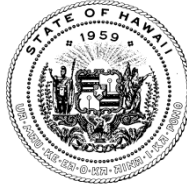


JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



EDWIN H. SNIFFEN
DIRECTOR
KA LUNA HO'OKELE

Deputy Directors
Nā Hope Luna Ho'okele
DREANALEE K. KALILI
TAMMY L. LEE
CURT T. OTAGURO
ROBIN K. SHISHIDO

STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAII
DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

Friday, February 21, 2025
12:00 P.M.
State Capitol, Room 308

**H.B. 958 HD 2
RELATING TO TRANSPORTATION**

House Committee on Finance

The Department of Transportation (DOT) **supports H.B. 958 HD 2**, relating to transportation.

Data from the Department of Transportation reveals that in Hawaii there have been an average of seven bicyclist fatalities from 2022 through 2024, compared to an average of four fatalities involving bicyclists from 2019 through 2021 (22 vs.12). That is nearly two times the amount of bicycle related fatalities over the past three years compared to the three years prior. Hawaii Department of Transportation also recognizes that electric bike related fatalities started showing up among our fatal crashes in 2015, Hawaii started seeing approximately one electric bike related fatality each year. This includes one fatality in 2023 involving a 13-year-old boy.ⁱ This alarming trend demonstrates the need for improved policy to address some of our more vulnerable road users, as well as lay the foundation for safe electric mobility use.

Hawaii Department of Transportation supports H.B. 958 HD 2 as it provides additional clarity to our existing statute, which will be reinforced with statewide education efforts and the electric bike rebate program to promote safe and responsible e-mobility use.

Thank you for the opportunity to provide testimony.

ⁱ <https://www.khon2.com/traffic/boy-13-in-critical-condition-after-waipahu-accident/>

DEPARTMENT OF TRANSPORTATION SERVICES
KA 'OIHANA LAWELAWE 'ŌHUA
CITY AND COUNTY OF HONOLULU

711 KAPI'OLANI BOULEVARD, SUITE 1600 • HONOLULU, HAWAII 96813
Phone: (808) 768-8305 • Fax: (808) 768-4730 • Website: honolulu.gov/transportation

RICK BLANGIARDI
MAYOR
MEIA



J. ROGER MORTON
DIRECTOR
PO'O

JON Y. NOUCHI
DEPUTY DIRECTOR
HOPE PO'O

TESTIMONY OF J. ROGER MORTON
DIRECTOR OF TRANSPORTATION SERVICES

BEFORE THE HOUSE COMMITTEE ON FINANCE
Friday, February 21, 2025, 12:00 PM
Conference RM 308 and Via Videoconference

TO: Rep. Kyle T. Yamashita, Chair, Rep. Jenna Takenouchi, Vice Chair, and Members of the Committee on Finance

RE: SUPPORT OF HOUSE BILL 958, HD2, RELATING TO TRANSPORTATION, WITH COMMENTS

The Department of Transportation Services (DTS), City and County of Honolulu (City), supports House Bill 958, HD2, relating to transportation and provides the following comments.

DTS strongly supports the amendments and changes reflected in the HD2 version of the bill. DTS fully appreciates the bill's intent to clarify and regulate the behavior of electric bicycle users; prohibit riding in an unsafe manner on any public street, alley, or other public right of way; clarify the definition of an electric bicycle in recognition of the industry established class descriptions; establish a new definition for an "electric micro mobility device"; allow riding an electric bicycle on any sidewalk at a speed not exceeding ten miles per hour; prohibit a person under the age of sixteen from operating a class 3 electric bicycle and prohibit their use on any sidewalk; and require the use a helmet by anyone under the age of 18 years of age who operates a bicycle upon a street, bikeway, or any public property. The City Council has recently adopted similar legislation for the City's Traffic Code that is aligned with the bill's intent to regulate safe use of electric bicycles on public streets, and the bill will further provide the City the flexibility to tailor its ordinances to address developing technologies.

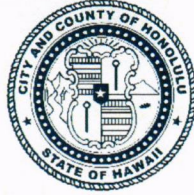
DTS appreciates the bill's attentiveness to new devices that are propagating in the mobility sphere quicker than we can define them in legislation, and notes that the establishment of the classes in electric bikes will allow the counties to update and make specific ordinances in line with the framework of the State traffic code.

Although the original bill provided for a blank appropriation for a coordinated education campaign, DTS supports the HD2 version that omits any funding provision since such funding is unnecessary to implement the statutory changes.

Thank you for the opportunity to submit this testimony in support with comments.

