

From: Len Gibson]
Sent: Sunday, August 12, 2018 6:02 PM
To: Joe Stanhope
Cc: Michel, Joan
Subject: Cycling-Columbia Beach Access

J. Stanhope,

Though I eventually had a length phone discussion January of this year with a lady in the RDN Parks group (I'm sorry that I have misplaced the name/note/date) there was not the expected follow-up that I had anticipated (perhaps a mis-communication) and to date the situation remains as per my original memo.

One of my regular group riders on this route recently commented that as soon as she wins the Lotto she is going to order a truck of asphalt and have the pass through paved before anyone can stop the action!

While a paved pathway would be nice, surely, getting a truck load of road crush on this access is better than the chance of a Lotto win.

Please advise when we may expect action on this issue.

Respectfully,

Len Gibson

Oceanside Senior Cycling Groups

Begin forwarded message:

From: Len Gibson <|>
Subject: Cycling-Columbia Beach Access
Date: September 22, 2017 at 8:19:54 AM PDT
To: jstanhope
Cc: "Michel, Joan" <JMichel>

Joe,

This e-mail concerns the access used by cyclists to more safely get in and out of the Columbia Beach area; I originally raised this issue with RD69's Parks & Recreation Joan Michel in May of 2015.

1. Columbia Beach



The marker pin is placed on a short (100') long gravel surface that is perhaps a long intended connector of Dalmatian Drive and Sumar Lane in Columbia Beach (behind the French Creek Home Hardware Builders Supply). I am given to understand that a formal road connection is not in current plans. However, this connector is **frequently used by cyclists**, probably most often to avoid cycling Hwy 19A. **What the cycling community need is a simple sidewalk width paved connector** as the existing

wide gravel surface is mostly rather large rounded stone that is one of the worst possible materials for any level of cyclist to safely negotiate. Please approach the proper approvers (including Mr. J Stanhope who is the RDN 69 Rep for that area) and see what can be done in 2015, or at least placed in plans/budget for 2016.

This is the response I received from Joan Michel (I do not know if you were copied on this topic or otherwise informed).

Undeveloped stretch of Sumar Lane where it meets Dalmation Drive

This matter was discussed at the Area G Parks and Open Space Advisory Committee (POSAC) over the last year and they did not feel it was a priority project to pursue. **The existing gravel surface is only an issue with road cyclists, the surface is fine with everyone else.** My conclusion is if the road cycling community wants to see upgrades at this location, it needs to get behind the project in an organized fashion. This would start with attending the next Area G POSAC (see attached; contact Elaine McCulloch emcculloch@rdn.bc.ca to get on the agenda) and making a case. As to making a case, I think this is an example of one user group (road cyclists) needing to show willing to get behind a project, prove support within the community and help find dollars to make it happen. You don't need to find all the dollars, just some. I am inquiring with MoTI about if and when they might be developing the stretch for vehicles.

I have made "Bold" a comment in the reply that I feel was/is inappropriate - I chose not to respond at the time - and, based upon experiences from this past summer (2017), state that the **existing pathway is a hazard for cycling stability no matter the capability of normal bicycle tire.**

I regularly lead a senior cycling group through this route on a year round basis and in doing so meet other cyclists on "comfort" bikes; the instability of the surface is often a discussion topic.

While paving would be nice to have (and perhaps beneficial for any citizens using this access for their Medi-scooters) we accept that a strip of gravel surface using "**Road Crush or Paving Mix**", or the material used on the new Coombs Trail, would suffice. From my civil engineering background and cost concerns I understand why locally sourced natural gravel deposits are tempting to use, but they simply do not compact, stay in place, or offer a safe cycling surface.

I trust that monies can be found in the 2017 budgets, or planned for 2018 to carryout this "low cost" solution and make a safer access in/out of the beautiful Columbia Beach area.

Respectfully,

Len Gibson



Drop Pin shows the gravel access between Sumar Lane and Dalmatian Drive



Cyclist standing amid the rounded beach stone that comprises most of the "pass through" surface.



Close up of the existing surface material - rounded stone simply don not compact and are a hazard to any standard bike tire size.



This photo is intended to highlight the hazard of the curbing connector hook; suggest it be cut off or otherwise bent or covered.



This phone shows sandy fines which, when dry, tend to make cycle control "twitchy".