

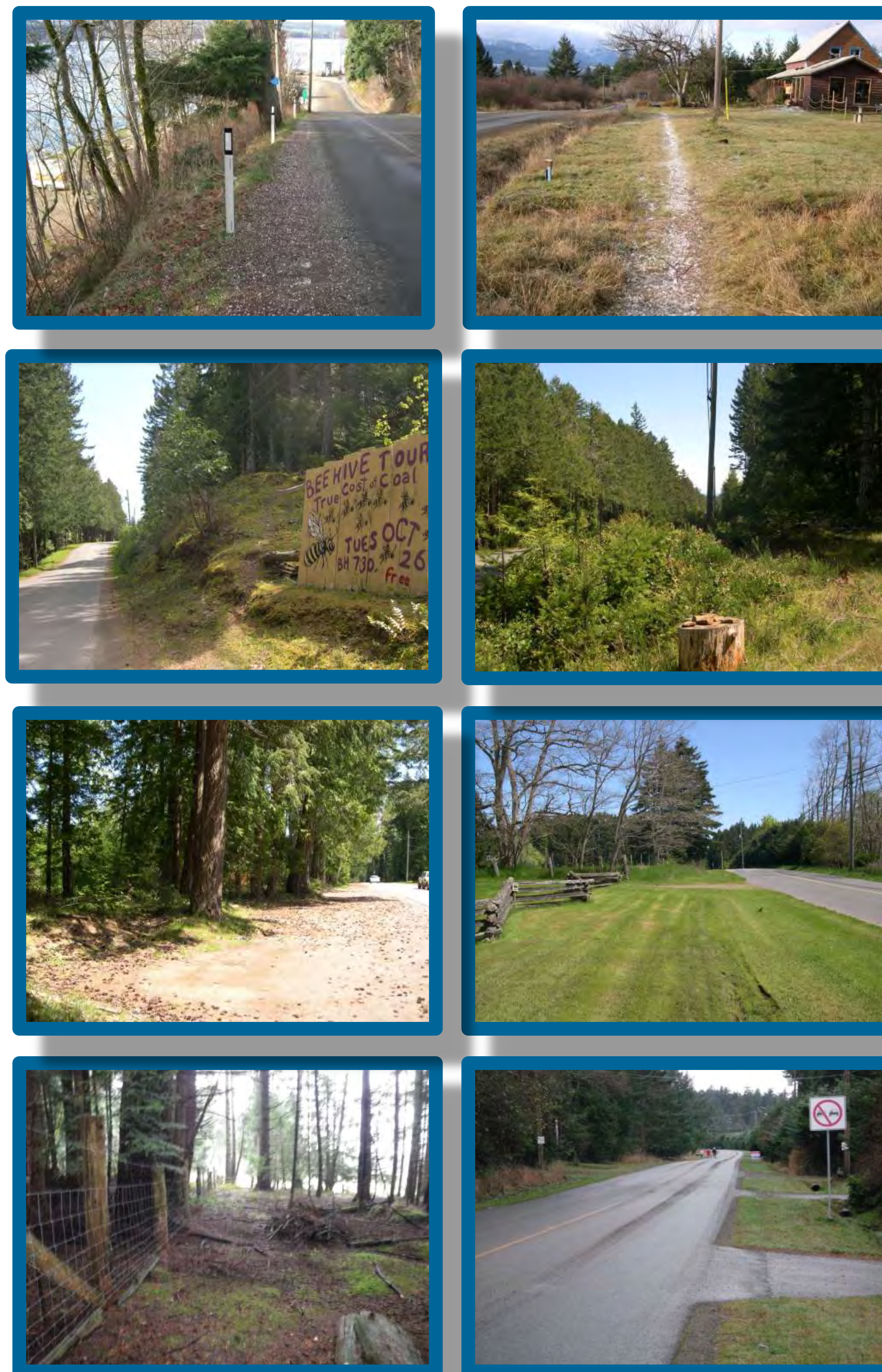
# Why a Denman Cross-Island Trail?

