

PENDER ISLANDS TRANSPORTATION MANAGEMENT PLAN
(Developed by the Moving Around Pender (MAP) Alternative Transportation Society in
response to a request from the North Pender Island Local Trust Committee LTC)
(Final - August 9, 2012)

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1. Glossary of abbreviations:

IT: Islands Trust

LTC: Local Trust Committees

CRD: Capital Regional District

MOTI: Ministry of Transport and Infrastructure (formerly MOTH – Ministry of Transportation and Highways)

MAP: Moving Around Pender; Alternative Transportation Society

NPI: North Pender Island

SPI: South Pender Island

ATR: Alternative Transportation Routes

OCP: Official Community Plan

RCMP: Royal Canadian Mounted Police

PICA: Pender Island Conservation Association

PIPRC: Pender Island Parks and Recreation Committee

PCT: Pender Community Transition

GINPR: Gulf Islands National Park Reserve

ERV: Emergency Response Vehicle

EXECUTIVE SUMMARY:

This transportation management plan was developed with wide input from interested parties and individuals on the Pender Islands with the aim that the document will form an initial blueprint for improvements in the safety, effectiveness and environmental impact of all forms of transportation on the Islands. The report is viewed as a living document that will evolve over time in response to additional feedback and consultation.

The plan recognizes the unique and natural qualities of the Pender Islands and attempts to incorporate and build on existing infrastructure and geography to improve the safety and co-existence of cyclists, pedestrians and vehicles moving around on the Penders.

The Pender Islands are rural, with a relatively low population and are dependent upon ferry links. The geology of Pender Island is characterized by rolling hills with north-south headlands and high ridges of erosion-resistant sandstone/conglomerate separated by narrow valleys.

Pender has a long history of working with the geology, the Islands' resources and using adjacent water. (The culmination of uses and zoning over time is included in the 2004 / 07 Official

Community Plan.) Agriculture, logging, a brick making enterprise, a herring saltery, a fertilizer plant and a cedar shake roofing company created the foundation for the current roadways. Roads are mainly narrow, paved, with many curves and hills. For the most part Pender roads do not include features for, and are not friendly to, pedestrians and cyclists. Every year, the volume of motorized vehicles has increased causing many safety concerns, increasing the need to reduce vehicle pressure on the Islands and to make provisions for pedestrians and cyclists. The volume of traffic is also at odds with the serene and natural beauty of the Islands.

This Plan identifies several hazardous areas for pedestrians and cyclists on a ‘Vision Map’ and on a proposed “Magic Ferry Route” for the Islands’ major transportation corridor. The Plan concentrates on finding solutions for several hazardous areas. The main initiatives include:

- Car Stops
- Multi modal routes
- Bike sheds
- Connecting Otter Bay Ferry Terminal to Magic Lake (Magic Ferry Route)
- Alternative Transportation Routes
 - Einer’s Hill bypass
 - Community Hall – Library/Nu To Yu connector
 - Earl’s Trail (Browning to Driftwood)
 - Scarff –Magic Lake connector
 - Shingle Bay – Irene Bay Road connector

The Plan also draws attention to issues that can be developed more thoroughly as the Transportation Plan evolves:

- Land use and planning,
- Safety re: emergency response vehicles, and evacuation routes
- Parks and park trail systems
- Environmental considerations
- Marine Transportation

The short term recommendations of the Plan are:

Short Term Action Items:

1. Submit the Transportation Plan to the LTC
2. Ensure that the Transportation Plan is made available to the MOTI to incorporate appropriate sections into their road action plans
3. Support the expansion of the number of Car Stops across the island where warranted
4. Implement a mechanism at the most appropriate level of government to secure road-side or road-adjacent lands which provide safe improvements for cyclists and pedestrians
5. Work with LTC and CRD to have MOTI do a survey of available right-of-ways for shared roadways and alternate transportation routes
6. Improve warning signs at these sites or introduce new signs
7. Establish creative mechanisms to acquire and hold lands for use as ATRs. Dialog with roadside owners where necessary to secure right-of-ways
8. Give deteriorating roads, bridges, and transit systems priority in funding, and limit roadway/highway expansion
9. Begin a dialogue with the RCMP to evaluate feasibility of some specific traffic calming measures including:
 - o Speed bumps, better enforcement of speed limits, or electronic speed indicators
 - o The establishment of pedestrian cross walks or stop signs at strategic locations
10. Design and conduct a Survey of Pender Islanders and visitors regarding perceived safety of the Penders transportation routes and desirability of possible alternatives
11. Design and implement traffic surveys to document traffic volume and peak times
12. MAP to initiate direct interaction with other groups and organizations on the Penders who have interest in, or are impacted by, transportation issues. Including PICA, PIPRC, PCT, GINPR

