

# All Ages & All Abilities Active Transportation Network Plan

For the City of Summerside  
Final Report, March 2023



Prepared by:

**S.A.F.E.**

  
**Summerside**  
*Streets Are For Everyone*

# Our Plan's Scope & Reach

This document sets out the City of Summerside's All Ages & All Abilities Active Transportation Network Plan. The Plan is evidence-based concerning the needs of the current, and projected, active transportation users.

The Network Plan has been shaped and reshaped by feedback from over one hundred local AT users and supporters. It is also grounded in provincial and national guidelines and best practices. The added depth is guided by insights, questions, and observations gathered during public presentations and information sessions, including get-togethers with partners, planners, residents

attending Open Houses, service groups presentations, and face-to-face meetings including the Mayor, several councillors, the CAO, and Senior Management at the City of Summerside.

This AT Network Plan brings together the cumulative work of those early pioneers who developed the City of Summerside's first draft AT Plan in 2007, as well as other city documents that identified AT priorities thereafter, blended within the current priorities of the AT community.



## Endorsements

Our Active Transportation Network Plan and Cycling Without Age program are officially endorsed by:





## Who We Are

We are a group of Summerside and Area residents and visitors interested in creating safe and accessible streets for sustainable and active transportation within the City and surrounding areas. We have over 100 members. We are working to become a not for profit organization.

## Vision Statement

Summerside is an active transportation friendly city offering an integrated network of safe and accessible transportation choices for people of all ages and abilities.

## Mission Statement

SAFE Summerside Alliance promotes progressive, innovative Active Transportation policies. SAFE is committed to creating safe and accessible streets for all active transportation within the City and surrounding areas. We will collaborate with local municipal governments, businesses, and community members to develop strategies to reduce the barriers to active transportation while advocating for specific safe routes/pathways in Summerside and Area.

## Guiding Principles

- All people have the right to universal accessibility, safety, comfort, and intuitive transportation options on public streets.
- Robust active transportation networks correlate with improved public safety, physical and mental health, and reduced traffic congestion, and a reduction in the number of injuries and fatalities due to collisions between AT users and motor vehicles.
- Active transportation supports economic development, travel tourism, social interaction, and a sense of involvement/belong to one's community
- Active transportation users need to be prioritized and protected as vulnerable road users with protection from vehicular traffic on high traffic streets.
- Active transportation networks improve the safety of all road users, not just AT users, but also operators of cars, trucks, buses, and other motor vehicles.

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Questions? Comments? Email us at [together@safesummerside.ca](mailto:together@safesummerside.ca)



# Executive Summary

The City of Summerside has the potential to be a leader of Active Transportation in Canada. Our community already enjoys regional and national acclaim as a champion of renewable energy. Safe to say that “Green is Clean” would be a fitting mantra for Summerside and that Active Transportation itself being clean and green, enhances this vision.

Smart Energy and Smart Transportation can and should be linked as intimate partners.

But Active (Smart) Transportation in Summerside has a long way to go to catch up to Summerside's leading edge in Smart Energy. The S.A.F.E. (Streets Are For Everyone) Summerside Alliance believes that with the City's firm commitment to a long-term vision, backed up with smart planning, progressive policies, and a doable implementation plan, we can indeed catch up.

This AT Network Plan addresses challenges and identifies opportunities. Yes, it will take 15 years to fully realize the Plan's vision and mission, but with a patient, step-by-step approach, we will get there.

Addressing AT challenges demands a rational approach based on evidence. This plan, therefore, rests on statistical data, empirical evidence, comparative models, and authoritative infrastructure standards, all related to road safety and infrastructure. This knowledge has provided a toolbox of practical AT solutions to help build and improve the local AT network.

The AT Plan then drills down to details. It rolls out an itemized catalogue of specific street locations in the city that stand out as opportunities for AT infrastructure improvements. The list of locations is comprehensive and thus begs for smart prioritizing, that is, sorting projects into incremental bundles of *Now (less than 5 years)*, *Next (between 5 and 10 years)*, and *Later (10-15 years)*.

Naturally, all planning, policies, and priorities should welcome input from multiple perspectives. It also calls for close cooperation between SAFE's advocacy and the City of Summerside's elected and appointed leaders. This spirit of cooperation allows SAFE to understand and appreciate the many and huge demands placed on the City's capital and operating budgets by traditional infrastructure, be it pipes in the ground, catch basins, buildings, roads, parks, vehicle fleets, and recreation facilities.

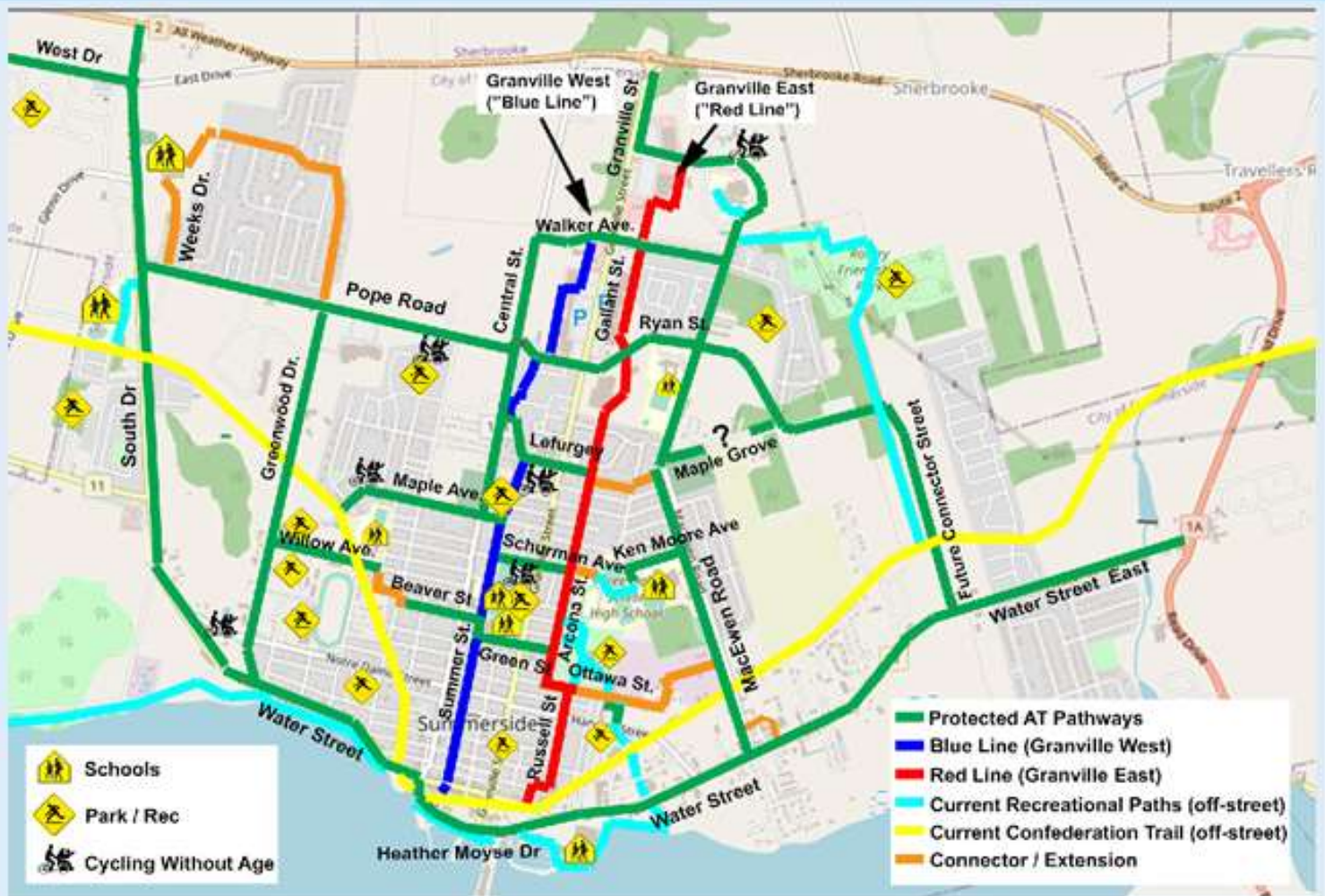
SAFE's goal would be to join the ranks of these “routine” infrastructure budgets. It warrants an active presence when Mayor and Council engage in their annual budget deliberations. SAFE understands, however, that to be privileged in City budget talks, also means appreciating Council's accountability for fiscal prudence spread over time, year-by-year. Incremental, steady steps are the only way to make this AT plan affordable and doable.

In sum, any responsible focus on public, urban streets must heed a philosophy that states *Streets Are For Everyone (SAFE)*. *The purpose of this Plan is to help direct and sustain community focus on Active Transportation, and keep that focus strong and steady, front and center.*

Working together, we will make it happen!



# The All Ages & All Abilities AT Network Map



## MAP LEGEND

|                                    |  |
|------------------------------------|--|
| <b>Protected AT Pathways</b>       | The majority are recommended on streets with high traffic volume; however, some are recommended on small sections of lower traffic volume to support vulnerable populations such as children, seniors, and people with disabilities. AT Pathways can be unidirectional (one way) or bi-directional (two ways). When we discuss each street, we provide our recommendation. |
| <b>Blue Line</b>                   | The name give to a series of low traffic volume streets (Arcona, Russell, Ottawa, Gallant, etc.) that travel parallel to Granville Street  |
| <b>Red Line</b>                    | The name give to a series of low traffic volume streets (Summer, Robinson, and Beaton) that travel parallel to Granville Street  |
| <b>Current Recreational Paths</b>  | The network of off-street recreational paths created by the city   |
| <b>Current Confederation Trail</b> | The Confederation Trail route throughout the city  |
| <b>Connector</b>                   | Streets that act as “connections” between other streets; they require no additional infrastructure aside from signage  |

# Proven Benefits of AT

## ENVIRONMENT



Reduce greenhouse gas emissions with the reduction in air pollution from fewer vehicles on the streets.

## SAFETY



Decrease pedestrian and cyclist injuries and deaths, which have accounted for 42 reported collisions in four years, and three deaths in the last three years in Summerside. Protects the most vulnerable road users (children, seniors, people with disabilities).

## HEALTH



More residents meeting the physical activity guidelines, lowering the chronic disease rates, including childhood obesity, while helping those living with chronic disease to better manage it.

## ECONOMIC



Increase in personal finances because of spending less for motor vehicle ownership and maintenance; opportunities for green business/tourism; customers spend more time/buy more when using AT; AT road construction creates more jobs.

## SOCIAL



Increase in social connections when residents are out walking or wheeling together; interact more with their neighbours; experiencing an increased sense of belonging & a more active and vibrant presence in their community.

# Did You Know?

67% of residents spend less than 15 minutes commuting to work.

93% use a car, truck, or van to commute to work or school.

(2021 Census)

An opportunity for Summerside to become a leader in active transportation.

## POTENTIAL



# 56% Are Ready

56% of the identified streets in this Network require no additional pavement and are ready to become a part of our Network.



# 80% Already Identified

80% of the streets included in this Network Plan have been identified in previous City of Summerside documents.



# Our Guiding Best Practice Guidelines



PEI AT Network Plan Guidelines (draft)



BC AT Design Guide

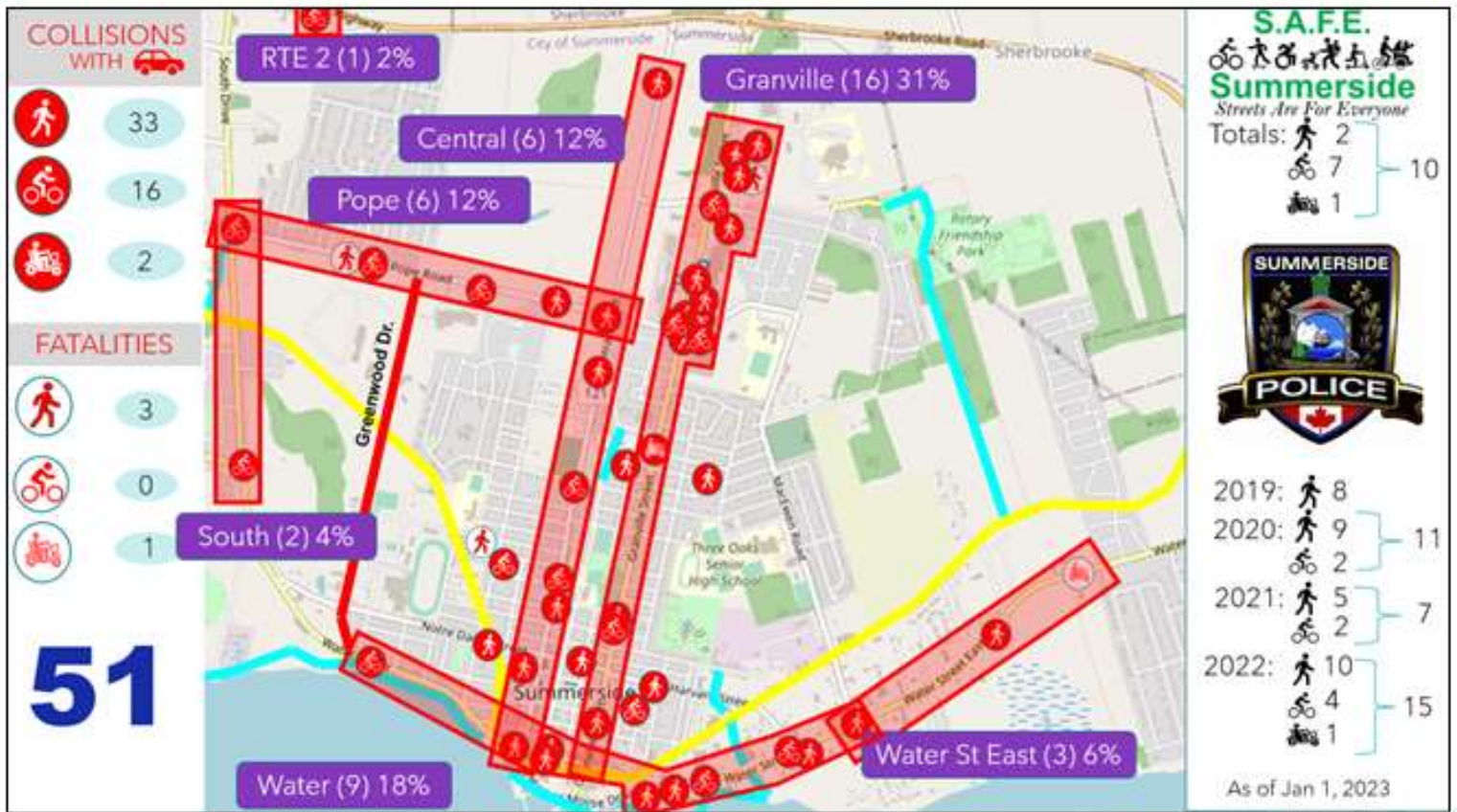


Transports Quebec



National Association of City Transportation Officials (NACTO)

# Collisions with Motor Vehicles on the Rise



## Our Collision Data Research

COLLISIONS ON THE RISE WITH



Collisions have doubled from 2021 to 2022. Three pedestrian deaths in the last three years, resulting in a fatality rate of 6.25 per 100,000, when Canada's fatality rate is 4.6 (which considers all motor vehicle fatalities) (Canadian Motor Vehicle Collision stats, 2020).

HIGH TRAFFIC STREETS  
HIGHEST RISK



86% of all Collisions in Summerside occur on high traffic streets.

NO SHOULDER  
COLLISION RISK 7x MORE



88% of collisions on high traffic streets occur on roads without shoulders.

TOO CLOSE FOR COMFORT  
INTERSECTIONS NEAR SCHOOLS



18% of collisions occur at intersections close to schools; 24% if we include Holland College.

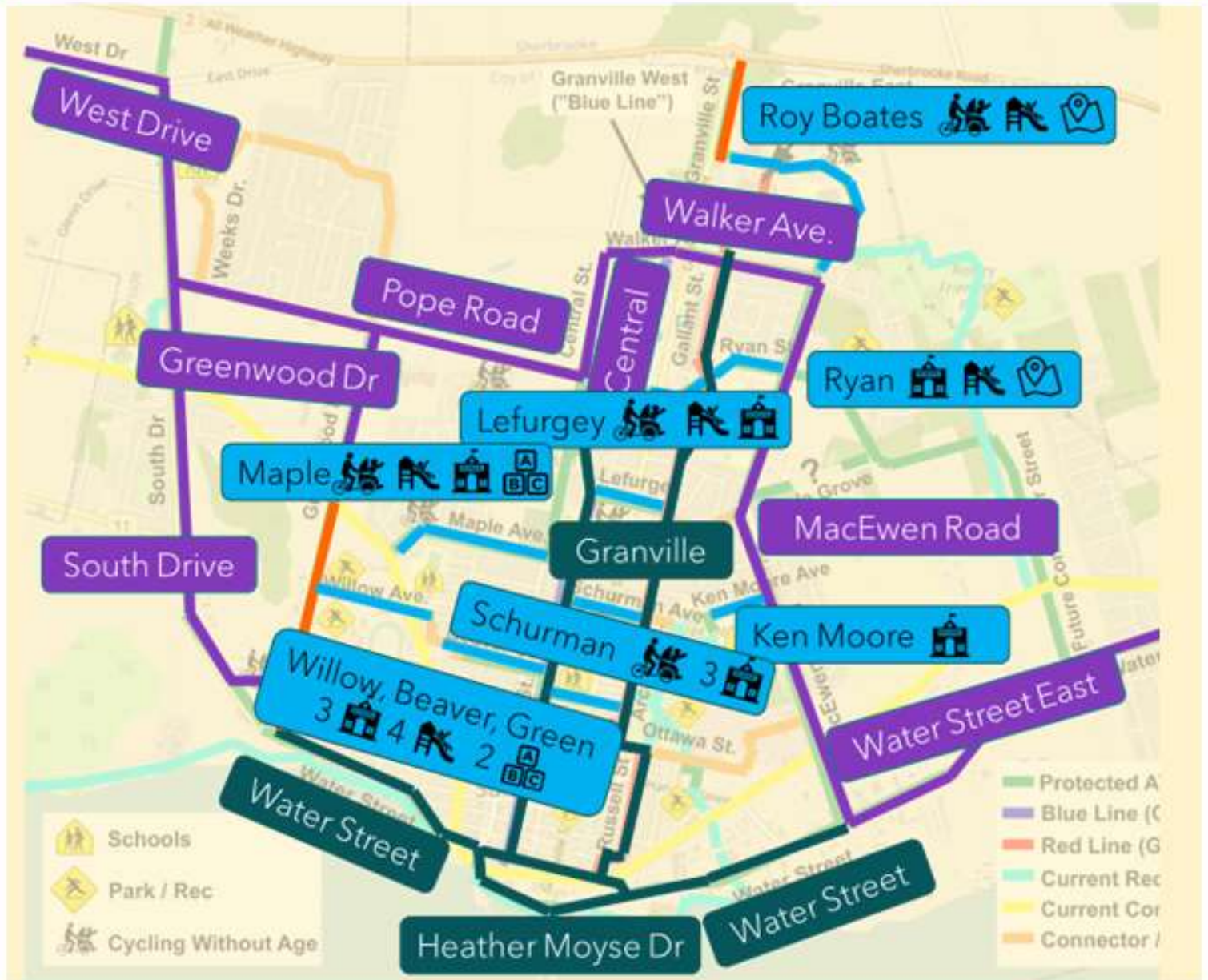
THE MOST VULNERABLE  
ARE AT RISK



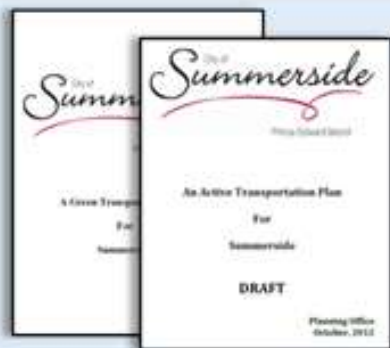
Seniors, children, and people with disabilities remain at a higher risk of injuries and fatalities in our city.



# Previous Streets Identified by the City



80% of Our Network Already Identified by the City



13.0 km



5.9 km



1.6km



5.2 km

# Where Street Safety & Reducing Emissions Collide

FIRST RESPONDER  
CALLS



37% increase in calls in last 5 year period (Sep 2022 Council Minutes)

NEW TRAFFIC  
TEAM



Introduced two-member team to deal with traffic safety concerns (Dec 2022 Council Minutes)

COLLISIONS  
WITH



Collisions are growing, doubled in one year. Three pedestrian deaths in the last three years.

SIDEWALK  
FEARS



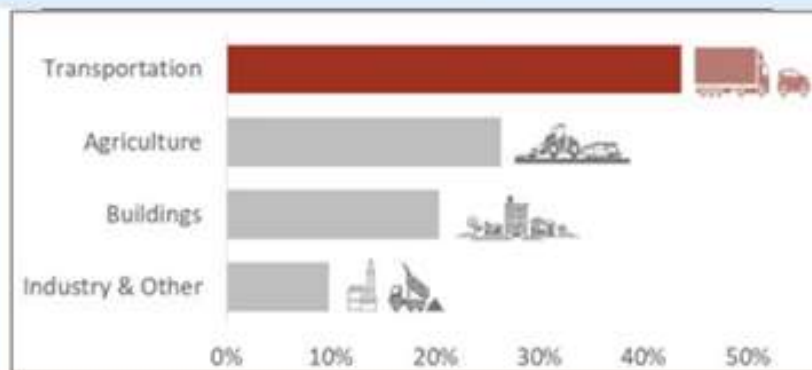
Growing number of seniors fear injury as more cyclists are bicycling on the sidewalks

SENIORS ADVISORY  
RECOMMENDS



The Committee recommends AT lanes (July 2022)

## Role of Transportation to Reduce Emissions



44% of all of PEI's GHG emissions come from the transportation sector (PEI Active Transportation Strategy) and the goal is to achieve net-zero emissions by 2040.



