

## COMPILATION OF COMMENT FORMS RECEIVED

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

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.

*Support:*

- Yes, looks good. Sounds good, anxious for this to happen.
- Yes, I do. It is clearly the most efficient, in terms of amenities served and the most environmentally neutral choice.
- Yes. Except for problem of hill. McFarlane is less steep than big hill.
- Yes, it seems the most practical and safest route.
- Yes, best available route.
- Yes. Most logical link route as part of Greenways Parks plan. Safety has been a priority in Denman Trails Committee scoping out possible routes.
- Yes, great for safety for our children and families as well as promotes tourism and healthy living on our island.
- Yes, I agree with this route – it will always be the most travelled way to most island amenities and the trail will make it safer.
- Agree – might have questions on site detail but overall concept works for me.
- Yes.
- Yes. More easily constructed than McFarlane-Lacon, connects more civic sites. Corrigan/Mallard Way avoids hard to use portions of East Road.
- Yes, I agree with the proposal.
- I agree with the proposed route – would like the trails to be 2 m wide so 2 people can walk side by side – could you approach BC Ferries to have them help pay for the trail up the ferry hill – you will never be able to satisfy everyone.
- Yes. I think it would be wonderful to have a trail to walk, run, bike or ride on horseback across the island, not on the road that has limited shoulder.
- I agree. It links existing trails and high use area.
- Yes, if the East Road section is truly viable. Most important is the section from the village to East Road.
- Agree, accesses useful amenities, variety off road and along road.
- I agree with the cross-island trail with its connections to other trails and parks.
- Yes, I do. This is the most commonly used route for crossing the island. Also, I live on this route and will use the trail for walking, cycling and jogging. I am very pleased about a proposed trail to improve safety and health.
- Yes. I live on East Road and I would like to use the trail. I also ride a motorcycle and other vehicles move into my lane if a person is on their side.
- I agree, it's the most beneficial and practical way.
- I think the plan is brilliant but then I am biased.

- Yes! 1 - We need a way to get up the big hill safely. A cyclist was almost killed last year. 2 – it connects lots of great features – trails, parks, the Old School, etc. 3 – it goes past my property – Yay!
- Great route, access to many parts of the island.
- Agree – the most sensible route connecting various points of interest. Also an opportunity to fix the problems on the big hill.
- Yes.
- Yes.
- Yes, in general. However, as a bicyclist I doubt I will use it very much as I prefer pavement and usually can avoid ferry traffic by timing my rides and pulling over (will use it in the village however).
- I agree. It would benefit the whole island economically, in that it provides an additional attraction for tourists.
- I agree with the route. I like the idea of the trail getting off Denman and East as much as possible. It may be able to go down Beaver through a ROW to McFarlane too.
- It seems like a very acceptable route to me but the comments made by the people who are immediately affected by it made sense, and I assume you will take them into account.
- Good job, Trails Committee, for starting what should have been put in place years ago! Not many people over here trust the conservancy methods of getting what they want at a cost to “people”. I would get in writing some agreement with them to allow horses and bike riders to use 2 metre paths if you plan to use any of their land for trails. They have a tendency to put too many rules, covenant and restrictions in place for the general public to user their lands. Forests are like gardens and need to be weeded. When trees are dead, they are a danger and need to be cut down. When trees top over in storms they need to be cut and used for firewood. The same holds true with any public park lands. Dead and fallen trees are dangerous for hikers.
- Yes, I agree. I think that the trail in this situation will be well used by persons travelling across island from the Denman West ferry terminal to catch the ferry to Hornby. Also local Denman residents will use it to access many well used locations.
- Yes. Denman has long wanted to create this trail, as shown by the public input on the Greenways and Parks Master Plan and by the construction undertaken to date by islanders on portion of the trail after the top of the ferry hill.
- Yes. Provides access to majority of points of interest on Denman. Construction costs less than Lacon/McFarlane.
- If completed in a reasonable time, I think the proposed route will be at least as good as any alternative and a valuable addition to Denman Island public ‘infrastructure’. Ten years is a long time to maintain interest in, and support for, an incomplete trail. If only 4 or 5 sections are to be built in the first 5 years, then they should be carefully chosen to provide more value to Denman Islanders than the same number of most desirable sections of the almost equally desirable Lacon-McFarlane route.

***Support for part of the route/suggest alternate route sections/entire alternate route:***

- Route should stop at East Road. Costs are high and I question how we, the residents, are going to be able to pay to maintain this infrastructure.
- No, if there is to be a ferry to ferry route, it should go along Lacon/McFarlan. Less traffic, 50Km/hr vs 60 km/hr and no big hill.
- Parts of it. I don’t think the whole way needs a full trail.
- No convinced about the Corrigan Road allowance. The argument of no ‘good view’ was presented – actually just as scenic along the Lindsey Dickson road front. The road curves but is not as dangerous as other parts of proposed route.