KA 'OIHANA MĀKA'I O HONOLULU
CITY AND COUNTY OF HONOLULU

801 SOUTH BERETANIA STREET • HONOLULU, HAWAII 96813
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RICK BLANGIARDI
MAYOR
MEIA

ARTHUR J. LOGAN
CHIEF
KAHU MĀKA'I

KEITH K. HORIKAWA
RADE K. VANIC
DEPUTY CHIEFS
HOPE LUNA NUI MĀKA'I

OUR REFERENCE JS-TK

February 21, 2025

The Honorable Kyle T. Yamashita, Chair
and Members
Committee on Finance
House of Representatives
415 South Beretania Street, Room 308
Honolulu, Hawaii 96813

Dear Chair Yamashita and Members:

SUBJECT: House Bill No. 958, H.D. 2, Relating to Transportation

I am James Slayter, Major of the Traffic Division of the Honolulu Police Department (HPD), City and County of Honolulu.

The HPD supports House Bill No. 958, H.D. 2, Relating to Transportation.

As a law enforcement commander, I have seen the challenges arising from the rapid expansion of electric bicycles and micromobility devices on our roads and sidewalks. While these devices offer accessible and eco-friendly transportation options, the lack of clear and enforceable regulations has created significant safety hazards for both operators and pedestrians.

From a law enforcement perspective, these clarifications and restrictions are essential for public safety. Ambiguity regarding where these devices can be operated has led to inconsistent enforcement and an increase in collisions and near-misses between riders, pedestrians, and motor vehicles. House Bill No. 958, H.D. 2, addresses this gap by clearly defining operational zones and empowering officers to act against dangerous behaviors.

The prohibition involving high-speed electric devices in particular, is a game-changer. It provides law enforcement with a strong legal tool to deter reckless riding and hold violators accountable, ultimately creating safer spaces for all who use our sidewalks, bike lanes, and roadways.

The Honorable Kyle T. Yamashita, Chair
and Members
February 21, 2025
Page 2

Our only suggestion would be to include one and three-wheeled devices in the definition of a high-speed electric device, instead of limiting it to two-wheeled devices. As technology advances, there will likely be adaptations to current devices that would require a future language change to this law.


Even as written, the HPD urges you to support House Bill No. 958, H.D. 2, Relating to Transportation, to protect pedestrians, encourage responsible use of electric bicycles, and improve the overall public safety on Hawaii's streets and sidewalks.

Thank you for the opportunity to testify.

Sincerely,


for James Slayter, Major
Traffic Division

APPROVED:


Arthur J. Logan
Chief of Police

Testimony in Support of HB958 HD2 Relating to Transportation

February 21, 2025

Lisa Dau, RN, Injury Prevention Coordinator
Keiki Injury Prevention Coalition (KIPC)

Rep. Kyle Yamashita, Chair; Rep. Jenna Takenouchi, Vice Chair; and Committee Members on Finance

I am writing to express my support for **HB958 HD2** to enhance safety and regulation for bicycles equipped with motors and other electric micro-mobility devices. I believe these measures are essential for our community.

The requirements of this bill are important for several reasons:

1. **Enhanced Safety for Riders and Pedestrians**

The requirement for all bicycles equipped with motors to maintain all wheels on the ground at all times helps to prevent reckless behaviors that could lead to injuries or death.

2. **Regulating High-Speed Electric Devices in Sensitive Areas**

This bill ensures that pedestrians are safe from fast-moving devices, reducing the risk of incidents.

3. **Clearer Labeling and Consumer Awareness**

Requiring manufacturers and distributors to apply labels to electric bicycles and to place informational signs at points of sale provides much-needed clarity regarding classification and usage. This transparency will help consumers make informed decisions and comply with the law.

4. **Updated and Consistent Terminology**

Defining "electric bicycle" in place of "low-speed electric bicycle" and introducing the term "electric micro-mobility device" ensures consistency. Applying the same regulations as electric foot scooters to electric micro-mobility devices creates a unified regulatory framework, reducing confusion among riders and law enforcement.

5. **Age and Sidewalk Restrictions for Class 3 Electric Bicycles**

Prohibiting children under the age of 16 from operating Class 3 e-bikes, as well as restricting the use of these on sidewalks, prioritizes safety.

6. **Helmet Requirements for Minors**

Helmets have been proven to significantly reduce the severity of head injuries in crashes, making this a necessary safety measure.

