

AGENDA

ANC 6A Transportation & Public Space Committee Meeting

July 18, 2022 at 7:00 pm

Virtual Meeting via Zoom

For those attending via Zoom: use this link: <https://us06web.zoom.us/j/83852251841>

Call-in Number: 1 301 715 8592

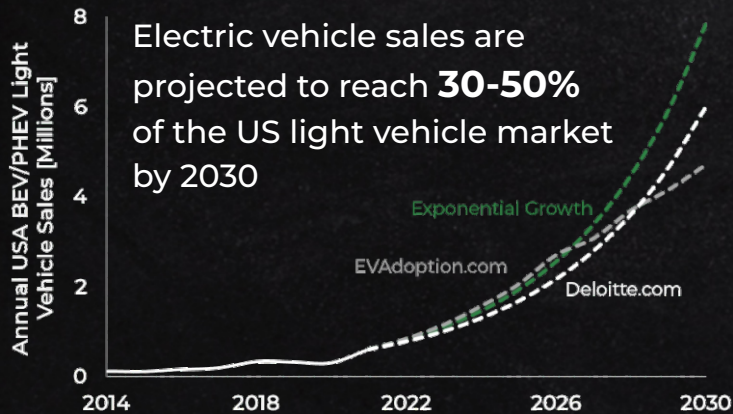
Webinar ID (access code): 838 5225 1841

One tap mobile: +13017158592,,83852251841#

Public Meeting – All are welcome

Community comment welcome; may be limited to 2 minutes to provide a chance for everyone to speak. Community comment time will be opened after each Old and New Business item.

- I. Call meeting to order.
- II. Introductions & Announcements (5 minutes)
- III. Old Business
 - A. H Street NE Bus Priority Project. Zack Gambetti-Mendez, DDOT Transportation Planner will present on the status of the project.
 - B. Electric Vehicle (EV) Curbside charging; DDOT regulations. Josh Charles, CEO, Coul St., will discuss his company's curbside charging solutions. The Committee will also review the new DDOT EV charging regulations and program (see <https://ddot.dc.gov/page/electric-vehicle-charging-station-program>.)
 - C. Update on pending TSIs and status of work order requests from DDOT Ward 6 Community Engagement Specialist Abraham Diallo.
 - D. 11th Street NE. The Committee will discuss various traffic safety issues on 11th Street NE from Maryland Avenue NE to Massachusetts Avenue NE, including a review of a recent DDOT response to TSIs.
- IV. New Business
- V. Additional Community Comment (time permitting)
- VI. Adjourn meeting



Over **43 million** households risk getting left behind due to a lack of dedicated off-street parking

COULST

Building the distributed charging solution for residential on-street and multi-family complexes

240VAC charging everywhere drivers park reduces electricity and installed charger costs, increases convenience, protects battery life, and reduces grid demand.

The **Connected Cord** provides automatic billing authentication, theft protection, and eliminates cable management issues.



COULST
Technology



Coul St's **innovative design** is non-obtrusive in the street environment and reduces system cost and failure points.

Charger owners can sell energy to other drivers through the **Coul St. Network** and drivers can search and reserve available chargers





COULST
CHARGE EVERYWHERE

EV CHARGING WITHOUT DEDICATED PARKING IS A CHALLENGE



COMMUNITY CHARGING SOLUTIONS ARE LACKING





ALL EV DRIVERS NEED NON-INTRUSIVE CHARGING WHERE THEY PARK OVERNIGHT

COULST POST

DISCRETE DESIGN

Designed to fit the environment

SMART

Find, reserve, & pay for networked chargers in App

RUGGED

Metal construction with a powder-coated exterior

HIGH-POWERED

32A+ 240V Level 2 Charger for up to 30 miles of range per hour

NETWORKED

Share power with neighbors & bill for energy used



CONNECTED CORD

J1772 Plugs

USA-standard
J1772 plugs fit all
US EVs

REVERSIBLE

Either end can be
plugged into EV or
post

FLEXIBLE & DURABLE

High cold-weather
flexibility and
weather sealing

SAFE

De-energizes when
either disconnect
button is pressed

CORD ID

Cord is linked to
account and allows
for plug & charge



MOBILE APP

SEARCH

Search for local chargers and check availability

MONITOR

View energy usage, cost, and start and stop charging remotely

RESERVE

Reserve a charger and hold for you

CONTROL

Control your charger, who can use it, and the electricity price

SELL

Meter and sell electricity from your networked chargers



REGULATIONS NEED TO PROVIDE DRIVERS WITH A MAXIMUM CONVENIENCE AND LOWEST-COST CHARGING SOLUTION

Services > Permits & Licenses > Electric Vehicle Charging Permits



ELECTRIC VEHICLE CHARGING PERMITS

There are three options for installing an electric vehicle (EV) charging stations for your home or business:



