

PEDESTRIAN AND BICYCLE COMMITTEE MEETING MINUTES
City Hall
4:00 PM August 2nd, 2023

CALL TO ORDER: The meeting was called to order at 4:10 pm, by Michael Fuller

1. ROLL CALL

Denise Jeska	Chair, Disabled Community	absent
Michael Fuller	Vice Chair, General Public	present
John Brunning	North Idaho Trail Foundation	present
Amy Evans	City Council Liaison	absent
Henry DePew	Student Representative	present
Greyson Storey	Alternate Student Representative	absent
David Passaro	Bicycling Community	present
Michael Light	Landscape Architect	present
Michael Wood	North Idaho College	absent
Brant Souvenir	General Public	present
Bill Irving	Environmental Community	present

City Staff Attending

Monte McCully	Trails Coordinator, Liaison
Bill Greenwood	Parks and Recreation Director
Michael Kempton	Lead Maintenance Worker, Records

Public Attending

none

2. CONFLICTS OF INTEREST

None.

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

John Brunning made a motion to approve the May 2023, minutes, Mike Light seconded the motion, there being no further discussion and all being in favor, motion passed.

4. PUBLIC COMMENTS

None

5. STAFF REPORT

Monte McCully reported that the bid to extend the Prairie Trail to Meter Avenue has been accepted and that a change order is being considered to extend the work from Meyer Avenue to Prairie Avenue due to the bid coming in lower than expected. Also, the section of this trail from Prairie Avenue to the Hwy 41 Trail, completed by the Idaho Department of Transportation, is planned to be completed next year by the developers of the intervening property, which will then connect the Prairie Trail to both Post Falls and Rathdrum. Monte further explained that the section of the Seltice Trail that has been closed due to construction in the Atlas site should be reopened by this fall. He added that the new trailhead for the Prairie Trail next to the Kroc Center will be built after Avista removes trees impacted by the overhead utility lines. Monte concluded by informing the members that Tom Morgan had officially resigned from the committee.

6. DISCUSSION ITEMS

- 7th Street Traffic Calming Pilot (Harrison to Front)

Michael Light explained that he would like for the committee to recommend that a plan be created and implemented to improve bicycle and pedestrian safety along 7th Street from specifically Lakeside Avenue to Harrison Avenue by as this neighborhood street has an excessive amount of through traffic due to it providing unimpeded access to downtown. Suggestions included traffic calming devices such as bulb outs at intersections, speed humps and stop signs. This led to a discussion related to the process of implementing these changes and the engineering standards used to determine when stop signs and/or stop lights are warranted. It was agreed to continue the conversation at future meetings.

- Bike Parking Collaboration with the Public Art Commission

Mike Light made a suggestion that the committee and the city partner with the Public Art Commission to design and acquire bike racks that can be installed to support interested businesses. Bill Greenwood supported having some bicycle amenities on hand so that they can be provided on short notice when a business or organization expresses a desire to add one on or adjacent to their property. Mike Light reminded the committee that at a previous meeting the idea to cut the existing bike corrals in half so that they can be installed at more locations and at locations with limited space had been discussed and should be pursued. Monte shared that the department has the means and ability to secure encroachment permits and to install bike racks when suitable locations are identified.

- Kellogg Sidewalks Grant

A brief discussion related to the recent awarding of grant money to the City of Kellogg for constructing sidewalks and how our organization can benefit from their experience was held. It was agreed that the City will need to create a Safe Streets for All plan in order to secure these type of grants.

- Sidewalk Mapping

Monte explained how the sidewalk mapping project was connected to identifying critical corridors and that it has been sustainably completed except for identifying ADA crosswalk ramps.

- Critical Corridors for Sidewalks

Monte reported that the Planning Department had reviewed the committees list of critical corridors and eliminated two recommended connections, both related to new developments on the west side of the city. Additionally, it was shared that the Coeur d'Alene Police Department vetted the list and endorsed it. Bill Greenwood suggested that the committee move forward by working with the Planning Department to bring this issue and the list of potential corridors to City Council.

- Grants Opportunity-Safe Streets and Roads for All

This item was covered under the discussion about Kellogg Sidewalk Grants.