- It looks good but doesn't seem feasible to me. The big hill path is very needed but seems like lots of work and money. I am also concerned about the right-of-way path near Corrigal and Marcus corner because of the water. I am worried that the built up trail would require lots of money and time on the part of islanders to do the upkeep.
- Agree with all but the Corrigal Road through the bush portion. I feel it should follow Marcus-Jemima where little work/construction would have to be done. The existing verge is generous. A trail through the bush would be fraught with problems – there is water to cross/boardwalk (marshy), farms to go past, fences to move and build, fire hazard (extreme) in summer, who would be responsible for repairs, maintenance, etc., etc. How do you prevent ATV's? Motorbikes? Who patrols it?
- I do not believe that a cross-island trail across Denman Island is needed. There are sections of roadway that could use a trail beside the road for safety. Other sections are "shareable" with car traffic.
- No. I would rather see it go from Owl Crescent up to Keith Wagner and to McFarlane
- I would have preferred Lacon Road. But if this is chosen, Corrigal Road would work but traveling through Lindsey Dickson Park on East Road.
- Since this is the only meeting I have attended due to not living on the island, I have many thoughts both for and against, i.e. road right of ways and accessibility/easement from landowners, the trails at Central Park are great according to some comments from my family but would widening the existing road with margins on the side maybe suffice for the majority of the landowners who use the roads, beach accesses, parks, etc., plus the visitors to the island with safety in mind.
- Mostly agree. Lacon-McFarlane too dangerous as it is. Consideration should be given to local resident concerns.
- I agree with any rate that begins the process of developing RofW trails on Denman.
- No. I like the Lacon/McFarlane route more.
- No, I don't agree with the section 'Priority 7' on East Road to Hornby ferry. I would prefer finding a route away from the main road. If this doesn't happen, put it on the water side when it goes past Thomas Road. PLEASE. (how can this be too 'hilly', you are already going up the 'big' hill). This would also avoid the section 41 road near the Hornby ferry.
- The one part of route I am least in favour of is Corrigal Road and extension. As mentioned in meeting that section of East Road is wonderful to ride on. But it might be a great ideas for equestrians and pedestrians.
- I do not believe it should go along East Road. There is too much traffic. Except for a very few residents, I don't believe it would get used especially by bikes and horses. Particularly so as part of it has to go off road past McFarlane. There is no way it would be walked to use opposite ferries. Hitchhiking has become usual.
- No. I do not feel that it will be used enough to warrant the expenditure. I can see fixing up areas where there is very little shoulder.
- You would be better to widen the road and have a paved path and on if you're going as you suggest. Then you should go to Greenhill Road and head to the other ferry from there through the park.
- No. I do not support a continuous ferry to ferry route. Just as Denman Islanders could not have a public swimming pool, I feel that this proposed trail is unnecessary and extravagant. The ultimate cost will likely be much more than a million dollars. The construction will also have a carbon footprint that I object to. Ours is a rural road, and is already shared by all users. If anything more signage for traffic calming is required. Denman has an abundance of public land off road for walkers. a.) I could support a trail from downtown to the Old School as this is a route that is well travelled by all road users. This could also serve as a test case for islanders. The co-housing development with 15 homes proposed falls on this route and is within easy

walking and cycling from the Old School and downtown. Please do not plan for anything beyond this.

- I agree with Carroll Taylor-Lindoe who suggests (Flagstone letter) that we develop trails emanating from Central Park. The cross-island trail could start its development there, both east and west. But other trails could also be worked on. I'd like to see Central Park be the hub of an island trail network. While the cross island trail may be attractive to visitors to Denman and some Hornby people, I don't think Denman residents will utilize the trail to go ferry to ferry. Most recreational trail users would rather walk on quiet, pastoral trails than alongside the busiest road on Denman Island. We could be developing trails heading to the north end of the island, or a trail from the old school area to Triple Rock.
- 1&a. I do not agree with the proposed route. The route should not go off East Road where it is proposed to go up Corrigan Road and then on the undeveloped Corrigan extension, but instead follow East Road. To make a detour on the un-opened dedicated road access is an unnecessary & costly construction project. This is a wet area and an environmental assessment would be needed as many of our un-opened road accesses have several federally listed "species at risk". Our currently developed-roads are a large "footprint" and already costly; they are intended for the use of all, and need to be safe for all. Graham Brazier's recent article in the Flagstone "The rural pedestrian: an endangered species?" is an excellent overview. Costs budgeted for the detour construction should be used instead for any areas of East Road, which need improvements to allow for a safe trail. There are various options. East Rd is very scenic going along the coast and through the Lindsay Dickson forest. Also, many people who actually wish to cross the island using a cycle/walking transportation route will not wish to take the proposed circuitous detour route, which would put them well out of their way. If folks wish to cycle or walk the detour route for pleasure, they can follow the existing quiet dead-end road route (Corrigan-Marcus- Jemima) and then use existing trails through Lindsay Dickson to Mallard, as I have on many occasions. For most people on a "cross-island trail", the shortest route across will be favoured, especially if it is more scenic.

