

JOSH GREEN, M.D.  
GOVERNOR  
KE KIA'ĀINA



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Nā Hope Luna Ho'okele  
DREANALEE K. KALILI  
TAMMY L. LEE  
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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

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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.

LATE \*Testimony submitted late may not be considered by the Committee for decision making purposes.

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.gov](http://www.honolulu.gov)

RICK BLANGIARDI  
MAYOR  
MEIA



RADE K. VANIC  
INTERIM CHIEF  
KAHU MĀKA'I KŪIKAWA  
AARON TAKASAKI-YOUNG  
RYAN T. NISHIBUN  
INTERIM DEPUTY CHIEFS  
NĀ HOPE LUNA NUI MĀKA'I KŪIKAWA

OUR REFERENCE HS-AC

February 26, 2026

The Honorable David A. Tarnas, Chair  
and Members  
Committee on Judiciary  
and Hawaiian Affairs  
House of Representatives  
415 South Beretania Street, Room 325  
Honolulu, Hawai'i 96813

Dear Chair Tarnas and Members:

SUBJECT: House Bill No. 2021, H.D. 1, Relating to Transportation

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

The HPD supports House Bill No. 2021, H.D. 1, Relating to Transportation.

This bill establishes a clear and updated regulatory framework for electric bicycles, electric micro-mobility devices, and other emerging electric transportation devices.

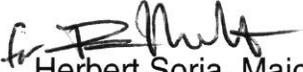
It also strengthens public safety by establishing clear rules for electric bicycles and other micro-mobility devices, providing officers with consistent and enforceable standards. It helps to reduce collisions, protects minors through age and helmet requirements, and prevents high-speed devices from creating hazards in pedestrian areas. The updated definitions and labeling requirements also improve clarity for enforcement and future planning. Overall, the bill supports safer roadways, clearer regulations, and more effective communication between riders, pedestrians, and law enforcement.

The Honorable David A. Tarnas, Chair  
and Members  
February 26, 2026  
Page 2

The HPD urges you to support House Bill No. 2021, H.D. 1, Relating to  
Transportation.

Thank you for the opportunity to testify.

Sincerely,

  
Herbert Soria, Major  
Traffic Division

APPROVED:

  
\_\_\_\_\_  
Rade K. Vanic  
Interim Chief of Police

**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**

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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.

1130 N. Nimitz Highway, Suite A170, Honolulu, HI 96817

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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](mailto: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: 2/25/2026 5:12:55 PM

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

Submitted By	Organization	Testifier Position	Testify
Michelle Pieper	Hanai Kaiāulu	Support	Written Testimony Only

Comments:

**Aloha Chair and Members,**

**My name is Michelle “Kumu” Pieper, an educator and community leader on the Wai‘anae Coast. I am writing in strong support of HB2021.**

**In Mā‘ili, Lualualei, Nānākuli, Honokai Hale, and Ko Olina, I witness daily the growing use of electric bicycles and micro-mobility devices by our youth and families. For many of our ‘ohana, these devices are not recreational, they are transportation. However, the lack of clear safety standards has created dangerous conditions along Farrington Highway, near school zones, bus stops, and residential sidewalks.**

**HB2021 provides practical and necessary safeguards. Establishing clearer statewide standards, requiring helmets for riders under 18, implementing labeling requirements so families understand what they are purchasing, and creating tools to keep sidewalks and school areas safer are all reasonable and responsible measures.**

**At the same time, I must emphasize that Wai‘anae has long experienced systemic neglect. Our community continues to go without basic infrastructure that other communities take for granted. We lack adequate crosswalks, clearly marked pedestrian pathways, and safe roadway design—especially for our kūpuna who rely on wheelchairs to navigate our streets. Equity must be part of this conversation. Safety should not depend on where you live.**

**If we are serious about protecting our keiki and kūpuna, we must pair innovation in transportation with clear standards and meaningful investment in infrastructure. HB2021 is a step in the right direction.**

**Our communities deserve access to the same level of protection and resources available elsewhere on O‘ahu. I respectfully urge your support of this measure.**

**Mahalo for the opportunity to testify.**

**Michelle “Kumu” Pieper,**

**Director, Hānai Kaiāulu**



**HB-2021-HD-1**

Submitted on: 2/26/2026 1:57:22 PM

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

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

Comments:

**\*\*Testimony in Support of HB2021 HD1\*\*** **\*\*Relating to Transportation (Electric Bicycles)\*\***  
**\*\*House Committee on Judiciary and Hawaiian Affairs (JHA)\*\***

