekday and Saturday fall well below the demand for parking during events and in potential redevelopment scenarios. However, they reveal preferences that point toward potential strategies for managing higher demand both now and in the future.

Utilization rates and aerial photographs suggest that people strongly prefer to park along or very close to Central Ave, especially in on-street spaces. For example, on-street parking near 7th St and Central Ave—near Ex Novo Brewing—is often significantly more utilized than nearby surface lots, including two paid lots open to the general public within a two-block walk.

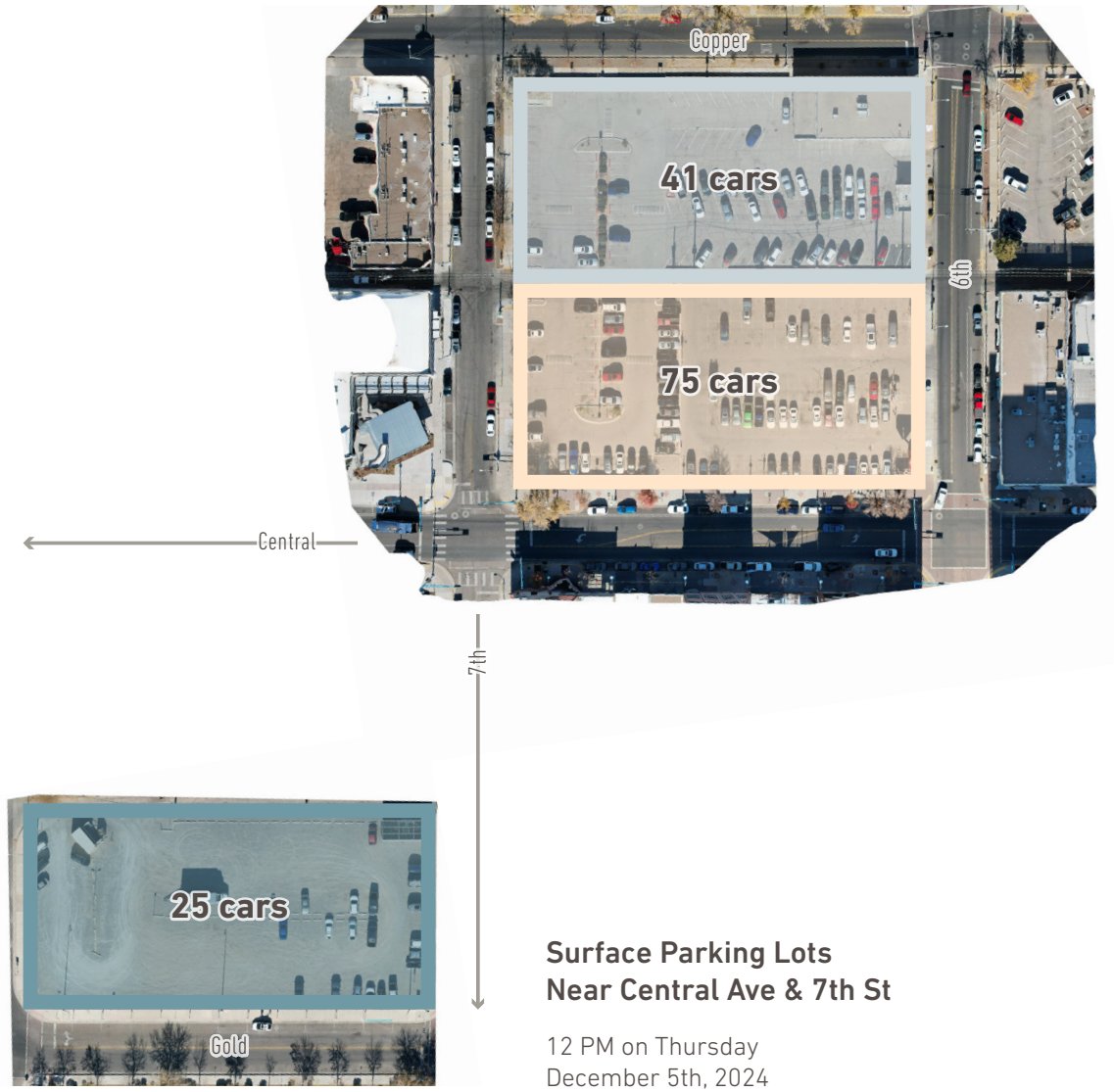
Figure 12, which shows utilization from 8-9 PM on Saturday between Silver Ave, 8th St, Copper Ave, and 6th St, helps illustrate these dynamics. Most of the on-street parking near the intersection of 7th St and Central Ave is well-utilized—and free at this time—with occupancy rates exceeding 75% on most block faces. At the same time, the paid lot directly along Central Ave is more than half full (55% occupied). Meanwhile, the paid lot north of 7th St and Gold Ave, just a half-block away from Central Ave, is less than a quarter full (23%)—and the specific use lot south of Gold Ave is almost empty (1%). These patterns suggest that many people look for and prefer on-street parking on or near Central Ave, in spite of parking lots with spaces available in close proximity.

