

Denman Cross Island Trail Survey (2018) Results

The following are the results of the 2018 Denman Island Cross Island Trail public survey completed between September 8, 2018 and October 1, 2018. This includes survey results from the information booth at the September 8, 2018 farmer's market and the online survey which ran from September 8, 2018 to October 1, 2018.

Total number of surveys received: 70

Question 1: Are you a resident of Denman Island?

Answer	Count	Percent
Yes	67	95.71%
No	1	1.43%
Prefer not to indicate	2	2.86%

Question 2: Please indicate your age group.

Answer	Count	Percent
22 to 35	5	7.14%
36 to 50	4	5.71%
51 to 65	28	40.00%
66 to 75	27	38.57%
over 75	5	7.14%
Prefer not to indicate	1	1.43%

Question 3: Please indicate your gender.

Answer	Count	Percent
Male	27	38.57%
Female	42	60.00%
Prefer not to indicate	1	1.43%

Survey Results – Denman Cross Island Trail (2018)

Question 4: Please rank the following park and trail options in terms of priority from 1 to 6 (with 1 being the highest priority)

Note: The Big Hill has not been included as this trail segment is currently under review by the Ministry of Transportation and Infrastructure.

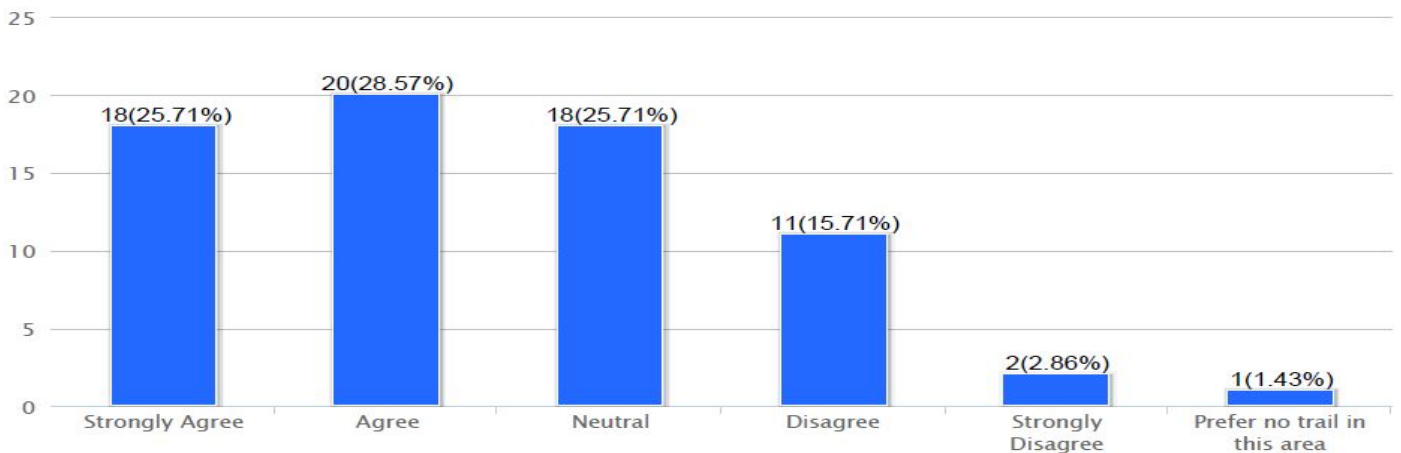
Answer	Total Score	Overall Rank
Trail - Corrigal Road to Owl Crescent	305	1
Trail - Ferry Hill (Denman West ferry terminal to the Village Centre)	294	2
Trail - Owl Crescent to McFarlane Road	283	3
Trail - McFarlane Road to the Gravelly Bay ferry terminal	237	4
Trail - Village Centre (Denman Road to Piercy Road)	161	5
Park - Piercy Road beach access	127	6

Note: Total Score is a sum of the ranked item options. Top positioned options have higher rank.

Question 5: In reference to the Ferry Hill trail segment, please indicate your level of support for a pedestrian trail that utilizes the Kirk Road beach access.

