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a registered 501 (C) 3 non-profit, EIN 27-3343903

January 26, 2025

COMMITTEE ON TRANSPORTATION

Rep. Darius K. Kila, Chair
Rep. Tina Nakada Grandinetti, Vice Chair
Rep. Elle Cochran, Rep. Luke A. Evslin, Rep. Lisa Kitagawa, Rep. Trish La Chica, Rep. Tyson K. Miyake,
Rep. Christopher L. Muraoka, and Rep. Elijah Pierick, Committee Members

Subject: Opposition to HB184, RELATING TO ELECTRIC BICYCLES.
Requires operators of low-speed electronic bicycles to possess a valid driver's license, instruction permit, or provisional license.

Aloha Committee Members,

Kauai Path, Inc. is **STRONGLY OPPOSED** to this bill, due to it being unnecessarily restrictive. As written, it offers no proven safety benefits, and presents a barrier for people that need affordable and sustainable transportation options. Requiring a driver's license for electric bicycle riders is unnecessary and could deter people from adopting this eco-friendly transportation option. E-bikes are designed to be accessible to a wide range of riders, and most are intended for short commutes or recreational use, much like traditional bicycles.

As the State strives to reduce greenhouse gas emissions and vehicle miles traveled using combustion engines (as required in the court mandated Navahine v. HDOT settlement agreement) our laws must prioritize solutions that help people choose walking and biking more.

Instead of focusing on licensing, we endorse the sensible strategy promoted by the Hawai'i Bicycling League that calls for more inclusive policies, such as safety training and proper bike infrastructure, to ensure that everyone can safely enjoy cycling without unnecessary government restrictions.

Mahalo for the opportunity to provide testimony. Please oppose **HB 184** and help create more affordable transportation alternatives.

Respectfully,

Tommy Noyes
Executive Director, Kauai Path, Inc.

Kauai residents working together to preserve, protect, and extend access island-wide through the design, implementation, and stewardship of non-motorized multi-use paths.



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HOUSE COMMITTEE ON TRANSPORTATION
Tuesday, January 28, 2025 – 10:00am

Hawai'i Bicycling League Strongly Opposes HB 184, Relating to Electric Bicycles

Aloha Chair Kila, Vice Chair Grandinetti, and Committee Members,

My name is Travis Counsell, and I am the Executive Director of the Hawai'i Bicycling League (HBL). We are a non-profit organization founded in 1975 with the mission of enabling more people to ride bicycles for health, recreation, and transportation. We strive to create communities across our islands that have safe, accessible, and inclusive environments for people to bike, walk, and roll.

Hawai'i Bicycling League strongly opposes HB 184, which requires operators of low-speed electronic bicycles to possess a valid driver's license, instruction permit, or provisional license.

Electric bicycles, electric mopeds, and other electric mobility devices serve as a way to reduce the costs of living for Hawai'i residents while also working towards the State's climate goals. These devices can reduce the need to own a vehicle, often allowing households to eliminate a vehicle and save upwards of \$10,000 per year. They can also reduce the number of vehicles being used for short trips, therefore reducing parking demand and vehicle traffic.

At the Hawai'i Bicycling League, we believe that requiring a driver's license for electric bicycle riders is unnecessary and could deter people from adopting this eco-friendly transportation option. E-bikes are designed to be accessible to a wide range of riders, and most are intended for short commutes or recreational use, much like traditional bicycles. Requiring a driver's license creates an undue barrier for many people, particularly those who rely on e-bikes for affordable transportation. Instead of focusing on licensing, we advocate for more inclusive policies, such as safety training and proper bike infrastructure, to ensure that everyone can safely enjoy cycling without unnecessary government restrictions.

Mahalo for the opportunity to provide testimony. Please oppose **HB 184** and help create more affordable transportation alternatives.

Ride Aloha,

Travis L. Counsell
Executive Director



peopleforbikes

P.O. BOX 2359 BOULDER, CO 80306

PeopleForBikes.org | 303.449.4893

January 27, 2025

To: Rep. Darius K. Kila, Chair
Rep. Tina Nakada Grandinetti, Vice Chair
Committee on Transportation

RE: PeopleForBikes Letter in Opposition to House Bill 184, Operator Requirements for Low-Speed Electric Bicycles

Dear Chair Kila, Vice Chair Nakada Grandinetti, and Members of the Committee;

I write to you on behalf of the PeopleForBikes Coalition to express our strong opposition to House Bill 184, which would require all operators of electric bicycles to have a valid driver's license, instruction permit or provisional license at all times.

