

TOWN OF
Oromocto

Active Transportation and Trails Master Plan

Final Draft | October 2026



Contents

1.0 An Active Transportation and Trails Master Plan for Oromocto iv

1.1 Oromocto's Active Transportation and Trails Platform 01

1.2 Why Active Transportation? 04

1.3 Active Transportation and Trails Planning in Oromocto 10

2.0 Consultation and Concept Plan 12

2.1 Consultation Process 13

2.2 85 Big Ideas For Oromocto 14

2.3 Big Active Transportation and Trails Moves 18

3.0 Active Transportation and Trails Tool Box 20

3.1 Suburban/Urban Buffered Sidewalk 21

3.2 Multi-Use Pathway 22

3.3 Multi-Use Urban Pathway 24

3.4 Multi-Use Urban Pathway (Tight Street) 25

3.5 Bike Lanes 26

3.6 Crossings 27

3.7 Signage 28

3.8 Regulatory Signage 29

3.9 Bike Rack 30

3.11 Programming 31

4.0 Active Transportation and Trails Master Plan 32

4.1 A Classified Active Transportation and Trail Network for Oromocto 32

4.2 Level One - Regional Connectivity 32

4.3 Level Two - Urban Oromocto Connectivity 40

4.4 Level Three - Neighbourhood Stitching 51

4.4 Level Four - Trail Connections 69

4.5 Evolution 71

5.0 Master Plan Implementation 72

5.1 Phase One - Building the Platform 73

5.2 Phase Two - The Level One Network 76

5.3 Phase Three - Level Two Network 79

5.4 Phase Four - Level Three Network 80

5.5 Policy 81

5.6 Compliance 82

5.6 Budget Discussion 83

Endnotes 84

Appendix A | Programming 86

Appendix B | Details 91



1.0 An Active Transportation and Trails Master Plan for Oromocto

The Town of Oromocto is a unique physical and cultural setting with a year-round connection between residents and the environment. It is Canada's first planned community and home to one of Canada's largest military bases, the 5th Canadian Division Support Base - Gagetown. CDSB Gagetown supports a strong resident base and hosts a range of recreational facilities that local and regional visitors use frequently.

Tourism, walking, and cycling communities support multimodal movement throughout the town and region through a more inclusive model. An Active Transportation and Trails plan for Oromocto must propose multimodal corridor evolution for routes identified as hierarchical components under a new plan, and implementing the plan's components must create a community of interest and use that grows the user base.

1.1 Oromocto's Active Transportation and Trails Platform

The Town of Oromocto, including the Lincoln area, recorded a combined population of 11,486 for the 2021 Census period. During the same period, New Brunswick reported a total population of 775,610[1]. Contextually, Oromocto is a small but strategically located community, where travel patterns and key destinations converge, creating opportunities for a more accessible and sustainable active transportation and trails network.

Evolving Community

Oromocto, or Welamook'took, is located at the intersection of the Oromocto River and the Wolastoq/Saint John River, approximately 22 km from the Fredericton Capital Region. The Town of Oromocto's boundary expanded in January 2023 through local governance reform to include the former Lincoln Local Service District, with the exception of Fredericton International Airport lands. The Town of Oromocto is also home to neighbouring municipal units such as CDSB Gagetown, the second-largest military training base in Canada, and Oromocto 26 Reserve, an active First Nations community. Together, Oromocto's unique location, recent boundary expansion, and community ties provide a strong foundation for future development. As the town continues to grow, these factors will support the implementation of an active transportation and trails plan, helping ensure all community members benefit from a safer, more connected network.

Evolving Business and Economy

One of the primary influences on a community's demographic composition and population growth is its economy. In Oromocto, the local economy is strongly shaped by the presence of CDSB Gagetown. The Base is the third-largest employer in New Brunswick, with about 6,500 full-time members and approximately 1,000 civilians[2]. Contributing over $200 million to the local economy and over $700 million to the provincial economy, the base employees and their families represent about 75% of Oromocto residents[3]. Other significant employment sectors include public administration, retail trade, health care and education. It is also important to note that, given Oromocto's location, some residents may contribute to the employment economy of Fredericton or other nearby locations.

CDSB Gagetown recently announced plans to establish a new ground-based air defence system, upgrade existing infrastructure, including the training grounds and the range, and build 650 new housing units to support the influx of another 2,000 soldiers and their families[4]. As the Base expansion proceeds, it is important to recognize that increased activity and employment at the base will directly influence community growth patterns in Oromocto; thus, Oromocto must consider how this change will shape the planning and development of its active transportation and trails network, as well as other future developments.

Academic Centres

Academic centres in Oromocto play an important role in supporting active transportation by generating daily pedestrian and cycling activity from students, staff, and families. Oromocto is home to 8 public schools serving students in kindergarten through grade twelve. Planned investment in three new school facilities will replace six of these schools and is expected to increase demand for safe and accessible walking, cycling, and multi-use trail connections throughout the community. Strengthening connections among schools, surrounding neighbourhoods, parks, and community destinations can help improve safety, encourage healthier transportation choices, and support more accessible, connected mobility throughout the community.

Recreation Platform

The Town of Oromocto's recreation platform provides programs, courses, and events for all ages, as well as recreation facilities and supporting activities for municipal and regional residents, helping to encourage a socially strong and active community. The Town's delivery of indoor and outdoor recreation facilities is high relative to its population, indicating a significant investment in recreation, health, and active living.

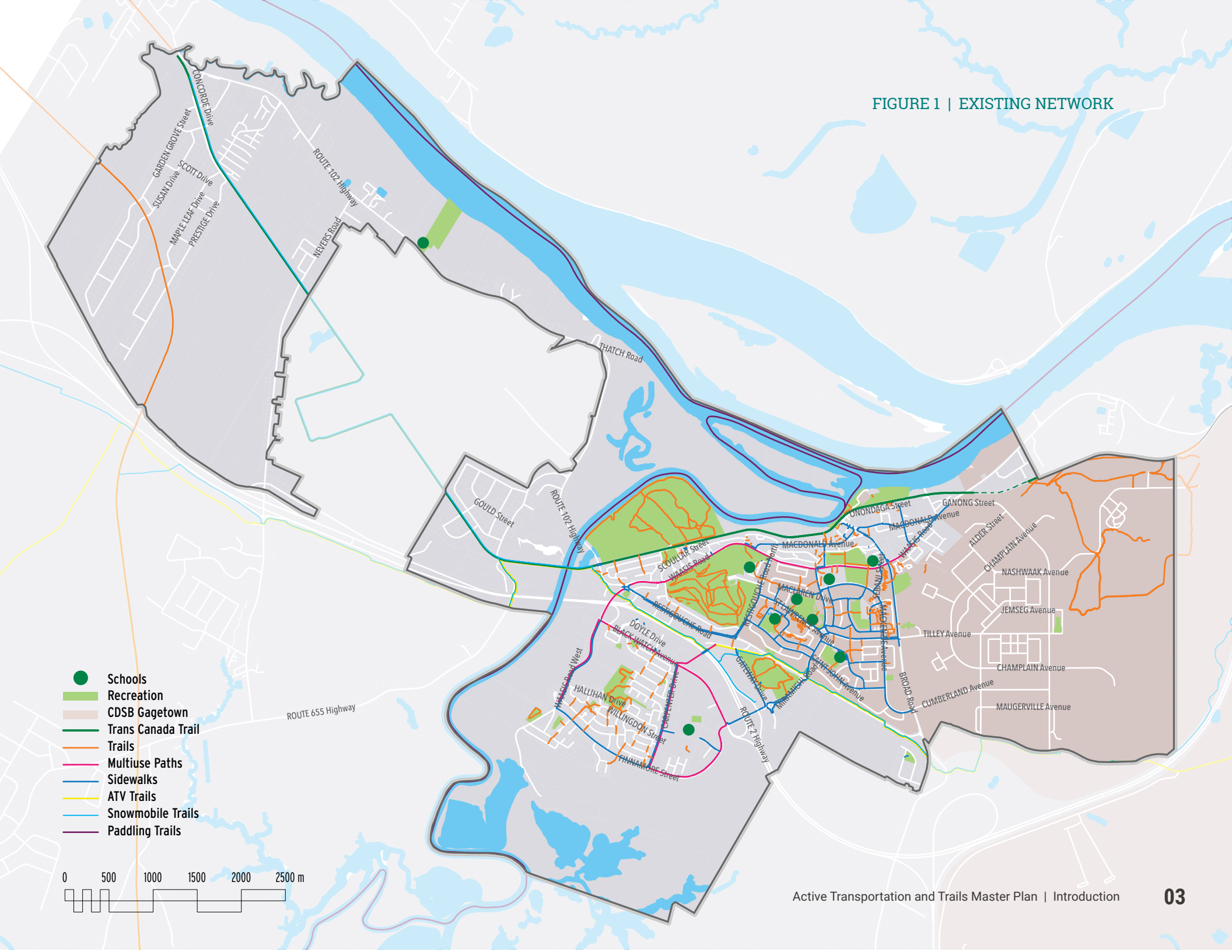
Additionally, the planned Oromocto Regional Wellness & Recreation Centre is slated to open near the end of 2028. The new multi-use facility will provide modern spaces for community health care and gatherings, community programming and educational classes, and an NHL-sized ice pad with a walking track, a gymnasium with family change rooms, rental space for a medical clinic, meeting rooms, and the relocation of the Fay Tidd Public Library. The facility will also serve as the Town's Emergency Operations Centre and provide community resources like evacuation sites, charging stations, and warming/cooling relief. The future facility will be located on the grounds of the former Hubbard Elementary School.

Together, these facilities form a strong distribution of recreational assets, providing residents with access to a variety of indoor and outdoor assets throughout the community. As the town continues to grow and evolve, it is important to maintain and enhance this network to meet future recreational needs and ensure these assets are well connected to the community with a robust active transportation network.

Active Transportation and Trail Platform

The Town's network of trails and active transportation (AT) routes take users through forests, wetlands, riverfronts, parks, neighbourhoods, and shopping areas. The majority of these trails are part of a shared network for pedestrians and cyclists, and some are designated for all-terrain vehicles and snowmobiles. Additionally, the Town of Oromocto is collaborating with regional partners to connect neighbouring communities to water- and land-based active transportation networks that will link Oromocto's primary nodes to other regional nodes. This extensive network of trails, AT routes, and river trails provides both recreational and transportation opportunities for residents and visitors.

FIGURE 1 | EXISTING NETWORK



1.2 Why Active Transportation?

Active transportation (AT) uses human-powered forms of travel, such as walking, running, biking and rolling to get from one place to another. Walking to school or biking to work are examples of active transportation. A strong active transportation network is one way the Town of Oromocto can support an active, healthy lifestyle for its residents.

The following chapters combine consultation concepts with a preliminary network model that expresses what residents want to see for active transportation in Oromocto, including important background information that informs the philosophical and thematic network components.



Benefits of Active Transportation

Active Transportation, as defined by the Government of Canada, is the use of human power to get from one place to the another place[5]. This type of movement includes walking, cycling, wheeling, skateboarding, rollerblading, snowshoeing and cross country skiing. Active transportation, in Canada, also includes the use of hybrid mobility aids such as powered wheelchairs, and electric bikes and scooters. Statistics Canada estimates that 6.8% of the New Brunswick population, in 2024, participated in the use of active transportation, showing an increase of 1.8% from 2016, a higher participation rate than the national average of 6% in 2024[6]. This upward trend in active transportation participation highlights a growing shift toward human powered travel, driven by a diverse range of advantages.

Active transportation has benefits beyond getting from point A to point B, which include health benefits, social benefits, transportation benefits, environmental benefits, and economic benefits.

Health Benefits

Active transportation is the most common form of physical exercise.[7] While its physical health benefits are frequently highlighted, active transportation also supports mental and developmental health and aids in disease prevention. Because transportation is a daily necessity, investing in active transportation is an effective way to enhance overall individual and community well-being.

Recent Canadian research, supported by international data, links the built environment, including active transportation and physical activity infrastructure, to more physically active lifestyles.[8] For example, the odds of being physically active decrease by 1.6% for each hour of driving per week.[9] Conversely, people living in highly walkable, mixed-use communities are more than twice as likely to get 30 or more minutes of daily exercise as those living in more auto-dependent neighbourhoods.[10] This is particularly significant given that only half of Canadian adults aged 18-79 meet the recommended levels of physical activity.[11] Evidence shows that active transportation is more easily sustained than other forms of physical activity and exercise programs,[12] and it is one of the most cost-effective ways for an individual to become more physically active and remain healthy in the long term.[13]

Any level of physical activity, including low levels of walking less than 150 minutes per week, can help prevent future depression.[14] This makes active transportation, even for minor trips, a useful tool for treating and preventing mental health disorders. One of the most notable opportunities for people to participate in active transportation is through their commute to work. Psychologists have long recognized the potentially detrimental effect of the commute on our mental health.[15] Car commuters find their journeys more stressful than those of other mode users, whereas across the developed world, active travellers are more satisfied with their commutes and actually enjoy them. Evidence suggests that 30 minutes or more round-trip commuting either on foot or by bicycle has significant positive effects on mental health–most notably for men.[16] Additionally, each 1% increase in the proportion of neighbours who drive to work is associated with a 73% decrease in the chance that an individual will report having a social tie to a neighbour.[17]

Regarding developmental health, research has found that children who spend time outdoors have higher test scores, better cognitive function, fewer behavioural problems, fewer signs of ADHD, and improved self-discipline.[18] By walking one mile each way to and from school, children and adolescents can accomplish roughly 40 out of the 60 minutes of recommended daily physical activity.[19] This time can also be mentally beneficial, as trees and greener environments are strongly linked to reduced negative thoughts, reduced symptoms of depression, better-reported moods, and increased life satisfaction, as well as the social opportunity to engage with other kids travelling home.[20]

Recreation and active transportation can support one another. By developing safer routes and destinations youth want to visit, active transportation and recreation can bolster young people's physical activity levels and their social engagement in the community.

Social Benefits

Social benefits include promoting of physical and mental health, and reducing healthcare costs relating to cardiovascular diseases, diabetes and obesity, and other related health issues[21]. Other social benefits are created through the development of active transportation and trail networks, resulting in an increase in public spaces, providing opportunities for social connectedness, improved access and connectivity to amenities and destinations, and promoting improved safety for vulnerable populations and trail users. Social benefits contribute to creating a community that is happier, trusting and more equitable, offering residents opportunities to enhance their social, physical and mental well-being at all stages of their lives.

Community Benefits

One of the strongest ways active transportation benefits a community is by enhancing connectivity. By stimulating participation in community life and fostering community pride, active transportation serves as a key catalyst for building equitable, self-sufficient, and attractive communities.

One of the many ways this is achieved is by reducing local crime. Given that people are more physically active in areas where they feel safe, higher levels of crime and violence have been associated with lower physical activity levels.[22] Active transportation not only increases physical activity levels but also increases the presence of people on streets, which has been shown to reduce local crime.[23] Streets where people walk and bike have more people on them, thus more witnesses.

Additionally, one of the most effective ways to implement Crime Prevention Through Environmental Design (CPTED) in communities is through active transportation infrastructure. CPTED is a specific approach to designing safety and security in the environment.[24] It focuses on natural surveillance, access control, territorial reinforcement, activity support, and maintenance. By establishing thoughtful pathways, networks, and infrastructure, active transportation can embed CPTED within its systems to alleviate both real and perceived safety concerns about using it.

The most vulnerable people in society have the most to gain from public investment in walkability. For example, people who are not drivers, such as children, people with lower incomes, people with disabilities, and the older adults, can face challenges with accessing jobs, schools, health care, and community facilities.[25] Near-universal reliance on the automobile for transportation leaves many people out of the equation. Children, older adults, the visually impaired or otherwise physically challenged, those with lower incomes, those without full-time access to a car, or those who do not drive for other personal reasons are among the groups that benefit most when opportunities to walk or bicycle safely improve.[26]

Types of non-drivers include youth (10-25% of the population); seniors who do not or cannot drive (5-15%); adults unable to drive due to disability (3-5%); low-income households burdened by vehicle costs (15-30%); people impaired or distracted by drugs, alcohol, or devices; visitors who lack a vehicle or driver's license; and, those who prefer not to drive for

personal reasons.[27] This extensive list of groups reflects how excluding investment in active transportation infrastructure leaves many people unable to participate in their communities fully. In particular, children and youth feel the effects of auto-centric design most strongly. Not only do they miss out on the independence gained through active transportation, but trends also indicate that their health and academic performance are affected.[28] Given that youth who participate in recreation also do better academically, with research finding nearly 8 out of 10 teens who engage in after-school activities are A or B students, while only half of the teens who do not participate in after-school activities earn these high marks.[29] Effective and accessible active transportation infrastructure helps encourage participation in extracurriculars. Active transportation is an essential tool for helping youth develop lifelong healthy habits.

Similarly, for aging adults, active transportation is a key ingredient to prolonging independent living.[30] While this benefits seniors' quality of life, the community also benefits from having experienced members who donate their time and expertise as community leaders and volunteers, and from reduced demand for care services. For example, a lack of alternative transportation options for people who cannot drive results in more driving. Chauffeuring non-drivers is estimated to account for 5-15% of vehicle travel, and the driver's empty return trip can double the vehicle miles involved in chauffeuring non-drivers.[31] Both active transportation and public transit infrastructure can help alleviate this problem which affects seniors, children, other non-drivers and caregivers.

By promoting independence for non-drivers, active transportation increases community equity and accessibility. In fact, active transportation infrastructure can serve as an indicator of community equity. In communities with a 1% poverty rate, there was a 57% chance of having a bike path, whereas in communities with a 10% poverty rate, there was only a 9% chance of having a bike path.[32] This correlation highlights how the benefits of active transportation are experienced differently across socio-demographic groups.

Furthermore, reducing automobile presence is one of the strongest community benefits that active transportation offers. 98.5% of collisions on regional roads are between gas-powered vehicles,[33] and 29% of injuries to bicyclists occur from being hit by a car.[34] Additionally, injury and fatality rates decrease as the share of active transportation increases.[35] Rates of collisions, injuries and fatalities per capita decline when the number of people walking or biking increases.[36] For example, places where large proportions of the population walk and cycle, such as in the Netherlands and Germany, have lower injury and fatality risks than in North America.[37]

This "safety in numbers" effect can also be seen in a study conducted on Montreal's cycle tracks, the most extensive system in North America. The study found that cycle tracks had an injury rate 28% lower than on parallel roads without bicycle facilities and attracted 2.5 times as many bicycle trips as roads without cycle tracks.[38] The "safety in numbers" effect is also important for building respect and tolerance between AT users

and motorists and helps mend the dangerous perception that active transportation users are violating the social and moral order of the road[39] that has developed under an auto-centric culture. By increasing active transportation infrastructure and user-ship, the perceived exclusive power of the car is dissolved, and communities become safer as a result.

Perhaps the most significant community benefit that active transportation offers is increased contact with neighbours and community.[40] People living in walkable neighbourhoods are more likely to know their neighbours, participate politically, trust others, and be socially engaged.[41] Both the built and social environments play roles in the community benefits of active transportation. While the built environment influences opportunities to access trails, parks, recreation centres, and walkable streets, the social environment impacts perceptions of community and pedestrian safety, social support, and access to recreation and activity programs.[42] By increasing active transportation infrastructure and promoting active transportation as a lifestyle choice, communities contribute to their community identity as one that reflects and supports all the people for whom it is a part.

Transportation Benefits

Transportation benefits created through the use of active transportation and trail networks include a reduction in traffic congestion, improving the safety of all road users; an increase in affordable transportation options through the use of active transportation networks by reducing the cost of travel associated with vehicle ownership; and a reduction in noise pollution created from the use of motor vehicles. Active transportation networks not only help create safer and healthier communities by reducing traffic but also by supporting connected multi-modal transportation networks, which help create a more equitable and liveable community.

Environmental benefits

While one of the largest environmental benefits of active transportation is reducing fuel emissions and pollution, active transportation also benefits the environment by promoting respect for nature, offering outdoor recreation opportunities, and increasing and protecting green spaces. Other benefits include increased opportunities for nature-based solutions and a reduction in water pollution from runoff on paved surfaces.

Additionally, active transportation promotes natural resource management strategies. Many environmental studies have shown that greenways and natural areas which contain trail systems offer valuable water quality benefits as well as recreational opportunities. In fact, greenways can serve as natural floodplains. By protecting land along rivers and streams, greenways prevent soil erosion and filter pollution caused by agricultural and road runoff. Thus active transportation pathways may serve a dual purpose to protect areas and get people where they need to go.

Economic Benefits

Economic benefits include increased transportation savings from lower motor vehicle expenses and increased tourism from active visitors and the growth of the AT and trails network.[43] As a result of these savings, municipalities may experience an increase in public transit services and a reduction in costs associated with roadway construction and maintenance. An increase in tourism, especially from active visitors, leads to higher spending at sporting and outdoor businesses and other businesses accessible from active transportation networks, increasing the vitality of the local and regional economy. Additionally, the development of active transportation and trail networks directly correlates to new job creations, through infrastructure development and trail maintenance[44]. Research indicates that pedestrian and cycling infrastructure create 46% more jobs than road-only projects.[45] These results, broken down by number of jobs, indicate that road-only projects create 7 jobs, multi-use trail projects create 9 jobs, pedestrian-only projects create 10 jobs, and bicycle projects create 11 jobs, highlighting the economic benefits of AT and trail development.[46] Active transportation infrastructure development involves the development and maintenance of multi-use trails, pathways, bike lanes, and sidewalks, ensuring a complete network that allows users to move from communities to destinations such as schools, workplaces, and public transit hubs.

Trail Benefits

Trails, as defined by Trans Canada Trails, are a form of purpose-built infrastructure designed for active transportation and various recreational activities.[47] Additionally, to be recognized as a trail, it must be mapped, marked, maintained, and actively managed.48 Trails offer many of the same benefits as active transportation networks, in addition to a number of additional environmental, economic, and social benefits.

Trails also provide greater connectivity, creating buffer zones and habitat corridors for various species such as birds and amphibians, thereby reducing habitat fragmentation. Additionally, an interconnected network of trails, pathways and parks creates a robust infrastructure, supporting not only ecological biodiversity but also enhancing rural and urban development. Trails provide a place for people of all ages to connect with others, an opportunity to ‘escape’ urban surroundings to engage with nature, and a low- to no-cost destination for users to walk, hike, cycle, and ski. Trails also help preserve linear parks, creating access to green spaces while promoting physical activity.

Economic benefits stemming from trail development and use include increased local and regional spending, as users purchase goods and services related to the recreational activities they choose to participate in, thereby supporting local jobs and businesses. The establishment of comprehensive networks, with connections to regional, provincial and national networks, promotes increased visitation to municipalities and their parks and trails, in addition to creating opportunities for future outdoor adventures and sporting events.