(Strongly Agree, Agree, Neutral, Disagree, Strongly Disagree, Prefer no trail in this area)

Answer	Count	Percent
Strongly Agree	18	25.71%
Agree	20	28.57%
Neutral	18	25.71%
Disagree	11	15.71%
Strongly Disagree	2	2.86%
Prefer no trail in this area	1	1.43%



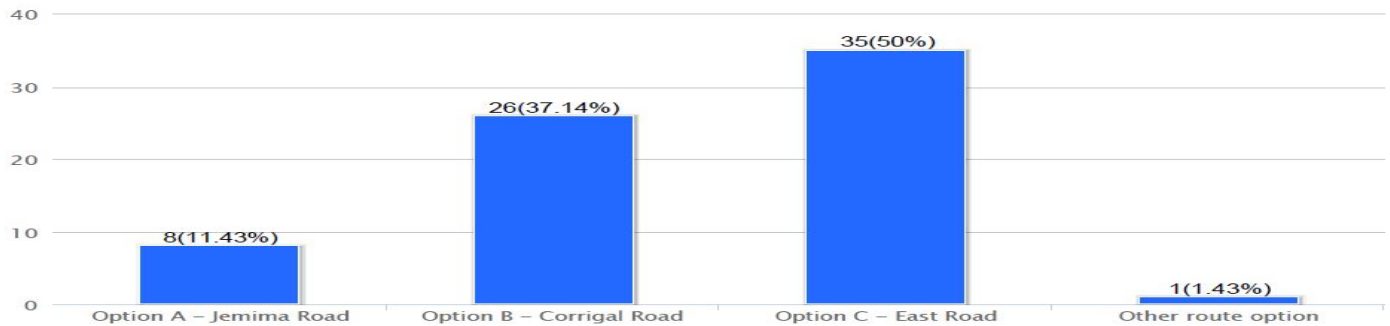
Total Response Count 70

Survey Results – Denman Cross Island Trail (2018)

Question 6: In reference to the trail segment from Corrigan Road to Owl Crescent, please indicate your preferred trail alignment.

(Option A – Jemima Road, Option B – Corrigan Road, Option C – East Road, Prefer no trail in this area, No opinion, Other route option)

Answer	Count	Percent
Option A - Jemima Road	8	11.43%
Option B - Corrigan Road	26	37.14%
Option C - East Road	35	50.00%
Other route option	1	1.43%



Total Response Count 70

Question 7: In reference to the trail segment from Owl Crescent to McFarlane Road, please indicate your preferred trail alignment.

(Option A – Beaver Drive, Option B – East Road, Prefer no trail in this area, No opinion, Other route option)

Answer	Count	Percent
Option A - Beaver Drive	28	40.00%
Option B - East Road	38	54.29%
No opinion	4	5.71%

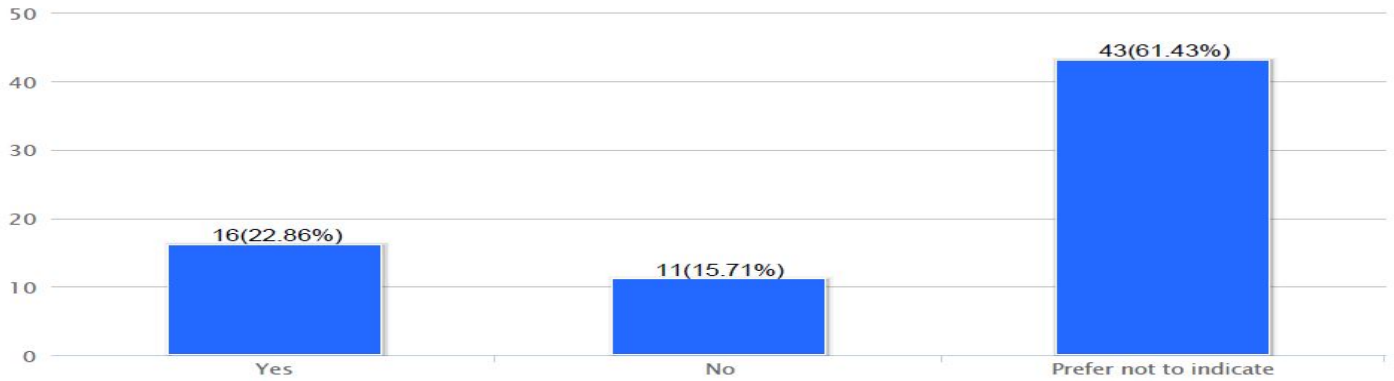


Total Response Count 70

Survey Results – Denman Cross Island Trail (2018)

Question 8: If you own property along any of the potential trail routes, would you be willing to negotiate a legally binding right-of-way on your property to accommodate a portion of the trail?