### *Opposed to entire trail*

- No, because there are so many unknown facts.
- No. Would rather money be spent on interior trails. Walking beside a busy road is not pleasant. Biking on gravel is not good.
- No.

### *Opposed to a single continuous trail*

- **Preliminary comments:** I think that the cross-island trail proposal, by trying to meet three different objectives, will serve none of them well and will cost far more than is necessary. A clear distinction should be made between 1. providing a route linking ferry-to-ferry that allows walkers, cyclists and horseback riders to safely negotiate those sections of Denman's main roads that are both unpleasant and dangerous; 2. linking existing recreational trails and amenities; and 3. creating pleasant new recreational trails. **None of these three objectives requires building a single continuous, consistently designed gravel-surfaced trail across the island.** Whatever you build, make sure you know who you are building it for. Cyclists, walkers and horseback riders are not just one homogenous user group. Cyclists who are travelling ferry-to-ferry will continue to use the paved road surfaces. Even for shorter distances, most cyclists will prefer the road simply because it's much slower and harder to cycle on a trail which is shared by walkers and possible horses and which will tend to have fallen branchlets and leaves on the surface. Hornby has a roadside trail for a considerable distance, and cyclists there continue to use the road. Walkers and horseback riders will not likely be travelling ferry-to-ferry—they need some sections of trail to make short trips between various points on the island safer and more pleasant. Walkers will be more comfortable with a trail relatively close to the road

pavement than will horse riders. Few riders will ever want to use trails along East Road—there are too many sections without an adequate shoulder to separate horses safely from the traffic. If we can meet our objectives for less money by recognizing that we don't have to construct a single continuous trail, there will be some money for other trail and park priorities. It seems foolish to commit **all** of Denman's parks money to this single project for the next ten years.

**a. If you do not agree with the route as presented, what route do you propose for the cross-island trail?**

(also see responses under 1. above)

- Lacon/McFarlan
- McFarlane
- This route (proposed) is the safest and links many other existing resources.
- I do agree with it.
- I'm not sure Denman community is best served by taking a trail all the way to the Hornby ferry. The road there is just fine to walk or cycle on. I would rather see the money spent on improving pedestrian and cyclist safety on the ferry hill and the big hill, and then creating walking routes – loops maybe? – that Denman people could use. Having the trail go where people go (along East Rd., as explained) is a good core to the plan, but look at other sections of the trails and greenways plan for actual walking/recreational trails.
- I would suggest up Marcus and down Jemima instead of the right-of-way to avoid the stream.
- As mentioned above – Marcus-Jemima instead of through the woods. Longer, but ends at the same place.
- Sections of the roadway in need of a trail would be Northwest Road up to the 'big hill' and down to Central Park. Several kilometres on East Road to McFarlane. There are twisty elevation changes here.
- n/a
- Travel through Lindsay-Dickson along East Road.
- Lacon.
- Don't know. But I do know that as I don't live on island. We frequently do day trips to Boyle Park, Central and have also been to new one with steps to beach and accessibility to Tree/Sandy island – great stuff. We also like walking some of trails and old logging roads.
- Lacon-McFarlane
- Go to the end of Owl Crescent, across to Keith Wagner Way, down it to McFarlan Road, job across to Greenhill road, go to the end and then across the old logging road to East Road, then back the little bit to the ferry terminal (you could join into the Boyle Point trail system).
- No along main road, maybe across island/not familiar with all routes.
- None.
- I think it would be preferable to take back roads and end up at Greenhill. Go down Greenhill and through the park to East Road and down to ferry. I do think it would be helpful to improve roads for walking between things in the village.
- Only fix up areas where there is very little shoulder.
- As a not-horse owner, I feel that those who do should contribute considerably to trails for horses, preferably separate from main trail.
- Widen the existing road to provide a paved shoulder. Then, the trail should go down Greenhill Road and join with other existing paths, go through the park and from there to the other ferry.
- I do not think this is the best route **if** the objective is to provide the safest route across the Island. If only one route is chosen, Lacon – McFarlane would be preferable. The paved surface of East Road is narrower than Lacon and there are several sections where hills and curves limit visibility and where there is little or no shoulder to walk on. It will be hard

to provide sufficient separation between road surface and trail to make either pedestrians or drivers feel comfortable.

