



CITY OF BEVERLY HILLS
TRAFFIC & PARKING COMMISSION

October 1, 2015

TO: Traffic & Parking Commission
FROM: Transportation Staff
SUBJECT: Staff Status Report

The purpose of this staff report is to provide the Commission with updates on pending items; therefore, the Commission cannot make formal recommendations on these items.

a. Electric Vehicle Charging Stations

Attachment-A provides a background and status update for electric vehicle charging stations located at City parking facilities and Roxbury Park.

b. Valet Operations

As a follow-up to the June 4, 2015 meeting, staff enhanced the original valet inventory map to include customer loading zone locations within the business triangle and on South Beverly Drive. A more detailed inventory of valet operations on the 300 block of North Camden Drive is also attached (Attachment-B).

c. Bicycle Sharing

The City Council/TPC Liaison Committee recommendations for the Beverly Hills Bike Share equipment graphics and fare structure information will be included in the October 6, 2015 City Council study session. The report will be available online by Saturday, October 3, 2015 (www.beverlyhills.org - City Government - Mayor and Councilmembers - Council Meetings).

d. Tour Bus Activity

An information item will be included on the October 6, 2015 City Council study session providing an update on tour bus active passenger loading zones, including logistics and implementation of three pilot passenger loading zones on 200 North Beverly Drive next to the Beverly Hills Montage Hotel, 400 North Crescent Drive in front of City Hall for weekends only, and 9300 Burton Way adjacent to the Beverly Hills Courthouse for Sundays only. The report will be available online by Saturday, October 3, 2015 (www.beverlyhills.org - City Government - Mayor and Councilmembers - Council Meetings).

e. Correspondence

No correspondence received.

City Council Liaisons: Julian Gold and William Brien

Bicycle Ad Hoc: Jake Manaster and David Seidel

Taxi Ad Hoc: Lester Friedman and Andy Licht

Tour Bus Ad Hoc: Lester Friedman and Jake Manaster

NSMB Mitigation: Lester Friedman and Andy Licht

ATTACHMENT A



CITY OF BEVERLY HILLS
TRAFFIC & PARKING COMMISSION

October 1, 2015

TO: Traffic & Parking Commission

FROM: Chad Lynn, Assistant Director of Public Works Services
Desarae Jones, Management Analyst, Public Works Services

SUBJECT: Electric Vehicle Charging Station Update

The City currently has approximately 40 publicly available electric vehicle (EV) charging stations throughout the City. This includes 14 City parking facilities and Roxbury Park. The City's current standard is the ChargePoint unit which offers either a single Level 2 connection or a Level 2 and Level 1 connection when the facility electrical infrastructure permits the additional functionality. The City also has General Electric vehicle chargers currently located at Roxbury Park that were installed as part of the renovations at this location.

Electric vehicle charging stations are currently offered as a free service to users based on a grant that provided 28 of the stations to cover the costs of the units, operating, maintenance and networking fees through January 2014. The original goal of the program was to provide access to public charging stations to promote the use of electric vehicles. The City has since entered into a multi-year agreement for the networking fee directly with ChargePoint. Separately, the City has a service provider that provides on-call responsive maintenance service for the equipment.

When first installed, the City did not have very many enforcement protocols related to enforcement of these spaces. Over time, the City developed and implemented various incremental changes to the enforcement of these spaces, some of which are difficult to measure or practically unenforceable.

Current enforcement policies are:

- Non-Electric vehicles may not park in a designated EV space
- Vehicles must be moved from the charging station within one hour after reaching a full charge. Unmoved vehicles may be subject to citation
- Patrons cannot lock, or in anyway convert the charging cable for their exclusive use
- A vehicle parked in a charging stall without the charging cable connected to the vehicle is subject to citation.

Since the installation of these stations, EV charging usage has significantly increased. User etiquette and informal courtesies between EV owner/drivers has also changed, as early adopters of this technology became outnumbered by a more general adoption and proliferation of the technology. The changing EV culture has created a need for the City to revisit the general EV policies which include qualifications to gain access to an EV space, enforcement protocols, and pricing considerations.

Staff is working to develop policies that will balance space availability with maximizing the use of the charging stations citywide. Information and considerations will include:

- Current EV usage profiles by location
- Shorter-term vs longer-term charging needs based on facility usage profiles
- Qualified access to charging stations – EV vs Hybrid Vehicles
- Fees associated with charging – cost recovery and/or behavior modification
- Uniformity vs user/facility profile based policies
- Complexity vs Comprehension
- Enforceability

Staff is anticipating bringing general policies and proposed rates to the City Council for adoption in November/December 2015 for implementation in the first quarter of 2016.