The Denman cross-island trail is intended to provide a safe route for pedestrians, cyclists and horseback riders travelling across the island between the village, Central Park, the Old School, East Road beach accesses and the two ferry terminals.

A cross-island ferry to ferry trail was identified as top priority in community survey responses and at open houses for the Denman Island Parks and Greenways Master Plan during the 2010-2011 planning process ( [www.comoxvalleyrd.ca/denman](http://www.comoxvalleyrd.ca/denman) )

Following the planning process, the CVRD adopted the Denman Parks and Greenways Master Plan as CVRD board policy in August 2011.

The parks plan map was also supported by the Denman Island Local Trust Committee and appended to the Denman Island Official Community Plan.



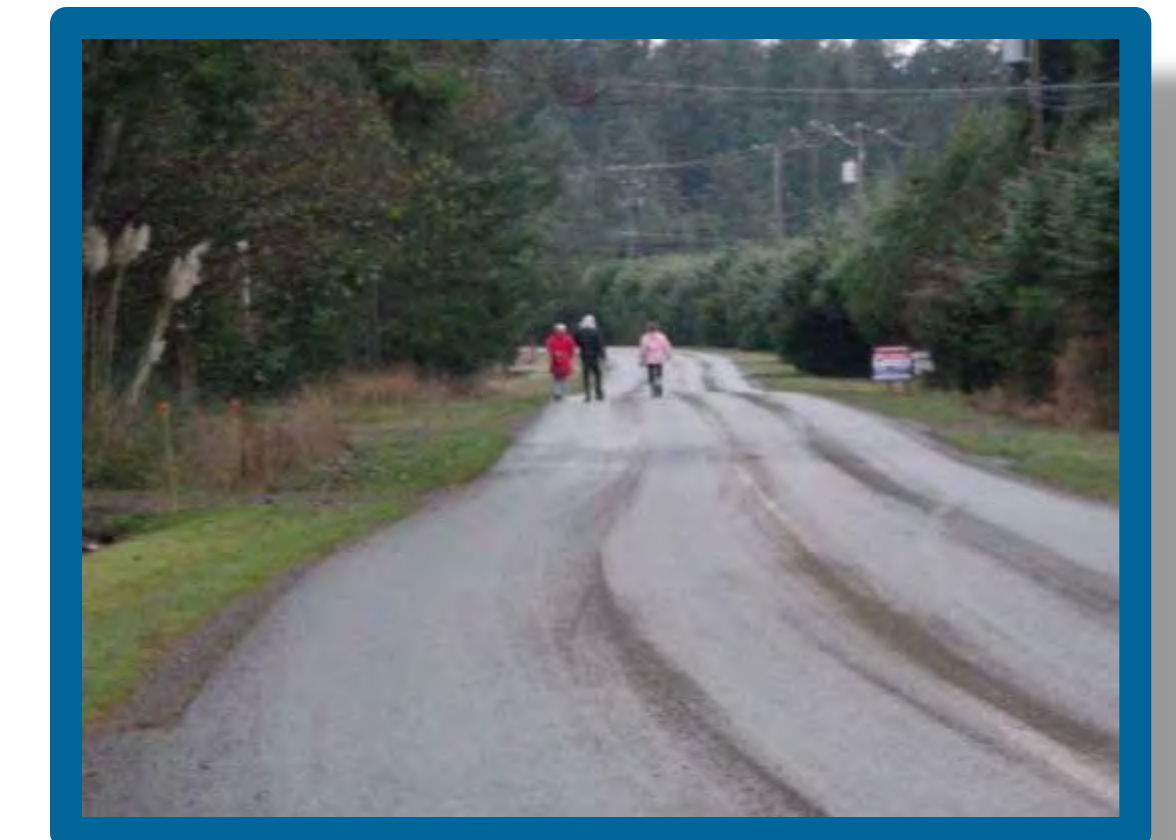
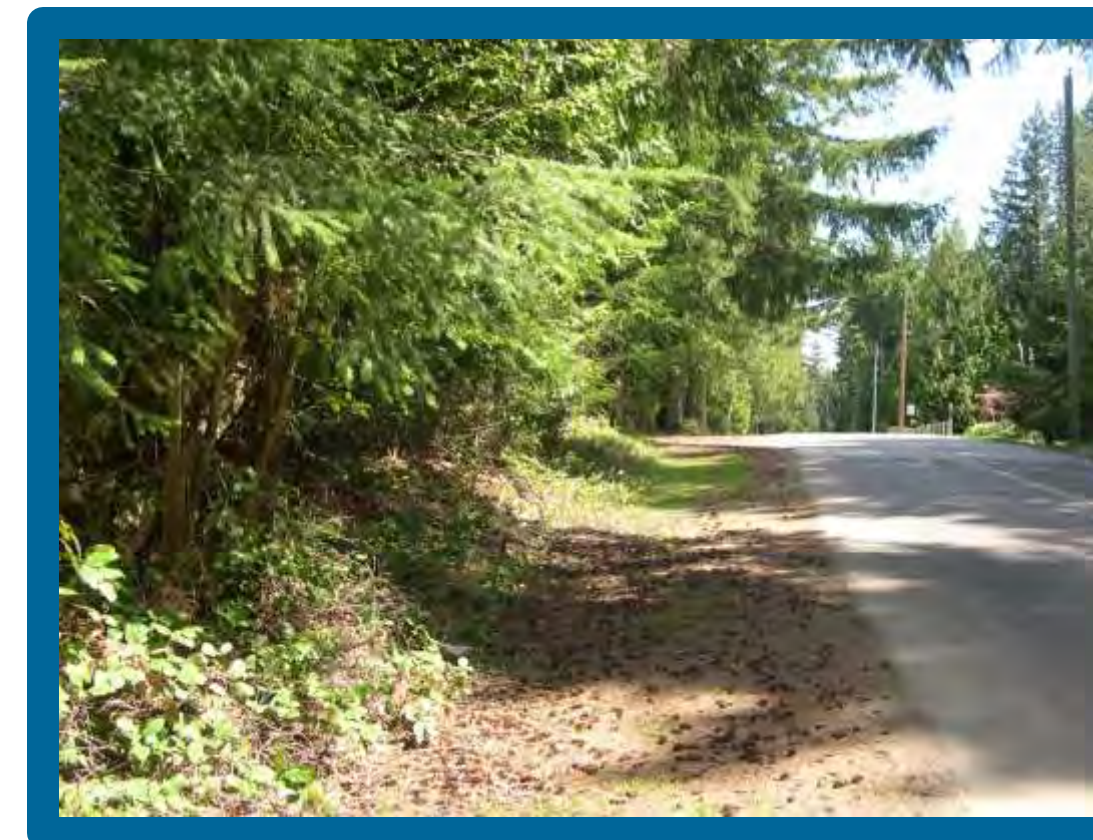
# Determining the Best Route

