

JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



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

Thursday, February 26, 2026
2:00 PM
State Capitol, 325

HB2021,HD1
RELATING TO TRANSPORTATION

House Committee on Judiciary & Hawaiian Affairs

The Department of Transportation (DOT) strongly supports HB2021, HD 1, relating to the establishment of regulations for electric bicycles, high-speed electric devices, and other micro-mobility devices.

This bill addresses the growing presence of electric bicycles and other micro-mobility devices on our roadways and paths, providing necessary definitions and regulations to ensure the safety of all road users. By establishing clear guidelines for the use of these devices, the bill aims to reduce potential conflicts between various modes of transportation and enhance overall road safety.

The DOT particularly appreciates the bill's provisions for safe riding behaviors, prohibition of high-speed electric devices in certain locations, and the mandated labeling and signage requirements for electric bicycles. These measures will help educate users about the proper operation of these devices and inform other road users about their presence.

Furthermore, the prohibition of mopeds and electric motorcycles from operating in bicycle lanes and paths is a crucial step in maintaining the intended use and safety of these dedicated spaces for cyclists and other non-motorized users.

As the transportation landscape evolves with the introduction of new technologies and mobility options, it is essential that our regulations keep pace. This bill provides a framework that balances the benefits of these new mobility options with the need to ensure public safety and the efficient use of our transportation infrastructure.

The DOT is committed to supporting the implementation of these regulations and working with our partners to educate the public about the new requirements. We believe this legislation will contribute significantly to our ongoing efforts to create a safer, more efficient, and sustainable transportation system for all Hawaii residents and visitors.

Thank you for the opportunity to testify in support of this bill.



DEREK S.K. KAWAKAMI, MAYOR
REIKO MATSUYAMA, MANAGING DIRECTOR

POLICE DEPARTMENT COUNTY OF KAUA'I



ELLIOTT K. KE, CHIEF OF POLICE
MARK T. OZAKI, DEPUTY CHIEF OF POLICE

February 24, 2026

The Honorable Representative David A. Tarnas, Chair
And Honorable Members of the Committee on Judiciary & Hawaiian Affairs
Hawai'i State Capitol
415 South Beretania Street
Honolulu, HI 96813

RE: Testimony in Support of House Bill 2021 HD1, Relating to Transportation

Honorable Chair Tarnas, Vice Chair Poepoe, and Members of the Committee:

On behalf of the Kaua'i Police Department, I am submitting testimony in **SUPPORT** of HB 2021 HD1, which establishes clear classifications and safety standards for the operation of electric bicycles and other electric mobility devices.

From a public safety perspective, this bill is important because it clearly defines classes of electric bicycles based on speed and motor capability and establishes appropriate age limitations for higher-speed (Class 3) electric bicycles. It also restricts higher-speed electric bicycles and similar devices from operating in locations not designed to safely accommodate them.

By creating consistent definitions, operational rules, and safety standards, these measures will help reduce pedestrian conflicts, prevent avoidable injuries, and provide officers and community members with a clear framework for safe and lawful operation. Clear statutory guidance is critical for effective education and enforcement as the use of electric mobility devices continues to increase across our communities.

For these reasons, the Kaua'i Police Department strongly **supports the passage of HB 2021 HD1**. Thank you for the opportunity to testify.

Respectfully submitted,

Elliott K. Ke
Chief of Police
Kaua'i Police Department

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
HONGLONG LI, Ph.D., P.E.
DEPUTY DIRECTOR
HOPE PO'O

TESTIMONY OF J. ROGER MORTON
DIRECTOR OF TRANSPORTATION SERVICES

BEFORE THE HOUSE COMMITTEE ON JUDICIARY &
HAWAIIAN AFFAIRS

Thursday, February 26, 2026, 2:00 PM
Conference RM 325 and Via Videoconference

TO: Rep. David A. Tarnas, Chair, Rep. Mahina Poepoe, Vice Chair, and Members of the Committee on Judiciary & Hawaiian Affairs

RE: SUPPORT OF HOUSE BILL 2021, H.D. 1, RELATING TO TRANSPORTATION

Aloha Chair Tarnas, Vice Chair Poepoe, and Members of the Committee on Judiciary & Hawaiian Affairs. My name is J. Roger Morton, and I serve as the Director of the Department of Transportation Services (DTS) for the City and County of Honolulu (City).

