

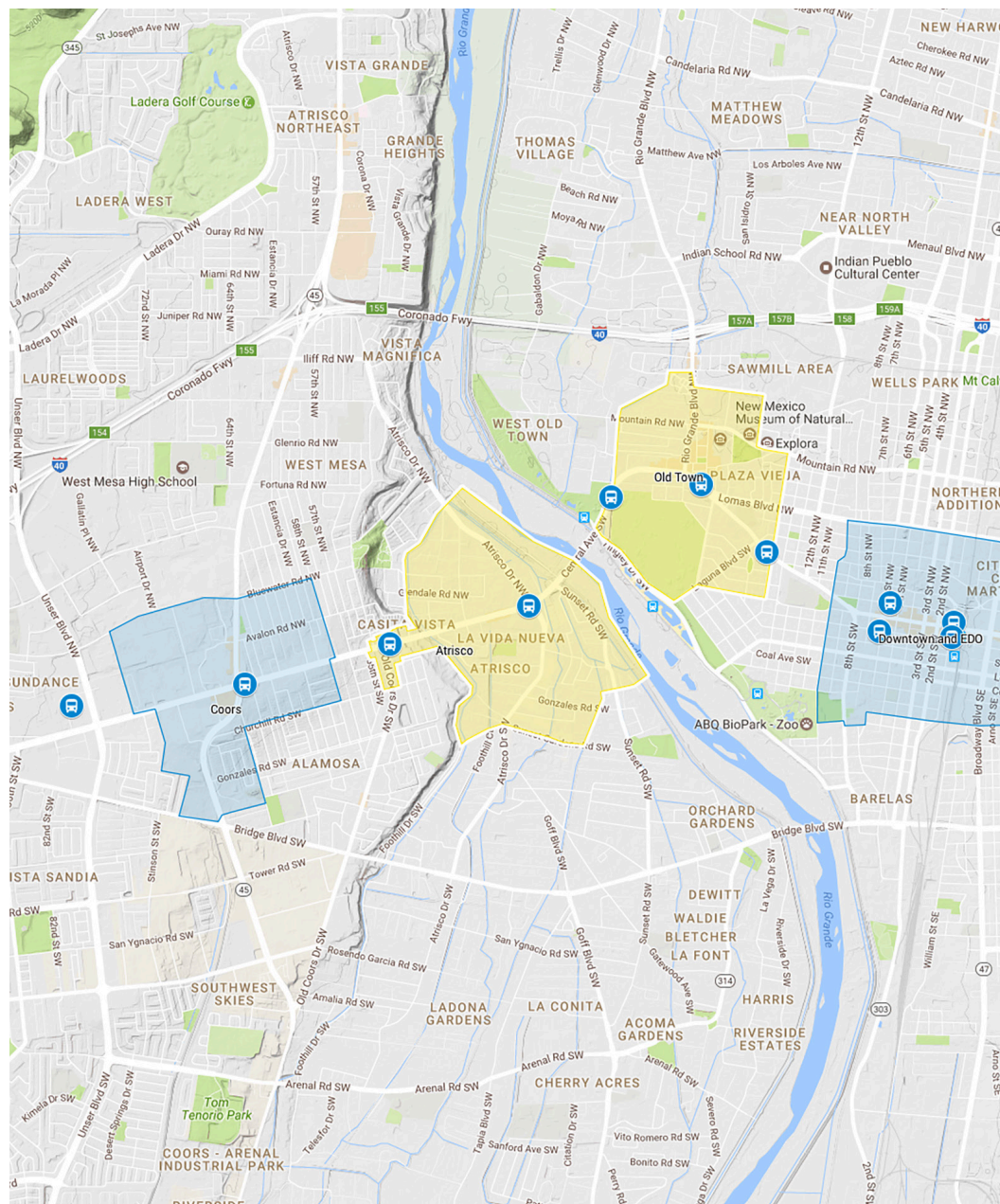
# STATION TYPES

TEN STATION AREA TYPES ARE DEFINED THROUGH THIS PROCESS ALONG WITH IN-DEPTH STUDY OF SIX SPECIFIC STATION AREAS

## STATION TYPES with FOCUS AREAS

Station areas differ significantly across the City of Albuquerque, based upon the context around the station. In this study, the Central Avenue corridor contains nearly all of the station types and serves as the center of the station areas. Central Avenue is a historic commercial corridor that has seen all forms of development along it as the City has grown. Because the corridor has remained significant through the City's history, it tends to currently serve as the spine between neighborhoods and districts, or can be configured such that it is likely to take on this character. Because of this, there are some station types that have not been studied within this document. These station types are represented in the following list in order to provide a full declension of types as they may be useful terms and concepts for future transit corridors. In addition they're grouped in three larger categories for general station tools: **URBAN [U]**, **TRANSITIONAL [T]**, and **SUBURBAN [S]**. See icons at upper right.

**PLANNING AND SECONDARY AREAS.** Secondary areas are in yellow, and planning areas in blue.



## Station Area Groups

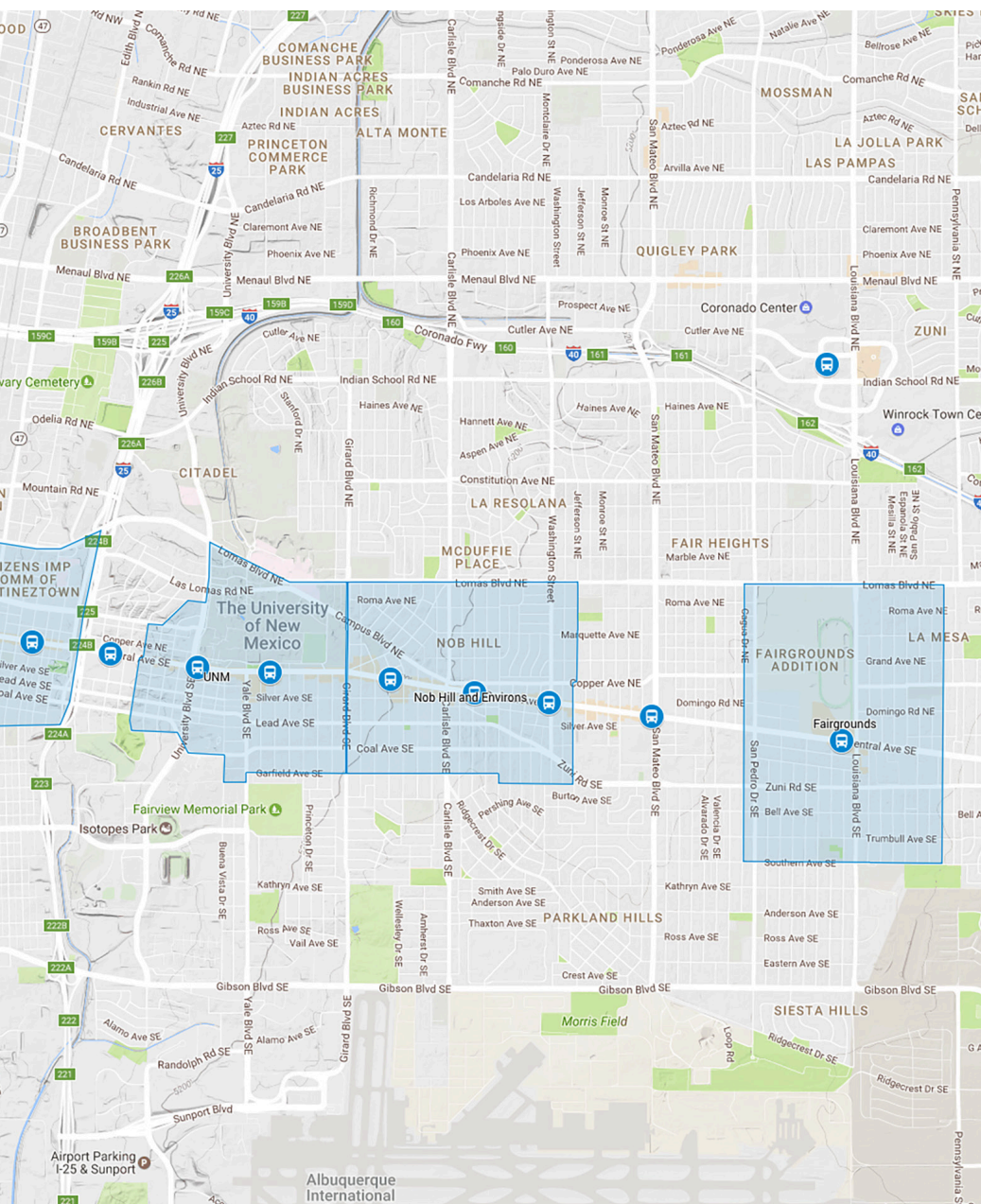
URBAN



TRANSITIONAL



SUBURBAN



- + **DOWNTOWN STATIONS**
  - 1st & Copper, 1st & Gold, 6th & Gold, 6th & Copper
- + **URBAN CENTER STATIONS**
  - Rio Grande, West Downtown, Bryn Mawr
- + **URBAN NEIGHBORHOOD STATIONS**
  - Walter
- + **INSTITUTIONAL STATIONS**
  - Not along Central Avenue
- + **INSTITUTIONAL HYBRID STATIONS**
  - New York, Cedar, University, Cornell
- + **NEIGHBORHOOD CENTER STATIONS**
  - Solano
- + **NEIGHBORHOOD STATIONS**
  - Not along Central Avenue
- + **SUBURBAN CENTER STATIONS**
  - Yucca, Atrisco, Washington, San Mateo, Louisiana
- + **EXURBAN CENTER STATIONS**
  - Unser, Coors, Wyoming, Eubank, Juan Tabo, Tramway
- + **SUBURBAN COMMUTER STATIONS**
  - Not along Central Avenue ■



## DOWNTOWN STATIONS

[U]

Downtown (**DT**) stations are located within the urban core of downtown Albuquerque. Downtown ART service runs on parallel roads off of Central due to a narrow right-of-way. This loop includes more frequent stops than in other portions of the transit system due to the high concentration of destinations and future high concentration of housing and overall ridership.

