

PORTLAND ELECTRIC VEHICLE STRATEGY

IF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

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Parsons, Susan

From: Alan Batie <alan@batie.org>
Sent: Wednesday, November 30, 2016 11:34 PM
To: Council Clerk – Testimony
Cc: OEVA
Subject: EV Strategy Draft comments
Signed By: alan@batie.org

As I look over the draft EV strategy, I have the following comments:

1. Expecting 25% of commuting to happen by bike in our weather is a pipe dream.
2. Achieving 25% transit will need a massive expansion of capacity, particularly in both the transit system itself and the park-n-rides. When I was still living in the Portland area, I considered transit, but even nearly 20 years ago, the Sunset transit center was always full, and I'm sure it's no better now. And that doesn't deal with destination "last mile" issues. Expecting and planning for commuting by car to drop by 2/3rds is only going to exacerbate the congestion problems that are why I'm glad I left the Portland area over 10 years ago.
3. Now living in Corvallis, I travel to Portland fairly often, usually in my Leaf. Two inconveniences I face doing so are variations on the same thing: lack of destination charging. I can often make it to my destination easily enough, but wouldn't be able to make it back to a fast charging station because there's no place to charge near my destination. As a result, I have to spend more time fast charging, when my car could be charging while I'm at the destination, optimizing the use of my time. The two variations are when I'm visiting businesses, and when I'm visiting friends. I'm not sure it's practical to put L2 stations every couple of blocks to resolve the latter case, but encouraging businesses with parking lots to provide EV charging, and sprinkling EV charging along streets in commercial zones would help a lot with the former. For example, when I was visiting my dentist in Beaverton this morning; movie theaters and restaurants are obvious low-hanging fruit as well.
4. On the other hand, I believe this to be a short term problem - long range EVs are starting to show up and will be common in the near future, so I'm not sure a large investment is worthwhile - destination charging will still be occasionally useful, but much less so, and mainly at destinations where people often travel distances to reach. The real critical infrastructure to encourage EV adoption is cross-country fast charging of the sort Tesla has built out. The main reason I'm holding out for a Tesla Model 3 over the Bolt is the Bolt's usage of a charging system that is rare, and GM has expressed little interest in changing that. For a single car family to adopt an EV, it has to be able to satisfy all the needs, even infrequent uses.
5. Converting city vehicles to EVs will be a valuable tool in demonstrating to the public that EVs are actually practical vehicles now.