



**WRITTEN TESTIMONY OF
THE DEPARTMENT OF THE ATTORNEY GENERAL
KA 'OIHANA O KA LOIO KUHINA
THIRTY-THIRD LEGISLATURE, 2026**

ON THE FOLLOWING MEASURE:

H.B. NO. 2021, H.D. 2, S.D. 1, RELATING TO TRANSPORTATION.

BEFORE THE:

SENATE COMMITTEE ON JUDICIARY

DATE: Wednesday, April 1, 2026

TIME: 10:30 a.m.

LOCATION: State Capitol, Room 016

TESTIFIER(S): **WRITTEN TESTIMONY ONLY.**

(For more information, contact Kevin Richardson,
Deputy Attorney General, at (808) 587-2966)

Chair Rhoads and Members of the Committee:

The Department of the Attorney General (Department) provides the following comments.

The purpose of this bill is to establish a comprehensive regulatory framework governing the use, operation, and sale of electric bicycles and other electric mobility devices in the State.

The Department notes an inconsistency in terminology with respect to prohibited devices on public school campuses. In section 3, the bill adds a new section to part XVI of chapter 291C, Hawaii Revised Statutes (HRS), to prohibit the operation of mopeds and electric motorcycles on bicycle paths and lanes and defines the term "electric motorcycle" for the purposes of the new section as a two- or three-wheeled vehicle with an electric motor capable of exceeding a speed of twenty-eight miles per hour that may be legally operated on public roadways. In section 10, the bill defines "high-speed electric device" as any device with a motor capable of speeds over twenty-eight miles per hour but excludes vehicles that may be legally operated on public roadways. Therefore, while the definitions may overlap in certain respects, they are distinguishable based on whether the device is street-legal.

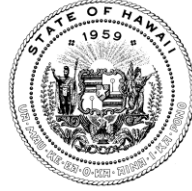
In section 4, the bill adds a new section to chapter 302A, HRS, to prohibit **high-speed electric devices** on public school campuses and refers to **electric motorcycles**

as an example of prohibited devices. Because the definition of "electric motorcycle" applies only to the section added by section 3 (page 5, lines 7-18) and is not incorporated into chapter 291C or chapter 302A, the use of that term in section 302A may create ambiguity regarding its intended scope. Moreover, high speed electric devices and electric motorcycles are not defined in the same manner. If the intent is to prohibit both on school campuses, then the prohibition should refer to both as separate categories of electric devices. The Department therefore recommends amending the proposed section 302A , HRS, on page 6, lines 2-6 (section 4), as follows:

(a) All public schools in the State, from kindergarten through grade twelve, shall prohibit high-speed electric devices~~[, such as]~~ and electric motorcycles, as defined in chapter 291C, including devices with "ghost pedals," on public school campuses.

The Department further notes that the bill authorizes the seizure of "non-road-legal" or "nonconforming" electric bicycles and high-speed electric devices but does not define these terms. While these terms may be clarified through administrative rulemaking, the absence of statutory guidance may result in inconsistent enforcement. Accordingly, the Department recommends that the bill be amended to (1) provide baseline statutory standards for these terms and (2) expressly authorize the Department of Transportation to adopt rules pursuant to chapter 91, HRS, to further define "non-road-legal" and "nonconforming" for purposes of enforcement.

We respectfully request that the Committee consider the recommended amendments. Thank you for the opportunity to provide comments on this bill.



STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAI'I
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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 Judiciary
Wednesday, April 1, 2026
10:30 a.m.
State Capitol, Room 016 and via Videoconference**

**On the following measure:
H.B. 2021, H.D. 2, S.D. 1, RELATING TO TRANSPORTATION**

WRITTEN TESTIMONY ONLY

Chair Rhoads, Vice Chair Gabbard, and Members of the Committees:

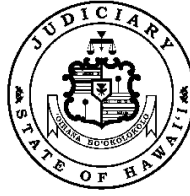
My name is Scott K. Saiki, and I am the Insurance Commissioner of the Department of Commerce and Consumer Affairs' (Department) Insurance Division. The Department supports this bill.

