

An Active Transportation Retrofit of Intersections that Pose a Risk to AT Users

Recommendations for the City of Summerside

December 7, 2023

Prepared By:

S.A.F.E.



Summerside

Streets Are For Everyone

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Dec 2022 "I Light Sside" Parade

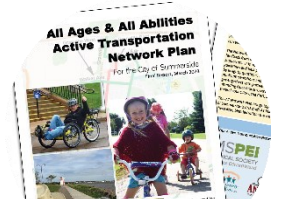


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Mar 2023 Final AT Plan



Summer 2023 Free Bicycle Repairs & Recycled Bicycle Program



Nov 2023 Secured \$\$ for 3 Trishaws – applied for 3 more



Oct-Nov 2023 More Consultations



Oct 2022

Draft Plan Launch Walk/Roll Event



Dec 2023

Bill Schurman Memorial

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

INTRODUCTION

SAFE Summerside presented its **All Ages & All Abilities Active Transportation Network Plan** during the City Council Meeting on March 20, 2023. Two weeks later, at the Committee of the Whole Meeting (April 4, 2023), City Council unanimously voted to direct City Staff to work with SAFE to review and provide recommendations on the AT Plan.

On September 29, 2023, City Staff informed SAFE the review had been completed, and they had follow-up questions and considerations. City Staff also mentioned several concerning intersections in the city, naming some of the most challenging, and asked SAFE Summerside if we would make recommendations for others.

To further reflect community needs, SAFE held two Public Meetings, was interviewed twice for “Let’s Talk Summerside with Paul Schurman” on Spud FM, presented to the Parkview Senior Citizens Club and the Boys and Girls Club of Summerside, received feedback from Generation XX, and surveys were circulated to all public school staff, French language school staff, childcare centres, and manors in Summerside. These additional consultations provided valuable insight that reinforced SAFE’s previous recommendations while uncovering unmet community needs/and further strategies.

We believed it best to organize our response to City Staff in two documents for clarity:

1. An Active Transportation Retrofit of Intersections that Pose a Risk to AT Users (this document)
2. SAFE’s Response to Questions/Considerations by City Staff (a separate document, released at the same time)

A few notes about this document:

- When motor vehicle traffic counts are discussed, we employ the average traffic count on a particular street for 48 hours (data from 2010 to the present) as referenced online on the City of Summerside’s website.
- When pedestrian/cyclist collision data with motor vehicles are referenced, it is based on SAFE’s feedback from the membership and four years (2019-2022) of City of Summerside police services data.
- When we use the “bicycle with arrows” image, please note it represents all quicker forms of AT or forms of AT that are not lawful to ride on the sidewalk (bicycles, e-scooters, etc.)



OUR PRIORITIZED LIST

There are a great number of recommendations. Please refer to the next page for our one-page prioritized list.

SAFE Summerside Recommendations & Prioritizations

| Regulatory & Policy | Streets | Intersections | Crosswalks & Sidewalks |
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| <ol style="list-style-type: none"> 1. Approval of an Official All Ages and All Abilities Active Transportation Network Plan for the City of Summerside <i>and a</i> corresponding Long Term Capital Improvement Commitment. 2. The City to create a Complete Street Policy. [I-3] 3. LPIs to be installed on signaled intersections giving priority for pedestrians + increase signal duration. [I-3] 4. When adding a new turning lane, steps taken so the shoulder of the road is not eliminated. [I-12] 5. City Staff to conduct an annual review of all intersections and ensure approved sightlines are maintained. [I-80] 6. City Staff to realign all storm drains parallel to the flow of AT traffic. 7. City Staff to consider paved and/or protected asphalt during annual sidewalk maintenance. [I-4] 8. City Staff to no longer remove community benches in the winter as it impacts seniors and people with disabilities ability to walk, rest, and re-energize. [I-23] 9. City Staff to provide quarterly reports to SAFE and Council on the number of collisions between pedestrians/cyclists and motor vehicles. [I-7] 10. The City to complete a redesign Study of Water Street (Heather Moyse to MacEwen) [R-15] [I-29-49] and Heather Moyse (Water to Water) [R-61] 11. The City and Depart of Transportation to complete a AT Corridor Connectivity Report similar to Charlottetown's report in 2012. [R-66] 12. The City to develop an AT Plan communications plan based on milestones, progress dialogues, and public announcements to the public. 13. The City to develop of an education plan to address safe movement for all ages and abilities in the city regardless of the mode of transportation. 14. A Vision and Plan for long-term year-round AT access as it is a social equity and accessibility issue | <ol style="list-style-type: none"> 1. East-West Housing Corridor [recommend unidirectional] [R-53] 2. Pope Road (South to Central) [R-20] 3. Pope Road (Central to Granville) [I-18] 4. Red and Blue Lines [*] 5. South Drive [CWA] [R-19, 60] 6. Lefurgey Ave [R-36, 46] 7. Maple Ave (Elm to Jennifer) [CWA] [R-33, 60] 8. Frank Mellish [CWA] [R-28, 60] 9. Central (Walker to Maple) [R-57] 10. MacEwen Road [R-27] 11. Granville Street (westside, Ryan to Walker) [R-49] 12. Water Street (Heather Moyse to MacEwen) [I-29-49] 13. Maple Ave (Elm Street to Summer) [R-33] 14. Willow Ave [R-55] 15. Beaver Street [R-64] 16. Ryan Street [R-65] 17. Green Street [R-29] 18. Schurman Ave [R-35] 19. Central (Walker to Rte 2) [R-57] 20. Roy Boates Ave [R-28] 21. Water Street (Green Shore) [R-62] 22. West Drive [R-32] 23. Area Corridors [R-66] | <ol style="list-style-type: none"> 1. Open/Remove Confederation Trail Gates [CWA] [I-61] [R-60] 2. Granville/Ryan [I-19] 3. Water/Harvard [I-30] 4. Water/MacEwen [I-38] 5. Granville/Can.Tire [I-27] 6. Granville/Walker [I-22] 7. Pope/Duke (early AT access to Pope) [I-18] 8. Greenwood/Notre Dame & Water [I-55] 9. Pope/Central [I-15] 10. Pope/South [I-17] 11. Granville/Lefurgey [I-24] 12. Granville/Schurman [I-25] 13. Granville/Green [I-26] 14. MacEwen/Ryan [I-29] 15. Water/Autumn [I-46] 16. Water/Heather Moyse [I-48] 17. MacEwen/Ken Moore [I-51] 18. Central/Beaver [I-53] 19. Victoria/High [I-52] 20. Water/Central [I-54] 21. Reads Corner [I-73] 22. Pope/Duke [right turning lane] [I-18] | <p><u>Sidewalks [complete list, I-79]</u></p> <ol style="list-style-type: none"> 1. Granville (600m - Ryan to Walker Ave on westside) [multi-use pathway] 2. Craig Ave (400m) 3. Greenwood Drive (510m) 4. MacLeod Street (40m – to CUP parking) 5. Bog Dewar Street (160m) <p><u>Crosswalks [complete list, I-76]</u></p> <ol style="list-style-type: none"> 1. 246 Pope (midblock: church to GST Centre) 2. Water Street East/Hillside + Schooner 3. 328 Notre Dame (midblock: Generation XX) 4. 61 Pope (intersection: to/from daycare) 5. 425 Maple (midblock: to/from daycare) <p><u>RRFB installations [complete list, I-78]</u></p> <p><u>Sightline Improvements [complete list, I-81]</u></p> <p><u>Other</u></p> <ol style="list-style-type: none"> 1. Parking lot collisions (work with property owners to determine if a change in parking lot layout is feasible - parking lot collisions are the 2nd highest collision area) [I-87] 2. Greenwood/Willow (paint and signage are priority) [I-57] 3. Confederation Trail (complete recommendations, I-59) 4. Valley Crescent AT Pathway to Greenwood [future development] [R-21] |

[R] = Response to City [I] = Intersection Retrofit [CWA] = Cycling Without Age Program launching in Summer 2024 [*] = includes Gallant, Arcona, Summer, etc. (less traffic parallel to Granville)

COMPLETE STREETS “ALL AGES & ALL ABILITIES” POLICY

We recommend the City of Summerside create a Complete Street Policy that contains (at minimum) Vision and Goals, Street Types, Steps in New Street Design, Steps in Current Street Maintenance, Street Design for Pedestrians, Street Design for Cycling & Quicker AT modes of Transportation, Street Design for Transit, Street Design for All Ages & All Abilities, Street Design for Green Infrastructure, Street Design for Roadways, and Street Design for Intersections.

AUTOMATIC PEDESTRIAN PRIORITY START AT INTERSECTIONS

We recommend the City of Summerside create a policy that all signalled intersections (12, currently) be deployed with Leading Pedestrian Intervals (LPI). LPI's give priority to pedestrians to cross at intersections 3-7 seconds before vehicles are given a green indication. This small change can make a significant impact on safety, according to the Canadian Association of Road Safety Professionals, reporting a reduction in collisions between 13% to 58% (<https://tinyurl.com/LPIsAtWork>, <https://tinyurl.com/LPIsStudy>)

EXERCISE CAUTION: BIDIRECTIONAL AT PATHWAYS

We recommend Unidirectional AT Pathways as best practices and provide an Annotated Bibliography:

www.safesummerside.ca/AB

We urge the City of Summerside to fully understand the inherent risks of contraflow traffic with the installation of Bidirectional AT Pathways. Please review page 20 of our Response to City Staff for the process we followed in our recommendation of Pope Road.

To best explain the impact of contraflow traffic on Bidirectional AT Pathways, we created a “Lessons on Greenwood Drive” Video to highlight the risk of Bidirectional AT Pathways.

Watch the video:

www.safesummerside.ca/Video-Greenwood

PARKVIEW SENIOR CITIZENS CLUB RECOMMENDATIONS



We met with the Parkview Senior Citizens Club at their General Member Meeting (Nov 2023). The group supports a pedestrian/cyclist shared paved protected pathway separated from vehicular traffic. It was reported that members would rather have asphalt than sidewalks since, with age comes a decrease in mobility and an increased risk of falling - the flat and smooth pavement felt safer. We have witnessed people with mobility issues choosing to be on the street even when a sidewalk is available for this reason.



Other items the Senior Citizens Club supports include:

- Leading Pedestrian Internals at signaled intersections.
- Increasing the crossing duration time at signaled crosswalks (particularly the Tim Horton's/Sobeys intersection).
- Installing more Rectangular Rapid Response Beacons in the city (suggested Maple/Central).
- More Neon Flags (because it takes longer to cross the road, waving the flag provides a feeling of being seen when some feel "caught" in the street).
- Eliminate the practice of removing city benches in the winter (these benches are "rest stops" to re-energize, socialize, and continue walking).
- Better connectivity with crosswalks/less "double street crossing" when one crossing is safer (Lefurgey/Granville was an example).
- Measures to reduce the speed on Lefurgey Ave as an incident involving a collision between a vehicle and a person using a walker was discussed.
- Measures to increase parking lot safety and create a design to support less backing up of vehicles and
- Safety is a shared responsibility between motor vehicle drivers, pedestrians/cyclists, and all road users to know and follow the rules.



DAYCARE & SCHOOL SURVEY RECOMMENDATIONS

We sent a survey to early childhood centres and public schools in the Summerside area, and 80 percent responded that more can be done to improve safety to/from their school/centre.

The top solutions were as follows:

1. Protected AT Pathway
2. Rapid Flashing Pedestrian Beacons
3. A Safe network around the city
4. Adding speed humps
5. Adding crosswalks

Just some of the feedback:

- A sidewalk on the same side as the school in the case of Three Oaks
- A protected pathway on Central, “would allow for additional safety for the children in our community who live in the area or who attend the nearby schools and childcare centre.”
- Vehicles do not stop, at times, at the Central/Hawthorne intersection and there is no crossing guard
- The benefit of having an AT Pathway on both sides of the street is children would not need to cross the road.
- A sidewalk on the west side of MacEwen Road
- A sidewalk on both sides of Green Street
- A sidewalk on both side of Maple Ave
- Granville and Harvard is very busy
- Crosswalk on MacEwen/Victoria Road
- New crosswalks on South Drive and North Drive
- I personally don’t think adding new crosswalks is really the answer
- Only add a crosswalk if the street has a sidewalk
- I think there would be better crossing indication for students coming down from Elm St, crossing over Central. There are several side streets that could have crosswalks (Because kids are crossing there even when not marked. If you want to keep them safe, add in these extra crossing sections.
- Flag sticks at crosswalks so motorists are aware when pedestrians want to cross
- A new crosswalk in front of Precious Lambs and to the sidewalk across the street
- Why is there no sidewalk down the rest of West Drive? There is no safe way to access the confederation trail with the children in my centre, and the truck and insanely quick traffic terrifies us.

BOYS & GIRLS CLUB RECOMMENDATIONS

Replace 2012 overhead crosswalk system with modern RRFB – “too many close calls.”



2022 incident of vehicle jumping the curb, hitting a tree, traveling across the parking lot, until smashing into the wooden fence. Thankfully, no children were present.



We surveyed and met with staff at the Boys and Girls Club (BGC) of Summerside to determine their street safety solutions. 91% of staff said more can be done to improve safety to/from the BGC.

Some of their recommendations include:

- Replace the current overhead crosswalk system installed in 2012 at Notre Dame/Cedar with a new RRFB system, as vehicles do not stop or appear not to see the warning signal.
- Install two new RRFBs (Notre Dame/Duke and Notre Dame/Confederation Trail) as Billy Bridges Park and the Confederation Trail are frequent destinations, and crossing the street is a risk.
- With close calls and motor vehicles not stopping when children are in the crosswalk or not stopping to yield the right of way, BGC Staff hope the modern RRFB will make an immediate impact. If this intervention does not garner the directed outcome, there was 83% support for speed humps.
- The group also identified several intersections with sightline issues (please see the section “Sightlines” in this report for more detailed information).
- BGC Staff informed us of a motor vehicle accident (no children present) in the summer of 2022 where a car went off the road in front of The Club, travelled through the parking lot, and hit the wooden fence.

COLLISION DATA

Data on pedestrian and cyclist collisions with motor vehicles is essential information. Data is needed to educate and advocate for change. For example, knowing that of the 72 collisions in Summerside, 60 % are at intersections, or close to 20% are in parking lots helps us make informed decisions.

The fact the City of Summerside has **four reported pedestrian deaths resulting from motor vehicle collisions in the last five years¹** is not a yellow blinking caution sign, it is a red stop-what-we-are-doing sign.

When we get asked about national averages, it is troubling as one fatality impacts families and communities -- but four pedestrian deaths in a population of 16,000 over five years must rank **Summerside as the pedestrian death capital of Canada.**

Who is dying? The average age of those four pedestrians was 69 years.

The Canadian age-specific pedestrian death rate (2018 to 2020) per 100,000 for someone 60-69 years of age is 1.12 ². **Summerside's pedestrian death rate is 6.25 – 5.6 times higher than the national average.**

To this end, the PEI Active Transportation Strategy (2021) recognizes the importance of data collection and data sharing and outlined these as one of their 14 objectives for the next five years:

Develop a monitoring and reporting mechanism to publish pedestrian and cycling accidents, injuries and death counts on an annual basis.

We have contacted the PEI Government to ask if we can help.

In Summerside, we thank the City Police for four years of data (2019-2022) on collisions between pedestrians and cyclists with motor vehicles that outlines locations, years, and mode of AT. We understand how busy City Staff and City Police are dealing with the day-to-day challenges, and thus, we **want to help volunteer to collect this data** for the City of Summerside.

If it is not possible for us to help collect this data, we would recommend that a process be initiated to support the vision of the PEI AT Strategy and to support city staff in the provision of quarterly reports to SAFE and City Council on the pedestrian and cyclist collisions with motor vehicles indicating intersections, mode of AT, and other related information.

¹ From Dec 2018 to Dec 2023, 4 pedestrian deaths (www.safesummerside.ca/HitByCar)

² <https://www150.statcan.gc.ca/n1/daily-quotidien/231030/cg-a001-eng.htm>

BIKE THROUGH & BIKE BOXES

We recommend “Bike Through Lanes” and “Bike Boxes” at a few intersections (see below) in the City where there are width and appurtenance challenges. These AT facilities are for the more experienced and confident AT users, and, where able, we recommend options for all ages and abilities. Bike Boxes will require community education on how to use these facilities depending on the mode of transportation. Signage will need to be added at the “WAIT HERE” motor vehicle line while keeping the sensors on the Bike Box location to enable AT traffic to set the sensors off by leaning bicycle and putting a foot down to mimic the width of a motor vehicle.

BIKE BOX BENEFITS



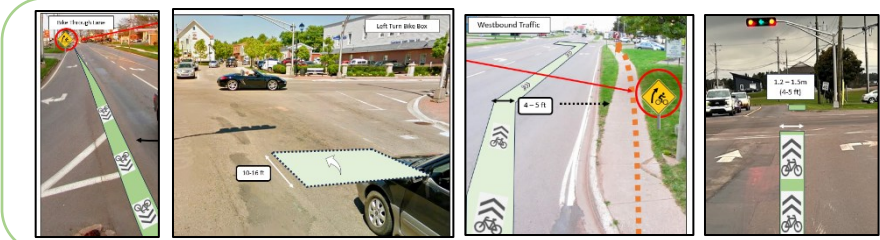
1. Facilitates left turning AT traffic;
2. Provides priority for most vulnerable road users; and
3. Group AT users together to clear an intersection quickly.

BIKE THROUGH LANES



1. Prevents collisions when motor vehicles are turning right while cyclists are traveling straight through intersections;
2. Provides a defined space for cyclists.

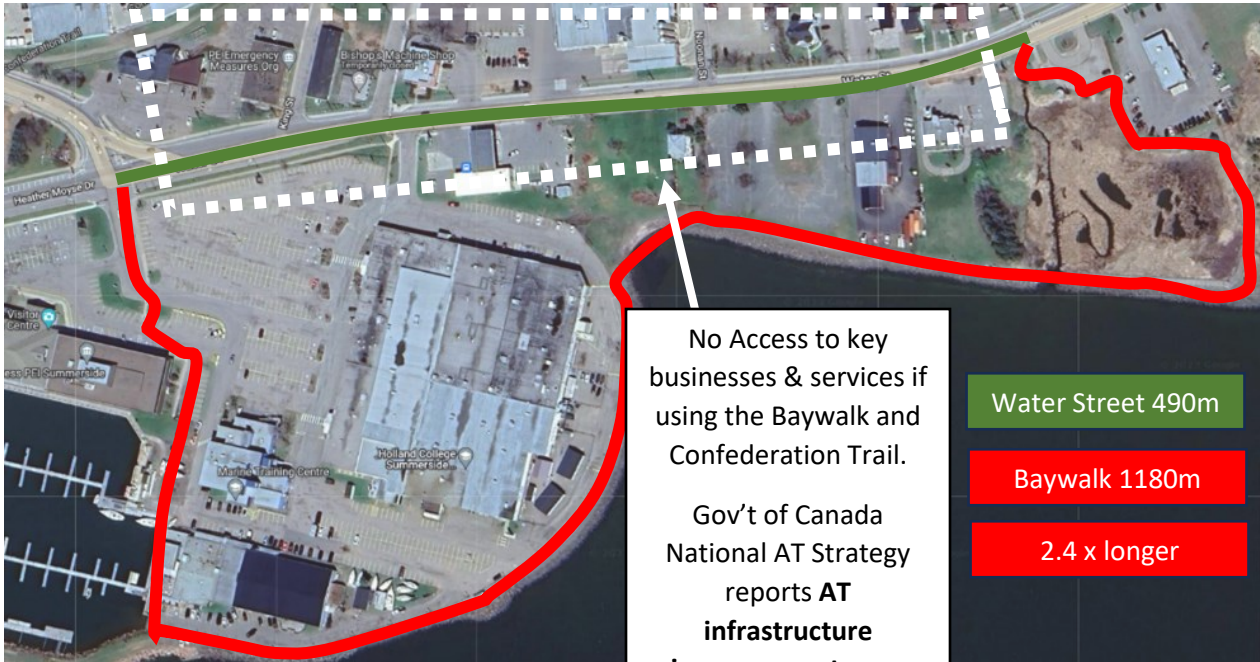
BIKE BOX / BIKE THROUGH LANE LOCATIONS



- Water Street/MacEwen Road
- Water Street/Central Street
- Water Street/Heather Moyse
- Granville Street/Walker Ave

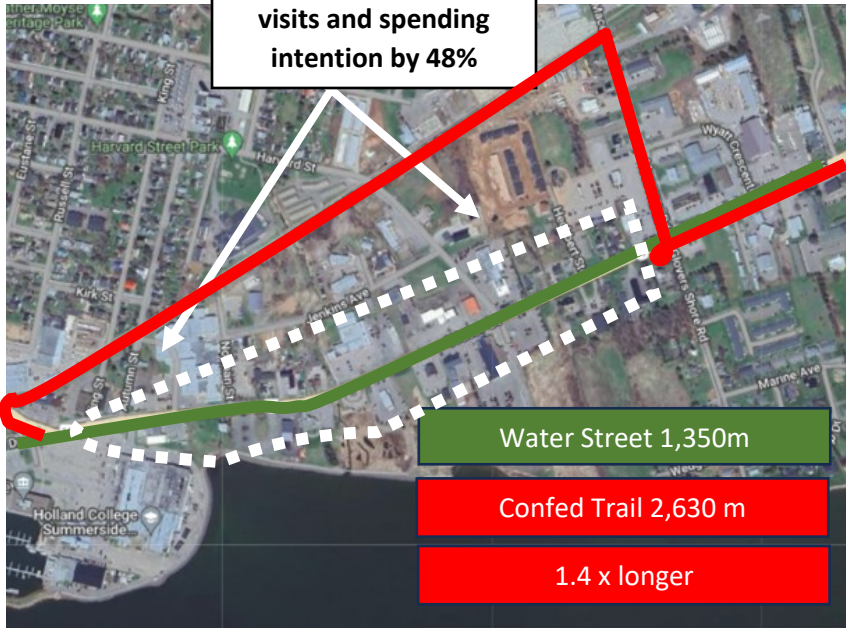
WHY NOT USE THE BAYWALK OR CONFEDERATION TRAIL?

We will devote two pages to answer this question. Often asked, these discussions highlight the difference between Active Transportation Routes and Recreation Trails. Let's compare the same starting and ending points using the proposed protected Water Street AT Pathway and the recreation trail options.



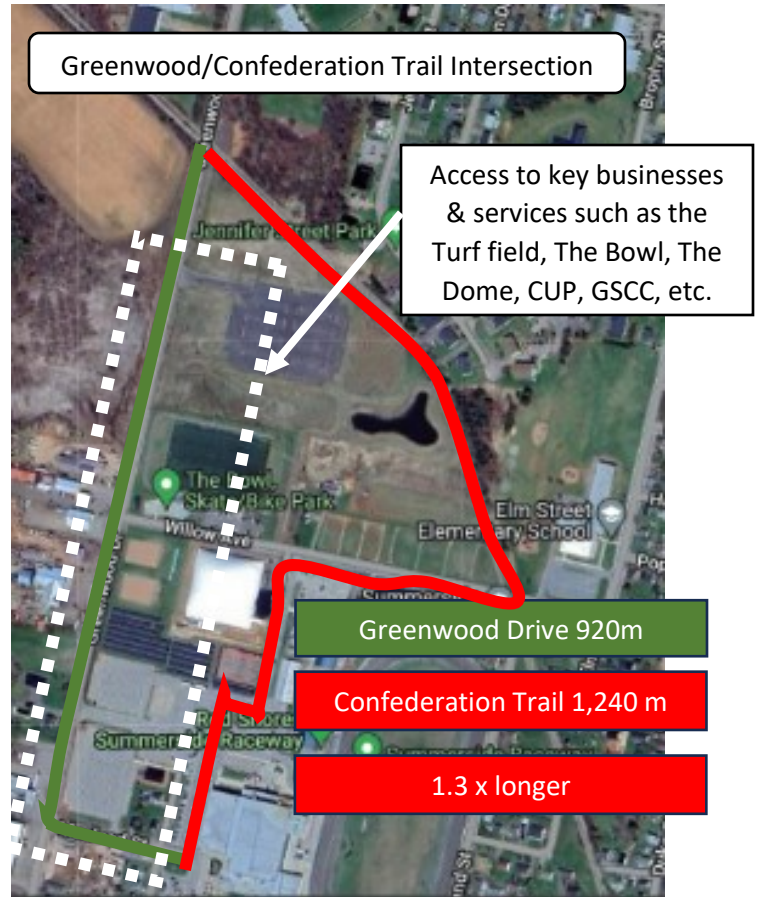
AT Route Benefits:

| | |
|--------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>ACCESSIBILITY</p> <p>ALL-SEASON</p> <p>24-HR PUBLIC VISIBILITY</p> | <p>INTUITIVE</p> <p>CUSTOMER SPENDING</p> <p style="text-align: right; color: green;">48%</p> <p>OFF-ROUTE CONNECTIONS</p> |
|--------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|



Finally, our approach appears to mirror the same ideology used by the City with Greenwood Drive. While the Confederation Trail is nearby, the City built a more intuitive/direct route to destinations (Credit Union Place, Baywalk, The Bowl, The Dome). And, consistent with the “if you build it, they will come,” the community has embraced Greenwood Drive’s protected AT Pathway as during after-school activities, students training running cross country or building endurance for sports teams can be seen doing the Confederation Trail – Greenwood Drive – Willow Ave loop.

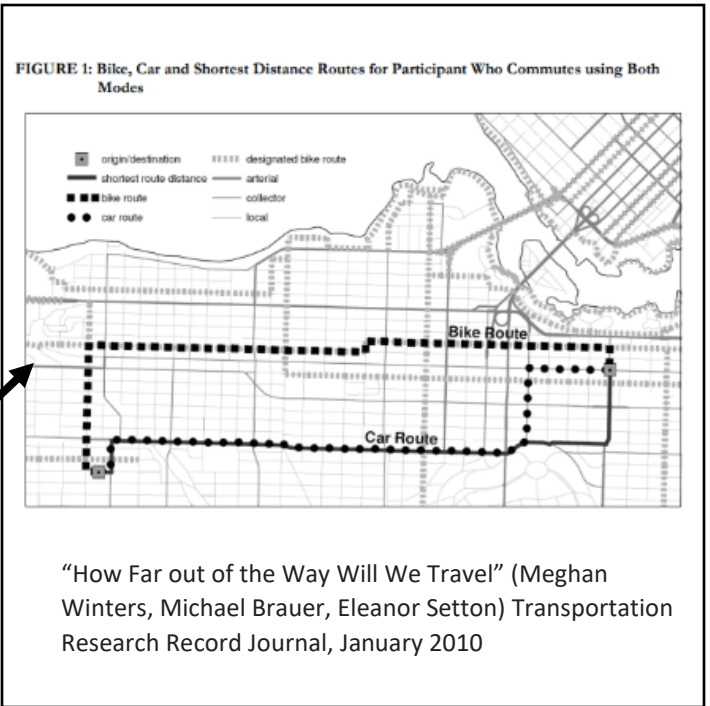
In conclusion, there is great value in the recreation trails network and its potential to connect AT users to the AT Network; however, the fact remains the recreation trail network has been designed to bring people *to* nature and *away* from things such as businesses, shopping, and work environments – the opposite goal of an AT Network that takes people to places (work, shopping, and other daily activities).



HOW FAR IS TOO FAR?

Of course, any AT user will tell you they travel longer distances to find the safest route. A Vancouver study found that “car drivers detour from shortest routes to fast roads, and that cyclists deviate from shortest routes to routes with bicycle facilities” (p 9). The study stated, not surprisingly, that bike trips were significantly more likely to be routed in places with enhanced bicycle facilities, including traffic calming, stencils, and signage (p. 6).

A slightly longer AT user route, like our approach to detour traveling on Granville to Arcona and Summer (a little longer but safer). Most times, recreational trails do not offer the same end destinations, or if they do, it would be twice the distance than the “car route.”



LAND OWNERSHIP

There are currently 4 private property areas (a small total of 260m) that AT users are using in the city. These routes are a small distance but have been, over time, decided by the community that they are safer and more time efficient than travelling with motor vehicle traffic. It is considered best practice in Active Transportation planning to improve the path the AT users currently use, instead of creating a new route they won't use anyway. Attending an introductory AT Planning 101 seminar, you'll hear this message echoed of communities spending millions of dollars in infrastructure but not seeing the usage they thought. We recommend discussions with private property owners to formalize these current AT routes as part of the official AT Network.

Read's Corner (90m)



Jennifer Street (50m)



Arcona to Beaten Ave Ext (40m)



Gallant Street Ext (60m)

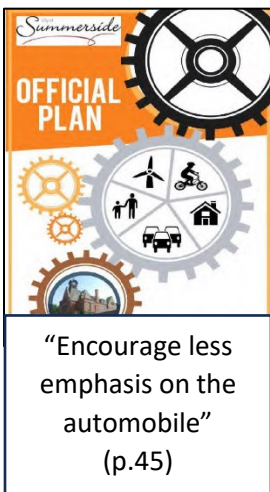


That brings 260m of private property currently used by the AT community. This total becomes more if we consider the two private property safe AT routes to move students, staff, and community to and from Ecole sur Mer (in total 280m).



In conclusion, we urge the City of Summerside to approach the development of the Active Transportation Network with the same approach they employ with their Greenways, Trails, and Boardwalks planning. For example, during the Planning Board Meeting on September 5, 2023, a new 1.1km trail was proposed to run along Gillespie Creek Conservation Area and connect to the Confederation Trail. It was noted by City Staff that there are potential new trails mapped out but that they need an agreement with private property owners before they can be finalized. And take note that just one of the new potential recreational trails is 1.1km while the four current AT routes are 1/4 that distance.

LOSS OF SHOULDERS IN FAVOUR OF AUTOMOBILE TRAFFIC FLOW



Historically, the shoulders were eliminated when an extra lane was added to improve motor vehicle traffic flow in Summerside. In doing so, the focus on improving motor vehicle traffic flow has created a system of highly inadequate facilities for AT users at intersections in this City.

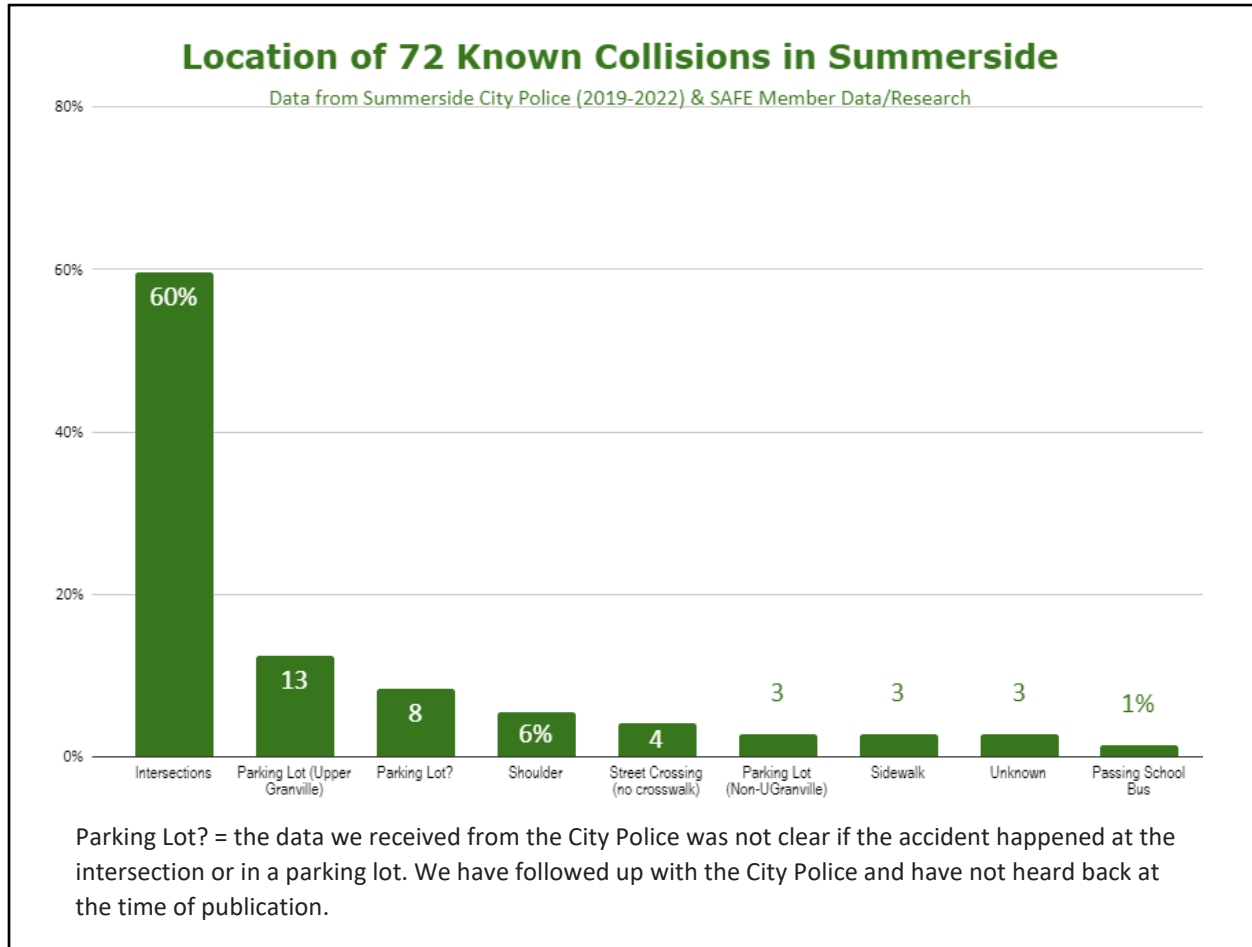
To meet the Policy Statement of Council outlined in the City of Summerside Official Plan: “Create a pathway/trail system for use by pedestrians and cyclists for both recreational and transportation or commuting purposes (p.45)” we require more street width.

