

Douglas County EV Readiness Report

A resource for electric vehicle preparation in Douglas County including an assessment of existing conditions, and recommendations for tools, best practices, and initiatives to support regional personal-vehicle electrification.

Table of Contents

Acronyms and Abbreviations	2
Introduction.....	3
Executive Summary	3
Purpose	3
Electric Vehicles	4
What are EV's?	4
Benefits of Electric Vehicles.....	5
EV Charger types	6
Network and Non-Network Charging	7
Existing Conditions	8
EV Adoption Trends	10
Commuting Trends.....	11
Challenges and Opportunities for Growth.....	12
Barriers to Adoption.....	12
Grid Readiness and Energy Considerations	13
Policy Tools and Charging Guidance	14
Single Family Residential Charging Guidance	14
Public, Workplace, and Multi-Unit Charging Guidance	15
EV-Ready and Future Proofing sites.....	17
Next Steps	18
Case Studies	18

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Acronyms and Abbreviations

AC	Alternate Current
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
ADU	Accessory Dwelling Unit
AFC	Alternative Fuel Corridor
ANSI	American National Standards Institute
ATA	Area Transportation Agency
BEV	Battery Electric Vehicle
CFI	Charging and Fueling Infrastructure
CMAQ	Congestion Mitigation and Air Quality
CRP	Carbon Reduction Program
DC	Direct Charging
DCFC	Direct Current Fast Charging
E-Bike	Electric Bike
EPA	Environmental Protection Agency
E-Scooter	Electric Scooter
EV	Electric Vehicle
EVSE	Electric Vehicle Supply Equipment
FAQ	Frequently Asked Questions
FHWA	Federal Highway Administration
GHG	Greenhouse Gas Emissions
GVW	Gross Vehicle Weight
ICE	Internal Combustion Engine
KDOT	Kansas Department of Transportation
KU	Kansas University
kW	Kilowatt
kWh	Kilowatt Hour
L-DC	Lawrence - Douglas County
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
MWh	Megawatt Hour
NEMA	National Electrical Manufacturers Association
NEVI	National Electric Vehicle Infrastructure Formula Program
PEV	Plug-In Electric Vehicle
PHEV	Plug-In Hybrid Electric Vehicle
TAC	Technical Advisory Committee
TOU	Time-of-use
ZEV	Zero Emission vehicle

Introduction

Executive Summary

Electric vehicle adoption is increasing steadily in Douglas County and across the region. As more residents, commuters, and visitors choose electric vehicles, local governments and partners must ensure that charging infrastructure, policies, and energy systems are prepared to support this transition in a coordinated and equitable way.

The Douglas County EV Readiness Report was developed by the Lawrence–Douglas County Metropolitan Planning Organization, with assistance from the City of Lawrence Sustainability Department and the Douglas County Sustainability Office. Its purpose is to provide a practical, locally grounded resource that documents existing conditions, identifies challenges and opportunities, and outlines policy tools and guidance that can support future electric vehicle planning and implementation throughout Douglas County.

Key findings of this report include:

- Electric vehicle registrations in Douglas County have increased significantly since 2017, with plug-in hybrid vehicles representing a growing share of new registrations.
- Public charging infrastructure is currently concentrated in the City of Lawrence, with limited availability in other communities within the county.
- There is a notable gap in DC Fast Charging along the I-70 corridor between Topeka and Kansas City, positioning Lawrence as a strategic location for future regional investment.
- Access to charging remains a barrier for renters, residents of multi-unit housing, and commuters without reliable home charging options.
- Electrical grid impacts are manageable with proactive planning, utility coordination, and thoughtful siting of charging infrastructure.

This report does not establish new regulations or requirements. Instead, it is intended as a first step in a longer-term process. It provides shared baseline information and guidance that can inform future community conversations, policy decisions, and potential development of a countywide EV implementation strategy.

Purpose

This report was developed to support residents, homeowners, developers, electricians, municipal entities, property managers, workplaces, and business owners by providing clear information and considerations for planning, designing, building, and installing

electric vehicle charging infrastructure in the City of Lawrence, Eudora, Baldwin City, Lecompton, and throughout Douglas County.

The document supports vehicle electrification strategies identified in the Lawrence–Douglas County Comprehensive Plan, Transportation 2050, and the Adapt Douglas County Plan. It also establishes a shared foundation for future electric vehicle planning efforts. Because EV technology, markets, and funding programs continue to evolve, this report should be viewed as a living resource that will require periodic review and refinement.

Electric Vehicles

What are EV's?

The term “electric vehicles” or “EVs” typically refers to two types of vehicles: battery electric vehicles (BEVs) and plug-in hybrid electric vehicles (PHEVs). EVs are also classified as zero-emission vehicles (ZEVs) because they do not produce tailpipe emissions when running on electricity.

- BEVs are powered **exclusively** by an electric motor with a battery pack, with no gas engine parts. The battery is charged by **plugging into the electric power grid** and through regenerative braking, which is the capture of energy that is normally wasted when decelerating. Common examples of BEVs include the Chevrolet Bolt EV, Nissan LEAF, Tesla's, Hyundai Ioniq, and the Ford Mustang Mach-E.
- PHEVs are powered by a **combination** of a gasoline engine and an electric motor with a smaller battery pack. These vehicles can run on gasoline or electricity, with the battery pack similarly charged by plugging in and through regenerative braking. Examples include the Kia Niro PHEV, Jeep Wrangler 4xe, and Ford Escape Plug-In Hybrid.

