

# PEDESTRIAN AND BICYCLE COMMITTEE MEETING MINUTES

City Hall

4 pm-Sep. 3, 2025

**CALL TO ORDER:** The meeting was called to order at 4:05 pm by Denise Jeska.

## 1. ROLL CALL

Denise Jeska	Chair, Disabled Community	Present
Michael Fuller	Vice Chair, General Public	Absent
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 (late 4:10pm)
David Passaro	Walking Community	Present
Alistair McIntire	Student Representative	Present
Vacant	Alternate Student Representative	Vacant
<b>9 Members</b>	<b>Quorum obtained</b>	<b>6 Present</b>

### **City Staff Attending**

Monte McCully	Trails Coordinator, Liaison
Bill Greenwood	Parks & Rec Director
Kris Beyer	Administrative Assistant

### **Public Attending**

none

## 2. CONFLICTS OF INTEREST

none

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

John Brunning made a motion to approve August 2025 minutes. Amy Evans seconded the motion, there being no further discussion, and all being in favor, the motion passed.

## 4. PUBLIC COMMENTS

none

## 5. STAFF REPORT

Monte McCully- Post Falls is moving forward with the Prairie Trail extension to Highway 41 by next year, possibly including the underpass. The city won a lawsuit against developers and redirected funds from another project to begin tunnel construction under Prairie. The trail will extend from Meyer to Highway 41, with developers responsible for the Prairie to Highway 41 section.

## 6. DISCUSSION ITEMS

- **Motorized Vehicle Ordinance Update ACTION ITEM** – Monte McCully introduced the proposed ordinance adding Chapter 4.40 to the Coeur d'Alene Municipal Code to address trails, bicycle paths, pedestrian paths, and multi-use paths. The ordinance repeals Sections 10.40.010(A) and 10.40.050, amends Section 10.40.030, provides

for the repeal of conflicting ordinances, establishes severability, requires publication of a summary, and sets an effective date.

Discussion: Monte McCully, Bill Greenwood, and Denise Jeska discussed the approval process for the ordinance. With the updated ordinance first reviewed by the Pedestrian/Bike Committee, then will go to the Parks & Recreation Committee, and finally to City Council for approval or amendments. David Passero indicated that two codes will be repealed and converged into this ordinance. Monte explained section three of the restructured ordinance updated definitions and clarified language in the ordinance regulating motor vehicles on trails, bike paths, pedestrian paths, and multiuse paths. The changes aim to protect public health and safety by prohibiting motorized use on paths intended for pedestrians and bicycles. He stated, City Attorney Randy Adams, expanded definitions to cover bicycles, bike lanes, paths, electric-assisted vehicles, mopeds, scooters, motorcycles, and similar vehicles, ensuring all types addressed. The section also added prohibitions and penalties for violations. Bill shared he requested that the ordinance include an exemption allowing maintenance vehicles on sidewalks and pedestrian paths to prevent issues when workers' trucks are on site. Discussion among committee members regarding pedestrians not being allowed in bike lanes: Mullan Avenue is not included, it's the Centennial Trail, which functions as a bike lane but is defined as a trail connection. Similar rules apply to the Dike Trail at North Idaho College. Exceptions allow use by motorized wheelchairs, emergency and authorized vehicles (e.g., maintenance, passenger transit, or permitted crossings). The ordinance sets a 15-mph speed limit and trail rules, such as yielding to pedestrians, no more than two abreast, stay to the right, no carrying passengers on vehicles not designed for it, no racing. Accidents causing injury or death must be reported to police. Property damage is also covered now, with liability for repairs (e.g., developers must meet standards and remain liable for two years). The prosecuting attorney's office will now be able to engage in violations, adding enforcement strength. Vehicles must slow or stop before entering intersections. Lights are required on bikes, and horses are prohibited. The ordinance prohibits riding bicycles or other vehicles (except motorized wheelchairs) on sidewalks between 1st and 6th Streets and for one block on side streets. Skateboards and similar devices are banned on sidewalks in those same areas, but may be used on Front Ave. and Lakeside. Bicycles cannot be parked in ways that obstruct pedestrians, vehicles, or damage property. Demonstrations allowed if authorized by the mayor or city council. Appeals and legal provisions are now included.

Amy Evans made a motion to approve Motorized Vehicle Ordinance. John Bruning seconded the motion, there being no further discussion, and all being in favor, the motion passed.

Discussion- Monte McCully mentioned he does not foresee any opposition to the updated ordinance. The issues this ordinance addresses have received wide coverage on Coeur d'Alene TV, in newsletters, and on social media, including Facebook and local news channels.

Amy Evans thanked Monte for his work on the ordinance, noting that while some may feel the committee doesn't move quickly, this represents a major accomplishment. The process involved extensive public education, coordination with attorneys, and research into how other cities handle similar issues. It was described as a difficult project, but one that highlights the value and work of the committee.

Monte McCully- The ordinance prohibits e-scooters on the trail. Police supported this approach, noting other cities already have similar restrictions.

