

DOCKETED	
Docket Number:	22-EVI-01
Project Title:	California Electric Vehicle Infrastructure Project 2.0
TN #:	261913
Document Title:	Claire Zuma Comments - 2025_02_21 safely expanding electric bicycle charging infrastructure, noting CARB's ebike incentive
Description:	N/A
Filer:	System
Organization:	Claire Zuma
Submitter Role:	Public
Submission Date:	2/21/2025 9:26:44 AM
Docketed Date:	2/21/2025

Comment Received From: Claire Zuma

Submitted On: 2/21/2025

Docket Number: 22-EVI-01

2025_02_21 safely expanding electric bicycle charging infrastructure, noting CARB's ebike incentive

2025_02_21 safely expanding electric bicycle charging infrastructure, noting CARB's ebike incentive

Friday, February 21st, 2025

Dear California Energy Commission, California Air Resources Board, other related California state agencies, non-governmental organization staff members and other stakeholders interested in zero-low emission transportation:

PLEASE consider encouraging electric vehicle (light, low, and medium types) projects to install an extra set of electric bicycle/scooter chargers. If California residents could SAFELY use e-bicycles and/or scooters, instead of larger electric vehicles, considering embodied carbon, expenses and other factors, zero-to-low emission travel in our state might be attainable more quickly. I am not sure if safety has been proven due to news stories heard regarding electric bicycle fires.

The lack of e-bicycle/scooter charging infrastructure may not be obvious, but might become more obvious, as CARB helps to distribute electric bicycles to low income California residents, via its e-bicycle incentive plan.

Though many might assume vehicles which require less charging can be accommodated via using existing buildings/residences, that may be a more rude concept than obvious. When traveling, one like any other, might hope not to encumber others to get needed power to a battery.

If, for example, I use a cargo e-bicycle [or other type] to grocery shop in midtown, run other errands in North Sacramento, and possibly meet with others, I might need to lock up, plug that contraption somewhere, easily and conveniently, to make the distance to get back home safely, without stress or worry. If, for example, I attend a UC Davis lecture or event, e.g. Picnic Day or the Whole Earth festival, from near the Rancho Cordova area, it would make sense to be able to easily lock up and plug in somewhere. I would expect to pay for the electricity, as a fuel, like anybody else.

Thanks for your kind considerations, personal clean energies, patience, and civil demeanors.

[This letter is from a California resident who has not YET owned or rented e-bicycles or

electric scooters, but had been thinking of these as a potential resources in the near future for transportation. I am a pedestrian, mechanical bicycle rider, public and private transportation user [I love Sacramento Regional Transit usually] and a rare car renter. I spoke about the needs for electric bicycle charging during public comment at a recently past CEC business meeting during early agenda public comment].

Sincerely,

Claire Zuma