In many dense, historic downtowns, station location has relatively little effect on the surrounding blocks. However, in Albuquerque, downtown stations will permit increased development on adjacent blocks by significantly reducing parking demand in the core. The reduced parking demand is due to workers commuting in on transit as well as downtown residents commuting out on transit.

While parking is not required for downtown uses, leasing office space, retail space, and renting housing without parking can be difficult in an automobile-oriented city. As transit service increases, however, the demand for parking should decrease. Without everything needed for daily life within downtown at present, the land near transit stations is likely to be more valuable as a result, connecting to services and housing outside of the district.

Increased development and activity will significantly increase pedestrian traffic throughout the downtown. While pedestrian considerations are extremely important in all station areas, they are critical in downtown station areas. Considerations must be made for safe, comfortable, and convenient pedestrian movements, including:

- + Crosswalk design and frequency
- + Pedestrian crosswalk signal initiation
- + Provision for parallel parking
- + Vehicle speeds
- + Sidewalk width
- + Sidewalk condition
- + Sidewalk shade
- + Sidewalk lighting
- + Building frontage design
- + Frequency of building entrances
- + Shielding of parking

To have a successful downtown, vehicular accommodations need to be reduced. Some degree of traffic congestion is to be expected in a downtown. Attempting to achieve a level of service better than F causes harm in intensive urban areas. In fact, many places are beginning to move away from level of service entirely because it is incompatible with walkable areas.







Downtown

Image credit: Free ABQ Images

## URBAN CENTER STATIONS

[U]

Urban Center (**UC**) stations are located in or near high-intensity mixed-use areas, often including cultural institutions. Urban Centers are less intense than downtowns but significantly more intense than neighborhood centers. Rio Grande, West Downtown, and Bryn Mawr, are Urban Centers, including a mix of commercial, residential, and institutional uses within close proximity.

Urban Centers are destinations, typically drawing people from other parts of the city. As such, they can drive transit ridership, especially over weekends. Many urban centers have the capacity for increased housing and should provide sufficient residential density to meet their potential.

Like Downtown Stations, walkable streets are key to the success of urban centers. Due to typically high densities within urban centers, they tend to provide most needed services within the center area and are most efficiently traversed on foot or by bicycle. If an urban center is primarily serviced by automobiles, it is likely not supplying sufficient housing or is missing key services like a grocery. Exceptions to this rule may occur with major institutions with regional draws, like museums.

## URBAN NEIGHBORHOOD STATIONS

[U]

Albuquerque currently lacks many urban neighborhoods but they may be aspirational in the future. At this time, Walter is the only Urban Neighborhood. Urban neighborhoods (**UN**) are similar in scale, block size, and configuration as traditional neighborhoods, simply at a higher residential intensity. Neighborhoods directly adjacent to downtown tend to be urban neighborhoods, which are more intense with housing due to their proximity to downtown jobs.

Urban neighborhoods often follow a traditional block pattern similar to that found in Huning Highland, Silver Hill, and University Heights. The block and alley structure of these neighborhoods, and those directly surrounding downtown, can easily support more intense housing. Intensification of the neighborhoods surrounding downtown is unlikely, however, but the edges of downtown may develop similar characteristics as it transitions to surrounding neighborhoods.





University of New Mexico is an Institutional Hybrid Station  
Image credit: Free ABQ Images



## INSTITUTIONAL STATIONS

[T | S]

The study area did not include any purely Institutional (**I**) stations. However there are many large institutional uses in Albuquerque which may be serviced by future transit.

Institutional Stations tend to be primarily destinations for either employment or activities. Commuter universities and large hospital campuses are often large enough to be single users of transit stations, which would fall into this category. While the University of New Mexico's central campus falls into the next category, the North Campus and South Campus as well as CNM will likely fall into this category when bus rapid transit service is developed along University Boulevard. As destinations, Institutional Stations are subject to rush hours and periods of inactivity.

Because transit is used for commuting to and from institutions in these settings, pedestrian access and protections between transit stations and entries to institutions must be closely analyzed. Areas outside of the transit-entry linkages are likely to be automobile-dominant.

## INSTITUTIONAL HYBRID STATIONS

[T]

Institutional Hybrid Stations (**IH**) combine aspects of Institutional Stations with Urban Center or Neighborhood Center Stations. They are typically located along a corridor where a large institution occupies one side of the street and the opposite side of the street is the edge of a neighborhood or urban center. Along the Central Avenue ART line, Cedar, University, and Cornell Stations are categorized as Institutional Hybrid Stations.

IH stations tend to be major employment destinations which can attract more intensive non-residential development adjacent to the station than a Neighborhood Center or Urban Center Station might attract. Depending upon the type of institution, they may have ridership spikes that differ from the typical employment rush hours, such as those caused by hospital shift changes.

Similar to Downtown Stations, IH stations experience higher than normal ridership and subsequently high pedestrian volumes. The streetscape details of focus in Downtown Stations apply to IH stations. However, the pedestrian movement patterns analyzed in an IH station area must also account for a higher volume of access to the institution, a single destination more significant than others, rather than a relatively even distribution of destinations in a downtown.

Station area plans around IH stations must consider increases in bicycle and vehicular traffic volumes in addition to pedestrian volumes. While driving can often be significantly reduced in downtown, transit has a lesser effect in institutional environments. Increased vehicular traffic means that pedestrian and bicyclist safety requires more interventions than in other station areas.

Bicycle networks in IH station areas draw from a larger service area than other station area types because institutions have much larger trade areas than urban and neighborhood centers. The bicycle network must be complete and adequately provisioned in all directions and often along multiple parallel paths. At the University of New Mexico, for instance, campus occupies three quarters of a mile along Central Avenue and has a strong relationship with a satellite campus approximately one mile south. Multiple parallel north-south bicycle routes are necessary in addition to east-west routes serving downtown and the rest of the Central Avenue corridor.

## NEIGHBORHOOD CENTER STATIONS

[T]

Neighborhood Center (**NC**) stations are another uncommon station type in Albuquerque; Solano is the local example. These stations are located at the portion of a neighborhood that is its most intensive in terms of density and mix of uses. Along the ART trajectory analyzed, neighborhood centers are located at Central Avenue, where the ART stations are. As such, station locations and centers align well. Other neighborhoods, such as those north and south of downtown, may be served by future transit in locations outside of the neighborhood center.

Stations in neighborhood centers primarily serve residents in their daily commutes and as they access major designations outside of their neighborhood, such as downtown, institutions, or the fairgrounds. Neighborhood centers may also act as destinations where they have established and active main streets. Solano is an example of a neighborhood center that acts as a destination for people from outside of the neighborhood. Those neighborhood centers that attract outsiders are likely to run into issues between residents and the intensity of development in the center as parking and development cause friction. The best means of alleviating this friction is to establish more neighborhood centers, connected by transit.

## NEIGHBORHOOD STATIONS

[T]

Neighborhood (**N**) stations were not studied in this process, however the type may be established in the future in Albuquerque. These stations serve neighborhoods but are not located in the neighborhood center. Often this occurs where major corridors run along the edge of a neighborhood, and those corridors have either not been zoned commercial or they have but they do not support commercial activity. Neighborhood stations do not serve as destinations for those outside of the neighborhood. Rather they are used primarily for commuting. These station types are not ideal unless they are surrounded by very intense residential development.



## SUBURBAN CENTER STATIONS

[S]

Suburban Center (**SC**) stations are generally uncommon, occurring where neighborhood structure contradicts the character of adjacent major corridors. These areas are close-in, meaning they are relatively near the city center such that the neighborhood fabric is made of gridded and interconnected streets. However they are suburban due to the character of development and zoning along adjacent corridors. Interestingly, this is a common type in Albuquerque. Yucca, Atrisco, Washington, San Mateo and Louisiana fall into this category; they have relatively traditional neighborhood fabric while the adjacent corridor has been developed with strip commercial and other heavily automobile-centric patterns.

These station areas are in need of significant redevelopment, but due to the scale of property ownership, they are not likely to move to the Transitional Station category. Transitional areas have the ability to be redeveloped on a large scale because property ownership along the corridor tends to be in large sites. The close-in Suburban Center Station then aims to become a neighborhood center but could become a larger and more intense town center if development is coordinated between many property owners.

## EXURBAN CENTER STATIONS

[S]

Exurban Center (**EC**) stations present the greatest potential for return on investment from ART, according to the study by Center for Neighborhood Technology. These areas represent such potential because they tend to be very underdeveloped and have property ownership patterns that are very large under single ownership. The stations in the category in Albuquerque include Unser, Coors, Wyoming, Eubank, Juan Tabo and Tramway. These often include suburban shopping centers or warehouse areas. Shopping centers are the most common condition near these stations, a land use that is subject to regular redevelopment, typically on a 20 year cycle. Suburban shopping centers are often built inexpensively and the majority of the land area is given to surface parking lots. Recent trends in shopping center redevelopment have been to establish more intensive centers with retail and housing, which act as town centers for surrounding suburban areas.

Suburban and Exurban Town Center Station areas tend to lack a sense of place, following common patterns of single-use, segregated development. Stations in these areas can reduce overall traffic in two ways: capturing ridership for the transit system and capturing

trips from the surrounding suburban residential areas by providing a number of destinations in a single location.