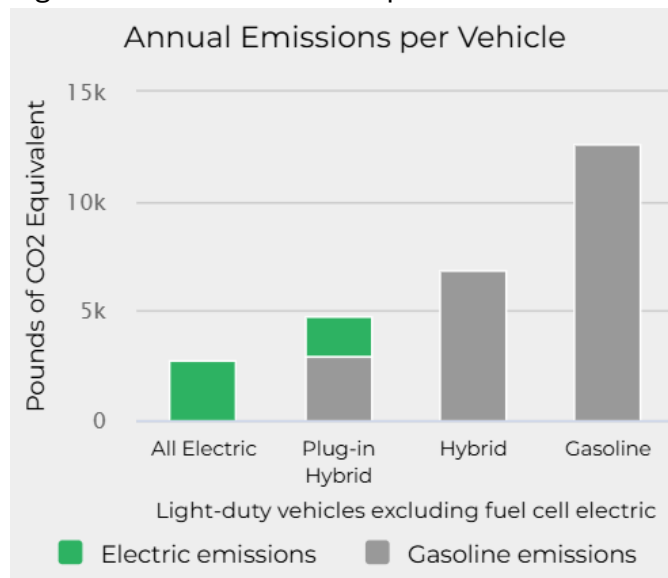
Notably, traditional “Hybrid” electric vehicles, like the early 2000's Toyota Prius, do not have a plug-in feature and are not ZEVs. They are powered by a combination of a gasoline engine and an electric motor with a battery pack. However, their battery pack is smaller than modern EVs and are charged solely through regenerative braking. The vehicles themselves are fueled only with gasoline and therefore are not considered EVs.

Benefits of Electric Vehicles

Electric vehicles offer a range of benefits related to emissions, cost, performance, and quality of life.

Emissions - EV's significantly reduce greenhouse gas emissions (GHG) from vehicle tailpipe emissions. Data shows EVs can reduce carbon emissions by 45% per year when compared to traditional gas-powered vehicles (1) This reduction is significant as the transportation sector is the largest producer of greenhouse gas emissions and EVs offer a lower emission alternative to conventional internal combustion engines. Cleaner air from reduced vehicle emissions has direct benefits for public health by reducing the incidence of respiratory and cardiovascular diseases caused or worsened by air pollution.

Figure 1. Annual Emissions per Vehicle 2022



Source: US Department of Energy
[Alternative Fuels Data Center](#)

Noise Pollution - EVs are much quieter than Internal Combustion Engine (ICE) vehicles, which makes a noticeable difference in places like cities and suburbs where loud internal combustion engines create high environmental noise.

Operating Costs - EVs generally have lower operating costs than traditional gasoline powered vehicles. They are cheaper to fuel, because electricity typically costs less per mile than gasoline. Additionally, they have fewer moving parts than ICE vehicles, which reduces the need for maintenance and lowers associated costs over time.

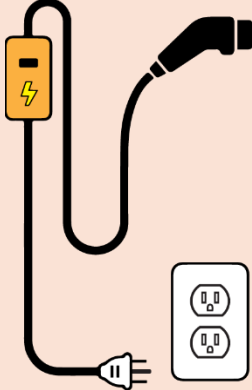
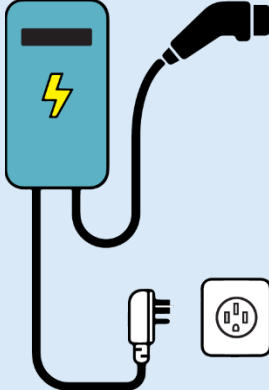
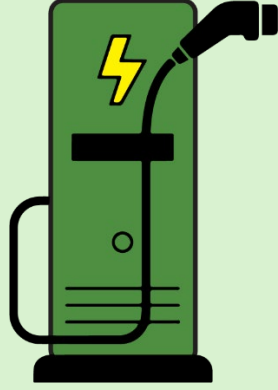
Performance - The seamless and instant torque of electric motors delivers smooth and responsive driving, which many drivers find enjoyable.

Convenience - EVs can often be charged at home overnight or at public charging stations, offering flexibility and convenience.

EV Charger types

All electric vehicles require charging, but charging equipment varies widely in speed, cost, installation complexity, and use case. Chargers, also known as electric vehicle supply equipment (EVSE), are commonly grouped into three categories. As EV technology continues to evolve, there will likely be advances in battery capacity, charging times, and charging equipment.

Table 1.

