

## ROTARY CLUB Submission – CYCLING WITHOUT AGE program

Submitted on December 6, 2022, by Ken Trenholm, SAFE Summerside  
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Imagine a Rotary Club of Summerside Cycling Without Age (CWA) program. The CWA is a quality-of-life program that can also improve sustainable transportation options. This international program (in 52 countries) trains volunteers called “pilots” who bicycle seniors on specialized bicycles from manors around their community.

In reaching out to the local community, Andrews of Summerside/Parkhill and Community Connections have expressed immediate interest, while Wedgewood/Summerset needs more time to sort it out.

The program can best be summed up in the words of the founder, Ole Kassow: “It is surprising how a very, very simple bike ride can have such a profound impact on quality of life” (TEDx Talk by Ole Kassow: <https://tinyurl.com/CyclingWithoutAge>).

The two key financial challenges to begin this program in Summerside are:

### (1) Trishaws are expensive

The Trishaw costs up to \$10,000 (built in Denmark and distributed worldwide). We originally priced one Trishaw, the Nihola Taxi. Then after talking with Andrews, Wedgewood, and Community Connections, there was interest in a Trishaw that would transport people in wheelchairs as well.

We will now include the cost based on wholesale pricing from a Toronto bike shop. We have approached MacQueen’s Bike Shop in Charlottetown, and they are trying to become a local distributor. A Trishaw is a specialized e-powered bicycle that carries two people in front and the pilot in the back. They are e-assisted, as carrying an extra two people can be physically demanding. The e-powered option makes cycling with the added weight a breeze (literally). We see this as a “pilot project.”

Further information on trishaws can be found here:

<https://cyclingwithoutage.ca/trishaws-for-cycling-without-age/>



Purchase Trishaw	Units	Cost
Purchase two Trishaws (Nihola Taxi, <a href="https://nihola.com/nihola-taxi/">https://nihola.com/nihola-taxi/</a> ) \$9,150 (2022 pricing- expects price to increase 10% in 2023)	Each	\$10K
Purchase two Trishaws (Nihola Flex2, <a href="https://nihola.com/nihola-flex2/">https://nihola.com/nihola-flex2/</a> ) \$8,550 (2022 pricing)	Each	\$9.5K
Assembling & Tuning x4	Each	\$250
Shipping x4	Each	\$500
<b>Total</b>	<b>4</b>	<b>\$40.7K</b>

Based on the recommendation of Cycling Without Age International, we also asked for a quote from Copenhagen Cycles, as they provide a % directly back to CWA. The total would be \$68K.

## **(2) A Safe and Connected Network**

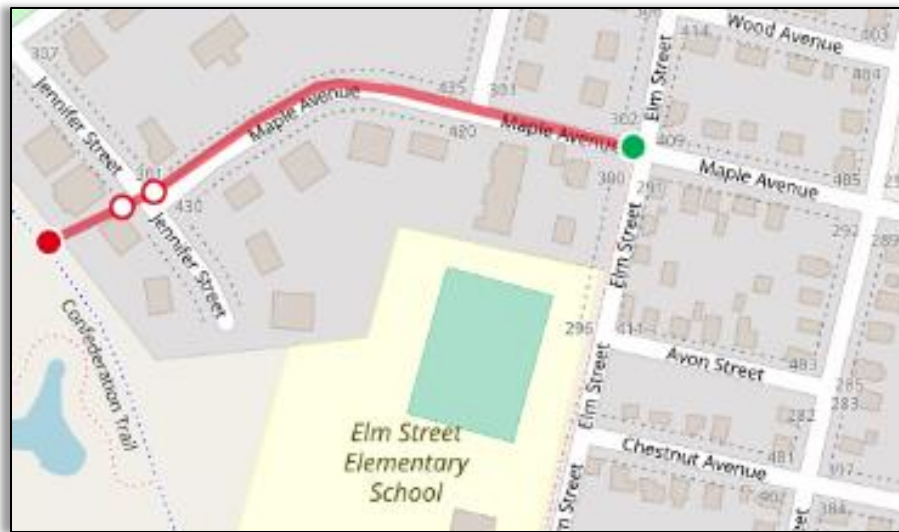
The second financial obstacle is because of the extra width of the trishaw (and the fact we are transporting a vulnerable population), a safe and connected network is necessary to connect people living in manors to their community fully.

While a fully connected Network is beyond the scope of the Rotary Club (our group will present such a network to the city in the near future: [www.safesummerside.ca/ThePlan](http://www.safesummerside.ca/ThePlan)), **we see an essential role for Rotary in creating** short AT Pathways that are protected (from the motor vehicles) with appropriate width (9.8 feet, 3.0 m as per recommendations of draft PEI AT Network Plan, pages 21-2) that take Trishaw users to the nearest safe connector.