These stations act equally as destinations and sources of ridership. Ridership is built both by residents within the town center redevelopment and as mini park-and-rides providing a means of shifting from cars to transit for surrounding residential areas. Because these town center redevelopments tend to be large and service a very large surrounding suburban area, they attract and retain national retail tenants and grocers. Because these types of tenants are not located near the city center, suburban and exurban town center stations are destinations for residents of closer-in neighborhoods.

## SUBURBAN COMMUTER STATIONS

[S]

Suburban Commuter (**SC**) stations were not studied in this process, however the type is included further out on the ART system. These stations are purely utility, aimed at capturing drivers and moving them onto the transit system. This station type creates very little value and should generally be avoided. Suburban commuter stations are appropriate in suburban areas far outside of the city center, where the corridor they are located along is zoned purely residential with little likelihood for redevelopment. Instead of Suburban Commuter Stations, stations should be located instead where they are able to generate redevelopment and infill, creating value. ■







Uptown is a potential Suburban Center Station  
Image credit: Free ABQ Images

DRAFT FOR PUBLIC COMMENT



# TOD ACTIONS

DRAFT FOR PUBLIC COMMENT

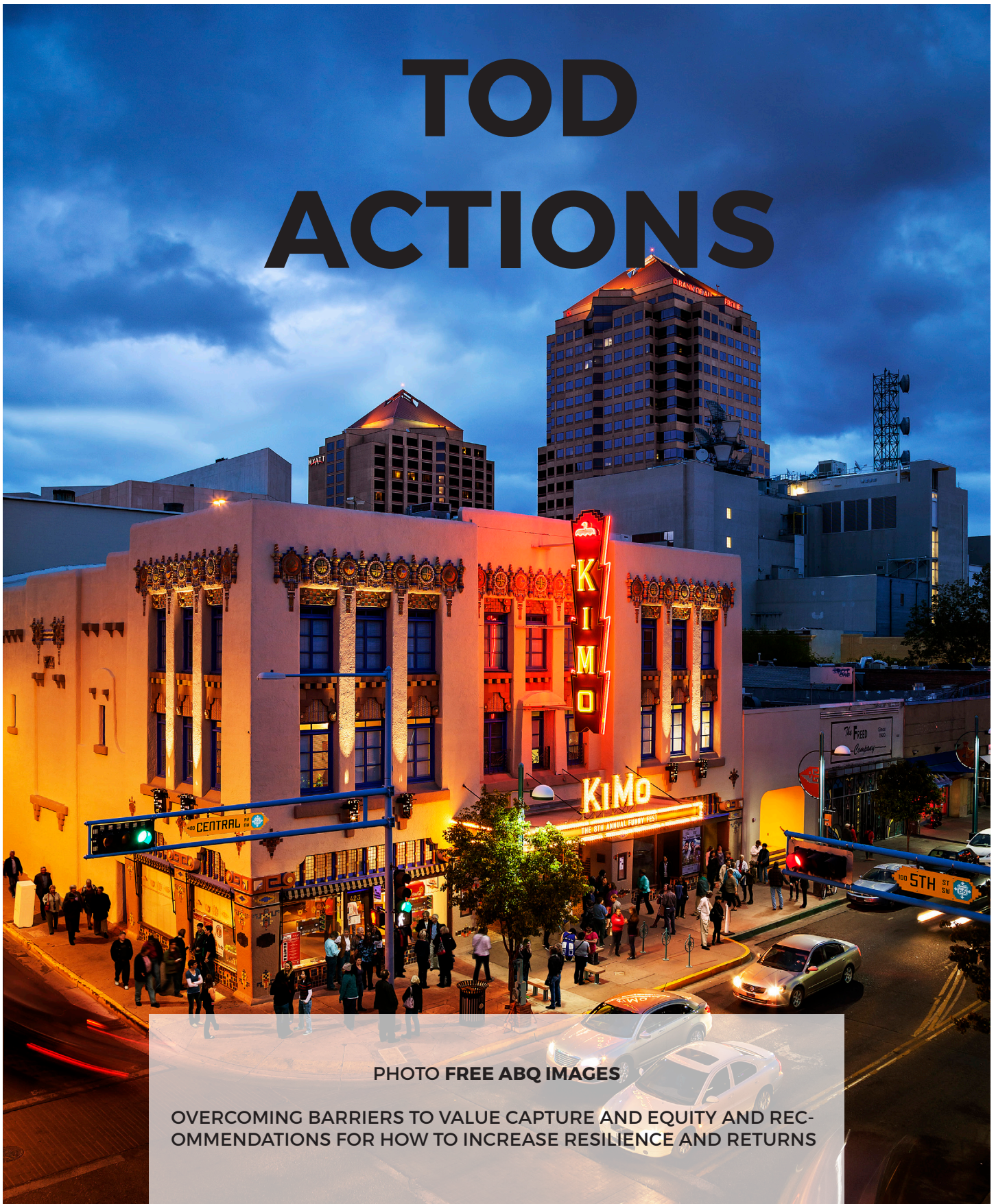


PHOTO FREE ABQ IMAGES

OVERCOMING BARRIERS TO VALUE CAPTURE AND EQUITY AND RECOMMENDATIONS FOR HOW TO INCREASE RESILIENCE AND RETURNS



Actions for optimizing the investment in transit start with looking at barriers to market demands.

PLANNING FOR VALUE

This plan considers a range of actions for optimizing the return on investment for each type of station area, with an emphasis on the six station types on Central Avenue. The illustrative plans in the following chapters show how these various station area types may be optimized and applied in the selected focus areas of Coors, Atrisco, Old Town, Downtown, EDo, University, Nob Hill, and the International District station areas. These station areas offer a palette of options for how to connect the stations with the surrounding neighborhoods for maximum return on investment.

None of the illustrative plans in these eight station areas represent development proposals, but are illustrations of the sorts of urban forms that are encouraged by the City because these patterns provide the highest value capture to the bus rapid transit investment.

The barriers and actions listed here apply to the station type list, and many will apply to all types, with station-specific recommendations listed in each station chapter.

Each tool is identified with the [U], [T], [S] context for use.

RETAIL

Urban retail shares similarities with suburban retail, but has unique needs. Walkability is a single issue that can determine the success or failure of urban retail, according to Robert Gibbs, author of *The Principals of Urban Retail*. The Gibbs analysis of Nob Hill concluded that the biggest threat to successful retail in Lower Nob Hill was the speed of traffic on Central.

Another important asset for successful urban retail is on street parking. Without the convenience of large parking lots enjoyed by suburban retail, main streets must have reliable spaces on the street as well as larger facilities nearby. While parking exists along Central, it is not consistent, and high demand areas link University and Nob Hill suffer from a lack of available facilities within a five minute walk.

To assure successful retail in the TOD environment, the following barriers must be addressed throughout the corridor. Many of the issues addressed in First-Last Mile related to walkability, are also important to the success of urban retail.

Action Key

BARRIER

ACTION

LAST MILE

WALKABILITY

BIKEABILITY

PARKING

DESTINATIONS

MIXED-USE

MEDIUM DENSITY

RETAIL



**A.01 Retail**

Applicable to all contexts

**B.01****COMMERCIAL CORRIDOR ZONING CAUSED THE PROLIFERATION OF LOW VALUE RETAIL AND AUTOMOBILE-CENTRIC SITE PLANNING.**

All of Central Avenue is zoned for commercial, as are other major corridors throughout Albuquerque. This practice was common across the country with the advent of euclidean zoning, based on uses instead of on the form of the built environment. The over abundance of available commercial land

eliminated the land scarcity that encourages more intense development along main streets. With miles and miles of commercial, low intensity commercial users proliferated. The resulting spread-out commercial corridors required people to drive between businesses, and for those businesses to provide parking. The majority of Central Avenue is the result of this process: low intensity commercial uses with a lot of parking.

Research has shown that retail streets only function successfully for short distances. Best practices today recommend retail streets be no longer than ¼ mile, up to ½ mile in rare cases. This is indirectly corroborated by the highly-studied design of malls, which are typically based upon a ¼ mile length. Historic main streets follow a similar rule. In order to produce successful retail along Central Avenue, the portions of the corridor with commercial uses must be significantly reduced.



■ Example of successful urban retail including wide sidewalks, street trees, on street parking, awnings, transpar-

ent shopfronts, sidewalk merchandising, and a clean and safe environment.  
**Excelsior, MN**





## A.01



Encourage a mixed-use approach along the corridor that permits residential uses to complement and support the retail and employment. The phasing of new or infill development should feature stages that produce discrete, complete environments that individually convey the overall placemaking goal of the community.



## B.02

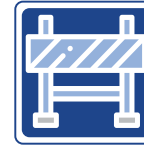


### SMALL-SCALE ENTREPRENEURS HAVE DIFFICULTY FINDING PLACES TO INCUBATE NEW BUSINESSES.

There is not sufficient existing demand for additional larger-format retail on the corridor; however, smaller businesses may have an opportunity to thrive in the area. Unfortunately most existing leasable space exists in footprints that are too large for a small business.



## B.03



### THE SUBURBAN ENDS OF CENTRAL ARE AUTO-ORIENTED AND THIS INHIBITS WALKABILITY AND SMALL BUSINESS.

Central Avenue west of the Rio Grande and east of San Mateo prioritizes automobiles and is dangerous for pedestrians and cyclists. While sidewalks exist, they are often located next to high-speed travel lanes and interrupted by light poles and other utilities. Bicycling along this portion of Central Avenue is simply not possible.

The automobile-dominated pattern of development results in every business having its own parking lot which further reduces the walkability and hurts business prospects. Main streets support multiple small businesses by increasing incidental foot-traffic. When people park once and walk past multiple businesses, visibility increases.