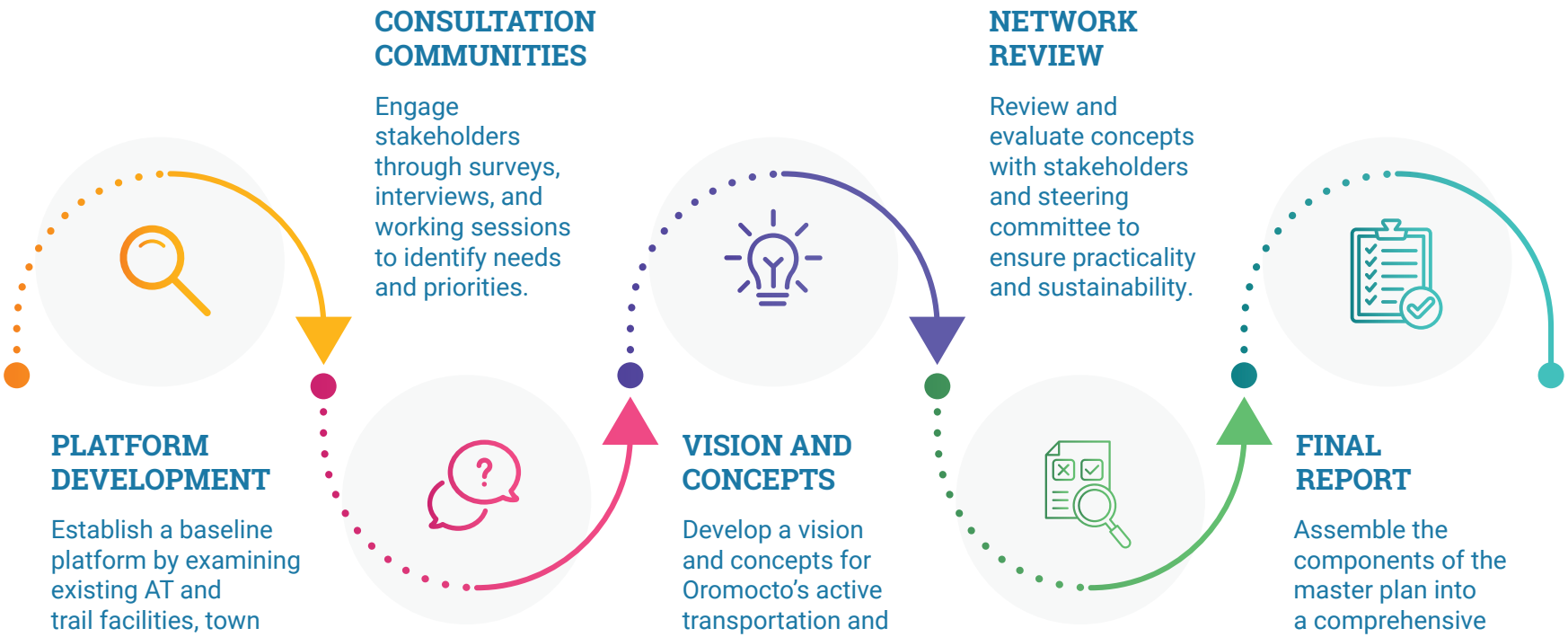
Trails are multifunctional; they enable recreation, serve as corridor connections in commuter routes, and are included in tourism destinations, making them a valuable asset in active transportation network development.[49] In support of the multifunctionality of trails, the network must include some form of place-making identity, making the system a destination rather than just a commuting route. Supports for this development include wayfinding signage that informs the user where the path leads, where food and drink can be purchased, and about other recreational amenities that may be found along the route. Additions to the network that support the feel of a destination may include trail or park connections, pollinator gardens, or a playground.

Active transportation and trail networks deliver measurable, multi-sector value that supports the growth of the community and its residents. Together, active transportation and trail networks reduce greenhouse gas emissions, improve air quality, promote physical activity, and support national climate resilience. They strengthen transportation opportunities, connecting users to places of employment, education, services and recreation. These networks generate economic returns through increased tourism activity and reduced healthcare costs. Trails and active transportation networks help create safe and inclusive public spaces, support mental and physical health, encourage social interaction, and foster safer, happier communities. Additionally, these networks support a walkable community design by encouraging higher-density, mixed-use development patterns and reducing long-term reliance on personal vehicles, thereby improving infrastructure efficiency and community sustainability.

1.3 Active Transportation and Trails Planning in Oromocto

Creating this master plan required significant contributions from residents committed to achieving the plan's vision. This was evident in resident survey responses, as well as in the various individual, stakeholder, and community work sessions that culminated in the concepts articulated in this master plan. Figure 2 describes the plan development process.

FIGURE 2 | PLAN DEVELOPMENT PROCESS





2.0 Consultation and Concept Plan

This Master Plan is based on the destinations, planned developments, routes, and corridors identified and explored by residents and stakeholders of Oromocto and the surrounding area through a series of community engagement opportunities. The foundation of the Active Transportation and Trails Master Plan reflects the community's input and feedback throughout the engagement and review process.

This chapter summarizes the results of these processes that inform the development of the Active Transportation and Trails Master Plan.

2.1 Consultation Process

The consultation process included a ground-up approach to plan building. Work included sessions with cyclists and pedestrians to develop baseline network mapping that described the 'well-known' route corridors and the 'local knowledge' linkages that have special meaning to Oromocto's various special character areas. This mapping and its associated data took on greater meaning and physical scope as the consultation process evolved and expanded. The following figure describes the various sessions.

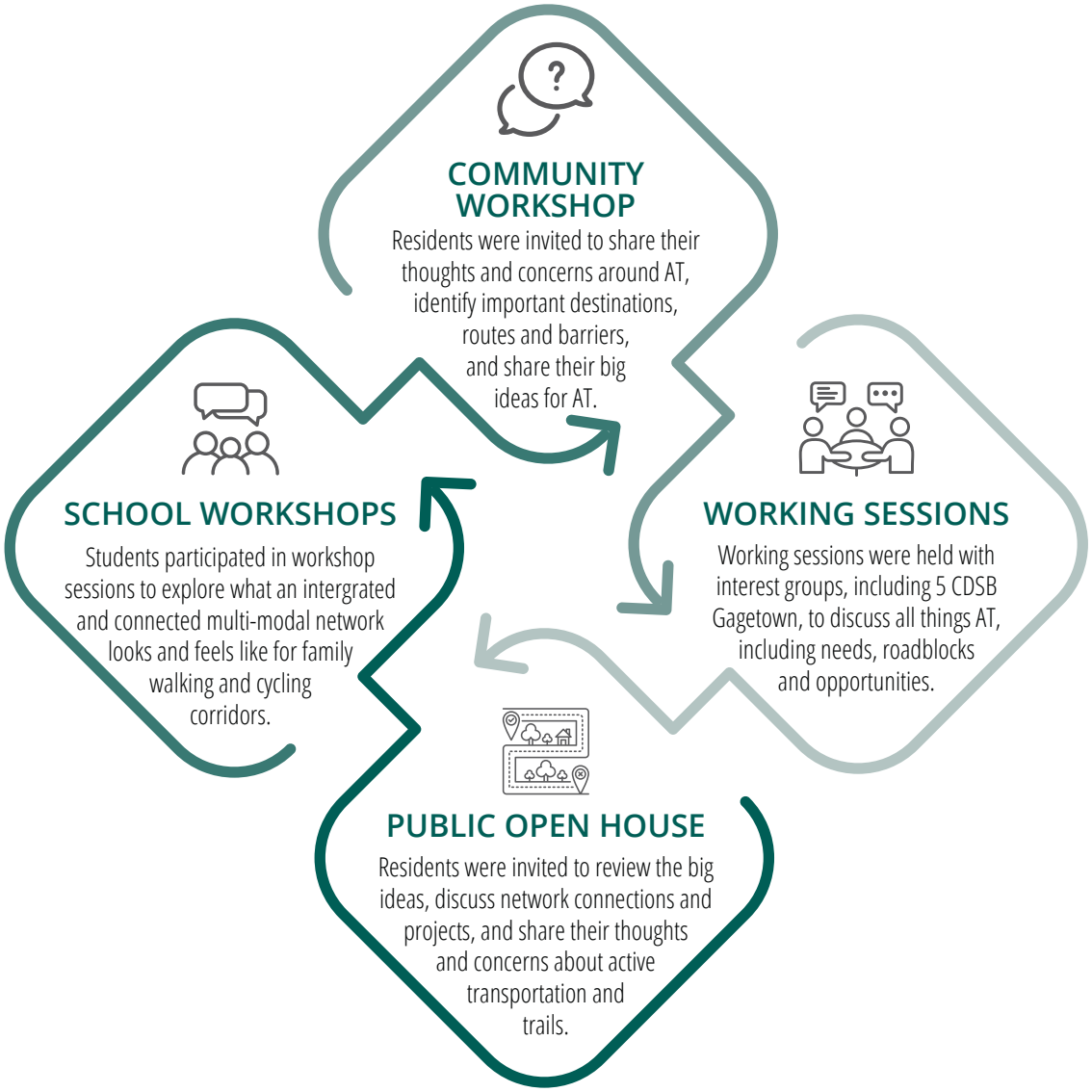


FIGURE 3 | CONSULTATION PROCESS

2.2 85 Big Ideas For Oromocto

Creating this master plan required significant input from residents, students, and interest groups. The number of participants is directly reflected in the list of 85 Big Ideas, which forms the foundation of this master plan.

Network Infrastructure Improvements

Network infrastructure improvements include enhancements to existing AT and trail networks for safety and beautification.

- Improve sidewalk surfaces
- Consider paving gravel paths throughout Oromocto
- Create safer crossings near major roads and intersections
- Include flowers and planters along the trails and routes on streets
- Improve stormwater management near trails and pathways

Safety & Compliance

Engagement results for active transportation and trail networks indicate the need for increased safety features, such as flashing lights and improved visibility, as well as network enforcement.

- Improve separation between motorized and non-motorized trail users
- Add more lighting on paths and trails
- Install emergency location markers along trail routes
- Improve winter maintenance and snow clearing on key pathways
- Upgrade crosswalk visibility near high-traffic areas
- Add traffic calming measures near active transportation routes
- Increase visibility of local police
- Address unauthorized street parking and sidewalk parking
- Address unauthorized off-road vehicle use
- Enhance crosswalks with crossing lights in high traffic areas
- Increase sidewalk infrastructure in key destinations
- Increase the number of flashing stop signs in high traffic areas
- Improve trail maintenance of fallen trees & litter
- Add by-law enforcement as a council priority
- Develop a trail response system (phone ot text feature)

Connectivity, Signage and Wayfinding

Results indicate a desire for more network connections, wayfinding signage, and signage enhancements.

- Expand trail connections between neighbourhoods and key destinations
- Improve regional trail links to surrounding communities
- Increase connections to food, fuel and services for trail users
- Install more directional wayfinding signage
- Add shared path/share the path signage on multi-use trails
- Add/Increase signage about requiring dogs on leash
- Improve trail maps at key entry points
- Provide maps of trails to the community
- Create consistent trail branding throughout network
- Add interpretive and educational signage along trails
- Include distance markers on trails
- Add fresh coat of paint on existing network lines
- Refresh signage
- Provide alternative AT routes during construction
- Post wildlife sighting signage

Amenities

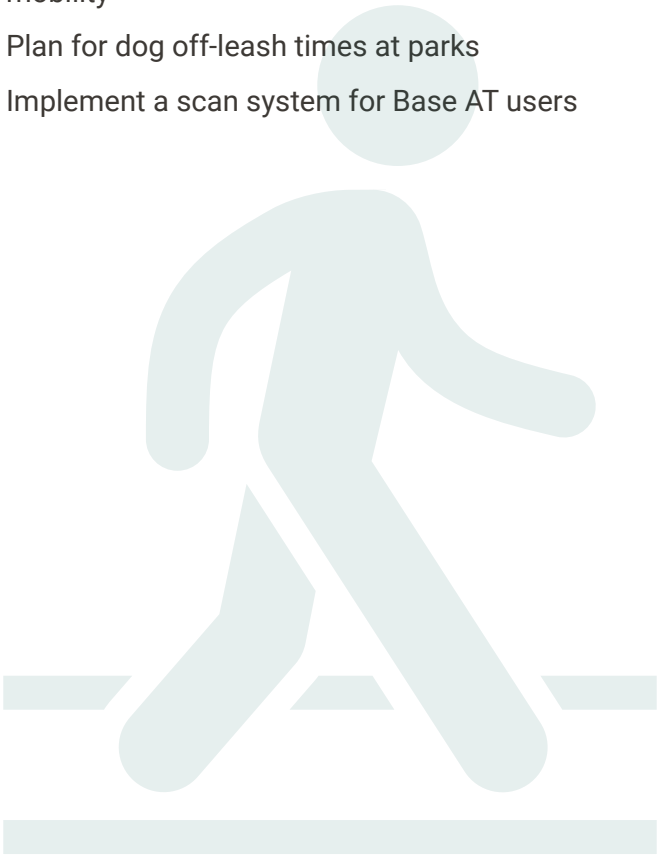
Engagement results indicate the need for network and trail enhancement through the implementation of amenities that would increase the likelihood and duration of use by users.

- Install bike repair stations with pumps and tools along trails, pathways, major destinations
- Install more bike racks at major destinations
- Add more benches and rest areas along trails and street paths
- Add more trash & recycling receptacles along trails & paths
- Add pet waste stations along paths and trails
- Add water bottle filling stations in high-use areas
- Expand shade opportunities along pathways
- Add washroom access near major trail destinations
- Install interpretive panels, look out spots, and points of interest
- Install shade structures, benches, picnic tables, BBQs

Use, Accessibility & Inclusion

Engagement outcomes indicate the need to enhance network infrastructure for all users, for year-round use on both street and trail networks.

- Encourage year-round use of paths and trails
- Create more gathering spaces along trails
- Support tourism opportunities related to trail development (land & water)
- Incorporate art and placemaking elements into trail corridors
- Develop trails that support both recreation and commuting
- Implement commercial options such as cafe destinations along trails or sidewalks
- Include interactive game options along paths and trails
- Promote trail use on the Town's website
- Ensure any future trail and path networks connect to the new infrastructure
- Create a form of competition or service discount to encourage more network users
- Improve trail accessibility for people using mobility devices
- Design routes that are accessible for seniors and families
- Ensure trail and path surfaces are easy to navigate and use
- Add more resting areas for elderly and those with limited mobility
- Plan for dog off-leash times at parks
- Implement a scan system for Base AT users



Future Planning & Growth

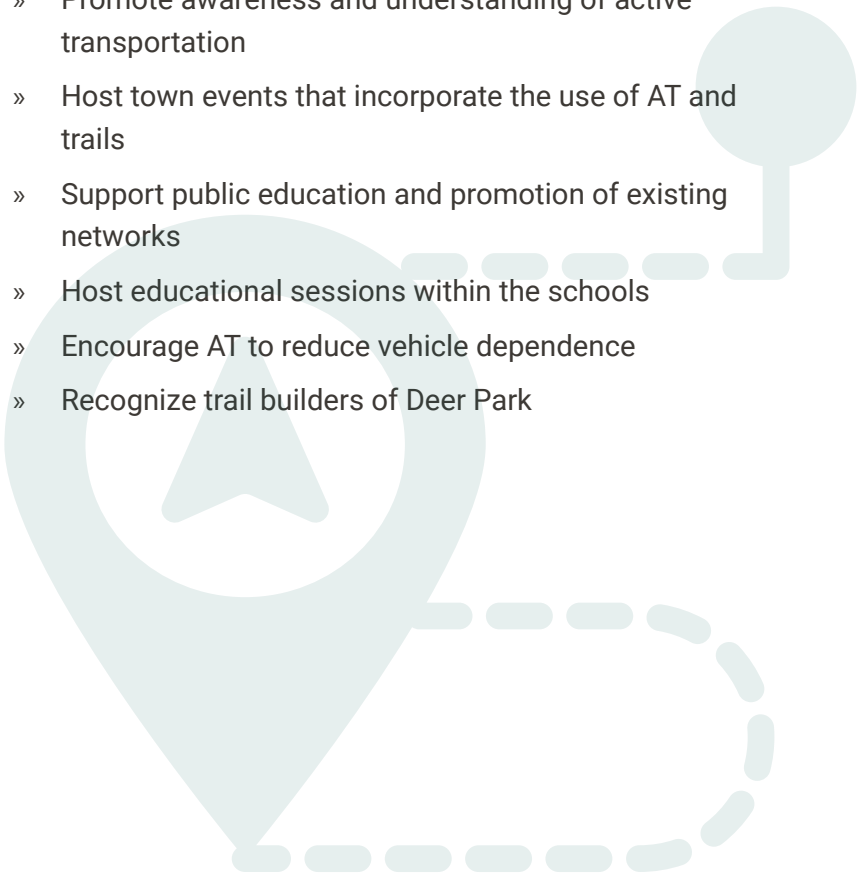
Engagement outcomes indicate the need for integrated network planning with new developments, partnership developments and enhanced connections to smaller communities.

- Plan for trails along new residential development
- Coordinate trail and AT network development with Base expansion
- Seek partnerships with regional organizations and stakeholders
- Develop bike lanes/walking trails separate from the road
- Add more sidewalks
- Increase the number of bike lanes
- Increase street access to walking trails in parks
- Develop and maintain trails for snowshoeing
- Plant more shade trees along routes in town
- Develop continuous sidewalk networks
- Create more shared-use corridors
- Connect interior trails/paths to major regional routes
- Create more access to Oromocto trails from Lincoln
- Implement food and beverage stops along trails

Education & Awareness

Results indicate the need for education and awareness for all network users about existing networks and network etiquette.

- Educate on trail etiquette for all users
- Improve communication about trail etiquette
- Develop user guidelines for e-bikes & scooters
- Host safety campaign for network users
- Promote awareness and understanding of active transportation
- Host town events that incorporate the use of AT and trails
- Support public education and promotion of existing networks
- Host educational sessions within the schools
- Encourage AT to reduce vehicle dependence
- Recognize trail builders of Deer Park



2.3 Big Active Transportation and Trails Moves

The above information outlines the AT&T master plan development process and the details requiring attention as the plan is implemented. The following are the big-concept moves that describe the type of plan to be implemented (see Figure 4).

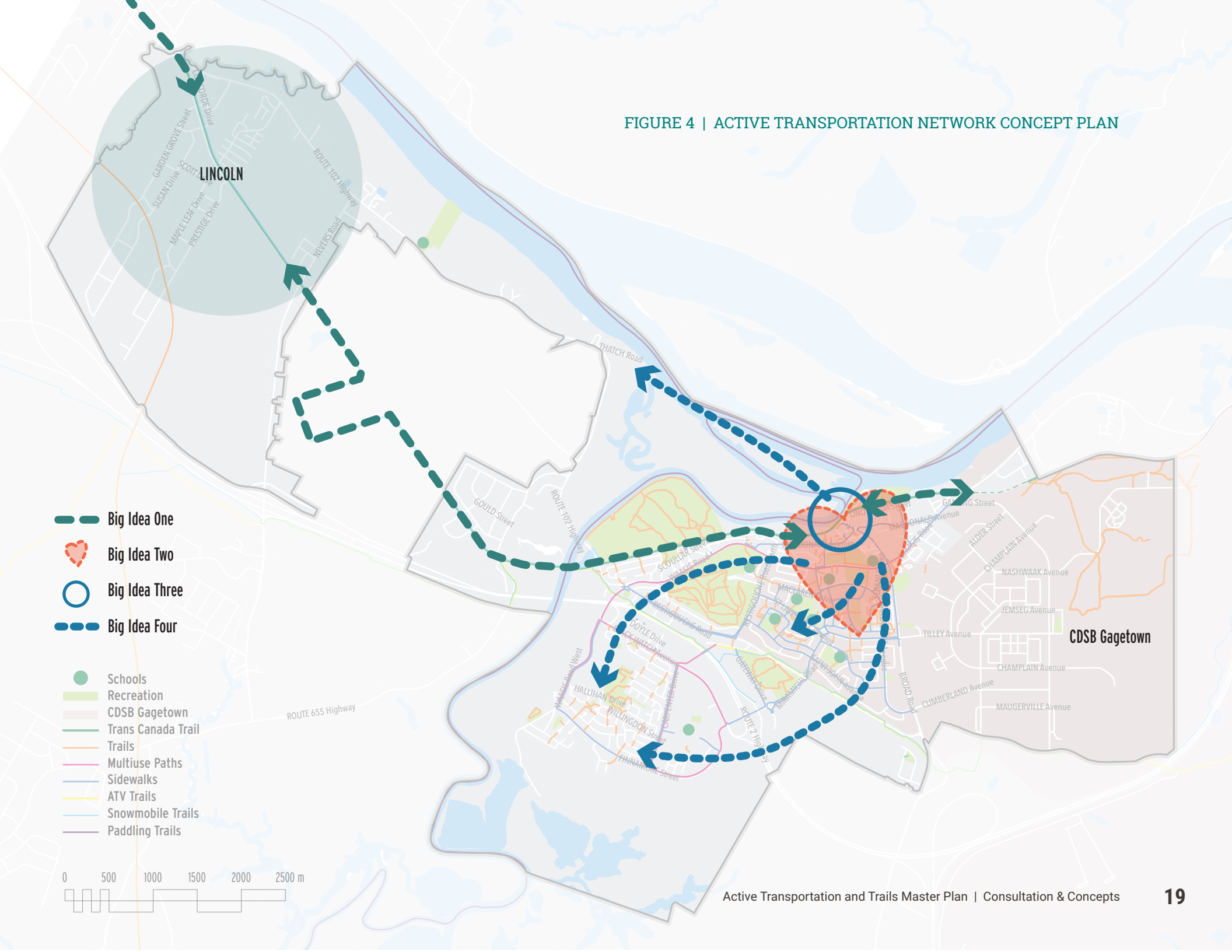
BIG IDEA ONE - THE TRANS CANADA TRAIL. This is the core component of an evolving Oromocto active transportation and trails network. This trail provides a great nature-enjoyment corridor, a strong off-road mobility route between the Town and the City of Fredericton, and a critical social, cultural, and physical link between the former Oromocto and Lincoln municipalities.

BIG IDEA TWO - THE HEART OF OROMOCTO. The new Wellness Centre will significantly alter Oromocto's core by adding significant 'cultural weight' to the heart of the town. The active transportation and trails plan must celebrate this by bringing multi-modal movement by road, roadside trail, or trail into the centre of the town. Thus, daily life is enhanced with the creation of a new Wellness Centre; daily mobility options become available to ensure you move around the heart of the community in your mode of choice.

BIG IDEA THREE - AN AT&T HEART WITHIN THE TOWN'S HEART. Because of the Trans Canada Trail's river-edge location, Oromocto's street, trail, and water trail linkages can all come together at the town centre's shoreline. This suggests the heart of the town can host an AT&T heart. Thus, the creation of the AT&T heart institutionalizes regional, local, and neighbourhood connections to the town's heart.

BIG IDEA FOUR - REACHING INTO THE NEIGHBOURHOODS. An AT&T network must reach into the town's neighbourhoods to ensure mobility options are available for movement throughout the entire town. The Trans-Canada Trail provides a great shoreline and natural corridor connection between Oromocto's Sir Douglas Hazen Park and the Lincoln area. Several other trail and street linkages connect the various Oromocto neighbourhoods and to the Park as well. Improving these connections is essential to improving residents' daily lives.

FIGURE 4 | ACTIVE TRANSPORTATION NETWORK CONCEPT PLAN



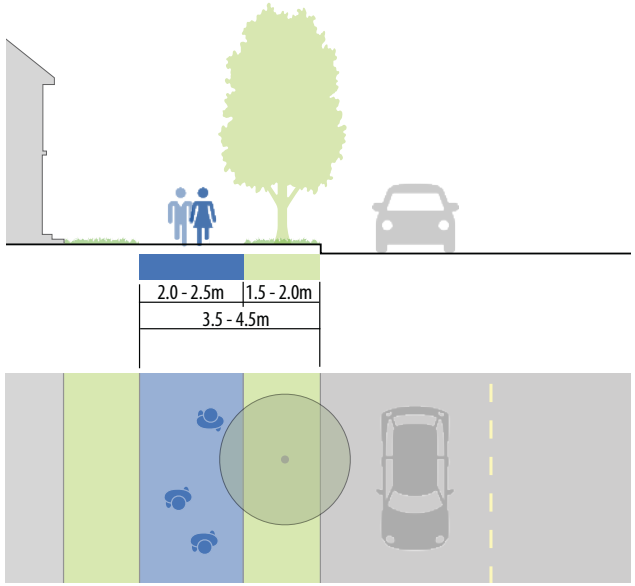


3.0 Active Transportation and Trails Tool Box

Tools that improve walkability and rollability are applied across Oromocto's street and trail corridors to create desired connectivity throughout and beyond the Town of Oromocto. The tools combine in varied formats at various locations to create shared-use awareness and education, improve connectivity, and evolve the nature of Oromocto's streets from a vehicle-dominant environment to a human habitat inclusive of all forms of terrestrial mobility.

The tool is applied to routes based on that route's active transport user requirements. For example, a travel-to-school route must serve walkers as well as youth or family cycling; therefore, the route must support passive family and personal use. Users such as joggers, in-line skaters, dog walkers, and those requiring accessibility devices can also use this route. Thus, what serves as a school route also functions as a great social and active neighbourhood route.

3.1 Suburban/Urban Buffered Sidewalk





●●●●● SAFETY
●●●●● COMFORT
●●●●○ SPACE
●●●○○ COST
●●●●○ BENEFIT

FACILITY DESCRIPTION

- Pedestrian-dominant pathways immediately attached to the street's edge/curb or offset from traffic follow the street corridor, or are separated from vehicle traffic by a boulevard.
- Allows one-way travel for all passive modes.
- Minimum 2.0-meter width.
- Concrete surface.