If you already have off-street parking such as a garage, driveway, or parking pad:

1. If your charger is going to be mounted to a post in a new hole in the ground and within 50 feet of an Urban Forest Tree, located on your property, on a neighbor's land, or City right-of-way you must submit a Request for a Tree Impact Assessment.
2. Apply for an electrical permit from Montgomery County for an existing driveway, garage or parking pad.

Installing NEW off-street parking, garage, driveway, or parking pad:

1. If you are adding a driveway, parking pad, garage, or installing a Curbside EV charger within 50 feet of an Urban Forest Tree, located on your property, on a neighbor's land, or City right-of-way, you must submit a Request for a Tree Impact Assessment.

It is recommended to submit the Tree Impact Assessment FIRST. For more information on Tree Permits: <https://takomaparkmd.gov/services/permits/tree-permits/>



CHARGE EVERYWHERE

DISTRICT DEPARTMENT OF TRANSPORTATION

NOTICE OF FINAL RULEMAKING

The Director of the District Department of Transportation (“Department”), pursuant to the authority set forth in section 3(C) (coordinating and managing public space permits and records), section 5(3)(D)(i) (allocating and regulating on-street parking), section 5(4)(A) (reviewing and approving public space permit requests), section 6(b) (transferring the public right-of-way maintenance and parking management functions previously delegated to the Department of Public Works (“DPW”) under section III (F) of Reorganization Plan No. 4 of 1983, effective March 1, 1984, to the Department), and section 7 (transferring to the Director of the Department all transportation-related authority previously delegated to the DPW Director by Mayor’s Order 96-175, dated December 9, 1996) of the Department of Transportation Establishment Act of 2002 (“DDOT Establishment Act”), effective May 21, 2002 (D.C. Law 14-137; D.C. Official Code §§ 50-921.03(3)(C), 50-921.04(a)(3)(Q), 50-921.04(a)(3)(E), 50-921.05(b) and 50-921.06), and the Electric Vehicle Public Infrastructure Expansion Amendment Act of 2018 (D.C. Law 22-78; D.C. Official Code § 50-921.23) hereby gives notice of the adoption of the following rulemaking to amend Chapters 24 (Stopping, Standing, Parking, and Other Non-Moving Violations) and 26 (Civil Fines for Moving and Non-Moving Infractions) of Title 18 (Vehicles and Traffic) and Chapter 2 (Rental of Public Space) and Chapter 33 (Public Right-of-Way Occupancy Permits) of Title 24 (Public Space and Safety) of the District of Columbia Municipal Regulations (DCMR).

This final rulemaking will clarify criteria for installation of electric vehicle charging stations in public space and authorize fining and towing of unauthorized vehicles parked in designated electric vehicle charging station parking spaces. It will also correct an error in Chapter 26 of Title 18 pertaining to the infraction of “Stopping, standing, or parking in a bicycle lane or shared use path.” This change will move this infraction to align with other non-moving infractions, rather than keeping it in the section for moving infractions.

A Notice of Proposed Rulemaking was published in the D.C. Register on February 21, 2020 at 67 DCR 1975, with a 30-day public comment period. A Second Notice of Proposed Rulemaking was published in the D.C. Register on October 9, 2020 at 67 DCR 11714, with a 30-day public comment period. The second proposed rulemaking removed provisions that prevented the installation of chargers on residential streets and the installation of more than two chargers per square block.

The District Department of Transportation thoroughly reviewed and considered all public feedback throughout this rulemaking process. DDOT received two (2) public comments on the second proposed rulemaking and no official resolutions from Advisory Neighborhood Commissions (ANC).

