

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#); [Carroll, John \(BOS\)](#)
Subject: FW: Amend SF's EV Charging Bill: Add Residential Cross-Sidewalk Charging - File No. 260238
Date: Friday, April 3, 2026 9:58:05 AM

Dear Supervisors,

Please see below from Jonathan Weisman regarding:

File No. 260238 - Ordinance amending the Administrative Code to authorize the San Francisco Municipal Transportation Agency to establish a curbside electric vehicle charging station permit program for the installation and operation of curbside electric vehicle charging stations on City sidewalks and provide that permittees are not required to obtain a sidewalk encroachment permit from the Department of Public Works; amending the Public Works Code to reflect the authority of the San Francisco Municipal Transportation Agency to issue permits for the curbside electric vehicle charging station program; and affirming the Planning Department's determination under the California Environmental Quality Act.

Regards,

Richard Lagunte
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Pronouns: he, him, his

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From: Jonathan Weisman <jonathan.r.weisman@gmail.com>
Sent: Thursday, March 26, 2026 10:39 AM

To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; MandelmanStaff (BOS) <mandelmanstaff@sfgov.org>; Fielder, Jackie (BOS) <Jackie.Fielder@sfgov.org>; Lurie, Daniel (MYR) <daniel.lurie@sfgov.org>

Subject: Amend SF's EV Charging Bill: Add Residential Cross-Sidewalk Charging

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Mayor Lurie and Supervisor Mandelman,

Thank you for introducing legislation to formalize SF's curbside EV charging rules. It's a good start — but it misses a faster, cheaper, and more equitable solution: residential cross-sidewalk charging.

I'm a long-time SF resident, renter, and EV owner who cannot charge at home because I don't have a garage. I am far from alone. The new legislation primarily helps residents in dense neighborhoods like Duboce Triangle, where it's electric and other VC-backed companies can turn a profit. In less dense, mixed-use neighborhoods, those chargers simply won't be deployed. And even where they are, curbside commercial chargers don't offer the convenience or affordability of charging at home. Would you walk 3 blocks to charge your car? 5 blocks? At commercial rates instead of home electricity rates?

The fix is simple: allow residential cross-sidewalk charging — a cord from home, an ADA-approved cover on the sidewalk, and no permit needed as long as you follow the rules. **The city spends nothing.** No company profits. **Citizens solve their own infrastructure problem and have affordable home re-fueling.** (This is already happening informally in SF neighborhoods; a city process would simply make it safe and sanctioned.)

Another opportunity is to allow for embedded cord channels, a flush, non-intrusive cut in the sidewalk for the cord to be placed. This is already used in the UK with several companies offering the product and the UK government officially sanctioning in their curbside charging best practices (the density and car use of British cities is actually very similar to SF). Currently homeowners with garages receive a curb cut (which actually impedes accessibility) plus exclusive parking rights in front of their driveway. A flush, non-intrusive cord channel is far less impactful, and yet it's forbidden. That's a double standard that disadvantages renters directly.

There is precedent here: Seattle, Oakland, and Washington D.C. all have programs enabling residents to charge this way and have policies that can be largely copy and pasted. UC Berkeley researchers call this "a simple, low-cost alternative to dedicated public

infrastructure."

You framed this bill as part of PermitSF — faster, easier, more transparent progress in the city. A residential cross-sidewalk charging option is exactly that. It will incentivize EV ownership in San Francisco to help achieve our climate goals and improve our air quality. It's a pathway toward affordability as it gives residents the control over their electricity prices for charging. **Please amend the legislation to include these provisions before it advances.**

- UC Berkeley study: <https://www.law.berkeley.edu/wp-content/uploads/2025/04/Residential-EV-Charging-Cords-in-the-PROW.pdf>
- Oakland program: https://www.oaklandca.gov/files/assets/city/v/2/city-administrator/documents/sustainability/ev-charging-crossing-the-prow_guidance.2025.2.25.pdf
- UK government guidance: <https://www.gov.uk/government/publications/cross-pavement-solutions-for-charging-electric-vehicles/cross-pavement-solutions-for-charging-electric-vehicles>
- UK embedded channel (Kerbocharge): <https://www.kerbocharge.com/local-authorities>

Thank you,
Jonathan Weisman
District 9