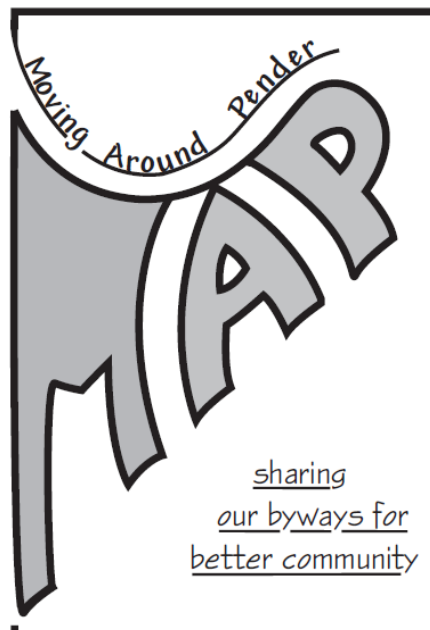


PENDER ISLANDS' TRANSPORTATION SURVEY

SPONSORED BY:

- The Moving Around Pender Alternative Transportation Society (MAP)
- Pender Island Community Service Society (Nu-To-Yu)
- Capital Regional District

▪



Introduction

In the spring/summer of 2012 (May 15 – July 7) the Moving Around Pender Alternative Transportation Society (MAP) conducted a survey of residents' opinions concerning transportation issues on the Pender Islands with an emphasis on alternatives to motorized transport particularly walking and bicycling. The survey was funded by the Pender Island Community Services Society (Nu to Yu), the Capital Regional District (CRD) and MAP. The survey was commissioned by the Local Trust Committee to determine residents' attitudes to transportation issues and to get community input on how best to help local, regional, and provincial authorities increase pedestrian and cycling and safety and participation on the Pender Islands. The initial survey was limited to residents of North and South Pender Islands; those who spend some, or all, of their time on the islands.

A separate survey has been created for cycling visitors and will be conducted during the summer of 2012. The residents' survey was available on paper and online. In total 300 surveys were completed. 157 completed the paper version which were kindly collected by Talisman Book Store, South Ridge Farm Country Store and at the Real Estate Office at the Driftwood Center. The remaining 144 surveys were completed online.

The 2011 Canada census indicates that there are 2,035¹ and 201² residents of North and South Pender respectively, for a total population of 2,236. Thus 13.4% of Penders' residents completed the survey. This compares favorably to a similar survey completed on Salt Spring Island in 2010 in which 292 residents completed the survey. Since the total population of Salt Spring Island is 10,235³ according to the 2011 census this represents a response rate of 2.86% only ¼ of the Penders' response rate.

Survey participants were largely self-selected. A paper copy of the survey was delivered to all Pender households with a regular issue of the Island Tides newspaper. The survey was advertised in print in The Island Tides, the Islands Independent and the Pender Post and by word of mouth. The online survey was hosted on the CRD website with links on the MAP and Local Trust Committee web sites. Posters advertising the web site were posted at various Island locations and various organizations including MAP and Pender Community Transition alerted their membership by e-mail. A table for completing the survey was present at a number of Saturday Farmer's Markets which was organized by Dean Mills and Barry Mathias. Don Harrison and Margot Venton promoted the survey at the Pender Island School Bike Rodeo.

In the following report, the survey questions are presented, the results analyzed, and key findings summarized. The report is in two sections: first, questions asked of all residents and second questions asked only of those who had cycled on the Penders in the last year. The complete survey is included as appendix 1.

¹ <http://www76.statcan.gc.ca/stcsr/query.html?style=emp&qt=pender+island&charset=iso-8859-1&qm=1&oq=&rq=1&la=en>

² <http://www12.statcan.gc.ca/census-recensement/2011/dp-pd/prof/details/page.cfm?Lang=E&Geo1=DPL&Code1=590009&Geo2=PR&Code2=59&Data=Count&SearchText=North%20Pender%20Island%20Trust%20Area&SearchType=Begins&SearchPR=01&B1=All&Custom=&TABID=1>

³ <http://www12.statcan.gc.ca/census-recensement/2011/dp-pd/prof/details/page.cfm?Lang=E&Geo1=DPL&Code1=590234&Geo2=PR&Code2=59&Data=Count&SearchText=Saltspring%20Island%20Trust%20Area%20part%20A&SearchType=Begins&SearchPR=01&B1=All&Custom=&TABID=1>

Pender Island Transportation Survey Results and Analysis

Residents' Demographics

Pender Island residents who participated in the survey were asked two optional demographic questions; they were asked to select either "male" or "female" and one of six age groups. Of the 288 survey participants who chose to indicate their gender exactly one half selected female and one half selected male.

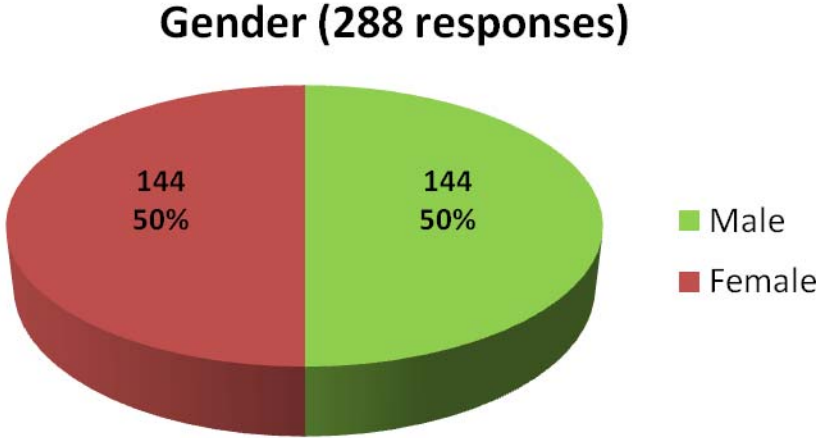


Figure 1

There were 282 residents who chose to provide their age group (Figure 2). The biggest single group of respondents were 65+ years of age while the next biggest groups were between 50-65 and 36-50. Only 7% of respondents were less than 35 years of age.

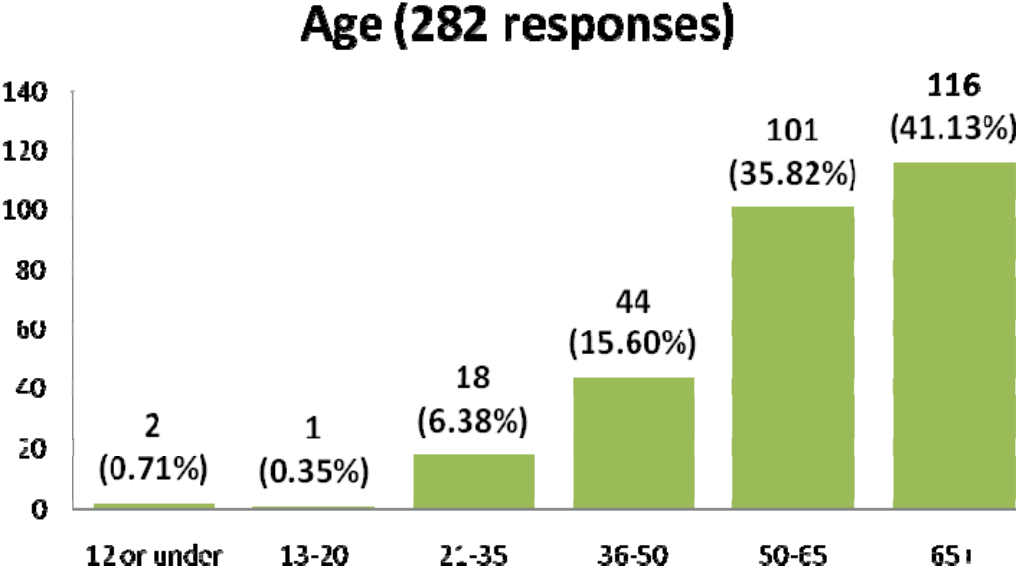


Figure 2

Age (data from Census 2011)

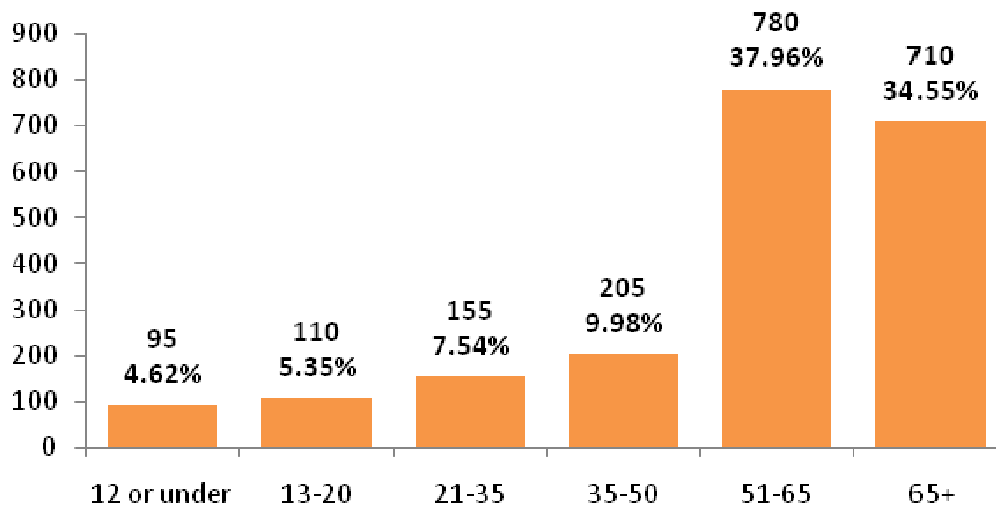


Figure 3

Figure 3 shows the age distribution of Pender residents according to the 2011 Canada Census. As is apparent 17% of Pender residents are under 35 years of age so that this age group is under-represented in the survey. In part this is due to young children not being able to complete the survey. According to the 2011 census 35% of Pender residents are 65+ whereas 41% of respondents were in this category so that seniors are somewhat overrepresented in the survey.

Residents were also asked to indicate whether they lived on North or South Pender and/ or whether they lived in the Magic Lake subdivision. They could also indicate their nearest landmark. The results are shown in Table 1. 87.9% of respondents were from North Pender while 12.1% reported South Pender as their residence. Since, according to the 2011 census, 9.5% of the Pender residents live on South Pender this indicates that there was proportional geographic representation on the survey. **Table 1**

On the Penders, I live at: (291 responses)		
Location	Count	Percent (%)
North Pender	137	47.1
Magic Lake Subdivision	114	39.2
South Pender	33	11.3
Poet's Cove	2	0.7
Trincomali	2	0.7
Hope Bay	1	0.3
Mackinnon Road	1	0.3
Port Washington	1	0.3
Total	291	100.00

Part 1: Forms of Transportation Residents use on the Pender Islands

Question 1: I use the following forms for transportation on the Pender Islands (please rank from 1 to 8: 1 is most used and 8 is least used.

Responses: 294

In this question, survey participants were asked to rank from 1 to 8 possible forms of transportation that they use on the Penders, 1 being the most frequently used and 8 the least. Respondents could choose to rank as many of the eight forms of transportation as they wanted. When “other” was ranked, respondents were asked to specify the mode of transportation that they use. These rankings were tallied and an weighted average rating was assigned to each form of transportation. There are 9 columns since “other” was included in the ranking. **Table 2**

Ranking of transportation types used on the Pender Islands (294 responses)										
<--- most often used least often used --->										
	1	2	3	4	5	6	7	8	9	Average Ranking
Automobile	241	24	9	3	4	3	1	1	4	1.44
	82.0%	8.2%	3.1%	1.0%	1.4%	1.0%	0.3%	0.3%	1.4%	
Walking	29	178	35	8	6	5	4	3	1	2.39
	9.9%	60.5%	11.9%	2.7%	2.0%	1.7%	1.4%	1.0%	0.3%	
Bicycle	9	26	75	11	5	8	8	5	6	3.61
	3.1%	8.8%	25.5%	3.7%	1.7%	2.7%	2.7%	1.7%	2.0%	
Car stops	1	10	22	43	17	7	13	5	2	4.46
	0.3%	3.4%	7.5%	14.6%	5.8%	2.4%	4.4%	1.7%	0.7%	
Hitchhiking	2	5	16	18	20	12	5	5	2	4.67
	0.7%	1.70%	5.4%	6.1%	6.8%	4.1%	1.7%	1.7%	0.7%	
Boat	0	5	20	22	9	21	7	13	2	5.05
	0.0%	1.7%	6.8%	7.5%	3.1%	7.1%	2.4%	4.4%	0.7%	
Taxi	2	2	16	13	16	7	10	9	5	5.19
	0.7%	0.7%	5.4%	4.4%	5.4%	2.4%	3.4%	3.1%	1.7%	
Motorcycle	4	12	4	7	1	7	9	14	7	5.43
	1.4%	4.1%	1.4%	2.4%	0.3%	2.4%	3.1%	4.8%	2.4%	
Other	2	4	2	6	4	1	2	0	14	5.89
	0.7%	1.4%	0.7%	2.0%	1.4%	0.3%	0.7%	0.00%	4.8%	

The majority (82%) of respondents ranked “automobile” first, followed by 10% whose primary mode of getting around is walking and only 3% who primarily use a bicycle. Walking was the second most frequently used method of locomotion (61%) whereas 9%

relied on the bicycle as their secondary mode of transportation. Bicycling was the most frequent 3rd method of transportation (25.5%) while 15% chose use of the Pender Island Car Stop system as their fourth most frequently used means of getting around. Responses made in the “other” category included (count):

- carpool/ride share (9)
- scooter (4)
- running (3)
- kayak (2)
- skateboard (1)
- inline skates (1)
- Mom drives me (1)

Key finding: The responses to this question regarding transportation used on the Penders show that the vast majority rely on the motor vehicle as their primary mode of transport but most use several different forms of transportation when traveling on the islands. The “invented on Pender Island” car stop system ranks as the fourth most common mode of transportation and is used more frequently than hitchhiking or taxis.

