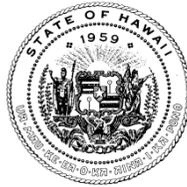


JOSH GREEN, M.D.  
GOVERNOR  
KE KIA'ĀINA



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

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

Tuesday, February 10, 2026  
8:00 a.m.  
State Capitol, 430

HB2021  
**RELATING TO TRANSPORTATION**

House Committee on Transportation

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The Department of Transportation (DOT) supports H.B. No. 2021, which establishes a clear and updated regulatory framework for electric bicycles, electric micro-mobility devices, and other emerging electric transportation devices.

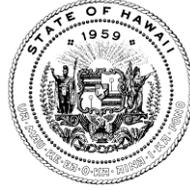
As the use of electric bicycles and micro-mobility devices continues to increase statewide, this measure provides necessary clarity to improve safety, consistency, and compliance across public roadways, bicycle facilities, sidewalks, and shared-use paths. The bill appropriately distinguishes between classes of electric bicycles, high-speed electric devices, mopeds, and electric motorcycles, allowing regulations to better reflect differences in speed, power, and risk to the public.

The Department supports the establishment of safe riding behavior standards for electric bicycles, including prohibitions on unsafe or exhibition riding that may endanger riders, pedestrians, and other roadway users. These provisions support DOT's ongoing efforts to reduce conflicts and crashes involving vulnerable road users.

DOT also supports the labeling, signage, and consumer disclosure requirements, which improve transparency at the point of sale and help ensure that purchasers understand applicable laws, operating restrictions, and safety requirements. These measures promote education, compliance, and more consistent enforcement statewide.

In addition, the bill updates age requirements, helmet provisions, sidewalk use, and bicycle lane restrictions in a manner that balances mobility options with public safety considerations. The Department appreciates that the measure allows for rulemaking and coordination with counties to address local conditions while maintaining statewide consistency.

Thank you for the opportunity to submit testimony.



STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAI'I  
OFFICE OF THE DIRECTOR  
DEPARTMENT OF COMMERCE AND CONSUMER AFFAIRS  
KA 'OIHANA PILI KĀLEPA  
335 MERCHANT STREET, ROOM 310  
P.O. BOX 541  
HONOLULU, HAWAII 96809  
Phone Number: 1-844-808-DCCA (3222)  
Fax Number: (808) 586-2856  
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JOSH GREEN, M.D.  
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE  
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA

NADINE Y. ANDO  
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  
House Committee on Transportation  
Tuesday, February 10, 2026  
8:00 a.m.  
State Capitol, Room 430 and via Videoconference**

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

Chair Kila, Vice Chair Miyake, and Members of the Committee:

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 location; beginning December 31, 2026, 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"; define "electric micro-mobility device" and require the same regulations as electric foot scooters; prohibit a person under the age of sixteen from operating a class 3 electric bicycle; authorize a person under the age of fourteen to operate class 2 electric bicycles under supervision; prohibit a person from riding a class 3 electric bicycle on a sidewalk; authorize a person to ride a class 1 or

class 2 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-driven cycle" with the term "motor scooter".

While we appreciate the intent of the bill, the Department respectfully requests that language be added to clarify whether operators of electric bicycles will be required to obtain insurance. Currently, bicycle riders are not mandated to obtain insurance. Persons who operate motor vehicles are required to obtain motor vehicle insurance under Article 10C of the Insurance Code, Chapter 431, while persons who operate motorcycles and motor scooters are required to obtain commensurate insurance under Article 10G. Electric bicycles are still classified as bicycles, Section 4, pg. 6, lines 1-9 and Section 8, page 11, lines 13-21; however, the power of an electric motor intensifies the function of a bicycle which has either been propelled solely by human power or classified as a low-speed electric bicycle operating under twenty miles per hour.<sup>1</sup> As such, we respectfully ask for clarifying language to address any potential ambiguities.

Thank you for the opportunity to testify on this bill.

---

<sup>1</sup> Under 15 U.S.C.A. § 2085, a low-speed electric bicycle "means a two- or three-wheeled vehicle with fully operable pedals and an electric motor of less than 750 watts (1 h.p.), whose maximum speed on a paved level surface, when powered solely by such a motor while ridden by an operator who weighs 170 pounds, is less than 20 mph."