David Passaro asked about the little animals riding tours. Bill Greenwood answered the Segway tour operator has a long-standing city permit, but he has recently added new “animal scooter” rides that appear non-compliant. Staff plan to meet with him to clarify operations. His tours run between his business near Moontime, Jewett House, McEuen Park, City Park, Fort Grounds area, and the Little Red Church. Concerns were raised about the number, speed, and width of these scooters, which create congestion and safety issues.

David Passaro questioned once the ordinance is approved, how does the training happen with the city’s police department. Bill Greenwood and Monte McCully pointed out police typically wait for an ordinance before enforcing. Once in place, the police chief ensures officers are informed and can act on related calls. While regular trail patrols aren’t expected, checkpoints may be set up in areas like McEuen Park or City Park. Enforcement will likely focus on serious violations, such as e-motorcycles, rather than minor issues such as staying right on trails

- **E-scooters and Other Electric Vehicles – Monte:**

See above

- **Speed Limit Awareness-Monte-**

Denise Jeska stated passing the ordinance was our step towards speed limit awareness.

- **Social Media Videos- Nike and Denise**

Discussion sharing one PSA video completed, and Brandt Souvenir will draft additional scripts. Monte McCully’s son, who is now working at K-Tech, is editing videos as a volunteer. Videos can be uploaded to Facebook or YouTube, with Facebook offering better options for titles and formatting. Audio quality was an issue in one video but can be fixed by Monte’s son. Recording in portrait format works best for Facebook reels rather than landscape.

- **Realign Subcommittees- Dave**

*Ordinance and Meetings*

Monte McCully stated that he discussed potential ordinance changes with Bill Greenwood, Parks & Rec Director, and Troy Tymeson, City Administrator, who supported the adjustments. Currently, the committee has three to four subcommittees and meets nearly every month. The ordinance requires nine committee meetings per year, but Monte and committee members are in favor of David’s suggestion of alternating full committee meetings and subcommittee meetings every other month to increase efficiency.

*Subcommittee Structure*

The committee agreed with David’s proposal consolidating existing subcommittees into two main groups:

1. *Pedestrian Mobility* – sidewalk improvements, accessibility, grants, and education.
2. *Bicycle Mobility* – bike pathways master plan, Bike to Work program, and education.

This structure would allow subcommittees to set yearly goals and reduce overlapping responsibilities.

#### *Membership*

Discussion about possibly reducing committee size. Currently, there are nine members with three vacancies. The ordinance still lists 12 members, but they suggested keeping it at 12 or possibly reducing it to 10 members. Amy Evans emphasized the importance of sharing workloads, so the same people are not responsible for all subcommittee tasks.

#### *Efficiency and Workload*

David Passaro, Bill Greenwood and Monte McCully questioned the effectiveness of current subcommittees, noting some work, like downtown audits and speed limit awareness, occurs outside the subcommittees. Monte suggested that tasks like video projects could be handled outside formal subcommittee meetings but still contribute toward the subcommittee's yearly goals. Some projects, like Bike to Work, may involve the full committee. Amy Evans and Bill highlighted the need to balance responsibilities and ensure subcommittees are productive.

#### *Representation and Vacancies*

The school district representative (District 271) is typically vacant. Attempts were made in the past to recruit substitutes or student teachers and then when they were hired as full-time teachers, they do not tend to stay on the committee leaving vacancies. Monte McCully suggested keeping biking community and removing the general public. Engineering and landscape architect are represented.

#### *Law Enforcement Representation*

Including a police representative like a School Resource Officer was suggested. Terry Henrichs contacted Hillary Patterson in the Planning Department, she is a retired officer who expressed interest in participating. This could replace the retired community representative role to ensure active law enforcement involvement.

This discussion on realigning sub-committees for an updated ordinance will be added as an action item for next committee meeting on Oct 1<sup>st</sup>, 2025.

- **Create Actionable Yearly Goals**

Denise Jeska stated realigning sub-committees would be perfect as a goal.

- **Sidewalk Zone Change- Dave**

David Passero asked where the city was with the sidewalk zone change. It was noted Chris Bosley, City Engineer, explained in the last committee meeting the sidewalk zone change will take some time. The proposal, connected to critical corridor remodels, was tabled by City Council after coming out of Planning & Zoning. Committee members noted that it may be better to wait until after November elections are finished to bring it forward again, as political concerns could slow the process. The plan is to revisit it early next year, with the Parks & Rec Committee reviewing it before it returns to Council. Bill Greenwood suggested keeping Chris Bosley actively working on the sidewalk zone change so the committee will be ready to go after the first of the year.

The committee also discussed ways to support sidewalk improvements already being made. Members suggested pulling permit data to identify homeowners who used city funding to repair or replace sidewalks and then sending them thank-you notes. Suggesting a subcommittee could handle this effort. Committee members noted a

noticeable increase in sidewalk repair activity around the city, though not all projects may be tied to the cost share funding program, some may be homeowner or developer-driven projects.

Another concern raised was the limited number of contractors eligible to perform sidewalk work. Only city-approved public works contractors can do these repairs, which restricts homeowners' choices. Approval requires meeting specific insurance, bonding, and liability standards with the city, which many contractors have not done. This makes it harder for residents to use the city program, and the committee suggested looking at ways to make the process more accessible while still ensuring quality work.