"Emission targets are unlikely to be met without a significant move away from motorized transportation... using one trip per day of AT will decrease CO2 emissions by .5 tons of per year per individual, which is a substantial reduction in per capita CO2 emissions. ... The finding that those who already cycled had 84% lower CO2 emissions from all daily travel than non-cyclists further shows the population benefits of travelling actively that already exist."

Journal of Global Environmental Change (2021)

# STANDARDS

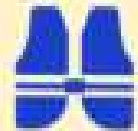
# Primary AT Pathway Design Characteristics

## HIGH TRAFFIC STREETS



Needs to provide a protected barrier that separates the AT user and the motoring public. This separation has been proven to reduce the number of injuries and deaths of the most vulnerable road users while increasing the amount of new AT users. Canada's National Active Transportation Strategy (2021-2026) states that 2.5 times more people become regular AT users with protected pathways. (p. 17)

## SAFETY



## NETWORK

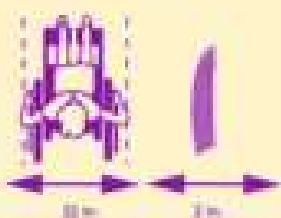


Needs to connect to a network. This network needs to be focused on frequent destinations such as employment, recreation, and shopping. A connected network also must focus on intuitive design (meaning: a straight line not going out of the way).

## INTUITIVE



## WIDTH



Needs to be wide enough to allow for various modes of AT to travel safely. We design roads for cars to be able to drive bi-directionally, then we need to design AT pathways so people in wheelchairs and other modes of AT can do so as well (instead of going on the grass or into traffic).

## ACCESS



## ALL-SEASON



Long term, AT needs to be available year-round. Ensuring year-round access provides equal access to transportation routes for people who do not own/able to drive a motor vehicle, or those who wish to remain car-free. Often we think of using AT as a choice but for a growing number of residents, AT is their only mode of transportation.

## NO CHOICE



## OBSTACLES & DEBRIS



Needs to be created without obstacles and regularly maintained. Because people who use AT are considered vulnerable transportation users, more care is required to properly maintain the AT pathways once created. Every single obstacle (storm drain, sand, gravel, etc.) is magnified for someone with a disability, and possess a serious risk of harm.

## MAGNIFIED



## Our Plan's Guidelines

We will our proposed guidelines in the pages that follow. It is not the intent of this document to produce a full package of guidelines but to highlight the priority guidelines. We would recommend seeking out assistance from our resource guides listed in Appendix 4 if questions arise from our recommendations or if you are seeking out other standards we have not listed.

# AT Network Design Standards

## 1.0 Facility Definitions

**1.1 Protected AT Pathways** (sometimes called Bike Lanes or Cycle Tracks) are physically separated from the adjacent travel lane, achieved by using modular concrete curbs/parking spots or concrete planters with flexible bollards. With a large buffer, grass or plantings (trees, shrubs) can also be used. Protected AT Pathways are best suited for roads with high traffic volumes, but also may be used to provide increased safety in areas with a high proportion of vulnerable users (seniors, children, people with mobility issues or people with disabilities).

### Examples of Protected AT Pathways in Canada



Clockwise: Winnipeg, Hamilton, and two images of Halifax. Note the combination of modular concrete, or concrete planters, and bollards. (Sources: National AT Strategy and Globe and Mail)

# AT Network Design Standards

**1.2 AT Routes** are defined as a designated facility where AT users share the space with motorized vehicles. This provides a painted barrier between the dedicated space for people using AT and the adjacent travel or parking lane. A painted stencil of AT users is marked in the center of the lane. AT Routes are best suited for 40 to 50 km/h roads with low to moderate traffic volumes.

## 2.0 Facility Guidelines

### 2.1 Protected AT Pathways

#### 2.1.1 Unidirectional or Bidirectional

Protected AT Pathways can be one-way (unidirectional) or two-way (bidirectional). Greenwood Drive is an example of a bidirectional AT Pathway, providing two lanes of AT traffic on the same path. Whereas unidirectional provides one lane or traffic movement in one direction. There are several factors to consider when making this decision.

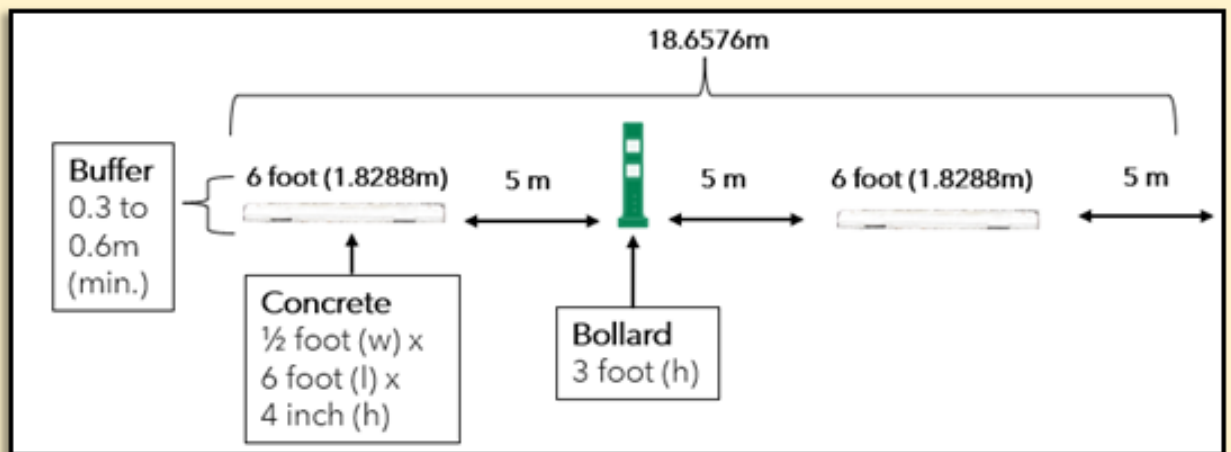
| Summary of Key Decision Points   | One Way | Two Way |
|--|---------|---------|
| Easier to Extend   | X       |         |
| Best with Few Intersections  |         | X       |
| More intuitive   | X       |         |
| Limited access to destinations on the other side   |         | X       |
| Contraflow movements may pose a collision risk when vehicles do not look for people approaching from contraflow position |         | X       |
| Some research reports higher collision rates   |         | X       |
| More cost-effective if the shoulder of the road already meets the recommended width                                      | X       |         |

We recommend unidirectional AT Pathways on the majority of AT Pathways because of (1) cost, (2) safety, and (3) more intuitive; however, streets like Pope Road, Water Street East, and West Drive could benefit with a bidirectional.

# AT Network Design Standards

## 2.1.2 Protected Pathways

Our initial recommendation is to include two six foot modular concrete stops, and one reflective bollard, for every 18 meters of protected AT Pathway. These barriers have a number of benefits. They provide an inexpensive buffer solution that have a high level of durability, an effective solution when minimal buffer is available, and can be adjusted to provide more/less level of continuous separation as deemed necessary as needs change over time. These protected barriers also provide an opportunity to create flexible AT Pathways network throughout the city, while allowing for barriers to be removed for winter (as is the city's current practice) or repaired easily. A more permanent year-round solution, or a fully protected barrier, may be required as we proceed as the volume of AT usage grows, and if the reported collisions between pedestrian/cyclists and motor vehicles are not reduced.



## 3.0 Lane Widths

The width of an AT Pathway is the key to accessibility and inclusion. A variety of modes of active transportation are used throughout the city, and considering our aging demographic, the use of adaptive or e-powered mobility scooters and e-bicycles will only rise for residents and visitors. The following lane widths are designed to provide safe and accessible access to the AT Network:

| Description of Lane       | Lane Width             | Buffers                |
|---------------------------|------------------------|------------------------|
| One-lane (unidirectional) | 5.9 ft/1.8 m (desired) | 1.9 ft/0.6 m           |
|                           | 4.9 ft/1.5 m (minimum) | 0.9 ft/0.3 m (minimum) |
| Two-lane (bidirectional)  | 9.8 ft/3.0 m (desired) | 1.9 ft/0.6 m (desired) |
|                           | 7.9 ft/2.4 m (minimum) | 0.9 ft/0.3 m (minimum) |



# AT Network Design Standards

## 4.0 Obstacles

AT Pathways need to be free from obstacles. Some obstacles will be caused by weather conditions such as tree branches, fallen leaves, or dirt. We recommend a maintenance schedule to sweep AT Pathways more frequently than usual city streets. A fallen branch or dirt can hide other obstacles such as glass or rocks that would pose a serious risk to the AT user.

Great care needs to be taken when considering the placement of AT Pathways directly on top of storm drains or sewer hatches. We recommend to not place AT Pathways on storm drains or sewer hatches; however, if that cannot be avoided because of the high costs of restructuring a drain/sewer system, we recommend the following steps involved in decision making:

- Installed flush with the pavement
- Regular monitoring of the area and “level-up” the pavement when needed to make it flush
- In the case of storm drains, installed perpendicular to the flow of AT traffic

Without adhering to these standards, an AT user’s wheel can be lodged into the storm drain and their body thrown off the bicycle (or walker or baby stroller), face-first onto pavement or into traffic.

It is important to note that obstacles are magnified for people with disabilities.

“These obstacles can pose serious risks to active transportation users, particularly for people with disabilities, older adults, cyclists, and skateboarders”  
PEI AT Network Plan, Page 29



“For people with disabilities, who often ride motorized wheelchairs or recumbent trikes like myself, we are more likely to hit storm drains. Consider that a recumbent trike has a 3x multiplier to hit any obstacle on their lane. We must swerve deeper into the traffic.”

Dan Steele, Organizer and Cyclist, Pedal for Parkinson’s Annual event which is hosted in Summerside

## Examples

**Pope Road**  
installed perpendicular to the flow of AT Traffic.



**South Drive**  
installed parallel to the flow of AT traffic



**Water Street**  
“leveling up” but could be more parallel





# AT Network Design Standards

## 5.0 Paint

While paint does not have the physical attributes to protect an AT user, it does provide both awareness/education of a shared roadway, and has been found to have a safety impact when incorporated within a connected, and best practice AT network.

### VISIBILITY



Improves the visibility of the person in the AT lane .

### PARKING



Helps to reduce the likelihood of a motorist parking on the AT pathway.

### MOTORISTS



Motorists are more likely to proceed with caution when intersections are painted and identified as an AT route.

### DEFINED



Creates a defined space for AT users and a network AT users trust has been designed to meet AT standards.

### CONFLICT



Helps to reduce potential conflicts between motor vehicle users and AT users.

## Creating a Defined Space



Paint can provide a defined space for safe AT users when there is not a lot of space available.

## "Bike Box"



A "bike box" can sit in front of the motor vehicles providing a safe space for left turning AT users. We are recommending a similar design with a "bike box" at the Water/Granville intersection.

## Flow of Direction



There is no question about "who" has access to the lane and the flow of traffic on this route.

# AT Network Design Standards

## 6.0 Signage

Signage serves as both an awareness and education tool when considering AT. Also, of course, it helps to provide directions to streets with designated spaces for AT users.

While it is custom to call AT Pathways to be called “bike lanes” and place a bike lane sign on a route, we recommend an appropriate sign as illustrated in this conceptual image (on the right) be placed at the entrance to all AT Pathways, and at the midpoint if the street is longer than 500 meters.

We also recommend wayfinding signs that will help to direct AT users to designated AT pathways around the city. These are key for visitors and more vulnerable people:



Signs have also been found to be successful in educating the public on desired behaviours. Here are some signs in Summerside that are used to educate as well as a City of Edmonton used to remind AT users to ring their bell if they are passing another AT user (while educating the AT user that passing occurs on the left).



# Bicycle Parking

Over 90% of SAFE Summerside members report that Summerside needs more bicycle parking. However, as the cost of bicycles grow, and with the popularity of e-bikes and e-scooters, secure parking and bicycle storage becomes critical. Potential AT users are not using their bicycle for short trips because of a lack of safe bicycle storage. In short, AT users are looking for bicycle storage to protect them from theft, vandalism, and inclement weather.

## Bicycle Lockers

The lockers are designed to hold one bicycle each, as well as gear such as panniers, change of clothes, etc. The AT user brings the U-Lock.



A commuter demonstrates how to use a bike locker

## Bicycle Corrals

Summerside has one bicycle corral (that is also sheltered) at Parkside Elementary School. Throughout the world, bicycle corrals use one street parking space, that fits up to 14 bicycles, and is removed for winter ploughing. They are usually installed near the intersection to be relevant to as many destinations as possible. The fact the roadside is being used allows bicycles to be seen in full public view—a deterrent to theft and vandalism.



The City of Toronto has two bicycle corrals.

## 2 Keys



High Traffic Area in order to discourage vandalism and theft



Overhead Shelter to protect bicycle from the damage of from the inclement weather as the precipitation and cold weather can damage bicycles



Bike Lockers at Champlain Mall (Dieppe, NB)

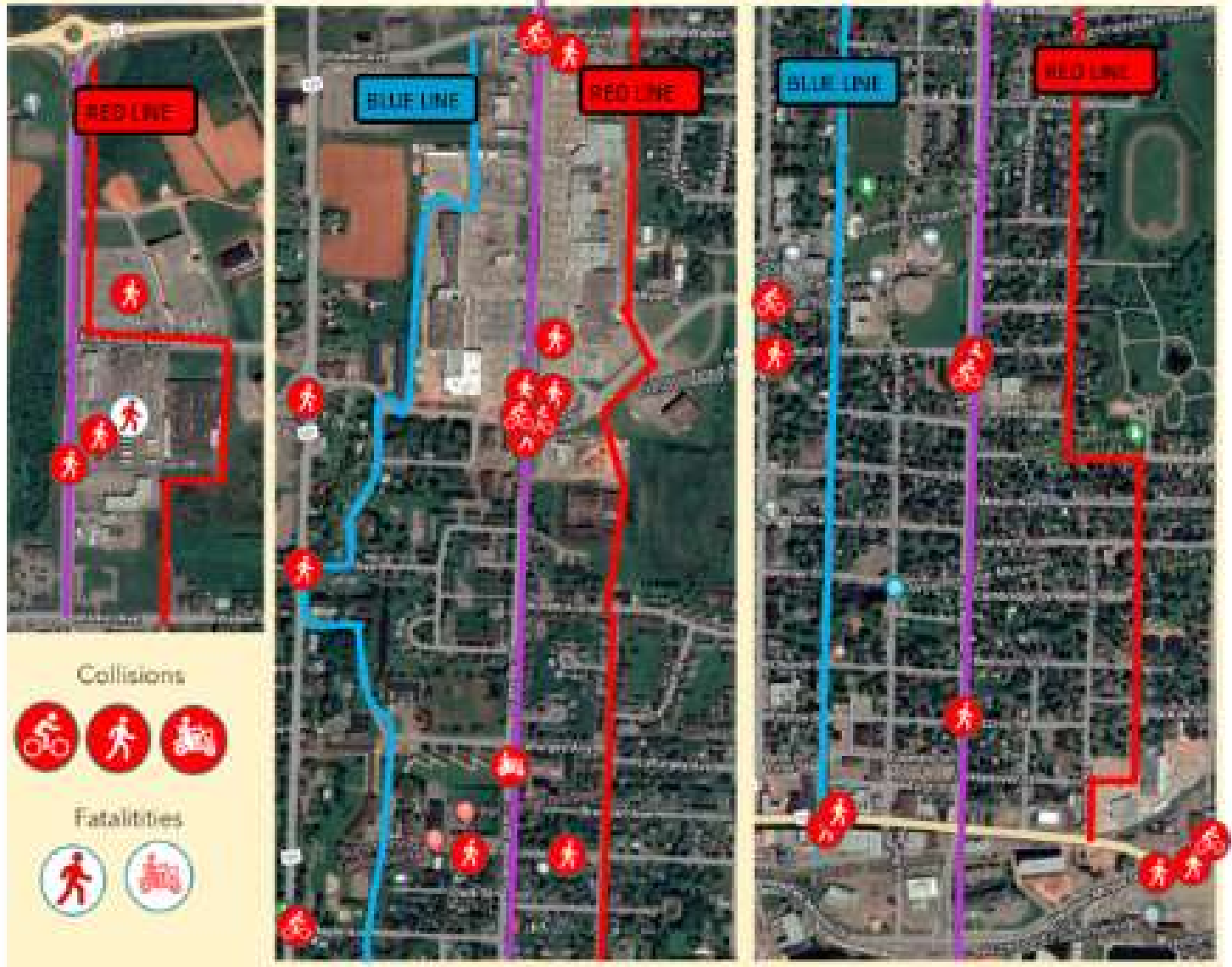


Sheltered Bicycle Corral at Parkside Elementary School



**STREETS**

# Granville Street



## Key Facts & Recommendations

We created two low traffic AT routes that travel parallel to Granville, one on the east ("Red Line") and one on the west ("Blue Line").

As collisions between pedestrians/cyclists with motor vehicles on Granville Street represents 31% of all collisions, the creation of these safe routes, combined with education and awareness, will be one key as we move forward.

We recommend five safe connections to cross Granville Street intersections:

- Granville/Walker (2% of all collisions)
- Granville/Ryan-Pope (12 % of all collisions in Summerside)
- Granville/Lefurgey (2% of all collisions, key route for seniors)
- Granville/Schurman Ave (key route for seniors and children)
- Granville/Green (4% of all collisions, key route for children)

## Risk Factors

31% of Collisions

2nd Highest  
Traffic Street

Intersection Risks

# Pope Road



## Key Facts & Recommendations

## Risk Factors

Pope Road is the primary transport route for two schools (Greenfield and Ecole sur Mer), three daycares (Precious Lambs, Rainbow, and Ecole sur Mer), the GST Centre, one manor (Andrews of Summerside), Summerside Business Park, Credit Union Place, a funeral home, two car dealerships, and the Salvation Army. It is also the only street that connects St. Eleanor's to uptown.

12% of Collisions

3rd Highest Traffic Street

No Shoulder

Pope Road has been identified by the City of Summerside in two previous draft AT Plans, as well in their Dec 2022 application to the PEI AT Fund.

We recommend a north bi-directional AT Protected Pathway, which may be divided into three phases:

- Greenwood to Central (0.9 km, 0 km ready)
- South to Greenwood (0.9 km, 0 km ready)
- Central to Granville (0.4 km, 0 km ready)

Collision data would significantly increase if we counted Pope/Granville intersection which would then bring Pope to 24% of all collisions.

## In Their Own Words



"An AT system needs to be connected to where people need to go and enjoy going to: work, recreational spaces, shopping, schools, etc. It needs to be visible, accessible, safe and taken care of. Many times when I travel around Summerside, I see the side of the roads littered with debris that make biking dangerous, and areas where sight lines are poor. Often areas I need to go through are high traffic with distracted drivers. The high curbs on sidewalks are dangerous. Often roads narrow quickly."

Dr. Doug Carmody (Summerside)

# Water Street



## Key Facts & Recommendations

Water Street has areas of no shoulders, four intersection risks, and accounts for 18% of total pedestrian/cyclist collisions with motor vehicles. In addition to the creation of an unidirectional AT Pathway (Heather Moyle Drive to MacEwen Road), we recommend:

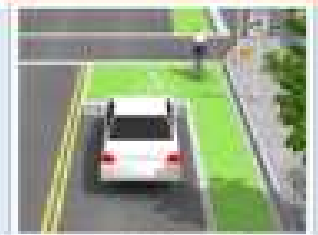
- 1 Education and signage at Summer/Water Street;
- 2 Bike Boxes at Heather Moyle/Water and increase the shoulder width by utilizing greenspace between south parking lot and Water Street (100 m);
- 3 Create an AT path "cut through" the sidewalk extension while creating a pedestrian island as the current traffic calming measure on Water/Autumn has taken out the shoulder; and
- 4 Increase shoulder width between Harvard to MacEwen (400 m), including the Harvard/Water intersection.

## Risk Factors

18% of Collisions

5th Highest Traffic Street

Intersection Risks



Conceptual image of a "Bike Box"

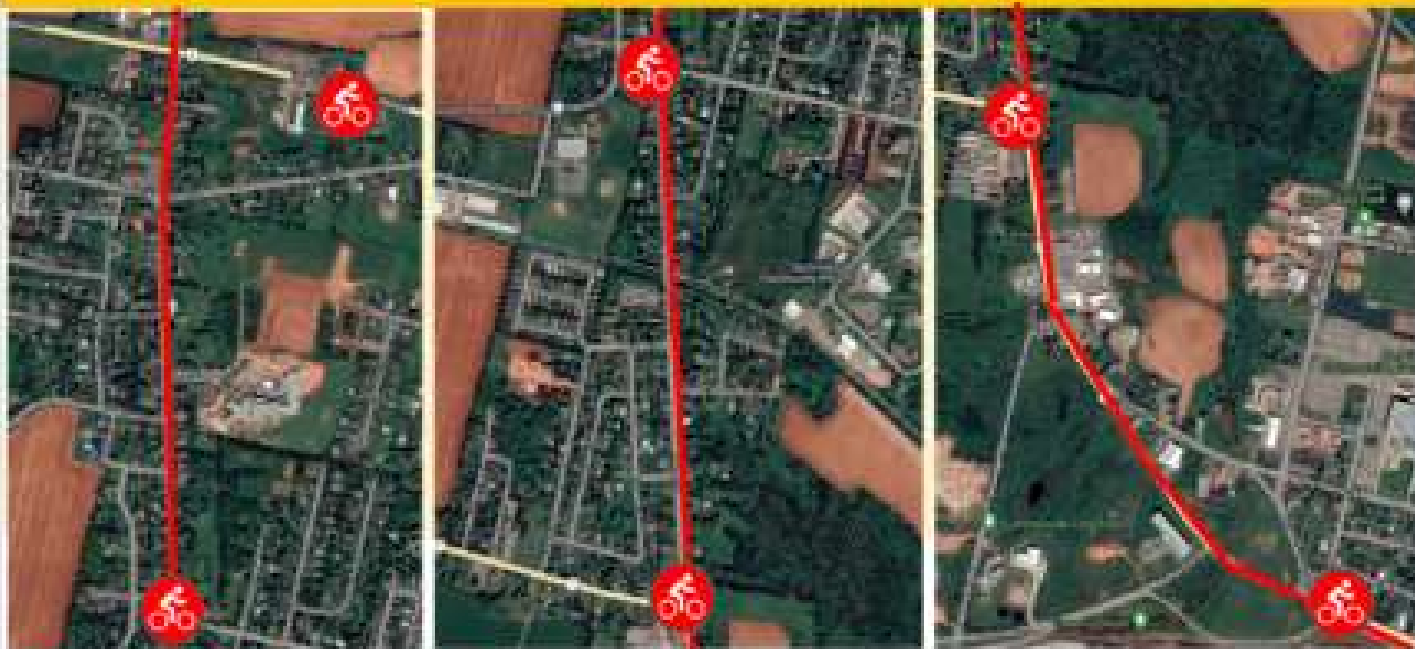
## In Their Own Words



"There is a relationship between the physical design & layout of communities - the "built environment" and the health of people living in them. Data suggests Active Transportation can improve our health & the health of our community. Healthy community lowers health care costs. The more we move the better we feel. The better we feel the more positive we become, helping to increase Summerside's positive vibe & our Summerside Pride! . . . Summerside can use AT to help grow our position as a most active healthy community. Together we can."