	Level 1 <i>Trickle Charge</i>	Level 2	Level 3 <i>DC Fast Charge</i>
			
Location	Home, Workplace	Home, Workplace, Public Charging Stations	Public Charging Stations
Power Source	Standard 120V outlet	240V outlet Hard Wired Connection.	480V Charging Station
Charging Time	3-7 Miles per Hour	20-60 Miles per Hour	200-500 Miles per Hour
Plug Types	 J1772	 J1772  NACS (Tesla)	 CCS connector  NACS (Tesla)  CHAdeMO

Pros	<ul style="list-style-type: none"> • Simple, plug-and-play operation using standard household outlets. • Most EVs will come with this type of charger when purchased. • No electrical upgrades are necessary. • Best for low-mileage commuters. • Similar idea to charging your phone overnight. 	<ul style="list-style-type: none"> • Low electricity demand concerns for site hosts. • Can be installed at home. • Best for commuters who drive 60+ miles per day. • More common in public charging stations. • Homes can be constructed EV-Ready with a 240V outlet in the garage/ driveway. 	<ul style="list-style-type: none"> • Offers the quickest charging times. • ideal for long-distance travel and reducing charging downtime. • Grants may be available for initial construction. • May be offered at commercial businesses to attract customers. • Similar to topping-off at a gas station.
Cons	<ul style="list-style-type: none"> • Renters may not have access to a secure 120V outlet for them to use overnight. • Slowest refueling. • May not be enough for those traveling frequently or long distances. 	<ul style="list-style-type: none"> • May require electrical upgrades, requiring a certified electrician. • It has variable costs associated with installation and operation. 	<ul style="list-style-type: none"> • Usually more expensive to charge (\$/hour, \$/kWh). • Significantly more expensive to install. • Higher impact of electricity demand charges for station owner/host. • All sites may not have the needed grid capacity to support this type of charger. • May cause stress on the battery with frequent rapid charging, potentially impacting long-term lifespan.

Network and Non-Network Charging

Charging stations may be either networked or non-networked. Both networked and non-networked charging stations have their respective benefits and drawbacks. Networked charging stations offer real-time data on usage, alerts on availability, and integration with other smart building systems. Non-networked charging stations are simple and straightforward to use and are less expensive to install and maintain.

Networked charging stations, also known as smart charging stations, are connected to a central network and can communicate with other devices, such as smartphones and apps like PlugShare. These charging stations are typically operated by third-party companies, such as ChargePoint, EVgo, and Greenlots. Networked charging stations primary benefit is their ability to provide real-time data on usage, including the number of charging sessions, the amount of energy consumed, and the cost of charging. This information can help EV

owners manage their charging habits and help operators maintain the charging stations. Networked charging stations can also provide alerts when a charging station is available, in use, or out of service, making it easier for EV owners to find available charging stations. Additionally, networked charging stations can generate revenue for the host. The most common issue with these charging stations is unresponsive screens, broken card readers, and network errors.

Non-networked charging stations, also known as dumb charging stations, are not connected to a central network and cannot communicate with other devices. These charging stations are typically installed by property owners, such as businesses or municipalities. Non-networked charging stations are simple and straightforward to use, they do not require any special software or apps and can be accessed by anyone with an EV. Non-networked charging stations are also less expensive to install and maintain than networked charging stations, making them a good choice for smaller businesses or individuals. Non-networked EV chargers typically cannot charge users for electricity usage because they lack the functionality to track and bill for it, meaning they are often free to use.