Answer	Count	Percent
Yes	16	22.86%
No	11	15.71%
Prefer not to indicate	43	61.43%



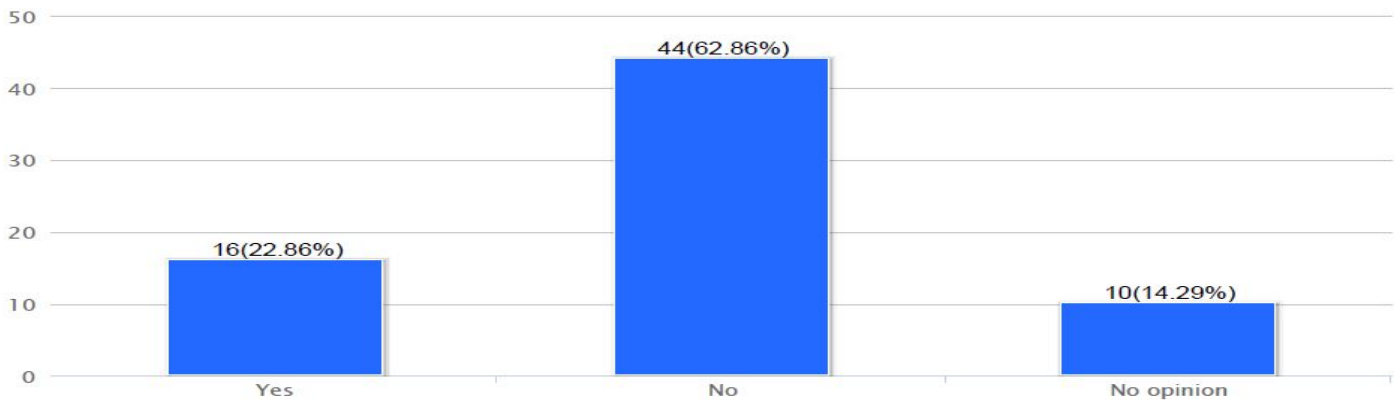
Total Response Count 70

If yes, what is your property address?

Addresses of those that indicated yes have been withheld for privacy reasons.

Question 9: In terms of trail maintenance, do you have any concerns with the existing cross-island trail?

Answer	Count	Percent
Yes	16	22.86%
No	44	62.86%
No opinion	10	14.29%

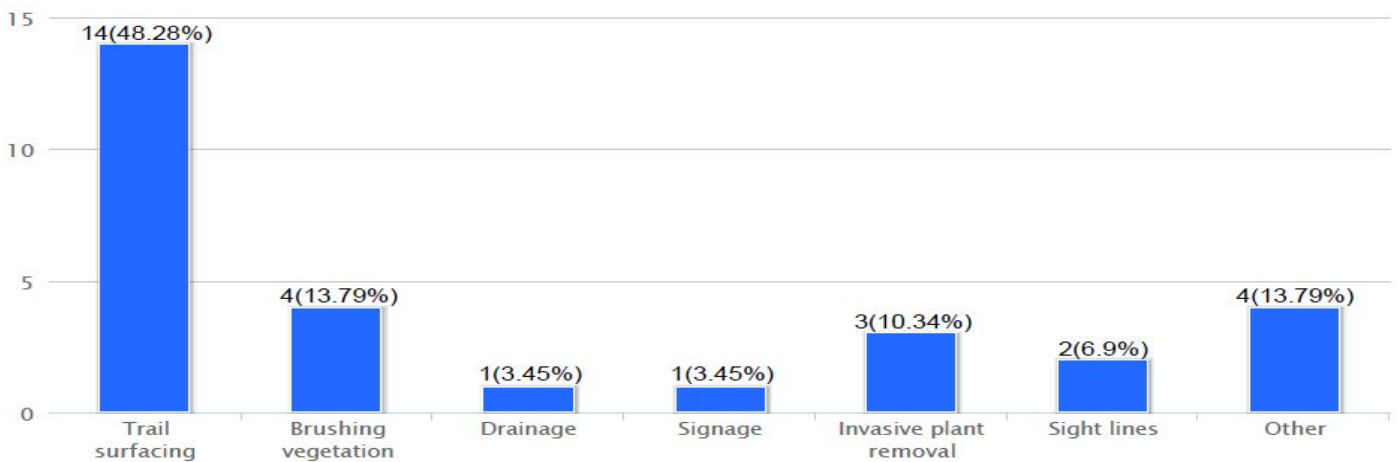


Total Response Count 70

Survey Results – Denman Cross Island Trail (2018)

If yes, please choose from the list below all the items that you would like to see improved (choose all that apply).

