

SUMMARY OF COMMENTS RECEIVED

Wed. Jan. 16 Community Open House – Denman cross-island trail Denman Community Hall, Denman Island and Letters

For the full text of all comments received, as well as letters, see the compilation of comments at www.comoxvalleyrd.ca/crossislandtrail.

- 1. Do you agree with the proposed route for the Denman cross-island trail along Denman Road, the constructed and unconstructed portions of Corrigan Road, along Mallard Way and along East Road to the Hornby ferry? Please let us know why you agree or why you do not agree with the proposed route.**

SUMMARY

- **A total of 65** responded to the question.
- **Thirty-eight** support the entire route as presented.
- **An additional twelve** support the route to Central Park or corner of East Road. Of those two people suggest stopping the trail altogether at Central Park or East Road, four suggest alternate routes to the Corrigan road right-of-way, four suggest alternate routes to sections of East Road, two want to see recreational trails emanating from Central Park.
- **One** respondent supports the route from the ferry hill to the Old School and from there to Graham Lake but following Marcus and Jemima for the last stretch.
- **Three** suggest focussing on problem areas only.
- **Six** prefer the Lacon/McFarlane route.
- **Three** did not comment on the trail itself but issues such as weeds and the need for pavement on the big hill.
- **Two** do not want any trail.

BREAKDOWN OF COMMENTS

Yes, agree with route as presented – 38

Go part way, then stop – 2

- Build trail only from village to Old School (1)
- Stop at East Road – costs too high (1)

Use alternate routes to sections of East Road or Corrigan Roads – 9

Alternate route to Corrigan Road allowance (4) (also see, prefer Lacon, but..)

- Go through Lindsay Dickson at East Road for bikes, Corrigan Road allowance for pedestrians and horses, also put trail along Lacon (1)
- Use Marcus-Jemima instead of Corrigan Road allowance (2)
- Go through Lindsay Dickson at East Road instead of Corrigan also consider other recreational trails (1)

- Route should not go off East Road onto Corrigan Road and then on the undeveloped Corrigan extension, but instead follow East Road (1)

Alternate route south of Owl Crescent (4)

- Go to Greenhill road and head to ferry from there through park or widen trail and pave path (1)
- Don't go along East Road, take back roads up Greenhill, from there through park to ferry (1)
- Instead of East Road south of Owl Crescent, go to Keith Wagner Way, to McFarlane Rd, to Greenhill Rd, along logging road to East Rd and back up to Hornby ferry (1)
- Instead of East Road south of Owl Crescent, go up Keith Wagner to McFarlane (1)

Focus on recreational trails – 2

- Start at Central Park and emanate trails from there, e.g. to Triple Rock (1)
- Stay off main road, spend money on interior trails (1)

Focus on problem areas – 3

- Trail only needed along problem areas, e.g. village to Central Park and several kilometres along East Road to McFarlane (1)
- Upgrade village trail and then fix up problem areas with little road shoulder (1)
- Parts of it, I don't think the whole way needs a full trail (1)

Use Lacon/McFarlane instead - 5

- Use Lacon/McFarlane -4
- If only one route chosen, use Lacon/McFarlane, preference is not a single route but work on network of recreational trails (e.g. new trail along Corrigan Road allowance - 1)

Prefer Lacon but... - 1

Prefer Lacon, but if Denman-East Rd chosen, travel through Lindsay-Dickson along East Rd.

Other issues (3)

- concerned about weeds on trail (2)
- pavement on big hill for bikes (1)

No, don't want any trail – 2

- Upgrade road first by widening shoulders (1)
- No, leave us alone (1)

Note: For the remaining questions, not everyone answered every question. Therefore, the responses for each question do not add up to 64, the total number of submitted comment forms.

2. Do you agree with the trail design as presented, that is, a 2 metre wide packed gravel trail with consideration of creating a surface (or separate narrow path alongside the gravel trail) that works for horses?
- a. If you do not agree with the proposed trail design, what kind of trail width, surfacing and other considerations do you propose?