Bill Schurman (former Director of Community Services, City of Summerside for 20 years)

## South Drive



Cyclist Collision



Pedestrian Collision



Pedestrian Fatality

### Key Facts & Recommendations

South Drive has 3 km of width on each shoulder that already meets the standards for a one-way AT Pathway (there is approx. 400 m requiring an increase in width). As a key transport route, it was recommended by the City of Summerside in their two previous AT Plans and it boasts the city's 4th highest traffic volume. We recommend an unidirectional AT Protected Pathway, which we break down into two phases:

- Route 2 to Pope Road (1.2 km, 1.2 km ready)
- Pope Road to Greenwood Drive (2.2 km, 1.8 km ready)

### Risk Factors

4% of Collisions

4th Highest Traffic Street

Major Route

### In Their Own Words



"My days driving a motor vehicle have come to an end. I made the decision to voluntarily stop driving for the safety of everyone. I would like to know that our government officials at all levels want to see me and others like me continuing to maintain some level of health maintenance through preventative health measures like active living, something that I have been aggressively promoting since I was first diagnosed with PD over 13 years ago."

Dr. Dan Steele (Cornwall, former Summerside resident)



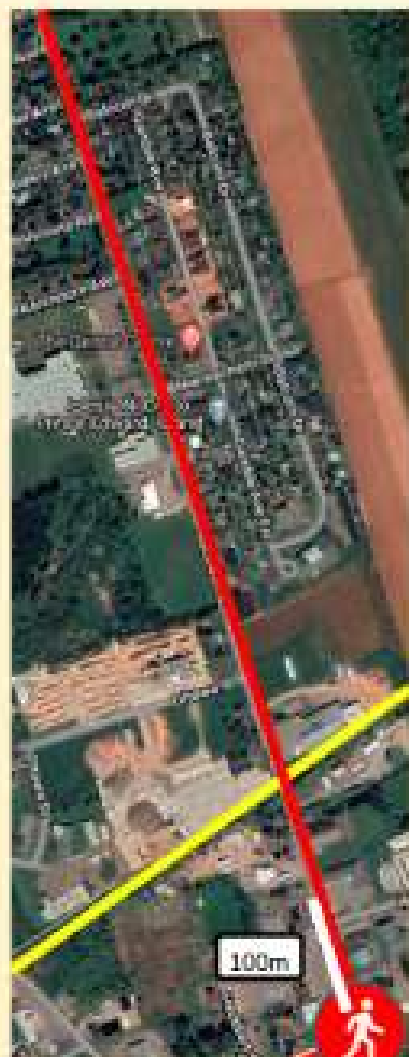
# MacEwen Road

## Key Facts & Recommendations

As the primary connector to two schools (Three Oaks and Athena), PCH, Summerset Manor, and uptown and downtown connections, it is the City's 6th highest traffic volume.

We recommend the following:

- An unidirectional AT Protected Pathway from Ryan to Water (2.0 km, refer to the white lines highlighting areas of increased width that are required) (Note: westbound AT traffic to use Wyatt Cres.);
- A bidirectional AT Protected Pathway on the east side from Ryan to Frank Mellish (0.6 km, green line); and
- A Protected AT pathway be added from the Ryan/MacEwen intersection as there is no shoulder (see photo below). A solution is to either replace the current sidewalk with an AT Pathway or to place the AT Pathway where the sidewalk currently is, and build a new sidewalk on the opposite side of the utility poles.



Cyclist Collision

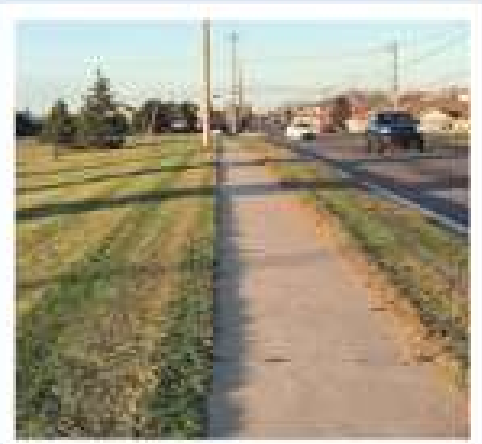


Pedestrian Collision



Pedestrian Fatality

The 100m with no shoulder in front of Athena



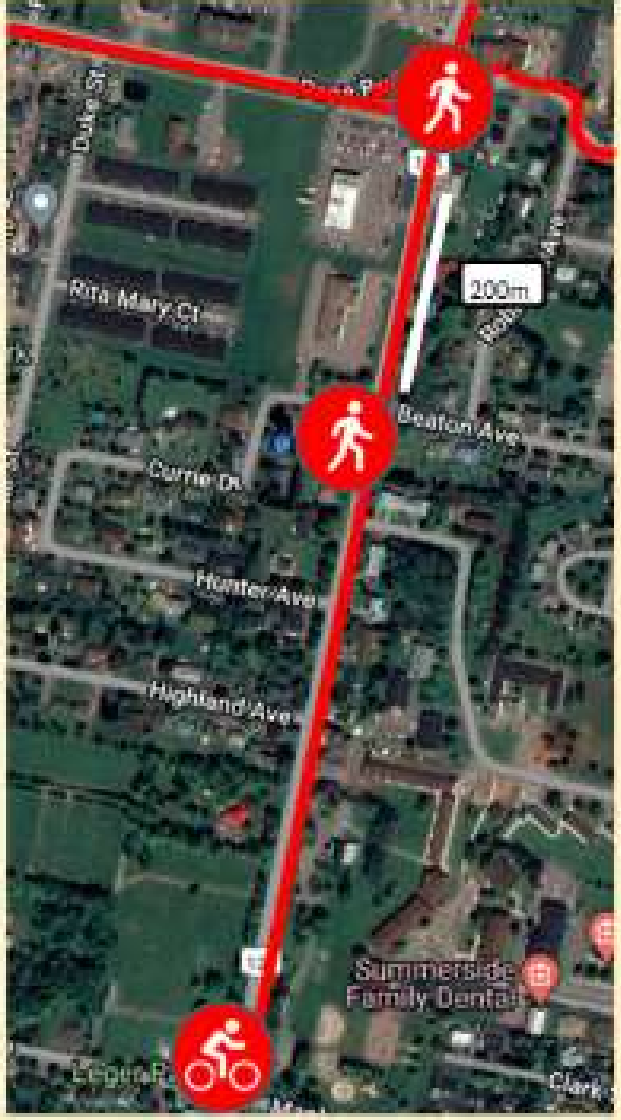
### Risk Factors

2% of Collisions

6th Highest Traffic Street

School Risk

# Central Street



Cyclist Collision



Pedestrian Collision

## Key Facts & Recommendations

Central Street from Walker to Maple Ave is wide enough to create an AT Protected Pathway. It was recommended in two previous City of Summerside AT Plans. We recommend the following:

- An unidirectional AT Protected Pathway (Walker to Pope, 0.5 km, 100m on the west side requires additional asphalt)
- A bidirectional on the east side of Central (Pope to Maple, 0.8 km, 200m requiring additional asphalt on the eastern side)

## Risk Factors

- 12% of Collisions
- 7th Highest Traffic Street
- Major Route

# Maple Ave



 Cyclist Collision
  Pedestrian Collision
  Pedestrian Fatality

## Key Facts & Recommendations

Maple Ave is a key cross City route. It is the a major AT route for school children attending Three Oaks, Parkside, and SIS. Moreover, Maple Ave is situated on the City's most popular recreation park (Leger Park) and provincial senior independent living units. There are also two daycares in proximity of Maple Ave.

We recommend the following:

- Creation of a bidirectional AT Pathway from Summer St to Jennifer Street on the north side (In areas with a sidewalk, the sidewalk to be replaced with a shared AT Pathway);
- Creation of a bridge over the ditch connecting the Jennifer Street apartments to the Confederation Trail (the previous bridge had been abandoned).

## Risk Factors

2% of Collisions

15th Highest Traffic Street

Seniors, Schools

## In Their Own Words



"I have been hit by a car three times while cycling in Summerside. My father and grandfather were hit by cars while they were walking; my grandfather died on site, and my father's mobility & health significantly declined following the pedestrian/motor vehicle collision in Summerside until his death. I see a future where every resident of, or visitor to, this city — regardless of age or ability — will feel safe to enjoy their chosen mode of transportation. I view mobility as a universal right and the need to shift transportation priorities to include all forms of transportation as the key."

Ken Trenholm (Summerside)

# Walker Ave



Cyclist Collision



Pedestrian Collision



Pedestrian Fatality

## Key Facts & Recommendations

Walker has been identified in two previous draft AT Plans by the City of Summerside as an active transport route. While there is not adequate shoulder width to support an AT Pathway, there is room to expand the shoulder as no above ground infrastructure impedes its development.

We recommend a bidirectional AT Protected Pathway, on the north side of the street on Walker Ave (MacEwen to Central). A key safety improvement will be at the Granville/Walker intersection that has no shoulder at present.

## Risk Factors

2% of Collisions

9th Highest Traffic Street

Intersection Risk

## In Their Own Words



"I would bicycle if there were connected paths throughout the city to get uptown downtown and east and west that were well marked. I've been struck twice by a vehicle and I hesitate to share roadway with people that hug the white line."

Tracie Perrie (Summerside)

# Ryan Street



Cyclist Collision



Pedestrian Collision



Pedestrian Fatality

## Key Facts & Recommendations

## Risk Factors

Ryan Street has two intersections risks (one, you can refer to the MacEwen Road data sheet), the other is the Granville Street intersection. We recommend:

4% of Collisions

- 1 A bidirectional AT Pathway on the north side at the Ryan/Granville intersection (see below) on the greenspace between Ryan Street and A&W's parking lot. There is 15 feet clearance between any above ground infrastructure;
- 2 Continue the AT Pathway until Gallant Street (to join with Gallant Street AT Pathway to connect with the Red Line);
- 3 An unidirectional /bidirectional Pathway continues until MacEwen. There are supportive points for either option.

11th Highest Traffic Street

Intersection Risks

## Granville & Ryan Intersection



15 ft

12% of Collisions at this single intersection. While Ryan street is a "5-10 years" timeframe, the intersection needs to be a priority, sooner than later (1-5 Years).



220 m

# Lefurgey Ave



Cyclist Collision  
 Pedestrian Collision  
 Pedestrian Fatality  
 Scooter Collision  
 Scooter Fatality

## Key Facts & Recommendations

While Lefurgey is a low traffic street, with the increasing senior units in the area, and remains without a sidewalk, creating a paved bidirectional AT Pathway to support the older adults who need to get physical activity for their health is recommended:

- Central to Seniors Trail (new asphalt, 270m)
- Seniors Trail to Arcona (across Granville, 250 m), asphalt is wide enough
- Install a Pedestrian Activated Crosswalk System (RRFB) at Granville/Lefurgey

## Risk Factors

- 0% of Collisions
- 22ndh Highest Traffic Street
- Senior Population

## In Their Own Words



"Protected cycling lanes have been widely proven to increase cycling by all ages and abilities in communities. Cyclists are more likely to stop and support local businesses and reduce the need for driving if they feel safe in their commute. In addition, tourists will be attracted to Summerside as a cycling destination with safe protected bike lanes for their whole family."

Dr. Richard Wedge (Summerside)

## Water Street East



Cyclist Collision  
 Pedestrian Collision  
 Pedestrian Fatality  
 Scooter Collision  
 Scooter Fatality

### Key Facts & Recommendations

Water Street East has been identified as a priority street since 2007 by the City of Summerside in their AT Plans. We recommend a unidirectional AT Pathway but see value in having a bidirectional AT Pathway. The cost would be significantly less with an unidirectional AT Pathway. In fact, 1.8 km of the 2.3 km total is wide enough for a unidirectional AT Pathway at present. The white areas in the map (above) highlight the areas that require additional shoulder width.

### Risk Factors

- 6% of Collisions
- 1st Highest Traffic Street
- Speed & Density

### In Their Own Words



"Being a resident of Summerside and avid cyclist, SAFE Summerside is of major importance to me. I know several people who have been struck by motor vehicles within the perimeters of Summerside throughout the years and it is a real and scary thing. Though this and having my own close calls have not deterred me from cycling, it is my hope that with proper education for drivers and a better infrastructure to accommodate cyclists, more people will feel comfortable getting out and being active. It is not only important for better health, but for the environment."

Lori Pridham (Summerside)

LATER  
10 - 15 Years

# Heather Moyle Ave



- Cyclist Collision
- Pedestrian Collision
- Pedestrian Fatality

## Key Facts & Recommendations

Heather Moyle was identified on the Urban Core Plan for the City of Summerside in 2016 as a key to making downtown more "bicycle friendly."

The following are our recommendations:

- An unidirectional AT Protected Pathway on Heather Moyle Ave;
- Water Street/Heather Moyle intersection (please refer to the Water Street data sheet); and
- We would use the paved portion of the Confederation Trail (behind Samuels) instead of following to the Water Street/Central intersection.

## Risk Factors

- 2% of Collisions
- 8th Highest Traffic Street
- Limited Shoulder

## In Their Own Words



"SAFE Summerside has mobilized an impressive amount of work and thought for its proposal - evidence of the interest in and importance of enhanced AT infrastructure to the people of Summerside. Its proposal is grounded in the findings of locally-conducted surveys, solid research of best practices from other jurisdictions, and on the first-hand knowledge of its members and Summerside residents on local routes and the challenges faced by cyclists and pedestrians when navigating the city's current street and road network. This is the kind of work for which cities frequently pay consultants hundreds of thousands of dollars, and it is such an amazing opportunity that it is now being offered to the City of Summerside for free, by its own citizens!"





LATER  
10 - 15 Years

## West Drive



Cyclist Collision



Pedestrian Collision



Pedestrian Fatality

### Key Facts & Recommendations

West Drive has been identified by the City on two draft AT Plans (2007, 2012) as well during a SAFE Summerside Open House session in 2022 by a City Councillor.

The rationale for West Drive being a 10+ year priority street is for two reasons: (1) there has been zero collisions reported on this street; (2) SAFE's goal is to work with the Province to create an AT Pathway on Route 2 to Miscouche.

If, in the long term, there is no movement in the Summerside to Miscouche AT Corridor, we recommend a bidirectional AT Protected Pathway on West Drive (South Drive to the Confederation Trail) on the north side of the street.

### Risk Factors

0% of Collisions

11th Highest Traffic Street

No Shoulder

### In Their Own Words

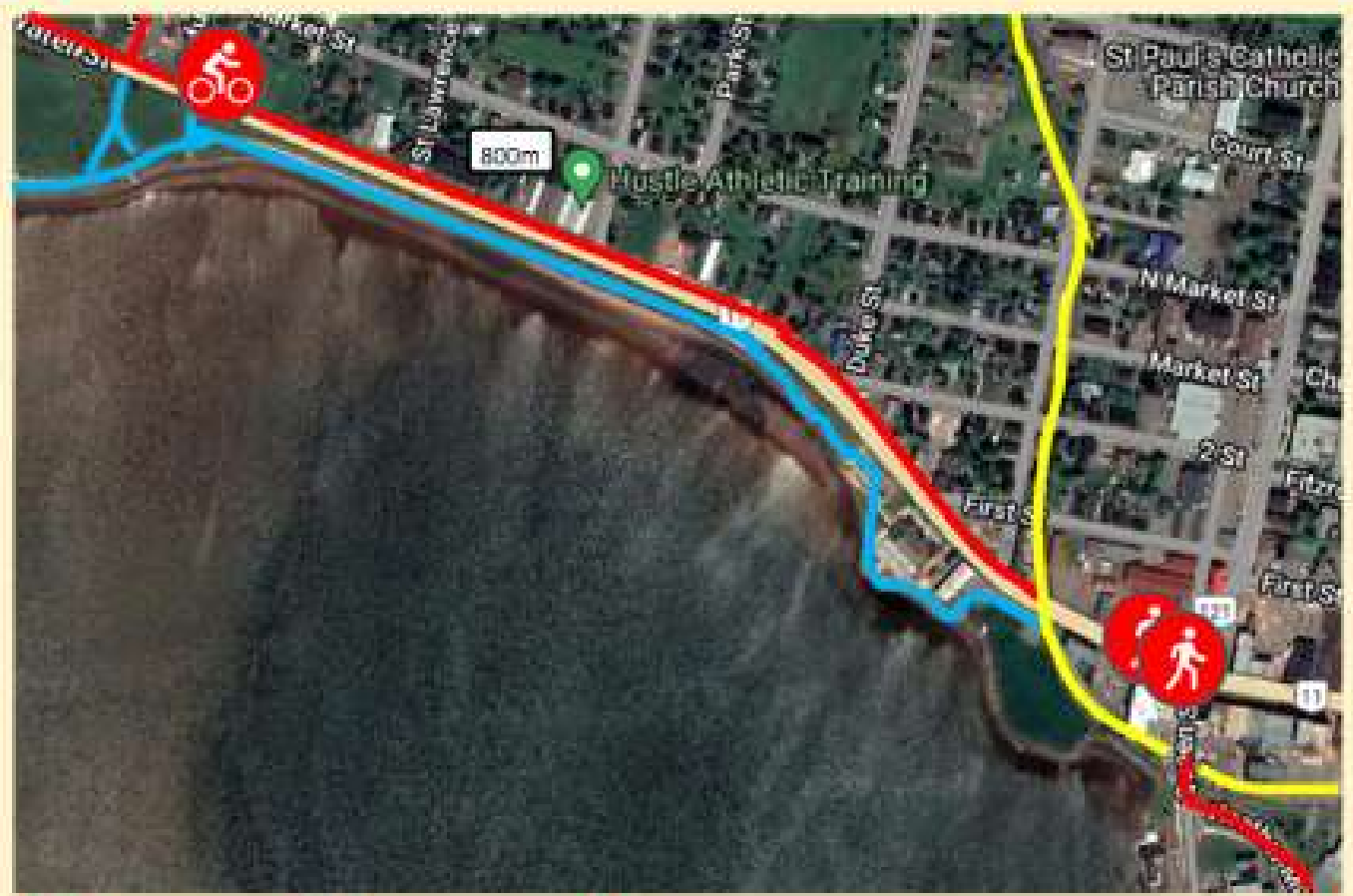


Though we as a family have a car I do not personally drive so when I need to get somewhere, I go on foot. I take my two children with me. The amount of drivers who do not stop at crosswalks is scary as is the few amount of clearly marked crosswalks that are available. I worry for the safety of my family when we make our way around Summerside."

"Brye Caissie (Summerside)

LATER  
10 - 15 Years

## Water (close to the Baywalk)



-  Cyclist Collision
-  Pedestrian Collision
-  Pedestrian Fatality

### Key Facts & Recommendations

The Baywalk provides an opportunity for eastbound AT traffic on Water Street to join the Baywalk as it provides safe connection around the Central/Water intersection (that has no traveling shoulder). The challenge for the AT user is the Baywalk's width does not meet standards for a bi-directional AT Pathway, and an AT user would need to adjust their speed when entering a recreation trail. Both of these challenges would be seen as minor for a small 800m as the AT users could travel on the wooden area if the Baywalk width remains unchanged.

However, the challenge for westbound traffic is the "double crossing" of Water Street (crossing once to get on the Baywalk and then crossing again in 800 m to get off the Baywalk). For this reason, many westbound AT users do not use the Baywalk as crossing a high traffic street is more of a potential risk than using AT with the flow of traffic.

To this end, we recommend an unidirectional AT Pathway for westbound AT traffic and eastbound traffic can access the Baywalk.

### Risk Factors

- 6% of Collisions
- 8th Highest Traffic Street
- Limited Shoulder

## Two Small Comments on Large Ideas

Before we complete our conversation on Streets, there are two final larger scale ideas that we hope will generate interest and potential.

### Downtown Opportunities

While presenting a revitalization of downtown is beyond the scope of this document, we see active transportation opportunities in the downtown. Picture artisan's designing bicycle parking or to a relocation of the Confederation Trail (as suggested in the 2016 Urban Plan for the City) toward the waterfront or Water Street and facing businesses and not behind buildings and between parking lots. Or, as we see in the Kensington Railyard, how they built a pedestrian/cycling village. These may be some approaches we may wish to consider.