The Denman – East Road route also carries far more vehicle traffic than the Lacon – McFarlane route. Trucks tend to use McFarlane, but there just are not that many trucks crossing Denman, and they are usually clustered around the times of early morning and late afternoon ferries.

Lacon – McFarlane avoids the Denman Hill.

The issue of crossing Morrison Marsh on McFarlane poses no greater environmental concern than crossing Graveyard Marsh on Denman. Either would require construction of a section of boardwalk.

I walk frequently on all of these roads and, believe me, Lacon and McFarlane are much pleasanter and more relaxing to walk along than Denman and East.

I don't think it needs to be a question one route to the exclusion of the other. For the amount of money that is proposed for this trail project, all of the real safety issues of both routes could be dealt with and there would be money left over for other park and trail needs on Denman. **If** it has to be one route or the other, Lacon – McFarlane is preferable for the reasons stated above.

- I think it is about time for our highways department to blast rocks on Denman Road big hill and make the road wider. This would allow a 2 metre path going up the hill on the right side without trying to make the trail smaller. Horses using that path may spook or bolt over the cliff unless a high fence was put in place on the right side. Bike riders constantly are in danger going up and down and accidents have happened with cars and riders on that hill trying to share the limited space. It's not safe. The road needs to be wider there!
- NA
- (as above) I could support a trail from downtown to the Old School as this is a route that is well travelled by all road users. This could also serve as a test case for islanders. The co-housing development with 15 homes proposed falls on this route and is within easy walking and cycling from the Old School and downtown. Please do not plan for anything beyond this.

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?**

- Yes.
- Yes.
- Yes.
- Yes.
- Yes, completely.
- O.K.
- This would be a good start. I don't know about the needs of horses.
- Agree- need the width for side-by-side.
- No.
- Yes.
- No, smaller surface. And I would prefer wood chips to gravel.
- Yes.
- I don't think horses should be on these trails! Please start the project soon as we are not getting any younger!
- Yes.
- Yes.
- Yes.

- Sounds good to me.
- Making the trail wider reduces wear and impact by walkers but especially cycles and horses.
- I don't think horses will use it.
- Who will clean out the weeds?
- Who is going to keep the weeds at bay?
- Yes, an equestrian consideration is desirable!
- Seems a bit wide.
- Yes.
- 2 metres is too wide for most areas.
- 1 metre would be enough for Denman.
- Yes.
- Yes. Allowing 2 people to walk side by side also allows passing.
- No.
- Not necessarily – in my earlier life I have gone on many backpacking/canoeing trails that were not that wide, so maybe overkill. I know nothing about horses though.
- Yes – 2 metres but without defined edges.
- Yes.
- Yes. Narrower at times would be O.K. but wider is safer and more social.
- Yes.
- Yes.
- Yes.
- Yes.
- Good luck keeping horses off the main trail.
- On the big hill, pavement works for bikes.
- It's for walkers and horses.
- No.
- Yes.
- Width is good but I worry about maintaining it at 2 m with the regrowth of vegetation. Many bikes won't use it if it is not paved, some walkers as well. People use what is smoothest and straightest if they are trying to get somewhere. If it remains unmaintained gravel, it may become a horse trail while bikes use the road.
- No.
- No.
- Sure.
- Sure. The 10 speeders won't use it, for them you should widen the paved road.
- I think the proposed trail design is misguided. We do not need a single, continuous trail across the island. We need to make a safe route (or preferably routes) across the island, to improve access between points on the island and to improve our network of recreational trails. To meet these objectives it will be necessary to build sections of new trail in a number of places, but along much of the routes as presented there is no need to build a packed gravel trail at all. Where wide, firm shoulders exist along the roads (as they do along much of both Lacon and Denman) walkers and horses can safely continue using the shoulders. New roadside trails should only be built in the sections where they are clearly needed.
- Yes – no paved trails – keep it safe for horses' hooves! (I'm not even a horse rider!) No less than 2 metre trails. Other comment: Who is in charge of maintaining safe trails with people using them? Liability may be a big issue if someone gets hurt because a dead tree falls over and injures a person using the trails. Who is liable?

