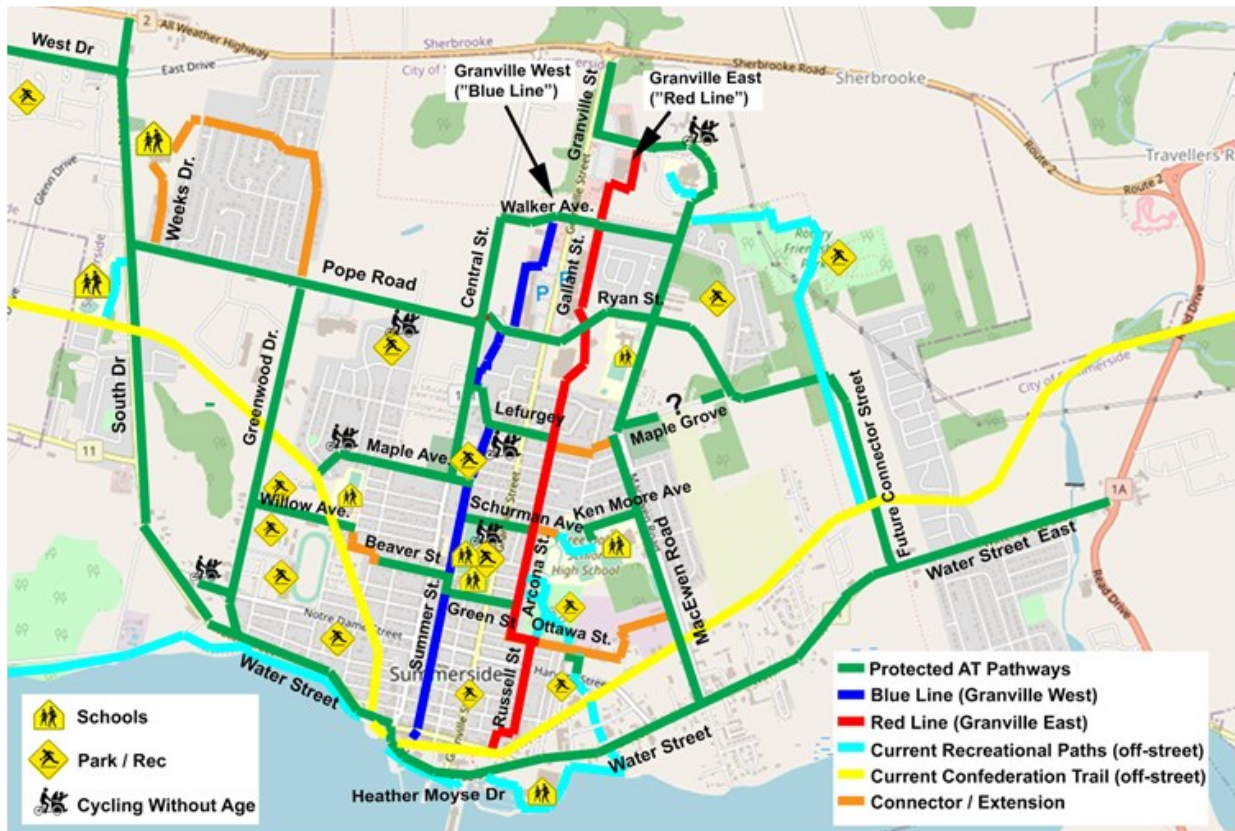


S.A.F.E.'s Response To City Staff

Follow Up on our All Ages & All Abilities
Active Transportation Network Plan

December 7, 2023



Prepared By:

S.A.F.E.



Summerside

Streets Are For Everyone

TABLE OF CONTENTS



Jan 2023 Collision Report



Dec 2022 "I Light Side" Parade



Oct 2022 Public Consultations



Sep 2022 Learn to Ride



Oct-Nov 2023 More Consultations



Mar 2023 Final AT Plan



Summer 2023 Free Bicycle Repairs & Recycled Bicycle Program



Nov 2023 Secured \$\$ for three Trishaws – applied for an additional three

Introduction	1
Design Standards	3
Timelines/Priorities	11
Answers to City Staff Questions	12
Protected AT Pathways (Green)	12
On-Street AT Pathways (Orange)	36
Confederation Trail (yellow)	41
Recreation Trail (Light Blue)	42
Red Line	43
Blue Line	46
Items Not Discussed	52



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 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 stated there are several concerning intersections in the City, naming some of the most challenging, and asked SAFE Summerside if we would make recommendations.

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.
2. SAFE Summerside Response to Questions/Considerations by City Staff (this document).

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 previous City of Summerside’s website.¹
- 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.)



RECOMMENDATIONS

We provide various high-level recommendations based on our review of intersections. Please refer to SAFE Summerside’s Intersection Retrofit for recommendations on:

1. Complete Streets All Ages & All Abilities Policy;
2. Leading Pedestrian Intervals (LPI) at all signalled intersections in the city;
3. Unidirectional AT Pathways are recommended in most areas in the city as Bidirectional Pathways cause contraflow traffic risk potential; and more.

¹ <https://summerside.hosted.civiclive.com/cms/One.aspx?portalId=4499374&pageId=5082335>

THANK YOU

Before we get into the specific questions, we like to begin with two acknowledgements: We wish to thank City Staff, Mayor, and Council for the overwhelming cooperative and collaborative nature throughout this process and moving forward in creating an All Ages & All Abilities Active Transportation Network for today, and the future.

This support can no further be illustrated by how quickly the City increased the width of a section of Greenwood Drive AT Pathway to meet Provincial/National Standards. On March 2023, we presented that the then-current width of the bidirectional AT Pathway (in front of the volleyball courts) not meeting standards. Then, as soon as roadwork could begin in the Spring, the width of the Pathway was increased to meet minimum standards.

Also, when we reported a concrete spill in July 2023 near the Granville/Ryan intersection (the intersection with the highest number of collisions with pedestrians/cyclists and motor vehicles in the city), the issue was immediately cleared, and the shoulder made suitable for AT travel on the same day.

BEFORE



AFTER



Design Standards

Staff Comment

What are your general design standards assuming they vary by route and this is based on traffic counts?

SAFE Summerside

Design standards do vary by route and are based on traffic counts; however, for example, roads that would have a higher percentage of vulnerable users (ie, children, seniors) we may recommend a Protected AT Pathway even as the current traffic count would not appear to justify it.

Staff Comment

One initial question becomes are these individually colored routes indicative of varying standards? I.e. is Green "Protected Routes" designed to a different standard than blue or red routes? Obviously the design standards are critical to determining feasibility and ultimately cost to delivering on the network plan.

SAFE Summerside

Yes, the coloured Map on page 2 of our Network Plan identifies the various types of pathways.

	Separation by Bollards and Concrete (or median such as grass)	No separation but include signage and paint where appropriate
Green	X	
Red/Blue		X
Orange		X

SAFE Supports Permanent Year-Round Options & Off-Street Pathways

At any time the City determines there is ample space for an off-street AT Pathway, we would 100% support this action; our on-street recommendations are based on reducing the initial cost of implementation in order to increase safety. With increased usage based on people feeling safer to use AT, more permanent on or off-street AT Pathways (when the width permits) is the long-term vision.

Year-Round Social Equity & Accessibility is the Goal: On-street AT pathways (Greenwood Drive, Pope to Willow) get removed Nov 1 to May 1 annually, off-street AT Pathways (Greenwood Drive, Willow to Boardwalk) remain year-round. How can we work towards year-round social equity and accessibility?

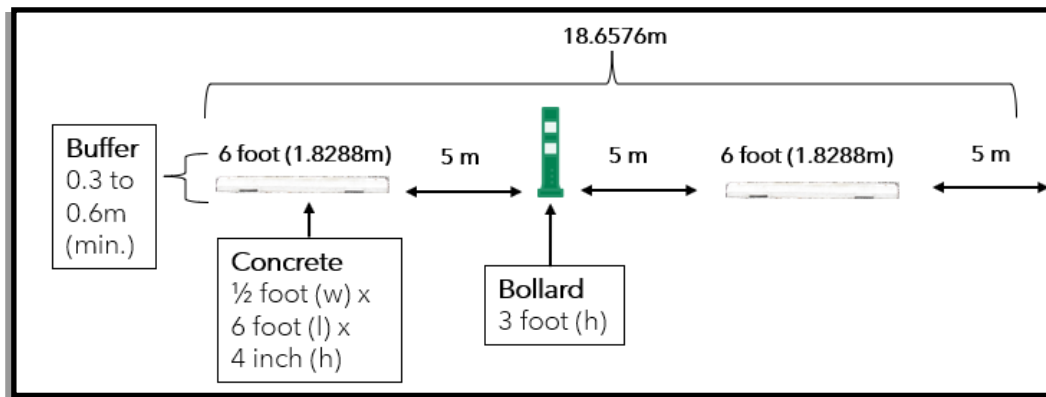
Staff Comment

What does a protected path look like- barriers/widths, one lane/two lane/multi directional?

SAFE Summerside

Our recommended design standards appear in pages 7 -15 in our Network Plan; however, for brevity, we will include a summary below: “Our initial recommendation is to include two six foot modular concrete stops, and one reflective bollard, for every 18 meters of protected AT Pathway. These barriers have a number of benefits. They provide an inexpensive buffer solution that have a high level of durability, an effective solution when minimal buffer is available, and can be adjusted to provide more/less level of continuous separation as deemed necessary as needs change over time. These protected barriers also provide an opportunity to create a flexible AT Pathways network throughout the city, while allowing for barriers to be removed for winter (as is the city’s current practice) or repaired easily. **A more permanent year-round solution, or a fully protected barrier, may be required as we proceed as the volume of AT usage grows . . .**” (p. 11).

The exact specifications of bollard to modular concrete are as follows:



Then, of course, once a decision is made to build a protected AT pathway, the next step is to determine which type of protected pathway: Bidirectional (such as Greenwood Drive) or unidirectional (one-way on each side of the street). While it may be tempting to create bidirectional AT Pathways to mirror what is currently on Greenwood Drive, significant care needs to be taken with a vision for future development (simply doing things the way they have always been done is not always a recipe for success).

Please refer to the annotated bibliography that highlights research on bidirectional vs unidirectional pathways, located online at www.safesummerside.ca/AB.

Here are some key decision-making considerations:

Pros for Unidirectional

- If the street has (or, has the potential to have) many intersections/driveways;
- More intuitive (acts the same as a shoulder)
- Easier to extend
- Usually results in a reduction of motor vehicle speeds (as bollards/concrete curbs appears to narrow motor vehicle traffic lanes)

Cons for Unidirectional

- On-Street parking may need to be modified or removed
- Requires an extra 0.6m on a street ($1.8 \times 2 = 3.6\text{m}$) when a bidirectional desired width is 3.0m

Pros for Bidirectional

- Works best with limited or no intersections/driveways on one side of the street
- What we are familiar with (Greenwood Drive, Baywalk, Slemon Park)
- With two lanes, users who require more space/balance can occupy more space when both lanes are not being utilized
- Usually seen as more attractive to a wide variety of users
- When there is not enough room for two unidirectional pathways

Cons for Bidirectional

- Can be more costly
- Contraflow movements well-documented area of risk
- Extremely difficult to adjust/remove once built (Montreal is having this issue right now)

Therefore, depending on the street and how each street connects to the Network, we recommend a hybrid system with the majority of streets unidirectional.

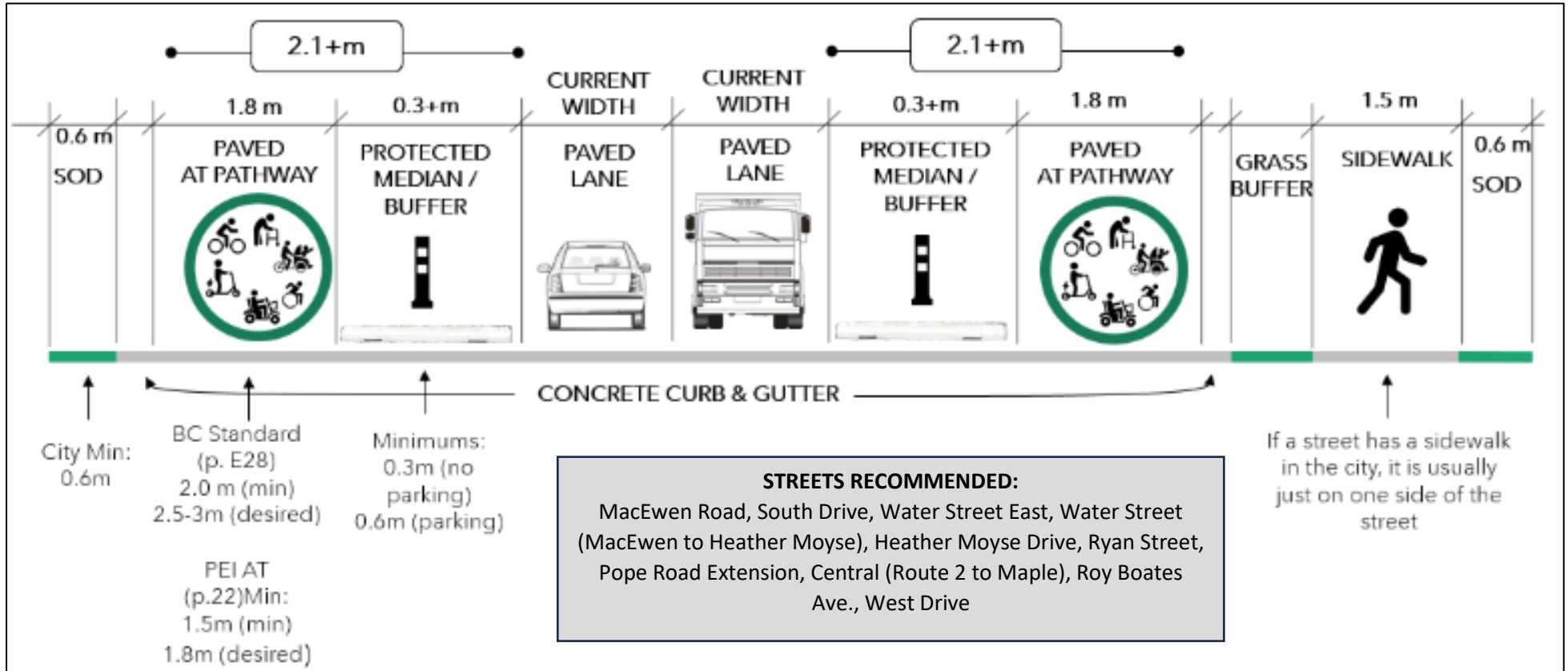
The following are the Unidirectional and Bidirectional standards (Montreal and BC are now increasing their desired widths but this is the PEI AT Network guidelines, noting the width can always be increased)

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

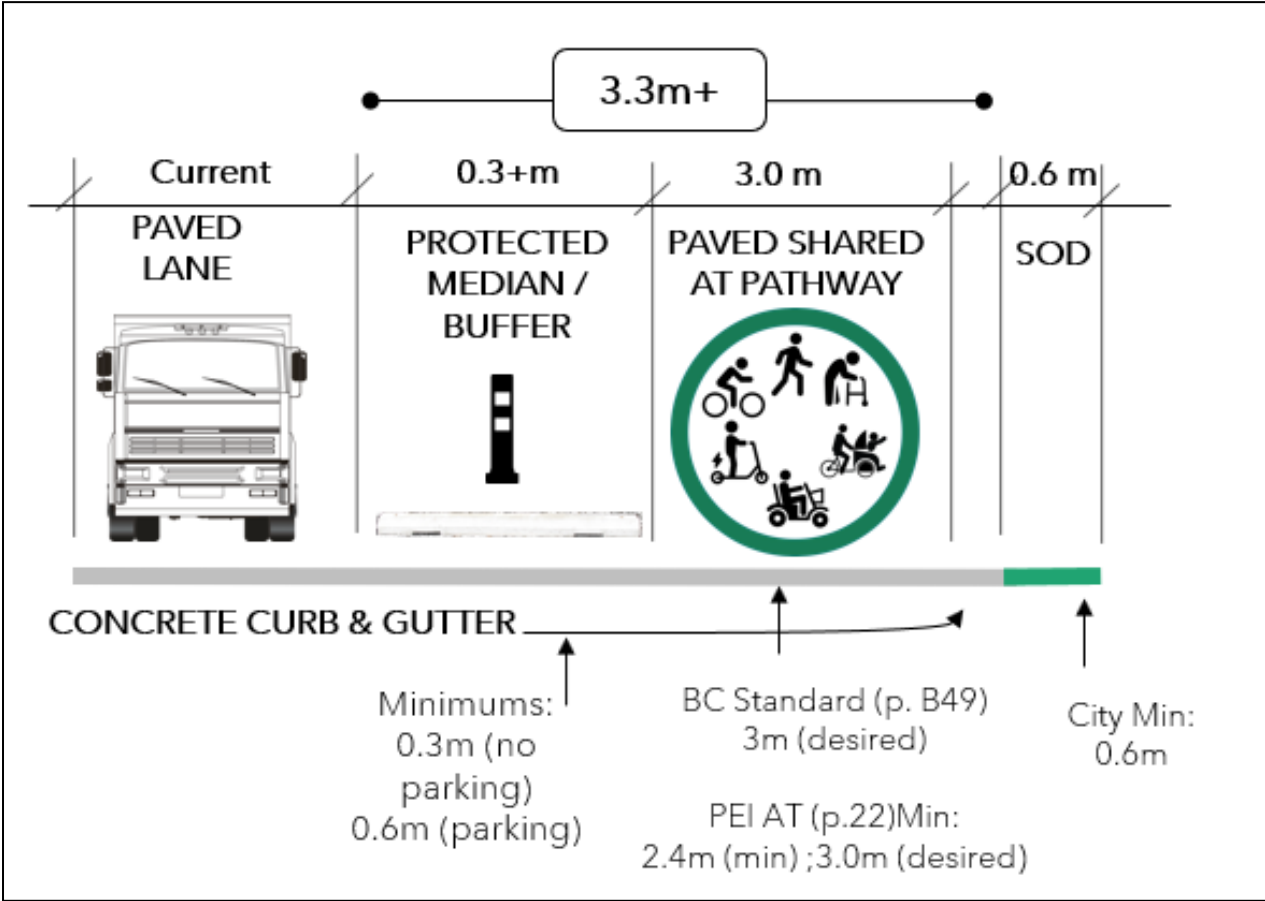
(Considered as both National and Provincial Standards, and are the City of Summerside Standards in two draft AT Plans, 2007 and 2012)

Now, we will present our street layout.

ON-STREET UNIDIRECTIONAL

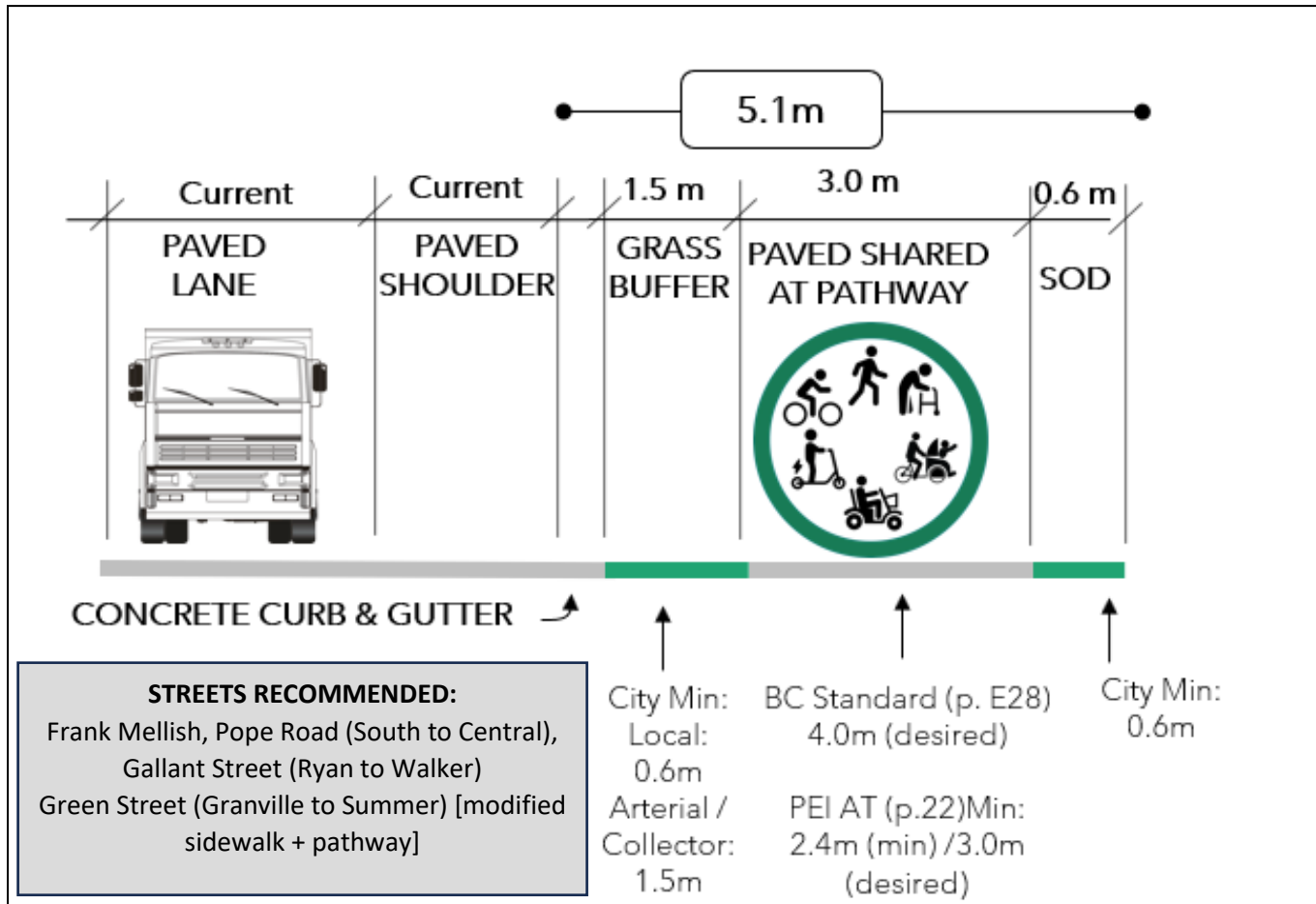


ON-STREET BI-DIRECITONAL

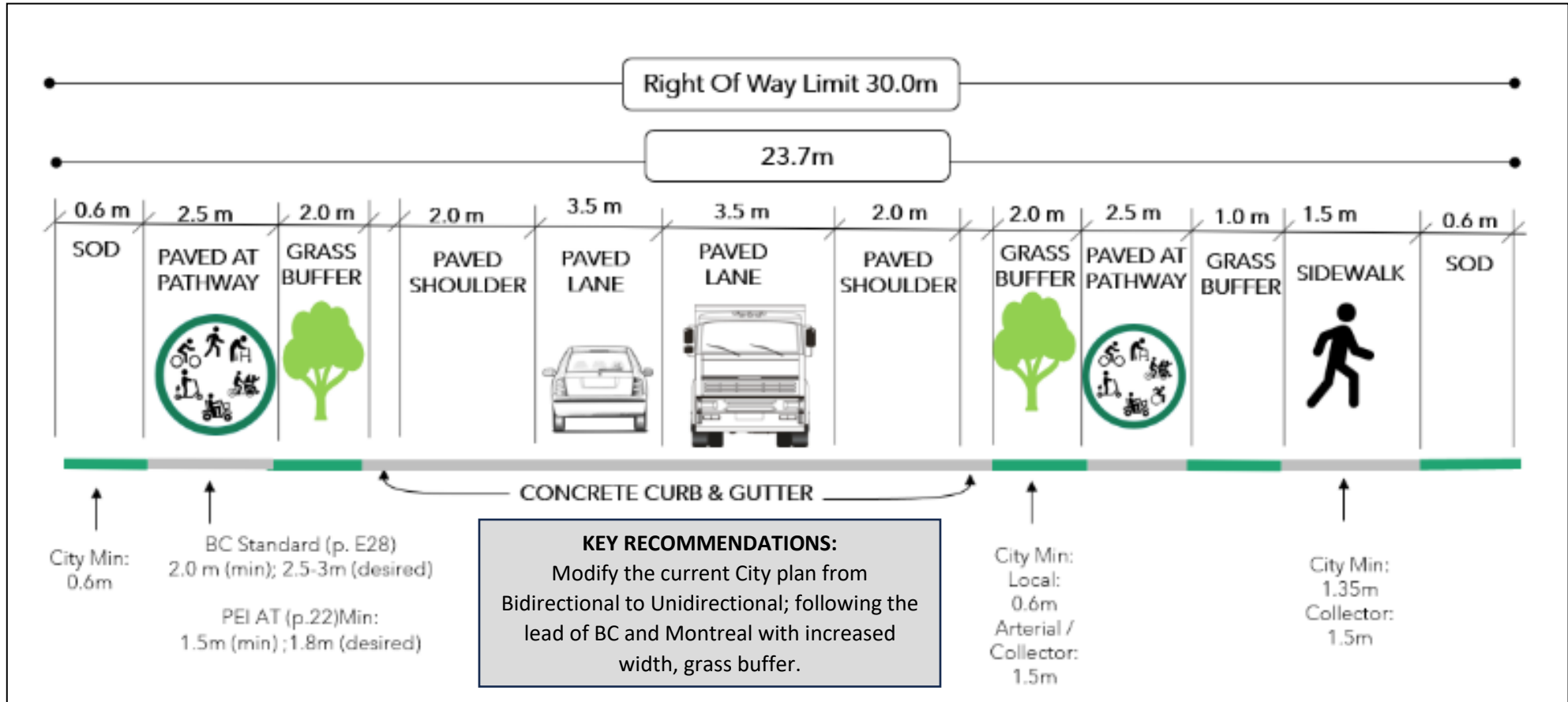


STREETS RECOMMENDED:
 Maple Ave (Jennifer to Summer), Schurman Ave, Beaver Street, Willow Ave (Greenwood to Elm Street)

SEPARATED OFF-STREET BI-DIRECTIONAL



EAST-WEST HOUSING CORRIDOR AT RECOMMENDATIONS



Staff Comment

Knowing this network is not going to happen overnight, how best do we/can we prioritize each area?

