

Seymour River Canyon Trail Connections Public Meetings

June 24, 2015, 6:30 p.m. – 8:30 p.m.
Holiday Inn and Suites
700 Old Lillooet Road, North Vancouver, BC

June 25, 2015, 6:30 p.m. – 8:30 p.m.
Capilano University
2055 Purcell Way, North Vancouver, BC

Date of issue: September 1, 2015



Table of Contents

1. Welcome and Introduction.....	1
2. Presentation.....	1
3. Question and Answer Period.....	3
Access at Riverside Drive / Canyon Creek Bridge.....	3
Pedestrian Bridge Design.....	3
Trail Connections.....	5
Debris.....	5
Future Weather Events	7
Fire Hazards	8
Impact on Salmon.....	9
Construction Timelines.....	9
Temporary Crossing.....	10
Funding Approval	11
General	11
4. Workshop.....	12
A New Pedestrian Bridge.....	12
Trail Connections.....	13
MV Maintenance Access at Riverside Drive	14
Fish in the Seymour River.....	14
5. Conclusion.....	14

Seymour River Canyon Trail Connections Public Meetings

Summary of the Seymour River Canyon Trail Connections Public Meetings held June 24, 2015 at the Holiday Inn and Suites, 700 Old Lillooet Road, North Vancouver, BC and June 25, 2015 at Capilano University, 2055 Purcell Way, North Vancouver, BC.

1. Welcome and Introduction

Vanessa Anthony, Program Manager, Public Involvement, Water Services, Metro Vancouver (MV) welcomed participants to the Seymour River Canyon Trail Connections public meetings (Meetings).

Representatives from MV, District of North Vancouver (DNV), the Department of Fisheries and Oceans (DFO), Seymour Salmonid Society and Ministry of Forests, Lands and Natural Resource Operations were introduced.

Ms. Anthony advised that notice of the two Meetings had been disseminated through hand delivered invitations to Riverside Drive residents, signage, posting on the MV and DNV websites, social media and the email list.

Ms. Anthony noted that the purpose of the Meetings is to:

- Provide information about the Seymour River rockslide that occurred in 2014 and the permanent changes in the Seymour River Canyon
- Outline planned and proposed improvements
- Listen to comments and gather input

The agenda was reviewed.

2. Presentation

Ms. Anthony introduced Bob Cavill, Director, Watershed/Environmental Management & Quality Control, MV.

Mr. Cavill presented on the following:

- The Lower Seymour Conservation Reserve (LSCR)
 - 100 km of recreational trails managed for the public
 - Over 400,000 visits per year
 - Trails that cross both jurisdictions are managed collaboratively with the DNV
- An Overview of the December 7, 2014 Seymour River rockslide
 - Map illustrating the location of rockslide
 - Graph showing river flow patterns and how they have permanently changed as a result of the rockslide
 - Geotechnical consultants have confirmed the area is stable, however, the area has been fenced and public access to the rockslide site is restricted because of localized safety concerns

