



CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR

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JEFFREY LEFRANCOIS
Chair

JESSE R. BODINE
District Manager

April 11, 2023

Ed Pincar
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 37th Floor
New York, NY 10038

Re: Electric Vehicle Charging Stations in Community District 4

Manhattan Community Board 4 (MCB4) strongly supports the build-out of an electric vehicle charging infrastructure in New York City, in order to address greenhouse gas emissions and improve air quality. At its regularly scheduled full board meeting on Tuesday, April 4th, 2023, MCB4 voted, 26 in favor, 8 opposed, 1 abstention, and 0 Present not Eligible, to approve this letter.

We are committed to working with the City in its efforts to expand the charging infrastructure. We generally do not support the installation of chargers on sidewalks in our district, due to high pedestrian volumes and already narrow clearances. At the same time, we acknowledge there will be exceptions: any proposed station on public areas should be vetted by our community.

The city has completed a pilot program in which it installed 147 Level-2 (slow charging) stations in the five boroughs, except in the Central Business District of Manhattan below 60th Street. We understand that another 10,000 charging stations will soon be installed.

We ask that the New York City Department of Transportation (DOT) share with us any findings from the first pilot and going forward, its plans, configurations, and criteria for siting and using stations and hubs, including those used for government fleets.


We understand the need to serve and attempt to balance seemingly competing interests but MCB4 would like to note our concern of restricted sidewalk usage for those in our district including tourists, commuters, seniors, and physically challenged users, especially when so many obstructions are already blocking pedestrian space. In addition, we are wary that curbside charger installations will limit options for other current and future street improvements projects

such as sidewalk expansion, dedicated bus lanes and bike lanes. We expect the city will research and implement elements from cities like London, Paris, Copenhagen and Boston which have successfully integrated these numerous uses.

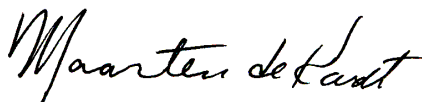
Future consideration of adding any charging capacity in our district must take into account the insufficient sidewalk capacity as highlighted in DOT's own NYC Pedestrian Mobility Plan¹.

There are currently 320 chargers in Manhattan installed mostly in parking garages that require payment of parking fees on the top of charging fees, making it inaccessible for many. We encourage the city to explore new options such as locating fast chargers in off-curb lots and on private property, as demonstrated by the plan for 10 Level-3 chargers at the Revel hub in Lower Manhattan and the Gravity fast charging hub at Manhattan Plaza. We are also pleased that the Fleet Management division of the New York City Department of Citywide Administrative plans to open to the public some of the 24 existing charging stations already on agencies' property in our district.

Sincerely,



Jeffrey LeFrancois
Chair
Manhattan Community Board 4



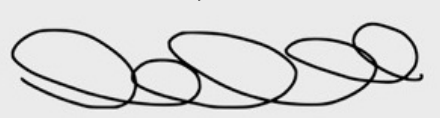
Maarten deKadt
Co-chair
Waterfront, Parks & Environment Committee



Leslie Boghosian Murphy
Co-chair
Waterfront, Parks & Environment Committee



Christine Berthet
Co-Chair
Transportation Planning
Committee



Dale Corvino
Co-Chair
Transportation Planning
Committee

cc: Hon. Brad Hoylman-Sigal, New York State Senator
Hon. Linda Rosenthal, New York State Assemblymember
Hon. Tony Simone, New York State Assemblymember
Hon. Mark Levine, Manhattan Borough President
Hon. Erik Bottcher, New York City Council
Con Edison
NYSERDA

¹ <https://www.nyc.gov/html/dot/html/pedestrians/pedestrian-mobility.shtml>