7. **Clarification on Moped and Motor Scooter Regulations**

Repealing the requirement that moped drivers use bike lanes and substituting "motor drive cycle" with "motor scooter" clarifies existing regulations, ensuring consistency and preventing unnecessary incidents between mopeds and cyclists.

I urge the committee to pass this legislation to create safer and more structured regulations for these rapidly growing modes of transportation.

Sincerely,

Lisa Dau, RN, MBA, BSN, CPSTI
KIPC, Injury Prevention Coordinator

The Keiki Injury Prevention Coalition's (KIPC) mission is to prevent and reduce injuries to children in Hawaii.

<https://kipchawaii.org/>



Email: communications@ulupono.com

HOUSE COMMITTEE ON FINANCE
Friday, February 21, 2025 — 12:00 p.m.

Ulupono Initiative supports HB 958 HD 2, Relating to Transportation.

Dear Chair Yamashita and Members of the Committee:

My name is Mariah Yoshizu, and I am the Government Affairs Associate at Ulupono Initiative. We are a Hawai'i-focused impact investment firm that strives to improve the quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food, renewable energy and clean transportation choices, and better management of freshwater resources.

Ulupono supports HB 958 HD 2. This bill requires all bicycles equipped with motors to be operated only with all wheels on the ground at all times, with certain exceptions; prohibits certain actions while operating a bicycle equipped with a motor; prohibits the operation of high-speed electric devices in certain locations; requires manufacturers and distributors to apply a label to electric bicycles; requires distributors to place a sign at or near the point of sale regarding electric bicycles; defines “electric bicycle” in place of “low-speed electric bicycle”; defines “electric micro mobility device” and requires the same regulations as electric foot scooters to apply to electric micro mobility devices; prohibits a person under the age of sixteen from operation a class 3 electric bicycle; prohibits a person from riding a class 3 electric bicycle on a sidewalk; authorizes a person to ride a class 1 or class 2 electric bicycle on a sidewalk at a speed not exceeding ten miles per hour; prohibits a person from operating a bicycle or electric foot scooter under the age of eighteen without a helmet; repeals the requirement that moped drivers use bicycles lanes; and substitutes the word “motor drive cycle” with the word “motor scooter.”

We support the proposed improvements that clarify electric mobility device definitions, and we encourage legislators to ensure that the definitions are consistent and appropriately referential across HRS §196-2 (Definitions in Energy Resources), HRS §249-1 (Definitions in County Vehicular Taxes), and HRS §291C-1 (Definitions in the Statewide Traffic Code).

Electric mobility devices offer affordable, cleaner transportation options that can reshape how our communities travel. Creating clear language in HRS to support their safe operation is essential for our neighborhoods to thrive.

Thank you for the opportunity to testify.

Respectfully,

Mariah Yoshizu
Government Affairs Associate

Investing in a Sustainable Hawai'i

**ADDRESS**

3442 Wai'ālae Ave., Suite 1
Honolulu, HI 96816

PHONE

808-735-5756

EMAIL

bicycle@hbl.org

HOUSE COMMITTEE ON FINANCE
Friday, February 21, 2025 – 12:00pm

Hawai'i Bicycling League SUPPORTS INTENT of HB 958, HD 2, Relating to Transportation

Aloha Chair Yamashita, Vice Chair Takenouchi, and Committee Members,

My name is Eduardo Hernandez, and I am the Advocacy Director for 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 supports the intent of HB 958, HD 2, especially in regards to updated definitions for safe riding behavior and electric micro-mobility devices. However, this bill has no stated purpose, nor mention that a cornerstone reason to create a new law in this space is in addition to safety, to provide more affordable transportation options for individuals and families. Electric bicycles and other low-speed 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.

HBL agrees that there is a need to update our laws and regulations as regards bicycling, roadway use, and emerging technologies including e-mobility devices like e-bicycles. The public deserves safety improvements that are based on data, provide lower cost transportation solutions, and raise awareness that streets and roadways are a shared public resource.

In January, the Honolulu City Council unanimously passed [Bill 52](#), relating to electric bicycles and Mayor Blangiardi signed it into law this week. HBL worked closely with Council Members Dos Santos-Tam and Tulba, as well as serving on the City's Department of Transportation E-Mobility Working Group to hone this legislation. It is based on statewide data and the Working Group's recommendations have been shared with the legislature for your consideration during the 2025 session. HBL encourages you to work from this informed baseline and make improvements that can benefit people across Hawai'i.

In this process, we identified that incomplete and outdated definitions are a problem as regards e-mobility devices including bikes and scooters; that young people are experiencing higher risks; and that generally more awareness and education is needed to truly impact safety. People under

eighteen years of age deserve access to slower speed electric devices as part of their families' overall transportation needs. Given the data, it is reasonable to require helmets for these operators.

