

Oromocto Active Transportation Plan Final Presentation to Council

9 January 2013



OROMOCTO
Active Transportation Plan



FINAL REPORT

Prepared for: Town of Oromocto
Prepared by: CBCL Limited

November 13, 2012
Project # 121232.00



What is Active Transportation and Why is It Important

How the Plan was Developed

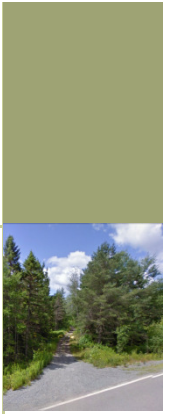
Existing Conditions

Goals and Guiding Principles of the Plan

Layout of the Network

Implementation

Questions and Comments



Gordon Smith, CBCL Limited

Michael Haynes, TransActive Solutions



What is Active Transportation?

Active transportation includes walking and biking, but also in-line skating and jogging and should support year-round activities, such as cross-country skiing.



Why is Active Transportation Important?

- ❖ Population Health
 - lack of physical activity
 - rising levels of obesity
 - increased incidence of lifestyle diseases
- ❖ People Want It
 - If they could design infrastructure for the needs of their community ten years from now, 60% in Ontario would place more emphasis on cyclists and 52% would place more emphasis on infrastructure for pedestrians.
- ❖ Greenhouse Gas Emissions / Air Pollution
- ❖ Traffic Management



Why is Active Transportation Important?

- ❖ By creating a well-connected, safe and functional Active Transportation Plan, the Town of Oromocto can encourage a more active, healthy lifestyle, and thereby decrease reliance on the automobile.
- ❖ Active transportation enhances quality of life, attracts businesses and employees to a community, and contributes to economic development.



As stated in the RFP, the purpose of this study is to:

- identify and evaluate options that promote physical activity through the encouragement of alternate forms of transportation in Oromocto;
- develop an Active Transportation Plan, including an implementation strategy outlining major capital and infrastructure plans.



How the Plan was Developed

	Monday (1 Oct.)	Tuesday (2 Oct.)	Wednesday (3 Oct.)	Thursday (4 Oct.)	Friday (5 Oct.)
AM	<ul style="list-style-type: none"> Set up Windshield survey / inventory existing assets 	<ul style="list-style-type: none"> Determine origins / destinations Prepare planning principles 	<ul style="list-style-type: none"> Travel major routes / identify pinch points 	<ul style="list-style-type: none"> Development of plans / maps Prepare preliminary opinion of probable costs Prepare preliminary phasing plan 	<ul style="list-style-type: none"> Update plan based on public input Review update and map way forward with client / Technical Advisory Committee (11:00AM to 12:30PM)
Lunch		<ul style="list-style-type: none"> Stakeholder meeting / walkabout (12:00 noon to 2:30PM) 		<ul style="list-style-type: none"> Review materials with client / Technical Advisory Committee (12:00 to 2:00PM) 	
PM	<ul style="list-style-type: none"> Meet with client / Technical Advisory Committee (1:30PM) Prepare for public meeting 	<ul style="list-style-type: none"> Continue to prepare planning principles Determine priority areas / major routes 	<ul style="list-style-type: none"> Sketch up pinch points solutions Develop of draft plans / maps 	<ul style="list-style-type: none"> Finalize draft plan 	<ul style="list-style-type: none"> Take down and departure
Evening	<ul style="list-style-type: none"> Public meeting at Hazen Park Centre (7:00 to 9:00PM) (info gathering) 		<ul style="list-style-type: none"> Public meeting at Hazen Park Centre (6:30 to 8:30PM) (info gathering) 	<ul style="list-style-type: none"> Public meeting at Hazen Park Centre (7:00 to 9:00PM) (present draft plan) 	



Community already has many very good pieces of infrastructure that meet the needs of an active transportation system.

- Rail to Trail (Trans Canada Trail)
- Multi-Use Trail along Waasis
- Sidewalks and Pedestrian Walkways
- Paved Shoulders / Striping



Key issue with the system is a number of gaps where connections have not been made.



