

## Exploring the Impacts of Off-Street Residential Parking on Vehicle Demand

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**Friday, November 12, 2021**

12:00 to 1:00 PM US Arizona

College Avenue Commons, Room 333 [\(map\)](#)

### About the Speaker

Kristina M. Currans is an Assistant Professor of Urban Planning at the University of Arizona in the College of Architecture, Planning and Landscape Architecture. She holds a doctorate in Civil engineering from Portland State University. In her research, Prof. Currans explores the intersections between travel behavior and land development, between transportation planning and engineering. She aims to understand why, where, and how people do activities through space and time, and how that knowledge can be translated in practical ways that help cities' build towards their communities' goals and objectives. Her research interests include: exploring the implications and use of new technologies (shared e-scooters, e-commerce apps and provisioning programs) on urban infrastructure, multimodal travel, and accessibility; examining the relationships between the availability of multimodal transportation infrastructure impacts transportation choices (e.g., drive, walk, bike); and translating research into lessons and tools for local agencies to help them move toward their regional, city, and neighborhood transportation goals.

### About the Talk

Conventional practices evaluating transportation impacts of land development often overlook the substantial evidence that oversupplied parking further induces vehicle use, especially in areas with existing robust alternative-mode accessibility. In this lecture, we examine the relationship between residential parking supply and household vehicle use, starting from the literature and extending into applied examples. While conventional engineering and planning practices have historically treated parking as a static mitigation for addressing the transportation demand at new development, our work indicates that parking supply is and should be treated as a dynamic characteristic of the built environment and a policy-lever for reducing vehicle use in urban, multimodal areas. This lecture synthesizes several previous and on-going projects aimed at improving how we understand and accommodate transportation impacts of new development.

**This seminar will be webcast live to a worldwide audience by Zoom.**

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