



STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAI'I  
OFFICE OF THE DIRECTOR  
DEPARTMENT OF COMMERCE AND CONSUMER AFFAIRS  
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DIRECTOR | KA LUNA HO'OKELE

DEAN I. HAZAMA  
DEPUTY DIRECTOR | KA HOPE LUNA HO'OKELE

**Testimony of the Department of Commerce and Consumer Affairs**

**Before the  
Senate Committees on Transportation  
and  
Energy and Intergovernmental Affairs  
Tuesday, March 17, 2026  
3:05 p.m.  
State Capitol, Room 229 and via Videoconference**

**On the following measure:  
H.B. 2021, H.D. 2, RELATING TO TRANSPORTATION**

Chairs Inouye and Wakai, Vice Chairs Elefante and Chang, and Members of the Committees:

My name is Scott K. Saiki, and I am the Insurance Commissioner of the Department of Commerce and Consumer Affairs' (Department) Insurance Division. The Department offers comments on this bill.

The purpose of this bill is to establish safe riding behaviors for electric bicycles; prohibit the operation of high-speed electric devices in certain locations; establish labeling and signage requirements for electric bicycles; prohibit the operation of a moped or electric motorcycle in certain locations; amend the definition of "bicycle" for purposes of county vehicular taxes; define "electric bicycle" in place of "low-speed electric bicycle"; authorize the seizure of non-road-legal, nonconforming electric bicycles and high-speed electric devices; define "electric micro-mobility device" and requires the same regulations as electric foot scooters; prohibit a person under the age of sixteen

from operating a class 2 or class 3 electric bicycle without direct supervision; authorize a person to ride an electric bicycle on a sidewalk under certain circumstances; prohibit a person from operating a bicycle or electric foot scooter under the age of eighteen without a helmet; repeal the requirement that moped drivers use bicycle lanes; and substitute the term "motor scooter" with the term "motor-driven cycle".

While the Department appreciates the intent of the bill to regulate the use of electric bicycles and incorporate amendments that clarify insurance expectations, it offers comments which seek to resolve any potential ambiguities. Under the Insurance Code, Chapter 431 of the Hawaii Revised Statutes, insurance requirements for motor vehicles are defined under Article 10C while insurance requirements for motorcycles and motor scooters are defined under Article 10G. The Department respectfully requests that the term "motor vehicle", Section 1, page 3, lines 1 and 3, be removed from "motor vehicle insurance" to ensure that it is clear neither motor vehicle nor motorcycle or motor scooter insurance is required to operate an electric bicycle.

**"§291C- Electric bicycles; motor-vehicle insurance exemption. Nothing in this chapter shall be construed to require motor-vehicle insurance for the operation of a road-legal, permitted, and classified electric bicycle."**

Thank you for the opportunity to testify on this bill.



STATE OF HAWAII  
DEPARTMENT OF EDUCATION  
KA 'OIHANA HO'ONA'AUAO  
P.O. BOX 2360  
HONOLULU, HAWAII 96804

**Date:** 03/17/2026

**Time:** 03:05 PM

**Location:** CR 229 & Videoconference

**Committee:** TRS/EIG

**Department:** Education

**Person Testifying:** Keith T. Hayashi, Superintendent of Education

**Title of Bill:** HB2021, HD2, RELATING TO TRANSPORTATION.

**Purpose of 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. Authorizes a person to ride an 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. Substitutes the term "motor scooter" with the term "motor-driven cycle". (HD2)

**Department's Position:**

The Hawaii State Department of Education (Department) supports HB 2021, HD 2 which strengthens statewide safety standards for electric bicycles and high-speed electric devices. The bill clarifies safe riding behaviors and prohibits certain high-speed electric devices in public areas, aligning with the Department's ongoing work to ensure safe school campuses.

In November 2025, the Department issued school-level safety guidance addressing rising concerns with electric bicycles and electric motorcycles on Department campuses. We respectfully request that the Committee consider incorporating the following policy elements from that communication into statute or in legislative intent:

- Explicit prohibition of high-speed electric devices, such as electric motorcycles (including devices with "ghost pedals"), on school campuses.
- Clarification that electric bicycles are prohibited on elementary and middle/intermediate campus grounds due to existing age-restriction statutes.

- Authorization for schools to require county registration and decals for any electric bicycle brought onto high school campuses, and to deny entry or require parent retrieval for unregistered devices.

