

Submitter: Robert Galanakis

On Behalf Of:

Committee: House Committee On Climate, Energy, and Environment

Measure: HB2571

I'm a home and business owner, and father of two, in Southeast Portland. I also suffer from asthma and hadn't been on a bike since 2008. In July 2021, I tried a Biketown E-bike for the first time and it changed my life; we purchased an inexpensive e-bike that I started to use to get around. However it was not big enough to fit both my children safely, which limited what I could do- but a full e-cargo bike was an expense I didn't feel comfortable with.

Eventually in January 2022 we purchased an e-cargo bike that could fit both my kids (and groceries, etc). I am glad we did- it was possibly the most life-changing purchase of our lives (comparable to a home?). My kids (8 and 10) and I now bike everywhere- groceries, errands, appointments, school, work, birthday parties, the zoo, parks, ice cream, toy stores, camps. I drive once or twice a month, even in the winter. I, and my children, are more engaged with our neighbors and neighborhood, interacting at a more human level, and visiting local businesses and parks much, much more often. My wife uses her e-bike primarily for commuting to her job as a nurse at Providence. We're all happier and healthier both as individuals, and members of our community.

Whether I qualify for a rebate on a new bike is irrelevant- I want more folks to have the opportunity to add to their lives an e-bike, and especially an e-cargo bike, and experience the life-changing results so many of us have experienced. Getting more folks on bikes will lead to safer roads (for drivers, cyclists, and pedestrians), less pollution, less congestion, more housing, and less costly road maintenance. Even in terms of pure budgetary math, a society with more biking makes excellent financial sense for fiscal conservatives. These things all benefit me, and everyone else. Getting more people on bikes is a rare issue where everyone involved wins.