

# Curbside EV Charging Program

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SF Municipal Transportation Agency

- Curbside Electric Vehicle Charging Program

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# What is the Curbside EV Charging Program?

- New permit program that provides SF residents who rent or live in multi-unit buildings without access to dedicated parking, an option for at-home charging
  - Approximately 100 chargers to be installed in neighborhoods by 2030
  - Standards have been developed to determine the appropriate locations within the public right of way for installation of curbside electric vehicle charging stations. Curbside EV chargers may not be installed in locations with metered parking, block faces, daylighting zones, Muni stops, color curbs (red, blue, white, yellow) bike lanes, commercial corridors, sidewalk widths under 8 feet, and in designated national historic districts
  - Operators are covering all costs related to the installation, operation, and maintenance of their charging stations
  - The new program is not covered in the CA Building Code and requires active charging when using the space
  - This program is responding to community requests to add chargers in residential areas
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# Background of EV Charging

- CA State is leading the way to transition transportation to 100% zero gas emissions by 2045 (CA Assembly bills [2427](#) and [2127](#))
  - SF issued the [2021 Climate Action Plan](#) and [EV Roadmap](#), consistent with the state's goals (equitable access to clean transportation and reducing pollution in densely populated neighborhoods)
  - In 2024, in collaboration with SF Environment, SF Public Works and SF Public Utility Commission, a [Feasibility Study](#) was developed to explore curbside EV charging
  - In mid-2024, a [Pilot Program](#) was launched to demonstrate curbside EV charging and gather data
  - The City's goal is to have more than 1,700 chargers on San Francisco streets, public lots and garages by 2030, with approximately 100 of them to be installed curbside
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# Plugged Electric Vehicle



Photo depicts a white electric vehicle plugged into a silver charging station in Duboce Triangle neighborhood with several people standing nearby.

City officials unveiled two new electric vehicle charging stations in the Duboce Triangle neighborhood. | Jerold Chinn for The Voice

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# Feasibility Study

- Identified challenges of operating a curbside charging network: site suitability, grid access, the complicated permit process
  - Gathered feedback from stakeholders - more chargers are needed
  - Determined that the target demographic for use was residents of multifamily buildings with no parking facilities
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# Pilot Project

- Demonstration pilot tested technological solutions and gathered data for a permanent program
  - Lessons learned: a complicated permit structure exists across agencies, site selection is challenging, grid access and readiness are time consuming, and pole mounted chargers are difficult to get approved by utility companies
  - There are three approved vendors participating in the pilot: **it's electric** (fronting property's power), **Urban EV** (pedestal charger) and **Voltpost** (pole mounted which may not be viable)
  - Providers identified sites and covered all costs to install, own, and operate chargers
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# it's electric

it's electric's charger uses power from a fronting property owner and “a bring your own cord” model mailed to users.

This photo depicts tall silver charging pedestal affixed to the sidewalk near the curb at Duboce Triangle with Supervisor Mandelman speaking in front of a small group of people during the ribbon-cutting ceremony.



Photo source: Broderick Paulo

# Urban EV

Urban EV's pedestal charger model is mounted to the sidewalk; it requires new utility service to power the site.

Pending consent from MTAB on March 13<sup>th</sup>, Urban EV is set to install 5 chargers in the Dogpatch area.

This photo depicts a tall, orange-colored pedestal charger with 2 black cords attached to its front.



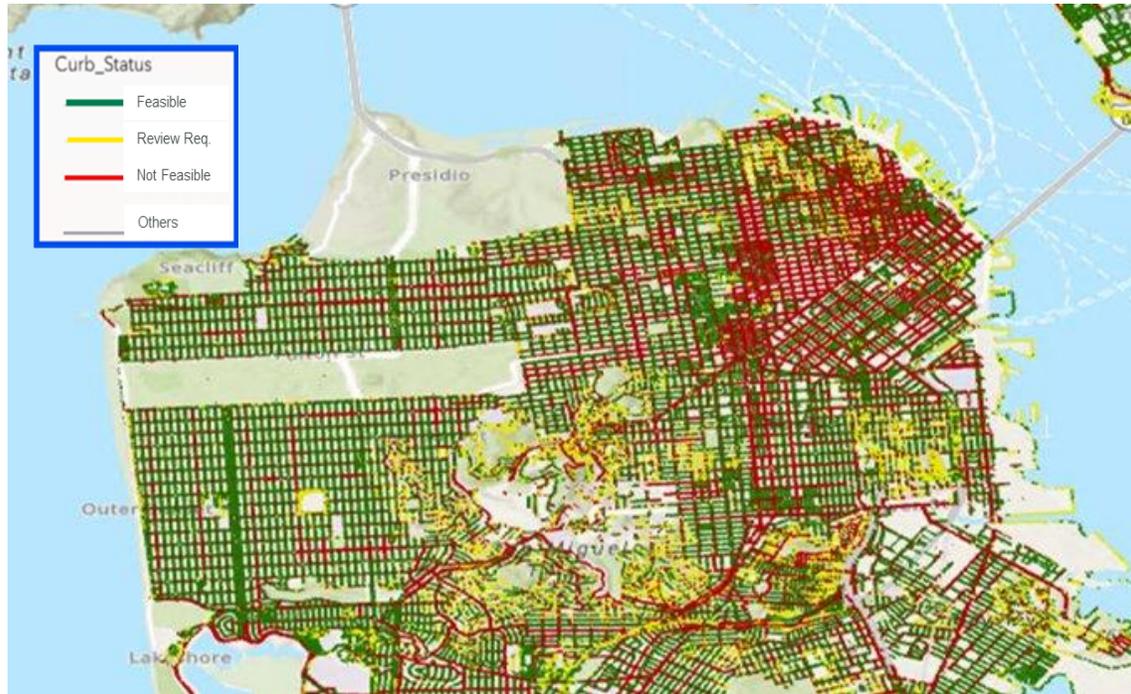
Photo source: [smartchargeamerica.com](http://smartchargeamerica.com)