❖ **Goal 1: Raise Awareness**

- Improve signage
- Develop itineraries and mapping
- Create / coordinate partnerships
- Participate in and organize local events

❖ **Goal 2: Educate**

- Promote a shift in public attitudes
- Raise a new generation of active transportation users

❖ **Goal 3: Improve Infrastructure**

- Adequately maintain existing on and off-road facilities
- Improve both on-road and off-road facilities
- Accept incremental improvements
- Encourage AT friendly built environments
- Provide year-round safety
- Liaise with NB Dept. of Transportation & Infrastructure



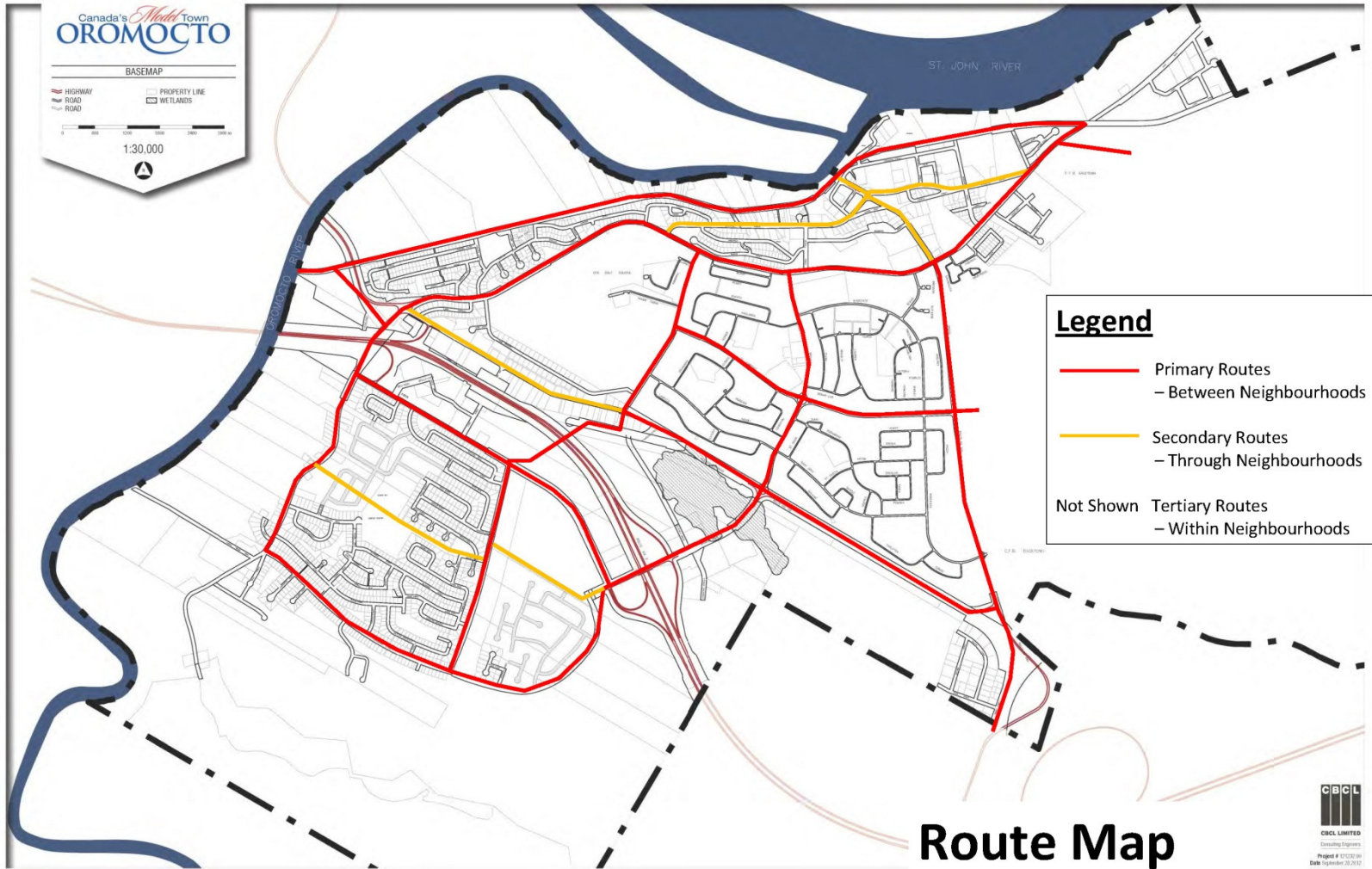
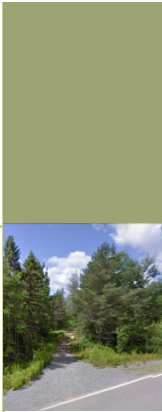
❖ **Goal 4: Create Interconnectivity**