**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 6, 2026

The Honorable Representative Darius K. Kila, Chair  
And Honorable Members of the Committee on Transportation  
Hawai'i State Capitol  
415 South Beretania Street  
Honolulu, HI 96813

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

Honorable Chair Kila, Vice Chair Miyake, and Members of the Committee:

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

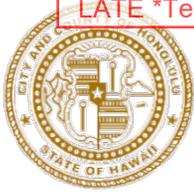
From a public safety perspective, this bill is important because it sets appropriate age limitations for operating higher-speed electric bicycles. It also prohibits high-speed bicycles from operating in locations not designed to accommodate them.

These measures will help reduce pedestrian conflicts, prevent avoidable injuries, and provide officers and community members with a clear framework for safe and lawful operations.

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

Respectfully submitted,

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



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

**HONOLULU CITY COUNCIL**  
**KE KANIHELA O KE KALANA O HONOLULU**  
530 S. KING ST. STE. 202, HONOLULU, HI 96813

**TYLER DOS SANTOS-TAM**  
HONOLULU CITY COUNCIL  
DISTRICT 6  
TELEPHONE: (808) 768-5006  
FAX: (808) 768-1176  
EMAIL: [tdossantos-tam@honolulu.gov](mailto:tdossantos-tam@honolulu.gov)

Tuesday, February 9, 2026

House Committee on Transportation

8:00 AM

**HB2451** Testimony in Support

Chair Kila, Vice Chair Miyake, & Members of the House Committee on Transportation:

My name is Councilmember Tyler Dos Santos-Tam, and I have the privilege of representing parts of Urban Honolulu from Kalihi Valley to Kaka'ako on the Honolulu City Council. I am pleased to submit **strong support on HB2021**, Relating to Public Transit. This measure provides much-needed clarity around electric bicycles and other electric mobility devices while prioritizing public safety for riders in general, pedestrians, and motorists.

As e-bikes and other electric mobility devices become more common, clear definitions and consistent rules are essential. Similar to legislation introduced in the previous legislative session, **HB2021** distinguishes between electric bicycles, high-speed electric devices, mopeds, and electric motorcycles to ensure that faster and heavier devices are not improperly using bicycle lanes, paths, or sidewalks designed for lower-speed travel. It also introduces new definitions for various classes of electric bicycles.

The bill's safe riding provisions, labeling and disclosure requirements, and public education measures will help consumers better understand what they are purchasing and where their device may be legally operated. These provisions also support fair enforcement and reduce confusion for both riders and law enforcement. Importantly, the bill balances accountability with flexibility by allowing counties and the Department of Transportation to adopt rules tailored to local conditions. As the introducer of Honolulu County Bill 52 (24), we always intended to introduce another measure that integrates the State provisions into our ordinance once the State Legislature passes a more comprehensive framework for e-bike legislation.

HB2021 supports safer streets, protects road users, and encourages responsible use of electric bicycles. For these reasons, I respectfully urge your support for this measure and its passage through this committee.

Mahalo for the opportunity to submit supportive testimony for HB2021.

Tyler Dos Santos-Tam  
Councilmember, District 6  
Honolulu City Council

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 TRANSPORTATION  
**Tuesday, February 10, 2026, 8:00 AM**  
**Conference RM 430 and Via Videoconference**

TO: Rep. Darius K. Kila, Chair, Rep. Tyson K. Miyake, Vice Chair, and Members of the Committee on Transportation

RE: STRONG SUPPORT OF HOUSE BILL 2021, RELATING TO TRANSPORTATION

Aloha Chair Kila, Vice Chair Miyake, and Members of the Committee on Transportation. 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 which provides an important update to Hawaii'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 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 3 electric bicycles, which operate at higher speeds, 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, the bill reduces 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.

House Committee on Transportation  
H.B. 2021, RELATING TO TRANSPORTATION  
February 10, 2026  
Page 2

HB 2021 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 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 Department **strongly supports HB 2021** and respectfully urges the Committee to pass this measure.

Thank you for the opportunity to testify.



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

HOUSE COMMITTEE ON TRANSPORTATION  
Tuesday, February 10, 2026 — 8:00 a.m.

