



ELECTRIC VEHICLE CHARGING PROGRAM

Manhattan CB7 Briefing
November 9th, 2021

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Curbside EV Charging Pilot Program

PROJECT BACKGROUND

Project Structure:

- **Partnership:** Con Ed and DOT will install 100 L2 EV charging ports on city streets for a four year demonstration.
- **Purpose:** Encourage EV ownership and test financial and operational feasibility of curbside EV charging.
- **User Cost:** \$2.50/hr peak, \$1.00/hr off-peak.

Project Details:

- 50 chargers (100 curbside charging ports) citywide for public use – 58/100 in service.
- In Manhattan, we are looking at the following numbers of parking spaces:
 - Upper West Side - 3 chargers (6 parking spaces)
 - Upper East Side - 3 chargers (6 parking spaces)
 - Washington Heights - 2 chargers (4 parking spaces)



CURBSIDE CHARGER: HOW IT WORKS

RGBW LED Status Lights

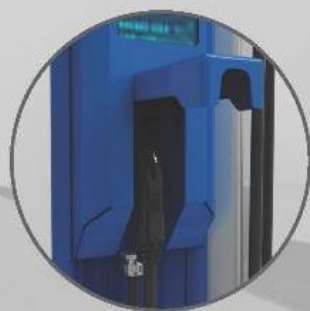


Flashing white: The charger is waiting for the user to start a charge event.

To start a Charge Event:

Once the user authentication is completed and the status light is flashing white

- 1 Open the flip-up door
- 2 Remove the connector from its holster
- 3 Open the vehicle charge port
- 4 Insert the connector into the vehicle charge port



Curbside Level 2 Charger

Cord Mgmt

Charger

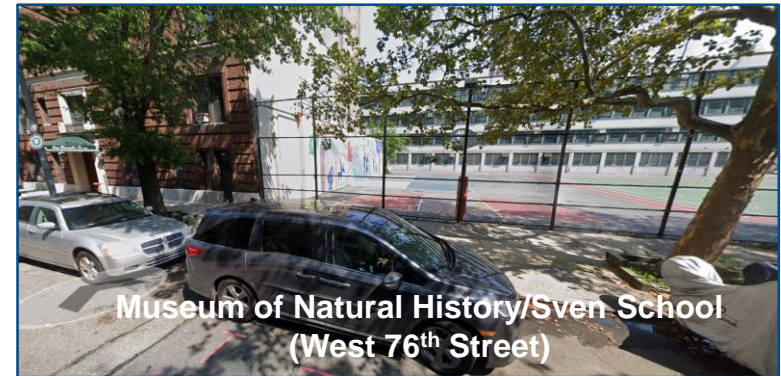
Signage



- 100 Public Level 2 charging ports
- 2 charging ports per post
- Con Ed to install and operate

SITE SELECTION AND SITES

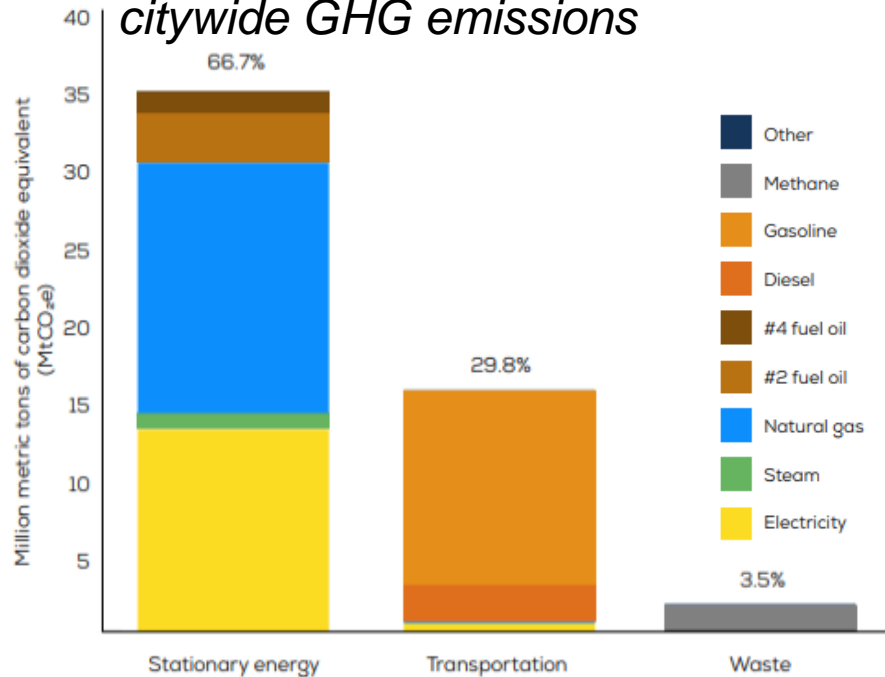
- Two of the three sites that were planned for CB 7 (86th St. btwn. Riverside & West End; 70th St. btwn. West End & Amsterdam) proved to be infeasible due to site conditions.
- DOT proposing to install chargers at two different locations:
 - 76th St. btwn. Amsterdam & Columbus – 1 charger, 2 parking spaces
 - 84th St. btwn. Amsterdam & Columbus – 1 charger, 2 parking spaces
- Near major institutions, educational institutes and medical centers, commercial activity – high visibility, turnover, and utilization