Public Comments

The two supportive commenters applauded the District’s efforts to expand electric vehicle (EV) charging infrastructure in the public right-of-way. Combined, the comments suggested that DDOT implement the following six (6) recommendations: 1) provide charging opportunities for residents

who lack off-street parking, and make such opportunities available near their homes, 2) require quarterly reporting on the charging stations' operations, 3) eliminate the meter fee of \$1 per hour and provide a grace period before the non-charging fee is assessed, 4) eliminate the fine for EVs that are not "plugged-in," 5) eliminate the \$2,400 annual permit fee, and 6) explore making EV charging available from streetlight infrastructure.

1. Provide Access to Chargers for Residents Without Off-Street Parking

DDOT's second proposed rulemaking removed a provision in the first notice of proposed rulemaking that would have prohibited the installation of EV chargers on residential streets with Residential Permit Parking (RPP) restrictions. The change in the second notice is intended to permit the installation of chargers closer to where current and future EV owners live.

2. Quarterly Report

In order to maintain a valid public space permit, DDOT will require that permit holders report information quarterly to the District in compliance with the Electric Vehicle Public Infrastructure Expansion Act of 2018 (D.C. Act 22-249). This report shall include data on energy usage, charging sessions, and customer payment methods.

3. Meter Fees

DDOT did not eliminate the \$1 per-hour parking meter fee because this is the existing cost to park at the current curbside electric vehicle charging stations. It also represents a \$1.30 discount from the hourly rate to park at a conventional parking meter.

DDOT will incorporate a twenty (20) minute grace period, before which the non-charging meter rate applies, into the terms and conditions of the public space permit. The purpose of the non-charging meter rate is to maximize the efficiency of a charging station by discouraging vehicles—no longer actively charging—from continuing to occupy the space. DDOT does not intend to unexpectedly and unfairly subject customers to the non-charging meter rate. Therefore, permit terms and conditions will require that the permit holder incorporate a twenty (20) minute grace period before this rate is assessed and communicate the battery power of the customer's vehicle in real-time via an application. This real-time communication provides customers with at least three benefits: they can charge their vehicle in a way that optimizes battery health, they can end the charging session before the non-charging meter rate applies, and they would know if the charging session were unexpectedly ended. This transparency and grace period should mitigate the concern that customers would be unexpectedly and unfairly charged a high cost while not charging.

4. Eliminate the Fine for EVs Not Plugged-in

DDOT did not remove this violation because this reflects the current policy at existing public charging stations and the transparency required of the charging station vendor should help address instances of charging vehicles being maliciously unplugged by a passerby

. The current policy at curbside chargers is "no parking except for electric vehicles while

charging.” This rulemaking amends the policy to read “while plugged-in” to give enforcement officers a visual indicator of a vehicle’s charging status and to prevent a vehicle being subject to a fine immediately

upon reaching a full charge.

The purpose of the violation and fine associated with parking a vehicle at a charging station while not actively charging is to maximize the use of the station. Data from existing stations show that approximately thirty percent (30%) of the time a vehicle is parked at a charger, it is not charging. The intent of this policy is to support active use of the station and enable officers to enforce the violation.

5. Eliminate Annual Permit Fee

DDOT did not eliminate the annual permit fee as it represents a 50% discount from the average meter revenue per space. DDOT calculates the cost of exclusive use of curbside spaces based on average meter revenue. In the District, average meter revenue per space is \$2,400. This permit provides access to two spaces for the cost of one.

6. Streetlight Charging

DDOT addressed streetlight charging in the second rulemaking. DDOT had explored in the past the possibility retrofitting streetlights to support EV charging and determined that such a retrofit is not feasible. Streetlights do not have a voltage high enough to support Level 2 charging and upgrading the infrastructure to do so would be cost prohibitive. In addition, retrofitting streetlights would not meet the requirements of the legislation that stations provide Level 2 charging, be capable of charging more than one vehicle simultaneously, and collect the required data to be included in the annual report.

No changes were made in response to comments. However, DDOT, on its own initiative made technical amendments to correct citation errors in Section 2601, PARKING AND OTHER NON-MOVING INFRACTIONS, of Title 18, VEHICLES AND TRAFFIC. Specifically, the DCMR citations for the infractions “no parking except for an electric vehicle while plugged in” and “plugged in electric vehicles remaining for more than four (4) hours” were updated to reflect the changes made in this rulemaking.

