



November 13, 2022

RE: \$1M commitment in the upcoming budget = \$10M in new AT infrastructure next year

Dear Councillors MacDougall and Snow:

Our group thanks both of you for attending our Open House on Saturday, October 29, 2022. Please consider this letter a follow-up on the funding path we presented: the COVID-19 Resilience Stream (pays 80% up to \$10M) and PEI AT Fund (pays 50% up to \$1M). By pooling these two funds, the city can commit the same dollars (\$1M) it would have committed in two years (through the PEI AT Fund), but instead of receiving \$2M in new AT infrastructure (at the end of 2024), the city would receive \$10M by the end of next year (2023).

The deadline for the PEI AT Fund is December 2 – thus, the urgency of this letter as we understand the city is preparing its budget for the upcoming year, with a Planning Board Meeting on November 15 and a Council Meeting on November 22. We are hopeful the pooling of these two funds is being discussed.

Some key points to remember:

- **Seniors report to us feeling unsafe when using sidewalks** as more cyclists are on the sidewalks; many cyclists report to us they are on the sidewalks because they do not feel safe on the road (AT pathways would keep cyclists off the sidewalks);
- 10 percent of SAFE Members **use a wheelchair**, and 11 percent use a **recumbent adult trike** as their desired form of transportation (AT Pathways create safe, accessible routes for everyone)
- **Collisions between pedestrians/cyclists and motor vehicles have doubled** from seven (2021) to fourteen (2022) in one year, including three pedestrian (senior) deaths in three years.
- The City of Summerside Police Services has experienced a 37% increase in calls; the primary reason they cite is **medical first responder calls** (Council Minutes, Sep 2022, Page 11)
- this \$10M would be a historic milestone for the new Mayor and Council (what an incredible way to usher in the new Council and such a compliment to the already forward-leaning green initiatives)

If the city is considering an application to unlock the \$10M, our group has identified some key areas and would welcome an opportunity to discuss routes the city may have in mind.

We acknowledge there may be some trepidation in developing increased AT pathways as the PEI AT Network Plan remains in draft form, and the city does not have its own official AT Plan; however, we

believe the city can find solace in the fact the majority of these streets being suggested mirror the City of Summerside's own Planning Office document, entitled A Green Transportation Plan identified in 2007. And, sometimes, we need to act quickly when Federal financial support is available before it disappears.

Here are our priorities:

1. Create new two-way AT Protected Pathway	KM	Cost*
Pope Road (South to Central)	1.8 km	\$1.8M
Total	1.8 km	\$1.8M

* Cost is estimated based on \$100k / 100m, the current communicated cost of Greenwood Drive. Adjustments are made when the width of current shoulders can already accommodate a protected AT Pathway, and costs include a modular (removable) protected median, signage, and paint. The costed items have been identified through "Costing of Bicycle Infrastructure and Programs in Canada" by McGill University (2019), which looked at 29 bicycle infrastructure types in 16 Canadian cities.

2. Create Key East West Mid-Town AT Pathway Connector	KM	Cost
Maple Ave / Victoria Road (to connect to Confederation Trail, MacEwen Road). Major east/west connector street to schools (TOSH, Parkside, SIS, & Elm Street), three senior residences, two child care centres, Leger Park, Queen Elizabeth Park, and Red and Blue Lines	1.7 km	\$2.3M
Total	1.7 km	\$2.3M

3. Create new one-way AT Protected Pathways (where the majority of road shoulders fit draft PEI AT Network Plan recommendations), install modular medians, signage, & paint	KM	Cost
South Drive (Highway to Bayview, all ready)	2.3 km	\$20K
South Drive (Bayview to Greenwood Drive, minor width adjustments)	1.1 km	\$200K
MacEwen Road (Water to Frank Mellish Street, 1.6 ready) 0.5 km is mirror width adjustment, 0.1 km widening Athena corner, 0.5 Ryan to Frank Mellish is major cost item	2.6 km	\$900K
Central Street (Walker to Pope) 0.4 km ready (100 meters on west side needed)	0.5 km	\$80K
Central Street (Pope to Maple) (east side ready)	0.9 km	\$600K
Water Street East to Reads Corner (1.8 km ready) + Water / Granville intersection Option: create two-lane but cost triple and be less intuitive	2.3 km	\$1M
Total	9.7 km	\$2.8M