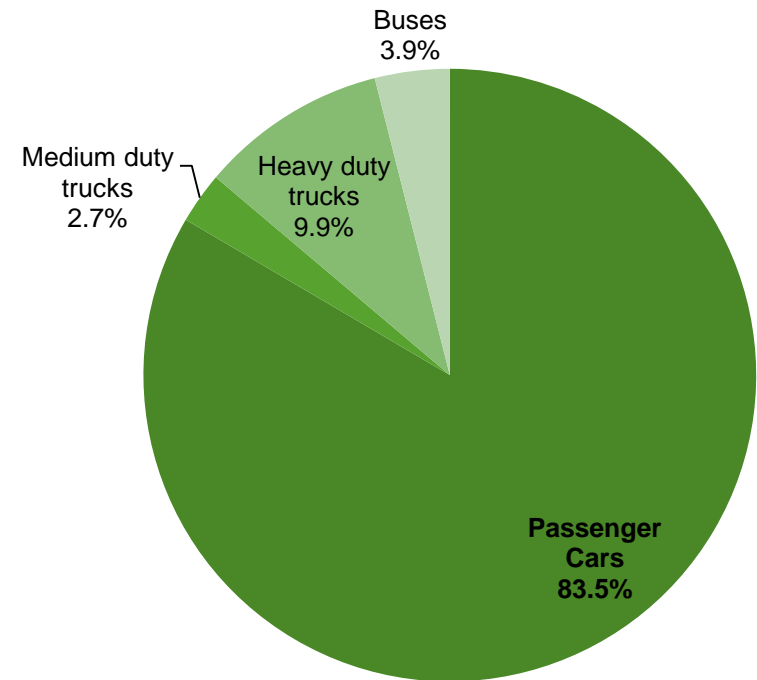
Background

CHALLENGE: PRIVATE CARS ARE A MAJOR SOURCE OF GHG EMISSIONS

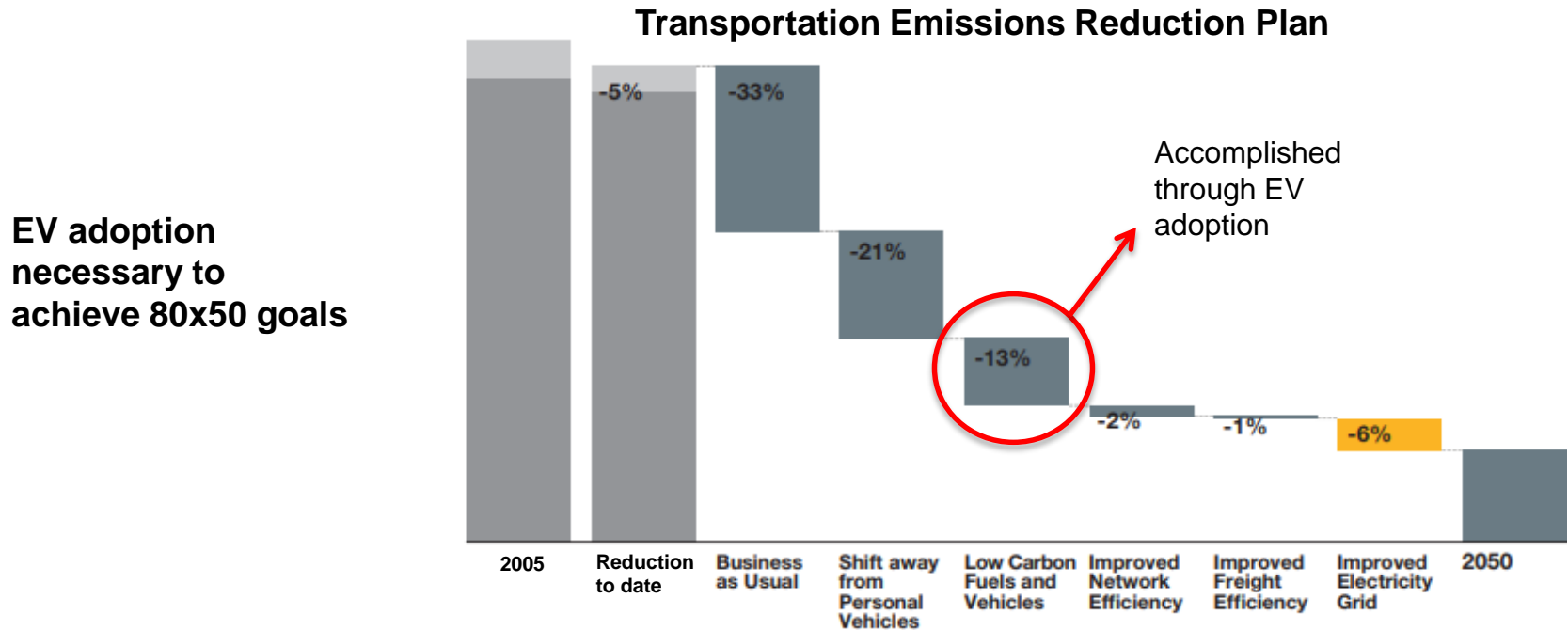
Transportation: constitute 30% of citywide GHG emissions