Barriers to Walking on the Pender Islands

Question 2: I would walk more on the Pender Islands if:

Responses: 299

This question was intended to establish the factors that discourage Pender Islands’ residents from walking more on the islands. Eight possible answers were provided to this question, including “other”, which then provided survey respondents with the opportunity to complete their own answer. Respondents could choose as many of the 8 factors as they felt were appropriate. Most respondents chose more than one response, resulting in a total of 614 selections.

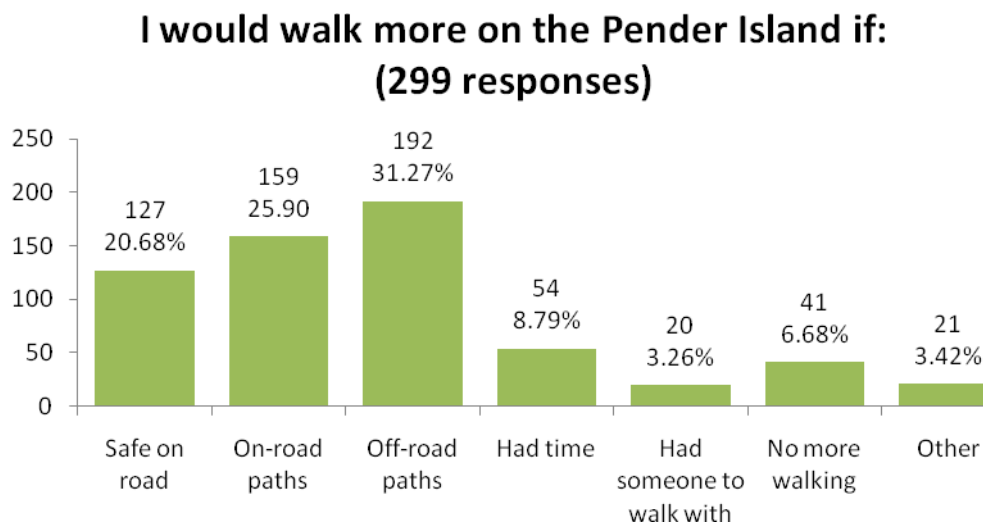


Figure 4.

The biggest impediments to walking on the Penders were the lack of off road paths (31%) and on-road paths (26%). The biggest concern was fear for safety (21%). Seven percent of people had no desire to walk anymore than they do.

Key finding: *The vast majority of people want to walk more but feel constrained by lack of adequate facilities for walking and fear for their safety. This suggests that the establishment of appropriate infrastructure would have a profound effect on people’s activity and thus their health and well being.*

Only 3% of respondents selected “other” and provided their own response to this question. The general themes of the responses provided under the “other” category included (count):

I would walk more if:

- I had no disability/health problem (9)
- There were less hills or distances were shorter (4)
- I wasn't on call (2)
- Dump trucks and cement trucks were not allowed on narrow roads (1)

Barriers to Cycling on the Pender Islands

Question 3: I would cycle more on the Pender Islands if:

Responses: 299

This question was intended to establish the factors that might discourage Pender Islands’ residents from cycling on the island. Fifteen possible answers were provided to this question, including “other”, which then provided survey respondents with the opportunity to complete their own answer. Respondents could choose as many of the 15 factors as they felt appropriate. Most respondents chose more than one response, resulting in a total of 749 selections. **Table 3**

Reasons that participants might to choose to cycle more (299 responses)		
Option	Count	Percent (%)
I felt safer on the road	160	21.4
I had a less hilly route	125	16.7
I could ride off-road	107	14.3
I had an electric-assist bicycle	68	9.1
I don't want to cycle on the Pender Islands	53	7.1
I was younger	49	6.5
I had the time	40	5.3
I knew there were outlets to plug my electric bicycle into when I reach my destination	35	4.7
I could park my bicycle securely at my destination	34	4.5
I had a better bicycle	34	4.5
Other	22	2.9
I had people to cycle with	9	1.2
I was closer to work/school	9	1.2
I could clean up/shower at my destination	4	0.5
I was older	0	0.00
Total	749	100.00

Bar chart for Question 3

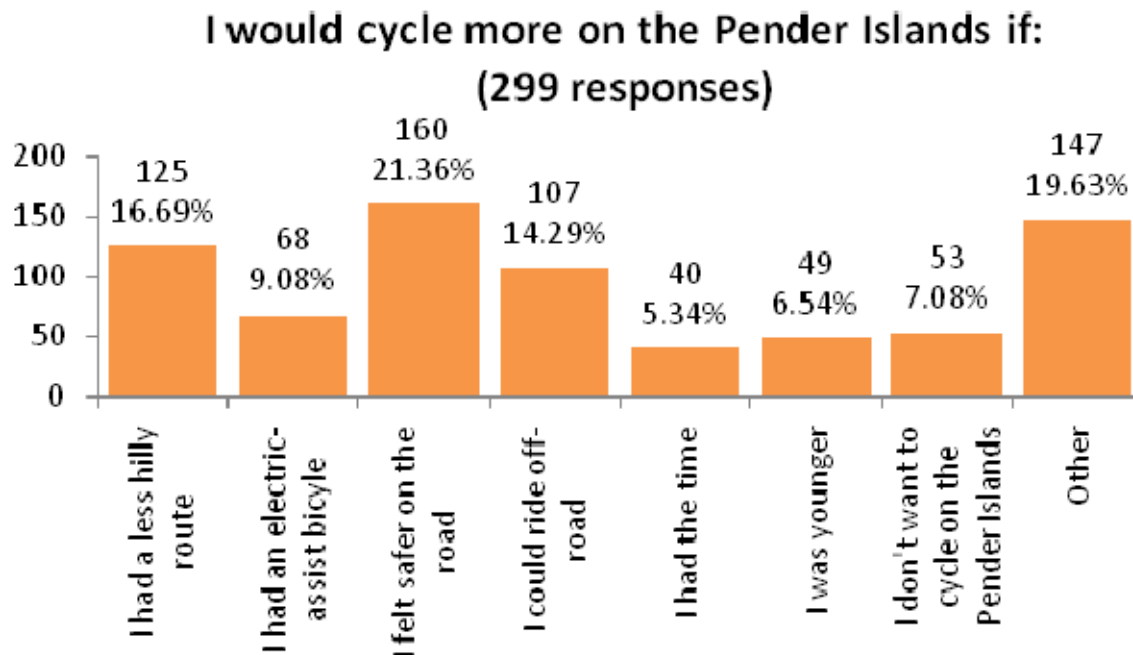


Figure 5. *Note that the category ‘other’ includes all the categories with less than 5% of frequency.

Key Findings: The most frequent response, “I felt safer on the road”, was selected by 54% of respondents. 36% of respondents chose “I could ride off-road” Forty two percent said that they would bicycle more if they had a less hilly route and 18% if they were younger. Only 18% said they didn’t want to cycle on the Pender Islands. Given that 77% of respondents are over 50 years of age, this is a remarkable result. It indicates that there is a real desire by the majority of Islanders to cycle. While we can’t change the hilly nature of the terrain or their age we could make it safer and develop some designated cycling opportunities.

Seven percent of respondents selected “other” and provided their own response to this question. The general themes of the responses provided under the “other” category included (count):

- I had no disability/health problems (6)
- If there were cycling paths/road shoulders (6)
- Lower speed limits on minor roads (2)
- If there were shared bikes (1)
- If my electric assist bicycle had a longer range (1)
- If I could afford a new battery for my electric assist bicycle (1)
- If I were not myself a traffic hazard! (1)

Road Conditions for Pedestrians on the Pender Islands

Question 4; My opinion of road conditions for pedestrians on the Pender Islands:

Responses: 292

In this question, survey participants were asked to rate the road conditions for pedestrians on the Penders. Five different categories, from 5 (excellent) to 1 (unsatisfactory) were available to choose from.

These ratings were then averaged and are provided in the table below.

Not all respondents of the 292 provided a rating for every category. **Table 4.**

Opinion of road conditions for pedestrians on the Pender Islands (292 responses)						
	5	4	3	2	1	Average Ranking
Condition of paved roads for walking	16	58	86	64	64	2.65
	5.5%	19.9%	29.5%	21.9%	21.9%	
Condition of unpaved roads for walking	15	77	97	42	38	2.96
	5.1%	26.4%	33.2%	14.4%	13.0%	
General pedestrian safety	4	33	80	79	88	2.25
	1.4%	11.3%	27.4%	27.1%	30.1%	
Speed limit compliance	12	47	96	79	55	2.59
	4.1%	16.1%	32.9%	27.1%	18.8%	
Driver courtesy	36	101	102	37	14	3.37
	12.3%	34.6%	34.9%	12.7%	4.8%	

Key findings: The conditions of the roads for walking were not thought to be very good; average ratings of 2.65 and 2.96 for paved and unpaved roads respectively and although most felt that driver courtesy was good to very good (3.37) most felt that pedestrian safety was low (2.25) as was speed limit compliance (2.59)

Use of Car Stops on the Pender Islands

Question 5; Responses: 286

**Do you use the Pender Island Car Stops
for transportation on the Pender Islands?
(286 responses)**

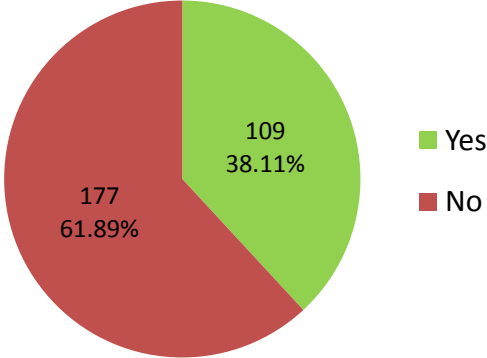


Figure 6

Question 6

**If you have used the Pender Island car stops, how
often did/do you use them?
(111 responses)**

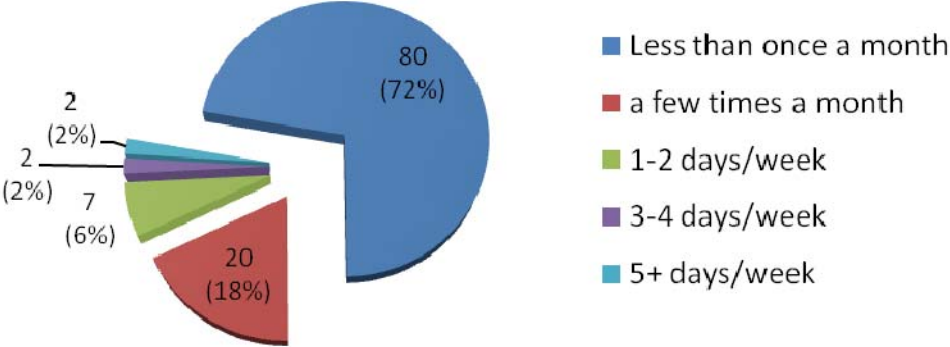


Figure 7

Although thirty eight percent of participants reported using the Car Stops only 28% reported on the frequency of use. The vast majority used the Car Stops rarely

Question 7: If you don't use car stops or don't use them often what might make you use them more?

This was an open ended question for respondents to make suggestions. There were 149 respondents. Their suggestions were grouped and the most common are summarized with the number and percentages of people who made similar comments indicated in parentheses. Additional comments, pro- and anti- car stops are included.

- If I couldn't drive my vehicle, lost my license or if my vehicle did not work (29-19%)
- Unpredictability of getting a lift. "... my work is time sensitive and I can't afford to be arrive late..." (20 – 13%)
- There are many obstacles to using car stops. Am often with kids, have car seats, dogs, groceries, tools etc. "99% of the time I'm carrying 2 weeks' worth of groceries" (20 – 13%)
- Stops not near enough to my home. (18 – 12%)
- I don't need them I can just hitchhike (11 – 7%)
- I'd use them if gas was more expensive (6 – 4%)
- Safety... " as a woman travelling alone I don't use them because of personal safety reasons" (6 -4%)
- I don't use them because hitch hiking is illegal (2 – 1.5%)
- Too young right now (1 <1%)
- If I was older (1 < 1%)

Selected comments:

- I would use them if it were a regular shuttle with leaving times posted. Standing at the Driftwood car stop with bags of groceries, being left in the dust by passersby isn't a happy experience. A small bus or shuttle driving around the island, with payment of \$2.50 one way expected, just like BC Transit, would work for us.
- Many should be moved, especially those just before a junction. (eg Razor Point road east of the Driftwood - drivers and users can't know which direction is intended.
- I am very glad to be able to use car stops when necessary. Very glad to have this system available.

- I would use more if had more time and/or if my health was poorer.
- Now I use my bicycle for all my transportation but I think car stops are a great idea. I certainly encourage all my visitors to use them and since I don't have a car I can't transport them.
- A solar light so at night I can be seen at the stop.
- A small shelter for foul weather.
- How about small signs to major areas of island that we hold up and re-hang when we get a ride. ie Magic Lake, Ferry and Hope Bay
- I think they're stupid. No one uses them. I have NEVER seen anyone at one. I do not think they are used at all. What's wrong with hitch-hiking? We shouldn't be paying for expensive signs and benches.
- They have merely re-invented hitch-hiking at great cost to the taxpayer. They are unnecessary,
- Don't agree with them. Only enable some people to take advantage of car owners

Question 8.