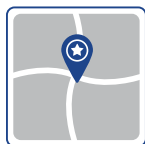
## A.02



### A.02 Retail

Applicable to [T] and [S] contexts.

- + Encourage smaller footprint commercial space. One option is the live-work unit where the ground floor of a townhouse or the front room of a home on a deep lot can be used for commercial enterprises – such as an office or small shop.
- + Restaurants can be incubated via food trucks that can be grouped in pods, creating urban space. This tool is particularly useful in suburban contexts.
- + Encourage micro-mixing of multiple small businesses within one block.
- + Eliminate parking requirements for tenant spaces that are 3,000 square feet or less.



**A.03 Retail**  
Applicable to the [S] context.



## A.03



- + Ensure that vehicle lanes are reduced as much as possible as the Avenue ends evolve over time.
- + Encourage small infill buildings on existing parking lots along the edge of Central Avenue to provide incubator business space, improve walkability, and potentially provide some additional housing.



# FIRST-LAST MILE

IN ORDER TO MAXIMIZE THE UTILITY OF ART, IT IS IMPERATIVE THAT CONNECTIVITY FOR ADJACENT RESIDENTIAL AREAS IS IMPROVED TO AND FROM THE STATIONS.

**F**irst-last mile strategies are a critical component for improving the multi-modal connectivity of the transportation network between ART stations, residences and other community destinations. The strategies presented in this section represent a collection of practices used to facilitate multi-modal connectivity. Strategic implementation can be used to bolster access between high quality transit facilities and local destinations.

The Albuquerque Rapid Transit (ART) corridor spans nearly 14 miles of Central Avenue from Unser Boulevard to Tramway Boulevard, and has a 1.75-mile spur that travels along Louisiana Boulevard from Central Avenue to connect passengers to Coronado Center. Along much of the corridor, ART will run along commer-

cial land uses, however, in most instances, residential uses are no more than a few blocks to the north or south from ART stations.



## B.04



**IMPROVEMENTS TO PEDESTRIAN AND BICYCLE FACILITIES FOR LAST MILE ACCESS TO STATIONS AND NEIGHBORHOOD DESTINATIONS ARE NEEDED IN EVERY STATION AREA.**

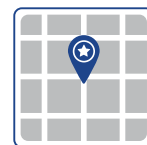
As discussed in the Retail section and throughout many of the station area plans, travel on Central is much too fast for the safety of pedestrians and cyclists. Target speeds on Central should not exceed 25 mph within 1/4 mile of each station area. While this is the posted speed, with travel lanes at 12 feet or greater for much of the corridor, actual target speeds are closer to 35 mph.



## A.04

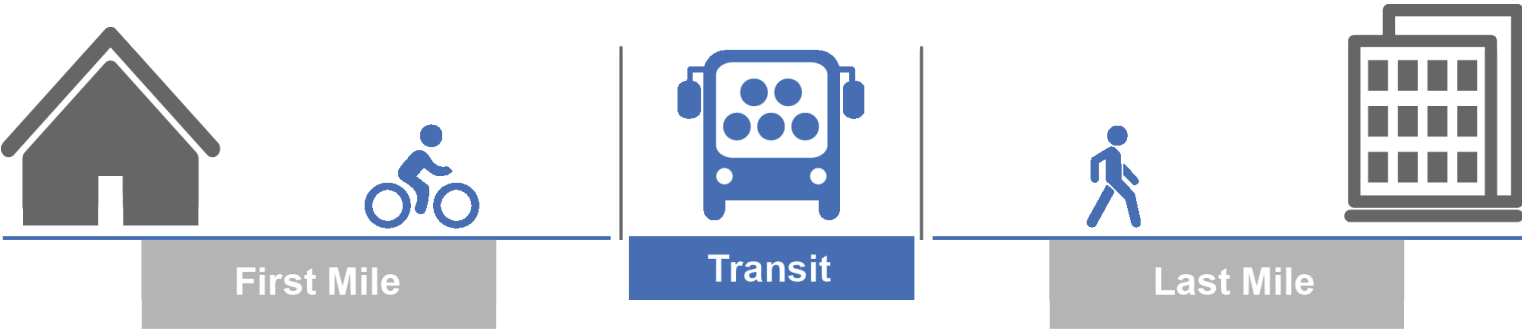


Ensure that target speeds are low enough in station areas to provide a safe environment for pedestrians and cyclists.



**A.04 Last Mile**  
Applicable to all contexts





FIRST MILE - LAST MILE

IMAGE MODIFIED FROM ACTIVESWITCH.CA



**B.05**



**WALKABILITY IS CRUCIAL TO THE LONG-TERM SUCCESS OF TRANSIT RIDERSHIP.**

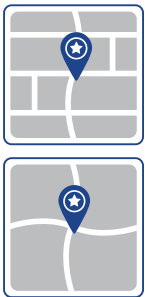
A walkable environment gives people more transportation choices and improves quality of life. A well-designed network of streets and pedestrian ways is key to pedestrian accessibility, and includes streets, alleys, trails, and mid block crossings.



**A.05**



Neighborhoods along Central between Yucca and Louisiana have good blocks, but development patterns change to suburban pods to the east and west. As TOD occurs over time, assure large development contributes to the street and trail network.



**A.05 Last Mile**

Applicable to [T] and [S] contexts.



TO MAXIMIZE ART, IT IS IMPERATIVE  
THAT CONNECTIVITY IS IMPROVED TO  
AND FROM THE STATIONS.

## WALKABILITY

A WALKABLE ENVIRONMENT GIVES PEOPLE MORE TRANSPORTATION CHOICES AND IMPROVES QUALITY OF LIFE.



**A.06 Walkability**  
Applicable to all contexts



**B.06**



CROSSWALKS ARE CRUCIAL TO THE TOD ENVIRONMENT.

Many of the neighborhoods within a mile from Central have an adequate sidewalk network. However, particularly in more suburban areas, there is a lack of marked crossings, hindering the safety at intersections. In addition, some areas have particularly reduced sidewalks, such as Nob Hill has narrow sidewalks that are not supportive of its high pedestrian volumes.



**A.06**



- + Create continuous sidewalks and install visible crosswalks at intersections
- + Landscape between sidewalks and the roadway
- + Use highly visible pavement markings
- + Design tight curb radii
- + Use pedestrian-scaled lighting



■ Walkable public realm



■ Pedestrian improvements above include continental crosswalk markings, signage for a signalized crossing, and sidewalk bulb outs at intersections to create tight curb radii to calm vehicular traffic.

**Des Moines, IA**



## B.07



**WALKABILITY IS LARGELY DETERMINED BY A COMBINATION OF ACTIVE USES, BUILDING HEIGHT, STREET TREES, WIDE SIDEWALKS, ON-STREET PARKING, AND NARROW TRAVEL LANES.**

A crucial element of TOD that nurtures walkability is the public realm, or the space we use for “life between buildings.” (Gehl, 2011) Albuquerque has suffered through the auto-dominance of the 20th century like most American cities. The remaining one-way street system creates a level of service that isn’t safe for the pedestrian and cyclist.

However, walkability can be increased with wider sidewalks, and building heights that together deliver the feeling of enclosure. If the public realm reads like an outdoor room, with on-street parking, wide sidewalks, and street trees, pedestrian comfort will be assured.



## A.07



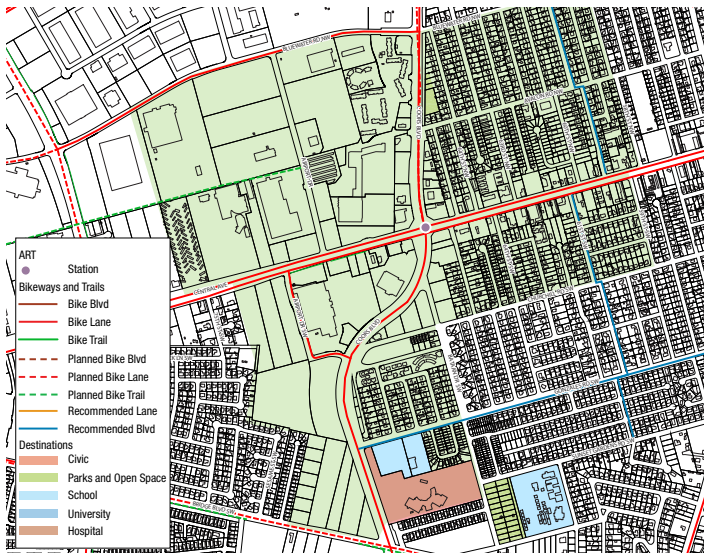
In addition to the list in A.06, the private sector can contribute to a station area's walkability with the following:

- + Active uses that are visible from the sidewalk
- + Sidewalk cafes and parklets
- + Building widths less than 100' if possible
- + Awnings where street trees do not exist
- + Meaningful destinations with a diverse range of uses
- + Safety and cleanliness

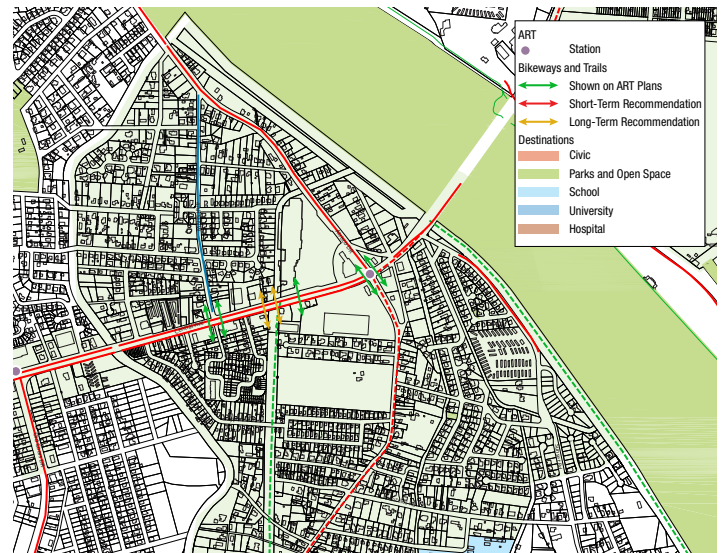


**A.07 Walkability**  
Applicable to all contexts





01



02

## BIKEABILITY

In general, the Albuquerque Master Bicycle Plan, adopted in May 2015, is comprehensive and outlines an effective bicycle network. The primary recommendation for improving bicycle connectivity to and from ART stations is to implement components of the Bicycle Plan.

