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Testimony of the Department of Commerce and Consumer Affairs

**Before the
Senate Committee on Transportation
Thursday, February 5, 2026
3:01 p.m.
State Capitol, Conference Room 229 and via videoconference**

**On the following measure:
S.B. 2680, RELATING TO TRANSPORTATION**

Chair Inouye, Vice Chair Elefante, 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 locations; 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 14-21; 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.¹ As such, we respectfully ask for clarifying language to address any potential ambiguities.

Thank you for the opportunity to testify.

¹ 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."



Email: communications@ulupono.com

SENATE COMMITTEE ON TRANSPORTATION
Thursday, February 5, 2026 — 3:01 p.m.

Ulupono Initiative supports SB 2680, Relating to Transportation.

Dear Chair Inouye 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 SB 2680. 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



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SENATE COMMITTEE ON TRANSPORTATION
Thursday - February 5, 2026 - 3:01pm

Hawai'i Bicycling League Supports SB 2680, relating to Transportation, with remarks

Aloha Chair Inouye, Vice Chair Elefante 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 SB 2680 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 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.

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).

- 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" or E-Motos from sidewalk use instead.

Age Restrictions:

- We suggest this bill seek 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

To: Senate Committees on Transportation and on Energy and Intergovernmental Affairs
Re: **SB2680 – Relating to Transportation**
Hawaii State Capitol & Via Videoconference
February 5, 2026; 3:00 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 SB2680**, which clarifies state law around electric bicycles and micro-mobility devices and enhances safety measures to protect all of Hawai'i residents, especially our children and youth.

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:

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

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.⁵ 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

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

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

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

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

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

SB-2680

Submitted on: 2/3/2026 4:00:27 AM

Testimony for TRS on 2/5/2026 3:01:00 PM

Submitted By	Organization	Testifier Position	Testify
Younghee Overly	Individual	Support	Written Testimony Only

Comments:

Thank you for this opportunity to support SB2680 which would set safe riding behaviors for electric bicycles.

SB-2680

Submitted on: 2/3/2026 8:45:47 PM

Testimony for TRS on 2/5/2026 3:01:00 PM

Submitted By	Organization	Testifier Position	Testify
Jonathan Huynh	Individual	Support	Written Testimony Only

Comments:

Aloha,

I support SB2680 because it establishes standards for electric bikes, which is necessary for regulation and enforcement. Regulation and enforcement are necessary to promote the safety of users and all other roadway users. High speeds are unsafe for both the user of the bike and for other users of the sidewalk or bike lane. This bill prohibits devices that can travel at high speeds from using space dedicated to calmer forms of transit (walking and cycling).

Mahalo,

Jonathan Huynh