**Would you use a bus if one was available for transportation between the Ferry Terminal, the Driftwood and Magic Lake Estates?
(277 responses)**

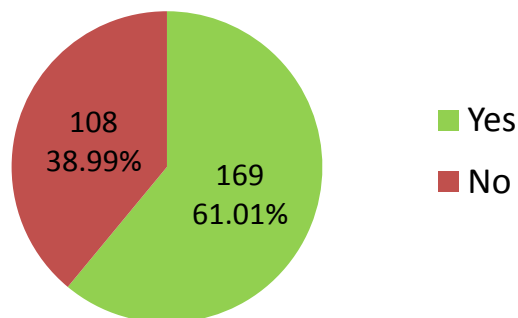


Figure 8:

Of the 114 individuals who indicated residence in Magic Lake subdivision 69.3% said they would use a bus to the Ferry/Driftwood if one was available.

Road Conditions for Cyclists and Pedestrians on the Pender Islands

Question 9; My opinion of road conditions for cyclists on the Pender Islands: Responses: 278

Table 5:

Opinion of road conditions for cyclists on the Pender Islands (278 responses)						
	5	4	3	2	1	Average Ranking
Condition of paved roads for cycling	10	41	71	63	88	2.35
	3.6%	14.8%	25.5%	22.7%	31.7%	
Condition of unpaved roads for cycling	6	30	79	63	79	2.30
	2.2%	10.8%	28.4%	22.7%	28.4%	
General cycling safety	3	11	61	97	104	1.96
	1.1%	4.0%	21.9%	34.9%	37.4%	
Road signs and directions	38	98	88	29	11	3.47
	13.7%	35.3%	31.7%	10.4%	4.0%	
Speed limit compliance	11	54	92	68	47	2.68
	4.0%	19.4%	33.1%	24.5%	16.9%	
Driver courtesy	29	78	94	48	26	3.13
	10.4%	28.1%	33.8%	17.3%	9.4%	

**Question 10; My opinion of amenities for cyclists on the Pender Islands:
Responses: 263**

Table 6

Option of amenities for cyclists on the Pender Islands (263 responses)						
	5	4	3	2	1	Average Ranking
Maps and information	35	67	96	40	12	3.29
	13.3%	25.5%	36.5%	15.2%	4.6%	
General friendliness towards cyclists	26	71	107	37	17	3.20
	9.9%	27.0%	40.7%	14.1%	6.5%	
Bicycle security	34	65	86	37	18	3.25
	12.9%	24.7%	32.7%	14.1%	6.8%	
Places to shower/clean up	5	10	49	64	84	2.00
	1.9%	3.8%	18.6%	24.3%	31.9%	
Bicycle supplies and services	6	29	53	80	63	2.29
	2.3%	11.0%	20.2%	30.4%	24.0%	

Question 11; My opinion of amenities for pedestrians on the Pender Islands: Responses: 286

Table 7:

Opinions of amenities for pedestrians on the Pender Islands (286 responses)						
	5	4	3	2	1	Average Ranking
Maps and information	48	90	100	27	12	3.49
	16.8%	31.5%	35.0%	9.4%	4.2%	
General friendliness towards pedestrians	51	115	84	25	8	3.62
	17.8%	40.2%	29.4%	8.7%	2.8%	

Key findings: Amenities for pedestrians were scored as good. Although driver courtesy, overall friendliness to cyclists and maps and information were all rated as very good there were low scores for cycling safety and the conditions of the roads for cyclists. Although the availability of bicycle supplies and services was rated low there were several comments that this had recently improved with the establishment of a bicycle maintenance service at the recycling centre.

Question 12. The 3 pedestrian and/or cycling routes on the Pender Islands that I would recommend to others are:

This was an open ended question for respondents to make suggestions and recommendations. There were 149 respondents. Their suggestions are grouped and the most common are summarized with the number of people who made similar comments indicated. Additional comments of interest are included.

The question asked for recommended walking as well as cycling routes. Some routes were recommended for both. Favored walking trails are summarized in Table 8 showing the number of people and percent recommending the route.

Table 8

Location	N	%
Heart trail	20	13
Mount Norman trails	17	11
George Hill trail	10	7
Beaumont Marine Park trail	9	6
Multiple Magic Lake trails	7	5
Roe Lake trails	7	5
Bluff walk from Pirates Road	7	5
South Otter Bay Road to Roesland (walk-cycle)	6	4
Disc Park	6	4
Roesland (walk)	5	3
Brooks Point (walk)	5	3
Trail around Buck Lake	4	2.6
Privateer's/Schooner Way	4	2.6
Trail and then the road to Boat Nook		
Starboard Trail	3	2
Masthead Trail	3	2
Found Road Trail	3	2
Mount Elizabeth	3	2
The multiple Beach access points	2	2
The Bluffs between Hoosen and Razor Point road	2	2
Higgs Road to Gowlland Point via the beaches	2	2
Shingle Bay to Roe Lake (walk)	2	2
Greenburn Lake (walk)	2	2
Mortimer Spit	1	<1
Irene Bay and Roe Lake	1	<1
Bald Cone Trail	1	<1
Shingle Bay CRD trail	1	<1

- Among the routes recommended for both cycling and walking were the less busy roads on the Penders. Most frequently recommended were various versions of the Clam Bay Road-Port Washington Road loop. Variations included a more extended loop via the golf course, Amies road and Corbett Road. In total 66 (44%) people recommended versions of this route.
- Hoosen Road was recommended for walking and cycling by 17 (11%) participants and one commented that the dead end of Hoosen Road was a good place to teach kids to cycle.
- Additional popular walking or cycling routes were along South Otter Bay Road to Roesland and Razor Point/Harbor Hill Roads as well as routes in Magic Lake Estate.

The most often recommended cycling routes along with the number of recommendations is shown in Table 9. The most recommended was to Gowland Point from various starting points including Poet's Cove, Spalding Road, the bridge to South Pender, Magic Lake Estates, the Driftwood, Hope Bay and the Ferry (37 – 25%) followed by Pirates Road to Trincomali starting from various locations in Magic Lake Estates. This road has the advantage of low traffic and not many curves or hills.

Table 9

<i>Location</i>	<i>N</i>	<i>%</i>
To Gowland Point from various starting points	37	25
Magic Lake to Trincomali	32	21
Magic Lake to Otter Bay	3	2
Razor Point/Harbor Hill Roads	2	2
Magic Lake to Thieves' Bay	1	<1
Magic Lake to Port Washington	1	<1
Armada Road to Brooks Point	1	<1
Magic Lake to Port Washington	1	<1
Hope Bay to trail head of George Hill	1	<1
Otter Bay to Community Hall	1	<1

Although many felt that there were plenty of places to walk and cycle on the Islands there were some who felt that walking and especially cycling were dangerous and inappropriate and should not be recommended. 18 people expressed such concerns and some of their comments included:

- I do not recommend cycling on Pender Islands although I love cycling everywhere.
- I strongly discourage anyone from cycling on Pender as it is extremely unsafe!
- I personally LOVE cycling but I am afraid to cycle. I live on South Pender and wish that I could ride my kids to school but it is too scary.
- When I have visitors I don't recommend that they cycle because of the dangers here. I always suggest people stay in the parks and don't commute via foot or cycle.
- Cycling is dangerous on Pender
- None. The roads are too narrow. It's dangerous and only a matter of time until someone is killed!

- I could not recommend cycling to anyone but experienced adults, as it is too dangerous. I am not aware of any bike routes
- None because there are no verges wide enough
- I wouldn't since walking and cycling on the islands should be a necessity not a pleasure venture
- Nowhere on the Island can one walk safely and enjoyably along the roads
- I am not certain that I would currently recommend any of the major routes on Pender Island to cyclists or pedestrians. Major paved roads are often very hilly, and contain many "blind corners" making it difficult to feel completely safe on a bicycle (I ride a scooter, but often feel somewhat uneasy on corners, as so many drivers use more than one side of the road when cornering).
- No safe place to cycle X 2

Among the more imaginative routes are some that would require navigational and perhaps bush-whacking skills including:

- Shingle Bay via Roseland to Ferry
- Magic Lake to Otter Bay via Shingle Bay, Roe Lake, South Otter Bay Road
- Magic Lake to Driftwood using Heart Trail from Ketch and behind Memories/St Peter's, then road to Driftwood.
- Shingle Bay to end of Ketch Road and to Driftwood center via Scarff Road
- Shingle Bay to Driftwood (via Cliff Hunt path)
- From baseball diamond To Driftwood incorporating Heart Trail to Camp grounds and Ketch road since it is a shorter distance than on the current paved road

A number of contributors pointed out the lack of circular routes. Most are point to point with the return being along the same route. Some recommended a pedestrian/ bicycle path between Shingle Bay and Irene Bay, linking Magic Lake with South Otter Bay Road.

Question 13: The one route I would most like to see improved and promoted is:

This was also an open ended question seeking suggestions for where residents would most like to see improvements for pedestrians and cyclists. There were 186 respondents. The most frequent suggestions (those mentioned more than once) are summarized in Table 10 followed by locations mentioned only once as well as individual comments of interest.

Key Findings: *Overwhelmingly participants thought that improvement of Pender Islands' main thoroughfare, the road from the Ferry Terminal in Otter Bay to the Community Hall and the Driftwood Centre and beyond to Magic Lake Estates was the route that needs improvement. An extension of this route to the Library and Nu to Yu was suggested reasonably often. The main suggestions for improvement were wider shoulders, separated pedestrian/cycling lanes on-road or off-road. Several spots where safety was a concern were Einer's Hill and Scarff Road Hill, where bypasses were suggested. The surface on Port Washington Road was felt to be in need of repair by a number of contributors.*

The potential of a pedestrian/cycling route from Magic Lake Estates via Shingle Bay through the National Park to Irene Bay and South Otter Bay Road was mentioned by 8 people and with the recent purchase of the Turner property by the National Park is a potentially feasible route which would provide a substantial shortcut to the Ferry for walkers and cyclists from the major population center.

Table 10

Magic Lake to Ferry	58	30%
Driftwood to Magic Lake. Variations included from South Pender to Driftwood and from Magic Lake to Community Hall/Library/Hope Bay.	38	20%
Driftwood to Ferry	15	8%
Clam Bay Rd Port Washington Rd loop Comments on poor condition or road	12	6.5%
Magic Lake to the Ferry via Shingle Bay-Irene Bay to South Otter Bay Road. Walking/Bike trail through National Park.	8	4%
Scarff Hill (bypass) A short cut from Canal Road to Ketch Road	5	3%
Community Hall to the Driftwood Centre	4	2%
An alternative to Einer's Hill	4	2%
Between Magic Lake and the Community Hall	3	2%
Port Browning to the Driftwood for boaters	3	2%
Hope Bay to Driftwood	2	1%
Razor Point to Harbor Hills	2	1%

- From the Bridge to Poet's Cove
- Separated bike lane for the 1 - 2 km's upon leaving the ferry terminal
- Cycling route from the Ferry Terminal to the Driftwood
- Cycling route from the Ferry Terminal to Magic Lake
- Safe roadside or off road cycle/pedestrian paths to Driftwood from Magic Lake area
- Safe roadside or off road cycle/pedestrian paths to Ferry terminal. .
- Don't have an answer. Think it's a waste of tax money.
- Repairing the holes all around Buck Lake beyond the shoddy chucking a bit of tar in, which ensures the guy gets employed often, but does nothing to improve the road surface.
- An off-road route from Magic Lake Estates to Driftwood Centre
- What would benefit me most is a Magic Lake to Driftwood route but more feasible is a short trail from Browning to Driftwood to keep walkers off the busy part of the narrow road there.
- Bedwell Harbour - some type of bicycle & walking path either adjacent to the road or off road
- Shoulders on main roads for biking and walking.
- A footpath between Hope Bay and the Community Centre.
- .A road linking Magic Lake residents to Shingle Bay road. Shorter distance for walking/cycling, it's partly off road, and uses less-used roads so would be safer. This would also open up another way from Magic Lake if Schooner way was unpassable.
- All main roads. Start with painting centre lines and fixing pot holes
- Lines on roads for motor vehicles
- Bedwell Harbor Road needs to be wider

- Safer walking from Centennial Campground to Driftwood
- The road between Magic Lake Fire Hall and Medicine Beach is unsafe for pedestrians (lack of shoulders) and there are many places on the Islands where drivers cannot see if it is safe to pass cyclists
- The shortcut from South Otter Bay Road to the Magic Lake area. Second choice would be bike/walking lanes beside the main road from the ferry past the Driftwood Centre and down to the school/medical center
- Magic Lake to Driftwood - needs a foot path off road
- Magic Lake to Ferry walking path
- Port Wash. Road pavement
- A separate bike path from Magic Lake to the Driftwood or a flat bike path anywhere
- None should be promoted
- Clam Bay road and Port Washington Road - they are in poor condition in many places making it quite unsafe - swerving to avoid potholes, crumbling pavement
- Walking trail connection from Driftwood to Heart trail.
- Walking trail from Medicine Beach to Heart Trail.
- Firehall to Medicine Beach
- Privateer's Road that ends at Magic Lake (past the tennis courts).
- Schooner from Piraties road to Thieves Bay
- Heart Trail improvement
- Schooner way by Boat Nook
- Hoosen Road
- Baseball diamond (Magic Lake) to School/Clinic
- Gowland Point Road at end of South Pender has not yet been paved and is very uncomfortable for cycling
- MacKinnon/Clam Bay/Bedwell Harbour needs space for pedestrians and cyclists
- Driftwood Centre to Scarff Rd
- Park Trail to Roe Lake
- Driftwood to Roe Lake without trespassing

Question 14: To increase pedestrian and cycling safety on the Pender Islands, I recommend (236 responses)

Another question to solicit suggestions for improvements in safety for pedestrians and cyclists. There were 236 responses and several themes predominated. The most frequently suggested are shown in Table 11 with the number of times and percentage of participants who made the suggestion indicated. This is followed by a list of representative and more imaginative suggestions.

