Transportation Electrification
Infrastructure Needs Analysis

Charger density heat maps:
*Micromobility (reduced), Workplace level 2 charger*
Micromobility (reduced): Workplace level 2 charger

Business as usual | Rapid recovery | Slow recovery
2020 - 2035

What “reduced” means: micromobility options, like electric scooters, will reduce demand for light duty vehicle charging across all three scenarios (BAU, rapid and slow recovery). Demand for light duty vehicle charging is represented by the Urban & Rural set of heat maps. However, the Urban & Rural maps were created without factoring in reduced demand brought on by micromobility options.

Which begs the question: what if we factored in the reduced charging demand that micromobility options give us? How many fewer light duty vehicle charging ports would we need in urban and rural areas?

The “Micromobility (reduced)” heat maps answer that question. They are standalone maps, based on the Urban & Rural map baseline, that show how many fewer charging ports we’d need for each scenario.
Micromobility (reduced): Workplace L2 charger
Scenario: Business as usual
Year: 2020
Micromobility (reduced): Workplace L2 charger
Scenario: Business as usual
Year: 2025
Micromobility (reduced): Workplace L2 charger

Scenario: Business as usual
Year: 2030
Micromobility (reduced): Workplace L2 charger

Scenario: Business as usual
Year: 2035
Micromobility (reduced): Workplace L2 charger
Scenario: Rapid recovery
Year: 2020
Micromobility (reduced): Workplace L2 charger
Scenario: Rapid recovery
Year: 2025
Micromobility (reduced): Workplace L2 charger

Scenario: Rapid recovery
Year: 2030
Micromobility (reduced): Workplace L2 charger

Scenario: Rapid recovery

Year: 2035
Micromobility (reduced): Workplace L2 charger
Scenario: Slow recovery
Year: 2020
Scenario: Slow recovery
Year: 2025

Micromobility (reduced): Workplace L2 charger
Micromobility (reduced): Workplace L2 charger

Scenario: Slow recovery
Year: 2030
Micromobility (reduced): Workplace L2 charger
Scenario: Slow recovery
Year: 2035