Pursuant to D.C. Official Code § 50-2301.05(a)(1)(2014 Repl.), the Mayor transmitted the proposed final rules to the Council, for the Council’s review of the proposed changes to the schedule of fines prescribed in Chapter 26, CIVIL FINES FOR MOVING AND NON-MOVING INFRACTIONS, of Title 18, VEHICLES AND TRAFFIC of the DCMR. These rules [were approved by the Council pursuant to Res._____/ deemed approved by the Council after the Council having taken no action within the 45-day review period].

The Director adopted the rules as final on [date to be inserted]. The rules will take effect upon publication of this notice in the D.C. Register

Title 18, VEHICLES AND TRAFFIC, is amended as follows:

Chapter 24, STOPPING, STANDING, PARKING, AND OTHER NON-MOVING VIOLATIONS, of

Section 2406, PARKING PROHIBITED BY POSTED SIGN, is amended as follows:

Subsections 2406.14 through 2406.17 are repealed.

Subsections 2406.21 through 2406.29 are added to read as follows:

- 2406.21 The Director is authorized to establish reserved on-street parking spaces for the exclusive use of charging electric vehicles (“electric vehicle charging spaces”) and to reserve space on the sidewalk and street for electric vehicle charging stations and associated equipment, through the issuance in accordance with 24 DCMR 226 of a Public Space Occupancy Permit to a charging station vendor.
- 2406.22 An electric vehicle charging space established pursuant to § 2406.21 shall not:
- (a) Extend more than twenty feet (20') in length;
 - (b) Be located where parking is currently prohibited including blocks with rush hour and snow emergency restrictions; or
 - (c) Be located at a metered space reserved for individuals with disabilities, unless the metered space is relocated at the cost of the applicant and approved by DDOT.
- 2406.23 For every two (2) charging stations installed in the Central Business District by a charging station vendor, seven (7) charging stations, each serving at least two (2) spaces, must be installed outside the Central Business District by the charging station vendor until the charging station vendor has installed one (1) electric vehicle charging station, serving at least two (2) spaces, in each ward.
- 2406.24 A vendor’s permit application for its fifteenth (15th) or later charging station shall not be approved unless the vendor has installed and maintains one (1) electric vehicle charging station, serving at least two (2) spaces, in each ward.
- 2406.25 An electric vehicle charging station shall:
- (a) Be located outside of a tree box;
 - (b) Be located ten feet (10') or more from a fire hydrant;
 - (c) Be located twenty-five feet (25') or more from a marked or unmarked intersection;

- (d) Be located so that it does not protrude into a roadway or a bike lane;
 - (e) Be so located as to ensure compliance with the minimum pedestrian clearance widths as set forth in the District Department of Transportation Design and Engineering Manual; and
 - (f) Display the contact information of the vendor to report any issues.
- 2406.26 Electric vehicle supply equipment placed on a sidewalk that supplies an on-street electric vehicle charging station shall not interfere with the minimum pedestrian clearance widths as set forth in the District Department of Transportation Design and Engineering Manual;
- 2406.27 Cords, cables, and connector equipment of a charging station shall not be placed in such a manner as to extend across the path of travel within the sidewalk or walkway whether or not in use by an electric vehicle.
- 2406.28 The following rules shall apply to the use by the public of electric vehicle parking spaces and charging stations and violation of this subsection shall be subject to the fines set forth in 18 DCMR §2601:
- (a) Parking in electric vehicle charging spaces is permitted only for electric vehicles and plug-in hybrids and only in accordance with the guidelines provided on the charging station.
 - (b) An electric vehicle may park in an electric vehicle charging space only while the vehicle is plugged in to the charging station.
 - (c) An electric vehicle may park in an electric vehicle charging space for no more than a total of four (4) hours between 9:00 a.m. and 8:00 p.m. on any calendar day.
 - (d) A vehicle occupying an electric vehicle charging space shall pay any applicable charging fee required by the charging station vendor.
 - (e) In addition to all other applicable fees, a person parking a vehicle in an electric vehicle charging space shall be assessed a one dollar (\$1.00) per hour fee for the use of public space while charging the vehicle and ten dollars (\$10.00) per hour while not charging between 9:00 a.m. and 8:00 p.m. on any calendar day.