- Emergency response to the incident
- Trail closures
 - Fisherman's Trail, Bottle Top Trail and the Twin Bridge, a total of 1.3 km of trails, were closed as part of the emergency response
- A hydrological model to show flooding that can occur during more intense storm events
 - Any future crossing needs to take into account what the river could do as a result of a more intense but plausible rainfall events
- River dynamics graph illustrating pre-rockslide river levels (2013) as compared with post-rockslide river levels (2015) and the significantly increased river height variability associated with future heavy rain events
- Results of hydrological, geotechnical and arboreal assessments
 - Geotechnical stability
 - Hydrology of the Seymour River has changed
 - 300 trees are permanently flooded and up to 800 will be flooded during heavy rain periods.
 - Expectation that trees will die over time due to flooding
- Public safety measures
 - Signage has been posted in the area warning recreationalists of the potential hazards
- Future options and opportunities
 - As a result of the Twin Bridge removal, MV is looking at options to re-establish an east-west link
 - An area within 200 metres of the location of the former Twin Bridge is the focus for a future crossing site
 - MV staff have assessed possible locations both north and south of the former Twin Bridge location
 - It is not an option to put a vehicular bridge where the former Twin Bridge was located as it is cost-prohibitive and would have great environmental impact
 - There is no firm estimate of costs or an approved budget at this time
 - Replacement options for a new crossing are currently at the review stage
- Vehicle access to water infrastructure from Riverside Drive
 - The former Twin Bridge provided MV access to the east side of Seymour River Canyon. With the Twin Bridge gone, there is a need for vehicle access, potentially from the south, for required equipment only
 - There is a need for future MV utility and trails maintenance access to the east side of Seymour River at Riverside Drive. This would be achieved by replacing the current Canyon Creek Bridge which is due for replacement as a result of its age. This maintenance access would be gated and only MV, DNV and emergency services would have vehicle access. Pedestrian access would be maintained
- Proposed and planned trail improvements:
 - Proposal to connect Mystery Creek Trail to Bottle Top Trail with a new section
 - Potential trail connection on west side between Powerline Trail and Twin Bridge Trail
 - New stairs on the Baden-Powell Trail including a bike trough
- Timeline for design/construction of the two proposed bridges and the associated community relations work.

Ms. Anthony indicated there would be outreach to the public throughout each phase of the project and noted the ways to stay informed:

- Sign up for the project email list
- Visit the MV website (www.metrovancouver.org/trailconnections)
- Signage posted in the LSCR
- Project website
- MV Twitter updates (@MetroVancouver)
- Connection between the DNV and MV websites
- Contact Steve Billington, Community Liaison Officer, who has been assigned as the dedicated primary contact for the project

3. Question and Answer Period

The following table summarizes MV’s responses to questions and concerns provided by attendees, organized by topic, throughout the Meetings:

Issue, Comment, Question	MV Response
Access at Riverside Drive / Canyon Creek Bridge	
In your presentation, is the “Canyon Creek Crossing” the Baden-Powell Trail bridge or the Twin Bridge?	It is neither. The Canyon Creek Crossing is located just north of the Riverside Drive cul-de-sac where you enter the LSCR.
Will the current access at the Riverside Drive cul-de-sac be widened to accommodate larger vehicles? Will the access road be extended?	The current access point and bridge will be widened but Riverside Drive will not be extended.
Will the first part of the road be improved as part of the replacement of the Canyon Creek Bridge?	There will be some upgrades but they will not be significant.
I understand that a pedestrian bridge would be good but what about access? MV used to have access to the top of Riverside Drive across the old bridge. If there was a forest fire or debris that had to be removed, will MV have access? A new bridge at Riverside Drive will also take time to build. Will there be a vehicular bridge in place in the interim?	It is not an option to put a vehicular bridge where the former Twin Bridge was located. The new bridge would need to be 90 meters long and six meters high. The option we are looking at is a pedestrian bridge 200 meters south of the former Twin Bridge location and replacing the existing Canyon Creek Bridge at Riverside Drive with a new vehicle access bridge for MV, DNV and emergency services only.
Pedestrian Bridge Design	
On your model that shows the flooding for an intense storm – is that a 1 in 100 year storm?	It is actually a 1 in 200 year storm, which is the current standard for bridge design.

