Getting to the Source of Pollution  
(Energy use, climate change gas)

\[
\text{Pollution} = \frac{\text{pollution}}{VHT} \times \frac{\text{VHT}}{VMT} \times \frac{\text{VMT}}{\text{vehicle}} \times \frac{\text{vehicles}}{\text{population}} \times \text{population}
\]

\[f(\text{land use, transit, income, auto ownership, density, roads parking, walkability, bike access, cab, Uber})\]
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1. Physical, land use, urban design
   a. Parking lots
   b. Parking garages
   c. Underground garages
   d. Street parking
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2. Traffic generation
   a. Parking must be adequate for accessibility to auto-dependent employees, customers
   b. Parking must be constrained to avoid overloading roadway capacity
   c. Zuppan and Pushkarev: too much parking kills
   d. Growth at margin may lower the ratio but increase the absolute number
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3. Parking freeze
   a. Politics of adoption
   b. Politics of ongoing implementation
   c. Unintended consequence of good intention
   d. Intended consequence of bad intention
   e. Parking as option value
   f. Parking pricing, Shoup vs CATO
   g. Residential parking
   h. Community attitudes and democracy. Parking constraint to allow TOD threatens to overwhelm on-street residential space.
   i. TOD threatens affordability.
   j. Traffic congestion argument as an excuse to kill density
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Bread, Cheese, and Wine
Spinach
Chicken and egg
Accessibility (for employers, for residents)