Key findings. *By far the most frequent suggestions was for dedicated pedestrian and bike lanes to parallel the major and busy routes on the Islands. This was predominantly the route from the Ferry to the Community Hall, Driftwood and Magic Lake Estates. The suggested "on road" pedestrian/bike paths ranged from simple widening of the road shoulders, to marked walking/bike lanes, to road side paths on the other side of drainage ditches. A number of respondents suggested road-side paths like on Hornby Island. An additional comment that was grouped in this bin was suggestions for widening the road and providing bike/walking lanes around major obstacles which included Einer's Hill and Scarff Hill.*

The second most common suggestion was off road walking/cycling paths, clearly separated from roads. These included alternate routes to major destinations including the Driftwood Centre and the Ferry from Magic Lake, Hope Bay and other locations.

Table 11

Dedicated on road bike and walking lanes on main routes. Better shoulders on roads. Shouldering the road on the hills/corners. Walking and cycling pathways parallel but separate from roads	145	61%
Off road pathways for pedestrians and cyclists to key destinations.	42	18%
Better speed compliance/enforcement and/or lower speed limits	23	10%
Better signage about turns/hills, sharing the road, riding walking single file, walking facing traffic. Better maps.	22	10%
Education of pedestrians, cyclists and drivers about sharing the road, walking single file, walking facing traffic. Educate drivers about when and how to pass cyclists.	15	6%
Einer's Hill Bypass	7	3%
Better Trails. (eg Expand the Heart Trail for pedestrians from Magic Lake)	5	2%
Scarff Hill bypass	3	1%
Shingle Bay-Irene Bay-South Otter Bay Road route	3	1%
Better lines on road	2	1%

- Cycle lanes on steep or "s" bend hills on Pender
- More alerts about turns. There are some sharp ones, where it's impossible to see a car coming so one has to listen for the sound of the engines.
- There is a desperate need to widen at least one side of the road for cyclists/pedestrians along all major routes.
- Wider shoulders around tight/blind corners
- Dedicated pedestrian and bike paths separated from travelled roadway
- Not necessary. What record of accidents have there been? I don't remember any pedestrian or cyclist accident.
- A larger presence - we can't expect infrastructure changes without the demand.
- Spending the money necessary to create paths so that pedestrians and cyclists do not have to share the winding roadway with vehicles.
- Perhaps a rumble strip or low "speed bump" style barrier to warn away cars. Also, visible painted lines so cars can tell where they are on the road, especially when it's dark and rainy.
- Bike/pedestrian paths (at the very least, let's get decent shoulders on the roads...we've almost been hit countless times when out running, walking and biking).
- Ensure the shoulders are passable. Too often they are ditches or overgrown and unusable.
- Cyclists need to be educated to respect drivers and keep to the edge of the road. I don't really think that our narrow, hilly roads are suitable for cycling.
- Often it's the pedestrians and cyclists who aren't sharing the road. (Large groups not walking single file, etc.)
- Maybe a few signs saying: "Walk on the left side facing traffic."
- More frequent roadside mowing so that pedestrians have somewhere they can get off the road when vehicles are approaching, as well as wider, better maintained road shoulders that cyclists and pedestrians can use when traffic is approaching. Also painted road shoulder lines on the main routes might help the situation.
- Side-lanes on road at strategic spots i.e. Scarff hill and Einer's hill as pilots.
- Put mirrors at blind corners (eg. at T junction before turn into Magic Lake/Medical clinic heading towards medical clinic).
- Aim to decrease automobile traffic
- Off road bike trails like on Hornby Island. They are close to the road so visible and feel so safe (and are super enjoyable to ride). If these were here on Pender it would be the one issue resolved that I have with living on Pender. It would be a dream come true.

- Education of walkers, cyclists and drivers about appropriate (safe and respectful) on-road behavior
- Better trails as I know wider roads or shoulders aren't really possible
- CYCLING TRAILS AND PEDESTRIAN trails. It just so happens that I am typing this in Bavaria and have just come back from a cycling ride of many K's. This is a cycling and pedestrian heaven. The fact is at present Pender and particularly South Pender is dangerous for cycling. Too many blind hills. It would take major and costly construction to improve it to a standard anywhere close to what it is in Bavaria. Money that I assume the CRD has not got.
- Ideally, off road walking/ cycling trails would be great. At a minimum, creating a modest shoulder along the road to make it safer for bikes and pedestrians would be helpful
- I do not see the need to promote more cycling. It is very active and people cycle when they wish.
- An immediate, serious crackdown on aggressive driving (speeding, tailgating and passing too close and/or dangerously near pedestrians and cyclists). (think, for example, of the cultural shifts that came with anti-littering campaigns). Develop and distribute a major "share-the-roads" campaign. Organize and execute "Critical mass" style rides/walks during both daylight hours and after dark. (After all, true ped/bike safety also means not having to high-tail it home before the sun goes down.) Blind corners should all have "Caution: pedestrian/cyclist" signage.
- Well, the physical "condition" of the roads is fine (they are well paved, etc), but they were designed and built by the highways' ministry to be 100% car-culture-oriented. So, while the roads certainly present a sound and stable walking surface, they are, in fact, unsafe for general pedestrian usage, as a day-to-day transportation path.
- A philosophical and demonstrable shift from Pender being an island where the roads belong to drivers (and pedestrians and cyclists are tolerated at best)...to an island where the roads and main routes are welcoming and encouraging of pedestrians, cyclists and drivers equally. (e.g. the large sign on Beacon Road as you enter the town of Sidney)
- Forward movement and action taken on the great ideas in the current MAP plan
- Enforcement of speed limits. I'm amazed at how fast people drive here and how often they cross the yellow line on corners. I am equally amazed at how many people walk with their backs to the traffic rather than facing the traffic. Sometimes they are two abreast, headphones on or even with children.
- Increased awareness of cyclists' legitimate use of the road.
- Enforcement of speed limits in areas where limit is less than 50 km/hr; especially in the 30 km/hr sections along tight and low visibility curves.
- Heritage road signs (but don't widen the roads)
- Encouraging Cyclists to move to Amsterdam
- Get them to use cars
- Widen all roads (expensive and will never happen!). And provide paved shoulder
- Send them to another island
- More prompt attention to mowing the shoulders for pedestrians.
- Please discourage "off island" bicycle tours! No imported cyclists. The roads are too narrow. They don't leave room between themselves for cars to pull in while passing.
- Speed bumps! Are you nuts?
- Speed bumps on the corners and hills
- The very narrow and winding roads will always make cycling and walking a bit of a challenge. It is up to the individual to walk/cycle with due caution.
- Make sure they can be seen, reflectors or bright clothing and that cyclist know some of the safety rules of the road. Single file, etc
- Cycling on Pender Island is inconvenient to motorists and dangerous to cyclists due to blind corners, steep hills and no road shoulders
- Create a walking/cycling trail from Shingle Bay via Irene Bay to the Ferry to reduce bike/foot traffic on the road
- Sidewalks on the other side of the ditches. It's scary out there! Having to get into the ditch every time a car goes by, or play chicken isn't safe for anyone.

- Where possible, create one-way streets and convert the other lane to cycling and pedestrian lanes (Hope Bay/Corbett loop is good potential place for this).
- Recognize that it can be difficult for people who must drive (ie. delivery people) because they need the road; it can be very scary when there are tourist cyclists standing in the middle of the street on a blind corner, for example.
- Promote cycling safety to tourists, and increase awareness of and respect for the safe drivers who use our roads. No pedestrians walking dogs in the middle of the road. (A regular police note in the Pender Post would help.)
- Lights at night and a defined walkway especially from Magic Lake to the Driftwood Centre
- Boardwalks over the ditches - at least on one side of the road
- Reduction of dump trucks, cement trucks and large flatbeds, monitor their speed and mechanical compliance to safety standards.
- Warn pedestrians and cyclists about certain roads and inherent dangers - Einer's Hill, Scarff Hill, etc..
- Reflector lights on road
- Use your common sense!
- On-ferry publicity warning and notifying drivers leaving the ferries that Pender is bike and pedestrian friendly island and to be prepared to cautiously share the road with bikes and pedestrians and a banner over the road (similar to Fall Fair banner) reiterating the message
- Encourage the RCMP to recognize, support and protect the rights of bicycles and pedestrians to share the roads of Pender.
- Educate cyclists to pull over into driveways to allow vehicles to pass them safely.
- Fix the one real killer corner between the hall and the driftwood (Einer's Hill)
- Buying land to create a separate set of routes away from the narrow roads
- Install speed indicators at the Nu-to-you, Hall, and Driftwood.
- Signage to remind drivers of their responsibility to yield
- Signage to remind pedestrians to walk single file, especially around blind corners
- Create pathways along the side of our roads, like Galiano has done
- Getting anyone who has any say in this matter to walk -- on the correct side of the road, facing traffic -- between Magic Lake and the school, or between the Driftwood and the Community Hall, when the 2:15 pm ferry traffic is coming in
- More signs warning drivers and cyclist of steep hills. Signs telling bicycles to ride single file.
- Improved road shoulders
- I don't cycle here as roads are too narrow.
- Speed limit camera perhaps
- Reduce and enforce speed limits in Magic Lake. If the town of Sidney can do it, why can't we?
- Pedestrian and cyclist traffic should adhere to road regulations (eg pedestrians and cyclists to walk/ride in single file.)
- I disagree with proposals that require construction (ie destruction of nature). Rather I encourage upgrading of established transportation corridors to safely accommodate cyclists and pedestrians.
- Emphasize human consideration and kindness on Pender Island Roads.
- Recommend money be spent on improvements on present facilities rather than on construction of supposed shortcuts.
- Organizing and encouraging the traffic control officers to conduct speed checks and monitor driver behavior more frequently.
- More walkways in heavily traveled areas- eg around Community Hall and Nu to Yu
- Bus with bicycle carrier

15. To increase pedestrian and cycling participation on the Pender Islands, I recommend

This question was similar to question 14 but solicited additional suggestions, beyond safety issues, for increasing non mechanized transportation on the Penders. Many contributors reiterated their safety concerns from question 14 but there were plenty of new and different ideas. There were 203 responses. The most frequently suggested are shown in Table 12 with the number of times (and percentages) participants made the suggestion indicated. This is followed by a list of representative and more imaginative suggestions.

Key findings. *As for question 14 the most frequent suggestions were for dedicated pedestrian and bike lanes to parallel the major and busy routes on the Islands and/or off road walking/cycling paths, clearly separated from roads. Again safety concerns predominated but there were lots of suggestions for promoting walking and cycling including formation of community groups, better signage and education. Support for encouraging more walking and cycling on the island was by no means universal and there was a substantial minority of respondents that felt that walking and cycling should not be encouraged since the roads are meant for vehicles and are too dangerous. Walkers and cyclists were seen by this group as an impediment to efficient transportation. Some felt that although desirable, walking/bike lanes and improved infrastructure for alternative transportation was too expensive and that it would never happen.*

Table 12:

Dedicated on road bike and walking lanes on main routes. Better shoulders on roads. Shouldering the road on the hills/corners. Walking and Cycling pathways parallel but separate from roads	84	41%
Off road pathways for pedestrians and cyclists to key destinations.	35	17%
Education of pedestrians, cyclists and drivers about sharing the road, walking single file, walking facing traffic. Educate drivers about when and how to pass cyclists.	12	6%
Better speed compliance/enforcement and/or lower speed limits	11	6%
Better signage about turns/hills, sharing the road, riding walking single file, walking facing traffic. Better maps.	10	5%
Walking/cycling clubs/groups	7	3%
Better Trail connecting to key locations.	5	2%
Promote electric assist bikes	3	1.5%
Buses with bike racks	3	1.5%
Better lines on road	2	1%

- Some off road options for walking, more alerts about turns, more car stops with shelters
- Gathering (and sharing) the information in this survey is a great start
- Removing hills (JOKE!!)
- Make it safer, and make it so that you don't feel guilty for taking up space on the road and holding up cars so that they pass you in unsafe ways. Also, a route that is more "as the crow flies" rather than circuitous.
- Bike/pedestrian paths (I have lots of friends who say they would walk/ride/run if they didn't feel they were risking their lives to do so). Most dangerous areas: Magic Lake to Medicine Beach Market, Medicine Beach Market to the Driftwood, Driftwood to the Community Hall.
- The new bike repair shop at the Recycling Depot is one good encouragement.
- For 10 years I cycled every day on Pender training to enter the Senior Games, which I won at age 59. But though I had 3 different bikes I never once cycled to the centre to

shop or to any meeting, etc., because there's no way to carry groceries home up all those hills, or any way of changing before a meeting.

- The distances here require a car for most places folks live. Even to start cycling, I've seen people who can't make the hills because they haven't learned to shift gears, or don't have the right gear ratios, for instance. Unfortunately cars will predominate for a long time to come, though we try to go shopping once a week to save gas.
- More biking and walking groups, to show more of a presence on the roads or new trails also encouraging more usage.
- More off-road trails, with garbage cans and outhouses, more amenities and services for cyclists.
- Designated bike/pedestrian routes on the main roads with signs showing pedestrians and cyclists where their routes are, and a wide shoulder and painted shoulder lines.
- Create a cycling group to promote getting out on the roads and providing education re safe cycling
- Extensive information pamphlets specifically for drivers of motorized vehicles explaining speed reduction, tailgating problems, and courtesy issues.
- Increased bicycle services including 3 wheelers. Improved electric assist devices for longer battery life and designed with numerous hills in mind. Cycling and Electric Assist Clubs
- Once again off road bike/ pedestrian trails along side of the main roads (Otter Bay, Bedwell Harbour Road and Canal Road. Spalding and Gowlland have greater visibility and slower traffic so would not need off road trails.
- Website, Info on ferries - brochure/map
- Special walking/cycling only Sunday mornings on certain roads to increase awareness.
- Increased awareness. I believe the new bike repair shop at the recycle depot WILL be a huge asset, incentive for this.
- Make infrastructure changes first so that you have bike routes etc. to showcase - this would get people more interested.
- Promoting cycling and walking as a safe alternative to cars by providing shoulders with designated lanes, better signage, warnings for cars to watch for pedestrians and bikers.
- I do not see the point of more organized government in peoples' lives and telling them to bike or walk. Most Penderites are fully aware of their surroundings and use what they want.
- Undertake a major education campaign that essentially makes it "uncool" to be a road-hog, aggressive driver. Feeling unsafe is the underlying reason more people on Pender don't walk or cycle for everyday transportation.
- Get the school involved in a "walking school-bus" program, ie: a group walk to and from school in all weather.
- Create "Building a Better Pender" walk/bike-a-thons supporting transportation alternatives.
- Muster the same community energy that went into the Community Hall in building a safe, useable path system.
- A community ride event, or several in the different regions (part of what discourages cycling is having expectations based on automotive usage); Hope Bay, Driftwood, Medicine Beach and Poets Cove, could be rallying points for community rides (from your homes to these places and back).
- I think the key to this is for MAP and the general population to declare this a priority and make it so. Take action, put signs up, start the education campaign, take obvious and visible steps to allow everyone (residents and visitors alike) to see that this undertaking is occurring. Let's get it past the study phase and into practice.
- More active promotion of cycling
- Provide maps and designated recreational cycle routes to generate increased cycle tourism; Chamber of Commerce may be interested in funding/producing an island map with routes, parks, points of interest (shops, art galleries, B&B's, services, etc.). Increasing cyclist presence in any way will increase cycling awareness and should promote more residents to cycle.
- Educate people. ie circulate the results of this survey.