Between January 2012 and November 2012, the Trails Committee of the Denman Island Residents Association (DIRA) reviewed the Lacon-McFarlane and Denman-East Road corridors for their feasibility to accommodate a parallel multi-use trail.

After walking both routes, the Trails Committee recommended to use the Denman, Corrigan and East road rights-of-way. The recommendation was endorsed by the Denman Island Residents Association at their February 2012 meeting.

This open house invites public comment on the proposed route.





## Why the Proposed Route?

There are challenges along both the Denman-East and Lacon-McFarlane corridors. The Denman-East Road corridor has the big hill but the Lacon-McFarlane corridor requires more crossings, has some steep banks and ditches and would require a board walk along Morrison marsh.

Aside from the two hills, there are many stretches along the proposed route that are technically easy.

Most importantly, the Denman-East road route serves more amenities and links more places that island residents frequent.

The proposed route connects the Denman ferry, Denman village, the chocolate factory, the church, the fire-hall and ambulance

station, the Old School (Free Store, Saturday Market and Recycling Centre, Local Trust Office, Denman Conservancy Room, Denman Weavers and Spinners), Central Park, an existing trail south of Lindsay Dickson Nature Reserve, a number of East Road beach accesses and the Hornby ferry.

The route also links via Swan Road to Fillongley Park and Northland parks and links to Cable Beach and Graham Lake.

The route may have less heavy commercial traffic as big trucks tend to avoid the Denman Road hill and has less environmental impact as it avoids Morrison marsh/wetlands.

## Route Planning

The CVRD has reviewed the proposed route with the Ministry of Transportation and Infrastructure (MoTI) who has jurisdiction over the road right-of-way and has obtained support for the trail.

The CVRD and Trails Committee reviewed the difficult sections along the recommended route (the two hills) with OnSite Engineering.

A trail can be added along the hill sections but requires some prior road repairs by MoTI.

CVRD has budgeted for a pilot project along Denman Road through the village and obtained a funding contribution from the TD Friends of the Environment Foundation.