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; require all public schools in the State to prohibit high-speed electric devices on public school campuses; prohibit electric bicycles on elementary and middle or intermediate school campuses; authorize public high schools to require county registration and decals for any electric bicycle brought onto its premises and deny entry or require parent retrieval for an unregistered electric bicycle; 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".

The Department supports the initiative to establish a regulatory framework for electric bicycles and incorporate amendments that clarify insurance expectations so consumers, insurers, and regulatory agencies know that neither motor vehicle nor motorcycle or "motor-driven cycle" (see Section 17, pg. 22, lines 10-20) insurance is required to operate an electric bicycle.

Thank you for the opportunity to testify on this bill.



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 Judiciary
Senator Karl Rhoads, Chair
Senator Mike Gabbard, Vice Chair

Wednesday, April 1, 2026 at 10:30 a.m.
State Capitol, Conference Room 016 & Videoconference

By

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

WRITTEN TESTIMONY ONLY

Bill No. and Title: House Bill No. 2021, H.D. 2, S.D. 1, Relating to Transportation.

Purpose: Establishes safe riding behaviors for electric bicycles. Prohibits the operation of high-speed electric devices in certain locations. Requires all public schools in the State to prohibit high-speed electric devices on public school campuses. Prohibits electric bicycles on elementary and middle or intermediate school campuses. Authorizes public high schools to require county registration and decals for any electric bicycle brought onto its premises and deny entry or require parent retrieval for an unregistered electric bicycle. 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". (SD1)



House Bill No. 2021, H.D. 2, S.D. 1, Relating to Transportation
Senate Committee on Judiciary
Wednesday, April 1, 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., S.D. 1.



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

Date: 04/01/2026
Time: 10:30 AM
Location: CR 016 & Videoconference
Committee: JDC

Department: Education

Person Testifying: Keith T. Hayashi, Superintendent of Education

Title of Bill: HB2021, SD1, RELATING TO TRANSPORTATION.

Purpose of Bill: Establishes safe riding behaviors for electric bicycles. Prohibits the operation of high-speed electric devices in certain locations. Requires all public schools in the State to prohibit high-speed electric devices on public school campuses. Prohibits electric bicycles on elementary and middle or intermediate school campuses. Authorizes public high schools to require county registration and decals for any electric bicycle brought onto its premises and deny entry or require parent retrieval for an unregistered electric bicycle. 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". (SD1)

Department's Position:

The Hawaii State Department of Education (Department) supports HB 2021, HD 2, SD 1 strengthening statewide safety standards for electric bicycles and high-speed electric devices. The bill establishes clarity on 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.

The Department appreciates the Committee for including the recommended additions from the safety guidance addressing electric bicycles and high-speed electric motorcycles on Department campuses. This will help ensure statewide consistency and reinforce safe campus environments by codifying these elements into law.

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

**ADDRESS**

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bicycle@hbl.org

SENATE COMMITTEE ON JUDICIARY
Wednesday, April 1, 2026 - 10:30am

Hawai'i Bicycling League Offers Qualified Support for HB 2021, HD2, SD1 relating to Transportation

Aloha Chairs Rhoads, Vice Chair Gabbard, 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 offers qualified support for HB 2021, HD2, SD1 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.

Our concerns are specific to SD1 and we request this committee revert to the language of HD2. In particular, we draw your attention to Standing Committee Report No. 3130, amendment (3). With due respect to the Department of Education, we ask that this specific segment of their guidance of November 2025, **not** be included in this statute.

Specifically, HBL respectfully requests the committee remove Section 4, on Page 5, Line 19, which creates §302A- subsections A, B, & C.