DTS respectfully submits this testimony in strong support of HB 2021, HD1, which provides an important update to Hawai'i's transportation statutes to reflect the rapid growth of electric bicycles and other micromobility devices. From the City's perspective, clearer definitions, consistent statewide rules, and strengthened safety provisions are essential to ensuring these devices are integrated safely and responsibly into our transportation network.

First, HB 2021, HD1, modernizes and clarifies statutory definitions for bicycles, electric bicycles, and electric micromobility devices. Clear and consistent definitions are critical for public understanding, effective enforcement, and uniform application of the law across jurisdictions.

Second, the bill advances public safety through targeted operating requirements. HB 2021 establishes appropriate age restrictions for Class 2 and Class 3 electric bicycles, which operate at higher speeds, with parental or guardian supervision, and reinforces helmet requirements for riders under the age of 18. These provisions reflect best practices and are particularly important for protecting keiki and young riders from serious injury.

Third, DTS supports the original version of the bill which reduce conflicts between pedestrians and higher-speed devices by prohibiting Class 3 electric bicycles from sidewalks. This is especially important in urban areas, near schools, and around transit facilities where pedestrian activity is high.

HB 2021 HD1 also improves compliance and enforcement by establishing labeling requirements for electric bicycles and by making technical updates to existing law, including the removal of outdated provisions and the use of current vehicle terminology.

DTS believes HB 2021 HD1 strikes an appropriate balance between supporting emerging mobility options and protecting public safety. It provides local governments and law enforcement with clearer tools while promoting safer behavior by users of electric and micromobility devices.

For these reasons, the DTS supports HB 2021 HD1 and respectfully urges the Committee to pass this measure with the original restriction prohibiting Class 3 electric bicycles from sidewalks.

Thank you for the opportunity to testify.

February 26, 2026

Rep. David Tarnas, Chair
Rep. Mahina Poepoe, Vice-Chair
Members of the House Committee on Judiciary & Hawaiian Affairs

Re: HB 2021_SD1 Electric Bicycle Regulations

AAA Hawai'i is proud to support House Bill 2021_HD1. HB2021_HD1 would modernize Hawai'i's traffic code by clearly defining and classifying electric bicycles (e-bikes), establishing minimum age and helmet requirements, and distinguishing e-bikes from higher-risk, high-speed electric devices. As amended, it also authorizes law enforcement to seize non-conforming e-bikes and high speed electric devices that are not considered street legal. By setting clear criteria based on motor power and speed, the bill creates a much-needed regulatory framework that promotes safety while preserving the mobility benefits of e-bikes.

E-bikes are a rapidly growing mode of transportation in the United States. In 2022 alone, approximately 1.1 million e-bikes were sold nationwide, nearly four times the number sold in 2019. Increased affordability and accessibility have expanded mobility and fitness options for many people. At the same time, research shows that e-bikes pose a greater risk of severe injury than traditional pedal bicycles, particularly due to higher operating speeds.

Recent analyses of emergency department data provide important insight into e-bike injury patterns. A federal review of 53,200 e-bike-related emergency room visits between 2017 and 2020 found that loss of control was among the leading causes of fatal e-bike crashes, aside from motor vehicle collisions. Higher speeds reduce reaction time and make it more difficult for riders to maintain control, increasing the likelihood and severity of crashes.

Definitions and Classification.