SAFE Summerside

Proposed 15-Year Capital Improvement Plan

Please refer to the Cost Assumptions on preceding page.

STREET	Section	KM	Ready	New	PEI AT	C-2020	C-2021	C-2022	Safety Items	
YEAR ONE										
Pope Road	South to Greenwood	0.9	0	0.9	\$690K	\$619K	\$1.3M	\$1.5M	B: \$3,871 (49) C: \$6,305 (97)	
South Drive	Pope to Greenwood	2.2	2.0	0.2	\$64K	\$47K	\$99K	\$115K	B: \$18,644 (256) C: \$30,680 (236) L: \$22,231 (2)	
Maple Ave	Wedgewood to Jennifer	0.1	0	0.1	\$79K	\$70K	\$149K	\$178K	B: \$474 (6) C: \$715 (11) L: \$11,056 (1)	
Schurman Ave	Summer to Granville	0.2	0	0.2	\$158K	\$94K	\$198K	\$231K	B: \$860 (11) C: \$1,430 (22) L: \$11,056 (1)	
Year 1 Totals						\$991K	\$831K	\$1.7M	\$2M	B: \$23K (302) C: \$239K (602) L: \$44,225 (4)
YEAR TWO										
Pope Road	Greenwood to Central	0.9	0.9	0.9	\$686K	\$615K	\$1.3M	\$1.5M	B: \$790 (10)	
Arcona	Arnett to Ottawa	1.25	1.25	0	\$0	\$0	\$0	\$0		
Ottawa	Arcona to Russell	0.1	0.1	0	\$0	\$0	\$0	\$0		
Russell	Ottawa to Hanover	0.65	.065	0	\$0	\$0	\$0	\$0		
Gallant	Ryan to Walker	0.5	0	0.5	\$200K	\$235K	\$496K	\$579K	B: \$2,133 (27) C: \$3,510 (54)	
Year 2 Totals						\$886K	\$851K	\$1.8M	\$2.1M	B: \$2,933 (37) C: \$3,510 (54)

Prioritization has been a focus in our previously submitted All Ages and All Abilities Active Transportation Network Plan in two ways.

First, we devoted one page for each Street (pages 17 to 38) in our Network Plan and provided a map, photos, key facts, and recommendations. On each of those 22 pages, we identified on the top right corner our priorities:

- NOW (1 – 5 years)
- NEXT (5 – 10 years)
- LATER (10 – 15 years)

The second prioritizing mechanism we employed was in the Cost Estimates section. In this section, we proposed a 15-Year Capital Improvement Plan based on a prioritized time frame (pages 45 to 49) and cost estimates based on Greenwood Drive actual costs and the 2023 costs of suppliers.

That being said, the key message that we need the Network Plan approved alongside a Long-Term Capital Improvement Commitment was, and continues to be, the objective. Thus, every year the question is not “if” AT will be funded, the question would be “how much.”

In the page that follows, we breakdown our priorities on one page, combined with the current community consultations.

SAFE Summerside Recommendations & Prioritizations

Regulatory & Policy	Streets	Intersections	Crosswalks Sidewalks
<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 Moyses to MacEwen) [R-15] [I-29-49] and Heather Moyses (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 Moyses 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 Moyses [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-80]</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-77]</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-79]</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) 23. Valley Crescent AT Pathway to Greenwood [future development] [R-21]
<p>[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)</p>			

Specific Route Questions/Considerations

Green Route (Protected)

1. Water St East



Staff Comment

MacEwen to Read's Corner is considered a "collector" and road widths that support AT lanes on both sides of the roadway.

SAFE Summerside

Great news! A 1.8m/5.9-foot unidirectional AT Pathway is essential for this area as with north and south housing developments, Water Street East continues to grow, resulting in more traffic. Further, a shared AT Pathway will help to alleviate the concerns of residents who do not have a sidewalk on the north side, and then being able to cross the road at a crosswalk (see our Crosswalk recommendations in our Intersection Retrofit, page 76). Thus, a unidirectional pathway is key to reducing the number of intersection crossings, eliminating contraflow traffic concerns (as with a bidirectional), and providing safer AT travel for the population.

Staff Comment

College of Piping to MacEwen Road: Consideration of narrowing roadway at College of Piping heading westward towards MacEwen Rd.

SAFE Summerside

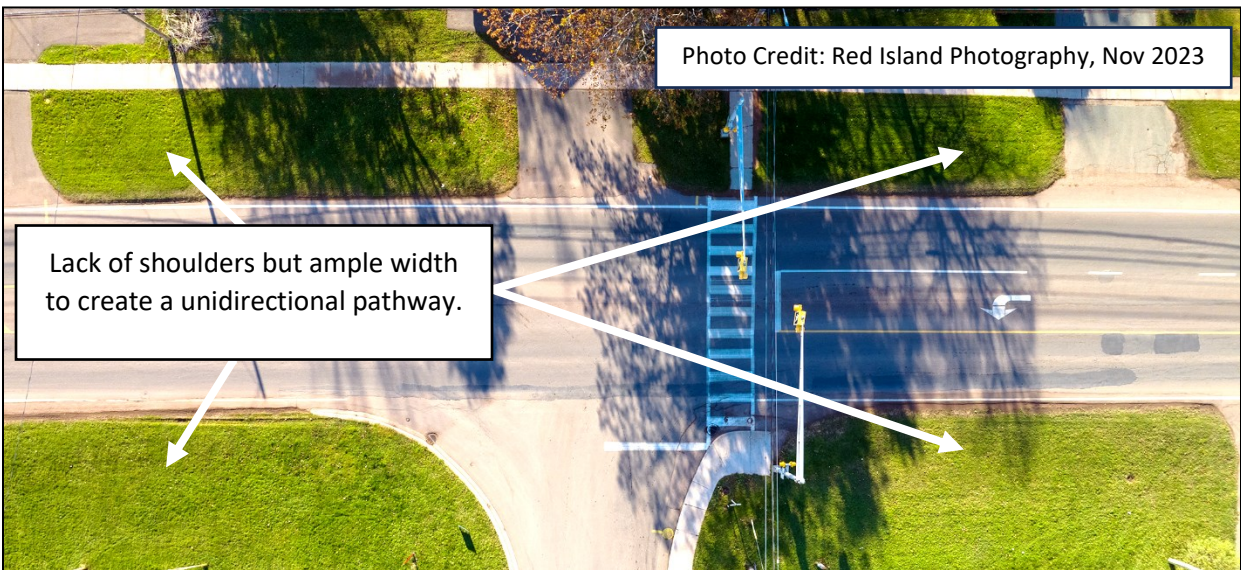
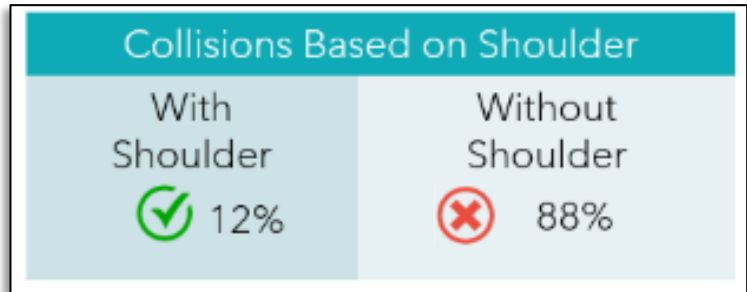
In our AT Plan, we addressed the need to increase the shoulder width for approx. 290 m (MacEwen Road to the College of Piping) on the south side and 380m on the north side (which includes utilizing Wyatt Crescent). Please refer to the Intersection Document for further details.

Staff Comment

Small Ave: Consideration of narrowing roadway at Small Ave

SAFE Summerside

Yes, we also identified this small distance (60 m) at Small Ave in our Network Plan that would need the traveling shoulder to be increased. As can be seen below, there is little (to no shoulder) currently. Based on our data, 86% of collisions occur on high traffic streets in the City, and 88% of those high traffic streets do not have a shoulder.



While the above photo reveals the lack of a shoulder at this intersection, it also illustrates the large amount of green space readily available.

Staff Comment

Gillespie Ave: Consideration of narrowing roadway at Gillespie Ave.

SAFE Summerside

We researched Gillespie Ave at the time of our report and again following Staff's comment, as well as measured the shoulder at this intersection. The shoulder at the Gillespie intersection is 5 foot 6 inches from the white line, consistent with the shoulder throughout Water Street East. By our measurements, we suggest the intersection at Water Street East/Gillespie does not appear too narrow and would not require any additional shoulder to install a unidirectional AT Pathway. Of course, at any time the City wishes to adjust the width of a shoulder to increase the width of the AT travel lane or to add a median, we would support those decisions. Lastly, please refer to our Intersection Retrofit (page 74) for our recommendation when the City aligns the street to create a four-way intersection in the future.



Staff Comment

Ross Ave: No comment provided.

SAFE Summerside

In our AT Plan, we highlighted the approx. 200 m of increased width that would need to be added as Water Street East narrows at Ross Ave. as it approaches Read's Corner heading east. We also provide recommendations for the Read's Corner intersection in the Our Intersection Retrofit (Page 72).



2. Water Street (Downtown)

Staff Comment

Would suggest for a multitude of reasons the AT route would follow boardwalk/rails to trails vs roadway.

SAFE Summerside

Water Street (Downtown) is not a part of our Network Plan; however, we see great potential to create a “Pedestrian Village” in Downtown and to explore ways to move the Confederation Trail from behind the businesses unto Water Street and in-front of the businesses. At present, many Confederation Trail users travel through Summerside by bicycle don't stop in Summerside and wait until they reach the Railyard in Kensington as the Confederation Trail passes directly on the Trail with shops and amenities. In our response to utilizing the Confederation Trail or the Baywalk and not Water Street, we begin our response by highlighting two routes that start and end at the same location:



AT Route Benefits:

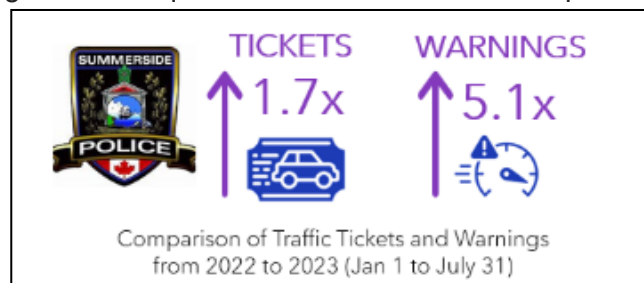
- ACCESSIBILITY** (Icon: Person in wheelchair)
- INTUITIVE** (Icon: Lightbulb)
- ALL-SEASON** (Icon: Winter hat)
- CUSTOMER SPENDING** (Icon: Upward arrow with 48%)
- 24-HR PUBLIC VISIBILITY** (Icon: Eye with light)
- OFF-ROUTE CONNECTIONS** (Icon: Puzzle pieces)



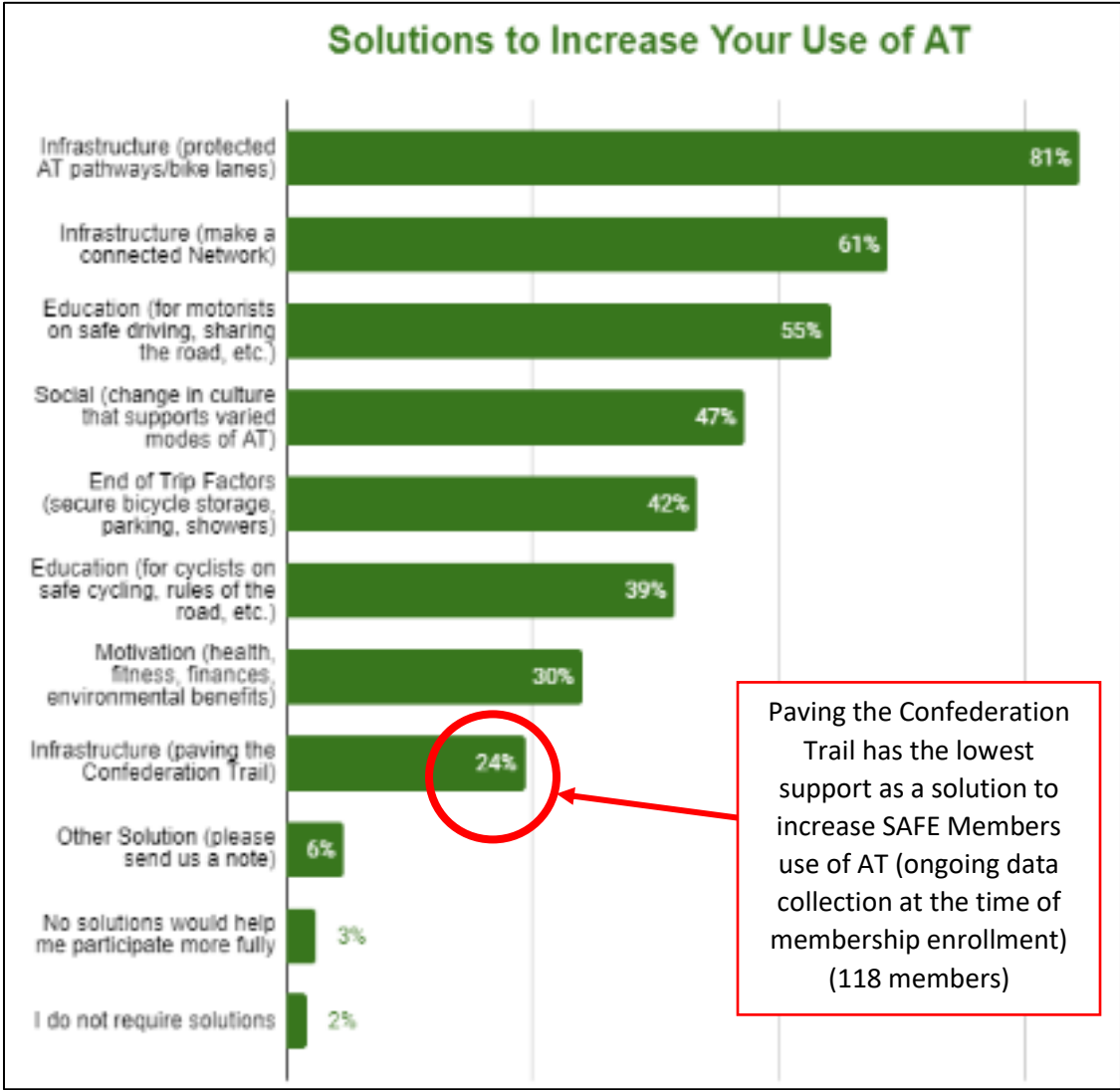
So, if an AT user takes the Baywalk or the Confederation Trail to reach a destination, it takes longer; however, let's say an AT user wants to visit Township. How does this happen by following the Confederation Trail? As well, AT users frequently make stops along their route to pick up food, drink, or to window shop – all of which an AT route on Water Street supports.

As well, let's consider the following facts that support the AT Route being on Water Street:

- Water Street is the 4th highest traffic street (average of traffic counts, 2010 to Present) in the city and accounts for the second-highest collisions with pedestrians/cyclists and motor vehicles (18%) in the City. No reported collisions with motor vehicles have been reported on the Confederation Trail or Baywalk.
- Water Street has been the site of some of the city's terrible (sometimes, fatal) pedestrian collisions (Water/Autumn, Water/Heather Moyses, Water/Harvard).
- 58% of Water Street is wide enough for a unidirectional AT Pathway with the work required being at intersections that will make those intersections safer for all traffic.
- Water Street is the only street recommended for "major repair" by a cycling touring company so much so that they reached out to SAFE while in a different province; this group rents rooms in Summerside and visits the area for one-two weeks annually.
- A protected AT network complete with concrete parking stops and bollards would narrow the street -- street narrowing is a technique used in Summerside to help reduce speeding. In a study of speeding tickets and warnings issued the first 7 months of 2022 and 2023, the City Police recorded an increase in tickets (1.7 x more tickets issued) and an increase in warnings (5.1x more warnings issued). (August 21, 2023 City Council Meeting)
- Bicycles, e-bikes, e-scooters should not need to travel on the sidewalk but without bicycle-friendly infrastructure, these forms of active and sustainable transportation have little option than to share the sidewalk with pedestrians. This increases the feeling of risk many of senior population feel as they have reported to SAFE that they feel they are being "pushed off the sidewalk."
- New apartment developments on Water Street will result in more active transportation users looking to move on Water Street to designations on Water Street.
- There is no more intuitive street that connects traffic from the east of Prince Edward Island to downtown Summerside.
- Growing this AT network will support and help downtown grow as a protected AT pathway will bring more people into the downtown Summerside directly into downtown.
- Water Street is the home to shopping, services, and employment (directly where AT users are looking to work, spend money, and access services – in a real sense, AT Pathways are **an AT business connector**)
- The lack of bicycle-infrastructure on Water Street certainly contributed to the City receiving a low and negative score on Michael Haynes 2007 bikeability scale, "most prominent were the lack of bike lanes, signage, and bicycle parking" (A Green Transportation Plan for Summerside, p. 12). Little has changed on Water Street since that time.
- Water Street is accessible year-round where the Confederation Trail is not.



A final comment is paving an already existing trail, based on 118 SAFE Summerside members, received the lowest support as a “solution to increase their use of AT” at 24%. Tops of the list was a protected AT pathways (81%) and to make a connected network (61%).



Paving the Confederation Trail has the lowest support as a solution to increase SAFE Members use of AT (ongoing data collection at the time of membership enrollment) (118 members)

The fact remains Water Street is an integral component of the City’s overall street infrastructure and to exclude Water Street from an AT Network Map is a noticeable gap in the network’s connectivity; however, **we don’t see the development of Water Street AT Business Connector and the improvement of the Confederation Trail as being mutually exclusive.**

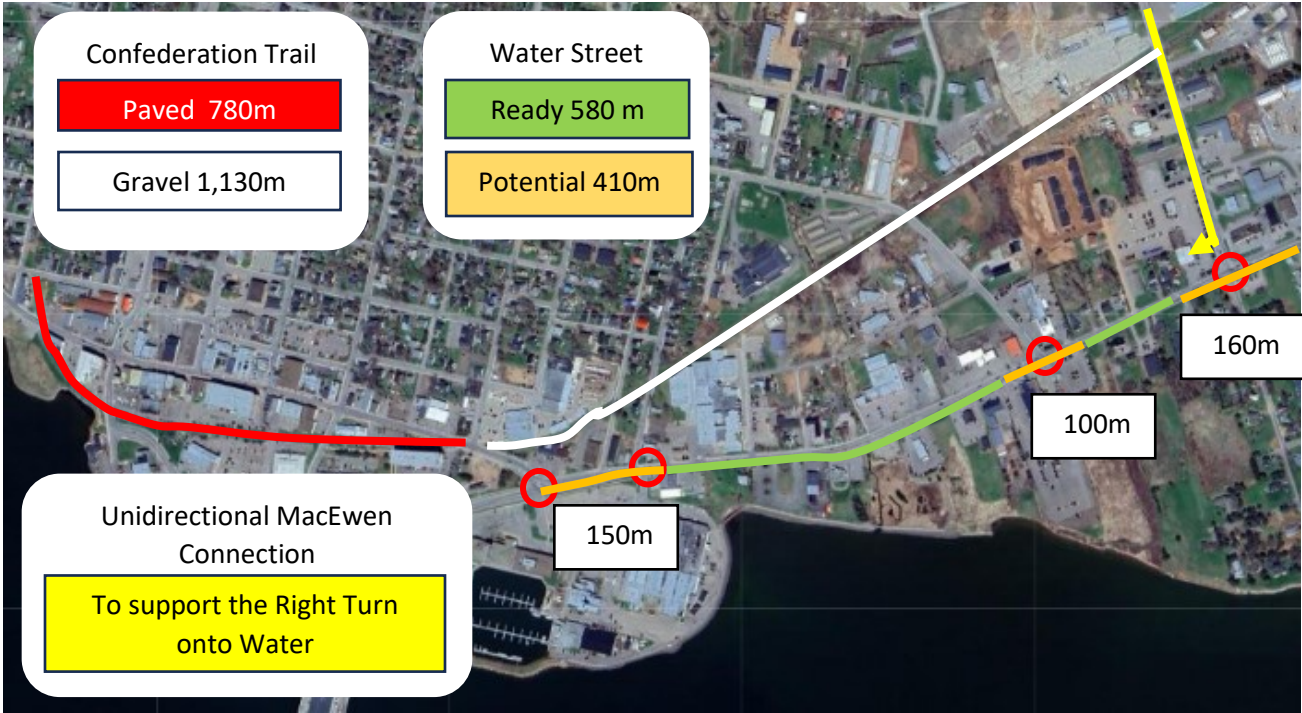
There are real benefits of inclusion (with pavement and elimination of gates), improved safety and 24-hour access (with street lighting); however, the trail is not accessible year-round and not directly connected to shopping, businesses, and services. So, once the cold weather hits, for users that AT is a choice, they may decide to drive a motor vehicle; for AT users whom AT

is their only option based on income, disability, age, non-motorized Water Street is their only option.

