

**PEDESTRIAN AND BICYCLE COMMITTEE MEETING MINUTES**  
**City Hall**  
**4 pm-Aug. 6, 2025**

**CALL TO ORDER:** The meeting was called to order at 4 :00 pm by Denise Jeska.

**1. ROLL CALL**

Denise Jeska	Chair, Physically Challenged	Present
Michael Fuller	Vice Chair, General Public	Present
Michael Wood	Running Community	Present
Michael Light	Landscape Architect	Present
Vacant	School District 271/SR2S Rep	Vacant
Vacant	Retired Community	Vacant
Vacant	Biking Community	Vacant
John Brunning	North Idaho Trail Foundation	Present
Amy Evans	City Council Liaison	Present
Brant Souvenir	General Public	Present
David Passaro	Walking Community	Present
Alistair McIntire	Student Representative	Present
Vacant	Alternate Student Representative	Vacant
<b>9 Members</b>	<b>Quorum Obtained</b>	<b>9 Present</b>

**City Staff Attending**

Monte McCully	Trails Coordinator, Liaison
Kris Beyer	Administrative Assistant
Emily Taylor	CDA Police Dept.
Tim Carrol	CDA Police Dept.
Chris Bosley	City Engineer (left at 4:30 pm)
Troy Tymeson	City Administrator

**Public Attending**

Susan Jacobs

**2. CONFLICTS OF INTEREST**

none

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

John Bruning made a motion to approve July 2025 minutes. Mike Light seconded the motion, there being no further discussion, and all being in favor, the motion passed.

**4. PUBLIC COMMENTS**

none

**5. STAFF REPORT**

Chris Bosley- The Government Way Signal and ADA Improvement Project is largely complete. All non-compliant pedestrian ramps from Harrison to Prairie have been replaced, and crosswalks restriped. With remaining funds, we also updated ADA ramps at Neider and Fourth Street. Additional crosswalk striping will be done there to correct widths from 6 to 9 feet for consistency.

The RRFB project, installing six Rectangular Rapid Flashing Beacons (RRFBs) throughout the city, is complete, including associated pedestrian ramp improvements.

Monte McCully- He has a new seasonal, and they are mowing. They will soon be installing a new bike rack at the Tubbs Hill Museum entrance, shaped like a bike with a message in the wheel reading "No Bikes on Tubbs." A trash can and dog waste dispenser will be added, and a second bench will be installed. A larger Tubbs Hill map sign is being ordered to replace the small one currently there. Due to increased use of this new trailhead, which is nearly as busy as the Third Street entrance, we're planning to add natural looking signs to help guide users back to their starting point or downtown. Two bike repair stations have been received and will be installed soon, one at the Kroc Center trailhead parking lot and one at State Line, pending coordination with Nick Snyder. A possible third station may be added near Atlas Park, depending on discussions with developers. Finally, we've ordered 15 "No E-Motorcycles" signs for the trail, which will be installed in the next few weeks. More may be added if needed.

David Passaro asked how the bike rack and repair stations were funded. Monte McCully and Mike Light stated funding came through U of I, using the Ball Futures Foundation which is from State of Idaho for Youth and the foundation was looking for avenues to use that money. Per Monte, the city paid for the bike rack. Monte also added that Hilary, from the Planning Department, is ordering 5 bike racks for the pocket park on 17<sup>th</sup> St and Sherman which will be funded using left over funds from the East Sherman project.

Denise Jeska- Stated the new push buttons on the ramps are much easier to use as she has used them. Height and proximity to the ramp, made a huge difference. David Passaro asked if there are installation protocol specifications for the buttons and Chris Bosley answered yes. Denise pointed out the differences between the old style and the newly installed style buttons and ramps. Monte McCully, explained the specs are nationwide and when engineers develop a traffic control plan intended for nationwide use, it is submitted to the Manual on Uniform Traffic Control Devices (MUTCD). Once adopted into the MUTCD, it becomes the national standard for traffic signs, signals, and markings. It then takes feedback for years before MUTCD will change anything.