- Bump outs for cyclists to walk bikes up steep hills. More covered areas for bike racks and CRD docks.
- More cycle paths beside road. No off-road cycling on park paths.
- Not promoting this. The Islands are not naturally suited to cycling or pedestrians.
- Do not increase till paths are built which is not likely in the next 50 years
- Off road connecting trails/paths
- I don't think there are a great number of people who bicycle on Pender to justify the costs
- Don't think we should encourage them as they are a hazard to cars and trucks
- We are a rural island with very narrow shoulders. No room to widen shoulders. An expense that could never be justified. I would not recommend cycling trails.
- Don't need more cyclists! Cyclists are a hazard.
- A route from Magic Lake Estates to Driftwood and the ferry terminal that is walk able and away from traffic.
- Flatter hills.
- Dealing with blind spots. No on-road parking at Farmers Market
- I am opposed to increasing cycling and promoting cycling groups/tour visits to Pender
- Off road paths and trails
- Creating a safe shoulder path in the road easement area. Safety will motivate more walkers/bikers
- Add a 6 foot (2M) shoulder to roads on hills. Scarff, Einers. A 49 CC scooter which I drive can't keep up with the traffic.
- A public forum
- Clear back the roadsides to make appropriate pathways and add more sitting areas with benches for older folk (like my mom, who at 91 wants to walk somewhere).
- For cyclists, especially on blind corners and hills, allow sufficient widening of the roadway to accommodate them, or stop encouraging them to bike.
- Fix sides of roads (pot holes, uneven paving, lumpy)
- Discounts on Ferries for bikes
- Produce an original "orientation and safety" awareness video on Pender highlighting hill grades, dangerous roads, cycling etiquette etc and post to YouTube and other social media sites so people know before they come.
- Direct trail to the Driftwood from Magic Lake, as recommended by parks
- Small and big rallies to encourage reticent bikers and pedestrians to learn to use AND SHARE the Pender roads safely with motorists. While some motorists are not friendly it is a fact that some cyclists and pedestrians are equally rude and thoughtless toward motorists.
- Asking nature to alter the hilly geography of Pender Island. Maybe a few earthquakes?
- More paths, on and off road
- Bike rental/purchase/service shop
- A cycling and pedestrian route beside the existing road is needed at various locales. It is irresponsible NOT to have pedestrian access routes near high use areas such as the Nu-to-Yu, Community Hall and Hope Bay. People park at the side of the road in these areas and restrict visibility and the ability to get off the road when other cars approach. This is particularly true during the summer and long weekends when the roads are filled with cars.
- There are large spaces beside the road between Hope Bay, the Nu -to- Yu and the Community Hall - these areas should be for pedestrians and bikes but are now covered in lumpy grass. The large space beside the road near the Community Hall is used for parking cars - it should be for people to walk from the hall to the Nu-to-Yu, etc and a parking lot should be made available for that area (further, charge a parking fee which can go toward pedestrian/bike paths and may encourage people to walk or cycle to the Hall and Nu-to-Yu).
- If there was pedestrian/bike access beside the road between the Hall, Nu-to-Yu and Hope Bay, those areas would see a rise in customer support (i.e. \$\$).
- Looking into the feasibility of walking and/or school buses, at least from Magic Lake and at least in the used-to-be-pleasant months of the year (<http://www.walkingschoolbus.org>)

- The most important and necessary thing that must be done to promote participants and safety for pedestrians and cyclists is improving the main road from the ferry terminal to Magic Lake Estates. Until that is done the roads on Pender are simply not safe to use other than with a vehicle.
- Declare a no motor day once a month!
- Enforce speed limit (camera perhaps).
- I can't agree to an increase in either
- Do not travel at peak ferry times.
- Cycle/pedestrian lanes

Question 16: Would you recommend speed bumps? Yes_____ No_____

**Would you recommend speed bumps?
(277 responses)**

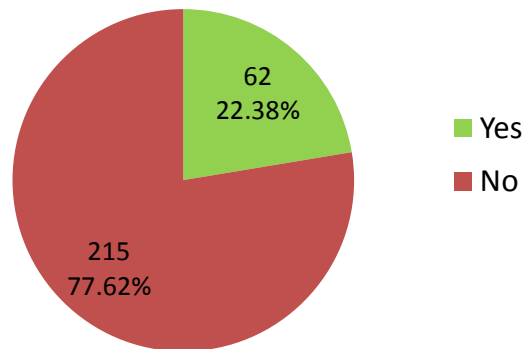


Figure9

Question 17

Table 13

Opinion on the construction of speed bumps at any of the following locations (253 responses)						
	5	4	3	2	1	Average Ranking
Junction of Otter Bay and South Otter Bay Roads	10 4.0%	11 4.4%	26 10.3%	31 12.3%	157 62.1%	1.66
Einer's Hill on Bedwell Harbor Road before the Driftwood	11 4.4%	18 7.1%	29 11.5%	28 11.1%	152 60.1%	1.77
On either side of the Driftwood Center	21 8.3%	25 9.9%	38 15.0%	24 9.5%	139 54.9%	2.05
In front of the Community Hall	16 6.3%	19 7.5%	36 14.2%	23 9.1%	143 56.5%	1.91
In front of the Library/Nu to Yu/Play Group	49 19.4%	35 13.8%	39 15.4%	18 7.1%	109 43.1%	2.59
At the 3-way intersection where Canal Road goes to South Pender Island (near the school and medical center)	34 13.4%	21 8.3%	30 11.9%	23 9.1%	138 54.6%	2.15

Key Findings: The vast majority of people were against speed bumps. Some very strongly! The major concern was safety. Speed bumps can pose a hazard especially on hills and on roads without street lights where they may not be seen at night. There were other suggestions for traffic calming/safety at the hazardous spots listed including stop signs, mirrors to see around corners and rumble strips.

Despite the negative opinion in general it is of interest that 50% of those who rated the potential spots for speed bumps thought that the road in front of the Library/Nu to Yu/ Play School was a good place for them. This reflects the concern for safety here where many (including lots of children) cross the road to parked cars.

It is also of interest that there was a statistical difference by gender in the approval for speed bumps. Seventeen percent of males supported speed bumps while 28% of females supported them (P=0.026). There was no difference in support by age group.

Part 2: For those who have cycled on the Penders in the last year

(145 respondents - 48.3%)

Question 21

**Based on your own personal experience, do you consider cycling to be:
(131 responses)**

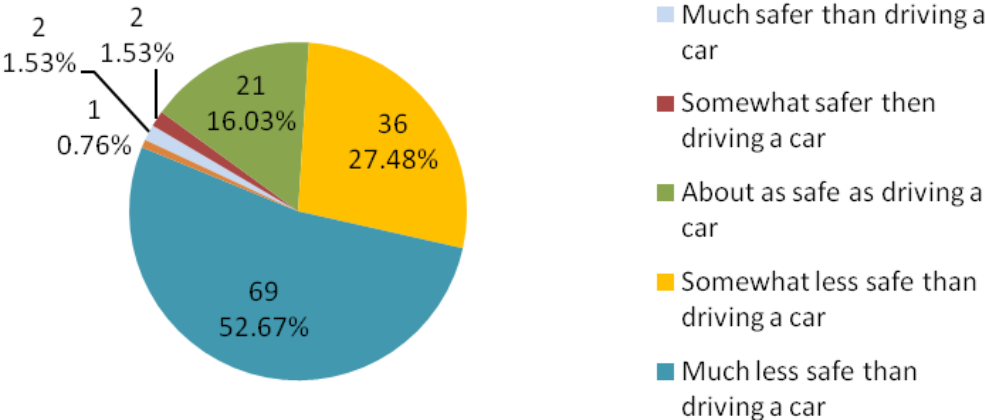


Figure 10

Question 22a

**The bicycle I now use is:
(127 responses)**

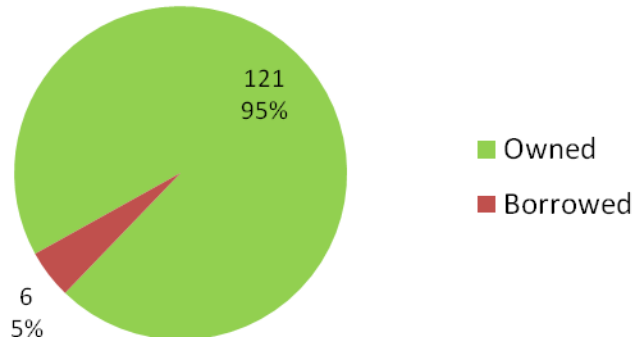


Figure 11

Question 22b: the bicycle I most often ride is (LIST TYPE): Table 14

Mountain Bike	38	46%
Road/ Touring Bike	25	30%
Hybrid Bike	17	20%
Electric Assist Bike	7	8%
Tricycle	1	1%
Tandem	1	1%
One speed, pedal backwards to stop	1	1%

Question 23

I cycle: (127 responses)

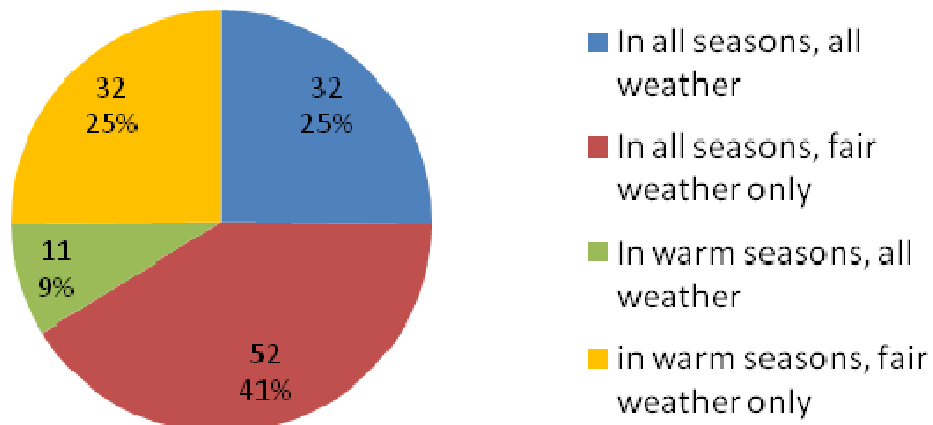
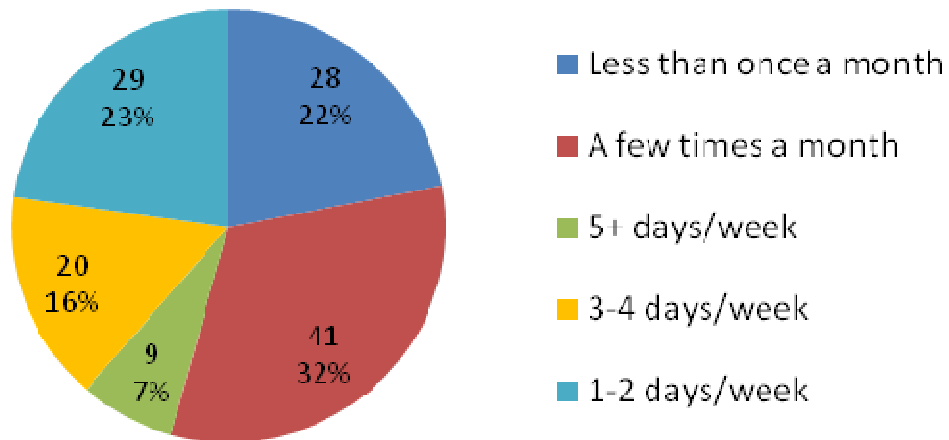


Figure 12

Question 24: During the time of year that I cycle, I ride on average:

Figure 13:

I cycle: (127 responses)



Question 25

I use the following: (128 responses) Table 15

	Always	Usually	Sometimes	Never
Bicycle helmet	115 89.8%	9 7.0%	2 1.6%	2 1.6%
Reflectors	97 75.8%	12 9.4%	9 7.0%	7 5.5%
Dusk to dawn safety vest	17 13.3%	7 5.5%	15 11.7%	82 64.1%

Question 26: My cycling includes (145 responses): Table 16

	Count	Percent (%)
recreational/fitness	109	32.3
shopping, errands, etc	65	19.2
Social rides with others	62	18.3
commuting	45	13.3
touring	39	11.5
mountain/off-road	10	3.0
competition/racing	4	1.2
other	4	1.2
Total	338	100.00

