The California Parking Minimum fight

By Marc Vukcevich
What is Streets For All?

An advocacy organization based in Los Angeles, CA that advocates for sustainable and equitable transportation and land use.

Special focus on: Biking, walking, public transportation, urban land use, and parking policy.

We work actively in California state legislature with 10 sponsored bills.

Locally known for Healthy Streets LA, our ballot initiative.
Our statewide work

<table>
<thead>
<tr>
<th>Bill</th>
<th>Sponsor</th>
<th>Description</th>
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<tbody>
<tr>
<td>AB 1317</td>
<td>Carrillo</td>
<td>Unbundles the cost of parking from rent</td>
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<tr>
<td>AB 251</td>
<td>Ward</td>
<td>Studies higher registration fees for heavy vehicles</td>
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<td>AB 413</td>
<td>Lee</td>
<td>Mandates daylighting at crosswalks</td>
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<td>AB 819</td>
<td>Bryan</td>
<td>Decriminalizes fare evasion</td>
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<td>AB 825</td>
<td>Bryan</td>
<td>Legalizes biking on the sidewalk when no safe bike infrastructure exists</td>
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<td>AB 645</td>
<td>Friedman</td>
<td>Speed camera pilot program</td>
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<td>SB 695</td>
<td>Gonzalez</td>
<td>Increases highway widening transparency at Caltrans</td>
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<td>SB 411</td>
<td>Portantino</td>
<td>Permits L.A. NC meetings to stay virtual</td>
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<td>SB 538</td>
<td>Portantino</td>
<td>Appoints a chief advisor of bicycling at Caltrans</td>
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<td>SB 712</td>
<td>Portantino</td>
<td>Stops landlords from prohibiting e-bikes</td>
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The Story of Parking Reform in California

In 2011, a bill AB 761 (Skinner) to end parking minimums was authored and got nowhere.

In 2021, a bill called AB 1401 (Friedman) was authored with a lot of energy behind it. It mirrored AB 2097.

In 2022, California effectively ended huge swaths of parking minimums through a bill AB 2097 (Friedman).
The Story of Parking Reform in California

Strong advocates
Made our position loud an clear

Politically adept developers
Explained how it helps

UCLA Faculty
Explained the research
trade offs and responded to concerns

Editorial: California should prioritize housing people, not cars

A Metro train passes by apartments in Culver City in January 2017. Two state bills would eliminate parking requirements in developments near transit. (Christina House / Los Angeles Times)
Governor Signs and promotes the bill

CA is making housing cheaper & easier to build by eliminating parking requirements for new housing near transit and daily destinations like jobs, grocery stores, & schools.

Thanks to the work of @laurafriedman43, we're prioritizing people and the planet over cars.

Basically, we're making it cheaper and easier to build new housing near daily destinations.

4:54 PM · Sep 22, 2022
The Result

California cost per parking space: $5,000 - $80,000
Five Policy Frontiers
Expanding the removal of parking minimums

Three Full Repeals:
San Jose
Culver City
Alameda

Partial:
San Francisco
San Diego
Temecula
Pomona
Santa Monica

Fresno
Sacramento
Berkeley
Mountain View
Hayward
Petaluma
Arcada
Healdsburg
Fremont
29 Palms
Parking Maximums
Curb Management / Car Sharing

- Vehicle Storage
- Car Sharing
- Pedestrians and Crossing Infrastructure
- Food trucks and Mobile Vendors
- Special Events
- Emergency Services
- Micromobility
- Electric (EV) Charging
- Transit and Transit Infrastructure
- Ridehailing
- Flex Zone
- Bicycles and Infrastructure
- Local Businesses
- Access for All
- Green Infrastructure, Parklets, and Streetscapes
- Freight

zipcar
TURO
Shared Parking

13 Parking spaces, 3 uses

AB 894 (Friedman)
Unbundling Parking

AB 1317
ASM. W. CARRILLO
UNBUNDLES PARKING FROM RENT

Unbundled Parking
The cost of parking is "unbundled" to reveal the true price of parking, separate from rents and other goods and services.

1. Cost of parking is revealed to the user
2. Consumers can save money by using less parking, resulting in lower parking demand
3. Less parking needs to be funded and built