Mike Fuller- Asked Chris Bosley to address the guidelines on poles at Emma and Government Way. Chris answered if utility poles with guide wires, such as at the Emma intersection, are creating a sidewalk obstruction it is up to the homeowner to pay to move the poles. According to utility companies like Avista and Ziply, if a sidewalk is required due to private development, the cost of relocating utilities falls on the property owner—not the utility provider. Relocation can be costly, potentially around \$10,000. If the city were widening the road, then the utility company would bear the cost.

Denise Jeska pointed out that, in the downtown area, older homes are being torn down and replaced with large, high-value homes, often selling for over \$1 million. Despite this, many developers receive exemptions from building sidewalks, even though regular homeowners are required to install them. The argument that a sidewalk "goes nowhere" doesn't hold up, as surrounding properties will likely be redeveloped over time, eventually filling in the gaps. Requiring sidewalks now would create a continuous, accessible network in the future. As a downtown resident and wheelchair user, navigating without sidewalks is dangerous. Many new homes have no sidewalks, despite extensive improvements like paved alleys and driveways. This creates unsafe conditions for pedestrians, wheelchair users, and cyclists. Exemptions in key corridors should be removed to ensure accessibility and safety for everyone. Denise asked for anyone who would be willing to join her; she has an extra wheelchair to experience trying to maneuver around downtown to see what kind of a route

she must take to travel the area. As more homes are rebuilt downtown, sidewalk requirements should be enforced to ensure long-term accessibility. Even if sidewalks do not connect now, they will over time as more properties redevelop. Currently, some high-end new homes are granted exemptions, leaving gaps in pedestrian infrastructure. Meanwhile, regular homeowners are required to install sidewalks. This creates unsafe conditions, especially for people with disabilities, forcing them into the street due to missing or broken sidewalks.

David Passaro- For example, a recently rebuilt home spanning three lots on Mullan Ave. installed a new driveway and alley access but no sidewalk, despite being 450 feet from the nearest one. Pedestrians, wheelchair users, and cyclists are left navigating narrow streets without safe paths.

David Passaro- asked Chris Bosley about the 200 projects needed to repair or update the ADA ramps on the overlay projects that have been completed. There are 200 ADA ramp projects pending due to previous street overlays that didn't include necessary ramp upgrades. It's unclear how many years of overlays led to this backlog, but it raises concerns about project planning and funding. For example, on the 5 Year Plan, 22nd Street from Thomas to the Greystone gate was fully reconstructed, including storm drains and water meter replacements. Despite that, ADA ramps are now scheduled separately, on a low-traffic street, after the overlay is already complete. This approach is inefficient and costly. ADA ramps should have been addressed during the overlay itself. If funding isn't available at the time, overlays should be delayed to ensure complete and coordinated improvements. David spoke with Troy Tymeson and Todd Feusier, Streets Director, and determined that the 5 Year Plan City Council approved and funded, none of those projects had been done that ended in 2025, and it was determined that this Committee would assist in creating a new 5 Year Plan. Additionally, a new 5 Year Plan has been posted with projects not yet funded or aligned with what was previously approved. This lack of coordination and follow-through undermines progress on accessibility and safety, what matters most. How are we ever going to make sidewalks safer and more accessible to our community where it really matters? The objective is safety and accessibility, where it matters most to our community, tourists and visitors. And we've ignored it, made excuses, and came up with reasons why we can't do it versus how we do it. Example: Streets like 11th, which are treacherous and pose daily hazards for pedestrians and cyclists due to missing or inaccessible sidewalks, should be prioritized. The current funding model, requiring homeowners to contribute \$1,000, creates inequity and limits progress and maybe we need to adjust this. A better approach would be to have an annual project cap and collaborate across departments to develop a long-term, fully funded sidewalk and ADA ramp improvement strategy.

Chris Bosley said he added recent overlay projects to the 5 Year Plan to avoid leaving a placeholder that states "we are working on it." He took all the recent overlay projects the city had completed over the last couple of years and added those as the priority and moved everything else on the list down. He wasn't aware of any discussion about limiting the list until a new one was developed by the Ped/Bike Committee and Todd Feusier. Chris clarified that he doesn't make decisions about concrete crew assignments or why certain projects haven't been completed. The City Streets Assistant Director provided an update for Chris to share on concrete crew activities. HMH Engineering was hired to evaluate 124 ADA ramps from recent overlay projects. They measured and assessed each ramp and now wait on the final details from their report. Due to limited crew capacity, Todd is exploring hiring a contractor to complete the necessary upgrades.