For context, the DOE guidance was issued in the void that had existed in 2025, after Governor Green vetoed a substantially similar measure [HB958, HD2, SD2, CD1](#), in July. The DOE guidance was subsequently authorized by [Executive Order No. 25-08](#). Governing by executive order is not optimal for a number of reasons. While perhaps necessary to deal with emergency crises, **it denies the public the opportunity to provide testimony and for governing agencies to demonstrate transparency in rule-making.**

Looking through the record, we note that the DOE did not submit testimony when HB958 was being considered through six different committees in 2025, and only submitted testimony for HB2021 after it had already been heard in two prior committees. **The public simply has not had sufficient time to understand the process the DOE undertook to establish their guidance, nor question its validity. Moreover, the DOE has offered the public no feedback about the effectiveness of their guidance since it was issued.** HBL is concerned that the current DOE policy is more restrictive than necessary.

For the last several years, HBL has prioritized working with elected officials, stakeholders, and the public to develop sound public policy and laws regulating e-bikes and championing safety for all road users. Toward that end, HBL has held e-bike workshops, worked with national partners including People for Bikes and the League of American Bicyclists, met 1:1 with legislators and offered multiple testimony on dozens of bills before the Hawai'i Legislature as well as the County Councils.

While HBL has been part of e-bike working groups involving transportation experts, public health specialists, public safety officials, members of the legislature and elected officials from the counties for several years, we have never met with anyone at DOE to discuss their e-bike policy. Notwithstanding, HBL has had robust engagement with elementary school staff through our BikeEd program, which has served more than 100,000 4th graders on O'ahu with a week-long in-school, on-bike training curriculum since 1989.

HBL stands ready, willing, and able to share our more than 50 years of expertise in bicycling to help the DOE develop sound guidance that leads with safety, but also helps individuals and families identify more affordable transportation solutions, aligns with statewide goals for GHG emissions reductions, and expands options for Safe Routes to Schools. This is key to realizing goals of Complete Streets statutes and statewide Vision Zero policies to reduce traffic fatalities.

The current DOE guidance prohibiting electric bicycles on elementary and middle or intermediate school campuses should not be written into statute. This policy is not based on data that electric bicycles are causing harm on school campuses. Students, staff, and the public need and deserve reasonable accommodations to get to and from public schools, including responsible use of electric bicycles. We are supportive of the prohibition of high-speed electric devices from school grounds.

The current policy, if written into law, would make it a civil offense for a parent to drop their child at school using an e-cargo bike; prohibit a young teacher who cannot afford a car to use an e-bike to go to work; act as a barrier for a member of the public to attend a neighborhood board meeting held at a public elementary or middle school; and prevent youth from legally riding electric bicycles to school.

Moreover, this blanket ban would send the wrong message to students. It would prioritize cars over bicycles and would suggest that ignorance about new technology should prevail over responsible use. We want young people to learn how e-bikes, when used safely, can be part of a transportation solution that promotes independence, multimodal accessibility, reduces traffic and lowers GHG emissions.

Again, we respectfully request that this committee **revert to the language of HB2021 HD2.**

Mahalo for the opportunity to testify on this important issue.

S/Eduardo Hernandez

Eduardo Hernandez

Advocacy Director, Hawai'i Bicycling League

HB-2021-SD-1

Submitted on: 3/26/2026 10:00:59 AM

Testimony for JDC on 4/1/2026 10:30:00 AM

| Submitted By | Organization | Testifier Position | Testify |
|---------------------|-----------------------------------|---------------------------|------------------------|
| Eileen Hilton | Testifying for Windward Coalition | Support | Written Testimony Only |

Comments:

TESTIMONY IN STRONG SUPPORT OF HB2021

Relating to Electric Bicycles and Micromobility Devices

Submitted to: The Hawaii State Senate

Hearing Date: 04/01/26

Submitted by: Dr. Eileen Hilton, President, Windward Coalition

Aloha, Chair Rhoads, and Members of the Committee:

The Windward Coalition strongly supports HB2021, which establishes a comprehensive regulatory framework for electric bicycles (e-bikes) and other electric micromobility devices in Hawai'i.

