PEI **Active Transportation Network**

Draft June 2022

ACTIVE TRANSPORTATION PEI
NETWORK PLAN

A province-wide Network Plan for human-powered transportation like walking, rolling, cycling, and more, which outlines a strategy to connect Island communities and promote healthy, sustainable lifestyles.

Photos are courtesy of UPLAND unless otherwise credited.

UPLAND would like to thank all the community members, groups, Municipalities, and Prince Edward Island staff who made this project possible. We would particularly like to thank the Active Transportation Working Group and staff including Erin Kielly, Francois Caron, Brian Thompson, Olivia Cox, Brittany Ziegler, Stephen Yeo, Alex Dalziel, Dan MacDonald, Shane Arbing, and Jill Edwards for their time, expertise, and dedication. Thank you to all the Municipalities who took the time to contribute, and thank you to the communities of Abegweit First Nation and Lennox Island First Nation for their participation in this process, and to all the Prince Edward Island stakeholder groups, residents, and visitors who generously shared their time, input and stories.

This Active Transportation Network Plan was prepared by UPLAND Planning + Design Studio, including Juniper Littlefield, Angharad Wylie, Ryan MacLean, Kevin Cooper, and Bruce Mans, and CBCL Limited, including Mark MacDonald, Timothy Gallant, and Emma MacEachern.

Prince Edward Island
CANADA

UPLAND

CBCL

Table of Contents

01 Introduction

What is Active Transportation?

The term "active transportation" encompasses all modes of non-motorized or human-powered transportation. This includes walking and wheeling (referring to the use of assistive devices), cycling, roller blading, skateboarding, as well as seasonal activities like kayaking, canoeing, skiing, snowshoeing, and more. It also includes some motorized forms of transportation like e-bikes and electric wheelchairs. Some people depend on active transportation to get where they need to go, due to a lack of alternatives, while others choose to use active transportation as a preferred form of commute, exercise, recreation, or leisure.

Active transportation improves the physical and mental health of users, reduces carbon footprints, attracts visitors, and boosts local businesses through increased traffic. When done well, improvements that support active transportation often improve equity and accessibility, creating a safer, more comfortable and convenient network for everyone.

About the Island

Prince Edward Island is located in the Gulf of St. Lawrence, about 25 kilometres from the shores of New Brunswick and Nova Scotia in Eastern Canada. The Island is 5,620 square kilometres, with a 2021 population of 164,318, making it Canada's smallest province in both area and population.

With over 1,100 kilometres of coastline, Prince Edward Island is known for its beautiful beaches which are also a key focus of local tourism. A series of trails connect much of the province, including the Confederation Trail which runs tip-to-tip across the Island, and the Island Walk, a 700 kilometre signed walking route that follows trails and secondary roads.

Active transportation has grown in popularity since the start of the COVID-19 pandemic, but private vehicles remain the primary method of transportation for most Islanders. As of 2016, 92% of the workforce commuted by car, 1% by transit, and 6% walked or biked.

Despite PEI's strong car culture, the Island is uniquely positioned for active transportation, and some opportunities specific to the province include:

* The Confederation Trail & Island Walk regional routes
* Natural beauty & coastlines
* The geographic size— you're never too far from your destination!

On the other hand, there are some barrier to consider:

* Car culture & car-centric road design
* The rural settlement patterns across the majority of the Island
* A historic lack of consideration for accessibility
* People with lower incomes have limited time and resources, and marginalized groups may feel unsafe in public spaces

About this Network Plan

In 2019, the Province of Prince Edward Island launched a $25 million fund to support active transportation infrastructure and programs over five years. The aim of this program is to make active transportation more safe, accessible, and connected.

The Provincial Active Transportation Strategy sets out goals for active transportation in PEI, including doubling active transportation rates by 2030, and eliminating pedestrian and cyclist injuries and deaths. Actions for the first five years establish concrete steps to achieving these goals. One of the actions included in this Strategy is the development of this Active Transportation Network Plan.

The completed Active Transportation Strategy includes an analysis of existing conditions on the Island and the benefits of active transportation. A Background Analysis completed as part of this Network Plan process helped to inform discussions for public consultation, and identified issues to be addressed by the Plan.

This Network Plan builds on the Strategy to guide the Province's work and can also be used by Municipalities and organizations involved in active transportation. The Plan identifies a province-wide network of active transportation routes which will allow users to safety commute between communities and key destinations. The Network Plan also incorporates guidelines for:

* Route and facility design
* Amenities
* Education and programming
* Marketing and promotions
* Implementation Plan (to be included in the final draft)

Decision Making

This Draft Active Transportation Network Plan was developed through a review of existing documents, consultation with the community, and an understanding of the cultural context on PEI.

Supporting Documents

There are a number of supporting documents including plans and policies which relate to active transportation on the Island. These documents include the following:

* PEI Active Transportation Strategy
* Sustainable Transportation Action Plan
* *Highway Signage Act*
* *Highway Traffic Act*
* *Trails Act*
* PEI Climate Change Action Plan
* PEI Strategic Plan for Tourism
* Belonging and Thriving: A Poverty Reduction Action Plan for PEI
* PEI ATV Federation Environmental Code of Practice

There are also several local Municipal documents which will help shape the provincial active transportation network:

* Stratford Bike and Pedestrian Master Plan
* Regional Active Transportation Plan Greater Charlottetown Area
* Charlottetown's Active Transportation Network

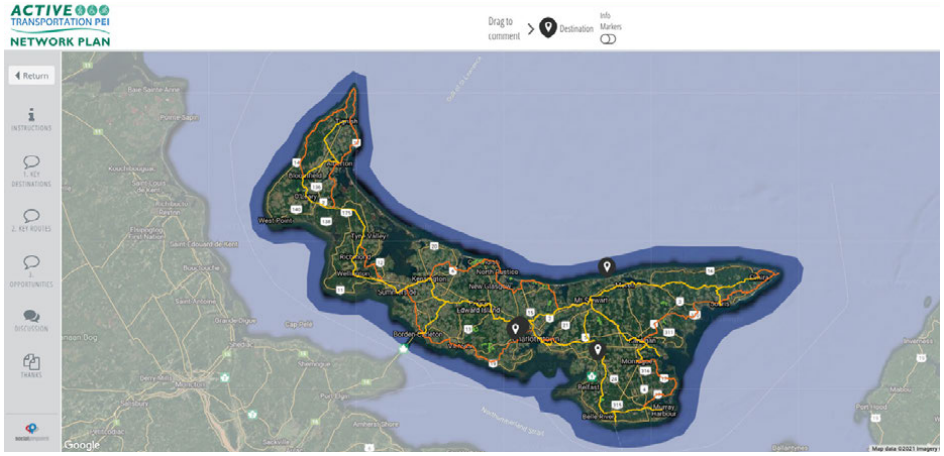
Community Consultation

The development of this Draft Active Transportation Network Plan began with an extensive initial engagement process. We asked community members and stakeholders to share their insights, perspectives, and priorities for active transportation. Over the summer of 2021, we hosted a series of in-person and online engagement activities, resulting in around 400 interactions.

This engagement process included:

* An online interactive map
* An online stakeholder survey
* Workshops with Municipalities and stakeholders
* Stakeholder interviews
* Five pop-up events throughout the Province
* Email submissions from local community members

The results from these activities demonstrate a series of key themes and findings, which can be explored in the What We Heard Report completed in November 2021.



An interactive map was used as an engagement tool

Engagement on this Draft Active Transportation Network Plan will give community members and stakeholders an opportunity to offer feedback on the draft recommendations and let us know what is missing and what needs to be changed.

A pop-up engagement at Victoria Park in Charlottetown

Cultural Context

In 2020, the Covid-19 pandemic shut down schools, offices, businesses, and travel. The Island has fared comparatively well throughout the pandemic, due in part to its geographic isolation, but the impacts had had a huge effect on the local economy. The pandemic left many without work and without access to the services and amenities they depend on.

Because of the pandemic, many outdoor recreation sites temporarily closed. Once facilities began to reopen, the province saw an increased interest in active transportation as many residents who were without work or were able to take leisure time explored their communities. With travel restrictions in place, strategies for tourism emphasized the local, focusing on active transportation and experiential tourism.

Throughout Canada, Covid-19 highlighted systemic disparities. Globally, front line workers were at high risk. Indigenous, Black, and low-income communities faced health disparities due to specific health risks, discrimination, and inequitable access to healthcare.

At the same time, throughout North America and beyond, the Black Lives Matter movement and ongoing demands for reconciliation forced a reckoning around the daily experiences of racism, and emphasized the lack of security faced by Black and Indigenous people occupying public spaces. This extends to the experience of active transportation, where concerns about discrimination or police violence may cause racialized residents and visitors to prefer the safety and protection of a private vehicle.

A sign at Bonshaw Trail outlines social distancing rules for Covid-19

02 Goals


DUNELANDS
Cavendish Dunelands Trail
Sentier Cavendish Dunelands

These goals flow from the Background Analysis, as well as site visits and community feedback. They have guided the proposed network and active transportation guidelines included in this Network Plan.

Expand regional connections
Expand regional links connecting communities and destinations, and create a network which explores the diverse landscape of PEI.

Embrace inclusive & universal design
Make active transportation an accessible and affordable choice for all residents and visitors, including people of all ages, abilities, races, genders, sexualities and incomes.

Shift transportation priorities
Prioritize active transportation users and re-frame cultural hierarchies which have traditionally favoured private single-occupant vehicles.

Mitigate impacts of climate change
Reduce the Island's carbon footprint by increasing the uptake of active transportation and limiting car use.

Support community resilience
Highlight the benefits of active transportation in creating environmentally, socially, and economically sustainable and healthy communities.

Simplify navigation
Encourage exploration by creating a network of communities which are well connected and intuitive to navigate.

Attract visitors & residents
Draw new visitors and residents to experience the Island's natural beauty and high quality of life.

03 Facility Design

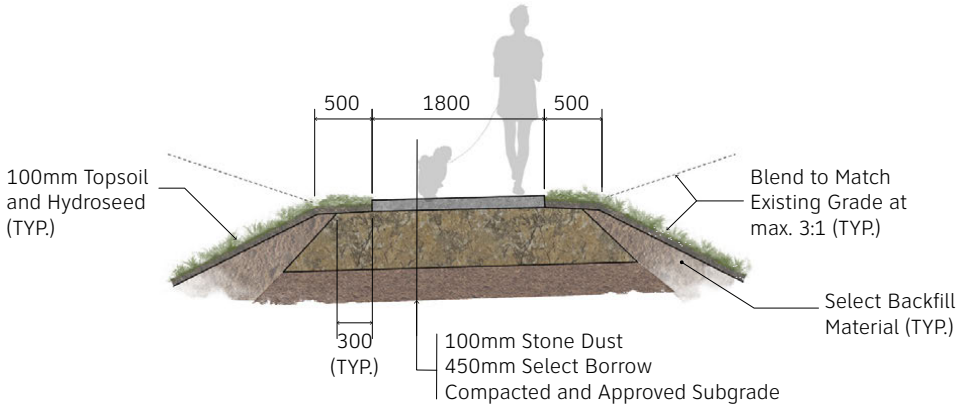
The active transportation network on PEI is made up of a wide variety of facility types, including pedestrian trails, multi-use paths, boardwalks, sidewalks, bike lanes, paved shoulders, and shared roads. This section outlines design guidelines for each of these facility types. While the network design within Section 04 of this Network Plan does not include all of these facility types, these guidelines can be referenced or adopted by Municipalities, First Nations, local trail groups, and other organizations involved in the development of active transportation facilities. Facilities were assigned specific widths for costing purposes, but should only be used as a general guideline, as facility dimensions may vary depending on the location.

Also within this section are general network guidelines which offer recommendations for treatments throughout the local and regional active transportation networks.

Design of all active transportation facilities should prioritize the safety and inclusion of all users and refer to the most recent CSA-B651 accessibility guidelines and the Transportation Association of Canada (TAC) standards, where applicable.

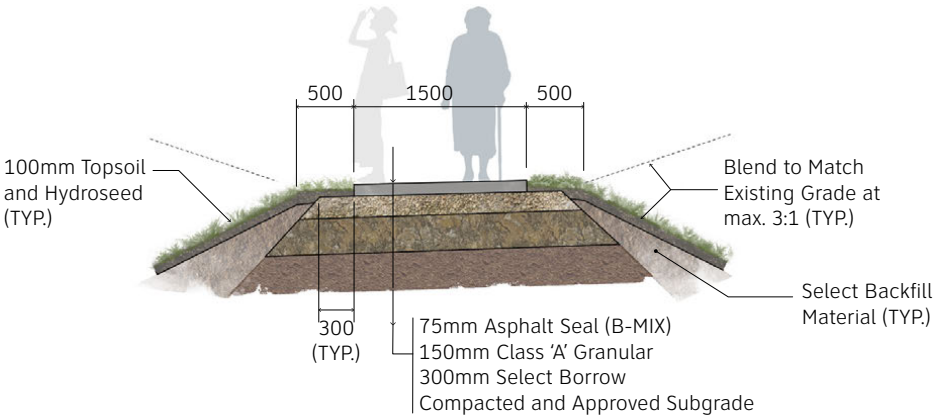
Facility Guidelines

Unpaved Pedestrian Trail	
Description	Pedestrian trails should be at least 1.5 metres wide, and unpaved trails are best for medium-traffic routes. Accessibility varies on these trails depending on the dimensions, slope, and surfacing. Crusher dust (or other specialized surface materials like Organic-Lock) may be accessible for the use of most assistive devices, while gravel or natural trails (surfaced with earth, sand, grass, etc.) are not.
Potential Uses	Pedestrians, snowshoers, cross-country skiers
Clearance	Vertical clearance of 3.0m (minimum) Both sides kept clear of brush for 0.6m (minimum)
Desired Slopes	1-5% (running slope) 1-4% (cross slope)
Max. Slopes	10%, or 15% for short sections less than 20.0 m Stairs and ramps provided over 15%
Maintenance Considerations	Unpaved trails should be cleared of vegetation and debris in spring. In winter, trails can be groomed for skiing or designated for snowshoeing.
Accessibility Considerations	Ramps and staircases should be slip-resistant with colour contrasting strips and continuous handrails. Guide ropes can improve navigation for people who are blind or low vision.
Cost	$100/linear metre for crusher dust



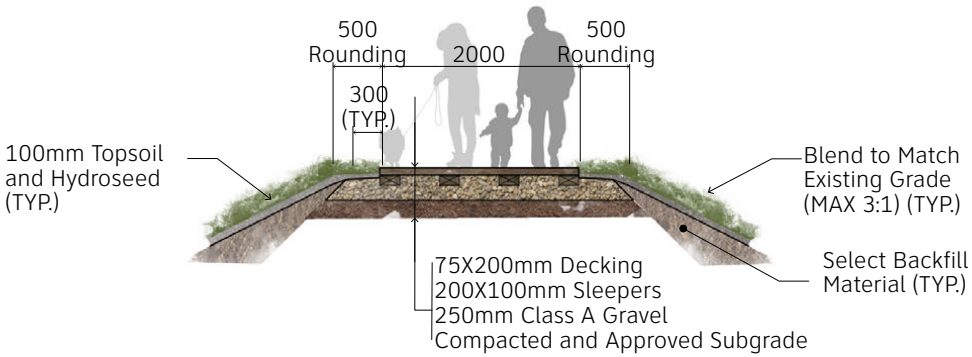
Unpaved pedestrian trail cross-section

Paved Pedestrian Trail	
Description	Pedestrian trails should be at least 1.5 metres wide, and paving is most suitable for high-traffic trails with lower slopes, and should be prioritized around trailheads.
Potential Uses	Pedestrians, snowshoers, cross-country skiers
Clearance	Vertical clearance of 3.0m (minimum) Both sides kept clear of brush for 0.6m (minimum)
Desired Slopes	1-5% (running slope) 1-4% (cross slope)
Max. Slopes	10%, or 15% for short sections less than 20.0 m Stairs and ramps provided over 15%
Maintenance Considerations	Paved trails should be cleaned in spring and plowed in winter. Alternatively, paved trails can be groomed for skiing or designated for snowshoeing.
Accessibility Considerations	Ramps and staircases should be slip-resistant with colour contrasting strips and continuous handrails. Guide ropes can improve navigation for people who are blind or low vision.
Cost	$180/linear metre



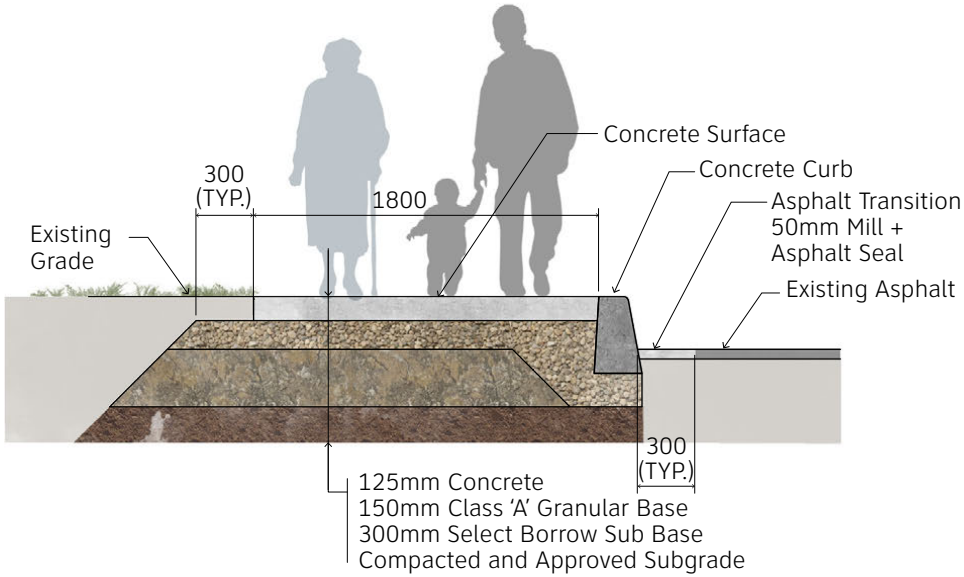
Paved pedestrian trail cross-section

Timber Boardwalk	
Description	Boardwalks should be at least 2.0 metres wide, and are often constructed along waterfronts, lakes, or wetlands. Boardwalks should be constructed with a level surface (with minimal difference in height between adjacent timbers) and smooth transitions with the abutting facilities at either end of the boardwalk.
Potential Uses	Pedestrians
Maintenance Considerations	Boardwalks should be regularly monitored for raised nails, rotting wood, or other hazards.
Accessibility Considerations	The firm surface and flat grade mean that boardwalks are typically a comfortable facility for people with mobility concerns, though gaps between boards should be minimized to make these facilities more desirable for people using assistive devices. Anti-slip treads can prevent falls in wet climates.
Cost	$530/linear metre



Boardwalk cross-section

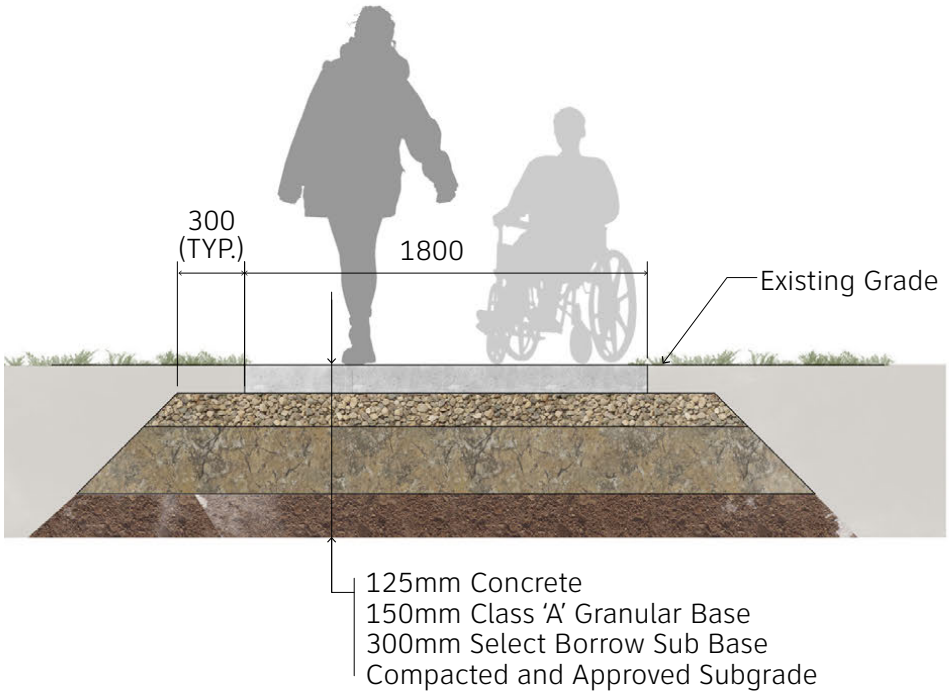
Sidewalk with Curb	
Description	Sidewalks are a paved path along the road, and curbs provide an elevation between the roadway and sidewalk. Sidewalks can be surfaced with asphalt or concrete, and should be a minimum of 1.8 metres wide. Allowed uses vary, but these facilities are primarily designed for pedestrian use.
Potential Uses	Pedestrians
Desired Slopes	1-5% (running slope) 1-2% (cross slope)
Maintenance Considerations	Sidewalks should be kept clear of debris, and cleared of snow and ice in winter. Sidewalks should be regularly monitored for sunken or raised slabs.
Accessibility Considerations	Curb cuts should be placed at all intersections, driveways, and adjacent to accessible parking spots. Tactile attention indicators (TAI's) should be placed at all intersections to alert pedestrians they are entering a roadway.
Cost	$740/linear metre



Sidewalk with curb cross-section

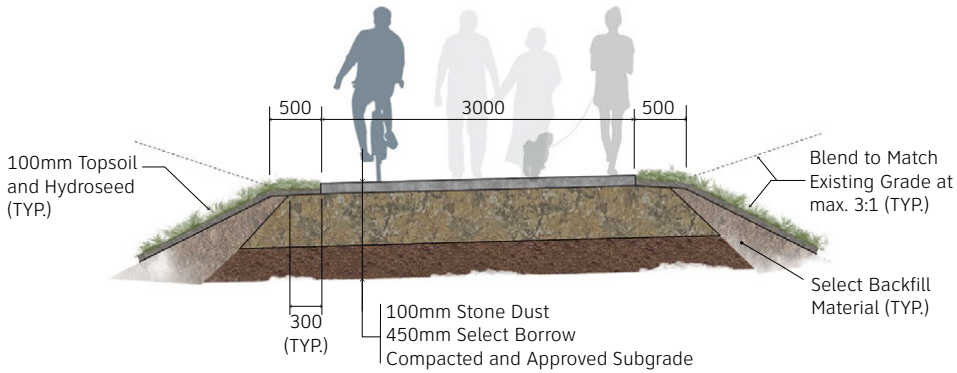
Sidewalk cross-section, with curb

Sidewalk without Curb	
Description	Sidewalks without curbs are separate from roadways, and can be more accessible for people with mobility concerns. Sidewalks can be surfaced with asphalt or concrete, and should be a minimum of 1.8 metres wide. Allowed uses vary, but these facilities are primarily designed for pedestrian use.
Potential Uses	Pedestrians
Desired Slopes	1-5% (running slope) 1-2% (cross slope)
Maintenance Considerations	Sidewalks should be kept clear of debris, and cleared of snow and ice in winter. Sidewalks should be regularly monitored for sunken or raised slabs.
Accessibility Considerations	Curb cuts should be placed at all intersections, driveways, and adjacent to accessible parking spots. Tactile attention indicators (TAI's) should be placed at all intersections to alert pedestrians they are entering a roadway.
Cost	$590/linear metre