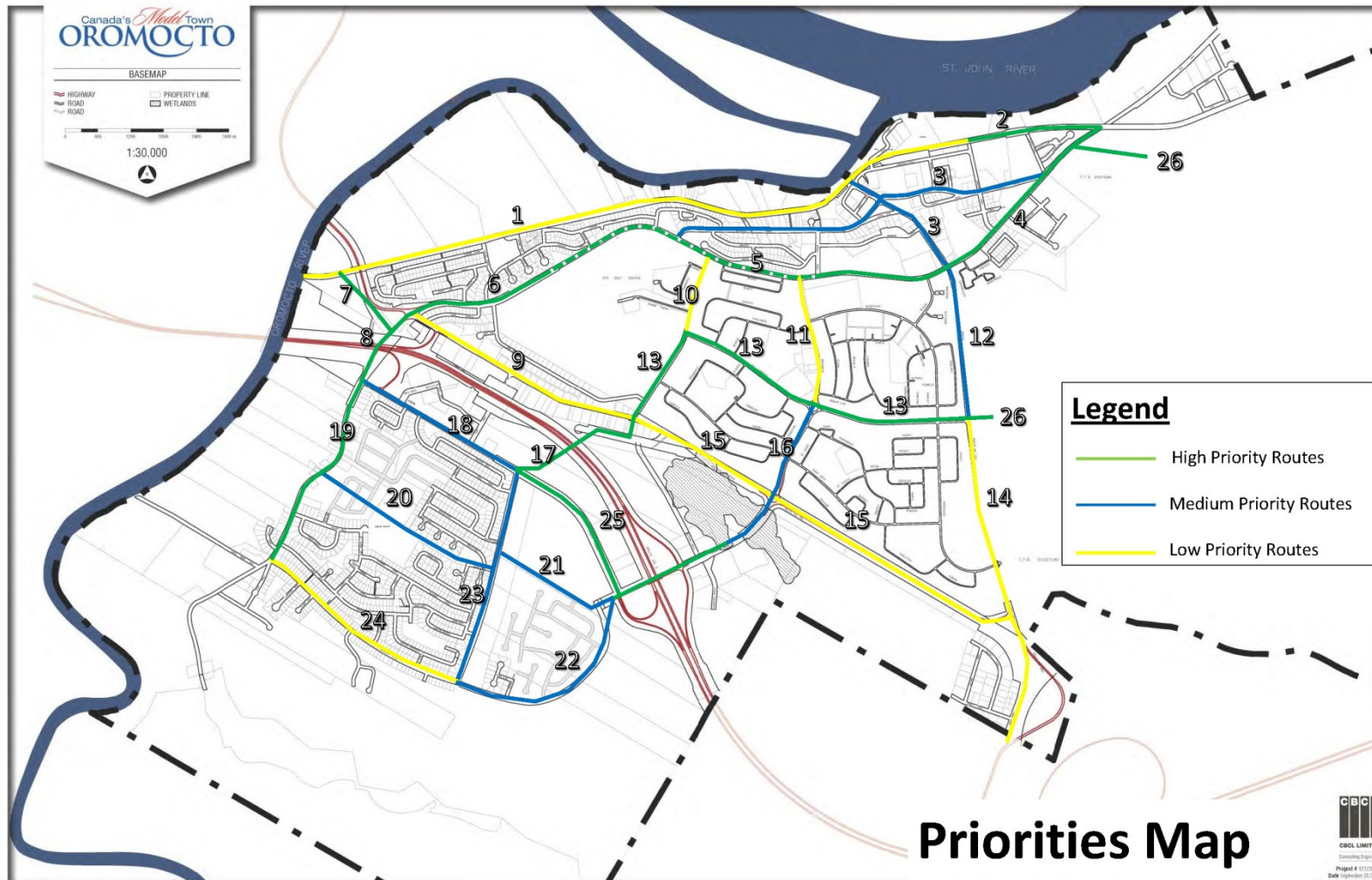
- Create linkages and extensions between existing and proposed AT infrastructure
- Create opportunities for utilitarian trips through the development of improved recreational routes
- Synchronize new infrastructure with surrounding municipalities