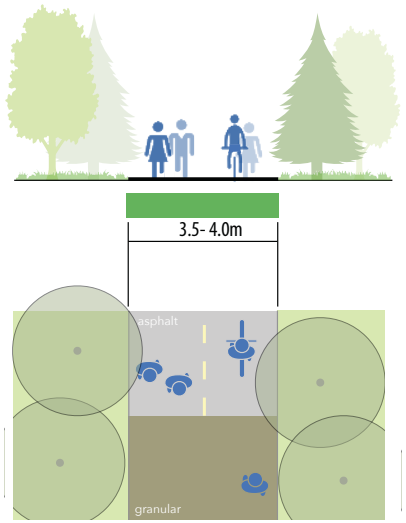
APPROPRIATE USE

- Sidewalks are strongly influenced by adjacent traffic speed and volume, and work best on routes with lower speed limits.
- Wherever possible, separate from street edges for routes that youth may use without parents.

OTHER CONSIDERATIONS

- High level of comfort for people of all ages and abilities.
- Can be used for both passive recreation and purposeful travel.
- Neighbourhood surroundings motivate people to use the facility for both social and activity reasons.
- On-street corridors provide a direct connection to desired destinations with continuous access points.

3.2 Multi-Use Pathway





●●●●● SAFETY
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●●●●○ BENEFIT

FACILITY DESCRIPTION

- Shared-use paths offset from traffic follow the street corridor but are separated from vehicle traffic by a boulevard.
- Allow two-way travel for all active modes.
- Minimum width: 3.0 meters; 3.5 meters is ideal.
- Smooth paved surface or granular in rural landscapes.

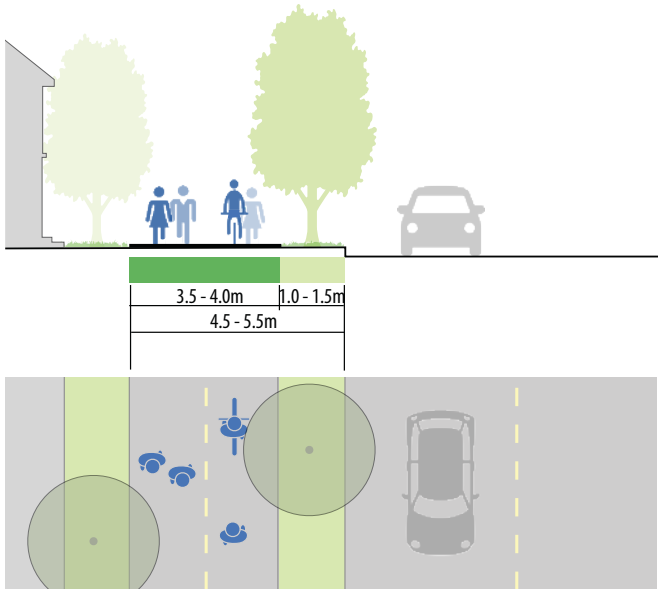
APPROPRIATE USE

- Shared-use paths offset from streets are less influenced by adjacent traffic speed or volumes and are best located on routes with fewer driveways and/or lower-volume intersections.
- Consider separate pedestrian and bike trails when traffic exceeds 100 persons per hour (for a typical 3m shared-use path).
- Shared-use paths with a hard-packed granular surface provide a lower-quality facility but may be acceptable in some circumstances.

OTHER CONSIDERATIONS

- Upgrading trails to shared-use widths with paved surfacing makes them more accessible to all active transportation users, including people with mobility challenges.
- Provides a high level of comfort for people of all ages and abilities.
- Can be used for both recreation and purposeful travel.
- Natural surroundings and beautiful scenery motivate people to use the facility.
- Preventing collisions between trail users requires courtesy. Providing information about users' responsibility for maintaining each other's safety is important.
- Off-street corridors can be less direct to desired destinations and/or have fewer access points.
- Route choice may impact the natural environment.

3.3 Multi-Use Urban Pathway





●●●●● SAFETY
●●●●○ COMFORT
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●●●○○ COST
●●●●● BENEFIT

FACILITY DESCRIPTION

- Shared-use paths offset from traffic follow the street corridor but are separated from vehicle traffic by a boulevard.
- They allow two-way travel for all passive and active modes.
- Minimum 3.0-meter trail width with a 1.0-meter grass boulevard.
- Smooth paved surface.

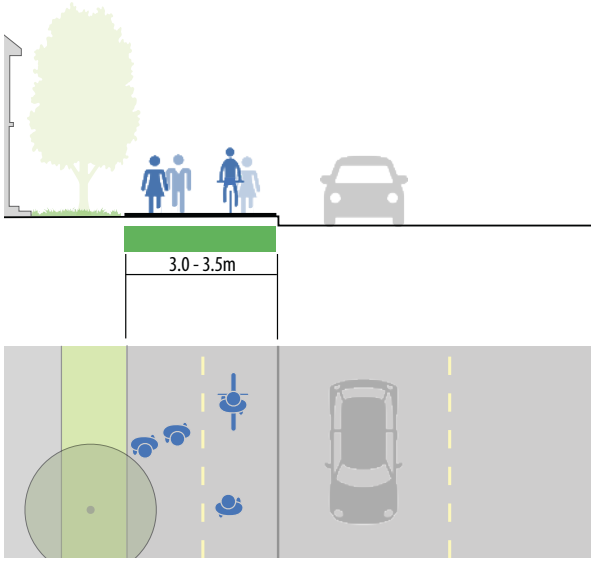
APPROPRIATE USE

- Shared-use paths offset from streets are less influenced by adjacent traffic speed or volumes and are best located on routes with fewer driveways and/or lower-to-moderate-volume intersections.
- Shared-use paths may use a smooth asphalt surface to support fully accessible trail use.
- Shared-use paths with a hard-packed granular surface provide a lower quality facility but may be acceptable in areas with rural character.

OTHER CONSIDERATIONS

- Upgrading sidewalks to widths suitable for shared use with paved surfacing makes them more accessible for all active transportation users and people with mobility challenges.
- Provide a moderate level of comfort for people of all ages and abilities.
- Can be used for both passive and active recreation and purposeful travel.
- Preventing collisions between trail users and enforcing speed limits require courtesy between users.

3.4 Multi-Use Urban Pathway (Tight Street)





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FACILITY DESCRIPTION

- Shared-use path placed at the street's edge (at the back of the curb), where narrow street corridors do not allow for boulevard space.
- Allows two-way travel for all passive and active modes.
- Minimum 3.0-meter width.
- Smooth paved surface.

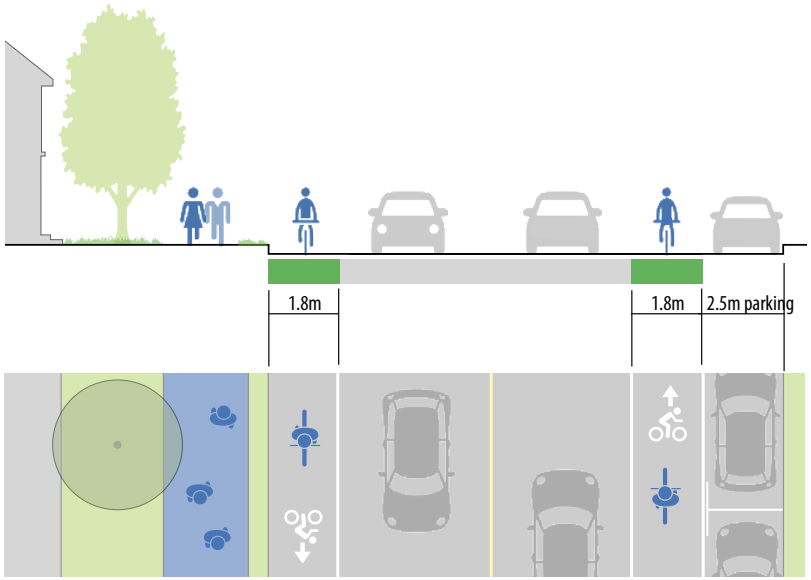
APPROPRIATE USE

- Shared-use paths in residential or business environments where associated with street corridors.
- Shared-use paths may use a smooth asphalt surface to support fully accessible trail use.
- Provides a good alternative to the urban sidewalk where corridor space is available.

OTHER CONSIDERATIONS

- Upgrading trails to shared-use widths with paved surfacing makes them more accessible for all active transportation users and people with mobility challenges.
- Provide a moderate level of comfort for people of all ages and abilities.
- Can be used for both passive and active recreation and purposeful travel.
- Preventing collisions between trail users and enforcing speed limits require courtesy between users.

3.5 Bike Lanes





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FACILITY DESCRIPTION

» Painted bike lanes are located within the street corridor and are designated for the exclusive use of cyclists. They are typically indicated by a painted solid line and bicycle symbol.

APPROPRIATE USE

» Lower traffic speeds.

» Low to medium traffic volumes

OTHER CONSIDERATIONS

» Moderate comfort for confident bike riders.

» Visible separation between vehicles and bike riders.

» Low comfort for less confident riders.

» Vehicles and people riding bikes share the same corridor.

3.6 Crossings

FACILITY DESCRIPTION

» Rapid-flash crossing and provincial-specification highway crossing paint for all main street crossings.

APPROPRIATE USE

» All multi-modal crossings where significant attention to crossing location is required.

» For all traffic volumes.



3.7 Signage

FACILITY DESCRIPTION

- Wayfinding and destination panels placed within 1.0 meters of the facility edge for directional and multi-modal promotional purposes.
- To be designed as an extension of Oromocto's existing urban wayfinding signage program.
- Signs to be designed at a human scale.

APPROPRIATE USE

- Place signs at the edge of active transportation facilities or near important destinations such as bike corrals, bike racks, schools, etc.

OTHER CONSIDERATIONS

- Active transportation signage should serve as a wayfinding and destination system for people-dominant outdoor spaces such as trails and parks. Although the graphic themes should align with any town-wide wayfinding system, reassigning the existing colours should distinguish between vehicle and active transportation environments.









3.8 Regulatory Signage

FACILITY DESCRIPTION

- Regulatory signage to be located where facilities are associated with streets.
- Signage includes shared or designated use facilities.
- Signs are to be placed in accordance with Transportation Association of Canada (TAC) guidelines and standards and are designed at vehicle scale.

APPROPRIATE USE

- For placement at the edge of streets, or at intersections to indicate movement onto streets with active transportation facilities.

OTHER CONSIDERATIONS

- TAC-based signage is not designed to articulate facilities as part of a Town-wide system; therefore, use non-regulatory signage sparingly where necessary to ensure wayfinding is a component of the street network.









3.9 Bike Rack

FACILITY DESCRIPTION

- Bike racks are ideally located within 20 meters or less of the entrance to the destination or urban area they serve. Good bike racks are sturdy; they are anchored to the ground, their design is self-explanatory, and they support the bike frame in at least two places. Ideal placement is visible to the public and near the destination they serve.
- Bike racks should be designed to convey a singular, unified active transportation system, regardless of placement within the Town.

APPROPRIATE USE

- Bike racks should be located in residential areas, shopping centers, and other key gathering destinations where fewer than ten bikes/scooters need parking.

OTHER CONSIDERATIONS

- Bike racks are excellent practical and promotional facilities and should be placed in highly visible and accessible locations.






3.10 Programming

Numerous Canadian and American active transportation programs successfully promote physical activity through cycling skills training and outreach, walking programs, school travel planning, commuter challenges, and road-sharing outreach. A collection of relevant programs is reviewed and discussed in Appendix A.

This section also describes two programs specially designed to work within the context of the development themes and implementation strategy. These programs will also be modified and delivered with various program partners.

The Town of Oromocto can work with provincial and community corporate/organization partners to personalize and deliver similar programs. Oromocto is home to a highly advanced outdoor activity culture that can support the immediate development and delivery of customized programs. Additionally, groups like Velo NB support creating and delivering great use and safety programming. This is considered when proposing the following precedent municipal programs, which can be reviewed as additional input into program development.





4.0 Active Transportation and Trails Master Plan

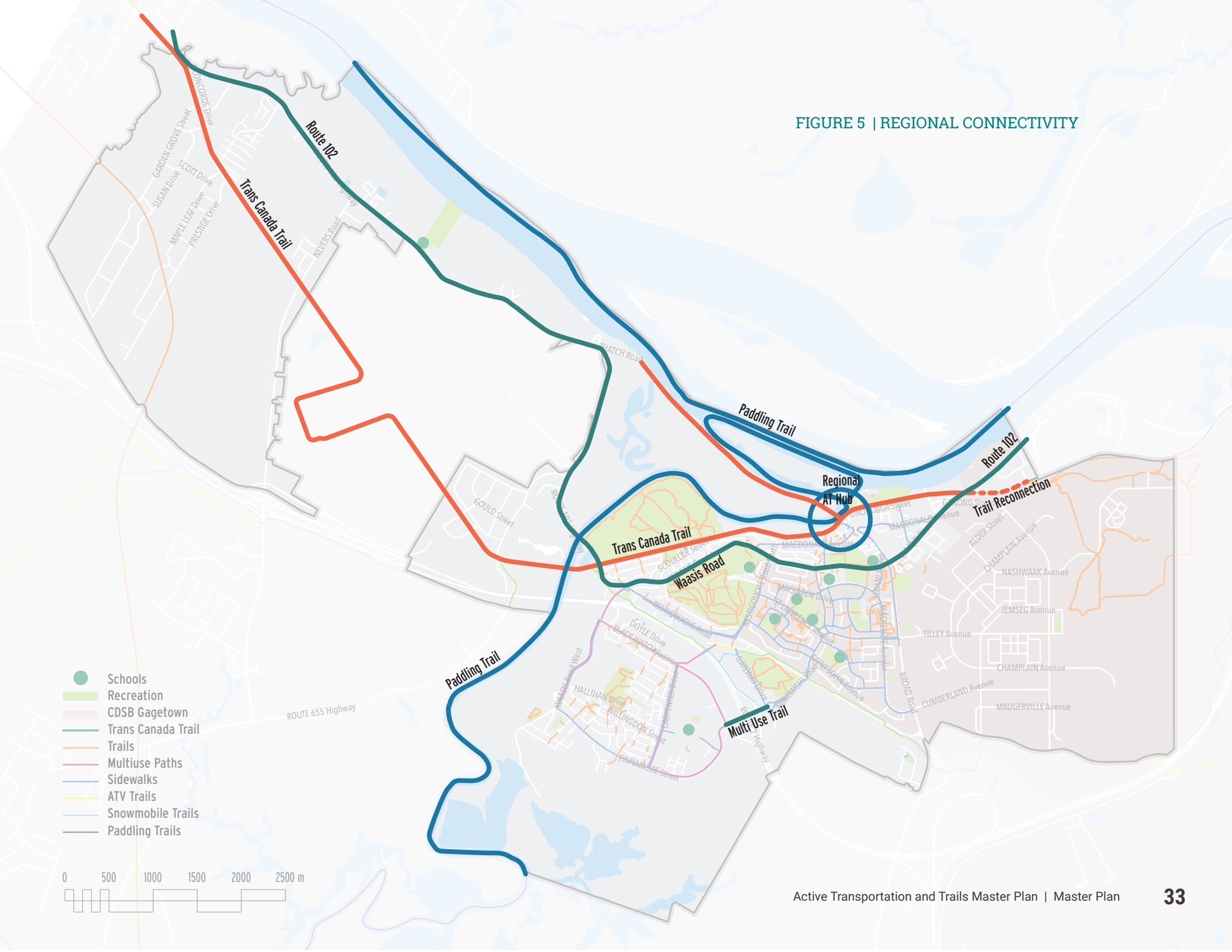
4.1 A Classified Active Transportation and Trail Network for Oromocto

Oromocto's Active Transportation Plan proposes street and trail evolution that puts the pedestrian realm at the forefront of Oromocto's regional, urban, and neighbourhood environments. Previous chapters provide the thematic platform for this evolution while this chapter details the network components.

4.2 Level One - Regional Connectivity

This level places the Town of Oromocto within the regional active transportation context with the following trail, street, and paddle-based water routes (see Figure 5).

FIGURE 5 | REGIONAL CONNECTIVITY



1. The Trans-Canada Trail

This trail extends from the Welamukotuk First Nation to the western town boundary (adjacent to the Lincoln neighbourhood). A portion of this trail crosses land adjacent to the Fredericton Airport; therefore, the Town of Oromocto will work with the City of Fredericton to establish a single specification package for the trail and associated amenities.

For Oromocto, the most important aspect of this trail is the strong connection between the former Lincoln municipality and the former Town of Oromocto. This is the first physical entity created to bring two communities together as the one municipal unit that exists today. Thus, this trail is a highly important physical, cultural, and community-building asset.

Several sections of this trail require an upgrade that shifts them from ATV-dominant to pedestrian/cyclist-dominant surfaces. This is accomplished by establishing and implementing a fine granular-surface trail specification throughout the town that 'reads' as pedestrian/cyclists-first. Although the Town of Oromocto will explore future expansion of this trail as a multi-use trail (including ATV users), pedestrian/cyclist dominance is established before that expansion.

Several sections of this trail are a beautiful, ideal corridor with an enclosed tree canopy and a smooth trail surface. Other areas are open and not strongly delineated as the Trans-Canada Trail. Thus, the following actions are proposed to unify this trail into a single, clearly defined trail.

TRAIL WIDTH. Where possible, this trail should expand to a minimum 3.5-meter-wide trail surface (plus trail edge and sloped planted zone). This is not always possible given the historic use of several sections of this trail (due to the former rail line's single track edge-slope); however, the airport lands trail as well as the section between Deer Park and the Welamukotuk First Nation lands are ideal for increased width and edge landscaping that clearly defines the trail as a pedestrian/cyclist dominant surface.

Other sections of the trail, such as the area between the Douglas Hazen Centre and the Small Boat Aquatic Club, are presently lost in mixed-use environments where the Trans-Canada Trail is incorporated into gravel parking lots. Figure 6 presents a concept for this area that clearly defines parking at the Club and separates the trail from the parking lot with corridor-defining canopy tree planting.



FIGURE 6 | TRAIL ENTRY

WEST CONNECTION NOTE.
The Trans-Canada Trail transitions to the Sentier New Brunswick Trail at the Oromocto Waterfront and extends west to the Sobeys Distribution Centre and town boundary. Recent work at the distribution centre severed the Sentier New Brunswick Trail at the rear of the centre.

The disconnected trail runs over a former rail line; however, reconnecting it will require moving away from the rail line at the rear of the Sobeys building. The Town of Oromocto should enter into discussions with Sobeys and adjacent private landowners to explore a reconnected trail and ensure sustained regional connectivity. Figure 7 illustrates one approach to re-establishing this connection. Discussions with landowners may render a preferred approach.

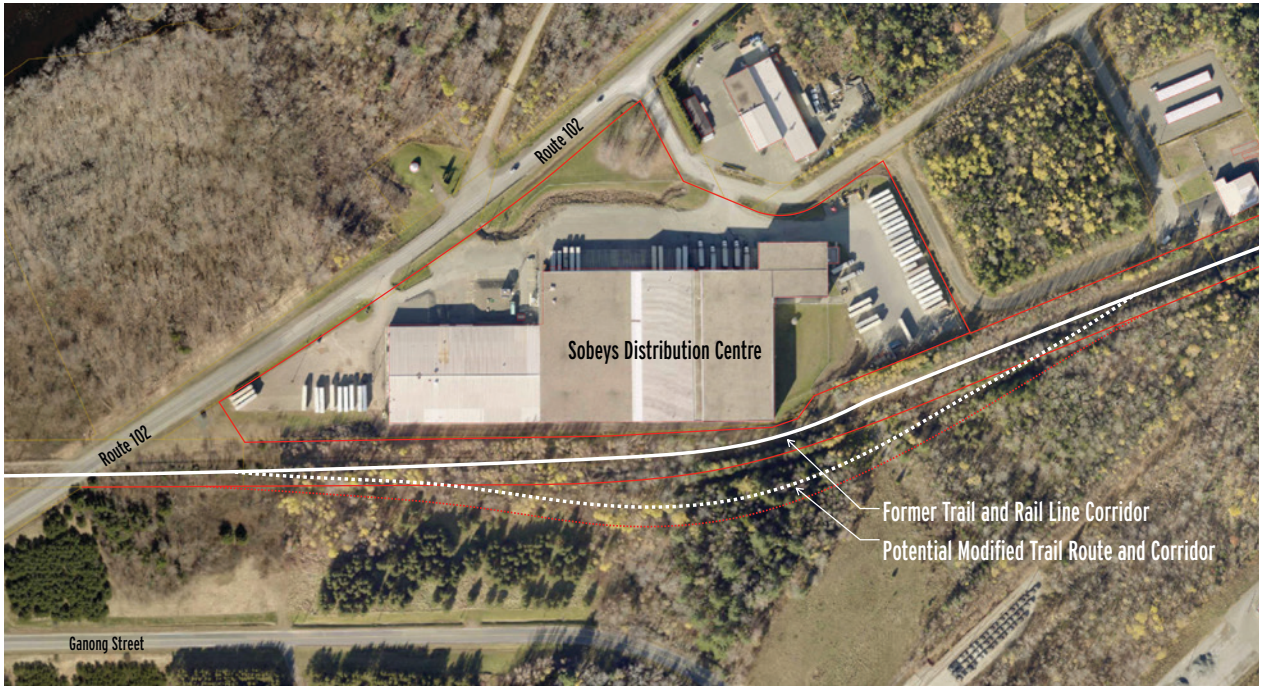


FIGURE 7 | TRAIL RECONNECTION

TRAIL AMENITY. Three amenities are required to upgrade the Trans-Canada Trail corridor to pedestrian/cycling dominance. Trail entry gates at all street-trail interfaces, stone seating areas at the same locations that provide a rest destination while completing a complete restrictive barrier at the gates, and wayfinding along the trail system that is focused on pedestrian and cycling use, and not as ATV regulatory signs.

Figure 8 illustrates a trail entry configuration with gates and seating. The rock seating borrows character from the surrounding natural landscape while the gates become a component of the Town's standard municipal specifications (see Appendix B for detail).

Please note that the frequency of street/trail interfaces generally provides sufficient spacing for seating/rest intervals; however, for uninterrupted trail sections extending beyond 800 meters, the Town should locate additional rock seating along the trail corridor. In all cases, seating is accompanied by a wayfinding sign that is amended to include a 'carry in-carry out' approach to trash collection (in rural areas).

One example of an extended trail section is the halfway point of the Trans-Canada Trail extending around the airport, on City of Fredericton lands. The Town of Oromocto should work with the City of Fredericton to develop a seating/rest area at the trail's edge, where resting trail users can watch planes land and take off overhead (see Figure 9). Other seating areas can be located in discussion with residents as trail improvements are implemented.

FIGURE 8 | TRAIL ENTRY





FIGURE 9 | REST AREA

2. Route 102

This well-used road link between Fredericton and the Burton Bridge is an important part of a regional cycling loop connecting Fredericton and Oromocto. Although Route 102 extends through Oromocto along Restigouche Road, cyclists commonly travel through Oromocto on Waasis Road. In this urban context, the street-edge lanes located on Route 102 transition to a contra-lane off-street asphalt cycling trail between the Waasis Road/102 intersection at both ends. The addition of bike lanes is proposed for Route 102 from this intesection to the Burton Bridge (to support comfortable use of the regional route within town boundaries).

Additionally, both Waasis Road/Route 102 intersections require bike boxes to provide a safe crossing space for cyclists and clearly communicate the presence of riders in these busy areas.



