



**AB 3153: Bike and Carshare Parking  
(As Introduced)**

**SUMMARY**

AB 3153 would allow residential developers the option to meet 30% of their parking requirements through bike and carshare parking. It helps to make housing more affordable and provides Californians, especially low-income families and households and seniors, a safe place to store their bikes and incentives not to drive their cars.

**PROBLEM**

Local government often places a minimum parking requirement on housing developers to construct a certain amount of parking per unit. These requirements are expensive to meet and sometimes unnecessary for residents of affordable units.

One in three low-income households in California does not own a car. They do not need car parking in their residential building, thereby creating underutilized parking spots. Developments can support more housing and more affordable transportation options for residents by applying the unused parking capacity to carshare and bike parking.

Carshare services are proven to reduce overall vehicle miles traveled. Encouraging carshare is an important component of our state's strategy to reduce greenhouse gas emissions and other pollutants caused by cars. California state policy already recognizes the importance of carshare services for low-income people by providing discounted memberships in its Clean Mobility Options program.

Bicycling in California has more than doubled since 2000 due to an expanding network of bike lanes and greenways, and increasing desire of Californians for healthy and affordable transportation. However, the lack of secure bicycle parking in multi-unit residential buildings is a big obstacle that prevents many Californians from taking advantage of the bicycle for transportation and healthy recreation. Parking a bike outside on a daily basis is not feasible in many places in California because of the risk of damage from the elements, or theft and vandalism.

The lack of secure residential bike parking especially impacts low-income residents, one third of whom do not own a car. It makes bicycling infeasible for people, especially women and seniors, who have more trouble carrying bikes up stairs. Because many apartments are small and crowded, many people do not have room inside their homes to store a bike. These factors all prevent Californians from using a bike regardless of whether there is a strong cycle network and adequate parking at their destinations.

**SOLUTION**

AB 3153 allows for flexibility in the provision of parking in housing developments by offering to reduce the minimum number of parking spaces required in a development by a limited amount in exchange for the provision of bicycle parking and car-sharing spaces. It will modify the minimum parking requirements as follows:

- For every two secured bike parking spaces that are provided, the motor vehicle parking requirement may be reduced by one space, up to a maximum of thirty percent of spaces.
- For every carsharing parking space that is provided, the motor vehicle parking requirement shall be reduced by 2 spaces, up to a maximum of 30 percent of spaces.

AB 3153 does not supercede local ordinances or regulations that may require more bicycle parking or carsharing spaces.

This bill supports the vision of a healthy California and enhances the State's economy and livability. Long-term bike parking, when combined with carshare, play a key role in providing a safe, sustainable, integrated, and efficient transportation system.

**CONTACT**

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