



# ELECTRIC VEHICLE CHARGING PROGRAM

Manhattan CB7 DRAFT Briefing  
September 10, 2019

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# Curbside EV Charging Pilot Program

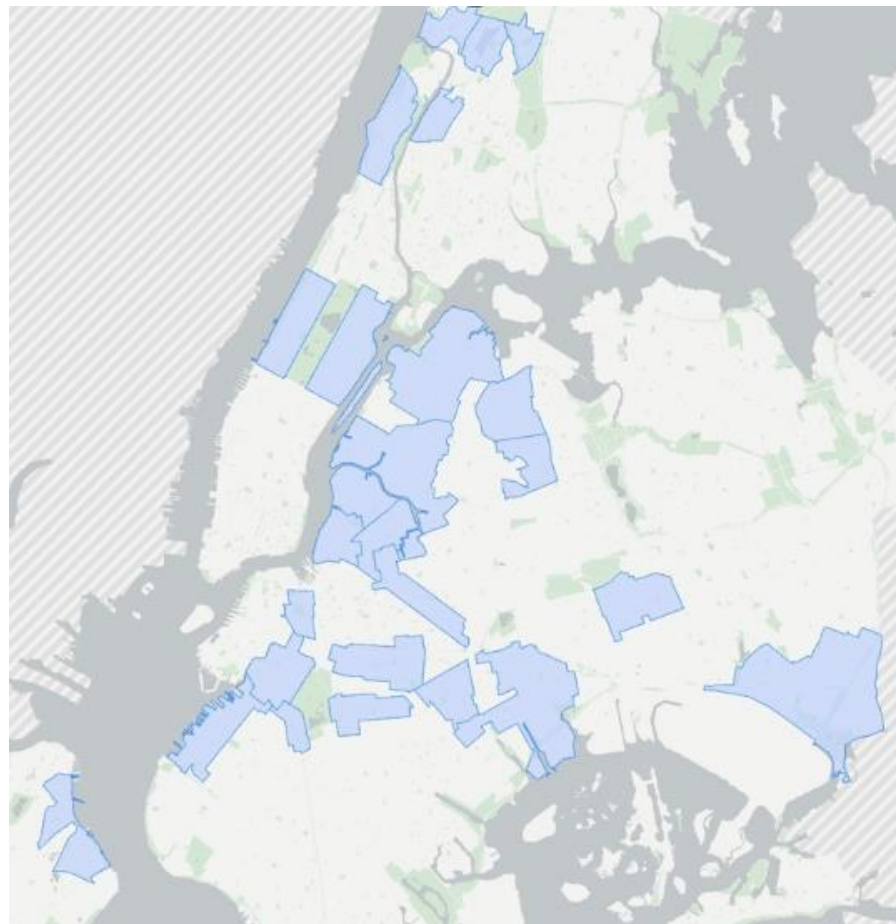
# PROJECT BACKGROUND

## 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:

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



