



ELECTRIC VEHICLE CHARGING PROGRAM

Community Board 12 TC Briefing
June 11th 2019

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Curbside EV Charging Pilot Program

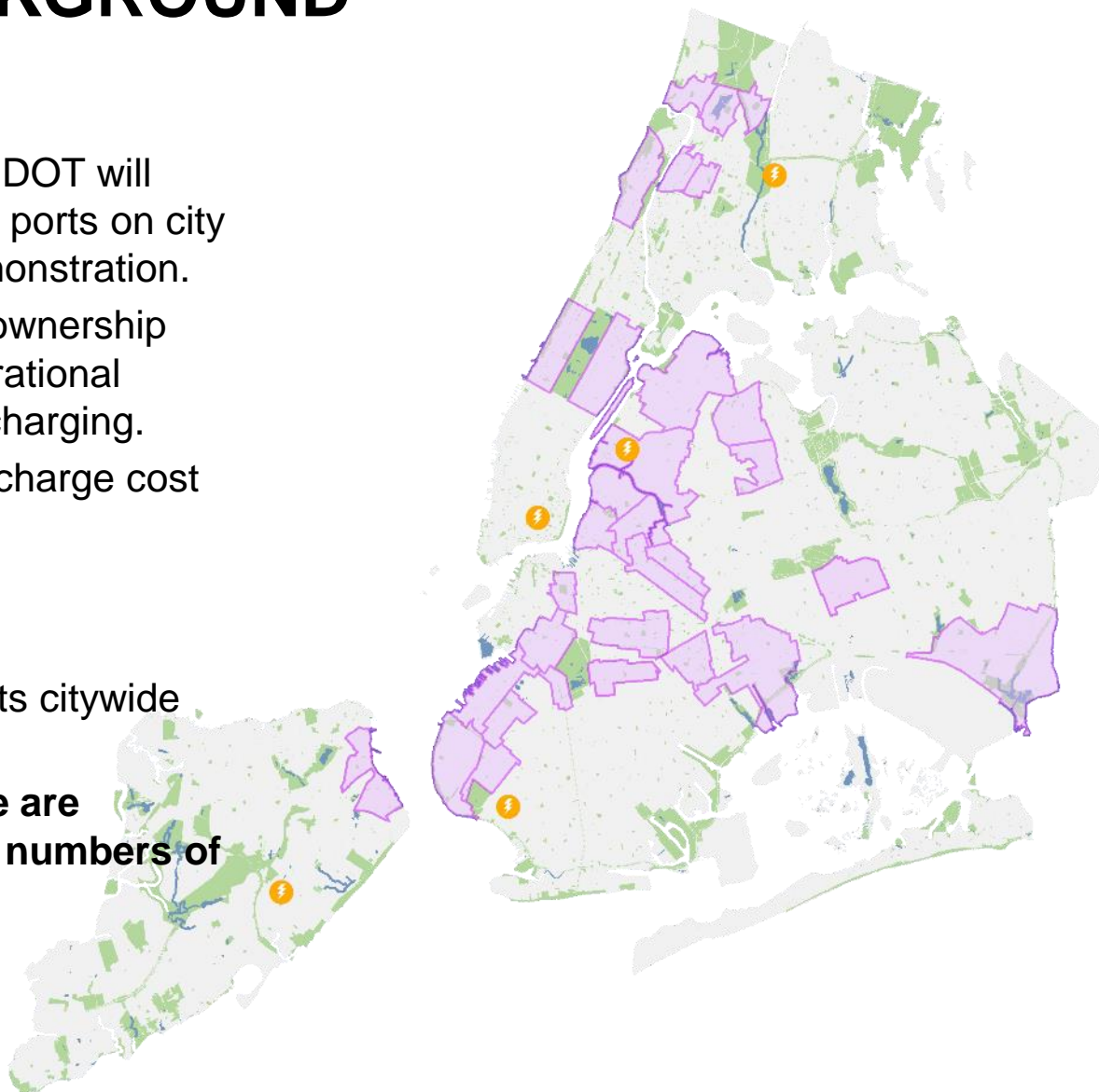
PROJECT BACKGROUND

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:** Pay per time, charge cost comparable to gas

Project Details:

- 100 curbside charging ports citywide for public use
- **In Southeast Queens, we are looking at the following numbers of parking spaces:**
 - **4-6 spaces**