Kensington Railyard Station

### Summerside & Area Connectors

A second "big picture" idea has already happened in Charlottetown and Area — protected AT Corridors linking Cornwall, East Royalty, Stratford, and Charlottetown. We are recommending the same safe and accessible entry and exits points for the AT community for Miscouche, Kensington, and Central Bedeque to/from Summerside. The traffic counts are seen below:

| From/To<br>Charlottetown | Traffic | From/To<br>Summerside | Traffic |
|--------------------------|---------|-----------------------|---------|
| Cornwall                 | 10,780  | Kensington            | 10,338  |
| Stratford                | 12,275  | Miscouche             | 11,166  |
| East Royalty             | 11,397  | Reads Corner          | 13,867  |

(2021 data from the Provincial Government Road Traffic database, <https://tinyurl.com/PEITraffic>)



**SCHOOLS**

# The Big Three Safety Connector



## Facts & Recommendations

- 1 12% of all collisions in the City between pedestrians/cyclists with motor vehicles occur on intersections close to these three schools, including one fatality. On paper, the most intuitive route is Willow, but Willow becomes more residential-dense at this point; the route with more street width and in need of a protected AT Pathway is the route we have identified.
- 2 Students seen commuting to school in the Spring 2022 during a rainy day. These students followed the exact route we have identified. Beaver Street is a straight-line to Parkside and SIS and is wide enough it requires no extra asphalt costs — just the protected barriers. It also leads directly to the only sheltered bicycle corral in the City.
- 3 Replacing the sidewalk on Green (Summer to Granville) and creating a protected AT Pathway on the north side, and continue with the AT Pathway through to Central/Beaver. We also recommend making this short stretch a one-way street. The traffic congestion during drop off and pick up will be reduced with one way traffic.
- 4 Installing two new Pedestrian Activated Crosswalk Systems (RRFB) at the corner of Central/Beaver and Green/Granville. While the Green/Granville does have a crossing guard, the RRFB would ensure safer crossing of streets any time of the day or night, as students often leave school property to visit the convenience store or participate in extracurricular activities in the evenings.

# Ecole sur Mer



Cyclist Collision



Pedestrian Collision



Pedestrian Fatality

## Facts & Recommendations

- 1 Pope Road and South Drive are major AT transport routes for students to Ecole sur Mer. The image above illustrates a father cycling with his child in a tow trailer behind his bicycle to the daycare at Ecole sur Mer. Please note the lack of a shoulder and the motorist behind the AT user is preparing to overtake the child and father. The creation of an AT Pathway on Pope Road and South Drive will reduce the risk of injury as Pope Road and South Drive represent 18% of all pedestrian/cyclist collisions with motor vehicles in the City.
- 2 An option to create an "official" AT Pathway on Bernard Ave by developing the natural path that already exists which the school currently has gravel and an open gate in the fence for commuters.
- 3 Another option to turn a natural path into an AT Pathway is at the end of Weeks Drive. Currently, a well-walked path transports students who live in this area to Ecole sur Mer via this safe off-street connector

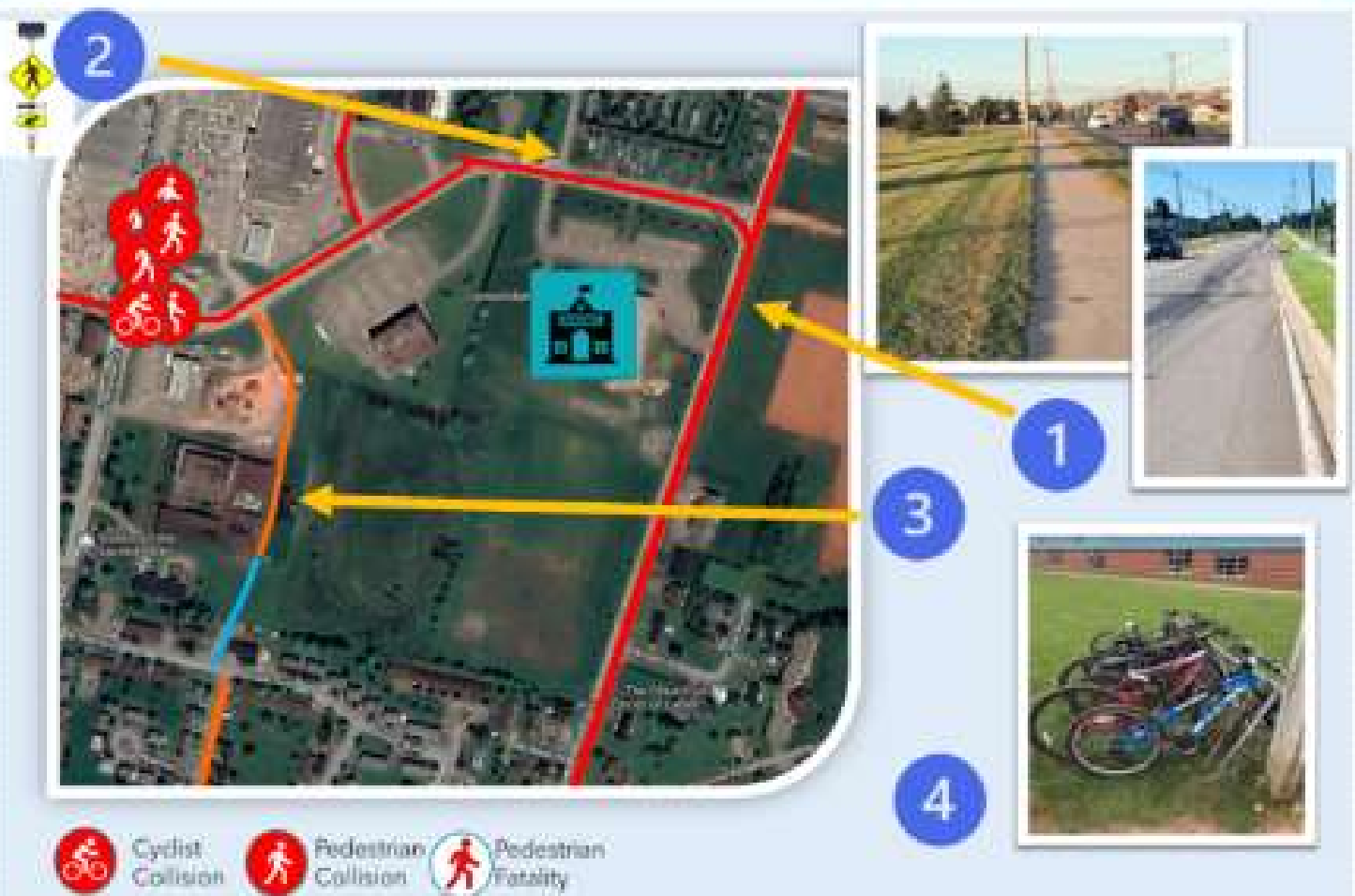
# Greenfield Elementary



## Facts & Recommendations

- 1 Pope Road is a major AT transport route for students to Greenfield (bicycle, roller blades, skateboards, etc.). With no shoulder, students use AT on the sidewalk and risk losing their balance and falling into the traffic. The image above illustrates a father cycling on the road while his children bicycle on the sidewalk. The father is acting like a shield to protect his children. Creating an AT Pathway on Pope Road and South Drive will reduce the risk of injury.
- 2 The trail that connects South Drive to Greenfield is beginning to show signs of being overgrown by grass, and will require a new pavement in the near future.
- 3 The trail that connects the Sunshine Trailer Park to Greenfield is an immediate priority. It also includes a steep incline which should be reduced to meet national standards. Further, students have been observing crashing on this trail as teachers run over to check on the student's safety after crashing.
- 4 The trail that connects Darby to Greenfield requires no upgrades at this time.
- 5 The Confederation Trail requires no upgrades at this time.

# Athena Consolidated School



## Facts & Recommendations

- 1 The Ryan Street and MacEwen Road AT Pathways create safety on high traffic streets close to Athena. The 100 meters from Ryan Street to the exit of Athena on MacEwen Road poses a serious risk. There is no shoulder. A potential solution is to replace the sidewalk with an AT Pathway or to move the sidewalk to the west side of the utility poles and create an AT Pathway in the location of the current sidewalk.
- 2 A Pedestrian Activated Crosswalk System (RRFB) is installed at the corner of Ryan and Grant Drive, and we recommend it continues to be maintained.
- 3 Arcona Street and related streets that comprise our proposed "Red Line", designed to divert AT traffic off of Granville Street, is a safe connector for Athena. Granville Street is the street with the highest volume of collisions between cyclists/pedestrians and motor vehicles (at 31%). Considering the proximity of Granville Street to Athena, the risk of injury to a student is multiplied.
- 4 Athena's bicycle racks were usually full when we did our research in 2022.



# Three Oaks Senior High School



## Facts & Recommendations

- 1 Installing a Pedestrian Activated Crosswalk System (RRFB) at the corner of Victoria Road and High Street, as well as taking the "bend" out of the intersection to reduce the potential risk of west-driving vehicles running over the sidewalk.
- 2 A MacEwen Road AT pathway provides safe north-south transport to the school, and the addition of an AT Pathway on Ken Moore Ave (with related connections through to Gerri-Lynn Court) provides east-west safe connection. Note we considered Victoria Road as the most intuitive route for motor vehicles to cross the city but a safer, and more realistic based on above ground infrastructure is Ken Moore Ave. As well, the additional lane of protection will aid in after school departure.
- 3 The paved trail that connections Gerri-Lynn Court to Three Oaks requires repaving as the grass is starting to grow over the pavement. With this connection, the route will be connected to the "Red Line," at Arcona, the safe alternative to Granville Street that runs north-south.
- 4 The path between Heather Moyse Park and Three Oaks has disappeared, and reconnecting this trail will make off-street and safe commuting to school an option.

# Holland College



## Facts & Recommendations

- 1 The traffic calming measures at Water/Autumn place have placed AT users at greater risk. The shoulder has disappeared. A solution is to create an AT path "cut through" the sidewalk extension while creating a pedestrian island. We recommend maintenance of the Pedestrian Activated Crosswalk System (RRFB) at this intersection.
- 2 Our proposed "Red Line", designed to divert AT traffic off of Granville Street, is a safe north-south connector for Holland College. Granville Street has the highest volume of collisions between cyclists/pedestrians and motor vehicles (at 31%).
- 3 A long-term re-development to move the Confederation Trail to the Waterfront will also aid in safe connections to Holland College.
- 4 The Baywalk Trail, located behind Holland College, provides a relaxed, longer distance, commute to destinations.
- 5 A "bike box" is recommended at the Water/Heather Moyse intersection.



# SENIORS & INCLUSION

## Pilot Program Cycling Without Age

SAFE Summerside became the 108th chapter of Cycling Without Age in Canada. The program, which is in 52 countries, matches volunteers to seniors who live in manors. The volunteers ride specialized bicycles called Trishaws, develop a relationship with the senior, as they take them out on weekly journeys in the community and explore nature. Community Connections is also interested in this program.

Our goal is to fund-raise for 6 Trishaws, having two housed in each of our delivery partners. Aside from the need to have the Confederation Gates removed/opened, because the Trishaws are too wide to maneuver through the Gates, we are recommending short, safe connections to connect these facilities to the nearest recreation trail. As you can see, the total new asphalt to connect these three facilities is only 300 meters.



| Year One Build<br>(to support 3 Year Pilot Program) | Clients / Residents | KM     |
|---|---------------------|--------|
| Wedgewood   | 76                  | 0.1 km |
| Community Connections                               | 140                 | 0.3 km |
| Andrews of Parkhill                                 | 86                  | 0.2 km |
| Totals  | 302                 | 0.6 km |
| Revised New Asphalt Totals*                         |                     | 0.3 km |

\* The route to connect Community Connections already is wide enough. Needing only the concrete parking stops and bollards.



## Wedgewood (0.1 km)



This 100 meters connection links Wedgewood Manor parking lot to Jennifer Street. From there, the route to continue into the apartment parking lot. We propose re-building the bridge that collapsed over time.

## Andrews of Parkhill (0.2 km)



This 200 meters connection safely links to Summer and Arcona by safely transporting Trishaw riders across Granville Street.

## Community Connections (0.3 km)



While this 300 meters is the longest of all connections, Water Street is already wide enough; thus, no extra asphalt costs.

## Costs

The projected costs are based on the PEI AT Network Plan published estimates, and the 2020-2022 real costs associated with the creation of the Greenwood Drive AT Pathway. The Safety Barrier cost reflect bollards and modular concrete parking stops.



| Facility              | Safety Barriers | Lights RRFB | PEI AT | C-2020 | C-2021 | C-2022 |
|-----------------------|-----------------|-------------|--------|--------|--------|--------|
| Wedgewood             | \$1,189         | \$0         | \$79K  | \$71k  | \$149K | \$173K |
| Community Connections | \$6,825         | \$11K       | \$0    | \$0    | \$0    | \$0    |
| Andrews of Parkhill   | \$2,299         | \$11K       | \$158K | \$94K  | \$198K | \$231K |
| Totals                | \$10.3K         | \$22K       | \$237K | \$165K | \$347K | \$405K |

## Words From Our Delivery Partners

### Health PEI

One Island Health System

Wedgewood Manor

The attributes of CWA are apparent:

- Clearly articulated risk management model
- Flexible program design and sustainability plan
- Strong, enthusiastic leadership
- Platform to empower resident family members as partners-in-care
- Re-engaging seniors back into the communities they built

Andrew MacDougall,  
Executive Director, Comm.  
Health & Seniors Care



One obstacle . . . preventing residents from enjoying their time outside is the lack of safe roadways. We are between Summerside's two main roads, Central St. and Granville St. This often prevents a "road block" for our residents, and confining them to a smaller area to enjoy their time outside. I truly believe our city should do everything possible to make S.A.F.E Summerside and CWA a reality for the residents of Summerside.

Matt Speight, Director of Care



This program is about more than age. It's about inclusion.

The purpose of the organization is to work with persons with disabilities and their families; to assist individuals to develop to their full potential; to support them to access and use community resources; and to empower them to contribute and participate in a meaningful way within their community. The Cycling Without Age program will help us with all of the above.

John Smallwood, Executive Director

## Long Term

Once the initial three programs have been in operation for three years, we will access interest to began two additional programs in the remaining two manors in the area. We also may look at a community-based model as well.

### Summerset Manor

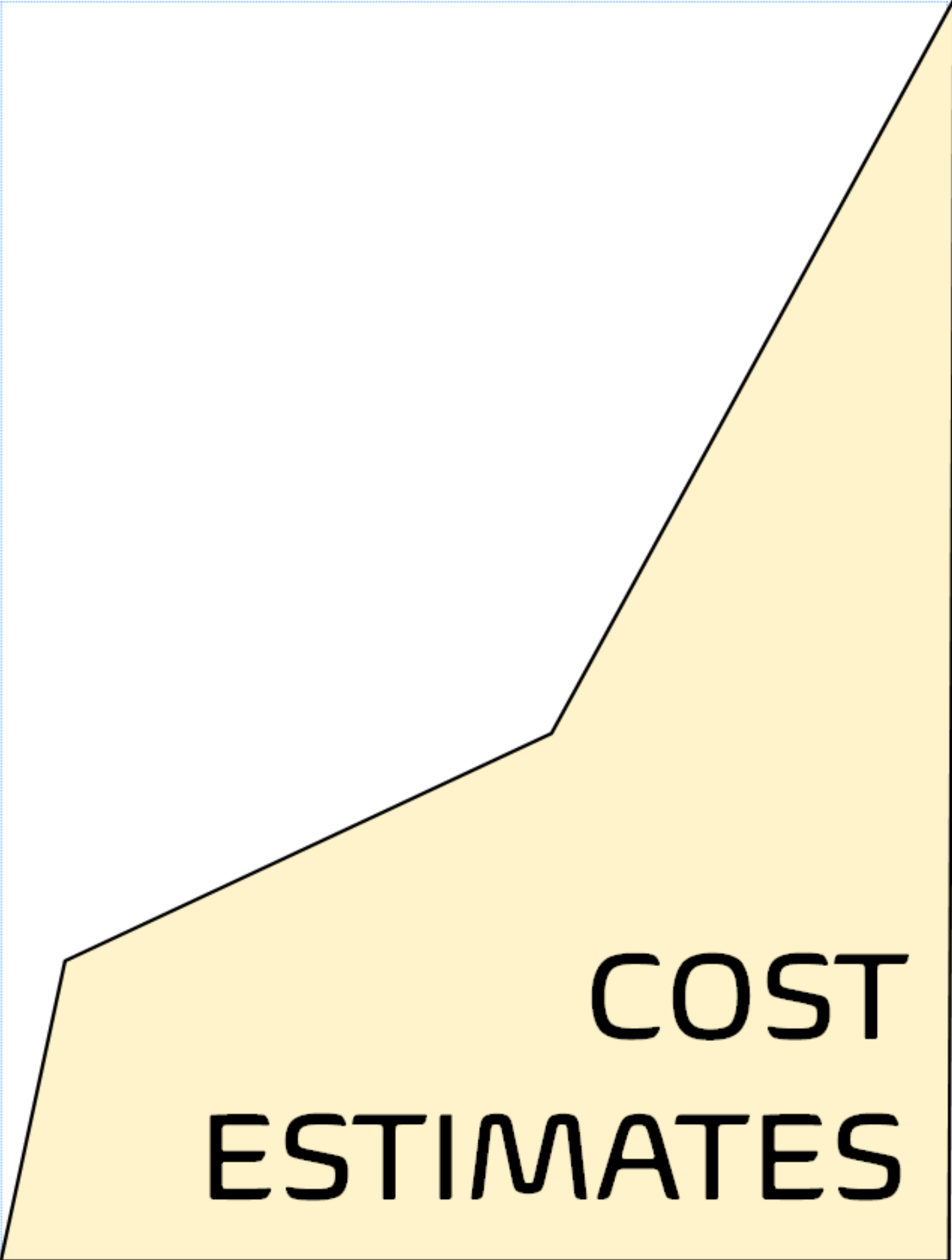


This 600 meter connection links Summerset Manor to the Rotary Friendship Park.

### Andrews of Summerside



600 meters is required to connect to the Greenwood Drive AT Pathway.



# COST ESTIMATES

# Cost Assumptions

Our Network Plan proposes a 15-Year Capital Improvement Plan (CIP), but its duration is amenable to prevailing City's budget structures and forecasts. The CIP pinpoints prioritized AT projects with a year-by-year list of objectives and capital cost estimates (those identified during the early years being top priority). The development of this AT Network mirrors the approach used by the City to develop 18 km of recreational trails with annual and incremental improvements. As you can appreciate, in our volatile economic climate, wide variance in cost estimates are inevitable. So, we provide not one single cost estimate but a range. Estimates are based on direct contact with suppliers, the PEI AT Network Plan (draft) published costs, and communication with the City of Summerside Staff who provided the real costs for Greenwood Drive AT Pathway for the last three years. We utilize the following formula for real costs provided by the City of Summerside:

**Cost Per Meter of Width Formula**

$$\frac{\text{RCPM}}{\text{AW}} = \text{CPMoFW}$$

RCPM = Real Costs Per Meter  
 AW = Approx Width  
 CPMoFW = Cost Per Meter of Width

As these reflect real costs per meter of width, we specify the meters of width required on each section of street (some have more shoulder than others) to best provide a true cost estimates.



| Year and Greenwood Drive section completed                             | RCPM    | AW  | CPMoFW |
|--|---------|-----|--------|
| 2020 Pope to north end of Turf Field                                   | \$850   | 3.6 | \$236  |
| 2021 Small section to Willow   | \$745   | 1.5 | \$497  |
| 2022 Willow to Water Street (does not include storm drain replacement) | \$1,390 | 2.4 | \$579  |

Additionally, our estimated costs do not include staff time, paint and signage. Paint has been reported to cost \$10 per meter (PEI AT Network Plan, p. 23) and the cost for signage varies. Further, we have subtracted the paved intersections and driveways from the total distance on streets where new asphalt is required. Lastly, items such as Pedestrian Activated Crosswalk Systems (RRFB) are included in the total cost but because of width limitations in our prepared document, are not included in an itemized manner — meaning, at times, the total cost per line will not add to the costs of asphalt, bollards, and concrete. The labour associated with installing and removing the protected barriers for the winter months (as is the current practice) is also not included in our cost estimates.