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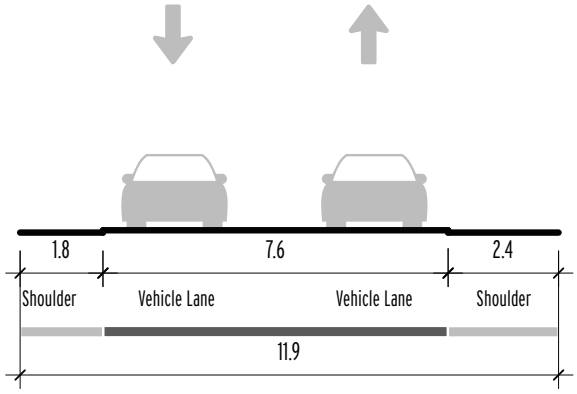

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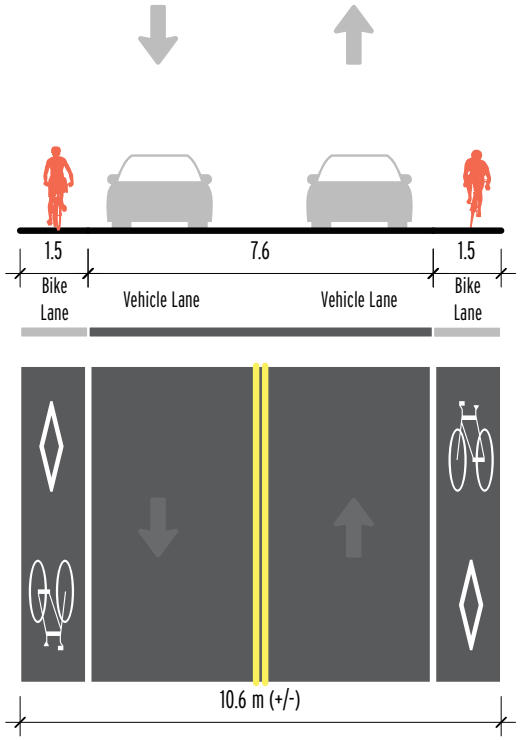


3. The Blue Trail and the Regional Active Transportation Hub

The Town of Oromocto and the City of Fredericton have developed kayak/canoe routes that use the Saint John and Oromocto Rivers as key components of a regional paddling network. This AT&T plan proposes developing a regional destination hub to welcome paddlers to the town and launch them into the network. A proposed Sir Douglas Hazen Park location for this hub provides the town with an opportunity to link the Trans-Canada Trail and other AT&T and adjacent regional street routes to this riverfront location. Thus, a significant Oromocto-based AT&T hub becomes an important regional destination, by land and by water.

Further feasibility work will explore this hub's ability to support significant visitation while providing water- and land-based food and beverage services for all tourism and regional visitors.



FIGURE 10 | REGIONAL ACTIVE TRANSPORTATION HUB

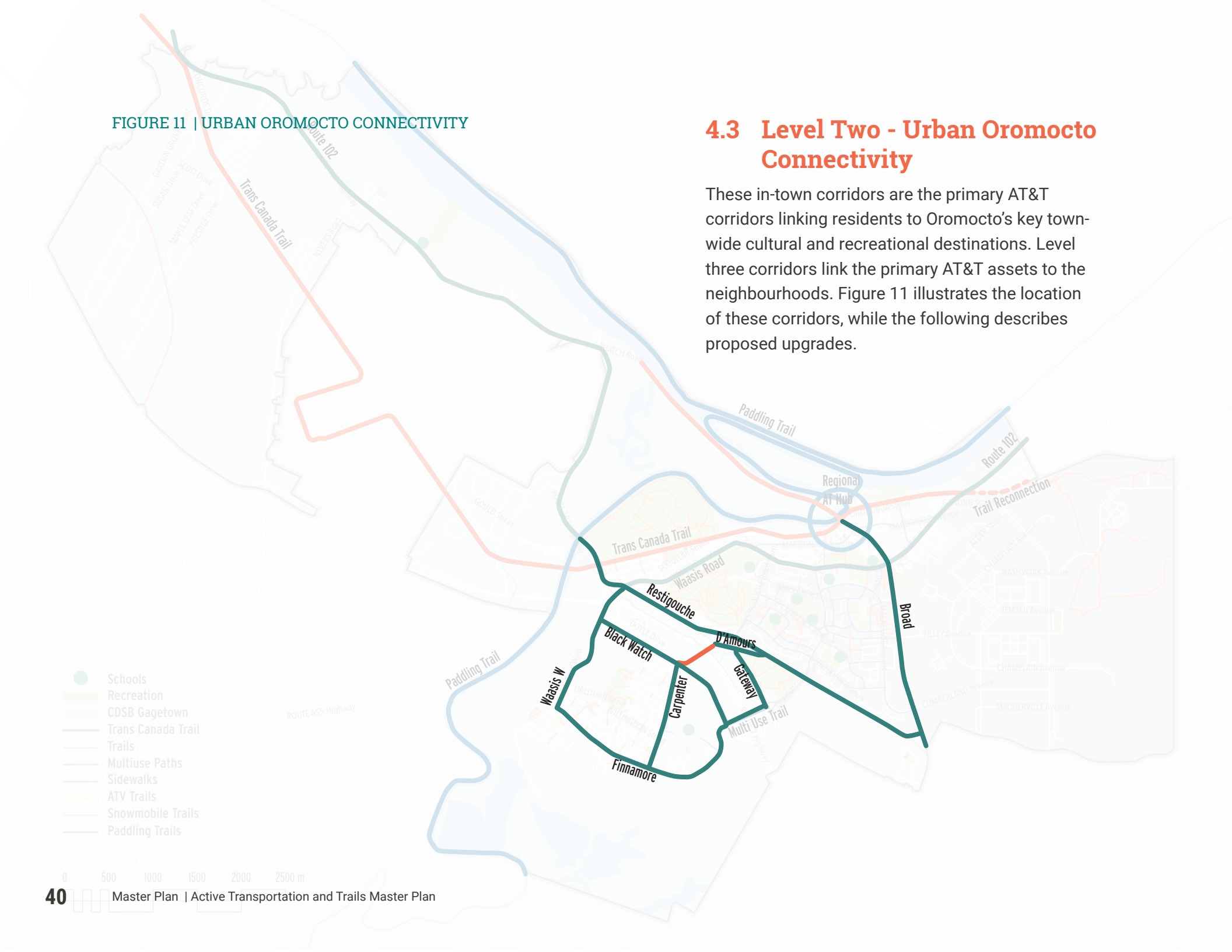
4. Future - Miramichi Road (from the Gateway traffic circle to Blackwatch Avenue)

This stretch of road hosts a 2.0-meter curb-edge asphalt trail that continues down Miramichi Road and connects to Gateway Drive. This regional corridor will grow in local importance as development continues on both sides of the Trans-Canada Highway. Thus, the Town of Oromocto should work with the Province of New Brunswick to establish a future 3.5-meter-wide, separated asphalt contra-lane to provide more comfortable access over the highway. This will require a complete street renewal; therefore, this conversation should begin soon to ensure plans support the linkage.

5. Future - The Thatch Road Trail

This privately owned road can provide a nature-based trail link between the AT&T Hub and Route 102 in Lincoln. An existing pier, once deemed structurally sound, can support a new bridge that connects the trail across the river to the AT&T Hub (see Figure 10).

FIGURE 11 | URBAN OROMOCTO CONNECTIVITY



4.3 Level Two - Urban Oromocto Connectivity

These in-town corridors are the primary AT&T corridors linking residents to Oromocto's key town-wide cultural and recreational destinations. Level three corridors link the primary AT&T assets to the neighbourhoods. Figure 11 illustrates the location of these corridors, while the following describes proposed upgrades.

1. Broad Road

This is an important community and military base route with additional base-related housing planned for the west-side of the corridor. Demand for AT-related infrastructure will continue to grow on this corridor as base population grows, and as more residents seek linkage between adjacent neighbourhoods and the riverfront.

The road hosts a 1.5 meter-wide concrete sidewalk on one or both sides, or a foot-worn pathway at the street's edge. The updated street section includes a 3.5-meter-wide asphalt pathway on the west side of the road, offset from the curb by 2.0 meters. The offset allows tree growth while improving comfort for users of all ages.



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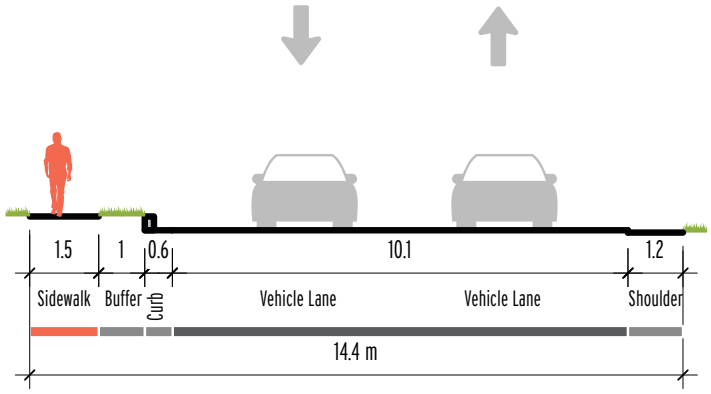

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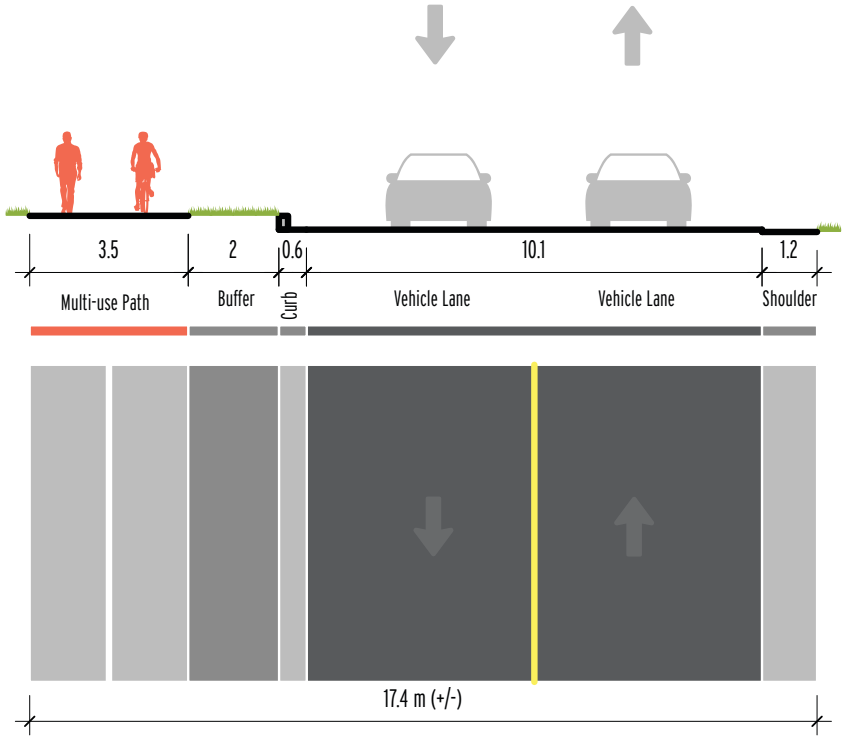

2. Restigouche Road/Route 102

This corridor provides minimal AT-related cross-town movement because it lacks comfortable facilities. The corridor's section between Broad Road and Restigouche Road North hosts minimal development; therefore, no modification to the street section is proposed.

The corridor section between Restigouche Road North and Waasis Road hosts several retail, commercial, and residential destinations; however, the street is considered unsafe or uncomfortable for pedestrians and cyclists. Given the local importance of the destinations, a Secondary Plan is proposed to guide land-use evolution and the role of good urban design in that evolution, access and parking distribution, and the integration of pedestrian/cycling infrastructure along the corridor. The Town of Oromocto and the Province of New Brunswick can collaborate on this important initiative.

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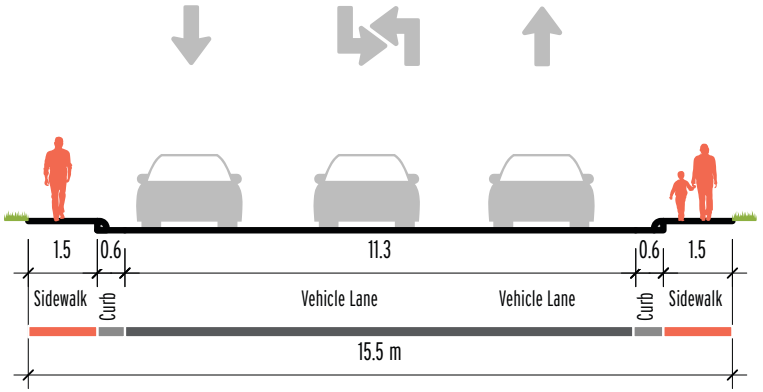



3. Gateway Drive

This corridor hosts a large regional park and links Restigouche Road to adjacent neighbourhoods and the Route 2 retail district. The drive currently has a 1.6-meter-wide asphalt trail. Given the corridor's importance and the availability of street-edge space, a modified street section includes a 3.5-meter-wide contra-lane asphalt trail set back 2.0 meters from the street (on the north side of the corridor) to support movement between existing and future Gateway destinations.



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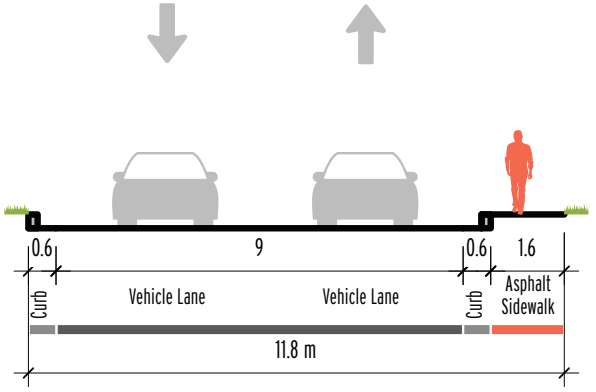

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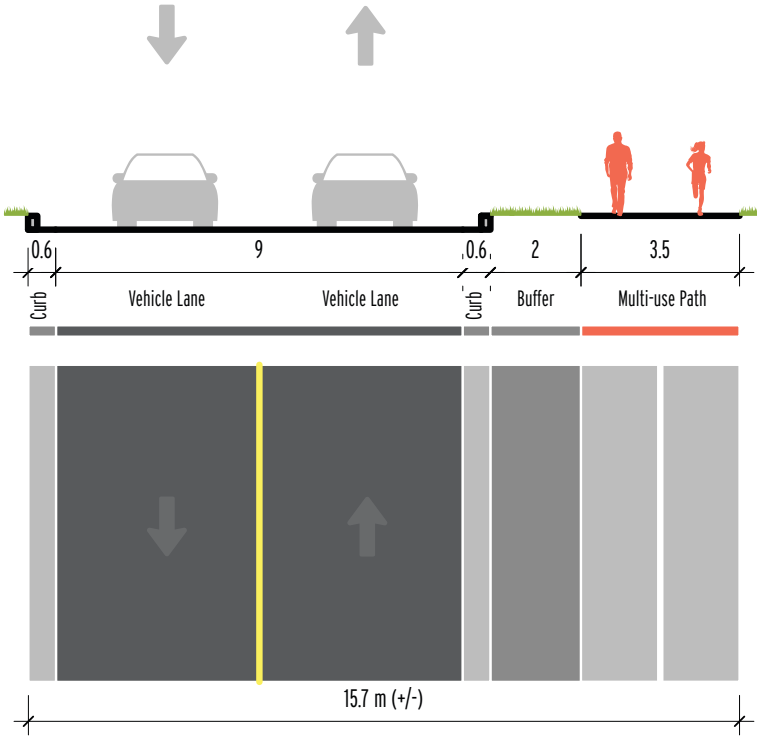

4. D'Amours Street and the Route 2 Pedestrian Underpass

Town youth view the underpass as "remote and unsafe." This largely reflects a sense of disconnection between Gateway Drive and the pedestrian underpass trail. The south-side connection is functionally appropriate but requires lighting and reassurance/ wayfinding signage that communicates the importance of the connection.

Given the nature of the two-lane asphalt underpass trail, a 3.0-meter-wide street's edge contra-lane is proposed for the south side of D'Amours Street. This facility requires a 1.5 painted setback from the street's edge to enhance the user's sense of comfort and safety.



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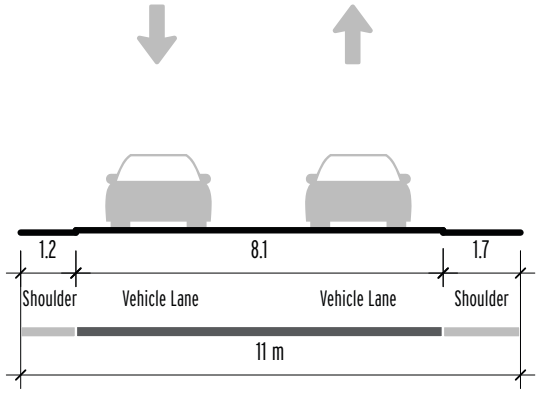

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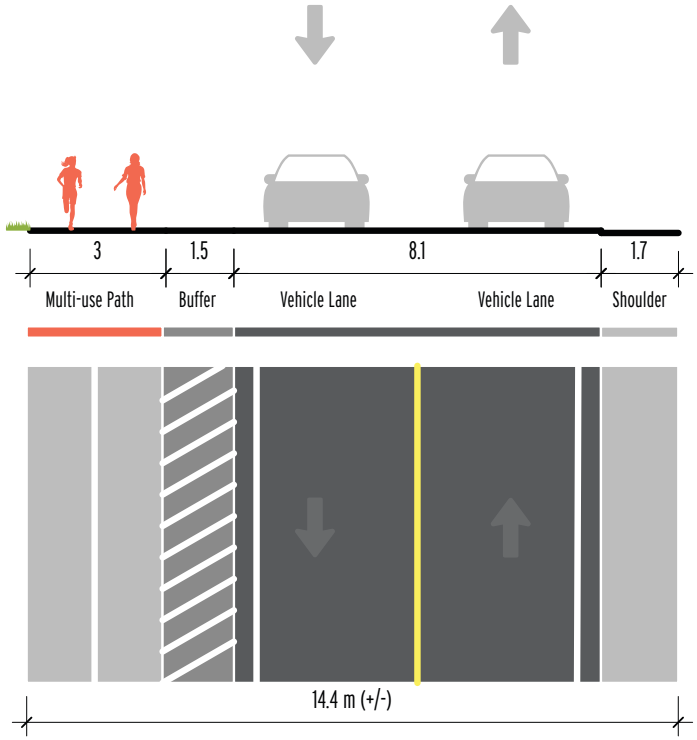

The Route 2 underpass requires both physical and programmatic attention to improve safety for trail users passing under the highway. Physical improvements include installing photovoltaic lighting at 10-meter intervals along the south-side access trail, along with wayfinding signage and a trail gate/stone seating adjacent to the Blackwatch Avenue entrance. North-side improvements include placing wayfinding signage and a trail gate/stone seating to elevate the significance of the AT route (see Figure 12).

In addition to creating an environment where the trail's importance encourages expanded use, the town can implement activity-based programs that foster a sense of youth ownership at the tunnel. For example, the town, in association with the Province of New Brunswick Department of Transportation and Infrastructure, should develop an art program that allows youth to create murals on the tunnel's exterior concrete surfaces. This sense of youth ownership, combined with physical improvements, supports increased use and replaces any undesirable present-day use.



FIGURE 12 | UNDERPASS IMPROVEMENTS

5. The Black Watch Avenue, Carpenter Drive, Finnamore Street and Waasis Road West Loop

These corridors form a walking/cycling loop around and through the heart of Oromocto West, and provide great connectivity to adjacent town areas. All of these corridors currently host an asphalt contra or single-lane trail and, in some cases, a concrete sidewalk.

Given the importance of this loop to the existing neighbourhood and the expected growth around the new L'École Arc-En-Ciel, these corridors should evolve into a street section that includes a 3.5 meter-wide contra-lane asphalt trail on one side and a 2.0 meter-wide sidewalk on the opposite side. If possible, each should be offset from the street curb between 1.5 and 2.0 meters. If room does not exist, or cannot be acquired for both offsets, the contra-lane takes priority.

Existing AT facility work should not be removed prematurely to apply modified route specifications. Improvements on these routes should occur with street renewal works as required for vehicle concrete curbing and traffic lane upgrades.



Black Watch Avenue

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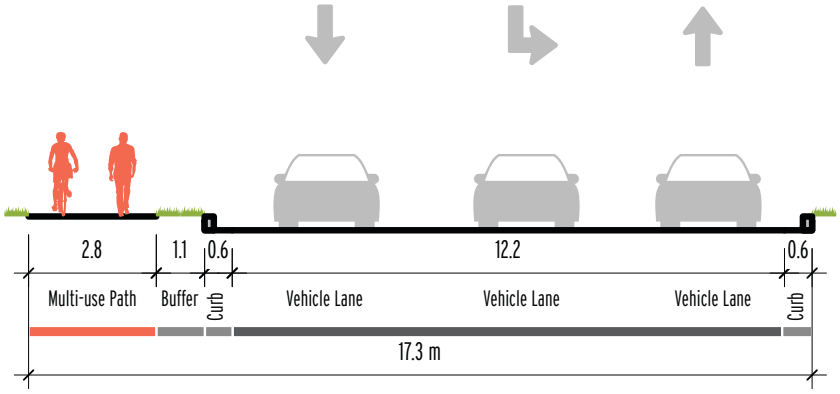

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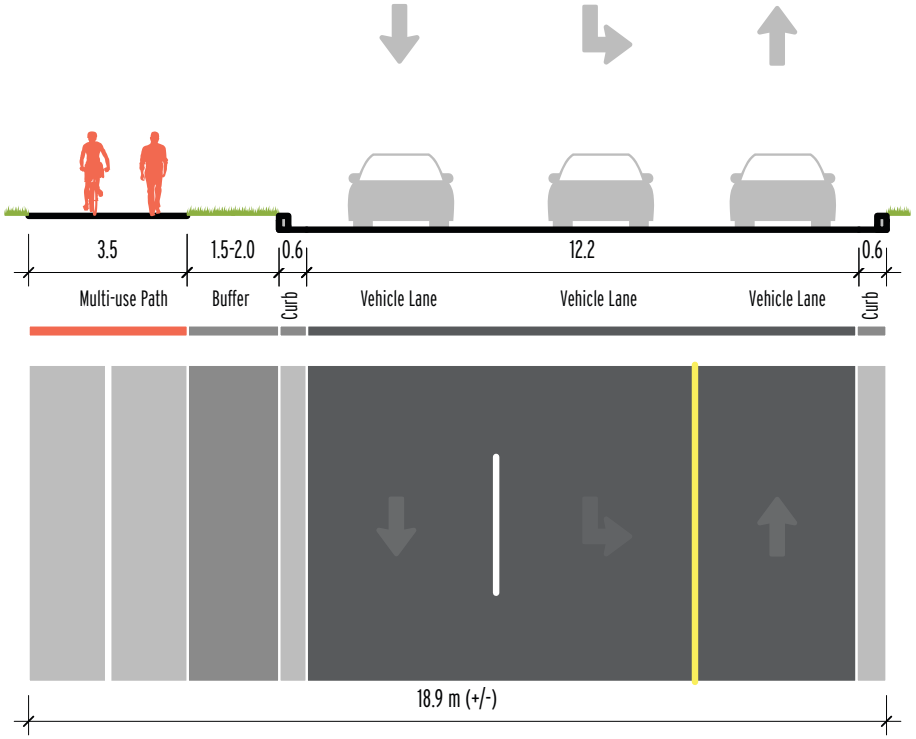

Carpenter Drive



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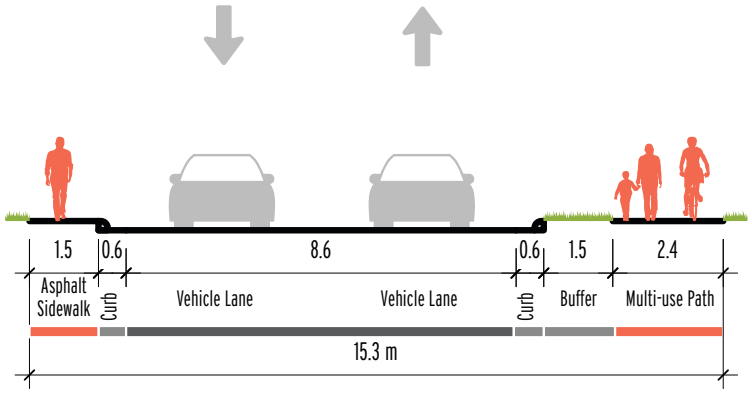