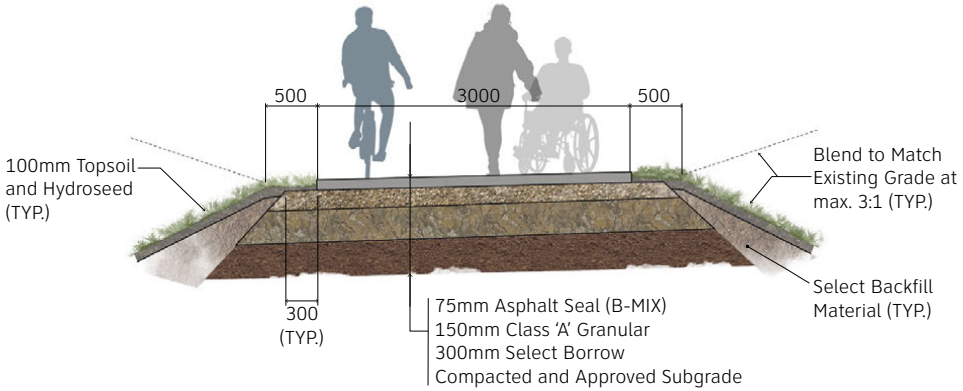
Sidewalk without curb cross-section

Unpaved Multi-use Path	
Description	Multi-use paths are separated from the road and shared by a variety of uses. Paths should be 3.0 metres wide, or a minimum of 2.5 metres. Crusher dust or other specialized surface materials may be accessible for the use of most assistive devices, while gravel trails are not. Multi-use paths should connect to on-street routes with a similar level of comfort.
Potential Uses	Pedestrians, cyclists and other wheeled modes, snowshoers, cross-country skiers, motorized uses
Clearance	Vertical clearance of 3.0m (minimum) Both sides kept clear of brush for 0.6m (minimum)
Desired Slopes	1-5% (running slope) 1-4% (cross slope)
Max. Slopes	5%, or 8% for short sections less than 20.0 m
Maintenance Considerations	Unpaved multi-use paths should be cleared of vegetation and debris in spring. In winter, multi-use paths can be groomed for skiing or designated for snowshoeing.
Accessibility Considerations	Guide ropes can improve navigation for people who are blind or low vision. High-speed uses can be physically separated, or widening the path at regular intervals can provide passing space. Where paths are next to water or slopes, a contrasting physical barrier can protect users.
Cost	$160/linear metre for crusher dust



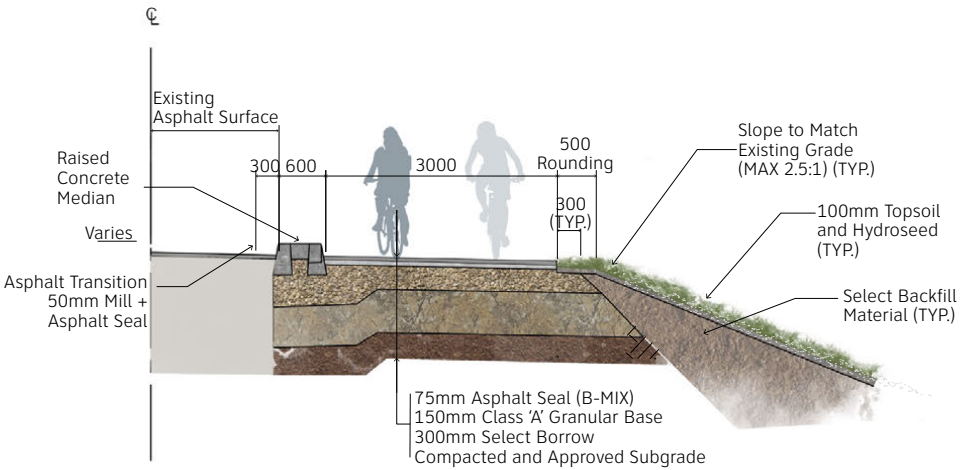
Unpaved multi-use path cross-section

Paved Multi-use Path	
Description	Multi-use paths are separated from the road and shared by a variety of uses. Paths should be 3.0 metres wide, or a minimum of 2.5 metres. Pavement should be prioritized around trailheads and is most appropriate for assistive devices, cycling, and small-wheeled modes like skateboarding. Multi-use paths should connect to on-street routes with a similar level of comfort.
Potential Uses	Pedestrians, cyclists and other wheeled modes, snowshoers, cross-country skiers, motorized uses
Clearance	Vertical clearance of 3.0m (minimum) Both sides kept clear of brush for 0.6m (minimum)
Desired Slopes	1-5% (running slope) 1-4% (cross slope)
Max. Slopes	5%, or 8% for short sections less than 20.0 m
Maintenance Considerations	Paved multi-use paths should be cleaned in spring and plowed in winter. Alternatively, paths can be groomed for skiing or designated for snowshoeing.
Accessibility Considerations	Guide ropes can improve navigation for people who are blind or low vision. High-speed uses can be physically separated, or widening the path at regular intervals can provide passing space. Where paths are next to water or slopes, a contrasting physical barrier can protect users.
Cost	$310/linear metre



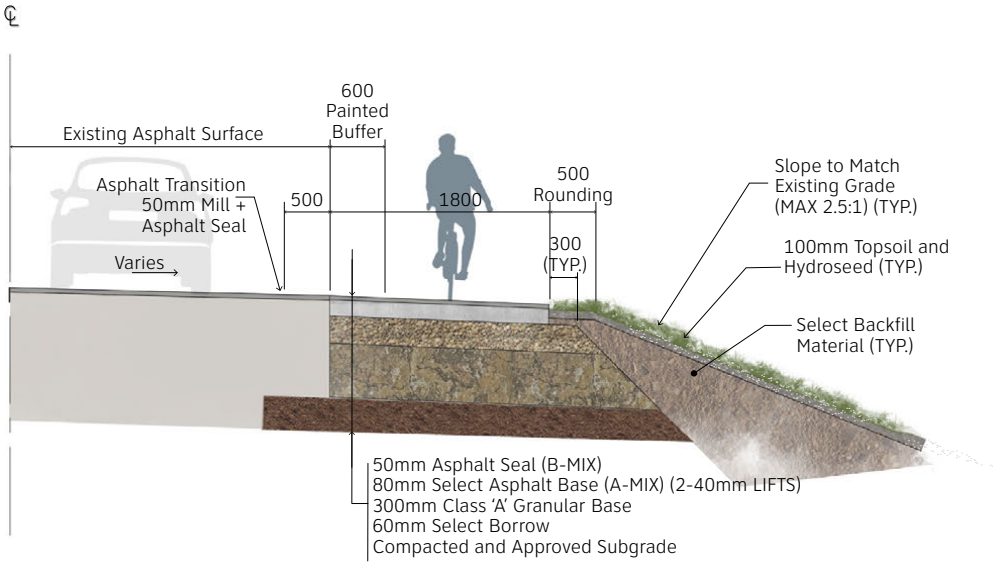
Paved multi-use path cross-section

Protected Two-way Bike Lane	
Description	Protected bike lanes are physically separated from the adjacent travel lane, and should be 3.0 metres wide, or a minimum of 2.4 metres. Separation can be achieved by using mountable curbs, flexible bollards, or planters, or by a strip of grass or plantings. Bi-directional facilities can present design challenges, such as increased conflict at driveways and intersections.
Potential Uses	Cyclists
Desired Buffers	0.6m (throughout)
Min. Buffers	0.3m (adjacent to travel lane) 0.6 (adjacent to on-street parking)
Maintenance Considerations	Bike lanes should be regularly swept, and in winter they should be cleared of snow.
Accessibility Considerations	Where bike lanes may approach pedestrian crossings (such as transit stops or on-street parking), they can be designed with traffic calming measures to encourage cyclists to approach at a safe speed.
Cost	$790/linear metre



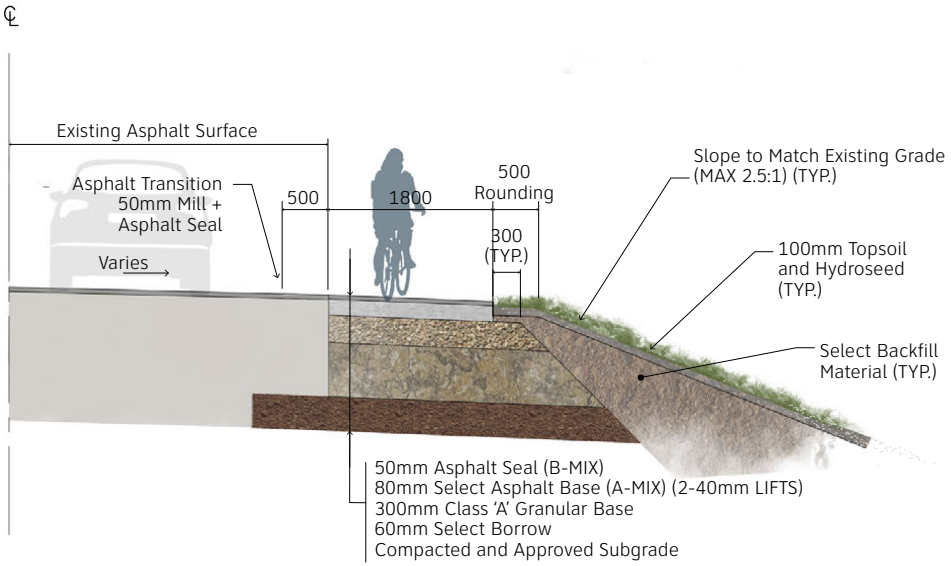
Protected two-way bike lane cross-section

Buffered One-way Bike Lane	
Description	Buffered bike lanes provide a painted barrier between the dedicated space for people cycling and the adjacent travel or parking lane. Buffered one-way bike lanes should be 1.8 metres wide, or a minimum of 1.5 metres. If unobstructed, the buffer space may also be used by people cycling to avoid obstacles or overtake other cyclists. Buffered bike lanes are best suited for 40 to 50 km/h roads with moderate traffic volumes.
Potential Uses	Cyclists
Desired Buffers	0.6m (throughout)
Min. Buffers	0.3m (adjacent to travel lane) 0.6 (adjacent to on-street parking)
Maintenance Considerations	Bike lanes should be regularly swept, and in winter they should be cleared of snow.
Accessibility Considerations	Where bike lanes may approach pedestrian crossings (such as transit stops or on-street parking), they can be designed with traffic calming measures to encourage cyclists to approach at a safe speed.
Cost	$460/linear metre



Buffered one-way bike lane cross-section

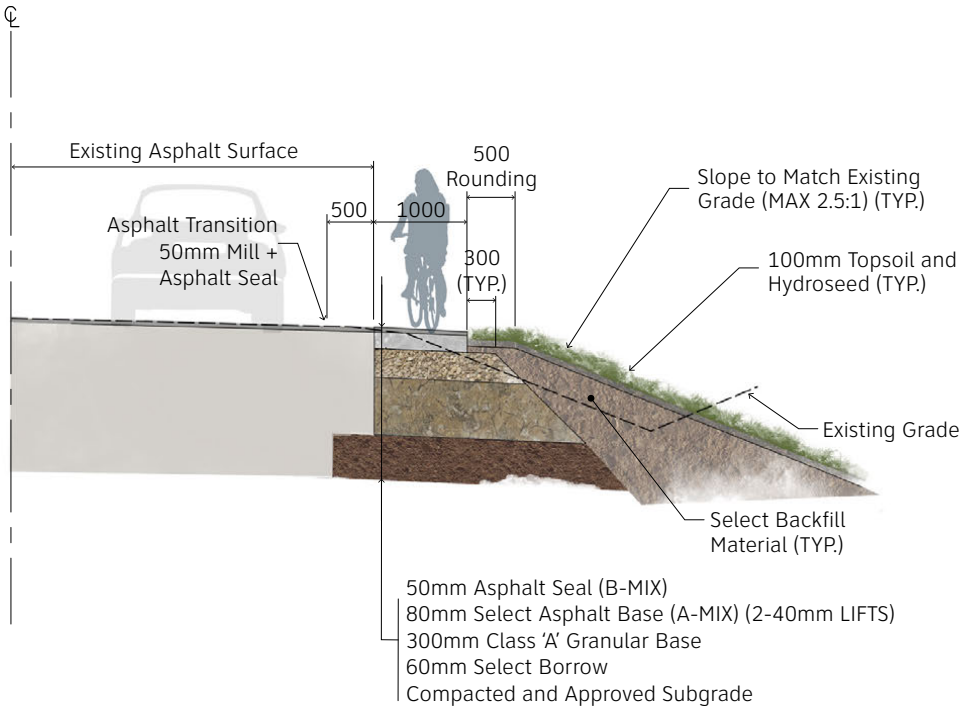
One-way Bike Lane	
Description	This conventional type of bike lane is separated from the adjacent travel lane by a single line of paint, and marked with a bicycle stencil in the center of the lane. These lanes should be 1.8 metres wide, or a minimum of 1.5 metres. One-way bike lanes are best suited for two-lane roads with traffic speeds of 50 km/h or less, and low-to-moderate traffic volumes.
Potential Uses	Cyclists
Desired Buffers	0.0m (adjacent to travel lane) 0.6m (adjacent to on-street parking)
Maintenance Considerations	Bike lanes should be regularly swept, and in winter they should be cleared of snow.
Accessibility Considerations	Where bike lanes may approach pedestrian crossings (such as transit stops or on-street parking), they can be designed with traffic calming measures to encourage cyclists to approach at a safe speed.
Cost	$370/linear metre $10/linear metre where a paved shoulder exists



One-way bike lane cross-section

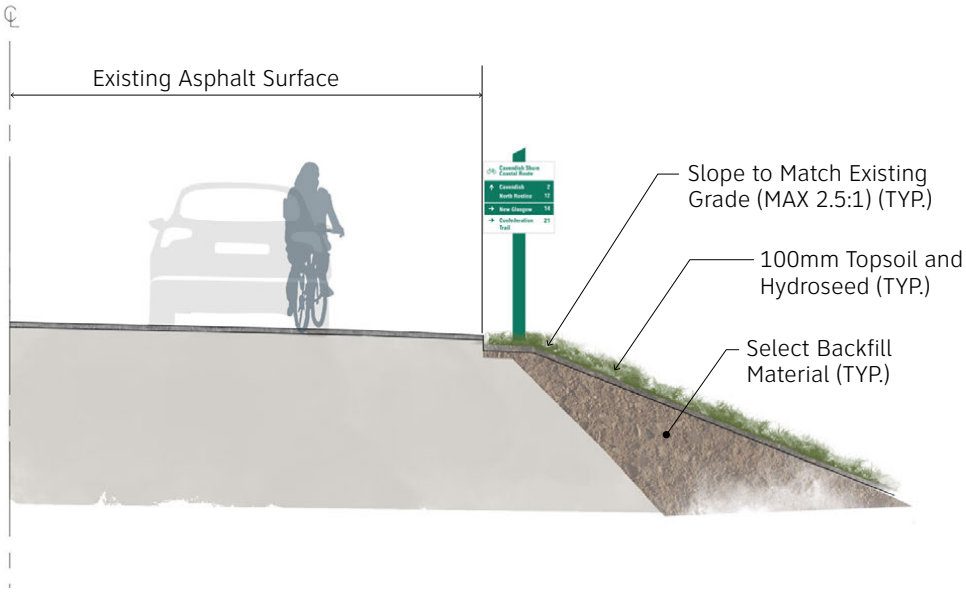
Paved Shoulder

Description	The paved shoulder is the area to the right of the travel lane, between the white painted line and the edge of pavement. If sufficiently wide, paved shoulders provide a space for active transportation including cycling and walking. However, they are not designated or marked as a bike lane or sidewalk. On PEI, some shoulders are as narrow as 0.6 or 0.7 metres, but the Province has recently adjusted its standards and begun installing wider shoulders. Wider paved shoulders of 1.5-2.0 metres should be used on roads with higher traffic volumes and speed limits, while 1.0 metre shoulders may be appropriate for roads with lower volume and speed.
Potential Uses	Cyclists, pedestrians
Maintenance Considerations	Paved shoulders should be regularly swept, and in winter they should be cleared of snow.
Cost	$240/linear metre for 1.0m shoulder $320/linear metre for 1.5m shoulder $400/linear metre for 2.0m shoulder



Paved shoulder cross-section, 1m width

Shared Road	
Description	Shared roads provide signage and sometimes pavement markings to indicate that the road is a preferred route for active transportation. In these cases where no paved shoulder or bike lane is provided, cyclists are expected to travel in mixed traffic, sharing the road with motor vehicles. Pedestrians can also use these routes by walking alongside the road, though the shared road provides no separation from vehicles. Shared roads are suitable where roads form an important connection between active transportation facilities and have lower traffic volume and lower speed limits. They may also be implemented where roadways are too narrow to fit other active transportation facilities. For cyclists, shared roads require a high degree of confidence and skill on the part of the bicycle rider.
Potential Uses	Confident cyclists, pedestrians
Cost	$2/linear metre



Share road cross-section

General Network Guidelines

Integrate principles of accessibility throughout design

Jurisdiction: Municipal & Provincial

It is helpful to think of accessibility as an essential part of design, rather than an added feature. Accessibility and universal design principles should be incorporated from the concept phase, and carried through into the construction phase, as well as any operations and maintenance policies.

People with disabilities and accessibility professionals should be involved wherever possible, and some guidelines to consider in this work may include the B651 Accessible Design for the Built Environment, CNIB's Clearing Our Path, and standards from other provinces and countries.

Retrofit oblique intersections

Jurisdiction: Municipal & Provincial

Oblique intersections are diagonal to the crossing road (less than 70 degrees or greater than 110 degrees), rather than standard 90-degree crossings. These can present a hazard for pedestrians and cyclists. In cases where a route in this network is intersected at an oblique angle by another road, that intersection should be reconfigured as a normal right-angle junction, if possible. This change in the road geometry will help to limit pedestrian and cyclist exposure to vehicular traffic at the intersection, and will improve sight lines for all road users. Intersection designs should refer to the current CSA B651 accessibility guidelines.

New road markings and flexible bollards can be used to make geometric changes in the short term, with more permanent changes implemented as part of future road reconstruction plans.

Accommodate active transportation users in roundabout design

Jurisdiction: Municipal & Provincial

Roundabouts can create challenges for active transportation users, and are particularly dangerous for people who are blind, low vision, or have physical disabilities.

At single-lane roundabouts with low traffic volumes and where all approaches are treated as a shared roadway, the roundabout can also be treated as a shared roadway, and shared lane markings can be applied.

In all other cases, a two-way multi-use path with appropriate crossing treatments at entries and exists should be provided around the perimeter of the roundabout. This will improve sight lines between drivers and path users, and reduce the number of intersection crossings by enabling pedestrians and cyclists to travel both clockwise and counterclockwise around the roundabout.

In the case of multi-lane crossings and multi-lane approach and exit roads, the path crossing can be signalized with Rectangular Rapid Flashing Beacons (RRFB) or accessible pedestrian signals (APS) and can also be grade-separated. Visual and tactile cues should always be used to demonstrate where to safely cross, and where space permits, refuge islands should be provided between entry and exit points, as well as queuing space in advance of all crossings.

Any visual barriers over 300mm high should be avoided on the centre island, and water fountains or other audible features should be placed far from the roundabout, to make sure pedestrians can see and hear vehicle traffic. Public education campaigns for both pedestrians and drivers can be incorporated into new roundabout installation to communicate rules clearly.

Create clear path of travel on sidewalks

Jurisdiction: Municipal & Provincial

Issues with narrow sidewalks, uneven surfacing, and obstacles not only make sidewalks less comfortable for everyone but also create serious hazards and can make these facilities unusable or dangerous for people with disabilities. Where sidewalks are not usable, people who use wheelchairs or electric scooters may have to enter the roadway, which puts them at further risk. To improve conditions, some priorities may include:

* Follow TAC standards for sidewalk width
* Delineate path with contrasting colours & textures (such as grass)
* Repair sunken or raised sidewalk slabs
* Use untroweled saw-cut expansion joints between sidewalk slabs to provide an even surface
* Ensure concrete sidewalk slabs are swept to improve traction
* Provide good drainage on all sidewalks & streets
* Locate street furniture out of the path of travel & make sure it is cane detectable
* Cut back tree branches & brush to avoid overhead obstacles
* Ensure grate openings do not create hazards
* Review regulations around temporary patios & construction to ensure sidewalks remain accessible for all users

Implement accessible pedestrian signals at crosswalks

Jurisdiction: Municipal & Provincial

To improve the safety and accessibility of urban and low-speed crosswalks within PEI, crosswalk construction and improvements should refer to current CSA B651 accessibility guidelines. Improvements can be aligned with maintenance schedules and key considerations should include:

* High-contrast tactile indicators at curb cuts
* Repainting as necessary
* Flashing lights at high-traffic intersections
* Accessible pedestrian signals (APS) at signalized intersections with audible signals & vibration
* Crosswalk buttons placed at an accessible height & kept clear of snow & ice
* Advanced crossing signals at busy intersections
* Extended crossing times to ensure slower pedestrians have time to cross safely
* Level curb cuts at all intersections
* Raised crosswalks at busy or mid-block crosswalks

Tactile indicators are placed at the curb cuts of a crosswalk in contrasting colours. Photo: Flickr user Dylan Passmore

Reduce wait times at signalized crosswalks

Jurisdiction: Municipal & Provincial

Where major active transportation routes (including the Confederation Trail) cross high-traffic intersections, wait times are often longer for active transportation users than they are for vehicles. There are several opportunities to reduce crosswalk wait times, including:

* Minimizing the number of signal phases during a cycle, using detection to skip phases with little to no demand
* Setting signal controllers to extend walk time when possible
* Changing left turns from protected to permitted (by replacing green arrows to a green light or flashing yellow arrow)

A pedestrian signal
Photo: Wikimedia user Downtowngal

Widen shoulders at blind crests and curves, and on steep slopes

Jurisdiction: Municipal & Provincial

The width of a paved shoulder should increase where sight lines are limited. This includes where the road curves either horizontally or vertically, and on steep grades.