❖ **Goal 5: Implement the Plan**

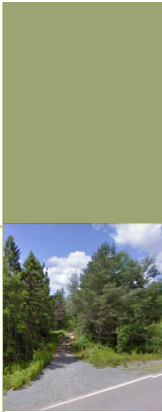
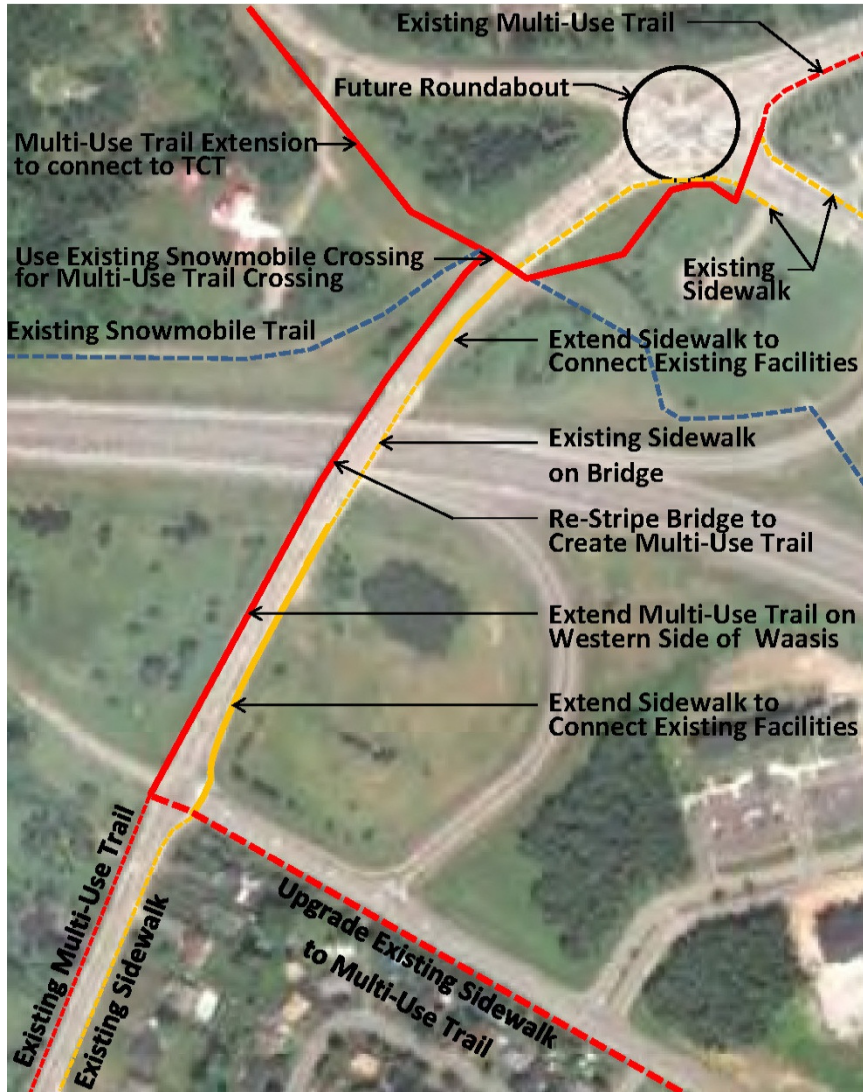
- Get the best return on investment
- Focus on low cost-high impact items first
- Look for correspondence with potential partners' interests
- Be opportunistic
- Implement controversial changes gradually
- Plan for incremental improvements
- Define success
- Evaluate regularly