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

Dear Chair Kila 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.** This bill establishes safe riding behaviors for electric bicycles; prohibits the operation of high-speed electric devices in certain locations; beginning 12/31/2026, 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"; 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 3 electric bicycle; authorizes a person under the age of fourteen to operate class 2 electric bicycles under 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-biked 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 recommend adjustments to the bill's language as outlined in the Hawai'i Bicycling League's testimony, particularly regarding terminology, mopeds in bike lanes, sidewalk riding permissions, and age restrictions. We also recommend updating these electric mobility device definitions in HRS §249-1 (Definitions in County Vehicular Taxes) to ensure consistent references across HRS.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata  
Vice President of Government Affairs

*Investing in a Sustainable Hawai'i*

**February 6, 2026**

Rep. Darius Kila, Chair  
Rep. Tyson Miyake, Vice-Chair  
Members of the House Committee on Transportation

**Re: HB 2021 Electric Bicycle Regulations**

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AAA Hawai'i is proud to support House Bill 2021, as introduced on January 26, 2026. HB2021 would modernize Hawai'i's traffic code by clearly defining and classifying electric bicycles, establishing minimum age and helmet requirements, and distinguishing e-bikes from higher-risk, high-speed electric devices. 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.

#### **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

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

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

Respectfully Submitted,

A handwritten signature in black ink that reads "Marianne Kim". The signature is written in a cursive, flowing style.

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 TRANSPORTATION  
Tuesday - February 10, 2026 - 8:00am

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

Aloha Chair Kila, Vice Chair Miyake 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 supports the intent of HB 2021 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. We highlight some key comments to improve the bill for better clarity and streamlined regulation. Here are four areas we recommend you consider for updates/adjustments based on our subject matter expertise:

**Terminology:**

- We are seeing "E-Moto" becoming the term used nationally for these higher speed, undefined electric devices and urge consideration for including this term in our State definition.

**Mopeds in Bike Lanes:**

- Section 3, Page 5, lines 6-8 prohibits mopeds from using bike lanes. We agree with this.

- Section 9, Page 12, line 5, then notes they can use bike lanes. Moped should be removed from the approved devices in bike lanes.

**Sidewalk Riding:**

- Section 12, Page 17, Line 14.

- We do not support prohibiting Class 3 electric bicycles from all sidewalks. Since there is a 10mph speed limit on sidewalks, it's unnecessary to ban Class 3 (only different from other classes is top speed). This is unnecessarily confusing.

- Allow all Classes (1, 2, & 3) to responsibly use the sidewalk where bicycles are currently permitted (outside business districts, yielding to peds, 10mph or less).

- Prohibit "High Speed Electric Devices" as defined in this bill or E-Motos from sidewalk use instead.

**Age Restrictions:**

- We suggest this bill strive to update, while maintaining simple age restrictions for Electric Bicycles. Currently it's very simple - "no person under the age of 15 shall operate a low speed electric bicycle". This bill adds unnecessary complexity.
- Most states do not have an age restriction for Class 1 or 2 electric bicycles, but do restrict Class 3 to 16 years older and above.
- As written the bill would update the law to be:
  - Class 1 - No age restriction
  - Class 2 - Age requirement of 14 and older, unless operating under direct adult supervision
  - Class 3 - 16 and older
- We support children being able to use low speed electric bicycles/devices, if doing so responsibly. There is clearly a demand. We also recognize the public concern about children on electric devices.
- Consider no age restriction for class 1, but 16+ for Class 2 and 3. Class 2 has a throttle, and Class 3 is capable of higher speed (up to 28mph). Class 1 is pedal assist only (no throttle).
- This could change Page 16, Line 21 to be:

"(a) no person under the age of 16 shall operate a Class 2 or Class 3 electric bicycle"
- Or keep an age restriction for all Classes, similar to current law, but permit younger age usage with **direct supervision**.
  - This could change Page 16, Line 21 to be:

"(a) no person under the age of 16 shall operate an electric bicycle, unless under direct supervision of a parent, guardian, or a person 18 years of age or older"
- We further suggest making the age restriction for Electric Foot Scooter and Electric Micro-Mobility Device the same - Page 14, Line 8. Currently restricted to 15+ years old.

We appreciate your attention to this important matter and creating clearer definitions and regulations for new technology.