We recommend members of the House Committee on Finance consider the following recommendations. This is based on our high level of expertise in this subject matter and over 50 years serving the bicycling community statewide including those who choose to walk and roll, as well as working with national and international partners working to advance best practices for transportation safety.

Recommendations for the House Committee on Finance:

- **In Section 4, Page 5, Line 1:** Add language that specifically states that electric bicycle fees shall be deposited to each county's bikeway fund. Special bikeway funds established by the counties support essential education and infrastructure initiatives that improve safety for everyone.
- **In Section 9, Page 12, Line 12:** Remove the restriction for class 3 electric bicycles. Bicycles sometimes need to be ridden on sidewalks. Whenever this is the case, operators should be required to ride slowly (less than 10 mph) and always alert and defer to pedestrians. As written the distinction would be difficult to enforce.
- **Consider adding a definition for high speed / out of class devices** such as "electric motorcycle" to distinguish from low-speed electric bicycles. These high speed and high power devices are not bicycles and lead to numerous safety concerns when used on roadways. They are often designed for off-road use and unless they can meet the regulations for a moped or motorcycle, should not be used on our roadways. And more importantly, they should not be considered an electric bicycle.
- **Consider defining the term "bicycle with motor" in HRS;** "bicycle(s) equipped with motor(s) motorized bicycle and bicycle with motor attached" to mean only an electric motor exceeding 750 watts or any combustion engine." These devices should be expressly prohibited from public street, highway, alley, path, or trail, including a bikeway unless they meet the definitions of another approved device. However, "bicycle with motor" should not include low-speed class 1, 2, or 3, electric bicycles.
- **Consider adopting language from SB1117, SD2 or HB 670, HD 1 which focuses on the electric mobility rebate program** to incentivize the purchase of new electric bicycles. This would create an omnibus bill that comprehensively addresses safety and affordability issues related to electric bicycles.

Mahalo for the opportunity to provide testimony on this important matter.

Ride Aloha,
S/**Eduardo Hernandez**

Advocacy Director



P.O. Box 392, Kilauea, Kauai, HI, 96754

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HOUSE COMMITTEE ON FINANCE

Friday, February 21, 2025 – 12:00pm

Get Fit Kauai SUPPORTS INTENT of HB 958, HD 2, Relating to Transportation

Aloha Chair Yamashita, Vice Chair Takenouchi, and Committee Members,

My name is Bev Brody and I am the director of the Healthy Eating Active Living Coalition of Kauai County (Get Fit Kauai). Get Fit Kauai is a community-focused organization dedicated to promoting health, wellness, and safer living environments for all residents of Kaua'i.

On behalf of *Get Fit Kauai*, I am writing to express our full support for the intent of HB 958, HD 2 and to affirm our agreement with the proposed changes outlined by the Hawaii Bicycle League (HBL).

As a community coalition focused on advocating for safer infrastructure for active transportation, *Get Fit Kauai* strongly believes that improved bicycle and pedestrian infrastructure is essential to the health, safety, and well-being of our residents. We applaud HBL for their proactive efforts and are in complete agreement with the following changes they propose to enhance this critical piece of legislation:

Recommendations for the House Committee on Finance:

- **In Section 4, Page 5, Line 1:** Add language that specifically states that electric bicycle fees shall be deposited to each county's bikeway fund. Special bikeway funds established by the counties support essential education and infrastructure initiatives that improve safety for everyone.
- **In Section 9, Page 12, Line 12:** Remove the restriction for class 3 electric bicycles. Bicycles sometimes need to be ridden on sidewalks. Whenever this is the case, operators should be required to ride slowly (less than 10 mph) and always alert and defer to pedestrians. As written the distinction would be difficult to enforce.
- **Consider adding a definition for high speed / out of class devices** such as "electric motorcycle" to distinguish from low-speed electric bicycles. These high speed and high power devices are not bicycles and lead to numerous safety concerns when used on roadways. They are often designed for off-road use and unless they can meet the regulations for a moped or motorcycle, should not be used on our roadways. And more importantly, they should not be considered an electric bicycle.
- **Consider defining the term "bicycle with motor" in HRS;** "bicycle(s) equipped with motor(s) motorized bicycle and bicycle with motor attached" to mean only an electric motor exceeding 750 watts or any combustion engine." These devices should be expressly prohibited from public street, highway, alley, path, or trail, including a bikeway unless they meet the definitions of another approved device. However, "bicycle with motor" should not include low-speed class 1, 2, or 3, electric bicycles.