Thank you for the opportunity to provide testimony in support of this measure.



*The Judiciary, State of Hawai'i*  
*Ka 'Oihana Ho'okolokolo, Moku'āina 'o Hawai'i*

**Testimony to the Thirty-Third Legislature, 2026 Regular Session**

**Senate Committee on Transportation**  
Senator Lorraine R. Inouye, Chair  
Senator Brandon J.C. Elefante, Vice Chair

Tuesday, March 17, 2026 at 3:05 p.m.  
State Capitol, Conference Room 229 & Videoconference

Senate Committee on Energy and Intergovernmental Affairs  
Senator Glenn Wakai, Chair  
Senator Stanley Chang, Vice Chair

By

Michelle Acosta  
Deputy Chief Court Administrator, Hawai'i State Judiciary

**WRITTEN TESTIMONY ONLY**

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**Bill No. and Title:** House Bill No. 2021, H.D. 2, Relating to Transportation.

**Purpose:** 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. Authorizes a person to ride an 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. Substitutes the term "motor scooter" with the term "motor-driven cycle". (HD2)



House Bill No. 2021, H.D. 2, Relating to Transportation  
Senate Committee on Transportation  
Tuesday, March 17, 2026  
Page 2

**Judiciary's Position:**

The Judiciary provides the following comments. As currently written, the measure would take effect immediately upon approval. The Judiciary respectfully requests that the effective date be set no earlier than January 1, 2027. This additional time is critical to ensure proper implementation by the courts which would include necessary updates to the Judiciary Information Management System (JIMS) and to the traffic payment system, and the adjustment of operational resources to account for a possible increase to the traffic court calendar.

Thank you for the opportunity to testify on House Bill No. 2021, H.D. 2.

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



EDWIN H. SNIFFEN  
DIRECTOR  
KA LUNA HO'OKELE

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

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

**LATE**

Tuesday, March 17, 2026  
3:05 p.m.  
State Capitol, 229

**HB2021, HD2  
RELATING TO TRANSPORTATION.**

Senate Committees on Transportation and Energy & Intergovernmental Affairs

The Department of Transportation (DOT) strongly supports H.B. 2021, H.D. 2, 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.



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bicycle@hbl.org

JOINT SENATE COMMITTEES  
TRANSPORTATION - ENERGY & INTERGOVERNMENTAL AFFAIRS  
Tuesday - March 17, 2026 - 3:05pm

**Hawai'i Bicycling League Strongly Supports HB 2021, HD2, relating to Transportation, with remarks**

Aloha Chairs Inouye, Wakai, Vice Chairs Elefante, Chang, and Members of the Committees:

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, HD2 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 their Committee Report.

For more than 50 years, HBL and its members have been on the vanguard of championing safer streets for all. We do this by advocating for legislation like HB2021, HD2 but also by presenting a continuum of education and special events programming, including the largest bicycling events anywhere in Hawai'i. Our unique expertise in active transportation, honed over more than 50 years of serving the public, informs this testimony.

When HB2021, HD2 is adopted in statute, it 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

To: Senate Committees on Transportation and on Energy and Intergovernmental Affairs  
Re: **HB2021 HD2 – Relating to Transportation**  
Hawaii State Capitol & Via Videoconference  
March 17, 2026; 3:05 PM

Aloha Chairs Inouye and Wakai, Vice Chairs Elefante and Chang, and Members of the Committees,

On behalf of Hawai'i Children's Action Network (HCAN) Speaks!, I am writing in **SUPPORT of HB2021 HD2**, which establishes safety rules and regulations for electric bicycles and other small electric mobility devices, including safe riding requirements, helmet rules for minors, labeling requirements, and limits on where certain devices may operate. It also updates definitions in state law, allows e-bikes on sidewalks in some cases, and authorizes seizure of illegal or non-compliant devices.

The news is clear: children and teenagers in Hawai'i are being harmed — and in some cases killed — while riding electric bicycles and similar devices. Here are a few examples:

- In January, two teenaged boys were rushed to the emergency room after their e-bike crashed in Ewa Beach.<sup>1</sup>
- Last fall, a teenager and a 5-year-old boy were sent to the hospital after their e-bike accident in Kalihi.<sup>2</sup>
- Last summer, a 16-year-old boy was killed while riding an electric motorbike when.<sup>3</sup>
- And about a year ago, a 7-year-old girl in Ewa Beach died after her e-bike was hit by a car.<sup>4</sup>

In response to the rising number of e-bike injuries, and even deaths, the Department of Education has implemented new rules about the use of e-bikes on their campuses.<sup>5</sup> But students ride e-bikes off campus, and that's where most of these serious and deadly crashes happen.

