

BILL041(26)

Testimony

MISC. COMM. 308

*INFRASTRUCTURE, TRANSPORTATION & TECHNOLOGY (ITT)

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

Meeting Date: Jul 15, 2026 @ 09:00 AM

Support: 4

Oppose: 1

I wish to comment: 0

Name: Jonathan Huynh	Email: jhweather123@yahoo.com	Zip: 96792
Representing: Self	Position: Support	Submitted: Jul 12, 2026 @ 05:00 PM
Testimony: Aloha, Thank you for the opportunity to testify in strong support of Bill 41 (2026), CD1. This measure brings Honolulu's ordinances into alignment with statewide law following the passage of HB 2021. The CD1 reflects thoughtful revisions that incorporate substantial input from the cycling community. Specifically, I strongly support the following provisions: - Deference to state law on e-bike operation. CD1 eliminates confusing age restrictions that differed from state statute. Uniformity across jurisdictions benefits everyone. - CD1 preserves equitable sidewalk access for all bicycle classes outside business districts, capped at 10 mph with mandatory yielding to pedestrians. This is a reasonable interim policy until Honolulu builds out a connected network of protected bikeways worthy of a world-class city. - Prohibiting mopeds from occupying bicycle rack infrastructure protects scarce parking resources intended for cyclists and respects the distinct functional roles of different devices. - Explicitly excluding mopeds and electric motorcycles from bikeways safeguards these corridors for their intended users: cyclists, e-scooter riders, and micro-mobility device operators. - Refining the prohibition to target use rather than possession prevents outcomes where a sealed container in a basket triggers a violation. - Removing local safe-driving and helmet mandates that conflict with state authority ensures consistency. I acknowledge that important issues remain unaddressed in this measure, including seizure reform, fine revenue reinvestment in cycling infrastructure, and e-scooter age parity. I view these as complementary legislative priorities warranting separate action and look forward to working with the Council on subsequent measures. Bill 41 CD1 represents meaningful progress. It clearly conforms county statute to state law and expands access to sustainable transportation. I respectfully ask the Council to support it. Mahalo for your time and consideration.		
Name: Dylan Armstrong	Email: dylan.p.armstrong@gmail.com	Zip: 96822
Representing: Self	Position: Support	Submitted: Jul 13, 2026 @ 06:41 AM
Testimony: Committee on Infrastructure, Transportation & Technology		

The Honorable Radiant Cordero, Chair

July 15, 2026

Aloha, Chair Rodero and Committee Members,

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, nor can users of different and 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 creates 'stress' or friction that impedes road user safety. Multiple competing uses (users) within pedestrian and bicycle infrastructure 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 makes for easier police enforcement against illegal usage of electric bicycles, and that is worthwhile policy.

Best,

Dylan P. Armstrong

Name: Eduardo Hernandez	Email: eduardo@hbl.org	Zip: 96816
Representing: Hawai'i Bicycling League	Position: Support	Submitted: Jul 14, 2026 @ 11:26 AM
Name: Brian Moriki	Email: ilandblend@aol.com	Zip: 96744
Representing: Self	Position: Oppose	Submitted: Jul 14, 2026 @ 02:42 PM

Testimony:

I think the bill should clarify that an ebike is different from a "motorized vehicle" which should not be considered a "bike" and treated as such. I ride the Pearl Harbor Bike Path which has signs about "motorized vehicles" being prohibited and

yet, users of the path (i.e. inclusive of pedestrians, joggers, runners, walkers) are endangered by "ebike, scooters, motorcycles, etc.) going at speeds beyond 15 mph. These "ebikes" are not used as "peddle-assist", but as another form of motorized vehicle and should be used on the road versus a sidewalk or bike path. These same ebikers do not observe the rules of the road and often will ride recklessly at 40 mph despite pedestrians warning them about their speed. Unless there is better enforcement of the use of ebikes, then this situation remains a dangerous situation and liability to the City or State. Also, ebikes should be "required" to have a "bicycle license" as do all bicycles in the State of Hawaii or be confiscated.

Name: Chelsie Counsell	Email: chelsie124@hotmail.com	Zip: 96734
Representing: Self	Position: Support	Submitted: Jul 15, 2026 @ 07:33 AM

Testimony:

This is a much needed update. Electric bicycles should be treated as bicycles, while the higher speed devices should not. This bill updates our City ordinances to match the new State law and modernize our transportation code. These personal e-mobility devices are not going away, so we must regulate and define them. Thank you for supporting this much needed update!

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Honolulu City Council
Committee on Infrastructure, Transportation & Technology
Wednesday, July 15, 2026 – 9:00am

Hawai'i Bicycling Supports Bill 41, CD1 (2026)
Relating To Transportation

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

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, 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 and expected later today. 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.

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.

Eduardo Hernandez
Advocacy Director
Hawai'i Bicycling League