We support the bill's intent and major provisions because it:

- **Creates clear safety standards. HB2021 eliminates the "gray area" that now leaves riders, businesses, and law enforcement uncertain about what is legal and safe.**
- **Reduces injury risk. The helmet requirement for riders under 18, along with age and supervision limits, specifically protects groups shown to have the highest e-bike crash rates.**
- **Enables predictable enforcement. The bill's seizure authority and labeling/signage requirements equip police and counties with clear, actionable tools instead of vague citation rules.**
- **Promotes mobility equity. Allowing sidewalk use where no bike lane exists ensures that low-income riders and visitors are not forced into unsafe traffic conditions.**
- **Supports industry certainty. Retailers and manufacturers can confidently label and sell compliant e-bikes, encouraging local business investment and growth.**

We recognize that the bill may increase enforcement demands and elevate pedestrian collision risks in dense tourist areas such as Waikiki and Lahaina. However, on balance, the benefits to safety, equity, and regulatory clarity significantly outweigh these challenges.

The Windward Coalition therefore strongly supports HB2021 and urges the Committee to pass it.

**Mahalo,
Eileen Hilton, MD
President, Windward Coalition**



March 27, 2026

Testimony in Support of HB 2021 HD2 SD1 Relating to Transportation – Electric Bicycles and Related Devices

To: Committee on Judiciary Chair: Senator Karl Rhoads Vice Chair: Senator Mike Gabbard

Aloha Chair Rhoads and Vice Chair Gabbard,

My name is Lisa Dau, Injury Prevention Coordinator at Kapi‘olani Medical Center for Women & Children and a representative of the Keiki Injury Prevention Coalition (KIPC). I submit this testimony in strong **support** of HB 2021 HD2 SD1.

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

KIPC strongly supports the safety-focused provisions, including:

- Prohibiting the operation of high-speed or nonconforming devices in unsafe areas such as sidewalks and bike lanes.
- Authorizing law enforcement to seize illegal devices.
- Age restrictions: prohibiting unsupervised Class 2 or 3 e-bike use by those under 16, and requiring helmets for those under 18 on bicycles or electric foot scooters.
- Allowing limited sidewalk access for compliant e-bikes while restricting mopeds and electric motorcycles.
- Updating terminology and repealing outdated moped lane requirements.

These measures help protect keiki and vulnerable road users from injuries caused by powerful unregulated devices, while supporting responsible e-bike use that promotes active transportation and reduces traffic congestion. The SD1 amendments further improve clarity and enforceability.

KIPC urges the Committee on Judiciary to recommend passage of HB 2021 HD2 SD1.

Mahalo for your consideration.

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

lisa.dau@kapiolani.org
<https://kipchawaii.org/>



P. O. Box 81 :: Lihue, HI 96766
phone 808.639.1018
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news@kauaipath.org

a registered 501 (C) 3 non-profit

March 30, 2026

SENATE COMMITTEE ON JUDICIARY
Wednesday, April 1, 2026 - 10:30am

RE: Qualified Support for HB 2021, HD2, SD1 relating to Transportation

Aloha Chairs Rhoads, Vice Chair Gabbard, and Members of the Committees:

Kauai Path, Inc. is an educational non-profit organization with the vision of Kaua'i residents working together to preserve, protect, and extend access island-wide through the design, implementation, and stewardship of non-motorized multi-use paths.

Kauai Path collaborates with the Hawai'i Bicycling League, and would like to express agreement with their detailed position describing their qualified support for HB 2021, HD2, SD1. That bill's objective is to provide a wide range of statutory updates for electric bicycles and micro-mobility devices.

Our shared concerns are specific to the SD1 amendment, and accordingly we request this committee revert to the language of HD2. Specifically, we respectfully request the committee remove Section 4, on Pg 5, Line 19, which creates §302A- subsections A, B, & C.

The current policy, if written into law, would make it a civil offense for a parent to drop their child at school using an e-cargo bike; prohibit a young teacher who cannot afford a car to use an e-bike to go to work; act as a barrier for a member of the public to attend a neighborhood board meeting held at a public elementary or middle school; and prevent youth from legally riding electric bicycles to school.

