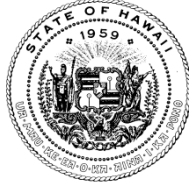


JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



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

March 28, 2025
10:02 a.m.
State Capitol, Room 016

H.B. 958 HD 2, S.D. 1
RELATING TO TRANSPORTATION

Senate Committee on Judiciary

The Hawaii Department of Transportation (HDOT) **supports H.B. 958 HD 2, S.D. 1**, 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

LATE

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 SENATE COMMITTEE ON JUDICIARY
Friday, March 28, 2025, 10:02 AM
Conference RM 016 and Via Videoconference

TO: Sen. Karl Rhoads, Chair, Sen. Mike Gabbard, Vice Chair, and Members of the Committee on Judiciary

RE: SUPPORT OF HOUSE BILL 958, HD2, SD1, RELATING TO TRANSPORTATION, WITH COMMENTS

The Department of Transportation Services (DTS), City and County of Honolulu (City), supports House Bill 958, HD2, SD1, relating to transportation and provides the following comments.

DTS supports the SD1 version of the bill as it clarifies the definition of "electric bicycle" and establishes new definitions for "electric micro-mobility device" and "electric motorcycle," and changes the term "motor scooter" to "motor-driven vehicle"; allows riding an electric bicycle on non-business district sidewalks at a speed not exceeding ten miles per hour; prohibits a person under the age of fifteen from operating a class 3 electric bicycle; regulates the safe behavior and operation of electric bicycles; raises the requirement for helmet use to 18 years of age; and prohibits individuals under 18 years of age from operating an electric motorcycle or motor-driven cycle.

DTS notes that while the bill adds a definition of "electric bicycle" in HRS Chapter 196, *Energy Resources*, it fails to amend or clarify the definition of "bicycle" in HRS § 291C-1, which includes low-speed electric bicycles, as defined under title 15 United State Code section 2085, and as a result, may cause conflicting, if not confusing, application of the law.

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 require the use of helmets for everyone under 18 years of age. Further, the bill will 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.

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



COMMITTEE ON JUDICIARY

Senator Karl Rhoads, Chair

Senator Mike Gabbard, Vice Chair

DATE: Friday, March 28, 2025
TIME: 10:02 AM
PLACE: Conference Room 016 & Videoconference

From: Lisa Dau, RN, MBA, BSN, CPSTI
Injury Prevention Coordinator

Re: **HB958 HD2, SD1 Relating to Transportation**

My name is Lisa Dau, and I am the Injury Prevention Coordinator for the Keiki Injury Prevention Coalition (KIPC). KIPC's mission is to prevent and reduce injuries to children in Hawaii. I am writing to express my support for **HB958 HD2, SD1, which aims** 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 essential 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 16 from operating Class 3 e-bikes and restricting their use on sidewalks prioritizes safety.

6. **Helmet Requirements for Minors**

Helmets significantly reduce the severity of head injuries in crashes, making this a crucial 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 HB958 HD2, SD1 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

<https://kipchawaii.org/>



Friday, March 28, 2025 at 10:02am
Conference Room 016 & Videoconference

Senate Committee on Judiciary

To: Senator Karl Rhoads, Chair
Senator Mike Gabbard, Vice Chair

From: Alissa Lo, BSN CEN
Trauma Program Manager

Re: **HB 958, HD2, SD1**
Relating to Transportation

My name is Alissa Lo, and I am the Trauma Program Manager at Kapi'olani Medical Center for Women & Children (Kapi'olani). Kapi'olani is an affiliate of Hawaii Pacific Health. Kapi'olani is the state's only maternity, newborn and pediatric specialty hospital. It is also a tertiary care, medical teaching and research facility. Specialty services for patients throughout Hawai'i and the Pacific Region include intensive care for infants and children, 24-hour emergency pediatric care, air transport, maternal-fetal medicine and high-risk perinatal care.

We write in Support to HB 958 HD2, SD1 which, among other things, prohibits individuals under 15 years of age from riding a class 3 electric bicycle; amends the age requirement for helmet use from 16 to 18 years of age; allows use of electric bicycles on public sidewalks, subject to certain conditions; establishes rules for electric bicycle operation; and prohibits individuals under 18 years of age from operating an electric motorcycle or motor-driven cycle.

Kapiolani Medical Center for Women and Children is the state's only designated Pediatric Trauma Center. We are seeing a significant increase in pediatric injuries resulting from electric bicycles or e-bikes. E-bikes are a new and trending injury mechanism that we have not seen at our center prior to 2021. Between 2022 and 2023, the number of children being treated at our center for e-bike injuries have more than doubled. In the second quarter of 2024, this was our 2nd most common cause of injuries in the pediatric population treated at our center.