In some cases, this will require discussions with property owners of adjacent land. While purchasing private property may sound out of the question, if we consider the dollars used to purchase private property to build the Pope Road/Central Street roundabout, and when an agreement could not be reached, land needed to be expropriated for the public good.

SAFE Summerside Intersection Plan

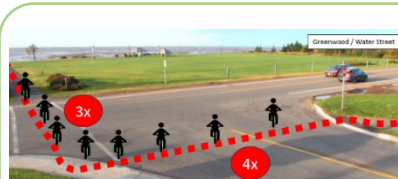
Most high-traffic intersections in the city are treacherous for AT users. Intersections account for 60% of all collisions between pedestrians/cyclists and motor vehicles. Historically, the shoulders were eliminated when an extra lane was added to improve motor vehicle traffic flow in Summerside. In doing so, the focus on improving motor vehicle traffic flow has created a system of highly inadequate facilities for AT users at intersections in this City.

We are encouraged City Staff asked SAFE Summerside for recommendations on employing best practices in Active Transportation to retrofit AT facilities on existing city intersections.



There are also **four areas** in the City where crosswalks are doubling or tripling the number of times pedestrians are required to cross the street when one crosswalk is recommended.

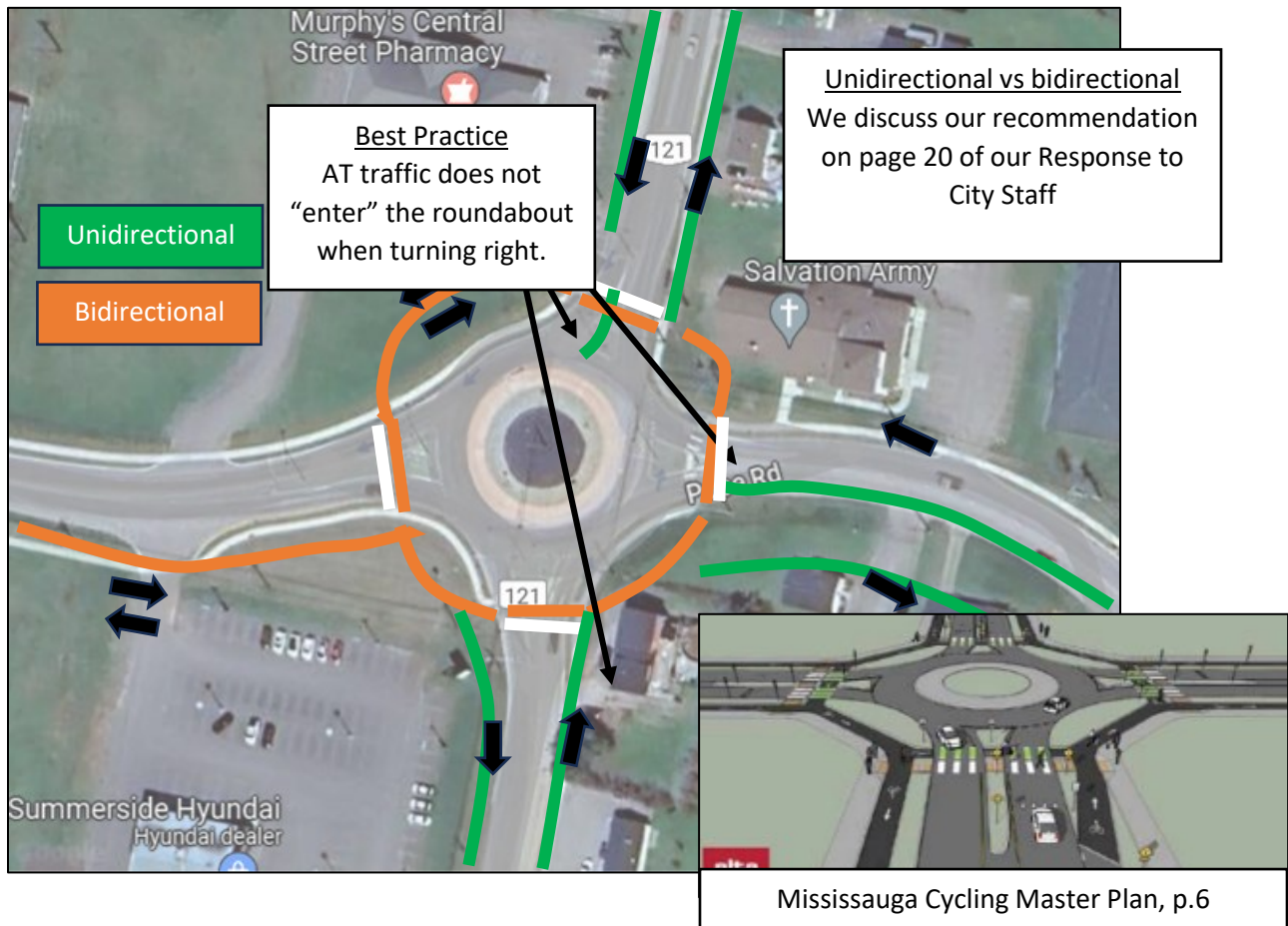
DOUBLE / TRIPLE STREET CROSSING INTERSECTIONS



- Granville Street / Green Street [final destination: Parkside, SIS, QEP]
- Central Street / Beaver Street [final destination: Parkside, SIS, QEP]
- Greenwood Drive / Water Street
- Greenwood Drive / Notre Dame Street

1. Pope Road/Central Roundabout

The City Staff asked us to make recommendations. Roundabouts are historically riskier for AT users. With the assumption of Pope Road having a bidirectional AT Pathway on the south side, our recommendation to improve AT travel at the Pope Road/Central Roundabout:



The key is retrofitting the current roundabout into an annular roundabout – a separated bicycle/pedestrian path. In this treatment, a separated pedestrian and bicycle path is provided at the roundabout whereby cyclists/pedestrians can utilize this off-road facility, avoiding the need to ride or cross through the roundabout. It involves cyclists/pedestrians placed on separated paths that begin before the roundabout and then onto a circular path around it. This design virtually eliminates all on-road bicycle left turn conflict points; however, AT users are still subject to conflict with motor vehicles when the off-road path crosses the road.

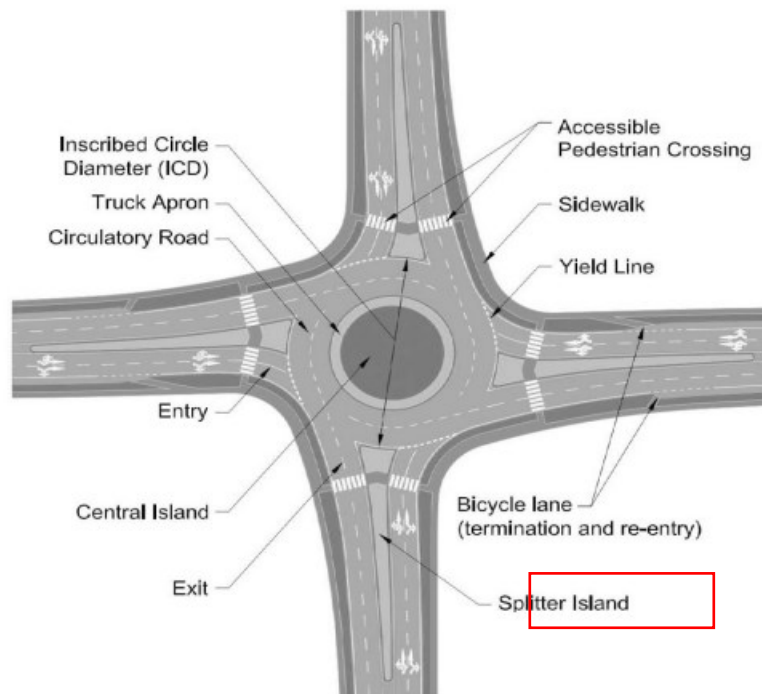
To this end, we recommend:

- A separated cyclist and pedestrian crossing at all legs
- Pedestrians and cyclists are given priority when crossing road legs
- RRFBs at all leg crossings
- The off-road path alignment should be as direct as possible while allowing the AT user to meet the crossing at 90 degrees to ensure sufficient distance and visibility for AT users to react to incoming motorists. The current roundabout has cyclists/pedestrians making an abrupt 90-degree turn into the crossing; instead, provide an arc to allow for better

sightlines when approaching the roundabout (to increase the visibility triangle for AT users and motorists).

- Provision of signage and green pavement markings
- Increase the size of the splitter island when entering/exiting the intersection (to allow pedestrians/cyclists to stop on the splitter island if traffic does not give them the right of way).
- Holding rails attached to RRFB system and on the sides of splitter islands to allow cyclists to stay upright when waiting to cross the road legs
- The quicker AT traffic crossing would be before the pedestrian crossing.
- NOTE: Based on this roundabout design, we would modify our AT Network Plan to include unidirectional on Central until Maple Ave (changing from bidirectional).

We highlight the splitter island in this diagram:



Transportation Association of Canada: Basic Roundabout Design Pamphlet (Jan 2017)

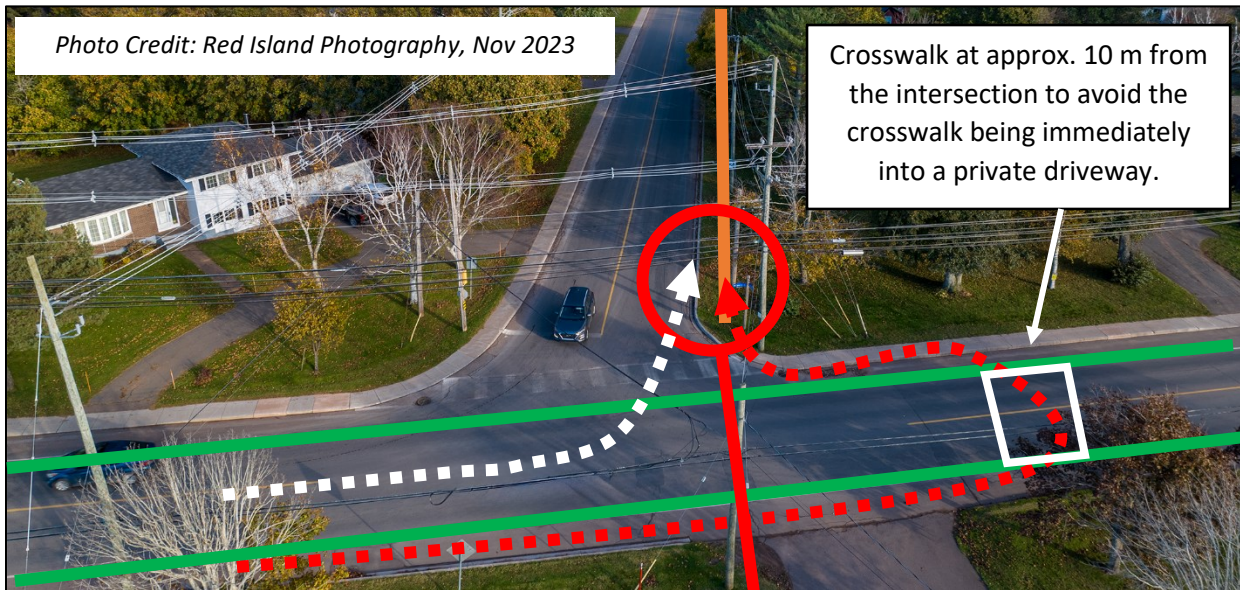


2. Pope Road/South Drive

Staff commented there are challenges to this intersection. Our recommendations are based on a bidirectional Pope Road AT Pathway. The challenge with this intersection is where to cross the street safely and be proactive regarding motor vehicle traffic flow (not wanting to “congest” the intersection to create a three-way stop issue).

We considered the fact that there are already two crosswalks in proximity (40m and 80m) to the Pope Road/South Drive intersection; however, to access these intersections, the South Drive AT Pathway would need to be bidirectional on both sides (not standard practice and not recommended).

We recommend that the street crossing occur directly at the Pope Road/South Drive intersection, on the same side as the bidirectional pathway, which is the most intuitive and safest solution. The AT users would wait until South Drive traffic stops and then proceed to cross the road on the AT crossing. By doing this, we ensure all right turning (northbound) traffic heading west on Pope Road and South Drive traffic heading east on Pope Road can continue.



Unidirectional

Bidirectional

We recommend a “curb-cut” lane on Pope Road to join the off-street Protected AT Pathway to support confident in-traffic AT users who will turn left onto Pope Road by “owning the lane” and would never travel to the crosswalk and backtrack to cross the road.

3. Pope/Duke

While this street was not included in our AT Network Plan, it was suggested during our second round of community consultations (Oct-Nov 2023). It is essential to highlight the significant risk for on-street AT users attempting to turn left from Duke to Pope. Further, we recommend a right-turn lane added from Duke onto Pope Ave (with a shoulder) and a traffic light activation only for left-turning vehicles. While it may not directly appear related to active transportation, a considerable amount of traffic is undoubtedly backed up on Duke, which causes congestion, delays, and increased potential for road rage – putting the more vulnerable road users at risk.

West Access Point to Bidirectional
 Create an off-street access point before the intersection to enable AT traffic not having to cross west directly at the intersection when turning left. This small step will significantly reduce the risk of intersection collisions. A shoulder on the east side of Duke facilitates the similar benefits.

Left Turning Signal Lights
 The traffic has antidotally increased on Pope Road since the Roundabout, making this left turn a known AT risk.

Future Development
 A future private land development plan includes an extension on Duke to create a subdivision (Planning Board Meeting, June 27, 2023). This will create the need for a 4-way traffic signal.

R4 on Duke Safer Access Points
 West: At minimum, we recommend a 120m (Pope to Rainbow Early Childhood Centre) or a 300m (Pope to Tower Street) would be desired.
 East: A right turn lane and a shoulder.
 These steps will increase access and travel to destinations in/out of this R4 zone and decrease the risk associated with crossing Duke Street to access the sidewalk.

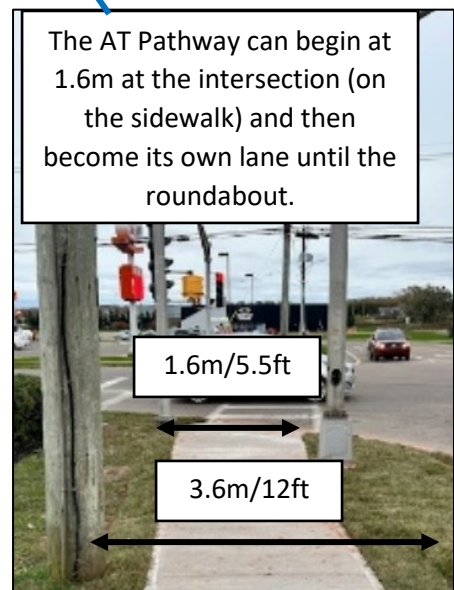
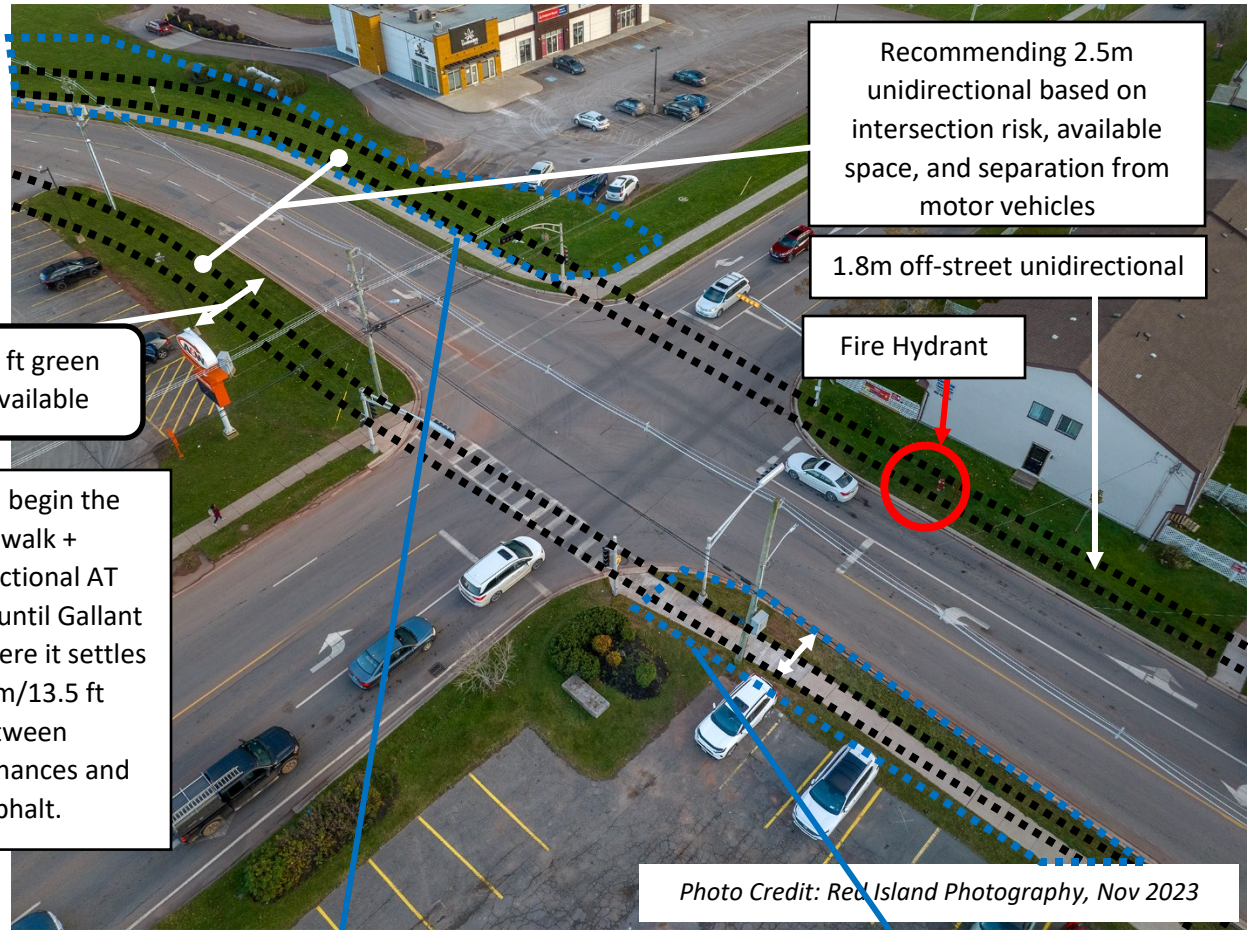
4. Granville/Ryan



This intersection is the **most dangerous intersection in the City** -- it accounts for 12% of total pedestrian/cyclist collisions with motor vehicles in the City. We spent a considerable amount of time exploring various options (including a Pedestrian Priority Phase) and measuring and re-measuring distances; we explored several different options (a bidirectional on either the north or south side versus a unidirectional) and determined that a unidirectional would be the best option. **The priority for a unidirectional AT Pathway that travels with traffic is paramount in this intersection.**



One key infrastructure question must be resolved: Should the fire hydrant be moved at the intersection or utilize more green space (7 feet) between the fire hydrant and the street? Repurposing the green space in front of the fire hydrant is more cost-effective and maintains the street alignment into/out of the intersection (below right image).



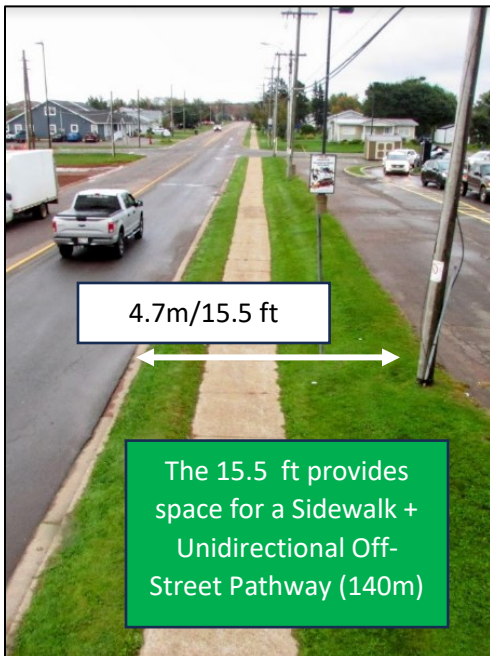
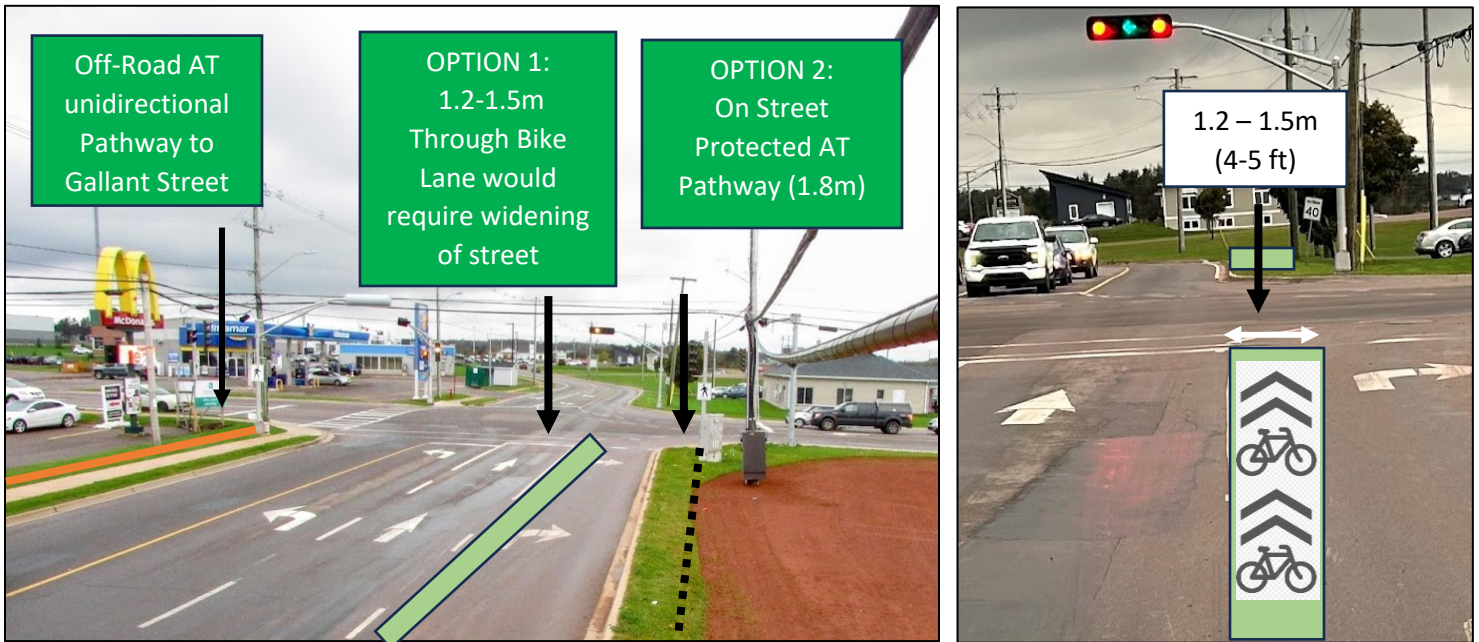
The completed overhead image would look as such, with the off-street portion until Gallant Street:



5. Granville/Walker

The Granville Street/Walker intersection is a concern for AT users. While we recommend that AT users avoid Granville Street, safe cross connections are required, and the Granville/Walker is one such connection required. The street has no shoulder on either side.

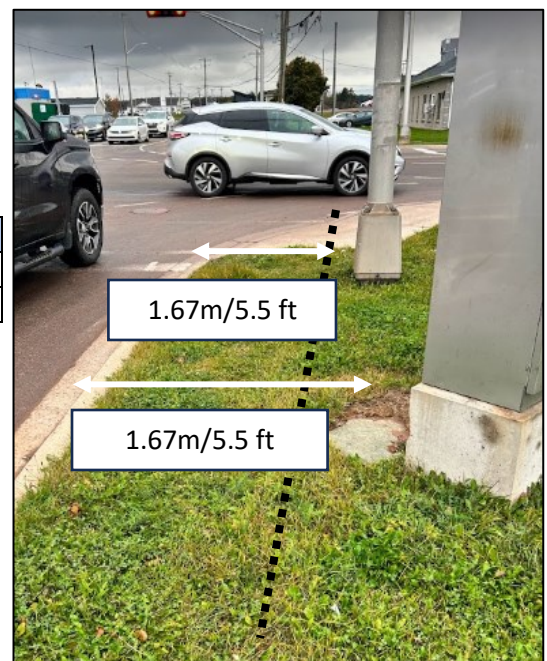
For westbound AT traffic, there are two options: (1) "Through Bike Lane" or (2) an on-street Protected Pathway. Both options have benefits and risks (traveling with traffic vs right-turning vehicles), and we would support either option.



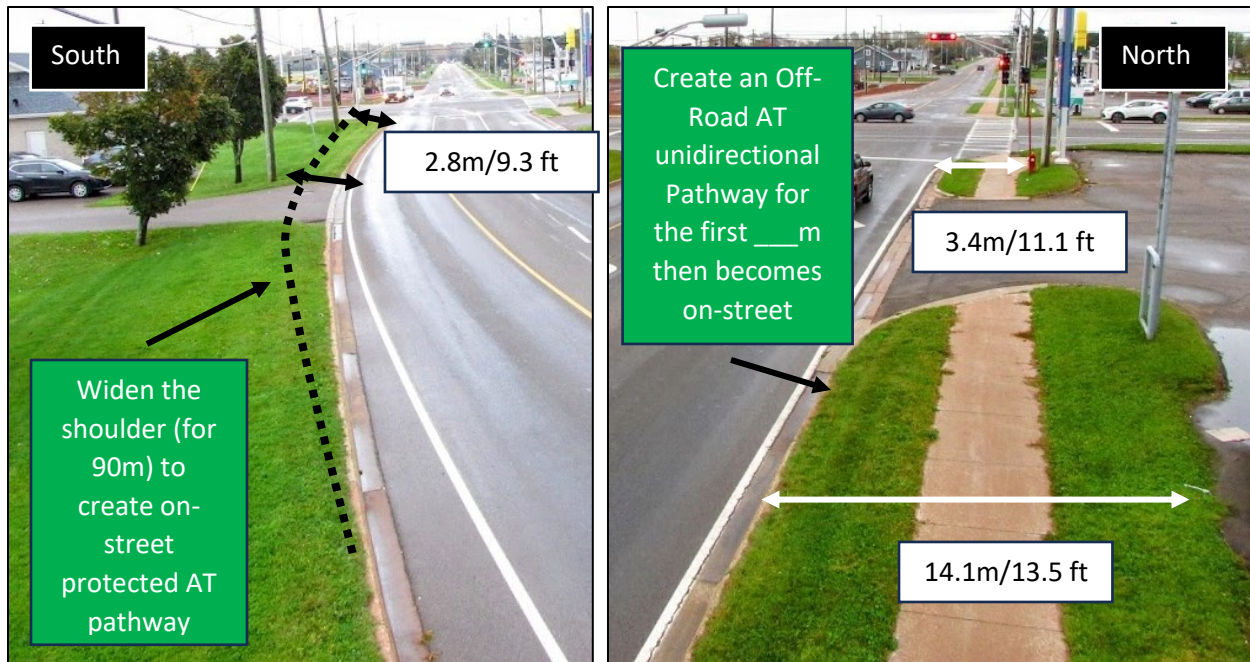
To create a Through Bike Lane, the signal pole and powerbox will need to be repositioned and move 7 feet north to comply with City's standards:

| Distance from outer curb | |
|--------------------------|--------|
| Signal poles | 1650mm |
| Powerboxes | 2000mm |

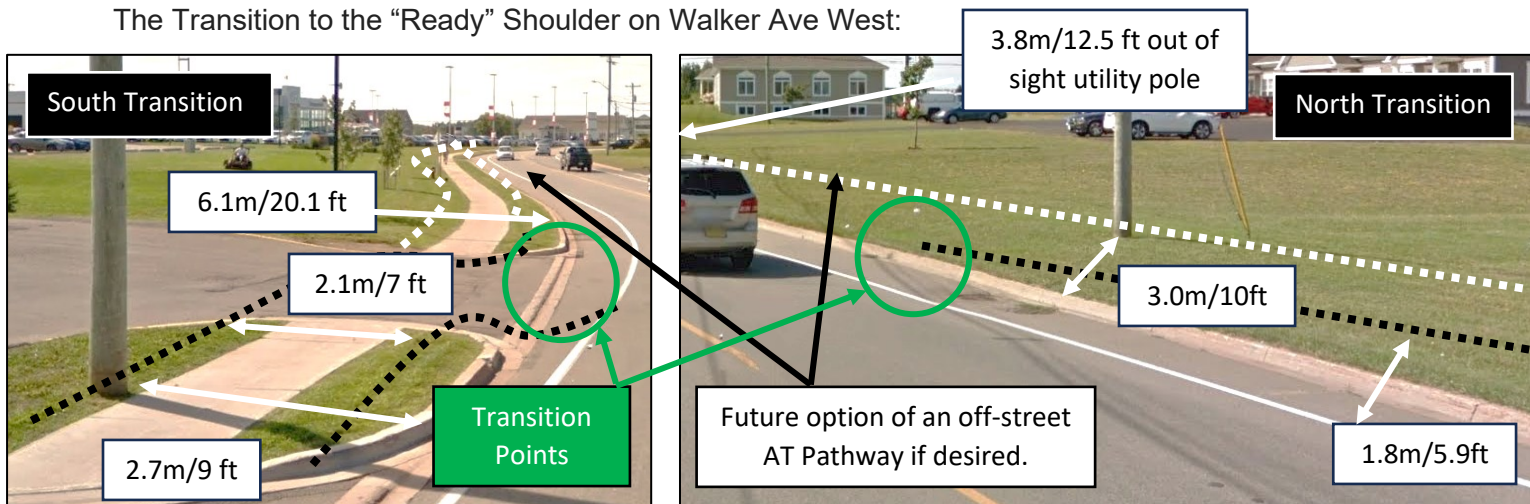
However, if an AT Pathway were created on the side of the road (not a Through Bike Lane), perhaps as sidewalks, they could be installed without repositioning the appurtenances.