This blanket ban sends the wrong message to students, prioritizing cars over bicycles and suggesting that ignorance about new technology should prevail over responsible use. We want young people to learn how e-bikes, when used safely, can be part of a transportation solution that promotes independence, multimodal accessibility, reduces traffic and lowers GHG emissions.

Again, we respectfully request that this committee revert to the language of HB2021 HD2.

Mahalo for your time and consideration.

/s/ Tommy Noyes
Executive Director, Kauai Path, Inc.

Kauai residents working together to preserve, protect, and extend access island-wide through the design, implementation, and stewardship of non-motorized multi-use paths.



Email: communications@ulupono.com

SENATE COMMITTEE ON JUDICIARY
Wednesday, April 1, 2026 — 10:30 a.m.

Ulupono Initiative supports HB 2021 HD2 SD 1, Relating to Transportation.

Dear Chair Rhoads 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 SD1. This bill establishes safe riding behaviors and labeling requirements for electric bicycles and micro-mobility devices; clarifies and updates definitions across HRS; restricts high-speed electric devices and mopeds from certain locations; prohibits electric bicycles on elementary and middle school campuses and authorizes high schools to require county registration; sets age and helmet requirements for riders; and authorizes seizure of nonconforming devices.

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.

However, we respectfully recommend adjustments to the bill's language as outlined in the Hawai'i Bicycling League's testimony, particularly regarding the reversion to HD2 language and the removal of Section 4 codifying Department of Education e-bike restrictions on school campuses.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata
Vice President of Government Affairs

Investing in a Sustainable Hawai'i

LATE

HB-2021-SD-1

Submitted on: 3/31/2026 5:26:07 PM

Testimony for JDC on 4/1/2026 10:30:00 AM

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

Comments:

****Aloha kakou e nā mea Kūpono o ka ‘Aha ‘Ōlelo,****

I submit this testimony in ****strong and unconditional support**** of ****HB2021 HD2****. This bill is not just about transportation rules — it is about ****protecting our keiki, our kūpuna, and our communities**** from preventable harm on our roads, sidewalks, and bike paths. In Waianae, Nanakuli, Kapolei, and across Hawaiian Home Lands, families rely on bicycles and electric bicycles as affordable transportation.

When unregulated high-speed devices and reckless riding enter the picture, our most vulnerable beneficiaries pay the price. HB2021 HD2 brings much-needed clarity and safety to electric bicycles and micro-mobility devices. It establishes clear safe-riding behaviors, prohibits dangerous high-speed electric devices on public roadways, bike lanes, and sidewalks, requires proper labeling and signage, and sets responsible age and helmet requirements. It allows Class 1, 2, and 3 electric bicycles on sidewalks under safe conditions (≤ 10 mph) while giving counties the tools to enforce rules and seize non-compliant devices.

These commonsense measures reduce chaos, prevent injuries, and make our shared public spaces safer for everyone. ****As a Waianae resident and father in the Hawaiian community****, I have seen firsthand how unchecked high-speed devices endanger families walking to the store, kūpuna crossing the street, and keiki riding to school. Native Hawaiian beneficiaries in homestead areas already face higher risks on our roads. This bill helps close that gap with practical, enforceable protections that prioritize public safety without banning useful, low-cost transportation options.

OHA’s kuleana includes the health and well-being of our beneficiaries. Safer streets and clearer rules directly support that mission — fewer emergency room visits, fewer lost wages, and more peace of mind for ‘ohana trying to get from point A to point B.

****My record shows I fight for results that matter to our people.**** I helped pass ****SB1249 — Duke Pia’s Law (Act 235, 2025)**** and secured ****\$800,000 in NAHASDA funding**** for Kanehilil Homestead. I maintain active relationships with our full Congressional delegation. Whether serving as your next OHA Trustee At-Large or as OHA’s Washington, D.C. Bureau Chief (to which I applied on the March 31 deadline), I will continue pushing for policies that protect our lāhui in every area of life — including safe transportation.