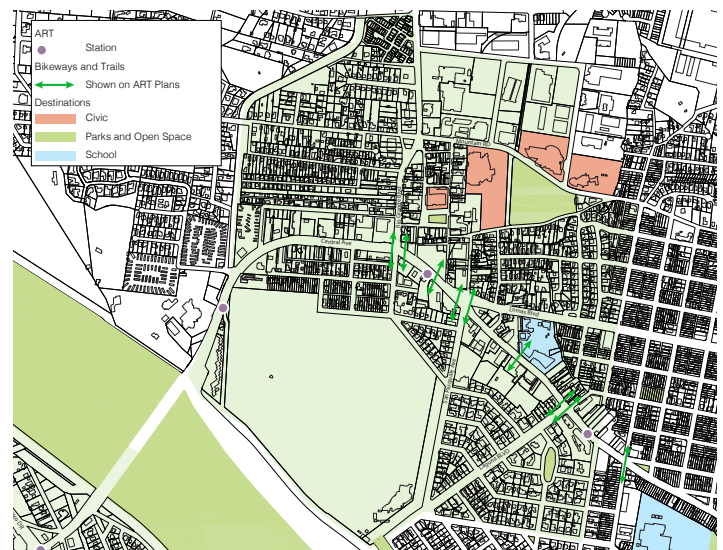
Because of the depth of the adopted Master Bicycle Plan in identifying a network that facilitates travel throughout Albuquerque, the recommendations in this plan focus on improving connectivity within a localized context, primarily between residential communities and ART stations. Recommendations are primarily in the form of bicycle boulevards, which seek to direct bicyclists along low speed, low volume corridors. Bicycle boulevards introduce traffic calming treatments to ensure the environment continues to be safe and inviting for all road users.

This series of maps showcase the existing and planned facilities in accordance to the Master Bicycle Plan, as well as the recommended facilities as part of this action plan.

### Legend

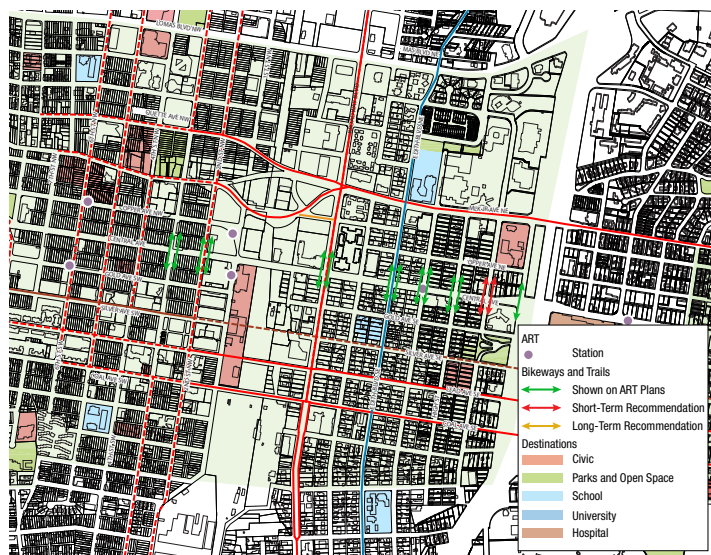
#### ART

- |                            |                    |                         |
|----------------------------|--------------------|-------------------------|
|                            | Station            | <b>01</b> Coors         |
| <b>Bikeways and Trails</b> |                    | <b>02</b> Atrisco       |
|                            | Bike Blvd          | <b>03</b> Old Town      |
|                            | Bike Lane          | <b>04</b> Downtown      |
|                            | Bike Trail         | <b>05</b> University    |
|                            | Planned Bike Blvd  | <b>06</b> Nob Hill      |
|                            | Planned Bike Lane  | <b>07</b> International |
|                            | Planned Bike Trail |                         |
|                            | Recommended Lane   |                         |
|                            | Recommended Blvd   |                         |

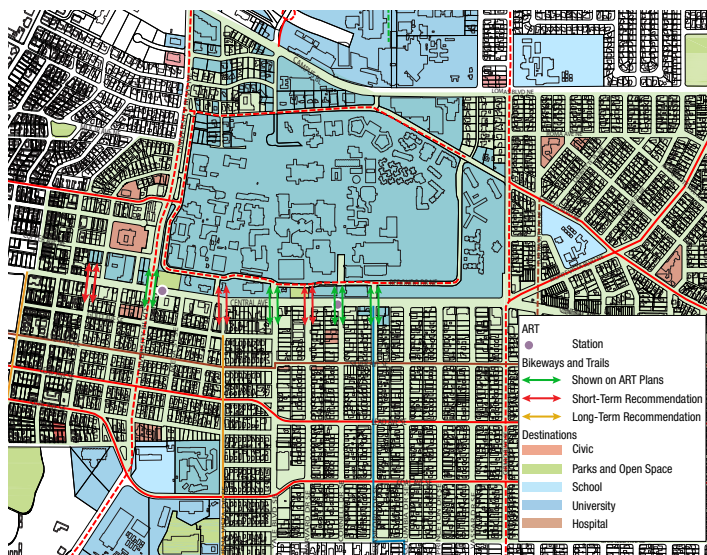


03

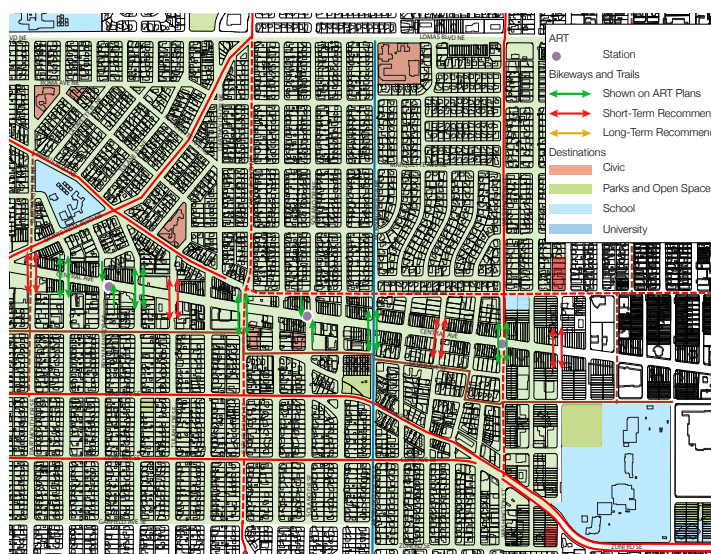




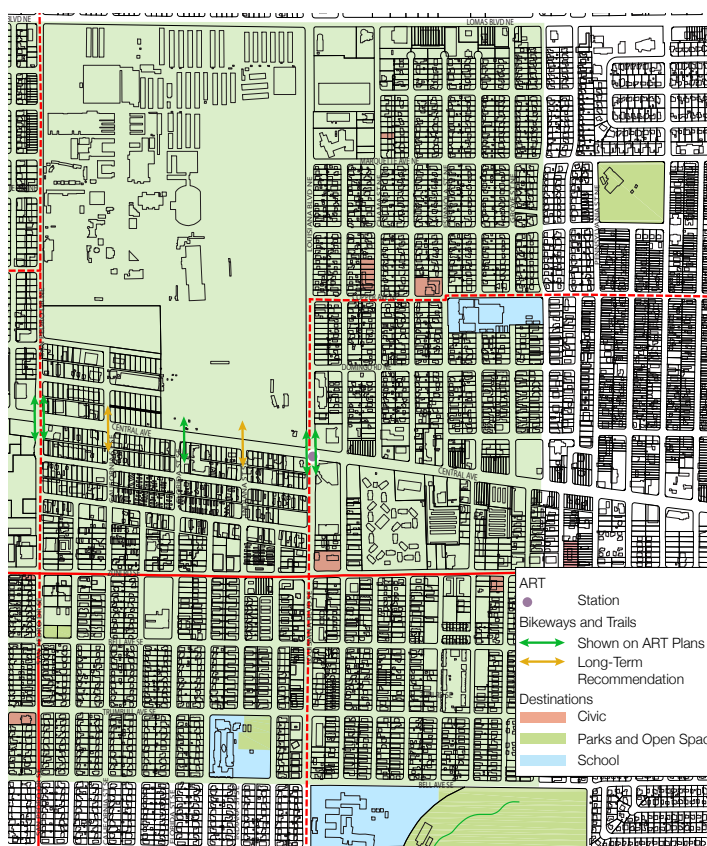
04



05



06



07





## B.08



### CONSIDER SHELTERED AND SECURE BICYCLE PARKING

Providing sheltered or indoor bicycle parking for long-term parkers, such as residents and employees, as well as many convenient short-term racks on-street and near entries helps legitimize bicycling as a serious alternative to the automobile by providing the same level of access, security and amenity that a car gets.