- Yes, I agree. I think that a packed gravel path that drains in the rainy months will be the most practicable and attractive option.
  - Yes. If it isn't a packed surface, it will fill in with weeds, as has happened already with the portion that we built.
  - Yes.
  - I support a design that keeps costs to a minimum and environmental destruction to a minimum. No, I do not support a separate path for horses. I question the reality of cyclists, pedestrians, and horses being able to share a trail. On many of our existing trails in parks, both bikes and horses are disallowed as they wreck the trails.
  - I do not enjoy walking on a trail used by horses. Maybe the cross-island trail could accommodate horses in select areas, but I'd prefer that more primitive trails be horse free.
  - 2 m wide packed gravel sounds fine, if it is the best compromise among cost, durability and 'maintainability'. Don't know why you'd need a separate horse path. Packed gravel is O.K. for them.
- a. **If you do not agree with the proposed trail design, what kind of trail width, surfacing and other considerations do you propose?**
- Should not be alongside the main road.
  - Narrow and with no surfacing unless necessary (wet spots (4ft) – cost/maintenance requirements. Let natural vegetation grow where possible. Trim 2x per year (volunteer work parties).
  - n/a
  - Maybe partially paved at some future point.
  - I think it should be a grass/packed dirt trail without the addition of gravel which could be trimmed at roadside by mowers.
  - Yes. I walk to catch the ferry every morning and in the summers I often ride my bike. The ferry hill is dangerous and would love to have the off road trail.
  - Don't know.
  - Let certain areas of island decide on width and what surface.
  - I agree but the main consideration is that it will be hard-packed which is best for cyclists, scooters, strollers, etc.
  - One metre of bark mulch.
  - Something packs well and easy to walk on.
  - Coarse gravel too hard to walk or bike on. Some kind of packed dirt surface with some encroaching of vegetation for a softer look.
  - 2m may be more than needed. 1.4 m – I can see that there will be variations in the width.
  - Smaller.
  - None.
  - Essential that the trail accommodate horses, bikes and people walking or jogging.
  - I think any trail should be paved as they are south of Nanaimo and even farther south towards Victoria. This is better for dog and horses feet as well as bicycles. I don't think horses would use it even then. They are not presently on the roads but have other arrangements. This I have heard from owners.
  - Use packed dirt – gravel just gets moved to the ditches.
  - Widen the existing road or go other routes.
  - **Where a trail is needed**, the proposed design is fine.
  - NA



- I do not think that a 2 m width is necessary for a single trail used occasionally. Some of us took the Mountain Bike trail building course and although I do not have their textbook here at present, there are many excellent trail building techniques contained that do not use such a wide surface. Any trail and its surface should be constructed for both cyclists and horses and only one narrow trail should be constructed. Extra trail-work (drainage and surface) should be concentrated in areas where the horses' hooves could damage the surface. If the trail is proven to be heavily used then probably another separate trail is better, so that uses would be separate. But such heavy regular use is not expected from our small population.
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.**

- a. **Do you agree with the priorities as presented?**
- b. **If not, what sections do you believe are the most important to complete first? What sections could be completed later, what sections last?**

***Agree:***

- Yes.
- Yes!
- Yes.
- Yes.
- Yes.
- O.K.
- Agree.
- Yes.
- Yes.
- Yes.
- Yes.
- Yes.
- Yes.
- Yes.
- Denman village need work, #4 (big hill to Central Park)
- Overall, I agree with the priorities as presented but the sooner the Owl Crescent and East Road to Hornby ferry is completed, the happier I will be as this is the part I use the most.
- The sooner, the better. Makes sense to complete the sections in order.
- Yes. The 2 hills are the most dangerous sections and should be tackled as soon as possible.
- Yes.
- Yes.
- Yes.
- Yes, but would like to see it put in in a shorter time line.
- Yes.
- Yes.
- Yes, except ferry hill should be put off until after ferry road maintenance etc. are resolved (trail should be part of ferry approach).
- Yes, I agree.
- Yes, this is a logical progression.
- Yes.

***Don't agree:***

- No, should be along Lacon (if at all)
- No.
- No.
- No.
- No.
- No.