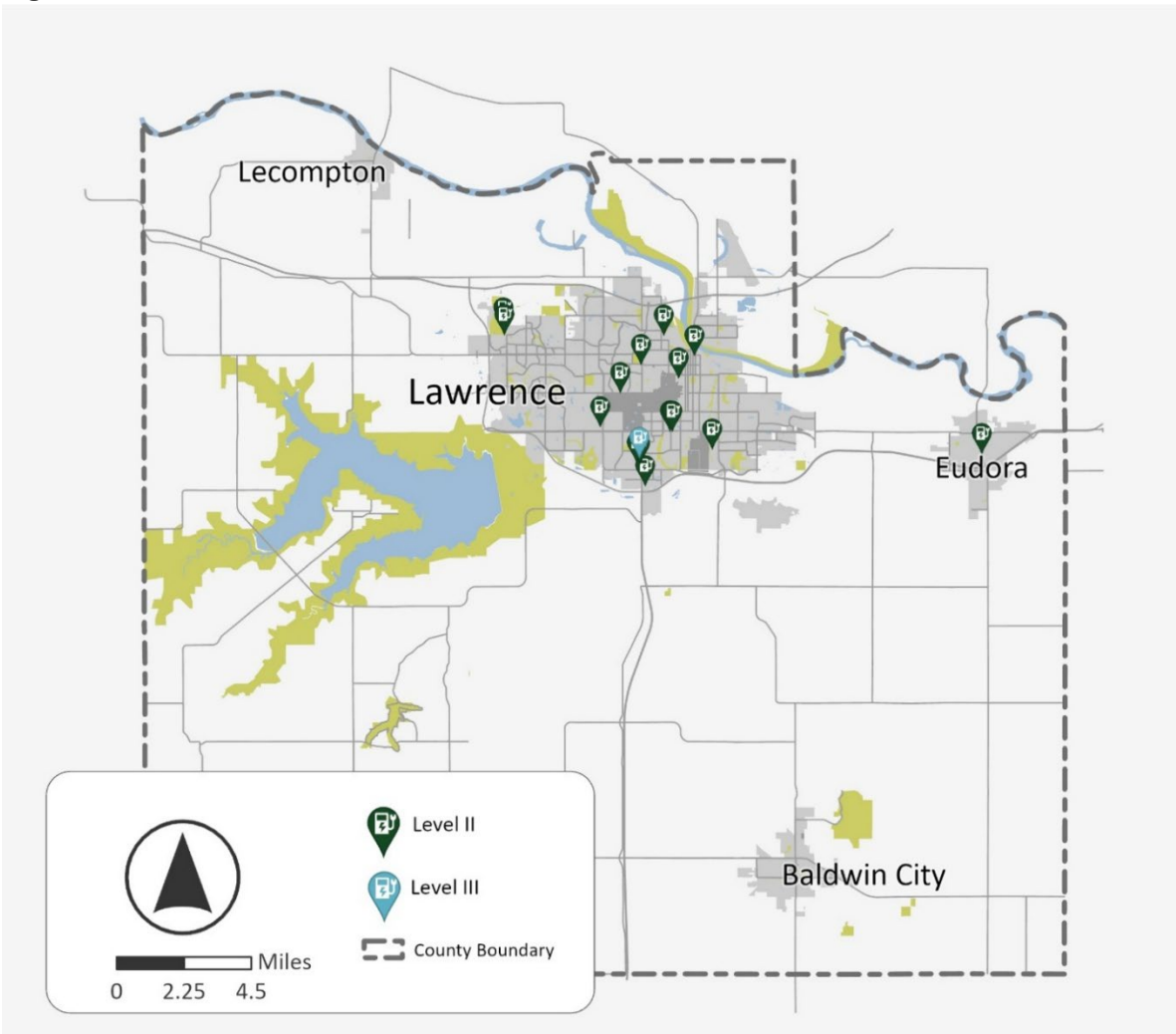
Of note, federal funding opportunities have historically prioritized “smart” Network EV fast-chargers with the focus on strategically deploying an interconnected network for data collection and reliability. This means constructing a non-networked charger may not be eligible for federal grants.

Existing Conditions

Those who own EV’s may not have access to Level 1 “trickle chargers” at their residence or workplace, thus the role of public charging infrastructure is critical in advancing EV adoption in Douglas County.

Due to the ease of use of Level 1 chargers’ plug-and-play nature, data is not currently available to identify where they are in use. Level 1 chargers do not require permitting. However, data is available on where Type II and Type III chargers are operating in Douglas County. Figure 2. illustrates the existing public charging station locations within the L-DC MPO region. It highlights key communities of the region such as the cities of Lawrence, Eudora, Baldwin City, and Leocompton. The charging station locations are represented using two types of markers in Figure 2.

Figure 2.



These markers are strategically distributed by the industry. Clusters are primarily concentrated in the City of Lawrence, indicating that it is a hub for EV charging infrastructure in the region with mostly Level II chargers. Eudora is currently the only other city within the region with charging stations. This map identifies a significant gap in availability of DCFC chargers. The I-70 corridor currently has a charging gap between Kansas City and Topeka making Lawrence a key location for new DCFC infrastructure.

Figure 2 lists the number of public charging stations by location within the MPO and Table 2 provides information about each of the existing charging stations within Douglas County.