The Mayor’s Task Force on Attainable Housing Final Report states: “Many challenges around housing security are income related or can be offset through other services . . . transit and active transportation systems” are listed as one of five points of reference (p. 13).

Lastly, and on a broader level, the benefit of improving the safety of these intersections on Water Street (Heather Moyse, Harvard, Autumn, and MacEwen) will best prepare the city for the long-term population growth for all people moving through these cross sections in the years to come.

We recommend the City begin the process of redesigning Water Street (Heather Moyse to MacEwen) similar to the process in the City of Charlottetown with University Avenue and North River Road, both of which include active transportation routes.



3. South Drive

Staff Comment

Bayview Drive: Consideration of narrowing roadway at Linkletter Rd

SAFE Summerside

On page 20 in our AT Plan, we calculated South Drive (Pope to Road to Route 1, 1,200m) had wide enough shoulders, and Pope Road to Greenwood Drive would require 400m of widening. This includes 100m at the Bayview Drive intersection and 300m at the Water Street/Notre Dame intersection as both shoulders were eliminated/reduced as the result of the creation of a turning lane to increase traffic flow without increasing street width to maintain the shoulder.



Staff Comment

Pope Road/South Drive Intersection: Challenges with Pope/South Drive intersection

SAFE Summerside

Please view our recommendations on Page 16 of our Intersection Retrofit.

4. Pope Road

Staff Comment

Roundabout and Pope Road/South Drive Intersection: Current roundabout design challenges for AT inclusion and challenges for Pope Road/South Drive intersection

SAFE Summerside

Please refer to page 14 of our Intersection Retrofit.

Staff Comment

Pope Rd extension: the Pope Road Extension roadway narrows

SAFE Summerside

SAFE Summerside: The Pope Road Extension narrows at the Granville/Ryan intersection. There appears to be ample room for a protected unidirectional AT Pathway, with the need to widen the shoulder as approaching Granville Street. Please refer to page 18 of our Intersection Retrofit for detailed information.

Pope Road – Bidirectional or Unidirectional?

The question of whether Pope Road should be bidirectional or unidirectional was introduced during the Committee of the Whole Meeting (November 7, 2023). City Staff explained they will hire a third-party engineer firm.

We recommend a south-side bidirectional Pope Road (same side as CUP, GST Centre). Our recommendation is based on the following:

Primary Risk Decision 1 - Intersections:

Every intersection, driveway, or parking lot entrance/exit is considered a street crossing and a risk of collision for the AT user.

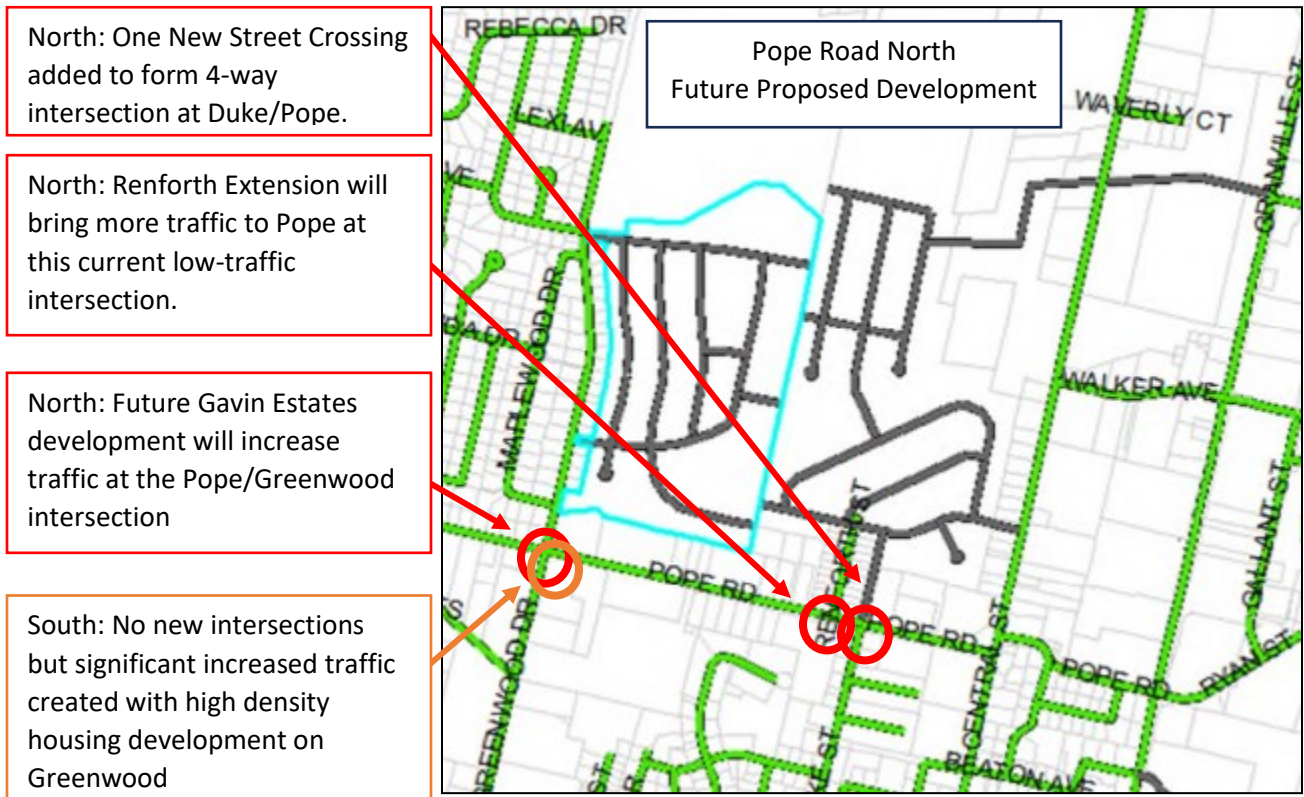
	Driveways/ parking lots	4-way inter	3-way intersections	Total crossings	
North	33	3	5	41	59%
South	24	3	1	28	41%

There are significantly more street crossings on the north side (41) than on the south side (28). This translates into a 1.5 times more street crossings, and 1.5 times more risk of a collision. Of course, not all street crossings have similar risks/traffic. For example, the frequency a private

driveway is accessed by a motor vehicle is minimal compared to an intersection; however, private driveways (often) include a vehicle backing up (less vision; more risk) and it was the crossing of a private driveway that resulted in the only reported pedestrian facility on Pope Road (2022) – so, the importance of private driveways is always a risk factor.

Considering future land that may be developed is also important.

On Pope north, two major developments will create 500+ units (our estimation) and add one additional intersection as the Pope/Duke intersection will move from a 3-way to a 4-way intersection, and Renforth will be extended and connected (resulting in more traffic than the current dead end).



On the south side, there is Greenwood Drive high density housing development under construction. This new development will not result in a new street crossing but will increase the traffic utilizing Pope/Greenwood.

Of (incredible!) interest is the potential to create an **AT Pathway from Valley Street through to Greenwood Drive**. We understand and value the concerns raised about Valley Street connecting via a regular street (Planning Board Meeting, April 4, 2023); however, by connecting Valley Street via an AT Pathway (one will be created by the community naturally regardless) a safe AT shortcut to Greenwood can be created. To connect to Greenwood Drive via South Drive currently from Valley Street is 1.4 km south toward Notre Dame Street, 1.6 km via Pope Road, or 1.1km via Confederation Trail. The Valley Street AT Connector would connect to Greenwood Drive (following the same slat in 0.6 km) plus with all the advantages of a quieter experience than Pope Road or South Drive.

We recommend creating an AT route from Valley Street to Greenwood Drive and the Confederation Trail.



Lastly, with the projected increased traffic of both developments, we recommend the Pope/Greenwood intersection will require a traffic light in the future. In conclusion, the future developments will have the effect of adding one additional intersection on the north side, bringing the totals to north side (42) south side (28).

Primary Risk Decision 2 – Contraflow Risk Areas:

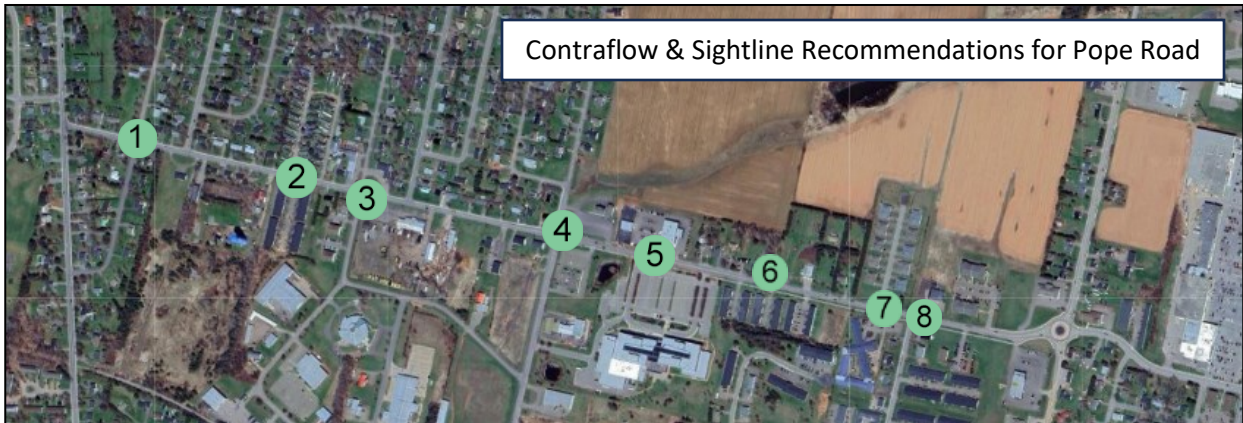
The safety concern of bidirectional pathways is focused on contraflow traffic. Accidents happen when a driver does not look right but turns right because they do not expect traffic to be coming from that direction.

Now, we examine each street and consider sightlines, with specific observations of vehicles who are turning right (not needing to look right because they are not crossing westbound traffic).

The primary issue is education of motorists to look right. At times, observations are made where motorists do not look right and instead look only left because there is a "gap" in traffic. Not looking right with a bidirectional AT pathway creates predictable risks which can be reduced with signage and education.

OBSERVATION:

The current right of way on Greenwood Drive requires AT users to stop at every parking lot, intersection, or driveway is not best practice. We do not support Pope Road set up where AT traffic needs to stop at every driveway. Like pedestrians in crosswalks, AT users have the right of way when they cross intersections and driveways.



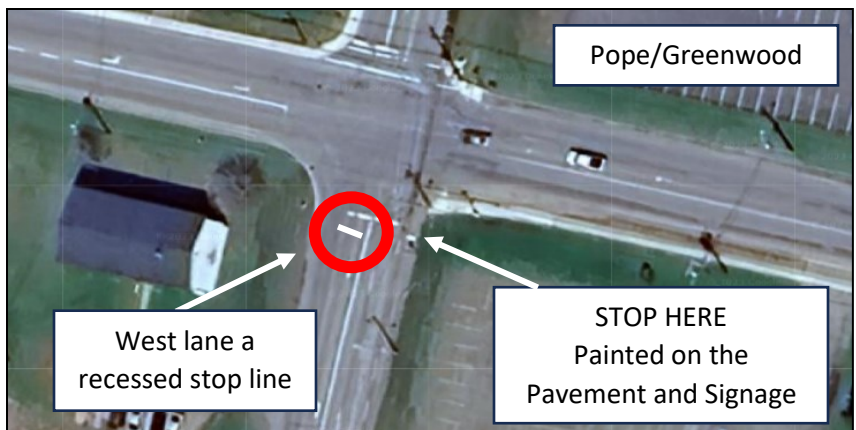
1. **Pope/Crescent** (issue: sightline blocked when turning right) forces motorists to pull out on AT Lane; add two-way crossing signage, green AT street crossing point.
2. **Precious Lambs Daycare/School Club** (issue: increased traffic at peak drop off and pick up times; solution: two-way crossing signage, green AT street crossing point, and communication on risks to staff, asking to send an annual notice to parents)
3. **Pope/Mill Crescent** (two-way crossing signage and green AT street crossing paint to be added)
4. **Pope/Greenwood Drive**
This intersection is of great concern for a bidirectional. Currently, it appears common practice for motor vehicles to:
 - (1) roll the stop sign
 - (2) only looking left when turning right, and/or
 - (3) east lane drivers pulling nearly a full car length over the white stop line



TWO-WAY SIGNAGE

Signage to educate motorists to always look both ways because there is a two-way bidirectional pathway.

When these actions occur, AT users are blocked from accessing the Greenwood Bidirectional (this happens most of the time I travel this route). We recommend a recessed stop line on the west lane to aid east lane drivers seeing the cars approaching from the west, green AT street crossing point, two-way crossing signage, and STOP HERE signage and paint.



5. **GST Centre** (two-way crossing signage at all entrances, green AT street crossing paint, and communication on risks to the Centre, asking to send an annual notice to employees)
6. **Garden Townhomes Apartments** (two-way crossing signage, green AT street crossing paint, asking to send an annual notice to renters)
7. **Andrews of Summerside** (two-way crossing signage, green AT street crossing paint, asking to send an annual notice to staff)
8. **Pope/Duke Intersection** (two-way crossing signage, green AT street crossing paint, STOP HERE signage)

It is the hope that by following the above recommendations the inherent risks associated with bidirectional can be alleviated.

Primary Risk Decision 3 – Key Destinations:

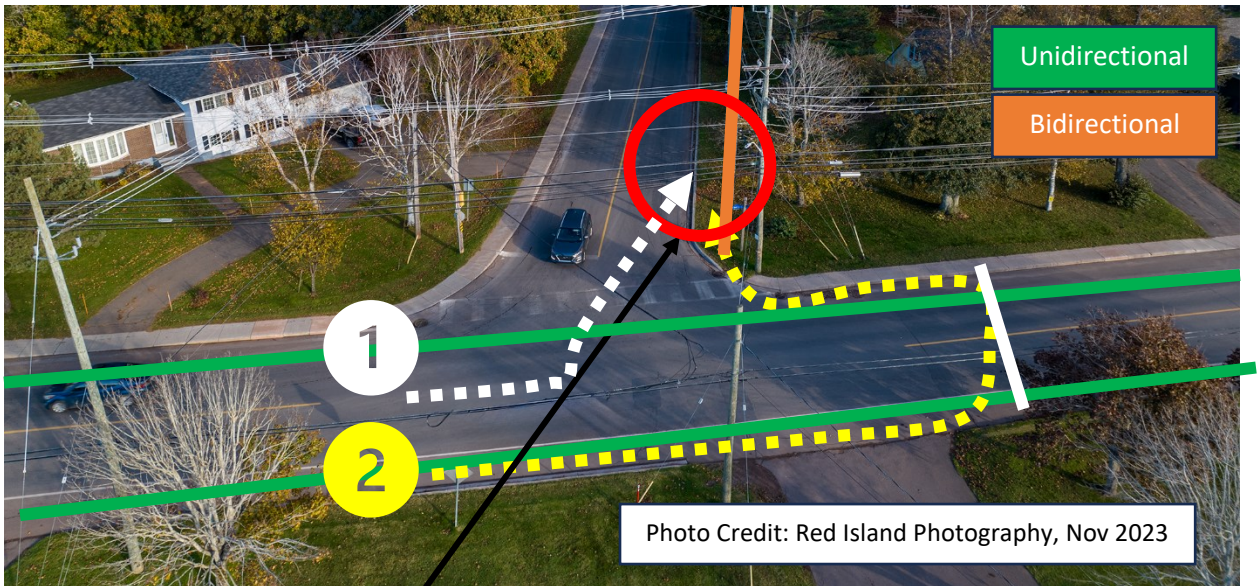
The final risk decision to create a bidirectional or unidirectional is, at times, we can predict the route used by most AT users based to key destinations. On Pope Road, the majority of key destinations that either employ a large number of people or have the potential for a large number of customers are on the south side (GST Centre, child care centre, senior citizen housing facility, Summerside Industrial Park,) and also access to Credit Union Place, Boardwalk, and downtown).

To facilitate north side AT users gaining access to the south side bidirectional pathway, we recommend the following crosswalks to connect to the bidirectional:



- | | |
|---------------------------------------|---------------|
| 1. Pope/South | 6. MacDougall |
| 2. Birchwood Heights ~ Crescent Drive | 7. Greenwood |
| 3. Weeks Drive | 8. Duke |
| 4. Sunshine Trailer Park | 9. Central |
| 5. Pine Drive ~ Mill Crescent | |

One final recommendation is a curb cut lane from South Drive onto Pope Road:



We recommend a curb cut lane on Pope Road to join the off-street Protected AT Pathway to support (1) confident in-traffic AT users who will turn left onto Pope Road by “owning the lane” and not use the longer route (2) that would be used by less confident AT users.

5. Walker Ave

Staff Comment

Intersection: Intersection concerns crossing Granville

SAFE Summerside

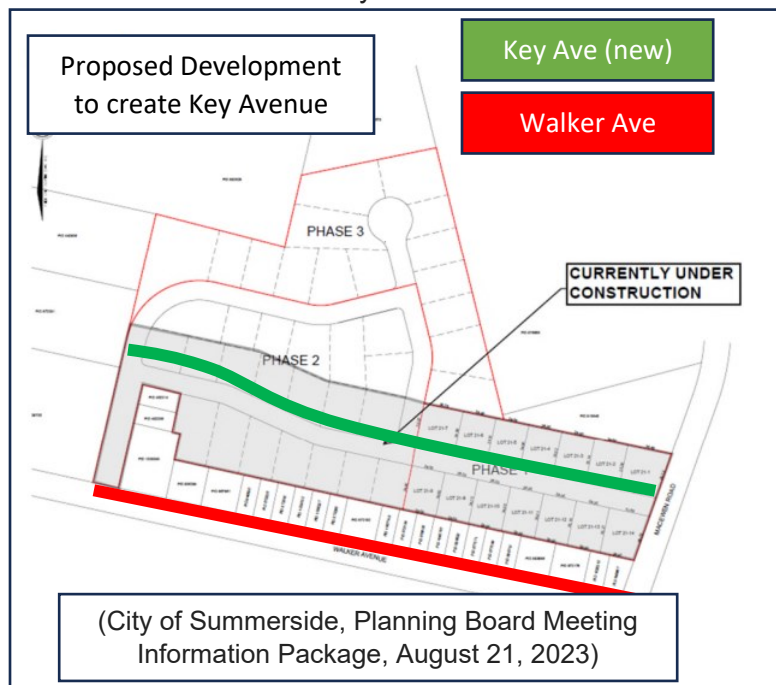
Please review page 21 of our Intersection Retrofit for details.

Staff Comment

On Street Parking/Challenges with Tenants/Owners: On street parking along Walker challenges with existing duplex tenants/owners

SAFE Summerside

The recommendation to have a protected AT Pathway on Walker Ave (MacEwen to Gallant Street) has been amended since our Final Report was published in March 2023. The rationale for this change is the new subdivision currently under construction (summer of 2023) includes a new street (Key Avenue) one street north of Walker Ave. We anticipate this street to have significant less traffic than Walker Ave. and will provide a safer AT route from MacEwen Road to Gallant Street than Walker Ave. Of interest, Walker Ave. does have a high proportion of SAFE Members (residents/business owner) who have communicated they would love to have a protected Pathway on their front yard; however, their biggest concern is how to get across Granville Street.



6. MacEwen Road



Staff Comment

Water to Maple Grove Road: Water to Maple Grove Road good, a collector very wide and ideal for two direction lanes.

SAFE Summerside

Super! A unidirectional AT Pathway is a “must” with the increased safety concern with bidirectional Pathways, considering two public schools, and the connector to uptown shopping, PCH, the new East-West Housing Corridor, and residential areas such as the Vivanlee Trailer Park and Blue Bell.

Staff Comment

Widening: Maple Grove Road northward to walker requires shoulder widening

SAFE Summerside

The east side of MacEwen Road has a shoulder to meet the standards for a unidirectional AT Pathway beyond Maple Groove Road, until Wright Street. That translates into 160m less street widening.

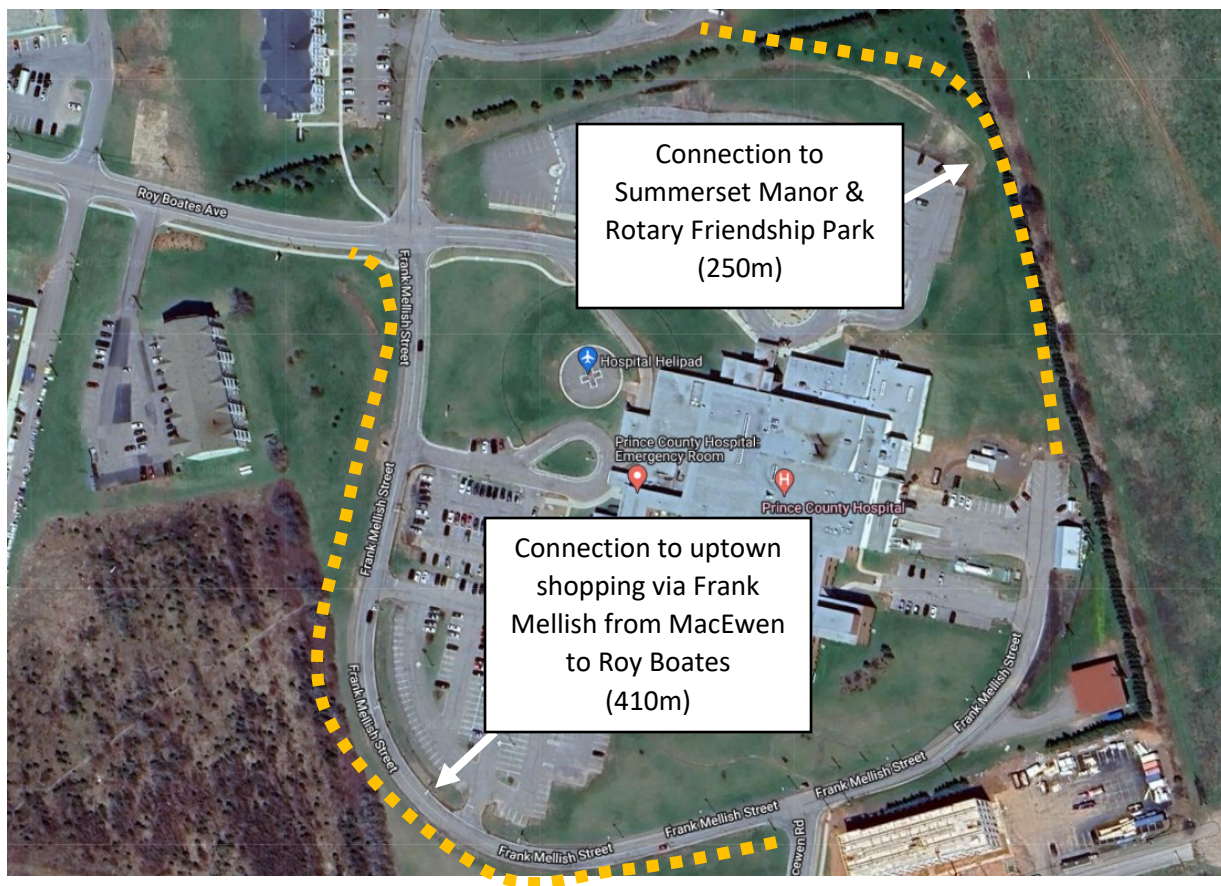


Staff Comment

Connection to Upper Granville Shopping: Propose using Frank Melish St to connect to Roy Boates accessing Walmart/superstore area (suggestion originally included by Staff under Arcona Street but appears to fit better with MacEwen Road)

SAFE Summerside

We support the City's suggestion to create an AT Pathway using Frank Mellish through to Roy Boates Ave: Roy Boates Ave. has the necessary width and with an off-street AT Pathway alongside Frank Mellish. Of interest, the Rotary Club of Summerside is interested in developing an AT Pathway from Summerset Manor to the Rotary Friendship Park to support the Cycling Without Age Program; so, perhaps a City of Summerside partnership with the Rotary Club may result in a creative solution for a safe path in the same area, to meet multiple goals.