# CURBSIDE CHARGER: HOW IT WORKS

## RGBW LED Status Lights



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

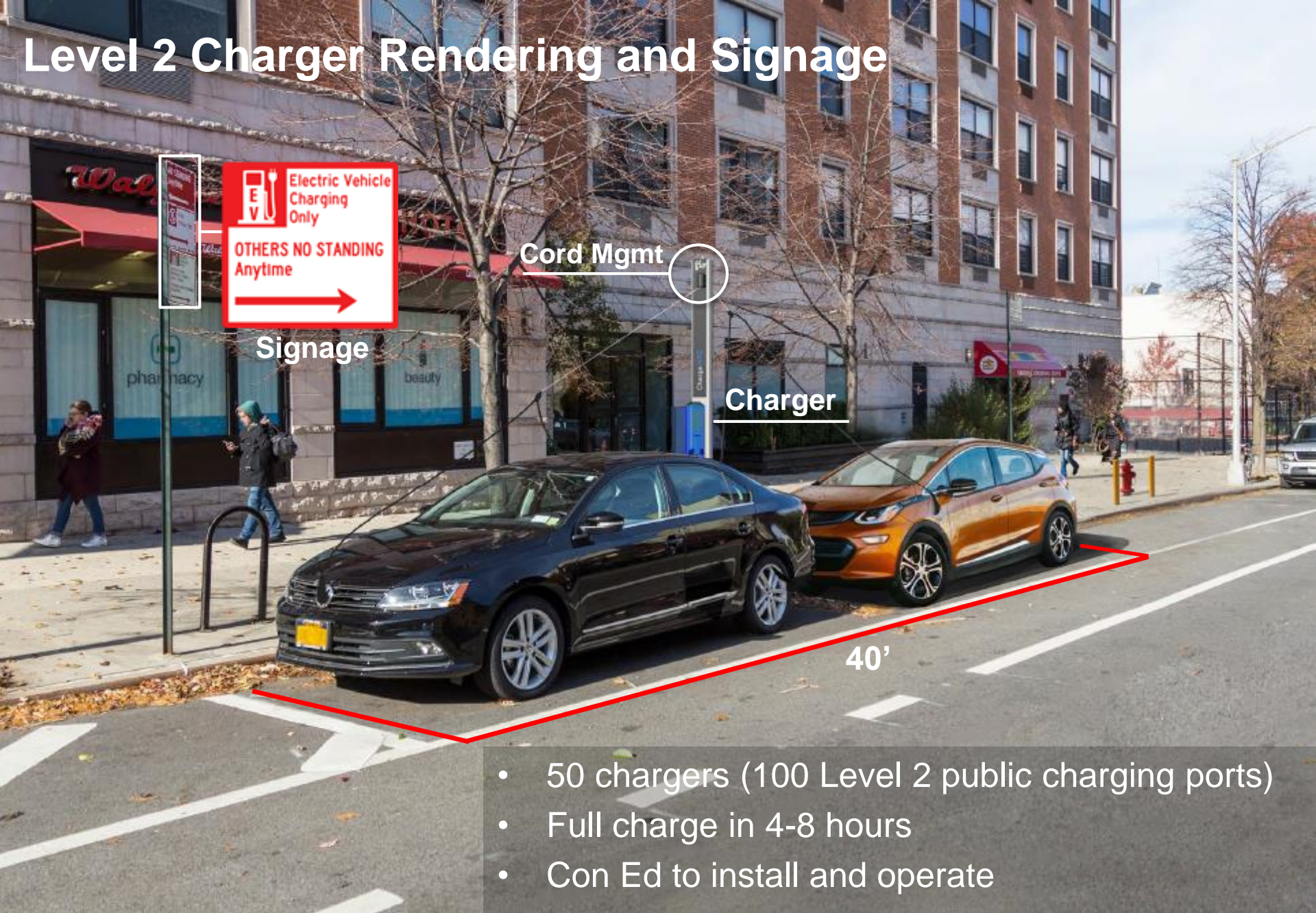
## To start a Charge Event:

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

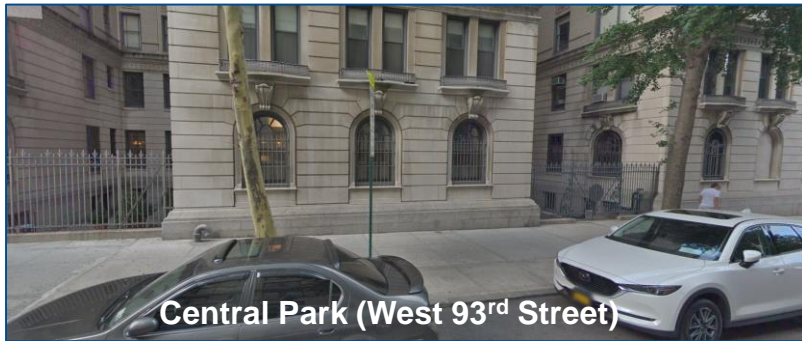


- 50 chargers (100 Level 2 public charging ports)
- Full charge in 4-8 hours
- Con Ed to install and operate

