



MINUTES

Transportation Commission

Regular Meeting

February 20, 2014

North Berkeley Senior Center
1901 Hearst Avenue (at MLK)
Berkeley, CA

A. PRELIMINARY BUSINESS

1. Call to Order

Chair McCaughrin called the meeting to order at 7:02 PM

2. Roll Call

Commissioners Present: Mark Humbert, Donald Lathbury, Eric McCaughrin, Ghanya Thomas, Darby Watson, Sofia Zander (Arr 7:03)

Commissioners Absent: Benjamin Bartlett, Terry Roberts (L/A), Nicole Schneider

Staff Present: Javandel, Bright

3. Public Comment on items not on the Agenda: 1 speaker

4. Approval of Draft Action Minutes:

It was moved, seconded, (Zander/Thomas) to approve the Minutes of January 16, 2014. Ayes: Lathbury, McCaughrin, Thomas, Zander Noes: None Abstain: Humbert, Watson Absent: Bartlett, Schneider Motion failed (4-0-2-2).

5. Approval and Order of Agenda- No change

6. Update on Administration

7. Announcements

B. DISCUSSION/ACTION ITEMS

1. Electric Vehicle Charging Pilot Program (Council Referral)

Speakers - 3

Action: It was moved/seconded (Zander/Humbert) that the Commission approve the recommendations of the Electric Vehicle Charging Subcommittee as amended in discussion. Ayes: Humbert, Lathbury, McCaughrin, Thomas, Watson, Zander Noes: None Abstain: None Absent: Bartlett, Schneider Motion carried (6-0-0-2)

Transportation Commission Recommendations for a Pilot Program Allowing Curbside EV Charging Stations in the Public Right of Way under Certain Conditions

1. The "pilot" must have a specified duration (recommend three years), evaluation criteria and data tracking mechanism, maximum number of pilot installations (recommend up to 25), and contingency plans for success or failure of the pilot.

2. Applications for curbside charging could be considered if there are no on-site spaces legally available that would not impact the public ROW and Zoning Adjustments Board should be encouraged to approve front yard parking for EV charging. Front yard parking spaces may be acceptable if installed for the purpose of on-site EV charging and approved by ZAB.

3. Applications must include installation plans with map of existing utility infrastructure along the property frontage. This will confirm that there are no conflicts with other existing utilities and underground laterals as well as providing a basis for marking of any new conduit as part of underground service alert requests.

4. Allowing private charging to impact the public right of way should be need based, not merely out of convenience or preference. This policy would apply to existing residential single and multifamily dwellings and be applicable to owners and tenants at owner's discretion. A policy for commercial properties may be considered at a later date.