The severity of these preventable injuries is devastating including permanent lifelong disability as well as brain death in children. Passing this bill will help to keep under-age children off of e-bikes—which essentially are motorcycles—as the name itself is

misleading. Additionally, mandating the use of helmets for those who do operate electric motorcycles will reduce the severity of the kinds of injuries suffered by the operators.

Thank you for the opportunity to testify.

HB-958-SD-1

Submitted on: 3/26/2025 3:15:02 PM

Testimony for JDC on 3/28/2025 10:02:00 AM

Submitted By	Organization	Testifier Position	Testify
Master Shelby "Pikachu" Billionaire	Testifying for Ohana Unity Party & Kingdom of The Hawaiian Islands	Support	Written Testimony Only

Comments:

Subject: Heartfelt Support for H.B. No. 958 – A Safer, Greener Ride for Hawaii’s ‘Ohana

Aloha Kākou, Esteemed Lawmakers,

I write with deep enthusiasm to support House Bill No. 958, a forward-thinking measure to regulate electric bicycles (e-bikes), electric motorcycles, and motor-driven cycles across our islands. This bill isn’t just about rules—it’s about empowering our keiki, kūpuna, and workers with safe, affordable, and sustainable ways to move. With Hawaii losing 1.2 million hours to traffic annually (DBEDT, 2023) and gas prices at \$4.80/gallon (AAA, March 2025), H.B. No. 958 offers relief and resilience. I urge you to pass it, effective January 1, 2026—not the placeholder January 1, 2050—bringing aloha to our roads and ‘āina.

A Path to Safety and Sustainability

H.B. No. 958 (Parts I-IV) defines e-bikes (Class 1-3), adaptive e-bikes, and electric motorcycles (Section 1), setting clear rules: no Class 3 e-bikes for under-15s (Section 4), helmets to age 18 (Sections 3, 6), e-bikes on sidewalks at 10 mph (Section 5), and no electric motorcycles on bike paths (Section 7). It’s a pono balance—safety for our youth, access for all, and respect for our shared spaces. This bill aligns with mālama ‘āina, cutting emissions while easing the burden of car-centric life.

Lifting Up Our Communities

- **Affordable Travel:** E-bikes (\$1,000-\$2,000, Consumer Reports, 2024) vs. cars (\$30,000+, KBB, 2025) save families \$5,000/year on fuel and maintenance (AAA, 2023). For 25,000 low-income households (Census, 2023, <50K income), 10,000+ could adopt e-bikes (est.), reducing 5% of Oahu’s 1M daily trips (HTA, 2023)—more money for food, less for gas.
- **Keiki Protection:** Raising helmet age to 18 (Section 6) and barring Class 3 e-bikes (28 mph) for under-15s (Section 4) slashes risks—e-bike injuries for kids under 16 jumped

30% nationally (CPSC, 2023). Safeguarding 60,000+ students (DOE, 2024) prevents 500+ ER visits yearly (est.).

- Clean Air: E-bikes emit 10g CO₂/mile vs. 400g for cars (UH Manoa, 2023). If 10,000 riders switch, that's 4,500 tons of CO₂ cut annually (est., 1K miles/rider), a breath of fresh air for our 1.4M residents (Census, 2023).
- Kūpuna Access: Adaptive e-bikes (Section 1) unlock mobility for 10,000+ seniors with disabilities (DOH, 2023, 15% of 200K 65+), letting them ride to the market or park—freedom with dignity.

Local Stories, Real Impact

Imagine Kimo, a Wahiawa teen (hypothetical), pedaling a Class 1 e-bike to school—helmet on, safe at 20 mph—saving his mom \$50/week on gas. Or Aunty Leilani in Hilo, zipping on an adaptive e-bike to the farmers' market, no car needed. H.B. No. 958 makes this real for 50,000+ riders (est., 10% of non-car households), easing traffic on H-1 and emissions in Hilo alike. It's not just transport—it's kāko'o 'ohana, supporting our families.

A Call to Refine and Act

This bill shines, but its January 1, 2050, start (Section 14) delays relief—our roads need it now. I respectfully suggest:

1. Set It for 2026: Shift to January 1, 2026—25,000 tons of CO₂ (est., 5 yrs delay) and \$50M in family savings (10K x \$5K) can't wait decades.
2. Pass It Swiftly: Enact this session, rolling out rules by next year—e-bike sales hit 5,000 in 2024 (Hawaii Bicycling League), and demand's growing.
3. Fund Outreach: Add \$500K (est., outreach/staff) to educate riders—safety starts with knowledge.

H.B. No. 958 is a gift—a safer, greener Hawaii for our 400,000+ households (Census, 2023). From Kapolei to Kona, it's a chance to ride with aloha, not just drive in gridlock. Mahalo nui loa for your leadership—let's make this law a reality for our people and planet!