13. Support the recent advent of bicycle repair and maintenance facilities at the Pender Island Recycling Station

Longer Term Action Items:

1. Widen those areas of the road-side route which are deemed to be unsafe for bicycle/pedestrian passage, with a primary focus on sharp or blind corners, steep gradients, steep or precipitous road-side edges
2. Develop off road multi-modal paths using alternate routes or paths separated from the roadway (ie on the other side of the drainage ditches) where shared roadways are problematic
3. Partner with existing organizations and governments to create funds to purchase and to maintain Alternate Transportation Routes (ATRs)
4. Construct ATRs according to site-specific criteria to permit safe passage of cyclists and pedestrians in both directions, while minimizing the environmental impact of the surrounding terrain, water-courses and vegetation
5. Consider development on the Shingle Bay- Irene Bay Rd ATR of a single lane road with controlled access to allow passage of emergency response vehicles (road could be gated and open only to pedestrians and cyclists except in an emergency)
6. Continue to gather feedback from public on hazardous areas
7. Promote zoning for marinas that house only non-fossil-fuel powered vehicles
8. Support the installment of infrastructure at Car Stops to increase the comfort, convenience and safety of travelers. This could be in the form of additional benches and/or shelters and/or bicycle racks
9. Support widening of pullouts at Car-Stops to allow:
 - safer vehicle pullout
 - safer passage of vehicles on the roadway while the pullout is occupied

- potential use by emergency response vehicles

10. Identify routes that feed into the Magic Ferry corridor and provide infrastructure such as shelters, benches, and signs

INTRODUCTION

“I number it among my blessings that my father had no car, while most of my friends had, and sometimes took me for a drive. This meant that all these distant objects could be visited just enough to clothe them with memories, and not impossible desires, while yet they remained ordinarily as inaccessible as the Moon. The deadly power of rushing about wherever I please had not been given to me.
- C.S. Lewis, “Surprised by Joy”

This Pender Islands’ Transportation Plan provides a framework to explore the expansion of travel options on the Pender Islands, including, but also looking beyond, the conventional, carbon-fueled combustion engine vehicle. Since the arrival of BC Ferries and car service to the Pender Islands, the automobile has been the dominant mode of transportation for moving about the islands. The potential for walking, cycling and other forms of transportation as alternatives to the motor vehicle is vast but is far from being attained on the Pender Islands. While there are some irremediable limiting factors (age, weather, terrain, etc.) that influence the island residents’ and visitors’ desire or ability to walk or bicycle, this Transportation Plan attempts to address those other factors that may be managed.

Improving the transportation options that do not require conventional combustion engines will bring environmental, health and commercial benefits. An integrated transportation plan will positively contribute to commercial and tourism interests and with foresight, can protect environmental values on the Penders. Reductions in the burning of fossil fuels will cut back on both local pollution as well as global climate degradation. Populations become healthier when they breath cleaner air and exercise more. Improved physical fitness and the slower pace of pedestrians and cyclists allow more interaction with friends and neighbours to build greater sense of community.

