



**Greater Vernon  
Cycling Advisory Committee**

Greater Vernon Cycling Advisory Committee (GVCAC)  
#4-3910 32<sup>nd</sup> Avenue  
Vernon, BC V1T 2N3

November 30<sup>th</sup>, 2009

The District of Coldstream  
9901 Kalamalka Road,  
Coldstream, BC V1B 1L6

Attn: Mayor and Council

Re: Proposed Grid Road Design.

Members of the Greater Vernon Cycling Advisory Committee (GVCAC) have reviewed the proposed design of the Grid Road and multi-use path, and would like to express their support, in principal, for this traffic management initiative. However, we have a few concerns about the design, from a cycling perspective.

While the inclusion of a multi-use path is generally desirable, as it provides an opportunity for recreational cyclists to develop their skills in an environment with less conflict with traffic, the way it terminates at the junction with Kickwilli Loop will put those same cyclists at risk, when they have to cross the Grid Road with no momentum at a busy location. For that reason, and because of the sustained grade that will be intimidating to new riders, it will not be as attractive for recreational cyclists. Furthermore, commuter cyclists are not likely to use it, because of the crossing issue on the uphill, and because of the potential conflict with pedestrians on the downhill. That is not to say that the multi-use path is not desirable, or should be removed from the design. Rather, additional provision should be made for cyclists on the road side of the barrier.

In our opinion, these safety concerns need to be addressed by the designers. A viable solution supported by the GVCAC is to paint cycling lanes on either side of the two lane Grid Road. We believe a cycling lane is essential on the uphill side, as there will be a significant speed differential between the cyclists and passing cars. A cycling lane on the downhill side is also desirable, even though the commuter cyclists will be better able to minimize the speed differential. Recreational cyclists, and pedestrians, will benefit from a lane on the downhill side because it will provide an alternative that keeps the cyclists travelling at higher speed from conflicting with pedestrian use.

At the intersection with Kal Lake Road, we recommend that a modern roundabout be used in place of traffic signals. The roundabout will better manage traffic flows, be less expensive to construct and maintain in the long run, and will have a traffic calming effect for the area to the south. There will also be environmental benefits, not the least of which is the reduction in vehicle idling, and distribution of pollutants near an important riparian zone. While the need to obtain a minor amount of additional property may add to the initial cost slightly, it will be less expensive in the future.

Thank you for allowing us the opportunity to view the plan and provide input. We look forward to an opportunity to review the revised plan, and can arrange to meet with staff, council, or consultants if necessary to provide additional input.

Sincerely,

Bruce Mol  
Chair, Greater Vernon Cycling Advisory Committee.  
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