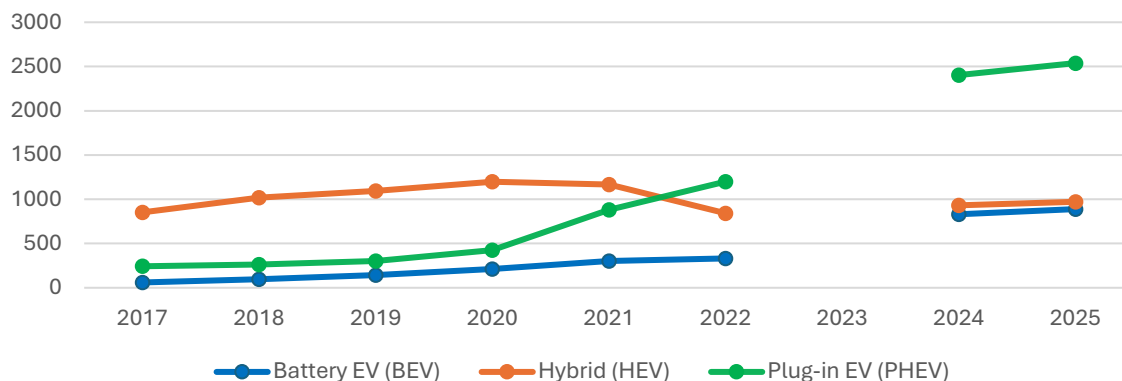
Table 2. EV Chargers

Site #	Address	# of Stations	# of Plugs	Type	Connector	Network
1	1435 Church St, Eudora, KS	1	1	Level II	J-1772	Non - Networked
2	3400 Iowa St, Lawrence, KS	7	7	Level II	J-1772	Non - Networked
3	2101 W 29th Terrace, Lawrence, KS	1	1	Level II	J-1772	Blink
4	2300 W 29th Terrace, Lawrence, KS	1	1	Level II	J-1772	Non - Networked
5	2829 Iowa St, Lawrence, KS	2	2	Level III	CHAdEMO, CCS1	ChargePoint
6	746 E. 27th, Lawrence, KS	1	1	Level II	J-1772	Non - Networked
7	935 E 23rd St, Lawrence, KS	1	4	Level II	J-1772	ChargePoint
8	1013 W 23rd St, Lawrence, KS	1	1	Level II	J-1772	Non - Networked
9	1200 Oread Avenue, Lawrence, KS	2	2	Level I	Wall	Non - Networked
10	711 New Hampshire St, Lawrence, KS	1	2	Level II	J-1772	ChargePoint
11	Lawrence Memorial Hospital, Lawrence, KS	2	2	Level II	J-1772	Non - Networked
12	901 Iowa St, Lawrence, KS	2	2	Level II	J-1772	Non - Networked
13	2544 Westbrooke Circle, Lawrence, KS	1	1	Level II	J-1772	Non - Networked
14	3504 Clinton Parkway, Lawrence, KS	2	4	Level II	J-1772	ChargePoint
15	6101 Rock Chalk Dr., Lawrence, KS	1	1	Level II	J-1772	Sun Country
16	Rock Chalk Park, Lawrence, KS	1	1	Level II	J-1772	ChargePoint

EV Adoption Trends

Electric vehicle adoption has increased steadily in Douglas County since 2017. Since 2022, plug-in hybrid vehicles (PHEV) have become the most common type of registered EV in the county. This trend suggests that many drivers value the flexibility of electric driving combined with gasoline backup, and it reinforces the importance of accessible and reliable charging infrastructure.

Figure 3. Electric Vehicles Registered in Douglas County 2017-2025



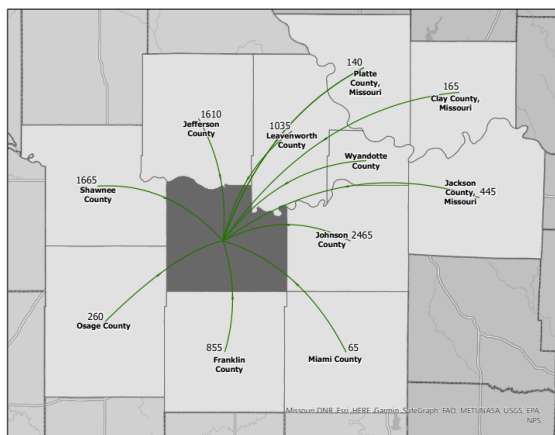
Source: Department of Revenue, open records request, prompt "All Plug-in hybrid, Hybrid and electric vehicles registered in Douglas County 2017 – 2025." 2023 Data was not available due to system updates during that time.

Commuting Trends

Douglas County's location between Topeka and the Kansas City metropolitan area contributes to a high volume of inbound and outbound commuting. These travel patterns are particularly relevant to EV planning because long daily commutes and regional travel can intensify concerns about driving range and charging availability.

Strategically placed public and workplace charging can help address these concerns and support broader EV adoption among commuters.

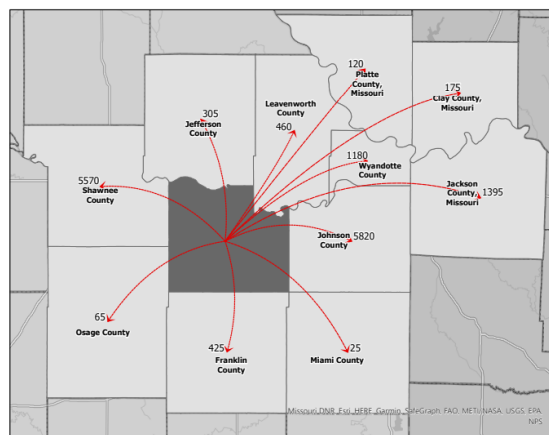
Figure 4. Inbound



Total: 8,705 commuters into Douglas County.