4. Create Safety in highest collision street in Summerside (Granville)	KM	Cost
INTERSECTION 1: Ryan Street (MacEwen and Granville) on the west side, the majority is ready (0.46 km). The south side shoulder would need to be widened. The Granville / Ryan intersection is a safety concern. We recommend using/creating off-road green space from the intersection until Gallant Street	0.6 km	\$600K

(0.23 km). With considerable space on both sides of the road, on or off-street options remain until MacEwen Road.		
Pope Road (Central to Granville) protected AT pathway	0.3 km	\$300K
INTERSECTION 2: Walker / Granville The first priority for Walker street is Gallant Street to Central (0.5 km) and creating an AT pathway before the intersection and onto Central Street. Once other projects are completed, the remaining Gallant to MacEwen (0.4 km) could be added to the network.	0.5 km	\$500K
Blue Line (Summer, Robinson Streets - also connects to downtown) Minimal costs as this is a bike route. Costs would be (1) creating a safe route behind Granville Street Plaza (including flashing crosswalk at Robinson/Pope (0.5 km), (2) paving route from Canadian Tire to Walker Ave (0.15 km), and widening the paved trail from Maple to Lefurgery (0.3 km).	3.0 km	\$600K
Red Line (Arcona, Russell, Gallant Streets - also connects to downtown) Minimal costs as this is a bike route. Costs would be paving trails from (1) Arcona to parking lot of old Holland College (0.1 km), (2) Gallant Street to Walmart parking lot (0.2 km), and then widening Gallant Street (0.5 km)	3.5 km	\$600K
Total	7.9 km	\$2.8M

5. Create Willow Ave as Primary Safe Route to School Connector *Also connects to CUP, Skateboard/Bike Park	KM	Cost
Willow Ave Phase 1 (Greenwood to Elm Street) Create a protected AT Pathway from Greenwood to Elm Street. Phase 2 would include exploration on Willow Ave to include SIS and Parkside or to transverse on Perry and Beaver Street. The latter would accommodate a pathway easier because of its width, but the former is more intuitive.	0.5 km	\$500K
Total	0.5 km	\$500K

6. Adjust Confederation Trail Gates	KM	Cost
We propose removing or increasing the distance between the gates at all Confederation Trails entrances within the city boundaries. Such steps would significantly increase the accessibility of the trails for all users. The projected costs would be only in labour.		\$0
Total		\$0

Overall Total	21.6 km	\$10M
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In conclusion, today is the most opportunistic time for Summerside to invest in active transportation. The potential to build our AT infrastructure thirteen times larger in one year with a ten-cent dollar is exciting. Further, the \$10M new AT infrastructure would catapult the city from 1.8 km of protected AT Pathways (Greenwood Drive) to 23.4 km of protected Pathways and designated Bike Routes. This \$1M in city investment (which the city will spend anyway in two years through the PEI AT Fund) would transform Summerside overnight into a leader in active transportation.


We are eagerly looking forward to your response and would be open to assisting in whatever way the city would request.

Respectfully,

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CC: Mayor Basil Stewart
 Mayor-Elect Dan Kutcher

PS: Please note we would be remiss if we did not mention Water Street in this discussion. We recognize sections of Water Street pose a serious safety concern for the AT community. However, we believe the first step is entering into discussions with property owners (namely, the properties between MacEwen Road and Township Chev) in search of a solution and a mutual action plan. We do not believe such negotiations and subsequent creation and completion of a plan would be possible within the time frame of the potential funding streams (end of 2023). We will include our recommendations for reference:

Make Water Street Safer	KM	Cost
Water Street (MacEwen to Township Chev) It will take time and considerable discussions with property owners, esp at Harvard/Water intersection	0.5 km	\$500K
Water Street (Autumn to Heather Moyle Drive) correcting the traffic-calming sidewalks to allow cyclists to pass through and not ride on the sidewalk or with traffic + painting bicycle lane and bike boxes at Water/Heather Moyle intersection, and creating AT pathway on the south side	0.1 km	\$130K
Water Street (Autumn to Heather Moyle Drive) (ready)	0.5 km	\$20K
Heather Moyle Drive *If we create Autumn to Heather Moyle infrastructure, we need to continue through Heather Moyle while preserving on-street parking on both shoulders *	0.8 km	\$1.5M
		
Total	1.9 km	\$2.2M