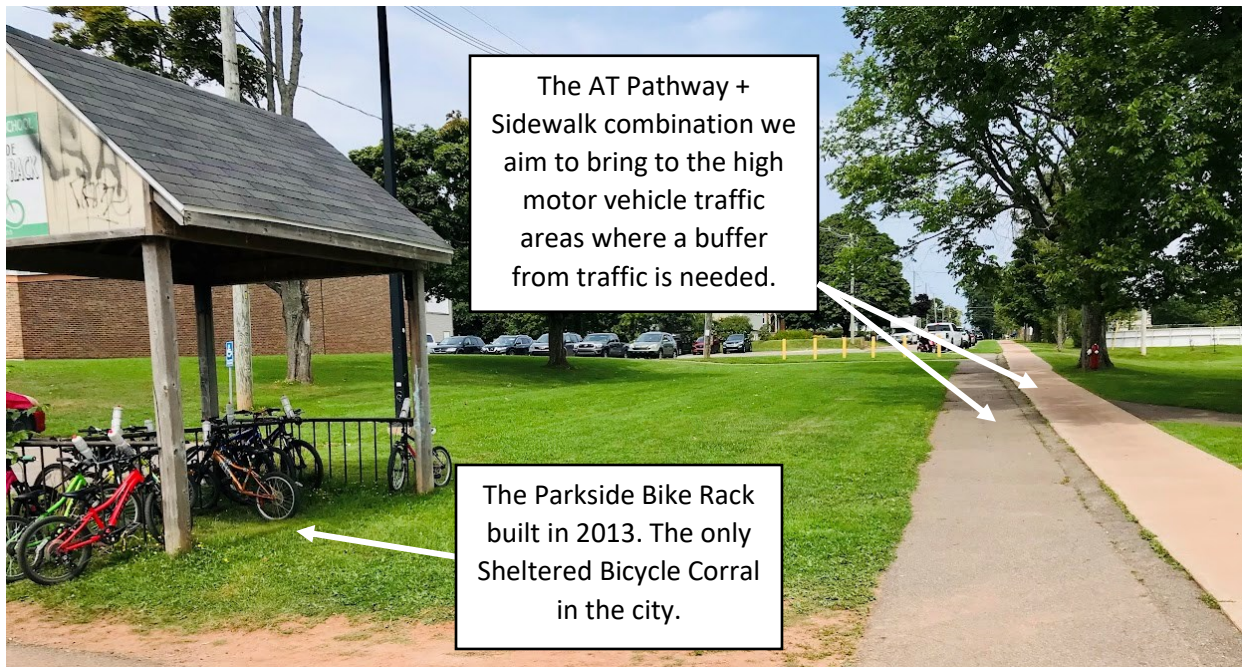
7. Green Street

Staff Comment

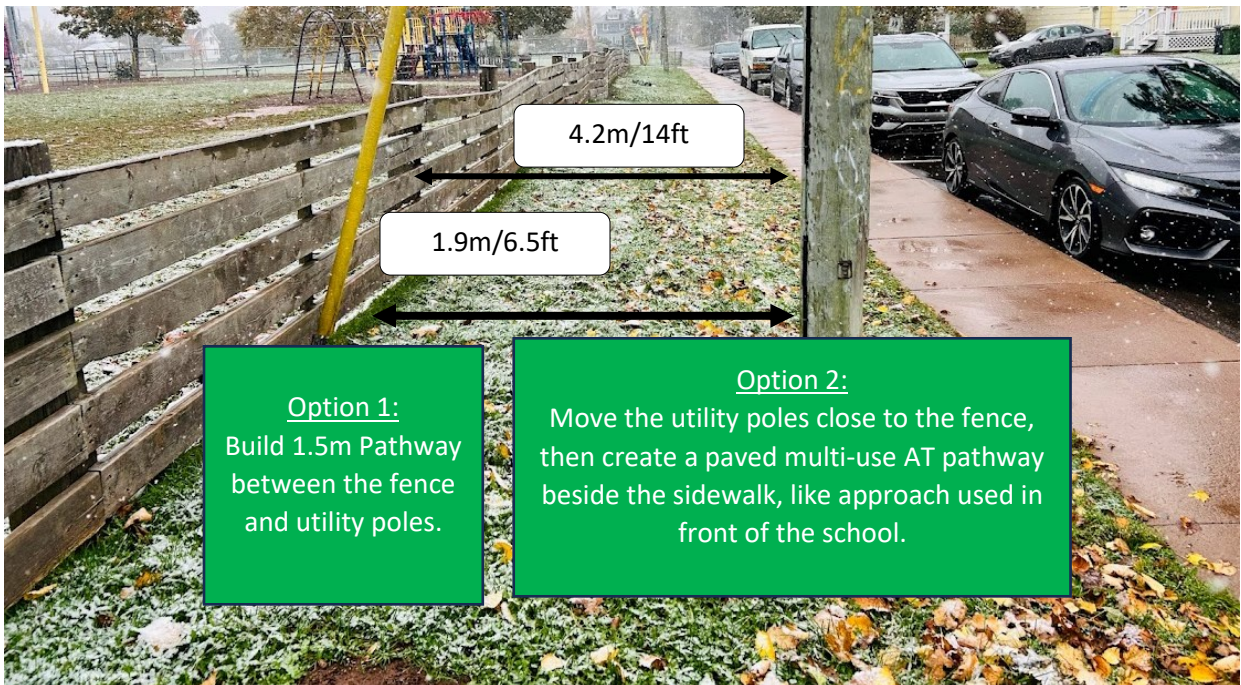
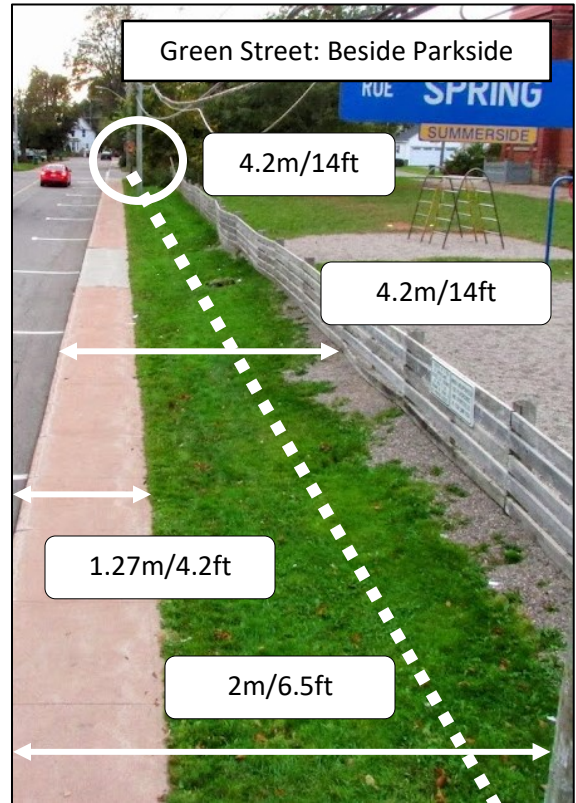
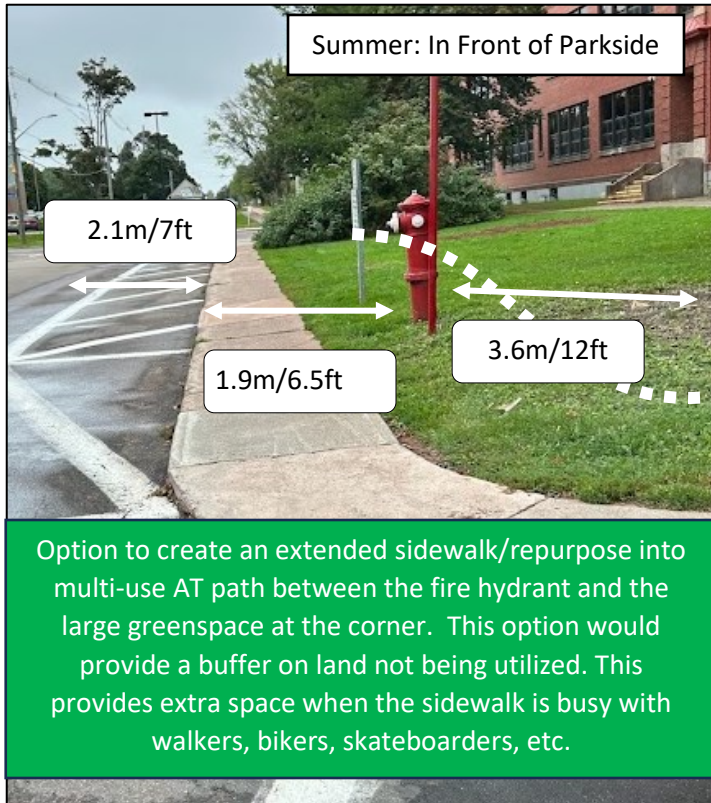
Challenges with width and land ownership

SAFE Summerside

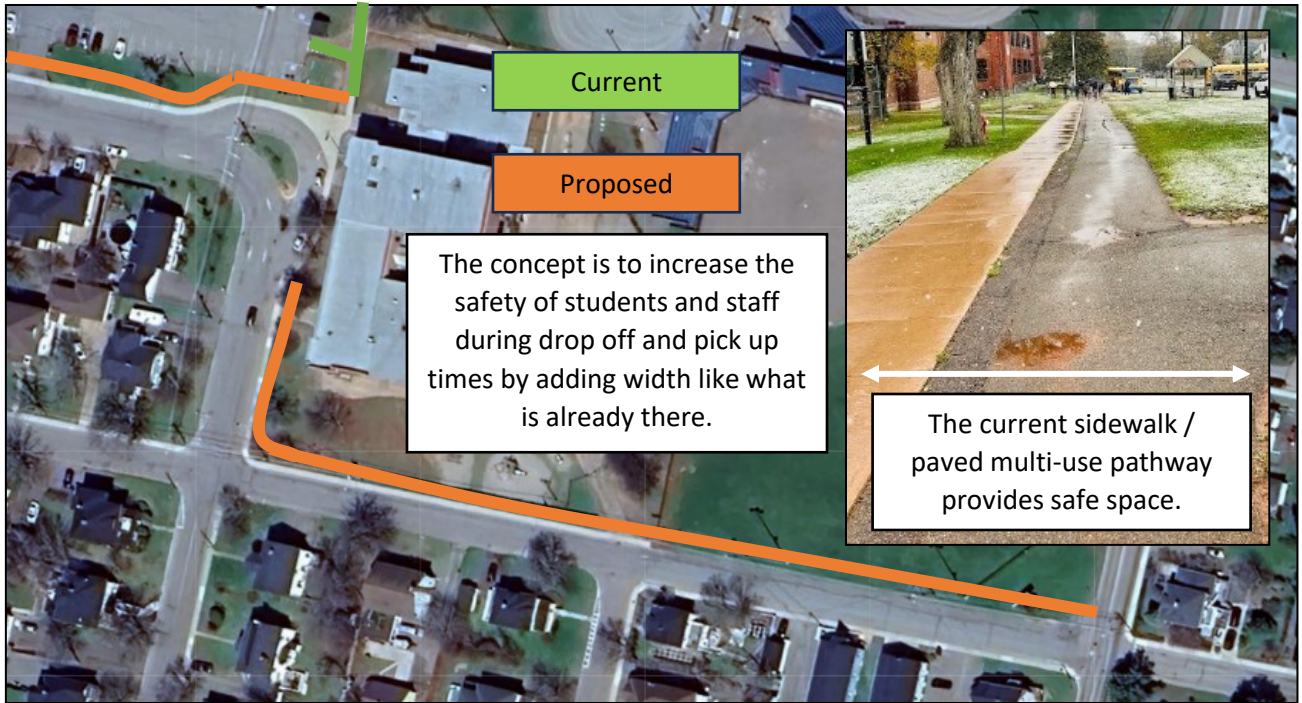
We consider Summer/Green Street a safety concern for students: narrow sidewalks without any buffer to traffic, triple street crossings when one street crossing is possible, and the land ownership appears to be not an issue as the majority of land is behind the city-owned Queen Elizabeth ballpark homerun fence and a Public School Board property with a historical investment in Safe Routes to School, and a continued interest in creating safety for students (as evident with the 2023 changes to parking/no parking zones on Summer and Green).



We detail the Central/Beaver (page 52) and the Granville/Green intersections (page 25) in our Intersection Retrofit, but for this purpose, we are recommending an AT Pathway on the south side of Green Street (so, students only cross the street once, and not twice or three times to walk to school).



The finished product would like this, with the increased protection of a multi-use paved pathway adjacent to the sidewalk, which supports students and staff and the community:



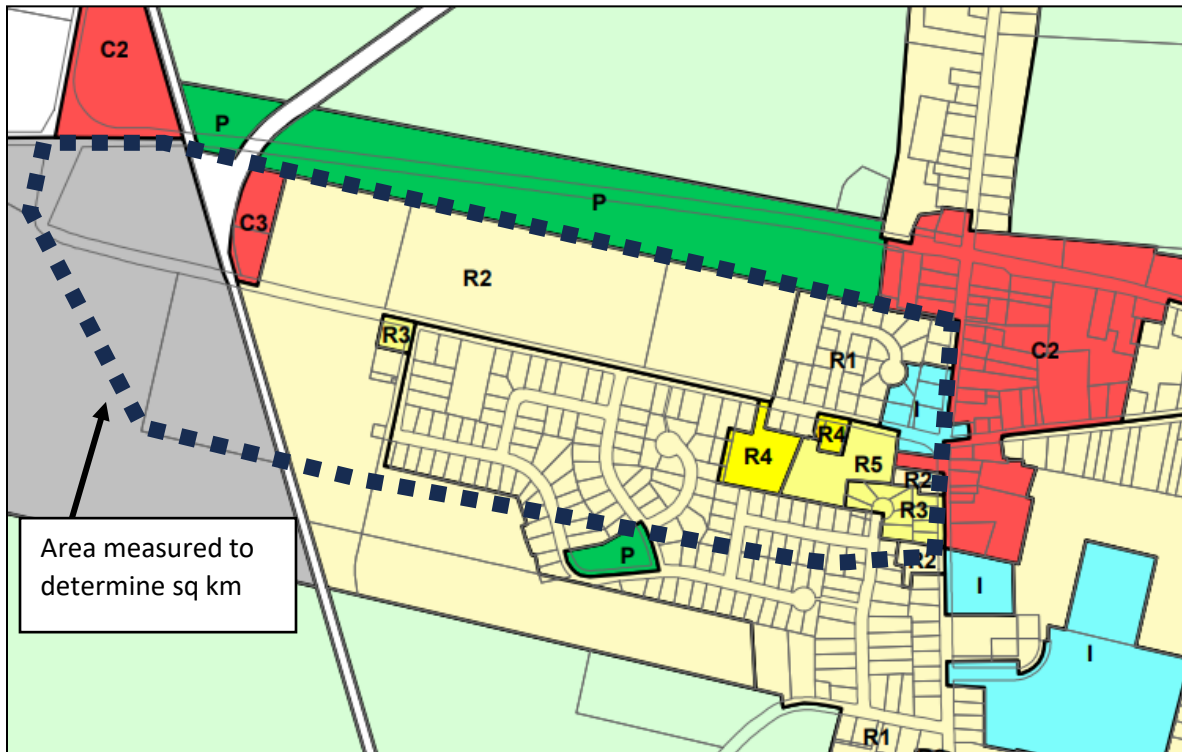
8. West Drive

Staff Comment

Commercial area with no existing shoulders would require shoulder widening

SAFE Summerside

While there is some commercial area (C3) on West Drive, the street is majority residential: low density (R2) on the north side and single family (R1) on the south side, with a small mix of high density (R4). In fact, the commercial land use in this area is 1.4% (0.01 sq km of the total of 0.07sq km) with most of the land use (81%) residential. There is 15% industrial, but it is separated on the west side of the Confederation Trail. And if we introduce 100 West Drive is also the location of a family childcare centre, the fact the sidewalk ends at Curran, the need for a protected AT Pathway on West Drive is recommended and appears suitable with the current land use.



9. Maple Ave

Staff Comment

connection to trail (private property)

SAFE Summerside

The connection to the Confederation Trail via Maple Ave continues to be a highly utilized safe connector, being used as a key route for the community. The opportunity to build an accessible bridge to make this trail accessible is key. Just witness someone from Wedgewood Manor trying to push a wheelchair up this hill and this is an image you won't quickly forget.



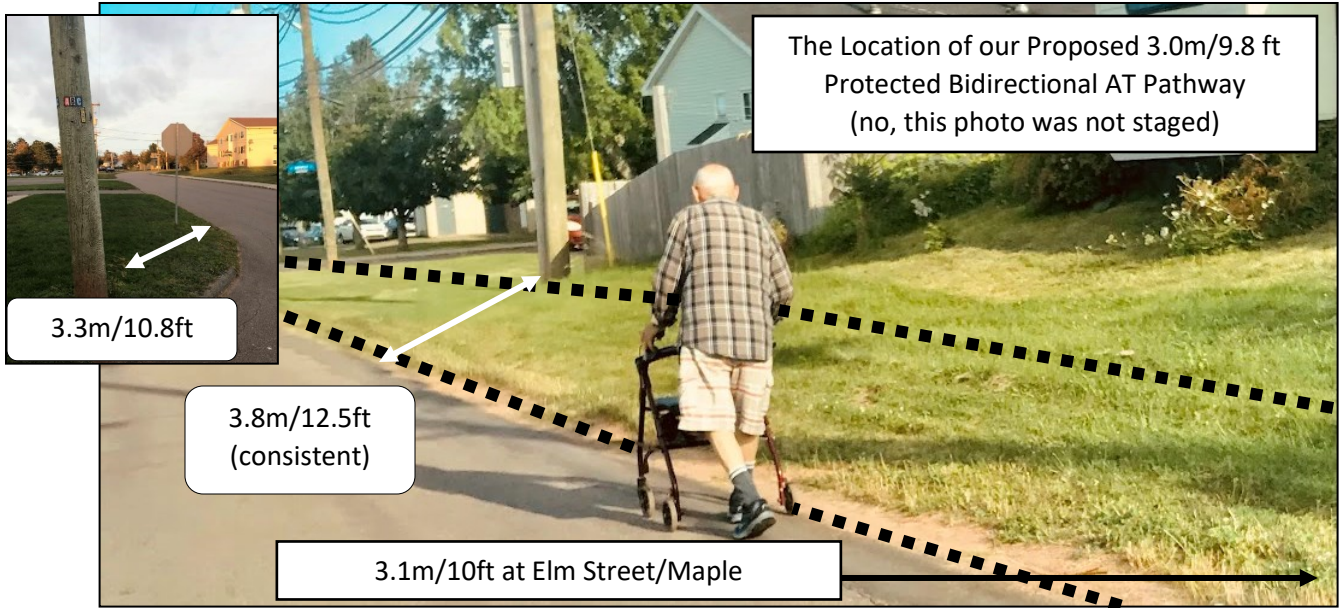
A 2010 photo: There was a wooden bridge that has since deteriorated. The Rotary Club has shown interest in working with the City to create this passage to support the Cycling Without Age Program.



A 2023 photo, highlighting the use of this well-worn path. We don't anticipate any objection from the private property owner as it will help tenants of this apartments to access the trail safely.

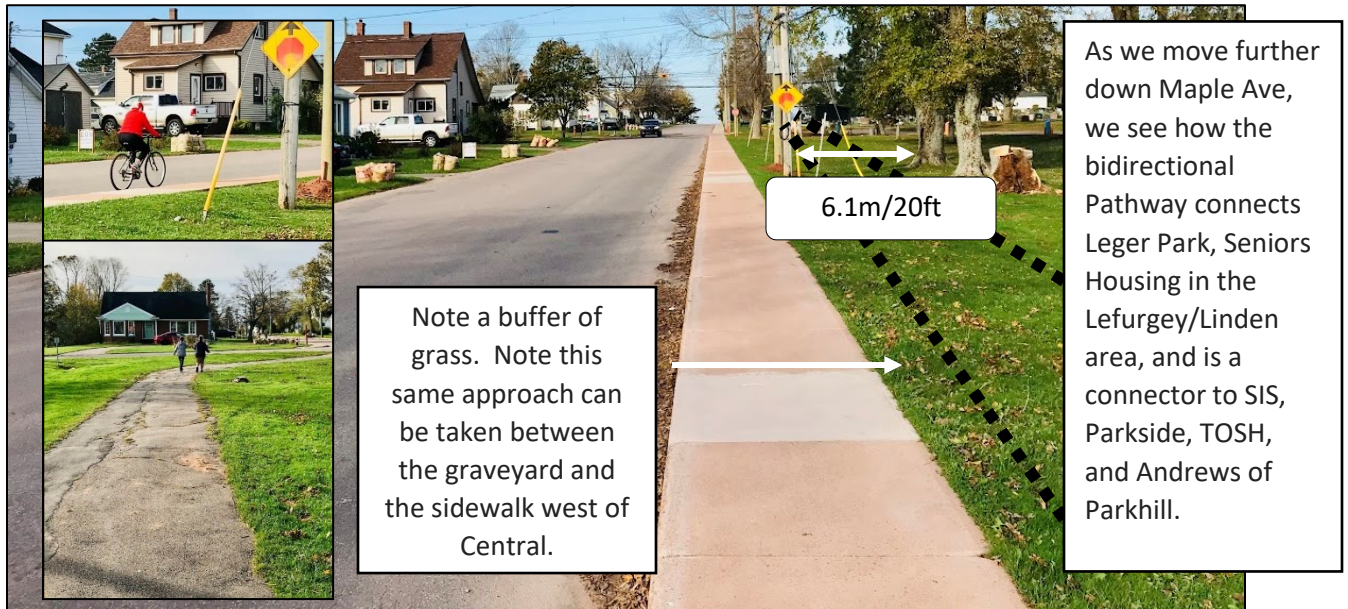
On the next page, we will provide a snapshot on the importance of repurposing the sidewalk with a protected AT bidirectional Pathway. First, though, why bidirectional? There is not enough width for a unidirectional, and four way stops that "force" road users to look in all directions before proceeding – thus, minimizing the inherent concerns with contraflow traffic movement.