Approaching Granville Street/Walker from the west:



The Transition to the "Ready" Shoulder on Walker Ave West:



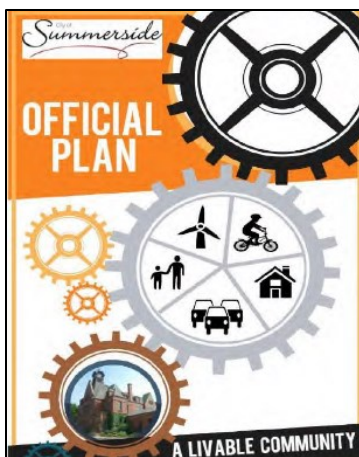
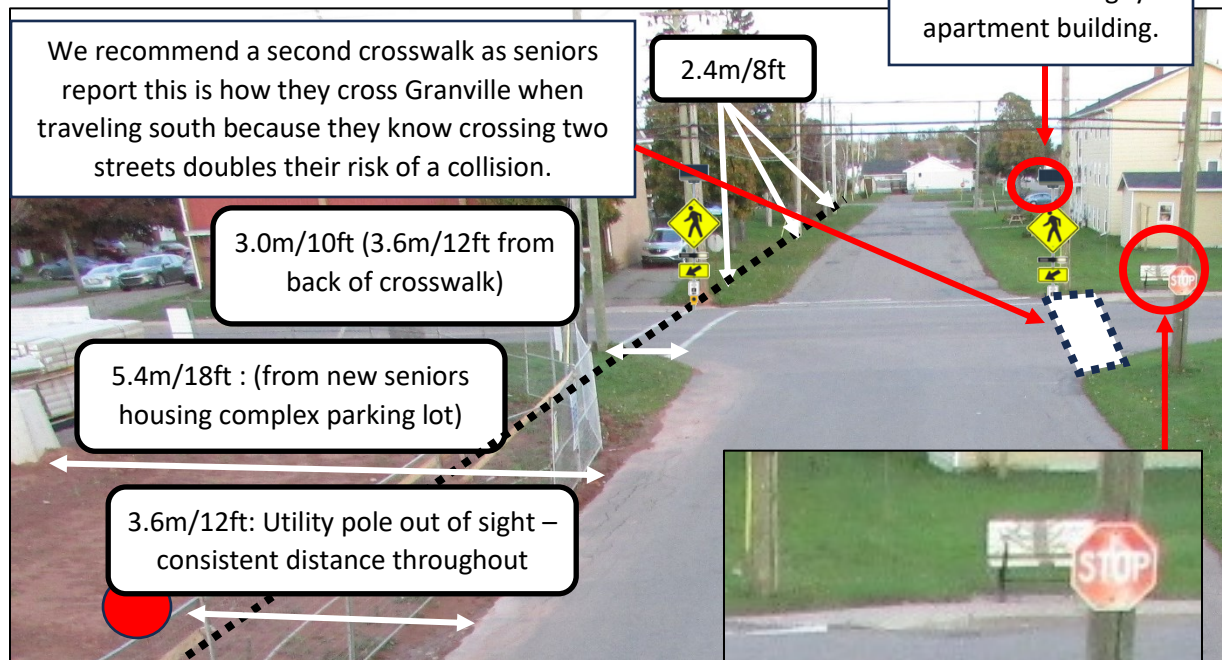
Above, we see the proposed transition points (in dashed black lines) from the increase in shoulders and the widening of a sidewalk/AT Pathway combo to where Walker Ave's shoulder width is appropriate for a 5-foot unidirectional protected AT Pathway. We also provide a reference point based on the utility poles; off-street unidirectional Pathways can also be an option (in white dashed lines) if desired.

6. Granville/Lefurgey

This intersection is one of five vital cross-Granville connections. The Lefurgey connection is essential based on its proximity to Leger Park, Seniors Housing, and Hillcrest Housing. Lefurgey currently does not have a sidewalk, and we recommend a protected 3.0m/9.8ft bidirectional AT Pathway on the north side of Lefurgey based on the population of vulnerable people living in this area (seniors). People with mobility issues in Summerside often avoid sidewalks and look for a smooth surface that the paved AT Pathway provides. The north side Pathway allows for continuous (no street crossing) flow around Lefurgey up to Central; the north side also offers easy access to the new 39 senior and 31 family units in the new development.



Overpacked bicycle rack at a Lefurgey apartment building.



“Enhance and promote Summerside as an age-friendly community” (Official Plan, City of Summerside, p.29)

We strongly recommend the City discontinue the practice of removing community benches along walking routes in the winter. For seniors with health issues where walking is their only form of exercise, bench removal negativity impacts their ability to walk in the winter and maintain their level of fitness. Maintaining/improving Health needs to be a year-long objective.

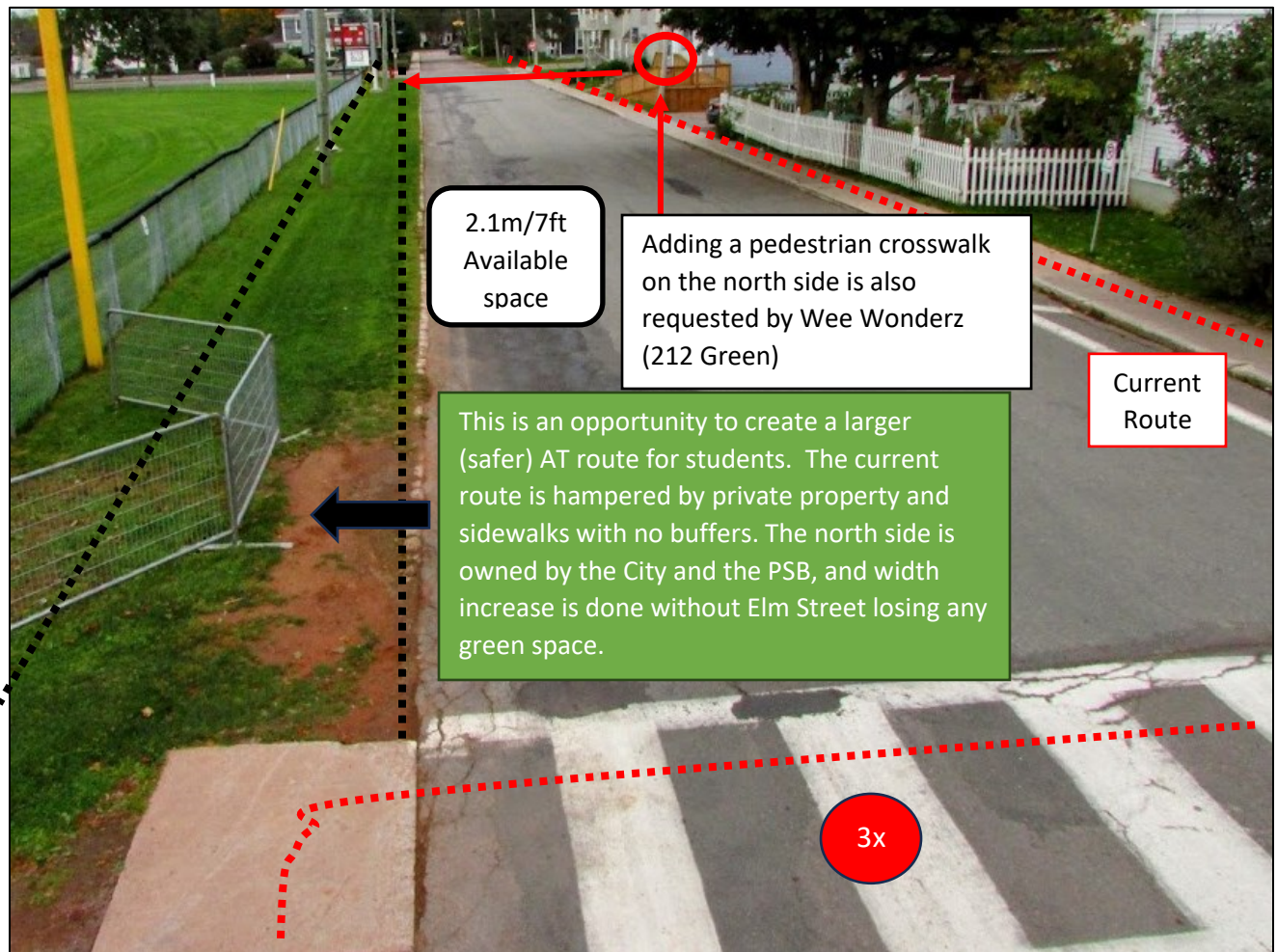
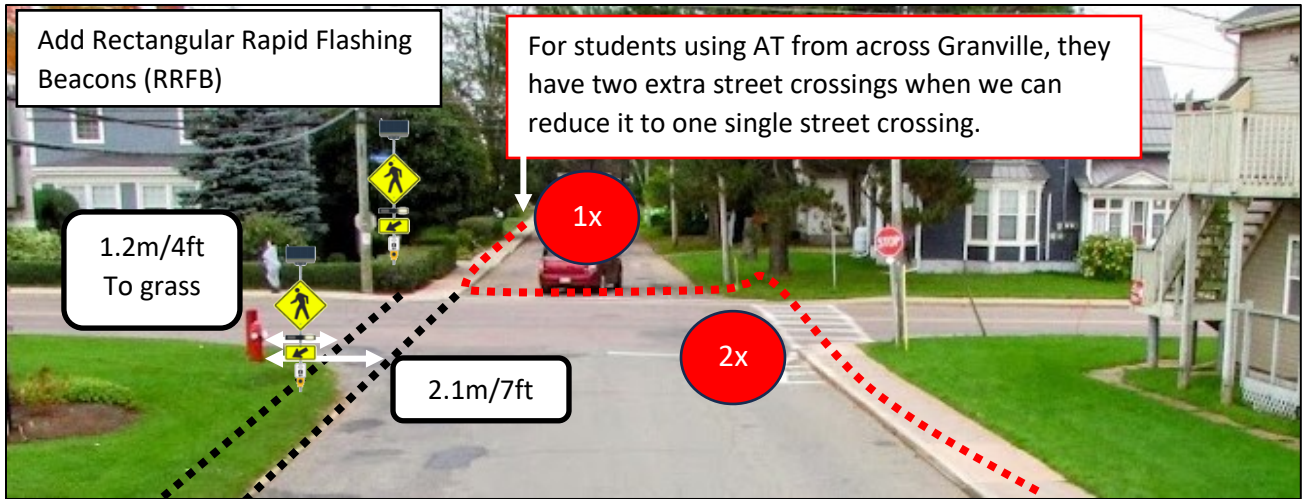
7. Granville/Schurman Ave

The Granville/Schurman Ave is the fourth of five cross-Granville connectors. This route is recommended because of its proximity to vulnerable populations. Andrews of Parkhill is immediately at the intersection, followed by the SIS soccer field. This street also connects three schools (Parkside, SIS, and Three Oaks). We recommend a bidirectional on the western side of the intersection, but then the eastern side should be on-street as-is and with AT Route signage.



8. Granville/Green

The current sidewalk on the east side is not aligned with the sidewalk on the west side; for a small 110m this creates two unnecessary street crossings that can be improved by introducing a shared protected AT Pathway.



9. Granville/Canadian Tire

We recommend traffic signal lights, sidewalk, and a pedestrian crosswalk on both sides of the intersection.

There are several points we considered when making this recommendation.

- a. Granville Street has the highest reported collisions between pedestrians/ cyclists and motor vehicles.
- b. There is 200m between this intersection and the other two designated crosswalks. While there is no absolute rule for crosswalk spacing, it depends more on block length, street width, building entrances, traffic signals, etc. 36 to 60m is sufficient³ As NACTO states: “if it takes a person more than 3 minutes to walk to a crosswalk, wait to cross the street, and then resume his or her journey, he or she may decide to cross along a more direct, but unsafe or unprotected, route. While this behavior depends heavily on the speed and volume of motorists, it is imperative to understand crossing behaviors from a pedestrian’s perspective.”
- c. We have observed pedestrians running across the street (the most recent was what appeared to be two 12-year-old girls giggling as they sprinted across the four lanes) and pedestrians walking or mobility scooters traveling on the west side of Granville on the street

The benefits of installing a signaled intersection are as follows:

- a. Increased Pedestrian/AT Safety (decreases risk of ‘jaywalking’)
- b. Increased Motor Vehicle Safety (no longer the risk for vehicular traffic turning left or driving straight through the intersection)
- c. Increased customer spending (with improved access to both sides of Granville Street shopping by going straight through the intersection)
- d. Traffic on Granville Street can be congested. “Traffic signal timing optimization is one of the fastest and most economical ways to curtail congestion at the intersections and improve traffic flow⁴.

There may be concerns about motor vehicle traffic flow or having a fourth signal light within 620m on the same road; however, we urge the city to recognize the distance between the

³ <https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/crosswalks-and-crossings/>

⁴ Qadri, S.S.S.M., Gökçe, M.A. & Öner, E. State-of-art review of traffic signal control methods: challenges and opportunities. *Eur. Transp. Res. Rev.* **12**, 55 (2020). <https://doi.org/10.1186/s12544-020-00439-1>



Official City of Summerside
Guiding Responsibilities

Walkable Neighborhoods

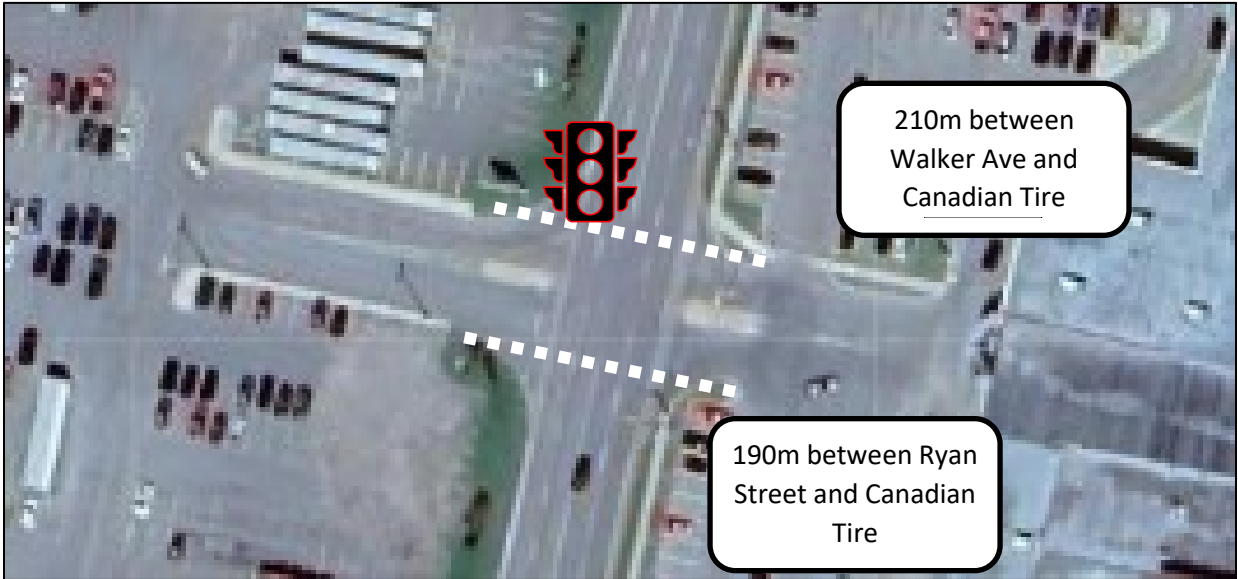
Ensure land use and community design, enhance and support pedestrian-friendly design.

Transportation Choices

Ensures a variety of transportation alternatives are available including walking, cycling, or transit, reducing the number of vehicle trips.

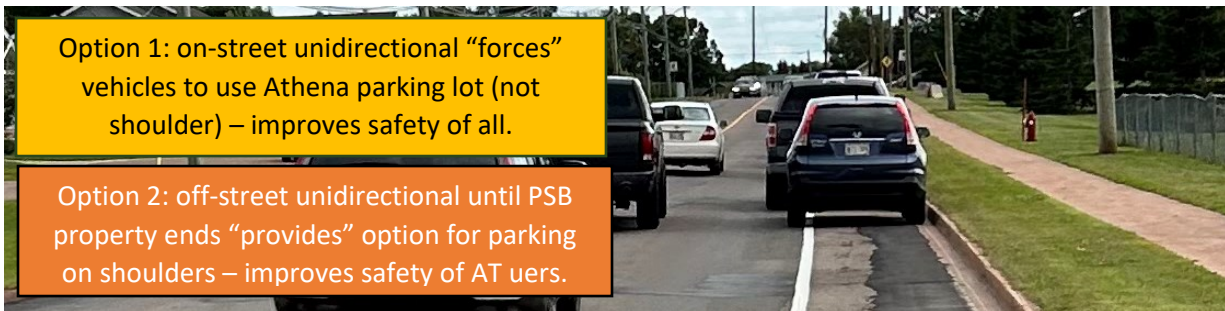
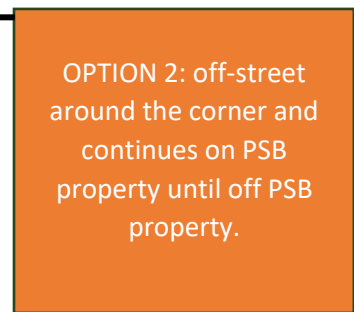
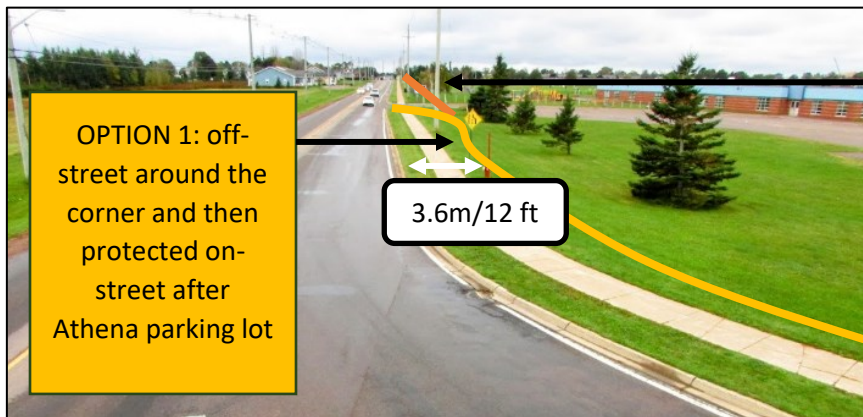
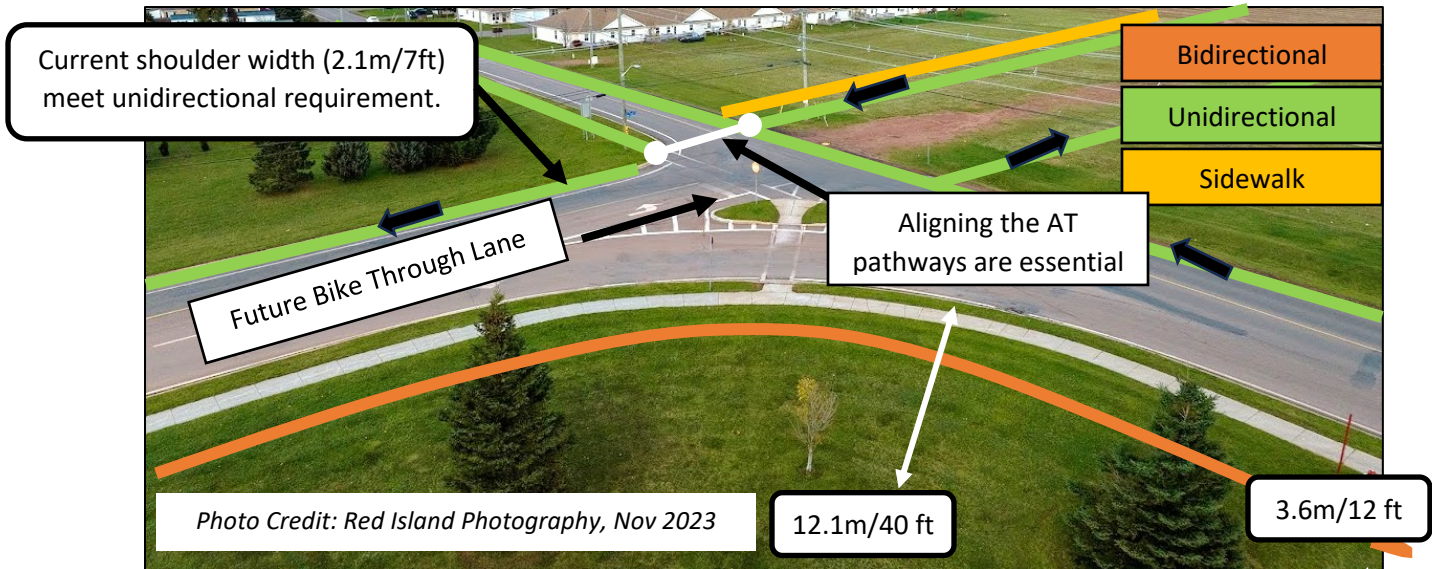
(p.40, City of Summerside Official Plan)

crosswalks at Walker and the crosswalk at Sobeys is close to half a kilometer (420m) away; thus, pedestrians will continue crossing the road. Further, **the responsibility to design streets and support pedestrian-friendly infrastructure, and build “walkable neighbourhoods” with active transportation options to reduce the number of motor vehicle trips is an approved-by-Council Guiding Responsibility for the City.** Installing signal lights and supporting pedestrian infrastructure would be a clear example of the city acting in a manner that meets its council-approved responsibilities. A signalled intersection would also facilitate all shopping to cross Granville Street safely at this intersection.



10. Ryan/MacEwen/East-West Housing Corridor

The lack of a shoulder on the south side of the Ryan/MacEwen Road intersection carries significant risk when we consider the location is adjacent to Athena Consolidated School, and the potential for harm will be amplified when the East-West Housing Corridor is built (perhaps by the end of 2026/27). There is sizable land on the south side of Athena (40 feet of potential repurposeful land before the treeline that could be included in an AT Plan that supports safe school AT travel and community AT infrastructure). While the School Board owns a portion of this property, safe routes to/from school are a priority for the Board, and schools can be eligible for up to 100% funding (PEI AT Fund); partnering with the School Board seems like a win-win situation.



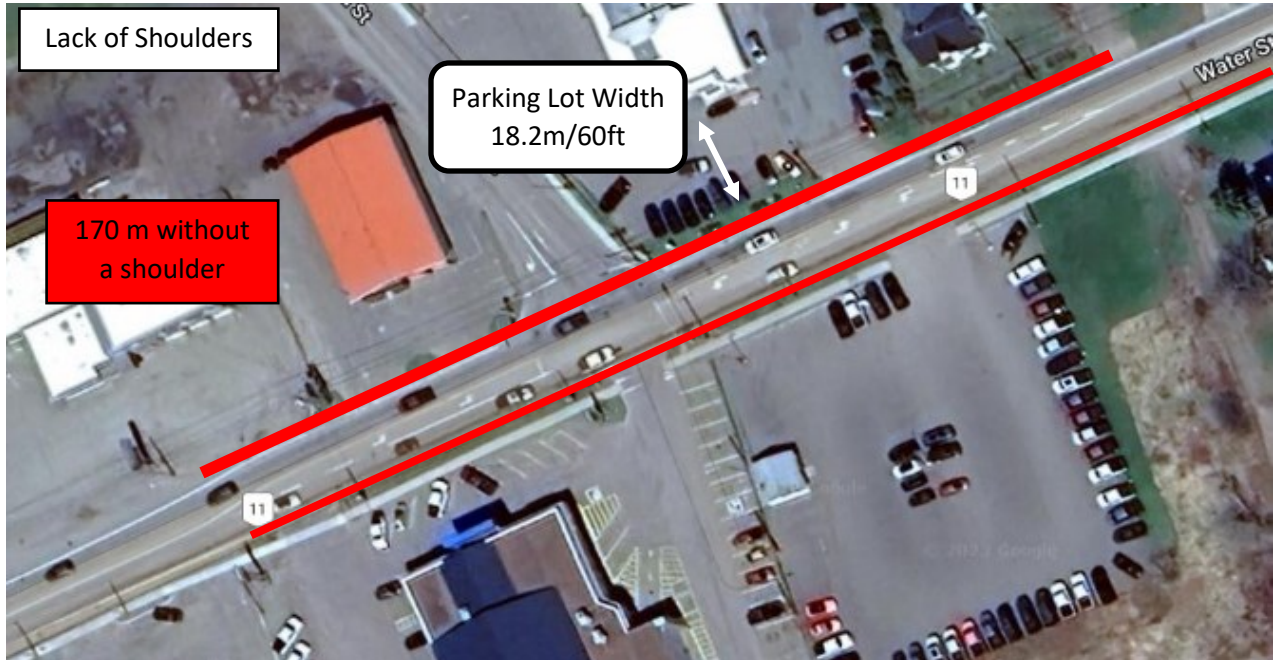
11. Water Street/Harvard



The additional turning lane on Water Street significantly impacts the safety for the AT community. While the intersection may not appear unusual immediately, the street averages 8,228 motor vehicles every 48 hours and has no shoulders.



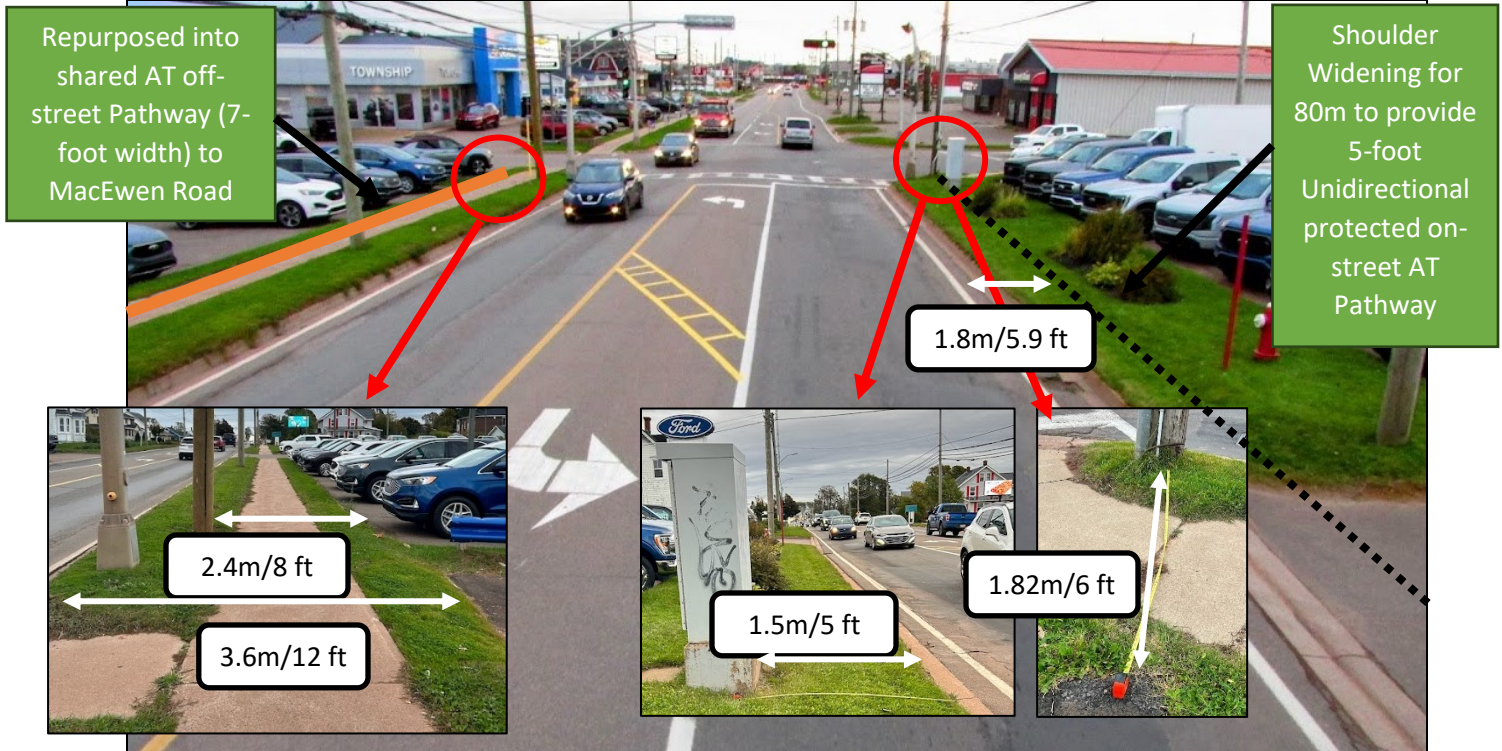
Here is an overhead image of the 170m of street without a shoulder:



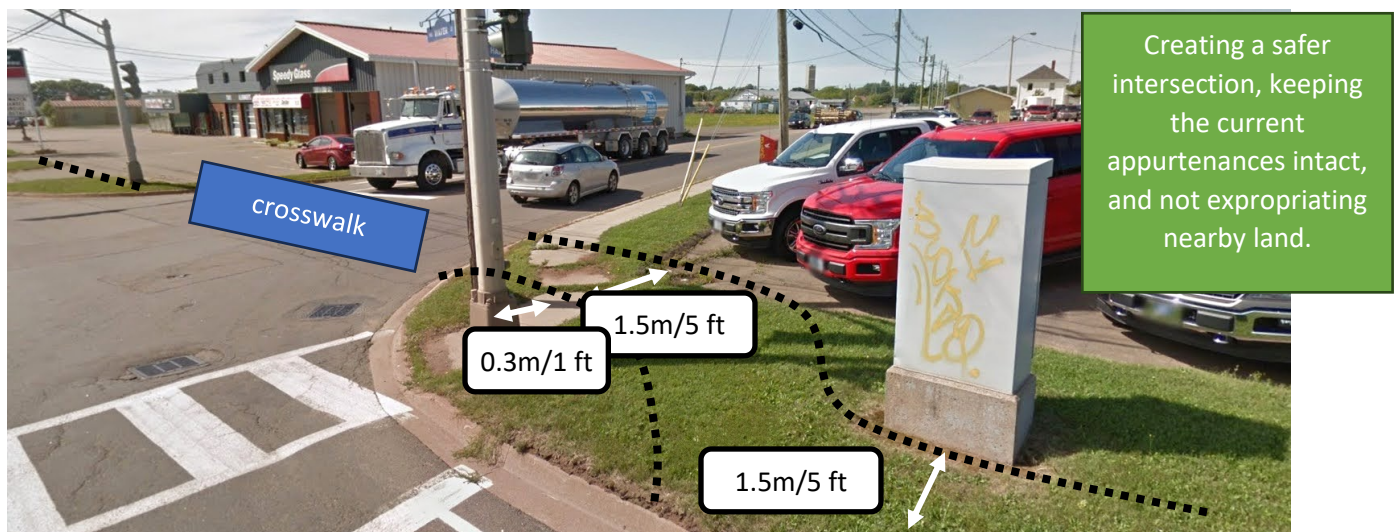
There are two solutions, both of which involve recommendations to the approach/exit to the intersection:

- Solution 1: To pay market value for the land needed to bring this 170m to standard. If this is not an option, the alternative solution would be to expropriate the land on both sides of the intersection. As the land is used primarily as a parking lot for vehicles for sale, there could be merit in exploring this option as it would be less effort than having to demolish buildings or related infrastructure. Further, reducing the overall parking lot size by 6 feet on each side when the south side has 60feet of space between their building, does not seem as it would significantly impact the revenue generation of each business as each business appears to have ample space to move their product (cars) to different parking spots.
- Solution 2: Remove the extra motor vehicle traffic lane and then the solution becomes very simple: Add a unidirectional to both sides.
- Solution 3: If land purchase or expropriation is not considerably viable, and the City is amendable, we recommend a series of measures to make this 100m safe.