Blind crests and curves should impact the width of a paved shoulder since they can limit sight lines for all road users. The desired width of paved shoulders in these areas is at least 2.0 m.

The road grade should impact the width of the shoulder since people cycling lean into curves when traveling downhill, and tend to sway from side to side when traveling uphill. To account for this, paved shoulders should be widened by an additional 0.5m to 1.0 m where the road grade exceeds 5%.

On higher-speed and higher-volume roads, paved shoulders 2.0m or wider should include a 0.5m painted buffer zone, and should include a rumble strip between the travel lanes and the shoulder for greater separation between motorists and vulnerable road users.

Extend sidewalks and paths in priority locations

Jurisdiction: Municipal

Neighbourhoods and streets without pedestrian infrastructure can create physically isolated areas, and discourage residents from walking to nearby amenities. This is particularly difficult for people with disabilities affecting their mobility, and those who do not have access to a vehicle. To improve connectivity, Municipalities should review existing networks and explore opportunities to extend sidewalks and multi-use paths through their Development Bylaws and Municipal investment.

Establish traffic calming in priority locations

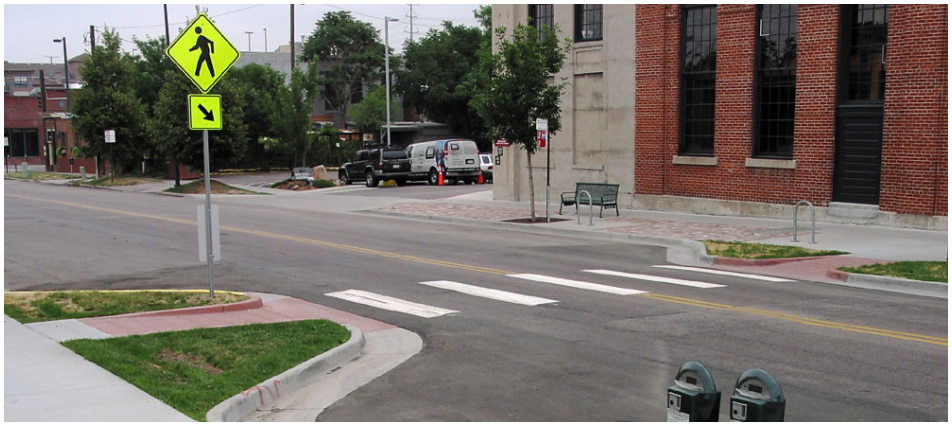
Jurisdiction: Municipal & Provincial

Traffic concerns are one of the main barriers to active transportation in PEI, and in priority locations, infrastructure should be paired with traffic calming measures to address this. For these purposes, speed is typically controlled through a combination of education, enforcement, and engineering. Priority locations should include:

* Dangerous intersections
* Streets that access schools, community amenities, and trail heads
* Streets where active transportation facilities are not feasible

Traffic could be managed in these locations through measures like:

* Visitor parking strategies in urban community cores
* Visual elements such as street trees & landscaping
* Speed bumps, humps & speed tables
* Raised crosswalks & curb extensions
* Reduced speed limits



A bump-out narrows a mid-block crosswalk
Photo: Wikimedia user Richard Drdul

Remove or repair obstacles along active transportation routes

Jurisdiction: Municipal & Provincial

Damage or issues which pose a hazard to active transportation users should be prioritized for urgent repairs. These may include:

* Relocating drains or utility hatches placed on bike routes
* Relocating street furniture out of pedestrian routes
* Ensuring any trees or street furniture which must be in the path of travel are cane-detectable for people who are blind or low vision
* Fixing sidewalk slabs that have shifted or cracked
* Repairing loose nails or boards on boardwalks

These obstacles can pose serious risks to active transportation users, particularly for people with disabilities, older adults, cyclists, and skateboarders.

Encourage walkable communities

Jurisdiction: Municipal & Provincial

During the development or review of their Official Plan and Development Bylaws, municipalities should establish policies and regulations which support walkable communities, emphasizing the importance of multi-modal connections and access to essential amenities.

Create safe connections between facility types

Jurisdiction: Municipal & Provincial

Where the facility type changes along an active transportation route, careful consideration should be given to this connection. These routes should be designed to connect any gaps, establish safe crossings, and install proper signage.

Review allowable uses along the Confederation Trail

Jurisdiction: Provincial

There was concern from many engagement participants around the mix of uses on the Confederation Trail. Some residents had concerns about how many uses the trails can accommodate, and areas which permit snowmobiles or horses raised concerns around accessibility for the broader population. In order to determine an appropriate balance of uses, the province should review best practices for accessibility, and conduct further consultation with a range of trail users, in particular people with disabilities and older adults.

A trail crossing sign on the Confederation Trail
Photo: Government of PEI

Expand transit service

Jurisdiction: Municipal & Provincial

Transit is essential in rural areas where residents commute longer distances, and residents in urban areas often depend on transit to access amenities or to get out of the city. Transit can increase opportunities by giving residents access to a wider range of education and employment. Transit is a key part of the active transportation network, and the province should work with transit providers to improve connections between these modes so that transit can meet the needs of the community. Some recommendations include:

* Increase frequency on existing routes
* Extend service into nights & weekends
* Establish shuttles in high traffic areas, such as between trails & tourist destinations
* Communicate route changes & detours
* Provide bike racks on all transit buses
* Expand accessible transit options
* Explore feasibility of alternative transportation delivery options

T3 transit buses in PEI
Photo: Flickr user Government of PEI

Explore opportunities to pave sections of the Confederation Trail

Jurisdiction: Municipal & Provincial

The majority of the Confederation Trail is surfaced with rolled stone dust, and while some prefer natural trail surfacing, paved multi-use paths improve accessibility and allow for a wider range of people to use the trails, including people using wheelchairs, walkers, strollers, skateboards and rollerblades. Paved trails can also be plowed and maintained in the winter, adding to the limited network of winter routes. The province should consider paving the Confederation Trail where it passes through community cores, grouping paved sections with amenities like parking and rest stops. This would include the Charlottetown portion of the trail, which is managed by the Municipality.

The paved sections should provide a higher level of accessibility for people with disabilities, and give thought to the connections with nearby parking and active transportation infrastructure. These sections should also prioritize comfort by posting slow zones for cyclists, and establishing on-leash rules. Where implemented, these paved sections should be at least 1km in length.

A paved section of the Confederation Trail in Summerside

Create safe trail crossings

Jurisdiction: Municipal & Provincial

Where trails cross roads with posted speed limits up to 60 km/hour, marked crossings should be installed for trail users. Median islands and curb extensions can be used to reduce traffic exposure and increase visibility, and active warning beacons may be used to supplement warning signage. Tactile warnings can be installed to warn trail users that they are about to enter a roadway.

At intersections where the Confederation Trail crosses higher speed roads, trail users do not have the right-of-way and are expected to wait for a safe gap in traffic before crossing. These are known as uncontrolled intersections, and are considered suitable at locations where traffic volumes and/or speed limits are 70 km/hour or more. At these intersections, advance warning signs notify drivers of the intersection in advance, and a stop or yield sign should face both trail approaches. In cases where the trail is paved, a solid centre line and tactile indicators should be used at the approach to the stop or yield sign.

At high-speed intersections with heavy trail traffic, bridges or tunnels can be constructed to create a separated grade crossing.

Confederation Trail crossing

Improve safety along the Island Walk route

Jurisdiction: Provincial

The Island Walk is a 700km walking network of on- and off-road routes which loops around PEI. The walk is separated into 32 sections which can be completed individually or all at once. The project was led by "Island Trails", a non-profit group which supports the development and promotion of PEI trails, and the signs went up in the summer of 2021. The Island Walk is an important piece of the active transportation network, and while this Network Plan recommends improvements to some sections of the Walk, safety should be prioritized along the full route. This could include the construction of paved shoulders on dangerous on-road sections, and improvements can be aligned with repaving schedules.

The Island Walk route marker in Eastern Kings

04 Network Design

Active Transportation Network Design

The primary component of a strong system of active transportation is a well-connected and well-designed network. In Prince Edward Island, the Confederation Trail serves as the central spine connecting the Island from tip to tip, and the newly designated Island Walk route connects some of the coast along trails, roads, and beaches. In addition to these regional trail networks and highway systems, local communities often have their own networks of sidewalks, crosswalks, trails, footpaths, bike lanes, paved shoulders, on-road bike routes, and more.

Recommended network improvements aim to create province-wide connections between communities and major destinations. This will serve as a foundation for active transportation in PEI, and Municipalities and local communities will add onto the network with their own local routes and linkages.

The location and design of these facilities, as well as their links to other forms of transportation, will determine the network's success. The ideal network will connect routes, communities, employment centres, schools, major parks and beaches, tourist destinations, hospitals and other amenities. A thoughtful and effective network that makes these links will help to establish active transportation as a more convenient and desirable choice for residents, and attract visitors who want to experience the Island.

The following network maps will be used by the Provincial and local governments to guide investment in active transportation.

How to Use the Maps

This section begins with maps of the complete proposed bicycle and pedestrian networks, followed by a series of route maps. Each route map features one highlighted route and is accompanied by a detailed description.

Facility Type

Maps on page 42 and page 38 show the proposed pedestrian and bicycle networks by facility type. On these maps, the colour of the lines indicates the type of facility. These facility types include:

* **Multi-use trails:** two-way routes separated from roadways
* **Paved shoulders:** next to a roadway, separated by a painted line
* **Shared roads:** low traffic roads with signage indicating that vehicles must share the roadway
* **Signed pedestrian routes:** routes with Island Walk signage, including paved and unpaved roads and trails

Unpaved sections of trail or road are indicated on the map by a dashed line. Detailed descriptions and illustrations of each facility type can be found in Section 03 of this document on page 14.

Status

The maps on page 39 and page 44 show the proposed pedestrian and bicycle networks by facility status. Because the proposed network is built upon existing facilities, some routes and route segments in the proposed network are already in place. **Existing facilities** are outlined in black, while **proposed facilities** are outlined in yellow. Where paved shoulders do not meet the recommended minimum widths outlined in Section 03 (page 14), these facilities have not been marked as existing.

Existing facilities are also identified in the descriptions of each route map.

Hierarchy

The map on page 43 classifies routes in the proposed bicycle network into a hierarchy based on their intended use. These include:

* **Primary routes:** arterial routes that provide a primary, direct route to travel between everyday destinations
* **Scenic routes:** shorter, regional routes that provide access to coastlines, beaches, recreational destinations, and rural scenery
* **Connector routes:** shorter and more utilitarian routes which provide direct connections between other routes

Pedestrian Network

Photo: Flickr user Government of PEI

Existing Routes: Island Walk

Facility Type(s)	Multi-use trail, paved shoulder, shared road
Length	700km
Description	The Island Walk is a signed route which follows sections of the Confederation Trail as well as secondary roads to form a long-distance walking loop around the province.

Proposed Pedestrian Network by Facility Type

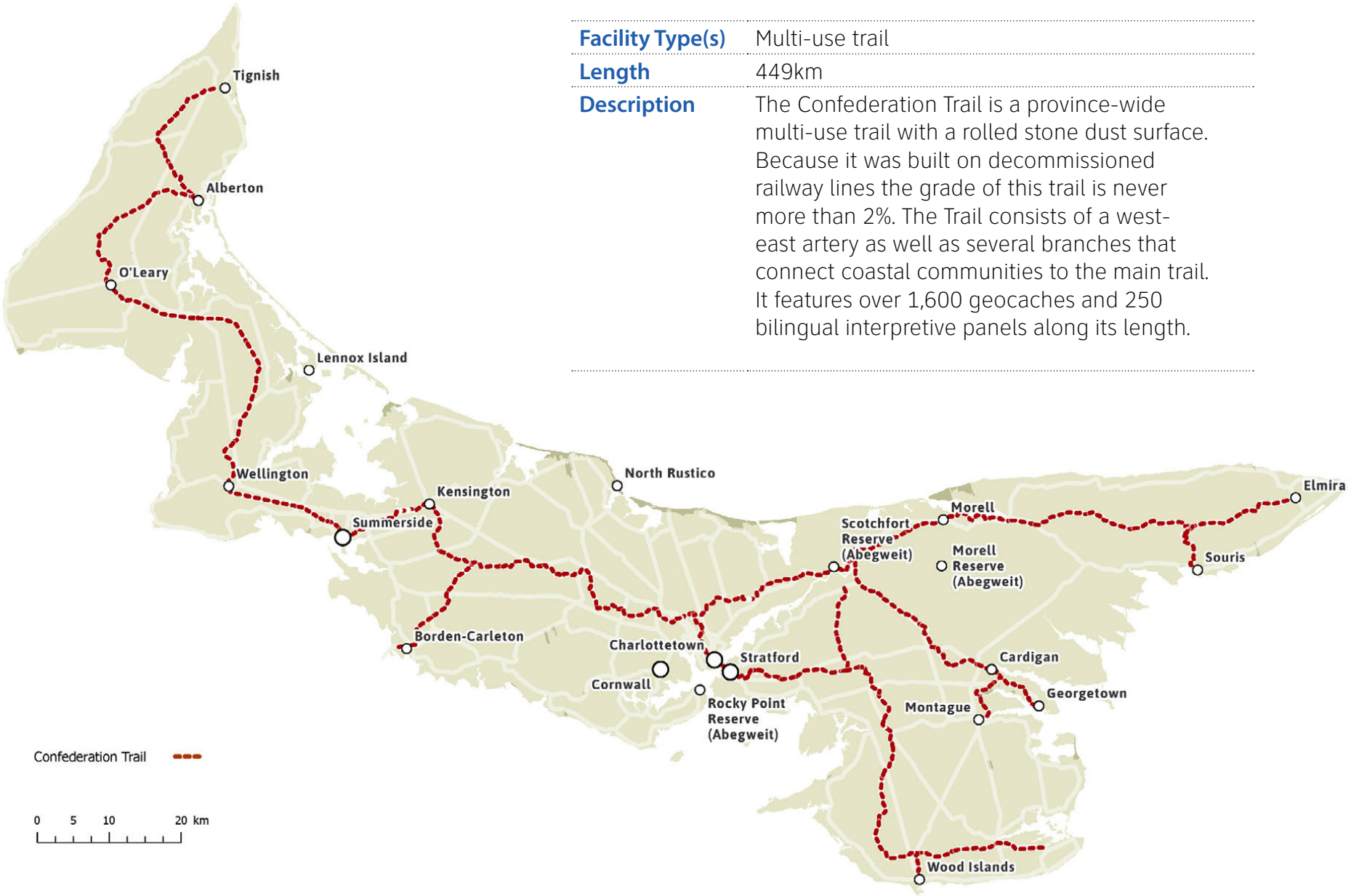
Facility Types	Multi-use trail, signed pedestrian route
Length	73.2km (multi-use trail, paved) 454.4km (multi-use trail, unpaved) 313.6km (signed pedestrian route) TOTAL: 841.2km
Description	The majority of the proposed province-wide pedestrian network is made up of existing routes, including the full Island Walk and Confederation Trail. It also includes proposed multi-use paths where these would connect existing facilities. This network is intended to provide a variety of suitable pedestrian routes and connect all ends of the Island.

Proposed Pedestrian Network by Status

Bicycle Network

Photo: Flickr user Government of PEI

Existing Routes: Confederation Trail



Facility Type(s)	Multi-use trail
Length	449km
Description	The Confederation Trail is a province-wide multi-use trail with a rolled stone dust surface. Because it was built on decommissioned railway lines the grade of this trail is never more than 2%. The Trail consists of a west-east artery as well as several branches that connect coastal communities to the main trail. It features over 1,600 geocaches and 250 bilingual interpretive panels along its length.

Proposed Bicycle Network by Facility Type

Facility Types	Multi-use trail, paved shoulder, shared road
Length	73.2 km (multi-use trail, paved) 454.4km (multi-use trail, unpaved) 396.3km (paved shoulder) 243.4km (shared road) TOTAL: 1167.3km
Description	The proposed province-wide bicycle network leverages the existing Confederation Trail and recommends new facilities to provide comfortable and safe bicycle access to popular destinations, scenic shorelines and communities across the Island. In some places proposed new facilities overlap with the Island Walk, while others represent entirely new connections.

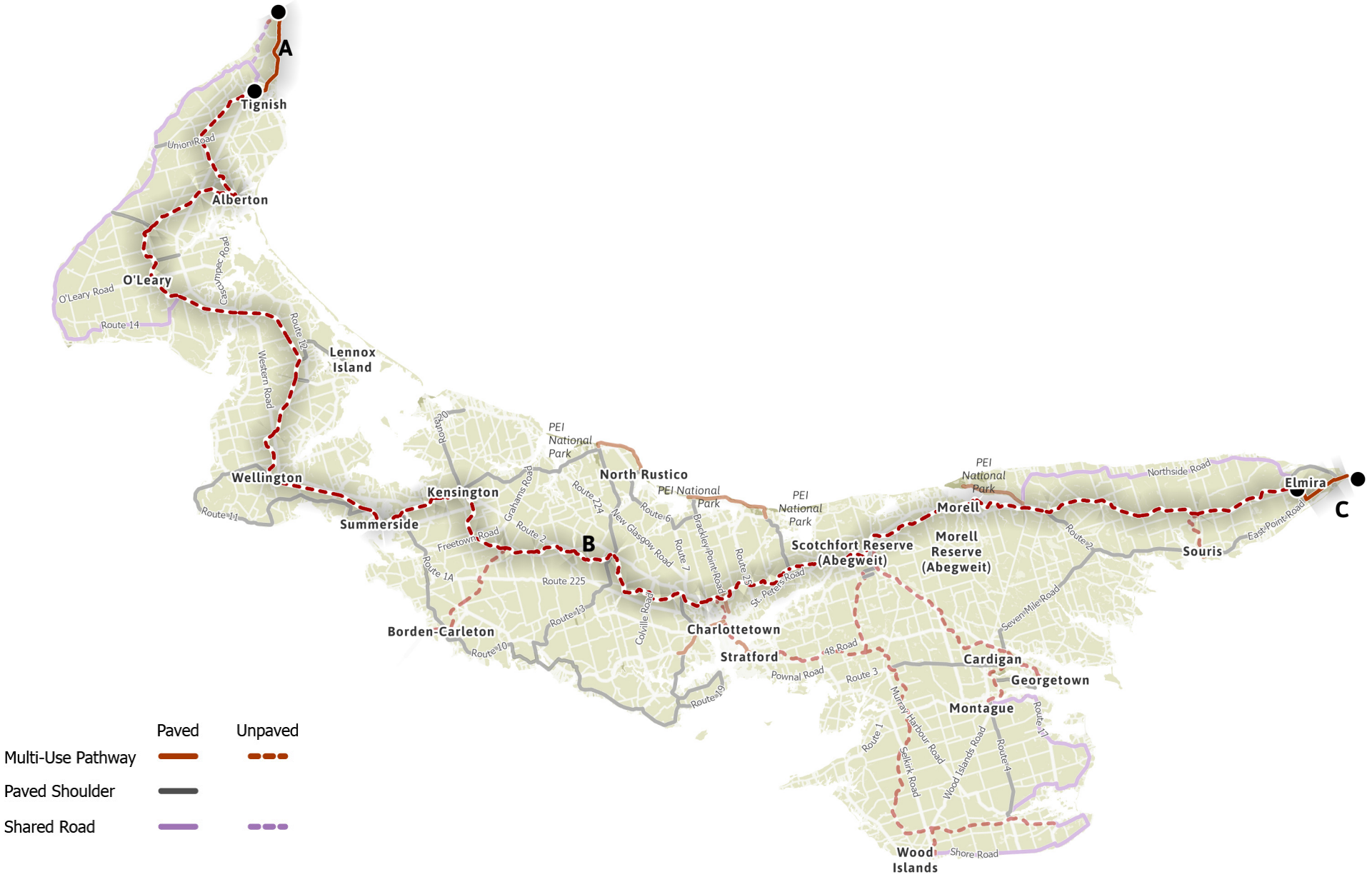
Proposed Bicycle Network by Hierarchy

Proposed Bicycle Network by Status

Proposed Primary Routes

Tip to Tip Route

Primary Route



Tip to Tip Route Description

Length	296.1km
Start	North Cape
End	East Point
Description	This multi-use pathway provides an inland artery from one tip of the island to the other, and connects many other routes. It follows the existing Confederation Trail from Tignish to Elmira, with proposed pathways connecting the ends of the trail to viewpoints on either end of the island.

Section A

Facility Type	Multi-use path (paved)
Facility Status	Proposed
Length	14.3km
Start	North Cape trailhead (end of Rte 12)
End	Confederation Trail access on School St near Spring Ln (Tignish)

Section B

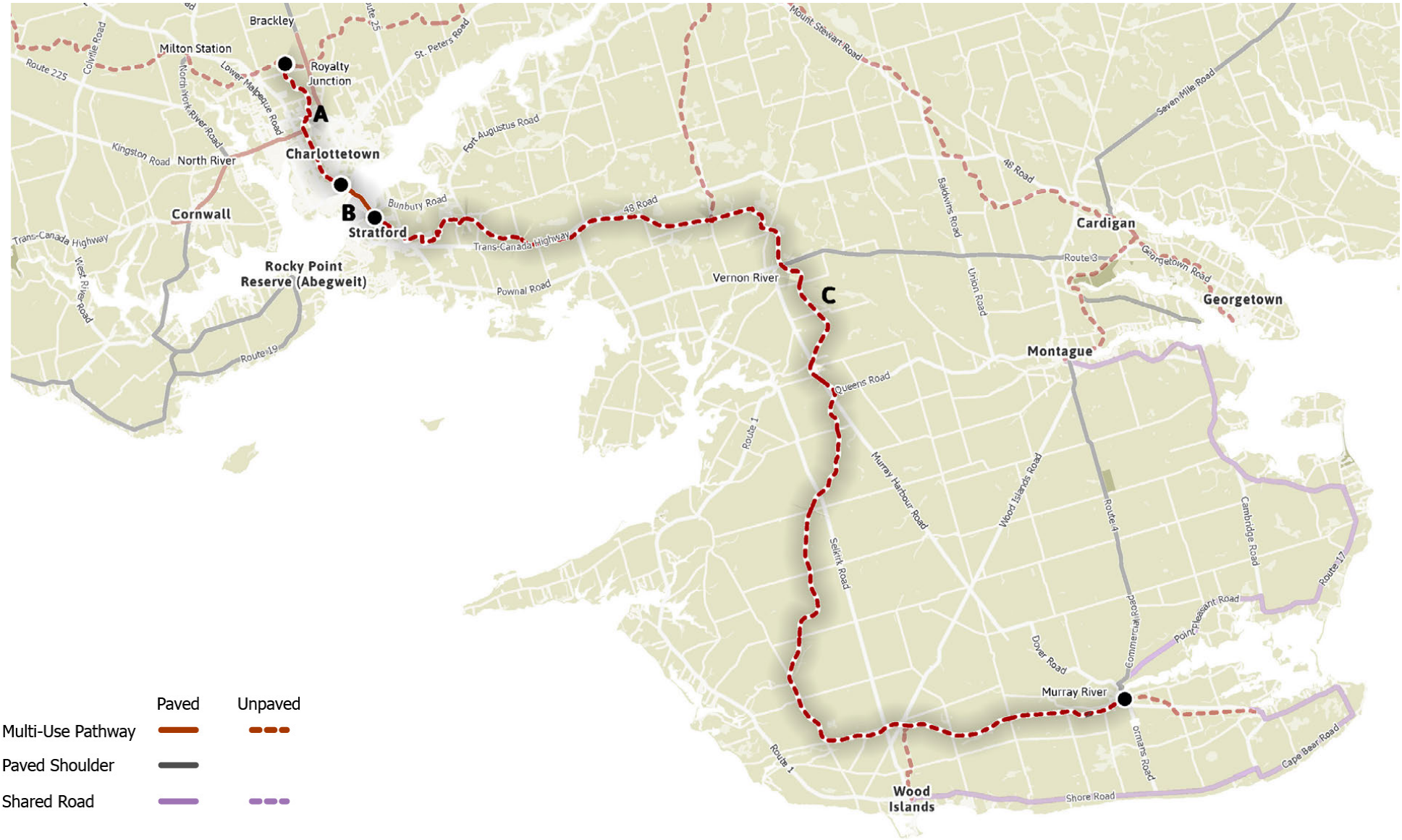
Facility Type	Multi-use path (unpaved)
Facility Status	Existing
Length	272.5km
Start	Confederation Trail access on School St near Spring Ln (Tignish)
End	Confederation Trail access on Elmira Rd (Elmira)

Section C

Facility Type	Multi-use path (paved)
Facility Status	Proposed
Length	9.3km
Start	Confederation Trail access on Elmira Rd (Elmira)
End	End of Lighthouse Rd (East Point)

Charlottetown to Murray River Route

Primary Route (Queens & Kings Counties)



Charlottetown to Murray River Route Description

Length	79.6 km
Start	Near Royalty Junction
End	Murray River
Description	This route connects Charlottetown and Wood Islands and follows the Confederation Trail from the trail junction north of Charlottetown, across the Hillsborough Bridge, through Stratford, and south-east to Murray River. The trail is gravel except for a paved section where it crosses the Hillsborough Bridge and connects to some asphalt paths in Stratford.