CURBSIDE CHARGER: HOW IT WORKS

RGBW LED Status Lights



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

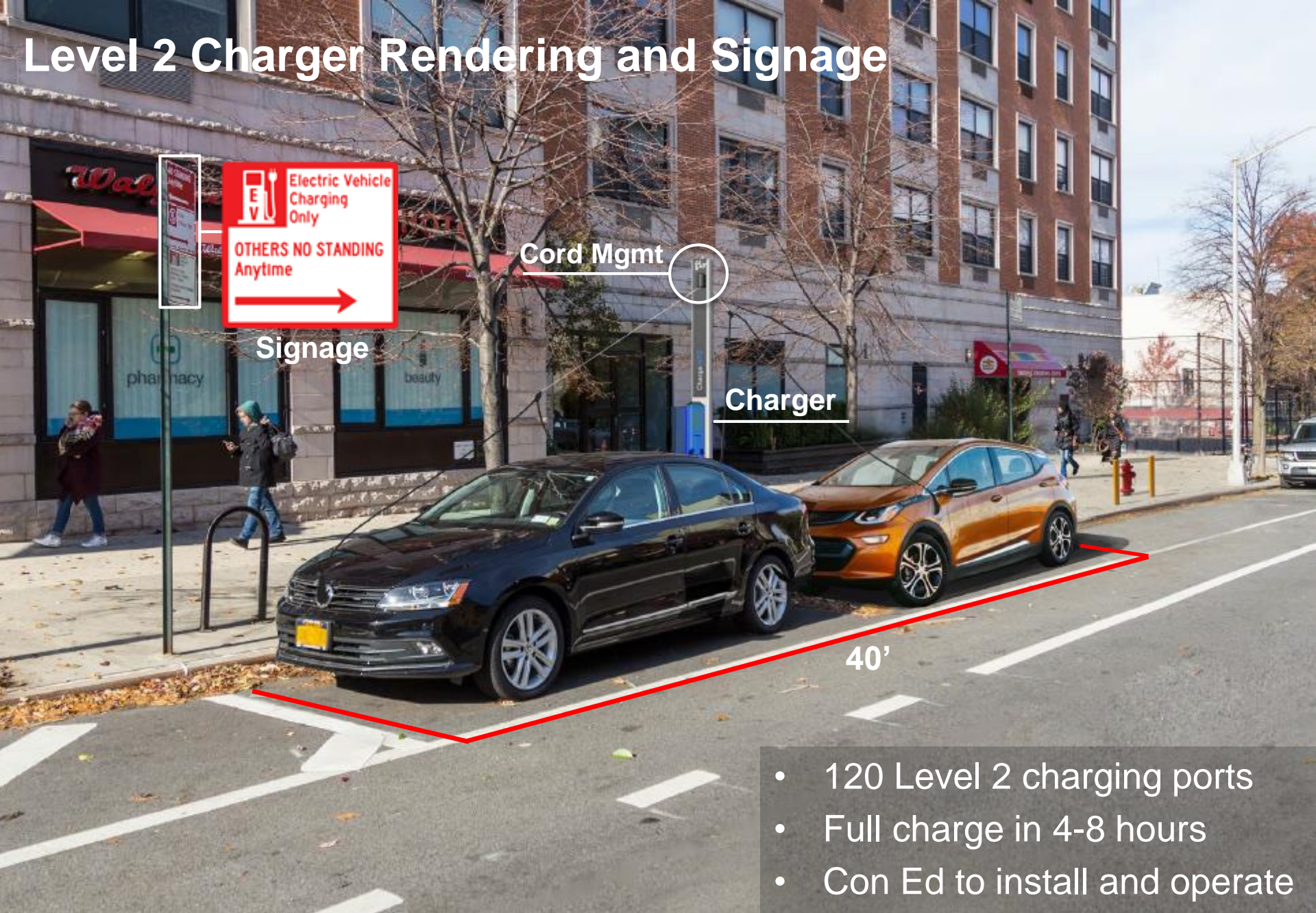
To start a Charge Event:

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



Level 2 Charger Rendering and Signage



Electric Vehicle Charging Only
OTHERS NO STANDING Anytime

Signage

Cord Mgmt

Charger

40'

- 120 Level 2 charging ports
- Full charge in 4-8 hours
- Con Ed to install and operate