We caught this person walking in Fall of 2023 on what we propose to be a bidirectional AT Pathway:



This image captures best exactly who SAFE Summerside is working hard to support. Many people who use walkers, or mobility scooters, and avoid sidewalks for several reasons:

- Fear of falling off the curb
- The constant “up and down” is hard for those with mobility issues
- The flat surface of asphalt provides the best less-risk option of falling
- With the choice of a sidewalk (on the south side) or walking on smooth pavement that leads to Wedgewood Manor (reducing the number of intersections to cross), this person choses to walk on the side of the road

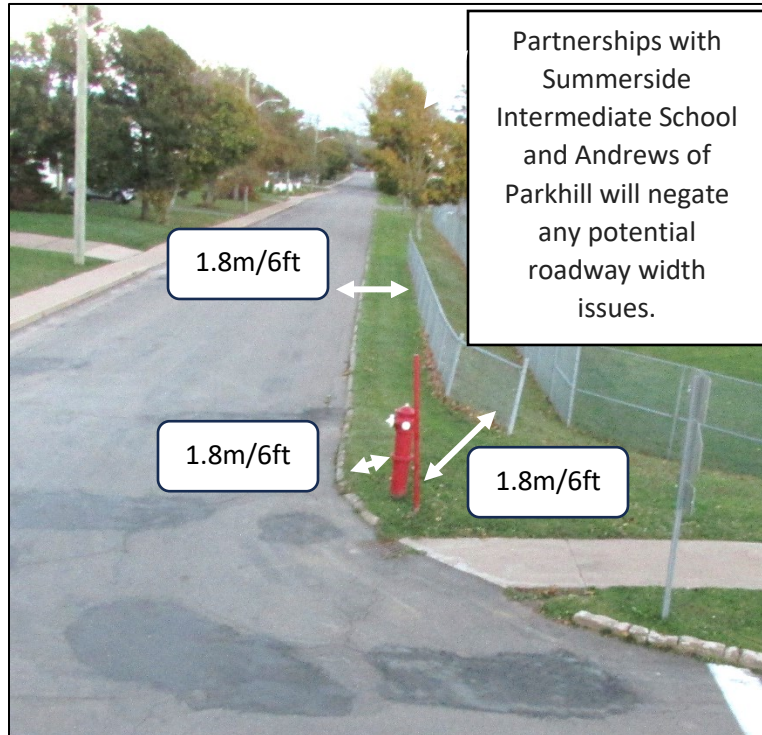


10. Schurman Ave

Staff Comment

Roadway challenges with width

SAFE Summerside



This short (200m) portion of Schurman Ave provides a unique opportunity for prevention and community partnership. First, prevention. Nestled between Parkside, SIS, Andrews of Parkhill, and a key route for AT traffic to Three Oaks, a protected AT pathway would provide safety for the most vulnerable road users.

Furthermore, the street is a quick drop/climb in elevation from Granville Street to Summer Street, one of the quickest changes in elevation in the City. Such “climbs” can create a challenge in one’s ability to keep a bicycle moving forward in a straight line for young cyclists or maneuver a wheelchair; further, the decline provides a “speedy” entrance down into

Granville Street which, some younger people may become unsteady with the speed.

Finally, the City recently (Sep 2023) installed a four-way stop at the intersection of Schurman Ave./Summer Street based traffic concerns at this intersection and traffic counts for Schurman having increased, combined with the traffic concerns at this intersection (Committee of the Whole, Sep 5, 2023).

Schurman Ave also provides an opportunity for partnership. This route is adjacent to two key groups in our community: students at Parkside and SIS as well as seniors living in Andrews of Parkhill. In fact, these are the only two properties the AT Pathway will touch. Further, Andrews has advocated for this AT Pathway and submitted a letter of support in our All Ages & All Abilities Active Transportation Network Plan submitted to Council in March 2023. Finally, the soccer field is used extensively throughout the summer, and proving a safe AT option around an intersection already deemed a traffic concern for children skateboarding or cycling to soccer practice is a strong preventive measure.

Orange Line (no on-street modifications)

1. Lefurgey Ave

Staff Comment

ok

SAFE Summerside

Happy to hear the Arcona to MacEwen Road on-street with no modification is supported! We discuss the protected AT pathway from Central to Arcona on Page 44.



2. Gerri Lynn Court

Staff Comment

Ok

SAFE Summerside

Super! This connection ensures AT traffic passage from MacEwen Road to Summer Street via our proposed Schurman Ave and utilizing the property of Three Oaks.



3. Gavin/Birchwood

Staff Comment

Proposed lane would require cutting across private property.

SAFE Summerside

Our AT Plan does not recommend Birchwood; it is Weeks Drive (the street east to Birchwood on our AT Plan). It appears the property owners, and the school currently not only support – but encourage -- these safe connectors. The small, safe, and time-efficient short cut is well-worn at the end of Weeks Drive and the passage through Bernard/Century Court in Gavin Estates has a gravel walk and an opening in the fence to connect directly to the school.

Two Key Connectors to École-sur-Mer Already in Full Swing



The community figured it out! Without these connections, all traffic would need to commute to École-sur-Mer on Pope Road, turn north on South Drive, and then turn to École-sur-Mer. All the research on active transportation recommends we create AT Pathways where people are currently using the path. This is example of taking the community's lead.

4. Ottawa

Staff Comment

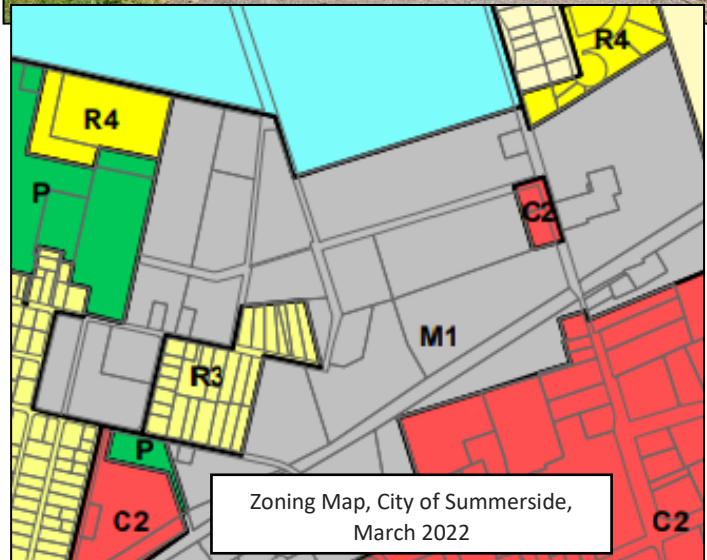
Very industrial, propose using rails to trails

SAFE Summerside

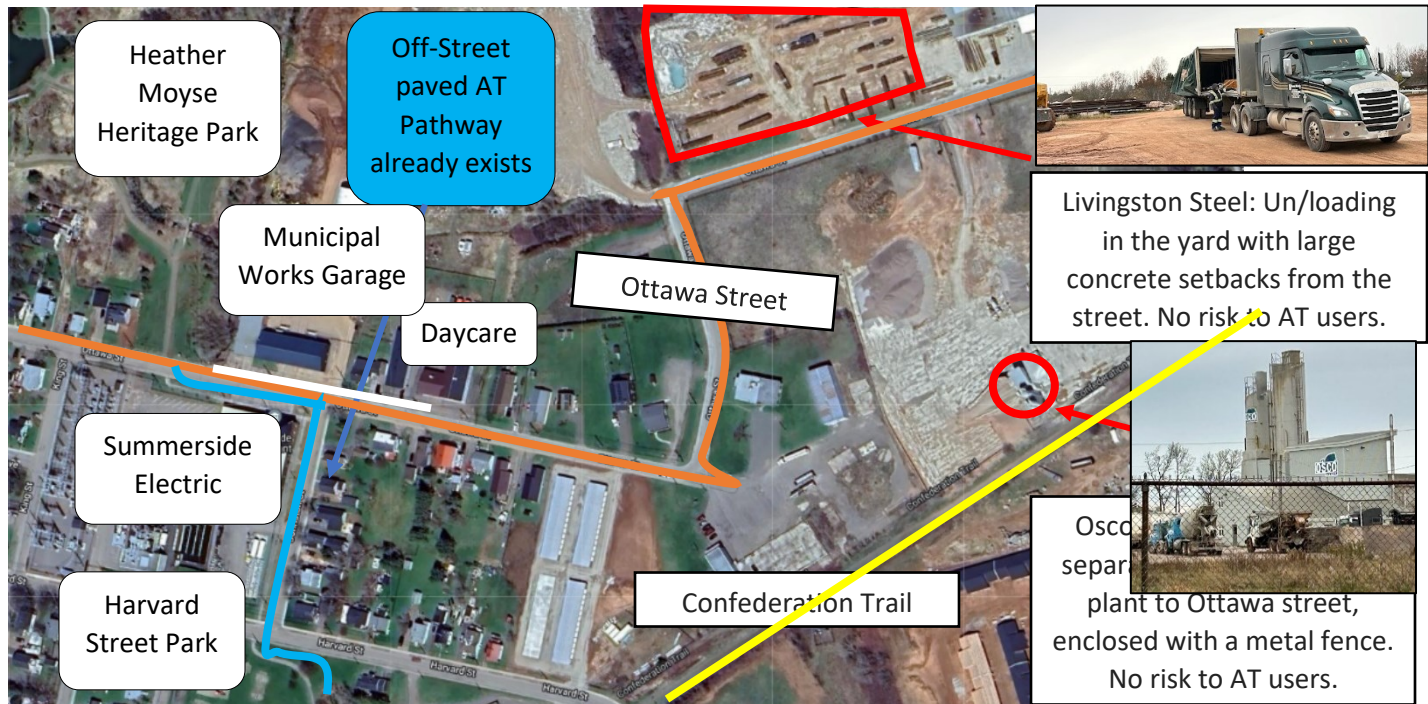
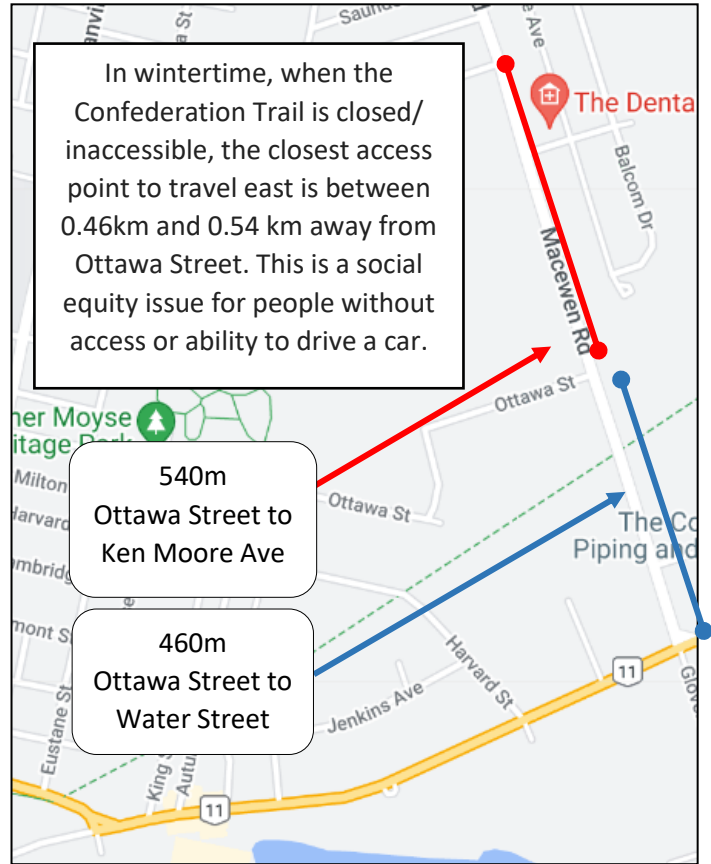
We propose having both the Confederation Trail and Ottawa Street on the Network Map to provide options for AT users based on their level of level of on-street experience and confidence. By nature, on-street routes are for the more confident users. That being said, students at Three Oaks have often been observed bicycling after school and taking this route.

There are several considerations we suggest warrant Ottawa Street and the Confederation Trail being **both** included in the AT Network Plan:

1. Ottawa Street has a mix land use of I (Institutional), M1 (light industrial), R3 (medium density residential), R4 (high density residential), P (parkland), and C2 (service commercial). Observed with a survey of the land, there are numerous single-family residential homes (R1) on Ottawa Street as well. **This mix land use seems ideal for AT that aims to take users directly from residential to destinations they frequent.**
2. Livingston Steel has large concrete setbacks from the street, and they load/unload their materials inside their yard, not on the street; thus, posing little risk to the AT user.
3. The Confederation Trail is directly on M1 (light industrial) land from 200m east of MacEwen Road to Autumn Street (1.1 km in total).
4. 87 Ottawa Street will be home to a childcare facility (an application was presented to City Council on July 4, 2023) with the capacity of 121 children.
5. The traffic is minimal on Ottawa Street (584 per 48 hours) without any reported collision between a pedestrian or cyclist.



6. The gentle downward slope immediately from MacEwen gives AT users a boost to quickly move out of the intersection.
7. Including Ottawa Street as an option ensures an east-west cross (a part of the) city year- round.
8. Like all municipalities, we need reminders AT use is not always a choice and remains a social equity issue. To this end, in the wintertime, when the Confederation Trail is closed/inaccessible, Ottawa Street is the only option for residents who do not/are not able to drive a motor vehicle. Walking half a kilometer to Water Street or Ken Moore Ave to make a cross city connection is a long walk.
9. Ottawa Street links directly to the Confederation Trail, Heather Moyse Park, and Harvard Street Park via the off-street shared AT Pathway on Ottawa/Johnston Street



Lastly, we are positive the City had received concerns before they created the paved AT Pathway that circles around the industrial Summerside Electric building, crossing Ottawa Street to connect to Heather Moyses Park. However, the vision to build a connected recreational network of Confederation Trail – Harvard Street Park – Heather Moyses Park outweighed these concerns. We see this same visionary thinking in a connected active transportation network.



Yellow Line (Confederation Trail)

Staff Comment

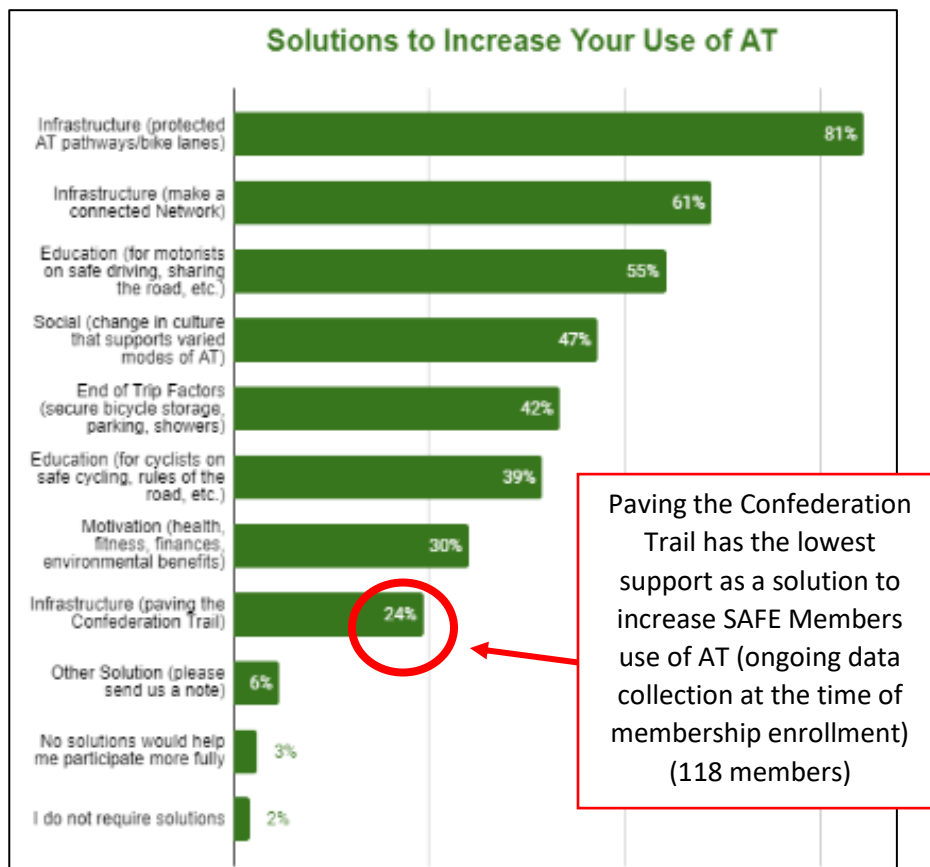
Highly useful existing connector, perhaps asphalt/lighting as part of plan

SAFE Summerside

Please visit this link for our **complete Confederation Trail Recommendations** submitted during the Provincial Government 2023 consultation process:

www.safesummerside.ca/docs/CTR2023.pdf

The Confederation Trail is a useful Active Transportation connector when it connects or when it can directly take the AT user to a destination. Although lighting and asphalt would make the Confederation Trail safer and more accessible (two important areas needed for improvement), a membership survey of over 100 SAFE Summerside members listed “paving the Confederation Trail” as lowest level of solutions to increase their use of AT (24%) while investment in creating protected AT Pathways (81%) and making a connected network (61%) topped the list. In short, yes, paving and lighting will improve the connections the Confederation Trail offers, but cannot be a substitute for an Active Transportation Network.



Light Blue Route (Already Existing Recreation Trails)

1. Darby Drive?

Staff Comment

Light Blue on Darby is a sidewalk?

SAFE Summerside

Darby Drive is not a part of our AT Plan. The current sidewalk, curved road, and speed humps are already in place to protect the most vulnerable road users. The light blue illustrated on the AT Network Map is the current asphalt trail on Greenfield property that connects Greenfield Elementary to South Drive (140m) and then also connects Greenfield to the Confederation Trail and Evergreen Trailer Park (130m). The trail that connects to Evergreen Trailer Park is a priority as it requires severe upgrades. It also includes a steep climb which should be reduced. Children have crashed on this trail and teachers have been observed running to check on the student's safety after crashing. While not on city land, it is another example of a city/province partnership as this route is used by the community to connect to the Confederation Trail and other services.

Greenfield Elementary Multi-Use Pathways In Need of Upgrades



Red Route (the “Red Line” that travels on quiet streets to avoid Granville)

1. Euston, Hanover, and Russel

Staff Comment

Good

2. Ottawa Street

Staff Comment

Avoid Ottawa Street by using HMP

SAFE Summerside

The challenge with using Heather Moyse Heritage Park **only** as the single route and not a **combination** of both Heather Moyse and Ottawa Street is multifaceted:

1. The path surface of gravel and dirt (not asphalt) translates into the path not being accessible for varied forms of AT (ie, walkers, roller blades, skateboards, etc.) and the surface becomes significantly less stable in rainy, wet, or snowy conditions.
2. The park is out of the public’s eye. A key tenant in AT placement is being connected to the public, and in cases where pathways are isolated from the public, there is an increase concern for personal safety and potential risk of harm if using the park alone. Further, some groups may feel more potential risk of harm based on their gender, sexual orientation, age, ability, etc.
3. The trail includes passage around bushes and trees that substantially impair the sight lines of trail users – resulting in not knowing what or who is approaching from a connected trail or bush. In fact, the City of Summerside has researched the importance of minimum stopping sight distance in AT pathways in two previous AT Draft Plans {2007 (p. 29) and 2012 (p.27)} that speaks directly to this issue. According to the City of Summerside’s research, a bicycle at 10 km/h requires 9 meters of sight or at 15 km/h it requires 14 metres of sight. Additionally, the City of Summerside also recognized the importance of a “Visibility Triangle” where no shrubs should be over 0.8 m, Tree canopy trimmed to a min of 3.0 above the ground, and there is 7.5 meters free of obstacles approaching paths (page 25, 2012).
4. Heather Moyse Heritage Park does not have overhead lighting, and all City Parks are closed at 10 pm – thus, limiting the use of the park to daylight hours. While it would be easy enough to change the bylaw to state that Heather Moyse, or another other Park to be open 24 hours a day; however, there could be unforeseen consequences if the City Parks were open 24 hours a day.

In conclusion, including the combination of Ottawa Street and Heather Moyse in the AT Plan provides options for the AT user to ensure all modes of active transport have access 24 hours a day (just as a paved street provides access to motor vehicles).

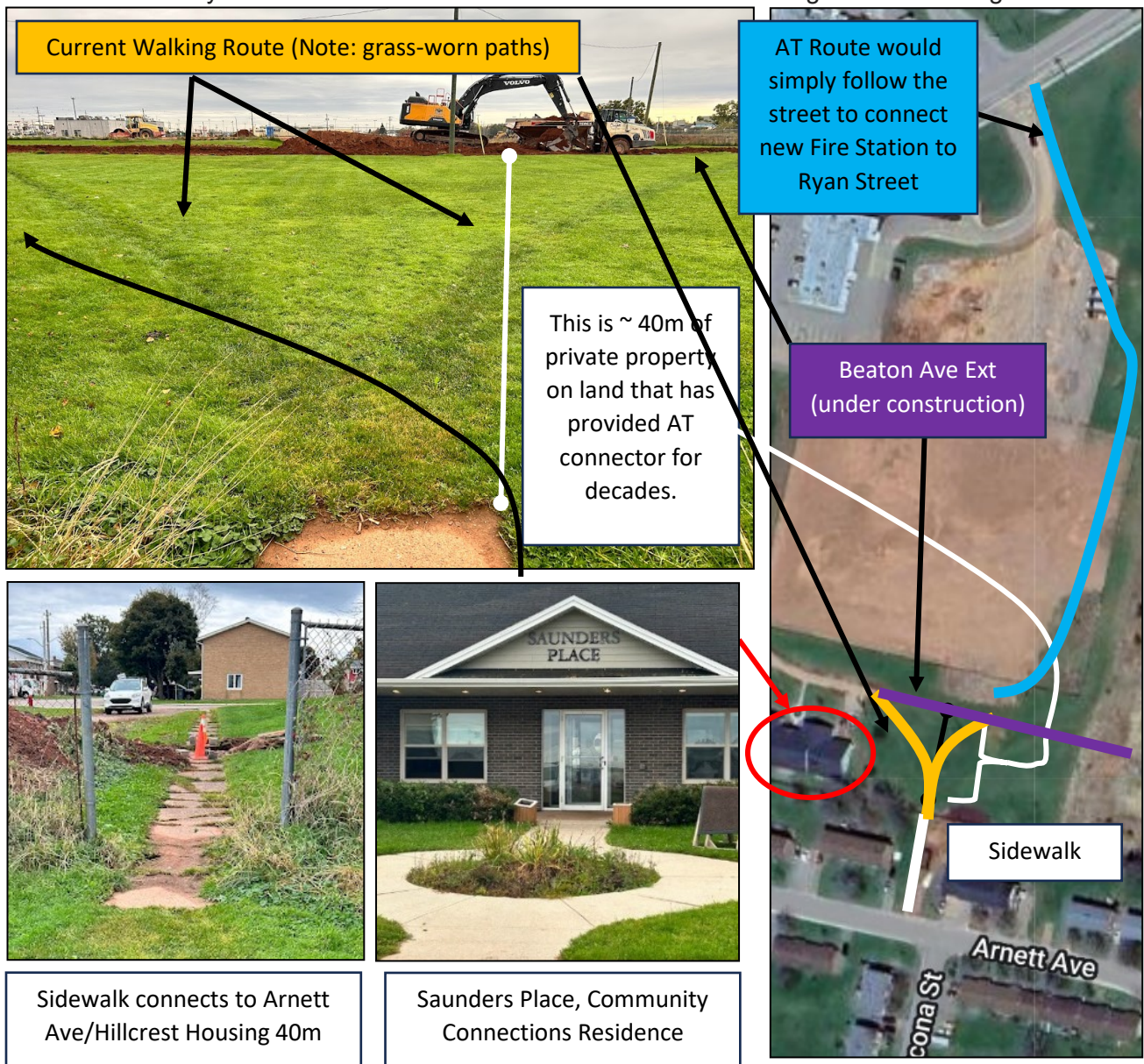
3. Arcona

Staff Comment

Top of Arcona includes private property crossing, which is currently under development, proposing crossing to MacEwen VIA Lefurgey then head north and then use Frank Mellish Street and Roy Boates Ave to access Walmart/Superstore.