# SITE SELECTION AND SITES

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- Near major institutions, educational institutes and medical centers, commercial activity – high visibility, turnover, and utilization
- Data used includes Journey to Work, Census, DCP, elected feedback, and EV registrations

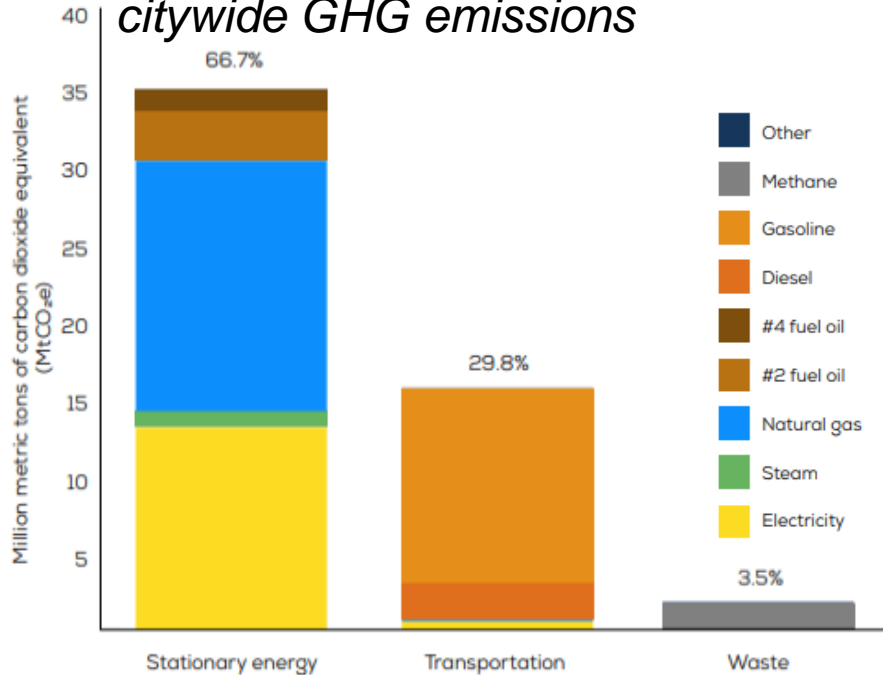


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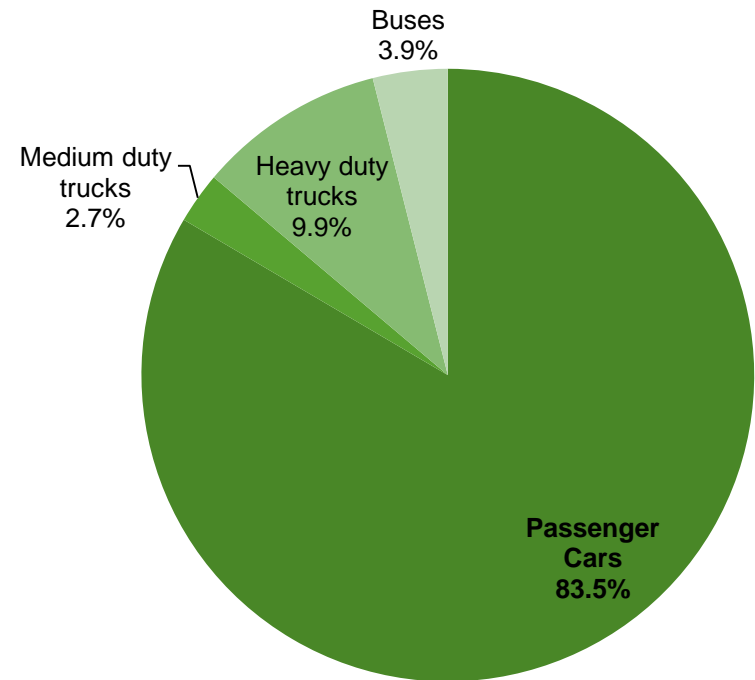
# Background