The following are our cost estimates based on quality product & best price quotes from suppliers:

| Item (100 count)       | Cost | Item   | Cost     |
|------------------------|------|--|----------|
| Bollards               | \$79 | Pedestrian Activated Crosswalk System (RRFB) | \$11,056 |
| Concrete Parking Stops | \$65 |  |          |







# Proposed 15-Year Capital Improvement Plan

Please refer to the Cost Assumptions on preceding page.



|   |                                     |        |                                       |        |   |    |  |
|---|-------------------------------------|--------|---------------------------------------|--------|---|----|--|
|  | Protected AT Pathway (1 or 2 lanes) | PEI AT | Cost published in PEI AT Network Plan | C-2020 | Real cost per meter (l/w) of Greenwood Drive AT Pathway | B: | Bollards                                     |
|  |                                     |        |                                       | C-2021 |   | C: | Concrete Parking Stops                       |
|   |                                     |        |                                       | C-2022 |   | L: | Pedestrian Activated Crosswalk Lights (RRFB) |

| STREET | Section | KM | Ready | New | PEI AT | C-2020 | C-2021 | C-2022 | Safety Items |
|--------|---------|----|-------|-----|--------|--------|--------|--------|--------------|
|--------|---------|----|-------|-----|--------|--------|--------|--------|--------------|


## YEAR ONE









|  |                       |     |     |     |               |               |               |             |   |
|--|-----------------------|-----|-----|-----|---------------|---------------|---------------|-------------|---|
| Pope Road     | South to Greenwood    | 0.9 | 0   | 0.9 | \$690K        | \$619K        | \$1.3M        | \$1.5M      | B: \$3,871 (49)<br>C: \$6,305 (97)                            |
| South Drive   | Pope to Greenwood     | 2.2 | 2.0 | 0.2 | \$64K         | \$47K         | \$99K         | \$115K      | B: \$18,644 (236)<br>C: \$30,680 (236)<br>L: \$22,221 (2)     |
| Maple Ave     | Wedgewood to Jennifer | 0.1 | 0   | 0.1 | \$79K         | \$70K         | \$149K        | \$178K      | B: \$474 (6)<br>C: \$715 (11)<br>L: \$11,056 (1)              |
| Schurman Ave  | Summer to Granville   | 0.2 | 0   | 0.2 | \$158K        | \$94K         | \$198K        | \$231K      | B: \$869 (11)<br>C: \$1,430 (22)<br>L: \$11,056 (1)           |
| <b>Year 1 Totals</b>   |                       |     |     |     | <b>\$991K</b> | <b>\$831K</b> | <b>\$1.7M</b> | <b>\$2M</b> | <b>B: \$23K (302)<br/>C: \$239K (602)<br/>L: \$44,225 (4)</b> |

## YEAR TWO



|   |                              |      |      |     |               |               |               |               |  |
|---|------------------------------|------|------|-----|---------------|---------------|---------------|---------------|--|
| Pope Road  | Greenwood to Central         | 0.9  | 0.9  | 0.9 | \$686K        | \$615K        | \$1.3M        | \$1.5M        | B: \$790 (10)                              |
| Arcona  | Arnett to Ottawa             | 1.25 | 1.25 | 0   | \$0           | \$0           | \$0           | \$0           | \$0  |
| Ottawa  | Arcona to Russell            | 0.1  | 0.1  | 0   | \$0           | \$0           | \$0           | \$0           | \$0  |
| Russell   | Ottawa to Hanover/<br>Walker | 0.65 | .065 | 0   | \$0           | \$0           | \$0           | \$0           | \$0  |
| Gallant    | Ryan to Walker               | 0.5  | 0    | 0.5 | \$200K        | \$235K        | \$496K        | \$579K        | B: \$2,133 (27)<br>C: \$3,510 (54)         |
| <b>Year 2 Totals</b>  |                              |      |      |     | <b>\$886K</b> | <b>\$851K</b> | <b>\$1.8M</b> | <b>\$2.1M</b> | <b>B: \$2,933 (37)<br/>C: \$3,510 (54)</b> |

# Proposed 15-Year Capital Improvement Plan

|   |        |                                       |                            |   |   |
|---|--------|---------------------------------------|----------------------------|---|---|
|  Protected AT Pathway (1 or 2 lanes) | PEI AT | Cost published in PEI AT Network Plan | C-2020<br>C-2021<br>C-2022 | Real cost per meter (l/w) of Greenwood Drive AT Pathway | B: Bollards<br>C: Concrete Parking Stops<br>L: Pedestrian Activated Crosswalk Lights (RRFB) |
|---|--------|---------------------------------------|----------------------------|---|---|




| STREET   | Section                  | KM   | Ready | New  | PEI AT        | C-2020        | C-2021        | C-2022        | Safety Items  |
|--|--------------------------|------|-------|------|---------------|---------------|---------------|---------------|---|
| <b>YEAR THREE</b>  |                          |      |       |      |               |               |               |               |   |
| Pope Road       | Central to Granville     | 0.4  | 0     | 0.4  | \$301K        | \$270K        | \$567K        | \$662K        | B: \$1,738 (22)<br>C: \$2,795 (43)                          |
| Robinson   | Beaton to Pope           | 0.26 | .026  | 0    | \$0           | \$0           | \$0           | \$0           | L: 11,056 (1)   |
| Beaton   | Central to Robinson      | 0.07 | 0.07  | 0    | \$0           | \$0           | \$0           | \$0           | \$0   |
| Central  | Lefurkey to Beaton       | 0.1  | 0.1   | 0    | \$0           | \$0           | \$0           | \$0           | B: \$474(6)<br>C: \$715 (11)                                |
| Lefurkey        | Central to Seniors Trail | 0.27 | 0     | 0.27 | \$213K        | \$160K        | \$335K        | \$390K        | B: \$1,185 (15)<br>C: \$1,885 (29)                          |
| Summer   | Maple to Parkside/SIS    | 0.48 | 0.48  | 0    | \$0           | \$0           | \$0           | \$0           | \$0   |
| Summer   | Green to Water           | 0.72 | 0.72  | 0    | \$0           | \$0           | \$0           | \$0           | \$0   |
| <b>Year 3 Totals</b>   |                          |      |       |      | <b>\$514K</b> | <b>\$429K</b> | <b>\$903K</b> | <b>\$1.1M</b> | <b>B: 3,397 (43)<br/>C: 5,395 (83)<br/>L: 11,056 (1)</b>    |
| <b>YEAR FOUR</b>   |                          |      |       |      |               |               |               |               |   |
| Beaver        | Duke to Central          | 0.3  | 0.3   | 0    | \$0           | \$0           | \$0           | \$0           | B: \$1,343 (17)<br>C: \$2,145 (33)<br>L: #11,056 (1)        |
| Duke          | Beaver to Perry          | 0.06 | 0     | 0.06 | \$47K         | \$42K         | \$89K         | \$104K        | B: \$316 (4)<br>C: \$455 (7)                                |
| Perry  | Duke to Elm              | 0.2  | 0.2   | 0    | \$0           | \$0           | \$0           | \$0           | \$0   |
| Green         | Summer to Granville      | 0.2  | 0     | 0.2  | \$158K        | \$141K        | \$298K        | \$347K        | B: \$869 (11)<br>C: \$1,430 (22)                            |
| Beaver        | Central to Green         | 0.17 | 0     | 0.17 | \$68K         | \$80K         | \$168K        | \$196K        | B: \$1,343 (17)<br>C: \$2,145 (33)                          |
| Willow        | Greenwood to Elm         | 0.5  | 0     | 0.5  | \$395K        | \$236K        | \$496K        | \$579K        | B: \$2,133 (27)<br>C: \$3,510 (54)                          |
| <b>Year 4 Totals</b>   |                          |      |       |      | <b>\$668K</b> | <b>\$500K</b> | <b>\$1.1M</b> | <b>\$1.2M</b> | <b>B: \$5,451 (69)<br/>C: 8,775 (135)<br/>L: 22,112 (2)</b> |
| <b>YEAR FIVE</b>   |                          |      |       |      |               |               |               |               |   |
| Water Street  | Heather Moyse to MacEwen | 1.0  | 0.5   | 0.5  | \$185K        | \$164K        | \$346K        | \$404K        | \$8,532 (108)<br>\$13,975 (215)                             |
| <b>Year 5 Totals</b>   |                          |      |       |      | <b>\$185K</b> | <b>\$164K</b> | <b>\$346K</b> | <b>\$404K</b> | <b>\$8,532 (108)<br/>\$13,975 (215)</b>                     |

# Proposed 15-Year Capital Improvement Plan






|   |                                     |        |                                       |        |   |             |                           |   |
|---|-------------------------------------|--------|---------------------------------------|--------|---|-------------|---------------------------|---|
|  | Protected AT Pathway (1 or 2 lanes) | PEI AT | Cost published in PEI AT Network Plan | C-2020 | Real cost per meter (l/w) of Greenwood Drive AT Pathway | B: Bollards | C: Concrete Parking Stops | L: Pedestrian Activated Crosswalk Lights (RRFB) |
|  |                                     |        |                                       | C-2021 |   |             |                           |   |
|   |                                     |        |                                       | C-2022 |   |             |                           |   |

| STREET | Section | KM | Ready | New | PEI AT | C-2020 | C-2021 | C-2022 | Safety Items |
|--------|---------|----|-------|-----|--------|--------|--------|--------|--------------|
|--------|---------|----|-------|-----|--------|--------|--------|--------|--------------|

## YEAR SIX

|  |                    |     |     |     |               |               |               |               |  |
|--|--------------------|-----|-----|-----|---------------|---------------|---------------|---------------|--|
| MacEwen Road  | Water to Ryan West | 2.0 | 1.8 | 0.2 | \$63K         | \$47K         | \$98K         | \$114K        | \$8,532 (108)<br>\$13,975 (215)  |
| MacEwen Road  | Water to Ryan East | 1.9 | 1.5 | 0.4 | \$122K        | \$89K         | \$188K        | \$220K        | \$8,058 (102)<br>\$13,260 (204)  |
| Victoria/High  | Fix Corner         |     |     |     |               |               |               |               | \$100K<br>L: \$11,056 (1)  |
| South         | Route 2 to Pope    | 1.2 | 1.2 | 0   | \$0           | \$0           | \$0           | \$0           | \$10,191 (129)<br>\$16,770 (258)   |
| <b>Year 6 Totals</b>   |                    |     |     |     | <b>\$185K</b> | <b>\$136K</b> | <b>\$287K</b> | <b>\$335K</b> | <b>B: \$26,781 (339)</b><br><b>C: \$44,005 (677)</b><br><b>L: \$11,056 (1)</b> |

## YEAR SEVEN

|  |                         |      |      |     |               |              |               |               |  |
|--|-------------------------|------|------|-----|---------------|--------------|---------------|---------------|--|
| Ryan      | Granville to Gallant    | 0.2  | 0    | 0.2 | \$158K        | \$47K        | \$100K        | \$115K        | B: \$869 (11)<br>C: \$1,430 (22)   |
| Ryan   | Gallant to MacEwen      | 0.4  | 0.4  | 0   | \$0           | \$0          | \$0           | \$0           | B: \$3,397 (43)<br>C: \$5,590 (86)   |
| Central   | Walker to Pope East     | 0.5  | 0.5  | 0   | \$0           | \$0          | \$0           | \$0           | B: \$2,133 (27)<br>C: \$3,510 (54)   |
| Central   | Walker to Pope West     | 0.5  | 0.4  | 0.1 | \$24K         | \$11K        | \$24K         | \$28K         | B: \$2,133 (27)<br>C: \$3,510 (54)<br>L: \$11,056 (1)                          |
| Central   | Pope to Maple           | 0.8  | 0.8  | 0   | \$0           | \$0          | \$0           | \$0           | B: \$3,397 (43)<br>C: \$5,590 (86)   |
| Lefurgey  | Arcona to Seniors Trail | 0.35 | 0.35 | 0   | \$0           | \$0          | \$0           | \$0           | B: \$1,501 (19)<br>C: \$2,470 (28)<br>L: \$11,056 (1)                          |
| <b>Year Seven Totals</b>   |                         |      |      |     | <b>\$182K</b> | <b>\$59K</b> | <b>\$124K</b> | <b>\$144K</b> | <b>B: \$13,430 (170)</b><br><b>C: \$20,670 (318)</b><br><b>L: \$22,112 (2)</b> |



*"Safety is one of the greatest barriers that keep Islanders from walking or cycling to their destination . . . There are areas where traffic speed and volume are too high and separated AT Pathways will be necessary if more people are going to choose active transportation"*

PEI Active Transportation Strategy, Page 6






# Proposed 15-Year Capital Improvement Plan

|   |  |        |                                       |        |   |    |  |
|---|--|--------|---------------------------------------|--------|---|----|--|
| 1 | Protected AT Pathway<br>(1 or 2 lanes) | PEI AT | Cost published in PEI AT Network Plan | C-2020 | Real cost per meter (l/w) of Greenwood Drive AT Pathway | B: | Bollards                                     |
|   |  |        |                                       | C-2021 |   | C: | Concrete Parking Stops                       |
| 2 |  |        |                                       | C-2022 |   | L: | Pedestrian Activated Crosswalk Lights (RRFB) |


| STREET                    | Section                 | KM   | Ready | New  | PEI AT        | C-2020        | C-2021        | C-2022        | Safety Items                                       |
|---------------------------|-------------------------|------|-------|------|---------------|---------------|---------------|---------------|--|
| <b>YEAR EIGHT</b>         |                         |      |       |      |               |               |               |               |  |
| Maple                     | Wedgewood to Summer     | 0.7  | 0     | 0.7  | \$553K        | \$495K        | \$1M          | \$1.2M        | \$3,002 (38)<br>\$4,940 (76)                       |
| <b>Year Eight Totals</b>  |                         |      |       |      | <b>\$553K</b> | <b>\$495K</b> | <b>\$1M</b>   | <b>\$1.2M</b> | <b>\$3,002 (38)</b><br><b>\$4,940 (76)</b>         |
| <b>YEAR NINE</b>          |                         |      |       |      |               |               |               |               |  |
| Walker                    | MacEwen to Central      | 0.9  | 0     | 0.9  | \$711K        | \$637K        | \$1.3M        | \$1.5M        | \$3,871 (49)<br>\$6,305 (97)                       |
| <b>Year Nine Totals</b>   |                         |      |       |      | <b>\$711K</b> | <b>\$637K</b> | <b>\$1.3M</b> | <b>\$1.5M</b> | <b>\$3,871 (49)</b><br><b>\$6,305 (97)</b>         |
| <b>YEAR TEN</b>           |                         |      |       |      |               |               |               |               |  |
| MacEwen Road              | Ryan to Frank Mellish   | 0.6  | 0     | .06  | \$474K        | \$425K        | \$894K        | \$1M          | \$2,607 (33)<br>\$4,225 (65)                       |
| Ken Moore                 | MacEwen to High         | 0.32 | 0     | 0.32 | \$253K        | \$189K        | \$297K        | \$463K        | \$1,422 (18)<br>\$2,275 (35)                       |
| <b>Year Ten Totals</b>    |                         |      |       |      | <b>\$727K</b> | <b>\$613K</b> | <b>1.3M</b>   | <b>1.5M</b>   | <b>\$4,029 (51)</b><br><b>\$6,500 (100)</b>        |
| <b>YEAR ELEVEN</b>        |                         |      |       |      |               |               |               |               |  |
| Heather Moyse             | Central to Water        | 0.8  | 0     | 0.8  | \$735K        | \$283K        | \$596K        | \$695K        | \$6,794 (86)<br>\$11,180 (172)                     |
| <b>Year Eleven Totals</b> |                         |      |       |      | <b>\$735K</b> | <b>\$283K</b> | <b>\$596K</b> | <b>\$695K</b> | <b>\$6,794 (86)</b><br><b>\$11,180 (172)</b>       |
| <b>YEAR TWELVE</b>        |                         |      |       |      |               |               |               |               |  |
| Water Street East         | MacEwen to Reads Corner | 2.3  | 1.8   | .5   | \$460         | \$118K        | \$248K        | \$290K        | B: 19,513 (247)<br>C: \$32,110 (494)               |
| <b>Year Twelve Totals</b> |                         |      |       |      | <b>\$460K</b> | <b>\$118K</b> | <b>\$248K</b> | <b>\$290K</b> | <b>B: 19,513 (247)</b><br><b>C: \$32,110 (494)</b> |

# Proposed 15-Year Capital Improvement Plan

|   |                                     |        |                                       |        |   |             |                           |   |
|---|-------------------------------------|--------|---------------------------------------|--------|---|-------------|---------------------------|---|
|  | Protected AT Pathway (1 or 2 lanes) | PEI AT | Cost published in PEI AT Network Plan | C-2020 | Real cost per meter (l/w) of Greenwood Drive AT Pathway | B: Bollards | C: Concrete Parking Stops | L: Pedestrian Activated Crosswalk Lights (RRFB) |
|  |                                     |        |                                       | C-2021 |   |             |                           |   |

| STREET  | Section                     | KM  | Ready | New | PEI AT        | C-2020        | C-2021        | C-2022        | Safety Items                                  |
|---|-----------------------------|-----|-------|-----|---------------|---------------|---------------|---------------|---|
| <b>YEAR THIRTEEN</b>  |                             |     |       |     |               |               |               |               |   |
| West Drive*  | Pope to Confederation Trail | 1.1 | 0     | 1.1 | \$880K        | \$779K        | \$1.6M        | \$1.9M        | B: \$9,322 (118)<br>C: \$15,340 (236)         |
| <b>Year Thirteen Totals</b>   |                             |     |       |     | <b>\$880K</b> | <b>\$779K</b> | <b>\$1.6M</b> | <b>\$1.9M</b> | <b>B: \$9,322 (118)<br/>C: \$15,340 (236)</b> |

\* West Drive only needed if Route 2 remains an unprotected AT Pathway

|   |                                  |     |   |     |               |               |                |                |  |
|---|----------------------------------|-----|---|-----|---------------|---------------|----------------|----------------|--|
| <b>YEAR FOURTEEN</b>  |                                  |     |   |     |               |               |                |                |  |
| Water Street*  | Greenwood to Confederation Trail | 0.8 | 0 | 0.8 | \$368K        | \$189K        | \$397K         | \$463K         | B: \$3,397 (43)<br>C: \$5,590 (86)         |
| <b>Year Fourteen Totals</b>   |                                  |     |   |     | <b>\$368K</b> | <b>\$189K</b> | <b>\$397K</b>  | <b>\$463K</b>  | <b>B: \$3,397 (43)<br/>C: \$5,590 (86)</b> |
| <b>OVERALL TOTALS</b>   |                                  |     |   |     | <b>\$8.8M</b> | <b>\$6.8M</b> | <b>\$13.5M</b> | <b>\$15.6M</b> |  |

\* Supports AT users traveling westbound to eliminate the need to cross the street twice if using the Baywalk

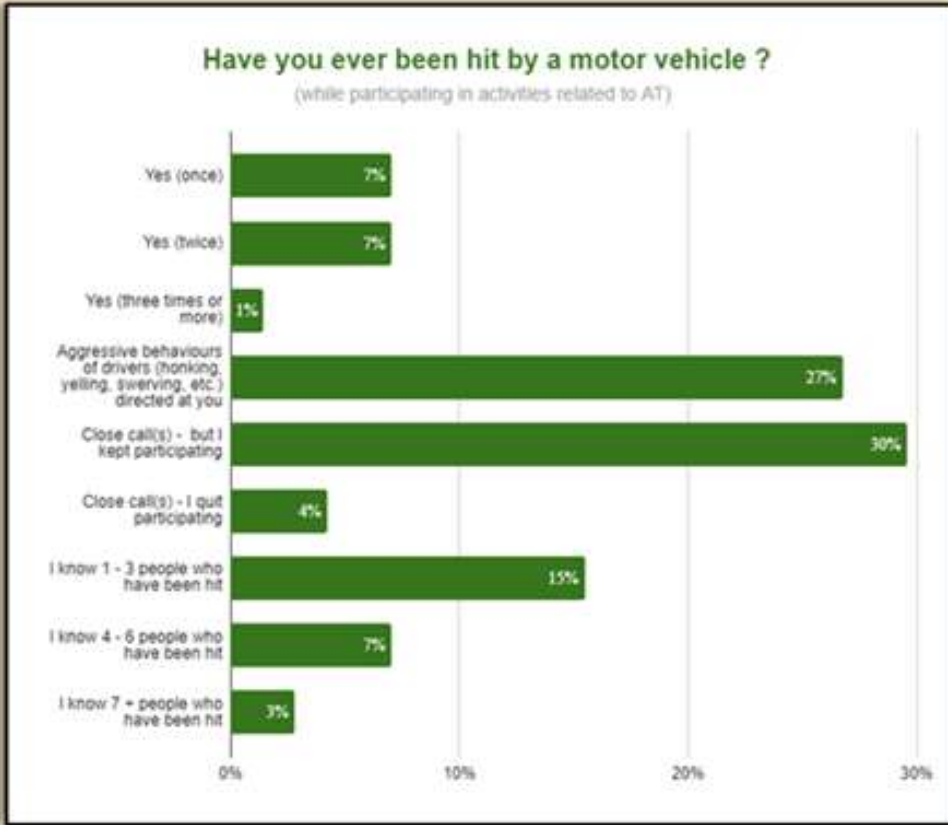
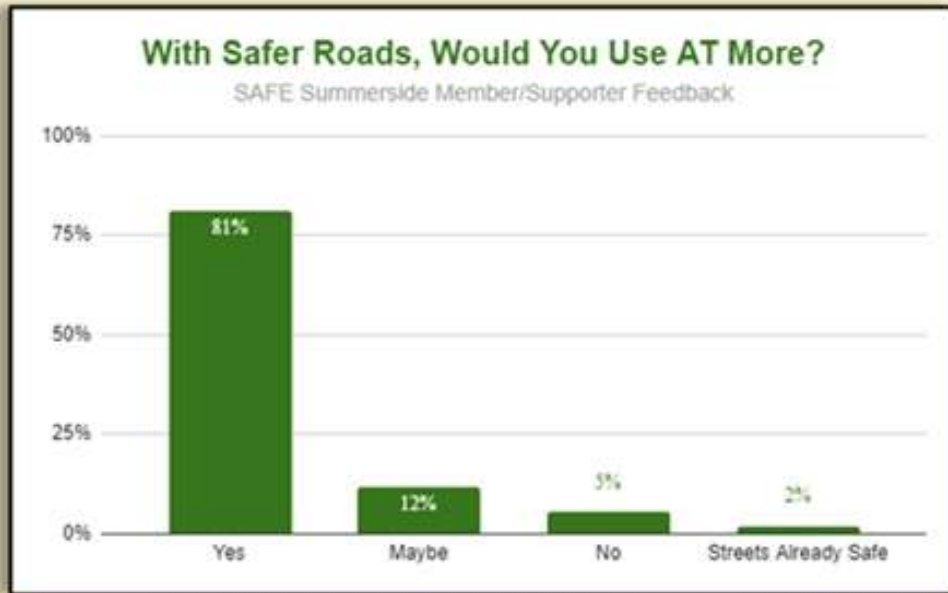
## PARTNERSHIPS WITH PROVINCE, SCHOOLS, CITY TO OBTAIN COST SHARE FUNDING

These recommendations are on land the city does not own; thus, we created a separate table to identify proposed recommendations and partnership between the school, province, and private property owners.