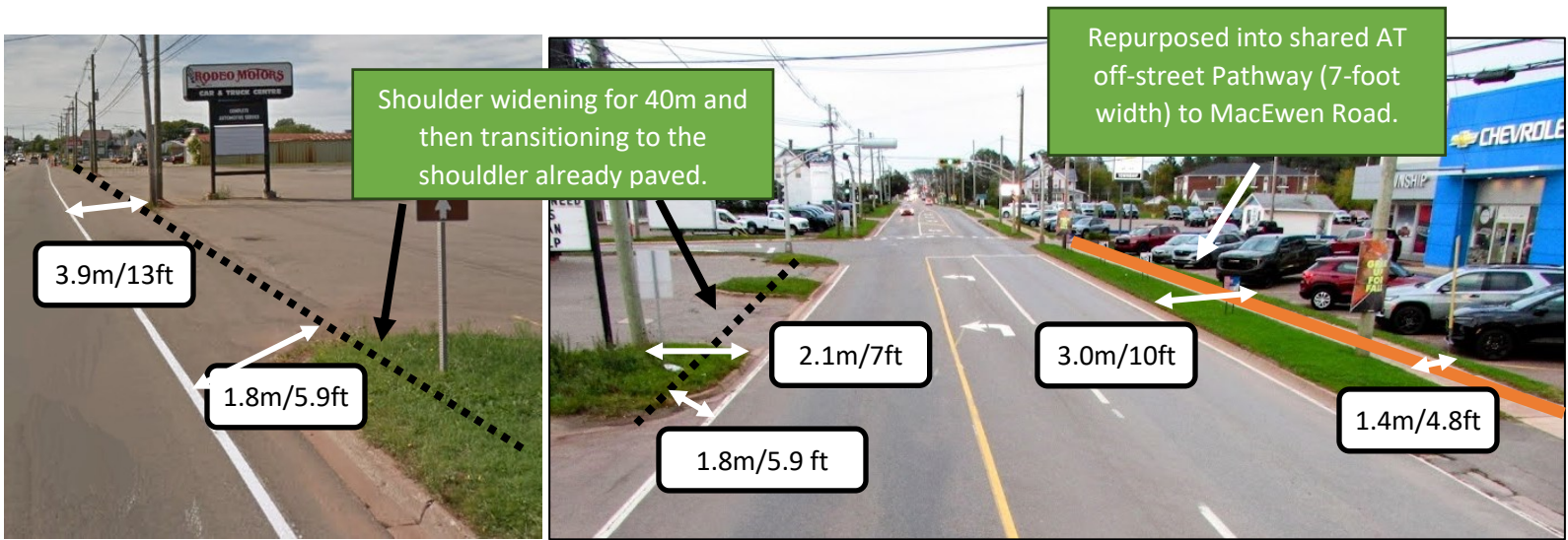
East Side of Intersection



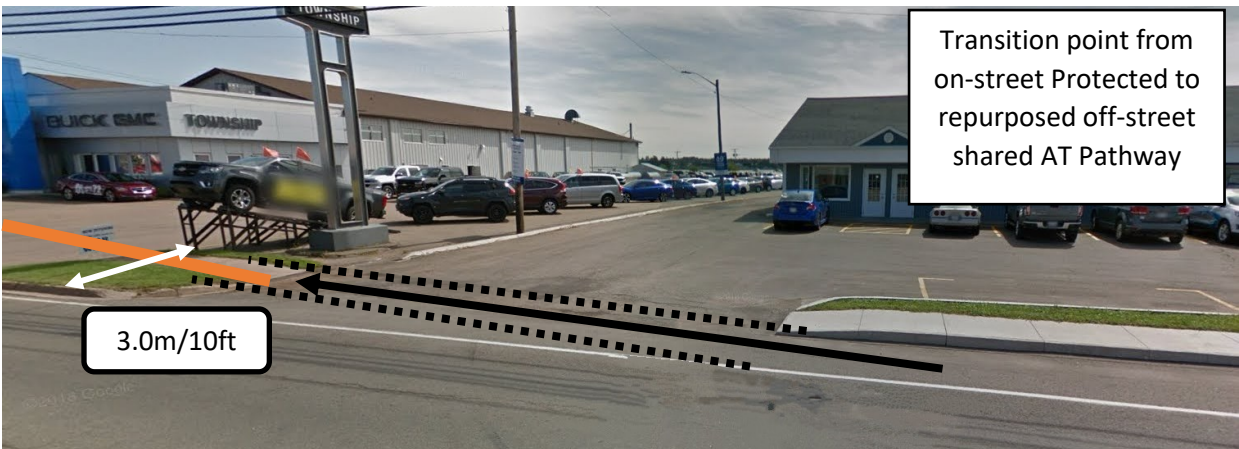
For information, a small purchase of land (3 feet) on the south side, or moving the utility poles north 3 feet, would allow the AT Standards to be met (5ft unidirectional beside the separated sidewalk). This could be a good news story of collaboration and how progressive a car dealership would be to offer space for Active Transportation. However, this is what is possible without touching land ownership:



West Side of Intersection



On the south side of Water Street, we recommend the transition point before entering Township's parking lot:



12. Water Street/MacEwen

As the only entrance point to downtown from the eastern Summerside, this intersection is a gateway to both the Summerside experience and the downtown experience. It introduces the AT community to what and how the city will create streets to meet its growing population and increased active transportation needs.

This intersection requires critical modifications to support safer AT travel.

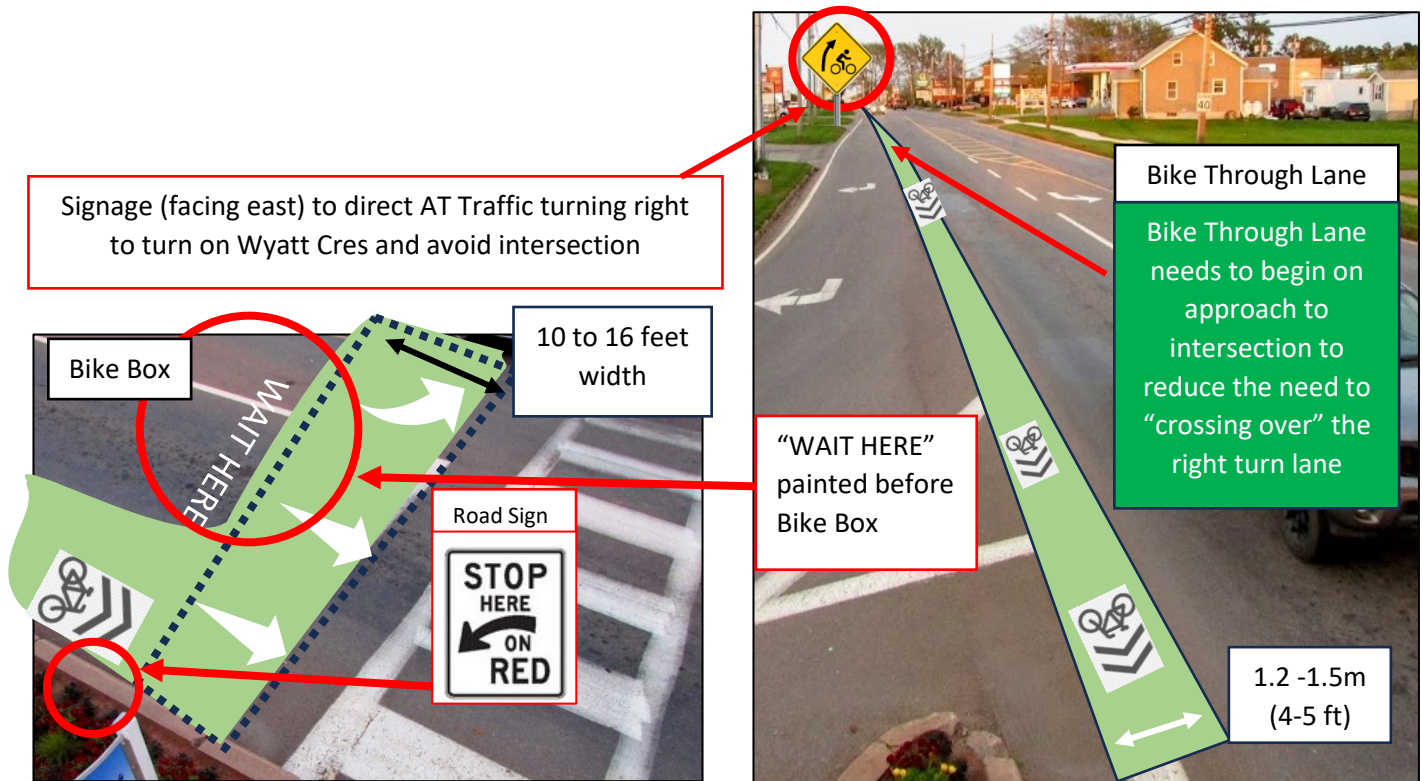
In the eleven pages we dedicate to this intersection, we provide three options requiring little infrastructure modifications and our overall recommendation.

We also introduce two options that require moderate to significant changes in infrastructure - one change that would improve traffic flow and safety for all people using the road.

Let's get started.

Heading West on Water Street East

A "Bike Through Lane" and a "Bike Box" created. Experienced AT users will use Both AT design tools (people confident to ride with traffic). We present alternative options in the pages that follow.



The MacEwen to Water Street East Turn



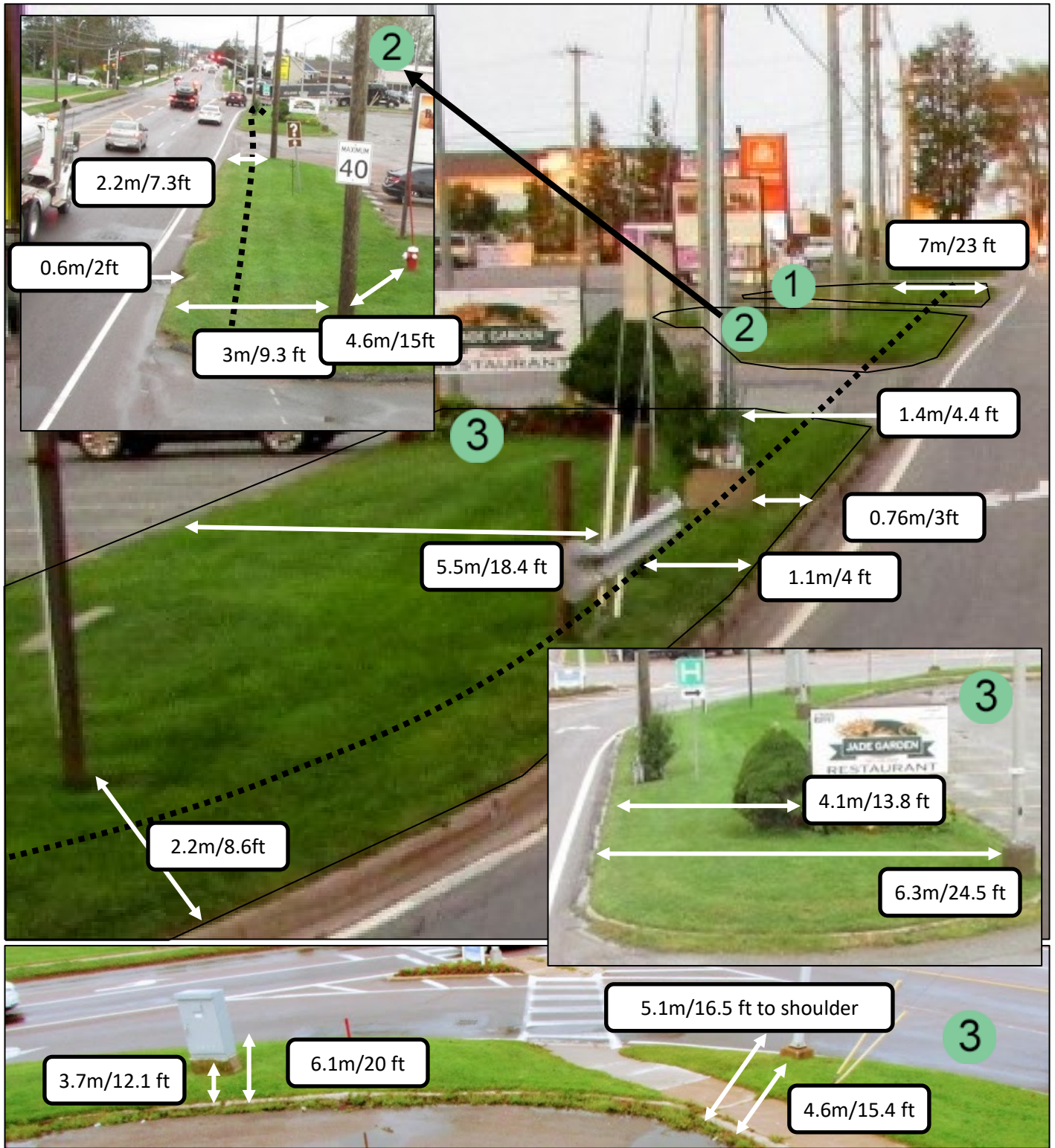
The second AT issue is the lack of shoulders from Water Street East onto MacEwen Road. The 250m approaching/exiting the intersection does not have adequate shoulders. We provide three solutions to this issue.

Solution 1: Fix Water Street East to MacEwen

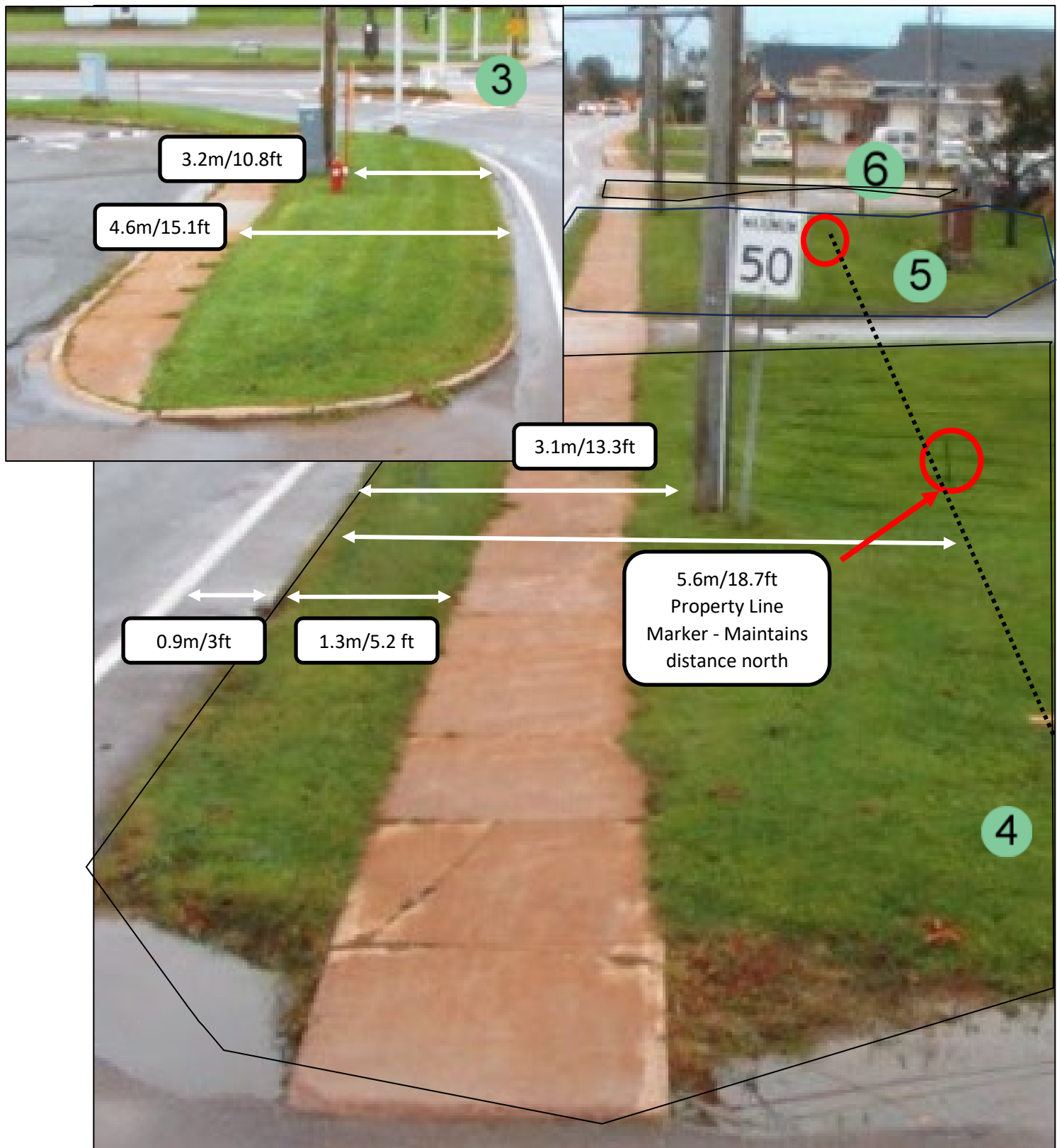
The first solution is the most intuitive – increase the shoulder to travel north on MacEwen Road or create an off-street approach to avoid street traffic. We are placing AT traffic at increased risk with either option as they would have to cross seven different intersections/six islands. That being said, the off-street option is the safer of the two.



Now, we will explore the three islands approaching MacEwen from Water Street East:



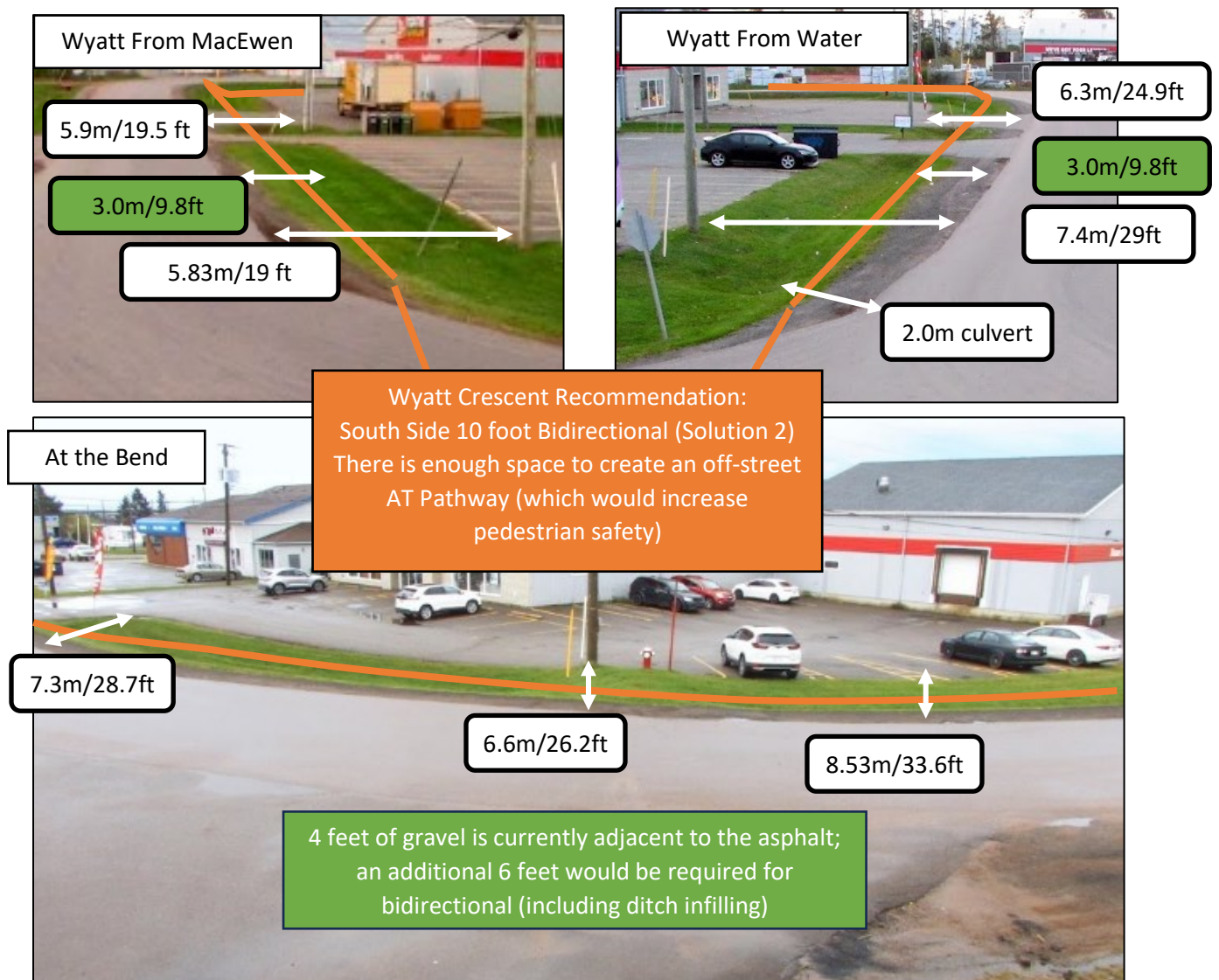
The Three Islands on MacEwen Road



While the previous two pages may be the “busiest” two pages you may ever read, we thought it was essential to lay out the document in such a way as to get the complete “look” without having to turn to different pages or asking about width availability. We do not recommend this option.

Solution 2: Use of Wyatt Crescent

Considering Wyatt Crescent has 15 times less traffic (542 vehicles compared to 8,228) and more available green space than Water Street/MacEwen, we recommend the use of Wyatt Crescent as a safe connector. Further, while a unidirectional AT Pathway is always more intuitive, our recommendation is a bidirectional on the south side based on the north side used by tractor-trailer trucks for daily deliveries. Please note that if no AT Pathway is created on Wyatt Crescent, the Water Street/MacEwen intersection would require significant widening and would result in the need to acquire private land.



Approaching Water Street from MacEwen:

Going Straight: A 1.2m “Through Bike Lane” and “bike Box” created; with this additional lane, the street width will need to be increased.

Turning Right: There is a two-foot shoulder; requires widening by 8 feet: 1.2 m (4 feet) for the Through Bike Lane, and four feet for a 5.9 foot shoulder for a protected AT unidirectional Pathway (2 foot shoulder already exists). For better traffic flow (and to reduce motor vehicles traveling on the shoulder which will no longer be accessible) creating a longer right turn lane is recommended. This is an opportunity to begin communication with the property owner with 90 feet of showcase parking for vehicles 20 feet long. A news story to showcase a business looking to make an positive impact on people who move in the city is in the making.

1.2m/4 ft

Bike Box

27.4m/90ft (parking lot)

Widen by 2.4m/8 ft (2 ft of private property)

06.m/2 ft

4 ft

1.8m/5.9ft

0.6m/2 ft

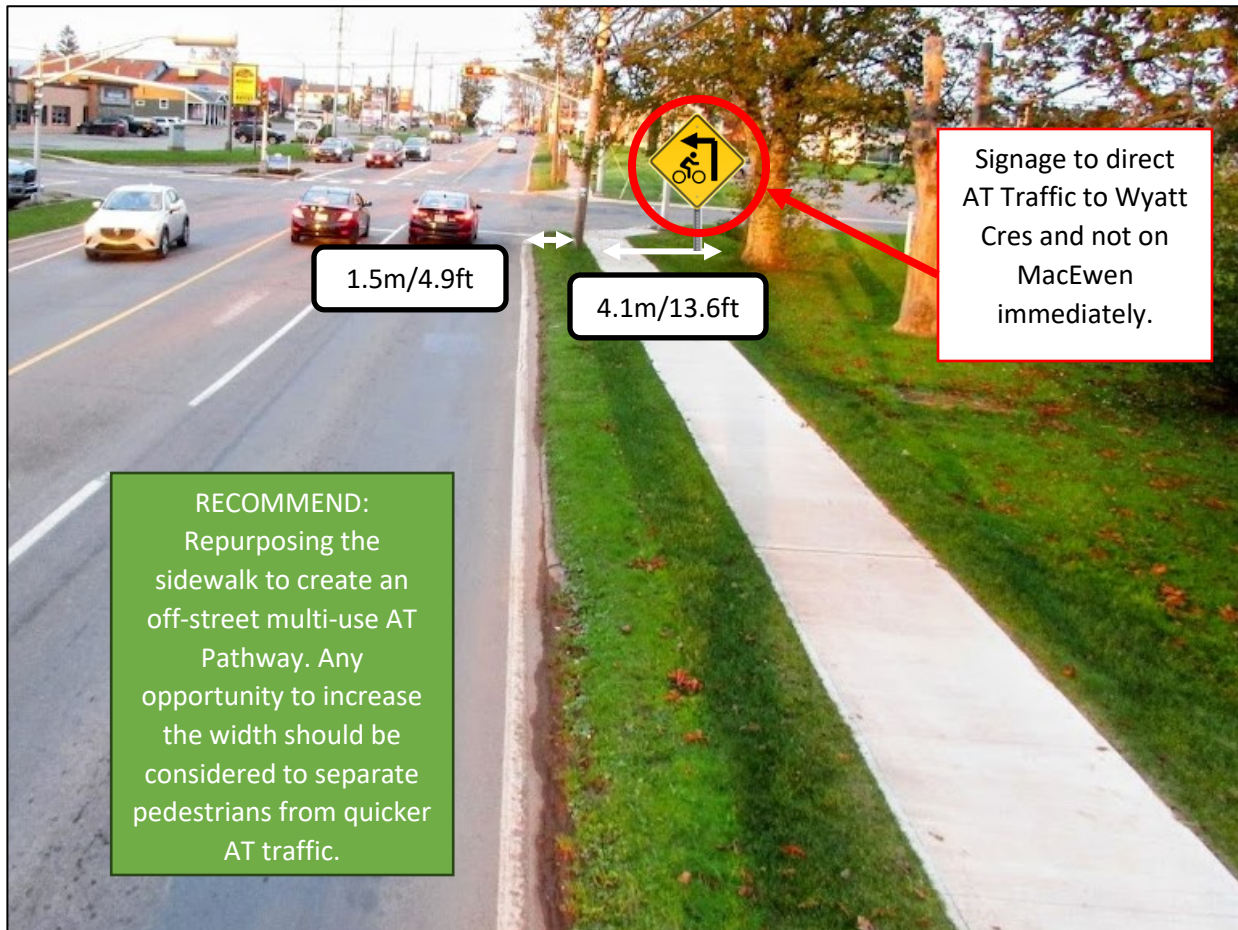
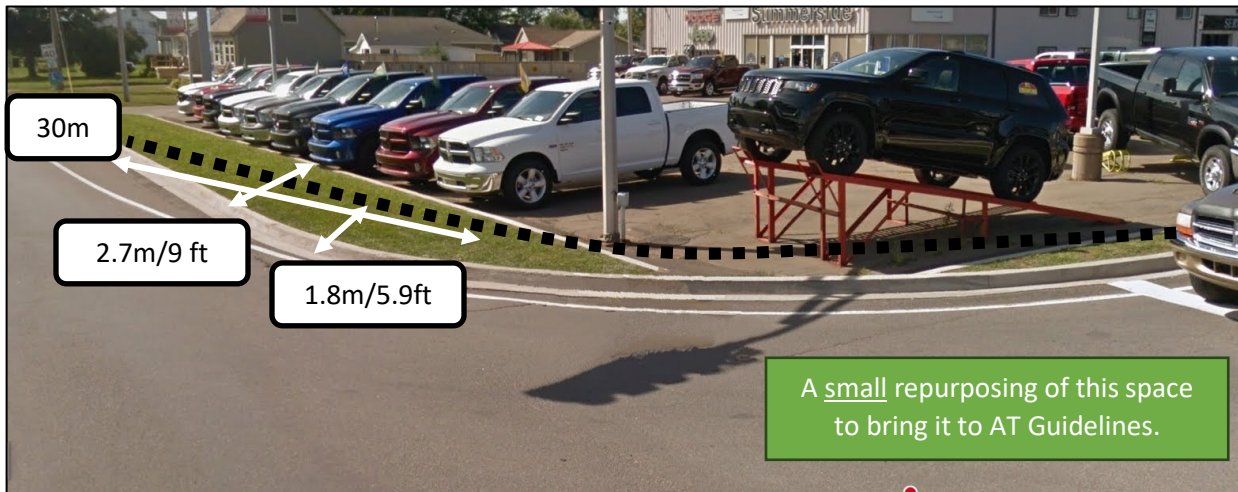
Widen by 2.4m/8 ft

2.7m/9 ft

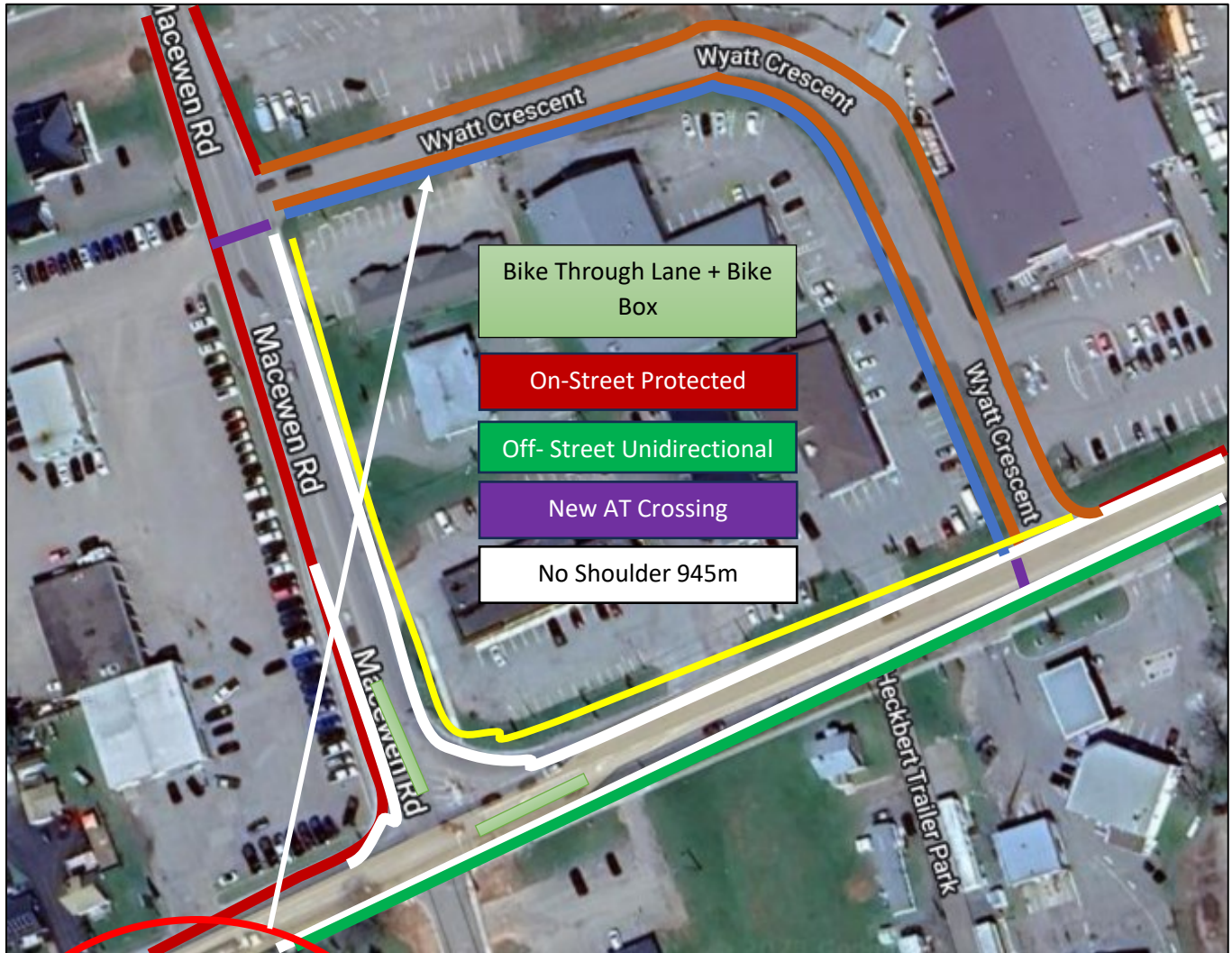
1.8m/5.9 ft between new curb and shoulder

Ultimately, we see a minimal portion of land on private property required to meet AT Standards (approximately 2 feet beyond the current median of 70m).