Section A

Facility Type	Multi-use path (unpaved)
Facility Status	Existing
Length	8.4km
Start	Confederation Trail junction near Royalty Junction Rd (Charlottetown)
End	Grafton St at Edward St (Charlottetown end of the Hillsborough Bridge)

Section B

Facility Type	Multi-use path (paved)
Facility Status	Existing
Length	1.2km
Start	Grafton St at Edward St (Charlottetown end of the Hillsborough Bridge)
End	Shakespeare Dr at Heron Dr (Stratford)

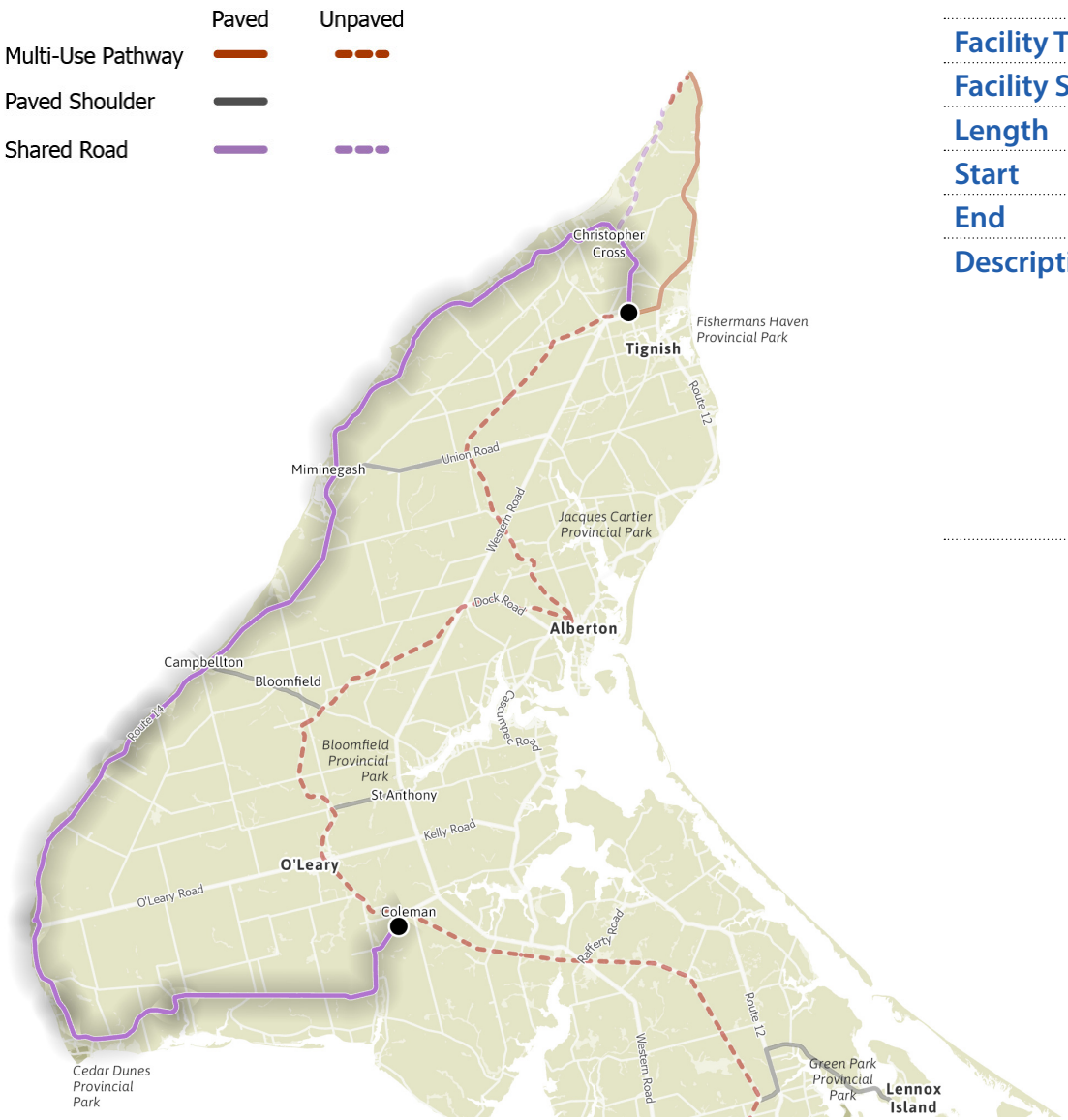
Section C

Facility Type	Multi-use path
Facility Status	Unpaved
Length	70.0km
Start	Shakespeare Dr at Heron Dr (Stratford)
End	Confederation Trail access on Rte 4 near School St (Murray River)

Proposed Scenic Routes

West Cape Route

Scenic Route (Prince County)

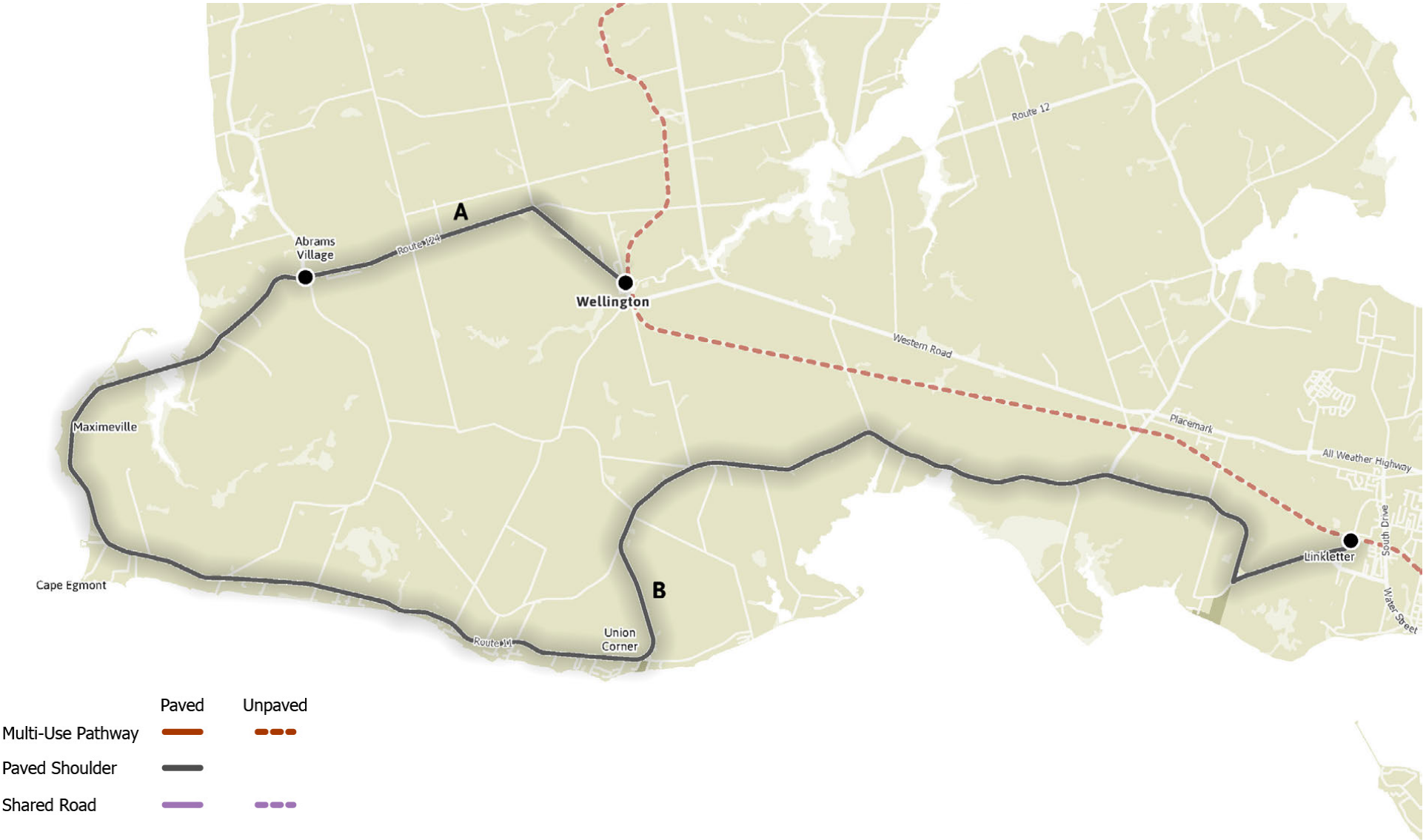


West Cape Route Description

Facility Type	Shared Road
Facility Status	Proposed
Length	102.0 km
Start	Rte 14 at Spring Lane (Tignish)
End	Rte 14 at Confederation Trail (Coleman)
Description	This coastal route on the west side of Prince County provides ocean views and rural scenery as well as access to tourist destinations like the Stompin' Tom Centre, Howard's Cove and West Point Lighthouses, and Reilly's Shore Beach. Route 14 is a low-traffic road, so a shared road is recommended.

Cape Egmont Loop

Scenic Route (Prince County)



Cape Egmont Route Description

Length	45.7 km
Start	Wellington
End	Linkletter
Description	This route follows scenic Route 11 around Cape Egmont, providing access to ocean views, rural scenery, the Cape Egmont Lighthouse, and Linkletter Provincial Park. The route begins in Wellington and ends in Linkletter (the two are also connected by a 10.2km segment of the Confederation Trail). There are some existing segments of paved shoulder in Section A but they are incomplete and in need of improvement.

Section A

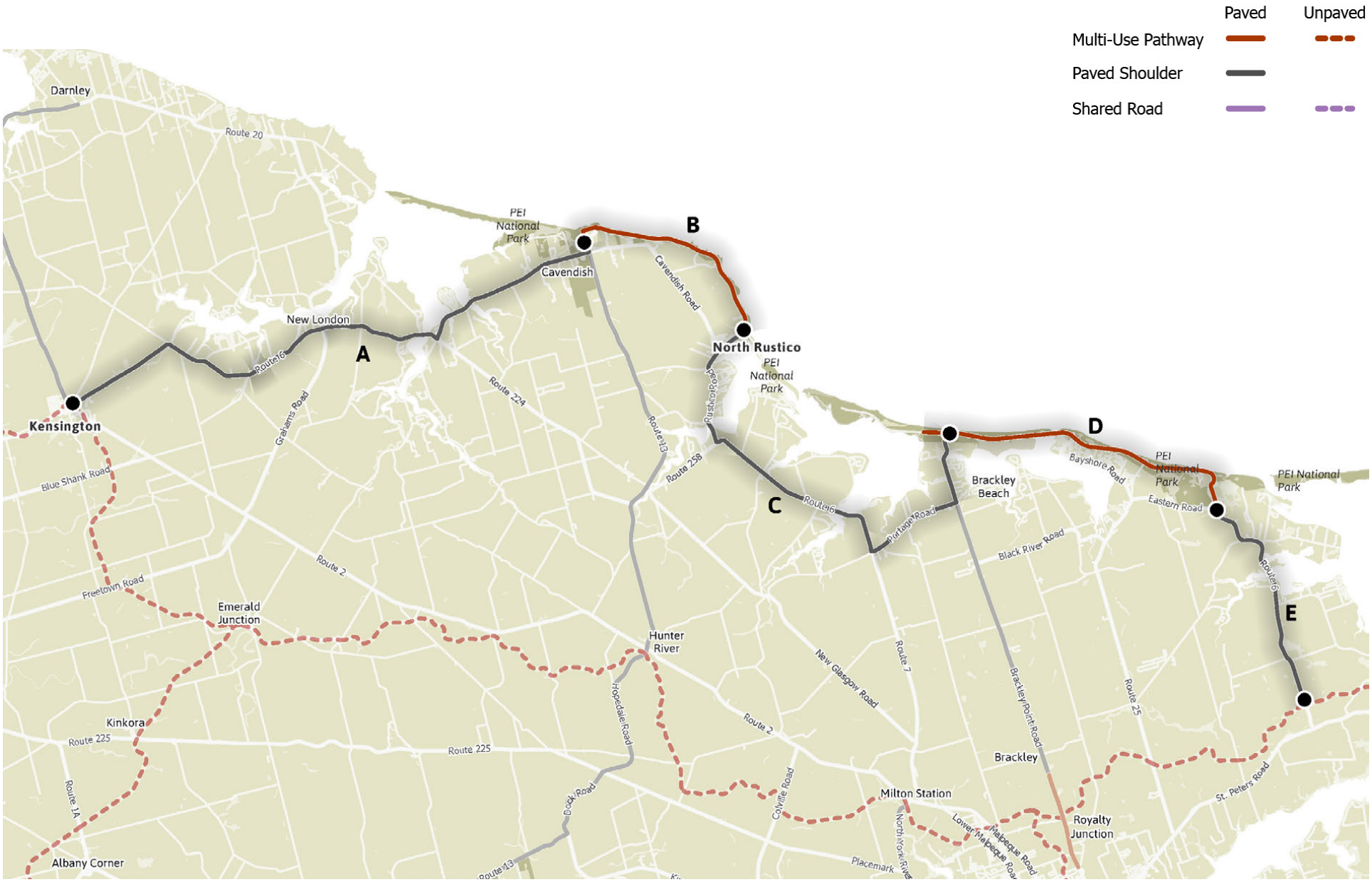
Facility Type	Paved Shoulder
Facility Status	Proposed
Length	7.7km
Start	Sunset Dr / Rte 124 at Confederation Trail (Wellington)
End	Rte 124 at Cannontown Rd (Abrams Village)

Section B

Facility Type	Paved Shoulder
Facility Status	Proposed
Length	38.0km
Start	Rte 124 at Cannontown Rd (Abrams Village)
End	Glenn Dr at Confederation Trail (Linkletter)

Cavendish Shore Route

Scenic Route (Prince & Queens Counties)



Cavenish Shore Route Description

Length	75.2km
Start	Kensington
End	Bedford Corner
Description	This route begins in Kensington and follows Route 6 through Cavendish, North Rustico, and Brackley Beach, before reconnecting with the Confederation Trail east of Charlottetown. This route provides access to the north shore and touristic destinations in the Resort Municipality and surrounding area. Shoulder widening was recently completed on some parts of this route, and existing multi-use path segments in the National Park complete the connection.

Section A

Facility Type	Paved shoulder
Facility Status	Proposed
Length	23.8km
Start	Rte 6 at Confederation Trail (Kensington)
End	Cawnpore Ln at multi-use trail access (Cavendish)

Section B

Facility Type	Multi-use path (paved)
Facility Status	Existing
Length	8.9km
Start	Cawnpore Ln at multi-use trail access (Cavendish)
End	Church Hill Ave at multi-use trail access (North Rustico)

Section C

Facility Type	Paved Shoulder
Facility Status	Proposed
Length	20.3km
Start	Church Hill Ave at multi-use trail access (North Rustico)
End	Brackley Point Rd at Robinsons Island Rd (Brackley Beach)

Section D

Facility Type	Multi-use path (paved)
Facility Status	Existing
Length	13.0km
Start	Brackley Point Rd at Robinsons Island Rd (Brackley Beach)
End	Gulf Shore Parkway East at Eastern Rd

Section E

Facility Type	Paved Shoulder
Facility Status	Proposed
Length	8.9km
Start	Gulf Shore Parkway East at Eastern Rd
End	Rte 6 at Confederation Trail (Bedford Station)

Red Sands Shore Route

Scenic Route (Prince & Queens Counties)

Red Sands Shore Route Description

Length	93.2km
Start	Summerside
End	Near Milton Station
Description	The Red Sands Shore connects Summerside, Borden-Carleton, Victoria, Cornwall, and Charlottetown via a scenic coastal route. Existing conditions vary along this route, but are primarily roads with moderate traffic volumes and no shoulder, including sections along Route 10 passing through Borden Carleton, Route 16 passing through Victoria, and Route 19 around Rocky Point. There is a section of existing paved shoulder on Route 1A east of Summerside, but paved shoulders are proposed for the entire route due to moderate traffic volumes along these narrow roads. Section B provides an shorter alternative (1.4km) to following the coastline around Rocky Point (17km)

Section A

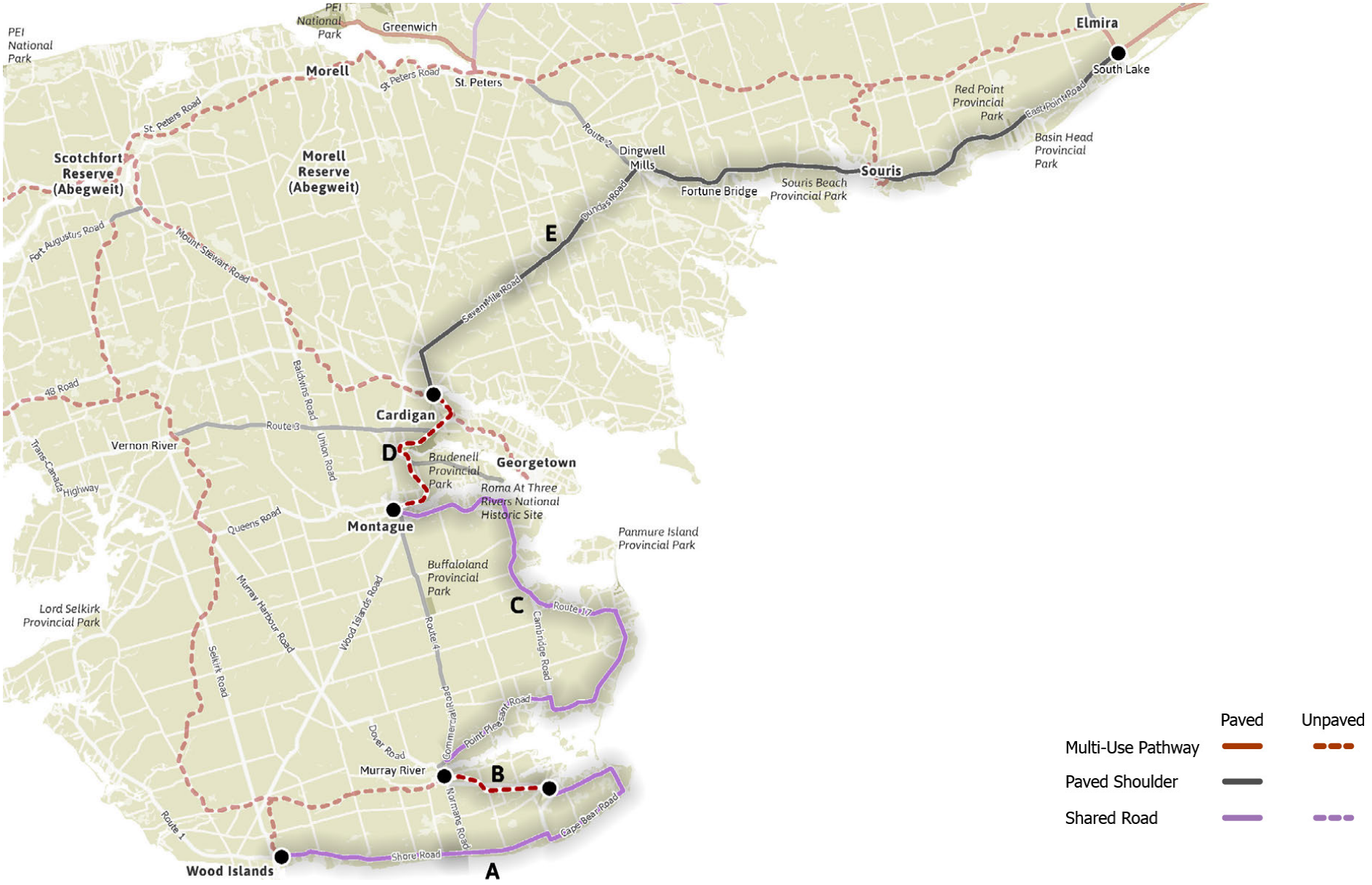
Facility Type	Paved shoulder
Facility Status	Proposed
Length	91.8km
Start	Small Ave at Confederation Trail (Summerside)
End	Rte 19/Meadowbank Rd at Rte 27/Main St (Cornwall)

Section B (alternative)

Facility Type	Paved shoulder
Facility Status	Proposed
Length	1.4km
Start	North end of Nine Mile Creek Rd at Rte 19
End	South end of Nine Mile Creek Rd at Rte 19

Eastern Shore Route

Scenic Route (Queens & King Counties)



Eastern Shore Route Description

Length	92.9km
Start	Wood Islands
End	South Lake
Description	This coastal route connects Wood Islands to Elmira and includes sections of existing and proposed paved shoulders on low to moderate-traffic roads, shared roads, and an existing multi-use path. The route creates access to eastern communities and destinations like White Sands, Panmure Island, and Basin Head Provincial Park.