7. SUB-COMMITTEE REPORTS – Information Items

- Awareness/Advocacy/Education:
Michael Fuller spoke about the lack of ADA compliance along the sidewalks fronting Sherman Avenue caused by permitted sidewalk encroachments. Bill Greenwood spoke in support of making the uses along the sidewalks ADA compliant. The benefits of closing the street to traffic and/or eliminating on street parking were discussed. Bill Greenwood suggested that the committee write a narrative explaining the issues and concerns and work with the Planning Department to find a solution.
- Infrastructure:
It was suggested that an action plan for pursuing grants be created during the winter months. Michael Fuller expressed his concerns regarding safety at the intersection of the Centennial Trail with Academic Way, specifically because of limited visibility and heavy usage. Monted shared that the city engineer has a work order to improve signage at the intersection. It was also suggested that the large berm restricting visibility be removed. Michael Fuller also asked if the new parking lot at the Lacrosse Street extension was going to be opened to the public. Bill Greenwood told the committee that it would be in the future after the BLM property is developed as a park. It was suggested that the gates blocking the site to vehicle traffic be modified to allow pedestrians and bicyclist pass through the lot. A brief discussion regarding public access to the Belle Revie boardwalk and how it was a condition of the developments original PUD.
- Bikeways Master Plan
Michael Light let the committee know that this sub-committee had met and has worked on creating a list of actions that need to be completed in order for the city to apply for the gold level of bicycle friendly and the silver level for walkability. Michael Light shared that he has been trying to recruit a Safe Routes to School coordinator, a step which would greatly improve the chances of the city achieving a high level for this program.
- Bike and Walk Week:
David Passaro said the sub committee planned to begin meeting again starting in January.

8. ROUND TABLE – Information Items:

John Brunning let the committee know that the Ales for the Trail event will take place Saturday, August 19th between 2 and 8 PM at City Park. He also reminded the committee that a public presentation was scheduled for the following day at the Library by the Idaho Department of Transportation on the proposed traffic control center. He then shared an article from the New York Times that focused on the problems associated with E-bikes and included the following information.

David Passaro asked about the city's preparations for the 4th of July last month and if removing the basketball goals was a part of that. Bill Greenwood confirmed that it was as the Police Department has requested this action annually. Monte suggested that the committee maintain the existing membership unless a representative from the school district is recruited. Michael Fuller reminded the committee that there are openings on the subcommittees and new members who are not on them. Brant Souvenir volunteered to join the Bike to Work Week and Infrastructure sub committees. Bill Irving volunteered to replace David Passaro on the Bikeways Master Pan subcommittee. Michael Fuller also related on how he had recently had to dodge an ATV on the Prairie Trail.

9. NEXT MEETING:

Wednesday, September 6th 4:00 PM, City Hall Conference Room 6.

Michael Light made a motion to adjourn the meeting and David Passaro seconded the motion, there being no further discussion and all being in favor, the meeting adjourned at 5:41 pm.

New York Times article by Matt Richtel - July 29,2023.

Mr Rich is a Pulitzer Prize winning author and reporter.

“Dangerous Combination - Teenagers and E-bikes.”

Many e- bikes can exceed 20 m.p.h. - some can approach 70 m.p.h.

Even when ridden at legal speeds there are risks especially for young, inexperienced drivers merging into traffic. Mr. Richtel gave examples of two 15 year olds involved in traffic accidents - one died.

“Too fast for sidewalks - too slow in traffic” says a San Diego County deputy sheriff. Existing laws treat these e-bikes like bicycles.

Bend, Oregon ran a public service campaign acquainting the public with e-bike laws that were being violated. Days later a 15 year old was hit and killed.

Sheila Miller, a spokeswoman for the Bend P.D. and helped develop the public service campaign, emphasized that not everything that calls itself an e-bike qualifies as one or is safe for minors. Under Oregon law, more restrictive than most states, a person must be 16 to ride any e-bike. “Parents, don’t buy these bikes for kids when they are not legally allowed to ride them” stated Ms. Miller.

The number of e-bikes being sold is unknown because they do not need to be registered. An e-bike industry expert at Portland State University estimates one million e-bikes will be sold in the U.S. this year. Minimal regulation is a big selling point. Super 73, a company in Irvine, California, advertises “Ride without restrictions. No license, registration, or insurance required”.

The California legislature is considering a law to prohibit e-bike use for those under 12 years of age and to create a licensing program with written test and photo I.D for those without a drivers license.

One vehicle that has drawn attention for its speed is one made by Sur-Ron. In June two boys riding a Sur-Ron died in a crash while being followed by police. A day after a boy died after colliding with an ambulance. The speed restraint set at 12 m.p.h. can be removed by cutting a wire, a procedure which is widely shared in on line videos and which law enforcement says appeared to be there by design. “There are all kinds of videos on how to jailbreak your Sur-Ron” said a captain of the sheriff’s department in Orange County. “With the speed wire clipped the vehicle can approach 70 m.p.h.”

An attorney for a trade group of e-bikes said he worried about products like Sur-Ron bikes.
“They can be easily modified with the knowledge and blessing of the manufacturer.”

The preceding is a summary of the complete article which can be found in the July 29, 2023 edition of th New York Times.