Figure 12. Saturday Parking Utilization Near 7th St and Central Ave, 8–9 PM



The tendency to park as close to Central Ave as possible, given the opportunity to do so, is also observable on weekdays and *within* individual lots. At right, aerial photographs show the distribution of cars within the two lots closest to 7th St and Central Ave at 12 PM on Thursday. In the lot spanning the full block between 6th St and 7th St north of Central Ave, the southern "front" half of the lot facing Central Ave has nearly twice as many parked cars as the northern half facing Copper Ave—and three times as many cars as the lot north of Gold Ave just a half-block away.

During events and as the corridor redevelops, people will *want* to park as close to Central Ave as possible—but there will not always be spaces available. Communicating nearby parking options, ensuring people feel comfortable leaving their vehicles farther from Central Ave, and providing inviting, well-lit walking routes to and from the corridor can help to manage periods of higher parking demand and point people toward other parking just a short walk away.



Surface Parking Lots Near Central Ave & 7th St

12 PM on Thursday
December 5th, 2024

Parking Turnover

Parking turnover is another essential metric for understanding parking dynamics Downtown. Turnover rates measure the number of unique vehicles using the same parking space (or set of spaces), indicating how frequently vehicles come and go in a particular location. Turnover is inversely related to parking **duration**, or how long one vehicle stays in one parking space.

In busy locations attracting a lot of visitors, shorter stays and frequent turnover are worthwhile goals that go hand-in-hand with optimal on-street parking utilization. When people vacate parking spaces after one or two hours, those spaces become available to others. This increases the likelihood that visitors will find one or two parking spaces on any given block in Downtown.

Many cities and districts implement and enforce pricing and time limits in areas with a high demand for parking, in part to achieve frequent turnover. In Albuquerque, many Downtown blocks have paid metered parking with a 2-hour maximum stay, and the City's Parking Division enforces these regulations.

Strategic pricing and time limits can incentivize people who want to park for longer periods—like employees—to look for parking slightly farther from the busiest areas, in areas without time limits and with less expensive rates. However, implementing pricing and time limits to encourage frequent turnover is not appropriate everywhere.

At a district-wide scale, frequent turnover is at odds with the vision of a park-once Downtown. Moreover, "carrots" are just as valuable as "sticks" when it comes to incentivizing specific parking patterns. It is important that employees and visitors can find more affordable places to park for longer periods of time just outside of the busiest areas, once utilization rates drop off.