SITE SELECTION

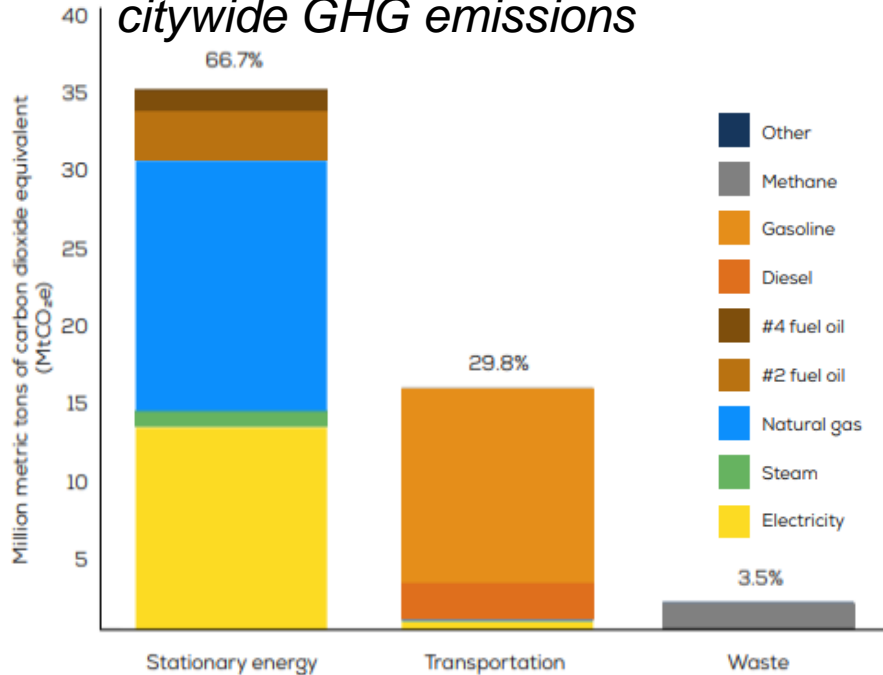
Site Selection Criteria:

- Data used:
 - Current EV registrations
 - Journey to Work data
 - Census/City Planning data
- Proximity to:
 - Major institutions
 - Educational institutes
 - Medical centers
 - Commercial activity
- Goals:
 - High visibility
 - Curb turnover
 - Utilization