****The time for half-measures on public safety is over.**** ****Support HB2021 HD2.**** ****Protect our keiki. Protect our kūpuna. Protect our communities. Bring order and aloha to our roads and paths. **He ali‘i ka ‘āina, he kauwā ke kanaka.**** ****The land is the chief; we are its servants. **Imua e nā pōki‘i!**** ****Forward, my younger siblings — forward with safety, with clarity, and with action for our people.**

****Mahalo nui loa for the opportunity to testify.**** ****I am available for any questions and stand ready to support this bill in any way needed.**

****With aloha and determination,**** ****Shelby Billionaire, HRM****

HB-2021-SD-1

Submitted on: 3/27/2026 3:30:40 PM

Testimony for JDC on 4/1/2026 10:30:00 AM

| Submitted By | Organization | Testifier Position | Testify |
|---------------------|---------------------|---------------------------|---------------------------|
| Kalae Correa | Individual | Support | Written Testimony Only |

Comments:

I appreciate all the work that has gone into this bill so far and would like to ask if the Committee can also consider reflectors on e-bikes.

just a recommendation for reflectors on e-bikes due to poor lighting conditions for rider visibility.

Mahalo

HB-2021-SD-1

Submitted on: 3/25/2026 6:43:15 PM

Testimony for JDC on 4/1/2026 10:30:00 AM

| 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

HB-2021-SD-1

Submitted on: 3/29/2026 4:14:18 PM

Testimony for JDC on 4/1/2026 10:30:00 AM

| Submitted By | Organization | Testifier Position | Testify |
|---------------------|---------------------|---------------------------|------------------------|
| Sara Yamamoto | Individual | Oppose | Written Testimony Only |

Comments:

Written Testimony in Opposition to HB2021 HD2 SD1 – Amendment Prohibiting E-Bikes on School Campuses

Submitted to the Senate Judiciary Committee Hearing Date: April 1, 2026

Aloha Chair Rhoads, Vice-Chair Gabbard, and members of the Judiciary Committee,

My name is Sara Yamamoto, and I am a mother of two children — a kindergartener and a first grader — at Hōkūlani Elementary School. I am writing in strong opposition to the amendment in HB2021 HD2 SD1 that would prohibit electric bicycles on elementary and middle school campuses statewide.

I want to begin by acknowledging what I know many of you feel as well: when children are hurt, we all feel it. The incidents that prompted this conversation are heartbreaking, and I deeply respect the impulse to act and to protect our keiki. That instinct comes from the right place.

But this amendment goes far beyond what the problem calls for — and it would directly impact families like mine who are doing exactly what we hope more families will do.

Every school day, I load my children onto my e-cargo bike and ride to Hōkūlani Elementary along the King Street, University Avenue, and Dole Street bike paths. This is not a convenience — it is one of our primary modes of transportation. It is how my kids get to school safely, how we stay connected to our neighborhood, and how we model for them that active transportation is a healthy, joyful, and responsible choice. That ride is good for their bodies, good for our family, and good for the community we are proud to be part of.

Under this amendment, that would be outlawed. Not regulated. Not managed responsibly. Outlawed.

A blanket ban does not distinguish between a reckless teenager and a parent transporting a five-year-old in a properly equipped cargo bike. It does not account for the families who depend on e-bikes because car ownership is financially out of reach. It does not reflect the years of work that organizations like the Hawai'i Bicycling League have invested in building bike safety culture at

schools across our state. And it does not belong in statute as a one-size-fits-all solution to a problem that deserves a more thoughtful response.

I live in a community that believes in bike infrastructure. We chose our home in part because of the bike paths that connect us to schools, parks, and neighbors. Banning e-bikes from campus is not a targeted safety measure — it is an over-rotation that punishes responsible families for the actions of others, and effectively reverses the progress we have worked so hard to build.

I respectfully urge the Committee to revert to the language used in the HD2 version of the bill and reject this amendment. I am confident that the Department of Education and the Hawai'i Bicycling League can work together to develop policy that is grounded in data, shaped by community input, and targeted enough to address real safety concerns without shutting out families like mine.