1. About PeopleForBikes

The PeopleForBikes Coalition is the sole trade association for U.S. manufacturers, suppliers and distributors of bicycle products, including electric bicycles. In 2019 PeopleForBikes merged with the Bicycle Product Suppliers Association (BPSA) to form a single trade association to represent the interests of the U.S. bicycle industry. We have over 300 members that produce goods in every segment of the bicycle market, from high-end competition bicycles to affordable kid's bikes. Our members produce the full range of components, parts, and accessories used for bicycling, as well as electric bicycles. Our membership is a true cross section of the U.S. bicycle industry.

PeopleForBikes has been the leader in working state-by-state to create modern, harmonized standards for regulation of electric bicycles throughout the United States. PeopleForBikes developed the Three-Class Model Law¹ to better define and regulate the various types of electric bicycles, and which has now been adopted in whole or part by 43 states and the federal government. PeopleForBikes also publishes an electric bicycle-specific Owner's Manual for use by the industry with new electric bicycles that includes content on safe and considerate riding behaviors. With our partner, Call2Recycle,

¹ <https://www.peopleforbikes.org/electric-bikes/policies-and-laws>

PeopleForBikes created the first nationwide [program](#) for safe recycling of used or damaged batteries from electric bicycles.

2. Current Hawaii Laws Regarding Electric Bicycles

Hawaii has not adopted the Three-Class model and does not now have extensive state laws or regulations regarding electric bicycles. [Section 291C-143.5](#) of the Statewide Vehicle Code does currently limit operation of electric bicycles to those age 15 or older, as well as adopting the definition of low-speed electric bicycle in 15 USC Section 2085. In response to the growing number of electric bicycles in use in Hawaii, numerous bills have been introduced that would establish various statutory requirements for these devices.

3. Hawaii Should Not Require Operators of Electric Bicycles to Be Licensed

Low-speed electric bicycles are not motor vehicles. HB 184 would essentially require that a person have a motor vehicle operator's license (or on the path to becoming licensed) in order to operate an electric bicycle. This ignores the reality that electric bicycles are very different in size, speed and momentum from motor vehicles. Most electric bicycles weigh 80 pounds or less, and (allowing for variations in operator weight) present the exact same sorts of risks to the operator, pedestrians and other vehicle operators as bicycles and other non-motorized forms of transportation. *Electric bicycles should continue to be regulated like bicycles, not motor vehicles.*

HB 184 will exacerbate transportation inequity. HB 184 would extract license fees from every owner of an electric bicycle. Such added costs pose a particularly significant barrier for low-income residents. Even small fees, combined with complicated processes, for obtaining a license to operate an electric bicycle can make it prohibitively complex and costly for residents across Hawaii to use alternative transportation. Low-income residents and communities of color are already disproportionately impacted by traffic violence; we should not burden them with additional barriers to accessing safe and affordable transportation choices. *No other state has licensing requirements for operators of electric bicycles, which are and should continue to be regulated like regular bicycles.*

HB 184 will adversely impact people with disabilities. PeopleForBikes has heard from disability advocates whenever licensing or registration are proposed for electric bicycles. Older citizens and people with limited mobility or vision impairments often depend on alternative transportation, including electric bicycles and tricycles. These individuals may be unable to obtain a driver's license, or face financial challenges that prevent them from owning a motor vehicle. *HB 184 could take away low-cost, independent mobility options from the people who need them most.*

HB 184 is anti-electric bicycle legislation. We are also mindful of repeated attempts over time to discourage and penalize bicycle and electric bicycle use by requiring registration or operator licensing, practices that other states and cities have declined to do, or have abandoned because of their impracticality and harm to cycling. This tactic is designed to shift blame - in practice and perception - from motor vehicle drivers, who are responsible for many serious injuries and fatalities, to cyclists. Additionally, imposing additional legal requirements on operators of electric bicycles will lead to more interactions with law enforcement that history has shown fall disproportionately on communities of color. *If the object of this bill is to discourage and create barriers to the use of electric bicycles, it will accomplish that result.*

There are better ways to improve e-bike safety. PeopleForBikes has created a [Legislative Toolkit](#) with a variety of strategies for improving laws and regulations for electric bicycles, including passing Three-Class legislation, addressing “out-of-category” e-bikes, and increasing user education. Any or all of these methods would be preferable to HB 184.