5. Use of the charger is to be under the control of the property owner. The charger would be for private use only, or, if the owner wishes to make the charger available to the public, it must be made ADA compliant and available to the public at all times, at no cost.
6. Chargers and cabling systems must meet a safety standard to be determined, including failsafe shutoff features. This could be achieved by utilizing Type I, (120V AC) Type II (208, 220, 230 or 240?V) or (480 V AC) commercial chargers, and possible curbside cord management systems. All installations must be handled by licensed and certified electrical contractor. Simply installing an outlet would not be permitted.
7. The encroachment permit for a charger must come from or be approved by the property owner, not just a tenant.
8. Installation and maintenance of chargers would be at the expense of the owner/applicant.
9. There may need to be a deposit (the amount to be determined by the city) or other provision for removal of chargers in the event of abandonment or other problems. Periodic (5 year) inspection may be needed to assure chargers are in a good state of repair and do not pose any hazard or blight.
10. Installation of a charger may not create a "private" or "reserved" parking space on the street. Curbside parking at the charger location would be available to all using normal parking regulations. The curbside parking stall would be used on a first-come first-served basis either by an EV charger or other street parker. Signs at curbside should clarify that there is not any parking restriction associated with a charger. An EV charger would not have parking preference for the space.
11. Approval of curbside chargers may be subject to parking occupancy limits, which would need to be determined. i.e., no chargers allowed if street parking occupancy at two different observation times is over 85%, unless at least 75% of the neighbors agree to the charger being installed through a petition process.
The city will evaluate the parking needs and make a determination accordingly. Time of day parking restrictions may apply. EV chargers would be subject to all parking restrictions. Clear signage would be installed advising both EV chargers and other parkers of the rules for parking on the street at the EV charging site.
12. Applicants shall provide notice to all neighbors prior to issuance of a permit, sharing the regulations and guidelines about use of such chargers and adjacent parking spaces. Neighborhood concurrence may be required.
13. Applicants shall indemnify the City for any harm arising out of installation, use, or misuse of the charger, per city attorney requirements.
14. Any cords connecting the charger to a vehicle shall be configured so that they do not cross a driveway, sidewalk, or passenger unloading area. Cord management systems shall be employed that avoid creation of potential trip hazards where needed.
15. Application process should be made as easy as possible to minimize the temptation for people to ignore or violate the process. Appropriate penalties for violations will need to be established by the city both to encourage application for a permit and as fines for disregarding parking or charging regulations, failure to obtain a permit, or breach of other regulations.
16. The city should consider incentives to encourage EV use and charging; possibly waiving or reducing application and permit fees for chargers or associated facilities.
17. The city should establish design standards for EV stations to insure they are safe, not a blight on the neighborhood, and that appropriate aesthetics are considered and required.

2. **Line 51 CDRS - Phase 2 Projects**

Speakers - 0

Secretary Javandel advised that Phase 2 update will be provided at March meeting.

Action: None

3. **Nomination and Election of Officers**

Actions:

It was Moved/Seconded/Carried (Lathbury/Watson) to nominate Eric McCaughrin as Chair.

Unanimous approval (Absent: Bartlett, Schneider) (6-0-0-2)

It was Moved/Seconded/Carried (Watson/Thomas) to nominate Sofia Zander as Vice Chair.

Unanimous approval (Absent: Bartlett, Schneider) (6-0-0-2)

Speakers: 0

4. Development of 2014 Work Plan

Discussion of possible projects; No action. Commissioner Zander will type up the list to be included for discussion at the March meeting.

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

1. Subcommittee Reports (Verbal reports from Bicycle, Parking TDM, Pedestrian, Traffic Calming, Transit, Subcommittees and Public Works Liaison)
2. Council Summary Actions 2014*
3. Link to Council and Agenda Committee Agendas and Minutes
<http://www.ci.berkeley.ca.us/citycouncil/>
4. Berkeley Biking and Walking Map (available online)
http://www.cityofberkeley.info/Public_Works/Transportation/Bicycling_and_Walking-Maps_and_Guides.aspx
5. 2013 Five-year Street Repaving Plan (Referred to Bike Subcommittee for review of bike routes with regard to striping)

D. COMMUNICATIONS

1. Petition to AC Transit re #65 Bus Schedule
2. City Clerk Memo re Brown Act Training for Commissioners

Received at 2/20 Meeting:

3. Nate Pitts – Proposal to slow traffic on Regent at Dwight Way
4. Alan Gould – Suggestions about [EV] curbside charging document

All received.

E. FUTURE AGENDA ITEMS

AC Transit Line 51 Projects – Phase 2 Elements - March	Council Referral: Portable Sign Pilot Project- Apr
Adopt 2014 Work Plan – March	Subcommittee assignments - March
Ashby/ Hwy 13 Corridor Projects - March	Traffic Calming Implementation Policy - March
Council Referral-Signage Clarity	Revenue Generating Strategies

F. ADJOURNMENT

It was MSC (Lathbury/Watson) to adjourn the meeting at 10:52 PM. Approved by unanimous consent.

Public Present: 4 Speakers: 4

Commission Secretary: Farid Javandel, Public Works/Transportation Division, 1947 Center St., 3rd Floor, Berkeley, CA, 94704, Telephone (510) 981-7061, email: fjavandel@ci.berkeley.ca.us, Fax: (510) 981-7060

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