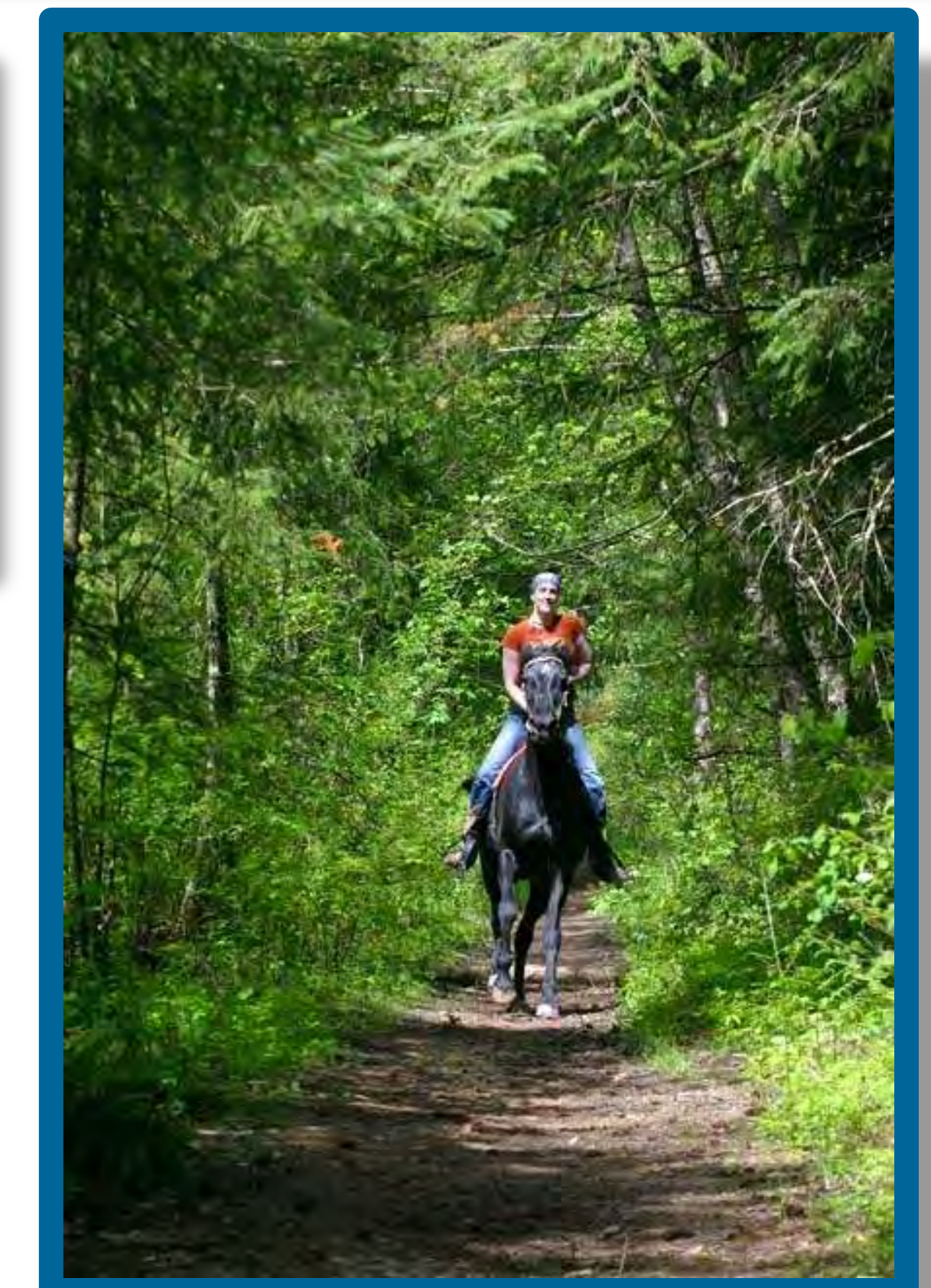
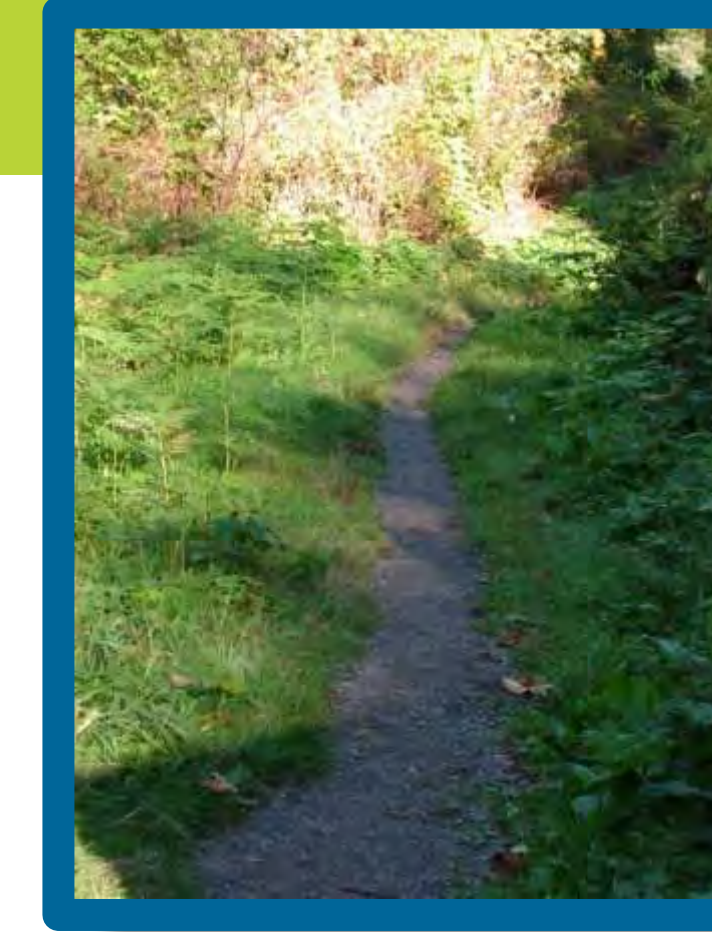


# Trail Design

The trail is proposed to be 2 metres wide where the terrain permits. This allows for two people to walk side by side and provides adequate space for two-way travel for people and bikes. It also allows people to step aside for horses. The trail will have to be narrower along hill sections and steep banks.

The trail is proposed to be surfaced with packed gravel. Sections that are suitable for horses could be surfaced with a horse-friendly material.

The photos on this board show examples of gravel trails of varying widths.