S/Eduardo Hernandez

**Eduardo Hernandez**

Advocacy Director, Hawai'i Bicycling League



1200 Ala Kapuna Street • Honolulu, Hawai'i 96819  
Tel: (808) 833-2711 • Fax: (808) 839-7106 • Web: www.hsta.org

**Osa Tui, Jr.**  
President

**Logan Okita**  
Vice President

**Cheney Kaku**  
Secretary-Treasurer

**Andrea Eshelman**  
Executive Director

### TESTIMONY TO THE HAWAI'I HOUSE COMMITTEE ON TRANSPORTATION

Item: **HB 2021 - RELATING TO TRANSPORTATION**  
Position: **Supports**  
Hearing: **2/10/2026, Conference Room 430, 8:00am**  
Submitter: **Osa Tui, Jr. – President, Hawai'i State Teachers Association**

Dear Chair Kila, Vice Chair Miyake, and members of the committee,

The Hawai'i State Teachers Association **supports HB 2021** - to regulate E-Bikes in our communities.

Our educators were some of the first to recognize the danger of unregulated e-bikes on our school campuses and in our neighborhoods. As e-bikes become a standard mode of transportation for students, schools and local governments are grappling with safety concerns that didn't exist with traditional bicycles. Unlike traditional bikes, e-bikes introduce variables of speed and weight that change the safety landscape of a K-12 campus.

E-bikes are significantly faster than the average 10–12 mph of a student on a traditional bike. As e-bikes are often heavier than traditional bikes (often 50–80 lbs) and move faster, the distance required to stop is much greater. Younger students often lack the spatial awareness and reaction time to manage this increased momentum, leading to higher-impact collisions that can have devastating consequences, especially to riders not wearing helmets.

We also know that many of our K-12 students are not yet drivers and may not fully understand right-of-way, blind spots, or signaling; this makes education on traffic safety critical. Handling a motorized vehicle requires different motor skills than a traditional bike, especially when navigating crowded school zones or narrow sidewalks.

For these reasons and more, HSTA supports HB 2021 to keep our keiki safe. Mahalo.

**Subject: Testimony Regarding HB2021 – Opposed**

To the Honorable Members of the Committee,

I am writing to express my opposition to HB2021 in its current form. While the bill is a natural reaction to the rise in e-bike traffic incidents, I believe its complexity makes it difficult to enforce and unlikely to succeed.

We are currently seeing a cultural shift where young riders treat high-powered e-bikes as toys rather than vehicles. Legislative "micro-management" often fails because the end-users—and their parents—rarely read the fine print of the law.

**My Proposal:** Instead of adding layers of new regulations, we should leverage the existing **\$30 one-time licensing fee** to mandate education and accountability:

- **Mandatory Disclosure:** Every license application should include a concise, two-page summary of Hawaii's e-bike rules.
- **Parental Attestation:** A third page should require a signature from a parent or guardian, formally attesting that they have read the rules and accept full liability for the operation of the vehicle.

It is tragic when children are injured, but we cannot legislate away every danger. We must place the responsibility back on the adults who purchase and supervise the use of these vehicles.

1961 Aamaka Pl.  
Pearl City, HI 96782  
[dancsmith@rocketmail.com](mailto:dancsmith@rocketmail.com)  
808-462-8346

February 8, 2026

Committee on Transportation  
Hawaii State House of Representatives

Aloha Chair Rep. Kila and Committee Members:

HB2021 is good legislation and I strongly support it. We see too much reckless riding of electric bikes of various types. Importantly, the legislation will update definitions of types of e-bikes.

The Pearl City Neighborhood Board requested such comprehensive legislation with its Resolution 2025-10 passed unanimously on October 29, 2025.

I suggest extending Impoundment for reckless riding in addition to the bill's provision for non-registration.

Best Regards,

A handwritten signature in cursive script that reads "Daniel C. Smith". The signature is written in black ink and is positioned above the printed name.

Daniel C (Dan) Smith

**HB-2021**

Submitted on: 2/8/2026 9:20:13 AM

Testimony for TRN on 2/10/2026 8:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
John Rogers	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Representative Kila, Vice Chair Representative Miyake and committee members,

I wholly support HB2021 establishing safe riding behaviors for electric bicycles, clarifying the definitions of electric bicycle and electric micro mobility devices, establishing age requirements for the operation of the different devices, and making it mandatory for minors to wear helmets.

