



Stephen Yeo  
Director of Capital Projects  
Transportation and Infrastructure  
11 Kent Street  
Charlottetown, PE C1A 7N8

October 31, 2022

Dear Mr. Yeo:

We are a new community group in Summerside and Area advocating for safer streets for the AT community. During our October 29, 2022, Open House to discuss our draft AT Network Plan Discussion Paper for Summerside & Area ([www.safesummerside.ca/ThePlan](http://www.safesummerside.ca/ThePlan)), your name was introduced as a person who may know the answer to the following two key points.

**(1) AT CORRIDOR BETWEEN KENSINGTON, MISCOUCHE, and SUMMERSIDE**

I frequently hear the need for an AT pathway that connects Kensington, Miscouche, and Summerside (much like what has been implemented in Charlottetown, Stratford, and Cornwall). These connectors/corridors have been identified as part of our group's draft AT Network discussion paper for Summerside & Area (2022).

The number of AT users continues to grow, and the need to connect these communities through a connected and safe network has been recognized as far back as 2005 (feedback from a local Summerside Cycling Club at the time). We understand the Confederation Trail does provide a connection to these communities. However, the Trail has several limitations (no lighting, unavailable year-round, not as intuitive as the highway, and because it is out of the public view, a significant number of potential users fear the risk of harassment/abuse).

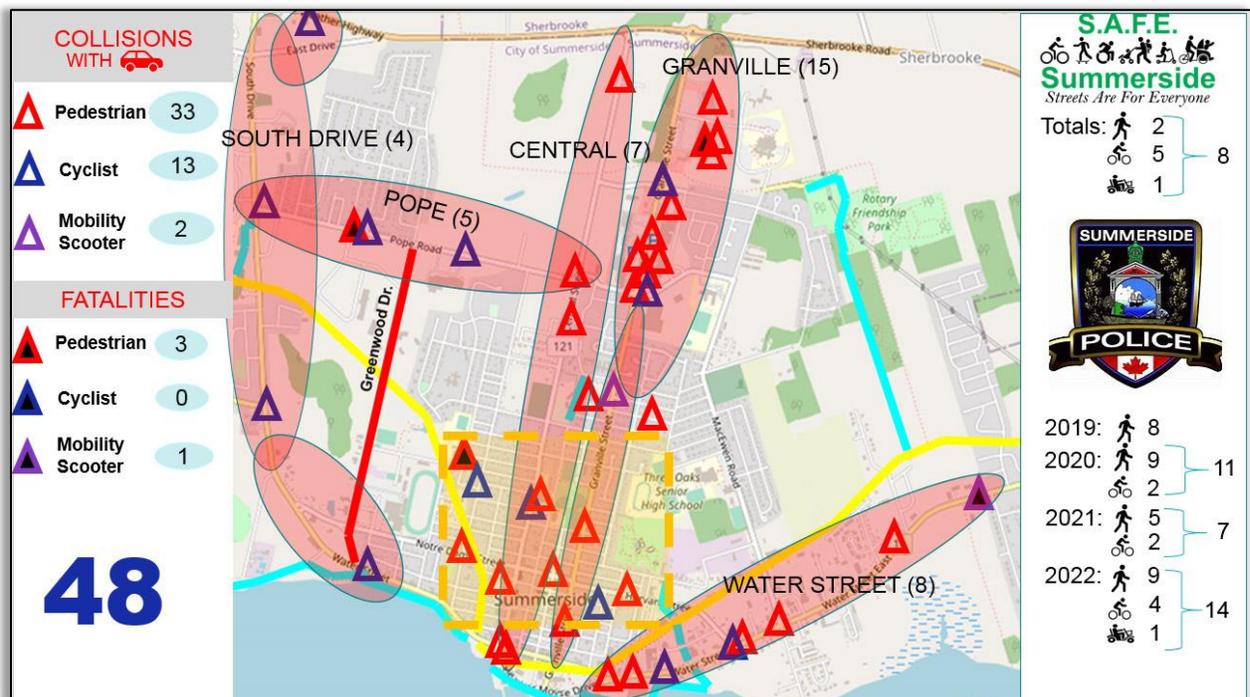
Our members identified the **fear of harassment/abuse if participating alone in AT** as the second highest barrier for AT participation. The most significant barrier was safety (fear of motorists/personal injury). This safe corridor would eliminate such barriers and provide the necessary infrastructure to support AT to/from these neighbouring communities into the future. Commuters travel this stretch between Kensington and Miscouche on Route 2 daily.

Mr. Yeo, I can only imagine the number of requests the Province must receive to create routes. **Do you think the project is worth a closer examination? If so, what can be done to move this process forward?** Our group is willing to help in any manner you see fit.

**(2) The draft PEI AT Network Plan Guidelines**

In discussing the need for increased AT infrastructure within the City of Summerside, it has been explained to us the city is in a kind of “limbo.” Specifically, it is stalled in creating its official AT Plan as it must align with provincial standards, which remain in draft form. There is also some uncertainty about implementing AT infrastructure within this draft framework (I believe we rely on BC and Quebec’s guidelines at this point). For clarity, I am not speaking on behalf of the city; however, these two facts have been communicated to me via various Council Members and the Director of Community Services. If I misspeak, please let me know.

Our group strongly advocates for increased AT infrastructure in the city and developed a draft AT Network discussion paper. Our most recent research identified **48 pedestrian/cyclist collisions with motor vehicles in the city** (the majority in the last four years), and **four pedestrian deaths** (three in the last three years).



There is a safety issue for the AT community in Summerside, and **the number of reported collisions with pedestrians/cyclists this year (14) is double last year (7)**. Further, our group has received feedback from the community: Cyclists fear traveling on high-traffic roads, so they

ride on the sidewalks -- pedestrians then feel unsafe on the sidewalks because of the cyclists. We see protected AT pathways as critical infrastructure to reduce/eliminate pedestrian/cyclist injuries and deaths on high-traffic streets (81% of these collisions occur on high-traffic streets).

Mr. Yeo, I present the above information to highlight both the need and the complexity of the issue (as I'm sure you deal with often) and with a sincere urging to do whatever can be done to speed up the process to bring the final PET AT Network Plan and Guidelines into fruition.

In short, as I understand it, having the PEI AT Network Plan & Guidelines finalized better enables the City of Summerside to create its official AT Plan and install AT infrastructure to meet approved provincial standards.

Lastly, I am a major proponent of the PEI AT Network Plan. The document is based on a combination of years of research and the dedication of Islanders who have gathered relevant best practices and framed them within a PEI focus. Something so relevant and needed in these times. It is a document that makes me proud to be an Islander.

Please let us know if you have any questions or think our group can help in any way.

I have cc'd several individuals, some of whom attended the Open House and others who would have an interest in this discussion.

Sincerely,

Ken Trenholm  
Spokesperson  
SAFE Summerside

cc: Councillor Bruce MacDougall (City of Summerside)  
cc: Councillor Cory Snow (City of Summerside)  
cc: JP Desrosiers, Director of Community Services (City of Summerside)  
cc: Gordon MacFarlane, CAO (City of Summerside)  
cc: Mayor Basil Stewart (City of Summerside)  
cc: Francois Caron, Central Region Coordinator, Sport, Recreation, and Physical Activity (Health and Wellness)  
cc: Mayor Rowan Caseley (Town of Kensington)  
cc: Mayor Albert Gallant (Village of Miscouche)