The Penders can become a destination for visitors seeking a clean, safe bicycling and walking environment. Besides reducing harmful carbon emissions, and improving air quality implementing action items in this plan will increase the pleasure of cycling and walking on the

Penders. Additional benefits are decreased noise and less road “wear”, hence reduced taxes on road maintenance,

Purpose

The purposes of this transportation plan are:

- To increase the safety and enjoyment, efficiency and environmental sustainability of island transportation and reduce potential conflicts with vehicles
- To promote the use of self-propelled transportation, use of car stops, ride sharing, public transit and enhance connectivity between and within island destinations
- To ensure that the plan and its recommendations become and remain integral parts of the Pender Islands’ Official Community Plans (OCP)
- To develop sustainable bicycle and pedestrian routes
- To explore the possibilities of integration with the Regional Parks future trail networks on the Pender Islands

It is recognized that this document is a work in progress. MAP sees the plan as a living document which will evolve over time to include more specific detail and will broaden to include additional transportation issues. We include recommendations for short and long term action as well as a list of possible future directions. By necessity technical details of some of the suggested actions are not included since they will depend on standards and regulations governed by specific bodies such as the Ministry of Transport and Infrastructure (MOTI) and the Gulf Islands Park Reserve (GINPR). The GINPR is in the process of establishing a long term strategic plan (see: <http://www.pc.gc.ca/pn-np/bc/gulf/plan/plan1.aspx>) and the Transportation Plan will be influenced by these developments. Although MAP has consulted widely in the development of this document it is recognized that additional input and suggestions from the community will be stimulated by the reading of the plan and we welcome feedback, additions, corrections of fact and new ideas.

Background

Moving around the Pender Islands has never been as sustainable as it was when humans travelled and settled amongst the Pender Islands in the time prior to European contact. Transportation and related development on the Pender Islands (the Penders) following non-native settlement was driven mainly by ease of access from the surrounding water, availability of resources, and island

terrain. Note that on the Penders, geography is dominated by many steep ridges separated by valleys—this allows shortcuts over the steep ridges, or the much longer routes along and around the valleys. These remain dominant limitations to development and transportation on the Penders to this day.

Progress during the last 20 years includes an attempt at transportation planning in the Islands Trust Area, and North Pender Island specifically, a summary of which will provide context for this document.

In late 1992, the Islands Trust and the BC Ministry of Transportation and Highways signed a Letter of Agreement (dated October 20, 1992, amended July 18, 1996 **Appendix 1**). Among the primary objectives of this agreement were to establish plans for bicycle routes and implement roadway standards to promote safe bicycling. The agreement called for a consultative process to facilitate on-going dialogue and the routine (annual) exchange of information to ensure a broad range of views regarding the community's future. From 2004 to 2007, North Pender Island engaged in a comprehensive review of its Official Community Plan (OCP), in which transportation issues and planning were given priority as one of the topics to be reviewed by focus groups. A detailed document identifying transportation issues and potential solutions was devised. This consultation provided excellent feedback, including the recommendation that a separate North Pender Island Advisory Planning Commission (APC) be established with a specific focus on transportation issues (T-APC). The T-APC was convened from July 26, 2007 to July 26 2008. At the same time, an ad hoc public citizen's group was formed – Paths on Pender- (PoP). PoP's goals were: to become informed, to consult the public, to distill concerns, opinions and ideas, and finally, to take concrete action, all with respect to transportation issues on the Penders.

Supported by the CRD and LTC PoP conducted a public forum regarding transportation issues entitled *Re-Inventing the Wheel* at the North Pender Community Hall September, 22, 2007. A report of the Forum is attached as **Appendix II**. The report includes the results of a traffic survey done by David Reed on July 25 2007. The survey showed that vehicular traffic far outweighed pedestrian and bicycle traffic and that the peaks coincided with arrivals and departures of ferries. .

PoP subsequently changed its name to Moving Around Pender (MAP) Alternative Transportation Society. MAP has spent several years collecting community input on alternative transportation options for the Penders. This draft of the Pender Islands Transportation Plan was created by MAP and is intended to reflect and incorporate this long history of trying to identify new ways of moving around Pender and the past efforts of community members to make the island safer and more accommodating for bicyclists and pedestrians.

Paved roads, many too narrow for two passing cars and a bicycle predominate on the landscapes of the Penders. Roads play predominate and vital functions in land zoning and land use options. Well-integrated land use and transportation plans can maximize the benefits of public and private investments in buildings and infrastructure and support energy-efficient choices for getting around.