Title 18 of the DCMR, VEHICLES AND TRAFFIC, is amended as follows:

Chapter 26, CIVIL FINES FOR MOVING AND NON-MOVING INFRACTIONS, is amended as follows:

Section 2600, CIVIL FINES FOR MOTOR VEHICLE MOVING INFRACTIONS, is amended as follows:

Subsection 2600.1 is amended as follows:

The following infraction under the category of “Right-of-way,” is repealed:

| | |
|---|----------|
| Stopping, standing, or parking a vehicle in a bicycle lane or shared use path [§ 2405.1] | \$150.00 |
|---|----------|

Section 2601, PARKING AND OTHER NON-MOVING INFRACTIONS, is amended as follows:

The chart set forth in subsection 2601.1 is amended as follows:

The section labeled “INFRACTION (Regulatory/Statutory Citation)” is amended as follows:

The following row is inserted after the row labeled “Barricade, in front of [§ 2405.2(h)]”:

| | |
|---|----------|
| Bicycle lane or shared use path, stopping, standing, or parking a vehicle in [§ 2405.1] | \$150.00 |
|---|----------|

The infraction “No parking except for an electric vehicle while being charged [§ 2406.14]” is amended to read as follows:

| | |
|---|----------|
| No parking except for an electric vehicle while plugged in [§§ 2406.28 (a), 2406.28 (b),] | \$100.00 |
|---|----------|

The following row is inserted after the row labeled “Parallel, fail to park (except where permitted) [§ 2400.1]”:

| | |
|---|---------|
| Plugged in electric vehicle remaining for more than four (4) hours between 9:00 a.m. and 8:00 p.m. Monday through Sunday at an on-street parking space reserved for charging vehicles [§ 2406.28 (c)] | \$30.00 |
|---|---------|

The following row is repealed:

| | |
|--|-----------|
| Vehicle remaining for more than four (4) hours between 6:00 a.m. and 10:00 p.m. Monday through Saturday at an on-street parking space reserved for charging vehicles [§ 2406.16] | \$ 100.00 |
|--|-----------|

Title 24 of the DCMR, PUBLIC SPACE AND SAFETY, is amended as follows:

Chapter 2, RENTAL OF PUBLIC SPACE, is amended as follows:

Section 225, Public Space Permit Fees, is amended as follows:

Subsection 225.1 is amended by amending paragraph (r) to read as follows:

(r) Charging station:

| | |
|--|--------------|
| Installation of charging station- reserving the equivalent of 2 parking spaces for electric vehicles | \$2,400/year |
|--|--------------|

Chapter 33, PUBLIC RIGHT-OF-WAY OCCUPANCY PERMITS, of Title 24 DCMR, PUBLIC SPACE AND SAFETY, is amended as follows:

Section 3399, DEFINITIONS, is amended as follows:

Subsection 3399.1 is amended as follows:

The following definitions are added after the definition of “Dockless vehicle operating company”:

Electric vehicle - a vehicle that is propelled by an electric motor and is capable of being recharged from an external source of electricity.

Electric vehicle charging station - a publicly accessible facility or equipment that is located in the public right-of-way, including any public space in the District, and is used to charge the battery or other energy storage device of an electric vehicle.

ELECTRIC VEHICLE CHARGING CORD GUIDANCE FOR CROSSING THE PUBLIC RIGHT-OF-WAY

BACKGROUND

A growing number of District residents drive or are interested in driving an electric vehicle (EV) but struggle to find reliable charging solutions. This is especially true for residents without dedicated off-street parking. As such, to expand access to charging opportunities, these guidelines illustrate how to safely cover a charging cord crossing a sidewalk or public right-of-way for the purpose of providing a charge to a curbside vehicle.

APPLICABILITY

By following this guide, a public space permit is not required to charge an EV on the street. If a resident has off-street parking available, they should use that for charging rather than the street. DDOT has developed this guidance primarily for properties with an adjacent sidewalk and available on-street parking.

ENFORCEMENT

Failure to comply with this guidance may result in the removal of unsafe equipment and the collection of expenses incurred to restore public space pursuant to DC Code § 10-1181.02 and 24 DCMR § 1304.2.