Monte McCully- By ADA standards, if an overlay is done and the existing ramp doesn't meet current code, it must be updated and is prioritized over one that does not have a ramp yet. Chris Bosley- Ramps that were compliant at the time of installation may still be considered acceptable, but retrofits are being evaluated, especially for missing features like truncated domes, which are now required for accessibility. The concrete crew has a \$75,000 annual budget. Reimbursement amounts for property owners who repair sidewalks themselves can be up to, he thinks, \$1,000, though exact totals disbursed this year are not yet available. Also, City crews removed seven trees on Sherman Avenue, replaced surrounding sidewalks, and completed trip hazard remediation. At 11th and Wallace, they removed a tree, replaced all adjacent sidewalks, and installed an ADA ramp at the corner. Work is also underway at 17th and Sherman to install a pedestrian ramp and foundation for a Rectangular Rapid Flashing Beacon, funded by the East Sherman revitalization project. ADA ramps were added for 10th and Lunceford during stormwater work.

David Passaro asked if the city hires out the concrete work. Chris Bosley stated that most concrete work is done in-house, which is more cost-effective since only materials are paid for; the labor is already budgeted. However, our Streets Department Director is considering hiring contractors to help complete backlog work, dependent on an evaluation from HMH Engineering. Chris agreed with Denise, there are too many code exemptions allowing developers to avoid installing required sidewalks, even when homes are selling for over a million dollars. Until the code is changed, this will continue. However, during property subdivisions—such as the duplex project at Honeysuckle and Steiner, we can add conditions, like requiring sidewalks. In that case, we required a sidewalk on Honeysuckle but not Steiner to avoid driveway conflicts. Chris is using the subdivision process to require sidewalks where possible, despite some pushback. That said, inspectors are limited by the current code. Previous efforts to revise these exemptions stalled at City Council.

Mike Fuller inquired if there are any updates on the code changes, as the council said it would be looking at it. Amy Evans responded that it is driven by direction from the Mayor, and Troy may have an update on where we are with staff working on the revised code.

Chris Bosley stated the city attorney is rebuilding the code to consolidate scattered sections of code and reduce confusion. For example, some incorrectly believe permits under \$30,000 exempt them from fixing tripping hazards, but those requirements remain in a separate section.

David Passaro asked if painting was done for the year for sidewalks and bike lanes. Troy Tymeson- Painting is close to done for the year. Chris Bosley- The remaining crosswalk work is minimal, and there are no plans to repaint logos, bike lanes, or similar markings at this time. David Passaro- Safety stencils, such as “look both ways,” are faded and less effective without yearly repainting. Chris- Their priority is unclear compared to street striping and crosswalks, but follow-up will be made to confirm and encourage bike lane repainting. A question was asked as to the name of the paint used and Chris stated the special paint used on the roads for marking is called Special Pavement Marking.

David Passaro- about 10 years ago in Post Falls, the contractor applied green thermoplastic to the pavement as part of the construction contract. It has lasted well, with only minor chips after 10 years, and received positive feedback. No additional installations have occurred due to not currently being budgeted in Post Falls, but plans are in place to use green thermoplastic on bike trails along intersections and Highways 41 and I-90.

Monte McCully- Permission is required before starting such a program here in Coeur d'Alene, as it is a major initiative and would proceed only if directed.

Amy Evans- directed the prior question of where the City is as far as the sidewalk exemptions to Troy Tymeson. Troy- The City Council had a split decision when it went to City Council, and he is navigating how to figure out how to split the program to work for everyone and incorporate everyone's input. The goal is to avoid placing excessive costs on homeowners, such as when a \$35,000 home improvement could trigger sidewalk costs equal to half that amount. Staff are currently following existing code, but they also recognize the need for updates to create a policy acceptable to City Council while still expanding sidewalk access. Everyone needs to focus on the positives and on what has been accomplished. The code will be a tough one to change.