Issue, Comment, Question	MV Response
<p>I am interested in the process that led to taking out the existing bridge. Why not leave the bridge in and close the trail during high water events so the public could have access when it is safe? Is there any possibility of restoring the bridge?</p>	<p>The bridge was deemed substandard as a result of the change that occurred to the river and a public risk for a number of reasons, again because the river had fundamentally changed. If we put the bridge back, it would be unsafe. The old bridge was designed for a certain height of river. The river has changed since then. After the rockslide, the bridge was actually forming a blockage of large woody debris floating down the river during large storm events. If the bridge surface was forced off its vertical supports it would fall into the river causing a significant potential threat to both the river and to public safety. The consultants told us that we had to remove it.</p>
<p>It is understandable that if the Twin Bridge has been categorized as a blockage rather than a bridge, it is substandard and has to go. However, if you lowered the rubble would that not make it functional as a bridge? Would that not save money by avoiding a lot of building costs?</p>	<p>Even if we removed rubble in the vicinity of where the bridge was, because of the impact of the rock slide which acts like a new dam, the water level would tend to be close to or even over top the bridge in the future because of the fundamental change to the river in the area. Localized adjustments to the river bed wouldn't help the situation.</p>
<p>The consultants were looking at it from a safety point of view in terms of whether the bridge was stable or at risk of collapse. What is coming out of this is the question of whether, since we have a low water situation, we could remove the debris and reset the situation with the old bridge being put back in place.</p>	<p>MV has committed to going back to the consultants on this, and will put something on the website to help clarify the situation.</p>
<p>The Baden-Powell Trail is too steep. Mountain bikers have not used it in the past and they will not use it in the future. Put money into the pedestrian bridge instead.</p>	<p>Thank you for your comment. This is the type of input we are seeking in the workshop portion of the Meeting.</p>

Issue, Comment, Question	MV Response
Trail Connections	
<p>Did you look at the access for pedestrians on the east side that you claim is too gullied (Suicide Branch)?</p>	<p>We looked at access for both pedestrians and vehicles. Extensive work would be required to put a trail in there. It would be very costly and possibly have significant environmental consequences. Certainly not as suitable as the location in the vicinity of the now removed Twin Bridge location.</p>
<p>In regard to the trail connection for the new Twin Bridge, will there be trails on the west side? I only see the trail that is a road to the demonstration forest on the map. Will Fisherman's Trail north of the bridge be reopened?</p>	<p>Fisherman's Trail is open now and will remain open. It will connect to the new bridge site between Fisherman's Trail and the Twin Bridge Trail.</p>
<p>I appreciate MV attempting to save Bottle Top Trail, which is a fantastic piece of history.</p> <p>Will the new Fisherman's Trail look similar to Bottle Top Trail? Will it be a fully paved road or a trail?</p>	<p>Where Mystery Creek Trail heads off to Fisherman's Trail, there is a need to provide access for some equipment. We would see that section as being wider than Bottle Top Trail in order to accommodate that access but not paved.</p>
Debris	
<p>Has there been any thought given to removing the debris?</p>	<p>MV asked the consultants about removing the debris, and they suggested leaving the debris alone. The area is stable and is setting up nicely. Because the rocks are so large, rocks and sediments are backing up behind them, making for a safe, reinforced situation. There are no plans to remove the rock debris.</p>
<p>The Seymour River is dam controlled. Could you control storm flows through dam control?</p>	<p>Only to a small extent are we able to control overall flows to the lower river by the dam. There may be some 'storage' possible early on in storm events if the base reservoir level is low, but at some point during intense storm systems the reservoir fills completely and then the only option is to spill. In the winter, there are typically so many storms that the reservoir is full, so there is no holding capacity.</p>