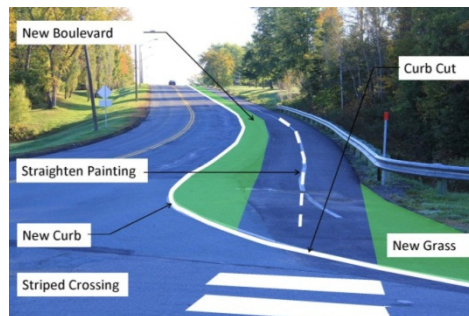
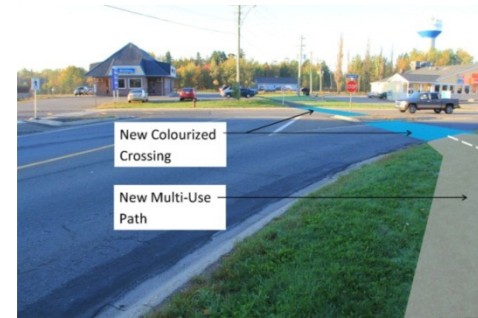
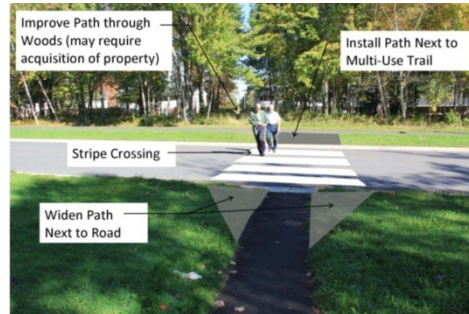




Waasis Rd. and Bridge

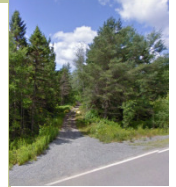


Specific Interventions



Opinion of Probable Costs

High Priorities						
No.	Item	Quantity	Units	Unit Cost	Cost	
2	Eastern Portion of the Trans Canada Trail					
	Upgrades to the surfacing of the trail	745	metres	\$100	\$74,500	
	Signage	6	each	\$750	\$4,500	
4	Waasis Road from Oromocto High School to CFB Gagetown North Gate					
	Segregated multi-use path along southern side of Waasis	850	metres	\$135	\$114,750	
	Upgrading of sidewalk on south side of Waasis	1,200	metres	\$50	\$60,000	
	Addition of signs	28	each	\$750	\$21,000	
	Upgrade of intersection of MacDonald and Highway 102	1	lump sum	\$50,000	\$50,000	
5	Signage on Waasis Road Multi-Use Path from Oromocto HS to Bicentennial Park	15	each	\$750	\$11,250	
6	Waasis Road Multi-Use Path from Bicentennial Family Park to Restigouche					
	Upgrading of the existing on road multi-use path to a segregated multi-use trail	875	metres	\$135	\$118,125	
	Installation of signage	18	each	\$750	\$13,500	
7	Multi-use trail connection from Waasis Rd. bridge to Trans Canada Trail					
	Trail installation	470	metres	\$80	\$37,600	
	Installation of signage	8	each	\$750	\$6,000	
8	Restriping of the road surface on the Waasis Rd. bridge over the Trans Canada Highway	1	lump sum	\$3,000	\$3,000	
13	Creation of a primary route connecting Oromocto West through the PMQs to CFB Gagetown					
	Improvement of the crossing at Restigouche and Restigouche North	1	lump sum	\$1,600	\$1,600	
	Segregated multi-use trail along western side of Restigouche North	275	metres	\$80	\$22,000	
	Upgrading of sidewalk along northern side of St. Lawrence to a segregated multi-use trail	1,700	metres	\$50	\$85,000	
	Install a designated blue bike box on eastbound St. Lawrence at Broad	1	lump sum	\$1,200	\$1,200	
	Install pedestrian crossing on St. Lawrence with path improvements to neighbourhoods	1	lump sum	\$9,300	\$9,300	
17	Upgrades to the trail through the underpass under the Trans Canada Highway					
	Asphalt surfacing of the trail connection to the underpass	575	metres	\$80	\$46,000	
	Installation of signage	8	each	\$750	\$6,000	
	Improved trail lighting	10	lump sum	\$5,500	\$55,000	
	Development of an outdoor facility that will create "eyes on the underpass"	1	lump sum	\$150,000	\$150,000	
	Development of a citizens patrol		staff time		n/a	
19	Addition of signs to Waasis West Multi-Use Trail	18	each	\$750	\$13,500	
25	Provide a new multi-use trail along the northern side of Pioneer	935	metres	\$80	\$74,800	
	Continue to develop Tertiary Paths along with new development		by developers		no cost	
	Review all Tertiary Paths and make plans to upgrade incomplete connections		lump sum		\$100,000 per year	
	Install bike Racks on an annual basis over a ten year period	10	each	\$1,000	\$10,000 per year	
	Annual signage program	40	each	\$750	\$30,000 per year	
	Repairs to sidewalks in PMQs		by DND		no cost	
	Annual maintenance (4% of capital costs plus allowance for existing infrastructure)				\$100,000 per year	
	Estimates for striping at existing street crossings have not been included as this assumed to be done as a matter of course					



