

Active Transportation Plan

TOWN OF WOODSTOCK COUNCIL UPDATE

November, 2023



DILLON
CONSULTING

Document Overview

1. Introduction

2. Existing Conditions

3. Engagement

4. Vision and Guiding Principles

5. Recommendations

6. Moving Forward

Vision Statement

“Enable safe, efficient, and enjoyable walking, wheeling, and cycling opportunities in Woodstock for residents of all ages and abilities as a component of daily travel”

Guiding Principles

**Enhance
Safety**

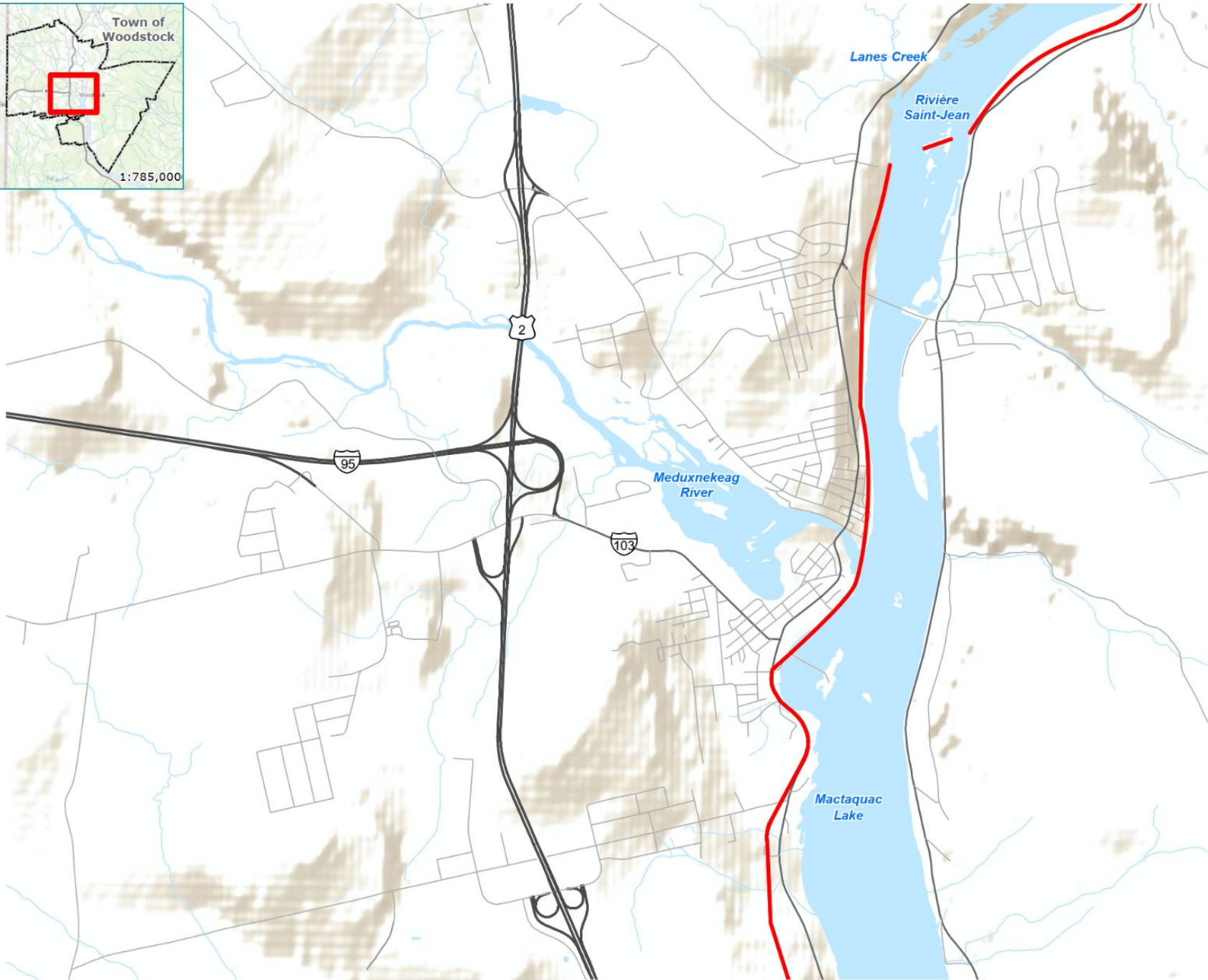
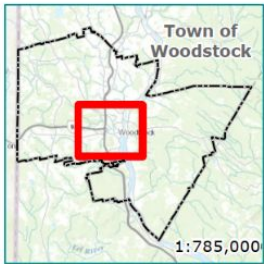
**Financial
Prioritization**