INSURANCE

Residents should consult with their insurance providers to ensure that their homeowners / tenant liability coverage captures this circumstance with a suggested limit of \$1 million. Residents should inquire about adding or modifying the definition of "insured"¹ and "Electric vehicle charging system"² to their policy. Suggested definitions are below.

¹ "Insured" is extended to include the association of property owners or landlord named in the Schedule above, with respect to: Personal Liability and Medical Payments To Others; but only with respect to "bodily injury" or "property damage" arising out of the installation, maintenance or use of the "electric vehicle charging system" installed in a location that is provided for the exclusive use of an "insured".

² "Electric vehicle charging system" means a device that is used to provide electricity to a plug-in electric vehicle or plug-in hybrid vehicle, is designed to ensure that a safe connection has been made between the electric grid and the vehicle and is able to communicate with the vehicle's control system so that electricity flows at an appropriate voltage

GENERAL PROVISIONS:

- Residents are not guaranteed a reserved parking space and cannot use signage or other means to reserve a parking space.
- Use only Level 1 (110-120V) charging equipment. No Level 2 (240V) charging cords may cross the public right-of-way.
- The EV charging cord shall cross perpendicular to the sidewalk to minimize obstacles to mobility.
- When not charging an EV, all equipment shall be removed from public space.
- All local parking regulations, both temporary and permanent, remain unchanged and shall be followed.
- Residents are responsible for complying with all relevant sections of the National Electric Code³.
- Residents must use an outlet associated with their utility account.
- All equipment must be listed and installed per manufacturer's instructions⁴.
- All flexible cable used shall be suitable for the conditions of use and location⁵.
- Flexible cables shall be suitably rated for equipment ampacity and power output⁶.
- The rating of any cord and plug connected utilization equipment not fastened in place shall not exceed 80% of the branch circuit ampere rating⁷.
- Residents are responsible for following all NFPA 70, National Electric Code regulations. Contact a local electrician with any questions.

and current level. An electric vehicle charging system may be wall-mounted or pedestal style and may provide multiple cords to connect with electric vehicles. An electric vehicle charging system must be certified by Underwriters Laboratories or an equivalent certification

³ Consult DCRA's website to determine the most current version of the NFPA 70, National Electric Code, the District has adopted.

<https://dcra.dc.gov/page/dc-construction-codes>

⁴ 2014 NFPA 70 110.3(B)

⁵ 2014 NFPA 70 400.4

⁶ 2014 NFPA 70 400.5

⁷ 2014 NFPA 70 210.23(A)(1)

CHARGING CORD COVERS

Charging cords must be covered by a highly visible, stable, and secure low-angle cable ramp while charging. A cover should remain highly visible at night; therefore, residents are encouraged to use reflective tape or colors that contrast with adjacent walking surfaces.

Height lower than ½ inch

If the total height of the equipment (both cord and ramp) does not exceed ½ inch, the following requirements apply:

- The ramp shall cover the charging cord completely across the sidewalk and can be no less than 4 feet in length;
- The ramp shall be no steeper than a 50% grade or 1:2 gradient.

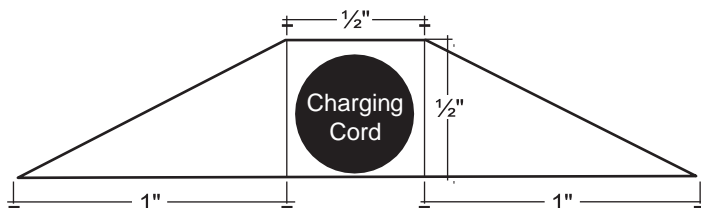


FIGURE 1. CROSS-SECTION OF RAMP REQUIREMENTS FOR UP TO ½ INCH

This diagram complies with the change-in-level and ramp requirements of the Americans With Disabilities Act (ADA). Deviations from this plan must comply with these provisions. Please visit <https://www.access-board.gov/ada/guides/chapter-3-floor-and-ground-surfaces/> for more information.