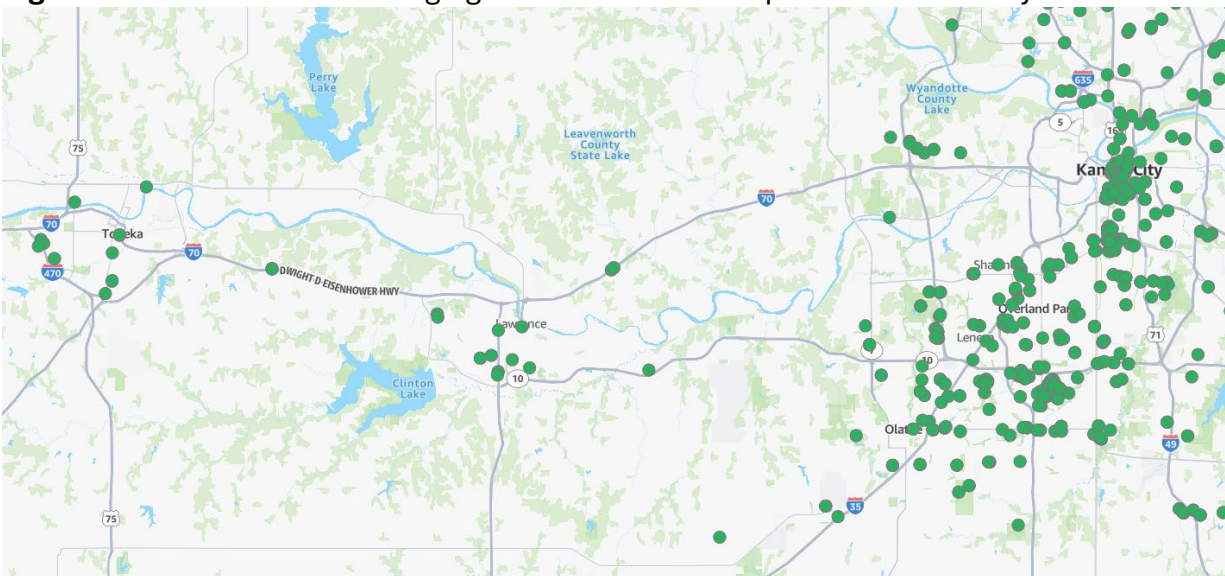
Source: [Transportation 2050](#) figure 2.32 and 2.33

Figure 5. Outbound



Total: 14,360 commuters out of Douglas County.

Figure 6. Electric Vehicle Charging Station Locations Topeka to Kansas City



Source: U.S. Department of Energy, [Alternative Fuels Data Center](#)

Challenges and Opportunities for Growth

EV ownership is increasing and public charging infrastructure exists, current conditions reveal both challenges and clear opportunities to strategically expand EV readiness across the region.

One of the primary challenges is the uneven distribution of charging infrastructure. Existing public chargers are concentrated primarily within the City of Lawrence, with limited availability in Eudora and no identified public charging locations in Baldwin City or Lecompton. This uneven access limits EV usability for residents outside Lawrence and reduces confidence in regional travel using an electric vehicle. Additionally, the limited availability of DC Fast Charging within the county creates a gap for long distance and commuter travel, particularly along the I-70 corridor.

At the same time, Douglas County is well positioned to capitalize on several growth opportunities. Its location between Topeka and the Kansas City metropolitan area places the county along a key regional travel corridor. Addressing the identified DC Fast Charging gap would not only support local residents but also serve regional and interstate travelers. This presents an opportunity to attract investment, support local businesses, and strengthen Lawrence's role as a regional hub for charging infrastructure.

Growth in EV adoption also creates opportunities to integrate charging infrastructure into new development and redevelopment projects. Incorporating EV ready requirements in parking facilities, multifamily housing, workplaces, and commercial developments can reduce future retrofit costs and ensure infrastructure keeps pace with demand. Public sector leadership through municipal fleet electrification and visible public charging installations can further normalize EV use and build public confidence.

Barriers to Adoption

Despite increasing interest in electric vehicles, several barriers continue to limit broader adoption within Douglas County. These barriers are financial, infrastructural, informational, and logistical in nature.

Upfront vehicle cost remains a significant barrier for many residents. While EV operating costs are generally lower than those of internal combustion engine vehicles, the higher purchase price can deter potential buyers, particularly for low and moderate income households. Although federal and state incentives may reduce this burden, these programs can be difficult to navigate or may not fully offset initial costs.

Access to charging infrastructure is another major barrier. Renters, residents of multifamily housing, and individuals without access to a dedicated off-street parking space often lack reliable charging options. Level 1 charging may not be feasible in these situations, and public charging availability may be insufficient or inconveniently located. This lack of reliable home or workplace charging contributes directly to range anxiety and limits adoption.

Public perception and familiarity with EV technology also influence adoption. Concerns about driving range, battery lifespan, charging time, and vehicle performance in extreme weather conditions remain common. Limited exposure to EVs and charging infrastructure can reinforce these concerns, particularly in rural and suburban areas.

Finally, workforce and permitting challenges can slow infrastructure deployment. Installing Level 2 and DC Fast Chargers requires electrical upgrades, coordination with utilities, and skilled labor. Inconsistent permitting processes or limited installer availability can increase costs and extend project timelines.

Grid Readiness and Energy Considerations

As EV adoption increases, understanding and planning for impacts on the electrical grid is critical to ensuring reliable and cost-effective charging infrastructure in Douglas County. While EV charging represents a new source of electrical demand, thoughtful planning and coordination can mitigate potential challenges and create system benefits.

Most residential EV charging occurs during evening and overnight hours, which may coincide with existing peak demand periods depending on season and household energy use. Without proper planning, widespread adoption of Level 2 home charging could place localized stress on distribution infrastructure such as transformers and neighborhood circuits. This is particularly relevant in older neighborhoods or rural areas where electrical infrastructure may not have been designed to accommodate increased loads.

Public charging infrastructure, especially DC Fast Chargers, presents additional grid considerations. DC Fast Chargers require significantly higher power capacity and may trigger utility upgrades, demand charges, or site specific infrastructure investments. Site selection, load management strategies, and early coordination with utilities are essential to minimizing costs and ensuring feasibility.