Section A

Facility Types	Shared road
Facility Status	Proposed
Length	32.6km
Start	Rte 4 at Rte 1 (Wood Islands)
End	Rte 18/Main St at Station Ln (Murray Harbour)

Section B

Facility Type	Multi-Use Trail (unpaved)
Facility Status	Existing
Length	6.5km
Start	Rte 18/Main St at Station Ln (Murray Harbour)
End	Rte 4/Main St at School St (Murray River)

Section C

Facility Type	Shared Road
Facility Status	Proposed
Length	38.3km
Start	Rte 4/Main St at School St (Murray River)
End	Station St at Patrick St (Montague)

Section D

Facility Type	Multi-Use Trail (unpaved)
Facility Status	Existing
Length	10.3km
Start	Station St at Patrick St (Montague)
End	Confederation Trail access on Rte 321/Wharf Rd (Cardigan)

Section E

Facility Type	Paved shoulder
Facility Status	Proposed
Length	56.2km
Start	Confederation Trail access on Wharf Rd (Cardigan)
End	Rte 16/East Point Rd at Elmira Rd (South Lake)

Northside Road Route

Scenic Route (Kings County)

	Paved	Unpaved
Multi-Use Pathway	▬	▬ ▬
Paved Shoulder	▬	
Shared Road	▬	▬ ▬

Northside Road Route Description

Length	54.6km
Start	St. Peters
End	East Point
Description	This route follows Northside Road from St. Peters to East Point, with a spur connecting this route to Elmira. Northside Road is a small low-traffic road with no shoulder, offering several ocean views and iconic rural scenery. A paved shoulder is recommended for the eastern end of this route to provide a comfortable, paved cycling loop between Elmira and East Point. Like the East Point loop, the Northside Road route creates several larger loop options in eastern Kings County when combined with the Confederation Trail and portions of the Eastern Shore Route.

Section A

Facility Type	Shared road
Facility Status	Proposed
Length	45.4km
Start	Rte 313 at Confederation Trail access (St. Peters)
End	Northside Rd at Elmira Rd

Section B

Facility Type	Paved Shoulder
Facility Status	Proposed
Length	7.5km
Start	Northside Rd at Elmira Rd
End	Northside Rd at Lighthouse Rd (East Point)

Section C (alternative)

Facility Type	Paved Shoulder
Facility Status	Proposed
Length	1.7km
Start	Elmira Rd at Northside Rd
End	Elmira Rd at Confederation Trail access (Elmira)

Proposed Connector Routes

Christopher Cross to North Cape

Connector Route (Prince County)

Route Description

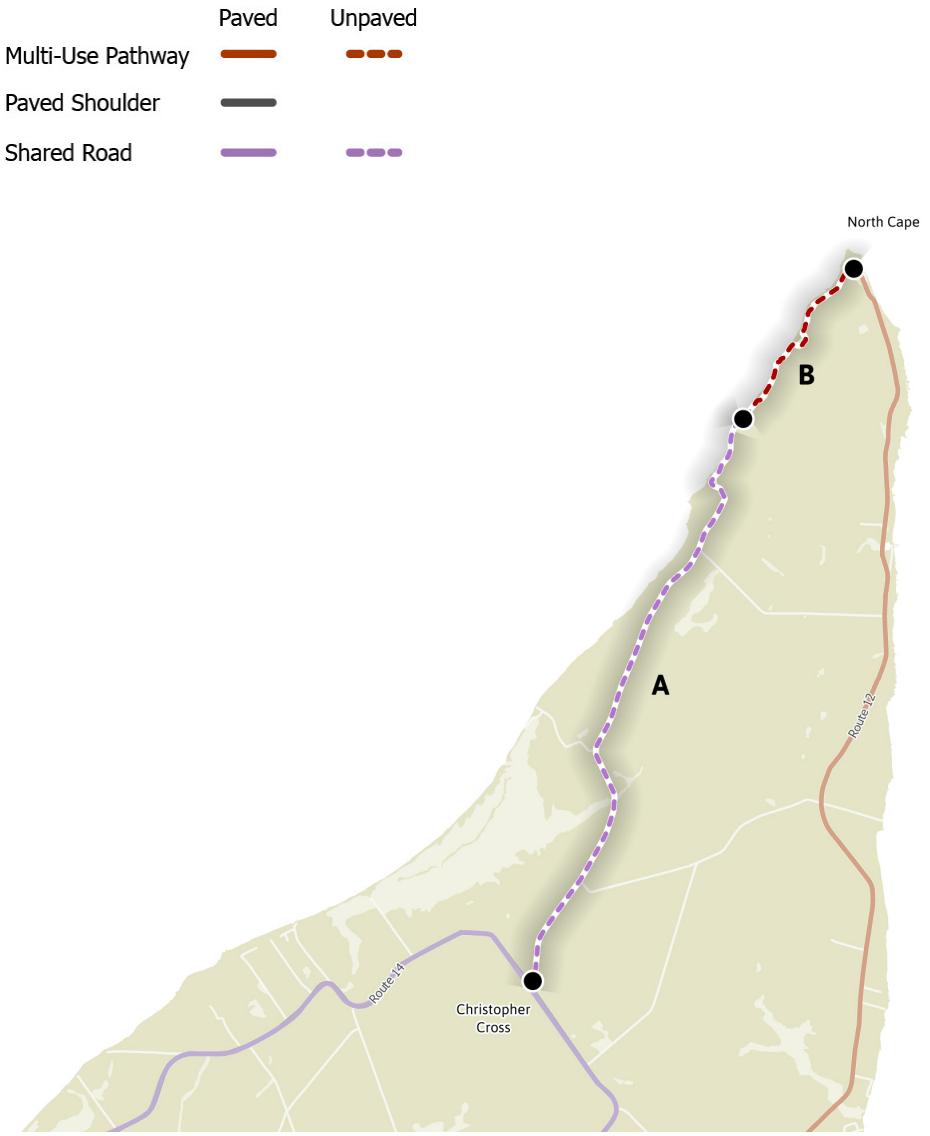
Length	9.5km
Start	Rte 182/Norway Rd at Rte 14 (Christopher Cross)
End	North Cape Hiking Trailhead at end of Rte 12
Description	This route segment creates a cycling-accessible loop at the North Cape, connecting the end of the Tip to Tip trail back to Route 14. A new multi-use trail is proposed which would follow the existing North Cape Hiking Trails south from the Cape connecting to Norway Road. Norway Road is a low traffic gravel road that can be used as a shared road with the addition of appropriate signage.

Section A

Facility Type	Shared Road (unpaved)
Facility Status	Proposed
Length	7.1km
Start	Norway Rd at Rte 14 (Christopher Cross)
End	North end of Norway Rd

Section B

Facility Type	Multi-Use Path (unpaved)
Facility Status	Proposed
Length	2.4km
Start	North end of Norway Rd
End	North Cape Hiking Trailhead at end of Rte 12



St. Louis to Miminegash

Connector Route (Prince County)

Route Description

Facility Type	Paved Shoulder
Facility Status	Proposed
Length	6.7km
Start	Rte 154 at Confederation Trail access near Doucette Rd (St. Louis)
End	Rte 152 at Rte 14 (Miminegash)
Description	This connection links the Confederation Trail at St. Louis to the scenic West Cape route. There is an existing, narrow paved shoulder between the Confederation Trail access and St Louis Elementary School (800m west of the trail access), which could be widened and extended to Rte 14.

Bloomfield to Campbellton

Connector Route (Prince County)

Route Description

Facility Type	Paved Shoulder
Facility Status	Proposed
Length	6.1km
Start	Rte 145 at Confederation Trail access (Bloomfield)
End	Rte 145 at Rte 14 (Campbellton)
Description	This paved shoulder along Route 145 connects the Confederation Trail at Bloomfield to the West Cape route at Campbellton. This connection creates several shorter loop route options in Prince County when combined with segments of the Confederation Trail and the West Cape Route.

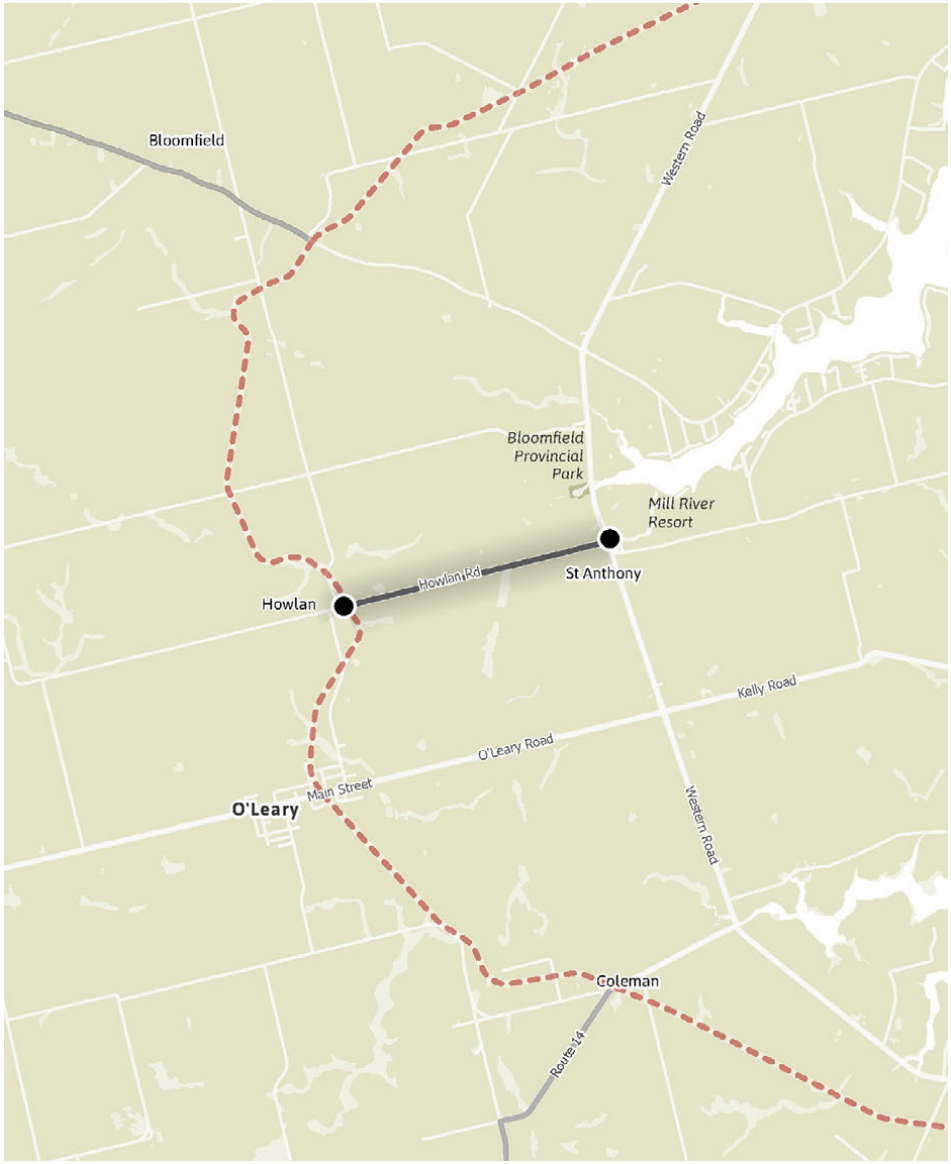
	Paved	Unpaved
Multi-Use Pathway		
Paved Shoulder		
Shared Road		

Confederation Trail to St Anthony

Connector Route (Prince County)

Route Description

Facility Type	Paved Shoulder
Facility Status	Proposed
Length	3.6km
Start	Rte 143/Howlan Rd at Confederation Trail (Howlan)
End	Rte 143/Howlan Rd at Rte 2/ Western Rd (St Anthony)
Description	This paved shoulder along Howlan Rd provides a connection between the Confederation Trail at Howlan, and the community of St Anthony, the Mill River Resort and Bloomfield Provincial Park.



	Paved	Unpaved
Multi-Use Pathway		
Paved Shoulder		
Shared Road		

Confederation Trail to Lennox Island

Connector Route (Prince County)

Route Description

Facility Type	Paved Shoulder
Facility Status	Proposed
Length	11.0km
Start	Rte 133/Ellerslie Rd at Confederation Trail (Ellerslie)
End	Sweetgrass Trail at Eagle Feather Trail (Lennox Island)
Description	This set of paved shoulders provides a direct and safe connection between Lennox Island and the Confederation Trail. It follows Ellerslie Rd, Rte 12, and Rte 163/E Bideford Rd.

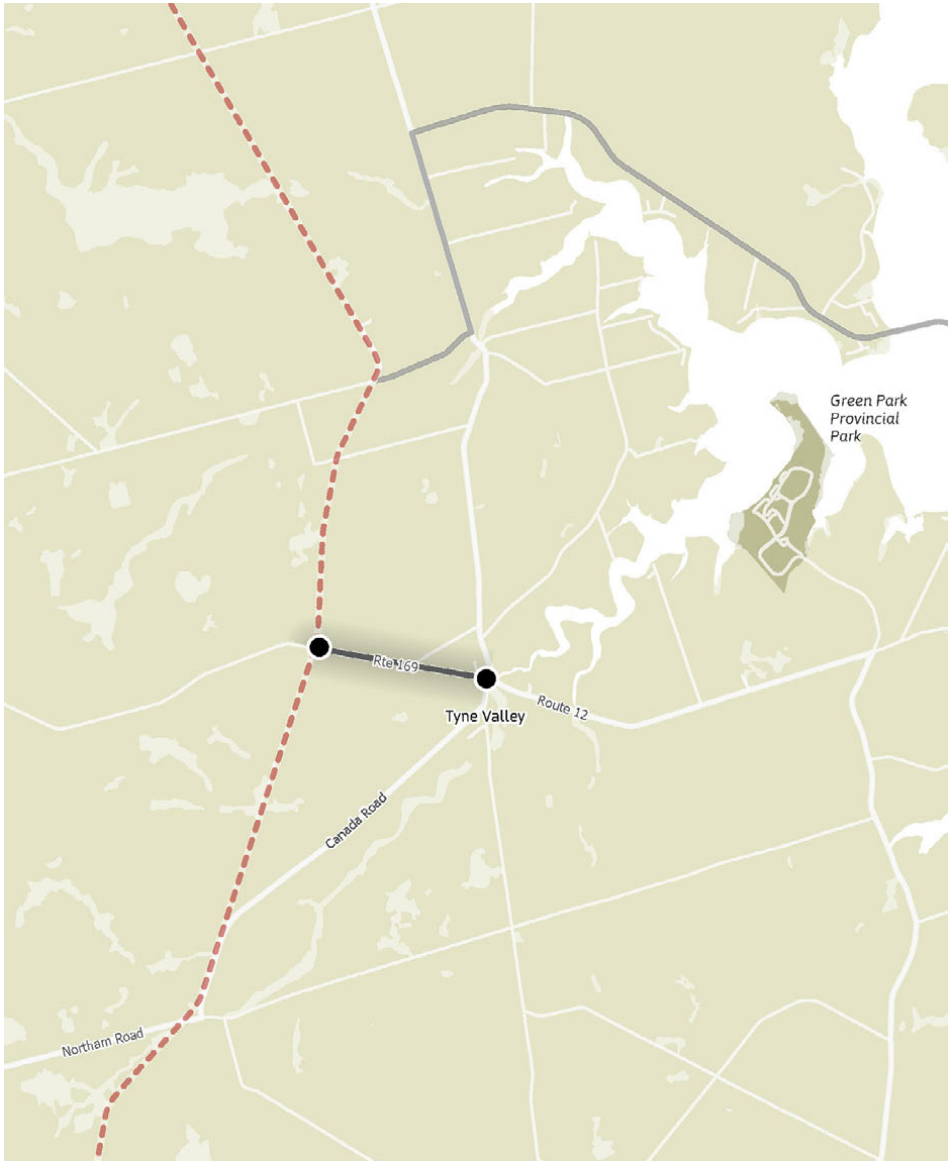
	Paved	Unpaved
Multi-Use Pathway		
Paved Shoulder		
Shared Road		

Confederation Trail to Tyne Valley

Connector Route (Prince County)

Route Description

Facility Type	Paved Shoulder
Facility Status	Proposed
Length	1.8km
Start	Rte 169/Port Hill Station Rd at Rte 12 (Tyne Valley)
End	Rte 169/Port Hill Station Rd at Confederation Trail
Description	This short connection provides a link between the community of Tyne Valley and the Confederation Trail along Rte 169/Port Hill Station Rd. The road in this location is currently paved from Tyne Valley to Rink Rd (about half way to the trail), with the rest of the road unpaved.



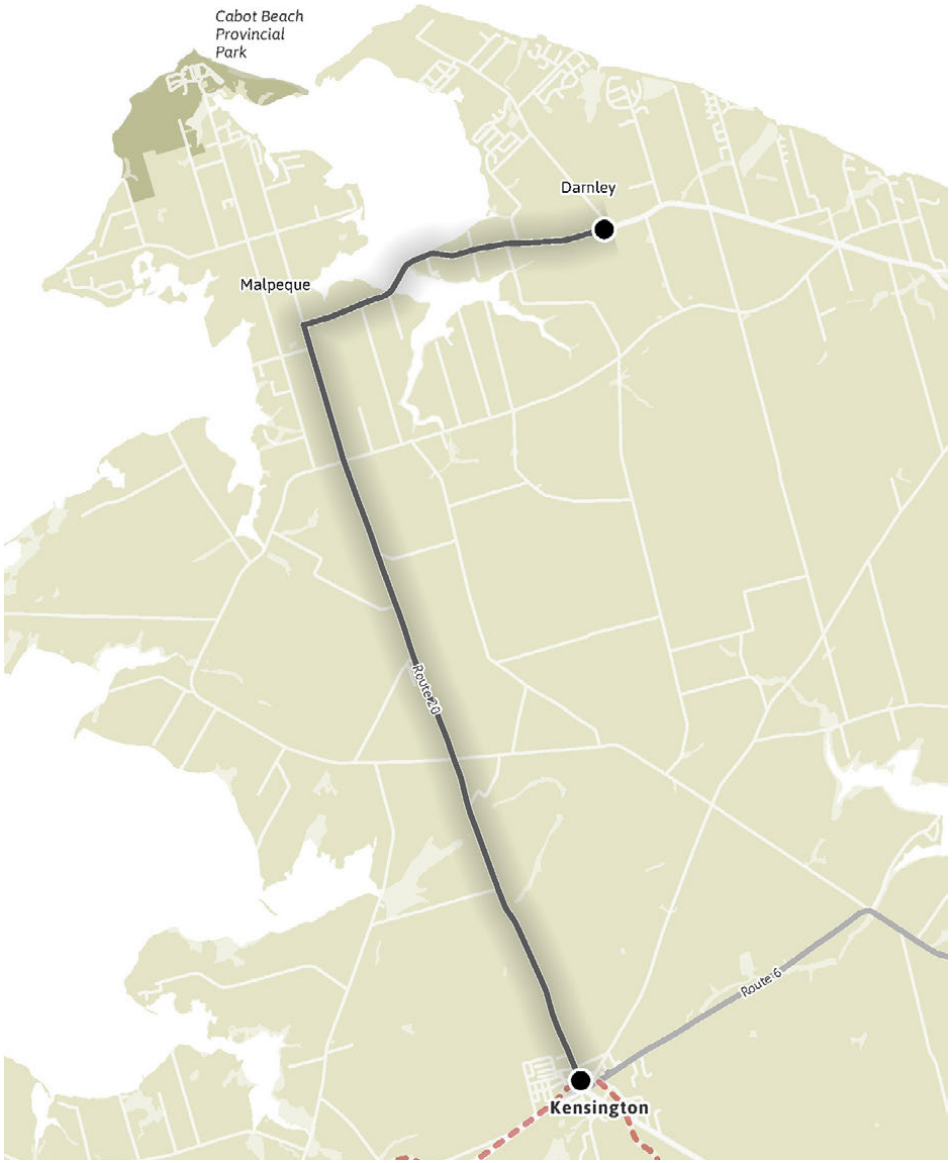
	Paved	Unpaved
Multi-Use Pathway		
Paved Shoulder		
Shared Road		

Kensington to Malpeque and Darnley

Connector Route (Prince County)

Route Description

Facility Type	Paved Shoulder
Facility Status	Proposed
Length	15.5km
Start	Rte 20/ Broadway St North at Rte 6/ Victoria St E (Kensington)
End	Rte 20 at Lower Darnley Rd
Description	This paved shoulder provides a safe biking route along the busy Rte 20 north from Kensington for access to Malpeque, Cabot Beach Provincial Park, and Darnley.

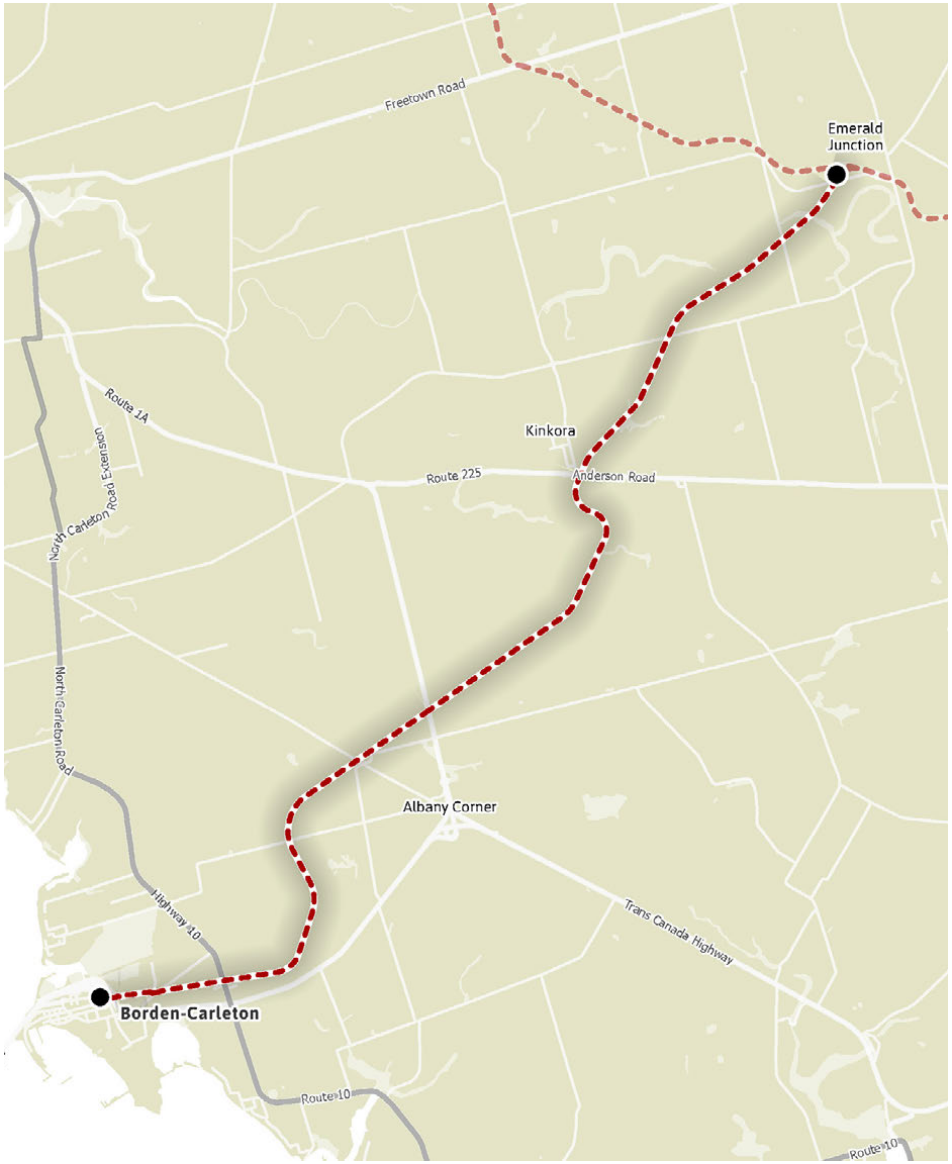


Borden-Carleton to Emerald Junction

Connector Route (Prince County)

Route Description

Facility Type	Multi-use path (unpaved)
Facility Status	Proposed
Length	18.1km
Start	Dickie Rd at Hwy 1 (Borden-Carleton)
End	Confederation Trail junction near Rte 113 (Emerald Junction)
Description	This existing segment of the Confederation Trail connects Borden-Carleton and the Confederation Bridge with the arterial east-west Confederation Trail at Emerald Junction. The trail has a gravel surface.