In short, it is not enough to “have” the trishaws; we need safe infrastructure so the seniors, staff, and volunteers are comfortable using them.

Let us explain in the pages that follow the small connections required to link these facilities to a safe and secure recreation trail.



**Wedgewood Manor** – the nearest connection to a safe route (the Confederation Trail) is a short 0.25 km connection from Elm Street to Jennifer Street via Maple Ave. Two key financial requirements: (1) building a 0.25 km protected AT pathway wide enough and (2) creating a “bridge” over the ditch behind the Jennifer Street apartments onto the Confederation Trail. The path from the ditch to trail is already a natural “short cut.” In the past, there was a wooden bridge, but it collapsed a few years ago. This short 0.25 AT Pathway would improve safe street access and sustainability for the entire community, including an elementary school, daycare, and many apartment complexes. This route is often used by people who commute via the Confederation Trail and is one of the city’s primary east – west connectors to Three Oaks, Parkside, SIS, Elm Street, Leger Park, Credit Union Place, Slemon Park, and senior housing.



Please note the cost estimates are based on our understanding of the costs incurred to develop the Greenwood Drive AT pathway.

<b>Create Sustainable Safe Access: Wedgewood Manor to Confederation Trail</b>	<b>KM</b>	<b>Cost</b>
Create AT Pathway from Elm Street to Jennifer Street on the north side of Maple Ave * We say to extend the AT pathway to Elm Street as it creates more sustainable access; however, if Rotary looked at creating the safe route from the Manor @ Brophy (0.17 km), it would reduce the cost of the AT Pathway to \$170,000.*	0.25 km	\$250K
Create a bridge over a ditch behind the Jennifer Street apartments	NA	\$10K
<b>Total</b>	<b>0.25 km</b>	<b>\$260K</b>

**Summerset Manor** – the nearest connection to a safe route is the Rotary Friendship Park, and we see three different options to connect Summerset Manor to the Rotary. Our recommendation is Option 1, but we will include all three options below.

<b>Create Sustainable Safe Access: Summerset Manor to Rotary Friendship Park</b>		<b>KM</b>	<b>Cost</b>
<p><b>OPTION 1: New Off-Street Path</b></p> 	Create new path from parking lot of Summerset Manor to the east end of Frank Mellish Street	0.29 km	\$290K
	Widen Frank Mellish Street and MacEwen Road until it reaches Simmons Ave.	0.31 km	\$310K
	<b>Total for Option 1</b>	<b>0.6 km</b>	<b>\$600K</b>
<p><b>OPTION 2: Work with current path on south side of PCH</b></p> 	Widen Frank Mellish Street unto Emergency Department drive	0.25 km	\$250K
	Pave and widen the current path on the south side of PCH	0.18 km	\$170K
	Create AT pathway on MacEwen Road to Simmons Av	0.13 km	\$130K
	<b>Total for Option 2</b>	<b>0.6 km</b>	<b>\$550K</b>

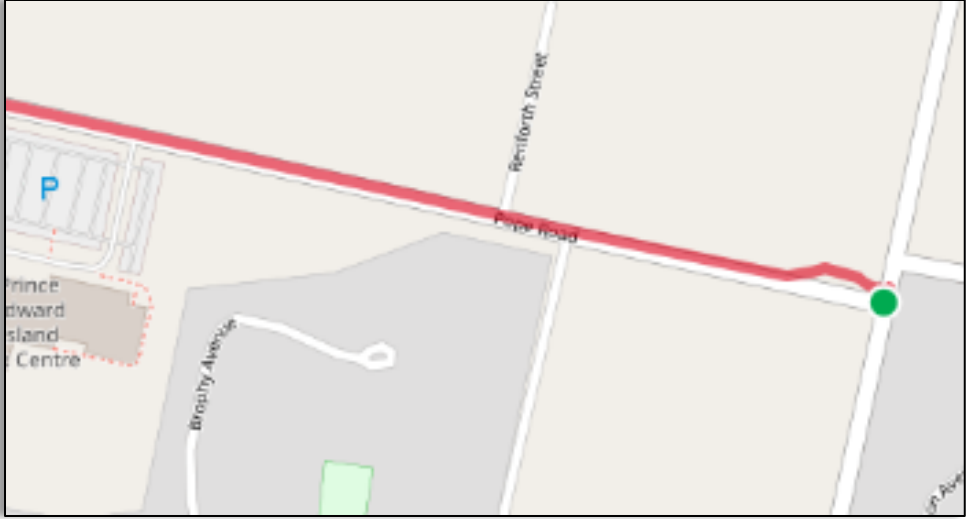
<p><b>OPTION 3: Along Frank Mellish Street and MacEwen until Simmons Ave</b></p> 	<p>Create AT Pathway along Frank Mellish Street and MacEwen Road until Simmons Ave</p>	<p>0.61 km</p>	<p>\$610K</p>
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As we said, Option 1 is our preference as it by-passes the hospital traffic. Option 3 would be our second choice. Option 2 involves creating a safe route in the area of Emergency traffic. We would not recommend this option. Creating this Summerside Manor connection would also make a safe and sustainable link to the PCH and uptown Granville businesses to use AT in their daily commute.