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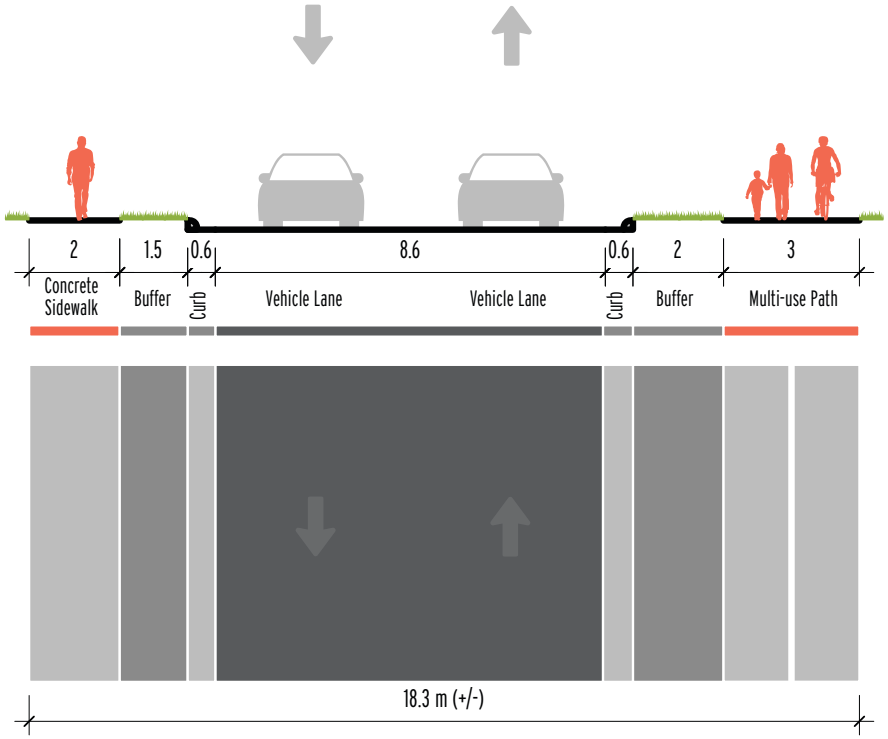

Finnamore Street



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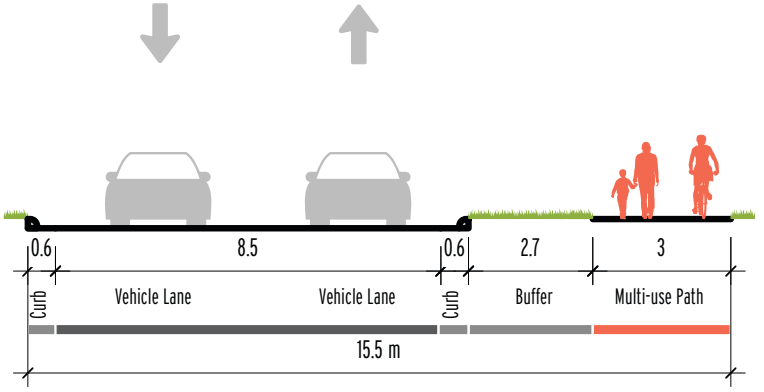

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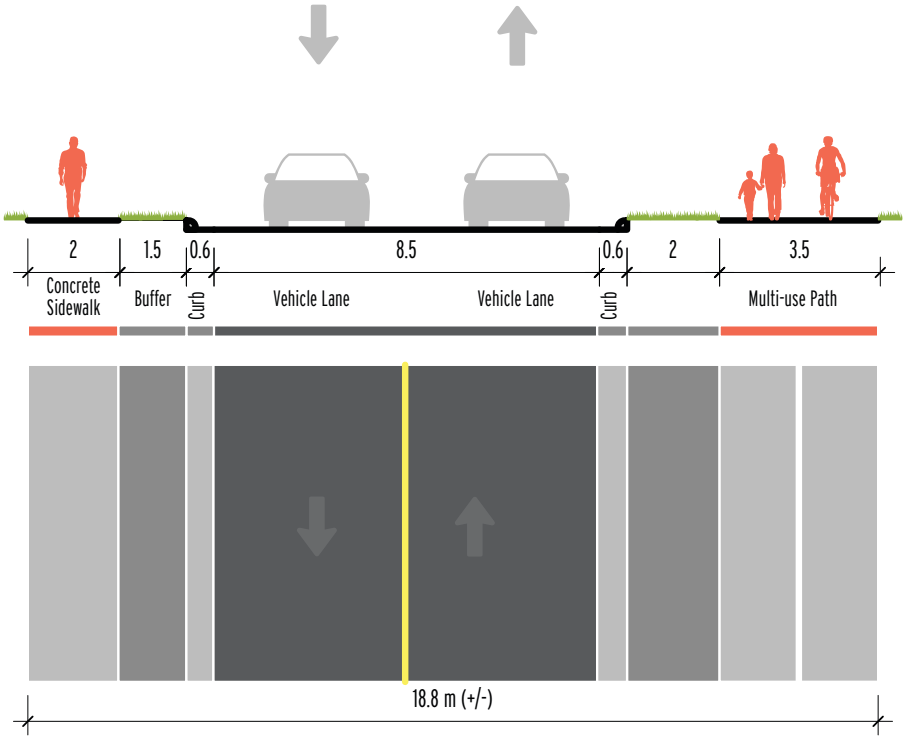

Waasis Road West



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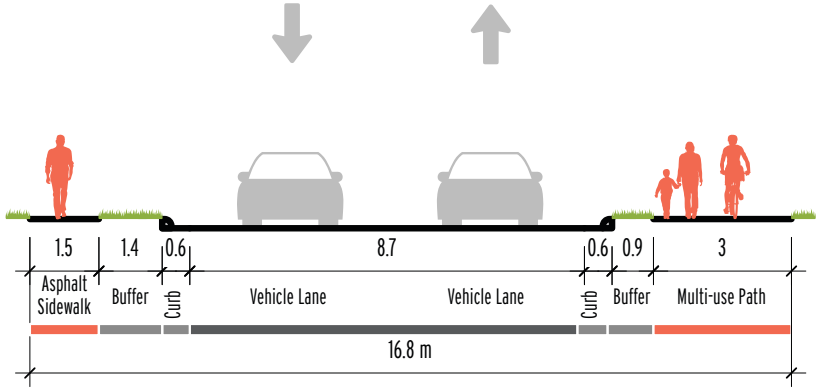

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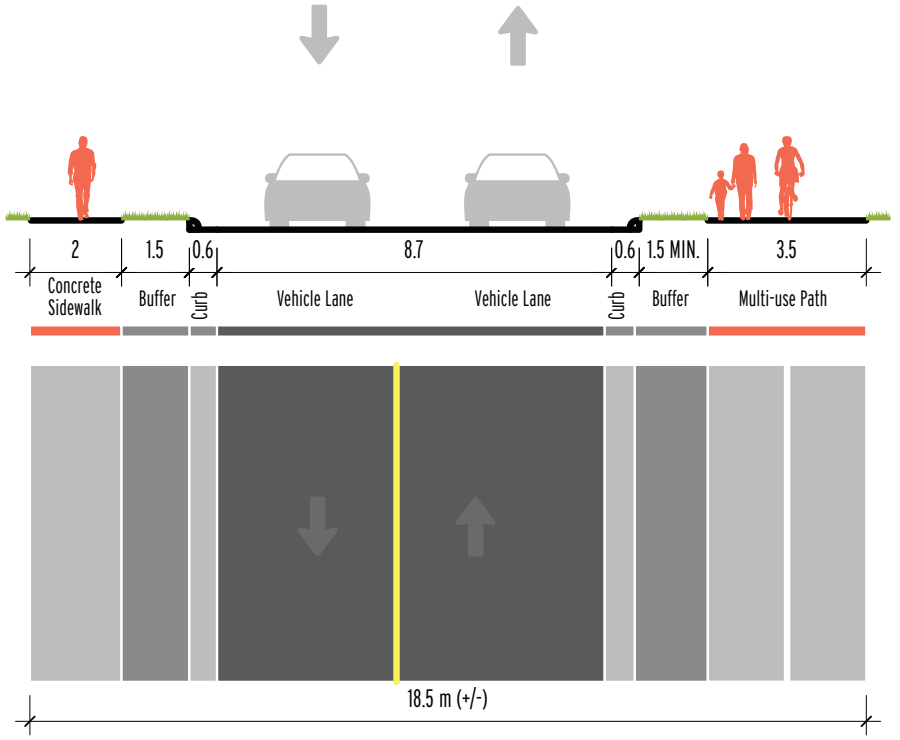


6. Oromocto West Extensions

Both Finnamore Street and Black Watch Avenue extend east from the above-noted primary loop to connect to Miramichi Drive. Black Watch Avenue hosts a curb-connected two-lane asphalt pathway while Finnamore Street hosts a narrow 1.6 m asphalt sidewalk. As infill development occurs along the edges or within the loop's interior, the town should apply the same cross-sectional detail as the primary loop to ensure a contiguous AT network.

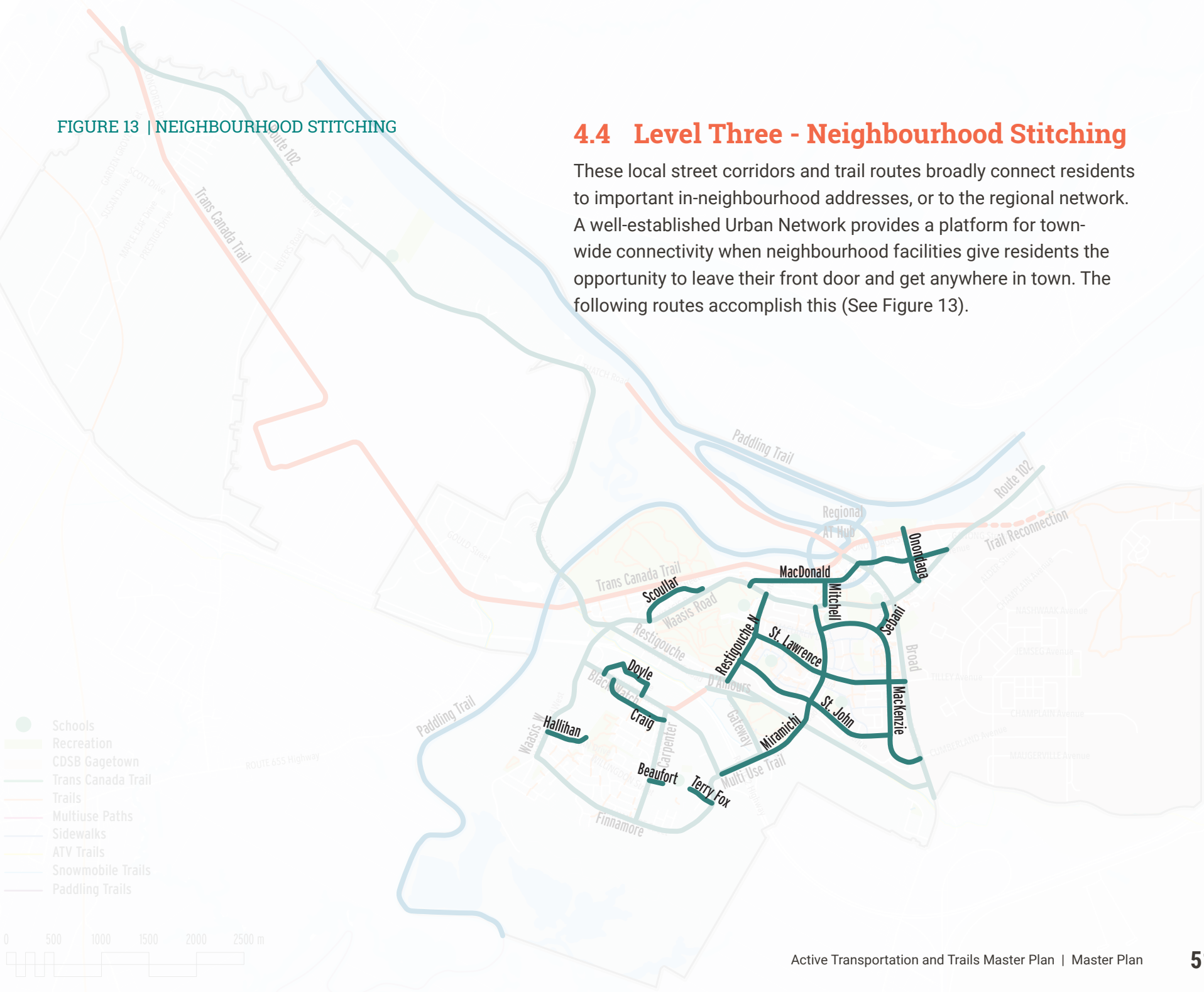
The Waasis Road West extension toward and over the Trans-Canada Highway is modified with a contra-lane asphalt trail and requires no work.



FIGURE 13 | NEIGHBOURHOOD STITCHING

4.4 Level Three - Neighbourhood Stitching

These local street corridors and trail routes broadly connect residents to important in-neighbourhood addresses, or to the regional network. A well-established Urban Network provides a platform for town-wide connectivity when neighbourhood facilities give residents the opportunity to leave their front door and get anywhere in town. The following routes accomplish this (See Figure 13).



North Side Neighbourhood Stitching

1. St. Lawrence Avenue, Miramichi Road, St. John Avenue, Mackenzie Avenue and Restigouche Road North.

These routes are interior military housing streets that provide inner-neighbourhood linkage to the town-wide network. These streets also provide neighbourhood connectivity to the proposed Wellness Centre.

The corridors host a sidewalk trail that borders the curb or is set back from the curb. The proposed street section replaces these facilities with a 3.5-meter-wide contra-lane asphalt trail offset from the curb by 2.0 meters (minimum). The setback may require a wider dimension to allow ease of access to underground services.

St. Lawrence Avenue



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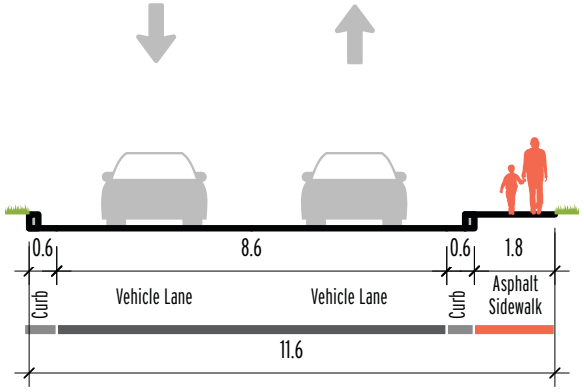

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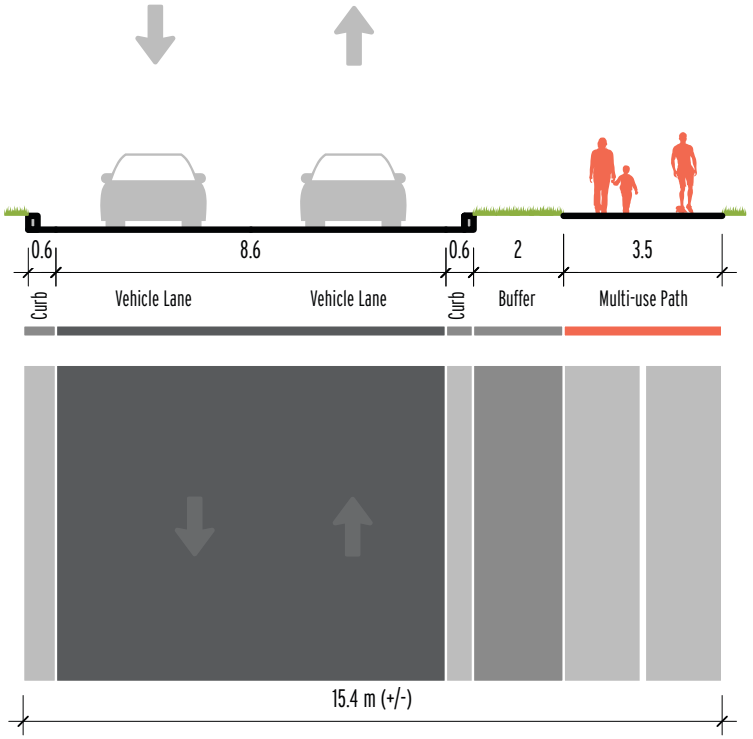
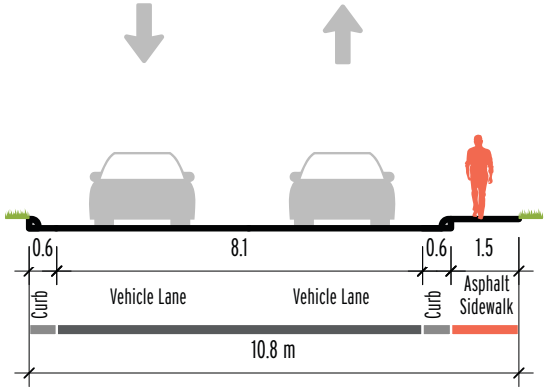


Miramichi Road



EXISTING:



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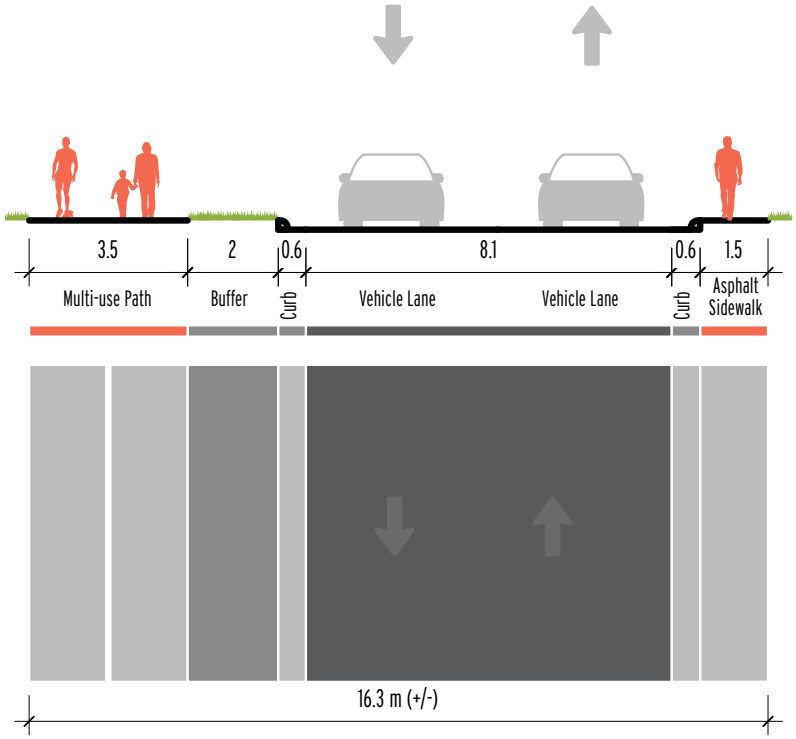
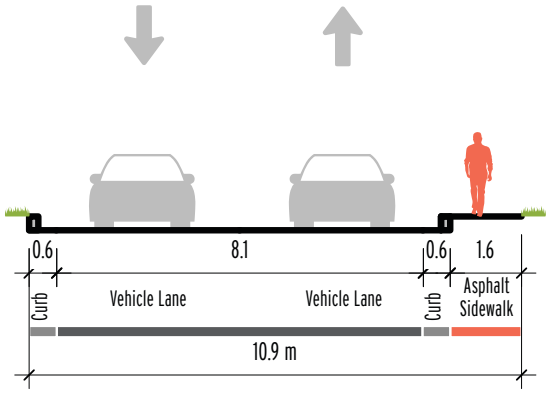


St. John Avenue



EXISTING:



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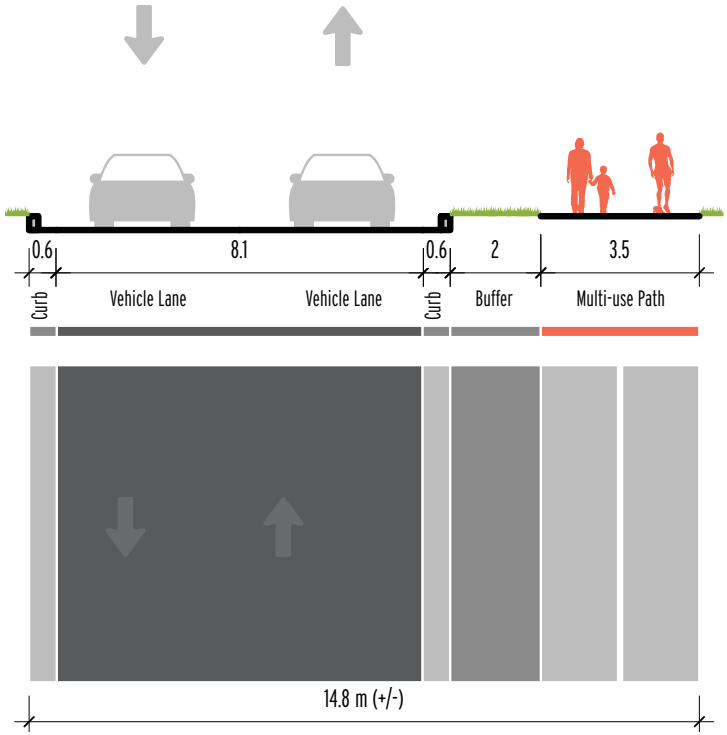

MacKenzie Avenue



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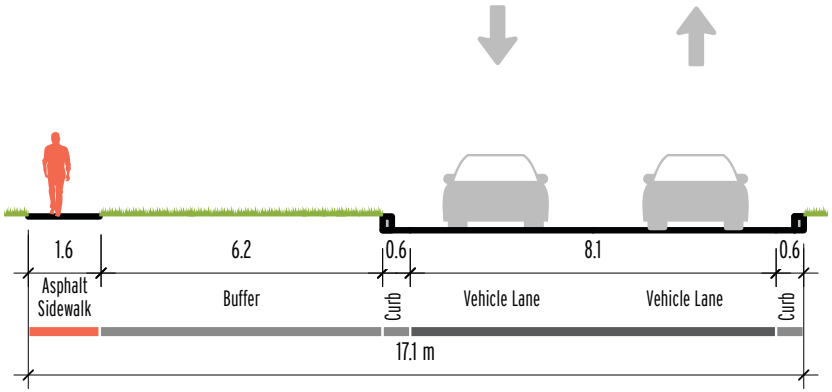

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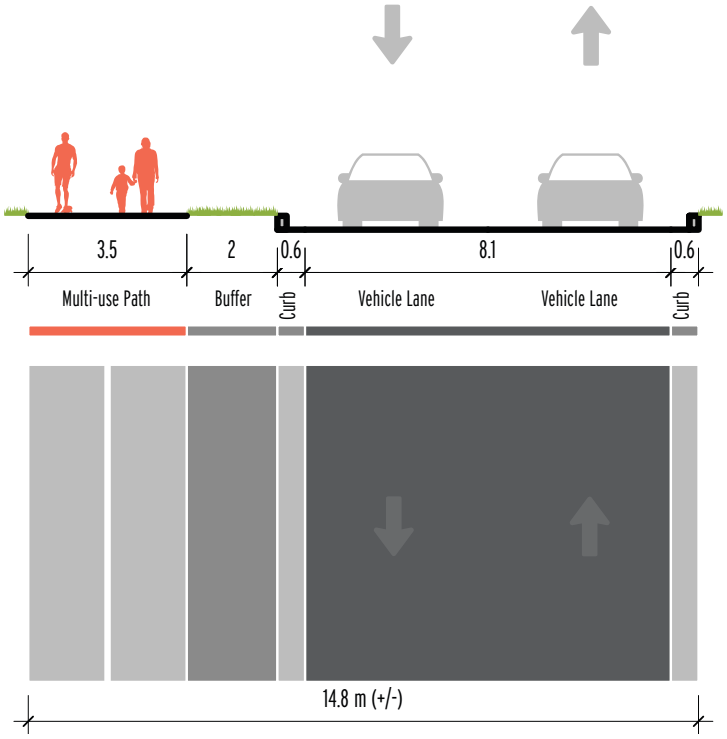

Restigouche Road North



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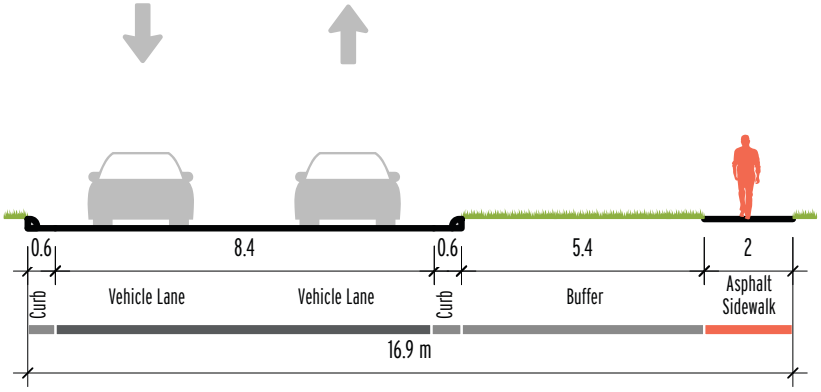

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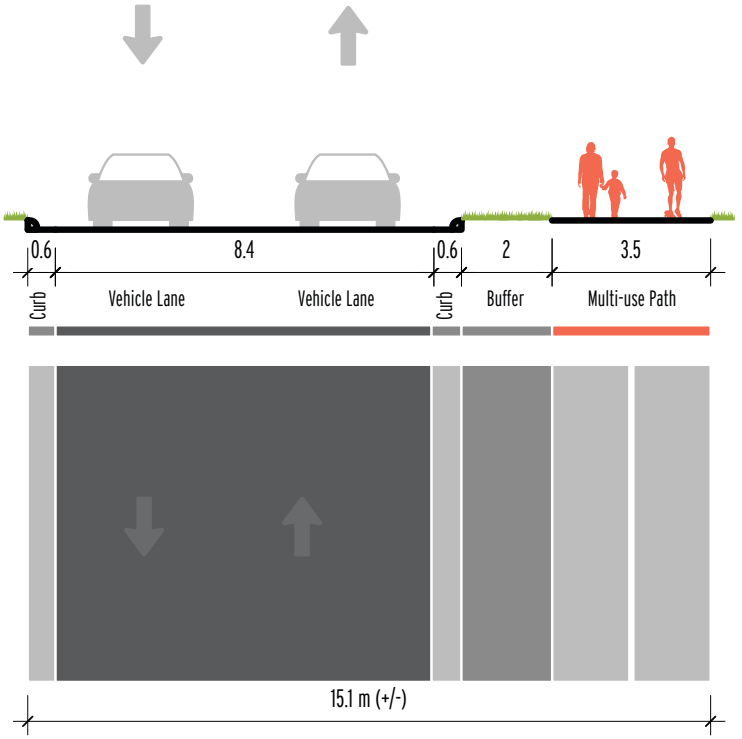

2. Scoullar Street

This street can provide an important connection between the Waasis Road Trail, the Trans-Canada Trail, and Deer Park. No facility presently exists on this corridor; therefore, given the importance of this linkage, a 3.5-meter-wide contra-lane, set back from the curb by 1.5 meters, is proposed for this corridor. Mid-block crosswalks and personally activated rapid-flash lights are proposed for both Waasis Road crossings to Scouller Street.

