BILL041(26)
Testimony

MISC. COMM. 280

COUNCIL

COUNCIL Meeting

Meeting Date: Jul 8, 2026 @ 10:00 AM

Support: 3

Oppose: 0

I wish to comment: 0

Name:	Email:	Zip:
Dylan Armstrong	dylan.p.armstrong@gmail.com	96822
Representing:	Position:	Submitted:
Self	Support	Jul 2, 2026 @ 03:14 PM

Testimony:

I write in support of BILL041(26).

The level of traffic stress (LOTS) that makes Honolulu an undesirable city for pedestrian, bicycle, and mass transit commuting is driven by a number of modern phenomena. One of the most prominent of these is the lack of clarity and enforcement on the issue of 'electric bicycles.'

Just as a driver cannot look in multiple directions at once, and different competing modes of transportation. Imagine cars impeded by traffic while motorcycles or mopeds push through the cars at different speeds and in unsafe patterns. This create 'stress' or friction that impedes road user safety. Multiple competing uses (users) on sidewalks and bike lanes is a prime contributor to alternate mode LOTS in Honolulu. The trifecta of kupuna, the disabled, and the young are especially imperiled. This needs to be better regulated, as soon as possible.

This measure would provide spatial segregation or separation of electric bicycles from sidewalk users. It restricts usage of electric bicycles among minors for the purposes of driving vehicles, when usage is most likely to be especially self-hazardous or harmful to others. This make illegal usage of electric bicycles easier routes for police enforcement, and that is worthwhile.

Best,

Dylan P. Armstrong

Name:	Email:	Zip:
Jonathan Huynh	jhweather123@yahoo.com	96792
Representing:	Position:	Submitted:
Self	Support	Jul 6, 2026 @ 09:14 PM

Testimony:

Aloha,

I am a supporter of active, safe transportation and strongly support Bill 41 with amendments. Conforming city code to HB 2021 CD1 is a step in the right direction towards a safer, more equitable multimodal transportation system. I offer the following amendments:

1. Strip the blanket age restriction in Section 10(a). HB 2021 sets no age floor for Class 1 e-bikes. Bill 41's under-15 prohibition is therefore more restrictive than state law.

2. Section 10(d) caps e-bikes at one rider regardless of design. Cargo e-bikes haul kids and groceries. HRS §291C-143(b) already says bikes carry "the number for which it is designed and equipped." Use that language.

3. Section 5(c) lets mopeds park in bike racks where signage permits. I urge the Council to prohibit mopeds from bike racks because mopeds damage racks designed for lighter loads and occupy spaces meant for bicycles.
4. Section 9(a)(20) bans "possessing" alcohol on bicycle paths. A pack of beer in a backpack triggers this. Delete "possess." Ban consumption and use.
5. Sidewalk safe harbor. Bill 41 permits e-bikes on sidewalks outside business districts at 10 mph. I urge you to keep that access on corridors without protected bikeways. Forcing riders onto a 40-mph, four-lane arterial with no buffer is irresponsible. Once protected infrastructure arrives, the sidewalk justification disappears.

Seizure concern: HB 2021 §249-15(b) authorizes seizing "nonconforming" e-bikes, defined broadly to include labeling or equipment violations. A registered Class 1-3 with a rubbed-off label qualifies. I ask the Council to seek assurance from DTS and HPD that seizure should target genuinely illegal hardware, not fixable defects on compliant devices.

State legislative asks: Several problems originate in state law, not Bill 41. I urge the Council to work with the Legislature on three fronts:
First, replace §249-15's seizure-for-minor-defects mechanic with a Fix-It system or warning. While HB 2021 uses discretionary 'may seize' language, discretion alone is an insufficient safeguard for registered devices with fixable defects. We don't seize cars for expired stickers.
Second, lower the Class 2/3 threshold to age 14 and swap "direct supervision" for optional safety certification. If a 16-year-old can drive a pickup truck, then a 15-year-old on a governed pedal-assist bike shouldn't need a chaperone.
Third, drop the age-15 floor on e-scooters and micromobility. If Class 1 e-bikes have no age limit, neither should functionally equivalent devices serving the same trips.

The Netherlands and Denmark have the world's lowest cyclist fatality rates. They invest in separated infrastructure and enforce bad behavior. They don't card teenagers. Honolulu should do likewise.

I urge the Council to support Bill 41 and address the proposed amendments. Mahalo for your time and consideration.

Name:	Email:	Zip:
Travis Counsell	travis@hbl.org	96816
Representing:	Position:	Submitted:
Hawai'i Bicycling League	Support	Jul 8, 2026 @ 09:04 AM

HAWAIʻI BICYCLING LEAGUE
Since 1975
BikeEd Hawaii

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Honolulu City Council
Wednesday, July 8, 2026 – 10:00am

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

Aloha Chair Waters, Vice-Chair Tupula, and Council Members,

My name is Travis Counsell and I am the Executive Director for the Hawaiʻi 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 Hawaiʻi Capitol. Bill signing is scheduled for July 15th. 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 submitted comments and suggestions during committee to improve Bill 41 and align with upcoming State HRS changes. We believe these suggestions are being incorporated into an amended draft.

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