Height exceeding ½ inch

If the total height of the equipment (both cord and ramp) exceeds ½ inch in height, the following requirements apply:

- The ramp shall be no steeper than an 8.3% grade or 1:12 gradient;
- A 3 ft x 5 ft clear landing on the sidewalk must be on either side of the ramp;
- The ramp shall cover the entire width of the sidewalk and can be no less than 4 feet wide;
- A 5 ft x 4 ft or greater landing platform shall be at the top of the ramp;
- The landing must be flat, with no more than a 2% slope (1:50 gradient) in any direction; and
- Perpendicular to the direction of travel, the ramp cannot have a cross slope exceeding a 2% grade (1:50 gradient).

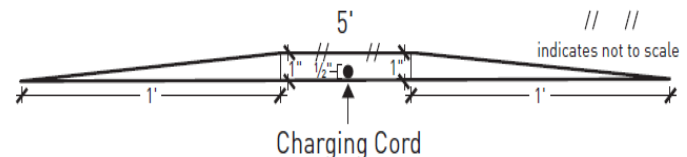
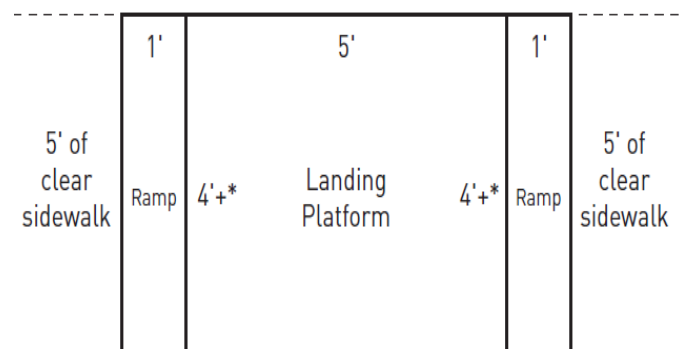


FIGURE 2. CROSS-SECTION OF RAMP REQUIREMENTS FOR OVER ½ INCH HEIGHT, EXAMPLE BASED ON A TOTAL HEIGHT OF 1 INCH



*Shall be the width of the sidewalk and no less than 4 feet.

FIGURE 3. OVERHEAD DIAGRAM OF A RAMP FOR HEIGHTS OVER ½ INCH

Frequently Asked Questions

1. How much will parking and charging cost?

A charging session will incur both a parking meter rate, set by DDOT, and a charging rate, set by the vendor. DDOT has established \$1.00/hour as the rate for parking while charging and \$10/hour while idle. Escalated parking meter rates will be applied 20 minutes after the vehicle is no longer actively charging. This is to incentivize turnover and efficient use of the charging station. Vendors are required to provide customers with real-time updates of the vehicle's charging status. The charging station vendor sets the rate for charging. The total cost of the session will include both parking and charging rates to be collected by the vendor.

2. What are the parking restrictions? How long is the maximum allowable charging session?

The hours of enforcement are between 9:00 a.m. and 8:00 p.m. each day. During this time, parking is restricted to electric vehicles and the maximum allowable session during this time is 4 hours. When chargers are located on blocks with Residential Permit Parking (RPP) restrictions, the 2-hour parking restrictions will not apply.

3. Are chargers permitted on blocks with Residential Permit Parking (RPP) restrictions?

Yes. The goal of the program is for chargers to be available close to where EV owners live. Parking restrictions around EV charging stations supersede the two-hour parking restrictions provided by the RPP program.

4. How can I request a charger on my block?

Residents are encouraged to connect with their neighbors, Advisory Neighborhood Commission, and a charging station vendor to identify an ideal location for an EV charger. Demonstrating support for a charger will help vendors gauge where demand is highest for chargers and plan their network accordingly. Currently, the program is open to vendors only.

5. Why is the program only available to charging station vendors?

There are three main reasons why the program is only available to vendors at this time.

- i. The infrastructural requirements of siting a charger are complex and costly for an individual.

While cost of procuring a level 2 charger may be affordable for some, the cost and process to install the charger in public space and connecting it to the grid is expensive and complicated. The grid at most curbsides in the District, currently, cannot support a charger. So, siting a charger will often require Pepco to upgrade the grid capacity at the proposed location which, itself, entails excavation and electrical work. The infrastructural requirements and multidisciplinary coordination necessary to install the asset in public space present substantial barriers to individuals participating in the program. As such, the program is limited to charging station vendors who are best equipped to navigate and finance this process.

- ii. The challenges presented by individuals owning publicly-accessible infrastructure in public space are numerous and difficult to reconcile.