This bill would help disrupt our current pattern of serious injury and fatality among Hawai'i's keiki due to unsafe e-bike operation, lack of helmet use, and gaps in public understanding of current law.

Mahalo for the opportunity to provide this testimony. Please pass this bill.

Thank you,

Nicole Woo  
Director of Research and Economic Policy

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<sup>1</sup> <https://www.hawaiinewsnow.com/2026/01/27/two-teens-injured-after-crashing-shared-e-bike-west-oahu/>

<sup>2</sup> <https://www.hawaiinewsnow.com/2025/09/09/e-bike-crash-sends-2-boys-hospital/>

<sup>3</sup> <https://www.hawaiinewsnow.com/2025/08/22/memorial-grows-teen-victim-ewa-beach-e-bike-crash/>

<sup>4</sup> <https://www.hawaiinewsnow.com/2025/02/28/7-year-old-rushed-hospital-following-e-bike-crash/>

<sup>5</sup> <https://www.hawaiinewsnow.com/2025/11/05/state-dept-education-implements-new-regulations-e-bikes-school-campuses/>

**March 17, 2026**

Sen. Lorraine Inouye, Chair  
Sen. Brandon Elefante, Vice-Chair  
Members of the Senate Committee on Transportation

Sen. Glenn Wakai, Chair  
Sen. Stanley Chang, Vice-Chair  
Members of the Senate Committee on Energy and Intergovernmental Affairs

**Re: HB 2021\_HD2 Electric Bicycle Regulations**

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AAA Hawai'i is proud to support House Bill 2021\_HD2, which proposes to 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'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 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.

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### 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. 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 appropriately reflects this evidence by restricting operation of Class 2 e-bikes until age 14 and Class 3 e-bikes until age 16.

HB2021 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 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 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 HB2021 provisions that help ensure Hawai'i's e-bike laws remain relevant, clear, and effective.

Respectfully Submitted,



Marianne Kim  
Senior Public Policy Specialist

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JOINT SENATE COMMITTEES  
TRANSPORTATION - ENERGY & INTERGOVERNMENTAL AFFAIRS  
Tuesday - March 17, 2026 - 3:05pm

Aloha Chairs Inouye, Wakai, Vice Chairs Elefante, Chang, and Members of the Committees:

On behalf of the Pearl City Neighborhood Board, I attach our Resolution 2025-10 supporting  
“. . . comprehensive legislation for e-bikes and e-scooters to address safety standards, improved  
infrastructure requirements, and enforcement mechanisms.” I

As chair of the Board’s transportation committee, I can say that HB2021 HD2 is fully consistent with  
the intent of our resolution and we strongly support passage.

Respectfully,

A handwritten signature in black ink that reads "Daniel C. Smith". The signature is written in a cursive, flowing style.

Daniel C. Smith



PEARL CITY NEIGHBORHOOD BOARD NO. 21 <https://pearlcitynb.com/>

NEIGHBORHOOD COMMISSION • 925 DILLINGHAM BLVD, SUITE 160 • HONOLULU, HAWAII, 96817  
PHONE (808) 768-3710 • FAX (808) 768-3711 • <http://www.honolulu.gov/nco>

**URGING THE HAWAII STATE LEGISLATURE AND THE HONOLULU CITY COUNCIL TO MITIGATE INJURY & LOSS OF LIFE ON OUR ROADWAYS WHILE IMPROVING CURRENT LAWS, REGULATIONS AND ENFORCEMENT FOR E-BIKE AND E-SCOOTER OPERATORS**

**WHEREAS**, the Pearl City and Kalihi-Palama Neighborhood Boards have partnered on this resolution to emphasize their great concern for the recent major increase in injury and the loss of life of numerous young children and others while transiting on their e-bikes and e-scooters/mopeds through our neighborhoods; and

**WHEREAS**, e-bikes per State law (Section 291C-143.5, etc.) have pedals, less than 750 watt motors and limited to 20 mph, and be operated by persons 15 years and older; and