The Silver Avenue Bicycle Boulevard is an example of an effective facility. The corridor sees significant volumes of ridership, and provides a safe and comfortable alternative to Central Avenue, without losing much in regards to access and connectivity. The corridor also serves as an example of what could be done along the ART corridor. It should be augmented with improved bicycle parking opportunities

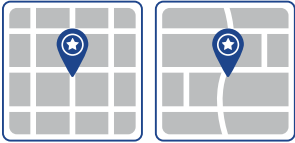


## A.08



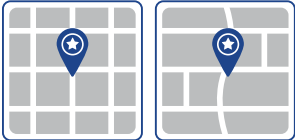
The City should consider developing more stringent requirements for new developments in relatively close proximity to the ART corridor, requiring the construction of sheltered and secured bicycle parking. Alternatively, this strategy can be identified as a Transportation Demand Management (TDM) strategy that may result in benefits for developers such as reductions in parking requirements.

One potential improvement to the corridor would be the addition of bicycle parking along Silver Avenue. A clear opportunity exists on the block west of Carlisle Boulevard, where reverse angle parking creates opportunities to add bicycle parking in the form of a bicycle corral, as seen in the rendering to the right.



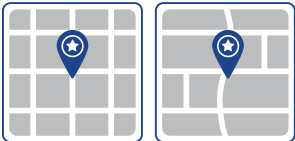
### A.08 Bikeability

Applicable to [U] and [T] contexts.



### A.09 Bikeability

Applicable to [U] and [T] contexts.



### A.10 Bikeability

Applicable to [U] and [T] contexts.

■ Bike Share  
West Downtown



■ **Silver Bike Corral**



**B.09**



**BIKE SHARE**

Bike share programs bring the convenience and speed of biking in an urban/downtown setting without the hassle of owning, maintaining, and finding parking for your own bike, which can allow residents and employees to commute and do errands without needing to transfer bus lines, find parking, or get stuck in traffic. Bike share help to bridge “first mile/last mile” barriers.



**A.09**



Currently, Albuquerque has a limited bike

share network, operated by Zagster. The City of Albuquerque could sponsor a study to determine where there is the highest demand for expanding Zagster stations. It is likely that additional stations throughout key destinations in denser communities such as Downtown, and at key ART stations could facilitate an easy way for passengers to complete their trips.



**B.10**



**ON-SITE CHANGING FACILITIES**

For many commuters, arriving at work covered in sweat is a bike-commuting deal breaker. An increasingly popular means for avoiding this barrier is to provide employee facilities for showering and changing into fresh clothes.

End of trip and support facilities are key parts of a complete bicycle trip. Shower, changing, and locker facilities promote bicycle commuting by providing a convenient place for bicyclists to shower, change, and/

or store their clothes if they arrive in sweat, mud, or rain. Simple secure facilities are an easy addition to on-site bathrooms.



**A.10**



Albuquerque could establish a policy that requires developers to create secured bicycle parking or encourage such bicycle parking as a component of a TDM plan as noted above. Such facilities should also be paired with on-site changing facilities for bicyclists. This amenity provides a visual cue for people to consider bicycling to work. The City of Albuquerque could establish this facility for City employees to establish a precedent.





## B.11



### EFFECTIVE SIGNAGE

Visible and effective signage, preferably with consistent design themes, not only provide individuals with effective guidance to their destination, but may also add to the community character. Signage is a key component of improving walkability, bikability, and even drivability in an area, by leading people to destinations and/or parking destinations as necessary.



## A.11



The City of Albuquerque should develop consistent branding, either along the entirety of the ART corridor, or for distinct community areas. This branding should be used to develop signage to direct employees, residents, and visitors to key destinations, including ART stations and parking facilities.



**A.11 Last Mile**  
Applicable to all contexts.



**A.12 Last Mile**  
Applicable to all contexts.



**SIGNAGE IS A KEY COMPONENT OF IMPROVING WALKABILITY, BIKABILITY, AND EVEN DRIVABILITY, BY LEADING PEOPLE TO DESTINATIONS AND PARKING.**



## B.12



### CIRCULATOR SERVICE

Shuttle services are a form of transit that utilize smaller buses or vans to bring passengers to their destinations. Some employers provide or contract transit providers to operate direct shuttles between employment sites and transit or parking facilities. Employer shuttles pick up employees at a parking lot, regional bus stop, or commuter rail station, and drive them to their workplace. Some employers also operate daytime shuttles, allowing employees to leave their jobsite for

lunch or running errands, making it unnecessary for them to drive. Shuttles can be operated by a local transit system, an employer, a municipality, a nonprofit, or a partnership of a combination of these entities.



## A.12



Albuquerque should lead data collection efforts to identify significant trip patterns that could potentially benefit from a shuttle. Once identified, survey data could be collected to gauge the willingness of individuals at major employment centers or high

■ The “CBUS,” operated in Columbus, OH, connects key destinations between the Downtown and High Street Districts.  
**Columbus, OH**

volume destinations to use such a service between key destinations. Services could connect various destinations to each other, and to ART stations.





## B.13



### TNC CURB SPACE

Transportation Network Companies (TNC's) such as Lyft and Uber have introduced a new tool for travel that helps individuals decrease reliance on their own vehicle. TNC's are accessed via mobile applications that allow users to request a ride. However, without designated curbspace, pick-ups and drop-offs may be challenging, particularly in areas where curbspace is dominated by parking, leading to dangerous situations due to drivers waiting for passengers in a travel lane. Providing designated curb space for TNC pick-ups and drop-offs may facilitate TNC activity in a safer fashion along busy corridors.



## A.13



Identify locations where TNC's may be in high demand, such as major destinations, or potentially ART stations in more suburban areas where first-last mile linkages are limited. Alternatively, a program may be put in place for businesses to request the installation of TNC specific curb space.



### A.13 Last Mile

Applicable to all contexts.



### A.14 Last Mile

Applicable to [U] and [T] contexts.

## KISS AND RIDE

Similar to the need for curb-space for TNC's, designated areas for "kiss and ride," allows for people sharing segments of their commutes to safely drop off their passengers at transit accessible locations. As with TNC services, without designated curb space, pick-ups and drop-offs may be challenging in areas where curbspace is dominated by parking, leading to dangerous situations due to drivers waiting for passengers in a travel lane. Providing designated curb space for kiss and ride activities may facilitate linkages to ART stations in a safer fashion.



## B.14



### CAR SHARE

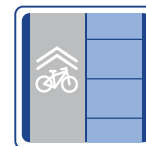
Car sharing programs allow people to have on-demand access to a shared fleet of vehicles on an as-needed basis. Car sharing is similar to conventional car rental programs with a few key differences:

- + System users must be members of a car sharing organization.
- + Fee structures typically emphasize short-term rentals rather than daily or weekly rentals.
- + Vehicle reservations and access is “self-service.”
- + Vehicle locations are widely distributed rather than concentrated.

Car share programs reduce the need for businesses or households to own vehicles, and reduce personal transportation costs and vehicle miles traveled (VMT). Through

car share, individuals gain access to vehicles by joining an organization that maintains a fleet of cars and light trucks in a network of locations.

Car sharing has sometimes been referred to as the “missing link” in the package of alternatives to the private automobile. For example, vehicles available near a person’s workplace or school can enable them to commute to work via transit or other means, knowing that they will have a car share vehicle available during the day only if needed for work or personal trips. It has proven successful in reducing both household vehicle ownership and the percentage of employees who drive alone because of the need to have a car for errands during the workday. As a result, car sharing can be an important tool to reduce parking demand.



## A.14



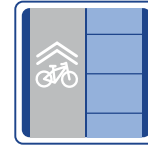
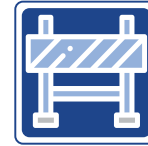
The City of Albuquerque can improve access to car share programs in the City in several ways. These include:

- + Develop direct partnerships, where parking spaces are provided to or leased to car share programs. Such arrangements would ideally be made in higher density areas.
- + Encourage partnerships between developers and car share companies to ensure new developments, particularly those along the ART corridor, have such services available to tenants. In addition, car share can be used as a strategy to reduce the parking requirements asked of developers.



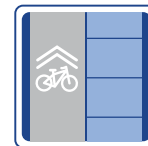
**A.15 Last Mile**

Applicable to [U] and [T] contexts.

**B.15****TWO-WAY CONVERSION**

Coal Avenue and Lead Avenue are currently a one-way couplet ranging from Downtown through Nob Hill. One-way couplets are used in urban areas to move high volumes of traffic to and from activity cores. However, couplets are not typically abutting residential communities, as this couplet does in Albuquerque. These couplets introduce high speeds and traffic volumes to residential communities, which have resulted in significant safety concerns from the community due to frequent collisions that affect homes and residents.

It is recommended that the couplet be converted to two two-way streets. While the costs of signalization, reduced turning movements, and potential for capacity loss are potential drawbacks, the benefits would be significant for the residential communities currently along the Coal and Lead corridors. Benefits would include traffic calming impacts, improved safety, increased connectivity and access, and a potential decrease in VMT as a result of more direct connectivity.

**A.15**

Implement the Lead & Coal two-way conversion that has been recommended through multiple planning documents over the last decade.

# **PARKING**

## **CRITICAL ISSUE: PRESERVATION OF ON-STREET PARKING**

WITHIN ANY WALKABLE URBAN DISTRICT, ON-STREET PARKING CAN SERVE AS NOT ONLY A CONVENIENT AMENITY TO AREA BUSINESSES (SUPPLY), BUT AS A COMFORTABLE BUFFER BETWEEN PEDESTRIANS ON THE SIDEWALKS AND VEHICULAR TRAFFIC MOVING ALONG THE STREETS (PLACEMENT). TO THE DEGREE POSSIBLE ON-STREET PARKING, PARTICULARLY ALONG CENTRAL AVENUE, SHOULD BE PRESERVED.

