

Potential curbside charging Pilot for Electric Vehicles

January 24, 2014

Objective: The Council referral is to establish standards, conditions and guidelines for a pilot program to allow EV charging in the public right of way. It does not explicitly require this to be for private residential use, but the context of the Council meeting implies that we are expected to address private residential use in neighborhoods and may also address public use in commercial areas.

Commission reports to Council reports are expected to provide recommendations, as well as fiscal impacts, current situation and background, environmental sustainability, rationale, and alternatives. Thus any report should address pros and cons leading to two conclusions about a pilot:

- 1) Should there be a pilot
- 2) If there is a pilot how should it be done

Each Commission may submit an independent report, or one may take the lead and summarize actions or recommendations by the other Commissions. Additionally the City Manager may submit a companion report offering concurrence, other recommendation, or referral to budget process.

Discussion points:

- A public commercial charger pilot may be simpler in terms of policy, but would require a vendor interested in providing the service at little or no cost to the City. The likelihood of that is unclear at this time, but could be explored.
- Public Works Commission has continued to express opposition to use of the public right of way for chargers dedicated to private use.
- Based on staff review of issues, a residential curbside charging pilot could tentatively have the following elements or requirements:
 - Applications for curbside charging might only be considered if there are no on-site alternatives (just as we do for blue curbs). In other words private impacts on the public right of way should be need based, not merely out of convenience or preference. This applies to single family and multifamily dwellings.
 - Use of the charger is to be under the control of the property owner. In other words the chargers will not be free to all. This avoids the need to be ADA compliant.
 - Chargers must meet a safety standard to be determined, including failsafe shutoff features. This could be achieved by commercial chargers, but there may be other options.
 - The encroachment permit for a charger must come from or be approved by the property owner, not just a tenant.

- There may need to be a deposit or other provision for removal of chargers in the event of abandonment or other problems.
- Applications must include installation plans with map of existing utility infrastructure along the property frontage.
- Signage if any will be per MUTCD standards, which are not currently well defined for electric vehicles. Installation of a charger may not create a “private” or “reserved” space. Curbside chargers may be subject to parking occupancy limits, which would need to be determined. i.e., no chargers allowed if street occupancy at two different observation times is over 85%? What observation time? Daytime or evening?
- The “pilot” must have a specified duration, evaluation criteria and data tracking mechanism, maximum number of pilot installations, and contingency plans for success or failure of the pilot.
- Applicants shall indemnify the City for any harm arising out of installation, use, or misuse of the charger.