AAA supports HB2021_HD1's approach to defining mobility devices—including e-bikes, electric mobility devices, and high-speed electric devices—based on meaningful differences in speed, power, and functionality. These distinctions are critical for effective enforcement and public understanding. By adopting a three-tiered e-bike classification system, HB2021_HD1 would align Hawai'i with at least twenty-six other states, according to the National Conference of State Legislatures. Clear classification supports safe riding behavior without banning beneficial technology.

Minimum Age and Helmet Requirements.

AAA strongly supports minimum age requirements for operating e-bikes. Higher speeds reduce a rider's ability to react to hazards, and the resulting crashes are more severe—risks that are amplified for children.

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A 2023 National Institutes of Health study examining national injury data for riders ages 2 to 18 found that children involved in e-bike crashes had 2.4 times greater odds of severe injury compared to crashes involving conventional bicycles. Similarly, U.S. Consumer Product Safety Commission (CPSC) data show that children age 14 and under accounted for 36% of micromobility injuries from 2017 to 2022, despite representing only 18% of the U.S. population. HB2021_HD1 appropriately reflects this evidence by restricting operation of Class 2 e-bikes until age 14 and Class 3 e-bikes until age 16.

HB2021_HD1 would also align Hawai'i with about 25 states that already have helmet requirements for e-bike riders and passengers. While AAA encourages helmet use for all riders, helmet laws are especially important for minors, who are more vulnerable to traumatic brain injury from falls and crashes.

Safe Riding Behaviors.

Stunt riding and reckless operation are widely recognized in research and injury data as significant risk factors for e-bike-related injuries, particularly at higher speeds and when riders lose control. CPSC data shows a sharp increase in e-bike injuries in 2022, with many injuries occurring during risky behaviors and in the absence of protective practices. AAA therefore supports HB2021_HD1's provisions regulating safe riding behavior, including prohibiting exhibition riding on public rights-of-way and other reckless conduct that endangers riders and the public.

AAA recognizes that safety concerns remain a major barrier to bicycling, especially for young people who are still developing riding skills and judgment. HB2021_HD1 represents a balanced and evidence-based approach to managing safety in an evolving micromobility environment. AAA will continue to support education on safe e-bicycling and safe driving around bicyclists, and we respectfully urge the Legislature to support HB202_HD11's provisions that help ensure Hawai'i's e-bike laws remain relevant, clear, and effective.

Respectfully Submitted,



Marianne Kim
Senior Public Policy Specialist



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

PHONE
808-735-5756

EMAIL
bicycle@hbl.org

HOUSE COMMITTEE ON JUDICIARY & HAWAIIAN AFFAIRS
Thursday - February 26, 2026 - 2:00pm

Hawai'i Bicycling League Strongly Supports HB 2021, HD1, relating to Transportation, with remarks

Aloha Chair Tarnas, Vice Chair Poepoe and Members of the Committee,

My name is Eduardo Hernandez and I am the Advocacy 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.

HBL strongly supports HB 2021, HD1 to provide a wide range of statutory updates for electric bicycles and micro-mobility devices. The bill provides necessary definitions and a regulatory framework to support safer use standards. In particular, we appreciate the clarity for prohibiting mopeds from using bike lanes, responsible sidewalk use for people riding bicycles, and setting reasonable and understandable age restrictions for electric bicycles. We had made these recommendations to the House Committee on Transportation and these were adopted, as noted, in the Committee Report.

When these standards are adopted in statute, they will become a cornerstone for responsible traffic regulation at the state level, and provide the framework necessary for the counties to update their codes. We recommend this measure be advanced out of committee.

Mahalo for the opportunity to testify on this important issue.

S/Eduardo Hernandez

Eduardo Hernandez

Advocacy Director, Hawai'i Bicycling League



TESTIMONY IN SUPPORT OF HB 2021 HD 1

House Committee on Judiciary Hearing: February 26, 2026

Position: SUPPORT

To Chair Tarnas, Vice Chair Poepoe, and distinguished members:

The Keiki Injury Prevention Coalition Keiki to Kupuna Pedestrian Safety Program, in partnership with Walk Wise Hawaii, educates the public on pedestrian and bicycle safety as well as driver awareness.

