

Potential MAP Actions Arising from the Suggestions:

The MAP Board could submit **an open letter** to the CRD and Island Trust emphasizing the urgency to improve shoulders, pull outs and signage because of the safety risks raised by Pender Islands' narrow roads.

MAP could **lobby for increased infrastructure** to accommodate electric cycles and vehicles including signage, bike charging stations, vehicle charging stations at the Community Hall and the Otter Bay and designated pull out areas on steep hills and dangerous corners.

MAP could organize and support an electric bike **club**. During the August discussions, there seemed to be little enthusiasm for an electric vehicle club. However, MAP could support the dissemination of **information** through panel groups, linkages to other EV organizations, brochures and movies (Sechelt EV Club example.)

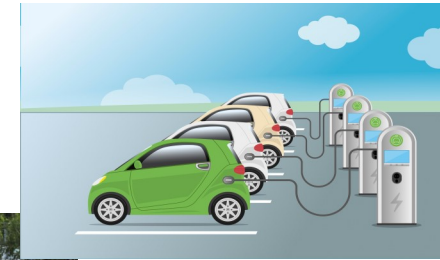
MAP could **work with the RCMP, insurance companies and other groups** to develop local brochures clearly stating the current rules of the road.

MAP could develop a comprehensive (evergreen) **5 year plan** for electric vehicles on Pender Island considering infrastructure, road improvements, pull outs, signage, charging stations etc.

MAP could actively pursue the purchase and operation of an **electric bus** for Pender Island.



What about Electric Vehicles on Pender Islands?



The Moving Around Pender Alternative

Transportation Society (MAP) initiated discussions about electric vehicles on the Pender Islands.

Not surprising, infrastructure, narrow roads, safety, signage, pull outs and environmental concerns were frequent issues raised. Many folk said that they really love their electric vehicles. Most predict that EVs will increase in the near future.

The Question – “What About Electric Vehicles on the Pender Islands?”

At the end of August 2020, the Moving Around Pender Alternative Transportation Society stimulated informal discussions about using electric vehicles on the Pender Islands. MAP’s objectives were to solicit opinions about electric car, bike, bus and other electric transportation uses on the Pender Islands.

A secondary question is the feasibility the Moving Around Pender Society supporting the formation of an electric vehicle use on Pender.

A good number of the comments received mainly from residents but a few from visitors. Through the Facebook and meeting format, there was little discussion about the formation of an electric vehicle club or the use of electric ‘non motorized vehicles.’”

There was more discussion about electric bikes on Pender Islands than other topics. Many folk were very enthusiastic about electric bikes. The overwhelming number of comments were about the poor or lack of infrastructure for cyclists on Pender. There were many comments about safety, the rules of the road, and how to navigate Pender’s narrow roads with limited shoulders and pull outs.

These discussions emphasized the continued need to lobby for better transportation infrastructure which accommodate cyclists and pedestrians in a safe and environmentally friendly manner. More education and signage about the rules of the road are required.

I recommend that MAP formally advise the Trustees, the CRD and MOTI that the transportation infrastructures of Pender Islands require attention, that the use of electric vehicles including electric bikes is increasing along with other vehicle traffic and that new signage and pull outs are required in the short term.

We do need to express appreciation for trustees who foresaw the evolution of electric vehicles and did enable a charging station at the Driftwood Center.



There are a good number of electric bike enthusiasts on Pender Islands.

Owners generally enjoy their electric bikes and some thought that they actually got more exercise because they got out more frequently.

Many of the discussions centered around the technical bike set ups, location of batteries, lights, carrying capacity and travel range.

Major concerns concentrated on the safety aspects of Pender’s narrow roads and the rules of the road. Lack of appropriate infrastructure appeared to be a significant limitation to electric bikes on Pender Island.

The Moving Around Pender Alternate Transportation (MAP) Questions

MAP posed two main questions,

“what could be done to assist the use of electric vehicles on Pender Islands?” and,

“What are the benefits and the limitations or restriction to increased electric transportation on Pender Islands?”

The Process:

MAP decided to initiate an informal discussion at the end of August 2020. Notes were posted on Facebook and a good number of responses were received. Several additional comments came through direct conversations with MAP members.

MAP also set up an information table at the Pender Island Farmer’s Market on Saturday August 29. In addition, MAP held an information discussion table and get together at the Community Hall on the afternoon of August 29, 2020.

The **Moving Around Pender Alternative Transportation Society** has been lobbying for alternatives to single use, fossil fuel vehicles since its formation in 2006.

Pedestrian and bike safety continue to be a major concern on the Islands as traffic of all sorts increase year after year. Along with increases in traffic come environmental costs, locally and within the larger environmental scales.

Pender roads were not designed to accommodate the current traffic nor were any considerations made for cyclists or pedestrians. Most of the road surfaces are too narrow with little or no shoulders which would enabling pedestrians or cyclist to escape vehicle traffic.

However, with a better infrastructure, Pender Islands could be ideal for electric vehicles with relatively short distances to services.

There are several economic and environmental reasons for driving an electric vehicle.

[Welcome to Moving Around Pender](#)

Web site:

movingaroundpender.ca/



The Victoria Electric Vehicle Association (VicEVA) reports:

For Vancouver Island and the South Gulf Islands, EV ownership increased 98% to 5,613 from 2,842 in March of 2019, with the highest EV ownership being in Saanich (1,291), Oak Bay(460) and the south island rural zones that include Mill Bay and Cowichan (440).

In terms of EV ownership per 1,000 population, Salt Spring Island retained the highest ratio at 21 EVs per 1,000 residents followed by Sidney at 14, and Central Saanich at 13 EVs per 1,000 residents.

The number of fully-electric vehicles in British Columbia rose to 29,385 by March 31, 2020 from 13,727 in March of 2019, an increase of 114%.

Benefits of electric vehicles include:

- No gas required. Electricity is largely less expensive than gasoline.
- Do not emit toxic gasses.
- The electric vehicle is easy to recharge.
- There is no need to lubricate the engines.
- Easier maintenance. Electric vehicles do not have a lot of moving parts in them.
- They are much quieter.
- They take advantage of kinetic energy in the braking process.

Current negatives of electric vehicles include:

- The initial investment is relatively expensive, although prices are coming down due to increased public demand.
- Greater limitation on long range travel.
- Limited infrastructure of electric charging stations.
- Time is required to recharge batteries.

While there are environmental benefits, the Pender Islands have unique challenges which include:

- Roads on Pender Islands were never intended to accommodate electric bikes, pedestrians, cyclists and vehicles at the same time.
- Shoulders are narrow, poorly maintained and certainly not suitable for cyclist traffic.
- Many of the road surfaces are rough and in need of improvements.
- There are several very dangerous curves and corners (“pinch points”).
- The rules of the road are not clear.