Before moving on, we would be remiss if we did not discuss SAFE Summerside is proposing the City of Summerside create a “Red Line” bike route. This Red Line would connect uptown Granville to downtown on quiet streets by avoiding Granville Street. Granville Street has the highest number of pedestrian/cyclist collisions with motor vehicles in the city. Once completed, the Red Line would also be a safe connection and require only 0.13 km of AT pathway from Frank Mellish to behind Wal-Mart. See below:


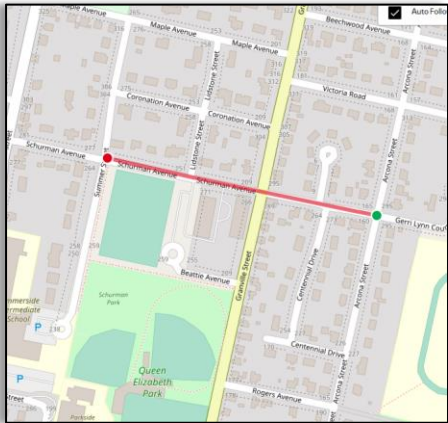


**Andrews of Summerside (Pope Road/Duke)** - We proposed the city create an AT Pathway along Pope Road, on the south side, thus connecting Andrews of Summerside directly on the AT Pathway. Pope Road continues to be identified by the majority of SAFE members as a priority, combined with the fact it is the only east-west connector from St. Eleanor's to uptown. The City of Summerside has submitted its application to the PEI AT Fund to develop an AT Pathway on Pope Road. The application still requires approval from the Fund administrators, as well as approval from Council. This AT Pathway would connect Andrews of Summerside to the network via Greenwood Drive.

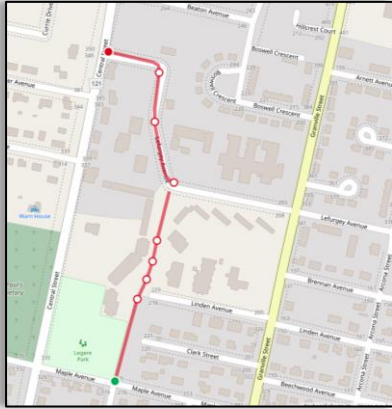

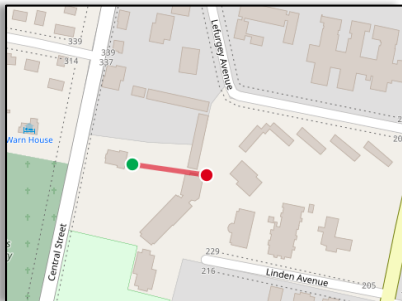




**Andrews of Parkhill (Schurman Ave)** – The goal for SAFE Summerside is to connect Andrews of Park Hill to the two key connections in the SAFE Summerside draft plan: Summer Street and Arcona, known as the “Blue Line” and the “Red Line”, low-traffic streets providing north to south passage away from Granville. Providing access to these streets connects them to the network. Additionally, there is no shoulder on Schurman Ave and cyclists regularly travel on the sidewalk. Further, the steep climb makes it difficult to push a wheelchair or for younger or less mobile AT users to climb without veering into traffic. Here are some sustainability options to increase the quality of life of residents of Andrews of Park Hill and the broader community:

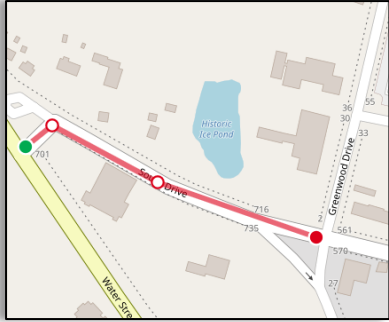
Create Sustainable Safe Access: Andrews of Parkhill		KM	Cost
<p>Option 1: Create AT Pathway Beside Sidewalk</p> 	<p>A sidewalk from the parking lot to Summer St currently exists.</p> <p>One option would create an AT pathway (0.12 km) beside the sidewalk to keep pedestrians on the sidewalk and cyclists on the road (AT pathway in this case).</p> <p>We would not see a need to continue to Granville Street because of the safety concerns of Granville.</p> <p>Creates an opportunity to further develop Schurman Ave as a paved walking track/garden for the seniors and local community</p>	0.12 km	\$120K
<p>Option 2: Create AT Pathway from Summer to Arcona</p> 	<p>Create an AT Pathway between Summer and Arcona St, and flashing lights @ Granville</p> <p>Access to the Blue Line (Summer Street) and the Red Line (Arcona), safely connecting to uptown and downtown, as well as Heather Moyse Heritage Park</p> <p>Will also increase the safety for students traveling to SIS, Parkside, and Three Oaks (as the trail that connects TOSH is at the end of Schurman Ave)</p>	0.35 km	\$400K

**Provincial Housing Units (Linden/Lefurgey)** – Not only does further developing the connections in this area help the seniors, it helps the entire community as this trail is the connection to Leger Park, SIS, Parkside, Queen Elizabeth Park, and Andrews of Park Hill.

<b>Create Sustainable Safe Access: Provincial Senior Housing units</b>		<b>KM</b>	<b>Cost</b>
<p>Enhance paved trail &amp; Add AT Pathway</p> 	<p>Increase the width/repair current paved trail</p>	0.3 km	\$300K
	<p>Create an AT Pathway from the end of the trail on Lefurgey to Central Street. There is no sidewalk, and the most vulnerable users are at risk.</p> <p>I watch pedestrians freeze-stop, with one foot on the grass, waiting for motor vehicles to pass</p>	0.26 km	\$260K
<p>Create AT Pathway on Lefurgey</p> 	<p>This AT Pathway on Lefurgey (to Arcona) is the key to connecting seniors to Heather Moyse Heritage Park by Trishaw.</p> <p>There is currently no sidewalk on this street. With the announcement of 39-unit seniors complex and 31-unit family housing, a flat and safe off-street pathway is required. Sidewalks can be challenging for those with mobility issues.</p>	0.34	\$340K
<p>Create connection to Seniors Club</p> 	<p>Create a paved trail connection from the provincial housing units to the back of the Seniors Club</p>	0.07 km	\$100K
<b>Totals</b>		<b>1.0 km</b>	<b>\$1M</b>



**Community Connections** - Another key population who may access the Trishaws are clients of Community Connections. People who are mentally challenged may be limited in their ability to ever drive or have access to a motor vehicle. Thus, if we can provide the sustainable infrastructure connections from home to work for everyone (regardless of ability), we are providing an inclusive quality of life program. Additionally, an AT pathway would help the clients and staff safely navigate the high-traffic streets while walking on the boardwalk as part of their programming. In this light, with a small 0.3 km AT Pathway, Community Connections would be connected to this network.

Create Sustainable Safe Access: Community Connections to Greenwood Drive		KM	Cost
Create AT pathway 	Create AT Pathway on behind Community Connections to Greenwood Drive. This will connect Community Connections to the network.  * If we only looked at the connection from the building to Greenwood Drive, the cost would be \$170,000 (0.17 km)*	0.3 km	\$300K
	SAFE Summerside is proposing that an AT Pathway be created on South Drive / Water Street, which would link Community Connections to the network. However, the city may not move forward on this recommendation.		city

**Complimentary Uses** - of course, the Trishaw can also be used to assist with other populations of residents who may never be able to bicycle on their own. There are a number of families with children with autism who are looking at creative ways for their children with autism to experience not only the joy of riding a bicycle but also the more sustainable way to get around a city and go shopping or to the park.

**Questions?** Feel free to reach out to me. The three primary questions jump out: (1) storage of the unit (it would need to be stored indoors and have access to an electrical outlet) (2) repair and maintenance (partner with MacQueen’s Bike Shop, local experts in all-things bicycle-related on the Island), (3) partnership with the City of Summerside if decided to proceed (from maintenance of the trail once it is built to ensuring the trail is designed according to the city’s engineering experts), (4) Insurance (would be covered for resident’s in manor/clients of Community Connections as “outings”).

In conclusion, I hope I could explain the potential for this project to affect both the quality of life of Summerside residents and the potential reach of creating sustainable AT infrastructure. What if Trishaws became a taxi service in the future? In Demark, 1,600 Nihola postal bikes have been delivering the mail since 2011. If we create the infrastructure, green business opportunities will also be created. It all starts with one step. This program would make a lasting impact in ways we cannot even imagine.

When we create safe streets for the most vulnerable users, we create safe streets for all. And isn't that was it's all about.

KEY CONTACTS IN DEVELOPMENT OF OUR PROPOSAL	
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