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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