SUMMARY

- **Thirty-four** people supported a 2 metre wide trail with accommodation for horses, of those two worry about maintenance.
- **Four** did not agree but did not provide further comments.
- **Eleven** suggested to make the trail narrower.
- **Three** wanted the entire or sections of the trail paved now or in the future.
- **Four** did not want gravel but grass or packed dirt.
- **One** felt gravel is needed for drainage
- **Six** either wondered if horses would use the trail, only wanted them in select areas or did not want horses on the trail at all.
- **Nine** emphasized that the trail should accommodate a broad range of users.
- **One** felt the trail should not be alongside the main road.
- **One** commented no need for a single continuous trail, deal with problem sections only.

BREAKDOWN OF COMMENTS

Yes, agree with trail design as presented – 32

Worry about maintenance – 2

- Width is good but worry about maintaining it at 2 m with regrowth of vegetation...(1)
- 2 m wide packed gravel sounds fine, concern about durability and “maintainability” (1)

No, don't agree (*without further comments*) – 4

Prefer narrower trail – 11

- Narrower (4)
- Narrower, one metre (1)
- Narrower, 1.4 metres (1)
- Narrower with no surfacing (1)
- Narrower with woodchips/bark mulch (2)
- Narrower where needed (1)
- Let certain areas decide on width and surface (1)

Pave – 2

- Consider paving in future (1)
- Should be paved (1)
- Pave hill section (1)

Some pavement – 1

- Pavement on big hill for bikes (1)

Grass/packed dirt trail/no gravel – 4**Gravel surface so trail drains well – 1****Not sure about horses/no horses on trail – 6**

- This would be a good start, I don't know about the needs of horses (1)
- I don't think horses should be on these trails (1)
- I don't think horses will use it (1)
- Good luck keeping horses off the main trail (1)
- I do not support a separate path for horses... on many existing trails, both bikes and horses are disallowed (1)
- Trail could accommodate horses in select areas, more primitive trail sections be kept horse free (1)

Accommodate a broad range of users – 9

- It's for walkers and horses (1)
- Hard packed so good for cyclists, scooters and strollers (1)
- Make trail wider to reduce wear and impact of cycles and horses (1)
- Accommodate horses, bikes and pedestrians (2)
- Make sure surface smooth enough for cyclists and walkers (1)
- Keep costs to a minimum, no separate path for horses (1)
- Hard packed gravel for all users including horses (1)
- Any trail and its surface should be constructed for both cyclists and horses and only one narrow trail should be constructed (1)

Other – 6

- Should not be alongside main road (1)
- Don't need a single continuous trail, deal with problem sections only (1)
- None (1)
- Don't know (1)
- N/A (2)

3. The proposed priorities for trail sections to complete are: 1. Denman village, 2. Ferry hill, 3. Denman Road big hill, 4. Big hill to Central Park, 5. Central Park to Corrigal Road, 6. Corrigal Road via Mallard Way to Owl Crescent and East Road, 7. From Owl Crescent and East Road to Hornby ferry. While construction phasing along the two hills may be delayed due to required prior highway repairs, the priorities would generally guide construction phasing.
- Do you agree with the priorities as presented?
 - If not, what sections do you believe are the most important to complete first? What sections could be completed later, what sections last?
 - If you have proposed an alternate route under 1 a. above, how would you prioritize sections along that route?

SUMMARY

- **Twenty-seven** agreed with the priorities as presented.
- **An additional eleven agreed** to deal with the ferry hill to Central Park first in various orders of priority.
- **Seven** suggested to focus on those sections that are unsafe, especially the two hills.
- **Five** wanted Corrigal Road and East Road sections done earlier.
- **Five** suggested alternate routes with three of those village, then Lacon/McFarlan
- **One** suggested to start at Central Park and emanate trails out from there (not necessarily along road system).
- **Eleven** people also offered other comments or advice such as waiting with the ferry section till the ferry terminal is rebuilt and waiting for highway repairs along the hills.