	Paved	Unpaved
Multi-Use Pathway		
Paved Shoulder		
Shared Road		

Victoria to Cavendish

Connector Route (Queens County)

Route Description

Facility Type	Paved shoulder
Facility Status	Proposed
Length	42.6km
Start	Nelson St at Rte 116 (Victoria)
End	Rte 13 at Rte 6/Cavendish Rd (Cavendish)
Description	This route provides a major connection between the north and south shores of Queens County, primarily following Route 13. South of Hunter River, Route 13 is a low-traffic road that is suitable for shared use. North of Hunter River the traffic volumes are moderate and as such a paved shoulder is recommended. There is an existing 1.27km segment of paved shoulder south of Crapaud where the route briefly follows Highway 1.

	Paved	Unpaved
Multi-Use Pathway		
Paved Shoulder		
Shared Road		

Confederation Trail to North River

Connector Route (Prince County)

Route Description

Facility Type	Paved Shoulder
Facility Status	Proposed
Length	6.0km
Start	Rte 248/N York River Rd at the North River roundabout
End	Rte 248/N York River Rd at Confederation Trail
Description	This route provides a connection between the Confederation Trail and the proposed Cornwall-Charlottetown multi-use pathway.

	Paved	Unpaved
Multi-Use Pathway		
Paved Shoulder		
Shared Road		

Charlottetown to Cornwall

Connector Route (Queens County)

Route Description

Facility Type	Paved shoulder
Facility Status	Proposed
Length	42.6km
Start	Capital Dr/Spencer Dr at Confederation Trail access (Charlottetown)/
End	Rte 27/Main St 800m past Rte 19 (Cornwall)
Description	This route provides a trail connection between Charlottetown and Cornwall via Capital Dr/ Hwy 1 and Main St/Rte 27. The proposed trail connects to the existing Confederation Trail in Charlottetown and extends past the junction with Rte 19 (Red Sands Shore route) to meet the local path connecting Rte 27 to Eliot River Elementary School

	Paved	Unpaved
Multi-Use Pathway		
Paved Shoulder		
Shared Road		

Charlottetown to Brackley Beach

Connector Route (Queens County)

Route Description

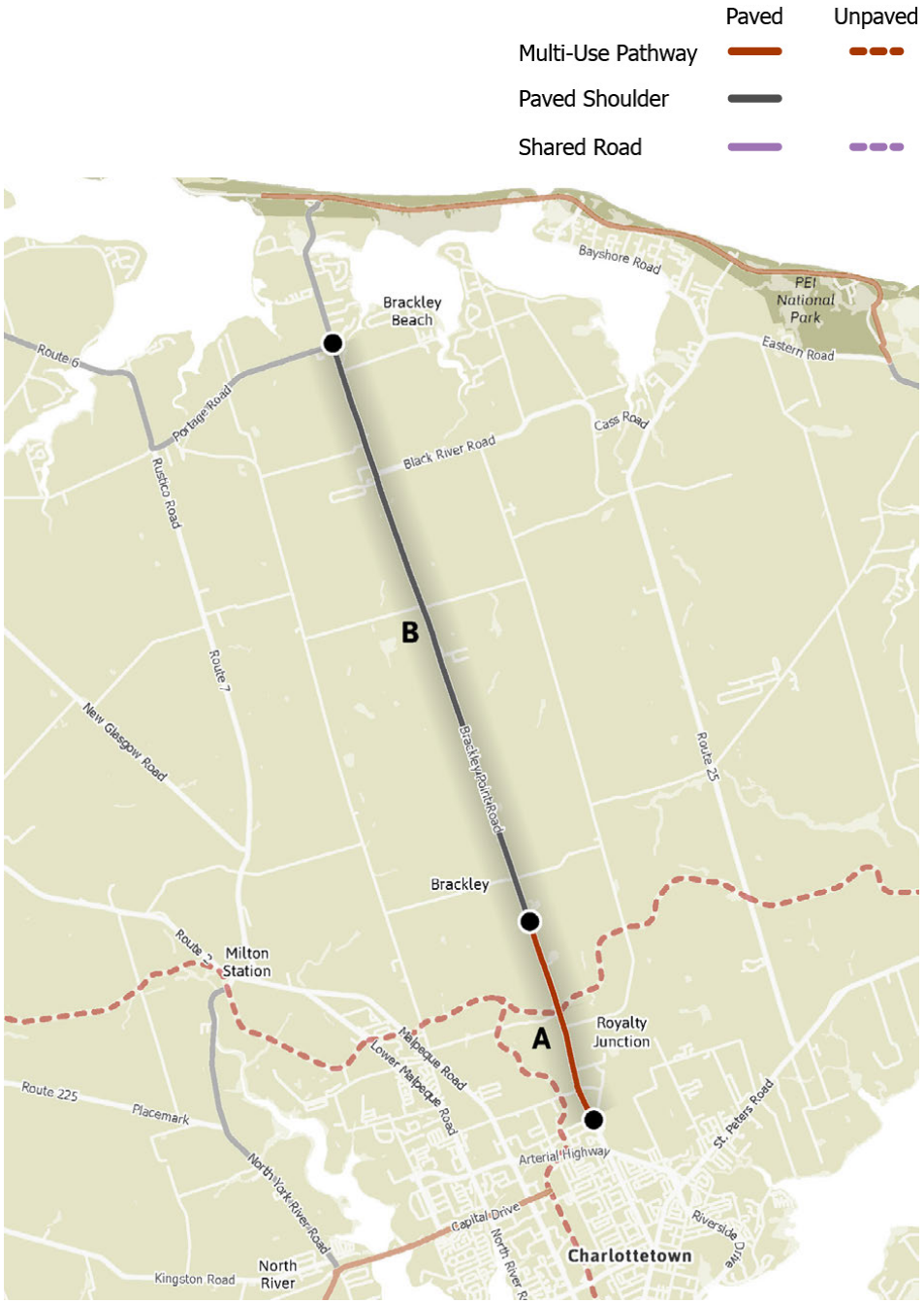
Length	14.8km
Start	Charlottetown
End	Brackley Beach
Description	Brackley Point Road provides a direct connection from the outskirts of Charlottetown to the Brackley Beach area of the National Park. Route 15 is a relatively high traffic road and currently has a gravel shoulder. A paved shoulder is recommended to extend safe cycling conditions north of the existing multi-use pathway to Brackley Beach.

Section A

Facility Type	Multi-Use Pathway (paved)
Facility Status	Existing
Length	3.7km
Start	Rte 15/Brackley Point Rd at Macaleer Dr (Charlottetown)
End	Rte 15/Brackley Point Rd (Brackley)

Section B

Facility Type	Paved shoulder
Facility Status	Proposed
Length	11.1km
Start	Rte 15/Brackley Point Rd (Brackley)
End	Rte 15/Brackley Point Rd at Rte 6/Portage Rd (Brackley Beach)



Lake Verde to Pisquid

Connector Route (Queens County)

Route Description

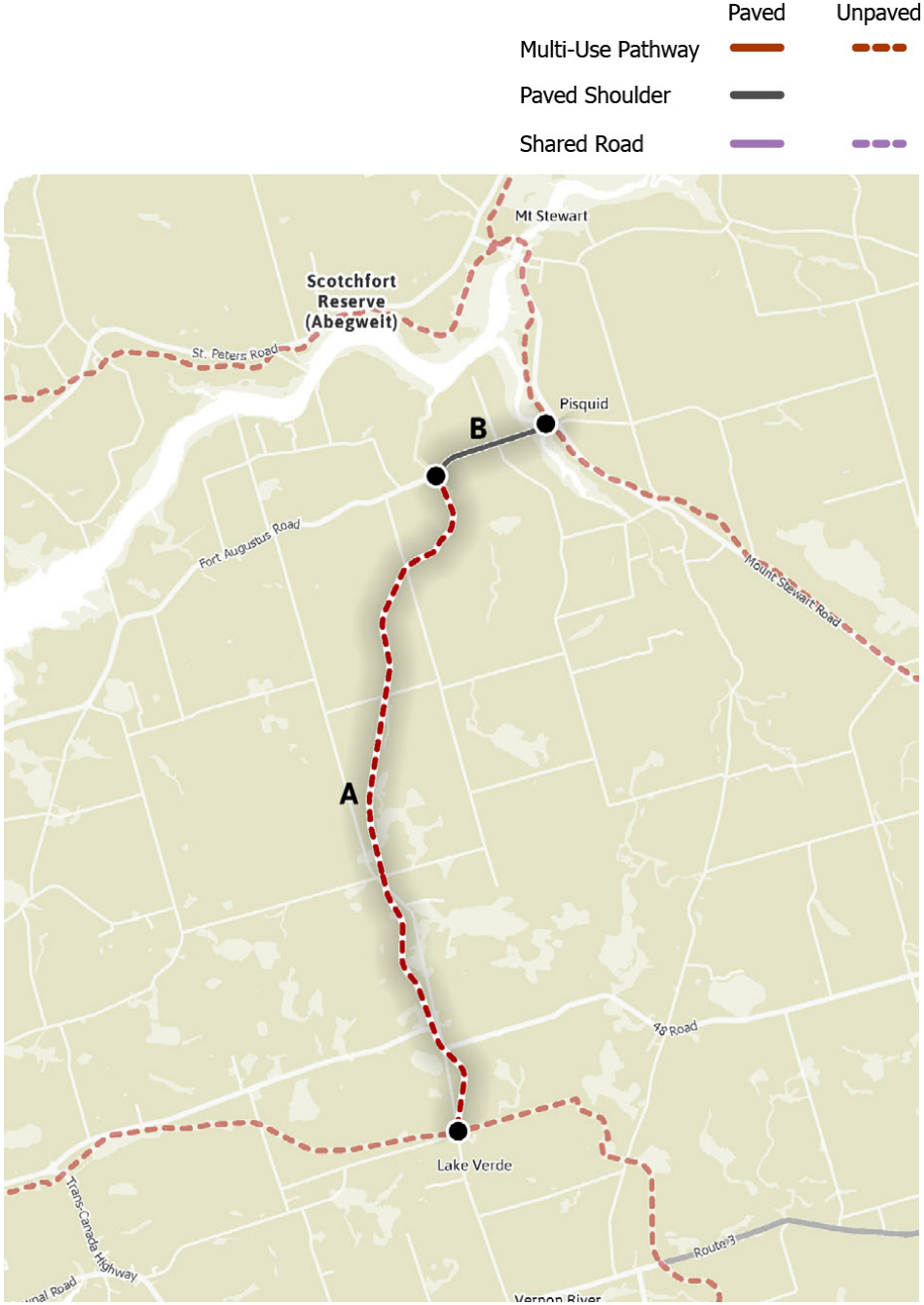
Length	15.8km
Start	Lake Verde
End	Mount Stewart
Description	This route connects existing spurs of the Confederation Trail. Paved shoulders on Route 21 will link Lake Verde and Pisquid directly, providing a north-south connection between the primary artery of the Confederation Trail and the Charlottetown-Wood Islands spur.

Section A

Facility Type	Multi-Use Pathway (unpaved)
Facility Status	Existing
Length	12.4km
Start	Rte 213 at Rte 272 (Lake Verde)
End	Confederation Trail at Rte 21/Fort Augustus Rd

Section B

Facility Type	Paved shoulder
Facility Status	Proposed
Length	2.3km
Start	Confederation Trail at Rte 21/Fort Augustus Rd
End	Rte 21/Fort Augustus Rd at Confederation Trail near Rte 22 (Pisquid)

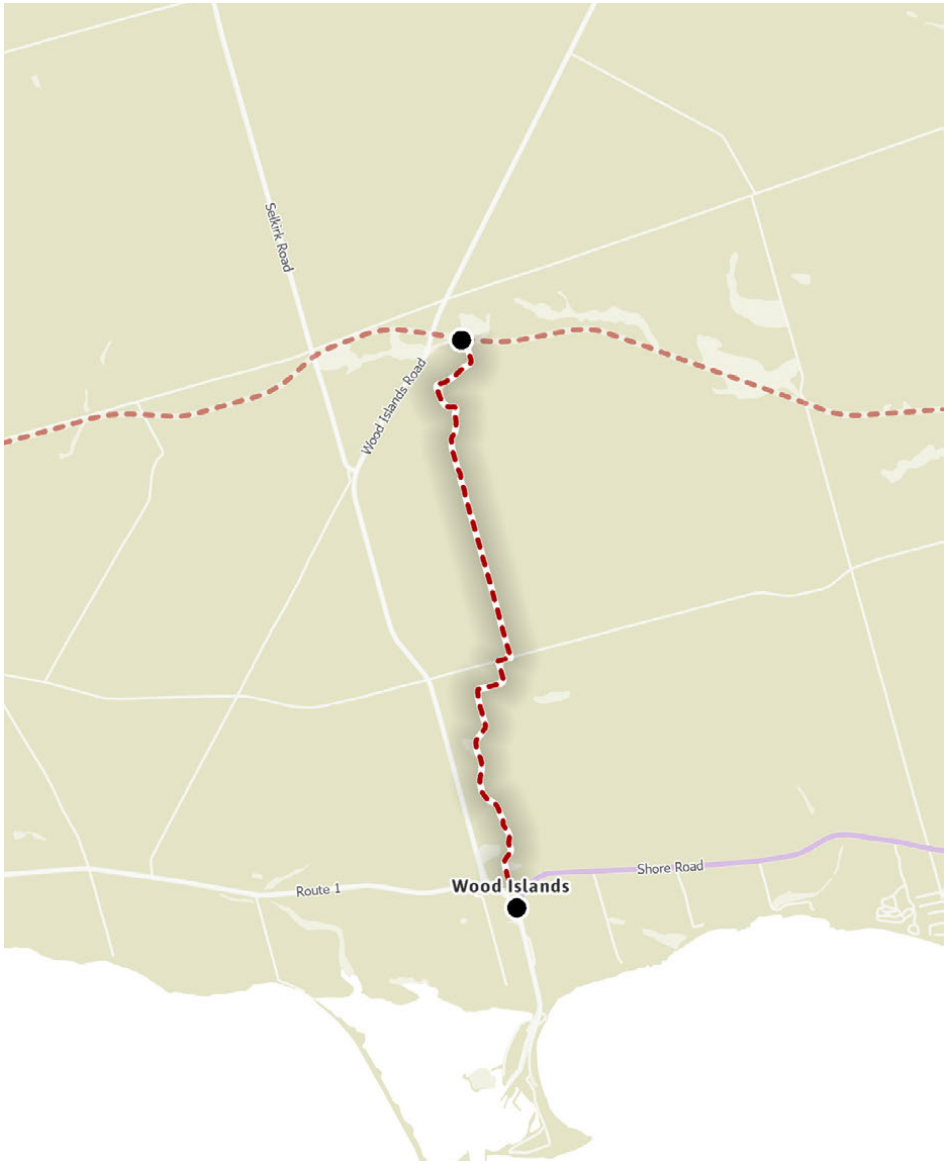


Confederation Trail to Wood Islands

Connector Route (Queens County)

Route Description

Facility Type	Multi-use path (unpaved)
Facility Status	Existing
Length	4.3km
Start	Confederation Trail junction near Rte 202/ Douses Rd and Rte 315/Wood Islands Rd
End	Confederation Trail access at Wood Islands Visitor Information Centre on Rte 4/Wood Islands Rd (Wood Islands)
Description	This connector is an existing spur of the Confederation Trail with a gravel surface, that connects the Charlottetown-Murray River route to Wood Islands, the ferry, and the western end of the Eastern Shore route.



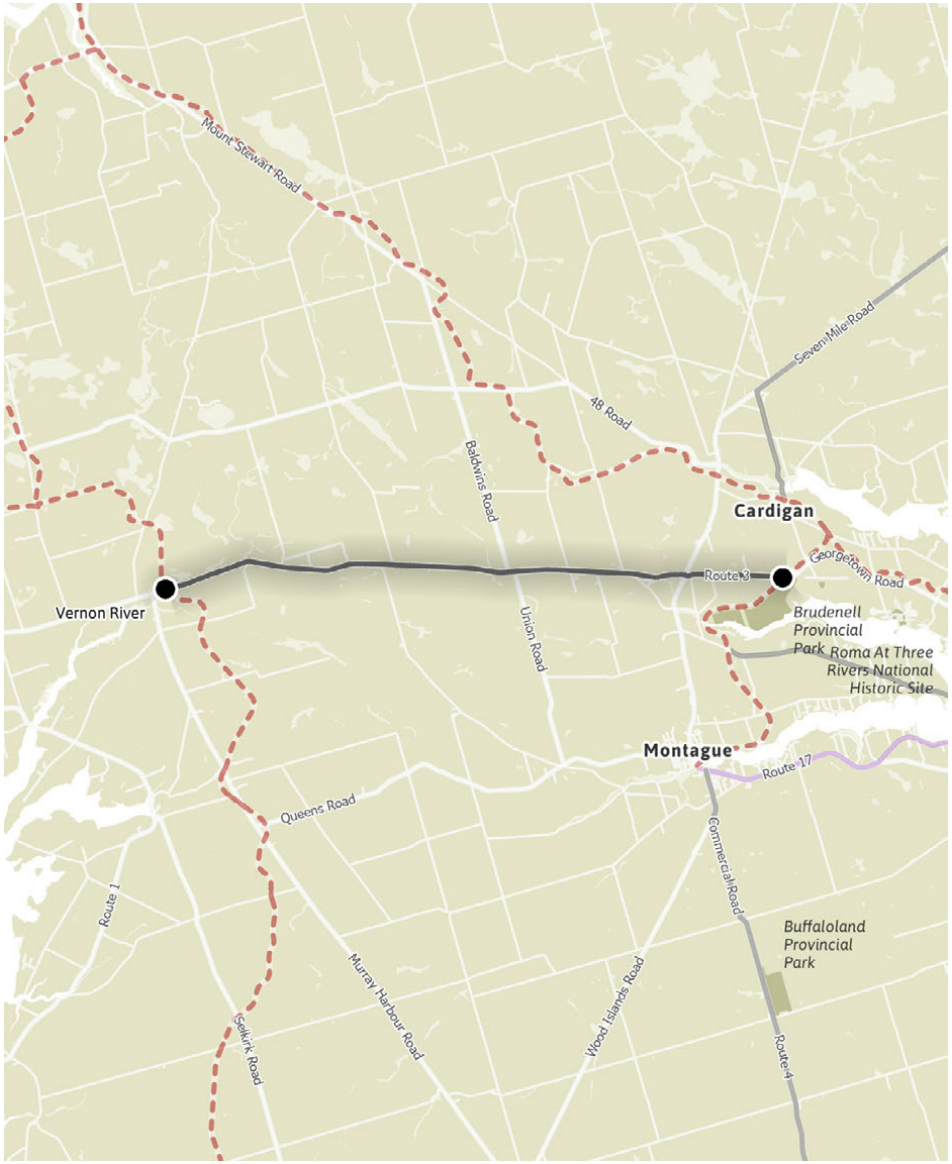
	Paved	Unpaved
Multi-Use Pathway		
Paved Shoulder		
Shared Road		

Vernon River to Cardigan

Connector Route (Queens & Kings Counties)

Route Description

Facility Type	Paved shoulder
Facility Status	Proposed
Length	16.9km
Start	Rte 3/Georgetown Rd at Confederation Trail access near Rte 24 (Vernon River)
End	Rte 3/Georgetown Rd at Confederation Trail access near Park Rd (Roseneath)
Description	Route 3 has an existing paved shoulder from Vernon River to Roseneath, providing a connection between the Confederation Trail segment from Charlottetown to Wood Islands, and the Confederation Trail segment between Montague and Cardigan. This provides a direct route to the Eastern Shore for users traveling from Charlottetown or Stratford.



Murray River to Montague

Connector Route (Kings County)

Route Description

Facility Type	Paved Shoulder
Facility Status	Proposed
Length	18.0km
Start	Rte 4 and School St (Murray River)
End	Rte 4 at Rtet 17/Main St (Montague)
Description	This paved shoulder route connects between Murray River and Montague on the relatively low-traffic Rte 4. This route also provides access to Buffaloland Provincial Park and provides a shorter alternative to the coastal loop along Route 17 for cyclists following the Eastern Shore route.