While it is important for electric bicycle users to understand and follow the “rules of the road” as adopted by Hawaii, that goal can be better accomplished through an educational program rather than formal licensing. PeopleForBikes offers such training [online](#) for no cost, and other resources are available. Other states and cities have worked to require or offer safety training through schools or from law enforcement. Hawaii could take the same approach to improving electric bicycle operator awareness and safety.

For all of these reasons, PeopleForBikes and our members strongly oppose HB 184, and we urge the Committee to not advance this harmful legislation.

Respectfully submitted,



Matt Moore
Policy Counsel
matt@peopleforbikes.org



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Testimony in Strong Opposition to HB 708

January 27, 2025

Get Fit Kauai – Healthy Eating Active Living Coalition of Kauai County is a dynamic coalition of organizations and community members that have been committed to promoting physical activity and healthy eating on Kauai since 1994.

Electric bicycles, electric mopeds, and other electric mobility devices provide essential alternatives to expensive car ownership, contributing significantly to reducing the cost of living for Hawai'i residents. These devices allow individuals and families to potentially eliminate the need for a vehicle altogether, saving upwards of \$10,000 annually. Additionally, they reduce the number of vehicles on the road, which directly alleviates traffic congestion and parking demands.

Get Fit Kauai strongly opposes the proposed requirement for insurance for electric bicycle riders. This bill would create unnecessary barriers to affordable and sustainable transportation, especially for low-income and underserved communities. There is no data supporting the idea that mandatory insurance would improve safety for e-bike riders, nor is there any state in the U.S. that has implemented such a requirement.

Electric bicycles pose similar risks to traditional bicycles, and the majority of accidents involve minor injuries—far less severe than those typically associated with motor vehicles. Requiring insurance for e-bike riders is an unwarranted financial burden that will deter people from choosing this affordable and eco-friendly transportation option.

Rather than imposing this costly and ineffective insurance requirement, Get Fit Kauai urges lawmakers to focus on improving bike infrastructure, promoting safety education, and encouraging responsible riding. These proactive measures will enhance safety and accessibility for all riders without adding unnecessary financial barriers.

We strongly urge you to oppose HB 708 and stand with Hawai'i residents by supporting affordable, environmentally-friendly transportation alternatives.

Mahalo for your time and consideration.

Bev Brody

Get Fit Kauai – Director

H.E.A.L. (Healthy Eating Active Living)

Community Coalition of Kauai County

(808) 212-4765

January 24, 2025

Trevor Nagamine
PO Box 37966
Honolulu, HI 96837
tnagamine.nb25@gmail.com

Rep. Darius Kila, Chair
Committee on Transportation
Hawai'i State House of Representatives
415 S. Beretania St. Rm. 322
Honolulu, HI 96813

RE: HB184 — RELATING TO ELECTRIC BICYCLES

Dear Chair Kila and Members of the Committee,

My name is Trevor Nagamine, and I am a resident of Mililani. I am also a member of Neighborhood Board No. 25 (Mililani/Waipio/Melemanu); however, I am submitting this testimony in my individual capacity, and this testimony does not reflect an official position of Neighborhood Board No. 25. I am writing today in opposition to HB184.

HRS § 291C-143.5 uses the same definition of “low-speed electric bicycle” as 15 USC § 2085. Subsection (b) of § 2085 defines a “low-speed electric bicycle” as:

. . . [A] two- or three-wheeled vehicle with fully operable pedals and an electric motor of less than 750 watts (1 h.p.), whose maximum speed on a paved level surface, when powered solely by such a motor while ridden by an operator who weighs 170 pounds, is less than 20 mph.

Such bicycles are convenient to use by people of all ages and are relatively inexpensive compared to a moped or motorcycle, and mandating that users of low-speed electric bicycles to possess a driver’s license or permit would bar children from being able to use them to ride to and from school or other places. (I write this as someone who regularly rode a conventional bicycle to and from high school.)

If the intention behind the bill is to require users of more powerful electric bicycles to possess a driver’s license or permit, then another definition should be used, or the definition of “motorcycle” in HRS Chapters 286 and 291C should be expanded to include electric bicycles that do not meet the definition of a low-speed electric bicycle.

Thank you for your time and attention to this matter.

Mahalo,

Trevor Nagamine

To the members of this committee,

I am writing in opposition of HB184 because requiring a driver's license to operate an electric bike is unnecessarily restrictive, costly, and is overall counterproductive to a better future for everyone.