Issue, Comment, Question	MV Response
<p>Has enough consideration been given to the possibility of reducing the rock debris into rubble and then letting the water carry it down so the water level lowers and we can put in a new bridge where the old one was? If left as it currently is, there is a concern that it will become a choke point on the river that will catch future debris, trees, etc. which could cause a backup debris torrent. There should be more consideration given to reducing the rubble.</p>	<p>We have heard that comment before.</p> <p>The consultants have suggested that we leave the debris as is because it is stable. MV did ask the consultants if it could become a choke point and the consultants felt that it was unlikely because the debris would start to move during high flows when the rocks are being overtopped by water. The consultants have suggested that not everything will move at the same time in terms of woody debris and that it will be a natural progression of material down the river. The chances for a debris jam were not a concern for the consultants.</p>
<p>Thank you for the work on the presentation. With this large of a group, it would have been helpful for you to bring your consultants here to answer questions. When we ask questions about breaking up the rock dam, we need to hear the reasons why you cannot. We should tell the consultants what we want to do and then they can tell us how to do it. That would alleviate all sorts of problems we are discussing.</p>	<p>Thank you for the feedback.</p>
<p>With all the trees coming down, what is the debris flow risk in the lower region of the Seymour River?</p>	<p>The 300 trees that were flooded will eventually die. At this point, jams at the pinch point are not a concern, however we continue to have experts monitor the flooded forest and advise MV.</p>
<p>We live below the pinch point and woke up one morning with large trees 30 feet from our windows.</p>	<p>We have not had significant tree failures above the impoundment. There are mostly smaller alder trees in that area. A major storm event occurred on December 9 and 10, 2014 and that was likely the cause of the trees being mobilized.</p>
<p>Are you planning to remove the dead and dying trees?</p>	<p>We will monitor monthly and will do an annual recount of dead and dying trees. If they are accumulating at the pinch points which is not what is anticipated, we will consider removing them.</p>

Issue, Comment, Question	MV Response
Future Weather Events	
<p>Has the site settled naturally? Was the new level taken into account in mapping possible high water events?</p>	<p>Yes, modelling was based on the anticipation of a 1 in 200 year rain event and has been modelled to consider a crossing. There is lots of porosity because of the size of the rocks at the slide site. The river reacts in a new way with different high and low levels than before.</p>
<p>If another rain event occurs, will the river level reach the elevation that it did during the two rain events you mentioned? Has the site settled enough so that the data of the high water elevation can be accounted for?</p>	<p>Yes, Northwest Hydraulics looked at that and felt satisfied that the rock slide area is stabilized. Furthermore, the height of the rockslide dam is not likely to increase so even if sediment and smaller rocks end up depositing in the area of the rockslide the river level is not expected to increase.</p>
<p>In December 2014 we had a deep freeze and a quick thaw – is there a possibility of a similar situation and weather event in the future?</p>	<p>It is a natural dynamic. It has happened before on the canyon wall. The canyon walls are subject to freeze and thaw and to gravity. Typically this freeze and thaw dynamic occurs over hundreds and even thousands of years. So while there is the possibility that more rock canyon wall could slip into the river, another similar event in the Seymour Canyon is unlikely. The consultants have identified that some additional small rocks will fall off the scarp and that some trees will fall over but this will be naturally occurring and is not a concern.</p>
<p>You have indicated that during normal flow, the water is going through the rockslide/fallen rock and when there are rainfall events it is overflowing. Is it expected that over time the dam will become flooded with sediment and smaller rocks so the water behind the dam will rise in normal flow conditions? Was this considered in hydraulic modeling?</p>	<p>The consultants suggested that smaller rocks and sediment that come down the river against the big rocks would not exceed the height of the big rocks. As mentioned, the height of the rockslide dam is not likely to increase, so even if sediment and smaller rocks end up depositing in the area of the rockslide the height of the river behind the dam is not expected to increase.</p>