Although the plan focuses on issues of particular interest to North Pender Island (because of its larger population and transportation pressure) residents of South Pender and a South Pender LTC member have been involved in the development of the plan. In 2005 South Pender devised a draft plan for bicycle paths and this is included as **Appendix 3**.

Since one intent of this Plan is also to reflect current needs and anticipate future opportunities and issues, the Plan will evolve as feedback is received. This plan is heavily focused on bicycling, pedestrians and the use of the car stops network and uses several terms such as multi-modal trails. Definitions are provided in **Appendix 4**.

One issue that is mentioned but incompletely covered in this version of the plan is emergency access and evacuation routes. This issue is of particular concern to the Magic Lake Owners Association and the Pender Island Fire Rescue group. This latter group is a community-based, community-supported, multi-hazard volunteer emergency response team whose mission is to save lives, protect property and our environment, and serve our community.

One of their objectives is to provide improved access for emergency response vehicles. Specifically they are interested in the following potential emergency routes:

- BC Ferries – Otter Bay evacuation route
- Emergency access to ocean docking/embarkation points
- Evacuation through Port Washington, Hope Bay and Port Browning
- Alternative access to Magic Lake Estates potentially from South Otter Bay Road

VISION MAP

The Vision Map forms an integral part of this Transportation Plan and is attached as **Appendix 5** and is on the MAP web site (<http://movingaroundpender.ca/>). The Vision Map represents a compilation of ideas, concerns and desires generated through three years of consultation with the public of the Penders. Intended as a “living” document to be publicly reviewed annually and updated as necessary, the Vision Map spatially displays the location and type of transportation improvements Pender Islanders want to see on their islands.

TRANSPORTATION INITIATIVES

Six transportation themes are presented on the Vision Map and are described below:

- 1) Car Stops: A form of volunteer transportation cooperation, originally implemented as a pilot project with approval from the Ministry of Transportation and Infrastructure;
- 2) Designated Bicycle/Pedestrian Routes (eg Magic-Ferry Route –**Appendix 6**): A shared roadway (+/- multi-modal) transportation route designed to safely and efficiently accommodate powered vehicular traffic, bicycle traffic and pedestrians along the major transportation corridor on the Penders;
- 3) Bicycle shelters at Ferry terminals: designed so that islanders can leave bicycles in safe and sheltered location at terminals to allow their use when leaving the islands by ferry and returning to the islands.
- 4) Proposed alternative transportation routes: designed for use as walking pathways as well as for bicycles, strollers, wheel chairs and other non-motorized vehicles and possibly horses.

Five specific potential alternative routes are considered:

- a. Einer’s Hill by-pass
- b. Earl’s Trail
- c. Community Hall – Library/Nu To Yu connector
- d. Scarff Rd – Ketch Rd connector

e. Shingle Bay – Irene Bay Road connector

It is recognized that there are many other potential alternative routes which could be suggested but these few are included as important specific alternate routes. Additional routes can be added as this living document develops.

MAP also recognizes that such alternative routes will have individual design and maintenance issues which will have to be addressed. These include issues such as the intended use of the path (bicycles, pedestrians or both), trail width, trail bed surface, speed limit, adjacent fencing, grade, handicap access etc. This plan does not deal with these specific issues which would have to be addressed on a case by case basis. For example if CRD regional parks were to implement some of these trails, they already have their own standards.

- 5) Transportation Hazard Areas: Areas along public roadways where potential or actual traffic hazards exist (Vision Map – **Appendix 5** and Magic Ferry Route- **Appendix 6**)
- 6) Marine transportation.

Car Stops

The Car Stop program is a fully implemented community volunteer ride-share program. The concept is simple and the rides are free. The program provides an alternative to single occupancy vehicles on the island, helps reduce island traffic and parking congestion and helps reduce the Penders' carbon foot-print. In addition, the use of car stops or ride-sharing promotes a greater sense of community and helps connect people within and between neighborhoods. Car Stops began as an idea on the Pender Islands, moved forward as a pilot project with the approvals of the Islands Trust (IT) and BC Ministry of Transportation and Infrastructure (MOTI), and was funded and implemented by IT, MOTI, local organizations and a host of volunteers.

