My name is Nicole Goode and I am a full time teacher and single mom of 2 kids living in Hood River, Or. I support HB 2963/3626.

HB 2963 E-Bike Subsidy
I bought an ebike about 10 years ago. I've been commuting to work almost full time (? days a week) for the last 5. Commuting to work helps improve my quality of life. I feel more positive about going to work if I bike. The fresh air before and after school allows me to arrive refreshed and decompress as I leave. I get depressed if I can't bike to work. I ride in every type of weather. I ride despite the fact that every year fellow teachers, parents and students frequently almost hit me. Drivers need additional training on how to share the road. I ride despite the school buses that beep their horns at me almost out of spite, almost making me fall. I ride because it's my right to do so. I ride because it's the right thing to do for the sake of our planet. E-biking helps reduce my reliance on my car, reduces my monthly gas expenditure and saves me money. In addition there is a lot of traffic and congestion in my touristy town of Hood River, especially during the summer. I try to avoid driving downtown at all costs and my ebike allows me to do quick errands without fuss or muss. I can go to the post office or get a birthday present without much stress. While we have reasonable public transport options, our town is too small to have frequent access to bus service. My ebike allows me to navigate our hilly town AND carry books from the library, groceries and children. My bike allows me to get exercise, live more lightly on the planet, reduce congestion and get my errand done when I need it done, not beholden to an erratic bus schedule.
As a single parent relying on a singular teacher's salary every penny counts. After almost 10 years my ebike battery is nearing the end of its life. Replacing a battery is expensive and I am not able to afford to buy a new battery or new bike at this time- or rather it would be a hardship. As a committed bike commuter a subsidy on e-bikes would enable me to continue my commuting and burden me less financially. I support the initiative to offers subsidies on e-bikes or on battery replacements.

HB 3626 Micromobility Safety
For 2 years my son bike commuted to middle school and for 3 years he bike commuted to highschool. For 5 years, this single parent didn't have to drive my child practically ANYWHERE. He biked to school, to practice, to the marina, to friends and to town for errands. For 3 winters in a row he biked EVERYDAY to school- no matter how much snow. From time to time there were crashes into snowbanks, but think of the freedom this gave to my son and to his hard working mom. It was incredible.

Despite the antiquated law, I allowed my son to start his ebike journey when he turned 12. He was already an excellent biker but was used to trails, not city streets. We taught him to the best of our ability to ride safely with traffic and to ride defensively. Did he make mistakes? Probably? But given the lack of bike lanes to and from schools and important community centers I think he did an excellent job. I fully support a safety plan that opens up safe opportunities to learn to ebike from middle school onward. Had an e-bike safety course existed I would have enrolled him in part to give him more credibility and confidence when faced with car-centric naysayers but also to learn skills from a variety of teachers- not just parents who may not know all the rules themselves. I also support any measures that carefully look at the types of e bikes younger bikers can use. Nowadays I see students on e-bikes that do have the potential to go too fast (class 3) . I am in favor of class 1 and 2 for school commuters. This enables riders to get exercise, enjoy their ride, safely cross traffic intersections or start up on an incline (throttle capacity is quite often necessary on the hills of Hood River) and keep their top speed at 20mph.

I support both HB