

PEDESTRIAN AND BICYCLE COMMITTEE MEETING MINUTES
Best Western Inn
4:00 PM March 5th, 2025

CALL TO ORDER: The meeting was called to order at 4:28 pm by Denise Jeska

1. ROLL CALL

Denise Jeska	Chair, Disabled Community	Present
Michael Fuller	Vice Chair, General Public	Present
Vacant	Bicycling Community	Vacant
Michael Wood	University of Idaho	Absent
Michael Light	Landscape Architect	Absent
Vacant	School District 271/SR2S Rep	Vacant
Vacant	Environmental/Retired Community	Vacant
John Brunning	North Idaho Trail Foundation	Present
Amy Evans	City Council Liaison	Present
Brant Souvenir	General Public/Water Access	Present
David Passaro	Walking Community	Absent
Allistare McIntyre	Student Representative	Absent
Vacant	Alternate Student Representative	Vacant
9 Members	Quorum Obtained	5 Present

City Staff Attending

Monte McCully Trails Coordinator, Liaison

Public Attending

None

2. CONFLICTS OF INTEREST

None.

3. APPROVAL OF LAST MONTH'S MINUTES – Action Item

John Bruning (?) made a motion to approve the February 2025 minutes, Mike Fuller (?) seconded the motion, there being no further discussion and all being in favor, motion passed.

4. PUBLIC COMMENTS

None

5. STAFF REPORT

None

6. ACTION ITEMS

- **Non-Motorized Vehicle Code**

- Adopting the State's Definition of Motor Vehicles and deciding if e-bikes should be allowed on all multi-use paths, or bike lanes, and establishing any regulations such as maximum speed, duty to yield, etc.

The following discussion ensued:

1. Does the Ped/Bike Committee want to advise the City to allow e-bikes on multi-use paths in Coeur d'Alene?

Yes. E-bikes are a great way to encourage a greater number of people to get outside and be more active. They allow people who are older, have a disability, or are out of shape and looking to get healthy, a way to get involved in cycling. The problem is the speed at which

they *can* travel. E-bikes are here to stay, and they should be incorporated into our system, with some limitations.

2. Does the Ped/Bike Committee want to advise the City to use the state of Idaho's definition for e-bikes and their regulations?

Yes. Using the state's definition cleans up the contradictory ordinances we have in place that haven't been updated since e-bikes have become popular. The state allows all 3 classes of e-bikes on their trails. Some municipalities do not allow class 3 e-bikes (bikes that can exceed 20 mph with pedal assist).

3. Does the Ped/Bike Committee want to advise the City to allow all three or prohibit class 3s?

Yes, they do.

4. What other regulations does the Ped/Bike Committee want to advise the City to adopt?

An official 15mph speed limit: The committee believes this is necessary, even if the PD cannot enforce it. This will help with egregious offenses and with litigation in the case of someone injuring a more vulnerable user due to speed.

Anything without pedals should be prohibited. This will make it more easily apparent to law enforcement when an e-motorcycle user tries to claim they are a bicycle. This would not pertain to mobility-related ADA devices.

Bikes and e-bikes must yield to pedestrians. This is a generally accepted rule but may not be spelled out in city code.

All trail users must travel on the right side of the trail in the direction they are traveling. This is a generally accepted rule, as well, but is not spelled out in City Code. Traveling on the right reduces the chance that faster bikes will collide with pedestrians and other bikes when passing. These minor details become important when vehicles that are capable of greater speeds are introduced into a system. Signage and striping will help with this issue.

Wider Trail Standards for High Volume Areas. The City has been advising wider bike paths in anticipated high-volume areas and has adjusted the standards to match, but they are not written into ordinance.

What is the state's definition and what are the restrictions?

Definition:

"Electric-assisted bicycle" means a bicycle equipped with fully operable pedals and an electric motor of less than seven hundred fifty (750) watts and that meets one (1) of the following requirements:

(a) **"Class 1 electric-assisted bicycle"** means an electric-assisted bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases when the rider stops pedaling or when the bicycle reaches the speed of twenty (20) miles per hour.

(b) **"Class 2 electric-assisted bicycle"** means an electric-assisted bicycle equipped with a motor that may be used exclusively to propel the bicycle and that

is not capable of providing assistance when the bicycle reaches the speed of twenty (20) miles per hour.

(c) **"Class 3 electric-assisted bicycle"** means an electric-assisted bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases when the rider stops pedaling or when the bicycle reaches the speed of twenty-eight (28) miles per hour.

Idaho law allows electric bicycles (e-bikes) on roads, bike paths, and trails, but there are some restrictions:

Where e-bikes are allowed:

- **Roads**
E-bikes can share roads with traditional bicycles, but they must follow traffic signals and signs.
- **Bike paths**
Class 1 and Class 2 e-bikes can use bike paths, but local governments sometimes restrict class 3s.
- **Natural trails**
E-bikes are usually allowed on natural trails that are open to motorized and non-motorized use. In Coeur d'Alene, only Canfield Natural Park and the Cancourse allow bicycles.

Restrictions on e-bike use:

- E-bikes are not allowed on sidewalks.
- E-bikes are not permitted on mountain trails unless local authorities allow it.
- Hunters cannot use motorized vehicles, including e-bikes, to aid in hunting big game in certain areas.

Other e-bike laws

- Idaho does not require registration, licensing, or insurance for e-bikes.
- Riders cannot modify their e-bikes to allow the motor to provide assistance above the speed for their original classification.
- No person under the age of 15 years can operate a class 3 e-bike; they are allowed as a passenger.
- Helmets are required for bike riders under 18 years old.

Do you need a license, insurance, or registration in Idaho?

The state of Idaho does not have licensing and registration requirements for e-bikes.

John Bruning made a motion that the Ped Bike Committee recommend the City Council update its ordinances to match the state of Idaho's definitions of motorized vehicles and that all 3 classes of e-bikes be allowed on our trail system. They also recommend an official speed limit for the trails and to not allow vehicles without pedals. They recommend writing into City ordinance that bicycles yield to pedestrians and all trail users must travel on the right side of the trail in the direction they are traveling. They also recommend increasing the standard trail width requirement to up to 16 feet wide in busier areas. Brandt Souvenir seconded this motion.

MEETING ADJOURNED:

Mike Fuller (?) made a motion to adjourn the meeting and John Bruning (?) seconded the motion, there being no further discussion and all being in favor, the meeting adjourned at 4:39 pm.

7. NEXT MEETING:

Wednesday, April 2nd 4:00 PM, City Hall Conference Room 6.