Obtaining a driver's license is inconvenient at best and costly at worst for many. Many people do not have the time to gather all the necessary documents, much less what little time they have at the DMV to obtain a permit or a license, and that is without mentioning how difficult it is to secure an appointment for a road test.

For many that own an electric bike or are considering purchasing one like myself, a large benefit would be that it takes the place of a car. Requiring a driver's license, which in turn requires being in possession of a car long enough to learn how to drive and pass the road test, is acutely counterproductive to this goal, and would only serve as a financial burden for those that may not be able to afford a car but are willing to commute with an electric bike.

In an era where an increasing amount of our population suffers from health issues, electric bikes provide a truly viable choice of commuting that also promotes a more active lifestyle. These choices should be introduced to the youth to better promote their freedom of movement, but also to set them in a lifestyle that frees them from the oppression of traffic congestion that we all suffer from. Restricting this great potential from our youth at the point where they are most welcome to change by forcing them to be introduced to driving first will inevitably lead to greater traffic congestion along with a more sedentary lifestyle.

There is much to be done to ensure that more people aren't killed on our roads, but that should not undermine the fact that even the most reckless and dangerous cyclist poses less of a danger to those around them than the average driver. Even when the cyclist is in the wrong, as has been the case involving many children illegally operating electric bikes, a driver is often to blame for striking them, even when they were attentive to the road.

There are much less restrictive measures that can be taken place to ensure such reckless action doesn't happen in the first place, without trying to scare potential cyclists out of purchasing an electric bike by putting foreboding notes in bike shops. Education programs in schools will help ensure our youth understand how to properly, responsibly, and safely operate an electric bike while more dedicated cycling and shared use infrastructure would physically separate electric bike users from conflict points with their biggest killers.

HB-184

Submitted on: 1/25/2025 6:38:24 AM

Testimony for TRN on 1/28/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
STEVEN DEPAOLI	Individual	Oppose	Written Testimony Only

Comments:

Aloha Kakou,

I'm adding my testimony to strongly oppose this misguided legislation. Low speed e-bikes are an extension of normal bikes in that they only add extra power while the rider is pedaling, if needed and cannot reach excessive speeds. I cycle 4-5 times weekly besides utilizing my bike for grocery shopping, etc. and many of my older cyclists are moving to these e-bikes to be able to continue to ride in lieu of driving a car and this legislation would make it prohibative. As well low speed e-bikes are a great alternative to cars & trucks for all people looking for a low cost and green options that also assists the state meet their ZERO EMISSIONS commitments. Rather than push this unnecessary & restrictive legislation why not focus on safer streets and more education?

Mahalo nui for your consideration,

Steve DePaoli

HB-184

Submitted on: 1/25/2025 10:15:53 AM

Testimony for TRN on 1/28/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Christopher Tipton	Individual	Oppose	Written Testimony Only

Comments:

E-bikes are closer to manual bikes than they are to cars. Requiring licensure for e-bikes is a ridiculous as doing so for manual bikes. We should be reducing barriers to non-car transportation, not adding them. We should be enabling our adolescents on how to be more independent of, not dependent on, their parents to go between school and home.

HB-184

Submitted on: 1/25/2025 2:19:03 PM

Testimony for TRN on 1/28/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Andrea Blackwell	Individual	Oppose	Written Testimony Only

Comments:

I am writing to express my strong opposition to HB 184, which I believe will create unnecessary barriers to access and hinder the use of electric bicycles as a sustainable, affordable, and environmentally-friendly transportation option for residents across Hawaii.

Hawaii is a unique state with specific transportation challenges, and electric bicycles offer a solution to some of these issues. As written, this bills fail to recognize the importance of ensuring that our communities have access to safe, low-cost, and practical options for commuting and reducing their carbon footprint.

HB 184 would require operators of low-speed electronic bicycles to possess a valid driver's license, instruction permit, or provisional license. This requirement would unnecessarily limit access to electric bicycles for people who do not have a driver's license, including young riders, people with disabilities, or those who rely on electric bikes as a primary mode of transportation but cannot afford the additional steps involved in obtaining a driver's license. Furthermore, this requirement does not directly correlate with improved safety outcomes and could discourage many residents from choosing electric bicycles as an alternative to cars.

This bill overlook the core issue at hand: the need for better infrastructure and education that can improve safety for all road users, including cyclists. Hawaii's efforts should focus on encouraging more sustainable transportation options and ensuring that riders have the tools and knowledge they need to operate safely.