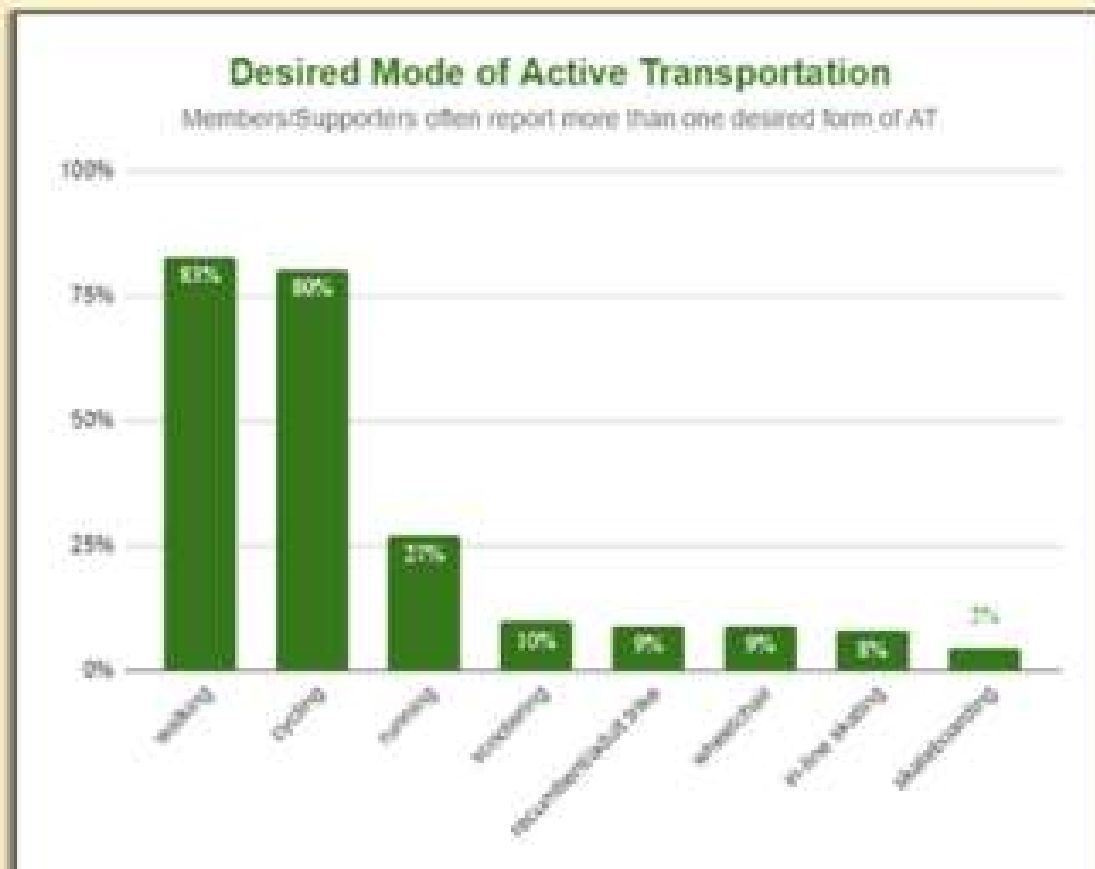
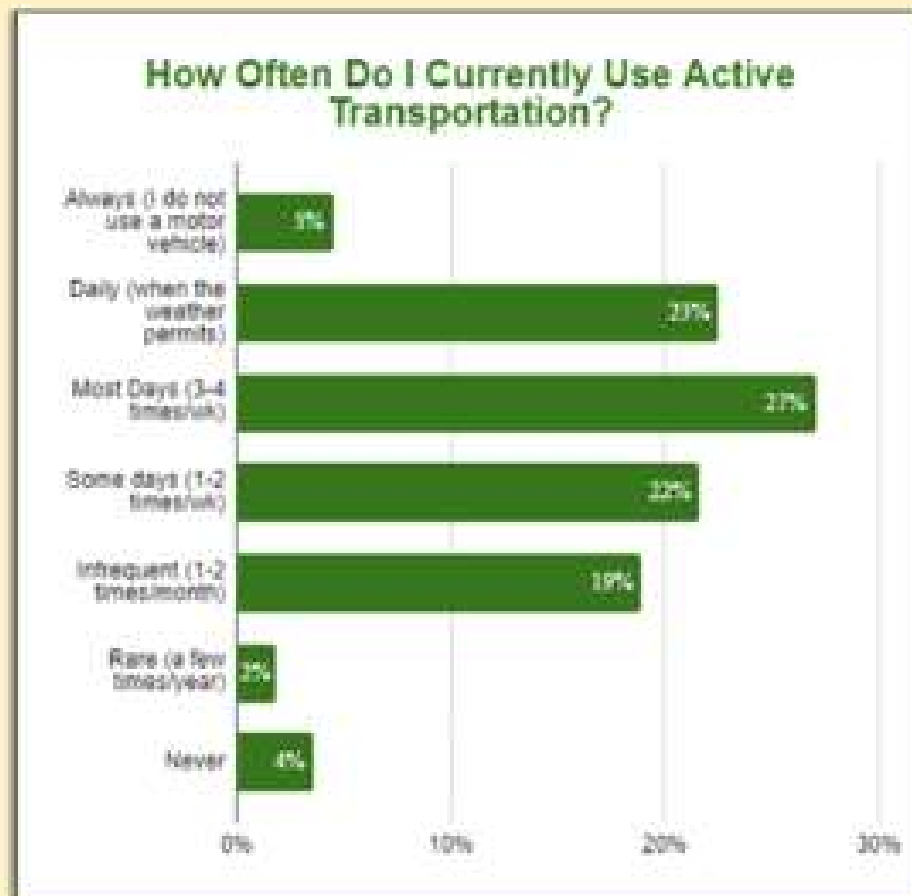
|                     |   |      |   |      |           |       |        |        |  |
|---------------------|---|------|---|------|-----------|-------|--------|--------|--|
| Summerset Trail—CWA | Around PCH  | 0.25 | 0 | 0.25 | \$197,500 | \$59K | \$124K | \$144K |  |
| Ecole sur Mer       | Trail from Weeks                                      | 0.14 | 0 | 0.14 | \$44,800  | \$33K | \$69K  | \$81K  |  |
| Ecole sur Mer       | Trail from Bernard Ave                                | 0.14 | 0 | 0.14 | \$44,800  | \$33K | \$69K  | \$81K  |  |
| Greenfield          | South to School Trail                                 | 0.14 | 0 | 0.14 | \$56,000  | \$33K | \$69K  | \$81K  |  |
| Greenfield          | Trailer Park to School Trail                          | 0.13 | 0 | 0.13 | \$41,600  | \$30K | \$64K  | \$75K  |  |
| TOSH                | Gerri Lynn to School                                  | 0.25 | 0 | 0.25 | \$80,000  | \$59K | \$124K | \$144K |  |
| TOSH                | Heather Moyse Park to Y section from Gerri-Lynn Court | 0.25 | 0 | 0.25 | \$80,000  | \$47K | \$99K  | \$115K |  |

APPENDIX 1:  
SAFE Summerside  
Membership Surveys

# Membership Survey



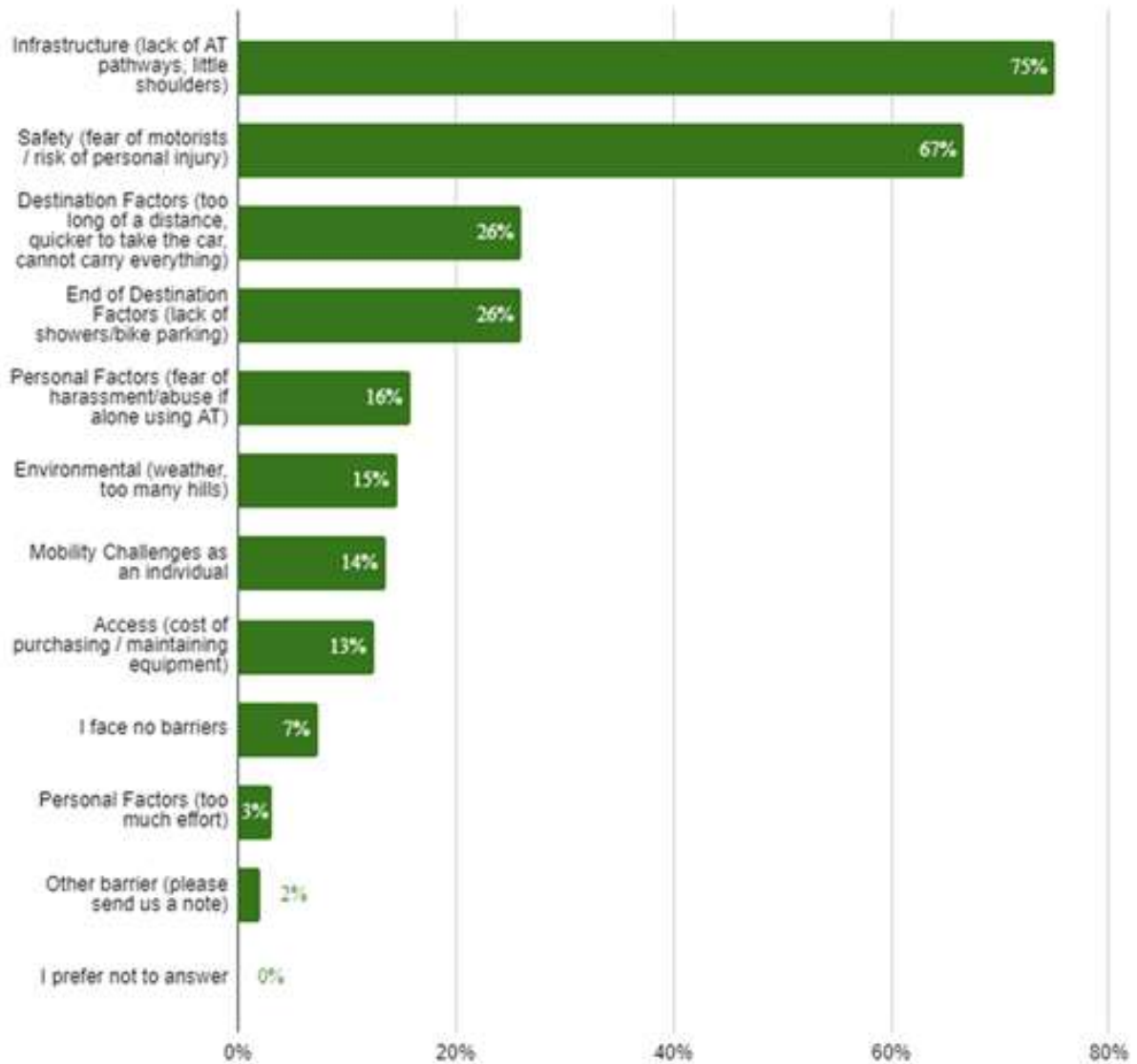
# Membership Survey



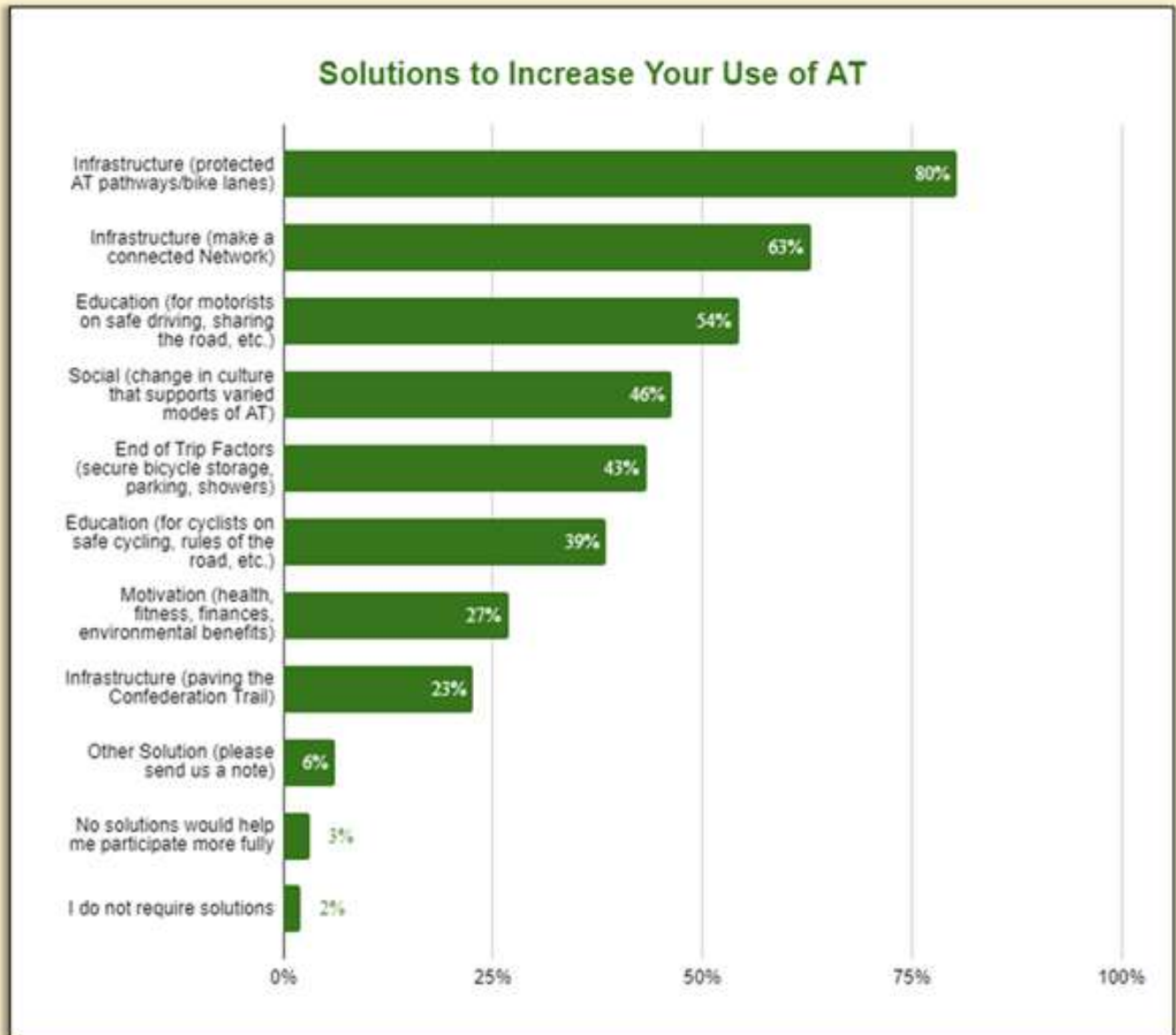


# Membership Survey

## Barriers You Face to Participate More Fully in AT



# Membership Survey



## Looking for More Membership Demographic Info?

The SAFE Summerside Alliance posts all of their membership demographic data online for review. You can visit this link for more information: [www.safesummeside.ca/Now](http://www.safesummeside.ca/Now)

APPENDIX 2:  
TRAFFIC DATA ON STREETS  
IDENTIFIED IN THE NETWORK

## Streets on Our Plan & Traffic Volumes

The City of Summerside measures traffic volume on segments of streets over a 48 hour period. We calculated the median count (2010 to Present) of all sections, and present the streets with the highest section in this table. We gathered our information from the City of Summerside Traffic Counts spreadsheet (<https://tinyurl.com/SsideTraffic>)

| RK | Street         | Section                   | Median | RK | Last  | RK | %    | RK | AVG    | Max    | Min   |
|----|----------------|---------------------------|--------|----|-------|----|------|----|--------|--------|-------|
| 1  | Water Street E | Small to MacEwen West     | 12,241 | 3  | 6,831 | 20 | -44% | 1  | 11,422 | 13,020 | 6,831 |
| 2  | Granville      | Rte 2 to Walker           | 9,316  | 11 | 2,315 | 23 | -75% | 3  | 8,883  | 12,281 | 2,315 |
| 3  | Pope           | Greenwood to Central      | 9,155  | 3  | 7,312 | 10 | -20% | 2  | 9,155  | 10,997 | 7,312 |
| 4  | South          | Pope to West Drive        | 8,137  | 1  | 8,368 | 4  | 3%   | 4  | 6,827  | 8,652  | 3,571 |
| 5  | Water          | MacEwen to Harvard        | 7,524  | 4  | 6,813 | 8  | -9%  | 4  | 8,228  | 10,579 | 6,813 |
| 6  | MacEwen        | Water to Victoria         | 7,365  | 7  | 5,056 | 16 | -31% | 6  | 6,795  | 8,770  | 4,652 |
| 7  | Central        | Pope to Walker South      | 6,354  | 9  | 4,324 | 17 | -32% | 8  | 6,000  | 9,136  | 3,053 |
| 8  | Heather Moise  | Granville to Water        | 5,702  | 6  | 5,526 | 7  | -3%  | 9  | 5,647  | 8,802  | 2,437 |
| 9  | Water          | Duke to Rufus             | 6,267  | 8  | 4,889 | 11 | -22% | 7  | 6,046  | 6,762  | 4,889 |
| 10 | Walker         | Central to Granville West | 5,307  | 5  | 5,574 | 3  | 5%   | 10 | 5,307  | 5,574  | 5,039 |
| 11 | West Drive     | South to Rtw 2 East       | 2,928  | 9  | 3,480 | 2  | 19%  | 12 | 2,811  | 5,151  | 664   |
| 12 | Ryan           | Granville to Gallant      | 2,563  | 12 | 1,875 | 15 | -27% | 11 | 3063   | 4,572  | 1,875 |
| 13 | Greenwood      | Pope to Notre Dame        | 2,205  | 13 | 1,656 | 13 | -25% | 13 | 2081   | 2,464  | 1,656 |
| 14 | Notre Dame     | Greenw'd to North'land    | 2,189  | 16 | 1,233 | 19 | -44% | 14 | 2079   | 2,623  | 1,233 |
| 15 | Harvard        | Water to King West        | 1,946  | 17 | 1,135 | 18 | -42% | 15 | 1924   | 2,987  | 895   |
| 16 | Maple          | Central to Granville      | 1,782  | 15 | 1,309 | 14 | -27% | 16 | 1881   | 2,415  | 1,309 |
| 17 | Willow         | Perry to Elm              | 1,442  | 14 | ,442  | 5  | 0%   | 17 | 1438   | 1,669  | 1,202 |
| 18 | Arcona         | Ottawa to Victoria North  | 873    | 19 | 709   | 9  | -19% | 18 | 818    | 873    | 709   |
| 19 | Summer         | Church to Winter          | 739    | 18 | 957   | 1  | 30%  | 19 | 694    | 957    | 343   |
| 20 | Robinson       | Pope to Beaten            | 603    | 22 | 305   | 22 | -49% | 20 | 648    | 933    | 305   |
| 21 | Wyatt          | Water to MacEwen          | 565    | 21 | 438   | 12 | -22% | 21 | 542    | 624    | 438   |
| 22 | Schurman       | Central to Summer         | 536    | 20 | 536   | 5  | 0%   | 22 | 525    | 758    | 281   |
| 23 | Lefurgey       | Granville to Arcona       | 378    | 23 | 210   | 21 | -44% | 23 | 341    | 425    | 210   |

No traffic data available on Green or Beaver Streets

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**APPENDIX 3:**  
**SAFE Summerside IN THE COMMUNITY**

# Learn How to Ride a Two Wheeler Sep 2022



# Walk/Ride to Support AT Oct 2022



# Santa Claus Parade Dec 2022





**APPENDIX 4:  
REFERENCE & RESOURCE  
DOCUMENTS**

# Summerside & PEI AT Reference Documents

## SUMMERSIDE

- A Green Transportation Plan for Summerside, City of Summerside (draft, April 2007)
- Parks and Green Space Plan, City of Summerside (2012)
- Active Transportation Plan, City of Summerside (draft, 2012)
- Summerside Urban Core (downtown) Plan (2016)
- City of Summerside Official Plan: A Livable Community (2018; amended 2019)

## PEI

- Stratford AT Plan (2010)
- Regional AT Plan for Charlottetown, Cornwall, & Stratford (2012)
- Charlottetown's AT Network Final Report (2017)
- A Climate Change Action Plan for Prince Edward Island (2018)
- Sustainable Transportation Action Plan for PEI (2019)
- PEI AT Fund (2020)
- Active Transportation Strategy (2021)
- University Ave Master Plan, City of Charlottetown (2021)
- PEI AT Network Plan (draft, June 2022)
- Capital Region Active Transportation Plan (BFC, 2023)

# Regional AT Documents

## ATLANTIC CANADA

### Nova Scotia

- Bikeways Plan: Urban Halifax Institutional District (2012)
- Choose How You Move: Sustainable Transportation Strategy (Province of Nova Scotia) (2013)
- Making Connections: 2014-19 Halifax Active Transportation Priorities Plan (2014)
- Active Transportation Plan for Victoria County (NS) (2014)
- Active Transportation Strategy: Implementation Plan for a Sidewalk & Cycling Network in Colchester County (adopted 2011, revised 2017)
- Active Transportation Plan, County of Kings (NS) (draft, 2021)

### New Brunswick

- Riverview (NB) Active Transportation (2016)
- PlaySJ Parks & Recreation Strategic Plan, City of Saint John (2019)
- Active Transportation Plan: Phase Two Report, City of Moncton (2022)
- "Issues and Opportunities for Enhancing Active Transportation Among Rural and Urban Areas: Lessons from a New Brunswick Study," UNB Department of Civil Engineering (date not provided)

## NATIONAL & INTERNATIONAL

- National Active Transportation Strategy (2021-2016)
- British Columbia Active Transportation Design Guide (2019)
- Canadian Motor Vehicle Traffic Collision Statistics: 2020 (Transport Canada)
- Costing of Bicycle Infrastructure and Programs in Canada, McGill University (2019)
- Countermeasures to Improve Pedestrian Safety in Canada, The Canadian Council of Motor Transport Administrators (2013)
- Active Transportation Infrastructure in Canada: A Pre-Budget Submission to the Standing Committee on Finance (2014)
- Increasing Cycling in Canada: A Guide that works. University of Toronto, McGill (2019)
- "The Fundamental Law of Road Congestion: Evidence from US Cities", Gilles Duranton and Matthew A. Turner, *American Economic Review* 101 (Oct 2011): 2616-2652
- "Increasing Cycling for Transportation in Canadian Communities: Understanding What Works," Marie-Eve Assucao-Denis and Ray Tomalty, School of Urban Planning, McGill university (August 2018)
- *Journal of Environmental Change* (2021) Brand, C., Götschi, T., Dons, E., Gerike, R., Anaya-Boig, E., Avila-Palencia, I., de Nazelle, A., Gascon, M., Gaupp-Berghausen, M., Iacorossi, F., Kahlmeier, S., Int Panis, L., Racioppi, F., Rojas-Rueda, D., Standaert, A., Stigell, E., Sulikova, S., Wegener, S., Nieuwenhuijsen, M.J. (2021) *The climate change mitigation impacts of active travel: Evidence from a longitudinal panel study in seven European cities. Global Environmental Change* 67, 102224. <https://doi.org/10.1016/j.gloenvcha.2021.102224>
- "More Cyclists in a Country Means Fewer Fatal Crashes" Forbes Magazine (charted by Statista)  
<http://tinyurl.com/LessFatal>

## APPENDIX 5: LETTERS OF SUPPORT



2 Myrtle Street, Stratford, PE C1B 2W2 Ph: 902.368.7303 Fax: 902.566.3934

SAFE Summerside  
c/o Mr. Ken Trenholm  
via email

03 February 2023

Dear Mr. Trenholm:

Thank you for your message sharing details about SAFE Summerside's initiative to bring Cycling Without Age to Summerside. It appears to be a very successful program around the world for promoting active transportation and supporting inclusion for people with disabilities and seniors who may not otherwise be able to explore and connect with their community.