**Expand
Infrastructure**

**Improve
Quality of Life
and
Environmental
Sustainability**

**Promote Active
Transportation
Culture**

Existing Routes



WOODSTOCK ACTIVE TRANSPORTATION PLAN TOWN OF WOODSTOCK, NEW BRUNSWICK

EXISTING ACTIVE TRANSPORTATION ROUTE FIGURE 1

- Off Road Facilities
- Highway
- Collector
- Local
- Resource Road
- Watercourse
- Water Body
- Town of Woodstock



SCALE 1:30,000
0 375 750 1,500 m

MAP DRAWING INFORMATION:
DATA PROVIDED BY GeoNB

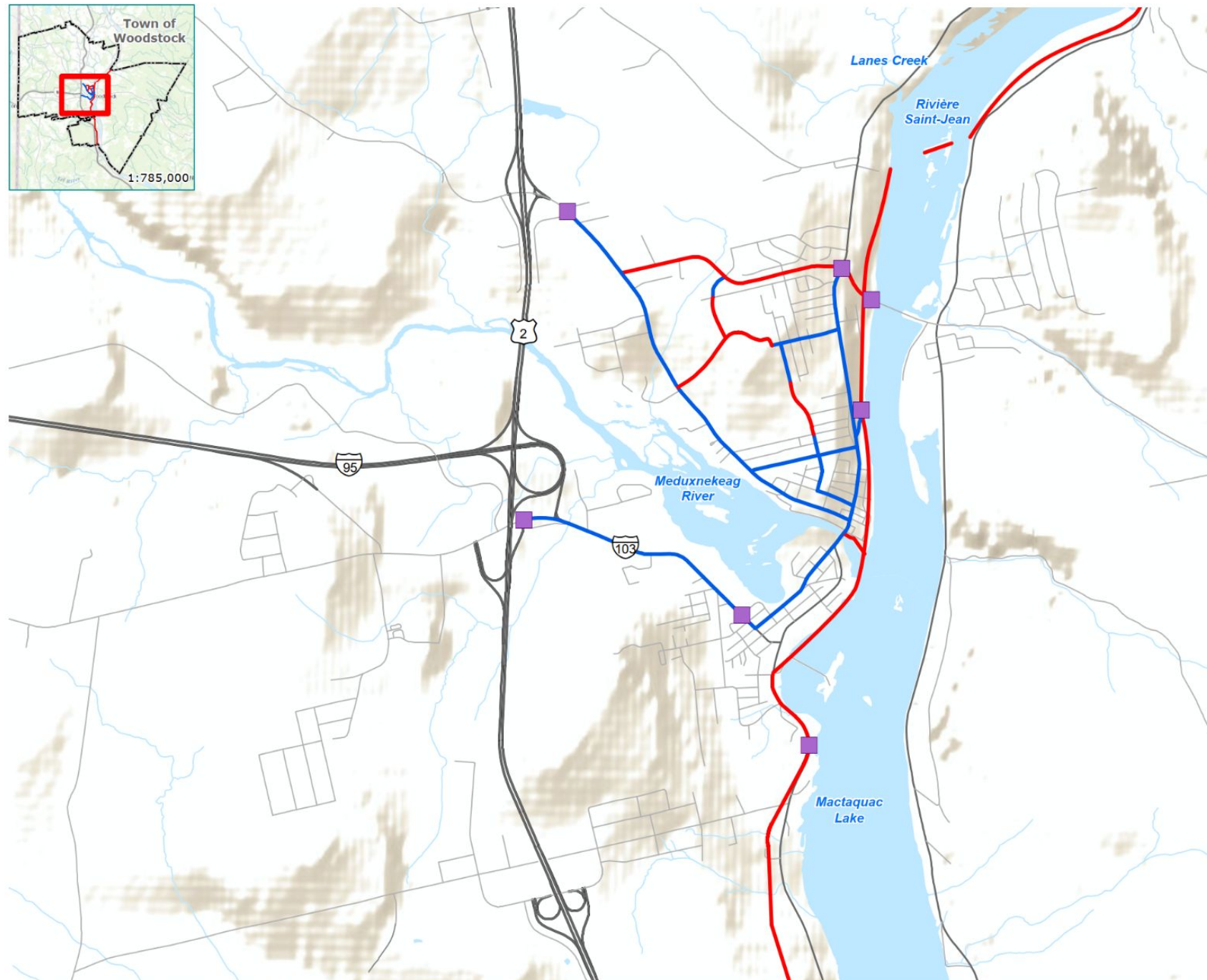
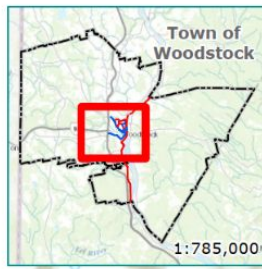
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MAP PROJECTION: NAD 1983 CSRS New Brunswick Stereographic