Amy Evans asked if we have any data on the safety aspect of the sidewalks? Data demonstrating the value of sidewalks beyond ADA compliance, along with historical context, would help facilitate discussions with council members who hold differing views. Amy is willing to meet with other committee members, one on one with her fellow council members and share information that can be gathered.

David Passaro- He contacted the police department twice for data on pedestrian and bicycle accidents, but they were unable to provide a list. Monte McCully replied that they do have that info, but the report requires detailed review and cross-referencing with a map to determine incident locations. And in addition, it would be beneficial to find data on the percentage of sidewalk replacements tied to smaller projects versus large-scale developments would help address the perception that such costs primarily affect homeowners rather than profit-making businesses. Amy reiterated she is willing to help educate other members of city council with any gathered facts and data. Brandt responded that some data may be available from the Fatality Analysis Reporting System, which compiles police reports and categorizes fatalities by type (bike or pedestrian) as well as major and minor injuries. However, accuracy depends on how up-to-date the system is with police report updates. Amy also mentioned that Denise and the committee's annual wheelchair demonstration is a great way to highlight accessibility challenges. Since we've covered downtown twice, we should consider a different area. Having recently used a temporary wheelchair, she experienced firsthand how difficult our streets are, even with help pushing. Monte will contact the police department and will also go through building permits to see who is pulling permits for sidewalks.

## **6. DISCUSSION ITEMS**

- **E-scooters and Other Electric Vehicles** – Police shared they have been dealing with e-motorcycles this summer, which are not legal on the Centennial Trail. Mike Fuller stated he saw some doing wheelies on the trail. Police stated that by the time they are notified they are long gone. If they can catch them, they are trying to educate them and their parents, but it is hard to catch the kids. Mike F. asked if enforcement can only come on the roads and not the Centennial Trail. Police said there are city codes to enforce on the trails, but cannot see who the kids are because of helmets or catch them. We don't have e-bikes for pursuit, and by the time reports come in from downtown, riders are usually gone. We can't chase them on the trail by car, making them hard to catch. When we do contact minors, we speak with them and call their parents to explain the rules. Troy added that the city attorney is working with the city prosecutor and police department to update the code, aiming to keep certain vehicles classified as e-motorcycles and focus on enforceable speed limits. Will stay away from e-bikes as they are more difficult to regulate for now. Council supports the effort, and work continues with enforcement methods, rider education, and outreach. It was mentioned that the city attorney confirmed that engines over 700 watts (1 hp) are illegal on the trails. Police report most issues involve 12–16-

year-olds riding privately owned e-motorcycles, though some are rentals, which can be identified through licensing. Enforcement is difficult without an updated code, so a speed ordinance is being drafted to set a 15 miles per hour limit for all trail users, regardless of vehicle type. Educational efforts could include outreach to rental agencies, social media, signs, and possible speed radar displays, though speed radars could be misused by some riders. The committee discussed handing out ordinance cards, but noted limited effectiveness with youth. Council supports code updates, focusing on enforceable speed limits and public education to address safety concerns and ongoing complaints.

Mike Fuller- Kootenai Electric Cooperative sponsors the Bike Roundup, donating \$2,500 to the police department for bicycle safety. Laurie from KEC said this is a grant that our committee could apply for in the future. The funds could support a paid "Bike to Work" coordinator, which has not been done before due to lack of funding. Per Monte, \$2500 would not be enough to fund a position. The Safe Routes to School coordinator would apply to the state's Safe Routes to School grant program, seeking funds to cover their salary and anything additional for construction and related projects. Mike F mentioned he was surprised the police department was involved with providing helmets. The committee members discussed the police department's use of grant funds for bike rodeos and safety education in elementary schools. Resource officers could also engage high school students, possibly using e-motorcycles for demonstrations and safety talks. With recent laws now in place, officers have more tools to address unsafe riding. Education is needed to ensure riders treat e-motorcycles like regular motorcycles and avoid unsafe or disruptive behavior.