SAFE Summerside

There are six reasons why we continue to recommend the top of Arcona, but see value in the Frank Mellish/Roy Boates route for MacEwen Road users. We will begin with this image:



- 1. The Arcona route is the most intuitive route to uptown shopping: **The proposed alternative would be a longer walk/bicycle/commute (either 1.3 or 1.7 times longer) compared to the Arcona option.**

	To County Fair	To Superstore
MacEwen (Staff Proposed)	1,390m (1.7 x longer)	2,230m (1.3 x longer)
Arcona (SAFE Recommended)	810m	1,750m
Both routes leave from Arcona/Lefurgey and end at County Fair Mall (Ryan/Gallant) and Superstore (Roy Boates)		

- 2. The Arcona route has substantially less traffic than the proposed street options (in fact, 7 times less traffic):

	Median	Average
Arcona (Victoria to Lefurgey)	457	437
MacEwen Road (Ryan to Craig)	3,107	3,485
Roy Boates (Granville – MacEwen)	3,233	3,233
No traffic data on Gallant Street has been uploaded		

- 3. It appears there is only 40m to travel from the sidewalk to the new Beaten Ave Extension (currently being developed). In close proximity to this area is Saunders House, a 14-unit residential resource of Community Connections which their clients use this short cut regularly.
- 4. The Arcona route has been used for over five decades or more by the community and continued to be used before, during, and after demolition.
- 5. There is no better time than right now to move on this option as the greenspace and related land is currently under construction between Arcona Street/Arnett Ave and Ryan Street and with the new Beaten Ave Extension, it would be less costly to build this in at the time of construction.
- 6. Being connected to an AT network has been proven to increase property values (please see www.safesummerside.ca/AB for the research)

In short, we look at the Arcona route as a tried-and-true example of how “the community knows best” and this route will continue to be used; thus, it makes sense to discuss with private landowners and begin the process to formally designate this route. It has continued to serve hands-down the safest option for the AT community, for local Hillcrest Housing residents, and now for Community Connections residential clients who stay away from Granville Street and use AT to travel down Arcona or upper Granville.

Dark Blue Route
(the “Blue Line” that travels on quiet streets to avoid Granville)

1. Lefurgey/Senior Housing

Staff Comment

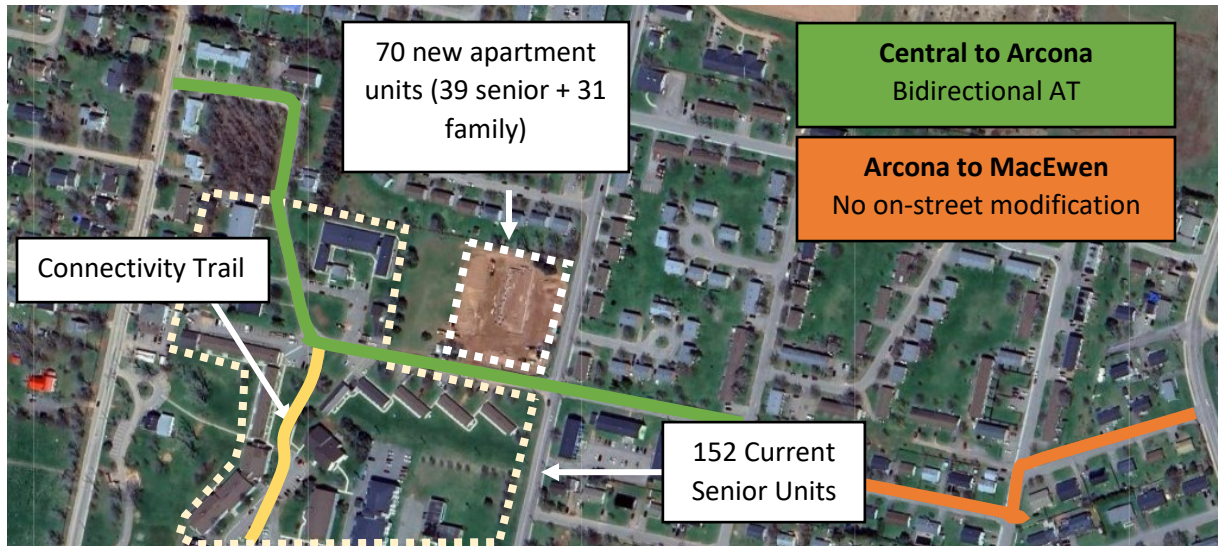
Private/provincial parking area considerations

SAFE Summerside

This is an opportunity to provide needed active transportation and active living supports for a large group of elder population of the city. Please refer to page 4 in our Intersection Retrofit Recommendations as SAFE have consulted with the Parkview Senior Citizens Group.



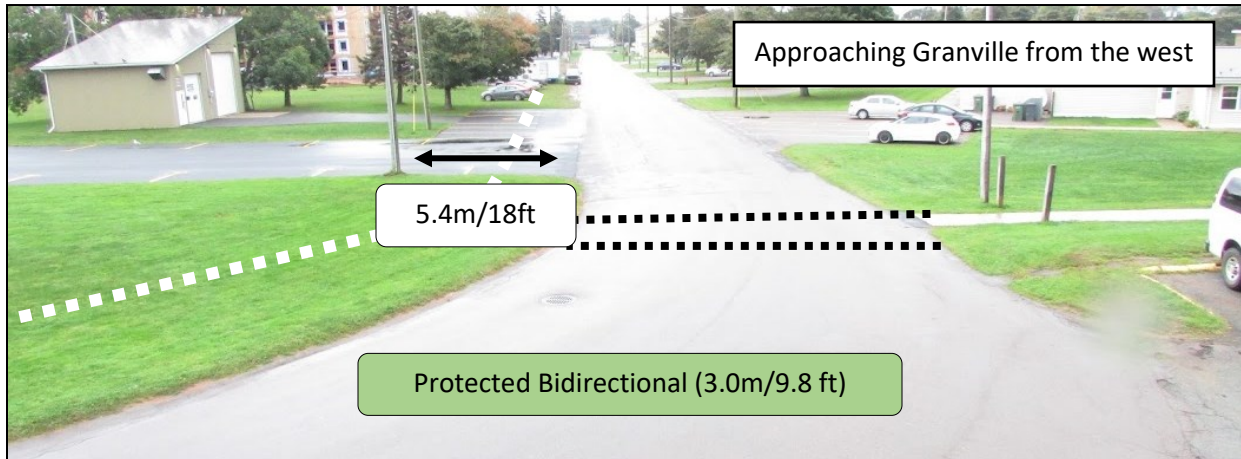
Lefurgey is a street without a sidewalk. There is a caution sign hidden behind the branches, but this street requires more than just a caution sign help the city’s most vulnerable road users feel unthreatened by motor vehicles as they cross their path. Additionally, the bend in the road with rear approaching vehicles has been observed a challenge for senior AT users. We previously discussed Arcona to MacEwen Road (shown in orange); now we turn the discussion Arcona to Central (shown in green) based on the private/provincial parking area considerations.



The Protected Bidirectional Lefurgey

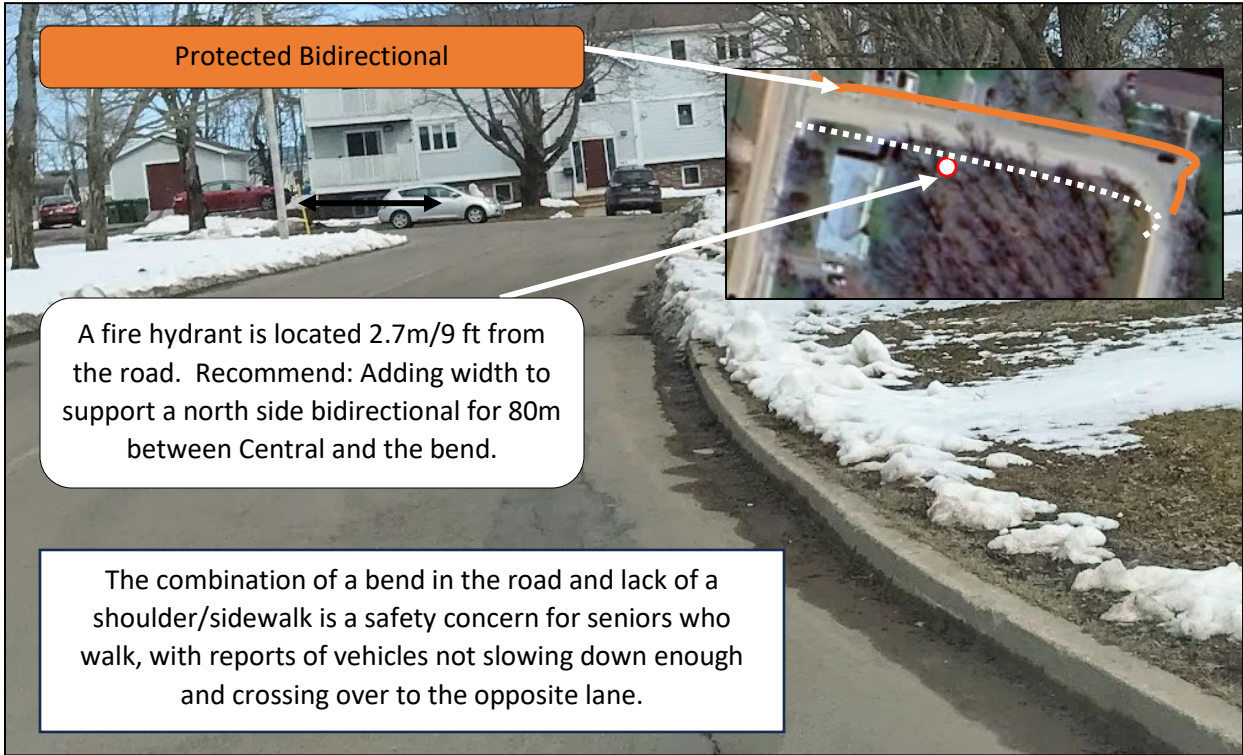
While we expect traffic counts to grow with the addition of 70 housing units (39-senior and 31-family), we are not recommending a 3.0m/9.8ft bidirectional AT Pathway because of traffic density, but because **this area is home to 152 senior housing units (with another 39 in development) and the additional 31-family units.** In short, this geographic area houses vulnerable populations, and the street currently does not have a sidewalk.

On page 23 of our Intersection Retrofit, we provide recommendations from Arcona through the intersection; so, this discussion begins after the new housing development.



What is important to highlight is during the meeting with Parkview Senior Citizen's Club, they supported the idea of not installing sidewalks, but installing a paved shoulder that would be shared and protected from motor vehicles.

Also, a senior expressed concern that the community benches located at approx. Granville/Linden and Granville/Lefurgey have been removed for the winter. These benches served as a rest location for her husband, to reenergize, and then continue to walk. **We recommend these (and other benches) are returned and are available year-round.**



SAFE hearing concerns and solutions at a recent Nov 2023 membership meeting at the Parkview Senior Citizens Club.



SIGNAGE RECOMMENDATION:
Add signage and a speed radar to remind motorists the speed limit, but also who lives in this area (seniors)

2. Uptown Granville West Side

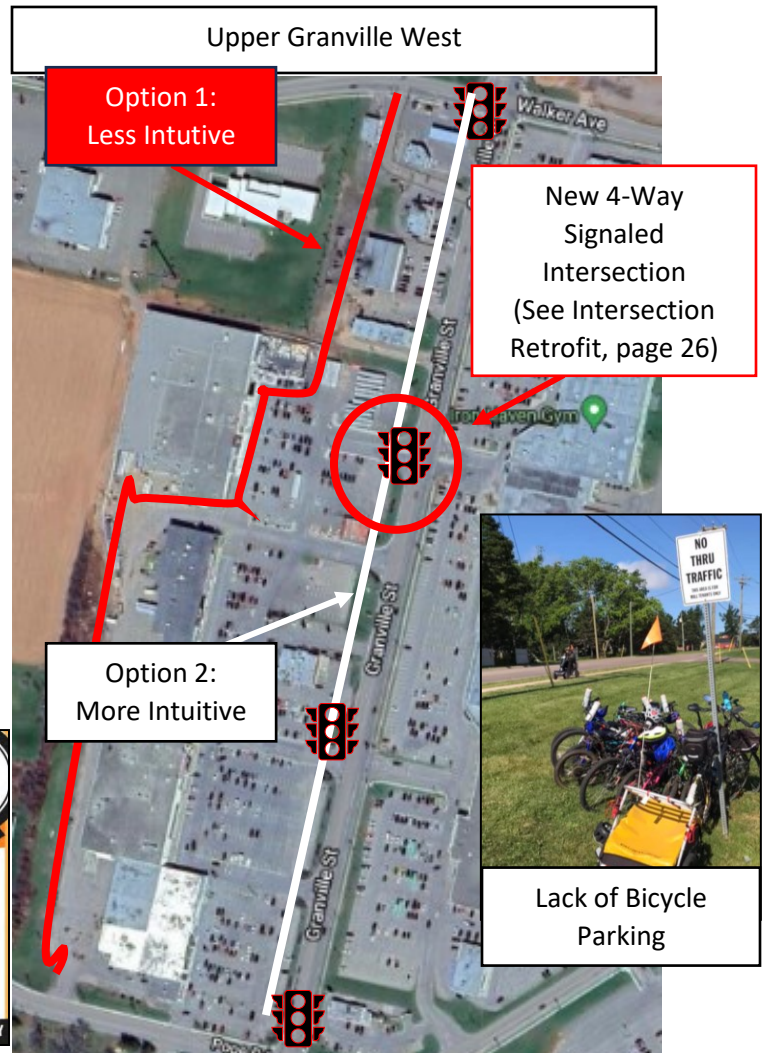
Staff Comment

Essentially private shipping and receiving area for Mall?

SAFE Summerside

There are **ONLY** two options to create safe upper Granville passage for the AT community. First, to keep AT traffic off Granville Street and navigate to Granville Street behind the Granville Street Plaza and through Canadian Tire parking, down the slippery slope (or, in the grass field behind Canadian Tire). While this option (that we recommended) is challenging, we attest the City is correct in highlight the issues with this route. It is not as straightforward as Gallant Street on the east side of Granville.

The second option, the most intuitive route, is a sidewalk and AT Pathway combo for the west side of Granville Street from Ryan to Walker. Based on the City Staff's comments and observations of pedestrians and mobility scooters traveling on the shoulder of upper Granville Street, and pedestrians sprinting across the four lanes, **we amend our recommendation to include a sidewalk and paved AT Pathway on the west side of Granville from Ryan to Walker.**



Official City of Summerside Guiding

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)

4. Gallant Street and Gallant Street Extension

Staff Comment

City Staff are proposing to avoid Gallant Street and the Gallant Street Extension based on crossing private property and to follow the Frank Mellish/Roy Boates route.

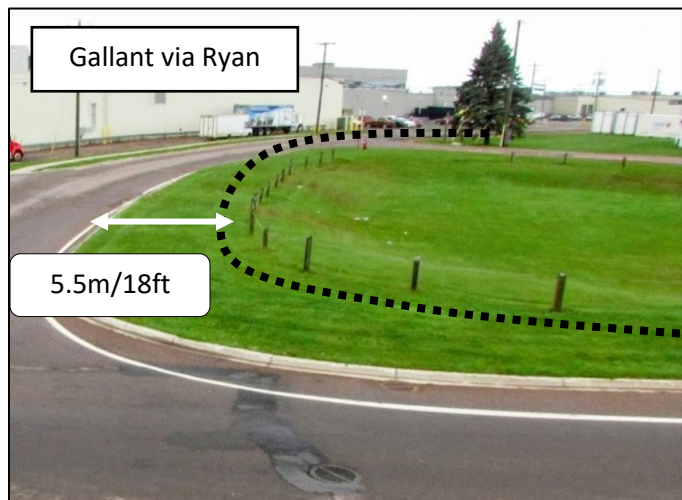
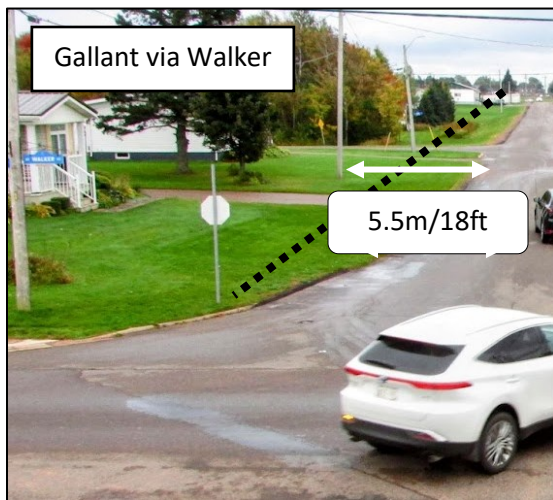
SAFE Summerside

We propose a combination of both routes for AT users on Gallant Street, the Gallant Street Extension would be more intuitive, and vice versa.

Gallant Street

Gallant Street follows the same logic as Arcona, a straight line to get where you want to go with less traffic. Gallant Street has so little traffic that the street itself has never had a traffic count performed. The alternative proposed by City Staff is a longer route with a substantial increase in traffic and road crossings. While Gallant Street would require widening to safely support AT traffic, the width of 5.5m/18ft from utility posts seems to offer an opportunity with no ditch infilling required and will support the pedestrian traffic in this area and “near misses” reported at the Committee of the Whole Meeting (October 3, 2023) and by neighbourhood residents. We recommend a protected bidirectional on the east side as it separates AT traffic from the parking lot exit/entry.

“I would really like to see this on Gallant St. There is increasing traffic, a lot of delivery trucks and many people walking to the mall and the gym.” Community Feedback



Gallant Street Extension

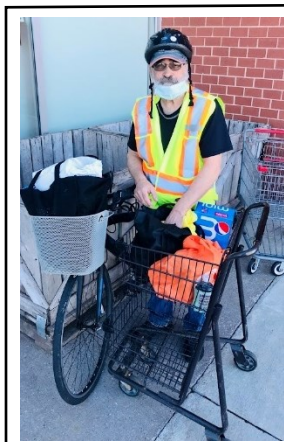
The Gallant Street Extension is freshly paved. The private property is approx. 60m once Phase 3 will be completed and to not include this route as part of the network when only a small amount of the Gallant Street - Gallant Street Extension route (8%) is on private property when, at the same time, the private land is being maintained (the grass cut) to support/encourage the AT community does not appear to be meeting the current land use of this neighbourhood.

As of October 2023, the land looked as such:

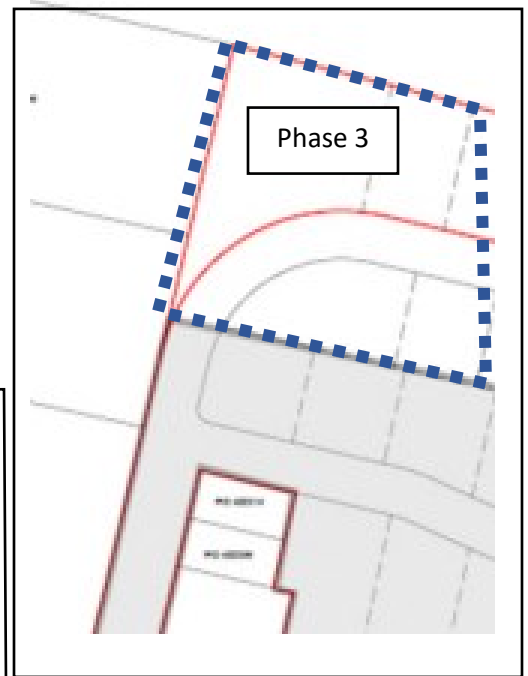


Phase 3 of this development will include a further extension (see image on the right). AT users easily use this shortcut and then gain access to the Walmart sidewalk. Some AT users will travel behind Walmart (to avoid the dangerous of parking lots) when accessing the Superstore or other services.

While this section of the subdivision will not be developed until Phase 3, providing this continued access to uptown via this route is major benefit to the future residents of this subdivision, and current AT trail users.



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



Items Not Included

The following are items that we not included in the questions by City Staff, but we include below to begin a discussion and understand where there is agreement, and where more communication is required.

1. Summer Street

Summer Street is a quiet street that runs parallel to Granville. It provides passage to two schools (SIS and Parkside) a number of parks (Leger, Queen Elizabeth, Schurman, and SIS soccer field), seniors residence (provincial housing, Andrews), access to downtown, and access to the Confederation Trail through an alley between buildings. We hope the absence of Summer Street was due to the fact the City has not issues with Summer Street being apart of the Network Plan.

2. Perry Ave/Duke

The Perry Ave. connection to Elm Street Elementary School is frequently used and a safe route. This route also aids in moving the AT traffic to/from the much wider Beaver Street and away from the narrow Willow Ave (Elm Street to Central).

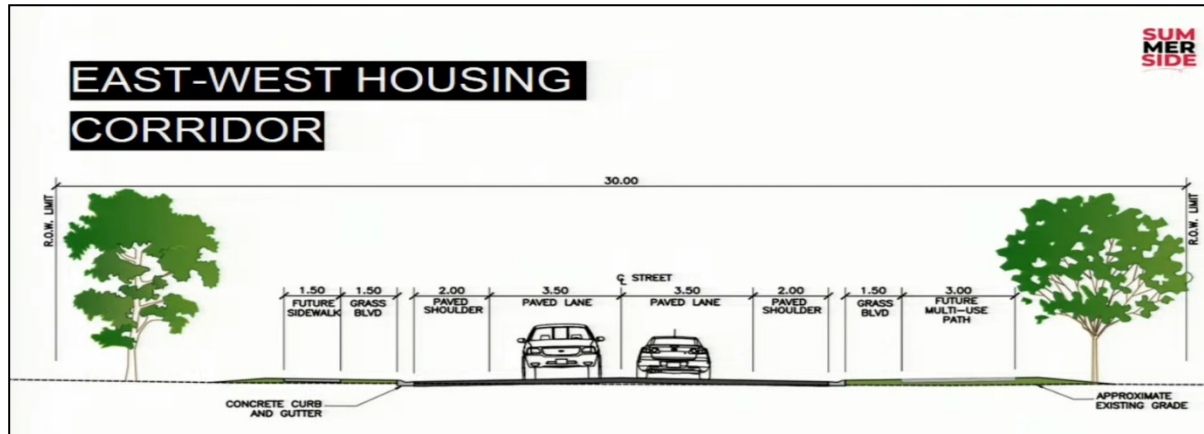


Children using scooters to travel back and forth to Elm Street (2022) at the same location in 2020 a motor vehicle drove up on the sidewalk and hit a cyclist who suffered injuries to the leg, arm, and head.