***Modifications to priorities:***

- Yes, but route should stop at Corrigal.
- I would put ferry hill and Denman Road big hill first
- They are O.K. although would prefer to see sections worked on simultaneously even if they are not immediately linked together.
- The first 4. Then consider interconnecting trails that join to these.
- #1 priority is the big hill to Central Park.
- Not necessarily, would like to know exactly what upgrade the Department of Highways has planned for upgrades to existing road.
- Not quite.
- I think # 2 ferry hill is the first priority. #1 Denman village is second priority and then see how Denman islanders like it and proceed with #3 on Lacon.
- I'm not sure that this is the best route, going up the big hill.
- I don't think all trails are required.
- Sure, then head down Greenhill to trail that goes to ferry or widen road and pave path.
- I would first see if the Conservancy portions of land agree to let horses and bikes on any trails through Conservancy land. 1<sup>st</sup> priority should be ferry hill, 2<sup>nd</sup> Denman Road big hill, then 3<sup>rd</sup> would be village. The hills right now are dangerous for walkers, bike riders, horses and drivers in cars trying to avoid hitting someone.
- No. Priority 2 - Anyone disembarking from the ferry on a bike or on foot just has to wait for the traffic to go to nothing on the ferry hill. Priority 1 – Yes to the Denman village, big hill and big hill to Central park. Make no plans for anything beyond that.
- No. As I said under '1', the choice of the first sections to complete is critical to maintaining interest. The Denman village section already has a usable trail on most of it that is actually only a few years old. Upgrading that will not impress residents as much as completing a new section that will be used.
- Village
- "Big hill" is already a safety hazard. Highways department needs to be asked to update it sooner rather than later.
- The big hill is the most dangerous and should be prioritized.
- Widen sections of East Road verge which don't need improvement.
- Ferry hill and big hill. The rest should be assessed "as is" because much of the route is walkable, cyclable without spending so much – clean up shoulders a bit.
- Wait til the ferry terminal is rebuilt before doing the ferry section.
- Maybe open up #6 (Corrigal Road to East Road) earlier, that would be nice.
- I am happy that you have started.
- Village, ferry hill, big hill, that's it.
- 1, 2, 6 Corrigal Road section gets people off the busy throughfare. I believe the Corrigal Road section should go early.

- Would like to see 1, 3, 4. I think once 4 is done, will see lots more use. We are used to walking the ferry hill.
- I would love to see ‘priority 6’ (Corrigal Road right-of-way) done sooner, if we stick with this route. But mostly, I would prefer a route that is away from the main routes as much as possible.
- None.
- The trail into town and around old school.
- An upgrade of the village trail and then problem areas.
- (My priorities are based on what would meet the three objectives listed in my preliminary comments, not on the order in which to build sections of a single continuous trail.)  
Denman Village—lots of walkers, safety concerns because of amount of vehicle traffic, connects places for Denman residents.

Ferry hill—same reasons.

Denman Road Big Hill—real safety concerns here, for cyclists as well as walkers. Cyclists should be encouraged to walk their bikes up **and** down hill using a separated trail.

Identify those sections along Denman, East, Lacon and McFarlane that are unsafe because of narrow, sloping or non-existent shoulders and/or limited visibility and construct sections of trail where needed.

New trail from Corrigal Road via Mallard to Owl and East Road. This is not needed as part of a cross-island route, but would certainly be a pleasant addition to Denman’s trail network. For a cross-island route, Corrigal, Marcus and Jemima Roads, which are quiet roads where walkers and horses can use the existing road surface, could be used with no trail work. A new trail from the end of Corrigal should be evaluated as a recreational trail, not as part of a cross-island linkage. If it is built, careful consideration should be given to the section that runs along the Lindsay-Dickson boundary. The north-east corner of the Nature Reserve is identified in the Island Trust’s management plan as an area that should be left undisturbed, without trails. If a trail runs along the boundary it should be designed so as to discourage the creation of informal side-trails encroaching on the Reserve.

- Do the “most dangerous” locations first (ferry hill and Denman Road hill).
- NA
- The route from the cemetery to the corner of Denman Road and East Road is a straight section with mostly wide shoulders and clear lines of sight and does not require a separate trail. Do not incur the expense.
- Be realistic: if the two big hill sections won’t be ready to build for the first year or two, don’t put them at the head of the list! How about: 1) East Road/Owl Crescent to Hornby ferry (very high payback in use and visible – will get walkers, cyclists, dogs whatever off busy road in exceptionally densely populated area and offer excellent scenic views in parts, 2) Corrigal to Mallard, etc (very useful connector/short-cut for walkers, cyclists, etc.), 3) Central Park to Corrigal (ties into Central Park trails and beyond for equestrians, cyclists, walkers), 4) the trail will have a significant useful presence by this stage and priorities for the rest are less important but I suggest Denman Road to big hill, then 5) Big hill – Central Park, 6) ferry hill and 7) Denman village upgrade.
- 3. My priority\* list for trail sections are based on usage and immediate safety, from the perspective of someone who bikes regularly for transportation around the island.
  1. Denman Road big hill – a major safety hazard!!
  2. Ferry hill, as a priority, really applies to folks who walk or cycle onto the ferry. These are mostly non-residents of Denman, except for some island commuters and other travellers, but it is significant safety hazard.
  3. The crossing of Denman Road at Graveyard Marsh, where a dip and very narrow shoulder make this area unsafe (larger wider road culvert for the marsh, giving a higher, wider road surface is desired).