- **Motorized Vehicle Ordinance Update – Monte:**

See above discussion under staff report.

- **Speed Limit Awareness**

See above discussion under staff report.

- **Social Media Videos- Mike and Denise**

Monte said there is one video almost done. The first video was made at McEuen Park about the difference on the walking trail versus the bike trail. There are plans to work on a crosswalk video next Tuesday. Some committee members plan on meeting every Tuesday at 5 pm to work on the Public Service Announcements (PSAs) videos. Monte has also been posting on Ped/Bike Facebook page but not getting a lot of traffic on the Facebook page. Monte also added the link to the League of American Bicyclists survey for public input. Dave Passaro asked if a bike shop could add the survey link to their page? Monte replied yes and asked the committee to also share the Facebook page.

- **Realign Subcommittees – Dave Passaro** stated the committee spends a lot of time on sidewalk improvements, bike lane improvements, and e-bike oversight and redesign. And wonders should we make these the three sub-committees that we work on those areas because they need a lot of attention versus advocacy, infrastructure, and the master plan, even though those are critical to getting long-range stuff done. Monte replied, they certainly could because infrastructure is a part

of those subjects and can be updated, and advocacy/awareness revised. The master plan, walk, and Bike to Work are ad hoc events. The other two items can remain on hold for now. Dave again asked if the committee should reconsider whether to redesign subcommittees or add a permanent Street Department representative to address sidewalk improvements, bike lane improvements, and e-bike oversight. These topics require coordination with the Street Department on budgeting, funding, and project limits. Having a Street Department representative attend at least every other meeting would greatly improve discussions. Monte suggests replacing “e-bike oversight” with a broader category such as speed limits, law enforcement, ordinance enforcement, warning systems, trail management, or overall trail safety management, since the issue extends beyond e-bikes. Dave mentioned the main issue involves sidewalks, bike lanes, and related facilities. Monte answered that’s why we had the name as Bikeways Master plan which covers everything. It’s not just about trails; the plan addresses all aspects of biking infrastructure. David added on the city’s website, under Ped Bike Committee there is currently the 2016 Master Plan and two educational brochures. Most content is still relevant, but it should be refreshed, updating to 2025 and reviewing every other year would keep information current rather than nine years old. Mike Fuller states we need changes, want our message to be heard and accessibility issues are not understood. Currently, some Street Department staff and council members may not fully understand the committee’s objectives: safety, walkability, and connectivity. Monte suggested the committee is passionate, but meeting minutes often don’t reach the right people. To have greater impact, members should consider sharing their views during city council public comment period. Mike Wood shared his frustration with that suggestion because the committee’s purpose is to provide input to city council, yet members must attend council meetings to ensure their input is heard, despite already committing time to monthly committee meetings. Troy shared he appreciates the committee’s volunteerism and accomplishments, especially on trails. He prefers maintaining subcommittee structures to set goals while the council works on implementation. Funding is limited, and improvements take time, but the city values the committee’s passion and input. Safety, walkability, and accessibility are priorities, and members should focus on achievable goals. He noted that unified support helps advance policies, such as sidewalk ordinances or trail safety measures. While not everything can be implemented immediately, progress is being made through coordination with law enforcement, SROs, and city staff. Past challenges, such as costly unplanned projects, highlight the need for careful planning. Overall, the committee’s efforts are essential to improving community infrastructure, and incremental wins will be deployed through the democratic process.

- **Bike Lane Improvement – Dave**  
See above discussion under staff report
- **E-bike Oversight – Dave, Monte**  
See above discussion under staff report
- **Street Department Liaison – Dave**  
See above discussion under staff report.

- **Sidewalk Zone Change – Dave**  
See above discussion under staff report.
- **Evaluation of 200 ADA Ramps – Dave**  
See above discussion under staff report.

