BILL041(26)
Testimony

MISC. COMM. 262

*INFRASTRUCTURE, TRANSPORTATION & TECHNOLOGY (ITT)

***INFRASTRUCTURE, TRANSPORTATION & TECHNOLOGY (ITT) Meeting**

Meeting Date: Jun 24, 2026 @ 09:00 AM

Support: 2

Oppose: 0

I wish to comment: 0

Name:	Email:	Zip:
Luca Cuniberti	Lcuniberti8002@gmail.com	96712-9501
Representing:	Position:	Submitted:
Self	Support	Jun 23, 2026 @ 02:46 PM

Testimony:

Aloha Chair, Vice Chair, and Councilmembers

On the North Shore, and frankly across O'ahu, people are at high risk to their own lives when using micromobility devices either because of improper use or because of the cars they share the road with.

This is why I STRONGLY SUPPORT Bill 41 because it explicitly lays out the areas where these devices are and are not allowed. Micromobility is a great alternative to traditional car commuting, as you dont need to pay for fuel, parking, or expensive maintenance. Still, we must stress to users that they abide by applicable laws and safety guidelines, so we can demonstrate the benefits of micromobility transportation and gain more recognition and funding to improve micromobility facilities, such as Protected bikeways and other safety improvements.

Mahalo,

Luca Z. Cuniberti

Name:	Email:	Zip:
Travis Counsell	travis@hbl.org	96816
Representing:	Position:	Submitted:
Hawai'i Bicycling League	Support	Jun 24, 2026 @ 05:56 AM

HAWAI'I BICYCLING LEAGUE
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BikeEd Hawaii

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Honolulu City Council
Committee on Infrastructure, Technology & Transportation
Wednesday, June 24, 2026 – 9:00am

Hawai'i Bicycling <u>Supports</u> Intent of Bill 41(2026)
Relating To Transportation

Aloha Chair Cordero, Vice Chair Okimoto, and Members of the Council ITT Committee,

My name is Travis Counsell and I am the Executive 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, roll, and use public transit.

Bill 41 proposes to conform ROH provisions to House Bill 2021, HD2, SD2, CD1, Relating to Transportation currently awaiting enactment at the Hawai'i Capitol. This statewide legislation aims to create a stronger foundation for traffic and pedestrian safety, and in so doing, helps individuals and families choose affordable transportation solutions that will work for them. By conforming ROH provisions, the City can help local families to realize the benefit of bicycles and multimodal transportation options.

HBL respectfully submits the the following comments and suggestions to improve Bill 41 and align with upcoming State HRS changes:

- Page 7, Section 10, Subsection A - The new State law does not have an age requirement for class 1 electric bikes. It does have age requirements for class 2 and 3 electric bikes
    - Suggestion to align with new state law:
        - Eliminate Subsection (a).
        - A person less than 15 years of age may not operate a class 2 or class 3 electric bicycle, unless under the direct supervision of a part or guardian.
- Page 7, Section 10 Subsection D - As written does not allow for bicycles that are designed to transport more than 1 person. Needs to be more inclusive and allow the number of people the bike is designed to carry. Many electric bicycles are designed to carry multiple people.
    - Suggestion from HRS 291C-143
        - (b) No bicycle shall be used to carry more persons at one time than the number for which it is designed and equipped.
- Page 4, Section 5, Subsection C - As written, allows mopeds to use bike racks. HBL is opposed to mopeds using bicycle infrastructure. Could be written more clearly.
    - Suggested example: Parking is prohibited, unless signage so permits
- Page 4, Section 7, Subsection B - As written, this is confusing. If we have updated the definition of bicycle to include e-bikes (1-3), the existing law regarding riding bikes on sidewalks should remain valid. This convention could be adopted across the bill, since e-bikes are now a subset of bicycles, they don't need to be specially mentioned, unless required by a specific other need.

    - Suggest simplified language -
        - A person may ride a bicycle, including electric bicycle, upon a sidewalk that is not within a business district or other place where prohibited by ordinance; provided the speed of travel does not exceed 10 miles per hour, and the person shall yield the right of way to any pedestrian and shall give an audible signal before overtaking or passing such pedestrian.
- Page 7, Section 9, Subsection A-(20) As written, prohibits possessing any alcohol in a while in a bike lane. This is overly broad and unnecessary.
    - Remove the word “possess”

Safer pedestrian and traffic environments reduce risk of injury, particularly for children, seniors, and individuals using mobility aids, helping to advance our community’s overall safety goals. With fewer vehicles, streets may experience reduced noise, lower air-pollution exposure, and calmer public space. These are powerful benefits that improve quality of life for individuals, the surrounding community and support sustainability goals established at the state and county levels.

HBL looks forward to continuing to work with Council Members, our constituents and the public to fine tune this bill for enhanced clarity and maximum effectiveness.

We hope you will advance this bill for further consideration and enactment.

Travis Counsell
Executive Director
Hawaiʻi Bicycling League