4. Dip on East Rd, just north of McFarlane is unsafe.

5. The Village area? – not sure what is meant here, as an existing trail, through much of this area, already exists.

\*As I write this, thinking of myself as a cyclist, I just realized that a “Cross-island” trail from ferry to ferry on Denman is not really intended to benefit many Denman Islanders, but rather to assist those who are normally going from ferry to ferry, or visitors going to Hornby. A valuable Denman trail would be from downtown to the Old School/firehall area and from the east side of Denman to the Old School/firehall and to Graham Lake, as these routes are probably the most travelled, also crossing the island in the middle between Denman and McFarlane Rds if ever this was possible. I do not think valuable Denman tax dollars should be spent to assist visitors to cross Denman. Instead concentrate on areas where road conditions make it dangerous for Denman islanders to walk, cycle or ride horses. The Denman hill is the priority.

**c. If you have proposed an alternate route under 1 a. above, how would you prioritize sections along that route?**

- I would put the money elsewhere.
- Same order starting from village.
- No – like the proposal!
- The two hills and downtown.
- Same as the previous “right-of-way” choice (go down Jemima Rd)
- In order – north to south.
- Upgrade road first.
- Not sure.
- None.
- Greenhill Road.
- As noted, I don’t think we have to choose a single cross-island route.
- Keep trail on East Road if other plan (Priority #6- Corrigan ROW-Mallard Way) doesn’t work out. I like the plan for trail to come out on Mallard Way. More people could use the path and more people “looking out for illegal campers using illegal fires” in high fire seasons are beneficial for all islanders. Of islanders can be ignorant in starting campfires in the woods when they visit.
- NA
- Do not develop the Corrigan right-of-way, leave it undisturbed. The easy alternative is Corrigan to Marcus, along Jemima to hook up with existing trail to Mallard. Developing Corrigan right-of-way is an unnecessary expenditure of money. It is also too disruptive to the properties that border the route. Question also whether trail users would actually go the Corrigan route as the section of East Road from Corrigan to Owl Crescent is among the most scenic routes on the island as it hugs the waterfront and passes through Lindsay Dickson forest.

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

- Sponsor walk/run/cycle along route?
- I know there are grants that could help but don’t know specific ones. Tourism grants could help too.
- Could some funding for the ferry hill trail be provided by BC Ferries to ease the pain by the new cable ferry.
- Recruit volunteers.
- Lottery.
- Horse Council.

- I believe there are healthy community grants through either provincial or federal government.
- If trees need to be taken down maybe you could save the wood.
- Mountain Equipment Co-op Access Grant, New Horizons for Seniors, Comox Valley Foundation, BC Hydro, Home Depot Foundation, BC Ferries (they need to improve their image here), Vancouver Foundation.
- None.
- Government grants.
- I think there are a lot of other uses for fundraisers.
- I am not in that league, sorry. (I'm in the muffin baking generation...)
- We are fundraised (and volunteers workers without pay) to death also Regional District should use Comox Valley tax funds to pay for this and in that way nonusers also pay for a safe "road" if they are drivers only.
- NA
- Always a challenge! Nope. No idea here.

## 5. General comments

- Maintenance costs are a concern.
- I do not understand how the CVRD came to the conclusion that this is what the residents of Denman Island actually want.
- It is well about time to get this project underway.
- A good long term improvement.
- Thanks for doing this. Let's get onto get fil and enjoy nature and make the roads safer for all users.
- A lot of fine work by the DI Trails Committee and CVRD Parks Planning dept.!
- Thank you to the trails committee for your volunteer hours and time spent on this project.
- Appreciate that a trail system is really going to happen! We've been talking (& insisting for 30 plus years.
- I am excited about the trail happening but want it to be as low impact and fossil-fuel free as possible (i.e. not paved) or gravelled.
- You will have drainage problems by Central park/marsh. You have not mentioned signage/publicity re: right of way on hills – cyclists should dismount for coming down those big hills.
- Thanks.
- I am also concerned about the crossover point on East Road when heading toward Corrigan. There is fast traffic coming around a curve there. Maybe a convex mirror?
- Please consider a? the Lcon route – if that doesn't happen – consider changing your mind re the Corrigan route through the forest. There are too many problems/hazards connected with this.
- I do not agree with spending all this money along existing roadways. I would welcome more trails on the island, hiking through natural environment, not roadways.
- It's all good!
- The presenter did a very good job of handling a "touchy" subject.
- \$1 million – plus. Could this money be used in a better way.
- Very happy. I would like to see local contractor Dusty Prowse be able to bid on the job of construction.
- I think this is a great idea and will go a long way to improve safety and health for Denman islanders and the people who visit us. Thank you.
- I think this is a great thing. Thanks.
- The trail is a motherhood issue. Promotes safety.
- Thank you for the information meeting and all the work that has gone into it so far.