Please do not take away one of the most meaningful parts of our school day.

Mahalo for your time and your service to our communities.

Respectfully, Sara Yamamoto Parent, Hōkūlani Elementary School Honolulu, Hawai'i

HB-2021-SD-1

Submitted on: 3/29/2026 8:48:40 PM

Testimony for JDC on 4/1/2026 10:30:00 AM

| Submitted By | Organization | Testifier Position | Testify |
|-----------------|--------------|--------------------|------------------------|
| Sarah Falzarano | Individual | Oppose | Written Testimony Only |

Comments:

Aloha, I'm writing in opposition to the amendment to HB2021 **HD2, SD1**. The complete ban on e-bikes on public school campuses is unnecessary.

- An e-bike ban on school campuses should not be written into law
- I recommend reverting to language used in HD2 version of the bill

As written, this amendment would **OUTLAW**:

- **Teachers and school staff getting to work via e-bike**
- **Parents transporting students to school on an e-cargo bike**
- **Students responsibly riding e-bikes to and from school, as otherwise allowed based on updated age restrictions provided in the bill**
- **Members of the public attending a neighborhood board meeting and traveling via e-bike**

Hawai'i Bicycling League is ready to work with DOE on sound policy related to e-bikes.

HB-2021-SD-1

Submitted on: 3/30/2026 1:27:33 AM

Testimony for JDC on 4/1/2026 10:30:00 AM

| Submitted By | Organization | Testifier Position | Testify |
|---------------------|---------------------|---------------------------|---------------------------|
| Christopher Tipton | Individual | Oppose | Written Testimony Only |

Comments:

I wish to express my opposition to this amendment. Ebikes should not be banned on our school grounds. Staff, parents, and students all benefit from this form transportation. If safety is truly the concern, then consider banning cars.

HB-2021-SD-1

Submitted on: 3/30/2026 8:59:11 AM

Testimony for JDC on 4/1/2026 10:30:00 AM

| Submitted By | Organization | Testifier Position | Testify |
|---------------------|---------------------|---------------------------|---------------------------|
| Scott Dukart | Individual | Comments | Written Testimony Only |

Comments:

I support this bill but not with the new language that prohibits e-bikes on school campuses. As a parent that has used my e-bike to transport my children to school, I find this new amendment very disappointing. Please revert to the language used in HD2 version of the bill, removing the prohibition of e-bikes on campuses. Mahalo!

HB-2021-SD-1

Submitted on: 3/30/2026 9:34:48 AM

Testimony for JDC on 4/1/2026 10:30:00 AM

| Submitted By | Organization | Testifier Position | Testify |
|---------------------|---------------------|---------------------------|------------------------|
| Frank W Smith | Individual | Oppose | Written Testimony Only |

Comments:

Dear Senator Rhoads and Committee Members,

As an avid cyclist, Hawaii Bicycling League board member and an enviromental activist I oppose the Department of Education amendment (#3 from SCR 3130) which seeks to ban all e-bikes from elementary and middle school campsuses. Bicycles are a wonderful means of transportation and should be encouraged at every opportunity. The proposed DOE policy is way too inclusive in that teachers and staff would be prevented from riding e-bikes to work. Students should be allowed to e-bike to school on appropriate e-bikes for lots of good reasons such as elimating the parent deliviering the kid in a car. What about other community events held at schools?

Please exclude the DOE amendment.

Ride Aloha,

Frank W. Smith

HB-2021-SD-1

Submitted on: 3/30/2026 12:41:23 PM

Testimony for JDC on 4/1/2026 10:30:00 AM

| Submitted By | Organization | Testifier Position | Testify |
|---------------------|---------------------|---------------------------|---------------------------|
| JONATHAN LOTT | Individual | Comments | Written Testimony Only |

Comments:

This bill is needed!--but must revert to an earlier version by removing amendment [#3 from SCR 3130](#) . 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 without the amendment added by the DOE, which is unnecessarily strict and bans legitimate presence of e-bikes on campuses. Then, insist on ENFORCEMENT.