Question 26

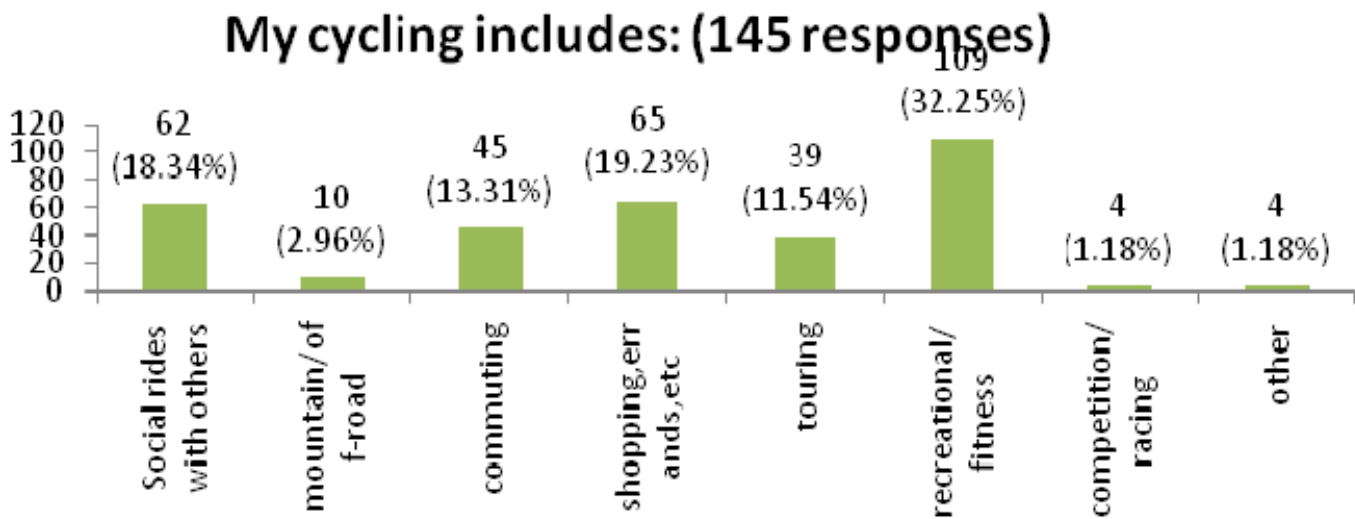


Figure 14

Question 27:

What percentage of your cycling is primarily for utility? (129 responses)

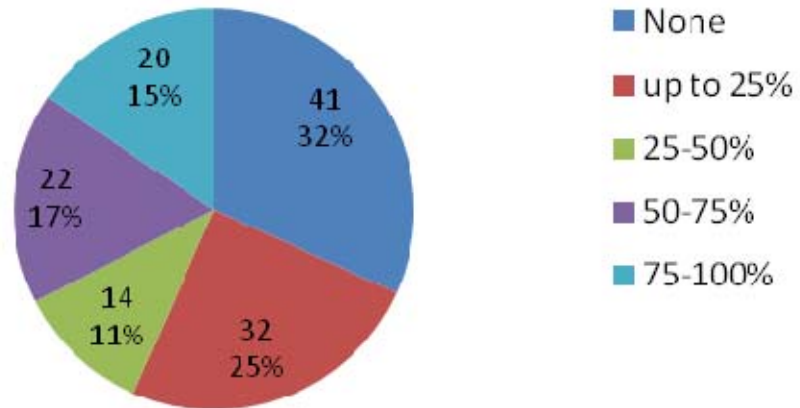


Figure 15

Question 28

What percentage of your cycling is primarily for leisure/recreation? (128 responses)

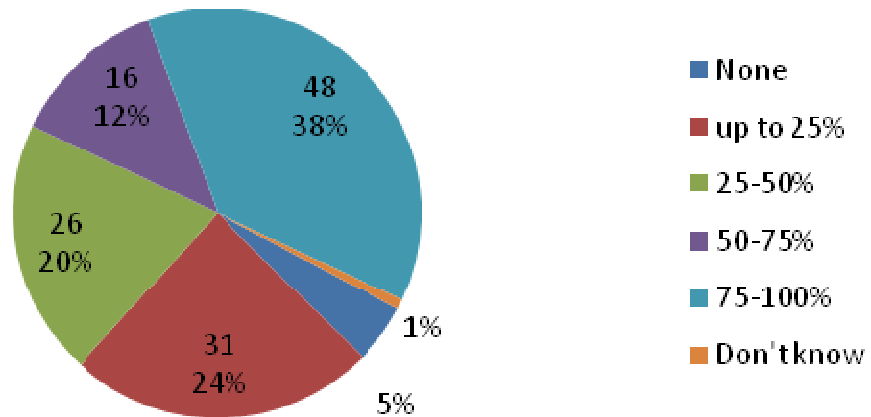


Figure 16

Question 29

What percentage of your cycling is primarily for fitness/exercise? (123 responses)

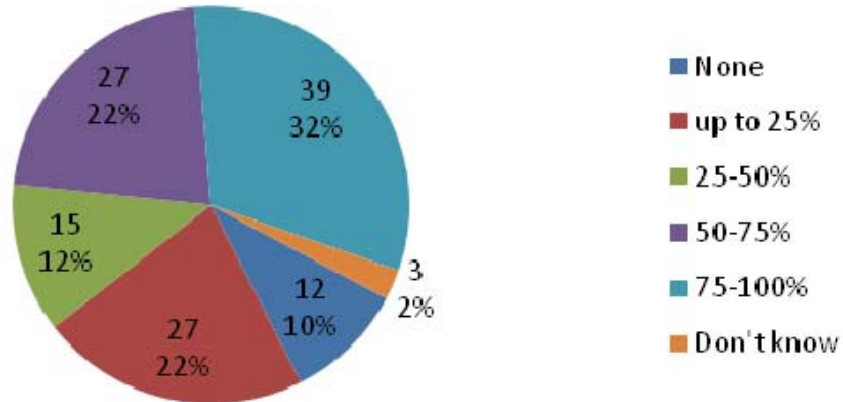


Figure 17

Question 30

Did you know that the Recycling Depot offers bicycle repairs? (125 responses)

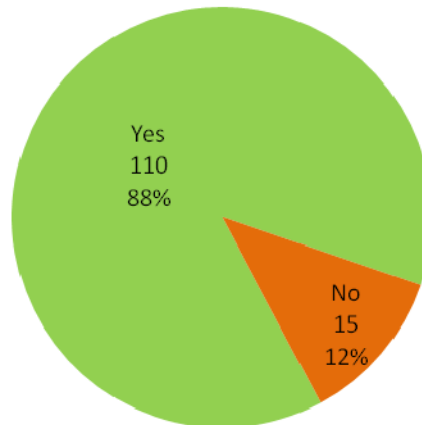


Figure 18

Question 31: Further comments and suggestions:

This was an open ended question soliciting a broad range of suggestions for enhancing cycling safety and participation. People also used this question as a sounding board for pet peeves and innovative ideas.

- I think cycling is much safer than it is perceived to be. However perception of risk is what stops many people. We need to take concrete steps to improve safety and ridership will increase
- I have cycled many times to and from the Ferry and on Pender itself... being somewhat experienced... I cringe every time I see tourists using the roads on Pender... the road/shoulder conditions are extremely poor... and are to the point that I don't enjoy travelling on them anymore!
- Pender Islands offer wonderful cycling for residents and visitors. However there are challenging hills and some areas with limited vision. These would be greatly enhanced by off road pathways or wider shoulders.
- For the most part drivers are respectful of cyclists, but areas mentioned are dangerous.
- Improve the roads and alternative routes for cyclists and pedestrians and more people will bike/walk
- I would be in favour of a tax levy for cycle trail construction.
- My priority has always been and still is, pilot projects - specifically Scarff Hill, Einer's Hill, and the Medicine Beach Hill. If MOTI won't build side-lanes there we should do it. In fact, we should be OCCUPYING MOTI offices to get some action.
- Tailgating has become a huge problem on the Penders - for cyclists, scooters, every form of trans.etc. - I always use 'lay-bys' or turnouts where available.
- People (all - not just tourists) drive way too fast for these roads. Nadia's (Nowak) comment a couple of years ago "Expect that when you round a corner here that you will meet a group of people with a baby carriage, groceries, a dog or two, and perhaps a gas can! Slow down! (my paraphrase - but a wise comment from her) BTW Thanks for doing this.
- Please do NOT add speed bumps. Instead add mirrors to improve visibility of cyclists, walkers and drivers.
- Increase speed warning signs with advisory of pedestrians and cyclists on the road.
- If budget permits, increase shoulder width on major roads.
- I did not know that the recycling center offers bicycle repairs until very recently. However, they do not have many supplies such as the adaptations I was looking for in order to make the handlebars and grips more comfortable.
- It was hard to answer part II of this survey as I don't nearly do as much cycling as I would like to. I used to exclusively cycle before moving to Pender, however, here I find it not possible without risking my life.
- The ReCYCLE Community Bike Shop has a bike mechanic on site two days a week (Sundays and Tuesdays). *(now 3 days a week!)* Services offered include: repairs, tune ups, safety checks, air and refurbished bikes for 'purchase by donation'.
- Bring an MLA and MP over to walk or cycle, preferably with either a stroller or a dog when a ferry comes in on one of the multitude of dangerous stretches of road.
- I would ride to Driftwood for errands if didn't have to be on paved road the whole time with cars and Scarff Hill. (if there was a trail from Shingle bay to Roe Mountain or Thieves Bay to Ketch somehow....)
- Did you know that recycling center sells BIKES? I have bought four there.
- I do not cycle at night and I doubt many do on Pender. That should have been a question.
- Speed bumps are very dangerous and impede emergency vehicles. They have been rejected in other areas for this reason.
- I ride my bike much, much less since moving from the city as I consider it quite dangerous to ride on Pender. There are so many blind spots on the road and vehicles move WAY too quickly to have time to react to cyclists. I think it's amazing that more cyclists are not seriously injured or worse.

- Bottom line for me is that Pender is neither safe nor particularly friendly toward cyclists and pedestrians. I would walk and cycle much more (daily in fact) if the roads included dedicated bike/walk lanes. And I believe that if the MAP recommendations are put into action, the island will attract more visitors and be vastly more attractive to locals and tourists alike who are looking for a greener Gulf Island and are enthused to embrace alternatives to a car dependent lifestyle.
- Attention needs to be paid to the small 2-4 inch deep "ditch" that is often present on Pender roads between the pavement and the gravel shoulder. This is extremely dangerous for cyclists as it can cause them to lose control of their bike as they move off the pavement, possibly causing them to be thrown into the path of a car. I suggest the road crew be asked to more frequently grade the shoulders to the same height as the road surface.
- I would greatly appreciate off road bike trails.
- More of us in MAP need to get on the roads as cyclists to make our presence known and to lead by example.
- Safety Issue: Keep vegetation (grasses, shrub, weeds) cut low along shoulders and road margins, especially along corners, increases safety by eliminating the need for cyclist to venture farther to the left onto the roadway (firsthand experience around G. Ross-Smith farm)
- I fully support safer waling cycling routes. I think more people would ride if they had access to electric or pedal assist bikes but they have been very expensive. I need a new battery for mine (\$400). It would be good if there was more incentive - breaks financially for folk to use them.
- Should have a tourist information booth near Ferry or Community Centre
- Stop sign at Canal road turn off
- Bike path for Einer's Hill
- Bike program where CRD buys bikes, paints them purple for Pender, red for Mayne, Green for Saturna, etc. and leaves them at the Ferry, Driftwood, Market and two or three covered spots in Magic Lake, at Hope Bay, at South Ridge and at the docks for tourists and locals
- My main point would be that it is dangerous to cycle here on Pender in the summer with the increase in traffic, without separate cycling paths or at least paved shoulders for cyclists to walk up the hills
- Definitely not speed bumps. Rumble strips in front of schools only
- Commission me to make a sign for cars driving off the Ferry saying something like, "Pender Island is a Bicycle Friendly Island"
- I cycled 30 years ago when younger, but too hilly for enjoyment. No traffic then.
- I cycled 40 years ago. sold my bike...too hilly
- If we really want to go green with less emissions, build a road from Magic Lake to Otter Bay Terminal. Think about it!
- The highways suck for drivers, walkers and everyone who uses them. The centre "yellow line" should be done every year!
- Well done with the survey - hope it achieves some tangible results like wider roads and slowing down the cars
- 3 way stop at Canal road turn off to South Pender.
- It is such a shame that one feels unsafe cycling in such a beautiful location. It would be great for so many reasons to see the island become more pedestrian/cycle friendly!
- It would be nice if there was a cycling lane from the Ferry to Magic Lake but this would require significant road widening
- Creating a bike/pedestrian route from the ferry to Magic Lake, or anywhere on the island would be a huge feature. It would be a major safety improvement and big tourist draw
- Another safety concern involves the resurfacing of roads. In some recent instances a form of loose gravel seems to be applied which is extremely dangerous to cyclists. This occurred last year on Canal Road (South Pender), South Otter Bay Road, and Hooson Road. The practice should be terminated because it makes the roads worse for cycling, not better.
- Using my bike for errands/shopping more as ferry and gas prices increase