**WHEREAS**, there has been a major increase in the number of e-bikes and e-scooters in our communities with parents purchasing this form of transportation and recreation for their family members, in particular for their children even under the age of 15 with those parents not considering the huge safety risks and the possibility of their loved one being killed or severely injured in an accident on our roadways; and

**WHEREAS**, there is a need for much more voluntary compliance and police enforcement of a generally complete set of laws and user responsibilities for e-bike and e-scooter operators who face legal risks and potential liabilities because operators have not been trained and educated (plus licensed scooter/moped) to understand the rules of the road; and

**WHEREAS**, in order to establish accountability, there is a requirement that all e-bikes and e-scooters be registered and licensed to allow for reporting from the community and law enforcement on those who violate pedestrian, traffic and roadway laws; and

**WHEREAS**, there is a requirement for accountability of parents and operators of e-bikes and e-scooters, absolutely no children under age 15 are authorized to operate or ride on an e-bike or e-scooter; and

**WHEREAS**, because e-bikes and e-scooters share the roadways with other vehicles, there is a need to initiate and standardize insurance requirements for operators of these vehicles to allow for victims involved in accidents to obtain fair compensation and protect all individuals involved; and

**WHEREAS**, there is a need to enforce existing safety requirements for e-bike and e-scooter users requiring helmets for all users between age of 16-18 years old; front and tail lights on the vehicle while operating at night; and

**WHEREAS**, there is a requirement for e-bike and e-scooter operators to solely use streets and dedicated bike lanes for transiting and not speed on sidewalks (currently e-bike may operate on sidewalks not exceeding 10 mph) where many pedestrians and disabled walk; and

**WHEREAS**, the Honolulu Police Department has had great difficulty in monitoring and enforcing current traffic laws for e-bikes and e-scooters because without the ability to identify the operator of an unlicensed vehicle with no license plate visible on the vehicle, they also have difficulty stopping fleeing vehicles; and

**BE IT RESOLVED**, both the Pearl City and Kalihi-Palama Neighborhood Boards are urging the Hawaii State Legislature and Honolulu City Council to adopt a creative policy development with comprehensive legislation for e-bikes and e-scooters to address safety standards, improved infrastructure requirements, and

enforcement mechanisms. WE must reduce the unsatisfactory injuries and deaths of our young juveniles on our city streets. We respectfully submit the following creative recommended actions:

- Enforce the requirement that all e-bike and e-scooter dealers register their sold vehicles online with the City & County Honolulu DMV while producing a certificate of ownership. Develop a basic educational booklet to be provided to the buyer of the vehicle. This will allow the Honolulu Police Department to determine if a vehicle has been stolen and help recover stolen property.
- Develop an online educational course that details the laws of the road and safety tips requiring the e-bike or e-scooter operators to receive a course completion ID and Certificate to carry with the individual who will be operating an e-bike and e-scooter
- DMV to make available the registry of all e-bike and e-scooters purchased and transferred between seller and buy maintaining documentation on each vehicle
- Minimum of \$200 fine for any e-bike or e-scooter operator that operates their vehicle over the designated speed limit or over a maximum speed of 35 mph; or in an unsafe manner on the roadway; or modifies the vehicle for excessive speeds; or on a sidewalk or school playground
- Impoundment of any e-bike or e-scooter operated by an under age juvenile or riding with multiple people on the vehicle; impoundment period based on 1<sup>st</sup>, 2<sup>nd</sup> offense and on 3<sup>rd</sup> offense permanently confiscated for future auction
- Facilitate community-enforcement of e-bike laws and safe behavior

BE IT FINALLY RESOLVED, that copies of this resolution be forwarded to the Governor, Hawai'i State Legislature, Mayor City and County Honolulu and City Council, Honolulu 5 Fire Department, Honolulu Police Department, Neighborhood Commission Office and all Neighborhood Board Chairs.

*Adopted by the Pearl City Neighborhood Board No. 21 on October 28, 2025 by a vote of -10-0.0*

***Submitted by:***

***Chairman Larry Veray, Pearl City Neighborhood Board No. 21***  
***Dan Smith, Chair, Public Safety***





Email: [communications@ulupono.com](mailto:communications@ulupono.com)

SENATE COMMITTEES ON TRANSPORTATION & ENERGY AND INTERGOVERNMENTAL AFFAIRS  
Tuesday, March 17, 2026 — 3:05 p.m.