West Side Water Street Approach to MacEwen Road:



Here is the completed image of the MacEwen/Water Street East intersection with the three options:



- Bike Through Lane + Bike Box
- On-Street Protected
- Off-Street Unidirectional
- New AT Crossing
- No Shoulder 945m

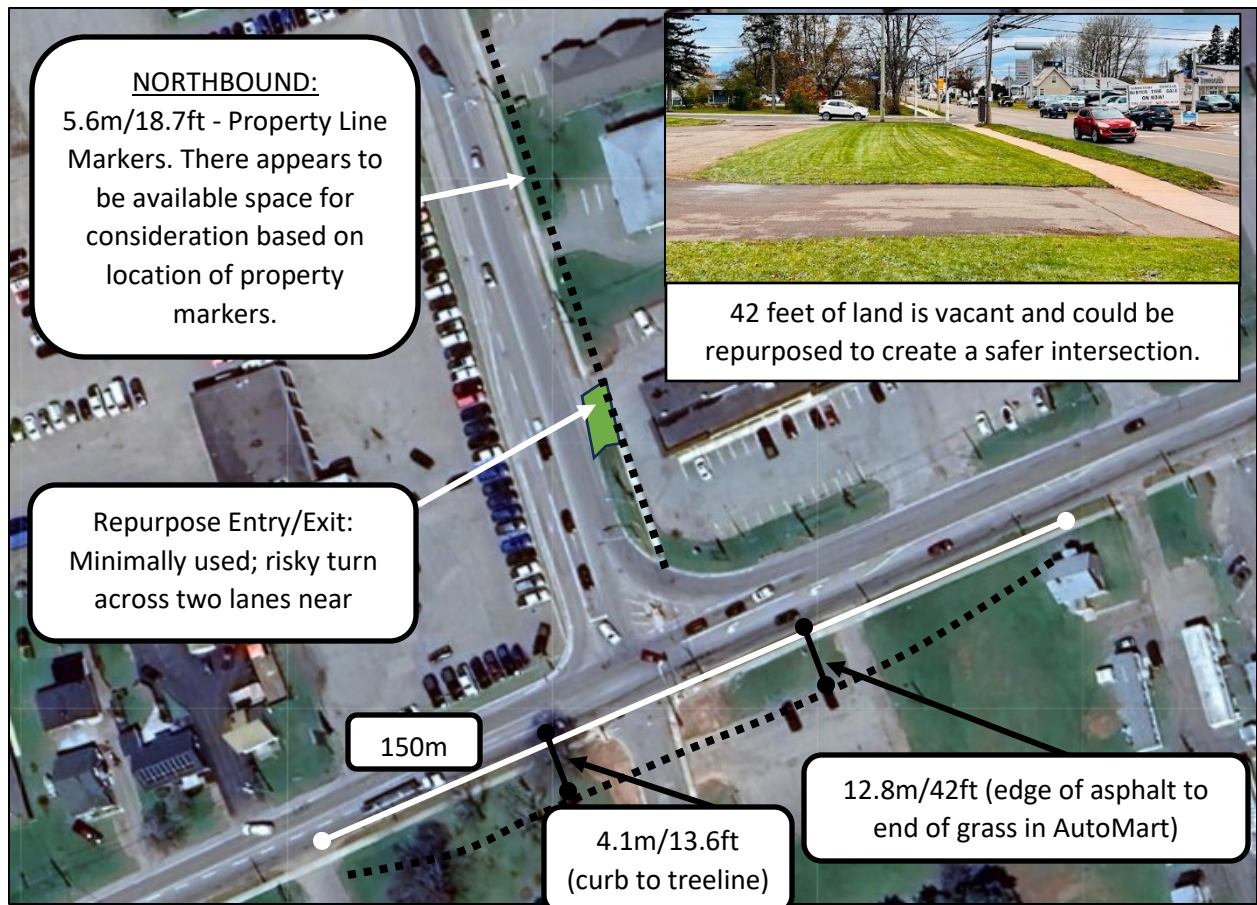
Wyatt Crescent
3.0m Bidirectional on
Southside
RECOMMENDED
(Consider to be off-street)

Wyatt Crescent
Unidirectional
NOT RECOMMENDED
While most intuitive alternative,
not recommended based on high
volume of tractor trailer
deliveries on north side

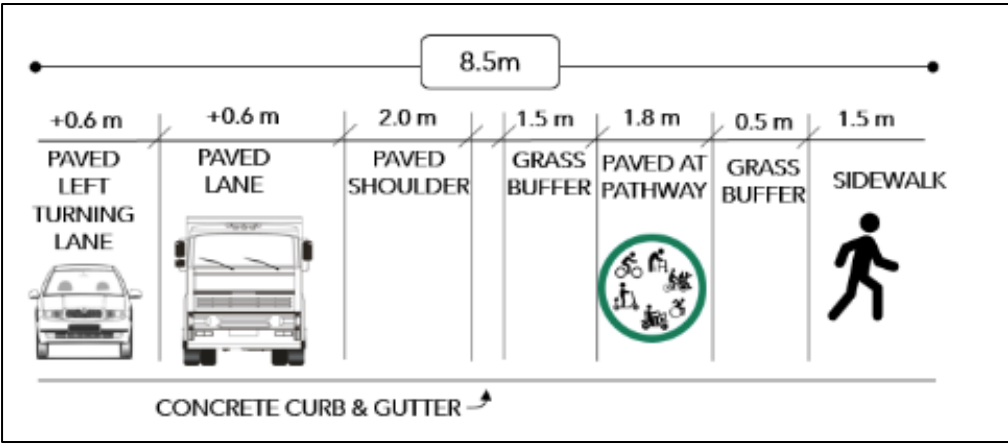
Water to MacEwen
Off-Street Unidirectional
NOT RECOMMENDED
While most intuitive, not
recommended based on Six
Islands

Now, we will present two options that would require more infrastructure changes.

Widen At Approach to, and Through the Intersection (150m)



EASTBOUND:
Land Acquisition - Increase left turning motor vehicle travel lanes width by 0.6m each, add 2.0m shoulder, and separated shared AT pathway from sidewalk.

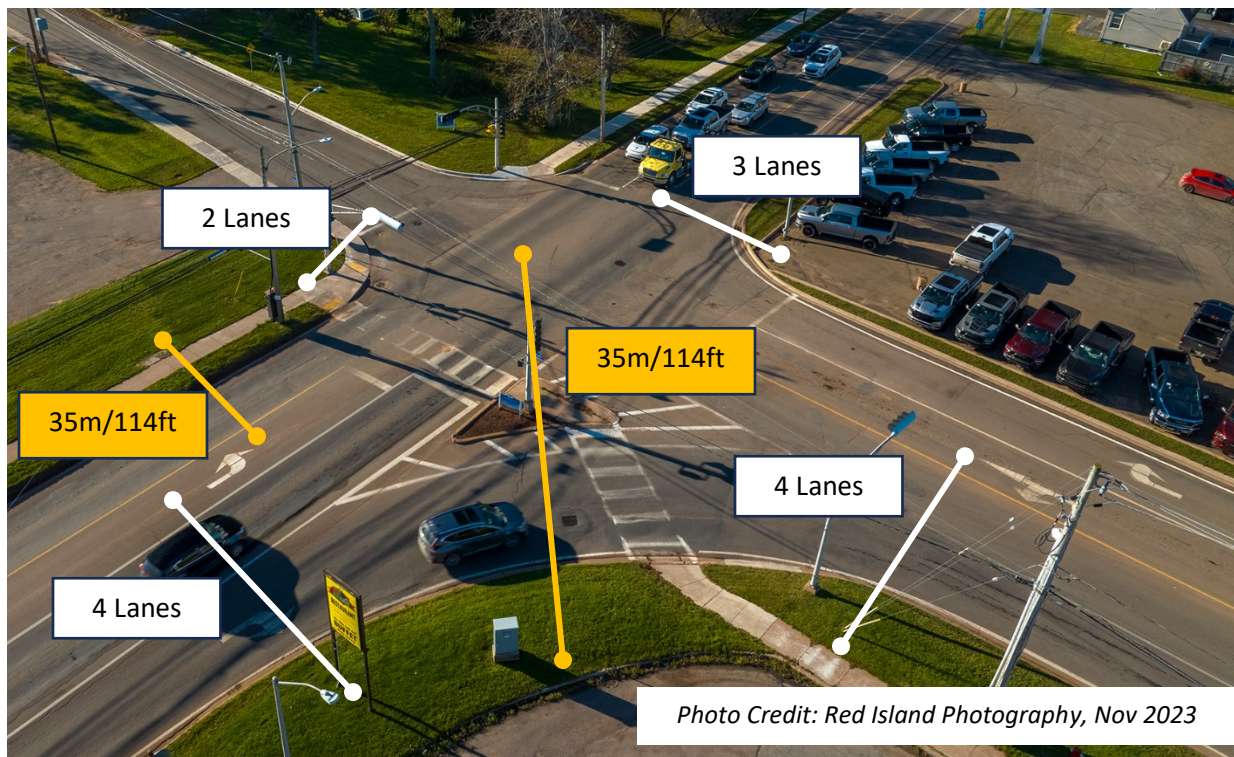


Roundabout

A one-lane roundabout would nullify all the other steps discussed in the ten previous pages. While it may (and is) uncommon for an AT advocacy organization to recommend a roundabout (as roundabouts are notoriously more dangerous for the AT community), we have considered all the options above and combined with street width limitations and the goal to infringe on private property land as less as possible. In short, a one-lane roundabout would reduce the motor vehicle footprint on all legs entering the roundabout and allow the provision for safer off-street separated pedestrian and bicycle/scooter lanes on land already owned by the city.

| Street | Current # Lanes | Lanes re-purposed | Revised Tot Lanes | Paved Portion | m/lane est | Property Lines | m/lane est. | Approx meters gained |
|-------------------|-----------------|-------------------|-------------------|---------------|------------|----------------|-------------|----------------------|
| MacEwen | 4 | 2 | 2 | 15m | 3.75m | 28.1m | 7.05m | 7.5m |
| Water Street East | 4 | 2 | 2 | 15m | 3.75m | 18.8m | 4.7m | 7.5m |
| Water Street | 3 | 1 | 2 | 10m | 3.33m | 15m | 5.0m | 3.33m |
| Glover Shore Road | 2 | 0 | 2 | 10m | 5.0m | 15m | 4.0m | 0 |
| Totals | 13 | 5 | 8 | | | | | 18.3 |

*Distance from its identified property lines has been measured according to the interactive Zoning Map (City of Summerside), Nov 2022. While we expect our numbers to be more or less accurate, please understand we could not close the streets down and measure these distances ourselves. However, this table helps to articulate the concept.



The roundabout will improve all traffic safety and traffic flow in the following ways:

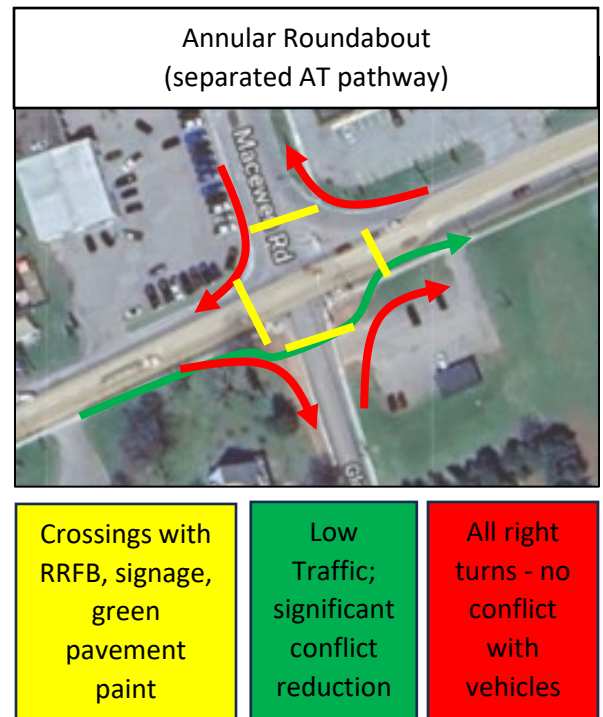
- One-lane roundabouts (compared to two or more-lane roundabouts) are safer for pedestrians and cyclists, and removing the turning lanes and traffic lights would improve traffic flow.
- Pedestrians and cyclists will have an off-street separation from motor vehicles on the approach and exit with RRFB at all street crossing intersections.
- Left-turning vehicles on all roads no longer need to wait for approaching vehicles to clear the intersection.
- Option to control the speed of approach with roundabout design.
- A four-leg roundabout intersection has 75 percent fewer conflicts between vehicles and pedestrians and other vehicles compared to a conventional four-leg intersection.⁵

Type of Roundabout Matters

The key is developing an annular roundabout – a separated bicycle/pedestrian path. In this treatment, a separated pedestrian and bicycle path is provided at the roundabout whereby cyclists/pedestrians can utilize this off-road facility, avoiding the need to ride or cross through the roundabout. It involves AT users placed on separated paths that begin before the roundabout and then onto a circular path around it. This design virtually eliminates all on-road bicycle left turn conflict points; however, cyclists/pedestrians are still subject to conflict with motor vehicles when the off-road path crosses the road.

To this end, we recommend:

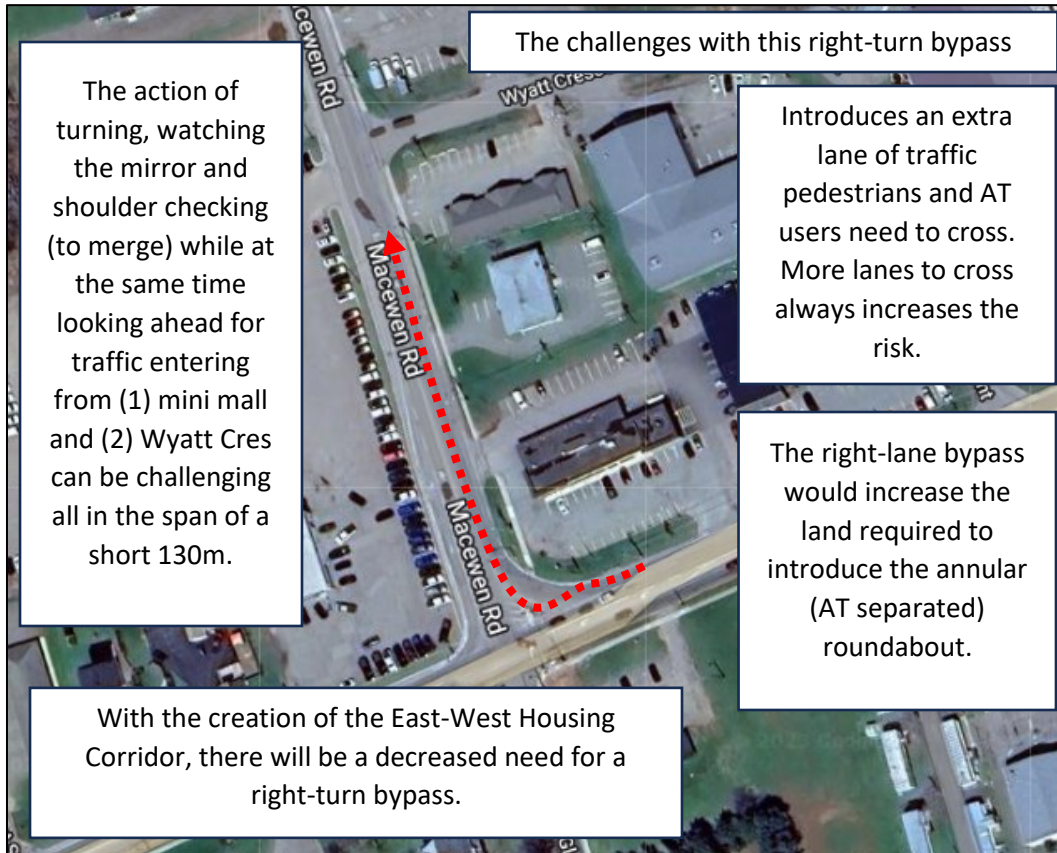
- A separated cyclist and pedestrian crossing at all legs
- Pedestrians and cyclists are given priority when crossing road legs
- RRFBs at all crossings
- The off-road path alignment should be as direct as possible while allowing the AT user to meet the crossing at 90 degrees to ensure sufficient distance and visibility for AT users to react to incoming motorists.
- Provision of signage and green pavement markings
- Holding rails attached to RRFB system and on the sides of splitter islands to allow cyclists to stay upright when waiting to cross the road legs.



⁵ US Department of Transportation (2000) Roundabouts: An Informational Guide. <https://nacto.org/wp-content/uploads/2015/04/round-about-informational-guide-fhwa.pdf>

The Removal of The Right-Turn Bypass

The impulse may be to keep the right-turn bypass lane that heads to MacEwen; however, this results in an extra lane to cross for AT traffic and more risk for vehicular traffic. Further, the risk is multiplied with the combination of shoulder checking to merge while watching for traffic coming out of two 3-way intersections (mini-mall and Wyatt Cres).



13. Water Street/Autumn

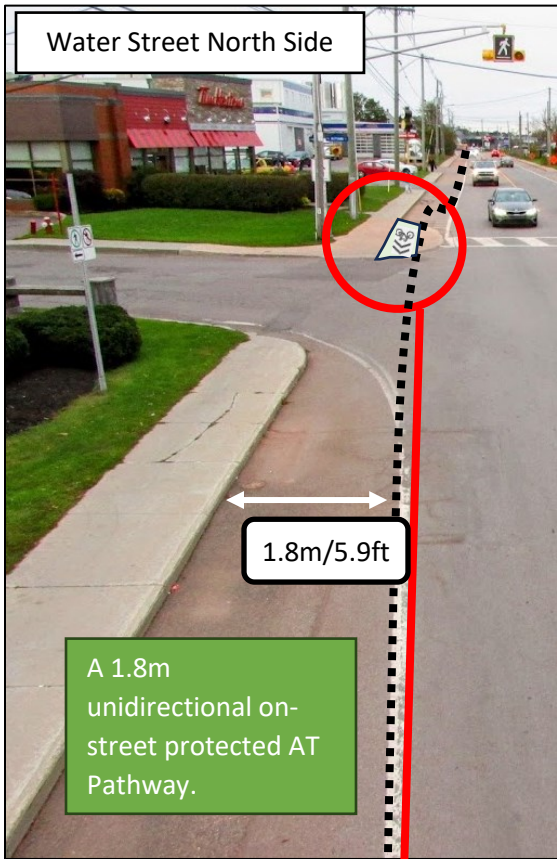


While we applaud the City for the street calming measures (see above in red circles); however, the measures intended to reduce the speed for motor vehicles at this intersection place AT users at greater risk by eliminating the traveling shoulder on both sides of the street for this 30m, forcing AT users to travel in the same lane as motor vehicles where the speed limit is 40 km/h. Only confident and experienced AT users would feel comfortable doing so. They would need to move “into” the lane in advance of the intersection (thus increasing the time the AT user would be in the travel lane).

We respectfully share our recommendations with the understanding that the traffic calming measures were made in December 2018 following a fatal motor vehicle collision with a pedestrian at this intersection and other historical collisions between motor vehicles and pedestrians.

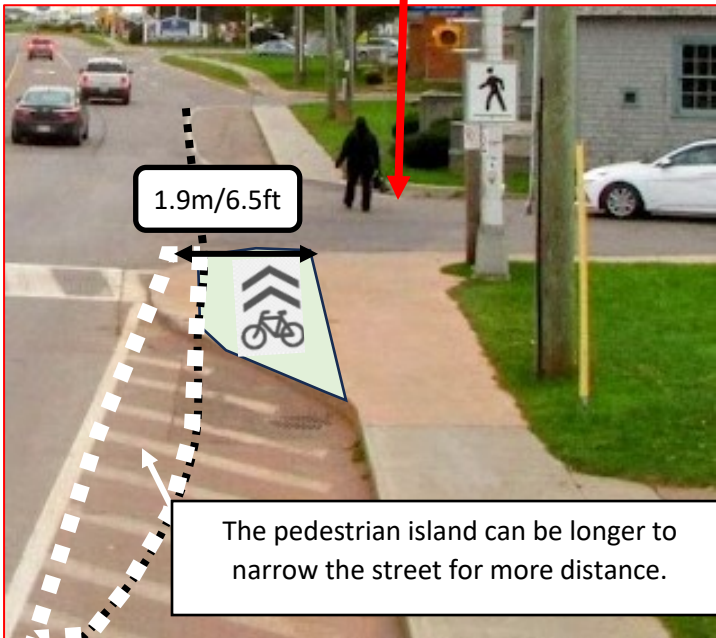
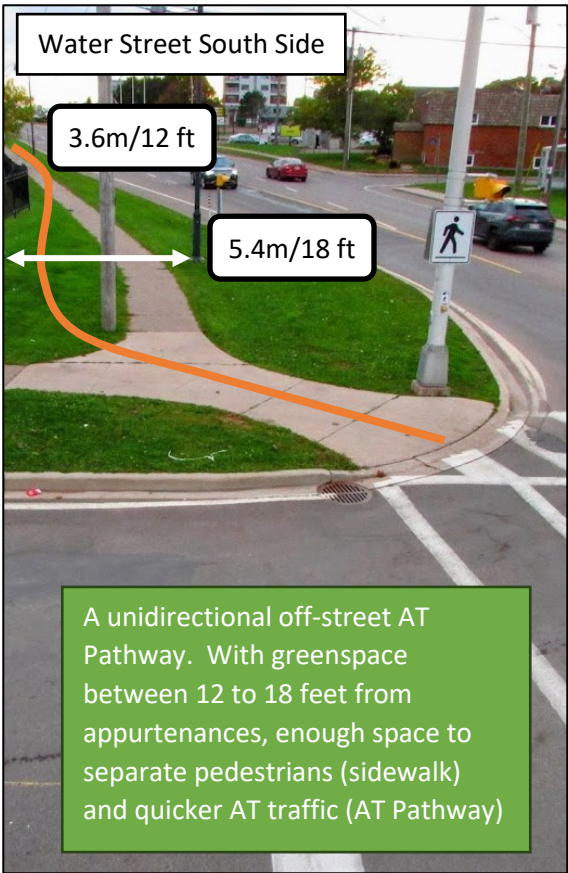
“Experienced cyclists tend to favour sharing the street with motor vehicles or using bike lanes at the edge of the pavement or curb. Inexperienced cyclists and children tend to feel more secure with some form of buffer between them and the travel lane. In order to create a bicycle friendly community, facilities designed to accommodate users of all skill levels must be provided.”
City of Summerside Official Plan (2018), Page 56





If the desire of the City is to retain the traffic calming measures, we recommend a pedestrian island that serves two purposes:

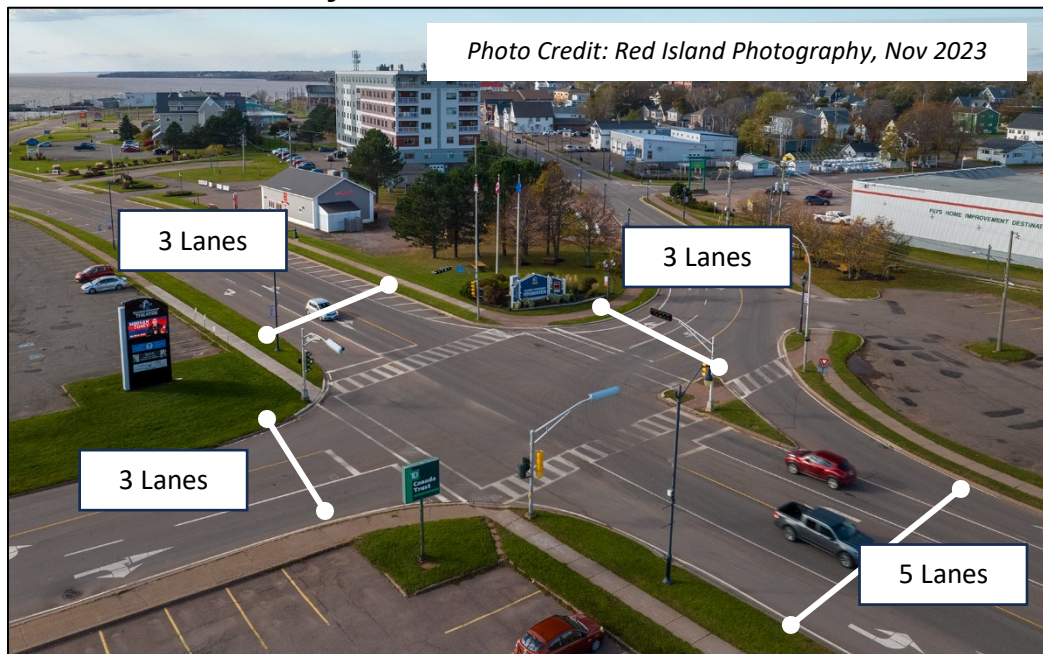
1. Separation of pedestrians and quicker AT traffic
2. Protection of most vulnerable road users by keeping AT traffic off the motor vehicle lane.



The narrowing of the AT Pathway is the result of maintaining the City's traffic calming measure via the pedestrian island; otherwise, we would not recommend the AT pathway to narrow at the intersection.



14. Water Street/Heather Moyse



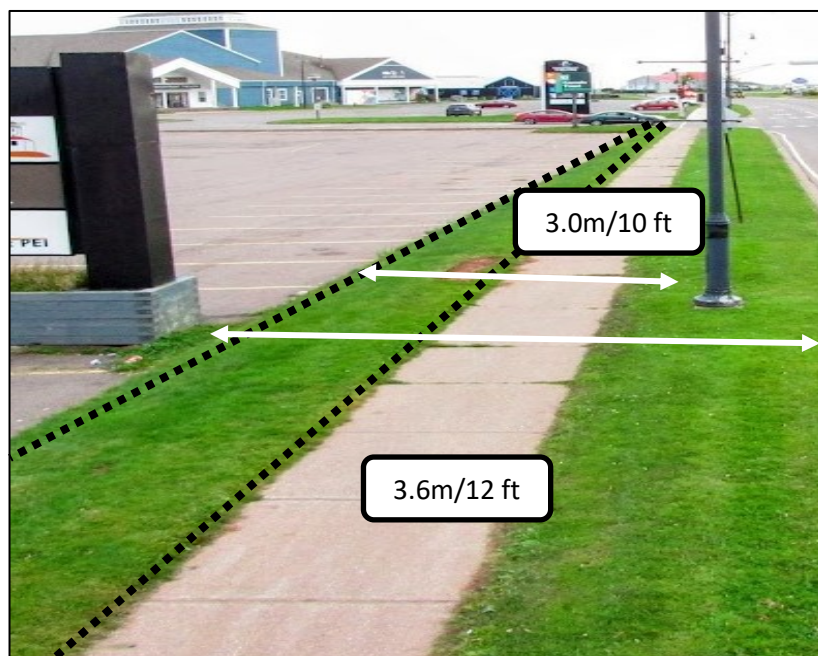
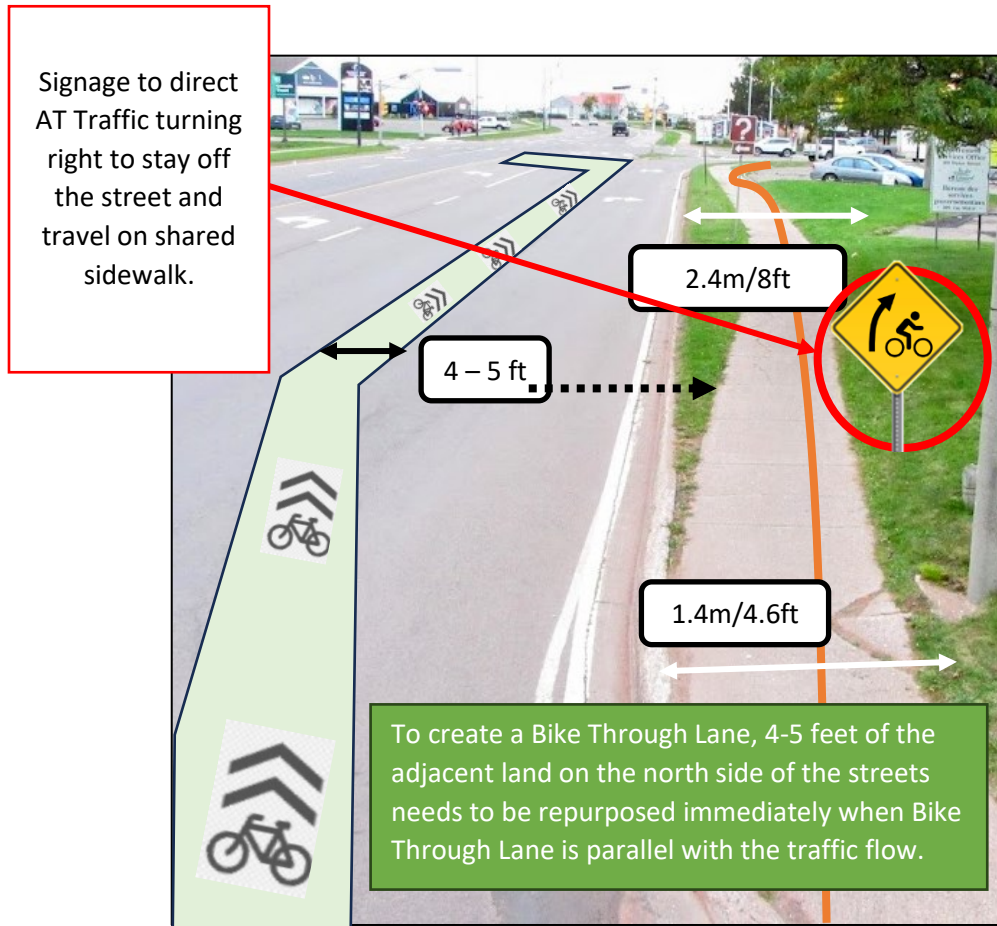
We provide two options for the Water Street/Heather Moyse intersection. First, we see merit in the City revisiting the City of Summerside Core Plan (2016) that recommended a roundabout. The plan states:

- “The current intersection of Water Street and Heather Moyse Dr is characterized by a 4-lane highway. Moving to a roundabout could reduce the highway cross section back to a 2-lane intersection similar to what is found north of the campus. Students will find it easier to cross 2 lanes rather than 4 lanes.” (p. 50).
- “The current road configuration shows Heather Moyse Drive as the natural drive-path with the downtown as a right turn off the lights. A roundabout is a more efficient way of managing traffic and it downplays the inferred priorities of right and left turns over through movements. The roundabout creates a signature gateway opportunity for the downtown which could include a landscape or even a water feature. Properly designed, a roundabout makes it easier for pedestrians and cyclists to cross streets safely while maximizing car throughput.” (p. 73)

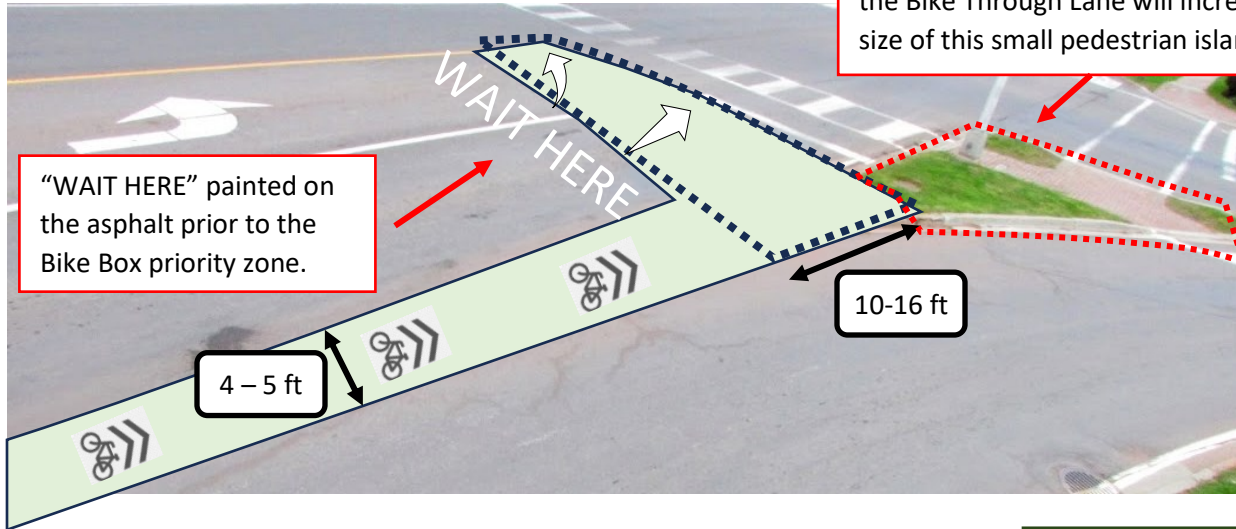
Refer to page 42 in this document for how one-lane roundabouts can be safer than multiple-lanes or two-way typical intersections if designed correctly.

The second option is a series of infrastructure retrofit improvements to make this intersection safer for AT users. We will review with the following two pages.

East side of the intersection

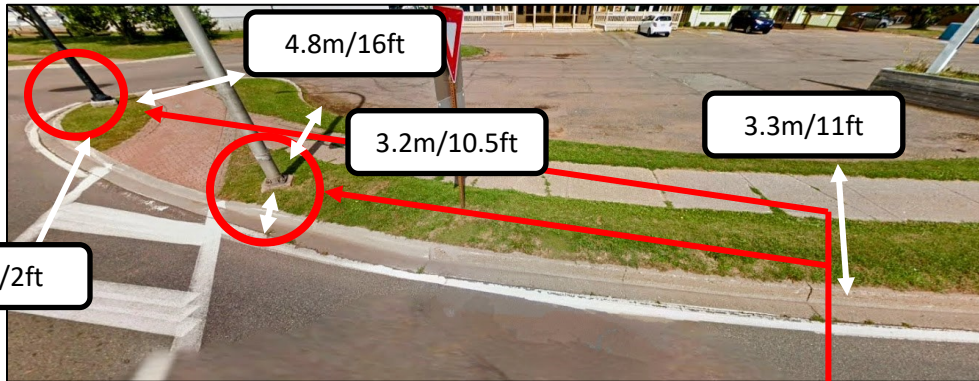


The Bike Through Lane and Bike Box Layout:

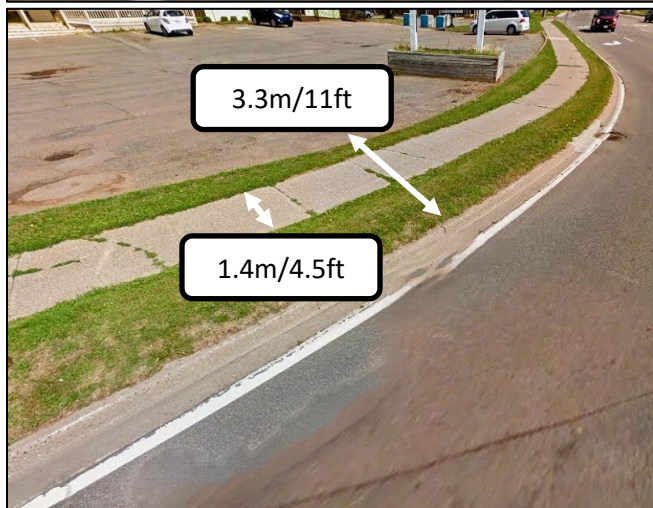


"WAIT HERE" painted on the asphalt prior to the Bike Box priority zone.