	Paved	Unpaved
Multi-Use Pathway		
Paved Shoulder		
Shared Road		

Confederation Trail to Roma

Connector Route (Kings County)

Route Description

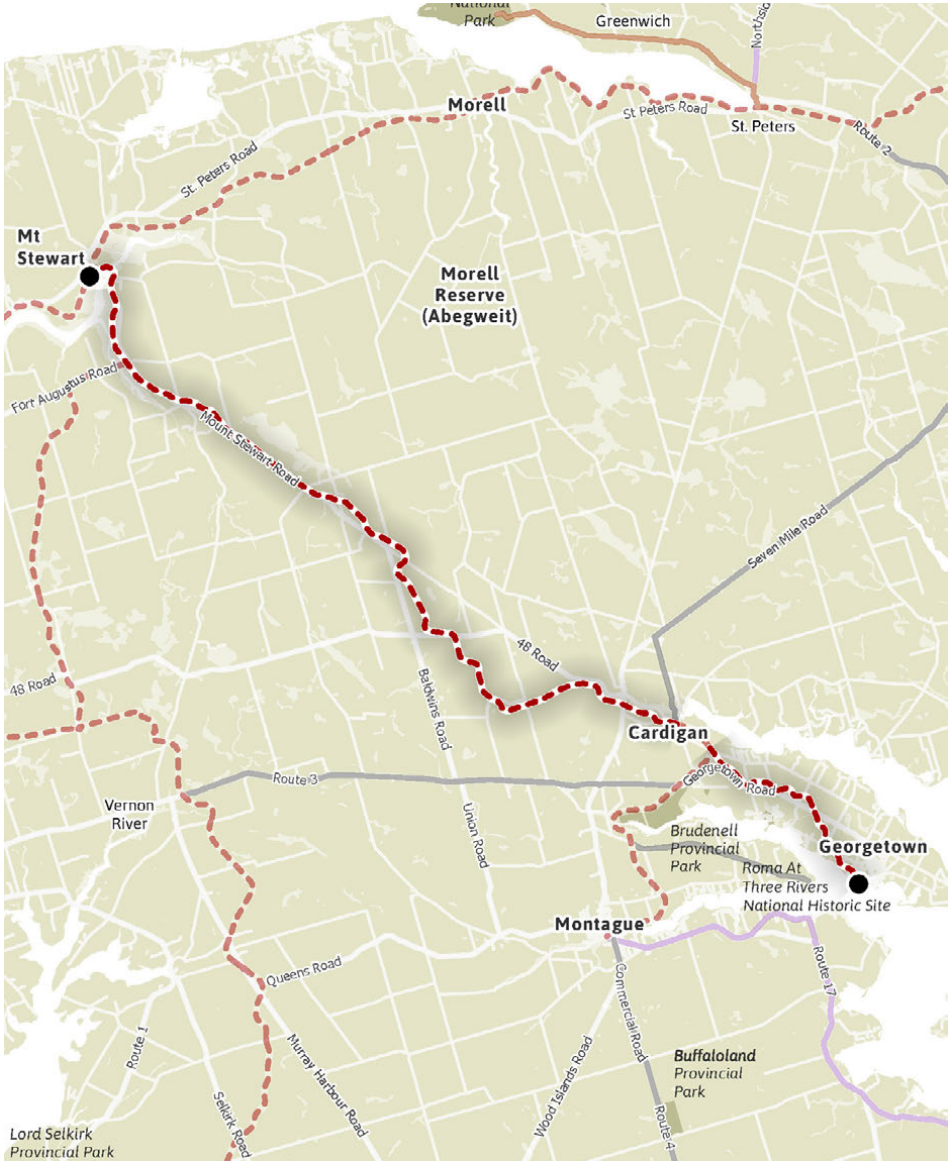
Facility Type	Paved Shoulder
Facility Status	Proposed
Length	6.2km
Start	Confederation Trail access at 319/ Brudenell Point Rd
End	Eastern end of Roma Point Rd
Description	This paved shoulder along Rte 319/Brudenell Point Rd and Roma Point Rd provides a comfortable connection to the Roma at Three Rivers National Historic Site.

Georgetown to Mt Stewart

Connector Route (Queens & Kings Counties)

Route Description

Facility Type	Multi-use path (unpaved)
Facility Status	Proposed
Length	38.6km (1.4 km shared facility with Eastern Shore Route)
Start	Confederation Trail junction near Rte 22 (Mount Stewart)
End	West St at Richmond St (Georgetown)
Description	This route is an existing segment of the Confederation Trail system, connecting the trail to Georgetown.



	Paved	Unpaved
Multi-Use Pathway	▬	▬ ▬
Paved Shoulder	▬	
Shared Road	▬	▬ ▬

St. Peters to Greenwich

Connector Route (Kings County)

Route Description

Facility Type	Multi-use path (paved)
Facility Status	Proposed
Length	10.3km
Start	Confederation Trail at St. Peters Boardwalk
End	West end of Rte 313/Greenwich Rd
Description	This paved multi-use path makes use of the existing boardwalk that crosses the inlet at St. Peters and connects to the Confederation Trail, and extends west along the Greenwich Rd providing access to the community of Greenwich as well as the Greenwich area of the National Park.

	Paved	Unpaved
Multi-Use Pathway		
Paved Shoulder		
Shared Road		

Dingwells Mills to Five Houses

Connector Route (Kings County)

Route Description

Facility Type	Paved shoulder
Facility Status	Existing
Length	9.2km
Start	Rte 2 at Rte 4 (Dingwells Mills)
End	Confederation Trail access on Rte 2 near Mill Rd (Five Houses)
Description	Route 2 provides a connection between the North and South shores of Kings County, connecting the Confederation Trail at Five Houses with the Eastern Shore Route at Dingwell Mills. This road has an existing paved shoulder so the only route upgrade necessary is the addition of wayfinding signage.

Confederation Trail to Souris

Connector Route (Kings County)

Route Description

Facility Type	Multi-use path (unpaved)
Facility Status	Existing
Length	9.1km
Start	Confederation Trail access on Breakwater St near MacPhee Ave (Souris)
End	Confederation Trail junction near Rte 305 (Harmony Junction)
Description	This existing segment of the Confederation Trail provides a link between the arterial east-west Confederation Trail and the Town of Souris. The trail has a crusher dust surface for its full length from the trail junction at Harmony Junction, to where it ends in Souris at Breakwater Street.

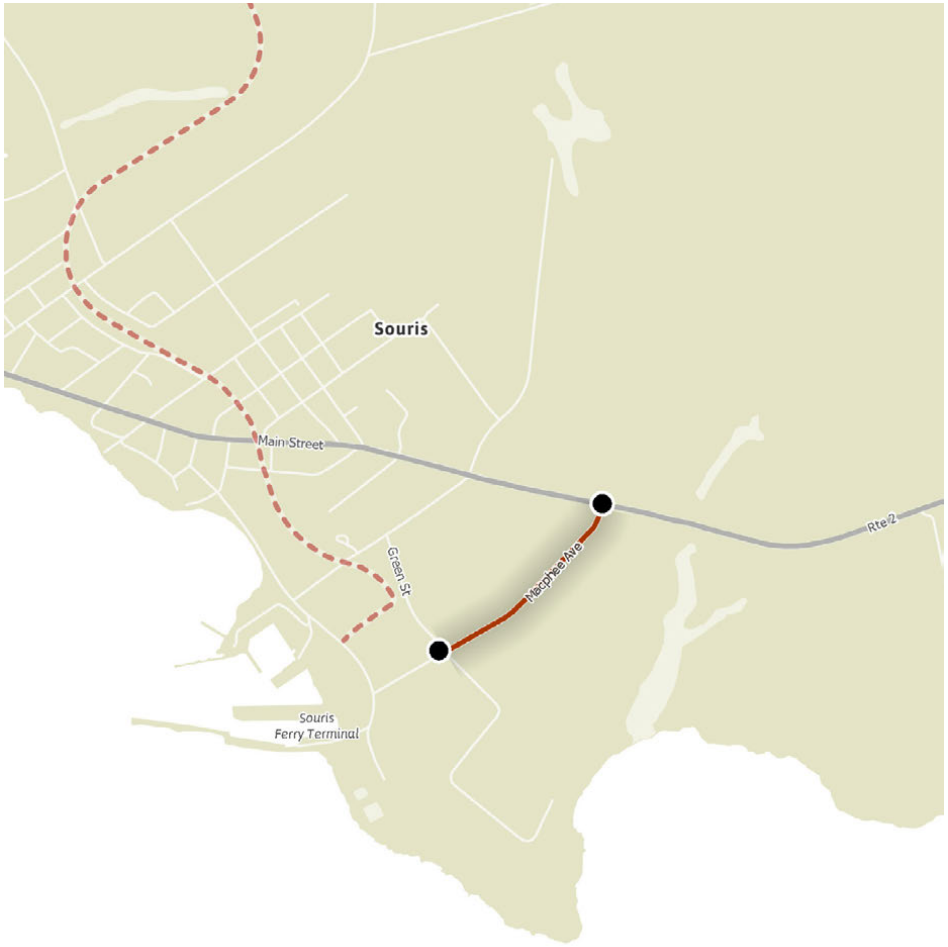
	Paved	Unpaved
Multi-Use Pathway	▬	▬ ▬
Paved Shoulder	▬	
Shared Road	▬	▬ ▬

Rte 2/Main St to Souris Ferry

Connector Route (Kings County)

Route Description

Facility Type	Multi-use path (paved)
Facility Status	Proposed
Length	0.6km
Start	Rte 2/Main St at Macphee Ave (Souris)
End	Rte 2/Main St at Green St (Souris)
Description	This multi-use pathway segment connects the Main St of Souris (part of the Eastern Shore route) to Green Street, near the ferry terminal.



	Paved	Unpaved
Multi-Use Pathway	▬	▬ ▬
Paved Shoulder	▬	
Shared Road	▬	▬ ▬

05 Amenities

A well-connected network of regional active transportation routes will accomplish many of the goals of this Network Plan, but this must be accompanied by amenities like washrooms, bike racks, seating, and signage. These amenities can help make active transportation more safe, accessible, convenient, and enjoyable, creating comfortable and welcoming public spaces.

These amenities can be provided by the Province, Municipalities, businesses, institutions, trail groups and community organizations. Amenities should be provided along trails and streets, in public parks, recreation facilities, and community cores.

Amenities should follow the most recent CSA-B651 accessibility guidelines, and may refer to other accessibility standards for outdoor spaces. Some considerations for all amenities include:

* Connected to an accessible route
* Consistent location
* In contrast with surroundings
* Accessible height of amenities and controls
* Cane-detectable
* Not obstructing the clearway

Furniture

Rest Stops

Description	Rest stops are clusters of amenities which provide shelter and a space for trail users to stop and recharge. Their design should prioritize accessibility and comfort.
Placement	* At trailheads and where trails pass through community cores
Design	* Surface with pavement or crusher dust to prioritize accessibility * Offer connecting parking & crosswalks * Provide a variety of sheltered seating & picnic areas * Ensure picnic tables are wheelchair accessible * Provide accessible gender-affirming washrooms & change rooms * Provide water stations * Provide waste stations & dog waste bags

Public Washrooms

Description	Everyone depends on public washrooms when they're away from home, and these facilities are particularly important for vulnerable populations, including people with disabilities such as Crohn's or IBS, seniors, women, children, and unhoused people. Without accessible, gender-affirming washrooms, many people are excluded from active transportation.
Placement	* At trailheads & rest stops * In community cores
Design	* Clearly marked with a simple toilet symbol * Provide basic amenities such as a shelf and hook for personal items; adult & child change tables; dryers which can be used for wet hair, clothes, or shoes * Consider providing free menstrual products in all gendered & non-gendered washrooms * Co-locate charging stations with washrooms

Lighting

Description	Area lighting creates a more accessible environment for people who are blind or have low vision, as well as people who use sign language. It can address perceptions of personal safety, especially for vulnerable populations such as people with disabilities, people of colour, women, and people walking alone. Municipalities can establish lighting regulations within their Development By-laws where they would like to require lighting. Where possible, new sidewalks or pathways should be oriented to make use of existing lighting.
Placement	* Routes with heavy pedestrian traffic * Trails with low visibility
Design	* Ensure lighting is continuous & even * Select lighting which minimizes shadows * Ensure lighting levels are adequate (at least 50 lx at ground level) * Select dark sky compliant lighting where desired * Illuminate stairs, ramps, rest areas & signage
Suppliers	* Models vary by use, and include those sold by Lumca or Landscape Forms
Cost Estimate	$3,500 - $4,500 per pole

Lighting at the Kensington Train Station

Seating

Description	Seating improves accessibility and comfort for all community members, and provides places to stop and rest. These facilities reduce stigma associated with "loitering" often placed on marginalized groups, and instead support the public use of public spaces.
Placement	* Every 500 metres on pedestrian trails (in addition to at key lookoffs) * Every 250-400 metres in populated settings * Not blocking the clearway * Face towards human activity * Face south for peak solar exposure, where possible * Provide shade, where possible
Design	* Provide windbreaks such as trees and shrubs * Provide clear paved space next to the seating to accommodate all sizes of wheelchairs, motorized scooters, bikes, strollers * Select benches without center arm rests or spikes * Offer a variety of seating styles, including some with back support
Suppliers	Model like this or similar: * Dero's Lexington Bench * Maglin's 100 Backed Bench
Cost Estimate	$1,500-$2,000 per wooden or plastic bench $2,000-$3,500 per steel bench

Seating and a bicycle rack in the National Park, North Rustico

Water Stations

Description	Water and hydration is a necessary component of any physical activity, including active transportation. This is especially true along long distance active transportation routes. Water stations are also important for unhoused people who may not have easy access to water.
Placement	* At trailheads & where trails pass through community cores * Where water hookups are available
Design	* Select models which offer a pet station, which can be used for guide dogs & pets * Provide a bottle refill station * Ensure model can be used by people of all heights, as well as people who use wheelchairs * Placed outside path of travel and/or surrounded by a cane-detectable guard * Ensure model is freeze-resistant
Suppliers	Model like this or similar: * Hawsco's ADA Outdoor Stainless Steel Pedestal Fountain * Elkay's ezH2O Upper Bottle Filling Station
Cost Estimate	* $4,500 for wall-mounted drinking fountain * $18,500 for drinking fountain with bottle filling and pet stations

Waste Stations

Description	Separated waste stations and dog waste bags reduce the amount of littering on active transportation routes, improving the experience for all users.
Placement	* Rest stops & picnic areas * Along sidewalks in community cores * Trailheads * Areas where trails meet roadways * Entrances to recreation facilities & parks
Design	* Separated bins for garbage, recycling, & compost
Suppliers	Model like this or similar: * Bin Doctor's Super Sorter * Bigbelly Smart Triple Station High Capacity Waste Compactor
Cost Estimate	* $1,000-$2,500 for standard separated bin * $10,000 for separated high capacity bin

Separated waste station in Summerside

Charging Stations

Description	Charging stations allow people to charge equipment like phones, electric scooters or wheelchairs, and e-bikes. Charging stations could be as simple as a weather-proof electrical outlet attached to the outside surface of an outbuilding or community centre. Alternatively, more expensive products could be purchased which provide charging outlets for both e-bikes and electric vehicles and offer additional features like auto-shutoff.
Placement	* High traffic areas like trail heads, parks, community centres, commercial areas * Where electric hookups are nearby or on-site
Design	* Placed at an accessible height * Provide clear space next to the outlet to accommodate all sizes of wheelchairs, motorized scooters, bikes * Offer seating nearby
Suppliers	* TBD
Cost Estimate	* $3,000 per e-bike station with auto-shutoff

Bike Repair Stations

Description	Repair stations offer tools for bike repair and maintenance, and there are several off-the-shelf products available. These come in handy for anyone who gets stuck with a flat tire, or has issues with their brakes or gear shifting.
Placement	* High traffic areas like trail heads, parks, community centres, commercial areas
Design	* Tools attached to a stand with stainless steel cables and tamper-proof fasteners * Include hex keys, screwdrivers, wrenches, air pump
Suppliers	Model like this or similar: * Dero's Fixit with Air Kit
Cost Estimate	$2,500 each (for pump and repair station)

Repair station at Bonshaw Trail

Bicycle Parking

Description	Bike racks allow cyclists to use their bikes for everyday trips like commutes, errands, and social activities. Municipalities can incorporate bicycle parking regulations into their Development By-laws where they would like to require this parking at businesses and institutions. To address this infrastructure gap, the Province recently provided bicycle racks to schools across the Island.
Placement	* Visible from the street * Secondary & post-secondary schools * Community centres * Businesses & professional offices * Shopping centres & commercial areas * Parks & beaches
Design	* "Inverted U", "post & ring", or "rolling rack"
Suppliers	Model like this or similar: * Dero's Hitch or Dero's Hoop Rack * Dero's Rolling Rack
Cost Estimate	* $250-$350 for single or double rack * $750 for 5-bike rack

Bicycle Storage

Description	Sheltered bicycle storage is particularly useful in the PEI climate, where precipitation and cold weather can damage bicycles. This storage is useful for longer trips, and allows people to take multi-modal journeys or to store their bike overnight.
Placement	* Major employment centres * Secondary & post-secondary schools * Community cores * At major tourist accommodations * Connected to transit stops or park & ride lots
Design	* "Inverted U", "post & ring", or "rolling rack" * Built into simple shelters or in parking garages * Provide wayfinding signage from the street
Suppliers	Model like this or similar: * Dero's Pocket Shelter * Dero's Bike Depot
Cost Estimate	$10,000-$12,000 per standalone shelter $20,000-$35,000 per locking standalone shelter

Bicycle storage
Photo: Wikipedia user Snowmanradio

Parking Lots

Description	Many trail users drive from communities throughout the province. Parking lots at trails improve accessibility for people with disabilities, and eliminate the risks of parking on busy highways. Parking at trailheads can also facilitate multi-modal trips and reduce car use by allowing drivers to hop out and walk, roll or bike for the final leg of their trip.
Placement	* Major trailheads * Aligned with any paved portions of trails * Aligned with transit stops
Design	* Establish active transportation connections throughout the parking lot * Provide accessible parking spaces with access aisles closest to the trail entrance * Incorporate natural elements & landscaping * Ensure good drainage

Trail Gates

Description	Trail gates are designed to keep motorized vehicles out, but must allow people who use wheelchairs, scooter, bike trailers, or strollers to pass. Consistency in design ensures that all trail gates are accomplishing these goals, and users don't have to adjust to new designs on different trails or sections.
Placement	* At trailheads * Where trails meet roadways
Design	* Ensure gates do not block active transportation users but limit vehicle access
Suppliers	* TBD
Cost Estimate	* TBD

Trail gate on the Confederation Trail

Play Spaces

Description	Play is a key component of childhood development, but playful elements benefit all ages, and allow families to spend more time outside while children play independently. Providing play spaces like playgrounds, skate parks, play equipment, and other activities along the active transportation network can create intergenerational spaces and encourage exploration.
Placement	* Connected to community centres, recreation facilities, housing, & other amenities * Along trails & sidewalk networks
Design	* Consider principles of Boundless Playgrounds * Follow accessibility guidelines set out by Lets Play & the Everyone Can Play toolkits * Incorporate natural elements & landscaping

Interpretive Signage & Public Art

Description	Art and interpretive signage can help to create a sense of place by providing narratives which encourage thought or inspire interaction. Interpretive signs can provide information about the history, culture, or natural environment of a place. They can also offer activities like scavenger hunts, or direct people to popular sights, habitats, water sources, or swimming holes. These interventions allow communities to work with local artists and residents to create installations which reflect the place.
Placement	* Along active transportation routes * In parks * In community cores

Emergency Phone Tower

Description	While most people have access to cellphones now, these are often left at home while exercising outdoors, often run out of battery on longer trips, and cell service is not always reliable in rural areas. Emergency phone towers provide a direct line to 911 emergency responders, and are installed in public places, often powered by solar panels.
Placement	* On remote routes * Areas where cell service is limited
Design	* Follow principles of universal design * Be lit at all times
Suppliers	Model like this or similar: * CASE Emergency Systems' Blue Light Tower
Cost Estimate	$10,500 each

An emergency phone tower placed on a school campus
Photo: Minute Man Security Technologies

Services

Clear garbage & animal waste

Jurisdiction: Municipal & Provincial

Waste stations must be provided in conjunction with regular garbage removal. Municipalities should work with recreation staff and trail maintenance crews to empty waste bins.

Where equestrian uses are permitted (including within the Confederation Trail pilot project areas), crews should be prepared to remove animal waste from trails during maintenance.

Incorporate landscaping into facility design

Jurisdiction: Municipal & Provincial

Landscaping is an important component of active transportation facilities, and provides several benefits, including:

* Shade & wind protection
* Aesthetic value & visual contrast
* Mental health benefits
* Storm water management
* Carbon dioxide (CO_2) sequestration

Landscaping should be considered as a part of all active transportation route designs and should follow the most recent CSA B651 accessibility guidelines. Native plants should be used wherever possible, and can contribute to a sense of place and be used as an educational element.

Prioritize active transportation routes in maintenance schedules

Jurisdiction: Municipal & Provincial

Consistent maintenance is essential to encouraging active transportation, and all maintenance schedules should prioritize active transportation users and accessibility. This includes:

* Sweeping
* Snow & ice removal
* Snow storage (out of the path of travel)
* Repairs

Maintenance policies and procedures should be publicized by all responsible government bodies, along with contact information for complaints.

Where active transportation infrastructure is planned, maintenance and operational budgets should be updated to reflect any additional costs.

Snow clearing on PEI
Photo: Flickr user Government of PEI

Expand accessibility of PEI beaches

Jurisdiction: Municipal, Provincial, National

Several beaches throughout PEI have been equipped with accessible ramps, mobility mats, beach wheelchairs, and floating chairs. While some beaches are inaccessible due to the topography of the cliffs, expanding accessibility throughout the Island's beaches should be a priority.

* Provide wheelchair access, mats, & equipment loans wherever possible
* Repair existing infrastructure & equipment
* Invest in tools to streamline the installation process
*

Provide paper maps at trail heads

Jurisdiction: Municipal, Provincial, National

Offering paper maps at trail heads is a great way to ensure that routes are easy to navigate, and maps are accessible to anyone unable to view maps on a phone, for whatever reason. Paper maps can be placed in a small box fastened to a trail sign, such as the example below located at Bonshaw Trails.

Paper maps at Bonshaw Trail

Wayfinding Signage

Sign templates

The below templates include proposed designs for destination decision signs along PEI's active transportation network.

These show the existing signage used along the Confederation Trail, as well as a proposed adjustment to this design, which makes improvements to spacing and layout.

Design rationale

The design of the proposed wayfinding signage is inspired by the existing signage along the Confederation Trail. The Confederation Trail uses a purple and white colour scheme which is used throughout the existing trail. Subtle adjustments are proposed for the spacing and justification of this Confederation Trail signage. These changes are intended to improve legibility of the design, while maintaining the overall look.

The remainder of the active transportation network will use a green and white colour scheme, a variation on the Confederation Trail sign design. Signs of this variety will be used for all trails and routes that do not form part of the Confederation Trail. Green and white are commonly used colours on Prince Edward Island and play off the Provincial branding. The green signs will be branded with a bicycle icon and the route name on the top. Panels directing to destinations will be green, while panels directing to another route in the network will be white.

The two sets of signage have distinct colours and headers. This will reinforce the Confederation Trail as the central spine of the active transportation network, while maintaining consistency for active transportation users.

Trailhead signs

Signaling the formal beginning of a trail, trailhead signs are an important piece of the Network Plan's wayfinding strategy. Trailhead signs should, at a minimum, provide information to trail users about what they will experience as they use the trail or pathway, but they are also useful in welcoming people to a trail and they can help users identify key locations or destinations along a route. Trailhead signs that seem overly regulatory may be off-putting or unwelcoming to some visitors—avoid lengthy lists of rules while using positive and welcoming language.