Mahalo,

Jon Lott, pedestrian and cyclist, Waikiki

HB-2021-SD-1

Submitted on: 3/30/2026 10:44:28 PM

Testimony for JDC on 4/1/2026 10:30:00 AM

| Submitted By | Organization | Testifier Position | Testify |
|---------------------|---------------------|---------------------------|------------------------|
| Kathleen Adams | Individual | Comments | Written Testimony Only |

Comments:

Please do not discourage people from riding bicycles, electric or not. You should be finding ways to encourage this form of transportation.

i am a 71 year old woman who enjoys bike riding and the electric bike has enabled me to continue riding. However, Hawaii has limited infrastructure to do so. I encourage you to support e-bikes everywhere -- especially schools. Nearby my residence is an elementary school. The traffic before and after school is ridiculous. Give the kids a safe way to school so their parents feel it's okay for them to go on their own. This builds independence in children, lessens the traffic around schools and helps the environment.

Please enhance the infrastructure and encourage people to bike and e-bike places rather than discourage them.

Kathleen Adams

LATE

HB-2021-SD-1

Submitted on: 3/31/2026 3:43:55 PM

Testimony for JDC on 4/1/2026 10:30:00 AM

| Submitted By | Organization | Testifier Position | Testify |
|---------------------|---------------------|---------------------------|---------------------------|
| pamela anderson | Individual | Support | Written Testimony Only |

Comments:

Aloha. Thank you for your time. I encourage you to support this bill, HB2021 HD2 SD1. Personally I have witnessed the reckless behaviors of juveniles riding at a high speed and flipping 'wheelies' IN THE COMMON, EATING AREA of Ka Makana mall!! I was shocked!! It was 6-8 riders, with heavy motor cross helmets, totally unidentifiable, whipping it along with no regard to anyone's safety. Terrible behaviors and so shame. Fortunately no one was injured. This definitely shows me stronger rules and regulations must be implemented. Please support this bill. Mahalo

p.anderson

LATE

HB-2021-SD-1

Submitted on: 4/1/2026 7:07:24 AM

Testimony for JDC on 4/1/2026 10:30:00 AM

| Submitted By | Organization | Testifier Position | Testify |
|---------------------|---------------------|---------------------------|------------------------|
| Travis Counsell | Individual | Comments | Written Testimony Only |

Comments:

Aloha e Senator Rhoads,

I am writing in strong support of HB2021. E-bikes, when used safely, can be a significant part of a transportation solution that promotes independence, multimodal accessibility, reduces traffic and lowers GHG emissions.

However, amendments #3 from SD1 calls for "Inserting language prohibiting electric bicycles on elementary and middle or intermediate school campuses." This reactionary request is far more restrictive than necessary and should not become part of legislation. Please revert to the language of HD2.

An e-bike ban on school campuses should not be written into law as it would ban teachers and school staff getting to work via e-bike; ban parents transporting students to school on an e-cargo bike; ban students responsibly riding e-bikes to and from school, as otherwise allowed based on updated age restrictions provided in the bill; and ban members of the public attending a neighborhood board meeting and traveling via e-bike. Moreover, this would send the wrong message to students - it would prioritize cars over bicycles instead of prioritizing safety. Note that e-bikes are not more dangerous than cars, and cars are allowed on school campuses. We even allow students to drive the cars if they are of the legal age.

As a new parent, who plans to bike their child to school on an ebike, and has no problem with a student responsibly riding an ebike to school, I am deeply concerned with DOE's efforts to include their overreaching ban on ebikes into the law. I am supportive of restricting high speed electric devices from campus, as they are already restricted from roadways, but we do not need to ban responsible use of electric bicycles from campuses.

Again, I respectfully request that this committee revert to the language of HB2021 HD2.

Mahalo for the opportunity to testify on this important issue.

Travis Counsell