Concerns in relation to parking supply for the ART project revolve around both on-street parking availability for customers of local business and the potential for parking spillover into nearby residential neighborhoods. An adequate supply of parking is vital for the businesses along the corridor (research from retail consultant Robert Gibbs suggests that each on-street parking space in a vibrant shopping area produces between \$150,000 and \$200,000 in sales for local business). Despite inconvenience during construction, the development team of ART has done a good job preserving supply, which is proposed to lead to a net increase of 50 on-street spaces along the corridor. However, some of that parking has been preserved along the side streets and removed along Central. In the long term, any opportunities to build back that parking buffer along Central should be encouraged.



## TOD PARKING TOOLKIT

It will be important over time to tailor the parking policies to each station area so that parking availability and operation is clear for visitors, while its potential impact on neighborhoods are mitigated. The program elements for each station area are likely to be slightly different, but the sections below provide a summary of some approaches that should be a part of the thinking that goes into detailed action plans for each station area. These action plans should be based on real data (supply and use of parking, square footage of development) and include focused outreach with the affected businesses and neighborhoods. See individual station area plans for recommended strategies.

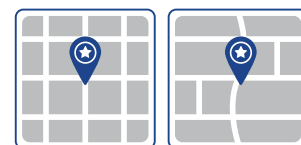
### PARKING DEMAND

Achieving a balance between parking supply and development is a critical challenge in developing transit-oriented development (TOD). Denser mixed-use development sited around high quality transit increases the potential for multiple trips to be linked through alternative and active modes and fosters the type of urban form that creates a “park once” environment for motorists. In addition, TOD promotes self-selection, improving transit access for households who wish to be car free, or a one car family. Recent research of TOD projects around the United States suggests that TOD residents are twice as likely not to own a car as other households, while they are two to five times more likely to commute by transit than others in their region.

A recent study produced by Smart Growth America found that despite building less parking than recommended by the Institute

of Transportation Engineers’ (ITE) Trip Generation and Parking Generation guides, TODs across the country were producing a ratio of parking demand between 58 and 84 percent of actual supply provided. One reason for this is that TODs produce far fewer vehicle trips than standard trip generation models estimate. Furthermore, TODs produce lower rates of parking demand than what is estimated by traditional parking generation ratios because many sites share parking between commercial and residential uses, unbundle parking from residential rents, and charge market rates for commercial parking. Despite reduced levels of demand compared to traditional development, most TODs with residential and commercial components require some amount of parking to achieve market feasibility and to secure project financing.

The following strategies offer solutions to best manage existing parking supply and accommodate growth and parking demand at TOD zones along the ART corridor.



#### A.16 Parking

Applicable to [U] and [T] contexts.



## TOD PARKING MANAGEMENT



# B.16



## ADJUST TIME LIMITS

It is recommended that on-street metered parking throughout the corridor shift to demand-based pricing to achieve parking availability goals rather than time limits to achieve a vague turnover goal. While relaxing time limit restrictions makes parking more convenient for drivers, doing so does not mean that all people will park longer. Extending time limits simply allows individuals to park longer if they want to. At present, specific zones, such as Nob Hill have a multitude of on-street parking time limits within a couple of blocks.

It recommended that various time limits be consolidated to fewer options, to improve the ease of understanding options. In addition, limits less than 2-hours may be detrimental to districts looking to achieve a “park once” environment where patrons can park once and frequent shops, dining, and entertainment all within a single trip. Moving to a demand-based pricing system reduces the reliance on time limits. Fewer time limits result in fewer citations and a more positive parking experience for visitors.



# A.16



Potential time limit adjustments strategies to metered parking along the ART corridor include the following:

- + **Three/Four hours:** The typical/default parking meter time limit could be relaxed to three to four hours. This allows the City to try relaxed time limits, without eliminating them. Four hours typically allows plenty of time for someone to dine and run errands without fearing a parking citation.
- + **No limit (with demand-based pricing):** Demand-based pricing eliminates the need for parking meter time limits, as availability is managed through price rather than arbitrary limits to how long one can stay. This is a significant change for many cities, most of whom have historically relied on short time limits and a focus on turnover.
- + **Extend Hours of Operation:** Hours of operation should be matched to the need for open parking spaces based on business hours and occupancy trends. Current time restrictions are only until 6 p.m. and lose their ability to create turnover thereafter. For a district like Nob Hill where there is significant parking demand generated by bars and restaurants hours of enforcement should be extended to 8 p.m.





# B.17



## BENEFIT DISTRICT

Parking Benefit Districts (PBDs) are defined geographic areas, typically in downtowns or at urban centers, in which revenue generated from on-street and/or off-street parking facilities within the district is returned to the district to finance neighborhood improvements. Included in the 2016 Downtown Albuquerque Parking Study was the recommendation that the City and key stakeholders identify areas in which a PBD program could be implemented and develop a pilot program. If proved successful, such as program could be introduced gradually along the ART corridor to other station areas with dense centers of businesses that would benefit from a PBD, such as EDo, University, and Nob Hill.



# A.17



Pilot a PBD Downtown per the 2016 Downtown Albuquerque Parking Study recommendation. It is important that the revenue is returned to the district where it is generated. If revenue from the district appears to be “disappearing” into the general fund, there will be little support for installing new parking meters or implementing pricing from local stakeholders. Potential expenditures that can be financed include a range of improvements:

- + Purchase and installation costs of additional parking meters
- + Additional parking enforcement
- + Transit, pedestrian, and bicycle infrastructure and amenities
- + Streetscape improvements, landscaping, and lighting
- + Street cleaning, power-washing of sidewalks, and graffiti removal
- + “Mobility Ambassadors” to provide visitor assistance and additional security
- + Additional police patrols to provide enhanced security
- + Leasing of private parking spaces for public use
- + Marketing and promotion of the district and local businesses
- + Implementation and administration of Transportation Demand Management programs
- + Oversight and management of infrastructure and amenities



## A.17 Parking

Applicable to [U] and [T] contexts.

## AN EXAMPLE OF A SUCCESSFUL PBD INCLUDES THE FOLLOWING:

**Boulder, CO** – The City of Boulder’s PBD incorporates more than 800 on-street metered spaces and nine off-street facilities throughout a 30-block district of downtown Boulder in order to maximize the use of existing supply and to fund improvements within the district through meter revenue. Benefits to the District funded through parking meter revenue include historic preservation, streetscape improvements, bike parking, bike share, public Wi-Fi, and free universal transit passes for downtown employees.



### B.18



#### COMMUNICATIONS AND WAYFINDING

The goal of communications and wayfinding is to make parking easier to find and make the parking system easier to understand through targeted branding and education. Communicating parking locations, rules, and availability is highly complementary to efforts to redistribute parking using pricing and regulations.



#### A.18 Parking

Applicable to [U] and [T] contexts.



### A.18



Potential communications and wayfinding strategies that may be beneficial to parts or the entirety of the ART corridor include the following:

- + **Marketing campaigns:** Adopt a progressive parking strategy like demand-based pricing and create marketing programs to explain any changes in parking rates and rules, and make people aware of the less expensive parking options that become available.
- + **Holistic rebranding:** Develop an element of branding for the program that helps communicate the new system for managing parking. A comprehensive and identifiable brand can help communicate a shift from previous ways of managing parking and a renewed focus on customer service.
- + **Streamline regulations:** Parking rules should be easy to understand so people feel they are able to avoid citations and

park without concern about interpreting the regulations.

- + **Improve wayfinding and signage:** Wayfinding and signage helps to orient visitors, shoppers, and residents alike, pointing them to area parking facilities, local businesses, transit stations, and other key destinations. Wayfinding strategies seek to efficiently coordinate movement within a neighborhood, pointing users of all modes of travel to the best access routes for their destination. Through maximization of underutilized resources, successful wayfinding can help dispel perceived shortages of parking in busy commercial districts.
- + Parking wayfinding should be designed to direct motorists to underutilized off-street facilities, helping to free up coveted on-street spaces and eliminate congestion generated by those “cruising” for parking. Wayfinding is most successful when it is consistent; all signage should be produced in a similar style, and organized by type (parking, transit, bicycle/pedestrian, retail). Regardless of the specific signage implemented, good design that supports the individual character of each neighborhood and/or branding of the ART corridor is critical.





## B.19



### DEMAND-BASED PRICING

Progressive parking policies manage a city's existing supply of parking. A key component of any such policy is demand-based pricing (also referred to as demand-responsive pricing, variable-rate pricing, performance-based pricing, or dynamic pricing). Demand-based pricing charges the lowest possible rate that achieves availability targets, better aligning price and demand to ensure there is always an open parking space.

Researchers have determined the ideal on-street parking occupancy rate to be around 85%, which leaves roughly one to two spaces available per block so that cars no longer have to circle the block to find parking. To achieve this, cities increase the cost of parking or reduce time limits in areas with higher occupancy rates, and decrease

the cost of parking or increase time limits in areas with occupancy rates lower than 85%. The

## THE OPTIMAL OCCUPANCY RATE FOR OFF-STREET FACILITIES IS 90-95%.

optimal occupancy rate for off-street facilities is 90-95%.

Drivers are either bargain hunters or convenience seekers. Convenience seekers are more willing to pay for an available front door spot. Many shoppers and diners are typically less sensitive to parking charges because they stay for shorter periods of time than an employee or all-day visitors. Many longer-stay parkers find it worthwhile to walk a block to save on parking fees. With proper pricing, the bargain hunters will choose currently underutilized lots and more distant meters, leaving the prime spots free for those convenience seekers. For merchants, it is important to make prime spots available for these people: those who are willing to pay a fee to park are also those who are willing to spend money in stores and restaurants.