PROJECT: 2021-01
STATUS: DRAFT
DATE: 2021-11-01
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FILE LOCATION: K:\2022\225101\Product\Client\ActiveTransportationPlan\225101_AT01_ExistingRoutes.mxd

Proposed Local Routes



WOODSTOCK ACTIVE TRANSPORTATION PLAN TOWN OF WOODSTOCK, NEW BRUNSWICK

LOCAL ROUTES FIGURE 2

- Connection
- Off Road Facilities
- On Road Facilities
- Highway
- Collector
- Local
- - - Resource Road
- Watercourse
- Water Body
- Town of Woodstock



MAP DRAWING INFORMATION:
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PROJECT: 22-5101
STATUS: DRAFT
DATE: 2023-11-01

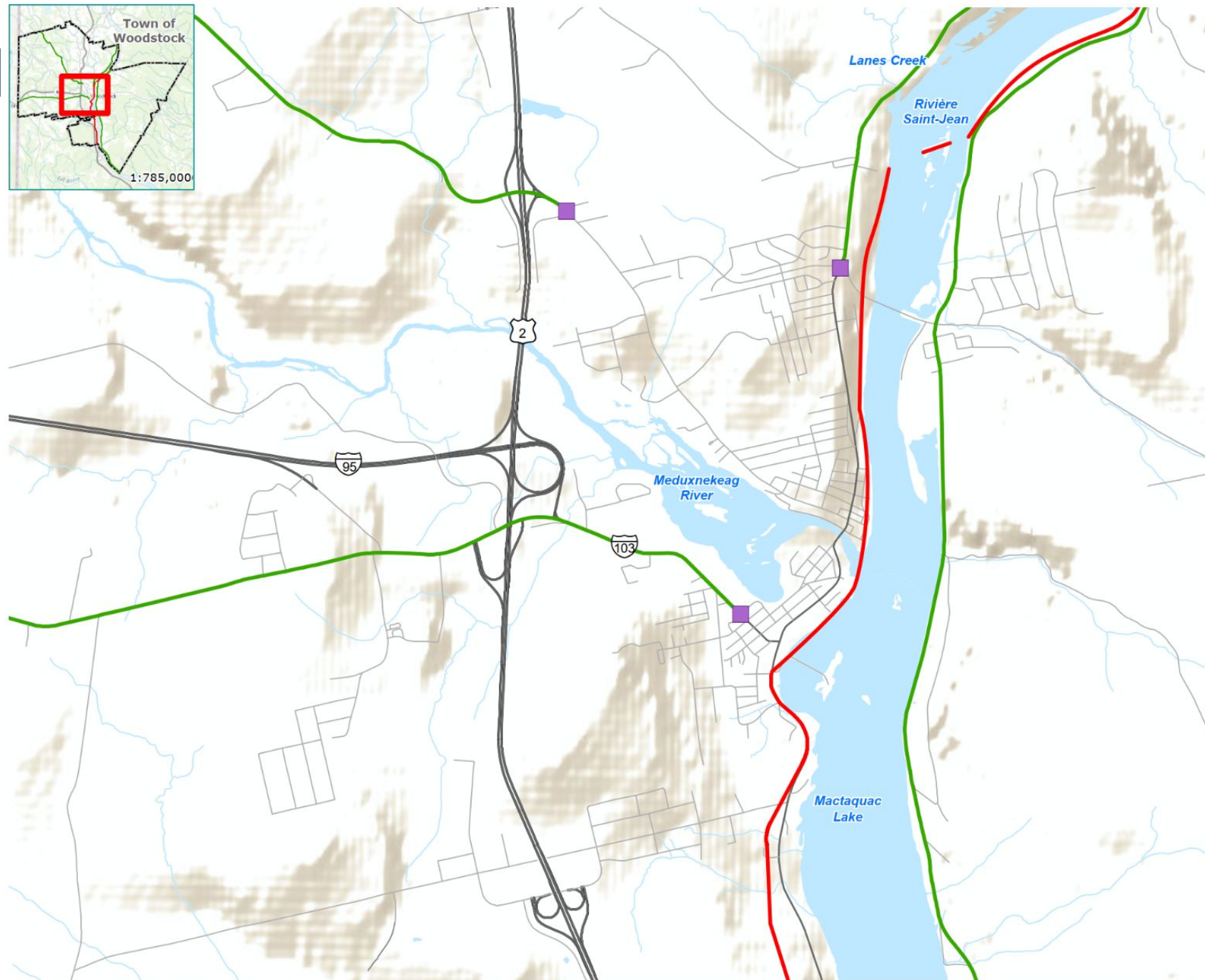
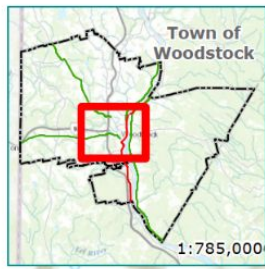
Local Routes - Summary

