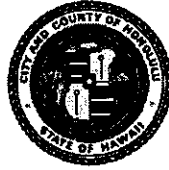


DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

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DEPUTY DIRECTOR

KENNETH TORU HAMAYASU, P.E.
DEPUTY DIRECTOR

February 11, 2011

The Honorable Joseph M. Souki, Chair
Committee on Transportation
House of Representatives
State Capitol
Honolulu, Hawaii 96813

Dear Chair Souki and Committee Members:

Subject: House Bill No. 101, Relating to Transportation

The Department of Transportation Services opposes House Bill No. 101, which would change the definition of a bicycle to include a bicycle-like vehicle with an electric motor. The types of vehicles that would fall under this proposed definition change are widely varied, from vehicles that look like bicycles to ones that are essentially electric mopeds.

The speed of these vehicles also poses a safety concern. Currently, bicycles are allowed on sidewalks in many areas and on multi-use paths where there are pedestrians and other non-motorized users. This change would allow these faster moving and heavier vehicles, traveling up to twenty-five miles per hour, to ride on sidewalks and paths which would create a potentially dangerous situation.

We feel that it would be better to create a new category of vehicles, such as "electric bicycle," rather than change the definition of a bicycle. "Electric bicycles" should not be allowed on sidewalks or multi-use paths.

Thank you for the opportunity to testify.

Very truly yours,

A handwritten signature in black ink, appearing to read "Wayne Y. Yoshioka".

Wayne Y. Yoshioka
Acting Director

DEPARTMENT OF CUSTOMER SERVICES
CITY & COUNTY OF HONOLULU
DIVISION OF MOTOR VEHICLE, LICENSING AND PERMITS
ADMINISTRATION
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GAIL Y. HARAGUCHI
DIRECTOR

DENNIS A KAMIMURA
LICENSING ADMINISTRATOR

February 10, 2011

The Honorable Joseph M. Souki, Chair
and Committee Members
Committee on Transportation
House of Representatives
State of Hawaii
State Capitol, Room 426
Honolulu, Hawaii 96813

Dear Chair Souki and Committee Members:

Subject: H.B. No. 101, Relating to Transportation


The City and County of Honolulu agrees with the intent of H.B. No. 101, but recommends clarifying amendments.

In order to distinguish electric bicycles from mopeds and motor scooters, we recommend that the definition of an electric bicycle meet the federal definition for maximum power and speed as contained in Public Law 107-319, section 1, 116 Stat. 2776 (2002): "the electric motor shall be less than 750 watts (1 h.p.), and the maximum speed on a paved level surface is shall be less than 20 mph."

For consistency, we recommend that the Bill be further amended by providing the same bicycle definition in Section 249-1, HRS.

The City and County of Honolulu recommends your favorable action on H.B. No. 101, as amended.

Sincerely,


for Gail Y. Haraguchi
Director

Maui Bicycle Alliance

Keeping Maui on the Right Path

TO: Representative Joseph Souki, Chair
Representative Linda Ichiyama, Vice Chair
Transportation Committee

FROM: Walter Enomoto, President, Maui Bicycle Alliance

MEETING DATE: February 14, 2011. 9:00AM

SUBJECT: Support for HB101 with amendments.

Aloha Representative Souki, Ichiyama and Transportation Committee Members;

I am writing on behalf of the 400+ Maui bicyclists who support HB101 with amendments.

The Maui Bicycle Alliance is a grassroots bicycling advocacy organization committed to improving conditions for bicycling in Maui County. We promote bicycling and advocate bicycle use in Maui County for health, recreation, sport and transportation purposes.

The technological growth of electric assist bicycles over the past few years has shown that this area of bicycling will continue to grow. We applaud the Transportation Committee's work in recognizing this alternative transportation vehicle.

For those who are not as physically able to ride a regular bicycle, these pedal assist electric powered vehicles provide longer distance options with less effort. This will help to increase the number of people who travel by bicycle thereby avoiding the use of fossil fuel vehicles. This also helps to improve the cyclist's health and well being.

We would ask the committee to consider amending this bill to include only those electric bicycles manufactured to meet the Consumer Product Safety Commissions requirements.

This excerpt is taken from the Wikipedia link on "Electric Bicycle Laws" and states:
"The Consumer Product Safety Commission(CPSC) stipulates that commercially manufactured^[24] low-speed electric bicycles, or tricycles, must have fully operable pedals, an electric motor of less than 750W of power and a top motor-powered speed not in excess of 20 miles per hour (32 km/h) with a rider weighing 150 pounds.^[25] An electric bike remaining within these specifications will be regarded simply as a bicycle for purposes of safety standards. This supersedes any state law that is more stringent, but only regarding safety equipment required on electric bicycles and the standard of manufacture they must meet.^[26] *The legislation enacting this amendment to the CPSC is also known as HR 727.*^[27]"

By including the CPSC requirements, this would preclude the creation of "homemade" electric bicycles which may go faster than the CPSC requirements and pose more of a safety hazard for the rider and other bicyclists and pedestrians.

Another prudent consideration may limit the use of electric bicycles to those 16 years of age and older as they are more skilled and physically able to properly control a powered bicycle. According to the same article above, 8 other states set minimum age limits for riding these electric bicycles.

Mahalo for the opportunity to testify on this measure.

Joseph K. Pong
jpong777@yahoo.com

To Members of the House Committee on Transportation:

My name is Joseph Pong, and I am submitting testimony on behalf of myself in support of H.B. No. 101.

This measure amends the definition of "bicycle" to include a bicycle powered by an electric motor. By expanding the definition to include electric bicycles, the state stands to gain economically and environmentally.

From an economic standpoint: Let's assume that gas is currently at \$3.30 per gallon and a person drives approximately 5,000 miles per year. This person's spending on gas would be about \$1,500 per year. With an electric bicycle we could save 75% on gas (\$1,100 or more) in the first year. This is due to the fact that electric bicycles only require their batteries to be charged on a regular basis. The cost for charging the batteries each month is about \$20. So in one year the owner of an electric bicycle would spend \$240 to charge their bicycle for use.

Cost savings would be even greater if an electric bicycle is used instead of an SUV, van, or truck. Also, if parking fees are taken into consideration an additional \$1,000 in savings could be realized by riding an electric bicycle to work.

From an environmental standpoint: Electric bicycles have no emissions, and are therefore healthier to use than a gas propelled vehicle which emits highly noxious fumes from oil and gas. One additional benefit is less dependence on imported oil which is one of the stated objectives of the state of Hawaii's energy program.

Thank you very much for taking the time to consider my testimony.

Sincerely,
Joseph K. Pong