Instead of imposing restrictions, I urge you to focus on policies that foster accessibility, promote cycling education, and invest in infrastructure that makes our streets safer for everyone. Hawaii's climate, geography, and lifestyle make cycling an ideal alternative mode of transport, and it is crucial that we remove obstacles to its widespread adoption.

Thank you for your attention to this matter. I respectfully request that you oppose HB 184.

Damien Waikoloa
Honolulu, HI 96822

Hawai'i State Legislature
House of Representatives - Committee on Transportation
415 S. Beretania St.
Honolulu, HI 96813

January 28, 2025

RE: Oppose HB 184 - Relating to Electric Bicycles

Aloha Chair Kila, Vice Chair Grandinetti and Members of the Committee,

I oppose HB 184 and ask that the committee defer this bill. This bill seeks to add an exceptionally high requirement of a driver's/provisional license or instruction permit in order to operate an electric bike.

The additional requirement of a driver's license will unfairly increase the requirements of operating an e-bike for many individuals who may not possess the money or time to go through the process of studying and testing for a driver's license. And, many individuals who choose to ride an e-bike, rather than driving, may not have the need or want to drive a car.

This additional requirement (and supposed enforcement) does not solve any specific issues with e-bikes on our roadways. This will result in unlicensed individuals who rely on riding their e-bike as part of their commute to work, school, who will be forced to choose between illegally operating their e-bike, or having their ability to commute severely disrupted.

I would ask that the legislature and this committee regulate e-bikes with specificity, as opposed to broad, unnecessary and unfair licensing requirements.

Mahalo for the opportunity to testify.

Damien Waikoloa

HB-184

Submitted on: 1/26/2025 11:11:47 AM

Testimony for TRN on 1/28/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
lynne matusow	Individual	Support	Written Testimony Only

Comments:

This is much needed. Almost daily there are news stories about accidents involving these vehicles, some with serious injury and some with very young riders. Those stories are probably the tip of the iceberg. All of us are endangered by these bikes. Please move forward.

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January 26, 2025

Rep. Darius K. Kila, Chair
Rep. Tina Nakada Grandinetti, Vice Chair
Committee on Transportation
House of Representatives
33rd Legislature, State of Hawai`i

via: <http://www.capitol.hawaii.gov>

Dear Committee leadership and members,

Re: **STRONG OPPOSITION TO HB184, RELATING TO ELECTRIC BICYCLES**

Hearing Date: Tuesday, January 28, 2025
Time: 10:00 a.m.
Location: Conference Room 430
State Capitol
415 South Beretania Street

I write respectfully requesting that this Honorable Committee act unanimously to reject this proposed new law that imposes a motor vehicle driver's license requirement on operators of "low speed electric bicycles." This bill must be considered a companion of HB 708, Relating to Insurance, also before the committee today.

As a preliminary and dispositive matter, each proposed new law is not preceded with any legislative findings. Before enacting new laws that subject individuals in Hawai`i to traffic and penal code enforcement, the proposed legislation rationally must be preceded with a statement of legislative findings of need. Respectfully, it is right and proper that the proposed bill is denied on this basis alone.

Also please consider that the concept "electronic bicycle" a misnomer. HB708, re: new insurance law, proposes to establish 3 classes of "electronic bicycles": class 1 would include a bicycle whose electric motor assists pedaling, does not travel more than 20 mph when assisted and stops when pedaling stops; class 2 would include bicycles that do not require pedaling at all, but when used as electric-assist, may not exceed a speed of 20 mph; class 3 would include a bicycle whose electric motor assists pedaling, does not travel more than 28 mph when assisted and stops when pedaling stops.

I own and operate an electric-assist bicycle that is powered by me at all times to move. I can select among four power-assist modes that enable me to maintain cadence when facing a headwind, climb, or bring it on, both! My bike is a Class 3 bike, and I am compelled to share that only time I have ever exceeded 20 mph, even when e-assisted, is on a non-pedaling, no e-assist downhill. Never have I felt like my bicycle were anything other than a bicycle. Maybe there is an argument to be made about the proposed class 2 bicycles that do not require human power, but in the absence of legislative findings, such conclusion rationally cannot be made about this arguably “electronic bicycle” either.

Thank you for your attention to this issue and attention to my letter. Mahalo.