At the same time, EVs offer opportunities to support grid resilience and energy goals. Managed or smart charging can shift demand to off peak hours, reducing strain on the grid and lowering costs for users and utilities. Pairing EV charging with on site renewable energy

generation or battery storage can further reduce peak demand and enhance system flexibility.

Coordination between local governments, utilities, developers, and charging providers will be critical to aligning EV infrastructure deployment with grid capacity and long term energy planning. Proactive planning can help Douglas County support transportation electrification while maintaining a reliable and resilient energy system.

Policy Tools and Charging Guidance

Local policy tools play a critical role in supporting electric vehicle adoption by reducing barriers, improving consistency, and ensuring charging infrastructure is deployed where it is most effective. The following guidance is intended to help residents, developers, employers, and local governments plan for and install EV charging infrastructure in a way that supports long term growth while minimizing costs and implementation challenges.

Should an EV Plan be developed for Douglas County, these tools should be discussed with key stakeholders to better understand the local preference on how to support these initiatives.

Single Family Residential Charging Guidance

Single-family homes represent the most common and convenient charging location for electric vehicle owners. Providing clear guidance for residential charging helps reduce uncertainty for homeowners and supports safe, cost-effective installations.

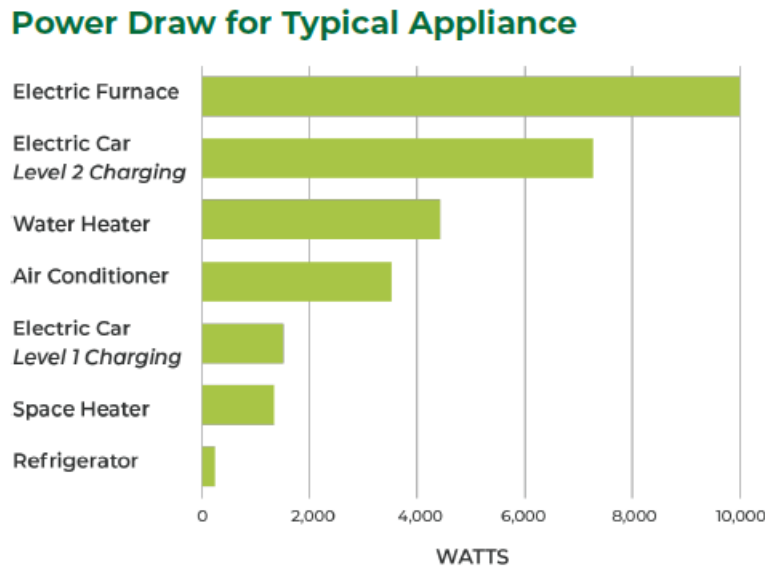
Most single-family households can meet daily charging needs using Level 1 or Level 2 charging. Level 1 charging is typically sufficient for low mileage drivers and requires access to a standard 120 volt outlet (which all modern homes are equipped with). Level 2 charging is recommended for households with higher daily mileage, multiple EVs, or limited overnight charging windows.

Policy tools and best practices for single family residential charging include:

- Encouraging new single-family homes to be constructed EV ready by installing conduit and electrical capacity to support future Level 2 chargers.
- Providing clear permitting guidance for Level 2 charger installation, including electrical requirements and inspection processes.
- Coordinating with utilities to promote time of use rates or off-peak charging programs where available.

- Supporting voluntary incentive programs or rebates, when available, to reduce installation costs.
- Offering educational materials to homeowners about charger selection, installation costs, and utility considerations. For instance, EV charging has a power draw comparable to various household appliances, see Figure 7.

Figure 7.



Source: Power draw of common household appliances, including Level 1 and Level 2 charging. [U.S. Department of Energy](#)

Public, Workplace, and Multi-Unit Charging Guidance

Public, workplace, and multi-unit charging infrastructure plays a critical role in expanding EV access for residents who cannot rely on home charging and for commuters and visitors traveling throughout Douglas County.

Multi-unit residential charging is particularly important for renters and residents without access to dedicated off street parking. Installing charging infrastructure in these settings can be more complex due to shared electrical systems, ownership structures, and parking management.

Recommended policy tools and strategies for multi-unit charging include:

- Encouraging new multi-unit developments to include EV ready parking spaces through conduit, panel capacity, and load calculations.
- Providing guidance for property managers on cost recovery, billing options, and charger management.

- Supporting pilot projects that demonstrate successful multi-unit charging installations.
- Developing parking standards which outline design standards for placement of EVs in public parking lots.

Workplace charging supports daily commuting, extends electric driving range, and provides an opportunity for employers to demonstrate sustainable leadership. Even limited workplace charging can significantly increase employee confidence in EV ownership. This is best provided free-of-charge to employees as a benefit to staff.