The Car Stops program includes 29 car-stop locations across the North and South islands, promoting cooperative transportation in both directions of road travel. (It should be noted that the car stops program is distinct from ride-sharing which infers a prior agreement between driver and passenger. With Car Stops, drivers decide to give lifts to people they often do not know, and at no particular time or place. Both of these forms of sharing should be encouraged). A sign at

each stop lists the simple rules of etiquette and procedure, and a map illustrating the location of stops around the islands (**Appendix 7**). Infrastructure in the form of wooden benches affixed permanently to the ground has been implemented at some stops.

Car Stops: Action Items

- Support the expansion of the number of Car Stops across the island where warranted.
- Support the installment of infrastructure at Car Stops to increase the comfort and safety of travelers. This could be in the form of additional benches and/or shelters and/or bicycle racks.
- Support widening of pullouts at Car-Stops to allow: 1) safer vehicle pullout, 2) safer passage of vehicles on the roadway while the pullout is occupied, and 3) potential use by emergency response vehicles.

Designated Bicycle/Pedestrian Route (*Magic-Ferry Route*)

The “*Magic-Ferry*” route refers to the roadway that connects the BC Ferry terminal at Otter Bay with Magic Lake Estates on North Pender Island. The Magic Ferry Route provides the core connectivity between public, recreational, and business areas and their surrounding neighborhoods. (**Appendix 6**) This is a busy route and the primary travel corridor between the highest density subdivision on the Pender Islands and the public ferry system. At present it is the only route connecting those destinations for vehicles and bicycles, with many narrow sections and minimal or non-existent shoulders.

The goal for transportation improvements on this route will be to create an integrated pedestrian-bicycle-roadway system (shared roadway) with adequate space for all users. Improvements could include wider shoulders to conform to the 1992 MOTH MOU (**Appendix 1**), speed bumps, stop signs, pedestrian cross walks, warning signs where applicable, increased enforcement of speed limits and alternative transportation routes including multi-modal bypasses. Several of these suggested improvements can be achieved through collaborative planning at minimum costs.

“Magic-Ferry”route: Action items

- Implement a mechanism at the most appropriate level of government to secure road-side or road-adjacent lands which provide safe routes for cyclists and pedestrians.
- Work with LTC and CRD to have MOTI do a survey of available right-of-ways for shared roadways and alternative transportation routes
- Work with LTC and CRD to have MOTI do a survey of dangerous spots along Pender thoroughfares and prioritize these spots for remedial action
- Dialog with roadside owners where necessary to secure right-of-ways and transfer of liability to CRD
- Widen those areas of the road-side route which are deemed to be unsafe for bicycle/pedestrian passage, with a primary focus on sharp or blind corners, steep gradients, steep or precipitous road-side edges
- Control road-side vegetation that may interfere with or compromise the safety of pedestrians and cyclists by undermining the road surface
- Provide maintenance of road sides including clearing debris to enable safe passage of cyclists and pedestrians.
- Identify routes that feed into the Magic Ferry corridor and provide infrastructure such as shelters, benches, and signs.
- Develop off road multi-modal paths using alternate routes or paths separated from the roadway (ie on the other side of the drainage ditches) where shared roadways are problematic
- Begin a dialogue with the RCMP to evaluate feasibility of specific traffic calming measures including:
 - Speed bumps, reduced speed limits, or electronic speed indicators.
 - The establishment of pedestrian cross walks or stop signs at strategic locations
- Design and implement traffic surveys to document traffic volume and timing
- Design and conduct a survey of islanders and visitors regarding perceived safety of the route and desirability of possible alternative routes
- Support the recent advent of bicycle repair and maintenance facilities at the Pender Island Recycling Station.

Otter Bay Bicycle Shelter

An integral part of the Magic Ferry route is the ability to securely leave bicycles at the ferry terminal when going off island. In the fall of 2011 after lobbying from MAP BC Ferries

constructed a bicycle shelter at the Otter Bay terminal. This roofed structure is capable of housing ~ 10 bicycles allowing islanders to go off island and have their bicycle available and secure on return. The shelter has already seen increased use and it is anticipated that its capacity may be reached during the summer months. A real concern is the storage of motorized scooters within the shelter. The use of such scooters is to be encouraged over that of automobiles but the space within the shelter may be compromised for bicycles if this use increases.