- Shoulders are needed on nearly all the roads on Pender. Traffic is usually light, however, a lot of drivers do not give me enough room when passing.
- The ReCycle Store is a great addition to the Islands.
- Need a 3 way stop at junction of Canal road to South Pender
- Clean gravel off corner of Otter Bay and South Otter Bay Road
- Add big mirror at the corner of Canal Road turn off to South Pender
- Bike paths for recreation and commuting. Bike park for all ages
- Thank you for all the work on this important issue. I hope that soon we will all be saying, "I rode my bike here" with the same pride as we say, "I bought this at Nu-to-Yu."
- How about a 3 way stop at junction of South Otter Bay and Otter Bay road?
- How about a speed bump on Pirates Road?
- Both questions 4 & 9 refer to road "condition". I believe that the word "adequacy" should have been used. The condition of the main roads are fine but they are dangerously inadequate for pedestrians and cyclist because of their width, lack of shoulders and, in many places, lack of any space between road and ditch. Because of the ambiguity, I am not sure how valid the answers to these important questions will be. Otherwise, great survey great idea!
- Speed bumps in areas where the speed limit is 50 km/hr will lead to accidents, vehicle damage and dangerous conditions
- The most common excuse for not biking on Pender is safety. I think it is mostly a perception issue as stats don't show it to be that dangerous but anyway if we can separate the bikes and cars that will help.
- We need more separated cycling lanes on Pender. I am against any cycling in the Roe Lake National Park
- I would use my bike more if there was a good route...less hills.
- Cycling = pleasure, fitness, fresh air, sunshine, "ease"
- Pedestrian traffic should take precedence over bike traffic on the paths.
- BC ferries should promote bicycle use by lowering or eliminating bike fares.
- Bike paths should be beside the existing road and part of the public road system, not a private non-profit enterprise.
- Where applicable, put the paths on the ditches and put pipes in the ditches. Thank you
- I'll be using the Recycling Centre's bike repair services soon - hoping that he has e-bike experience/training.
- More support for the recycle bike repair option... More days? (*Laurie is now there 3 days a week*) More parts on-hand. My experience with Laurie so far has been great.
- Thank you for initiating the survey. I appreciate MAP.
- In front of the Library and Play School/Nu to Yu I recommend that the speed sign be closer to the junction as the driver's attention is drawn to the buildings on the left as you draw closer and you don't notice the warning sign. I've lived here for 23 years and it was drawn to my attention by a friend two year ago. The Play School is not visible from the road as the drivers approach it.
- Maps provided are terrible. Main roads are not noted as such.
- On Privateers road where road bends people seem to speed and I note that there are accidents around the bends.
- Home pick up of my bicycle for deliver to and from bicycle repair shop at recycling depot
- Yesterday I followed a cyclist approaching Scarrf Hill, barely making headway, wobbling and approaching a blind bend. The car in front passed on the blind bend and so did I, because it would have taken a long time to get a good look for approaching (opposing) traffic. This is dangerous and holding up vehicles causes pollution and inconvenience. Our narrow and winding roads do not suit cycling and never will!!! To think otherwise is pure folly. If Pender was as flat as Sidney with wide straight roads I'd be all for cycling and encourage it. However not on Pender. Please scrap these plans . Don't waste more time or money on it.
- Please improve road safety. Ideally a paved trail like Tofino area - near another national park-would be perfect here also.
- At the 3 way intersection where Canal road goes to South Pender there could be lane re-alignment and a yield sign installed

- Rather than speed bumps at the areas mentioned more and better signage would be good
- Designated bike lanes would be great and would greatly improve the perception of safety.
- A composting outhouse at Gowland Point would be great (all that water drinking).
- It would be great to have a car/truck share program on the Island. Or a registry of vehicle owners willing to share their vehicle (for a fee). I find I need a vehicle when visitors come, when I feel under the weather and cycling is hard or when I need to get large items kitty litter, bird seed, etc)
- No speed bumps! You cannot see them at night without street lights! It would be more dangerous for cyclists and vehicles.
- I think cyclists forget that road rules apply to them too.
- No speed bumps, the stop start is environmentally unfriendly...traffic circles OK No bike lanes please!
- Please generate more bike paths. The roads are not safe enough for our children so we can't bike much as a family
- The bike service at recycling is fantastic and much needed

Question 32

As a cyclist using BC Ferries, I most often: (57 responses)

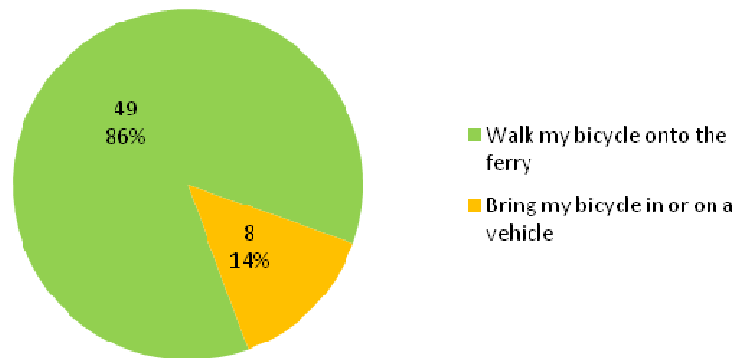


Figure 19

Question 33

When I walk my bicycle onto the ferry: (54 responses)

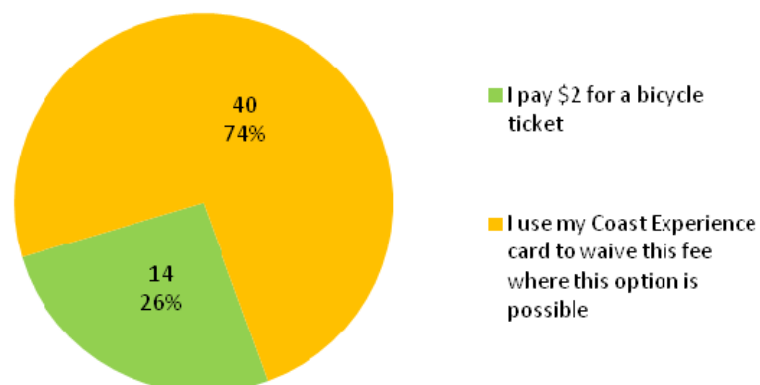


Figure 20

Question 34

Having this fee waived makes me more likely to ride my bicycle for off-island trips? (54 responses)

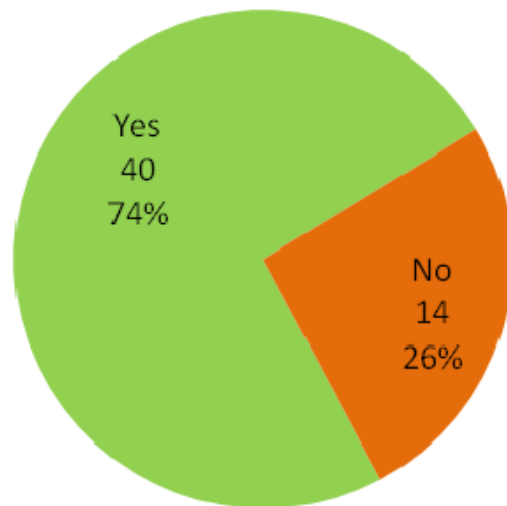


Figure 21

Question 35

Do you use the bicycle shelter at the Otter Bay Ferry Terminal? (56 responses)

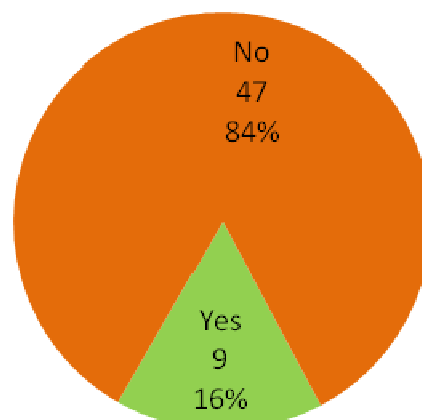


Figure 22

Question 36

Has the construction of the bicycle shelter altered your use of bicycle? (56 responses)

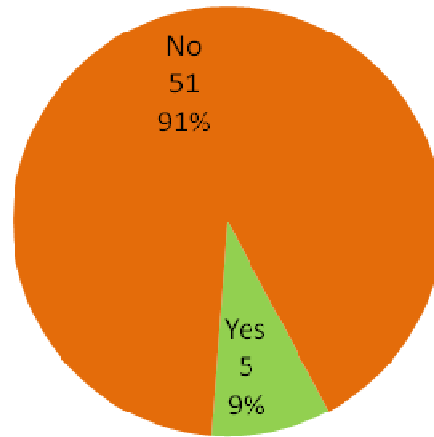


Figure 23

Question 37

At what terminals do you use a bicycle: (55 responses)

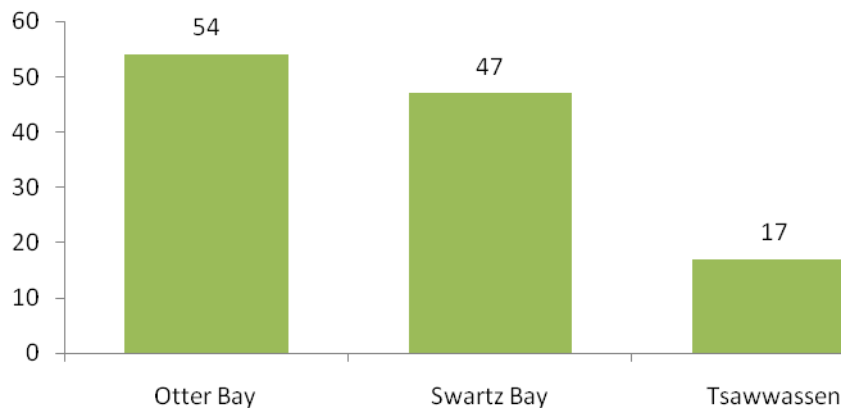


Figure 24

Question 38: Please rate your experience as a cyclist for the following terminals:

Otter Bay (54 responses) Table 17

	5	4	3	2	1	Average Ranking
Approach to boarding	17 31.5%	23 42.6%	11 20.4%	2 3.7%	0 0.0%	4.04
Directions, signage and embarking	16 29.6%	24 44.4%	10 18.5%	3 5.6%	0 0.00%	4.00
Waiting, holding area	16 29.6%	25 46.0%	11 20.4%	1 1.9%	0 0.0%	4.06
Bicycle parking at terminal	20 37.0%	15 27.8%	12 22.2%	2 3.7%	0 0.0%	4.08
Bicycle parking on ferry	4 7.4%	10 18.5%	16 29.6%	14 25.9%	9 16.7%	2.74
Help from crew if needed	10 18.5%	18 33.3%	16 29.6%	6 11.1%	2 3.7%	3.54
Unloading procedures	12 22.2%	19 35.2%	16 29.6%	5 9.3%	1 1.9%	3.68
Holding area after unloading	10 18.5%	15 27.8%	21 38.9%	6 11.1%	0 0.0%	3.56
Directions and signage onto roads	11 20.3%	16 29.6%	15 27.8%	6 11.1%	3 5.6%	3.51

Swartz (72 responses) Table 18

	5	4	3	2	1	Average Ranking
Approach to boarding	20 27.8%	28 38.9%	17 23.6%	7 9.7%	0 0.0%	3.85
Directions, signage and embarking	16 22.2%	30 41.7%	18 25.0%	5 6.9%	3 4.2%	3.71
Waiting, holding area	19 26.4%	24 33.3%	22 30.6%	3 4.2%	1 1.4%	3.83
Bicycle parking at terminal	11 15.3%	19 26.4%	16 22.2%	11 15.3%	1 1.4%	3.48
Bicycle parking on ferry	7 9.7%	14 19.4%	20 27.8%	14 19.4%	10 13.9%	2.91
Help from crew if needed	15 20.8%	22 30.6%	19 26.4%	8 11.1%	4 5.6%	3.53
Unloading procedures	14 19.4%	29 40.3%	20 27.8%	5 6.9%	1 1.4%	3.72
Holding area after unloading	10 13.9%	25 34.7%	22 30.6%	7 9.7%	1 1.4%	3.55
Directions and signage onto roads	13 18.1%	20 27.8%	23 31.9%	10 13.9%	3 4.2%	3.43

Tsawwassen (46 responses) Table 19

	5	4	3	2	1	Average Ranking
Approach to boarding	12 26.1%	18 39.1%	9 19.6%	6 13.0%	1 2.2%	3.74
Directions, signage and embarking	11 23.91%	17 37.0%	10 21.7%	7 15.2%	1 2.2%	3.65
Waiting, holding area	11 23.9%	18 39.1%	7 15.2%	8 17.4%	1 2.2%	3.67
Bicycle parking at terminal	4 8.7%	9 19.6%	14 30.4%	6 13.0%	5 10.9%	3.03
Bicycle parking on ferry	3 6.5%	6 13.0%	18 39.1%	10 21.7%	4 8.7%	2.85
Help from crew if needed	11 23.9%	16 34.8%	14 30.4%	3 6.5%	0 0.0%	3.80
Unloading procedures	9 19.6%	21 45.7%	13 28.3%	1 2.2%	0 0.0%	3.86
Holding area after unloading	6 13.0%	17 37.0%	14 30.4%	4 8.7%	0 0.0%	3.61
Directions and signage onto roads	7 15.2%	14 30.4%	17 37.0%	4 8.7%	1 2.2%	3.51

Question 39. Further comments and suggestions re: bicycles and BC Ferries (25 responses)

- Would like an easier way from Schwartz Bay terminal to bike path into Sidney.
- Usually a positive experience
- Bicycle lockers, as found at bus exchanges, could be provided at the ferry terminals.
- The cycle path on the Tsawwassen causeway should be outside the concrete barrier.
- I recently wrote a letter to BC Ferries re: a booth operator was rude to me when I went to the head of the line on my bicycle at Swartz Bay to 'pay'. She screamed at me to go to the back of the car traffic and wait my turn. I don't eat exhaust at terminals! A neighbor let me in and then she almost refused to serve me. BC Ferries hasn't gotten back to me, yet. (except an email validation of receipt of my letter) but I expressed that in 36 years of bicycle travel on BC Ferries I have never had such treatment (in fact I thank Ferry employees for their work regularly - as I do bus drivers) and that the tradition/custom has been priority to pedestrians and cyclists (not for scooters or motorcycles) If this is not a

protocol then information should be posted as to what is the protocol. I will get a response from BC Ferries (I'll wait till the end of May - then turn pit-bull terrier!)