3. East West Housing Corridor

We are pleased the new East-West Housing Corridor will be the first new street designed in Summerside to include active transportation – an opportunity to do it right the first time. The current plan includes the construction of a 3.0m bidirectional multi-use path (Planning Board, June 6, 2023; Committee of the Whole, October 3, 2023).



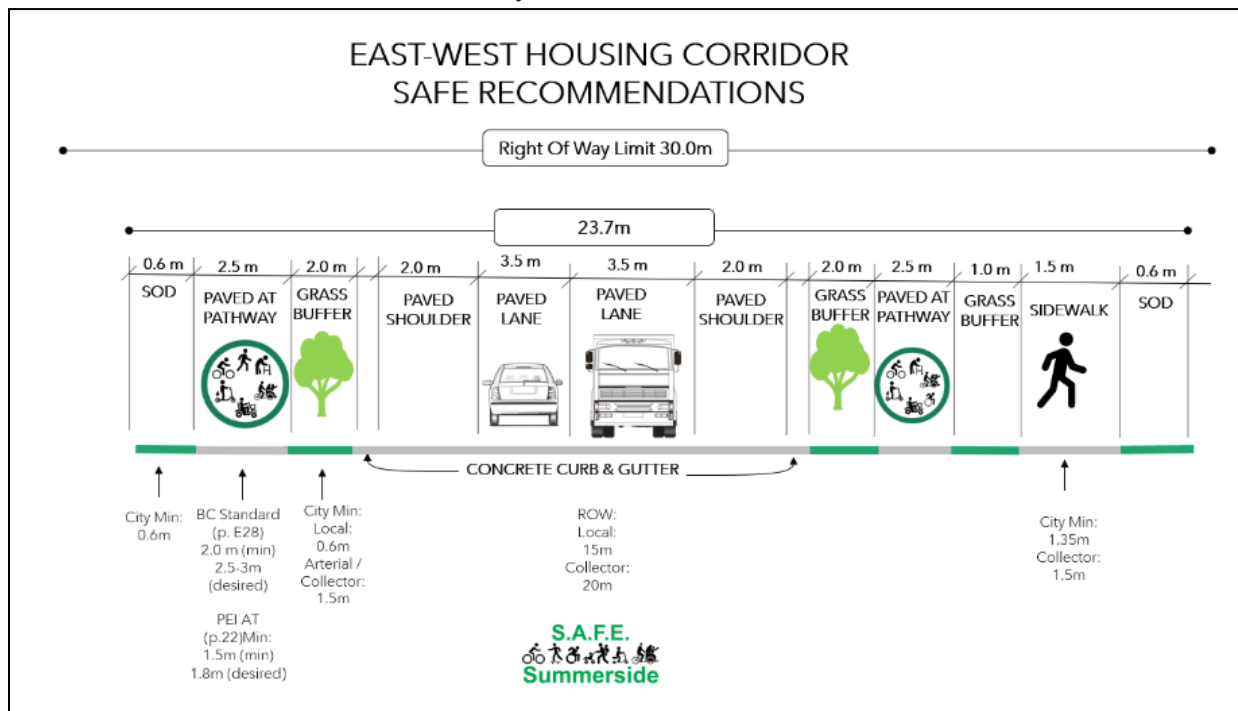
While the layout contains the word “future,” we recommend the sidewalk and AT Pathway be created in unison with the new street. The recent HAF funding application calls for the East-West Corridor Growth Node with cross streets along the corridor and the creation of an AT links between the growth nodes and other service areas, with the implementation time set for two years (Mayor’s Task Force on Attainable Housing presentation at Committee of the Whole, November 7, 2023). So, creating the sidewalk and AT pathway at the same time seems an essential part of the active transportation objective.

We recommend a unidirectional (one-way) on both sides of the new corridor. We provide an Annotated Bibliography on the research literature on bidirectional pathways in a link: www.safesummerside.ca/AB. This link will allow us to continue to add research as we discover it. To summarize our findings, there is a negative safety outcome of bi-directional pathways at intersections and driveways based on research literature in Canada (Wexler, 2017; Harris et al., 2013; Nosal and Miranda-Moreno, 2012a, Nosal and Miranda-Moreno, 2012b, Teschke et al., 2012) and internationally (Cicchino, 2020; IIHS, 2019; Wachtel and Lewiston, 1994). The primary risk is of contraflow traffic: Drivers turning right hit cyclists because they looked left for cars and did not expect/look right during the critical turning phase (Reynolds, 2009; Rasanen and Summala, 1998; Wachtel and Lewiston, 1994). Other studies recommend that cycle tracks end before intersections as intersections are the leading location of injuries (Marques et al., 2015) and even to include tunnels or overpasses (Gårder, 1994).

Furthermore, in Montreal, bicyclists viewed intersections with bidirectional cycle tracks twice as negatively at the mid-point (Transportation Research at McGill, 2013) and Marianne Giguere, City Councillor, City of Montreal, said: “We have had enough bidirectional cycle paths in Montreal. We know it is not comfortable enough, safe enough, wide enough because at every intersection it is just too complicated for everyone. That is how we worked before, but that is not how we are going to work right now.” (Eckerson, 2021)

Lastly, we include various Active Transportation Plans and Street Engineering documents as they are based on best practices which are grounded in research:

- The PEI Active Transportation Network Plan (draft, 2022) states “bi-directional facilities can present design challenges, such as increased conflict at driveways and intersections.”
- The Transportation Association of Canada (TAC) states “two-way protected or buffered bicycle lanes without parking separation tend to increase bicyclist collision risk at intersections” (2020).
- The British Columbia Active Transportation Design Guide (2019) states: “Contraflow movements require special attention at intersections, driveways, and other conflict points, as pedestrians and motorists may not anticipate contraflow bicycle movements. Providing a bi-directional protected bicycle lane on a two-way road introduces contraflow movement which can be challenging to accommodate. The same challenge can occur when providing a bidirectional protected bicycle lane on a one-way road.”
- The Protected Intersection Design Guide (Ottawa, 2021) recommends special guidelines for contraflow movement on bidirectional pathways: all intersections with a traffic volume of over 100 vehicles in peak hour are required to have a Fully Protected Right Turn Phase on bidirectional Pathways to offset the travel concerns.

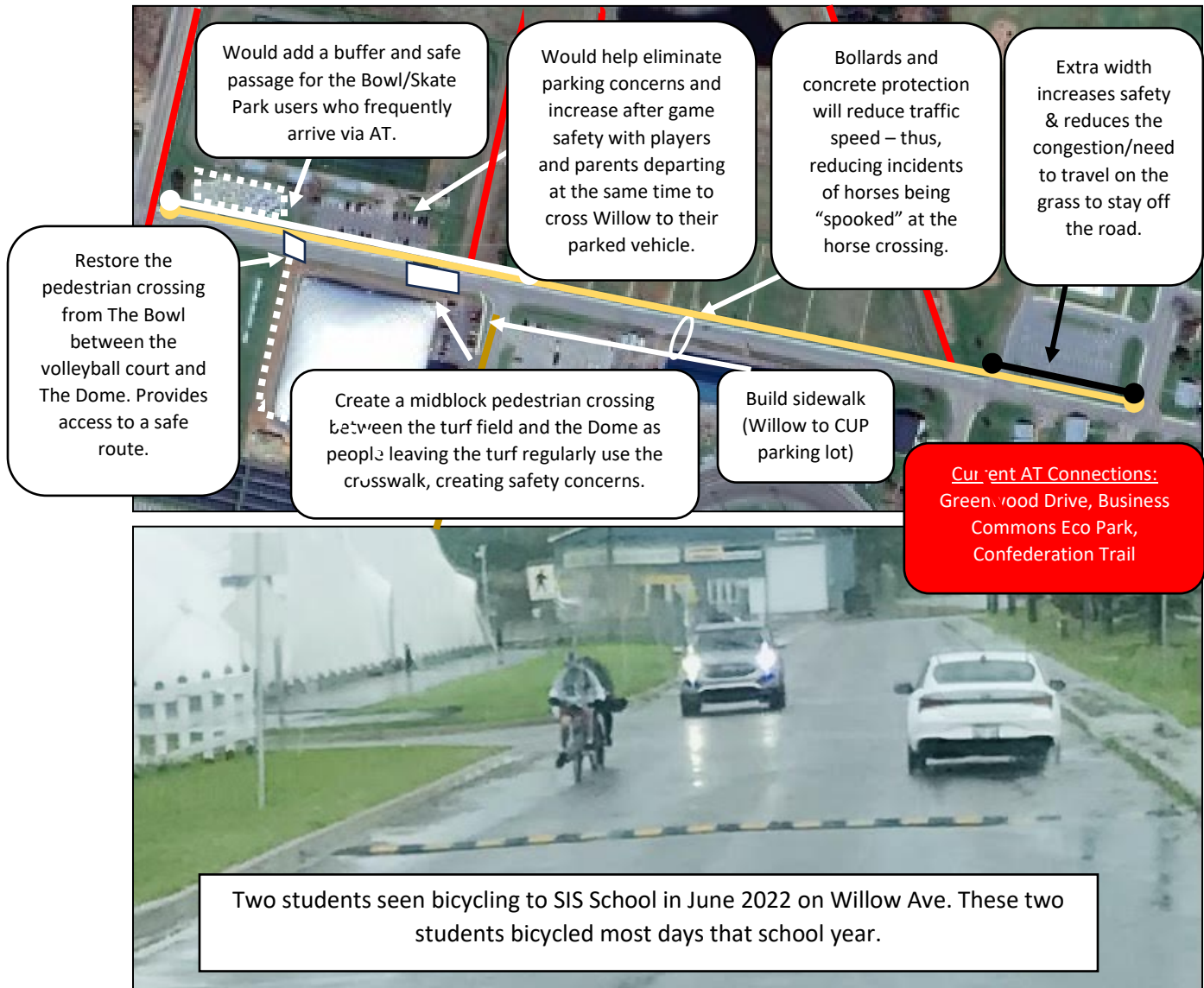


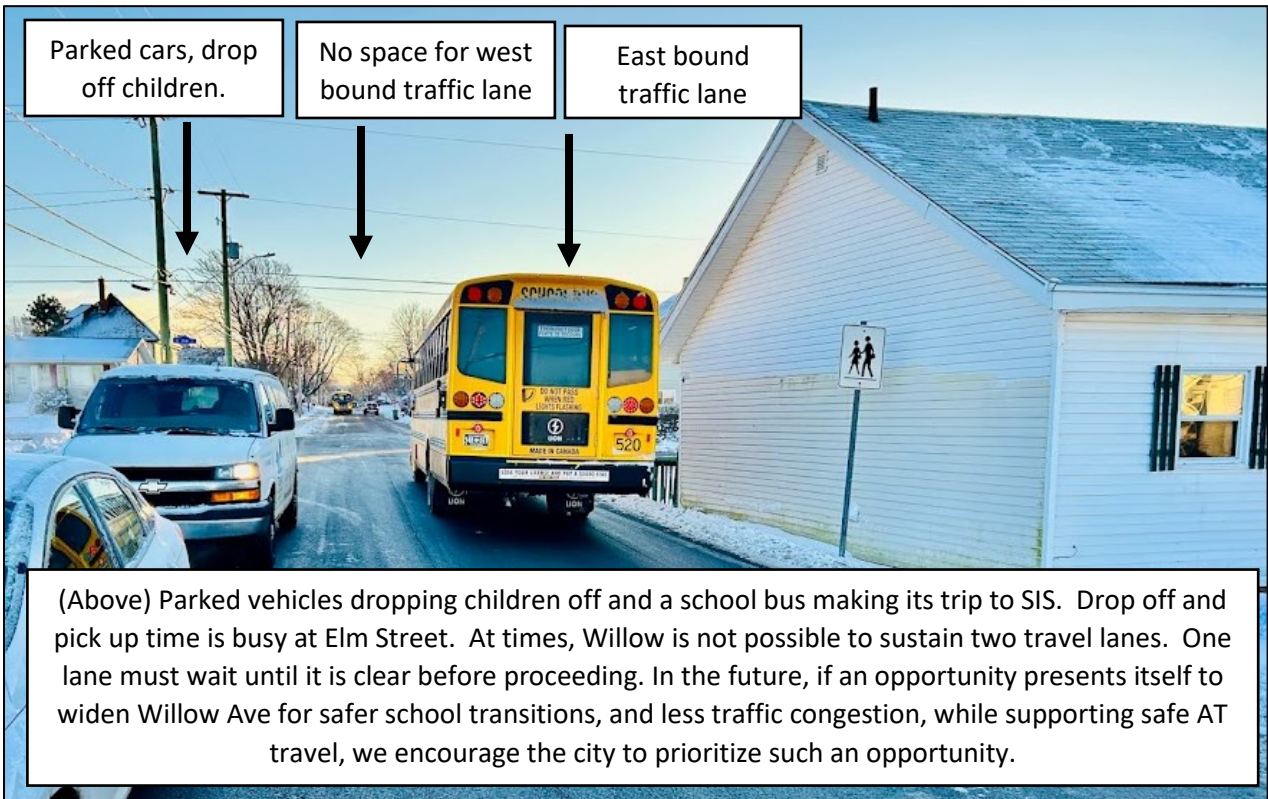
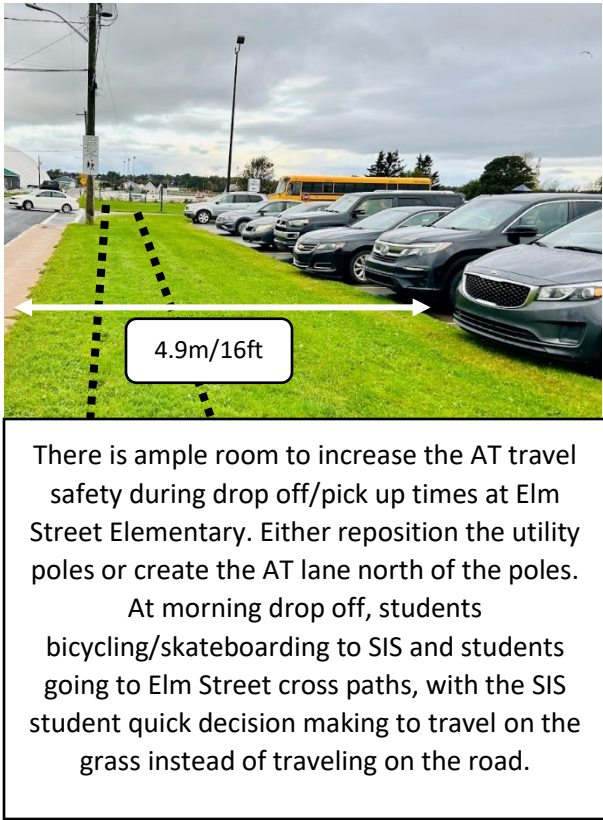
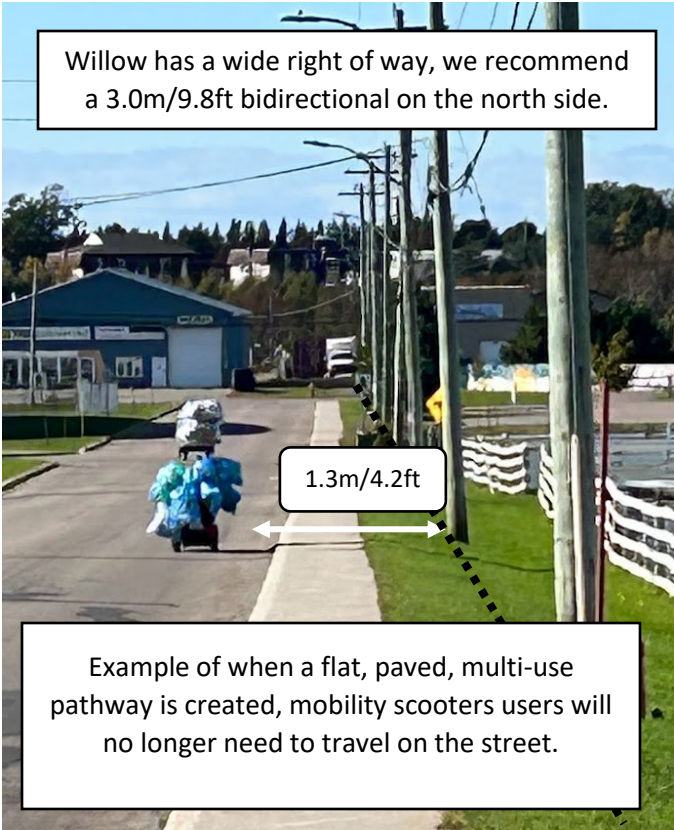
Our recommendations align with the BC Design Guide standards (p. E28) that endorse 2.5m on each side to support side-by-side bicycling (and passing). This is the same width of unidirectional lanes being created in Montreal (Eckerson, 2021). And, with a total right of way of 30m, our recommendations come in at 23.7m (well enough space) that would create a worldclass AT route safe for all ages and abilities.

4. Willow Ave (Greenwood to Elm Street)

Willow Ave is a leading example of how a multi-use pathway can best support the current users (while protecting and encouraging future usage).

The recommendation is to repurpose the sidewalk into a protected bidirectional multi-use pathway on the north side (540m), together with other crosswalk and sidewalk recommendations are needed as usage of these facilities will continue to grow.



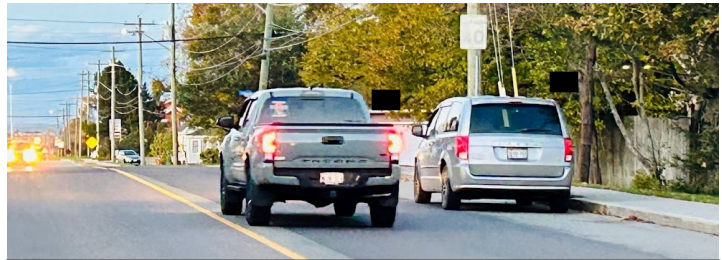


5. Central (Route 2 to Maple)

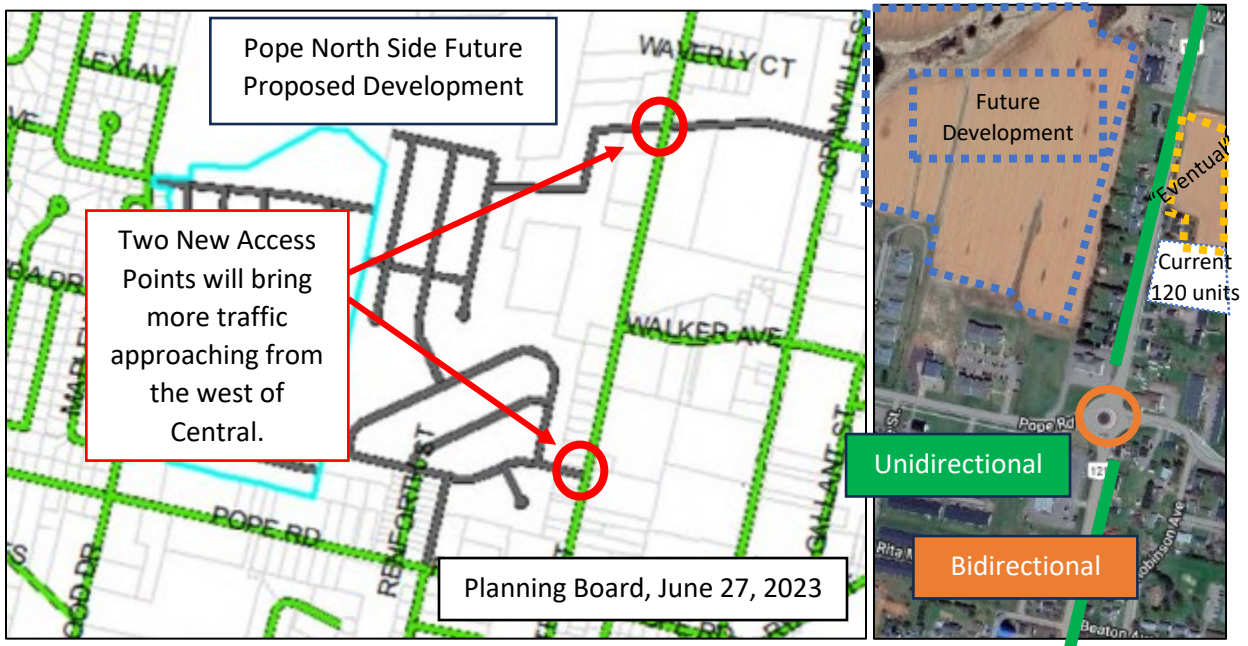
Walker to Pope/Walker to Route 2

In our March 2023 AT Plan, we recommended a unidirectional AT Pathway from Walker to Pope (100m on the west side requires additional asphalt). We have since added a unidirectional from Walker to Route 2 based on:

- Historical requests of three different incidents
 - 2010, 11-year-old paperboy reaches out to his Councillor for the city of install sidewalks²;
 - 2017, petition asking for sidewalks signed by all residents on this section of street³;
 - 2019, the only known incident in the city of a motor vehicle passing a school bus and hitting a child occurred on upper Central.
- Central is a main entrance/exit to the city, and despite the 50 km/h speed limit, this street is notoriously known for vehicles driving higher than the speed limit (placing AT users at an increased risk); and
- Proposed future developments that will add 500+ new housing units while creating two additional west side access points (that will increase traffic) .



Above we see a van parked beside the sidewalk, and then a truck passing the vehicle and not crossing the yellow line (evidence there is extra width on Central for a protected AT Pathway).



² Journal Pioneer (2010) Sidewalks needed for safety: paperboy. Journal Pioneer 10 Apr 2010 BY NOLAN REID

³ CBC (2017) "Why should I live in fear? Summerside father asks for sidewalk", September 6, 2017

Pope to Maple

On the west, we recommend a unidirectional with a grass median after leaving the roundabout. On the east, for 200m, a need to increase in shoulder width to accommodate unidirectional in both directions.

With bollards and concrete barriers, we see these measures helping to make the streets narrower and thus reducing traffic speed at the Maple/Central intersection. This intersection has been a concern for residents in the recent past (2019 and 2020) and present (2023). In 2020⁴, Councillor Cory Snow stated, “I definitely believe at that intersection something needs to happen” while Councillor Barb Ramsay stated, “that intersection is usually quite congested.” As Councillor Ramsay proposed the four-way stop requested by residents, Council denied that request. In 2019, a traffic study was completed. In 2023, a general membership meeting held by the Parkview Senior Citizen’s Club shared concerns of two accidents at this intersection and asked about a four-way stop. Research is clear that narrowing streets does reduce speed; therefore, unidirectional pathways could be a part of the solution to the Maple/Central intersection concerns.