Finally, the group discussed funding opportunities. Past federal grants were used to install pedestrian ramps and complete many sidewalk projects downtown, but those funds are now exhausted. It was brought up in a prior meeting, Mike Light mentioned that new grant opportunities may exist for ADA transition plans, and the committee agreed this should be researched further. They also discussed the Recreational Trails Program (RTP) and other grant sources, noting that while many are focused on trails, parking lots, or bridges, some may be applicable to sidewalks. Monte McCully plans to attend upcoming workshops to learn more about these options.

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

- Awareness/Advocacy/Education (ADA Downtown/Audit, Speed Limit Awareness):  
Mike W, Denise, Dave  
Did not meet
- Infrastructure (CDA Lake Drive and Mullan):  
Mike F, John Bruning, Brandt Souvenir, Mike L  
Did not meet
- Bikeways Master Plan/Bike & Walk Friendly Ad Hoc (Applications):  
Mike L, Mike W, Denise  
Met last week. Members noted overlapping with other committees and the recent discussion to simplify the sub-committee structure should improve efficiency. They recalled that former ped/bike member Mark Puddy had created a list of goals, including Bike to Work Week, pedestrian priorities, and corridor improvements. Committee members agreed it would be useful to review and update those files as a starting point for setting current goals.
- Bike to Work Subcommittee (Social Media Videos/BTWW):  
Mike W, Mike F, Denise, Brandt, Allister  
The committee suggested planning early for next year's Bike to Work Week to allow time for fundraising and sponsorships. Monte suggested starting now and asked if Mike Light was taking this on. David Passero offered to assist. Denise emphasized the need to have materials ready in advance and noted that past relationships, such as with the Music Conservatory, have added value to the event. It was noted this year's activities were hindered by poor weather, reinforcing the suggestion to begin planning early.

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

**Denise Jeska:** Suggested the committee possibly producing a social media PSA focused on drivers failing to stop for school buses, noting that the issue is widespread both locally and nationwide. Members suggested using a school bus in the background of the video, possibly filming near Harrison or Bryan Elementary where traffic and crossing activity are highly visible. The idea would be to record simple footage and then add voiceover or captions to highlight the safety message. Bill Greenwood recommended including pedestrian crosswalk safety in the same effort, especially around schools. Denise noted that the committee has already produced a PSA on crosswalks, though it has not yet been released and was not filmed directly in front of a school. Members also mentioned that the school district may already have safety videos available. Crossing guards, particularly at Bryan, were discussed as examples of ongoing safety measures, though concerns remain about drivers ignoring both buses and marked crossings.

**Alistair:** Monte asked Alistair if he would rejoin the committee for another year, and he agreed. Alistair confirmed that he bikes to school, though he noted there are not many other students who do. He attends Lake City High School.

**Amy Evans:** none

**David Passaro:** At 9th and Young, storm drains, and curbing were replaced, but only one corner received an ADA ramp. The committee noted this as a possible PSA topic to highlight the need for ADA compliance whenever concrete work is done. Bill Greenwood emphasized the importance of better communication with the Water and Wastewater Departments, since projects like hydrant moves, wastewater, or stormwater work may miss ADA upgrades if not coordinated. He noted that Water Director Kyle Marine is receptive to such concerns and would likely address them if informed.

**John Bruning:** The *Ales to the Trail* event was very successful, with about 800 tickets sold, the highest ever. There was light rain early in the day, but it cleared up for the event. The Parks Department provided great cooperation.

Work on I-90 has come to halt due to the strike by the operating engineers who run heavy equipment. Waterline work on Seltice is pending due to the strike and Kyle Marine, Water Director, may come up with a different timeline for them to be able to get some of the needed work done since the actual start date depends on Idaho Transportation Department (ITD) and the contractor. When the trail will be cut for the I-90 expansion, temporary paving of the trail could maintain Boston qualifier status, if not, full requalification would cost \$3,000–\$4,000 and take a year, so it's preferred to temporarily pave the cut section. An example mentioned by David was the past issues at Beck Road in Post Falls with crushed rock and it caused complaints; hard-surface temporary paving should be required to prevent similar problems. Monte asked if the aggregate crack sealing is holding well on the trail over by Cabelas as it was a new process used. David stated it was. Monte also mentioned a bike repair station was installed last week there. The city hired the same company to redo the section past the Atlas Trail and apply a seal coat. There are still some small half-inch cracks that they did not address, but the work seems to be holding up well in the hot weather. David closed by saying work on I-90 is on hold due to coordination between contractors Degerstrom and Scarcella Brothers.

**Brandt Souvenir:** none

**Monte McCully:** none

**Michael Light:** absent

**Michael Wood:** absent

**Michael Fuller:** absent

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

John Bruning made a motion to adjourn the meeting, and Brandt Souvenir seconded the motion. There being no further discussion and all being in favor, the meeting adjourned at 5:03 pm.

Next Meeting: 4:00 pm, Wednesday, Oct. 1, 2025, City Hall Conference Room 6.