

**Greater Vernon
Cycling Advisory Committee**

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

December 21, 2009

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

Attn: Mayor & Council

Re: Proposed Grid Road - Suggested Design Change

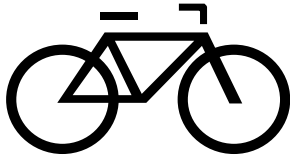
Dear Mayor, Council, Planning and Engineering staff;

Members of the Greater Vernon Cycling Advisory Committee have considered the recommendation of the District of Coldstream – Engineering Department regarding provision for cycling adjacent to the proposed Grid. We understand and agree with the rationale that providing an additional 3.0m of lane width would increase the cost of the project. However, we remain committed to maximizing the value of this project for the residents of Coldstream, and Greater Vernon, from a cycling perspective. To that end, we respectfully request that the District of Coldstream consider a minor, low cost design change prior to proceeding with this project.

From the Typical Design Sections presented at the public meeting, a copy of which is attached, there is included on the north side of the road a concrete curb, and gravel shoulder, plus a slope into the ditch. If that were eliminated, the road width could be increased by about 1.0m, while still maintaining a ditch for water control and snow removal. Furthermore, by slightly narrowing the multi-use path from 4.0 to 3.5 m, an additional 0.5 m of lane width could be gained, without incurring additional cost to widen the road. A rough proposed design section is also attached. The cost savings of removing the concrete curb would at least partially cover the slightly increased cost for paving the additional 1.0 of the lane, assuming the additional 0.5m transferred from the multi-use path would be paved anyway.

The reduction in width of the multi-use trail from 4.0 to 3.5m is not expected to significantly reduce the function of that structure. Indeed, the existing Jack Schraeder trail is 3.3 m wide (paved surface), the pathway above Kidston Road in Coldstream is 3.4m wide (gravel surface), and the trail under the power north of Middleton way was measured at 2.5m (gravel surface). A 3.5m paved surface will be sufficient for pedestrian traffic and recreational cyclists, particularly when cyclists who are tempted to travel at higher speeds are diverted to the roadway.

We feel that this proposed design change will provide a safe cycling route to the college and beyond, avoiding the need for a cyclist to make a dangerous crossing of the Grid road at the western terminus of the multi-use path. We further submit that it is unlikely that commuter cyclists will choose the 1.1 km circuitous route via Kickwillie Loop and Varsity Drive over the 0.3 km route on College Way. At some future date, it will still be



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desirable to extend the multi-use path to eventually join with the Jack Schraeder trail at Hwy 97, but as was noted, there are no funds for that extension at this time. While the railway underpass, as currently designed, will present a pinch point for automobiles and cyclists sharing the roadway, this short section will see all vehicles travelling relatively slowly due to the horizontal alignment, and conflicts will be manageable. It therefore is not as necessary, although it is still desirable, to widen the road through the underpass.

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.

A handwritten signature in black ink, appearing to read 'Bruce Mol'.

Bruce Mol
Chair, GVCAC
250 260-1775