## A.19



The City should implement a protocol for TOD demand-based pricing is as follows:

- + **Establish targets:** In the short-term, the City should establish a target for the availability of on-street parking on blocks throughout appropriate implementation areas such as Downtown or Nob Hill. Achieving a commonly used occupancy target of 85%, would mean that on average, one or two curbside parking spaces on each block-face in the area would remain open and avail-

## EXAMPLES OF SUCCESSFUL DEMAND-BASED PRICING PROGRAMS INCLUDE THE FOLLOWING:

**Seattle, Washington** – Since 2010, the City of Seattle’s Department of Transportation (SDOT) SeaPark program has annually adjusted on-street parking rates, time limits, and paid hours of operation with the goal of maintaining a target occupancy rate of 70-85%. Seattle’s program is special in that it applies to all metered curb parking spaces in the city (approximately 12,000 spaces across 32 different rate areas). In order to determine adjustments, the SDOT conducts hourly manual data collections each spring, which are used to create an Annual Paid Parking study.

Subsequently, each fall, findings of the study are then used to adjust rates, time limits, and paid parking hours.

**San Luis Obispo, California** – The City has adopted a demand-based tiered pricing and time limit structure to encourage long-term parkers to find spaces in lower demand areas. Downtown employees are also encouraged to use travel modes other than driving alone to commute to downtown. In order to reduce the amount of parking needed for new residences downtown, residents are allowed to park overnight in designated lower-demand areas that do not significantly interfere with customer and employee parking.

The rate structure for on-street meters is split into three categories as shown below:

- + 30-minute meters (1-2 spaces per block)
- + 2-hour meters — \$1.50 per hour in downtown core; \$1.25 per hour in outlying areas
- + 10-hour meters — \$0.75 per hour

able for use by incoming vehicles, even during periods of peak demand.

- + **Install meters with demand-based rates:** In the medium-term, on all block-faces for which comprehensive on-street parking utilization surveys indicate that parking occupancy consistently exceeds target rates, the City can install smart parking meters and initiate variable, demand-based charging for the use of curbside parking.
- + **Monitor and adjust:** Under the recommended approach, the City would monitor the utilization of parking spaces within implementation zones on an annual basis and adjust meter rates as necessary to meet the established targets. This means, for example, that on block faces where observed peak period occupancy drops significantly below the target rate, the City would reduce rates by \$0.25 to \$0.50 per hour. Conversely, where peak period occupancy continues to exceed City targets, even six months after meter installation, the City would

increase the hourly rate.

- + **Dedicate meter revenue to local improvements:** The primary goal of a progressive parking pricing program is to enhance the ease and convenience of access to high demand areas; not to maximize revenue. To ensure merchant and public support for parking pricing, any meter and/or fine revenue collected in excess of program costs should be dedicated to a Parking Benefit District, rather than going to the City’s General Fund.
- + **Business validation:** As an option, parking pricing can include a validation system if desired by merchants and the community in which businesses cover the cost of patrons’ parking costs. This may be effective in incentivizing shoppers to frequent businesses, but may undermine the ability of parking pricing to create sufficient on-street availability.



### A.19 Parking

Applicable to [U] and [T] contexts.





## B.20



### EMPLOYEE PARKING PROGRAM

Many cities have implemented employee parking permit (EPP) programs as a means to move employees of businesses in busy commercial and entertainment districts from on-street parking spaces to off-street parking facilities. The objective is to reduce long-term on-street parking to alleviate traffic congestion in these areas.

Typical EPP programs allow qualified business employees to park in designated off-street facilities exempt from posted regulations during a specific time period with ownership of a permit. Many EPP programs do not prohibit non-employee parking, but allow the general public to park within the area, subject to posted parking restrictions.



## A.20



The City should test EPP programs with business within a specific district like University. Strong employer support is a crucial component to any successful EPP program. Employers are needed to inform their employees about the program, facilitate participation, and ensure that the program guidelines are adhered to. Employers must also work with City staff to provide feedback and modify the program as needed. It is also

important to note that this strategy will be much more effective if enforcement of time limits is enhanced, providing employees with more of an incentive to seek out spaces that allow for longer term parking.

## EXAMPLES OF SUCCESSFUL EMPLOYEE PARKING PROGRAMS:

**Sacramento, California** – Sacramento's employee parking program allows full and part-time employees to purchase discounted parking permits, valid in three of the downtown parking garages. The permit costs full-time employees \$0.25 per hour of parking and \$0.50 per hour of parking for part-time employees. In order to be approved for a permit, employees must present the City with proof of employment and proof of wage that does not exceed \$16.00 per hour or less for full-time employees or \$22.00 per hour or less for part-time employees. The permits are used to receive the daily discounted parking price when payment is made to exit the parking garage.

**Santa Fe, New Mexico** – Santa Fe offers a \$35.00 monthly parking pass to be purchased by downtown employees, valid in all City-owned parking garages and lots in order to increase on-street parking supply for downtown business customers. Applicants for the permit must show proof of downtown employment and wage that does not exceed \$15.00 per hour or \$31,200 annually.



## B.21



### RESIDENTIAL PARKING PERMIT PROGRAM

A Residential Parking Permit (RPP) program operates by exempting permitted vehicles from the parking restrictions and time limits for non-metered, on-street parking spaces within a geographic area. The primary goal is to manage parking spillover into residential neighborhoods. RPPs work best in neighborhoods that are impacted by high parking demand from other uses, such as:

- + Universities, colleges, neighborhood schools, or hospitals
- + Transit stations
- + Popular commercial, retail, entertainment, tourist, or recreational destinations

By managing spillover, RPPs can ensure that residential neighborhoods are not overwhelmed by commuters, employees, or visitors, thereby enabling local residents to park their vehicles on-street. Most RPP programs allow those without a permit to park for generally two to four hours during a specified period, such as 8:00 AM to 6:00 PM, Monday to Friday. Permit holders are exempt from these regulations. Ownership of a permit, however, does not guarantee the availability of a parking space.

Throughout Albuquerque there are approximately 80 blocks spread amongst 30 streets with existing RPP zones within three blocks of the ART corridor. The City allows for the establishment of an RPP zone if a study determines that a significant portion

of on-street parking is being utilized by non-residents of a residential street. The existing regulations allow for each address within an RPP zone to obtain up to three permits, and a permit per unit for lots or addresses with multiple units. Permits are issued to residents free of charge. Unlike RPP Zones in most cities, some RPP Zones along the ART corridor, such as the U Zone, are in effect during the daytime in order to mitigate concerns of spillover parking from UNM. This leads to many of the spaces remaining empty or underutilized throughout the day when residents are at work despite the presence of nearby shops and restaurants that are open during that time.



## A.21



Updates to the City's RPP zones along the ART corridor should include:

- + **Price permits:** RPPs require City resources to develop, manage, and enforce. To be sustainable the program should be designed to recover these administrative costs through the pricing of permits. A graduated pricing structure can help to ensure that the number of permits does not exceed supply.
- + **Do not waste supply:** Many times streets with permit restrictions still have available parking at various times throughout the day. These spaces should not sit empty, but should be made available to non-residents willing to pay for them. Zones with daytime

restrictions should be monitored for utilization and adjusted accordingly.

- + **Enforcement:** Enforcement is essential to a successful RPP program. Without consistent enforcement an RPP will not work. Given the City's limited enforcement resources, observation of RPP zones in evening hours may be unfeasible







**B.22**



#### SHARED PARKING

**S**hared parking agreements are arrangements with private parking lot owners that provide for privately owned off-street parking to be available to the public during specified periods of time, usually when the parking lot is in low demand for its associated tenants.

A typical example of shared parking would be a land use that creates parking demand during the day, which could then become available to the public during non-business hours or at other times when there is an overabundance of available parking. The agreement with the parking lot owner would stipulate the times during which public users may park in the lot and terms for compensation and operation.



**A.22**



The City could enter into three types of agreements with a private property owner. These are:

1. **Leasing of a private lot:** Under this arrangement, parking spaces would essentially be “rented” from the property owner and the City would be entitled to establish regulations during “shared” use hours. Upgrades (lighting, striping, signage, etc.) could be made and the City would enforce compliance with regulations.
2. **Private ownership, public enforcement:** Under this arrangement the private property owner would open their lot to the public and establish regulations (including any pricing). The owner could choose to charge for parking, depending on parking demand. The City would enforce compliance with regulations and collect citation revenue.
3. **Third-party management:** It may be simpler and more cost-effective for the City to contract with a private company with experience facilitating shared parking arrangements instead of creating and managing its own agreements. This company would also establish regulations (including any pricing).



#### VALET PARKING

Municipal valet services may be used to manage spikes in parking demand in busy commercial districts. These services offer an easy alternative to finding on-street parking by allowing drivers to drop-off their car at one location, shop, dine, and run errands, and then pick up their car when they are done. Unlike other valets that serve only one business, municipal valets are open to the public. With just a few on-street spots at each valet location, municipalities can maximize their existing parking supply by having the valet use underutilized parking lots and garages.

Valet parking provides an opportunity to shift demand to off-street lots and increase the ease of parking for visitors to high-demand areas. It can also increase the effective parking supply through more efficient use, as valet operators can tandem or triple park vehicles. Valet parking is useful in evenings and during seasonal or event peaks, particularly to support restaurants and the theater. Typically, these programs can be funded through neighborhood business associations or PBDs. In general, cities or businesses enter into a contract with one or more valet operators to provide the service. In order to make valet services a single, seamless operation, consistent branding (signage and uniform) should be required.



Pilot municipal valet services in strategic neighborhoods like Downtown and Nob Hill. Selection of valet parking drop-off locations need to consider how the loss of on-street parking spaces will affect parking behavior and whether drop-off and pick-up would negatively affect traffic flow and street operations. These locations could be coordinated with existing passenger loading zones to minimize parking loss.