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## Curbside EV Charging Program - 2

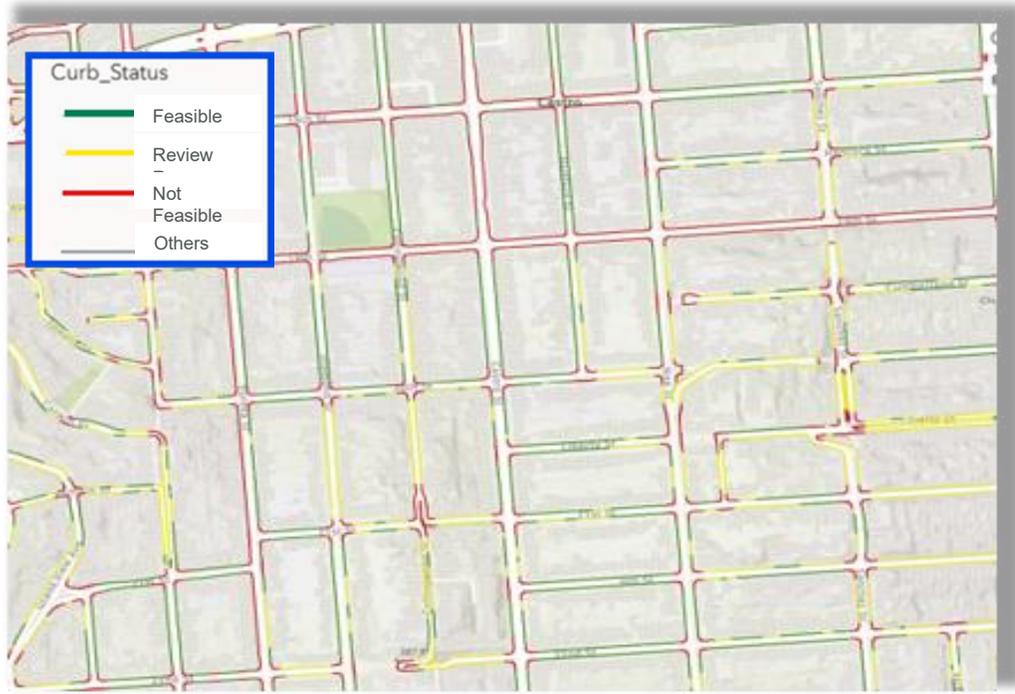
- Launch a long-term program to address demand through a competitive application process (Summer 2026)
  - Program is intended to offer San Franciscans who rent or live in multifamily housing an “at-home” charging option
  - SFMTA to lead the effort through issuance of a permit to a qualified vendor for a fee
  - Vendors to install and maintain their equipment; obtain other permits as needed (trenching, power)
  - SFMTA has developed an interactive mapping tool that provides block level information regarding potential EV charging sites
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# Mapping Tool - Potential Sites



This is a snip of the mapping tool developed by SFMTA to show potential curbside EV charging sites in San Francisco

# Mapping Tool – Street Level View



This is a snip of a District 8 street identifying feasible and not feasible potential sites for installation of curbside EV chargers

# Curbside for Drivers



This photo shows a person in front of SF City Hall holding up a sign that reads “This EV driver needs curbside” in support of the program announcement by the Mayor on March 10<sup>th</sup>

Mayor Lurie announced the long-term [Curbside EV Charging program](#) on March 10<sup>th</sup>

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# Accessibility Requirements