Trailhead signs can vary in size and complexity, but as a general rule, the more complex or popular a route is, the more information that's needed on the sign. At a minimum, however, trailhead signs should include the following information:

* Name of the trail;
* Length of the trail,
* Typical trail surface, width, and grade;
* Permitted and prohibited activities on the trail;
* Rules and etiquette of the trail;
* Potential hazards along the trail; and
* Sensitive or protected features along the trail.

Trailhead signs should be installed at all trailheads (ideally within 15 metres), and making them highly visible by strategically locating them near the trail access should be prioritized.

Information signs

The primary purpose of information signs is to guide trail users along their journey by marking trails, providing directions and distances, and indicating important destinations. As information signs are placed along a route, they also serve to reinforce trail identity and reassure trail users they are on the correct route. There are five types of information signs:

* Trail Markers
* Distance Markers
* Information Markers
* Destination Decision Signs
* Destination Confirmation Signs

Trail markers

Trail Markers are markers placed along a route that assure trail users they are in the right spot. Trails can be marked with paint on surfaces, signs, affixed marking, or other types of markers, but, importantly, markers must be consistent, visible, recognizable, and appear at regular and predictable intervals.

Distance markers

Distance markers indicate distanced traveled on a trail, measured from the trailhead. These signs are most common on trails with longer travel times and should follow the graphic identity of the signage system and include a consistent unit of measurement (e.g., m or km).

Information markers

These signs mark a destination, facility, or landmark along a trail, and provide confirmation to a trail user that they have arrived at their destination. If Identification Signs use a sequential numbering system, the sequence should begin at the primary trailhead. These signs should also follow the graphic identity of the signage system.

Destination decision signs

Destination Decision Signs are used to direct trail users to important destinations on a trail and also function to orient trail users and assist in decision-making at important points along the trail.

Because of their significance in a trail user's decision-making, these signs should always include the name of the trail, place names, and directional arrows next to each destination (up to a maximum of four destinations per sign). The signs may include symbols next to destinations to identify services and amenities available at each destination.

Typically placed in conjunction with Destination Confirmation Signs, these signs should be placed before a decision point along a trail.

Destination confirmation signs

These signs function to indicate the distance to important destinations, including population centres and services/amenities, that are accessible to trail users. These signs are most common on high-traffic routes and pathways and often follow decision points to assure trail users they have made the correct decision. These signs are often used in conjunction with Destination Decision Signs.

Destination Confirmation Signs should include a maximum of four destinations so as not to overwhelm trail users, and destinations should be listed in descending order from closest to farthest destination.

Regulatory signs

Regulatory signs establish the rules of the trail; particularly, they identify prohibited and mandatory behaviors on the trail and they help to regulate trail traffic movement. These signs are important for managing trail safety and user conduct.

There are two types of regulatory signs:

* Rules of the Trail Signs, and
* Trail Traffic Signs.

Rules of the trail signs

These signs indicate to trail users any prohibited or mandatory activities that must be followed on the trail. They should be placed at any trailhead (or where regulations come into effect) and may be placed along the route.

Common rules these signs will establish are related to:

* Access restrictions and exemptions for vehicles;
* Permitted and prohibited trail uses;
* Pets;
* Hours and seasons of operation;
* Littering and waste;
* Hunting;
* Trail closures.

Trail traffic signs

Like road traffic signs, trail traffic signs establish the rules of trail traffic, including, but not limited to, stopping, yielding right of way, speed limits, and the direction of traffic. Each sign should be posted on its own signpost and installed nearest to where the regulations come into effect.

Warning signs

Warning signs indicate potential hazards along a trail to users. The intention of these signs is to alert trail users to a hazard, to prompt users to adjust their travel speed, and to increase the vigilance of trail users. They should be placed far enough from the hazard to give trail users enough time and distance to adjust.

All trail users must, and are expected to, follow warning signs. By not heeding the warning sign, trail users may place themselves and others at risk of harm. However, these signs should only be used as necessary so that trail users do not ignore them.

Hazards can include natural hazards or hazards inherent to the trail, and warning signs commonly use symbols and text to convey their message. Common hazards include:

* Stop sign ahead,
* Turns that require a change of speed,
* Obstacles along a trail,
* Natural features, and
* Hazardous equipment.

Wayfinding Guidelines

Ensure space between wayfinding elements and path of travel

Jurisdiction: Municipal & Provincial

In order to avoid creating physical obstructions for users and to maintain a distinct and linear path of travel, wayfinding elements should be kept clear of the traveling surface. Signage placement should follow guidelines found in the Manual of Uniform Traffic Control Devices for Canada from the Transportation Association of Canada. In addition to minimum clearances, care should be taken so wayfinding elements do not obstruct views of scenic landmarks or permanent public art installations.

Establish signage standards for temporary detours

Jurisdiction: Municipal & Provincial

Special care and attention is required where construction causes temporary disruptions to the active transportation network. At minimum, clear and comprehensive detour signage should be provided around construction zones.

The Province may also choose to establish regulations so that any active transportation route closure is mitigated by the provision of a safe, convenient, and accessible alternate route for users to travel around or through construction zones. Construction zones should be inspected regularly to monitor compliance and to issue citations, fines, and stop-work orders where needed.

Partner with local groups to assist with temporary signage for new routes

Jurisdiction: Municipal & Provincial

In order to expedite the rollout of the full Network Plan, local trail user groups or cycling clubs may be willing to assist with the application of temporary wayfinding signs where routes are not yet fully open. This strategy has been used successfully in the United Kingdom. These temporary signs can be either stickers or small plastic boards attached to lampposts or other existing poles. Volunteer groups may also assist with the application of temporary detour signage where a part of the network is under construction.

A bike route wayfinding sticker
Photo: Sustrans, UK

Ensure wayfinding signage is accessible

Jurisdiction: Municipal & Provincial

To successfully provide direction on safety, etiquette, navigation, and amenities, wayfinding signage should be clear and accessible. Signage should be provided in high contrast colours, at accessible heights. On trailhead signs, raised lettering and braille can be used to present key information for people who are blind, and QR codes may be used to offer an audible option or translations.

Trail managers should also consider general accessibility improvements when designing pavement markings, maps, tactile tile indicators, and sightlines.

Offer additional wayfinding information in multiple languages

Jurisdiction: Municipal & Provincial

Providing signage in multiple languages is not only essential for users with limited fluency in English, it can also foster a sense of ownership and pride in the active transportation network.

Essential signage (such as safety information and COVID-19 notices) should be provided in multiple languages, including Mi'kmaq, English, French, and Mandarin, depending on the local population. Additional translations linked through QR codes or short urls should include the above choices, in addition to Arabic, Tagalog, Dutch, and Spanish.

Supplementary online information can also be used to provide up-to-date information on nearby amenities.

06 Education & Programming

Prince Edward Island already has a strong culture of active transportation and recreation, but cars remain the dominant form of transportation. Additions to local education and programming offerings can go a long way to promoting active transportation for both leisure and transportation, highlighting the benefits of physical activity, as well as providing information that will improve safety for all road users.

Events should incorporate an equity lens so that programs and events are accessible for all possible participants. Leadership and committees involved in the development of active transportation education and programming should be representative of the whole community, and involve residents of diverse abilities, races, genders, and sexualities in the process.

Opportunities for Events & Programs

Establish free equipment loan programs

Jurisdiction: Municipal

Free equipment loans allow people to try new things for free, and children can easily switch out equipment as they grow. Municipalities could work with libraries, community centres, and other neighbouring communities to allow users to return equipment at any partner location. Hosting how-to sessions can also help promote the program. Offerings could include:

* Bicycles (including e-bikes, fat bikes, tandem bikes, tricycles, quadricycles, and accessories)
* Skateboards, scooters, rollerskates
* Assistive devices (such as wheelchairs, walkers, walking poles)
* Kayaks, canoes, SUP boards, & fishing gear

Create themed route suggestions

Jurisdiction: Municipal & private

Suggesting themed active transportation routes can encourage people to get active and combat social isolation. Tours can help promote local businesses and destinations to residents and visitors. These routes can be published online and in print for participants to work through at their own pace, and could include tours of local ice cream shops, coffee shops, or breweries.

Host active transportation challenges

Jurisdiction: Municipal

Active transportation challenges can encourage physical activity while creating a sense of community. These are typically free to enter and participants can register as a family, workplace, or other group. Prizes go to groups who log the most activity.

Host accessible & inclusive events & programs

Jurisdiction: Municipal & Provincial

It is important to consider the needs of all participants, including people with disabilities, seniors, people with mental illness, people who are learning English, and people with small children. This might mean consideration of:

* Accessibility of venues & general layout of program or event
* Cost of program or event
* Advance promotion of events
* Accommodations for individual needs available on request (such as ASL interpretation, adaptable equipment)
* Check-ins or orientations available before program start dates
* Extra staff available to support & encourage participants
* Staff trained to offer respectful, clear & simple communication
* Smaller group options
* On-site childcare whenever possible

Establish festivals along the Confederation Trail

Jurisdiction: Provincial

The Confederation Trail is a huge asset to PEI, and visitors come just to travel the tip-to-tip route. Hosting a festival or events along the trail could be an opportunity to take advantage of the summer traffic, and draw attention to businesses and destinations along the route. Some examples include the Warming Huts Competition on the River Trail in Winnipeg, Manitoba, the Flavour Trails program in Victoria, British Columbia, and the Eroica Britannia cycling festival in England.

An installation in the Winnipeg Warming Huts competition
Photo: WarmingHuts.com, Jellyfish by Patkau Architects

Expand seniors programming

Jurisdiction: Municipal & Provincial

Regular active transportation programming for seniors can address social isolation, introduce seniors to active transportation routes, and create a safe space for those who feel unsafe or anxious using trails alone. Offerings could include walking or cycling groups, walking partner programs, or introductions to other modes of active transportation (such as skiing). Hosts could work with equipment loan programs to provide participants with options such as wheeled walkers, nordic walking poles, or snowshoes.

Photo: Piqsels.com

Work with schools to incorporate active transportation

Jurisdiction: Municipal & Provincial

Kids need more physical activity daily, and everyone begins to build habits while they are young. This is a great time to introduce active transportation, and allows kids to adventure and gain a sense of independence. Programming in partnership with the PEI Families of Schools could include:

* Walk to school days or walking groups in more urban areas
* Outdoor learning & outdoor classrooms
* Extracurricular active transportation clubs or lessons

Photo: Flickr user Government of PEI

Opportunities for Services

Create a form for reporting conditions or complaints

Jurisdiction: Municipal & Provincial

People using modes of active transportation may travel between multiple jurisdictions on a single trip. Establishing one online form where residents can submit complaints related to active transportation facilities would simplify the process both for complainants and for the staff responsible. A forwarding system could be set up so the applicable authority receives the complaint.

Enforce no parking rules in cycling facilities

Jurisdiction: Municipal

Vehicles parked in cycling facilities create a hazard for cyclists who must swerve around vehicles to enter the main roadway, while risking being doored by someone exiting a vehicle. In some areas, paved shoulders were not constructed with active transportation in mind, and have always served as informal parking or loading zones. Parking enforcement should aim to protect the safety of active transportation users and direct drivers to designated parking areas.

Collect data on active transportation

Jurisdiction: Municipal & Provincial

To track the uptake of active transportation and measure the success of this Active Transportation Network Plan, the Province and Municipalities could collect and analyze active transportation indicators, including:

* Regular traffic counts before & after implementation
* National census data on commute modes
* Provincial health & physical activity data
* Tourism data, like number of hotel stays by cyclists

07 Marketing & Promotions

A strong network of trails and beautiful vistas attract both visitors and locals to Prince Edward Island. Marketing and promotions which build on these assets will attract more active transportation users, spreading the word to local community members about offerings and opportunities and building tourism at the same time.

Opportunities

Promote the opening of new facilities

Jurisdiction: Municipal & Provincial

Several new facilities have opened in PEI over the last few years, but many engagement participants noted that they don't know what is available outside their communities. Widely promoting the opening of new active transportation facilities keeps residents informed and draws more traffic to the trails and bike facilities.

Produce virtual trail tours

Jurisdiction: Municipal & Provincial

Virtual tours are a good opportunity to promote trails and help visitors plan their itinerary, particularly those with accessibility concerns. Virtual tours could be facilitated through captioned videos or 360° photo captures. An alternative option could be to work with Google to have trails added to Streetview.

Work with First Nations Communities to promote tourism

Jurisdiction: Provincial

Both Lennox Island and Abegweit First Nations are working on expanding their tourism offerings which include interpretive walks, traditional art demonstrations, trail development, and kayak rentals. The Province could work with the First Nations to promote local trail networks and cultural tourism offerings.

Consider active transportation in the siting of new facilities

Jurisdiction: Municipal & Provincial

To encourage strong connectivity, site selection processes and policies can establish criteria for locating new government facilities, schools, and other institutions, including:

* Access & proximity to active transportation & transit routes
* Accessibility of the surrounding built environment
* Proximity to community cores & key destinations

Develop an active transportation trip planning product

Jurisdiction: Provincial

Active transportation tourism is on the rise, and travelers need accommodations and destinations which are close to their route and provide amenities like bicycle parking and repair stations. This is an opportunity to create a tourism product for planning active transportation trips, including booking accommodations, shuttles, restaurants and other destinations. This tool could incorporate the Cyclist Welcome and Access Advisor ratings and simplify the booking process for travelers. One successful example is Golf PEI's "build a golf vacation" tool.

Brand the network

Jurisdiction: Provincial

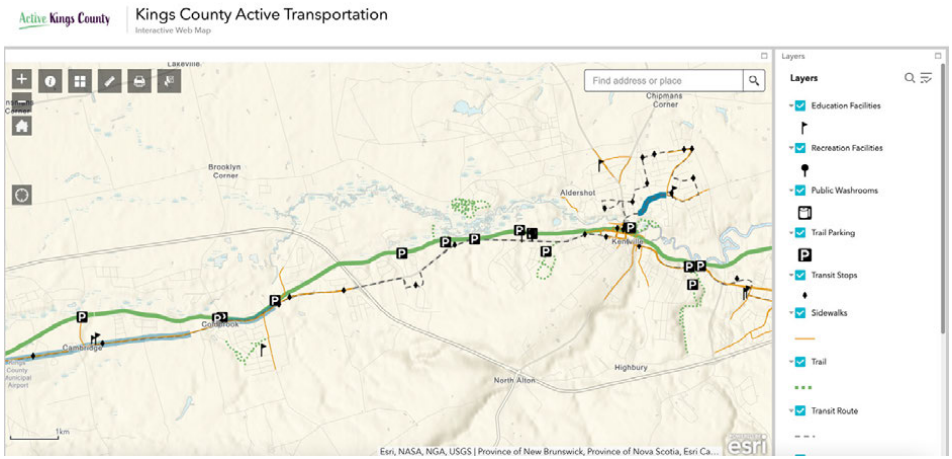
This Active Transportation Network Plan recommends a naming system for the included routes, but branding is a second step which would complete the identity of these routes. The province could work with consultants to develop a branding strategy for this network.

Create an online map

Jurisdiction: Provincial

Existing network mapping in PEI includes tourism guides, the Island Trails website, and private websites like AllTrails. While each of these resources is valuable, there is no one place to access all route information for the Island. An interactive online map could be used by residents and visitors alike, and might include:

* Location marker & search function
* Active transportation routes
* Surfacing, difficulty, permitted uses
* Updates on closures
* Key amenities & destinations
* Options to design & save routes
* Contacts for reporting trail conditions & emergency lines
* General safety considerations (local wildlife, poisonous plants)
* Key etiquette & laws



An interactive map shows the active transportation network in Kings County, NS
Photo: Municipality of the County of Kings

Ensure digital content meets accessibility standards

Jurisdiction: Municipal & Provincial

Digital content promoting active transportation should be simple and accessible, and creators should work with people with disabilities to test content where possible and consider:

* Principles of plain language & clear print
* Visuals and graphics to accompany text
* Screen reader compatibility and WCAG web accessibility standards
* Translations for key information (closures, hazards, Covid protocols)

08 Implementation

Implementation Guidelines

This Network Plan is a long-term vision for active transportation in PEI. The recommendations in this Plan are intended to be completed over the coming 15 years, and this implementation should be reviewed on an annual basis.

This section establishes guidelines for future decision making related to the active transportation network on PEI and guidance for engaging the community. This will guide implementation of the network design (page 34), and can also be referenced or adopted by Municipalities, First Nations, local trail groups, and other organizations involved in the development of active transportation facilities. These guidelines are provided so that new projects align with the objectives of this Network Plan, but professional judgment should also be used in decision making, and planning should remain flexible to take advantage of any opportunities that arise.

The final Network Plan will include guidance on phasing, costing, and the implementation process.

Decision Making

Cost

One key consideration in determining the feasibility of new projects is cost. Where costs are not manageable within any given budget, opportunities for cost sharing should be explored. This could include partnerships with other government bodies or community organizations, or applications for available funding programs. Current funding opportunities for active transportation projects include:

* Investing in Canada Infrastructure Fund, through Infrastructure Canada
* Active Transportation Fund, through Infrastructure Canada
* Canada Community-Building Fund, through Infrastructure Canada
* Green Municipal Fund, through Federation of Canadian Municipalities
* Canada Community Revitalization Fund, through Atlantic Canada Opportunities Agency
* Community Revitalization Program, Rural Growth Initiative, through PEI Fisheries and Communities

Community priorities

Another key consideration is whether the project emerged as a key priority for the community based on completed engagement or through public comments or submissions.

Goals

Active transportation projects should generally align with the goals stated on page 11, where applicable. While these goals are intended to guide development of the regional network, it is not intended that all future projects will meet each goal.

Other plans & strategies

Projects which are included within other plans and strategies (such as municipal budgets or highway improvement plans) should be prioritized.

Government directives

Projects which have emerged as a directive of Council or Legislature have valuable political will behind them, which should be considered in decision making.

Connectivity

For facility investments, new routes should connect with other existing or planned active transportation facilities, key destinations, and transit routes.

Engaging the Community

Establish diverse leadership

Leadership should reflect the demographics of a community, and wherever possible, the key target audiences of engagement should be included in the core project team. It may be useful to involve key stakeholders or local service providers in engagement planning or facilitation where additional expertise is needed.

Develop an Engagement Strategy

The approach to engagement should be supported by the whole project team. It is useful to begin engagement with a discussion of goals and approaches, before developing an Engagement Strategy document. Engagement Strategies can vary in level of detail, but elements addressed in this Strategy might include:

* Purpose
* Roles & responsibilities
* Assets
* Target audiences
* Stakeholder list
* Key messages
* Questions – what do we genuinely need to find out?
* Preferred methods of engagement
* Anticipated challenges or barriers to participation
* Plan for accessibility & inclusion
* Scheduling flexibility
* Communications avenues

This should not be intended as a public document but will guide engagement work within the project team.

Engage the community throughout the process

Engagement should never be a one-time process. Involving community members throughout the project development and implementation will help the project to be successful and contribute to a shared vision. As a general guide, the community should be engaged at the following stages:

* Initial visioning and scoping
* Draft project development
* Implementation and review

Plan inclusive engagement

Public engagement should be representative of the community demographics, and planning inclusive engagement activities will help to reach a cross-section of the population. Where gaps are identified in results, plans should be adjusted or augmented to reach unrepresented groups. Considerations will vary depending on the community and objectives, but some general considerations include:

* Be familiar with your duty to consult Indigenous communities and any other legislation governing engagement
* Make sure timing does not conflict with events or schedules relevant to the target audience
* Select venues & online platforms that are conveniently located and accessible for people with disabilities
* Where engagement is relevant to a large geographic area, host multiple in-person events throughout the area
* Make sure a range of transportation options are available
* Offer individual accommodations (like interpretors, sighted guides)
* Provide free childcare or kids activities at in-person events

Compensate marginalized participants

Marginalized communities are often a target for engagement, and this may include BIPOC communities, low-income households, or people with lived experience of disability or housing instability. Participation may include providing input or assisting with facilitation, document review, or project development. Where marginalized communities are participating outside of any paid employment, individuals should be offered compensation for their time. These individuals have expertise which should be recognized, and engagement may involve sharing intimate matters, including traumatic personal experiences of discrimination and threats to their safety. Marginalized community members have often advocated for their concerns throughout their lifetimes, and may have experienced "engagement fatigue", or had their concerns overlooked by leadership.

Compensation should be determined in accordance with best practices, and may vary with each task. This may not apply to engagement activities provided for the general public such as general surveys or attendance at pop-ups, open houses, or public meetings.

Avoid engagement fatigue

Engagement fatigue happens when community members are over-consulted or feel disillusioned with the process or results of these activities. Engagement requires time and energy of participants, so it is important to be clear about what participants can influence and identify an appropriate scope, so that only relevant and interested stakeholders are targeted. Where multiple engagement processes are focused on similar themes in the community, teams should try to collaborate and share information, to avoid overlap. Consideration and incorporation of these results into decision-making will indicate to participants that their time was valued.

Make engagement convenient & compelling

Engagements should be fun and approachable, while also being informative, relevant and purposeful. It is important to make sure interested individuals have all the information they need to understand various points of view, advantages and disadvantages, or other nuances of a project. It is essential that all participants conclude any consultation activity with a sense of time well spent. Engagement should include a variety of options to participate, depending on the purpose and targeted audience. These may include:

* Online and paper surveys
* Online interactive maps
* Phone and video calls or meetings
* Door-to-door canvassing
* Pop-up events
* Walk and roll tours
* Open houses, public meetings, and workshops
* Public installations like interactive blackboards
* Workshops or charettes with organizations, seniors homes, classes, etc.

Engagement should also offer a variety of in-person and online options, depending on the internet access and computer literacy of the population, as well as any public health restrictions. Having a variety of options allows people to participate in a way that works for them – some prefer to speak openly in a public setting, while others will only participate if they can remain anonymous.

Activities should be promoted widely using a variety of mediums like social media, newsletters, radio and newspaper ads, signs and posters, and mail-outs. Stakeholders, institutions and service providers can help promote activities through their networks.

Report back on results

Input received through engagement should be summarized in a brief public report which outlines engagement activities and key themes. This document can be useful in illustrating community priorities and should help direct project development. It will also allow participants to see their feedback reflected in the work, and allow community members to stay up-to-date and identify any gaps in the analysis. Individual participants should remain anonymous in reporting.

09 Next Steps

Next Steps

This Draft Active Transportation Network Plan is an opportunity for the community to see the direction this process is headed and provide input. Engagement on this Draft will include:

* Online interactive map & survey
* Virtual public workshop
* Virtual stakeholder workshops

Once engagement is complete, the Network Plan will be revised to best align with community goals and priorities. An Implementation Plan will be included in the Final Network Plan which includes:

* Policy recommendations to enable implementation of the plan
* Recommendations for additional supporting documents & plans
* Cost estimates
* Phasing

The Final Network Plan is set to be released in summer 2022, and will be available online at www.peiat.ca. Following completion of this Network Plan, the Province will also be developing an online map tool which can be used for trip planning and exploration across the Island.

UPLAND

Draft PEI Active Transportation Network Plan
June 2022