Answer	Count	Percent
Trail surfacing	14	48.28%
Brushing vegetation	4	13.79%
Drainage	1	3.45%
Signage	1	3.45%
Invasive plant removal	3	10.34%
Sight lines	2	6.90%
Other	4	13.79%



Total Response Count 16

If other please specify

1. The trail from Schmidt Rd to Corrigal Rd is in excellent condition and of very high quality. The trail from Swan to the Big Hill is of much lower quality. I would hope any new trail building would match the quality of the trail from Schmidt to Corrigal.
2. To make better for bikes, smoother
3. Areas of trail not safe for biking because of obstacles such as trees in path route requiring very sharp turns and these also obscure view of other trail users.
4. Grassy sections on the church to school/recycle and areas further along would be good to have grass on sides of trail thinned twice in spring.

Question 10: Do you have any additional comments or feedback?

1. thank you
2. Keep up the good work!!
3. I'd like the trail to be as cost efficient as possible which is why I'd opt for the Corral, Marcus, Jemima option.
4. Thank you for initiating the X island trail so non-motorized travelers have a safe alternative. I would also like to see beach trails be incorporated into this network. We are an island surrounded by water and we're missing the opportunity to showcase one of Denman's most spectacular and unique recreational opportunities. Please consider our beach routes as an integral part of our Parks and Greenways Master Plan.

Survey Results – Denman Cross Island Trail (2018)

5. I think that it would be best to keep the trail on the main roads as far as possible. If there is a diversion, such as Corrigan Rd or Beaver Drive, I suspect that a lot of walkers or bikers would take the main road anyway which is not as safe as a trail would be for either residents, cyclists or walkers
6. In designing footpaths, people will always take the shortest route and will make their own shortcuts. Longer diversions rarely get used.
7. I would prefer the trail to stay along East Road between Corrigan and the Hornby Ferry.
8. No
9. I strongly disagree with the use of the Corrigan Rd allowance for a section of the cross island trail. This, I believe, would be wasted money and require unnecessary disturbance of a remote portion of the Lindsay Dickson nature reserve with considerable conservation value. A trail along Jemima or the Corrigan extension would not solve the issue of danger to pedestrian and bicycle traffic along narrow sections of the east rd ferry route which is heavily used and has poor visibility in many places. I don't believe people would utilize those trails, given the considerable distance one needs to detour off east rd, and the uphill topography along Marcus, jemima, and mallard way. The beaver drive option seems preferable to east rd in that southern section, given that it is not a huge detour from the direct route along the road, is relatively flat, and would avoid direct encroachment on a large number of very small lots who already deal with significant traffic. It would also provide a nice scenic trail for residents in that area. What about a trail through the old quarry up the big hill?
10. I strongly disagree with a beach access at owl crescent, due to increased disturbance to sensitive otter and other wildlife habitat in lindsay Dickson nature reserve. Please prioritize big hill trail option if possible, as it presents a serious hazard to pedestrians and drivers to have people on the roadsides there. As a neighbour and supporter of lindsay Dickson nature reserve, I strongly disagree with using the Corrigan rd right of way for Cross island trail. It does not solve the problem of making east rd safer for pedestrians and cyclists, and would cause unnecessary disturbance to the reserve in areas that currently provide refuge for wildlife away from traffic.
11. I feel that the trail surface should be blacktopped just like courtenay/campbell river and naniamo. This would allow the multitude of bikers to SAFELEY ride across our island. I feel this would ultimately save costs on trail maintenance
12. The Corrigan Corridor makes the most sense. It is straight, travels through very pretty forests & glens. It is a highways right-of-way. The south end is close to Mallard Way and East Road. Jemima is gravel, wide & very dusty (not inviting) East Road has narrow spots and requires acquiring permissions from many properties.
13. I think the Trails Committee needs more help from the CVRD for trail maintenance.
14. Yes where the trail comes out onto the main road there needs to be a visual on the ground (yellow line) to warn public who might not be paying attention,(cell phone addiction)
15. The trail is a great asset! Thank you!
16. Jemima Road is too wide, too dusty and definitely not an option for the routing of this trail.
17. I love the trail!
18. The trail to my mind is a present, an future, amenity well worth investing in. I may not be using it but others will I believe.
19. Big Hill is a very dangerous section and needs immediate attention
20. The cost of the Corrigan Rd option and its proximity to (now) private yards render this option untenable.
21. Q6 - B or 2nd choice A, Q7 - We are homeowners on this option and would fully support a trail
22. Walking on East Rd between Corrigan and Owl is unsafe. A trail would solve that safety issue.
23. Thank you for considering our opinions! :)
24. Newest trail built 2017-18 is the best surface. Very well done.
25. Love walking the trail!
26. Q6 - Corrigan Rd 1, East Rd 2, Q7 - Beaver Dr 1, East Rd 2, The Beaver Rd is less expensive but even without a trail 80% will take East Rd.
27. Q6 - Note Option B would impact a trail-less section of Lindsay Dickson Nature Reserve
28. This is very important
29. Possibility of boardwalk over ditches?
30. I am concerned that the new Chickadee path - is unsafe very slippery - could use a very least a railing - 7 - Would like all trails to be bike and wheelchair friendly 9 - trail surfacing