Recommended approaches for workplace charging include:

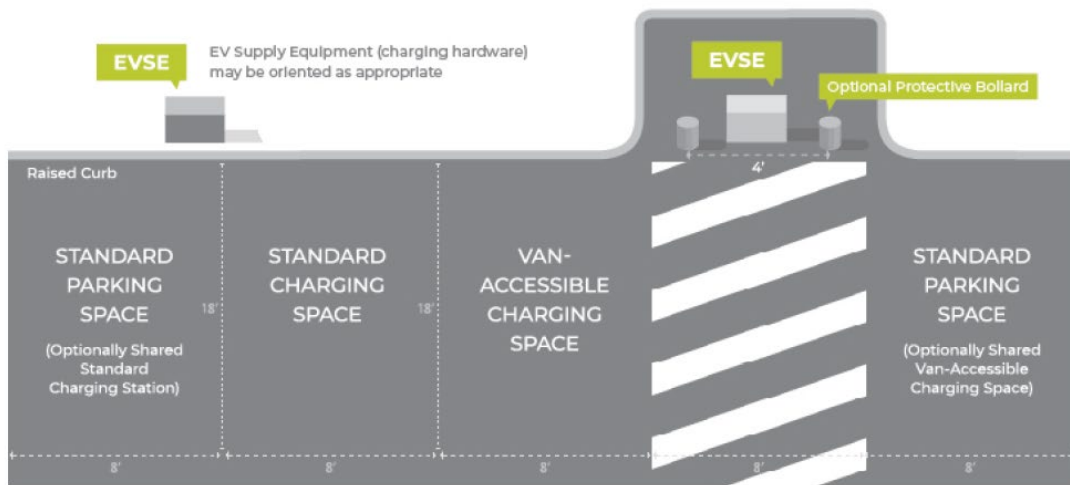
- Encouraging employers to install Level 2 chargers in employee parking areas.
- Promoting phased installation that allows chargers to be added as demand grows.
- Highlighting potential benefits to major employers such as employee retention, sustainability goals, and reduced commuting emissions.

Public charging serves residents, visitors, and regional travelers and is essential for supporting longer trips and addressing charging gaps. Public charging infrastructure should be strategically located to maximize visibility, access, and utility.

Guidance for public charging includes:

- Prioritizing Level 2 chargers in destinations where vehicles are parked for longer periods, such as downtowns, parks, libraries, and community centers.
- Targeting DC Fast Chargers along regional corridors, near major roadways, and at high traffic locations.
- Coordinating siting decisions with utilities early in the planning process.
- Leveraging state and federal funding programs for networked chargers where eligible.
- Ensuring public chargers are visible, well lit, and accessible to all users. Figure 8 is an example of design standards for EV Parking at public sites.

Figure 8.



Source: Advanced Energy

EV-Ready and Future Proofing sites

Installing EV charging infrastructure at construction can be four to six times cheaper than doing so during a retrofit. There are a few “make-ready” options to consider if you’d like to limit future expenses of installing charging stations. When constructing a new residence or doing major renovations to off-street parking areas (like a garage or carport), preparing for an EV can save money compared to retrofitting later.

Here are a few options for planning for EVs:

- **EV Capable** (lowest-cost option): Dedicated electrical capacity in the service panel (commonly a 40-Amp breaker for every two EV-capable spaces) and conduit installed to support future EV charging. This does not have the full circuit and wiring installed, but it would allow for EVSE to be more conveniently installed in the future by preventing expensive service and electrical upgrades.
- **EV Ready:** Electrical panel capacity and conduit installed to support future EV charging, as well as full circuit installation, including 208/240V, 40-Amp panel capacity, raceway, wiring, receptacle and overprotection (like for a clothes dryer). While no station is added with this option, it would prevent nearly all electric and site work costs when installing a charging station.
- **EVSE Installed:** The above steps along with installation of a charging station.

Next Steps

This report represents the first step in a longer-term process to support electric vehicle readiness in Douglas County. It establishes shared baseline information and identifies areas where additional work is needed before specific policies or investments are pursued.

Future efforts should include community engagement, stakeholder outreach, and additional research to better understand local priorities, equity considerations, regulatory constraints, and infrastructure needs. Potential next steps include consulting with Evergy on EV programs they are offering, reviewing development regulations, identifying priority charging locations, exploring funding opportunities, and evaluating interest in a formal countywide EV implementation plan.

Transportation electrification is an evolving field. Continued learning, collaboration, and adaptation will be essential as Douglas County moves from readiness to implementation.

Case Studies

Examples from other communities provide useful insight into how EV readiness strategies can be implemented. These case studies are provided for reference and inspiration rather than direct replication.

- [Atlanta](#), GA passed an ordinance for 20% of spaces at new commercial and multi-family structures to be “EV-ready”.
- [Orlando](#), FL has guidelines that went into effect in January 2022.
- [Charlotte](#), NC adopted parking standards for commercial developments requiring businesses with more than 10 parking spaces to have 20% “EV-Capable” spaces and 1 EVSE for every 50 spaces.
- [Kansas City](#) piloted installing EV Chargers in existing streetlight infrastructure.
- [Flint Hills, Kansas](#) EV Readiness Plan
- [Raleigh, North Carolina](#) EV-Ready Playbook
- [Minnesota DOT](#) Electric Vehicle Infrastructure Plan
- [MARC](#) Regional EV Readiness Plan
- [SEMPO](#) (Cape Girardeau, MO) Plug-In EV Readiness Plan
- [KDOT](#) Charge Up Kansas 2026 Plan