BREAKDOWN OF COMMENTS

Yes, agree with priorities as presented – 27

Comments/modifications to priorities:

Focus on first four sections first – 11

- Big hill first (1)
- Big hill and ferry hill first (1)
- Two hills the most dangerous, should be tackled asap (1)
- Ferry hill and big hill (1)
- Big hill to Central Park (1)
- Village, then big hill (1)
- Village to big hill to Central Park (1)
- Village section first, then top of big hill to Central Park (1)
- Village, then big hill, then big hill to Central Park, ferry hill not needed, remainder not needed (1)
- Ferry hill to Central Park, then consider other interconnecting trails (1)
- Village, big hill, top of big hill to Central park (1)

Only do some sections, focus on safety – 7

- Ferry hill, big hill, then village, then East Rd south of Mallard – most dangerous sections (1)
- Village trail and problem areas only (1)

- Only do village, ferry hill and big hill (2)
- Village, ferry hill, big hill, then other unsafe section on Lacon and McFarlan, section along Corrigal Road right-of-way as a recreational trail only, not part of ferry to ferry trail and done in consultation with Island's Trust (1)
- Route should stop at Corrigal (1)
- 1. Denman Road big hill – major safety hazard!, 2. Ferry hill, safety hazard, 3. Graveyard Marsh area, where a dip and narrow shoulder make area unsafe, 4. Dip on East Rd, north of McFarlane is unsafe, 5. The Village area? – not sure as there is an existing trail. * a trail between ferries assists commuters/ visitors to Hornby. A valuable Denman trail is downtown to Old School/firehall and from east side of Denman to Old School/firehall and to Graham Lake. These routes are the most travelled, also crossing the island in the middle between Denman and McFarlane Rds if possible (1).

Work on last sections earlier – 5

- Open up Corrigal Road right-of-way earlier (2)
- Build sections first that provide most value to Denman islanders: East Road/Owl Crescent to Hornby ferry, then Corrigal to Mallard, then Central Park to Corrigal, Denman Road to big hill, big hill to Central Park, then ferry hill and at end Denman village upgrade (1)
- From Owl Crescent to East Road and Hornby ferry first (1)
- Village, ferry hill, then Corrigal Road right-of-way section (1)

Alternate route priorities – 5

- Village, then Lacon, then McFarlan (2)
- Ferry hill, village, check-in with islanders, then Lacon (1)
- Consider a path on Kelsey Road and Hydro right-of-way (1)
- Use Greenhill (1)

Start in middle, look at other recreational trail connections - 1

- Trails emanating out from Central Park (1)

Other comments/suggestions/don't know – 11

- Would like to know what upgrades Dept of Highways has planned for existing road, upgrade road first (1)
- Keep trail on East Road if can't go through Lindsay Dickson at Mallard (1)
- No single, cross-island route is needed, work on problem areas and off road trails (1)
- Wait til the ferry terminal is rebuilt before doing the ferry section (2)
- Widen road and pave path (1)
- Wider sections on East Road don't need improvement (1)
- Work on sections simultaneously even if not linked (1)
- None
- Don't know

4. If you have fundraising ideas (e.g. grant programs), please let us know.

- Sponsored walk, run, cycle along route?
- Recreation and tourism grants
- BC ferries funding of ferry hill: 2
- Recruit volunteers
- Lottery
- Horse Council
- Health community grants
- If trees need to be taken down, sell wood
- Mountain Equipment Coop access grant
- New Horizons for Seniors
- Comox Valley Foundation
- Home Depot Foundation
- BC Hydro
- Vancouver Foundation
- Comox Valley tax funds
- Adopt-a-highway system to maintain trail

5. General comments

Not summarized. See complete compilation of comments at
www.comoxvalleyrd.ca/crossislandtrail