

Active Transportation Path

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Prepared by the Pender Harbour and Area Residents Association and the Pender Harbour Rotary Club with the support of the Pender Harbour Chamber of Commerce, Spring 2021

Overview

A short section of Garden Bay Road between Hospital Bay and Garden Bay Lake experiences unusually heavy traffic volumes due to multiple feeder roads funneling two way traffic into this “choke” point. The problems are:

- A dangerous, hilly, winding stretch of Garden Bay Road with limited visibility, no shoulders, a steep embankment one side and a drop off on the other side.
- Very busy with truck and other vehicular traffic as they transit to and from commercial businesses, population centres and nearby recreational opportunities.
- The only way visitors to the harbour arriving by boat can access Garden Bay Lake and other recreational opportunities in the area.
- Impossible, or at the very least inadvisable to walk towards Garden Bay Lake, facing traffic, as vehicles coming down the road must hug the right hand side for a blind right hand corner.
- With pedestrian traffic present, vehicles must drive in the oncoming lane to avoid them creating a recipe for disaster..

Lack of a multipurpose path creates a real hazard for tourists and locals who are forced to transit this area.

Problem Area



Solution

Solution

A widened and paved shoulder would facilitate (actually enable) walking and Biking traffic to and from these downtown Garden Bay and Hospital Bay Commercial Areas for inhabitants of residential and recreational areas such as Duncan Cove, Hotel Lake Resort, PODS, Irvines Landing, Garden Bay Lake, Sakinaw Lake, Bear Bay Road, Hammond Road, Katherine Lake Park and Panarama Drive.

Start at Dans Greens/Government Wharf



At Lyons Road Intersection – Looking up the hill



By the autocourt



1st Corner



2nd corner – mid hill



Straight section



Claydon Road Intersection



Hotel Lake Road Intersection – top of hill



Looking at Garden Bay Lake Pump House – proposed new paved path would join existing “ad hoc” dirt path at the pump house



What's Next

It is a relative short 680 linear meters of “widened and paved” shoulder required.

Very rough guess for entire section is \$90K with a plus or minus \$40K degree of confidence (around \$60 per square meter?)

First proposed step is to hire an engineer to design and price (Gas Tax?)

Hopefully MOTI, grants or more Gas Tax could fund the entire project