The street widening to accommodate the Bike Through Lane will increase the size of this small pedestrian island.



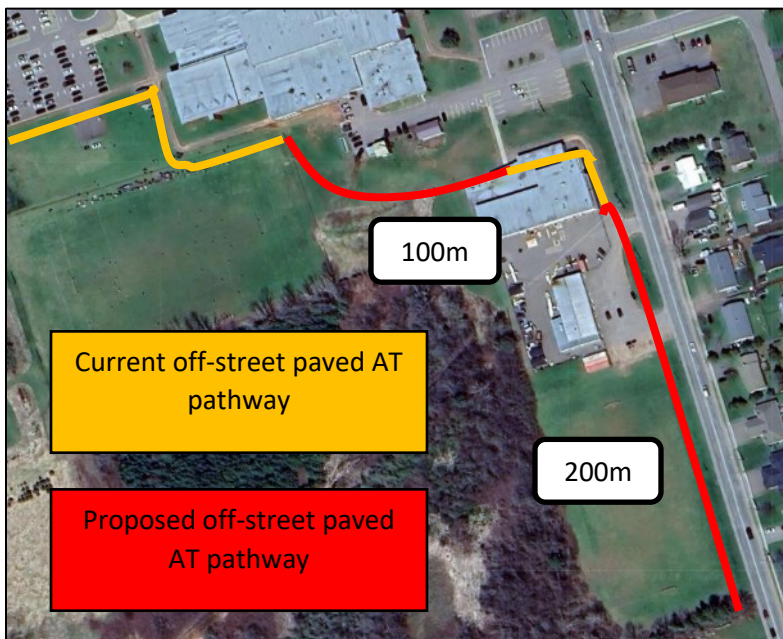
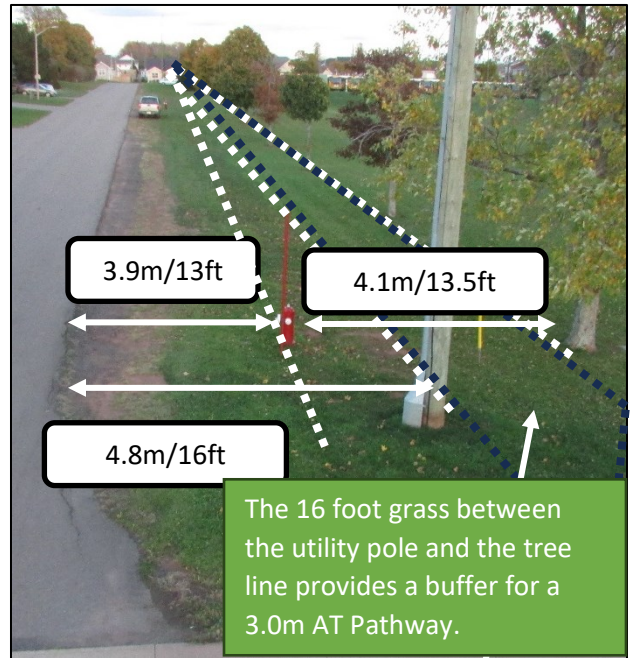
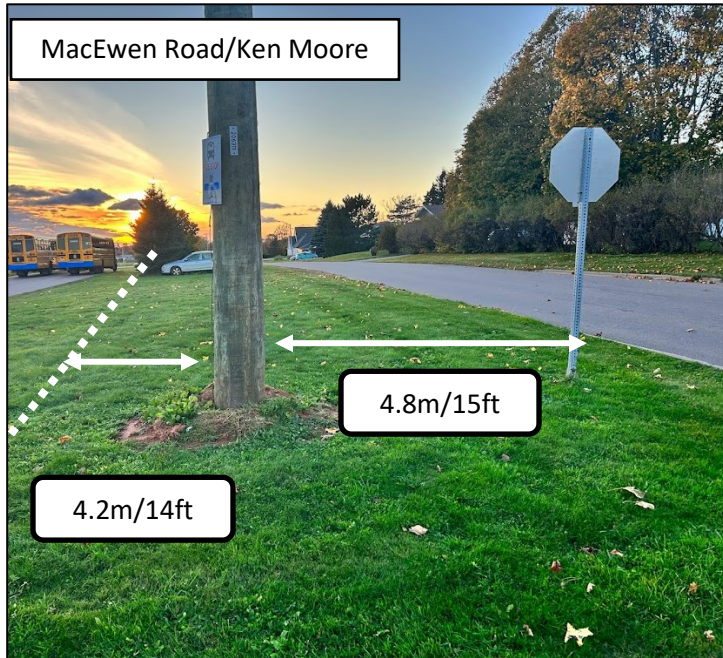
This Bike Through Lane creates safe passage so motorists can turn right unimpeded and AT users (with the advance lane choice) are not caught in the middle of the lane and in the way of motor vehicles turning right.



The challenge of moving over the right merge lane 4-5 feet is the subsequent land purchase and loss of business parking.

15. MacEwen/Ken Moore Ave

Two key recommendations involve two intersections near Three Oaks Senior High School. We recommend a partnership between the City of Summerside and Three Oaks Senior High in creating a bidirectional AT Pathway on PSB property that runs from MacEwen Road to Gerri Lynn Court. With this route, AT users would have a safe off-street passage before/after school and during the evenings. It all begins with the Victoria/Ken Moore Ave intersection:



We have also met with Three Oaks Staff, who are looking to create an outdoor classroom. We discussed interest in partnering to develop the following AT pathway (left). The potential to have the AT Pathway off-street on MacEwen in front of the rugby field would also ensure parental parking could continue as parents usually park on the shoulder of MacEwen to watch their child play team sports.

16. Victoria/High Street

The current angle of the intersection can present a hazard for pedestrians and cyclists. We have received reports of vehicular traffic driving on top of the sidewalk when traveling west on Victoria. If possible, we recommend the intersection be reconfigured closer to a normal right-angle junction. While not a pure oblique intersection, the PEI AT Network Plan (draft, 2022) states changing the road geometry of oblique intersections to be more of a right-angle: “will help to limit pedestrian and cyclist exposure to vehicular traffic at the intersection, and will improve sight lines for all road users” (page 26).

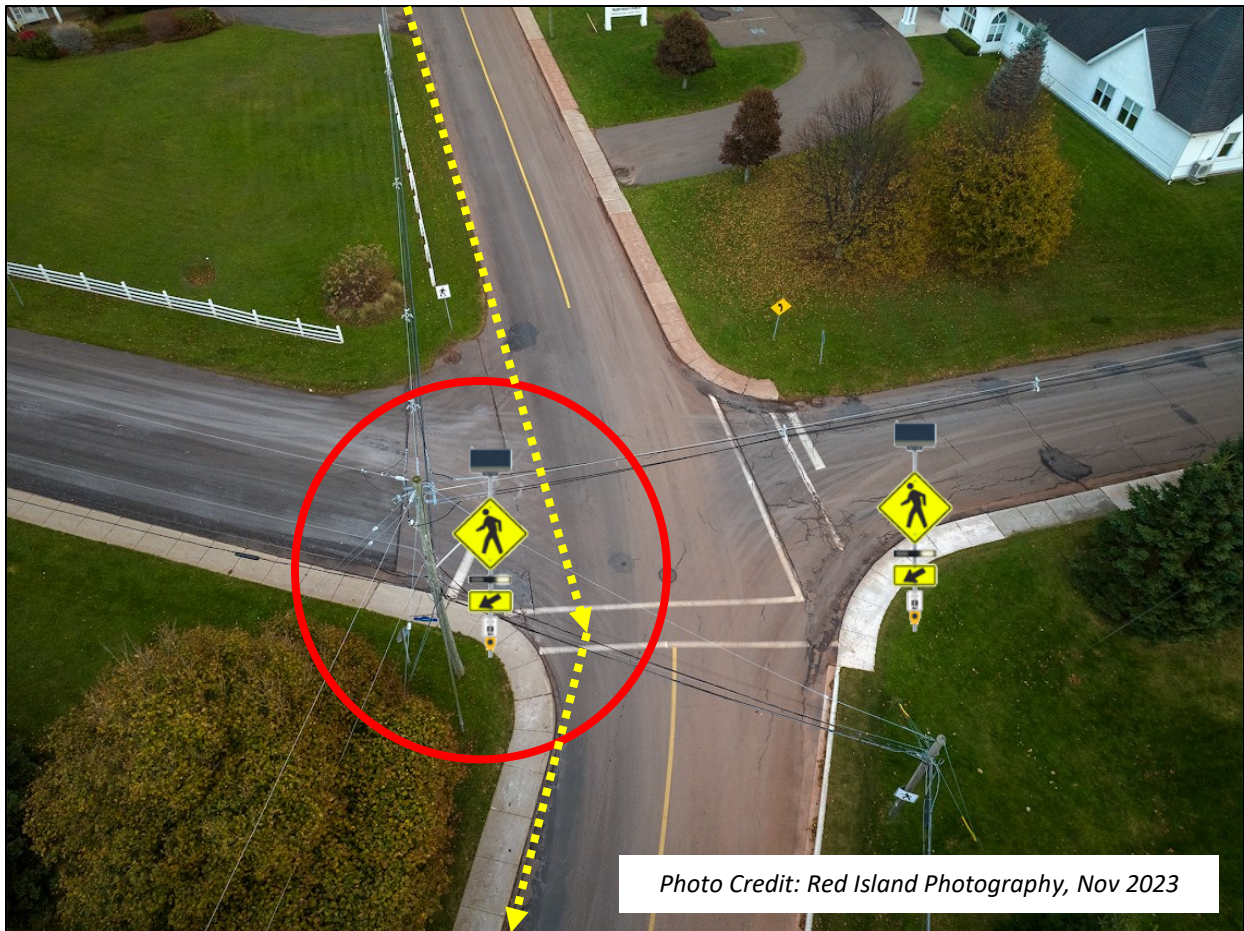


Photo Credit: Red Island Photography, Nov 2023

We recommend:

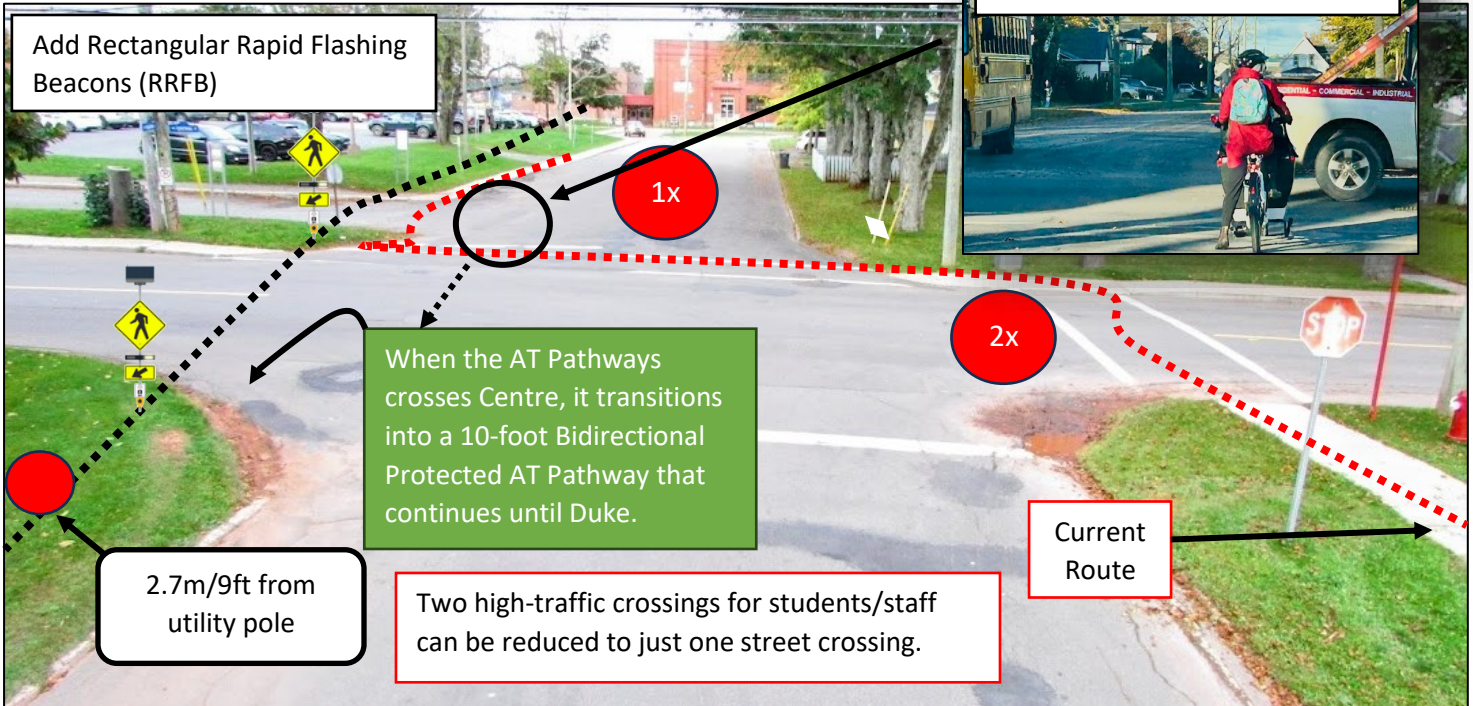
- (1) Consider changing the road geometry at the corner
- (2) Adding a Rectangular Rapid Flashing Beacon (RRFB)

17. Central/Beaver

Central/Beaver is a high-traffic street that is a major access street to two schools (SIS and Parkside), Schurman Park and Queen Elizabeth Ballpark Park.



Mother transporting two children in the front of her bicycle in a cargo bicycle every morning at drop-off time (2023)



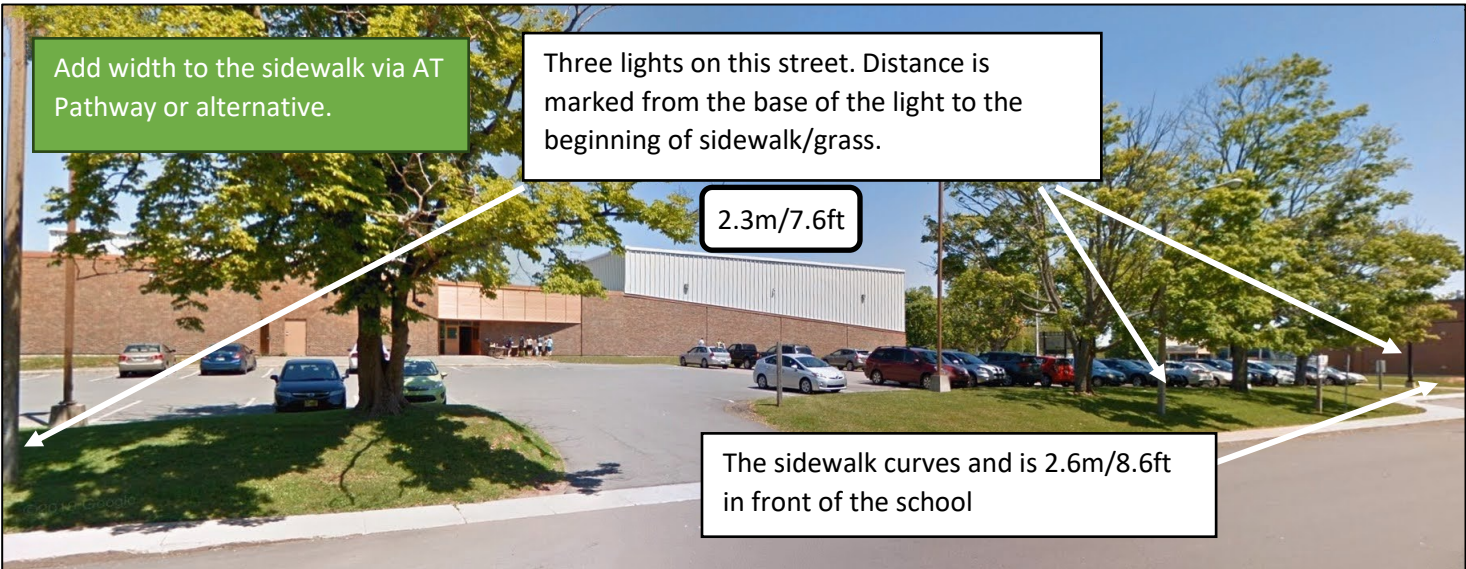
Add Rectangular Rapid Flashing Beacons (RRFB)

When the AT Pathways crosses Centre, it transitions into a 10-foot Bidirectional Protected AT Pathway that continues until Duke.

2.7m/9ft from utility pole

Two high-traffic crossings for students/staff can be reduced to just one street crossing.

Current Route



Add width to the sidewalk via AT Pathway or alternative.

Three lights on this street. Distance is marked from the base of the light to the beginning of sidewalk/grass.

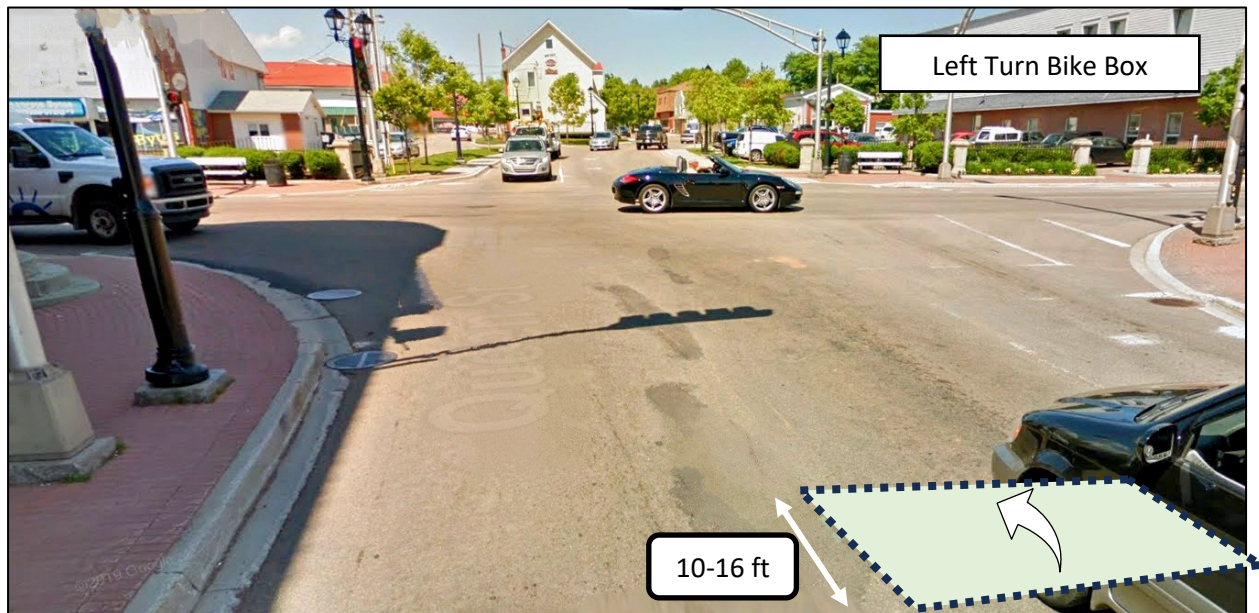
2.3m/7.6ft

The sidewalk curves and is 2.6m/8.6ft in front of the school

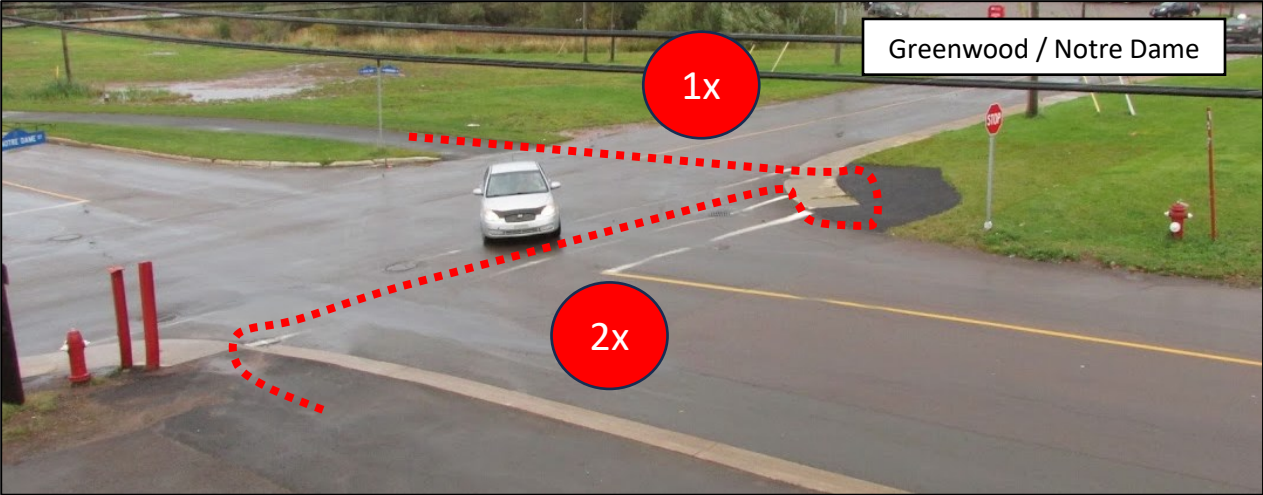
18. Central/Water

Creating a bike box at the Central/Water Street intersection is critical as when cyclists are stopped, they may struggle to regain balance with the grade at the intersection.

The Bike Box allows cyclists to regain balance while not worrying about swerving into motor vehicles if it takes them a few pedal strokes to have balance and move forward uphill.

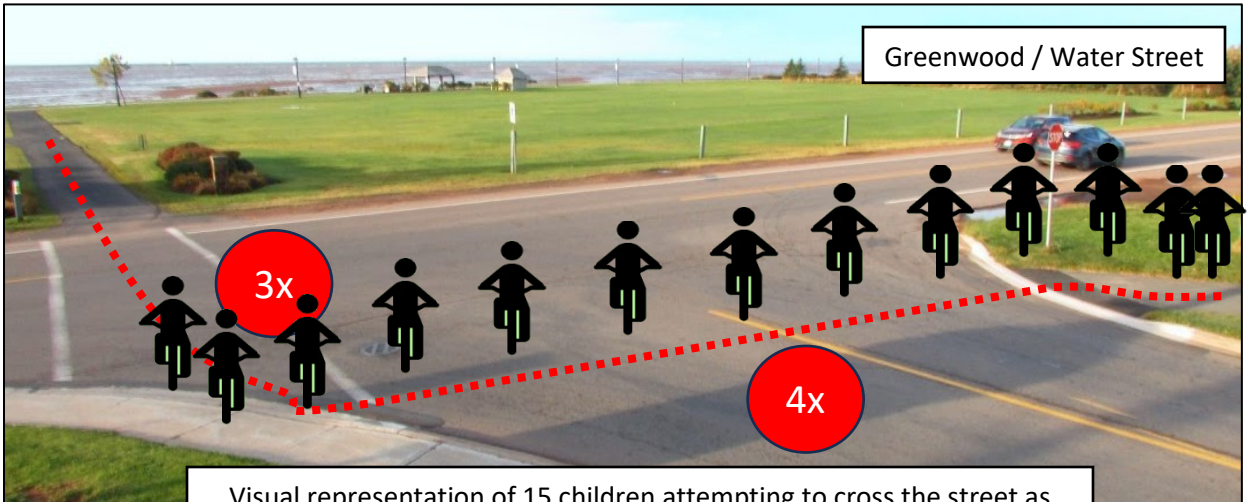


19. Greenwood/Notre Dame & Greenwood/Water



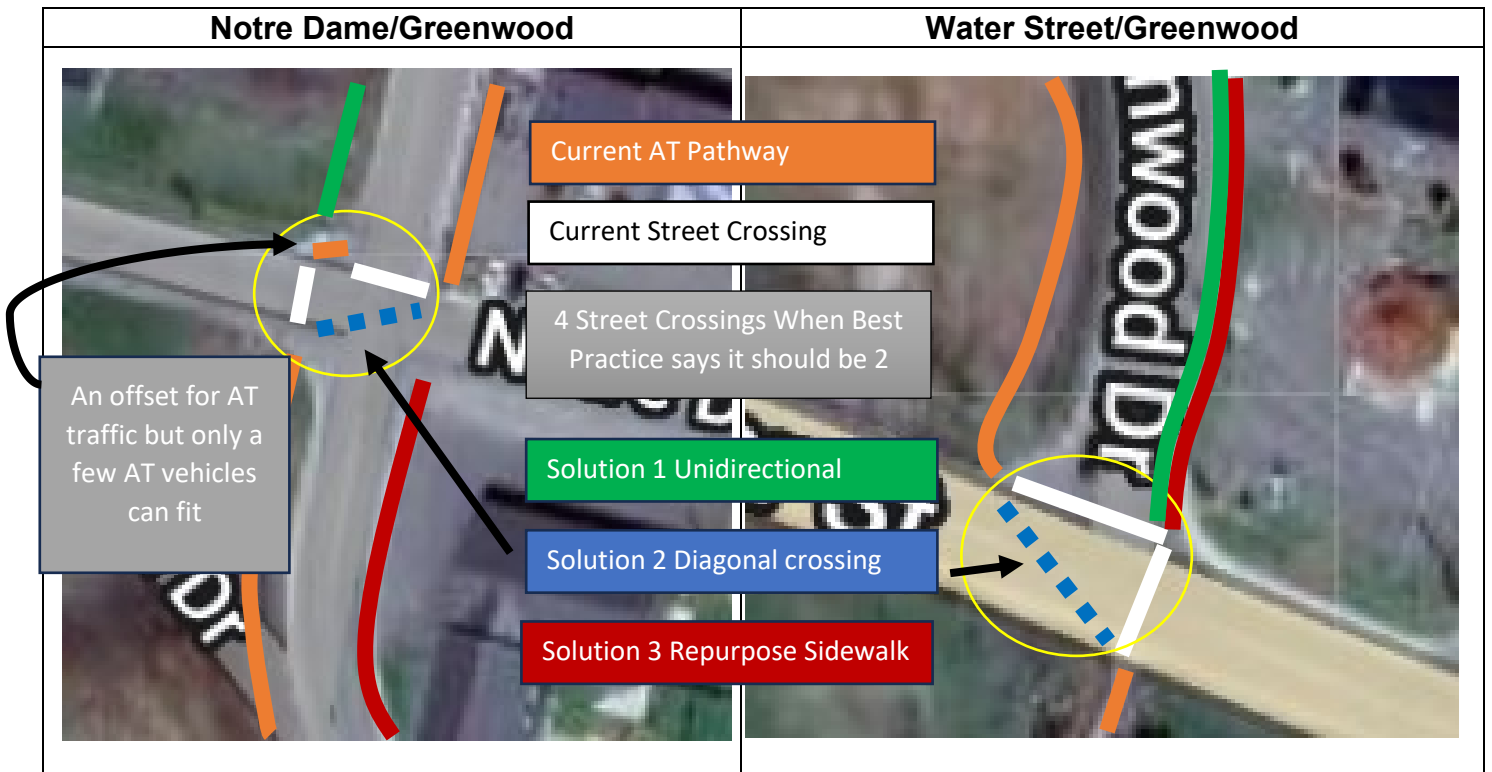
The path to connect the Greenwood Drive AT Pathway across Notre Dame Street (above) and the Greenwood Drive connection to cross to Water Street (below) are not based on best practices in AT Design.

In fact, instead of having two street crossings (best practice), the current design doubles the number of times AT traffic crosses the street. Further, when AT users travel in groups, the risk is amplified. These “L” crossings leave groups of AT users “caught” in the middle of the intersection until the other direction clears. Ken Trenholm, who has bicycled with a group of 15 children daily every summer for the last 14 years, explained, “the children are in limbo in the middle of each street, just waiting for the next street for the traffic to stop so that we can get ourselves out alive.” At our Public Meeting on October 26, 2023, a mother who regularly bicycles with her family of seven in Summerside sensitively shared the challenges of navigating this corner and leaving her children in this indeterminate state of potential harm. One of her children requires adaptive bicycle technology, requiring more space than a typical bicycle. We know better, and we must do better.



Visual representation of 15 children attempting to cross the street as they wait for traffic on Water to stop before they proceed.

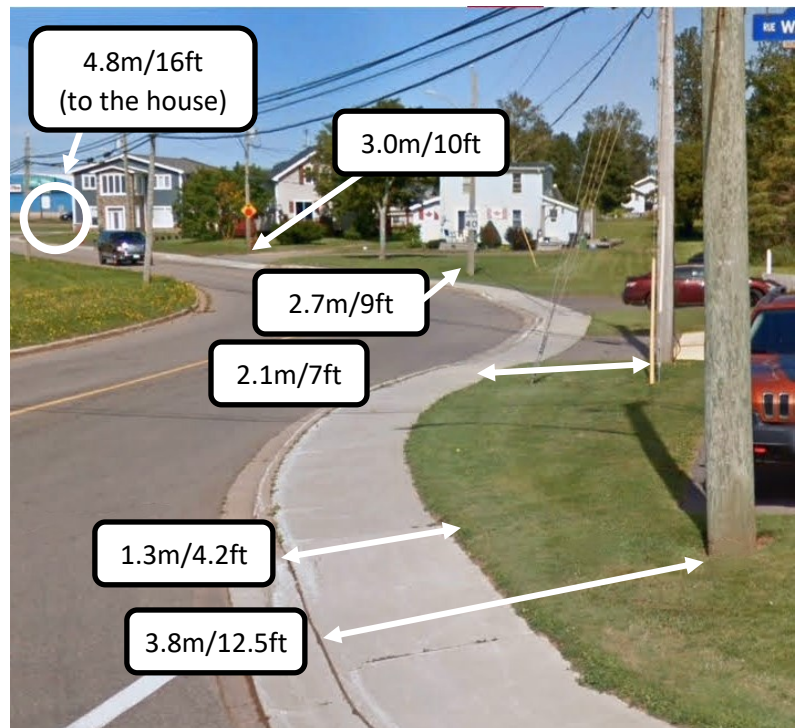
Now, let's look at three solutions:



Solution 1: Create a unidirectional AT Pathway from Pope Road to Water Street (570m of already paved width, Notre Dame to end of Turf field; 920m of 6-foot gravel up to Pope already is in place.) The higher cost recommendation.

Solution 2: Create a diagonal crossing at Notre Dame and Water Street. The challenge with this suggestion is many people may not know how to navigate these crosswalks and, as such, may put the AT users at greater risk. Also, this would require traffic from four directions to stop. We do not recommend this option.

Solution 3: Create a 1.8m Pathway on the east side of Greenwood (Notre Dame to Water) on the same side as the AT Pathway is on Greenwood. Green space is available from the sidewalk to the utility poles to create a 1.8m pathway alongside the sidewalk. This solution is the lower cost and the more initiative AT design.