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● **Consider adopting language from SB1117, SD2 or HB 670, HD 1 which focuses on the electric mobility rebate program** to incentivize the purchase of new electric bicycles. This would create an omnibus bill that comprehensively addresses safety and affordability issues related to electric bicycles.

In particular, we support the inclusion of these measures, which will not only encourage greater use of active transportation but will also help to reduce the island's reliance on automobiles. These changes will contribute to the overall goals of *Get Fit Kauai* in fostering a healthier, more sustainable community, with greater access to active transportation options for residents of all ages and abilities.

Furthermore, as an organization that works to improve access to healthy foods and encourage physical activity, we recognize that creating infrastructure that supports biking and walking is vital for ensuring Hawaii residents have opportunities to lead active lifestyles. The changes HBL proposes are an important step forward in making these opportunities safer and more accessible.

We respectfully urge you to consider our support and the support of the many organizations and individuals who are committed to improving our island's infrastructure for a healthier future. *Get Fit Kauai* stands with HBL and is eager to contribute to the continued success of this important initiative.

Thank you for your consideration, and we look forward to the opportunity to collaborate with you and other stakeholders to ensure that Hawaii remains a safe and healthy place for all.

Mahalo,

B Brody

Bev Brody

Get Fit Kauai – Director

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

Community Coalition of Kauai County

(808) 212-4765

HB-958-HD-2

Submitted on: 2/19/2025 9:46:27 PM

Testimony for FIN on 2/21/2025 12:00:00 PM

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

Comments:

I don't know if you saw the SNL anniversary show Sunday, but there was a great skit about how New York City has changed over the decades. It was dangerous, too much porn, things got better, some cartoon characters cleaned up the area, and the piece de resistance, New York City's biggest problem today is ELECTRIC BIKES. Please move this bill forward. The City and County of Honolulu recently enacted an ordinance to deal with this mess.

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February 20, 2025

Rep. Kye T. Yamashita, Chair
Rep. Jenna Takenuchi, 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: SOME SUPPORT FOR HB958 HD2, RELATING TO TRANSPORTATION

Hearing Date: Tuesday, February 21, 2025
Time: 12:00 p.m.
Location: Conference Room 308
State Capitol
415 South Beretania Street

I write to express mostly support for this proposed legislation. This bill proposes to make appropriate amendments to statutes under HRS Title 17 that will recognize the lawful use and operation of “electric bicycles”, “electric micro mobility devices” (e.g., motorized skateboards), and “electric foot scooters” on Hawaii’s roadways.

One practical concern appears in Section 2 concerning the proposed requirement that “manufacturers and distributors shall apply a label that is permanently affixed, in a prominent location, to each bicycle.” This is vague. A permanent affixing suggests not a sticker like the county registration, and if so, such “fixing” suggests an alteration of the bicycle’s frame that may impact warranties including that a local shop (distributor) may not make such “permanent” alteration.

Another concern is the proposed change in the definition of bicycle to no longer be defined as human powered. That would remain part 1 of the definition; and part 2 would be “electric bicycle.” Class 2 vehicles that do not require human power should not be classified as a bicycle. If you don’t have to pedal to move for up to 20 mph, aren’t we really dealing with a moped with fake pedals? Class 2 are more appropriately classified as electric mobility devices. Class 1 and

3 require human power to move (except on beloved downhills!). Therefore, they are bicycles. And properly classified as “pedal-assist.”

I support the helmet requirements. We wear helmets because we love the people who love us.

Thank you, Honorable committee leadership and members, for your attention to this issue and consideration of my letter. Mahalo.

Sincerely,

/s/ Georgette A. Yaindl
GEORGETTE ANNE YAINDL

HB-958-HD-2

Submitted on: 2/20/2025 4:14:49 PM

Testimony for FIN on 2/21/2025 12:00:00 PM

Submitted By	Organization	Testifier Position	Testify
L. Wolfe	Individual	Support	Written Testimony Only

Comments:

I fully support requiring all bicycles equipped with motors to be operated only with all wheels on the ground at all times, with certain exceptions, and prohibiting certain actions while operating a bicycle equipped with a motor.

HB-958-HD-2

Submitted on: 2/20/2025 10:07:41 PM

Testimony for FIN on 2/21/2025 12:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Kathleen Adams	Individual	Support	Written Testimony Only

Comments:

As a senior citizen yearning for safe riding routes, I support this bill. Why is the effective date 3000?