## **7. SUB-COMMITTEE REPORTS – Information Items**

- Awareness/Advocacy/Education (**ADA Downtown/Audit, Speed Limit Awareness**):  
Mike W, Denise, Dave  
They did meet on Monday- see above discussion under staff report.
- Infrastructure (**CDA Lake Drive and Mullan**):  
Mike F, John Bruning, Brandt Souvenir, Mike L  
Mike F. shared he is unsure how to start engaging with the schools. When I asked Kootenai Electric Cooperative if they had any school contacts, they said no, and he doesn't have time to handle it himself. Monte offered to work with him on resources he could possibly follow up with. John shared, The Trail Foundation is still working on a new alignment for Coeur d'Alene Lake Drive and Mullan, with another proposal expected next week. There's no major opposition, just questions about design and safety, particularly the Mullan turn. Parking in the middle parking area forces bikes into traffic, so building the new section sooner is preferred, especially as the property developer may be required to construct it. Issues were raised about bike lane violations on 23rd Street and Young Avenue. Cars often park in bike lanes during events, such as Taco Tuesday and concerts at McEuen, despite "No Parking" signs. Enforcement is limited because code enforcement only works until 5 p.m., though police can still issue tickets. There is also concern about uneven pavement and the ramp near the museum crossing that needs repair to bring flush.
- Bikeways Master Plan/Bike & Walk Friendly Ad Hoc (**Applications**):  
Mike L, Mike W, Denise  
Did not meet.
- Bike to Work Subcommittee (**Social Media Videos/BTWW**):  
Mike W, Mike F, Denise, Brandt, Allister  
Denise Jeska stated the committee is working on that. See above discussion under Social Media Videos. Mike Light also added he sent out an email for a Bike Friendly Community public survey and asked for people to complete it and share. It includes basic and anonymous questions, with some responses posted publicly. Mike was not sure if increased participation could improve the city's score. Monte McCully suggested limited feedback participation in the past may have hurt past results.

## **8. ROUND TABLE – Information Items:**

**Denise Jeska:** nothing

**Alistair:** nothing



**Amy Evans:** Suggested the committee discussed partnering with Ales for the Trail in the future to host a booth for educational outreach, focusing on issues such as speed limits and trail safety. Ideas included handing out swag (e.g., magnets) and it was also suggested, using the event to distribute surveys, such as past partnering efforts by the Tubbs Hill Foundation at other community events. While it is too late to organize for this year, planning could begin for next year.

**David Passaro:** Post Falls has a website which offers a simple online tool for reporting issues such as potholes, sidewalks, or trees. This may help reduce phone calls, provide documentation, and speed response times. A similar system could benefit our city and help identify problems like trees blocking stop signs, which are often only noticed when reported by the public.

**John Bruning:** Ales for the Trail will be held August 16 from 3–8 p.m. at City Park with 25 brewers, bands, and food trucks. The foundation continues to receive complaints about e-bikes, including negative emails and voicemails. Trail use data is collected by a counter near the University of Idaho and downloaded every other month; updated numbers will be available at the end of this month for comparison with past years and we can add these numbers to the committee meeting minutes.

**Brandt Souvenir:** nothing

**Monte McCully:** Monte and Hillary Patterson in Planning received a demonstration from Placer AI, a company that uses geofencing and cell phone data to estimate park and trail. Their system, reported to be about 98% accurate, estimated 500,000 visitors to Tubbs Hill over the past year, compared to fewer than 400,000 recorded by existing trail counters at a single entrance. Pacer AI also provides aggregate data on where visitors came from and where they go after. Pacer AI uses macro data from cell phones without sharing personal information. The tool is effective but considered too expensive.

**Michael Light:** ask to share and have people fill out the bike to work survey

**Michael Wood:** nothing

**Michael Fuller:** The Lake City Bicycle Collective is struggling due to a lack of mechanics and younger volunteers to continue their mission. Most current volunteers are older, leading to reduced hours for repairs, bike giveaways, and sales. The group may need to come up with ways to support them such as social media outreach to recruit new help to help get the word out to be able to continue.

## **9. MEETING ADJOURNMENT & NEXT MEETING:**

Mike Light made a motion to adjourn the meeting and Mike Fuller seconded the motion. There being no further discussion and all being in favor, the meeting adjourned at 5:46 pm.

Next Meeting: 4:00 pm, Wednesday, Sep. 3, 2025, City Hall Conference Room 6.