ATTACHMENT B



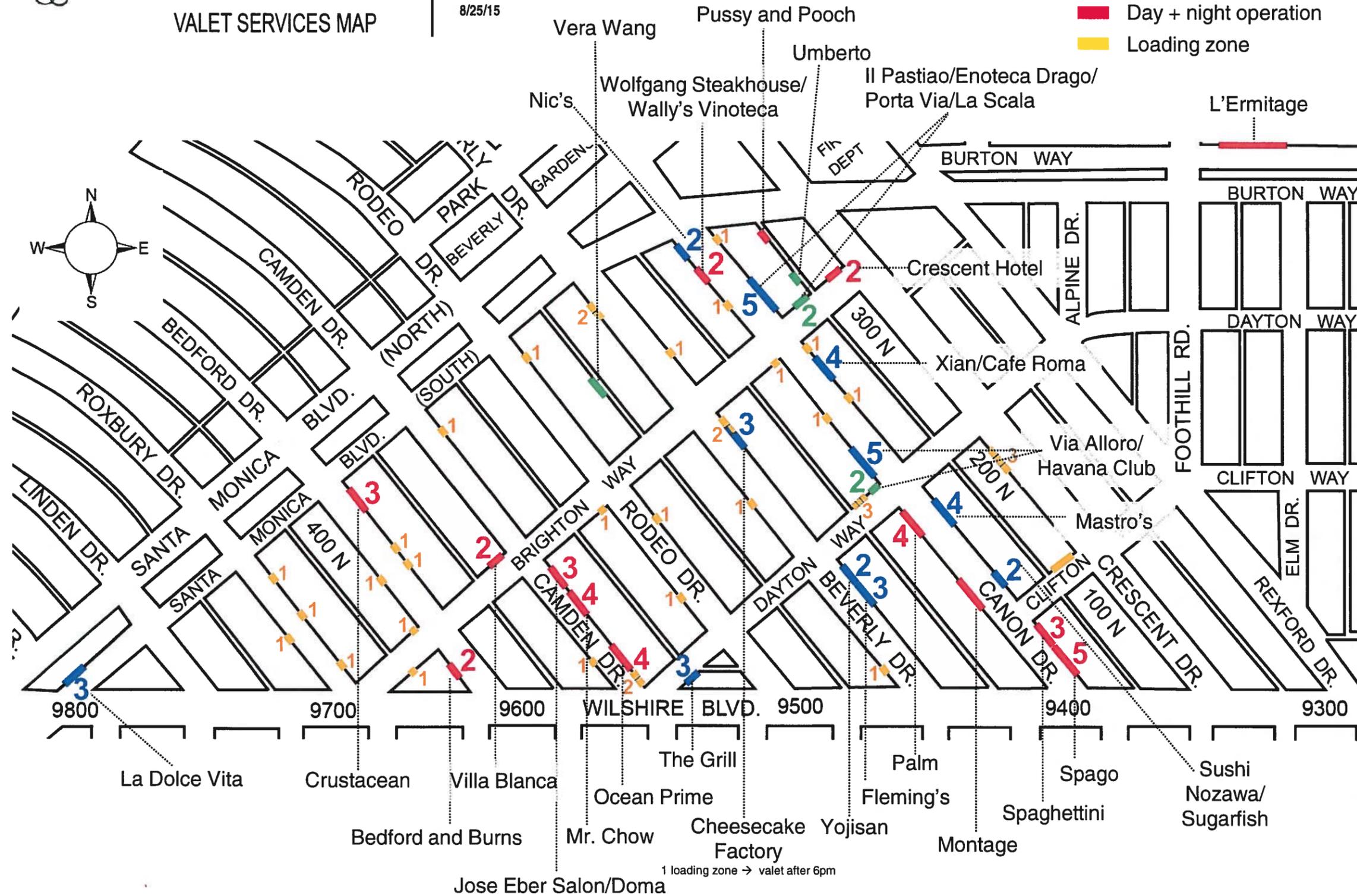
CITY OF BEVERLY HILLS TRANSPORTATION PLANNING

BUSINESS TRIANGLE & S. BEVERLY DRIVE

VALET SERVICES MAP

REVISED
8/25/15

- # Permitted on-street spaces
- Day operation
- Night operation
- Day + night operation
- Loading zone





CITY OF BEVERLY HILLS TRANSPORTATION PLANNING

BUSINESS TRIANGLE & S. BEVERLY DRIVE

VALET SERVICES MAP

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