



ADDRESS  
3442 Wai'alaie Ave., Suite 1  
Honolulu, HI 96816

PHONE  
808-735-5756

EMAIL  
bicycle@hbl.org

HOUSE COMMITTEE ON FINANCE  
Friday, February 21, 2025 – 12:00pm

**Hawai'i Bicycling League SUPPORTS INTENT of HB 958, HD 2, Relating to Transportation**

Aloha Chair Yamashita, Vice Chair Takenouchi, and Committee Members,

My name is Eduardo Hernandez, and I am the Advocacy Director for 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.

**Hawai'i Bicycling League supports the intent of HB 958, HD 2**, especially in regards to updated definitions for safe riding behavior and electric micro-mobility devices. However, this bill has no stated purpose, nor mention that a cornerstone reason to create a new law in this space is in addition to safety, to provide more affordable transportation options for individuals and families. Electric bicycles and other low-speed electric mobility devices serve as a way to reduce the costs of living for Hawai'i residents while also working towards the State's climate goals. These devices can reduce the need to own a vehicle, often allowing households to eliminate a vehicle and save upwards of \$10,000 per year. They can also reduce the number of vehicles being used for short trips, therefore reducing parking demand and vehicle traffic.

HBL agrees that there is a need to update our laws and regulations as regards bicycling, roadway use, and emerging technologies including e-mobility devices like e-bicycles. The public deserves safety improvements that are based on data, provide lower cost transportation solutions, and raise awareness that streets and roadways are a shared public resource.

In January, the Honolulu City Council unanimously passed [Bill 52](#), relating to electric bicycles and Mayor Blangiardi signed it into law this week. HBL worked closely with Council Members Dos Santos-Tam and Tulba, as well as serving on the City's Department of Transportation E-Mobility Working Group to hone this legislation. It is based on statewide data and the Working Group's recommendations have been shared with the legislature for your consideration during the 2025 session. HBL encourages you to work from this informed baseline and make improvements that can benefit people across Hawai'i.

In this process, we identified that incomplete and outdated definitions are a problem as regards e-mobility devices including bikes and scooters; that young people are experiencing higher risks; and that generally more awareness and education is needed to truly impact safety. People under

eighteen years of age deserve access to slower speed electric devices as part of their families' overall transportation needs. Given the data, it is reasonable to require helmets for these operators.

We recommend members of the House Committee on Finance consider the following recommendations. This is based on our high level of expertise in this subject matter and over 50 years serving the bicycling community statewide including those who choose to walk and roll, as well as working with national and international partners working to advance best practices for transportation safety.

**Recommendations for the House Committee on Finance:**

- **In Section 4, Page 5, Line 1:** Add language that specifically states that electric bicycle fees shall be deposited to each county's bikeway fund. Special bikeway funds established by the counties support essential education and infrastructure initiatives that improve safety for everyone.
- **In Section 9, Page 12, Line 12:** Remove the restriction for class 3 electric bicycles. Bicycles sometimes need to be ridden on sidewalks. Whenever this is the case, operators should be required to ride slowly (less than 10 mph) and always alert and defer to pedestrians. As written the distinction would be difficult to enforce.
- **Consider adding a definition for high speed / out of class devices** such as "electric motorcycle" to distinguish from low-speed electric bicycles. These high speed and high power devices are not bicycles and lead to numerous safety concerns when used on roadways. They are often designed for off-road use and unless they can meet the regulations for a moped or motorcycle, should not be used on our roadways. And more importantly, they should not be considered an electric bicycle.
- **Consider defining the term "bicycle with motor" in HRS;** "bicycle(s) equipped with motor(s) motorized bicycle and bicycle with motor attached" to mean only an electric motor exceeding 750 watts or any combustion engine." These devices should be expressly prohibited from public street, highway, alley, path, or trail, including a bikeway unless they meet the definitions of another approved device. However, "bicycle with motor" should not include low-speed class 1, 2, or 3, electric bicycles.
- **Consider adopting language from SB1117, SD2 or HB 670, HD 1 which focuses on the electric mobility rebate program** to incentivize the purchase of new electric bicycles. This would create an omnibus bill that comprehensively addresses safety and affordability issues related to electric bicycles.

Mahalo for the opportunity to provide testimony on this important matter.

Ride Aloha,  
S/**Eduardo Hernandez**

Advocacy Director