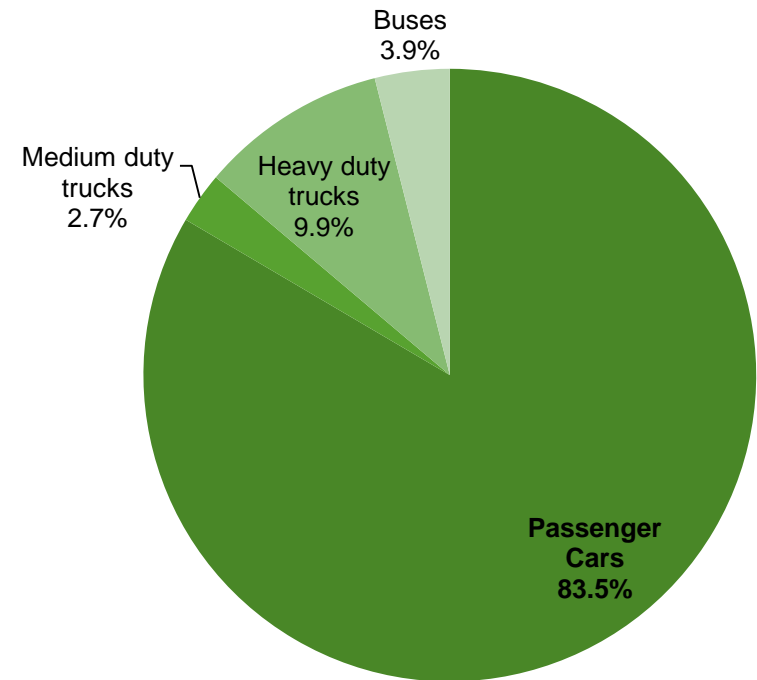
Background

CHALLENGE: PRIVATE CARS ARE A MAJOR SOURCE OF GHG EMISSIONS

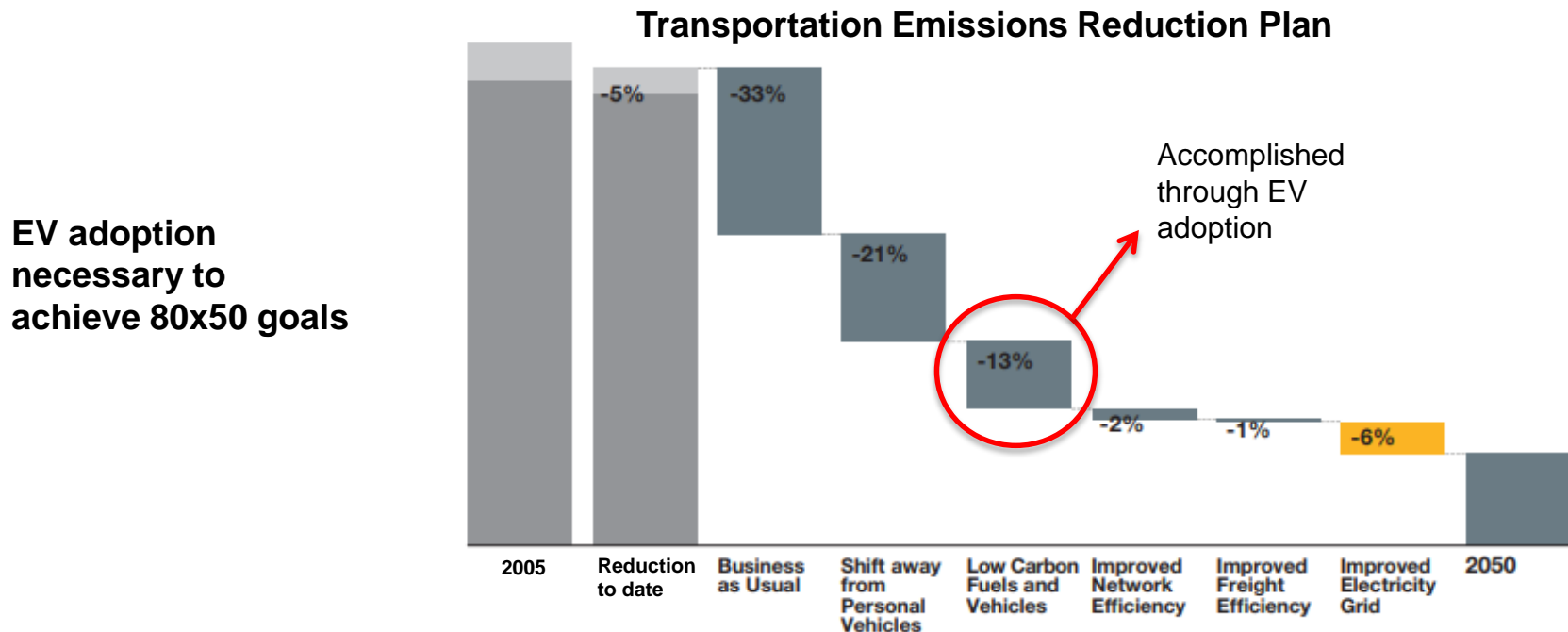
Transportation: constitute 30% of citywide GHG emissions



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

OUTREACH PROCESS

Outreach

- Queens Service Cabinet Meeting in December 2018
- CM Richards briefing in January 2019
- Sen. Sanders briefing in April 2019
- Sen Comrie briefing scheduled for July 2019
- Notifications sent in April 2019 to AMs Hyndman, Titus, Cook; and Rep. Meeks

Public Feedback

- Launch public feedback portal where public can provide feedback on where DOT should or shouldn't locate chargers

Pilot Zones

- Notify elected officials and community boards where pilot neighborhoods are chosen, offer and conduct briefings on the program and feedback on suggested locations.

CB Engagement

- Outreach to Community Boards and offer presentations and feedback on suggested locations.

Installation

- Fall 2019 for Authorized Parking for City Fleet, followed by installation of curbside public chargers.

THANK YOU!

Visit the NYC DOT Public Portal for FAQs on EV and to add a location for EV:

www.nyc.gov/charge

New York City Department of Transportation
Projects & Initiatives

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NEW YORK CITY
DOT

Dashboard

Curbside Level 2 Electric Vehicle Charging
NYC DOT project to install 100 curbside level 2 electric vehicle chargers across New York City.

PLANNING



PROJECT UPDATES

Thursday, August 30, 2016 - 10:53

Where would you like to see curbside EV chargers? Show us!

NYC DOT thanks you for your interest in curbside level 2 electric vehicle charging. Your feedback will help inform planners as they site 100 level 2 EV chargers across New York City.



QUESTIONS?

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