Sincerely,

/s/ Georgette A. Yaindl
Georgette Anne Yaindl

HB-184

Submitted on: 1/26/2025 4:53:36 PM

Testimony for TRN on 1/28/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
John Rogers	Individual	Oppose	Written Testimony Only

Comments:

Aloha Chair Kila, Vice Chair Nakada Grandinetti and Committee Members,

I oppose HB184. Which requires operators of low-speed electronic bicycles to possess a valid driver's license, instruction permit, or provisional license. There are many of us who do not have a driver's license or ever intend to drive an automobile but who use transit and regularly ride a low-speed electric bicycle. I do not believe there should be an age limit to riding a class 1 or class 2 e-bike, they really do not go any faster than can be achieved on a bicycle. California, Colorado, Indiana to name a few do not restrict the age of who can ride a class 1 or class 2 electric bicycle and like Hawaii they are classified as a bicycle. In Hawaii a low-speed electric bike is essentially the same thing as a class 1 or class 2 electric bicycle. I believe the Legislature should focus on defining all the different types of new vehicles showing up on our sidewalks and streets and when and where they can be used. The many violations we see day to day on our sidewalks, streets and roadways are not all being committed by folks riding low-speed electric bicycles. Enforcement can only happen when the laws are clear and precise.

Best Regards,

John Rogers

Transportation Co-chair Ewa Neighborhood Board #23

HB-184

Submitted on: 1/26/2025 9:39:20 PM

Testimony for TRN on 1/28/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Andrew Dunne	Individual	Oppose	Written Testimony Only

Comments:

I am strongly opposed to HB184. We do not require a drivers license in the State of Hawaii for cyclists on traditional non-electric bikes, and people of all ages are able to ride bicycles for exercise, transportation or fun. Low-speed Class I, II, or III ebikes are not significantly different than traditional non-motorized bikes in speed or handling, and should not require a drivers license to operate. This would greatly limit the availability to the general public for no reason whatsoever, while not adding in any way to the safety of vulnerable road users.

In addition, I feel that this measure would mostly affect low-income and disadvantaged people in the state, as people who buy ebikes for recreational riding have significantly more disposable income (quality ebikes cost between 2,500 and 15,000 dollars), and almost to a person will already have a drivers license.

Increased automobile driver education, cyclist education, bike lanes, safe streets and enforcement of existing traffic laws and regulations will go infinitely further towards making Hawaii a safe and enjoyable place to both ride a bike and drive an automobile than a law requiring extra expense for the average citizen that will do nothing to improve safety.

Thank you for this opportunity to testify, and please oppose HB184.

Andrew Dunne

HB-184

Submitted on: 1/27/2025 5:39:45 AM

Testimony for TRN on 1/28/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Dabney Gough	Individual	Oppose	Written Testimony Only

Comments:

Aloha,

My name is Dabney Gough and I am a resident of Kaimuki who regularly commutes by e-bike to my job downtown. When I bike, I have a front row seat to the democratization of transport that a bike allows. All bikes, but e-bikes in particular make transportation easy, affordable, and thanks to infrastructure investments by the City & County, ever more safe and comfortable.

I am strongly opposed to HB 184, which would place unnecessary restrictions on who can ride an e-bike and would dissuade folks from trying this eco-friendly and affordable means of commuting. Rather than place additional burdens on the rider, I would like to see the C&C invest in additional infrastructure that makes biking (e- or non-) safer for all.

Mahalo for considering this testimony.

Dabney Gough

HB-184

Submitted on: 1/27/2025 10:43:51 AM

Testimony for TRN on 1/28/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Kalae	Individual	Support	Written Testimony Only

Comments:

If these bikers are sharing the road they should know the rules of the road.

Thank you to the introducer

TO: Members of the Committee on Transportation

FROM: Natalie Iwasa
808-395-3233

HEARING: 10 a.m. Tuesday, January 28, 2025

SUBJECT: HB184, Electric Bicycles Operator Requirements - **OPPOSED**

Aloha Chair Kila and Committee Members,

Thank you for allowing the opportunity to provide testimony on HB184, which would require e-bike riders to have a valid driver's license, permit or provisional license.

Some bicyclists do not have a driver's license for various reasons, e.g., they rely on public transportation and do not plan on drive a car or are older and have surrendered their license in favor of alternative methods of transportation.

Requiring a license for e-bike riders would increase demand on our already-stressed city and county resources.

Rather than add requirements for e-bicyclists, the current law should be enforced.

Please vote "no" on HB184.