Action items for the bicycle shelter

- Encourage similar facilities on other Gulf Islands making inter-island transfer easier
 - Ensure the bicycle shelter is maintained
 - Monitor whether the size of the shelter is sufficient for bikes and motorized bicycles
 - Support the recent advent of bicycle repair and maintenance facilities at the Pender Island Recycling Station
- Alternative Transportation Routes

Five potential alternative transportation routes have been currently identified which could provide multi-modal (pedestrian and bicycle) access as safer “short-cut” alternate routes to the public paved road system. These routes provide 1) safer alternate travel routes by avoiding known or perceived road hazard areas; 2) the potential for alternative means of egress for emergency vehicles or public evacuation routes. These routes are as follows:

1. Einer’s Hill by-pass;
2. Earl’s Trail;
3. Community Hall – Library/Nu To Yu connector
4. Scarff Rd – Ketch Rd connector;
5. Shingle Bay – Irene Bay Road connector.

Einer’s Hill by-pass:

The Einer’s Hill by-pass route would avoid the steep, tightly curved, locally narrow and partially blind public road route north of the Driftwood Centre. The proposed by-pass follows an historic Ministry of Highways right of way (Alice – Church) which skirts around the west end of the Liberto Rd (Hastings) airstrip, and crosses a corner of Parks Canada land. This route could provide for alternative access around Einer’s Hill for pedestrians/cyclists and/or in the event of an accident or disruption on Einer’s Hill itself.

Earl's Trail:

Connects Port Browning Marina with the Driftwood shopping Centre. This trail is proposed for predominantly pedestrian use but also for bicycle traffic. Earl's Trail is named after Earl Hastings who owned the land upon which the trail is proposed, and who passed away in 2011 before the trail site could be dedicated. The route is designed as a safer alternative than the Hamilton Rd - Bedwell Hbr Rd connection between Browning Harbor and the Driftwood Centre. This route would greatly assist boaters visiting Browning Marina who travel by foot to the Driftwood Centre. The route would provide pedestrians with a safer alternative to walking on the roadway which can become busy with evening pub traffic. It would also provide easy access to the Car Stops around the Driftwood Centre.

Community Hall – Library/Nu To Yu connector:

Although not directly on the Otter Bay – Magic lake transportation corridor the section of road from the Otter Bay Road-Bedwell Harbor Road intersection directly opposite the Community Hall northeastward to the Community Library, Play Group and Nu to You as well as the Community Church represents an area of safety concern. This area is it is a community hub with considerable pedestrian traffic between these locations. In addition the extensive on-road parking on market and Nu to You days obscures the shoulder and make pedestrian traffic especially hazardous. A potential solution is the construction of a designated spur trail linking the Community Hall to the Library, Nu to You, Playgroup and Church.

Scarff Rd – Ketch Rd connector:

The Scarff Rd – Ketch Rd connector would allow an alternate and significantly shorter route from Magic Lake Estates onto Canal Rd and Bedwell Hbr Rd via Scarff Rd. The route traverses Lively Peak Park. This proposed connector would provide cyclists and pedestrians the option of avoiding a lengthy narrow section of the public road access to Magic Lake Estates (Canal Rd – Aldridge Rd – Schooner Way) which often has heavy vehicle use. In addition this connection offers another potential emergency response route.