Aloha Chair and Members of the Committee,

My name is Master Shelby "Pikachu" Billionaire, and I am testifying in strong **\*\*support\*\*** of HB2021 HD1 as Chairman of the Ohana Unity Party and representative of the Kingdom of The Hawaiian Islands, H.I. This bill brings much-needed clarity, safety, and aloha to our growing use of electric bicycles across the islands. By adopting the standard Class 1, 2, and 3 definitions ( $\leq 750$  watts, with clear speed and assist limits), requiring proper labeling, registration (\$30 permanent fee), helmets for under-18 riders, supervision for younger operators on Class 2/3 e-bikes, and banning dangerous high-speed devices ( $>750W$  and  $>28$  mph) from public ways, paths, and sidewalks, it protects our keiki, families, pedestrians, and first responders while allowing responsible e-bike use as a clean, affordable transportation option. Key strengths I support include:

- **\*\*Keiki and Ohana Protection\*\***: Raising helmet requirements to under 18, mandating direct supervision for under-16 riders on faster classes, and setting age/speed rules for micro-mobility devices ensure our children ride safely in our communities.
- **\*\*Public Safety and Enforcement\*\***: Prohibiting reckless behaviors, allowing seizure of illegal high-speed or unregistered devices, and enabling counties to add local restrictions create accountability without overreach—addressing real concerns from past incidents.
- **\*\*Equity and Accessibility\*\***: Exempting compliant e-bikes from motor vehicle insurance, allowing low-speed sidewalk use ( $\leq 10$  mph outside business districts), and treating them like traditional bikes on roadways/bike facilities promote green mobility for all, especially in traffic-heavy or rural areas
- **\*\*Transparency for Sellers and Riders\*\***: Mandatory labels, signage, pamphlets, and disclosures at sale prevent confusion and illegal imports/modifications.

As Chairman of the Ohana Unity Party, I see this bill as a step toward unity—balancing innovation with responsibility, protecting vulnerable users, and fostering safer shared spaces for

all Hawai'i residents and visitors. It fixes issues from last year's vetoed measure while honoring our island values. I urge the Committee to pass HB2021 HD1 forward swiftly.

Mahalo nui loa for your service and for hearing the voice of the people. Master Shelby "Pikachu" Billionaire, HRM Kingdom of The Hawaiian Islands, H.I. Ohana Unity Party, Chairman

**HB-2021-HD-1**

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

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

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
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

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
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

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

Comments:

I, Johnnie-Mae L. Perry, Support

2021 HB RELATING TO TRANSPORTATION

**HB-2021-HD-1**

Submitted on: 2/25/2026 3:25:10 PM

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

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Heide Kila	Individual	Support	Written Testimony Only

Comments:

Aloha

Heide Kila Westside resident I am in support of this Bill. I am tired of seeing my people not making it home. Want to make it a safer place!

mahalo

Heide Kila

**HB-2021-HD-1**

Submitted on: 2/25/2026 3:30:18 PM

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

Submitted By	Organization	Testifier Position	Testify
William Caron	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and members of the committee,

I am writing in **support of HB2021**, which establishes clearer statewide safety standards for electric bicycles and micro-mobility devices. This bill responds directly to concerns we continue to hear from families, schools, and kūpuna across Leeward O‘ahu—from Mā‘ili to Nānākuli, Honokai Hale to Ko Olina—about unsafe riding behavior near school zones and along Farrington Highway. HB2021 provides practical tools to improve safety while allowing responsible use of these increasingly popular devices.

**Across our communities, unsafe riding has become a daily concern.** Parents worry about children weaving through traffic on high-speed e-bikes. Kūpuna feel unsafe on sidewalks where devices can appear suddenly and silently. School zones, already chaotic during drop-off and pickup, have become especially concerning. These are not isolated incidents; they are recurring issues that demand a consistent, statewide response.

**HB2021 establishes clearer statewide safety standards for e-bikes and micro-mobility devices.** Currently, confusion abounds—about what devices are legal, where they can be operated, and what safety equipment is required. This bill brings clarity for riders, law enforcement, and the public alike, ensuring that everyone understands the rules of the road.

**The bill requires helmet use for riders under 18.** This is a simple, proven intervention. Helmets save lives and prevent life-altering injuries. For young riders, who may not fully appreciate the risks of high-speed travel, this requirement is a critical layer of protection.

**Labeling requirements ensure consumers know what they are purchasing.** Too often, families buy what they believe is a low-speed mobility aid, only to discover later that it is a high-powered vehicle subject to different rules. Clear labeling empowers consumers to make informed choices and helps prevent unintentional violations.

**Finally, HB2021 provides tools to keep sidewalks and school areas safer.** By establishing where devices can and cannot be operated, the bill helps protect our most vulnerable pedestrians—keiki walking to school, kūpuna out for a stroll, and anyone who relies on sidewalks as their primary means of getting around.

HB2021 is not about banning e-bikes or micromobility devices. It is about ensuring that as these technologies become more common, we have the safety infrastructure in place to protect everyone who shares our roads and sidewalks.

I urge you to pass this bill. Mahalo for the opportunity to testify.