**Ulupono Initiative supports HB 2021 HD2, Relating to Transportation.**

Dear Chair Inouye, Chair Wakai, and Members of the Committees:

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 HD2.** 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-2**

Submitted on: 3/14/2026 4:13:11 PM

Testimony for TRS on 3/17/2026 3:05:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
JONATHAN LOTT	Individual	Support	In Person

Comments:

This bill is needed! E-bike definitions, rules, labeling, and more are included, and will finally allow clarity and consistency between state and city, such that ENFORCEMENT can finally start. The often reckless and inconsiderate operation of e-bikes, electric OFF ROAD motor cycles (no pedals, NOT intended for operation on roads, bike lanes, and paved paths) and other e-mobility devices has been allowed to proliferate. No surprise that injuries and deaths have resulted. Pass this bill. Then, insist on ENFORCEMENT.

Mahalo,

Jon Lott, pedestrian and cyclist, Waikiki

**HB-2021-HD-2**

Submitted on: 3/14/2026 1:00:06 PM

Testimony for TRS on 3/17/2026 3:05:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Michael Lerner	Individual	Support	Written Testimony Only

Comments:

**Aloha kākou!**

My name is Michael Lerner, and I live on the North Shore of Oahu in Pupukea. I have a pedal assist e-bike that I use regularly. I live 2 miles up a steep hill and an e-bike is a tremendous help in getting up the road to get home.

I strongly support HB 2021, HD2 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, I 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.

E-bikes are a safe and sensible mode of transportation that offer great benefits for our community members, especially for people with long commutes, uphill rides or the need to carry kids or cargo. Right now there is a great deal of confusion over what exactly is an ebike and the difference between pedal assist e-bikes and electric mopeds or scooters that can be dangerous. This bill would go a long way in clarifying the place for ebikes in our transportation systems.

Mahalo for the opportunity to testify on this matter.

- Michael Lerner

**HB-2021-HD-2**

Submitted on: 3/14/2026 5:57:12 PM

Testimony for TRS on 3/17/2026 3:05:00 PM

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

Comments:

I support HB2021 HD2, which provides necessary regulation for electric mobility devices in Hawaii. As our state faces increasing traffic congestion and climate challenges, electric bicycles and micro-mobility devices offer sustainable transportation solutions that reduce car dependency and support affordable mobility options.

This bill's comprehensive approach to device classification, safety standards, and consumer protection establishes an important foundation for safe multimodal transportation. The prohibition of mopeds in bicycle lanes is particularly crucial for protecting vulnerable road users and encouraging bicycle commuting.

However, I recommend several amendments to strengthen the bill's effectiveness:

1. Reduce or eliminate the \$30 registration fee for electric bicycles to avoid creating barriers to clean transportation adoption, particularly for low-income residents. Implement a tiered system where lower-speed electric bicycles (class 1) are exempt from registration fees to encourage adoption of sustainable transportation.
2. The seizure provisions for unregistered electric bicycles could disproportionately impact low-income riders who may not be aware of registration requirements. Include a warning system for first-time registration violations rather than immediate seizure, and establish a grace period after implementation to allow for education and compliance.

These amendments would help ensure Hawaii develops an inclusive, safe, and sustainable multimodal transportation system that supports our climate goals and provides affordable mobility options for all residents.

I respectfully urge your support of HB2021 HD2 with these amendments.

Mahalo for your consideration.

**HB-2021-HD-2**

Submitted on: 3/15/2026 4:51:21 AM

Testimony for TRS on 3/17/2026 3:05:00 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.



**March 16, 2026**

**Testimony in Support of HB 2021 HD2 Relating to Electric Bicycles and Related Devices**

**To:** Committee on Transportation: Sen. Lorraine R. Inouye, Chair, Sen. Brandon J.C. Elefante, Vice Chair, and members.

**To:** Committee on Energy and Intergovernmental Affairs: Sen. Glenn Wakai, Chair, Sen. Stanley Chang, Vice Chair, and members.

**Aloha Chairs and Committee Members,**

My name is Lisa Dau, Injury Prevention Coordinator, and I represent the Keiki Injury Prevention Coalition (KIPC). I submit this testimony in strong **support** of HB 2021 HD2.