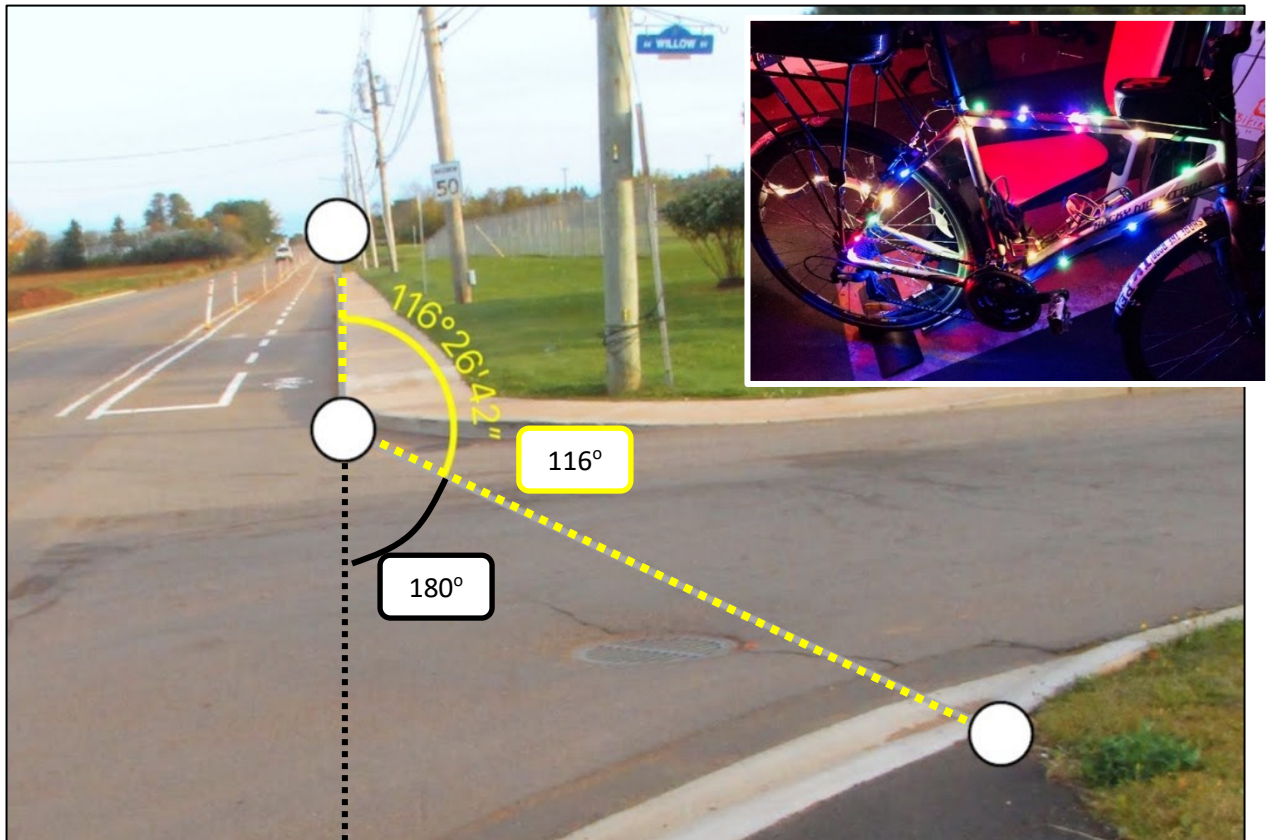
20. Greenwood/Willow Ave

There are two concerns at the Greenwood AT Pathway/Willow Ave intersection.

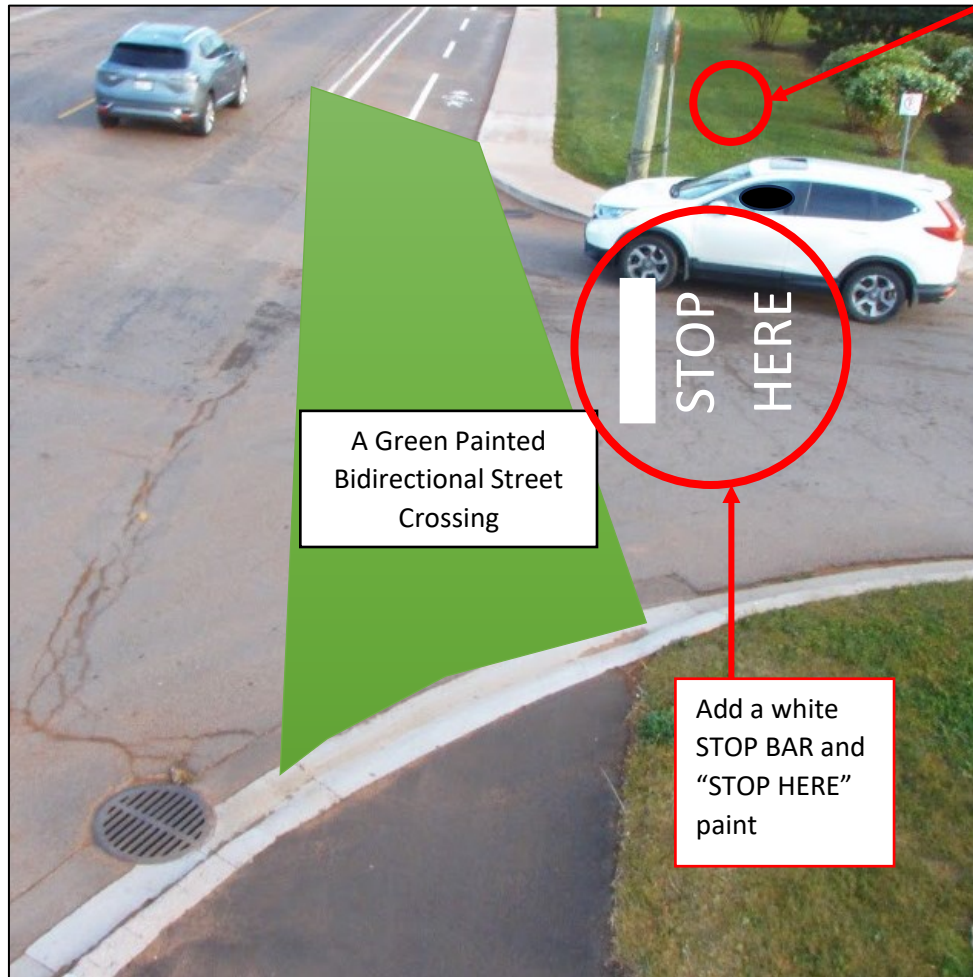
First, and consistent with the potential risk of all bidirectional pathways, is the issue of contraflow traffic. For example, when a motor vehicle is approaching from Willow Ave and is turning right onto Greenwood Drive (see image on the right), often the driver of the motor vehicle will not look right to check for traffic because they don't expect traffic to be approaching moving counter to the flow of motor vehicle traffic. So, the vehicle turns without looking (and seeing the AT user) -- this happened to Ken Trenholm when his bicycle was lit up during the **2022 Santa Claus Parade** and he narrowly missed being hit. SAFE Summerside has received reports of similar near collisions on Greenwood Drive since it was built based on contraflow movement.



The second concern is the “angle” the AT Pathway transforms from the north side of Willow to the south side. Specifically, the 116° angle to connect contraflow traffic to the south side of Willow is, in effect, “pushing” AT traffic into the motor vehicles. So, this seemingly benign intersection connected to the new AT Pathway has already been the location of many close calls.



There are two solutions to improve Greenwood Drive/Willow Ave.
First, include the following signage and paint at this intersection:



Signage to remind motorists of two-way contraflow AT traffic



A second solution would alleviate all concerns with this intersection, be more intuitive, and remove all contraflow traffic concerns: To create a unidirectional lane on the west side of Greenwood. The west side of Greenwood already has a paved width for 570m (Notre Dame to end of turf field), and the remainder (92m) has 6 feet of gravel along the street, which would only require up to two feet of paving as the eastern Bidirectional would be converted to a unidirectional.

21. Greenwood AT Right-Of-Way & Lack of Crosswalk/Crossing

There is a third intersection concern with the Greenwood Drive AT Pathway. The right-of-way designation does not appear to meet provincial right-of-law standards. The rules of right-of-way state that when turning, drivers must:

1. stop and yield the right-of-way to traffic on the street or highway;
2. check for pedestrians and other vehicles that may be approaching and yield the right-of-way to them; and
3. do not proceed until you are sure it is safe to do so. (<https://tinyurl.com/PEI-ROW>)

We'll provide two examples.

CORRECT



The east and west-bound traffic on Notre Dame has the right-of-way, and the AT Traffic (as other Greenwood Drive traffic) is to stop/yield, check for vehicles and pedestrians, and proceed if it is safe. This is how we interrupt the correct use of right-of-way.

CONCERN



The north and south-bound motor vehicle traffic on Greenwood Drive (from Notre Dame to Pope) has the right-of-way, but not AT traffic. Ironically, if there was no AT pathway, AT users would have the right-of-way and not asked to stop and yield to traffic entering the street. This practice continues for the entire length from Notre Dame to Pope, with AT users having a stop line painted before all streets or parking lots. It is our recommendation the stop bars be removed and replaced with a painted green AT Pathway crossing lane to give AT users priority and the right-of-way.

22. Confederation Trail

The following excerpt is from our recommendations submitted to the province during the Confederation Trail public consultations that ended on December 1, 2023. Many recommendations apply to the Province and the City of Summerside:

www.safesummerside.docs/CTR2023/pdf.

1. Pave the Trails

The trails become more accessible to various forms of active transportation:

- Walkers
- Rollerblades (getting more popular in Summerside)
- Thin-tired (road, racing, or hybrid) bicycles
- Skateboards
- Scooters
- Human-powered wheelchairs
- Bicycles with training wheels
- Thin-tired baby strollers
- Shopping carts, and much more.

Paving the trails also reduces the number of crashes. For example, the children I bicycle with often fall off their bicycle when making quick turns on the gravel as their front tire “sticks” into it, and then they are thrown off their bike. Children fall face-first and knees and hand out into the gravel with the need for first aid treatment, as gravel is a challenging (and infectious) foreign object to have embedded into the skin.

Lastly, a flat and smooth surface is preferred for people with mobility issues (who cannot drive a car or choose not to drive a vehicle) in Summerside. **We hear many people with mobility issues feel unsafe walking on sidewalks and prefer a paved surface.** We also see evidence of this happening regularly in our city (people with walkers and mobility scooters on the street when a sidewalk is available).



Here are two images of persons with mobility issues choosing to walk/ride on the flat surface of the street when there is a sidewalk present. A paved, smooth surface of the Confederation Trail promotes an all ages and all abilities network we advocate for.



2. Wintertime Maintenance

In municipalities where the Trail is used as an active transportation connector, we recommend grooming and clearing snow from the trails in the wintertime. Once the trails are paved, the safest trail on the Island will be accessible to people year-round. In Summerside, the trails are closed to snowmobiles in the winter, and we see the option to maintain the Trail over the winter as a key to maintaining year-round recreation, fitness, social, and equity for those who do not own or cannot drive a car. We must change the thinking that we “shut down” in the winter.



You don't see him struggling. I did. I watched as he carried his bag and tried to maneuver his walker over early morning frozen clumps of gravel.

The above photo was taken Nov 2023: A person using a walker to navigate the gravel of the Confederation Trail after a light snowfall. Later we talked at supper time, and he told me he had been out all day, visiting with friends, and that he does this every day on the Confederation Trail. He told me, “when the snow gets too bad, I travel on the road.” **With 4 pedestrian fatalities in the last 5 years in Summerside (including a collision with a walker, a wheelchair, and a mobility scooter), clearing the Trail in the winter is one step to help the most vulnerable road users be safe.** Increased safety = increased usage = increased sense of belonging = increased health.



A Mother traveling two children in a cargo bicycle (on the front) to school. She chooses the Confederation Trail as a safe connector and travels in all weather conditions. (Oct 2023)

3. Overhead Street lighting

Lighting improves safety and 24-hour access. Furthermore, overhead street lighting (while more expensive) would also be less prone to vandalism as the lights on the Summerside Boardwalk appear to need repair from vandalism regularly. Options to include charging stations become available with access to electricity as well.

4. Remove or open up the gates in municipalities

The width between gates makes the Trail inaccessible for some, a risk of injury for others, and leaves larger groups in the middle of the road waiting their turn to clear the gate.



We request the Confederation Trail gates be opened or removed based on three concerns:

- a. **Accessibility** (the width makes the Trail inaccessible for people who require a wider AT assistive devices, Trishaws, or a challenge for longer AT vehicles that tow cargo or ride a tandem bicycle)

Depending on funding, a min. of three (max: six) Trishaws will be in Summerside next summer thanks to the Rotary Club of Summerside, Community Connections, and Wedgewood/Summerset Manor. The width of the assistive bicycle requires the gates open.



Info: www.safesummerside.ca/CWA

Here are a few other photos of the Trishaw being showcased on the Boardwalk and Confederation Trail during the 2021 Pedal for Parkinson's (the gates needed to be open during this event).



Note the width of the Trishaw in relation to the 6-foot-wide Boardwalk and 8-foot Confederation Trail.



- b. **Injury** (a child's bicycle is the perfect height of the metal gates, and because they are less stable, they sometimes "smash" into the gates, and their fingers get caught between the metal gates and the handlebars);
- c. **Risk of Collision for Larger Groups** (larger groups take more time to navigate around and through the gates, leaving AT users in the middle of the road, waiting their turn to clear the obstacle.)



A Summerside resident shared an image of a 2023 crash at the South Drive gate.

The good news is there are already 16 streets in Summerside with the gates removed.

West Confederation Trail



| <input checked="" type="checkbox"/> NO GATE | <input checked="" type="checkbox"/> YES GATE |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
| Myrtle Duke Notre Dame Cedar N Market Market Second St First St Water (x 2) Queen Spring Granville Northumberland King | Glenn South Greenwood Elm Willow King |

“The most dangerous intersection in the city is the Water Street/Confederation Trail. I have nearly been run over twice,” community feedback.

East Confederation Trail



| <input checked="" type="checkbox"/> NO GATE | <input checked="" type="checkbox"/> YES GATE |
|---------------------------------------------|---------------------------------------------------------------|
| Autumn | Harvard MacEwen Gillespie Small Read Dr Autumn |

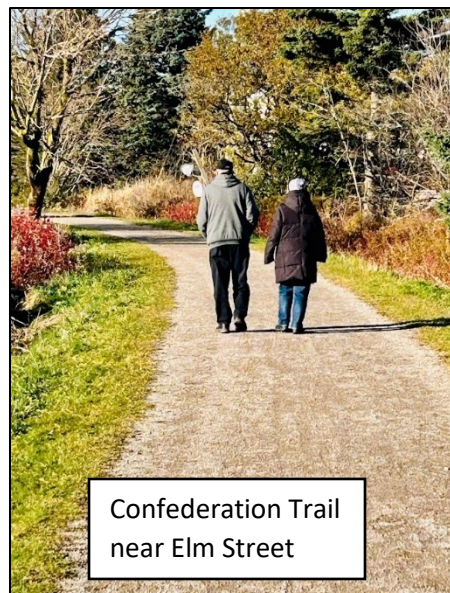
If opening or removing the remaining gates is not possible, we recommend a longer setback from the road. While this will not reduce injury or increase inclusion, it will facilitate larger groups of users (in my case, 15 children) being able to cross the street and spend less time in “limbo” as we wait for every single rider to navigate the gates. One particularly troublesome crossing is crossing Glenn Drive. It is on the city’s outskirts, and there is a bend in the road, and the corner is tree-lined (thus, we only see the vehicles traveling at a high rate of speed when they make it around the corner). While crossing, I stand in the middle of the road, my body between the children passing behind me and my bicycle between the oncoming traffic and my body. Mentally, I rehearse what I will do if I sense a car cannot react when they see us: Drop/throw my bicycle and pick up/run and carry the children as quickly as possible.

5. Water Stations, Washrooms, and More Benches

These are necessary amenities best to support an all-ages and all-abilities approach. These facilities would also act as a rest stop or a shelter from the elements.

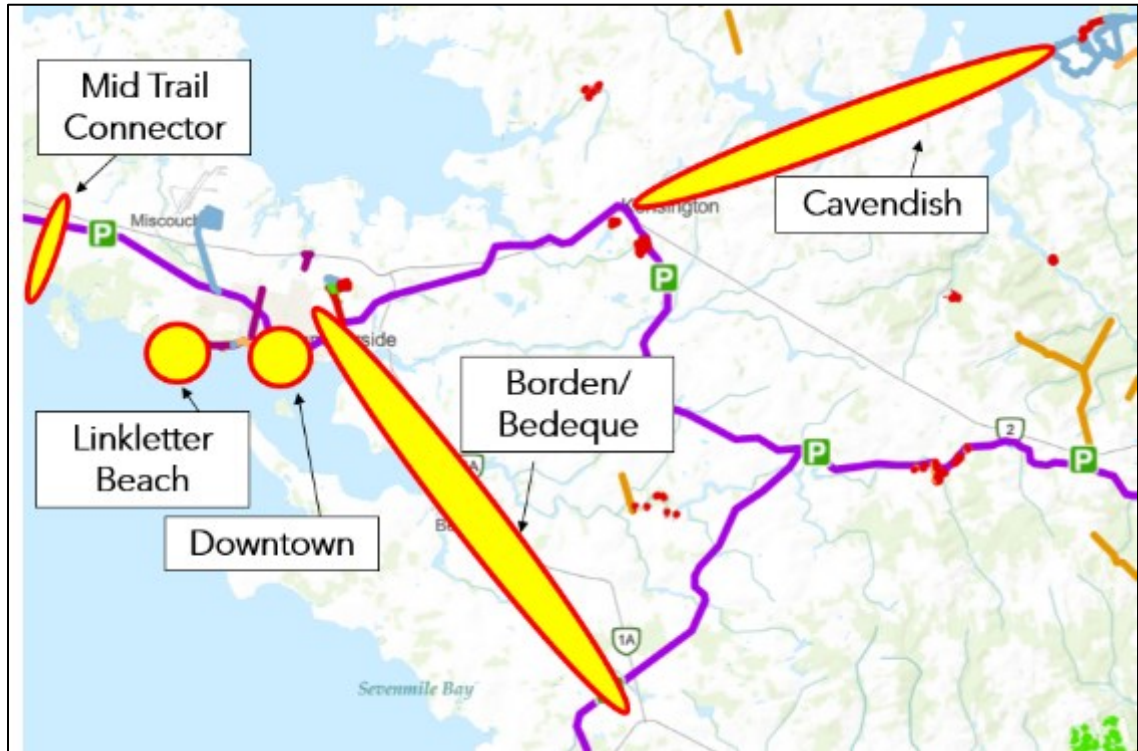
The washroom at North Rustico Beach is the best example of a world-class rest/washroom station that combines safe bicycle storage and 24-hour access. I don’t have any photos of the exterior, but this photo (to the right) of the interior impressed me so much that I had to take a picture of it. This facility illustrates the benefit of running water (hot and cold is important), real toilets, electrical outlets to charge cell phones, and an inside space large enough to bring your bicycle or other mode of AT inside (so, no need to carry a lock or worry about theft).

Also, we recommend less space between benches. A theme in our consultations with seniors is the need for more benches. It has been reported that walking is seniors primary form of exercise when some seniors are recovering from a health crisis or have health issues. Benches provide a time to reenergize, a place to socialize, and a time to pause and reflect.



6. Create New Connections

I was so encouraged when this public consultation was introduced, and I appreciated that it explicitly requested ideas for expanding or branching off. To this end, from a Summerside and Area perspective, five key destinations come to mind:



- a. Connecting to Linkletter Beach
 - i. A connection to the Confederation Trail via Emery Road (3.0km) or
 - ii. A partnership with the City of Summerside via the Boardwalk (1.7km) or
 - iii. Both (would enhance the network by creating a scenic loop)
NOTE: 43% of SAFE Members support a safe AT route that connects Linkletter Beach to Summerside, and I can say my cycling group of children would access this route many times annually. This extension would help serve the Summerside and Linkletter communities and increase active transportation and recreation options.
- b. Connecting Kensington to Cavendish (an off-road trail to Cavendish would best support the Island Walk route for all levels of walkers, hikers, and cyclists who are uncomfortable traveling this route with a lot of turns and hills)
- c. Connecting Summerside to Bedeque/Borden (another route on the Island Walk system and a central connector from/to Summerside)

- d. Connecting the Summerside Confederation Trail downtown to a pedestrian village of sorts, much like the success of the Kensington Railyard.

Recommend Kensington Railyard Duplicated Across the Province



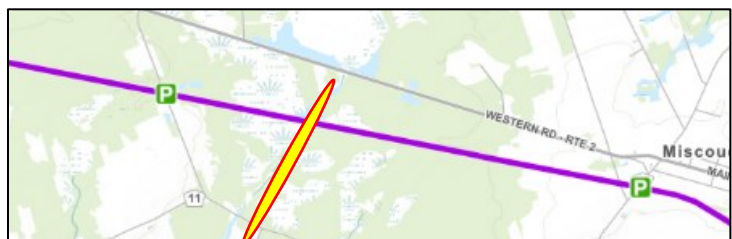
Currently, the Confederation Trails passes in the backyard and parking lots. The Core Plan (2016) for City of Summerside states:

- “In Downtown Summerside, the trail system loses its quality as the Confederation Trails runs through a parking lot. . . . On the waterfront, Spinnaker’s Landing is a popular boardwalk for visitors in the summertime; but lacks connectivity.” (p.27)
- “The Confederation Trail passes through the backside of the parking lots on Water Street. The trail would be much more memorable if it were brought to the Baywalk to maximize views of the waterfront.” (p. 73)

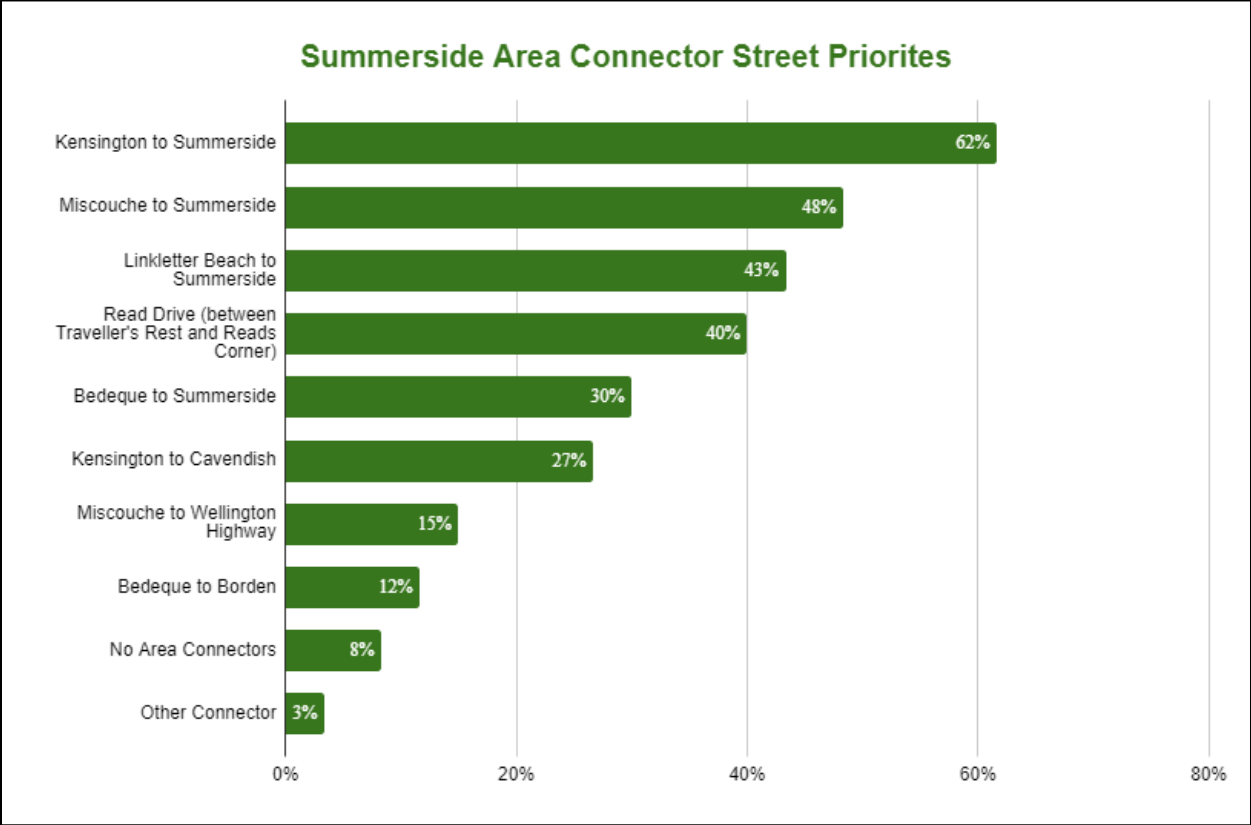
We recommend branching the Confederation Trail to Spinnakers Landing as the Core Plan states -- opening many possible experiences for the Trail User.

- e. Add a mid-trail extension between Lady Slipper Drive and St. Nicolas Road (the 5.8km without a connecting street or road creates a potentially unsafe environment or a feeling of “being trapped” for some people).

Muddy Creek runs perpendicular to the Trail that connects Route 2 and Route 11 (a potential extension route, perhaps).

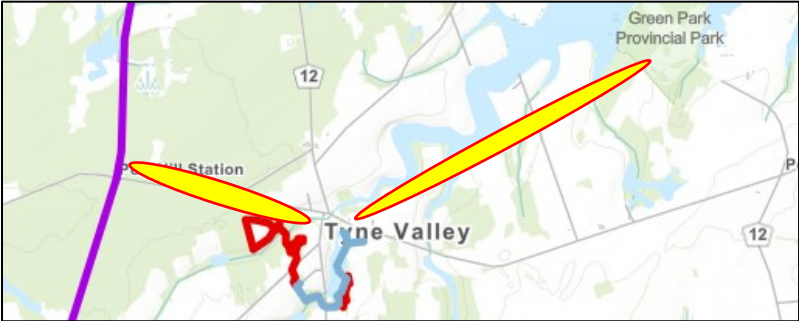


Here, we provide a chart of our membership survey to illustrate the top corridor connections:

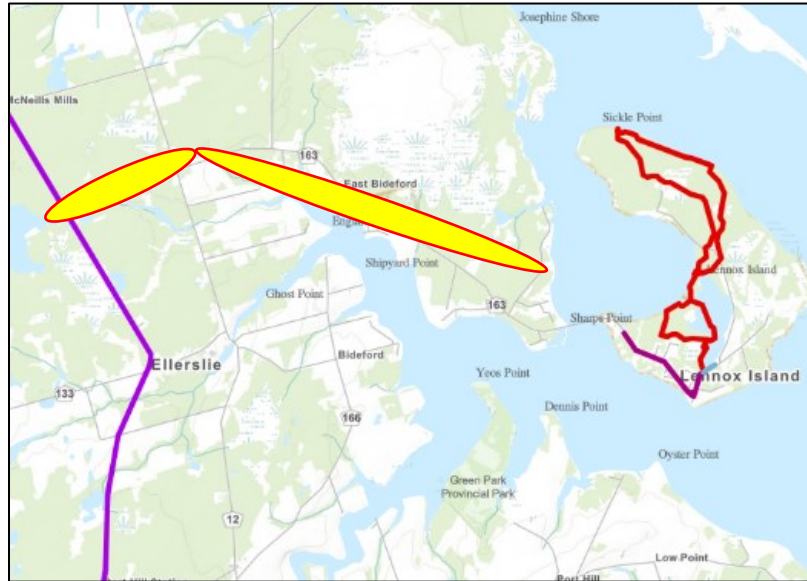


We also have recommendations for western PEI:

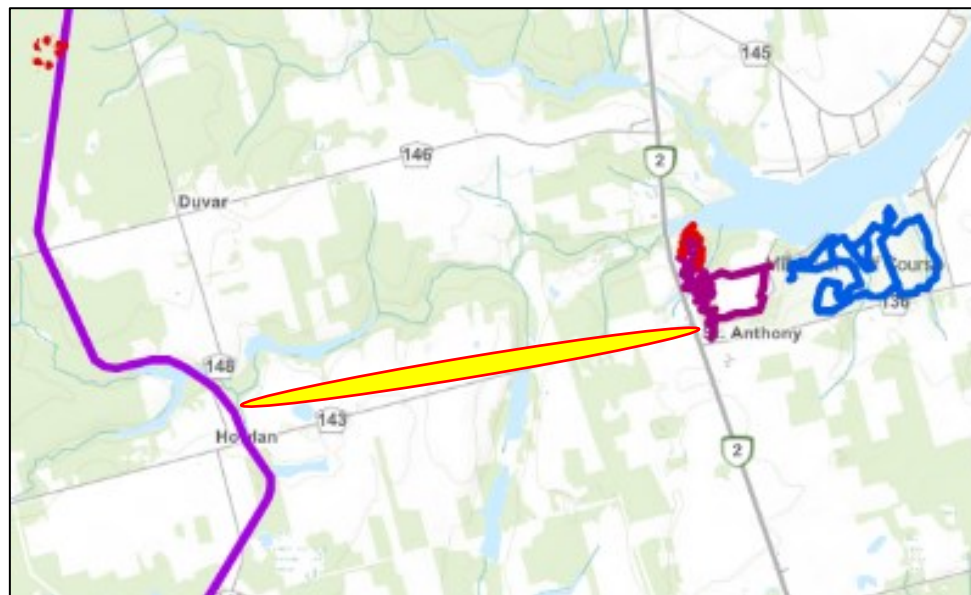
- f. Utilizing a branching out at Port Hill Station to connect with
 - i. Green Park
 - ii. Tyne Valley



- g. Utilizing a branching out between Ellerslie and McNeills Mills to connect to Lennox Island



- h. Utilizing Howlan Road (or Carruthers Brook) to connect with Mill River



7. We Do Not Support Sharing the Trail with ATVs

SAFE Summerside is opposed to allowing access to ATVs on the Confederation Trail. The Trail is world-renowned as a popular tourist attraction for walkers, hikers, and cyclists. It is a pan-PEI haven for people who find peace, enjoyment, and safety when we can “get away” from motorized traffic.

At a time when we fully understand the need to protect our environment and natural landscapes, allowing motorized vehicles on the Trail would be turning back the clock. The Island Trail comprises 410 km of rolled stone dust with gentle gradients. I have met close to a hundred tourists on the Trails over the years, and the consistent message is about the pristine quality of the traveling portion: “It is not like anything at home” and “You are so lucky”. This will be altered with ATV use.

Further, it is well-researched that the risks of ATVs sharing pedestrian/cyclist trails are a safety concern, will significantly reduce non-ATV use of the Trail by close to 50 percent, and will reduce the health benefits⁶. The PEI Active Transportation Strategy calls for a system designed with a beginning cyclist in mind⁷, and shared streets between motorized vehicles and cyclists require a high degree of confidence and skill on the part of the bicycle rider.⁸ Beginner cyclists would no longer look at the Confederation Trail as an option.

⁶ SAFE is in the process of compiling an annotated bibliography on this issue but two studies from Acadia University quantify the comments made above:

VanBlarcom, Brian and Janmaat, John (2008) Estimating the Health Benefits from a Proposed Rail Trail. Department of Economics, Acadia University, Wolfville, NS

https://economics.acadiau.ca/tl_files/sites/economics/resources/ACEA/Papers%20and%20Proceedings/2008/B.Vanblarcom.et.al.2008.pdf

Janmaat, John and VanBlarcom, Brian (2009) 'Impact of all terrain vehicle access on the demand for a proposed trail', *Managing Leisure*, 14:1, 57 — 70. Department of Economics, Irving K. Barber School of Arts and Sciences, University of British Columbia, Canada and 2Department of Economics, Acadia University, Wolfville, Canada <https://doi.org/10.1080/13606710802551262>

⁷ “When thinking of safety, it is important to think of all users and not just a confident cyclist or an experienced walker when designing routes. Ultimately, if an active transportation system is designed to provide safety for a grade one child to walk to school, an older adult to get their groceries or a beginning cyclist to bike to work, then it likely will be considered safe for most.” (PEI Active Transportation Strategy, Page 6).

⁸ PEI Active Transportation Network Plan, draft, page 25

With the province’s goal to double active transportation rates by 2030, eliminate pedestrian and cyclist injuries and deaths,⁹ and become Net Zero by 2040¹⁰, adding shared access for ATVs will most certainly have the opposite effect.

With a network of safe and well-maintained recreation trails in Summerside, it is a concern that if ATVs were permitted on the Confederation Trail, there would be “spillover” into Summerside’s recreational trail network that includes The Boardwalk/Baywalk, Rotary Friendship Park, Business Commons Eco Park, and the Hall Family Trail (all accessible via the Confederation Trail).

Best practices worldwide inform us that separation from motor vehicles is the key to increasing recreation/active transportation usage and safety. The safer someone feels to ride a bicycle or walk, the more frequently they will do so.¹¹ In fact, in 2011, Trans Canada Trail stated it would no longer fund or promote trails that allow all-terrain vehicles¹². On November 27, 2023, Eleanor McMahon (President & CEO of Trans Canada Trail) issued a public statement¹³:

Since 1995, we have contributed \$2.5 million to 55 different projects and initiatives on the Island. . . . We are advocating for the Confederation Trail to remain a greenway, meaning that we would like to see the existing motorized vehicle ban upheld. We have written to the Minister of Transportation to share this perspective and to outline our concerns that any change to the existing policy would have a detrimental impact on trail user experience, trail infrastructure, trail quality, and in turn, on the tourism and economic development generated by the Trail.