**HB-2021-HD-1**

Submitted on: 2/25/2026 5:30:14 PM

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

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Jonathan Huynh	Individual	Support	Written Testimony Only

Comments:

Aloha. I support HB2021 because it:

- Establishes clearer statewide safety standards for e-bikes and micro-mobility devices.
- Requires helmet use for riders under 18.
- Creates labeling requirements so consumers know what devices they are purchasing.
- Provides tools to help keep sidewalks and school areas safer.

It further restricts high speed electric devices on pedestrian paths. Please support this bill and make the use of these devices safe for everyone. Mahalo.

**HB-2021-HD-1**

Submitted on: 2/25/2026 10:34:46 PM

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

Submitted By	Organization	Testifier Position	Testify
Flossie Federico	Individual	Support	Written Testimony Only

Comments:

To whom it may concern,

I humbly submit my testimony in full support of proposed HB2021. This is a great need for the safety of the entire public. Prayerfully this will also encourage greater safety adherence.

- **Enhances Public Safety:** Establishes clear, enforceable "safe riding" behaviors—such as prohibiting dangerous stunts (e.g., wheelies) and requiring wheels to stay on the ground—to reduce the increasing frequency of serious crashes.
- **Protects Minors:** Introduces vital age-based restrictions and direct supervision requirements for high-speed Class 2 and Class 3 electric bicycles, while mandating helmet use for all riders under eighteen to prevent severe head injuries.
- **Clarifies Legal Framework:** Replaces outdated definitions like "low-speed electric bicycle" with a standard classification system (Class 1, 2, and 3), ensuring that consumers, retailers, and law enforcement clearly understand what devices are road-legal.
- **Targets Non-Conforming Devices:** Provides law enforcement with the authority to seize "high-speed electric devices" and non-road-legal vehicles that bypass safety standards, effectively removing dangerous, overpowered machines from public sidewalks and bike paths.
- **Promotes Consumer Transparency:** Mandates clear labeling and signage requirements so buyers are fully informed about the top assisted speeds, motor wattage, and legal usage areas of their devices.
- **Optimizes Infrastructure Use:** Improves traffic flow and safety by prohibiting mopeds and electric motorcycles from bicycle lanes, while providing flexible, safe sidewalk access for electric bicycles under specific, regulated circumstances.

Mahalo nui for your time.

**HB-2021-HD-1**

Submitted on: 2/25/2026 11:26:50 PM

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

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
pamela anderson	Individual	Support	Written Testimony Only

Comments:

Mahalo for this opportunity. I support HB 2021 HD1, and encourage your support as well. It is important each community and it promotes safety for all. Aloha!

P.Anderson

## **WRITTEN TESTIMONY IN SUPPORT OF HB2021 HD1**

House Committee on Judiciary and Hawaiian Affairs (JHA)

Hearing Date: Thursday, February 26, 2026 Time: 2:00 P.M.

Location: House Conference Room 325

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

My name is Germaine Meyers. I am a native Hawaiian beneficiary, Nanakuli Hawaiian Homestead Lessee, and an elected member of the Nanakuli-Mailii Neighborhood Board No. 36, where I serve as Chair of the Transportation Committee and Chair of the Housing-Zoning Committee.

### **I respectfully submit testimony in strong support of HB2021 HD1.**

HB2021 HD1 establishes safe riding behaviors for electric bicycles, clarifies classification standards for Class 1, Class 2, and Class 3 electric bicycles, regulates high-speed electric devices, sets labeling and disclosure requirements, establishes age and helmet standards, and provides enforcement tools for nonconforming devices.

As Transportation Chair on the Waianae Coast, I regularly hear community concerns regarding roadway safety, sidewalk conflicts, youth riders without helmets, and the rapid rise of high-powered electric mobility devices operating without clear statutory guardrails.

Hawaii adopted Complete Streets in 2009 to ensure that pedestrians, bicyclists, students, kupuna, and drivers safely share public rights of way. However, regulatory clarity has not kept pace with evolving electric mobility technology. This measure closes that gap while preserving access for compliant electric bicycles.

Importantly, this bill does not ban electric bicycles. It distinguishes compliant devices from high-speed electric devices, maintains protections for mobility devices under federal law, and allows counties to implement reasonable local regulations.

Clear statutory structure improves safety outcomes, reduces enforcement confusion, protects youth riders, and supports responsible integration of micro-mobility into Hawaii's transportation network.

**For these reasons, I respectfully urge the Committee to pass HB2021 HD1.**

Ke Akua pu,

**Germaine Meyers**

native Hawaiian Beneficiary | Nanakuli Hawaiian Homestead Lessee

Chair, Transportation Committee | Chair, Housing-Zoning Committee

Nanakuli-Maili Neighborhood Board No. 36 | Waianae Coast, Oahu