# CHALLENGE: PRIVATE CARS ARE A MAJOR SOURCE OF GHG EMISSIONS

*Transportation: constitute 30% of citywide GHG emissions*

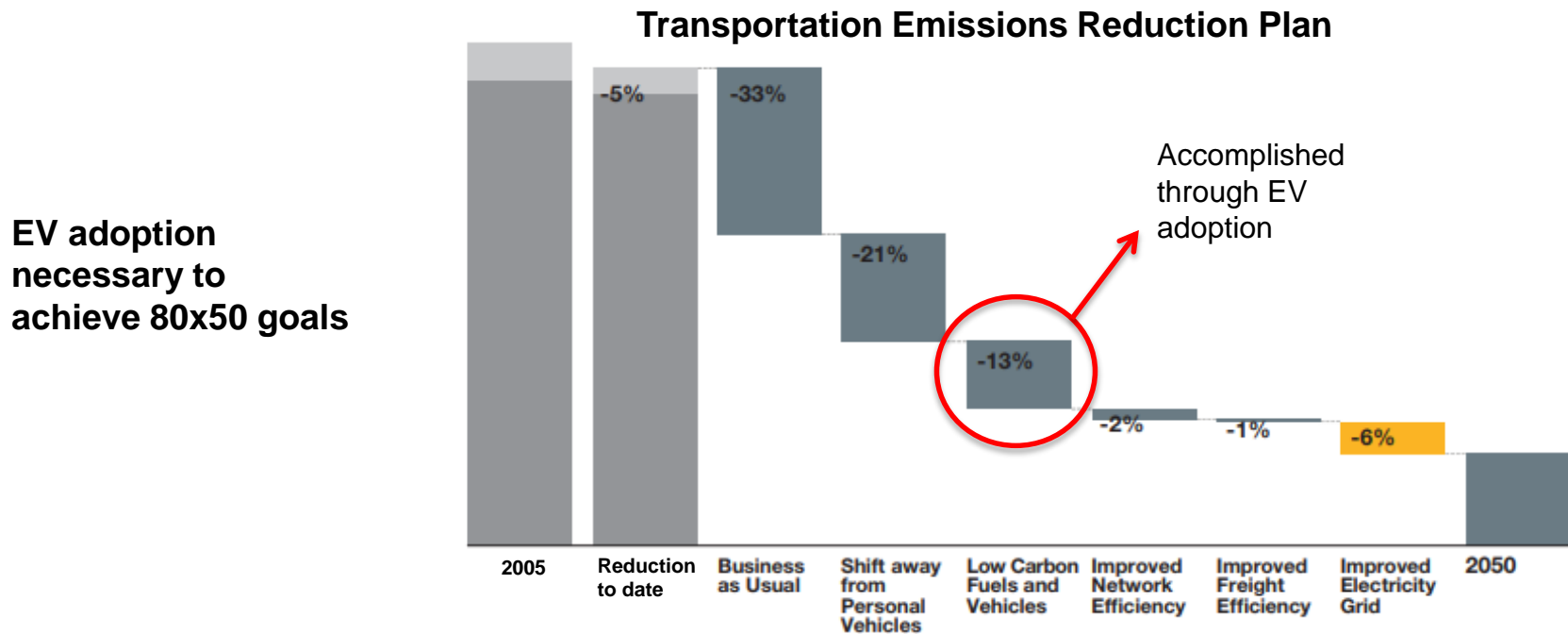


*Passenger Cars: 83% of on-road transportation GHG emissions*








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

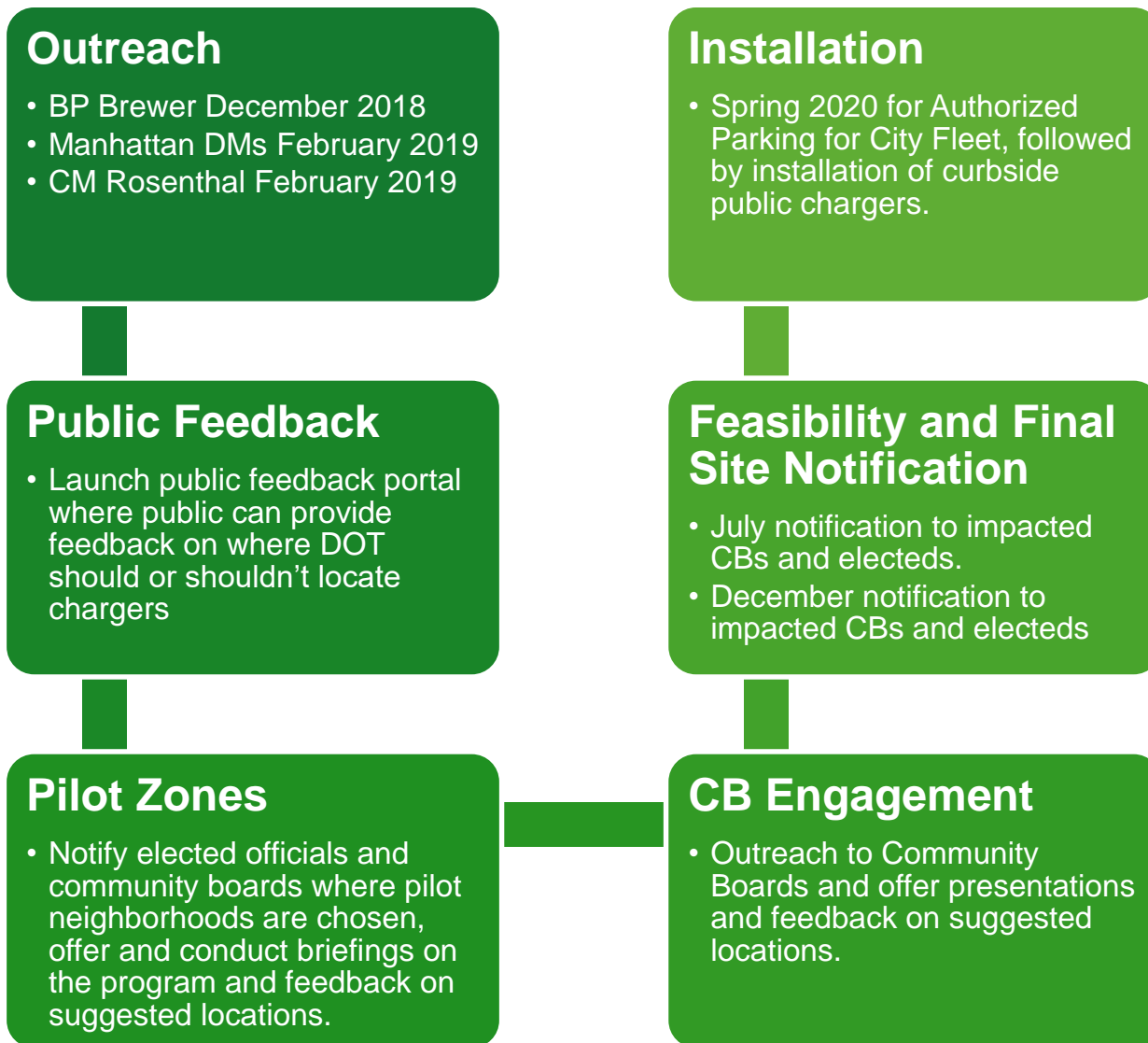


- **Goals of 80x50 plan and Paris Climate Agreement Executive Order 26:** requires electrification of most of the city's 1.8 M private light-duty vehicles.
- **Mayor's goal for 20% of new NYC vehicle registrations be EV by 2025:** requires more on- and off-street EV charging

# 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



# THANK YOU!

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

[www.nyc.gov/charge](http://www.nyc.gov/charge)

New York City Department of Transportation  
Projects & Initiatives

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DOT

## Curbside Level 2 Electric Vehicle Charging

NYC DOT project to install 100 curbside level 2 electric vehicle chargers across New York City.

Dashboard

Project Home


Overview

Where Should DOT Install Curbside EV Chargers?

Accessibility

Request an EV Charger Outside Your Business

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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