Opinion of Probable Costs



Medium Priorities					
No.	Item	Quantity	Units	Unit Cost	Cost
3	Signage and "sharrows" on MacDonald Street and Broad Street north	1,800	metres	\$11	\$18,900
12	Segregated multi-use trail along western side of Broad	865	metres	\$80	\$69,200
16	In Gateway area				
	Upgrading to segregated multi-use trail along western side of Broad	885	metres	\$50	\$44,250
	Sidewalk along eastern side of Broad	885	metres	\$50	\$44,250
18	Upgrading to segregated multi-use trail along southern side of Pioneer	1,015	metres	\$50	\$50,750
20	Linked secondary route through existing portions of Oromocto West	1,120	metres	\$80	\$89,600
21	Off-road secondary route connecting east-west across the new portions of the Oromocto West	690	metres	\$80	\$55,200
22	New segregated multi-use trail along the western side of Fennimore	1,245	metres	\$80	\$99,600
23	Upgrading to segregated multi-use trail along eastern side of Carpenter	1,240	metres	\$50	\$62,000
	Annual maintenance (4% of capital costs)			add	\$20,000 per year
Low Priorities					
No.	Item	Quantity	Units	Unit Cost	Cost
1	Central and Western Portions of the Trans Canada Trail				
	addition of signs at access points	30	each	\$750	\$22,500
	improvements to directional signage for the Deer Park paths	10	each	\$750	\$7,500
	addition of new access point at 416 Gardiner	65	metres	\$80	\$5,200
	addition of new access point at western end of Gardiner	65	metres	\$80	\$5,200
	addition of new access point at the northern end of Broad	1	lump sum	\$5,000	\$5,000
	retrofits of the bridges on the access paths off Lansdown	2	each	\$2,000	\$4,000
	access points to the river at the bridge over the Oromocto River;	1	lump sum	\$5,000	\$5,000
	asphalting of the trail surface (5.0 metre wide)	3,890	metres	\$120	\$466,800
9	Construction of sidewalk along both sides of Restigouche Road	900	metres	\$75	\$67,519
10	Continuation of segregated multi-use trail along northern end of Restigouche North	325	metres	\$80	\$26,000
11	Continuation of segregated multi-use trail along western side of Miramachi	750	metres	\$80	\$60,000
14	Segregated multi-use trail along western side of Broad and Highway 660	1,870	metres	\$80	\$149,600
15	Segregated multi-use trail along Restigouche from Restigouche North to Broad	2,415	metres	\$80	\$193,200
24	Upgrades to Fennimore to create a multi-use trail	1,265	metres	\$135	\$170,775
	Annual maintenance (4% of capital costs)			add	\$45,000 per year

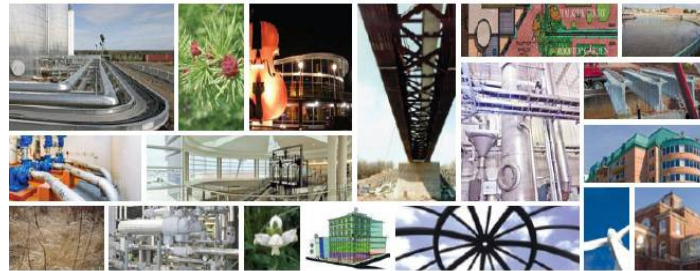


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2013

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Solving Today's
problems with
Tomorrow
in mind