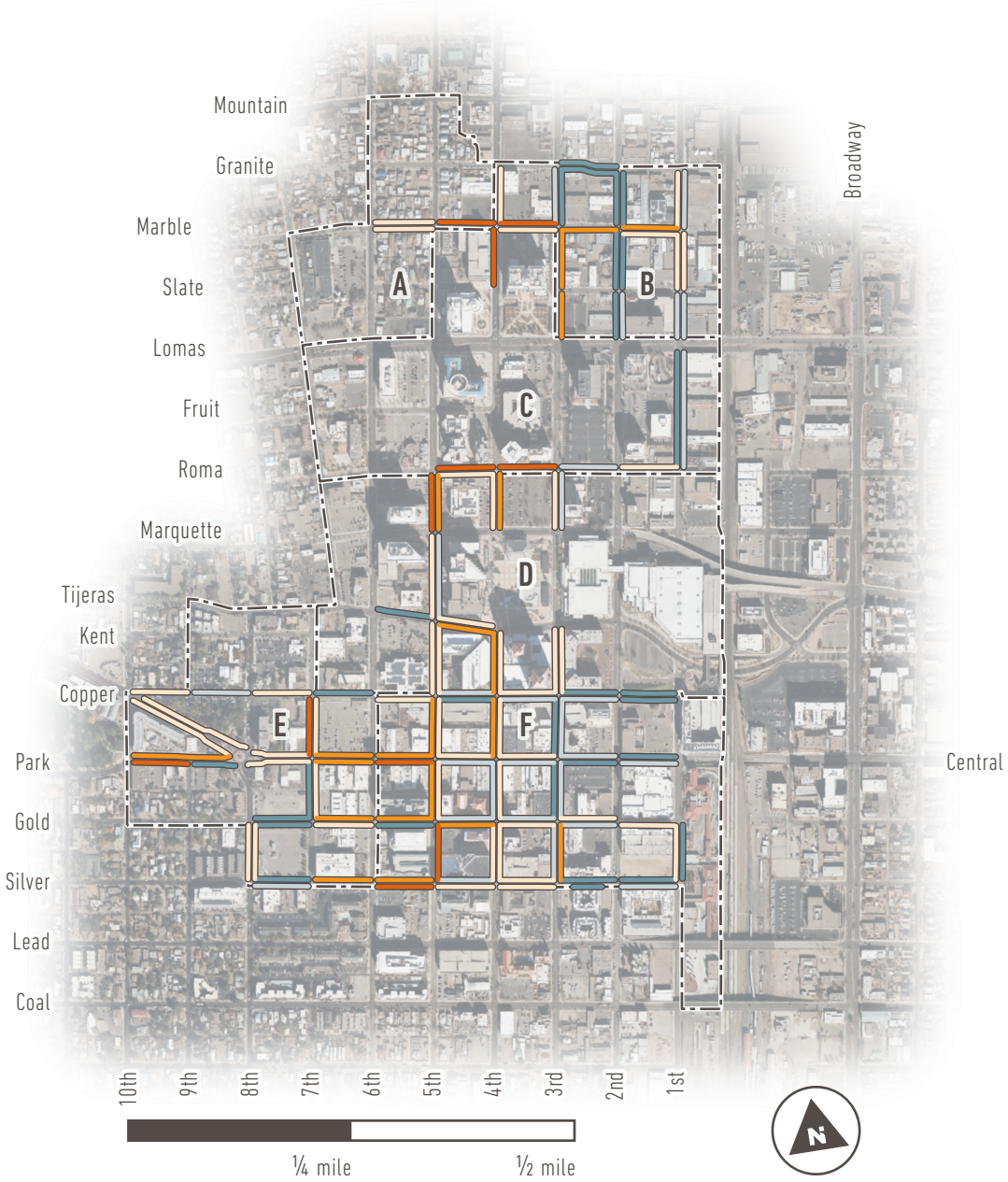
Weekday Parking Turnover

Figure 13 shows weekday turnover rates for on-street parking. The project team collected the last four digits of license plates of cars using on-street parking in order to analyze how long individual vehicles remained parked and how frequently they turned over. The map shows the number of distinct vehicles on each block face over the course of the day relative to the number of parking spaces.

Like utilization, turnover rates change dramatically from one block to the next. The highest turnover rates are clustered near specific corridors and destinations, including:

+ Marble Ave, 4th St, and 3rd St in the Brewery Blocks and Courthouse areas
+ Roma Ave, 5th St, and 4th St between the Courthouse and Civic Plaza/ Convention areas
+ Park Ave in the Robinson Park area
+ Many blocks between 5th St and 7th St in the Central Core and Robinson Park areas, especially along Silver Ave, Gold Ave, Central Ave, and 5th St

Figure 13. Weekday Parking Turnover Rates



Legend

Distinct Vehicles per Space

- 0–0.5 vehicle per space
- 0.5–1 vehicle per space
- 1-2 vehicles per space
- 2-3 vehicles per space
- 3 or more vehicles per space
- Parking Analysis Areas

More to come!

New content will be posted on the project website in the coming months, and a draft of the full report (including recommendations) will be available for public comment in early 2026.