- There should be no extra charge ... to encourage use
- Cyclist and driver education signage/literature on board .
- Dedicated bike parking area on board (may not be realistic given potential revenue lost)
- For cyclists safety, announcement by captain when arriving at Otter By (to cyclists) to wait until all traffic has departed terminal before proceeding to Pender destination and separate announcement to drivers and cyclists about how to share road
- Also literature and signage on board to become better educated regarding sharing of the roads
- Designated parking areas for bikes with ability to lock up bikes.
- The lack of bicycle facilities on ferries discourages bike use.
- It should not cost money to bring bikes on the ferry
- All ferries should have stable, secure, designated, on-board cycle storage facilities.
- Need tourist information center near ferry
- More covered cubicle sheds where people can lock their bikes. Bike path from ferry docks on islands to the centres of the island eg Community Halls, retail centers/docks etc.
- Years ago BC Ferries had a contest to design a bicycle storage spot on the Ferries. What was the outcome?
- Get the cyclists to pedal while on Ferry to save fuel. LOL!
- Generally the Ferries are OK and the staff have been pleasant to deal with. I find the approach at Swartz Bay to convoluted and inconvenient
- If there were bicycle facilities on the ferry paying \$2 would be reasonable, but as there are not, it's totally unfair. I resent paying it every time I take my bike on the ferry
- I think it is unconscionable to charge \$2 for bicycles but fail to provide space to put them. Riding bicycles should be encouraged by eliminating the fee or providing a properly designed and safe area for parking/storing bikes. I understand BC Ferries crew's frustration about bikes getting in their way but it is not the fault of cyclists!
- Bike racks at the bow of the Ferry
- The fees are silly, waste of time especially as it doesn't impact the carrying capacity at all !
- I find it surprising that the on-board facilities for bicycles on BC ferries remains so poor (non-existent). Compare them to those on Washington State ferries or the MV Coho!
- Cheaper rates for seniors
- Parking for large numbers of bikes should be convenient and adequate when needed. Eg collapsible rack could be made available when numbers are sufficient.
- Since we are paying for taking bikes on the Ferry there should be a real parking area for bikes on the Ferry, not all piled up together, jammed into corners. Some Ferries offer parking but is very limited.
- Waiting for Gulf Island ferries at Tsawwassen is a cold, wet experience when the weather is inclement. Need covered holding area.

Key findings: *While there is, for the most part, satisfaction with the actions of the Ferry staff to bikes there were consistent messages related to:*

- *Lack of adequate parking facilities for bikes on the Ferries*
- *Inappropriateness of the extra charge for bikes since they don't displace cars*
- *General lack of facilities for cyclists at terminals (eg, bike racks, covered areas etc)*

Acknowledgements: *MAP wishes to thank the sponsors of this survey, the Pender Island Community Service Society (Nu to Yu) and the Capital Regional District as well as the Local Trust Committee for their support and interest in the completion of the survey. Thanks go to Sara Craig at the CRD web desk for putting the survey online, to Sara Miles, Laurie Kay and Doreen Ball from the Island Tides, the Islands Independent and the Pender Post for their help in advertising the survey and to John Rowlandson and Brenda Guiled from Salt Spring Island who helped us in the development of the survey. Thanks also to Melody Pender and Andrea Pickard for advice and direction. Finally thanks to all members of MAP for their input into the development and distribution of the survey.*

APPENDIX 1: THE COMPLETE SURVEY

The Moving Around Pender Alternative Transportation Society (MAP) is conducting a survey of islanders and visitors about non-mechanized transportation issues. The project is being jointly funded by MAP, the Pender Island Community Service Society (Nu-To-Yu) and the CRD and has the support of the Penders' Local Trust Committees. The results are intended to help local, regional and provincial authorities increase pedestrian, cycling and motoring safety on the Penders as well as to decrease green house gas emissions as mandated by the CRD and the OCP. This version of the survey is for islanders – ie those making the Pender Islands home, be it permanently or for part of the year.

Part I is for all residents of the Penders

Part II is for those who have cycled on the Penders

This survey can be completed online at: www.crd.bc.ca/pendersurvey

Completing it online is preferred.

OR

This paper copy can be completed and left at the Talisman Book Store in the Driftwood Center, the Real Estate Office at the Driftwood Center or mailed to: Moving Around Pender, 3354 Port Washington Road, Pender Island, BC V0N 2M1

If you need additional copies please photocopy this one or request an extra copy from Peter Paré by e-mail at: peter.pare@hli.ubc.ca

Optional: To be eligible for prizes include your name AND phone number on the survey where indicated. Everyone who completes the survey and provides ID (except MAP members) will be entered into a draw for prizes.

PART I

1. I use the following forms of transportation on the Pender Islands (PLEASE RANK 1, 2, 3, etc.1-8 in order of 'most to least' used):

automobile ___ walking ___ bicycle ___ taxi ___ hitchhiking ___ motorcycle ___
car stops ___, boat ___ other (PLEASE SPECIFY) _____:

2. I would walk more on the Pender Islands if: (CHECK ALL THAT APPLY):
 I felt safer on the road
 there were **on-road** walking/cycling paths to important island destinations
(Ferry, Driftwood, Community Hall, Churches, Library, School, Health Center)

- there were **off-road** walking/cycling paths to important island destinations
- I had the time
- I had people/dog to walk with
- Other (please specify):_____
- I don't want to walk anymore than I do

3. I would cycle more on the Pender Islands if (CHECK ALL THAT APPLY):

- I had a better bicycle
- I had a less hilly route
- I had an electric-assist bicycle
- I knew there were outlets to plug my electric bicycle into when I reach my destination
- I felt safer on the road
- I could ride off-road
- I had the time
- I had people to cycle with
- I could park my bicycle securely at my destination
- I could clean up/shower at my destination
- I was older
- I was younger
- I was closer to work/school
- other (please specify):_____
- I don't want to cycle on the Pender Islands

My opinion of road conditions for pedestrians on the Pender Islands: (PLEASE ENTER A NUMBER BETWEEN 5 = EXCELLENT AND 1 – UNSATISFACTORY AFTER EACH STATMENT)

5 = excellent - 1= unsatisfactory;	
Condition of paved roads for walking	
Condition of unpaved roads for walking	
General pedestrian safety	
Speed limit compliance	
Driver courtesy	

4. Do you use the Pender Island car stops for transportation on the Pender Islands?
 yes no

5. If you have used the Pender Island car stops how often did/do you use them?

- less than once a month
- a few times a month
- 1-2 days / week
- 3-4 days / week
- 5+ days / week

6. If you don't use car stops or don't use them often what might make you use them more?

Comment (please print):

7. Would you use a bus if one was available for transportation between the Ferry Terminal, the Driftwood and Magic Lake Estates?

- Yes No

8. My opinion of road conditions for cyclists on the Pender Islands (PLEASE ENTER A NUMBER BETWEEN 5 = EXCELLENT AND 1 = UNSATISFACTORY AFTER EACH STATEMENT):

5 = excellent - 1= unsatisfactory;	
Condition of paved roads for cycling	
Condition of unpaved roads for cycling	
General cycling safety	
Road signs and directions	
Speed limit compliance	
Driver courtesy	

9. My opinion of amenities for cyclists on the Pender Islands: (PLEASE ENTER A NUMBER BETWEEN 5 = EXCELLENT AND 1 = UNSATISFACTORY AFTER EACH STATEMENT):

5 = excellent - 1= unsatisfactory;	
Maps and information	
General friendliness towards cyclists	
Bicycle security	
Places to shower/clean up	
Bicycle supplies and services	

10. My opinion of amenities for pedestrians on the Pender Islands: (PLEASE ENTER A NUMBER BETWEEN 5 = EXCELLENT AND 1 – UNSATISFACTORY AFTER EACH STATEMENT):

5 = excellent - 1= unsatisfactory;	
Maps and information	
General friendliness towards pedestrians	

11. The **3** pedestrian and/or cycling routes on the Pender Islands that I would recommend to others are:

(please print):

12. The one route I would most like to see improved and promoted is:

(please print):

13. To increase pedestrian and cycling safety on the Pender Islands, I recommend

(please print):

14. To increase pedestrian and cycling participation on the Pender Islands, I recommend:

(please print):

15. Would you recommend speed bumps? Yes____ No____

16. Your opinion on the construction of speed bumps at any of the following locations (PLEASE ENTER A NUMBER BETWEEN 5 = STRONGLY SUPPORT AND 1 = STONGLY OPPOSE AFTER EACH STATMENT):

5 = Strongly support - 1= Strongly oppose;	
Junction of Otter Bay and South Otter Bay Roads	
Einer's Hill on Bedwell Harbor Road before the Driftwood	
On either side of the Driftwood Center	
In front of the Community Hall	
In front of the Library/Nu to U/Play Group	
At the j3 way intersection where Canal Road goes to South Pender Island (near the school and medical center)	

OPTIONAL: PLEASE TELL US A BIT ABOUT YOURSELF

Name:

Phone number:

OPTIONAL

17. I am: female male

18. I am: 12 or under 13-20 21-35 36-50 51-65 65+__

19. On the Penders, I live at

- a. North Pender
- b. South Pender
- c. Magic Lake subdivision
- d. Nearest landmark/intersection (eg, Hope Bay, Poet's Cove etc)

(please print):

IF YOU HAVE CYCLED ON THE PENDERS IN THE LAST YEAR, PLEASE COMPLETE THE NEXT PART; OTHERWISE, THANK YOU FOR YOUR HELP.

PART II: FOR THOSE WHO HAVE CYCLED ON THE PENDERS IN THE LAST YEAR

20. Based on your own personal experience, do you consider cycling to be:

- Much safer than driving a car
- Somewhat safer than driving a car
- About as safe as driving a car
- Somewhat less safe than driving a car
- Much less safe than driving a car
- Don't know

21. The bicycle I now use is:

- owned borrowed rented

The bicycle I most often ride is (LIST TYPE):

(please print):

22. I cycle (PLEASE CHOOSE ONE):

- in all seasons, all weather
- in all seasons, fair weather only
- in warm seasons, all weather
- in warm seasons, fair weather only

23. During the time of year that I cycle, I ride on average:

- less than once a month
- a few times a month
- 1-2 days / week
- 3-4 days / week
- 5+ days / week

24. I use the following: (check all that apply):

bicycle helmet - always usually sometimes never

reflectors / lights- always usually sometimes never

dusk to dawn safety vest - always usually sometimes never

25. My cycling includes: (check all that apply):

- social rides with others
- mountain / off-road
- commuting
- shopping, errands, etc.
- touring
- recreational / fitness
- competition / racing
- other _____

26. What percentage of your cycling is primarily for utility (commuting, shopping, running errands)?

- None
- up to 25%
- 25-50%
- 50-75%
- 75-100%
- Don't know

27. What percentage of your cycling is primarily for leisure/recreation?

- None
- up to 25%
- 25-50%
- 50-75%
- 75-100%
- Don't know

28. What percentage of your cycling is primarily for fitness/exercise?

- None
- up to 25%
- 25-50%
- 50-75%
- 75-100%
- Don't know

29. Did you know that the recycling center offers bicycle repairs?

- Yes
- No

30. Further comments and suggestions:

IF YOU TAKE YOUR BICYCLE ONTO BC FERRIES, PLEASE COMPLETE THE NEXT PART; OTHERWISE, YOU'RE DONE. THANK YOU.

31. As a cyclist using BC Ferries, I most often (CHOOSE ONE):

- walk my bicycle onto the ferry
- bring my bicycle in or on a vehicle.

32. When I walk my bicycle onto the ferry (CHOOSE ONE):

- I pay \$2 for a bicycle ticket
- I use my Coast Experience card to waive this fee where this option is possible

33. Having this fee waived makes me more likely to ride my bicycle for off-island trips:

- yes no

34. Do you use the bicycle shelter at the Otter Bay Ferry Terminal?

- yes no

35. Has the construction of the bicycle shelter altered your use of bicycles

- yes no

36. At what terminals do you use a bicycle: Otter Bay Swartz Bay

Tsawwassen

Please rate your experience as a cyclist for the following terminals:

37. **OTTER BAY** ((PLEASE ENTER A NUMBER BETWEEN 5 = EXCELLENT AND 1 = UNSATISFACTORY AFTER EACH STATMENT):

5 = excellent - 1= unsatisfactory;	
Approach to boarding	
Directions, signage and embarking	
Waiting, holding area	
Bicycle parking at terminal	
Bicycle parking on ferry	
Help from crew if needed	
Unloading procedures	
Holding area after unloading	
Directions and signage onto roads	

SWARTZ BAY (PLEASE ENTER A NUMBER BETWEEN 5 = EXCELLENT AND 1 = UNSATISFACTORY AFTER EACH STATMENT):

5 = excellent - 1= unsatisfactory;	
Approach to boarding	
Directions, signage and embarking	
Waiting, holding area	
Bicycle parking at terminal	
Bicycle parking on ferry	
Help from crew if needed	
Unloading procedures	
Holding area after unloading	
Directions and signage onto roads	

TSAWWASSEN (PLEASE ENTER A NUMBER BETWEEN 5 = EXCELLENT AND 1 = UNSATISFACTORY AFTER EACH STATMENT):

5 = excellent - 1= unsatisfactory;	
Approach to boarding	
Directions, signage and embarking	
Waiting, holding area	
Bicycle parking at terminal	
Bicycle parking on ferry	
Help from crew if needed	
Unloading procedures	
Holding area after unloading	
Directions and signage onto roads	

38. Further comments and suggestions re: bicycles and BC Ferries:

(please print):

THANK YOU!

You may drop this survey off at the Talisman Book Store in the Driftwood Center, the Real Estate Office at the Driftwood Center or Mail to: Moving Around Pender, 3354 Port Washington Road, Pender Island, BC V0N 2M1

If you need additional copies please photocopy this one or send Peter and e-mail at:

peter.pare@hli.ubc.ca

You can also fill it out online at: www.crd.bc.ca/pendersurvey