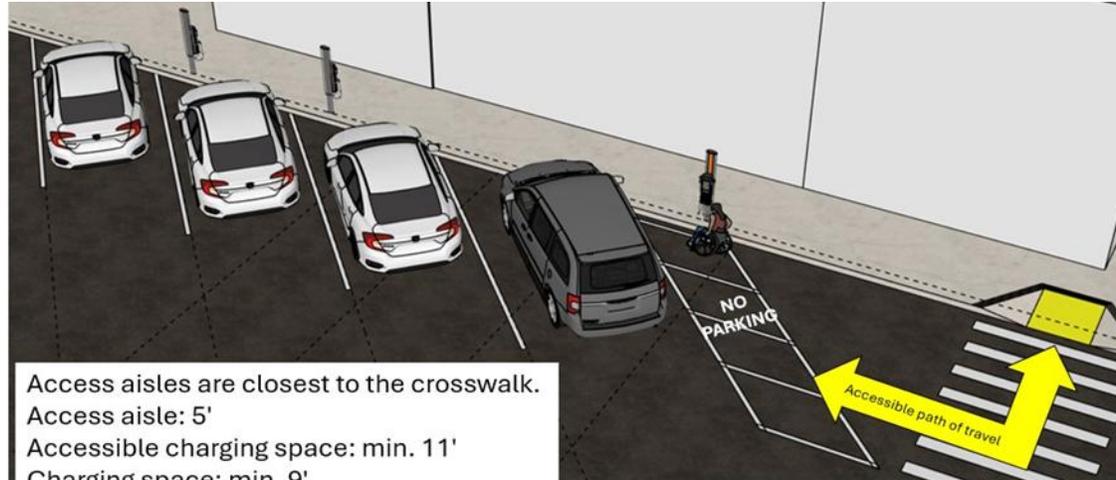
- Developed between SFMTA, Public Works, Office on Disability and Accessibility, and SF Environment
  - Requirements came from the California Building Code, Federal Access Board guidance, and similar rules from the Public Right-of-Way Accessibility Guidelines (PROWAG)
  - Rules apply to both the chargers themselves and the siting requirements
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## How many accessible chargers?

- We modeled requirements off of blue zones/ accessible parking – at least one accessible and then at least 4% of total in a charging “site”
  - One charging “site” defined as all the chargers in a quarter mile radius – typically 3 City blocks
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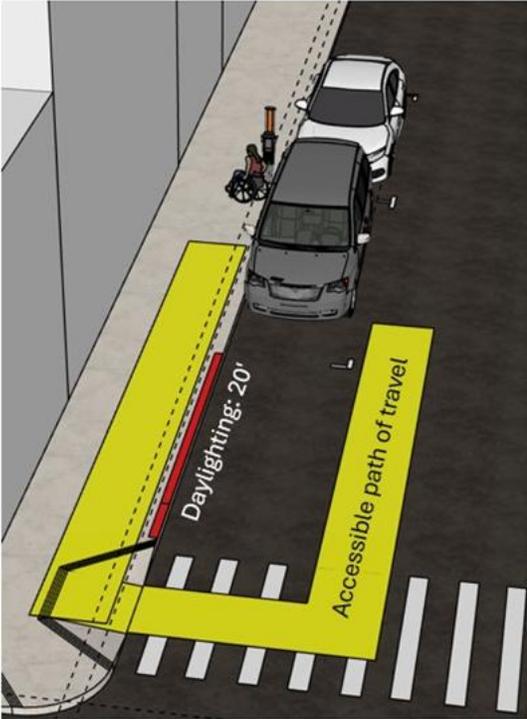
# Accessible Charging Station Requirements

- A curb ramp immediately adjacent to the charger
- No sidewalk obstructions such as tree wells



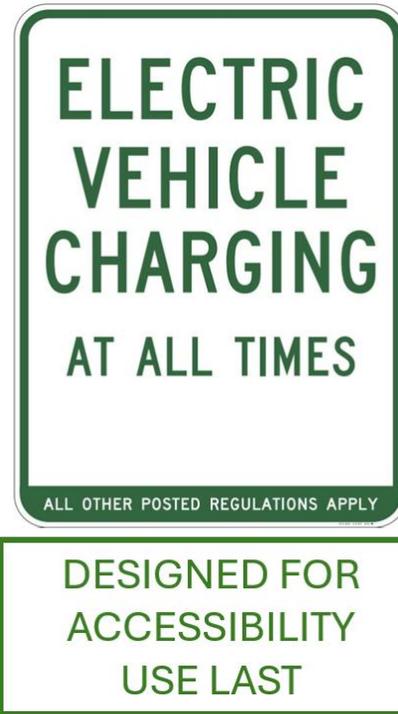
Access aisles are closest to the crosswalk.  
Access aisle: 5'  
Accessible charging space: min. 11'  
Charging space: min. 9'

# Typical Example



## "USE LAST" Sign

- Indicates an EV charging space is *accessible* and should be used only after other charging spaces are occupied or when accessibility features are needed.
- Allows people without disability placards to use accessible EV charging spaces *only when all other chargers are taken*.
- There is no current standard for “USE LAST” signs by code-setting organizations



# Thank you!

Coming soon –  
SFMTA webpage for  
Curbside EV Charging

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