As a matter of policy, if DDOT were to permit individuals to participate in the program and own a charger in public space, the agency would not restrict use of that charger to the owner. The charger would be a neighborhood resource. With that in mind, a private individual's ownership of a publicly-available asset in public space poses many policy questions that are difficult to answer: who is responsible for maintaining the charger in a state of good repair; should the District cite the owner if a charger remains out-of-service for an unreasonable amount of time; who is responsible for the charger if the owner relocates; and, who collects the parking meter and charging rate. While these questions may have conceivable answers, considering the other barriers to individuals' participation the program, DDOT agrees that limiting the program to charging station vendors creates a practical regulatory environment to effectively manage the program.

- iii. The statutory requirements of the enabling legislation, the [Electric Vehicle Public Infrastructure Expansion Act of 2017](#), includes equity and data sharing requirements with which an individual cannot comply. The EV Public Infrastructure Expansion Act requires that chargers be dispersed throughout all eight Wards and that the permit holder transmit usage data to the District. DDOT agrees that these requirements would be inappropriate to impose on an individual.

6. Why did DDOT choose to expand the charging network via a public space permit?

DDOT chose to proliferate chargers through the public space permitting process for three reasons:

- i. The coordination needed to install charging stations is best orchestrated by DDOT's Public Space Regulation Division.
- ii. DDOT does not have enough information to pre-select locations that meet each requirement to successfully host a charger.
- iii. Expanding the number of charging station vendors will diversify the services offered to EV owners.

More on the rationale behind the policy decisions reflected in this program can be found, [here](#), in the preamble of the second proposed rulemaking on curbside EV charging.

7. Why did DDOT not standardize a charging rate?

DDOT did not include regulations standardizing a tariff or a charging rate because DDOT does not have a formal role in the rate-making process. The cost of electricity charged to residences, commercial entities, and other customers, e.g. a charging station vendor, in the District is determined by Pepco and the Public Service Commission (PSC), not DDOT. Additionally, standardizing a rate would inhibit a vendor's ability to offer a flexible pricing framework to customers. For example, some vendors charge a usage fee per kilowatt-hour, some vendors permit unlimited charging with a membership fee, and some vendors charge a membership fee and have usage fees for non-members and discounts for members. Some vendors implement a dynamic pricing framework across their charger network to incentivize charging at different times and locations. DDOT believes that this flexibility is a benefit to the program and

encourages vendors, Pepco, and the PSC to work together to ensure that rates are comparable to surrounding jurisdictions and not detrimentally high.

8. Can DDOT retrofit existing streetlights to support charging capabilities?

DDOT had explored this possibility and determined that such a retrofit is not feasible.

Streetlights do not have a voltage high enough to support Level 2 charging and upgrading the infrastructure to do so would be cost prohibitive. Retrofitting streetlights would not meet the requirements of this program's enabling legislation that stations provide Level 2 charging, be capable of charging more than one vehicle simultaneously, and collect the required data to be included in the annual report.

Government of the District of Columbia
Department of Transportation



July 13, 2022

Hon. Charles Allen-Councilmember, Ward 6
The John A. Wilson Building
1350 Pennsylvania Avenue, NW
Washington, DC 20004
callen@dccouncil.us

Re: traffic calming along 11th Street NE between Maryland and Massachusetts Avenues NE

Dear Councilmember Allen,

Thank you for your letter inquiring about traffic calming along 100 - 400 blocks of 11th Street NE between Maryland and Massachusetts Avenues NE.

DDOT has looked into these requests and found that a Traffic Safety Investigation (TSI) #22-00019545 has already been completed for the 200 block. After performing data collection and analysis on this collector road in February 2022, the data shows an overwhelming majority of vehicle traffic (85%) has been operating below the posted speed limit. Furthermore, over 5% of vehicular traffic is occupied by heavy vehicles. Due to both factors stated above, vertical traffic calming is not recommended.

For the remaining blocks, new TSIs have been submitted and these can be tracked on our [TSI Dashboard](#) using the service request numbers noted below:

- 100th block of 11th: **SR# 22-00274125**
- 300th block of 11th: **SR# 22-00182986**
- 400th block of 11th: **SR# 22-00254580**

Please let us know if you have any questions.

Sincerely,

Everett Lott
Director