Passenger Cars: 83% of on-road transportation GHG emissions






INCREASING THE ADOPTION OF EVS IS KEY TO ACHIEVING CITY'S GHG GOALS



- **Goals of 80x50 plan and Paris Climate Agreement Executive Order 26:** requires electrification of most of the city's 1.8 M private light-duty vehicles.
- **Mayor's goal for 20% of new NYC vehicle registrations be EV by 2025:** requires more on- and off-street EV charging

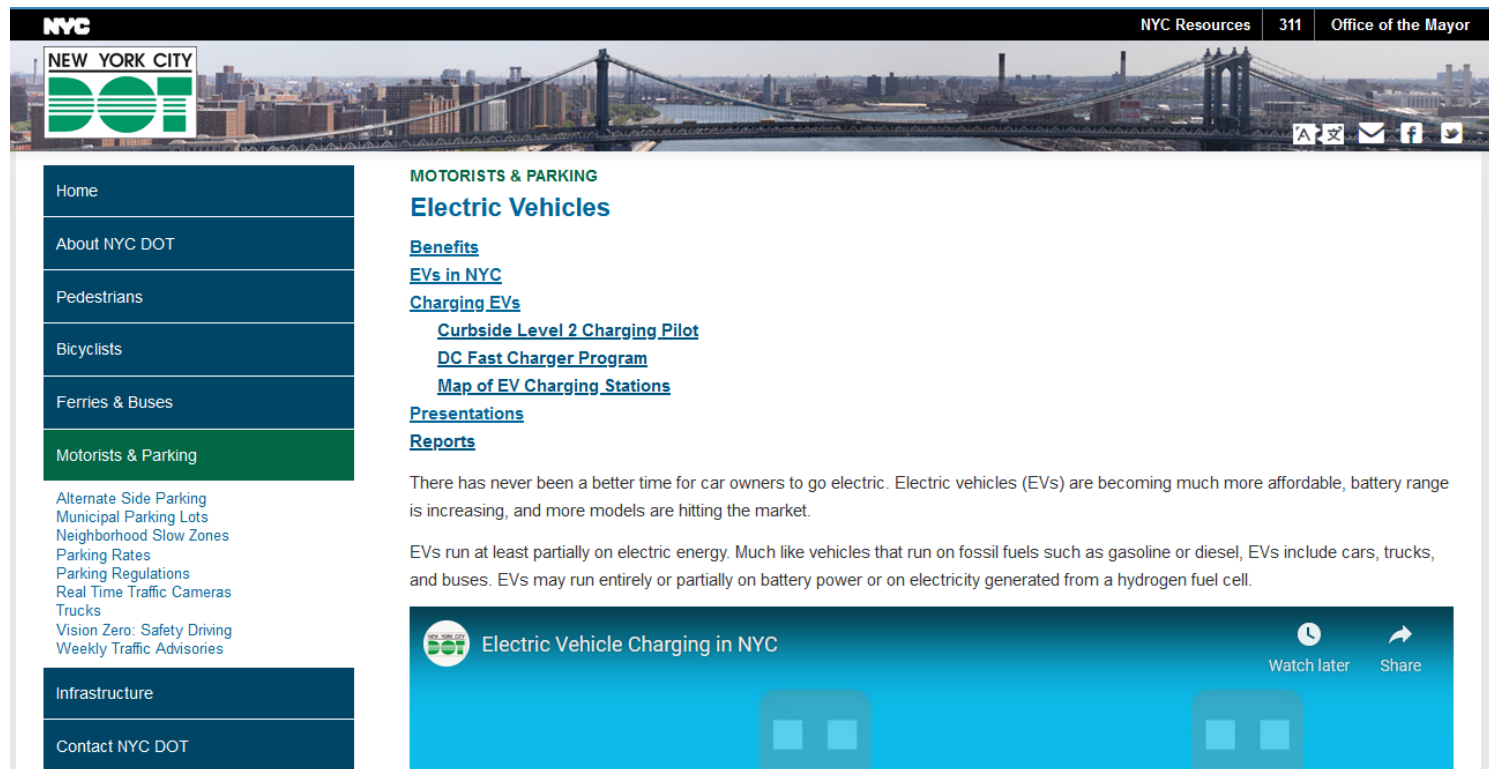
EV CHARGING: HOW IT WORKS

	Level 1 	Level 2 	DC Fast 
Power Requirements	120V (1-3 kW)	240V (3-10 kW)	480 Volts (25-150 kW)
Charging Speed	5 miles per hour, 12+ hours for a full charge	12-25 miles per hour, 4-6 hours for a full charge.	100-600 miles per hour, 30 minutes for a full charge
Location	Home garage	Home garage, on street or parking field	Commercial locations, short stops, near highways

THANK YOU!

Visit the PlugNYC website for more information on NYC DOT's EV charging initiatives:

www.nyc.gov/PlugNYC





QUESTIONS?

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