1.9 metre wide gravel trail along Hawkins Road at Goose Spit Park

## Priorities For Construction

Based both on the expected intensity of use and safety concerns, the CVRD and the Trails Committee have identified priority sections for construction (explained on subsequent boards).

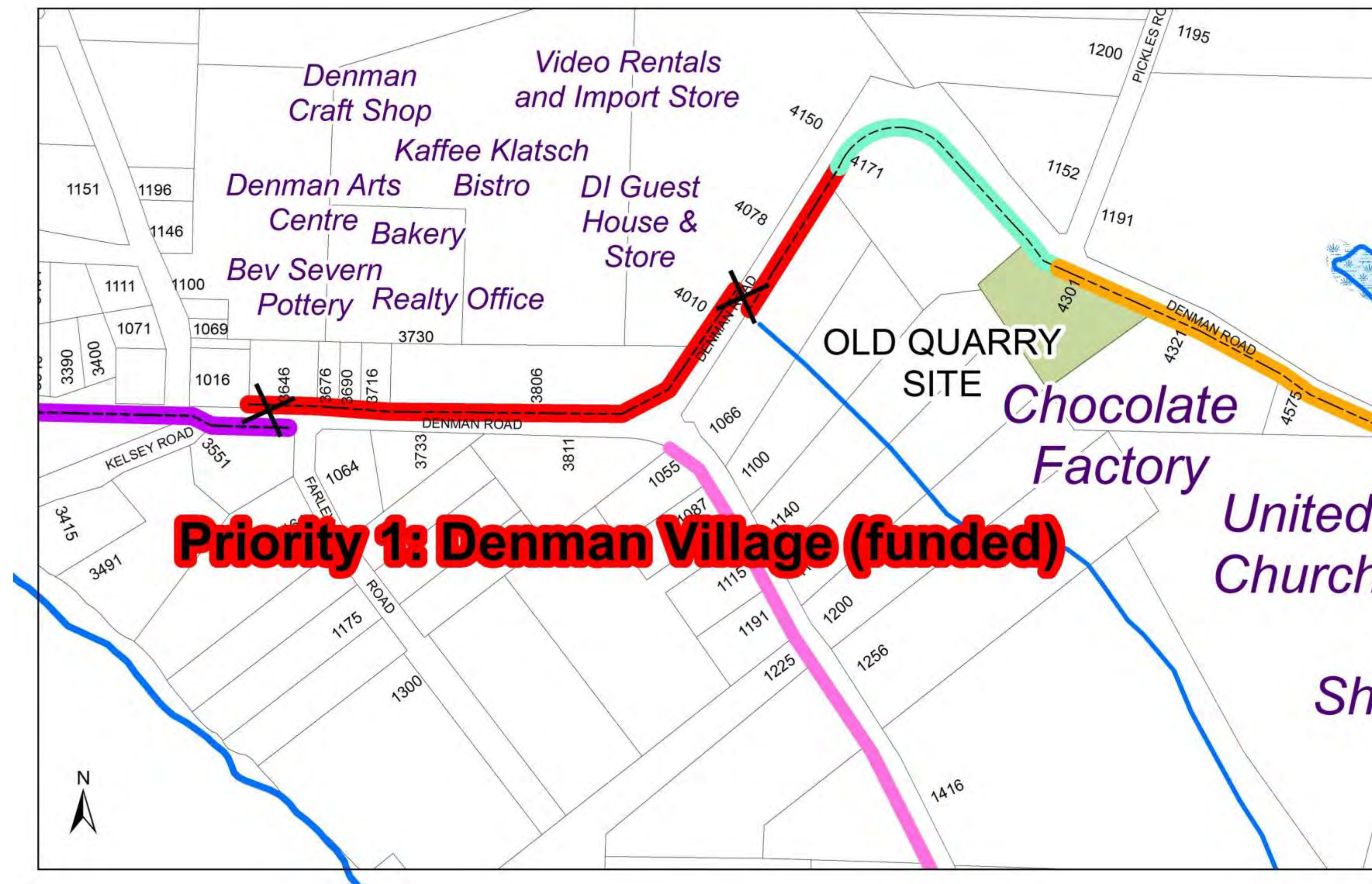
The actual construction phasing will also depend on funding partnerships and 'readiness'. For example, in the case of the hill sections, some road repairs by the Ministry of Transportation and Infrastructure (MoTI) are required prior to trail construction.