Issue, Comment, Question	MV Response
Would the higher (northern) portion of the Fisherman's Trail likely be closed?	The trail would be reconstructed at an elevation that satisfies 1 in 200 year rainfall event criteria in order that the trail remains safe and open.
Is there a study about the erosion happening on the closed section of Fisherman's Trail?	The consultants determined that the fluctuating water levels would result in small slumps and tree flooding. The future trail would be further upslope and out of that area. Yes, we continue to have experts monitor the area in the vicinity of the closed section of Fisherman's Trail.
Fire Hazards	
What about the hazard caused by the dead trees during fire season?	Our staff are patrolling daily over the summer. Staff will continue to monitor.
People are going over the fence at the entrance to Pipeline Bridge and are smoking in the area. This is an issue.	We will look at the area from the point of view of the risk from fire fuels and will remove them if the situation is considered risky from a fire hazard perspective.
My concern is that there is no access to the area now and you will not be able to put out a fire if one starts.	MV has access to highly mobile fire suppression crews and to aerial firefighting equipment. For a more significant fire in the area, MV staff would work through the Coastal Fire Centre and with DNV to implement an action plan to suppress the fire.
You need to put the no-smoking signs up high, because people take them down.	Thank you for your comment.
The closed trail and manmade debris field is a fire hazard; what resources are in place to address a forest fire?	MV has fire crews and trained wild land fire fighters. We also work closely with DNV fire responders if a fire were to occur. MV staff will be patrolling the area over the summer and will be reducing the manmade pile.

Issue, Comment, Question	MV Response
Impact on Salmon	
<p>You have updated us regarding pedestrian/cyclist use of the trail but what happens to the fish? Any comments?</p>	<p>When we were working on understanding the situation, DFO staff was very helpful and involved in the incident command. The DFO is trying some different approaches on the river to see what is possible with regard to fish.</p> <p>We have DFO staff here and representatives from the Seymour Salmonid Society who can speak to that directly during the workshop part of the Meeting.</p>
<p>What about the impact of the rockslide on the salmon in the Seymour River. The slide is going to be devastating to our efforts to rebuild the salmon run. Can you put some money into building fish ladders?</p> <p>Decomposing trees will change the pH level in the Seymour River and impact the salmon habitat. What are you doing or can you do about that?</p>	<p>Great questions. We would ask that you direct these questions to our partner agencies during the workshop portion of the Meeting.</p>
Construction Timelines	
<p>Is there anything planned for this fiscal year? What is the status over the next few years?</p>	<p>We are looking into a three-year plan including construction. This year we are looking at the conceptual design of the bridges. We hope to complete conceptual design in 2015 and money will be budgeted for detailed design in 2016, based on conceptual design. Based on the detailed design, we will have a much better idea of what to include in later construction budgets.</p>
<p>If Canyon Creek Bridge replacement is not urgent, could we prioritize the pedestrian bridge and move that schedule ahead faster?</p>	<p>Construction of the two bridges is linked. We will need access to the old Twin Bridge site and will need to get equipment there. This will be achieved via the Canyon Creek Bridge.</p>

Issue, Comment, Question	MV Response
<p>It is great to hear that MV is replacing the pedestrian /cycling bridge. What can we do to get it up sooner than three to four years from the incident?</p>	<p>The right things will be done if we take the right amount of time to do it. Conceptual work is important and takes many months. We are planning to do that in 2015. Detailed design takes more time but is very important in terms of meeting the objectives of the bridge. We do not want to make mistakes by rushing the process. The best way to do this is to follow a methodical approach and approval process.</p>
<p>Temporary Crossing</p>	
<p>Is it possible to consider a temporary crossing while a plan to build the new bridge is implemented?</p>	<p>Thank you for your comment. A temporary crossing would have to be 90 meters long and would require significant construction costs and logistics. New trails/roads would need to be built to the east. This is too cost prohibitive to pursue.</p>
<p>I am a resident of Riverside Drive. The crossing removal has had a major lifestyle impact as I am a runner, dog walker, cyclist, etc. The bridge serves as a commuter route for me, and a lot of cyclists. That needs to be considered.</p>	<p>We recognize that the bridge removal has impacted recreationalists. We are all facing the challenges that a new stretch of river poses and feel at this point it is a two to three year process to build a new bridge.</p> <p>We are hearing the message loud and clear that you want a bridge as soon as possible. There is a process associated with determining resources for the next steps and we will ensure that your expressed interests are included in that process.</p>
<p>Why not put in place a temporary suspension bridge that could be put up in three to four months in order to provide a crossing while you plan the new bridge? The goal should be to have something up in two months that we can walk/cycle over. It seems so simple.</p>	<p>A temporary crossing would have to be 90 meters long and would require significant construction costs and logistics. New trails/roads would need to be built on the eastside. This would be too cost prohibitive to pursue.</p>