Shingle Bay – Irene Bay Rd connector:

The Shingle Bay – Irene Bay Rd connector would provide an alternate and significantly shorter route from Magic Lake Estates to South Otter Bay Rd and ultimately to the Otter Bay ferry terminal. While this route crosses a steep, southwest facing slope within the National Park (Roesland portion of GINPR), it does follow a shallow to moderate gradient bed of a former logging trail for the majority of the route. If the route were upgraded to allow limited use (emergency) vehicular traffic it could provide emergency access out of Magic Lake Estates in the event the public access roadway (Canal Rd – Aldridge Rd – Schooner Way) is obstructed. If it were simply upgraded to allow pedestrian/bicycle traffic it would significantly reduce the distance travelled and improve safety between Magic Lake and Otter Bay

Action items for Alternative Transportation Routes (ATRs):

- Establish creative mechanisms to acquire and hold lands for use as ATRs
- Partner with existing organizations and governments to create funds to purchase and to maintain ATRs
- Construct ATRs according to site-specific criteria to permit safe passage of cyclists and pedestrians in both directions, while minimizing the environmental impact of the surrounding terrain, water-courses and vegetation
- Consider development on the Shingle Bay- Irene Bay Rd ATR of a single lane road with controlled access to allow passage of emergency response vehicles (road could be gated and open only to pedestrians and cyclists except in an emergency)

MARINE TRANSPORTATION/DOCKS

As an island, water access for transportation has always been important, and should continue into the future. Historically Islanders relied on their own row boats and sail boats for transport around the island and among other Gulf Islands and even the mainland. Self propelled marine transport requires ocean access and the maintenance of our dock and harbor facilities. At times it may seem as if public wharfs and docks are expensive tribute to an age gone by. However, it will be more expensive to rebuild this infrastructure and buy back access than to maintain it now.

Action item for Marine Issues:

1. Promote zoning for marinas that house only non-fossil-fuel powered vessels

INTERSECTION WITH OTHER ISSUES

Land Use

The North Pender Island LTC and South Pender Island LTC have influence and control over land use planning on the Penders. This is significant because the LTCs can have a direct influence on the number of kilometres driven by Pender Islanders, and how we make our transportation choices, and how our children's choices will be shaped for many years to come. Well-integrated land use and transportation plans can maximize the benefits of public and private investments in buildings and infrastructure and support energy-efficient choices for getting around.

Trails and Parks:

Although trails and parks which are primarily used for recreation are not part of the transportation system the intersection of transportation routes and recreational areas are substantial and issues that need to be addressed include access and parking. In addition some routes may be used for both transportation and recreation.

PIPRC master plan is due for a revision this year. As a community organization MAP is committed to engage in this process fully to ensure local Park objectives achieve a maximal possible concordance with MAP objectives.

Community Safety

There are a number of community safety issues that involve transportation and that are touched only briefly in this document. These include

1. Improved access for emergency response vehicles (ERVs).
2. Reduced potential for congestion or obstruction of ERVs;
3. The establishment of evacuation corridors. These can aid in fire control and search and rescue. The largest risk is in evacuating Magic Lake Estates. A second access/egress is identified in the Community Wildfire Protection Plan as reducing that risk by as much as 30%. The recent purchases by Parks Canada of the Turner property at Shingle Bay should be considered an opportunity to explore and act on this as a potential evacuation corridor.

Parking:

Again parking is strictly not a transportation issue, but is closely related. A future direction is the need to manage and limit parking to reduce congestion and promote transit ridership. Actions could include:

- Limiting parking on the right-of-way and encouraging visitors to leave their cars at park-and-ride lots and resorts . These limits, coupled with the improved pedestrian and bicycling options described in this plan will serve as incentives for the Car Stops, bicycles and pedestrians
- Develop a coordinated plan for shuttle and controlled parking to ensure sufficient access to trailheads, residences, businesses, EAPs (Emergency Access Points) and developed recreation areas to provide strong incentives for island visitors to leave their private vehicles on the Mainland or Vancouver Island.
- Consider implementing a “parking pass” or “passport” for drivers accessing the islands. This system could provide revenue to support the infrastructure of a shuttle system. This method may encourage visitors to use a Path or shuttle system rather than paying for parking. Subsidized seasonal or annual passes would be available for Island residents.

LIST OF APPENDICES:

1. 1992 Letter of Agreement between the Ministry of Transportation and Highways and the Islands Trust
2. 2007 Paths on Pender “Re-inventing the Wheel” Forum Report
3. South Pender Bicycle Plan
4. Definition of terms
5. Vision Map
6. Magic-Ferry route
7. MAP- map of car stops