



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

Friday, March 14, 2025
9:32 A.M.
State Capitol, Room 229

H.B. 958 HD 2
RELATING TO TRANSPORTATION

Senate Committee on Transportation and Culture and the Arts
Senate Committee on Commerce and Consumer Protection

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

Hawaii Department of Transportation has recognized through state data 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. Tragically, this year we have already seen two fatalities involving electric bikes, including one this week involving a 7-year-old girl riding her electric bike.¹ According to the Hawaii Department of Health, EMS has responded to an increasing number of e-bike related injuries among young children. In the past three years, there were 14 responses in 2022, 35 responses in 2023 and 75 responses in 2024 to e-bike related injuries involving children under the age of 15.

This increasing trend in e-mobility related deaths and injuries demonstrates the need for improved policy and continued public awareness around safe use of these electric mobility devices.

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.

¹ [Girl, 7, dies 2 weeks after e-bike collision with car in Ewa Beach | Honolulu Star-Advertiser](#)

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 SENATE COMMITTEE ON TRANSPORTATION
AND CULTURE AND THE ARTS
AND
COMMITTEE ON COMMERCE AND CONSUMER PROTECTION
Friday, March 14, 2025, 9:32 AM
Conference RM 229 and Via Videoconference

- TO: Sen. Chris Lee, Chair, Sen. Lorraine R. Inouye, Vice Chair, and Members of the Committee on Transportation and Culture and the Arts
Sen. Jarrett Keohokalole, Chair, Sen. Carol Fukunaga, Vice Chair, and Members of the Committee on Commerce and Consumer Protection
- 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.

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

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

801 SOUTH BERETANIA STREET • HONOLULU, HAWAII 96813
TELEPHONE: (808) 529-3111 • WEBSITE: www.honolulu-pd.org



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

March 14, 2025

The Honorable Chris Lee, Chair
and Members
Committee on Transportation and
Culture and the Arts
The Honorable Jarrett Keohokalole, Chair
and Members
Committee on Commerce and
Consumer Protection
State Senate
415 South Beretania Street, Room 229
Honolulu, Hawaii 96813

Dear Chairs Lee and Keohokalole 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 Honorable Chris Lee, Chair
and Members
The Honorable Jarrett Keohokalole, Chair
and Members
March 14, 2025
Page 2

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

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



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

PHONE
808-735-5756

EMAIL
bicycle@hbl.org

JOINT SENATE COMMITTEES ON
TRANSPORTATION, CULTURE AND THE ARTS
COMMERCE AND CONSUMER PROTECTION

Friday, March 14, 2025 – 9:32am

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

Aloha Chairs Lee and Evslin, Vice Chairs Inouye and Fukunaga, and all 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 HB 958, HD 2, especially in regards to updated definitions for safe riding behavior and electric micro-mobility devices. We are also providing suggested comments to strengthen this bill. At this time, Hawai'i must be a leader for the nation, as we update transportation statutes in support of creating a safer environment for cycling.

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 strongly 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 in February. 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. HB 958, HD 2 emerged from this informed baseline and makes 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 Joint Senate TCA/CPC committees 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, 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 Joint Senate TCA/CPC Committees:

- **In Section 4, Page 5, Line 2:** 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 6, Page 6, Line 11: Further define 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. They **should not be considered an electric bicycle.**
- **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 yield to pedestrians. As written the distinction would be difficult to enforce.
- **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 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.

Ride Aloha,

S/Eduardo Hernandez
Advocacy Director



Email: communications@ulupono.com

SENATE COMMITTEES ON TRANSPORTATION AND CULTURE AND THE ARTS
& COMMERCE AND CONSUMER PROTECTION
Friday, March 14, 2025 — 9:32 a.m.

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

Dear Chair Lee, Chair Keohokalole, and Members of the Committees:

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



Friday, March 14, 2025 at 9:32am
Conference Room 229 & Videoconference

Senate Committee on Transportation & Culture and the Arts

To: Sen. Chris Lee, Chair
Sen. Lorraine Inouye, Vice Chair

Senate Committee on Commerce & Consumer Protection

To: Sen. Jarrett Keohokalole, Chair
Sen. Carol Fukunaga, Vice Chair

From: Alissa Lo BSN CEN
Trauma Program Manager

Re: HB 958 HD2

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 which renames the Electric Bicycle and Electric Moped Rebate Program to the Electric Mobility Rebate Program. Expands eligibility and amends the maximum rebate amounts. Prohibits individuals under 15 years of age from riding electric bicycles. 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. Defines "electric motorcycle". Prohibits individuals under 18 years of age from operating an electric motorcycle or motor-driven cycle. Requires that electric motorcycle operators carry an insurance policy by incorporating electric motorcycles into the insurance laws governing motorcycles and motor scooters, including with respect to provisions concerning required licensure, the relationship with tort law, proof of insurance card, penalties, rate regulation, and minimum coverage levels. Makes conforming amendments. Changes the term "motor scooter" to "motor-driven vehicle". Requires annual reports to the Legislature.

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 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. Please pass this bill to keep children off of these e-bikes--which essentially are motorcycles--as the name itself is misleading. We ask that you please pass this bill to mandate helmets for those who do operate these electric motorcycles.

Thank you for the opportunity to testify.



Friday, March 14, 2025 at 9:32 am
Conference Room 229 & Videoconference

[COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS](#)

To: Senator Chris Lee, Chair
Senator Lorraine R. Inouye, Vice Chair

[COMMITTEE ON COMMERCE AND CONSUMER PROTECTION](#)

To: Senator Jarrett Keohokalole, Chair
Senator Carol Fukunaga, Vice Chair

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

Re: **HB958 HD2 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** 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 HB958 HD2 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/>

HB-958-HD-2

Submitted on: 3/10/2025 8:18:19 PM

Testimony for TCA on 3/14/2025 9:32:00 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. Please move this bill forward. The City and County of Honolulu recently enacted an ordinance to deal with this mess.

HB-958-HD-2

Submitted on: 3/11/2025 6:08:52 AM

Testimony for TCA on 3/14/2025 9:32:00 AM

Submitted By	Organization	Testifier Position	Testify
Frank Schultz	Individual	Support	Written Testimony Only

Comments:

I support this initiative.

HB-958-HD-2

Submitted on: 3/11/2025 7:41:09 AM

Testimony for TCA on 3/14/2025 9:32:00 AM

Submitted By	Organization	Testifier Position	Testify
Dylan P. Armstrong	Individual	Support	Written Testimony Only

Comments:

Testimony in support without elaboration, none being needed.

HB-958-HD-2

Submitted on: 3/13/2025 11:35:48 AM

Testimony for TCA on 3/14/2025 9:32:00 AM

Submitted By	Organization	Testifier Position	Testify
Elliot Miles	Individual	Support	Written Testimony Only

Comments:

I support this and hope some very stiff penalties will be levied against these little buggers. Both they and their parents need a good spanking for being rude and reckless.

I recommend that anyone convicted of reckless driving be required to donate their bike to a charity auction and court-ordered to pick up trash on the roads and sidewalks.