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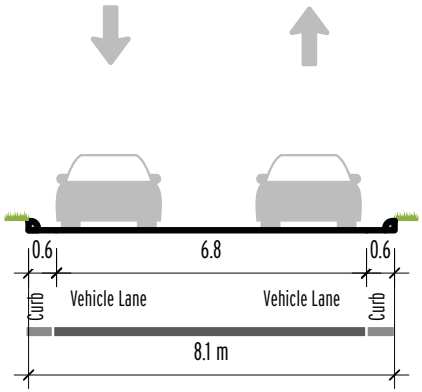

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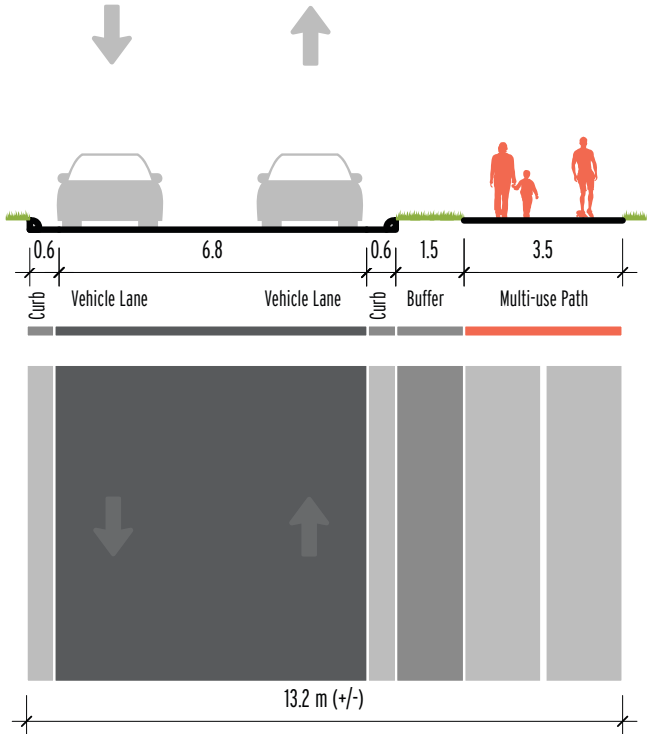



3. MacDonald Avenue

This street provides neighbourhood access to the broader network while serving as a shortcut between Waasis Road, the riverfront, and the shopping mall. Given the narrow street right-of-way, a 3.0-meter-wide curb-edging asphalt contra-lane is proposed on the south side of the street. The existing 1.5-meter-wide curb-edging concrete sidewalk is proposed to remain on the north side of the street.

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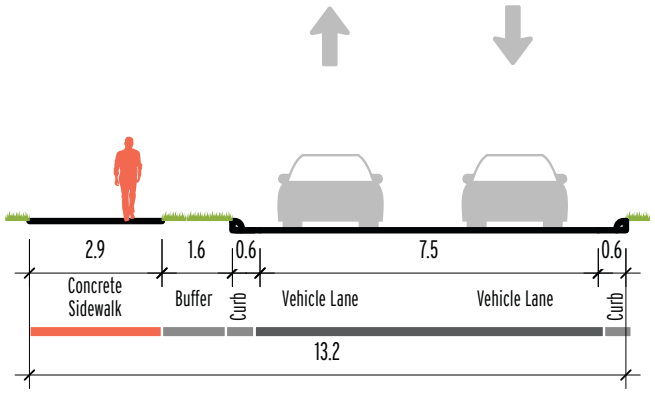

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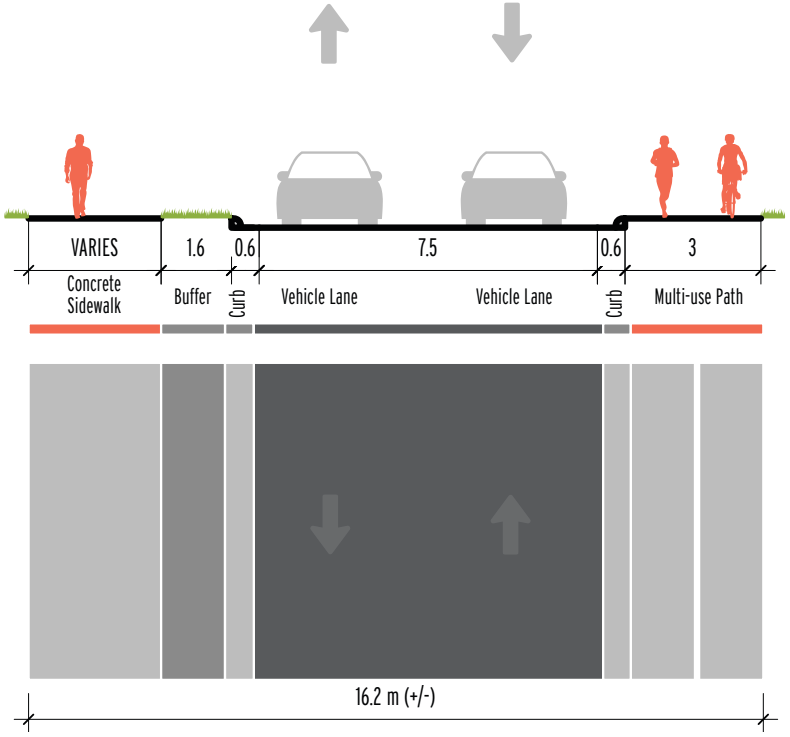



4. Onondaga Street (from Waasis Road to the Riverfront)

This short but important corridor runs between Waasis Road and the riverfront. The corridor also connects to adjacent housing and the mall area.

The corridor includes a 1.5-meter-wide curb-edging asphalt trail. A 3.0-meter-wide asphalt contra-lane is proposed to replace this trail and provide a stronger connection between the busy Waasis Road and the emerging riverfront.



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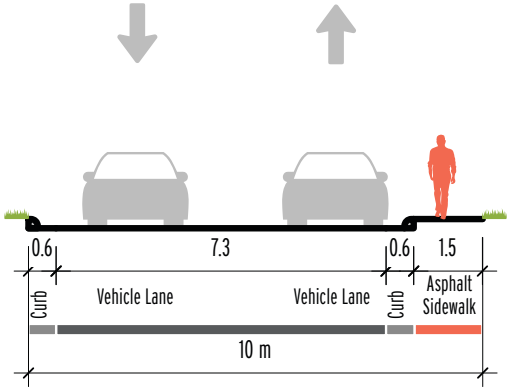

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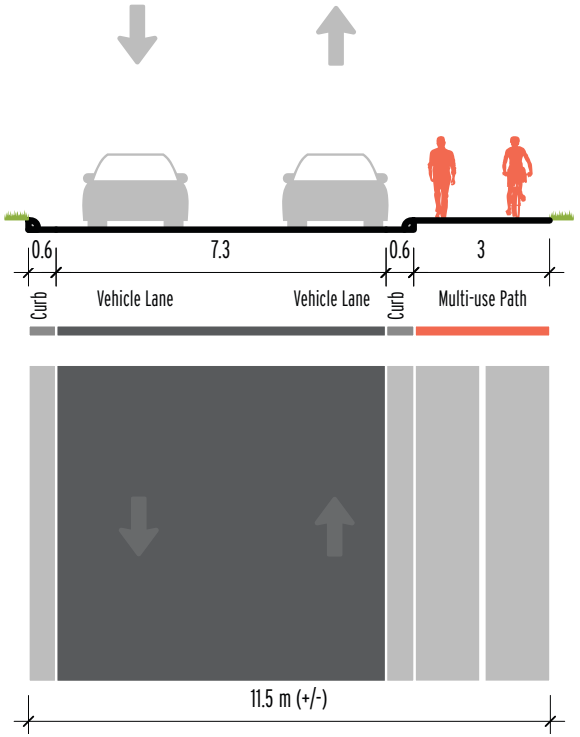

5. Sebani Street

This street is an important connection to the Wellness Centre from Waasis Road. Given this importance, a 3.5-meter-wide contra-lane, set back from the street by 1.5 meters (minimum), is proposed.

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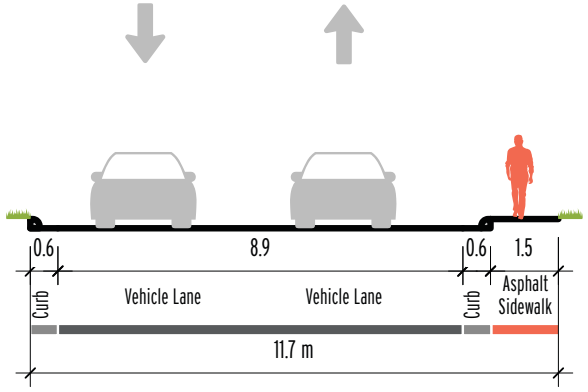

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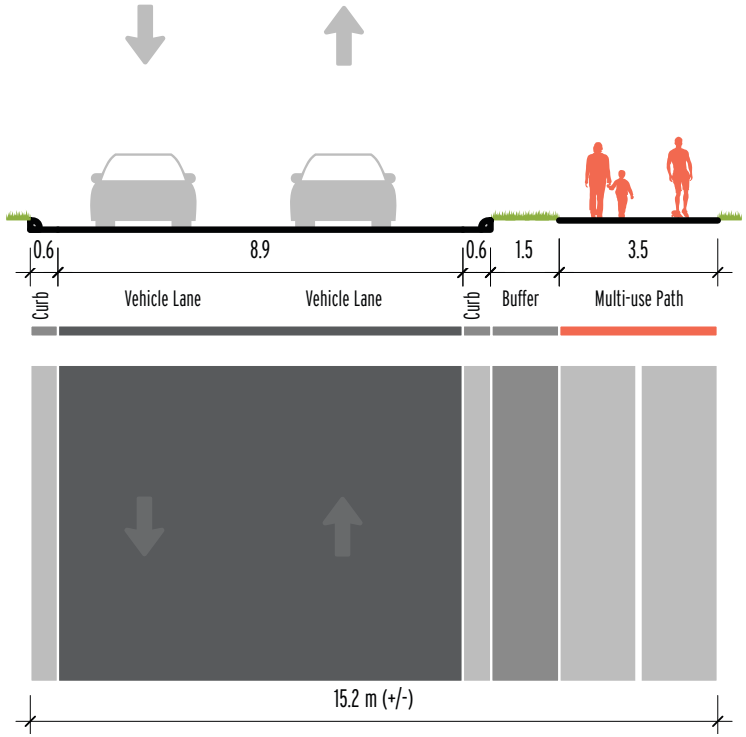



6. Mitchell Street

This street does not require modification; however, a rapid-flash signalization and a crosswalk are required at the intersection of Mitchell Street and Waasis Road. The crossing supports safe passage across Waasis Road.

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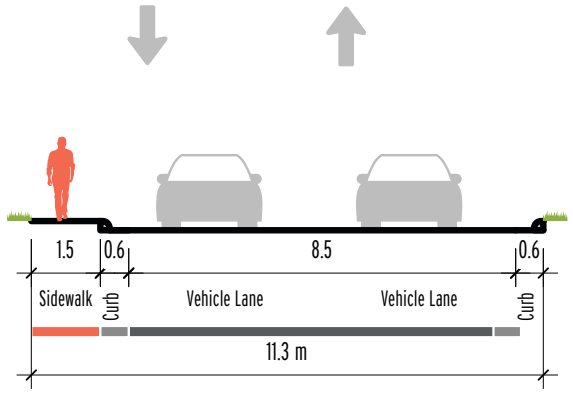



South Side Neighbourhood Stitching

1. Brayson Boulevard, Doyle Drive and Leger Street.

These streets connect Black Watch Road and Oromocto Town Hall (in both directions). A recently installed sidewalk provides pedestrian comfort on this street, while a proposed future 3.5-meter-wide contra-lane modifies the important civic loop to a full-service AT corridor (in the future).

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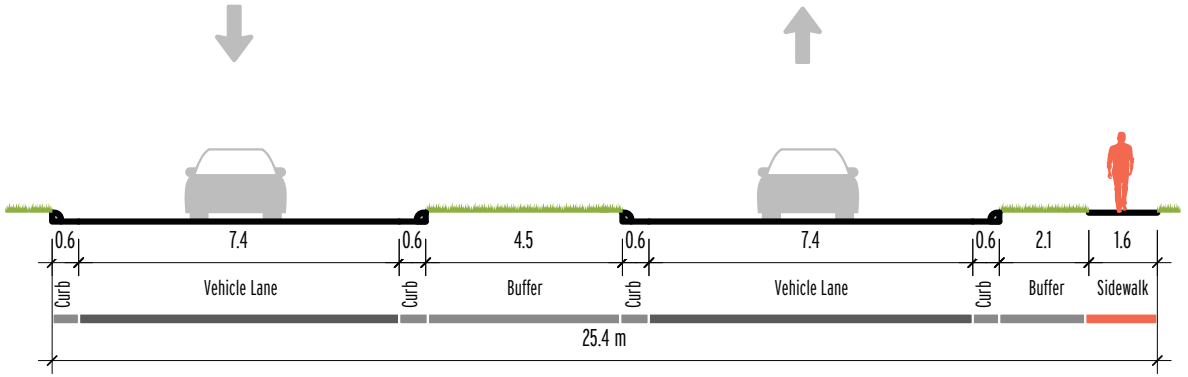

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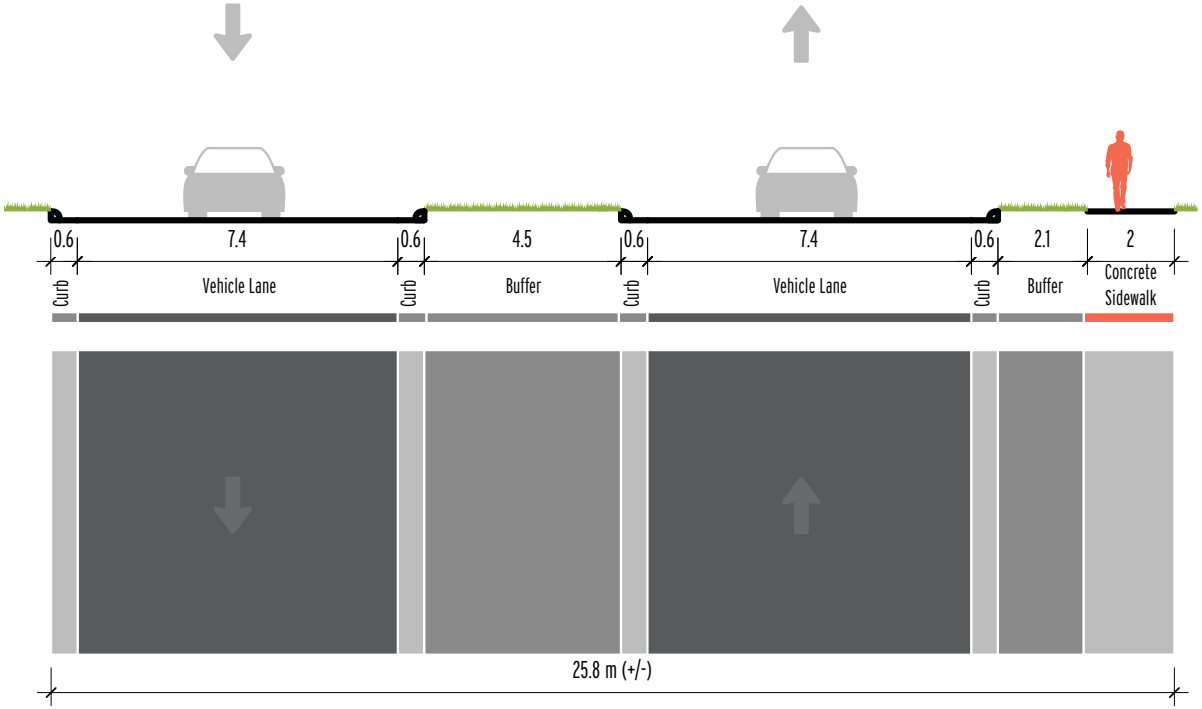

Brayson Boulevard



Doyle Drive



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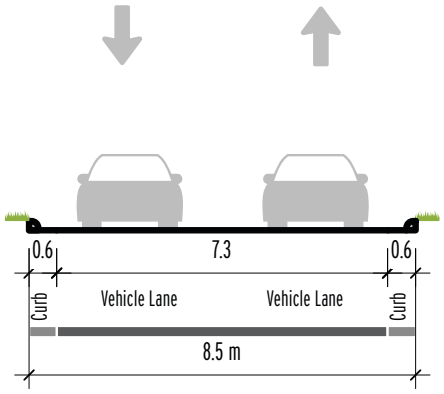

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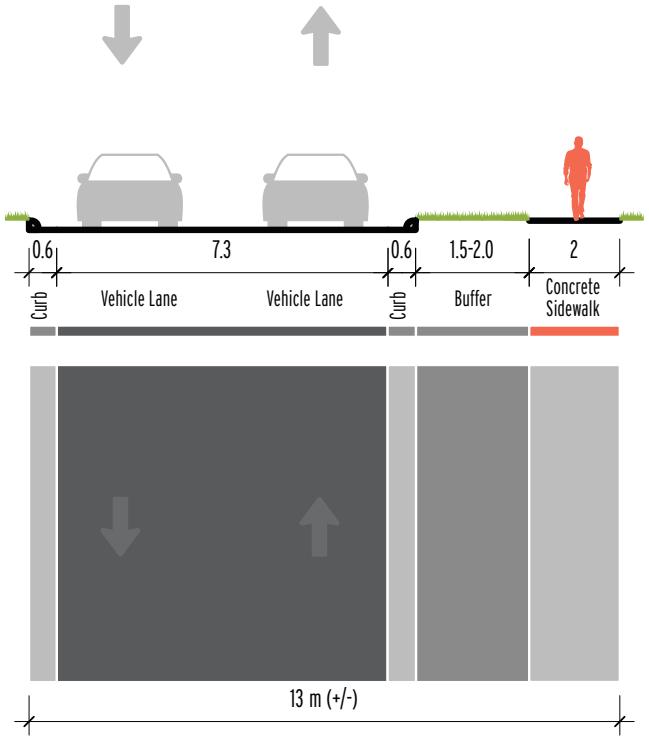

Leger Street



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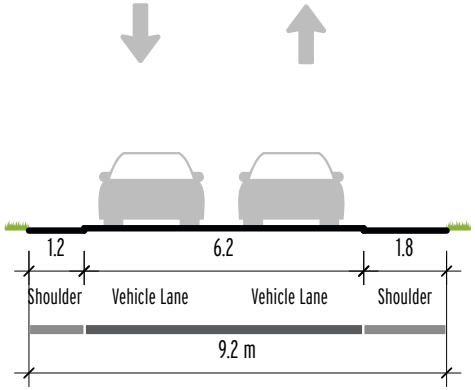

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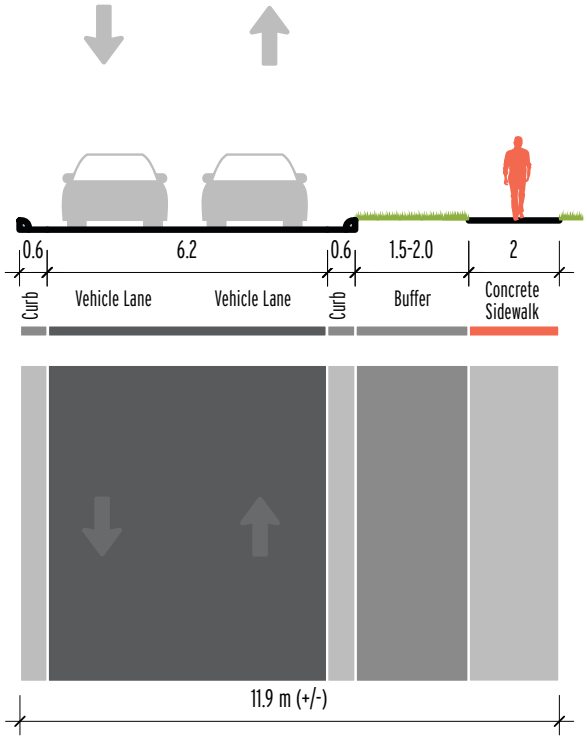

2. Beaufort Street and Terry Fox Drive

These new street connections to L'École Arc-En-Ciel will also become an important multi-modal link to the surrounding developing neighbourhoods. The existing Beaufort Street section includes a contra-lane asphalt trail separated from the street to provide both good multi-modal and school access. No action is required here.

The Terry Fox Drive detail is a street-separated asphalt sidewalk that requires a future upgrade to match the Beaufort Street detail.