Survey Results – Denman Cross Island Trail (2018)

31. Would like a timeline for when this is done. Q6 - Corrigal corridor makes the most sense. It is also more scenic. Q7 - Straight line along east road is the most logical and cheapest
32. Prefer no cross island trail at all. Waste of money imho.
33. Q6 - This is the only one that makes sense (option c east rd)
34. Love the trails in general and am so happy the CVRD has helped make a safe foot/horse/bike a priority 7 - LOVE! the Beaver Drive option!
35. Q9 - Overall reasonably maintained. Some areas soft surface.
36. I would like to see more people willing to allow paths through their properties when those properties are a substantial size, so that the trails can be a good distance from houses etc. I have for years allowed people to go through my property, very close to my buildings and have had no problems at all. I think it is important to share when we have so much.
37. Safety for pedestrians and cyclists should be of the utmost importance!! Thank you for considering these trails!
38. Second choice for section between Corrigal and Owl is the Corrigal r/w extension, if no agreement can be made with private land owners along East Road.
39. I love the cross island trail. Thanks for building it!
40. I realize that it is expensive to have the trail follow the road but one of the biggest safety issues right now is the number of cyclists and walkers who currently use this route to cross the island. It is easier to link to existing trails but will decrease trail use if this option is chosen as people often want the most direct route. The section through Lindsay Dickson is challenging but it is a beautiful place to walk. It would be nice to have a trail through here to make it safe to enjoy the views. Thanks for this project. I think it is a great idea, and I love the parts of the trail that are already built. Just waiting for it to get to my house so I can be safer when walking and cycling!
41. The current trail is lovely and beautifully maintained. Thank you for all your work and for asking our opinion. The one question I wasn't sure about was the question regarding willingness to negotiate for right-of-way because we live on a half-acre lot in the Little Burnaby area and the only area the trail would use would be the few feet along the highway (East Road) and I think that belongs to the highway system anyway; thus, it wouldn't be up to us whether they built the trail there though we wouldn't have an issue if the trail did run in front of our property. I would have answered "not applicable" to that question given the option. I LOVE the options you've offered to steer the trail away from the highway--particularly the one along Jemima Rd. and the one along Beaver Drive. I think those options could make the trail so varied and attractive. Before taking this survey, I had been thinking of the trail as an "as the crow flies" thing--i.e., a way of getting across the island to Gravelly Bay as quickly as possible--but this survey has me thinking of the trail in a different light--as a kind of destination trail (something people would travel to DI to experience!). Good job!!
42. The locals that were hired for the last trail did such a better job than the first group....please rehire the locals and not just the cheapest bd!
43. Having a trail both accessing not only the ferries but one that gets off of the busy East road so that a more peaceful commute or walk can be had would be a huge benefit to not only locals but tourists. Looking forward to the new addition.
44. Please use the undeveloped Corrigal Road straight line extension as the CIT. It would be a peaceful walk/bike path away from traffic noise. Since it is already a road right of way, and relatively flat, I think the costs might be less. Thanks, A 24 year Denman resident
45. With respect to the ferry hill and alternative, generally pedestrian traffic wants the shortest route with traffic for possible hitchhiking. A detoured route would be rarely used.
46. For the Corrigal to Owl Crescent segment, it must be on the west side of East Road. There are too many blind spots and cannot have trail switching from side to side, with people having to cross the road frequently. The erosion of the bank close to Corrigal intersection means the trail cannot be on the east side. Thank you for the opportunity to provide input.