The evidence around the benefits of social connection is clear. Social connection benefits physical health, mental health, cognitive abilities and promotes a feeling of belonging. The Medical Society of Prince Edward Island applauds the work of your volunteer group to bring this initiative to Summerside and endorses your efforts to implement Cycling Without Age. We look forward to hearing more about the program when it is implemented.

Sincerely,

A handwritten signature in black ink, appearing to read 'Krista Cassell', is written in a cursive style.

Krista Cassell, MD, FRCSC  
President, Medical Society of Prince Edward Island



# Public Schools Branch

Stratford Office • PO Box 8600 • Charlottetown PE C1A 8V7 • 902-368-6990 (T) • 902-368-6960 (F)  
Summerside Office • 250 Water Street, Suite 201 • Summerside PE C1N 1B6 • 902-888-8400 (T) • 902-888-8449 (F)

Ken Trenholm & Dr. Doug Carmody  
S.A.F.E. Summerside

March 9, 2023

Ken and Doug,

Thank you for our conversation this morning and sharing your vision for the implementation of safer active transportation strategies for all ages and abilities within the City of Summerside (and potentially elsewhere in future).

As the Director of Risk Management for the Public Schools Branch, conceptually, your focus appears to align well with our position, in its promotion of active and healthy lifestyle choices and in the management of risk to ensure the greatest probability of safe and enjoyable experiences for every participant.

I applaud your efforts, and encourage ongoing conversation with organizations and stakeholders that will lead to greater realization of your shared vision.

Best wishes to you and your organization for continued momentum and future success!

Dave Gillis  
Director of Transportation and Risk Management  
Public Schools Branch of PEI

March 10, 2023

**Re: SAFE Initiative**

This correspondence is to affirm the enthusiastic support of Wedgewood Manor, on behalf of Health PEI, to partner in the Cycling Without Age "SAFE" (Streets Are for Everyone) initiative.

Residents of long term care homes face a myriad of challenges. Though receiving needed health services, the transition to residential care notwithstanding presents significant life changes. Relationships, routines, comforts and sense of place are all disrupted, particularly so connections to the broader world, beyond the walls of the care home. It is now well understood delivering a high quality, person centred experience for residents requires not just evidenced-based clinical care but also a bevy of social-cultural supports allowing residents to engage as naturally as possible in their environments, both internal and external. These elements are not mutually exclusive. They are required in equal measure to provide residents the holistic care needed and to mitigate against the scourge of loneliness, helplessness and depression so prone among frail seniors.

However, help is needed to connect residents to their communities. The attributes of the SAFE initiative are apparent:

- Strong, enthusiastic leadership
- Concrete program parameters
- Clearly articulated risk management model
- Demonstrable outcomes from jurisdictional experience
- Flexible program design and sustainability plan
- Platform to further empower resident family members as partners-in-care
- Re-engaging seniors back into the communities they built
- Bringing joy and happiness to residents, their families and care team

For these reasons and more, we are eager to partner in this program. We applaud this local initiative and its innovative spirit. Please support this quality of life endeavor to help bring better days for the residents of long term care in Summerside.

Sincerely,



Andrew MacDougall,  
Executive Director, Community Health & Seniors Care



Andrews of Parkhill  
216 Schurman Ave  
Summerside, PE  
902-888-2273 (Phone)  
902-888-2290 (Fax)

To whom it may concern;

I have been the Director of Care here at Andrews of Parkhill for the past two and half years or so. During this time, I have the opportunity to care for some of our city's aging population.

As you may, or may not already be aware of, Parkhill has two homes located on Schurman Ave in Summerside. One home is dedicated for Community Care, with currently 54 residents. The second home is dedicated for more independent residents, with a current population of 34 residents. The age of our resident's ranges, from as young as 42 to as old as 102.

With our home being Community Care and Independent living, most residents are mobile and enjoy getting outside when they can. One obstacle I personally see, preventing residents from enjoying their time outside, is the lack of safe roadways. With our location, we are between Summerside's two main roads, Central St. and Granville St. This often prevents a "road block" for our residents, and confining them to a smaller area to enjoy their time outside.

I have been speaking with Mr. Ken Trenholme regarding S.A.F.E Summerside and Cycling Without Age. I really believe Ken has the ideal solution, not only for Parkhill, but for most of Summerside's resident's to be able to enjoy their time outside, without additional safety concerns from traffic.

A lot of the residents of Parkhill enjoy going for walks and with Ken's idea of "Cycling" for our residents via a Trishaw, I know they will enjoy that activity. It will give a lot of them a sense of freedom, improve their quality and social aspects of their life, and may even bring back lots of forgotten memories from their younger years.

I truly believe our city should do everything possible to make S.A.F.E Summerside and CWA a reality for the residents of Summerside.

Thank you for your time,

Matt Speight LPN  
Director of Care  
Andrews of Parkhill





Good morning Ken,

I am emailing today on behalf of Community Connections Inc. to support the Cycling Without Age program. We feel this is a fantastic concept and think our clients would benefit from this program. To an organization like ours, this program is about more than age. It's about inclusion.

Community Connections Inc. is a non-profit organization that provides a range of employment, residential, and support services to adult persons with disabilities. With an emphasis on persons with intellectual disabilities, the organization supports clients and families who reside in the region of East Prince, Prince Edward Island. The organization is based in the city of Summerside.

The purpose of the organization is to work with persons with disabilities and their families; to assist individuals to develop to their full potential; to support them to access and use community resources; and to empower them to contribute and participate in a meaningful way within their community. The Cycling Without Age program will help us with all of the above.

To think of a client that has been in a wheelchair their entire life or a client that has never been able to drive a bicycle due to physical limitations being able to experience a bike ride along our city's trail system is beyond exciting. It is a game changer and would truly make our community more inclusive.

Our day program building is only 0.17 km from the current bicycle path on Greenwood Drive and could easily have a path added on the street behind our building to connect the trail.

Please add us to any correspondence you need moving forward, and we will support efforts to make this a reality.

Thank you

John

**John Smallwood** | Executive Director | Community Connections Inc.  
w. 902-724-6060 | f. 902-436-4247 | e. [jsmallwood@ccipei.ca](mailto:jsmallwood@ccipei.ca)  
701 Water Street West | Summerside, PE | C1N 1E2 | Canada



## PRESIDENT'S OFFICE

140 Weymouth Street t 1.902.566.9510  
Charlottetown, PE f 1.902.566.9509  
Canada C1A 4Z1 w hollandcollege.com

March 10, 2023

To Whom It May Concern:

Holland College has been a cornerstone in Summerside and surrounding areas for over 40 years and we have seen thousands of students come through our doors. The health and safety of our students, faculty and staff is paramount to the College.

One of the pillars of Holland College's Strategic Plan, "Shaping Futures", is Environmental Leadership. Within that, the College has committed to helping foster a greener economy by incentivizing students, faculty and staff to utilize active transportation. The College is also working with municipal and provincial partners to improve active transportation routes around our campuses.

Holland College is a proud leader in workplace wellness and encourages everyone to embrace a healthy lifestyle. In addition, with the recent volatility of gasoline over the past few years, a larger number of our students and staff either walk or cycle to the College. We expect to see those numbers increase.

Holland College supports the Active Transportation network initiative and looks forward to working with other stakeholders in creating a healthier, more sustainable lifestyle.

Please don't hesitate to contact me should you require further information.

Sincerely,

A handwritten signature in blue ink that reads "Alex Sandy MacDonald".

Dr. Alexander (Sandy) MacDonald, Cert. Psych.  
President & CEO



March 10, 2023

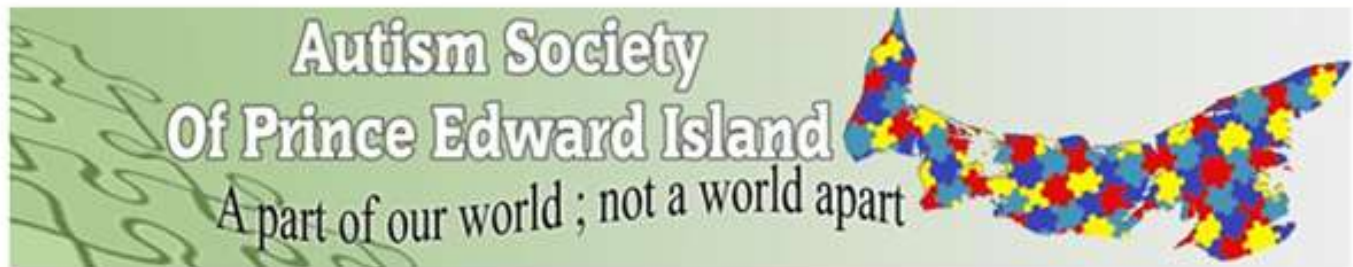
Letter of Support for S.A.F.E. Summerside

Dear Ken,

People of all ages and abilities have the right to safe and supportive living environments that allow them to flourish, both physically and mentally. S.A.F.E. Summerside's Cycling Without Age initiative will promote social inclusion for everyone in Summerside and surrounding areas by increasing safe access to active transportation. This initiative helps to meet the criteria: social participation, outdoor spaces, transportation and respect and social inclusion, which are 4 of the 8 domains of an age-friendly community. We are very pleased to have a member of our organization contributing on your board and look forward to partnering with you in the days ahead.

Sincerely,

Marcy Bouchie, Coordinator  
Age-friendly PEI Inc.



Box 3243, Charlottetown, PE  
C1A 8W5  
[www.autismsociety.pe.ca](http://www.autismsociety.pe.ca)  
[Nick@autismsociety.pe.ca](mailto:Nick@autismsociety.pe.ca)

December 20<sup>th</sup> 2022,

To whom it may concern,

My name is Nick Diamond, I am the Community Relations and Family Programming Coordinator with the Autism Society of PEI. The Autism Society aids with navigation while providing resources and supports to Islanders and their families touched by Autism.

I wanted to send a letter of support for SAFE Summerside's Cycling Without Age Program initiative. I believe all individuals have the same sense of adventure, however some may require added assistance and/or accommodations to experience that adventure. Cycling Without Age is the direct accommodation allowing individuals to experience adventure and mobility resulting in increased autonomy. For example, Individuals with Autism who have balance and/or perception challenges. Cycling Without Age would allow individuals to work around the barriers in effort to promote and improve an individual's sense of adventure and autonomy.

As we know, Autism is a lifelong disability. Cycling Without Age will allow young and aging populations of Islanders to develop a strong sense of community while learning a new mode of transport that promotes healthy living. This project will also promote efforts and opportunities for individuals to enhance their own goals for personal independence. Other personal goals being directly influenced would be: Improving balance, Levels of endurance, Social Skills/Communication, Peer-Family interactions and levels of overall personal confidence.

This program supports community inclusion and will assist to develop ongoing relationships between volunteer "Pilots", non-profits groups, manors, and the community. It is time for everyone to experience the same sense of mobility and adventure, together. If you have questions about this letter of support please feel free to contact me at: [Nick@autismsociety.pe.ca](mailto:Nick@autismsociety.pe.ca) or by calling 902 566-4844.

Nick Diamond

Community Relations and Family Programming Coordinator



Prince Edward Island  
Association for  
Community Living  
**Diversity includes.**

40 Enman Crescent, Room 273 Charlottetown, PE C1E 1E6  
T: 902-439-4607 | [www.peiacl.org](http://www.peiacl.org)

March 13, 2023

Attn: Mayor and Councilors of the City of Summerside;

I am writing in support of the project ***All Ages All Abilities Active Transportation Network Plan*** being proposed by S.A.F.E. Summerside, who are wanting to establish a successful Active Transportation network in Summerside.

The Prince Edward Island Association for Community Living (PEIACL) is a family-based association empowering people with intellectual disabilities and their families to lead the way in advancing inclusion in their own lives and in their communities. We do this by sharing information, fostering leadership for inclusion, facilitating networking, connecting people and opportunities, and promoting rights and values in keeping with the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD).

As an organization that supports individuals with disabilities, personal safety, well being and access to services are often challenging aspects for building independence and community living. The suggestions that are shared within the SAFE Summerside document, outline a number of strategies that will ensure the active participation of individuals, traveling safely throughout the city. Creating visibility, accessibility, safer mobility for those with disabilities of all ages. Promoting engagement, safer route connections and creating a diverse inclusive AT network for All.

We look forward to seeing what suggestions are implemented from the AT network plan, for all the individuals of Summerside, the visitors who come into the city, and the many, diverse people that live in the community.

Warmest regards,

*Julie Smith*

Executive Director *PEI Association for Community Living*  
[executivedirector@peiacl.org](mailto:executivedirector@peiacl.org) 902-439-4607

cc: [together@safesummerside.ca](mailto:together@safesummerside.ca)



March 2, 2023

To Whom It May Concern:

BGC Prince County which is a non-profit organization with locations in Summerside and Wellington, PE. BGC Prince County was established in 1963 with the mission to provide a safe, supportive place where children and youth experience new opportunities, overcome barriers, develop positive relationships, and build confidence and skills for life.

I am writing this letter of support for Safe Summerside's 'Streets Are for Everyone' Transportation Network Plan. The purpose of this plan is for streets to be safe and accessible to everyone of all ages, genders, races and abilities, incomes, and sexualities and that all forms of transportation need to be considered in street planning and design.

This initiative aligns with BGC Prince County's goals of reducing barriers and promoting inclusion for all. I feel confident this initiative will meet the desired outcomes and support their proposal without hesitation.

Sincerely,

Adam Binkley  
Executive Director

# GENERATION XX SUMMERSIDE INC

| Youth Drop-In Centre & Skate Park |

To whom this may concern,

I am writing on behalf of Generation XX in support of SAFE Summerside in the launching and success of the "Cycling Without Age Program" apart of their "All Ages & All Abilities Active Transportation Network Plan."


Generation XX believes in strengthening communities. Our organization strongly advocates for inclusion and that each member of our community should have access to all resources our community has to offer. That being said. A safe network is crucial within our community. The network allows a safe alternative form of transportation for those who do not have access to vehicles or buses or contain some form of restriction.

The network allows a direct link in connecting community member's to additional support systems, access to necessities and socialization. Therefor, benefiting social, economic and the environment in the community. These benefits also increase quality of life among individuals within the community increasing mental health.

In recent years there has been an increase of pedestrian/cyclist collisions which is highly concerning. Three of these collisions have resulted in death in the past three years. The result of this tragedy shows there needs to be an alternative.

Generation XX supports the key program "Cycling Without Age Program" and the pilot SAFE Summerside is proposing in connecting pathways to the nearest trail from organizations such as Community Connections, Wedgewood Manner and Andrews of Parkhill. We thank you in your consideration of making our Island more accessible and safe for all.

Regards,



Gordie Whitlock  
Executive Director  
Generation XX  
Summerside, PE

328 Notre Dame Street  
Summerside  
PEI, Canada  
C1N 1S5  
T (902)436-7699

To the City of Summerside:

On behalf of the PEI Parkinson's support group, I am happy to provide this letter of support to Ken Trenholm as the spokesperson of S.A.F.E Summerside. We are very interested in furthering the goals of securing safe Active Transportation routes that link places of interest within the City of Summerside and purchasing Trishaws that would greatly enhance the mental health of some of the most vulnerable groups among your residents.

Our group, based in Charlottetown, has been an active voice for Islanders living with Parkinson's disease for more than 40 years. Our pre-pandemic activities within your city have included in-person music therapy classes held at the Central Christian Church on Central Street and in 2021 we held PEI's first Pedaling for Parkinson's event where we first became aware of the healing nature of Trishaws within the senior population. We hope to return to some of these activities in the future. Since then, in partnership with Bike Friendly Communities (BFC), our group provided the funds to purchase PEI's very first Cycling without Age Trishaw which will be operated and managed by BFC.

We are encouraged to hear about the possibility of improving the quality of life of people living with Parkinson's Disease, seniors and people living with disabilities and hope that you will give S.A.F.E. Summerside's proposal consideration.

Sincerely,



Irene Doyle

Chairperson

PEI Parkinson's Support Group





## Public Health Association of NB and PEI

March 10, 2023

The Board of the Public Health Association of New Brunswick and Prince Edward Island (PHA-NBPEI) offers its full support to SAFE Summerside as they advocate for an active transportation network in Summerside, PEI. We at PHA-NBPEI recognize the crucial value of active travel as it is beneficial to our health, our communities, and our environment. Further, the SAFE Summerside initiative addresses numerous concepts that we support including collaboration, citizen engagement, multiple approaches, risk reduction, reducing inequities and more. Our thanks and appreciation goes out to SAFE Summerside for developing a thorough, evidence-informed Active Transportation Network Discussion Paper and Plan, and we wish them well during their presentation to City Council!

On behalf of PHA-NBPEI

Charlotte Riordon  
President



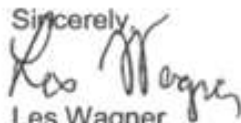
March 10, 2023

Dear Mayor and City Council:

We are very pleased to be writing a letter in support of SAFE Summerside and their goal of creating safe streets for active and sustainable transportation within the City of Summerside and surrounding areas.

Research shows us that there is a very strong link between physical health and mental health. Thus, whatever can be done to maximize an individual's participation in active transportation networks will have a positive effect on mental health. Active transportation networks need to be as barrier free as possible and accessible to all individuals. A disproportionate number of low-income earners rely solely on active transportation. If increased access to safe routes within the City of Summerside and surrounding areas occurred, it would allow these individuals to more easily and fully participate within all aspects of the greater community.

CMHA/PEI Division supports SAFE Summerside and their request for the adoption of an AT network plan. Active transportation needs to be considered in all stages of street planning and design.

Sincerely,  


Les Wagner  
Regional Director – Prince County  
Canadian Mental Health Association/PEI Division

61 Duke Street  
Summerside, PE C1N 3R9  
Tel (902) 436-7399  
Fax (902) 436-2209  
cmha.pe.ca

1 College Street  
P.O. Box 309  
Alberton, PE C0B 1B0  
Tel (902) 853-4180  
Fax (902) 853-3877  
cmha.pe.ca

**Mentally Healthy People  
in a Healthy  
Society**



109 Water Street, Summerside, PE C1N 1A8 – 902-439-4720 – [summersidefreestore@gmail.com](mailto:summersidefreestore@gmail.com)

Mailing address: 185 Wilfred Street, Miscouche, PE C0B 1T0

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January 26, 2023

To Whom This May Concern,

Re: Ken Trenholm  
SAFE Summerside, Recycled Bikes Program  
All Ages All Abilities Active Transportation Plan

I am proud to offer this letter of support on behalf of the Free Store for this much needed program in our City. I have collaborated with Ken Trenholm and Peter Collins, who have already donated 2 bikes to a couple from Ukraine and have 4 more for newcomers, (that also were just requested). This was within a week, plus he fixed a bike for one of the Free Store volunteers.

I realized very quickly how working with this group would benefit our community. We have many bikes, but no way to fix them. By connecting with SAFE Summerside, we have the possibility of getting any salvageable bikes fixed and into the hands that need them. But only with the support they are requesting from you.

Through this program, those struggling financially and those new to Summerside will have a healthy option to get to work and/or school.

We have the support of the Summerside City Police Dept. who have kindly been providing bikes to the Free Store that are no longer wanted and in their possession.

Please do not hesitate to contact me if you should require any further information.

Best regards,

*Belinda Woods*

Belinda Woods, Founder/Operator  
Free Store



211-40 Enman Crescent Charlottetown, PEI C1E 1E6

March 8, 2023

**To:** Mayor and Council  
City of Summerside

**RE: Letter of support for SAFE Summerside's Active Transportation**

**Network Proposal** Dear Mayor and Council,

We are writing in support of SAFE Summerside's Active Transportation (AT) Network Plan. Cycling PEI considers this proposal an important contribution to the bigger picture and long-term future of active transportation across PEI, bringing with it many benefits for sustainability, healthy living and tourism, among others.

Shifting more of people's daily trips from private automobiles to human-powered forms of transportation - such as cycling and walking - has been shown around the world to have positive impacts on physical and mental health and safety, air quality, the cost of living, tourism, the freedom and independence of non-drivers, and road congestion. It is also critical in the fight against climate change. As such, a strong and credible AT plan is a must-have for any forward-looking city.

SAFE Summerside has mobilized an impressive amount of work and thought for its proposal - evidence of the interest in and importance of enhanced AT infrastructure to the people of Summerside. Its proposal is grounded in the findings of locally-conducted surveys, solid research of best practices from other jurisdictions, and on the first-hand knowledge of its members and Summerside residents on local routes and the challenges faced by cyclists and pedestrians when navigating the city's current street and road network. **This is the kind of work for which cities frequently pay consultants hundreds of thousands of dollars, and it is such an amazing opportunity that it is now being offered to the City of Summerside for free, by its own citizens!**

SAFE Summerside's findings and recommendations echo those of other active transportation studies across the country; namely, that the most important factors for getting more people out of cars and onto bicycles are a) **a connected AT network** and b) **an AT network that cyclists of all ages and abilities feel safe using**. Here, the City's leadership is of the utmost importance.

