

<b>DOCKETED</b>	
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*Comment Received From: Claire Warshaw*  
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**2024\_04\_30\_\_22-EVI-01\_consumer comments including M J article  
info "Disabled Drivers Cant Use Many Electric Car Chargers"**

Please see attached pdf.

*Additional submitted attachment is included below.*

Tuesday, April 30th, 2024

Please note Mother Jones's April 1st, 2024, online article, by Julia Metraux, "Disabled Drivers Can't Use Many Electric Car Chargers. It Doesn't Have to Be This Way. ... If electric cars are the future, people with disabilities need to drive them."

<https://www.motherjones.com/environment/2024/04/disabled-drivers-ev-chargers-accessible-electric-cars/>

One of the few electric vehicle chargers near my zip code 95827 area which worked for me, during a very nice ZipCAR Chevy Bolt car rental, late in 2023, had a charging "hose" which has been difficult to wrangle. In order to plug the hose into the EV, I wrapped this hose around a bollard nearby. I was grateful for this particular EV charger however since it worked.

I had gone to multiple other EV charging systems just prior to this, including a local Shell Station's EV charger and newer Siemens chargers at the Sacramento Regional Transit's Power Inn Light Rail station. At both locations, I spent time attempting to establish charging. There were multiple attempts at the new Siemens EV chargers at different machines.

I listened to the CEC presentation today. Thanks for sharing and working on improvements. I believe that this EV charging system is working to be extremely different than the tradition combustion fueling systems. Explaining that to the general public might be worth time and investment.

5 minutes of charging being defined to be charging, does not seem to be a long enough time period for most EV charging experiences.

If operators are reporting this data, versus a third party team not affiliated with the EV chargers, involved property or affiliated stock, it seems one still might need to be concerned about dry labbed data and cover ups.

How will outdated EV charging equipment, such as the Watt Ave. Sac. Regional Transit District Light Rail Station be updated, labeled or removed, with these methodologies?

How will outdated EV signage such as that at Branch County Road and Conservation Roads, Sacramento, CA, 95827, be moved to a proper location, such as where the newer chargers were installed slightly further north at a newer building on Branch County Road?

From what I experienced late 2023 [and I had EV rented several times prior using GIG car share], it seems currently the EV charging system has been planned with cell phone ownership too. I believe this entanglement can complicate EV charging experiences due to how personal cell phones might behave and/or what or who a personal cell phone might attract to one's location.

Somehow, I hope these systems can eliminate discrimination potentials. Cyber seems potentially full of present and future discrimination issues.

If an EV charging system is determined to be inoperable, I hope that can be made to be extremely visible at a distance signage can be placed on the equipment, so that a driver does not have to get out of their vehicle to attempt to charge in order to find that the particular situation is not necessarily worth their time.