

To: Stonington Borough Warden Michael Schefers

Date: 6/14/2024

cc: Borough Burgesses

From: Jesse S. Diggs, 8 School St, Stonington, CT

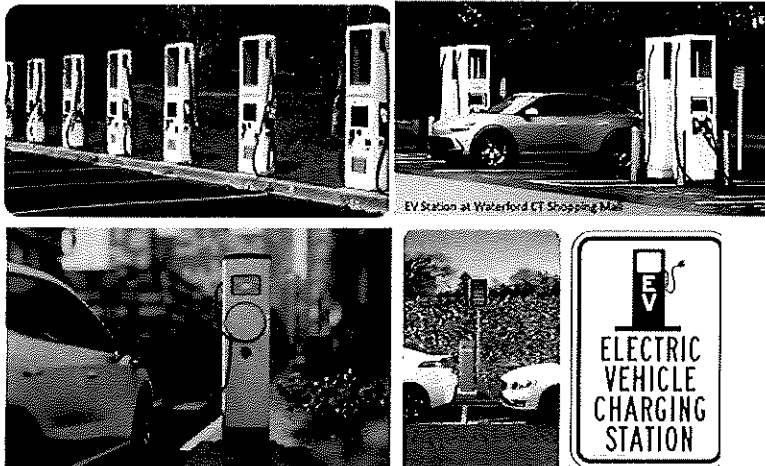
Subject: Comments on Proposed EV Charging Stations in Stonington Borough

Dear Warden Schefers and Borough Burgesses:

My understanding is that Level 2 EV charging stations are being considered for installations in the Borough with a Vote by the W&B on the Agenda for the June meeting. I would like to offer some thoughts about that and encourage that the topic and vote be tabled until further information is provided, including justification, thorough engineering site analysis and evaluations, participation by the Borough taxpayers, and a thorough financial analysis relative to other more pressing needs in the Borough.

My specific comments and concerns include the following:

1. Level 2 EV charging station. The image below shows such stations in two configurations: 1) drive up to (most common), and 2) park along side of (not very common). Note that statistically, most EV charging ports are on the driver side of the vehicle (49%). This makes parallel parking to access EV charging station a bit more limiting than the more common "drive up" to stations.

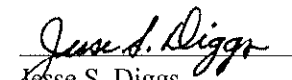


2. What specific problem has been identified, with supporting data and evidence, that would be solved by installing Level 2 EV charging stations within the Borough?
 - a. It is unlikely that visitors/shoppers visiting the Boro require EV Level 2 charging station
 - b. It is also unlikely that residents requiring EV charging stations would rely on public stations at any Level
 - c. They offer no real benefits to the Boro residents and taxpayers, or even the merchants
3. Level 2 commercial grade EV charging stations could cost upward of \$14K each, which would be paid by Borough taxpayers including those without EVs. This seems an unreasonable allocation of Borough funds and should have more resident participation and concurrence before going forward and committing such funds. There are more pressing needs for Boro funds allocation, such:

- a. Road paving and repairs,
 - b. Traffic calming speed cushions on Water St,
 - c. Parking lines on Water Street to encourage efficient parking,
 - d. Wayland's Wharf engineering assessment and repairs, etc.
 - e. Resident parking over-taken by visitor parking on side streets (Resident Parking Stickers?)
 - f. Sidewalk lighting and repairs
 - g. And more
4. Level 2 chargers do not offer sufficient "charge time vs. range" to affect Boro visitors/shoppers. Different charging times and ranges for Level 1, 2 and 3 EV Chargers are as follows:
- a. Level 1: About 3 miles of range per hour of charge. Full charge in 24 hrs
 - b. Level 2: About 20-30 miles of range per hour of charge
 - c. Level 3: Fast charge. About 20 miles of range per minute. Full charge under an hour
5. There is no valid reason to install EV chargers around Wadawanuck Square:
- a. Residents have already voiced the desire to leave pristine Wad Square "as is"
 - b. EV stations requiring parallel parking would be inefficient charging station installations,
 - c. It would encourage long-term parking in an area where short-term parking is required
 - d. It would require specified parking areas delineated along the street for all parking
 - e. It would interfere with the sidewalk and pedestrian use thereof
 - f. It would require extensive trenching, excavation and sidewalk removal/repairs for electrical and physical installation
 - g. It would interfere with and affect Post Office, Church service and funeral parking,
 - h. It does not encourage visitors to use the designated Town Dock parking area
6. If EV chargers are approved, then why not at the Town Dock area where visitors are already encouraged to park?
- a. The installation would be more efficient in terms of cars per EV station and space required
 - b. A large electrical panel already exists there (and in the Flood Zone),
 - c. It would likely be approved by the Town and possibly cost shared (has this even been considered and pursued?)
 - d. Installation in Flood Zones can occur and have been approved in other cities, although it is unlikely that an EV will need charging in the Boro during a flood event.

Again, I encourage the topic of EV charging station installations within the Borough to be tabled pending further engineering evaluation and financial analysis. There is no time dependent reason to rush this topic into an approval and Vote.

I appreciate your consideration of my comments and as always, they are intended to be constructive and in the best interest of the Borough. Thank you.



 Jesse S. Diggs

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