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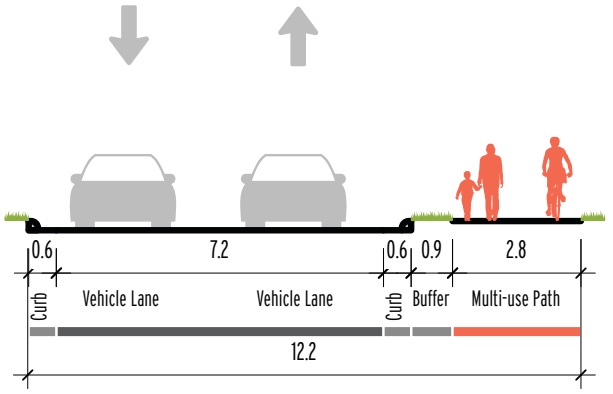

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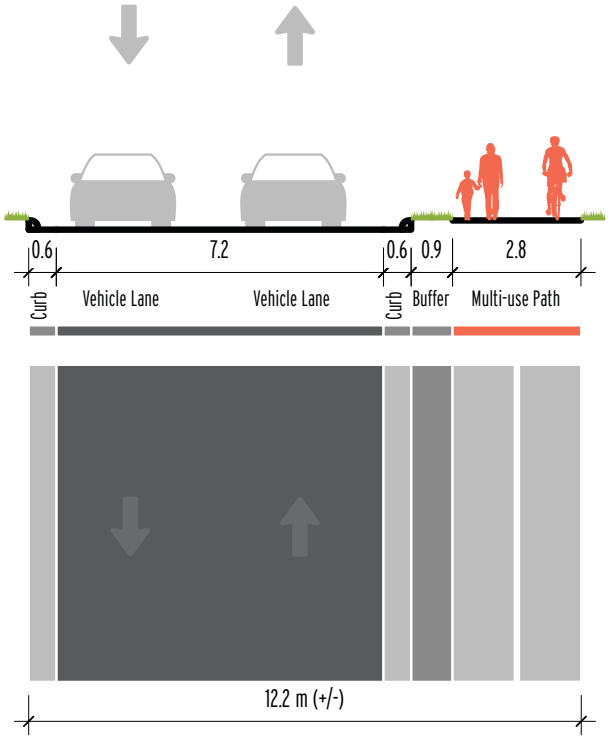


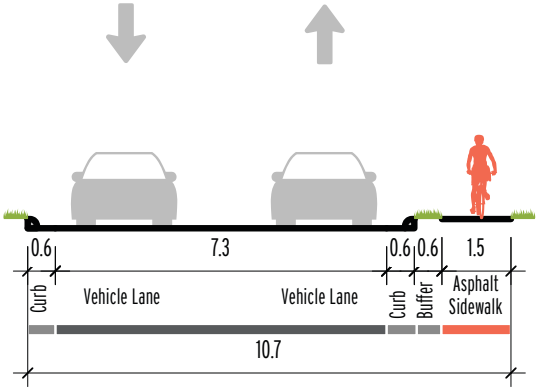
Beaufort Street



Terry Fox Drive



EXISTING:



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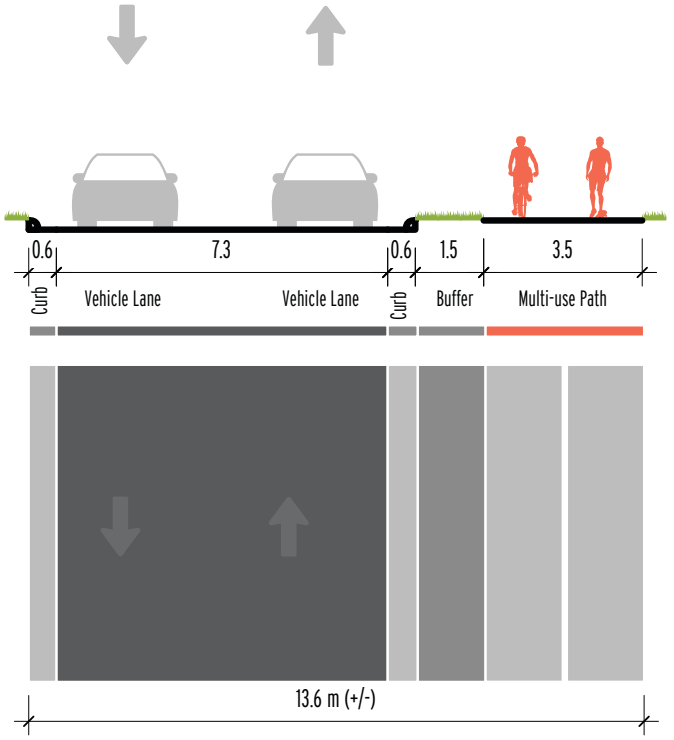

3. Hallihan Drive and Craig Street

These streets provide neighbourhood linkage from Black Watch Avenue and Waasis Road West into future park and school areas, as well as expanding neighbourhood areas. Cycling is available from adjacent routes; therefore, the proposed section for these streets includes street-separated (2.0 meters) sidewalks along the entire length of both streets (on the south side of the street).

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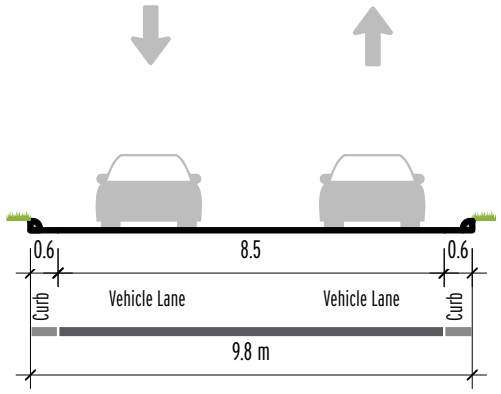

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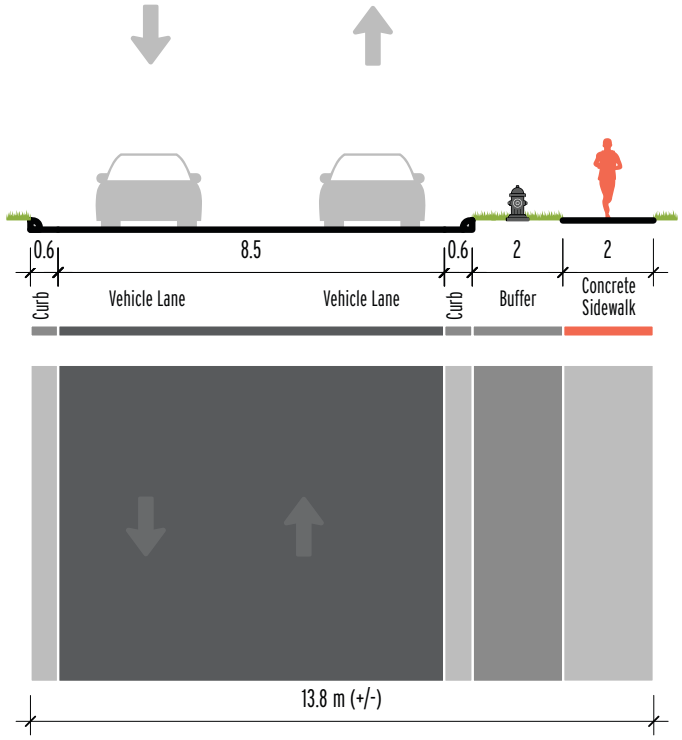

Hallihan Street



Craig Street



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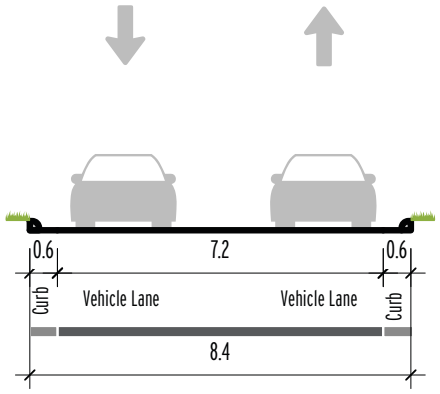

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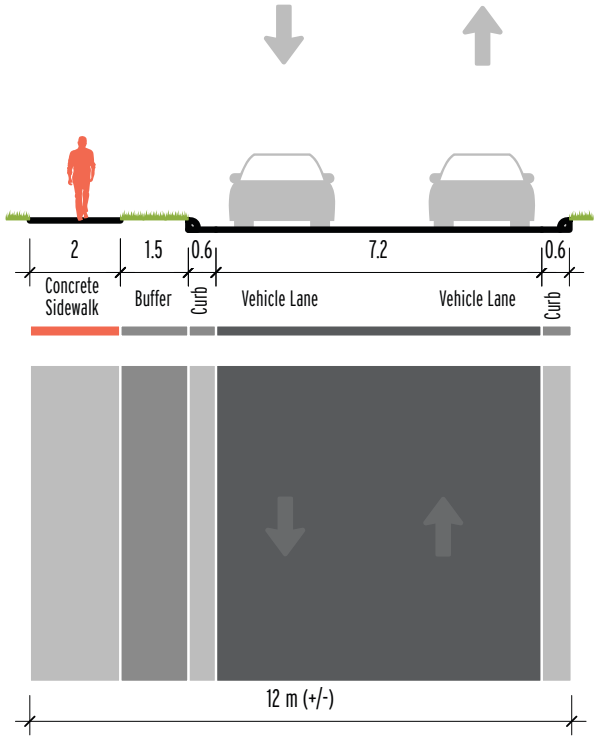
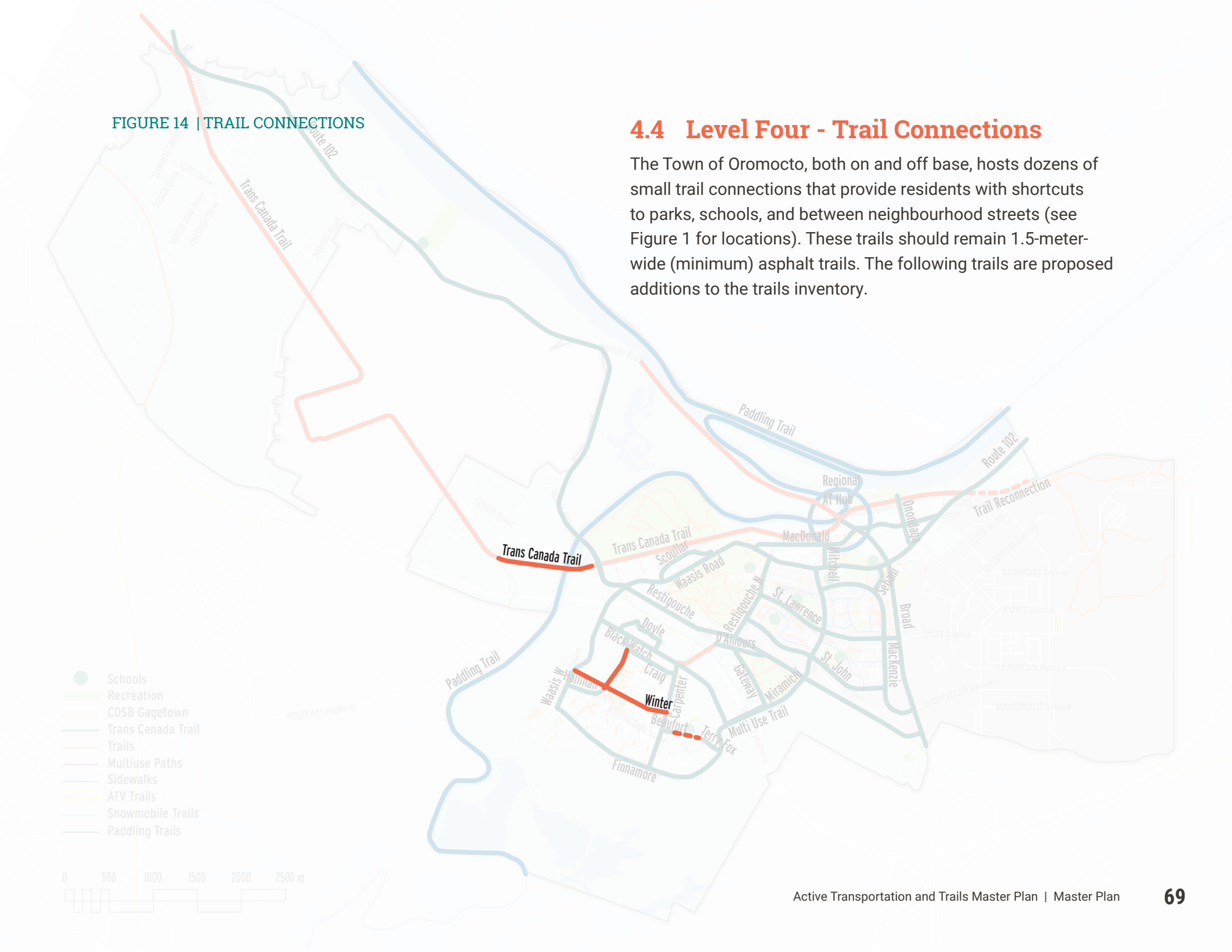


FIGURE 14 | TRAIL CONNECTIONS

4.4 Level Four - Trail Connections

The Town of Oromocto, both on and off base, hosts dozens of small trail connections that provide residents with shortcuts to parks, schools, and between neighbourhood streets (see Figure 1 for locations). These trails should remain 1.5-meter-wide (minimum) asphalt trails. The following trails are proposed additions to the trails inventory.



1. The Anniversary Park Connectors

A new 3.5-meter-wide asphalt trail is proposed for the lands between Hallihan Drive and Craig Streets, and between this trail connection and Winter Street/Carpenter Drive. These connections should be further explored as part of an Anniversary Park Master Plan exercise that ensures these trails function within the context of regional recreational use of the park.

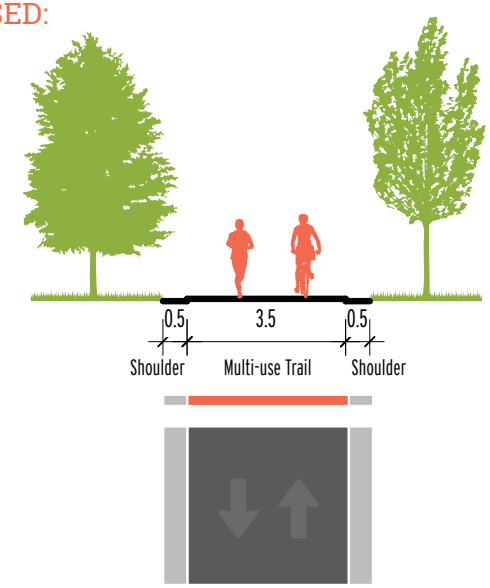
2. The Trans-Canada Shared Use Trail Section

Figure 13 illustrates the portion of the Trans-Canada Trail that permits ATV traffic. The ATV entrance points onto the Trans-Canada Trail require an entrance gate with signage indicating the permitted use direction on the Trans-Canada Trail. Grading and resurfacing of the Trans-Canada Trail is required to remove any notion of ATV trail dominance.

3. The École Arc-En-Ciel Trail Connection

Beaufort Street and Terry Fox Drive both connect to École Arc-En-Ciel with existing or proposed multi-use paths. Both streets' multi-use paths must continue through the school property to complete this neighbourhood connection.

PROPOSED:



4.5 Evolution

The Town of Oromocto will explore integrating ATV use on many of its multi-use trails. One of these trails is the Trans Canada Trail from Sir Douglas Hazen Park to Fredericton. Although the City of Fredericton is not prepared to explore this expanded use at this time, it believes this exploration is required (at some future time). This section reviews the process for expanding trail use to include ATV use. The Town of Oromocto is not presently contemplating ATV use on its streets.

This modification requires the Town to designate the primary and connecting trails as motorized-permitted trails within the Municipal By-law (with approval from the Department of Justice and Public Safety). The Town must draft and pass a by-law that sets out right-of-way access rules (defining the exact allowable trails, speed limits, and hours of operation). Acceptable speed limits for in-town trails are 20km/hr for open use, reduced to 15km/hr when interacting with pedestrians and cyclists.

Oromocto's Trans Canada Trail portions are on provincial lands and require provincial approval for both the corridor as well as any sections that cross over/under highways. For sections that parallel or cross the highway, a Highway Use Permit from the Province of New Brunswick is required. The province will evaluate any linkages to the highway, as well as highway speed and volume. The town can avoid these issues and procedures by ensuring the Trans Canada Trail has no access to provincial highways and by acquiring all private or publicly owned portions of the trail.

Several residents describe present-day illegal ATV use on the Trans Canada Trail as hazardous. Present illegal ATV trail use does not appear to be associated with any motorized clubs, and the riders are not educated in proper shared-use safety procedures. Thus, any use must be institutionalized and include an agreement with a regional group such as the QuadNB ATV Club for permitted use, education, and peer policing. The club (or partner clubs) issues permits to members for trail use that require vehicle registration/licensing, liability insurance (minimum $2,000,000), and compliance with the basic vehicle requirements under the Province of New Brunswick Motor Vehicle Act. Vehicles not meeting any of these requirements are not permitted on the shared-use trail.

This approach can result in mutually respectful trail use that provides a safe experience for all users, where partnerships and rule observance reduce a municipality's burden to police and manage a shared-use trail. Additionally, and specifically to Oromocto, ATV users can access town-centre facilities such as the AT&T Hub, the town-centre shopping mall, and the future Wellness Centre.



5.0 Master Plan Implementation

The Town of Oromocto commissioned this active transportation and trails master plan to identify a vision, network plan and projects to improve multi-modal mobility within the Town and region. The tasks described in this chapter are presented in a linear format; however, implementation is unlikely to be linear.

Implementation will be highly iterative, depending on available staffing, funding, council priorities, etc. Moving tasks forward and backward is not a failure to meet resident desires if the plan's vision is adhered to. In fact, real success results from adapting to the 'reality of the day' within the context of the vision and themes.

The implementation tasks described in this chapter follow a three-step strategy. First, the Town adopts the administrative and physical platform to move forward. Second, the Town proceeds with the Level One projects. Finally, the Town can proceed with the longer-term Level Two and Three projects, including complex street renewal on evolving street corridors.

5.1 Phase One - Building the Platform

This implementation phase sets the administrative and physical platform for implementing this master plan and includes the following tasks.

Task One - Building Partnerships

This is a very important and transformative plan that has an opportunity to bring Oromocto's built form in line with its cultural form. Implementing the plan will require participation from local, provincial, and federal departments, groups, and individuals to ensure it happens. Therefore, this plan should be formally presented to, at a minimum, the following groups (alone and in group settings):

- The Municipality of Oromocto (to staff and council)
- The Province of New Brunswick (to MLAs)
- The Government of Canada (to MPs)
- The City of Fredericton (to Engineering, Planning and Parks and Rec staff)
- The QuadNB ATV Club
- The Rusogonis ATV Club
- The New Brunswick Accessibility Directorate
- Tourism New Brunswick
- Any other partnership groups that will contribute to the creation of an active transportation and trails plan in Oromocto

Task Two - Municipal Plan Inclusion

This task includes three sub-tasks. First, provide the policies listed in section 5.4 of this master plan to municipal planning staff for adoption into the municipal plan (to support implementation of this plan).

Second, the Town of Oromocto should evaluate all lands adjacent to the AT routes indicated in this master plan to explore increased densification and affordable housing in a way that ensures the network provides equitable mobility options for those requiring transportation support.

Finally, the municipal plan's transportation figures should be modified to include the routes identified in this AT&T Plan.

Task Three - Education and Activity Programming

As use grows on the trail system, residents will seek safe, shared use of street networks. Therefore, the Town of Oromocto (and the City of Fredericton) should apply for funding and develop a comprehensive education plan. The plan must start with the idea of getting families to treat their streets like parks, and getting drivers to understand and respect this initiative. Seeding this idea will create a platform that can grow to town-wide and regional levels.

In addition, and specifically for Oromocto, the Town of Oromocto should develop and deliver a program to educate residents about the economic and cultural benefits of mixed-use (pedestrian, pedal, and motorized) trails as a means of creating a safe primary AT&T route through the town. Interestingly, the best way to address illegal and high-speed motorized use of the Trans Canada Trail is to create a mixed-use, self-policing environment.

Task Four - The Oromocto At Bike Rack Contest

This task is a great way to engage residents in the initial steps of plan implementation by tapping their creativity and imagination. The Town of Oromocto, in association with local schools, should design and deliver a broad- participation design challenge program for the conceptual design of a Town of Oromocto AT Bike Rack System. This process should be delivered in the following stages:

- Issue a public invitation to all residents (especially students) to submit design ideas for a bike rack system over a 60-day period.
- Develop a short list of 20 (+/-) responses to provide a more detailed concept for public viewing.
- Create a public opening to review responses where visitors vote to select a winner (who receives a cash prize).
- Provide the final selection to a landscape architect for detailed design and costing based on the concept.
- Publicly issue the final design for public review and inclusion in the next task. This program will highlight the importance of bike racks in the urban environment and provide an opportunity to explore creating a policy requiring developers and builders to include bike racks in all new retail and commercial projects as part of development agreements. The requirement should be set at one bicycle parking space per 20 vehicle parking spaces. Any new builds that do not require 20 spaces do not require bicycle parking.

Task Five - Detailed Wayfinding and Regulatory Sign Palette

The Town of Oromocto should work with the City of Fredericton to expand trail wayfinding systems into the Oromocto street and trail network. Slight modifications to the Fredericton system will brand it as Oromocto while retaining continuity with the regional system founded in Fredericton.

Thus, the Town of Oromocto should commission a landscape architect and graphic designer, with structural and traffic engineering support, to create a detailed standard materials manual for all AT&T and wayfinding required in all phases of implementation. This will include gateway panels, Transportation Association of Canada (TAC) related regulatory signs and specifications for trail and street signage, themed wayfinding signage based on Fredericton's existing wayfinding signage, and the selected bike rack system. This will also include locations, quantities, and fabrication and installation budgets for the various palette components.

Task Six - Develop A Standing Order for Wayfinding Materials

The Town of Oromocto should issue a standing order for materials from the Task Five materials palette, including gateway panels, bike racks, directional signage, and relevant TAC signage that can be applied to trails and streets as needed. This requires the Town of Oromocto to package and release a tender for these materials, which can then be ordered on demand based on submitted pricing for application on streets and trails as renovations occur.

When awarded, the Town should work with downtown businesses, schools and other companies/groups to place the branded bike racks at schools, residential projects and retail/commercial areas.

FIGURE 15 | FREDERICTON TRAIL SIGNS



5.2 Phase Two - The Level One Network

The level-one network components improve regional access into and through the Town. The following corridors are the core of Oromocto's AT&T network and are therefore proposed as the starting point for physical implementation.

THE TRANS CANADA TRAIL. This plan describes several projects associated with this corridor, including surface and trail delineation improvements that institutionalize the route as a human-power-dominant corridor, as well as gates, seating areas, and signage. This corridor can expand to host future motorized use as a secondary use under strict use guidelines.

The Town of Oromocto should work with the City of Fredericton on assuming ownership from the Province of New Brunswick of all Trans-Canada Trail corridor lands within the Town and Airport areas. The town and city can then proceed with the previously described projects associated with this corridor.

THE TRANS CANADA TRAIL AS A MIXED-USE TRAIL. This is an extended process that must shift an existing trail from human-powered dominance to shared use. Thus, this process should begin early and continue through future implementation phases.

The process involves changing residents' minds about allowing well-managed motorized trail use in a town that currently experiences illegal, high-speed, and dangerous motorized interactions. As mentioned, the solution is built on working with a highly organized, well-managed ATV organization such as the QuadNB ATV Club and the local Rusagonis ATV Club.

Developing and implementing an agreement with this ATV club moves the club into a leadership role on the trail, directly managing ATV riders. For example, trail riders must be members of an accredited ATV club, be licensed to operate an ATV, and have registered, insured, and inspected machines. Those who meet these requirements and follow the stated trail rules are welcome to use the trail respectfully. Those who do not meet these requirements are removed from the trail through joint club-police action.

It is important to remember that the Trans-Canada Trail, as a shared-use trail, is not a motorized vehicle destination. The trail is a tool for connecting to regional and provincial trail networks and linking users to downtown services (food, gas, etc.). The economic benefit adds to the safety benefits. The added use ensures 'eyes-on-the-trails'; a great way to encourage safe trail use.

The Town of Oromocto should begin this process by forming a working relationship with the QuadNB ATV Club, along with the local Rusogonis ATV Club, and starting discussions with residents about the benefits of a mixed-use trail before moving forward with the trail-conversion administrative steps. To legally amend trail designations/uses within Oromocto municipal boundaries, the town must follow a formal bylaw amendment process compliant with the New Brunswick Community Planning Act and the Local Governance Act.

Before any council or provincial consultations, the Town of Oromocto should consult the regional Trans Canada Trail Branch to review the original Contribution Agreement or land covenant signed when the trail was initially built to ensure the proposed changes are permitted. Following consultation with the regional Trans Canada Trail Branch, Town staff will present the proposed changes to council. Council will then vote on a motion to halt operations or proceed with drafting the by-law.