Issue, Comment, Question	MV Response
Funding Approval	
You said you anticipate not having a problem with the budget. Is there a budget?	There is strong interest by MV to ensure that a suitable form of east-west connection is restored. The budget is not in place at this point but we are evaluating the possibilities by conducting the essential field work and public consultation.
Would public input to politicians be helpful?	That is why we are here tonight. There is a commitment from senior management and the MV Board to restore a form of east-west connection.
General	
What happened with the beach and swimming hole below where the Twin Bridge was?	There is no beach anymore. It is now under water.
I live on Riverside Drive but did not receive an invitation. I found out about this meeting from the MV website.	Thank you for this feedback. We are happy you heard about the meeting by another means.
You need a garbage can at the slide area. There is a dog waste bin but not a garbage can and the area is littered with garbage, cigarette butts and beer cans.	That is a great suggestion. We have noted that.
Can we fundraise to speed up the process?	Metro Vancouver recognizes the importance of this infrastructure and is committed to pursuing a request for budget through the annual budget process.
Can we help with the trail work on Baden-Powell Trail?	There may be certain sections of the trail that could lend themselves to some volunteer trail building assistance. If you wish to volunteer, please email LSCR@metrovancouver.org .
Any plans to place a safety net/fence north of the slide to stop swimmers/boaters, etc. who may get swept down the river?	We have placed signs and fencing around the slide area to warn public of potential hazards. A net barrier or fence would collect woody debris very quickly and we would not be able to maintain a functional barrier system.

4. Workshop

The Meeting participants were invited to visit the workshop stations to provide input on the values, opportunities and other comments regarding the following issues:

- A new pedestrian bridge
- Trail connections
- MV maintenance access at Riverside Drive
- Fish in the Seymour River

The following is a summary of the common themes that emerged from the input provided regarding each issue. The number in parenthesis following the comment indicates the number of other participants who supported the comment.

A New Pedestrian Bridge

- Values:
 - Reduce the proposed timeframe of three years to replace the bridge (11)
 - The bridge provides greater access to the network of trails (11)
 - Install a temporary bridge within one year (7)
 - Create a new bridge with minimal impact on the surrounding environment (2)
 - Can we fundraise to speed up the process?
- Opportunities:
 - The width of the bridge should be wide enough to accommodate both pedestrians and cyclists without conflict; one suggestion was to build the bridge wide enough for four to five people (12)
 - Connect to the new east side Fisherman's Trail
 - Install a temporary crossing while working on the design of the permanent structure (4)
 - Design of the bridge should be similar to the arched one over Lynnmour that goes to the dog park
 - The bridge should be able to withstand an earthquake of magnitude nine plus
 - Keep it simple and inexpensive (2)
 - Leave the trails alone
 - The steep Baden-Powell Trail on the west side is not well utilized, so it does not make sense to put money into it; spend it on the bridge design instead
- Other:
 - Make this crossing a priority and complete the construction sooner (4)
 - Put in a temporary crossing if it is going to take three to four years to complete. Think about opportunities to put in safe swimming areas above the slide (2)
 - The new bridge would look good in wood
 - Seriously consider blasting the rocks to remove the blockage (6)
 - Plan to build trails on the east and west side of the bridge
 - Any plans to place a safety net/fence before the slide to stop swimmers/boaters, etc. who may get swept down the river?
 - Twin Bridge was a wonderful bridge for horse riders and all user groups. It had high sides, was very wide and the surface was not noisy or slippery to iron horse shoes. We want to see the same considerations with the design of a new crossing.