We submit this testimony in support of **HB 2021 HD1** which establishes safe riding behaviors for electric bicycles, prohibits operation in certain locations, establishes labeling and signage requirements, provides clarifying terminology, and provides age restrictions for scooters, and electric bicycles.

Electric micro-mobility devices have gained popularity in recent years statewide, and laws must reflect the change in accessibility and use. We support establishing safe riding behavior standards, prohibitions for unsafe riding behaviors, and potential consequences for failing to adhere to the laws. Requiring labeling, signage, and consumer disclosure requirements eliminates confusion for consumers and ensures that those purchasing electronic micro-mobility devices are aware of all applicable laws and safety requirements. Finally, providing language regarding mandates for age requirements, helmet provisions, sidewalk use, and bike lane restrictions also ensures that walking and biking infrastructure remains safe for all those biking and walking.

Thank you for the opportunity to provide testimony on this measure.

Sincerely,

Lisa Dau, RN

Injury Prevention Coordinator

Keiki Injury Prevention Coalition



Email: communications@ulupono.com

HOUSE COMMITTEE ON JUDICIARY AND HAWAIIAN AFFAIRS
Thursday, February 26, 2026 — 2:00 p.m.

Ulupono Initiative supports HB 2021 HD1, Relating to Transportation.

Dear Chair Tarnas and Members of the Committee:

My name is Micah Munekata, and I am the Vice President 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 2021 HD1. This bill establishes safe riding behaviors for electric bicycles; prohibits the operation of high-speed electric devices in certain locations; establishes labeling and signage requirements for electric bicycles; prohibits the operation of a moped or electric motorcycle in certain locations; amends the definition of “bicycle” for purposes of county vehicular taxes; defines “electric bicycle” in place of “low-speed electric bicycle”; authorizes the seizure of non-road-legal, nonconforming electric bicycles and high-speed electric devices; defines “electric micro-mobility device” and requires the same regulations as electric foot scooters; prohibits a person under the age of sixteen from operating a class 2 or class 3 electric bicycle without direct supervision; prohibits a person from riding a class 3 electric bicycle on a sidewalk under certain circumstances; 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 bicycle lanes; and substitutes the term “motor-driven cycle” with the term “motor scooter.”

We are very supportive of these rule updates for e-bikes and high-speed electric devices. Electric mobility devices offer affordable, cleaner transportation options that can reshape how our communities' travel. Establishing clear language in HRS to support their safe operation is essential for our neighborhoods to thrive and provide meaningful, safe and affordable transportation options.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata
Vice President of Government Affairs

Investing in a Sustainable Hawai'i

HB-2021-HD-1

Submitted on: 2/24/2026 11:40:36 AM

Testimony for JHA on 2/26/2026 2:00:00 PM

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

Comments:

I strongly support this bill. As I do not ride bikes, electric or otherwise, I do not know if it is all encompassing, but it is very well written and should be enacted into law.

There have been way too many news stories about injuries, including keiki, and this cost to public safety and lives must be dealt with.

Please move this bill forward.

lynne matusow

HB-2021-HD-1

Submitted on: 2/24/2026 11:50:19 AM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Zach Goodman	Individual	Oppose	In Person

Comments:

In section 11.H this bill sets a blanket maximum speed limit of 15mph for electric scooters regardless of location and circumstances. It also further allows counties to enact ordinances to prevent electric scooters from using bike lanes and sidewalks, section 11.C.1. I believe this will discourage the use of electric scooters, furthering traffic congestion and additionally will create needlessly unsafe riding conditions when operating in mixed traffic conditions.

HB-2021-HD-1

Submitted on: 2/25/2026 11:22:22 AM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Johnnie-Mae L. Perry	Individual	Support	Written Testimony Only

Comments:

I, Johnnie-Mae L. Perry, Support

2021 HB RELATING TO TRANSPORTATION