- There has been steady consultation on this, and many Denman Islanders have been working towards it. I am very much in favour.
- We need this trail. It will attract visitors and be a positive economic benefit for the island.
- This cross-island trail is a fantastic opportunity to improve the 2 most dangerous road sections of the roadway (the ferry hill and the big hill). Despite what opposition/concerns there are to aspects of this trail, it is time that tax dollars and fundraising efforts are spent on the Denman trail system.
- Great idea, I love walking!
- If the trail location is close to an existing building or otherwise encroaches on the privacy of the property will fences be built or will the property owner have to do this at their own cost? Just a thought – commercial traffic is not big concern, it is the ferry speeders that are the most dangerous.
- I think the concept of ferry to ferry is O.K. but few will use the whole route for that purpose. Also providing a safe trail along Lacon to Denman Road to enable those residents easier way to walk or ride to downtown Denman makes a lot of sense to me.
- Leave us ALONE.
- An idea whose time has come.
- The wire basket geogrid retaining walls are very labour intensive to construct. There should be a simpler cheaper way. We (company) constructed a wall along Lerwick and found our costs were far above what we bid if of (by a factor of at least 5) so next time the price would be more than a concrete lock block wall.
- I can see little justification for raising money especially this amount for the aforementioned purpose that aren't would be a real asset in trying to build a seniors home such as they have on Hornby with improvements due to experience.
- Having lived on Denman for 40 years, I feel that there is no need for the type of trail you are suggesting and can think of many ways to spend that amount of money that would benefit the island much more!!
- I did take this home and, contrary to your prediction, am sending this in...
- It's O.K. but do it in small steps.
- There should have been more information made available to residents as the trail planning progressed. It's a big jump from the Greenways Plan vision and the identification of general priorities at the parks meetings to the detailed plans for a single continuous cross-island trail that were presented on January 16. At that presentation it did seem that all the major decisions had been made and we were being asked only to help fine-tune some details. We all want a safer and pleasanter way to cross the island, and we all want better linkages between existing trails and common destinations, but this trail proposal is not the only way to achieve these objectives. More detailed information from DIRRA or the CVRD in the Flagstone and Grapevine and regular postings about plans on the CVRD website would have helped.
- I am not a bike or horse rider, nor much of a walker. However, I'm a driver of a vehicle and want a safe place for all of us to get to where we are going! Safety is a real issue here for all concerned. "Little Burnaby" (subdivision on East Road) is the place where I see the most walkers and many with dogs on a leash. With all the Hornby ferry traffic going by, I would think this is the third most dangerous place to be a walker right now or a vehicle driver trying to drive safe past walkers. It is about time, and long overdue, for trails to be put in place everywhere in the Comox Valley including Denman and Hornby islands.
- Thank you for your work in this regard. I have been hoping for an island trail system since we purchased a home on Denman in 1992. It will add greatly to the pastoral charm of the island, and encourage non-vehicular modes of transportation.
- I may not agree with some of the other ideas in the new Parks and Greenways Master Plan, but I do agree with this one. Thank you!
- The "adopt a highway" system used on many roads in BC may work. We might consider an "adopt a mile (km)" for the cross-island trail.

- I suggest the scale of the proposed ferry to ferry cross island trail be considerably downgraded and that the proponents consider sections of trail as needed. The proposed trail would consume for 10 years Denman's budget from CVRD parks budget to the exclusion of any other projects. The cost is so big that I suggest it should go to referendum. I am a thirty year resident of the island and have been a cyclist, runner and a member of an earlier DIRA traffic committee and Trails Committee.
- The cross island trail as presented is a sophisticated trail. I prefer to walk on more primitive trails (i.e. Central Park to Pickles) free of traffic noise and free of gravel. Perhaps the money could be spent acquiring trail rights of way in various parts of Denman? Or some of the money?
- A valuable project for Denman Island. Good work by both CVRD staff and Denman volunteers. Again, please think carefully about changing trail section priorities: you need to maintain resident interest and support! Also, how about telling Denman islanders more about the considerable experience the CVRD has with building trails elsewhere in the District?