This bill modernizes Hawaii's outdated laws on electric bicycles (e-bikes), high-speed devices, and micromobility, adopting clear Class 1–3 classifications, requiring proper labeling/signage, and establishing consistent safety rules statewide.

I strongly support provisions that enhance child and public safety, including:

- Prohibiting high-speed/nonconforming devices in unsafe areas (sidewalks, bike lanes).
- Authorizing seizure of illegal devices.
- Age restrictions: No unsupervised Class 2/3 e-bikes for under 16; helmets required for under 18 on bicycles or electric foot scooters.
- Allowing limited sidewalk use for e-bikes while restricting mopeds/electric motorcycles.
- Repealing outdated moped lane requirements and updating terms.

These targeted measures protect keiki and vulnerable users from misuse of powerful devices, reduce injury risks, and support responsible e-bike growth for active transportation and environmental benefits. HD2 improves clarity over prior versions.

KIPC urges passage of HB 2021 HD2 to advance child and community safety on Hawaii's roads. Mahalo for your consideration.

Sincerely,

**Lisa Dau, RN, Injury Prevention Coordinator**  
**Keiki Injury Prevention Coalition**

[lisa.dau@kapiolani.org](mailto:lisa.dau@kapiolani.org)

Date: 3/16/26

RE: SB2021

Aloha Hawaii State Legislators,

Thank you for addressing the serious safety concerns regarding e-bikes. I see very unsafe use of high-powered e-bikes every day on both streets and walkways.

As an avid cyclist, and as a senior resident with mobility issues, please accept by brief testimony regarding HB2021. I appreciate HBL and ongoing efforts for much needed safety improvements for cyclists and pedestrians on Hawaii roads, streets and walkways. I agree the new wave of powerful e-bikes are overdue for safety regulations and agree with HB2021. However, as a senior with a degenerative disease greatly affecting my ability to walk, I must use a walker/rollator to navigate stores, walkways, etc. But over the last several years, I have found the small, low powered e-bike to be extremely valuable in getting around resorts, soccer fields, neighborhood, my place of employment (14 acres), even inside Lowe's and other areas. Instead of being confined to a wheelchair, or a walker, I'm able to enjoy my neighborhood, parks, etc. by using my small e-bike. I can easily haul this bike around in my truck to areas I would like to ride in. In fact, I plan to work with HBL and seniors to promote such use if a person can do so safely.

As far as mobility or micro-mobility devices, when considering HB2021 and related bills, please consider seniors using small, low-powered e-bikes or scooters to effectively navigate areas in a safe and legal manner.

Thank you all for your time and efforts in keeping our walkways and roadways safe for everyone.

Mahalo,

David Ellis

Mililani, HI

**HB-2021-HD-2**

Submitted on: 3/16/2026 12:58:57 PM

Testimony for TRS on 3/17/2026 3:05:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Daphne L. Manago	Individual	Support	Written Testimony Only

Comments:

I strongly support HB2021 HD2 which establishes safe riding behaviors for electric bicycles.

## **Strongly Supporting HB 2021, HD2, Relating to Transportation**

Aloha Chairs Inouye and Wakai, Vice Chairs Elefante and Chang, and Members of the Committee:

My name is William Chismar, I live in Palolo and, though a retiree, continue to be an active bicyclist. I strongly support HB 2021, HD2.

As a lifelong bicyclist, I see and understand the opportunities and dangers created by the growing presence of e-bikes, and other electric micro-mobility devices. Particularly troubling are keiki operating e-bikes and e-scooter at excessive speeds and in dangerous manners, and adolescents riding e-bikes, really more like electric motorcycles, on busy streets up on one wheel—an all too common occurrence along Waiialae Avenue.

In light of the changing technologies, it is time to update Hawai'i Statutes with definitions and safety regulations that reflect current products on the market. Critically, HB 2021 HD2 provides a more accurate definition of e-bicycles that distinguishes them from electric mopeds and motorcycles. Such a distinction will allow for regulations making the streets and bike paths safer for cyclists and pedestrians. Many of the essential regulations are included in this bill and make a significant step to reduce injuries on our bike paths, sidewalks and roads.

As I age, the hills seem to be getting steeper and longer. So, I plan to buy an e-bike in the near future and welcome the changes in HB 2021, HD2. I respectfully ask the committee to advance this bill with a positive recommendation.

Mahalo for the opportunity to testify.