Trail Connections

- Values:
 - Great diversity and inter-connectivity of trails from across the North Shore (8)
 - Keep trails in their natural state (3)
 - Thank you for keeping the Bottle Top Trail
 - Maintain the Baden-Powell Trail as hikers trail only
- Opportunities:
 - The second crossing is critical to allow for routes to be configured in loops (2)
 - Connect the trails in loops, not out and back (2)
 - Garbage cans please
 - Plan out a path on the east side, from Suicide Branch to Bottle Top/Cambodia trails
 - Retain smaller scale trails to make it more natural and preserve the forest as much as possible (5)
 - Reopen access to Bottle Top Trail with a new connector (5)
 - Safety issue with mixed users on Bridle Path down to Fisherman's Trail
 - Make trails multi-use for bikes
 - Do not spend money on the Baden-Powell Trail stair upgrades
 - Ensure the replacement of Fisherman's Trail is useable by families and those with limited mobility
 - Think big! Look at expanding the trail network (2)
 - Blast a channel and a fish ladder through the slide and consider "run of river" hydro-electric power to pay for it
- Other:
 - Remove the rockslide (3)
 - Restore the Twin Bridge to its original condition (2)
 - Replace the Twin Bridge with a vehicle access bridge (2)
 - Keep (some) trails more natural (2)
 - Make Powerline Trail more runner/hiker friendly i.e. remove large rocks and put in a more consistent surface
 - Do not waste money on Pipeline Bridge stairs
 - Improve stairs and Baden-Powell Trail
 - Easier option for bikes from Mushroom parking lot down to Neds/Upper Dales trails
 - Make some improvements but do not substantially change the switchbacks down the Baden-Powell Trail
 - Do not make any more improvements to the east side of the Baden-Powell Trail from Riverside Drive to Hyannis Connection
 - The closure of Bottle Top Trail has forced bike traffic to the Hyannis Connection (Fisherman's Trail to Bridle Path) in order to access Riverside Drive; the connector trail is multi-use in both directions and is unsafe
 - Riverside Drive is good for walkers, runners and bikes; do not ruin it
 - Issue of putting bikers and hikers together on the Baden-Powell Trail
 - Mystery Creek Trail is fine without bikes
 - Open Fisherman's Trail from the Mystery Creek gate to Twin Bridge for the summer
 - The closed trail and manmade debris field is a fire hazard
 - More machine built trails

MV Maintenance Access at Riverside Drive

- Values:
 - Provide access through Hyannis Point instead (2)
 - Maintain a welcoming entrance to the forest
 - We need to see an artist's rendering of the proposed bridge and access road
 - It is not a major drop off point for cyclists/runners, so it is not congested
 - Another exit/entrance spreads users and creates more options
 - Do not change the road above the canyon
- Opportunities:
 - Limit access via Riverside Drive to emergency and service vehicles (2)
 - Graded trail for canoe/kayak takeout
 - A loop trail from the bottom of Bottle Top Trail east along the river, up to the next bridge and down the west side
 - More speed reducing signage for Riverside Drive
 - Water fountain for dogs and people
- Other:
 - Keep the appearance of the bridge entrance consistent with the rest of the neighbourhood and as "natural" looking as possible
 - Ensure the transition bridge remains until the new one is built
 - Beautiful moist walk above the canyon.

Fish in the Seymour River

- Values:
 - Maintain/ensure long term sustainability of fisheries (6)
 - Required fish resources should have equal importance with the trails and crossings (2)
 - Remove the rocks or create a new channel (4)
 - Install fish ladders
- Opportunities:
 - Make sure the fish can swim upstream past the slide
 - More consultation on what is being done to the river for canoe/kayak users
- Other:
 - More information needs to be shared on plans to ensure fish can swim upstream (2).

5. Conclusion

The Seymour River Canyon Trail Connections Meetings concluded at approximately 8:30 p.m.