# Priority 1: Denman village

The CVRD has budgeted for and raised some additional funding from the TD Friends of the Environment Foundation to construct a first section of the cross-island trail as a pilot project in spring 2013.

The first section would start at the top of the ferry hill, cross the road at Farley Road and from there follow the old existing trail to Lacon Road and to the bottom of the big hill.



Existing trail along Denman Road



Example trail design

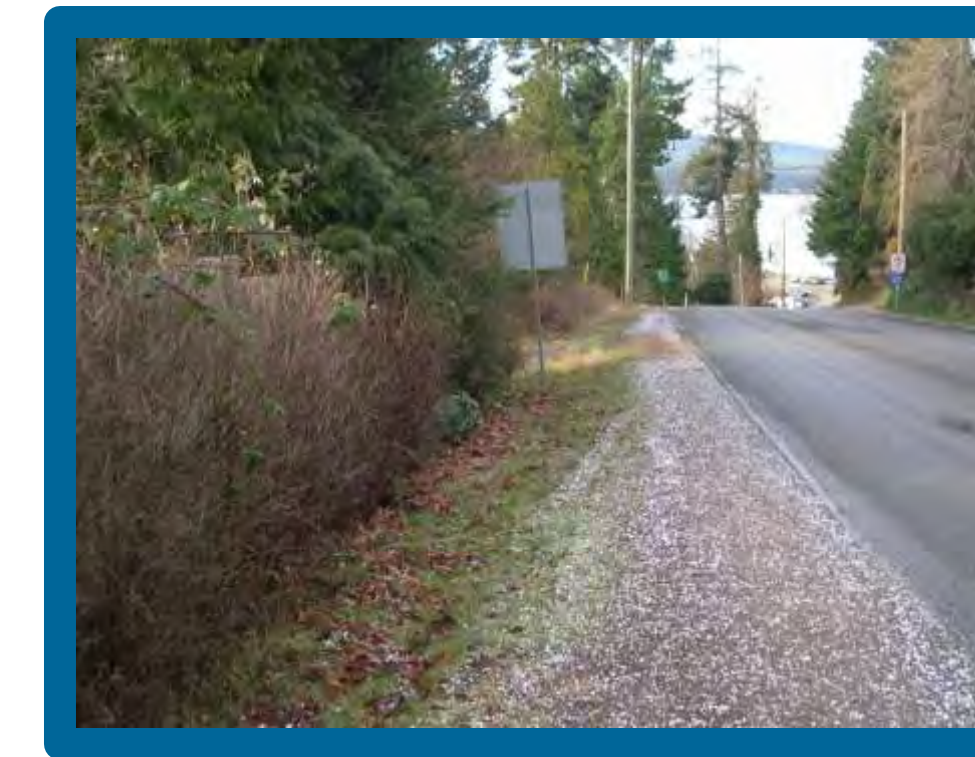


## Priority 2: Ferry hill

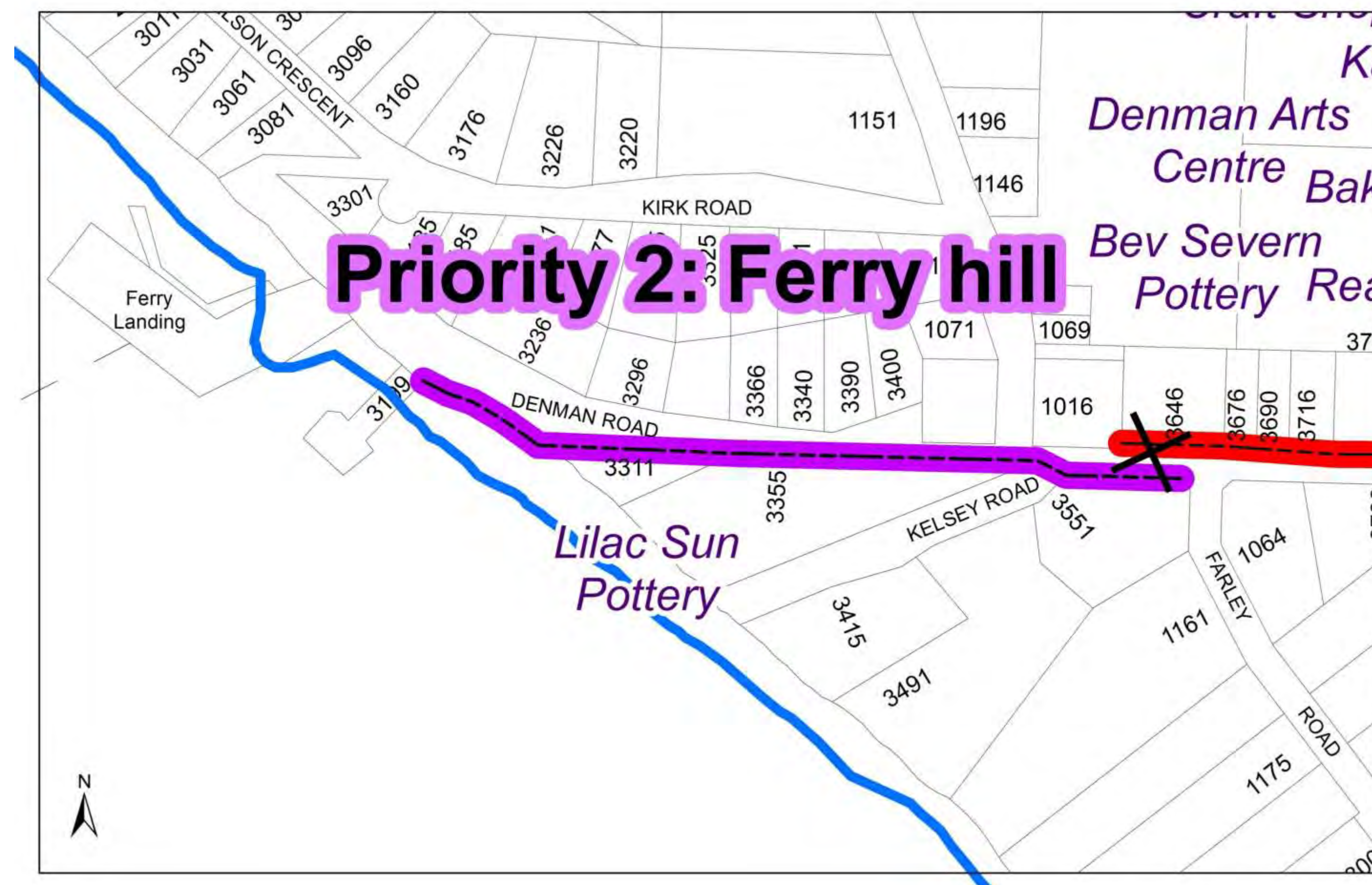
The CVRD has obtained advice from OnSite Engineering on the two hill sections of the proposed trail route.

Given the narrow road width and steep banks, the ferry hill requires installation of a geotextile reinforced wall system to support the trail. The CVRD has used this system successfully at Seal Bay Park in the Comox Valley.

Some road improvements by the Ministry of Transportation and Infrastructure (MoTI) are required prior to trail construction along the ferry hill. CVRD staff have met with MoTI staff to review what is required and the project has been added to their project list. It will likely take a few years before road repairs can be made.



Ferry hill



Geotextile reinforced wall construction on steep slope at Seal Bay Park