Chapter 291C -148 permits bicycles to be driven on sidewalks with conditions and Bill 2021 will permit class 1 and class 2 electric bicycles to be driven on sidewalks. The major exception is that bicycles are not permitted to be driven on sidewalks in business districts. This specification can be confusing and impossible to enforce. The Ewa and Kapolei communities have many wide sidewalks that are adjacent to street businesses and shopping plazas within residential areas. Are these sidewalks located in business districts?

Please consider this opportunity of updating the state traffic code Chapter 291C by including a definition for the term shared-use path (multi-use path) and side path. The National Association of City Transportation Officials (NACTO) states that shared-use paths, also called multi-use paths, are designed for and used by pedestrians, bicyclists, and people using other mobility devices traveling in both directions. These are usually located on an independent alignment, sometimes in combination with rail. Shared-use paths typically cross streets midblock and can operate separately from an intersection. Sidepaths (a type of shared-use path) are designed for and used by pedestrians, bicyclists, and people using other mobility devices. These exist within the same right-of-way as the roadway and are bidirectional for all users. Sidepaths cross streets within the typical intersection layout. Sidepath design is more akin to that of a protected bike lane design. The Hawaii Department of Transportation (HDOT) developed a statewide pedestrian master plan and pedestrian toolbox ( <https://hidot.hawaii.gov/highways/statewide-pedestrian-master-plan-and-hawaii-pedestrian-toolbox/> ) which provides guidance to developing and designing shared-use paths. Most importantly, this legislation should also require that sidewalks designated as shared-use paths or sidepaths be signed with the designation and rules of etiquette in accordance with the HDOT pedestrian toolbox. Including these definitions and requirements in the statewide traffic code will provide more comfortable and safe facilities for pedestrians, people riding bicycles, scooters, skateboards and other micromobility devices.

Best Regards,

John Rogers

Ewa NB #23 Transportation Committee Co-chair

**HB-2021**

Submitted on: 2/8/2026 9:56:49 AM

Testimony for TRN on 2/10/2026 8:00:00 AM

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

Comments:

Stating my support for HB2021. As a routine bicycle rider and active HI Bicycle League member it is obvious the legal aspects of e-bike regulations needs to be accurately written. E-bikes offer superior transportation means in our urban areas. Hawaii's legal definitions for classes of e-bikes have not been updated for over two decades. Legislations needs to be relevant to the current technology standards of the various categories of e-bikes.

**HB-2021**

Submitted on: 2/8/2026 2:43:14 PM

Testimony for TRN on 2/10/2026 8:00:00 AM

<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

To: House Committee on Transportation

Re: HB2021 – Relating to Transportation

February 10, 2026; 8:00 am

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

I support HB2021 because it provides badly needed statutory updates for various types of motorized bicycles, scooters, skate boards, and other types of “micro-mobility devices” and for motorcycles and motor scooters.

In recent years bicyclists and pedestrians have increasingly experienced a new wild west with the introduction of some motorize bicycles, scooters, and skateboards. This has dramatically led to increased accidents that result in injuries and deaths. Until now Hawaii has not had many tools to control new types dangerous situations including adults and children travelling dangerous speeds and making unexpected maneuvers on sidewalks, in bicycle lanes and even in traffic lanes. Even young children have been speeding down sidewalks while pedestrians, especially elderly pedestrians, can easily get severely hit.

Many states have recently implemented new laws to provide guidance for these new types motorized vehicles. With this newly proposed bill, Hawaii can finally implement badly needed controls.

I believe we need to use these forms of transportation as an alternative to cars to help reduce carbon dioxide emissions. Biking and walking make me feel good, help keep me stay healthy and help avoid a climate catastrophe. In addition to traditional bicycles, alternative power assisted bicycles and “micro-mobility devices” can serve as good transportation alternatives, but we need the controls detailed in this bill.

Mahalo for hearing me. Please pass this bill.

Thank you,  
Charles E Cox  
Honolulu

**HB-2021**

Submitted on: 2/9/2026 10:02:29 PM

Testimony for TRN on 2/10/2026 8:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Gregory Misakian	Individual	Support	Written Testimony Only

Comments:

I support HB2021.

**HB-2021**

Submitted on: 2/9/2026 10:27:54 PM

Testimony for TRN on 2/10/2026 8:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Frank Schultz	Individual	Support	Written Testimony Only

Comments:

It's getting out-of-hand, kids are riding all over the place, tearing up property. They should require registration and annual vehicle fees.