Me ka Ha'aha'a a me ke Aloha,

Master Shelby "Pikachu" Billionaire, HRM

Ohana Unity Party, Chairman

www.Ohanaunityparty.com

Kingdom of The Hawaiian Islands, H.I.



Email: communications@ulupono.com

SENATE COMMITTEE ON JUDICIARY
Friday, March 28, 2025 — 10:02 a.m.

Ulupono Initiative supports HB 958 HD 2 SD 1, Relating to Transportation.

Dear Chair Rhoads and Members of the Committee:

My name is Micah Munekata, and I am the Director of Government Affairs 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 SD 1. 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 bill’s proposed improvements that clarify electric mobility device definitions. 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.

We recommend appropriately updating these electric mobility device definitions in HRS §249-1 (Definitions in County Vehicular Taxes) to ensure consistent references across HRS.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs

Investing in a Sustainable Hawai'i



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808-735-5756

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LATE

SENATE COMMITTEE ON JUDICIARY
Friday, March 28, 2025 – 10:02am

Hawai'i Bicycling League SUPPORTS HB 958, HD 2 SD 1, Relating to Transportation

Aloha Chairs Rhoads, Vice Chair Gabbard, and Committee Members,

My name is Travis Counsell, and I serve as the Executive Director of the Hawai'i Bicycling League (HBL). Founded in 1975, HBL is a nonprofit organization dedicated to enabling more people to ride bicycles for health, recreation, and transportation. We work to create communities across Hawai'i where biking, walking, and rolling are safe, accessible, and inclusive for all.

Hawai'i Bicycling League strongly supports **HB 958, HD 2, SD 1**, particularly the updates to definitions regarding safe riding behavior and electric micro-mobility devices. As Hawai'i works toward a more sustainable and multimodal transportation future, it is crucial that our statutes evolve to ensure safety and clarity for all road users.

Electric bicycles and other low-speed electric mobility devices provide affordable, efficient, and sustainable transportation options. They help reduce the cost of living for Hawai'i residents by offering an alternative to car ownership, potentially saving households over \$10,000 annually. Additionally, these devices alleviate traffic congestion and parking demand by replacing short car trips with active and space-efficient transportation modes.

HBL strongly agrees that our laws and regulations regarding bicycling, roadway use, and emerging mobility technologies must be updated to reflect modern transportation needs. A data-driven approach to safety improvements, combined with increased education and awareness, will help ensure that streets and roadways remain shared public resources for all users.

Earlier this year, the Honolulu City Council unanimously passed **Bill 52**, which establishes clear regulations for electric bicycles. Mayor Blangiardi signed it into law in February. HBL played an active role in crafting this legislation, collaborating closely with Councilmembers Dos Santos-Tam and Tulba and participating in the City's Department of Transportation E-Mobility Working Group. The Working Group's recommendations—based on nationwide data—have been shared with the Legislature for consideration in the 2025 session. **HB 958, HD 2, SD 1 builds on this informed foundation and introduces further improvements that will benefit residents statewide.**

Through this process, we have identified several key challenges, including **outdated and incomplete definitions for e-mobility devices, increased risks for young riders, and the need for greater public awareness and education to improve safety.** HBL remains committed to providing education and advocacy to enhance the safety of all road users.

We appreciate the opportunity to submit testimony and respectfully urge your support for this important update to Hawai'i's electric bicycle and e-mobility regulations.

Mahalo for your time and consideration.

Ride Aloha,

A handwritten signature in black ink that reads "Travis Counsell". The signature is written in a cursive style with a long horizontal stroke at the beginning.

Travis Counsell
Executive Director
Hawai'i Bicycling League

HB-958-SD-1

Submitted on: 3/25/2025 4:15:28 PM

Testimony for JDC on 3/28/2025 10:02:00 AM

Submitted By	Organization	Testifier Position	Testify
JONATHAN LOTT	Individual	Support	Written Testimony Only

Comments:

I strongly support this bill, especially in light of the "swarm" of e-bikes and e-motorcycles that happened this past weekend in Ewa. We need clarification and definitions so that the state and city laws are in alignment, and so that HPD can begin to enforce against the lawless, reckless, and inconsiderate behavior of these vehicles' users.

MAHALO,

Jon L,

Vulnerable Road User and car-free cyclist, Waikiki

HB-958-SD-1

Submitted on: 3/25/2025 10:15:24 PM

Testimony for JDC on 3/28/2025 10:02:00 AM

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, 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, they're trying to kill you, like a road bike from mad max.

Recent television news reports show teenagers taking over roads, stopping traffic, doing stunts with only one wheel on the ground. Last weekend there was a major situation, I believe in Ewa, where 200 or so riders took over the roads, crashed into police cars, police were overwhelmed, etc. This lawlessness needs to stop, now. Which community is going to be attacked this weekend? Please move this bill forward. The City and County of Honolulu recently enacted an ordinance to deal with this mess.