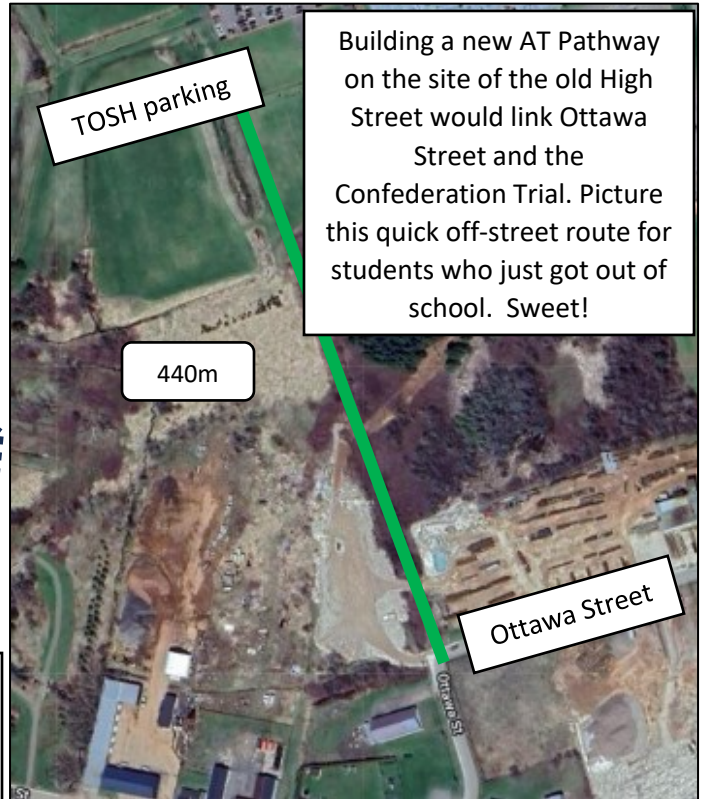
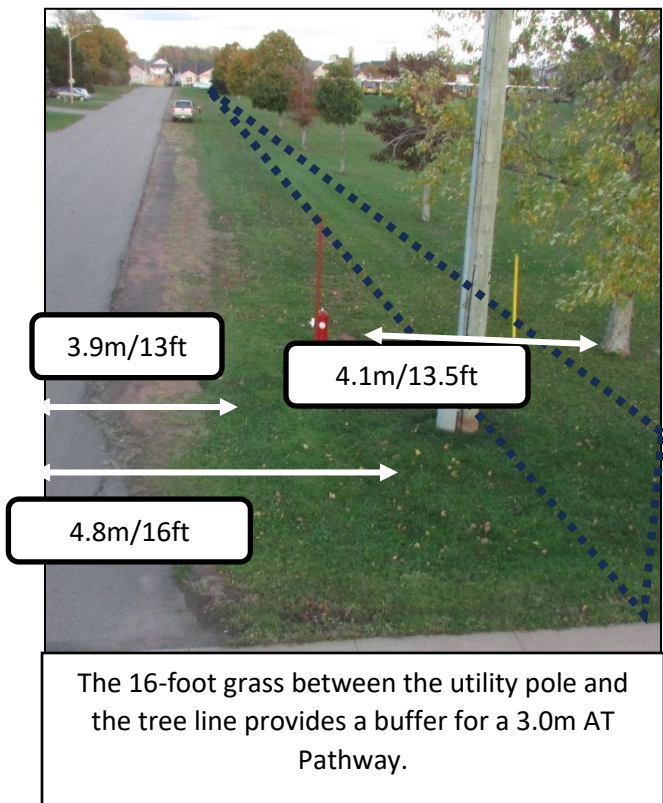


Ample room to create a separated unidirectional AT Pathway from Pope Road to Maple Ave on the west side. This approach supports best practice as it enables AT users to not need to enter the roundabout if approaching from Pope Road.

⁴ The Guardian (2020) Intersection congestion-Summerside discusses potential four-way stop for Central and Maple The Guardian (Charlottetown)10 Jul 2020 by DANIEL BROWN

6. Ken Moore Ave

A partnership with Three Oaks, Public School Branch, and the City can help meet the safety needs for students as well as the AT community. From a school perspective, this AT Pathway alleviates the after-school congestion and from a community perspective, it creates a cross east-west connector at the midpoint of the city while increasing the safety of the thousands of youth who travel back and forth to Three Oaks for extracurricular activities, year round in the evenings, and day and night in the summer.



7. Short Connectors for Cycling Without Age

Thanks to the Rotary Club of Summerside, the Cycling Without Age program will be launching in 2024 (either with three or six Trishaws, depending on PEI AT Fund approval). We are beginning the Pilot in Wedgewood, Summerset, and Community Connections. We recommend short, protected AT Pathway connections to the nearest safe recreational trail.

Wedgewood

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



Community Connections

This 300m just needs protective barriers and it is ready.



Summerset Manor

This 600m includes: 250m in a new trail, 190m on Frank Mellish, and 140m to be protected until reaching Rotary Friendship.



Andrews Care

600m to connect to the Greenwood Drive. Pope Road is set for the next AT build for the City.



200 meters to connect to Summer and Arcona.



8. Heather Moyse Drive

We recommend the City move forward on two key recommendations of the City of Summerside Urban Core Plan (2016). Close to 100 people provided consultation and input to develop a Master Plan for downtown that “shouldn’t sit on a shelf (p. 90). Specially, under the section “Make Downtown Bicycle Friendly,” the Core Plan stated:

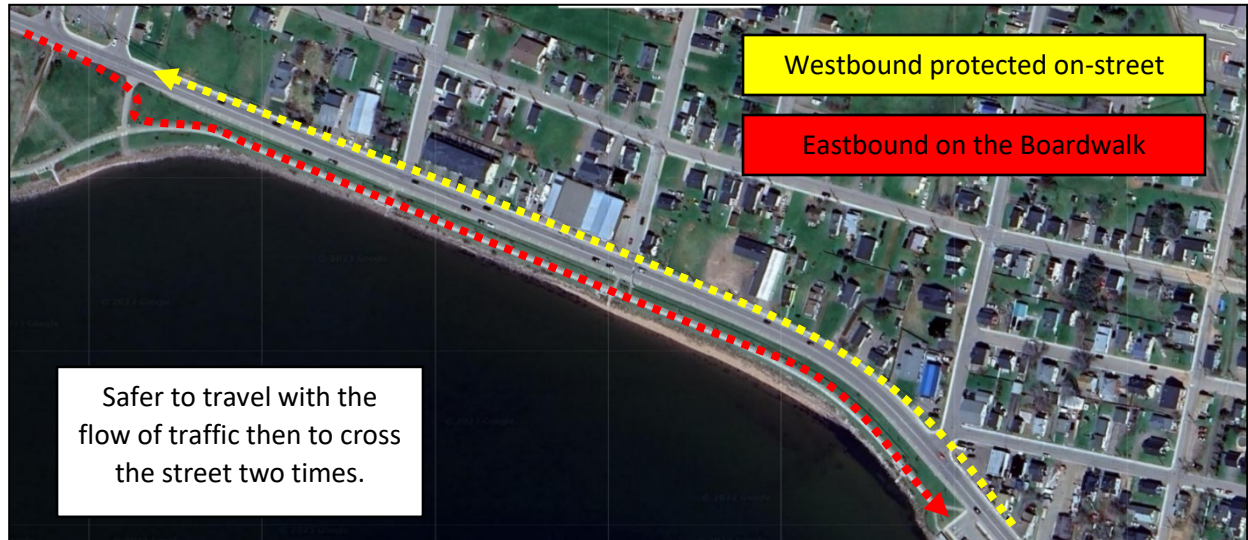
- “Cycling is growing in popularity around the world. With a growing immigrant population in PEI and a growth in cycling tourism, there should be a dedicated effort to improve bicycle facilities in the downtown. **Heather Moyse Drive is wide enough (16.5m) to accommodate parking on both sides of the street (2.5m), a dedicated 1.5 m cycle lane on both sides of the street and a 3.5 m travel lane.** Numerous studies have shown that the presence of safe bicycle infrastructure leads to greater retail sales in traditional downtown areas.” (p. 48)
- “The waterfront is already well connected with the campus through the Baywalk. Additional connections should be part of the Baywalk upgrades. The downtown is not well connected to the campus . . . **The proposed onstreet cycling route** will also improve connections between the downtown and the campus.” (p. 50)
- “Heather Moyse Drive has been redesigned to include cycle lanes on both sides of the street (there is ample room to do so) (p. 73)
- “Adding bike lanes to Heather Moyse Drive” (p. 83)

The second recommend is the relocation of the Confederation Trail as the Core Plan states:

- “The Confederation Trail also bisects a large swath of properties in the centre of the downtown. Unfortunately, the trail passes through parking lots and the back of buildings rather than bringing cyclists and walker to the waterfront.” (p. 22)
- “In Downtown Summerside, the trail system loses its quality as the Confederation Trails runs through a parking lot. Moreover, the Confederation Trails fails to connect to any pedestrian network. 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. The plan shows the east end of the trail downtown relocated to the new roundabout location. . . . (p. 73)
- Summerside Regional Development Corporation to oversee “the relocation of the Confederation Trail; Connecting the Confederation Trail to the Baywalk with 3.1m wide multi-use trails .” (83)

9. Water Street (Green Shore)

South Drive turns into Water Street and unidirectional eastbound traffic can join the Boardwalk at the Greenwood Drive intersection (shown in the red line below). The Boardwalk provides safe connection around the Central/Water intersection (that has no traveling shoulder) and protects AT users with a separated multi-use pathway along the high traffic street.

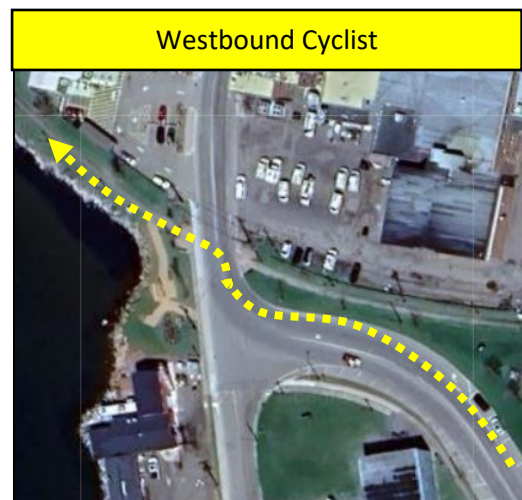


However, the same cannot be said of westbound on-street AT traffic (the yellow path, shown above). Westbound AT traffic is not recommended to join the Boardwalk for the following reasons.

First, the AT user would be “double crossing” a high traffic street the street (crossing once to get on the Boardwalk and then crossing again to get off the Boardwalk) in a short 800m. As most collisions occur at street crossings, we would not recommend crossing Water Street twice.

Second, there is less risk in traveling in the same direction of traffic by being on the shoulder than crossing a street.

Third, for a cyclist, these are the skills of a confident cyclist (one whom an AT Network should not be designed for, according to the PEI Active Transportation Network Plan): The maneuver of cycling straight, looking behind your back, at the same time as making a right turn, then looking forward, being prepared to yield to traffic approaching from the front while “owning the lane” to traffic from the rear, then taking one hand off the handlebar to indicate a left turn, and (finally) making it to the paved Confederation Trail. Yes, it is an advanced skill and based on the bend in the corner, a potentially risky decision.



The fourth reason is the width (1.8m/6ft) of the cycling trail portion of the Boardwalk does not meet the minimum standards for a bidirectional. In fact, the width of the Boardwalk is the desired with *for a unidirectional*. Therefore, we could not recommend a bidirectional pathway that does not meet the minimum national or provincial standards.

	Min	Desired
Unidirectional	1.5m/4.9ft	1.8m/5.9ft
Bidirectional	2.4m/7.9ft	3.0m/9.8ft
Boardwalk	1.8m/6ft	
Confederation Trail (for reference)	1.85m/6ft	

For these reasons, we recommend a unidirectional AT Pathway for westbound AT traffic and eastbound traffic can access the Boardwalk. If, however, the AT user is out for a recreational adventure, the Boardwalk would work great for a out-and-back.

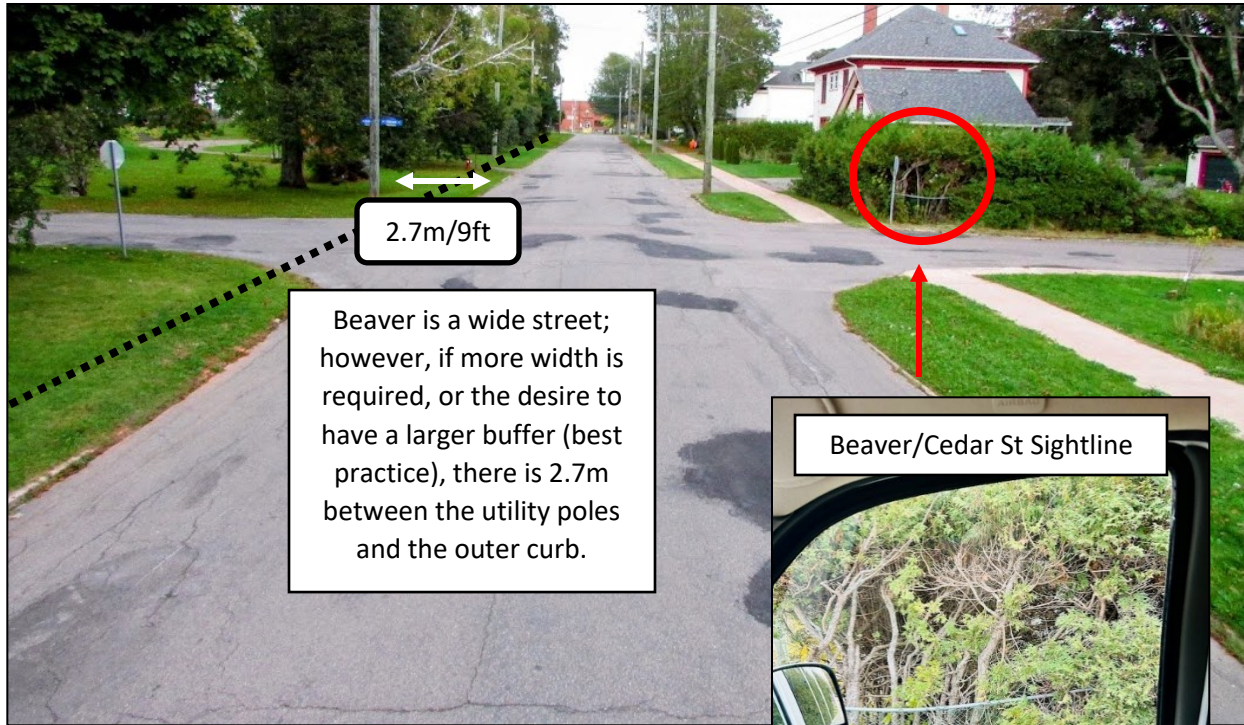


The 2023 Boardwalk repairs introduce a new slippery rock challenge for young children who struggle to stay balanced/ride in a straight line.

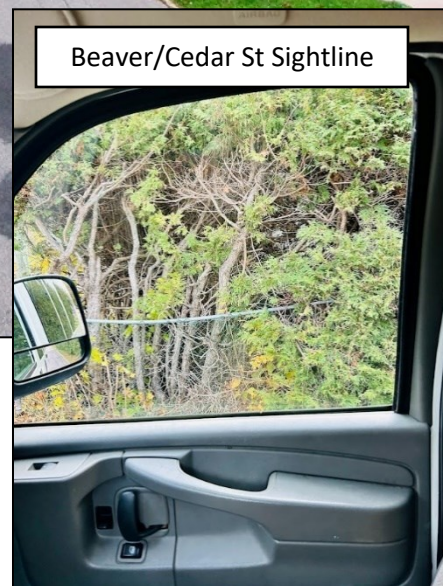
If we combine the fact the Boardwalk cycling portion is 1.2m (or 3.9 ft) smaller than the desired width of bidirectional provincial and national standards, the risk increases that a person with less-than-great balance will swerve into the rocks and then try quickly to get back on the cycling portion and crash (this happens frequently with children still learning to balance)

10. Beaver Street

Beaver is a route to Elm Street, Parkside, and Queen Elizabeth Park. Placing the AT pathway on the north side creates one street crossing (across Central) whereas the current sidewalk creates an unnecessary double the risk of an accident.



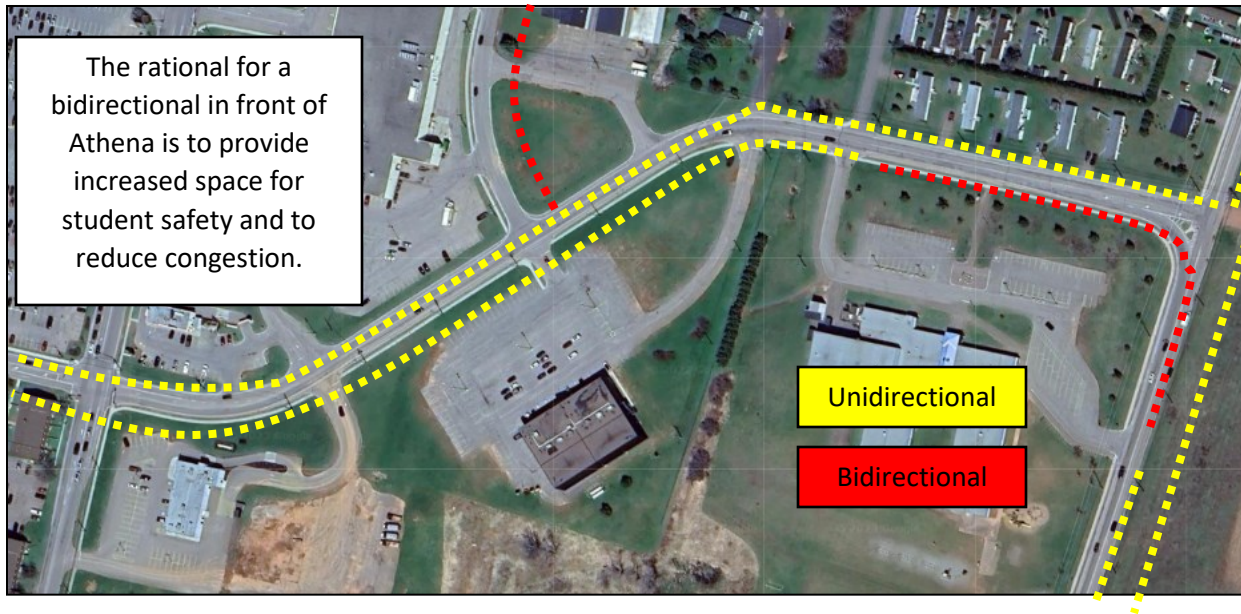
Also, a north side AT pathway decreases the need for AT traffic to travel on the south sidewalk as there is an ongoing sightline at the corner of Beaver/Cedar that remains a concern.



A "sightline nightmare" that forces motor vehicle drivers to pull into the crosswalk area (unmarked crosswalk) to see oncoming traffic.

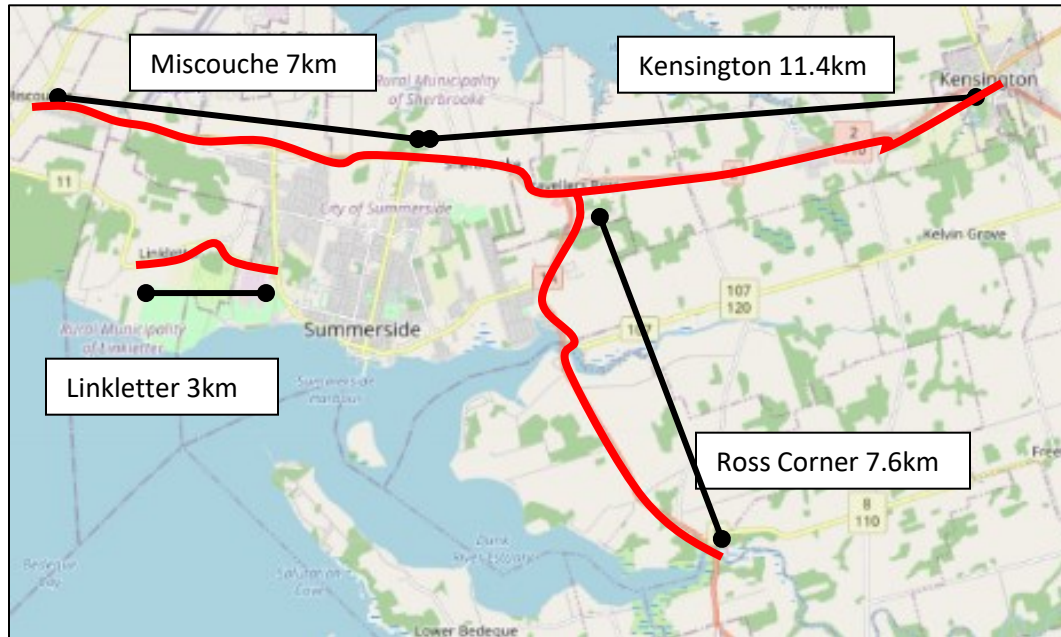
11. Ryan

Ryan Street is a key upper Granville connector to key services, schools, and businesses. While it may seem advantageous to create a bidirectional on the south side (the same side as the new Fire Station, Cineplex, and Athena), we recommend a protected unidirectional (please refer to the Annotated Bibliography on bidirectional vs unidirectional). That being said, overtime, creating a unidirectional off-road pathway on the north side of Ryan based on the off-street greenspace available would be considered best practice.



12. Area Corridors

We recommend protected AT Corridors to the neighbouring communities of Miscouche, Kensington, Linkletter, and to North Bedeque/Ross Corner. These are key commuting areas that would benefit from off-highway year-long AT connection.



Councillor Terry Bernard, chair of Environment and Sustainability, stands in front of the off-street protected corridor in Charlottetown (CBC)

We are encouraged that similar active transportation corridors are in Charlottetown that connects the capital with Cornwall, Stratford, and East Royalty.⁵ By our estimates, that is a total of **27 km of off-street AT corridor connections**⁶. We are further encouraged that the traffic on these Charlottetown corridors "mirrors" the traffic in the Summerside corridors:

To/From Charlottetown from Connector	Traffic Count 2021	To/From Summerside from Connector	Traffic Count 2021
Cornwall	10,780	Kensington	10,338
Stratford	12,275	Miscouche	11,166
East Royalty	11,397	Rte 2 (to Granville Street)	13,158

This protected network would open the idea of using active transportation to/from these destinations. If the traffic counts warrant an AT connection corridor for 27km in the capital, it warrants a similar AT corridor of 29 km in the western capital.

It is time to sit down with the Department of Transportation and work on a similar plan that Charlottetown and Area finalized in 2012.⁷

⁵ <https://www.cbc.ca/news/canada/prince-edward-island/pei-perimeter-active-transportation-path-complete-1.7021068>

⁶ 24.2 km from Cornwall to the bypass, then to Stratford, and then on East Royalty heading towards Marshfield (3km)

⁷ The PEI Department of Transportation and Infrastructure Renewal: City of Charlottetown, Town of Cornwall, Town of Stratford (2012) <https://tinyurl.com/ChtownPlan>

13. Safe and Secure Bicycle Parking

Just a short note to illustrate the current (unofficial) safe AT parking lot at Credit Union Place can be seen below. This photo was taken during the Western Capitals home opener, 2023. The bike rack outside was empty.



Conclusion

We wish to thank City Staff, Mayor, and Council for the overwhelming cooperative and collaborative nature throughout this process and moving forward in creating an All Ages & All Abilities Active Transportation Network for today, and the future.

Respectfully,

Ken Trenholm
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