Permitting motorized vehicles on the Confederation Trail risks compromising the pristine and peaceful environment that makes it a leading trail tourism asset, ultimately altering the experience for visitors and threatening the economic impact of a thriving tourism industry.

Trans Canada Trail, in partnership with trail groups and communities in PEI – and the rest of Canada – is steadfast in its commitment to protecting and increasing the number of designated greenways to enhance the safety and enjoyment of non-motorized trail users.

While we understand the comments by the Transportation Minister Ernie Hudson (“There’s tremendous opportunities here to work with the ATV Federation and to

⁹ PEI Active Transportation Network Plan, draft, page 6

¹⁰ <https://www.princeedwardisland.ca/en/information/environment-energy-and-climate-action/path-to-net-zero>

¹¹ IPSOS Market Research Group (2022). Cycling Across the World

<https://www.ipsos.com/sites/default/files/ct/news/documents/2022-05/Ipsos%20-%20Cycling%20Across%20the%20World-2022.pdf>

¹² <https://www.cbc.ca/news/canada/nova-scotia/atv-trails-lose-trans-canada-status-1.1042854>

¹³ <https://tctrail.ca/stories/trans-canada-trails-statement-on-peis-confederation-trail/>

grow the tourism aspect of ATVing”¹⁴) is good for tourism; however, we respectfully oppose ATVs on the Confederation Trail as it is not in the best interest of residents’ health, land, safe transport, and enjoyment.

¹⁴ <https://www.cbc.ca/news/canada/prince-edward-island/pei-legislature-mlas-question-future-confederation-trail-use-1.7024447>

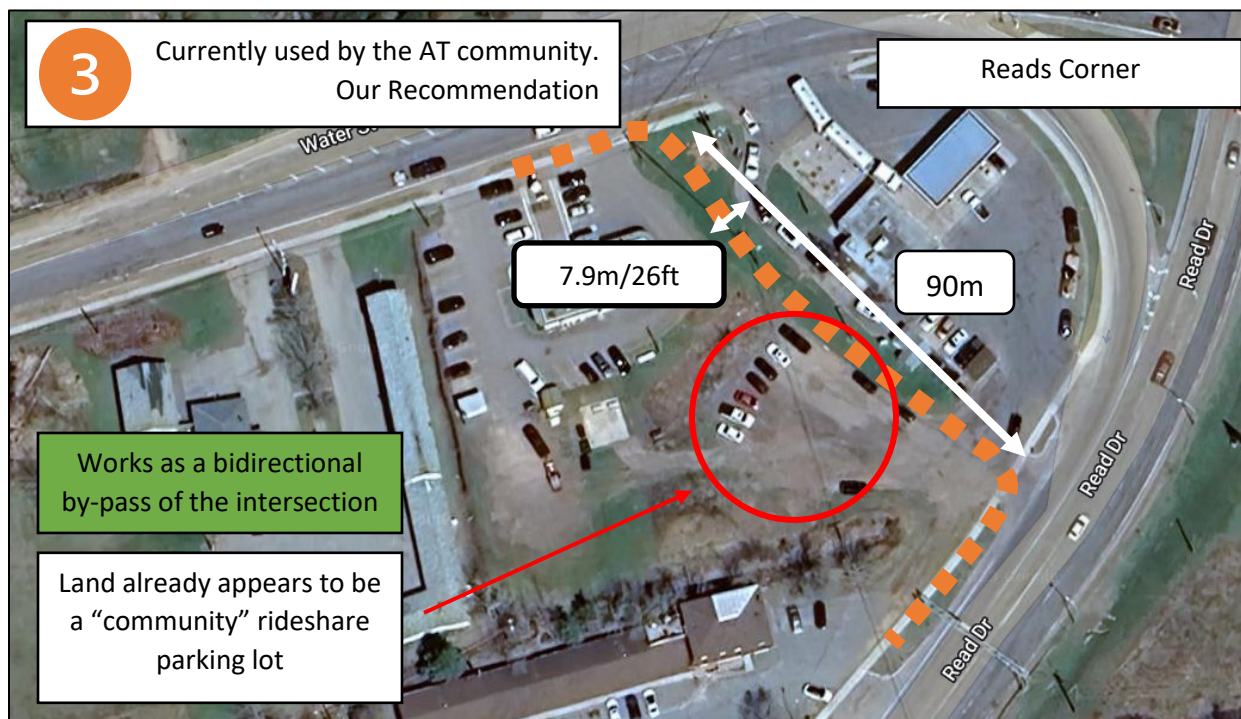
23. Reads Corner

The Reads Corner intersection is a risk for on-street AT traffic heading east. There are three solutions:

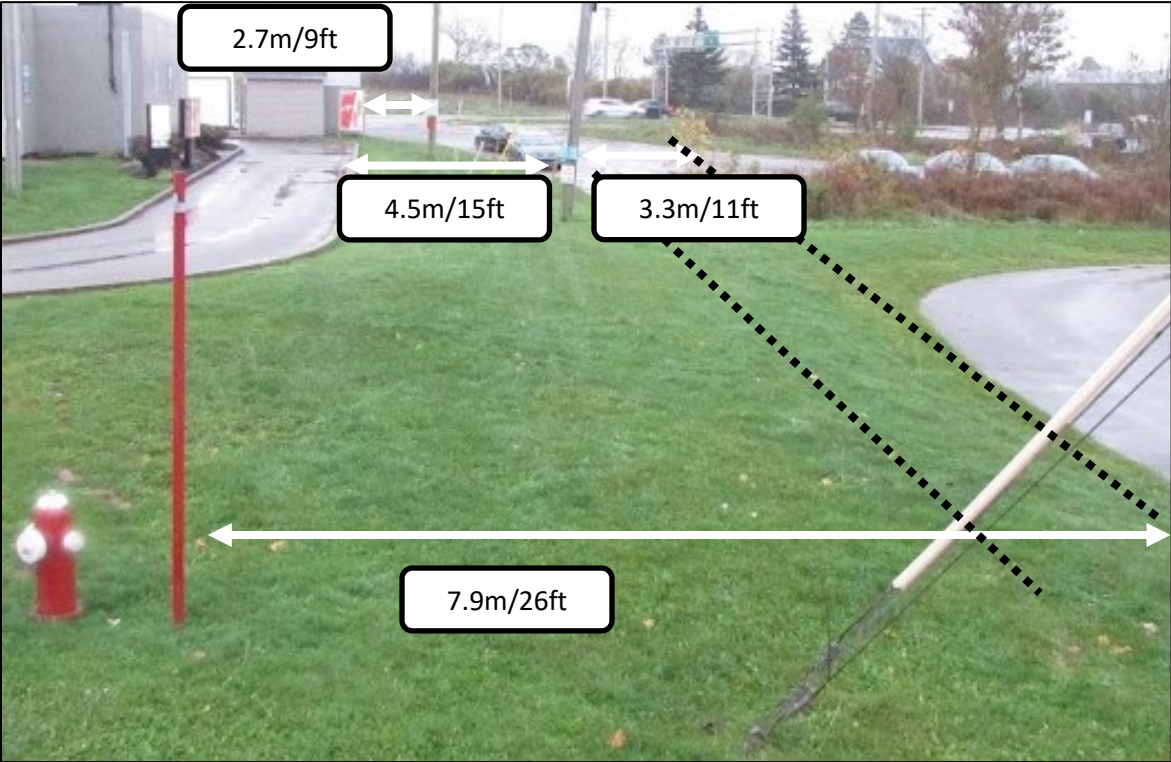
1
**REPOSITION
INTERSECTION
5-FEET NORTH**

2
**CREATE SHARED AT
PATHWAY AT CURRENT
SIDEWALK LOCATION**

3
**CREATE PARTNERSHIP
WITH PRIVATE
PROPERTY OWNER**



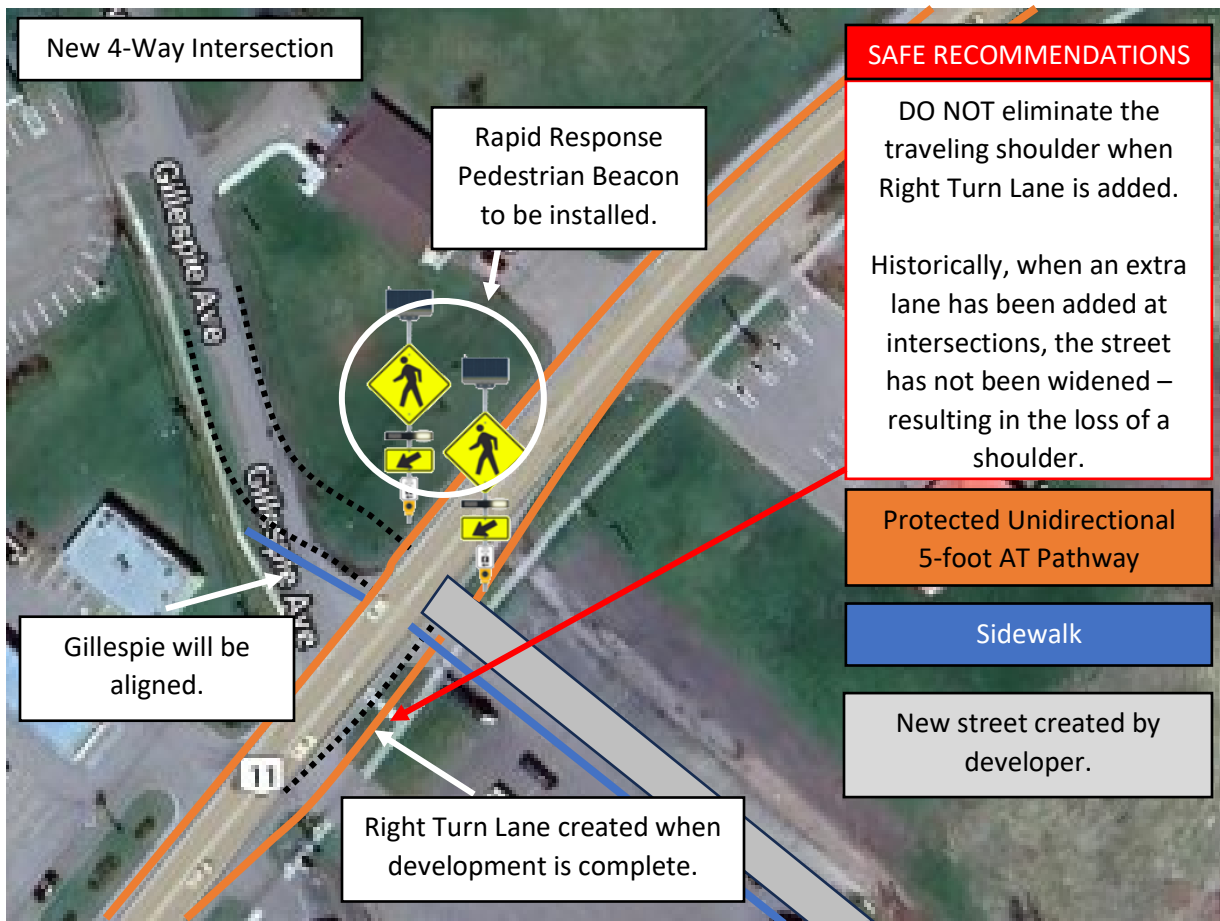
Upon closer examination, we see plenty of space to work with property owners and designate a route currently being used as part of the official AT network.



24. Gillespie/Water Street East

City Council approved a developer's rezoning application on properties south of Water Street East on September 18, 2023. The City will align Gillespie Ave and create a new four-way intersection to improve projected traffic flow once the develop has completed its final phase.

The following is a combination of the plan for the intersection (as we understand it) as well as our SAFE Recommendations:



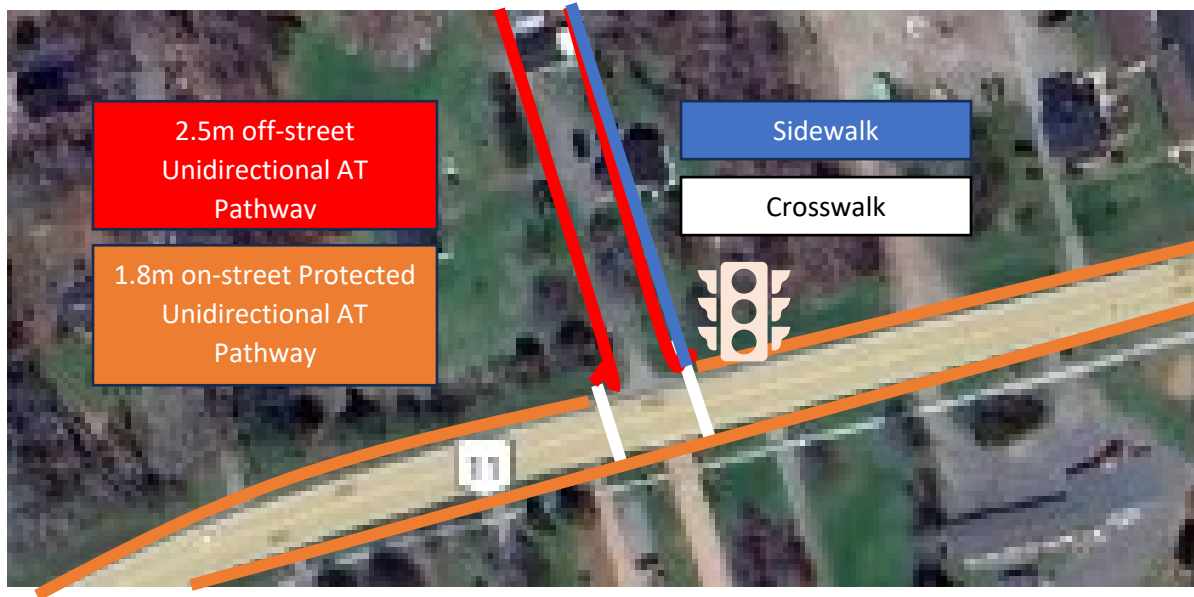
We wish to reiterate that the City of Summerside historically has eliminated travelling shoulders when extra lanes have been added; we recommend the street be widened, and a shoulder lane of similar width be maintained.

25. East-West Housing Corridor/Water Street East

Please refer to the “Items not Included” section in our Response to the City for our detailed rationale for the City to reconsider a bidirectional on the new East-West Housing Corridor in favour of a unidirectional. Also, see:

- page 2 and 42 which speaks to the Greenwood Drive contraflow safety issue,
- review the video submission to City Staff and Council here: www.safesummerside.ca/Video-Greenwood
- review the Annotated Bibliography here: www.safesummerside.ca/AB

The following are our recommendations based on unidirectional:

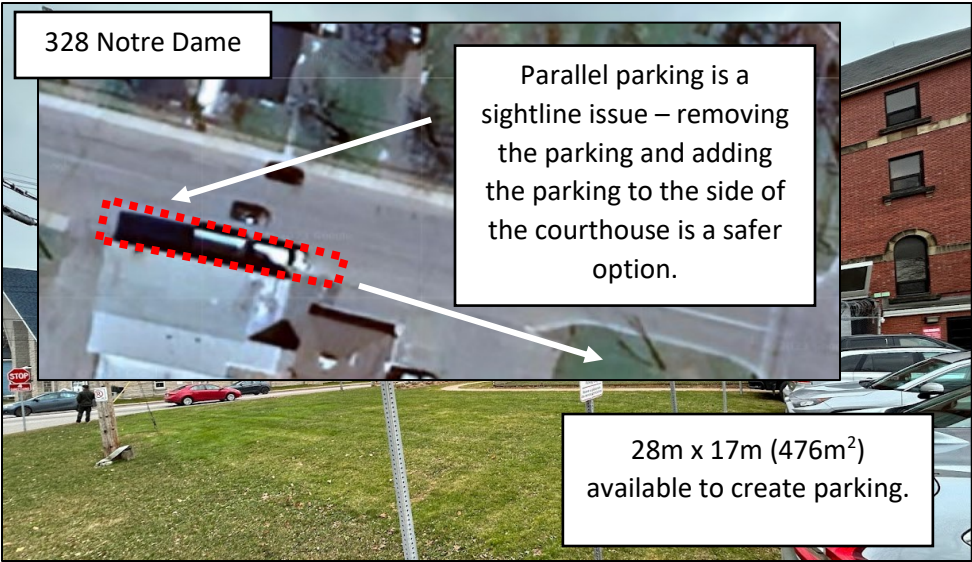


26. Crosswalks

We include our recommendations for additional crosswalks below:

1. **61 Pope Road (Precious Lambs Childcare Centre)**
Connect to sidewalk across the street for safe AT movement. May wish to consider RRFB.
2. **425 Maple Ave (Dreams Unlimited Childcare Centre)**
Connect to sidewalk across the street for safe AT movement to/from Elm Street Elementary, daycare walking/ biking field trips. The bend in the road and speed of traffic is a safety risk. May wish to consider RRFB.
3. **246 Pope Road (to GST Centre)**
Make parking at the Pope Road Gospel Hall to walking to work at the GST Centre pedestrian safe.
4. **96 Water Street (Irving to Tim Horton's)**
Even though there is already a crosswalk 50m from this location, the specific crossing from the Irving to Tim Horton's continues to be used as a primary pedestrian route. People will wait and look for an opening between traffic and make the quick run across. The city may wish to consider a crosswalk directly from both businesses to ensure pedestrians can safely cross the street. It does not feel right to say that if a pedestrian gets hit, that they should have used the crosswalk.
5. **Water Street East/Hillside Drive**
Providing pedestrian access across to the sidewalk on the south side of Water Street East
6. **Water Street East/Schooner St**
Providing pedestrian access across to the sidewalk on the south side of Water Street East
7. **701 Water Street/MacKenzie Drive**
This crosswalk would assist Community Connections, and the community, to safely cross the street to the Boardwalk.
8. **Turf to Dome**
Create a midblock pedestrian crossing between the turf field and the Dome as people leaving the turf infrequently take the sidewalk and crosswalk, creating safety concerns.
9. **328 Notre Dame Street (Generation XX)**
With no sidewalk on the south side, youth need to cross Notre Dame to access Generation XX. Many close calls have occurred in the past as the building appears to jut out and the parallel parking alongside the south side also blocks the sightline. There is 28m/91ft of greenspace available beside the courthouse

to create parking while designating no parking in the current parallel parking spaces as they serve as a sightline issue for youth to see/be seen trying to cross Notre Dame. See below for a visual explanation:



10. **MacEwen / Ken Moore (TOSH)**
Connect east side sidewalk to TOSH.

11. **Skatepark to Behind the Dome**
Reinstall the crosswalk and create a curb cut. This shortcut was a safe route for youth who used the skatepark. They could stay off-street and maneuver to the CUP parking lot. Now, skatepark users need to travel on Bob Dewar Street (in front of the Dome) which does not have a sidewalk. Participants in the Canada Games and the recent soccer event were observed walking this behind-the-Dome route.

12. **Beaver to Perry Ave**
AT School Route signage combined with a crosswalk. A 2020 incident of a motor vehicle driving on the sidewalk and hitting a cyclist who suffered injuries to the leg, arm, and head.

13. **324/326 Pope Road**
We have observed a growing number of incidents of children/people running across Pope Road in the dark (early winter evenings) to reach the south side sidewalk. With no street lighting, we recommend a crosswalk with RRFB.



27. Rectangle Rapid Flashing Beacons

We recommend the following intersections install RRFBs:

1. Notre Dame/Cedar (Replace 2012 overhead crosswalk system with modern RRFB)
2. Notre Dame/Duke
3. Notre Dame/Confederation Trail
4. Water Street/Confederation Trail (image below)
5. Glenn Drive/Confederation Trail
6. Central/Confederation Trail (beside Samuel's)
7. Central/Beaver
8. Granville/Green
9. Granville/Lefurgey
10. Granville/Schurman
11. 324/326 Pope Road (apartments to the south side sidewalk)
12. High/Victoria
13. Water/Greenwood
14. 61 Pope (daycare to crossover to sidewalk)
15. 425 Maple (daycare to crossover to sidewalk)
16. Water Street East/Gillespie (future)

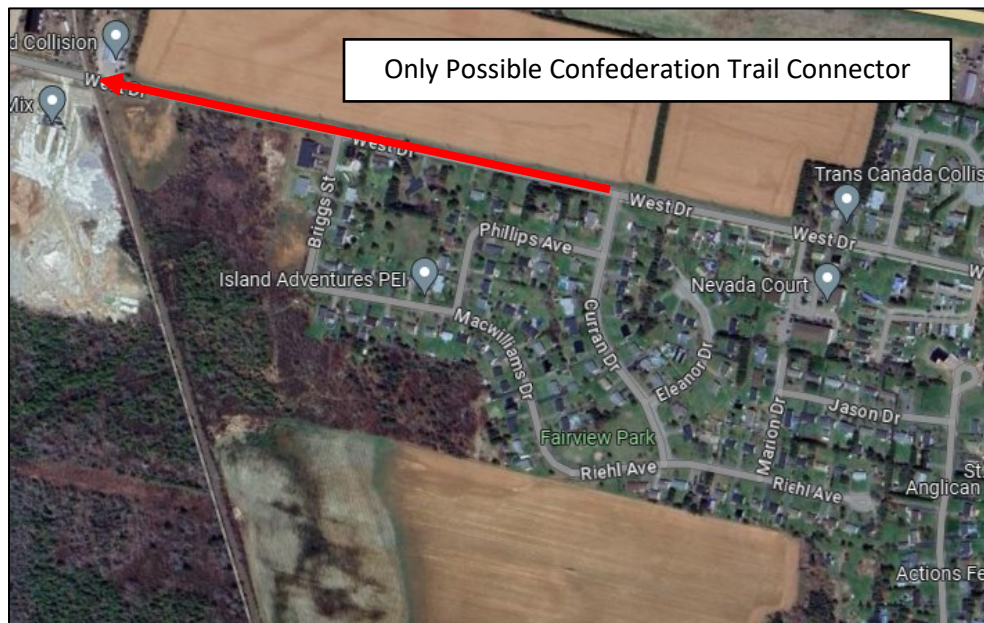


28. Sidewalks

Please note: Any time we recommend sidewalks consider the option to create a paved sidewalk-like experience with material such as asphalt instead of concrete. Our research highlights the number of seniors or people with mobility challenges who avoid concrete sidewalks in favour of a more flat, smooth, and predictable experience (plus, the rise and fall of sidewalks are challenging for mobility scooters as there may not be enough clearance with the battery on the bottom of the assistive device).

The following sections we recommend sidewalks be installed:

- a. **Granville Street**, 620m (Ryan to Walker Ave) - a multi-use AT Pathway be created on the west side of Granville Street (Ryan to Walker Ave).
- b. **Craig Ave** – A reported concern by Councillor Greg Campell (2021) followed a speed study that said 20 percent of vehicles were speeding, averaging 53 km/h in a 40 km/h zone. Councillor Barb Gallant shared similar traffic concerns (2023) during the Committee of the Whole meeting (Oct 3), recommending sidewalk on Craig Ave. 2023 was the second year traffic calming measures were put in place on Craig Ave. to narrow the street at the mid-block. The proximity to Vivante Trailer Park, new developments, the County Fair Mall, McDonalds, etc. reinforce the growing demands that will continue to be placed on this street.
- c. **West Drive** (Currant to Confederation Trail, 630m). A home-based daycare requested a sidewalk as there is no other way for the children to access the Confederation Trail. We also propose an AT pathway on West Drive to increase accessibility and access to the Confederation Trail and the AT Network for the neighborhood.



- d. **Bob Dewar Street** (Willow Ave to CUP parking lot, 160m)

- e. **MacLeod Street** (West Street to CUP parking lot, 40m) – a safety concern for pedestrians as they walk to their parked vehicles.
- f. **Greenwood Drive** (Maplewood to Maplewood, 510m) – safety concerns were raised at the Planning Board meeting (June 27, 2023).
- g. **Ottawa Street**, 100m (87 Ottawa Street to connect to the sidewalk in front of Heather Moyse Heritage Park)- A daycare will be renovating at this location and the need to provide a sidewalk to access the nearby parks (Heather Moyse and Harvard) is recommended.
- h. **Elm Street** – the current sidewalk is needing a curb extension as it transitions from sidewalk to crosswalk. It appears a curb extension would narrow the motor vehicle exit and thus making the transition safer. There is enough space to include a curb extension while continuing to allow buses and other motor vehicle traffic to enter Willow Ave.

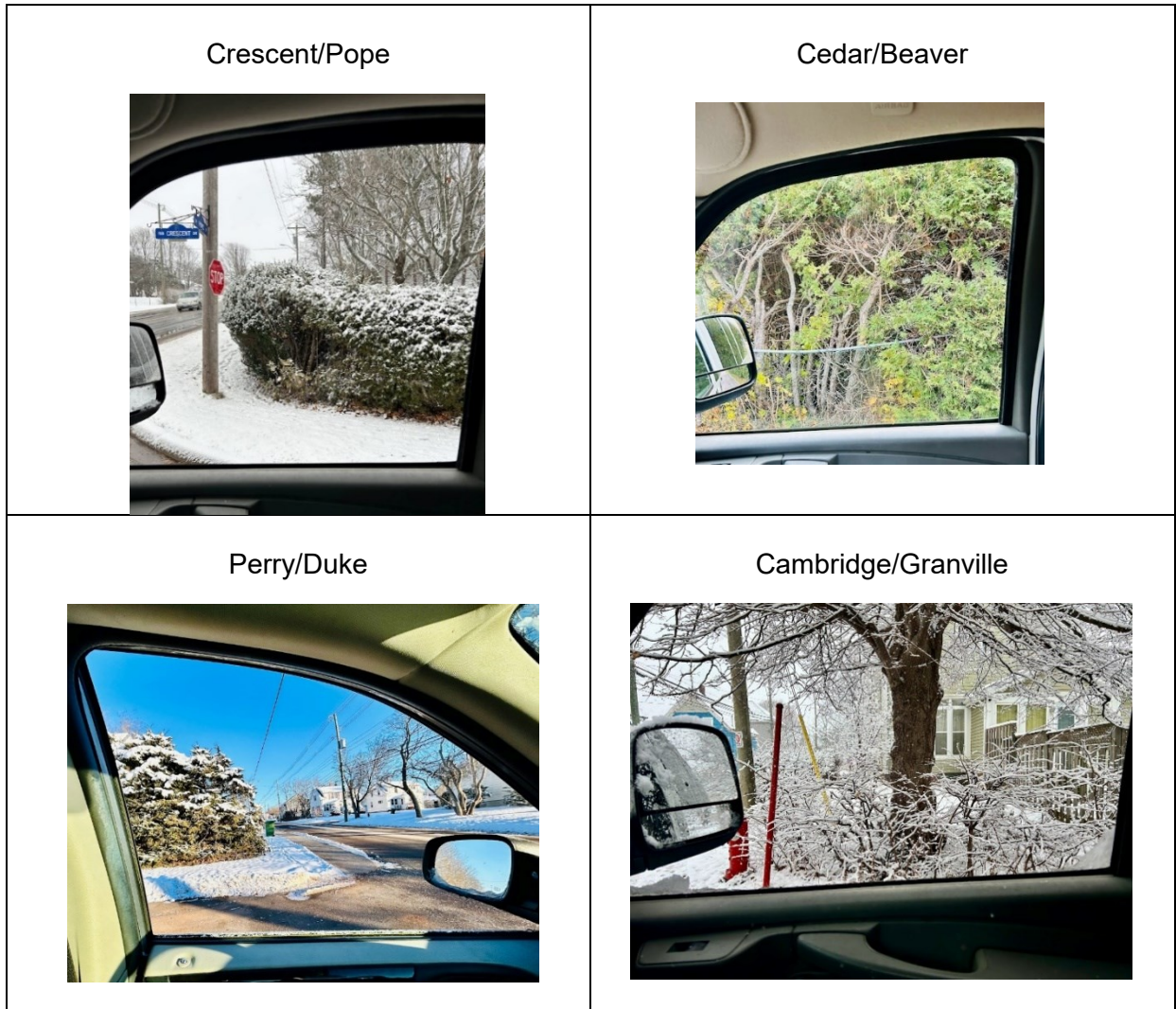
Notice the motor vehicle tire marks traveling on the portion of the crosswalk without a curb extension.



29. Sightlines

The issue of inadequate sightlines is not new to the City of Summerside. In fact, in 2010, a catalogue of dangerous intersections was created by the city and then-Chair of the Police Services Committee (Councillor Cory Thomas) stated that many intersections within the city pose a major safety hazard because motorists cannot see the oncoming traffic unless they venture far out into the travel lanes.¹⁵ And, as of 2023, sightline issues continued to be discussed at the Committee of the Whole meeting (October 3). SAFE surveyed approx. 80% of the intersections in the city and identified 34 intersections where the sightline is inadequate.

Sightlines with minor changes (shrub trimming, removal of trees, adjustment of fencing, etc.):



¹⁵ Journal Pioneer (2010) City moves forward on street sightlines. 3 Jul 2010, BY Mike Carson

Beaver/Central



Tower/Duke



Myrtle/Duke



Maple/Central (in summer, it is in full bloom)



Wood/Elm



Fitzroy/Granville



KFC



Willow/Duke



Ottawa/Russell



Kirk/Russell



Church/Spring



Pleasant/Spring



Poplar/Central



Highland/Central



Convent/Spring



Winter/Summer



Foundry/Granville



Russell/Harvard



Eustane/Harvard



Notre Dame/Spring



Linden/Arcona



Chandler/MacEwen



Johnston/Ottawa



Saunders Ave/MacEwen



Sightlines with major/immoveable infrastructure (houses, buildings, etc.): Recommend signage (ie, "STOP for Everyone's Safety. Vision Blocked")

Confederation Trail/Water Street



Winter/Spring



Second/Cedar



Fitzroy/Summer



Market/Duke



Market/Cedar



30. All Uptown Parking Lots

Our final “concept” is truly a “Small City, Big Idea” that will receive national attention if created. The solution to the high incidence of pedestrians being hit by motor vehicles in parking lots in upper Granville (including one fatality in 2020) is in the layout of the parking lots. We are developing a blueprint where the parking spaces will only be one lane, drive-in.

Of course, we anticipate the capacity of each parking lot to drop by approximately 10 to 20 percent. Still, with the average occupancy rate between 30 to 40%, we see any loss in parking capacity being outweighed by the benefits of increased customer loyalty of a more stress-free and safer parking experience combined with a humanistic “saving lives” rationale.

BENEFITS

- Reducing/Eliminating the need for customers to back up in the parking lot (the primary precipitating factor in parking lot collisions);
- Improving the customer experience by reducing the level of stress/anxiety people feel about being fearful of backing up and circle parking lots until finding that one drive through spot; and
- A revolutionized age-friendly, mobility-recognized parking experience that would be supported by groups of people with mobility issues, shoulder/neck pain, the senior population, persons with disabilities, etc.

CHALLENGES

- People will have twice as much a distance to walk than a typical parking lot
- Reduction in parking lot capacity

Once our data is collected at various times and days, and our proposed layout complete, we will engage private property owners to explain our proposal, and the fact many Summerside residents tell us they avoid shopping at particular stores because of their parking lot.

| Store | Space (m ²) | Total Spots | Spots Occupied | Usage |
|--------------------------|-------------------------|-------------|----------------|------------|
| Superstore | 17,337 | 950 | 296 | 31% |
| Walmart | 12,366 | 401(-51) | 154 | 44% |
| County Fair | 40,979 | 983 | 293 | 30% |
| - Lawtons | 8,406 | 200 | 68 | 34% |
| - McDonalds | 20,025 | 396 | 109 | 28% |
| Sobeys | 10,029 | 277 | 106 | 38% |
| Other Mall | 20,321 | 561 | 199 | 35% |
| - starts a Pizza Delight | 12,366 | 387 | 116 | 30% |
| - starts at Wendys | 7,955 | 174 | 83 | 47% |
| Canadian Tire | 10,539 | 244 | 67 | 27% |

CONCLUSION

We thank the City Staff, Mayor, and Council for moving forward on our All Ages & All Abilities Active Transportation Network Plan, and we are encouraged City Staff asked SAFE Summerside for recommendations on employing best practices in Active Transportation to retrofit AT facilities on existing city intersections.

As **sixty percent of all pedestrian and cyclist collisions with motor vehicles occur at intersections in the City of Summerside**, we look forward to the next steps in this process as we work towards an official All Ages & All Abilities Active Transportation Network Plan for the City of Summerside.

Ken Trenholm
President
SAFE Summerside Alliance Ltd.
safesummerside.ca