Summerside has a growing reputation as one of the most innovative and "greenest" cities in Canada, thanks in large part to its embrace of renewable energy. By also harnessing the incredible energy of the citizens behind this well thought-out Active Transportation Plan, Summerside can further solidify its status as a global leader in sustainability and as an excellent place for people of all ages to live, work, play and raise their families.

Sincerely,  
The Board of Directors of Cycling Prince Edward Island



February 20, 2023

To Whom It May Concern:

Active Transportation fits into a bigger picture of how we see equity, health, energy and land use in our towns and cities. We often become fixated on large, technological solutions to these global issues. Sometimes they work. Regardless of other interventions, the humble bicycle remains an irreplaceably efficient and inexpensive mode of transportation. We must cultivate accessible active transportation by carving out human spaces in our otherwise auto-centric cities.

#### **Active Transportation is Transportation**

We need to view active transportation as 'transportation'. AT has a different trip profile than a car, a bus, or an airplane but should be approached with the same logic. That means looking at the present and future needs of AT users and steadily investing in improving infrastructure over time - just like highways.

#### **Connections**

While active transportation uptake is affected by weather, hills, lights and seasons, we heard that the biggest deterrent is the absence of safe, interconnected AT lanes. So whenever we build AT lanes, they must connect to other AT lanes. That way each piece of the puzzle will fit together to build the big picture.

#### **Vision**

Each of the projects is important on its own, the real strength of these projects is how they work together. Having a vision of what that network could look like allows us to prioritize, and strategically align investments over time. It also means that if a road is scheduled for resurfacing, we can be opportunistic and build it first, tweaking the design to include connections to the future network. Adopting a common vision also aligns with the Federal Active Transportation Fund.

Mitch Underhay  
Executive Director  
Bike Friendly Communities PEI



March 9, 2023

Good morning Mayor Kutcher,

On behalf of the PEIRoadrunners Club I am pleased to add our support to Safe Summerside and encourage the Summerside City Council to adopt and implement an Active Transportation network in the City.

Summerside has long been a leader among municipalities on Prince Edward Island ranging in everything from your electric utility, wind farm, solar farm and state of the art recreational facilities to name a few.

We are confident the leadership, foresight and initiative successive Summerside Councils have demonstrated over the years can be extended to address a much needed and beneficial Active Transportation network for the City.

The safety benefits coupled with the health benefits enjoyed by your residents will be long lasting legacies of a well planned AT network.

The PEIRoadrunners strongly supports any initiative that leads to a safer and healthier lifestyle for residents of PEI.

As always, financing can be an issue. However, experience has shown well planned sustainable projects will find a way to get completed. We believe an AT network for Summerside falls comfortably into this category.

Thank you for Council's consideration of this worthy project.

Kevin McCarville  
President, PEI Roadrunners

Holman's Ice Cream Parlour  
286 Fitzroy Street  
Summerside, PE  
C1N 1J2



Summerside City Council  
275 Fitzroy Street,  
Summerside, PE  
C1N 1H9

Dear Members of the Summerside City Council,

Holman's Ice Cream Parlour is writing to express our enthusiastic support for the efforts of S.A.F.E. Summerside to promote better and more accessible active transportation options in our city. We believe that this initiative has significant potential to positively impact small businesses and the local economy.

As you may know, our establishment is a beloved destination for Summerside residents and visitors alike. We rely on foot traffic and word-of-mouth advertising to attract new customers and build our business. By making it easier and safer for people to walk or cycle to our establishment, we believe that we will attract more visitors and increase sales.

Studies have shown that people who walk or cycle to local businesses tend to spend more money than those who drive. In addition, active transportation options can help create a more vibrant and connected community, which can attract more visitors and help us to grow our customer base.

We believe that promoting active transportation options in Summerside is an important step towards creating a healthier, more sustainable, and economically vibrant community. As a small business, we urge the City Council to work closely with S.A.F.E. Summerside and other stakeholders to identify and implement policies and programs that support active transportation options, such as infrastructure improvements and public awareness campaigns.

In conclusion, we fully support the efforts of S.A.F.E. Summerside and the City Council to promote and support active transportation in our city. We believe that this initiative can have a significant impact on the success of small businesses and the overall health and well-being of our community. Thank you for your attention to this important matter.

Sincerely,

Holman's Ice Cream Parlour

Daniel Meister  
2022 North Freetown Road,  
Lower Freetown,  
C0B1M0

Summerside City Council  
275 Fitzroy Street,  
Summerside, PE  
C1N 1H9

Dear Members of the Summerside City Council,

I am writing to advocate on behalf of the mission of S.A.F.E. Summerside, an organization promoting better and more accessible active transportation options in our city. I believe that their vision of promoting safe and sustainable modes of transportation, such as walking and cycling, aligns with our collective goal of creating a healthier, more livable, and economically vibrant community.

As you are well aware, Summerside is a beautiful city with many amenities. However, active transportation users, such as myself, face significant barriers when cycling and using other active transportation methods in Summerside. Active transportation use has been shown to have significant positive impacts on both the environment and public health of communities.

Moreover, promoting active transportation can also have positive economic impacts. When people walk or cycle to local businesses, they tend to spend more money than when they drive.

S.A.F.E. Summerside is doing important work in advocating for better and more accessible active transportation infrastructure in our city. I urge the City Council to work closely with this organization and other stakeholders to identify and implement policies and programs that support active transportation options. This can include infrastructure improvements such as bike lanes and public awareness campaigns to encourage residents and visitors to be aware of and choose active transportation options.

In conclusion, I wholeheartedly support the efforts of S.A.F.E. Summerside, and I hope that the City Council will take bold action to promote and support active transportation in our city. Thank you for your attention to this important matter.

Sincerely,



Daniel Meister, MSc Kinesiology





Mayor & Council

Summerside City Hall  
275 Fitzroy Street  
Summerside, PE, C1N 1H9

9 March 2023

**Subject: SAFE Summerside's Active Transportation Plan**

To whom it may concern,

The Summerside Lion's Club wishes to express our support for SAFE Summerside's Active Transportation Plan. Safe and well thought out active transportation corridors are a key component to the safe enjoyment of the community for young and aging community members alike and offers a host of benefits.

We would like to add our name to the growing list of endorsements for this well researched plan. The Proposal would provide people of all ages and abilities with the opportunity to reach their destination safely through active transportation.

Thank you for allowing us the opportunity to express our support.

Sincerely,

Yvon Arsenault  
King Lion, Summerside Lions Club

Lynne Lund  
Secretary, Summerside Lions Club

## APPENDIX 6: PERSONAL QUOTES

## Personal Quotes



### **Dan Kutcher (Mayor for the City of Summerside)**

How we each want to move around our community is unique and different. Active transportation enables us to visit with the people they want to see, and get to the places we want to go; in the unique and different ways we want to get there. If it's with a stroller, a walker, on a bicycle, rollerblades or a scooter, a wheelchair or on foot, AT helps people move about safely in ways that make us healthier, reduce the carbon impact on our planet, reduce the wear & tear of our roads, connect us in-person with fellow travellers, and generally promote a better sense of being and community. Personally, I like to commute by bike when I can.

My wife likes to walk to work when the weather cooperates. Our kids move around by bike, blades and scooters. I am excited by the work SAFE is doing and think there is a bright future in our beautiful city to build off the good AT work to date and lead the way in PEI!

### **Dr. Doug Carmody (Summerside)**

An AT system needs to be connected to where people need to go and enjoy going to: work, recreational spaces, shopping, schools, etc. It needs to be visible, accessible, safe and taken care of. Many times when I travel around Summerside, I see the side of the roads littered with debris that make biking dangerous, and areas where sight lines are poor. Often areas I need to go through are high traffic with distracted drivers. The high curbs on sidewalks are dangerous. Often roads narrow quickly.

A real thoughtful and functional AT system would provide many opportunities for equitable, economical and environmentally healthier transportation that would be sustainable. It would respect it's users and engage the community and other users of the roads.



### **Bill Schurman (former Director of Community Services with City of Summerside for 20 years, 1981-2002)**

There is a relationship between the physical design & layout of communities - the "built environment" and the health of people living in them. Data suggests Active Transportation can improve our health & the health of our community. Healthy community lowers health care costs. The more we move the better we feel. The better we feel the more positive we become, helping to increase Summerside's positive vibe & our Summerside Pride! The more we use AT, reducing vehicle use, the more \$ we save. The healthier we become the longer we live, leading to the more people wanting live, work, play & do business here. Summerside can use AT to help grow our position as a most active healthy community. Together we can.

Win Win Win.

## Personal Quotes

**Paula Biggar (former, 3-time elected MLA, District 23, Ellerslie, Former Minister of Transportation, Infrastructure, and Energy & Status of Women)**

As a grandmother of two who live in Summerside and have been biking for many years, I commend SAFE Summerside and their initiative to have enhanced safety and access for all people to participate fully in their community. Infrastructure is more than roads and buildings, it encompasses opportunities for all modes of transportation and accessibility.



**Jacqueline Reeves (Principal, Three Oaks Senior High School)**

I appreciate your group's recommendations regarding the flashing lights and the need for changes on the corner of Victoria and High Streets, where the sidewalk seems to jut out a bit. Kenmore Avenue is somewhere else that is extremely busy, especially after school. I am unsure if the city would find putting a sidewalk there going towards MacEwen Road something feasible, but it would make the commute safer.



**Erin Johnston (Principal, Elm Street Elementary School)**

We support your group's proposal for safe and accessible routes to Elm Street School. It is a wonderful proposal and we fully support the need for children (and adults) to be safe and active.



## Personal Quotes



Active transport in a city like Summerside gives everyone infinite potential to get to where they need to go. Whether you're doing it for exercise, because you love it, or simply because it's your only mode of transportation, you should feel supported by the infrastructure the city is planning, and you should feel safe. I bike or scooter to work 5-7 months out of the year and have had some close calls. I choose to commute this way, but I am fortunate enough to have access to a vehicle should I chose otherwise, this is not the case for everyone. The people who only have AT as an option deserve the same safety and peace of mind you have while driving a vehicle.

### **Christie Phillips (Summerside)**

I generally walk two to five km per day, so I'm well aware of many streets that need safe paths/sidewalks for active transportation. We also need driver education of how dangerous their actions actually are.



### **Wes Jackshaw (Summerside)**

While we have done a fair job of creating awareness for public health, from Participation to Active Living, we also need to address the issue of infrastructure to not only advance these initiatives, but expand them so people of all abilities can access and benefit. Summerside can be a model community, our citizens health and well-being front and center.

## Personal Quotes

### Tracie Perrie (Summerside)

I would bicycle if there were connected paths throughout the city to get uptown downtown and east and west that were well marked like Greenwood. I've been struck twice by a vehicle and I hesitate to share roadway with people that hug the white line.



### Lori Pridham (Summerside)

Being a resident of Summerside and avid cyclist, the SAFE Summerside event held major importance to me. I know several people who have been struck by motor vehicles within the perimeters of Summerside throughout the years and it is a real and scary thing. Though this and having my own close calls have not deterred me from cycling, it is my hope that with proper education for drivers and a better infrastructure to accommodate cyclists, more people will feel comfortable getting out and being active. It is not only important for better health, but for the environment.



### Rob McCraight (Summerside)

I cycle my two children (Lyra and Niamh) to daycare on a daily basis. My eldest is getting to the age where she wants to be cycling herself, however I would be hesitant to let her loose on the busy roads going to her school. I'm very excited to see Summerside develop an AT network that allows everyone the option to safely get to school.



## Personal Quotes



**Lokki Ma (Summerside)**

I was so glad to see the support for more infrastructure to support active transportation and very excited to help create a Summerside where everyone can get around safely and efficiently.

**Brye Caissie (Summerside)**

Though we as a family have a car I do not personally drive so when I need to get somewhere, I go on foot. I take my two children with me. The amount of drivers who do not stop at crosswalks is scary as is the few amount of clearly marked crosswalks that are available. I worry for the safety of my family when we make our way around Summerside. We have thought about biking more but the struggle is that we, like many, live in an apartment with little storage. We have nowhere to store our bikes to keep them safe from the elements and potential theft. If there was a bike loan system where people could rent a bike for an hour and deposit it back at one of many drop off spots (this is common in Europe) I think there may be potential to have more bikers in the city.



**Susan Christensen (Summerside)**

Many places in the world are setup to be AT friendly. It would be great if Summerside could boast the same as the first municipality on PEI to go down this road completely. It is the way of the future for the many reasons you brought to light in your presentation. I believe these changes are possible and very much needed.



## Personal Quotes

### **Brett Empringham (Summerside)**

I love cycling! It's fun, reduces emissions, reduces traffic and keeps me in shape. I want everyone to be able to enjoy active transport, so I support any initiative that endeavors to make it safer and more pleasant.



### **Jennifer Gallant (Wellington)**

As a person with many children and one in a wheelchair, I find it very difficult to find activities that include everyone. Thanks to our e-assist bike and a trailer we are able to safely enjoy the outdoors without the typical barriers when pushing my son and his over 60 pound wheelchair. Having well maintained trails is definitely helpful for us. We hope to continue as far into the winter as we can but in the future it would be nice to be able to at least walk somewhere safely during the winter months instead of the side of the road. I love seeing the new bike lanes made and I hope accessibility keeps moving forward because a lot of areas are still lacking.



### **Ian Brisbin (PEI summer resident)**

I am a lawyer, practicing personal injury law with a focus upon representing cyclists injured by drivers, in Hamilton Ontario, spending approximately eight weeks per year at our cottage in Fortune, PE. I see the damage that car culture does every day through my work and am bombarded with stories of folks scared off the roads by the lack of driver education and safe, protected infrastructure. The health and cultural benefits of complete streets and a commitment to AT/Vision Zero are both quantifiable, and systemic. Our urban quality of life hangs in the balance.





## Personal Quotes



**Mike MacKinnon (Summerside)**

I moved to east Summerside in June of 2019, and a part of that decision was to drive less and be able to participate in active transportation further as I age. I believe active transportation can help solve many issues such as climate change, mental / physical well-being, social interaction, and more conscious food choices.

**Dr. Richard Wedge (Summerside)**

Protected cycling lanes have been widely proven to increase cycling by all ages and abilities in communities. Cyclists are more likely to stop and support local businesses and reduce the need for driving if they feel safe in their commute. In addition, tourists will be attracted to Summerside as a cycling destination with safe protected bike lanes for their whole family.



**Dan Steele (Cornwall, former Summerside resident)**

I am an event planner, a self-described environmentalist and an advocate for people with Parkinson's disease (PD), many of whom have balance issues and/or are seniors making up the largest demographic with PD. I know that properly designed Active Transportation (AT) corridors that everyone can share is the only way to ensure that we can continue to have independence now and into the future.

My days driving a motor vehicle have come to an end. I made the decision to voluntarily stop driving for the safety of everyone. I would like to know that our government officials at all levels want to see me and others like me continuing to maintain some level of health maintenance through preventative health measures like active living, something that I have been

aggressively promoting since I was first diagnosed with PD over 13 years ago.

I have personally heard stories of people who are scared to take up cycling on our residential streets and highways because they feel unsafe. This is the same story that I hear over and over again and not just from people who are disabled or elderly. AT has to be safe and inviting for everyone and not be considered a secondary consideration after motor vehicle drivers. For many, like myself, this will be my only future option for safe transportation, independence, and health.

## Personal Quotes

### Anonymous (Summerside)

It brings me much joy to read about active transportation initiatives here in Summerside, and elsewhere on the Island. My spouse and I decided to live car-free, we walk and cycle everywhere, which has greatly contributed to our health and well-being.



### Blair Arsenault (Summerside)

I only have a bicycle as my transportation. I used to bike on the shoulders, but after so many close calls (almost getting hit by cars), I only bike on the sidewalks now. I support the City building bike lanes to make it safe for people like me, with no cars.



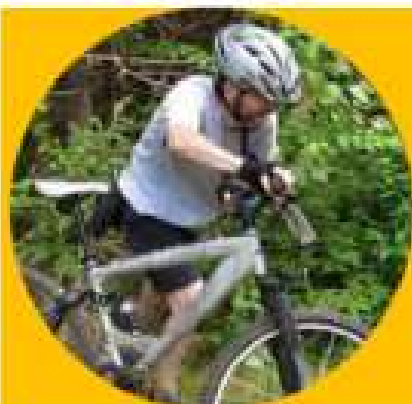
### Shelah McGinn (Summerside)

The population is aging.

We need a more wheelchair-friendly city.



## Personal Quotes



**Peter MacFarlane (Kensington)**

I currently have a car/bike accident-related concussion, so AT is even more important to me now.

**Wendy Waite-Snow (Summerside)**

I see people with accessibility issues driving scooters near grocery areas on Granville Street. I always hope they will be safe as these areas are not safe for scooters and bikes.



**Elizabeth Trenholm (Summerside)**

I grew up using a bicycle as a form of transportation - particularly to commute to work. Many of the streets in Summerside are so busy now I am not comfortable traveling on them by bicycle. I choose not to bicycle because I am concerned I will be hit by a vehicle. I almost got hit once and have not been back on my road bike since then. Safe routes in the city would be wonderful.



## Personal Quotes

### **Curtis Fudge (Mont-Carmel)**

With the rising costs of fuel (driving), health care shortages, increasing traffic and climate change, I believe active transportation is a great way to help combat these things and increase my personal fitness in the process. But, we need to be able to do so SAFELY. Cities and municipalities need to develop infrastructure for the types of transportation they want to see and have (e.g., bicycles), not to just maintain what is being used now (e.g., motor vehicles).



### **Steve Howard, MLA (Summerside-South Drive)**

I believe that an active transportation plan is needed so that we are not just tossing money and resources into a patchwork but into a well thought out network of active transportation. The benefits of a well connected active transportation network are much greater than a patchwork network.



### **Daniel Meister (Lower Freetown, former Summerside resident)**

Living in the Netherlands opened my eyes to how communities built around accessible active transportation thrive! The infrastructure allowed those from all walks of life to safely access active transportation. Entire families could function only using a bike! I even participated in an initiative where I helped blind individuals access active transportation by riding behind me on a tandem bike! From this experience and my studies in kinesiology, I have come to strongly believe that active transportation infrastructure is key to healthy, environmentally friendly, and sustainable communities!



## Personal Quotes



**Scott Drummond (Summerside)**

We need to reduce the number of cars on the road and promote more active transportation to increase physical activity and reduce emissions.

**Ken Trenholm (Summerside)**

I am committing the next phase of my life to bring safe and accessible AT to Summerside. I have been hit by a car three times while cycling in Summerside. My father and grandfather were hit by cars while they were walking; my grandfather died on site, and my father's mobility & health significantly declined following the pedestrian/motor vehicle collision in Summerside until his death.

I will advocate as hard and strategically as I can as a volunteer with a full-time, year-round job and a family. I see a future where every resident of, or visitor to, this city — regardless of age or ability — will feel safe to enjoy their chosen mode of transportation. I view mobility as a universal right and the need to shift transportation priorities to



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APPENDIX 7:  
LIST OF CURRENT MEMBERS  
& SUPPORTERS

# Our Members

## Cycling Without Age Pilots

Dr. Doug Carmody  
Debra Clark  
Ken Fenton  
Alice Leger Guergis  
Mayor Dan Kutcher  
Daniel Meister  
Don Reid  
Brianna Rideout  
Jason Smits  
Ken Trenholm

## Help Wherever Needed Team

Amanda Birt  
Amanda Dawe  
Scott Drummond  
Brett Empringham  
Ken Fenton  
James Ford  
Susan Frellick-Perry  
Jennifer Gallant  
Joanne Hardwick  
Simon Hashie  
J Lawrence Lecky  
Lokki Ma  
Nick Maros  
Rob McCraight  
Lori Ann MacLean  
Lori Pridham  
Rebecca Schaefer  
Jason Smits  
Austin Trenholm



## Building a Board of Directors Team

Bob Ashley  
Dr. Doug Carmody  
Nick Cameron  
Peter Collins  
Debra Clark  
Logan Dawson  
Shareene Graham  
Daniel Meister  
Melanie Ramsay-Mugridge  
Don Reid  
Brianna Rideout  
Bill Schurman  
Ken Trenholm  
Dr. Richard Wedge

## Event Volunteer Team

Angie Arsenault  
Michelle Askew  
Lisa Bernard  
Leona Bernard  
Byre Caissie  
Gerard Greenan  
Steve Howard  
Peter MacFarlane  
Heather Mills  
Stephane Bessen  
Dawne Stewart  
Laurie Tirone

## Supporter Team

Craig Avery  
Paula Biggar  
Jordan Bober  
Ian Brisbin  
Cindy Cameron  
Julia Campbell  
Laura Cairns  
Emily Chappell  
Maureen Chappell  
Susan Christensen  
Lori Ferrish  
Ashley Fraser  
Curtis Fudge  
Deborah Frederick  
Donna Gallant  
Linda Gallant  
Season Gallant  
Dave Gaudet  
Marla Gaudet  
Trish Girard  
Vincent Geneston  
Wes Jackshaw  
Eric Johnston  
Kathy Laughlin  
Elaine Lebel  
Laurie LeClair

Noelle Lecky  
Cynthia Lee  
Jennafer Lynn-Bernard  
Jess MacKenzie  
Mike MacKinnon  
Gina Markov  
Julian and Burbir Martin  
Dwayne McNeill  
Sid McNeill  
Ken Meister  
Lisa Nutley  
Kathy McDonald  
Abby McIntyre  
Christie Phillips  
Wendy Waite-Snow  
Wendy Murray  
Tracie Perrie  
Donna Power  
Sarah Rainsberger  
Aspen Shields  
Dan Steele  
Nelson Snow  
Cory Thomas  
Elizabeth Trenholm  
Donna Walsh  
Wallace Wong