The by-law drafting process requires consultation with the Provincial Off-Road Vehicle Enforcement Unit and the QuadNB ATV Club to ensure safe routing, infrastructure, and policing frameworks before the amendment, and will provide details on speed limits, signage, and access points. Additionally, the Town of Oromocto should informally consult with the Capital Region Service Commission to ensure long-term alignment with regional multi-modal networks. Following these activities, the first reading of the proposed bylaw will be read at a regularly scheduled council meeting, and a 30-day mandatory public notice will be triggered to inform the community and its residents of the proposed changes and the hearing date. During this 30-day period, Town staff must share the report with the Oromocto Planning Advisory Committee and the Capital Region Service Commission for review and comment. Ideally, previous consultation work with the ATV club and residents resulted in a collective and supportive trail conversion. The remaining adoption procedures follow the by-law adoption process.

Upon approval, the Town of Oromocto must inform the national Trans Canada Trail branch to ensure changes are reflected in navigation databases.

ROUTE 102 AND WAASIS ROAD. Although no immediate physical action is required for this route, administrative planning should begin immediately to ensure a shovel-ready project is prepared for implementation when needed.

In addition to its role as a highway, Route 102 is a regional cycling route that brings users through Oromocto in both directions. This AT&T plan proposes improvements to the existing Waasis Road-side asphalt trail, expanding it to a 3.5-meter-wide trail at its present location. This benefits regional cyclists and local pedestrian and cycling residents who use the trail for recreation or transportation.

The town should develop a detailed 'soup-to-nuts' design package for this route that includes trail access and corridor details, signage, crossings, and slope and speed details that can be easily added to future street improvement plans.

THE REGIONAL PADDLING AND AT&T NETWORK, AND THE DOWNTOWN/RIVERFRONT. The Town of Oromocto and City of Fredericton are exploring the integration of Oromocto's waterways into a regional paddling network. Together with regional upgrades to the Trans-Canada and Sentier New Brunswick Trail, the addition of the Wellness Centre, and upgrades to many streets, this creates a critical mass of activity in the heart of the town. This coming together of several initiatives deserves more thought related to how the various components connect, and how the town can further benefit from these connections. Thus, a downtown and waterfront plan is required to explore, in great detail, how the town's core recreation, cultural, residential and economic environments collectively grow around the notion of regional and community connectivity and assembly (with the proposed AT&T Hub as focal point).

5.3 Phase Three - Level Two Network

Projects in this phase provide improved access from the various Oromocto neighbourhoods to the regional network. The following initiatives are proposed.

THE BROAD ROAD RENOVATION. This is an important connection between the future AT&T Waterfront Hub and the south town boundary. Equally important, this connection links proposed military housing and CDSB Gagetown. Thus, the Town of Oromocto should, in association with the Province of New Brunswick and CDSB Gagetown, proceed with the creation of the proposed street-side trail ahead of any further street's-edge residential development.

THE WEST-SIDE LOOP. West Oromocto is circumnavigated by Black Watch Avenue, Finnamore Street and Waasis Road West, and shortened with Carpenter Drive. This loop and shortcut is currently well served, but incomplete. This plan proposes completing the off-street asphalt trail on these streets (specifically on Finnamore). The town should complete this work ahead of any future recreational or academic facility work in this area.

RESTIGOUCHE ROAD. This busy, evolving corridor requires attention beyond active transportation. The west end of the street requires an urban street master plan that addresses future land use, the position of buildings and parking relative to the street, transportation requirements, servicing and utilities, as well as how the street's public realm evolves to convert the street from a car-dominant corridor to a mixed-use setting with interrelated and comfortable pedestrian, retail and residential environments.

THE TRAIL UNDERPASS. This AT&T plan proposes gate and seating improvements at the entrance to the highway trail tunnel, as well as changes to D'Amours Street to create a more comfortable experience within the tunnel and on the way to it. The town should proceed with this work prior to moving onto the next phase.

5.4 Phase Four - Level Three Network

Projects in this phase improve mobility within Oromocto's neighbourhoods while connecting to the Phase Three network components. The following initiatives are proposed.

THE NORTH END STREETS. These corridors, Scoullar, McDonald, Mitchell and Onondaga, provide connection between Waasis Road and the waterfront, Deer Park and the MacDonald Avenue shopping area. As these streets face renewal, the Town of Oromocto should add the active transportation facilities described in this document.

THE BASE STREETS. This plan proposes upgrades to several important, neighbourhood-integrated military base streets that provide a two-way connection between military housing and varied work, shop, and play destinations, as well as the Phase 3 corridors (Miramichi, MacKenzie, Sebani, St. Lawrence, and Restigouche North). The town should work with CDSB Gagetown to improve these streets as proposed in this document to ensure sustained movement between housing and the base, as well as housing and adjacent Oromocto addresses.

THE WEST-SIDE NEIGHBOURHOOD STREETS. Five important streets require upgrades to provide sustained, comfortable, and safe movement through the West Oromocto neighbourhood (Doyle, Craig, Hallihan, Beaufort, and Terry Fox). Craig Street and Hallihan Drive require further evaluation relative to Anniversary Park and cross-community connection. Thus, the Town of Oromocto should develop an Anniversary Park master plan that explores the park's future, as well as the street and trail linkages (including Craig Street and Hallihan Drive).

Beaufort Street and Terry Fox Drive provide important neighbourhood connections to L'École Arc-En-Ciel and should be upgraded to include street-separated asphalt trails that provide youth pathways to and through the school site. The town should work with the Province of New Brunswick to ensure this connection.

5.5 Policy

Through the enactment of the policies listed below, the Town of Oromocto establishes the mandate for how the Active Transportation and Trail Master Plan's implementation is achieved. The strategy for moving this master plan forward involves a four-phase implementation plan that begins with administrative tasks before moving into working projects. Although this document was developed with input from those consulted throughout plan development, further consultation and partnership-building are required for implementation. These relationships are forged in the first phase. Thus, the administrative context required to implement this implementation plan is developed immediately for procedural ease.

POLICY AT&T-1 The Town of Oromocto shall incorporate this Active Transportation and Trails Master Plan's policies, figures and implementation projects into municipal plan update development processes to ensure the seamless integration of Oromocto's human-powered mobility and development procedures.

POLICY AT&T-2 The Town of Oromocto shall promote the use of self-propelled or power-assist, active transportation modes (i.e., bicycles, scooters, pedestrian movement) by maintaining and expanding upon its active transportation and trails network, through the implementation of the network as identified in the Town of Oromocto Municipal Plan.

POLICY AT&T-3 The Town of Oromocto shall work with the City of Fredericton, the Province of New Brunswick, local ATV group(s) and its residents to explore the conversion of the Trans-Canada and Sentier New Brunswick Trail to a multi-use and pedestrian-dominant pathway that permits ATV and snowmobile use where described in the Town of Oromocto Active Transportation and Trails Master Plan.

POLICY AT&T-4 Council shall amend the municipal plan transportation and trails mapping, and supporting text to include the active transportation classified network as identified in the Town of Oromocto Active Transportation and Trails Master Plan.

POLICY AT&T-5 Active Transportation facilities and components of the Town of Oromocto Active Transportation and Trails Master Plan will be incorporated to the maximum extent practical, in all planning, design, and construction of new roads, trails, maintenance of existing roads and trails, and/or reconstruction of existing roads.

POLICY AT&T-6 Council shall generally use Chapter 5.0 Implementation as a guide to implementing the Town of Oromocto Active Transportation and Trails Master Plan.

POLICY AT&T-7 Council shall use the Town of Oromocto Active Transportation and Trails Master Plan as a guide for expanding active mobility within existing or developing neighbourhoods, and when connecting to existing or proposed adjacent active transportation infrastructure.

5.6 Compliance

Although each street, trail, intersection, and amenity package requires detailed design for liability and user comfort, four Canadian documents provide helpful planning and design specification guidance when developing preliminary plans before detailed design. These are:

- Transportation Association of Canada. *Bikeway Traffic Control Guidelines for Canada*. Government of Canada. Latest Edition.
- Transportation Association of Canada. *Active Transportation in Canada, A Resource and Planning Guide*. Government of Canada. Latest Edition.
- Ministry of Transportation of Ontario. *MTO Book 18, Cycling Facilities.* Province of Ontario. Latest Edition.
- During the design phase, consult the Accessibility Directorate for input and to ensure compliance with the *Accessibility Act* and Access by Design 2030.

5.6 Budget Discussion

Developing cost estimates for projects conceptualized in master plans is difficult; therefore, the following chart provides general unit costs for various active transportation projects that can be used as preliminary estimates for capital projects.

Project	Estimated Unit Cost
3.5 meter-wide granular trail c/w restoration and signage	$305/lin.m
3.5 meter-wide asphalt trail c/w restoration and signage	$395/lin.m.
Concrete Sidewalk c/w restoration	$365/lin.m.
Concrete Curb c/w restoration	$165/lin.m.
Shared route signage	$8,000/km
Bike lanes	$49,000/km
Buffered Bike Lanes	$74,500/km
Buffered Bike Lane with Bollard	$101,500/km
Basic amenities (bike racks, trees, trash receptacles, etc)	$45/lin.m.

All projects require detailed design before detailed cost estimates can be established. Additionally, a detailed intersection treatment design for active transportation is required before developing the final linear-meter costing.

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Appendix A | Programming

A collection of relevant active transportation programs that successfully promote physical activity through the delivery of cycling skills and outreach, walking programs, school travel planning, commuter challenges, and road-sharing outreach, are summarized on the following pages.

CYCLING CANADA'S CAN-BIKE

https://cyclingcanada.ca/canbike/

Cycling Canada's CAN-BIKE program offers a series of courses taught on all aspects of cycling, in order to ride safely, effectively, and enjoyably on the road. Cycling Canada coordinates program development, with help from National Examiners/Instructors, and course delivery and administration take place through CAN-BIKE Delivery Agents, such as community associations, municipal departments, service groups, and independent instructors. Courses cover topics such as the Fundamentals of Cycling, Cycling Basics & Bike rodeo, Core Cycling Skills, Advanced Cycling Skills, and Instructor Training.

BIKE WINNIPEG

https://www.bikewinnipeg.ca/

Bike Winnipeg is a cycling advocacy organization that provides best-practice research and informed recommendations to government agencies and related organizations. Their position statements cover topics such as mandatory helmet legislation, taxi cabs in diamond lanes, traffic control measures, neighbourhood greenways and Vision Zero. They also offer cycling skills courses, professional development, and a collaborative community events calendar. Their courses combine classroom presentations with practical on-road advice and mentoring to build critical cycling skills and confidence.

THE BIKE DUMP

https://www.bikedump.ca/

The Bike Dump is a volunteer-run community bicycle education space that strives to make knowledge of bicycle repair accessible to everyone. They offer tools and space to fix bicycles, a stock of recycled bike frames and parts from which people can build a bike, bike repair workshops, and volunteers to help guide repairs and bike building projects, and sell refurbished and recycled bicycles on a sliding scale.

SHARE THE ROAD CYCLING COALITION - BICYCLE FRIENDLY COMMUNITIES AWARD

https://sharetheroad.ca/bicycle-friendly-communities/

The Bicycle Friendly Community Award (BFC) Program provides incentives, hands-on assistance, and award recognition for communities that actively support bicycling. Share the road also has a bicycle-friendly business award for businesses encouraging their employees to ride to work. These initiatives have the potential to raise awareness as the city and its residents improve their capacity to facilitate commuter cycling.

Although this is an Ontario-based initiative, the programs are high-quality and provide a great precedent for shared- use thinking.

OTTAWA'S CYCLING SAFETY AWARENESS PROGRAM

https://ottawa.ca/en/parking-roads-and-travel/road-safety/cyclists/cycling-safety-awareness-program/background

The City of Ottawa is one of Canada's most advanced cycling municipalities, and offers several great programs that provide precedent. The Cycling Safety Awareness Program (CSAP) is an educational outreach program focused on cycling safety. Ottawa City Council has a Cycling Safety Improvement Program, which recommended the CSAP. The CSAP complements cycling infrastructure improvements by delivering key messages on dooring, sharrows, sidewalk cycling and the bike box. It also provides promotional material such as posters and information cards.

THE WRENCH

https://thewrench.ca/

The Wrench is a non-profit organization in Winnipeg working to make the use of bicycles for transportation more accessible, with a particular focus on youth cycling education. They offer youth programming through formal educational programs with schools and other community organizations. earn-a-Bike is one program that teaches youth participants how to build their own bikes from the ground up, as well as bicycle safety skills. They also offer support and advice to those who wish to start a community bike shop.

SPROCKIDS

https://www.sprockids.org/

Sprockids is a mountain biking program oriented toward youth ages 6 to 18 that teaches off-road skills, safety, etiquette, bike maintenance, progress tracking, and leadership skills.

WHEEL KIDS BICYCLE CLUB

https://wheelkids.com/

This organization focuses on hands-on learning that gets children ages 5-15 excited about cycling and establishes a lasting appreciation for health and fitness. The organization has a variety of programs, camps, classes and events such as Adventure riding Camp, Coach in Training, one-day camps, private lessons, preschool lessons, and a bicycle academy.

GREEN ACTION CENTRE'S COMMUTER CHALLENGE

https://commuterchallenge.ca/

Every year in June, the Green Action Centre presents a free week-long event that encourages workplaces and individuals to explore green transportation options. All participants need to do is register and log their green commutes during the week. The Green Action Centre works with businesses and employers to make active and green types of commuting both appealing and accessible. Over 20,000 Canadians participate each year.

CYCLE KIDS

https://www.cyclekids.org/

Cycle Kids is committed to strengthening the emotional and physical health of children by giving them the skills to lead active and healthy lifestyles through riding a bike. The two-year program's curriculum for 4th and 5th-grade students can be implemented in physical education and academic classes. Schools are provided with bikes and a curriculum, training for teachers and local police officers, and program assessments. each student is also provided with a textbook.

They cite the following positive impacts as a result of their program: 52% improvement in physical activity, 71% improvement in nutritional intelligence, 48% personal growth, and 48% social growth.

GREEN COMMUNITIES CANADA'S ACTIVE SCHOOL TRAVEL

https://greencommunitiescanada.org/sustainable-mobility/#b-untwmw_med3yu7u

For over 20 years, Green Communities Canada has promoted active travel to school through research, advocacy, training, educational resources, events, partnerships and on-the- ground programming. Their goal is to make walking, cycling and other forms of active, safe, and sustainable transportation the norm for trips to and from school. Their comprehensive approach, using the community-based School Travel Planning model, generates significant and sustained increases in active school travel.

ACTION FOR HEALTHY KIDS

https://www.actionforhealthykids.org/learn-more-family-school-partnerships/

This program's mission is to mobilize school professionals, families and communities to take actions that lead to healthy eating, physical activity and healthier schools where kids thrive. It provides tips on how to motivate students to walk more and start a walking program. It recommends people talk to their school's administrators, identify teachers who will support the program, encourage parents to participate, recruit participation from older students (e.g., a high school football team can walk kids home once a week), promote the club to students and parents, and ask students for feedback.

LET'S GET MOVING NEW BRUNSWICK!

https://www.gnb.ca/en/topic/tourism-recreation/sport-recreation/get-moving.html

Let's Get Moving NB, a provincial physical activity strategy and three action plan (2026-2029), that supports healthier and more active communities. Shaped through engagement with a variety of partners across New Brunswick, including public engagement sessions, the plan's goals are to provide a framework for coordinated and collaborative action, to support strategies and priorities and to provide an opportunity to measure collective impact. The action plan describes key goals, actions and shared responsibilities to build a foundation and a path forward to encouraging New Brunswickers to get moving.

PARTICIPACTION

https://www.participaction.com/

ParticipACTION, a Canadian non-profit charitable organization, has been a part of Canada's physical activity history since 1971. The organization encourages people to get healthy by getting active through public education campaigns and engagement initiatives for everyone living in Canada. Working with partners like sports organizations, recreation sectors and government and corporate sponsors, ParticipACTION provide support for people to become more physically active through a variety of programs which include Sneak It In and Make Room to Move, where opportunities to include physical activity in day-to-day life and the Community Challenge program where communities have the opportunity to be named Canada's Most Active and win $100,000. Additionally, the organization provides tools and resources for government officials, parents and guardians and schools and educators to get and keep children, youth, and adults active in a changing climate.

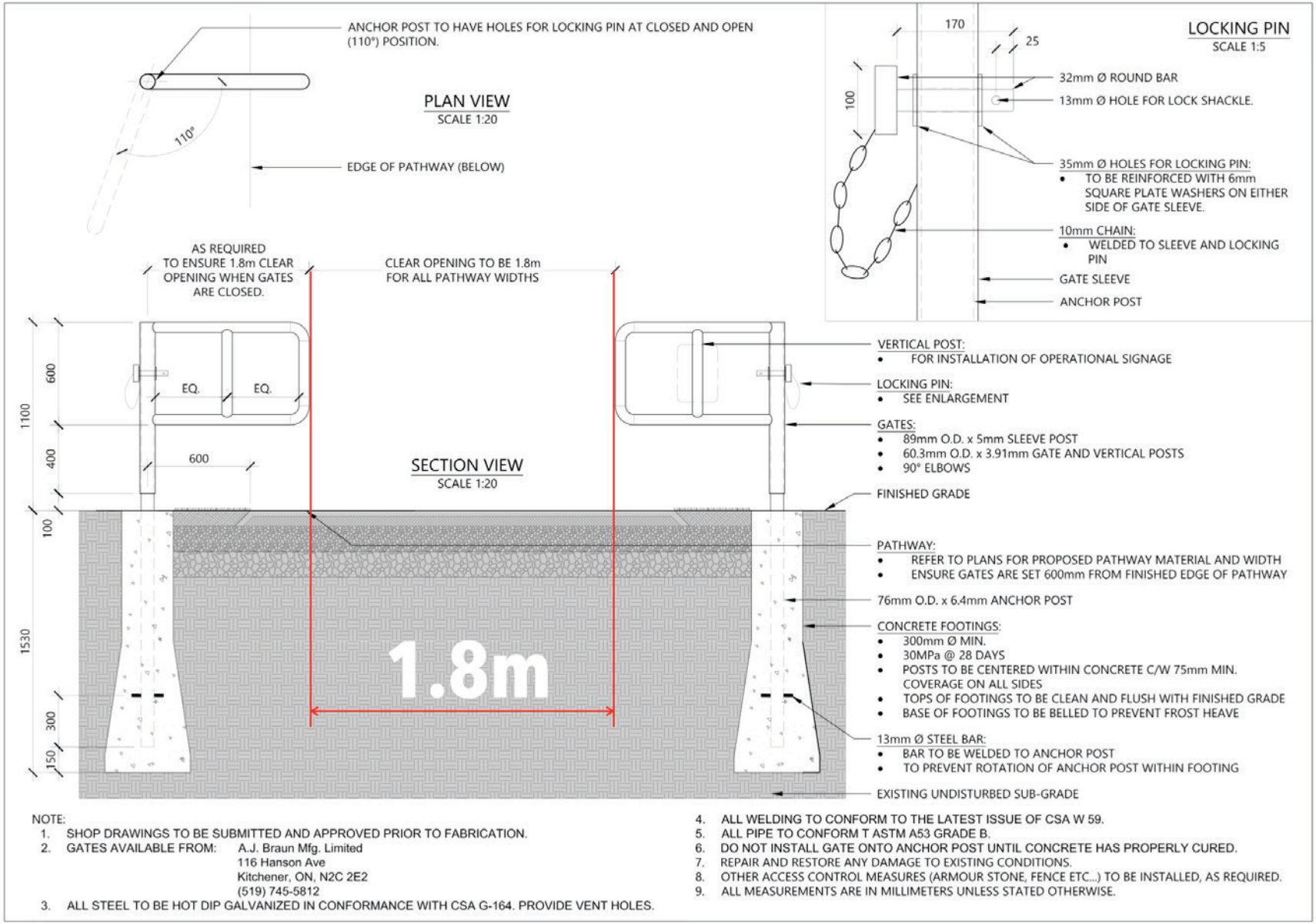
VELO NB

https://velonb.ca/

Velo NB, a provincial governing body for the sport of cycling, provides opportunities and support for cyclists, athletes and coaches through athlete development, competitions, and collaborations with a variety of organizations who focus on the safety and growth of the cycling sport. Additionally, the organization provides programming opportunities for youth to explore the enjoyment in cycling and opportunities to become competitive riders across the province. These programs include HopOn, a games based cycling program that teaches school-aged children joy in riding bicycles and safety skills; community outreach, where Velo NB connects with local bike shops and cycling organizations/clubs to share resources and promote programs and events within the community; and Provincial Youth Racing initiative for youth under 17 to promote development and skill appropriate courses and distances based on recommendations from the Canadian Cycling Association's Long Term Athlete program.



Appendix B | Details


ANCHOR POST TO HAVE HOLES FOR LOCKING PIN AT CLOSED AND OPEN (110°) POSITION.
PLAN VIEW
SCALE 1:20
110°
EDGE OF PATHWAY (BELOW)
LOCKING PIN
SCALE 1:5
170
25
100
32mm Ø ROUND BAR
13mm Ø HOLE FOR LOCK SHACKLE.
35mm Ø HOLES FOR LOCKING PIN:
• TO BE REINFORCED WITH 6mm SQUARE PLATE WASHERS ON EITHER SIDE OF GATE SLEEVE.
10mm CHAIN:
• WELDED TO SLEEVE AND LOCKING PIN
GATE SLEEVE
ANCHOR POST
AS REQUIRED TO ENSURE 1.8m CLEAR OPENING WHEN GATES ARE CLOSED.
CLEAR OPENING TO BE 1.8m FOR ALL PATHWAY WIDTHS
EQ.
EQ.
600
1100
600
400
100
1530
300
150
SECTION VIEW
SCALE 1:20
1.8m
VERTICAL POST:
• FOR INSTALLATION OF OPERATIONAL SIGNAGE
LOCKING PIN:
• SEE ENLARGEMENT
GATES:
• 89mm O.D. x 5mm SLEEVE POST
• 60.3mm O.D. x 3.91mm GATE AND VERTICAL POSTS
• 90° ELBOWS
FINISHED GRADE
PATHWAY:
• REFER TO PLANS FOR PROPOSED PATHWAY MATERIAL AND WIDTH
• ENSURE GATES ARE SET 600mm FROM FINISHED EDGE OF PATHWAY
76mm O.D. x 6.4mm ANCHOR POST
CONCRETE FOOTINGS:
• 300mm Ø MIN.
• 30MPa @ 28 DAYS
• POSTS TO BE CENTERED WITHIN CONCRETE C/W 75mm MIN. COVERAGE ON ALL SIDES
• TOPS OF FOOTINGS TO BE CLEAN AND FLUSH WITH FINISHED GRADE
• BASE OF FOOTINGS TO BE BELLED TO PREVENT FROST HEAVE
13mm Ø STEEL BAR:
• BAR TO BE WELDED TO ANCHOR POST
• TO PREVENT ROTATION OF ANCHOR POST WITHIN FOOTING
EXISTING UNDISTURBED SUB-GRADE
NOTE:
1. SHOP DRAWINGS TO BE SUBMITTED AND APPROVED PRIOR TO FABRICATION.
2. GATES AVAILABLE FROM: A.J. Braun Mfg. Limited
116 Hanson Ave
Kitchener, ON, N2C 2E2
(519) 745-5812
3. ALL STEEL TO BE HOT DIP GALVANIZED IN CONFORMANCE WITH CSA G-164. PROVIDE VENT HOLES.
4. ALL WELDING TO CONFORM TO THE LATEST ISSUE OF CSA W 59.
5. ALL PIPE TO CONFORM T ASTM A53 GRADE B.
6. DO NOT INSTALL GATE ONTO ANCHOR POST UNTIL CONCRETE HAS PROPERLY CURED.
7. REPAIR AND RESTORE ANY DAMAGE TO EXISTING CONDITIONS.
8. OTHER ACCESS CONTROL MEASURES (ARMOUR STONE, FENCE ETC...) TO BE INSTALLED, AS REQUIRED.
9. ALL MEASUREMENTS ARE IN MILLIMETERS UNLESS STATED OTHERWISE.

trace

NATURAL ENVIRONMENTS | BUILT ENVIRONMENTS