Route	Facility Type	Length (km)	Cost Estimate	Priority
Bicentennial Drive	Shared Lane	.19	\$1900 - \$2850	Low
Bicentennial Drive to Connell Park Campground	Trail (paved)	.35	\$147,000 - \$175,000	Low
Chapel Street and Orange Street	Advisory Lane	.84	\$10,080 – \$15,120	Low
Connell Park	Advisory Lane	.96	\$11,520 - \$17,280	Low
Connell Street	Trail (paved), Buffered Bike Lane, Advisory Lane	3.75	\$448,200 - \$548,150	High
Deakin Road	Trail (paved)	1.88	\$780,600 - \$940,000	High
Elm Street	Advisory Lane; Trail (gravel)	1.16	\$24,120 - \$33,290	Medium

Local Routes - Summary

Route	Facility Type	Length (km)	Cost Estimate	Priority
Kirkpatrick Street and Helen Street	Advisory Lane	.88	\$10,560 - \$15,840	Medium
Main Street - Route 103 to Station Road	Unbuffered Bike Lane, Advisory Lane	4.16	\$61,920 - \$86,880	High
Meduxnekeag River - south of King Street	Trail (gravel)	0.16	Existing	Existing
Orange Street to Helen Street	Trail (gravel)	.41	\$112,750 - \$133,250	Medium
Route 103 - Main Street to Highway 2	Bicycle Accessible Shoulder, Unbuffered Bike Lane	2.18	\$277,760 – \$348,920	Medium
Trans-Canada Trail - Churchill Road to Station Road	Trail (gravel)	4.60	Existing	Existing
Kirkpatrick Street and Helen Street	Advisory Lane	.88	\$10,560 - \$15,840	Medium

Proposed Regional Routes



WOODSTOCK ACTIVE TRANSPORTATION PLAN TOWN OF WOODSTOCK, NEW BRUNSWICK

REGIONAL ROUTES FIGURE 3

- Connection
- Off Road Facilities
- Regional
- Highway
- Collector
- Local
- Resource Road
- Watercourse
- Water Body
- Town of Woodstock



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PROJECT: 22-5101
STATUS: DRAFT
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Regional Routes - Summary

Route	Facility Type	Length Within Town Limits (km)	Cost Estimate	Priority
NB-103	Bicycle Accessible Shoulder	1.86	\$9300 - \$465,000	Medium
NB-105		10.4	\$52,000 - \$260,000	Medium
NB-550 (West of Highway 2)		3.66	\$18,300 - \$915,000	Medium
NB-555		9.31	\$46,550 - \$2,327,500	Medium
Trans Canada Trail	Trail	5	Existing	Existing

Programs

1. Walk or Cycle To Work Days

- a. Used to improve participation and create excitement around AT
- b. Implemented by engagement local businesses, schools and community groups
- c. Use social media and other notification channels to spread the word

2. Wayfinding and Branding Strategy

- a. Aims to improve navigation and Town profile
- b. Engage the community to aspirations and later present designs for feedback
- c. Effectiveness should be reviewed on a semi regular basis

3. Bike Share Options or Partnerships

- a. Gauge demand through engagement such as surveys
- b. Engage with providers/operators
- c. Conduct pilot implementation
- d. Implement based on pilot success

Programs - Con't

4. Trail Clean Up and Maintenance

- a. Access Trail conditions
- b. Create maintenance schedule - made public
- c. Collaborate with local groups to create joint maintenance initiatives
- d. Create system for residents to provide feedback

5. Social Media Promotion and Awareness

- a. Develop a plan for type, frequency, and tone of posts
- b. Create online challenges
- c. Monitor engagement and trends

Policy Directions

1. Crosswalk

- a. Prioritize pedestrian safety through systematic crosswalk installations
- b. Introduce Crosswalk Program Evaluation Process; involves request reception, initial vetting, and technical evaluation.
- c. Utilize TAC Crosswalk Warrant Process to guide crosswalk necessity determination.
- d. Project prioritization should align with community plans, and a Crosswalk Policy should be created.

2. Alignment with Municipal Plan

- a. Note Municipal Plan's vision for integrated infrastructure and walkability.
- b. Housing and Development goals to prioritize dense housing near major roads and support active transportation.
- c. Transportation Master Plan should be undertaken; reflects commitment to safety, universal design, and future readiness.

3. Subdivision Processes and Lands for Public Purposes

- a. Required to expand facility networks for improved connectivity and accessibility.
- b. Subdivision process is used to acquire lands for future linear trail connections.
- c. Land dedication for public purposes, such as parks and trail networks, is required as part of subdivision approval.
- d. Cash-in-lieu is an alternative option when land dedication is not feasible.
- e. Development agreements may be used to ensure trail construction and amenities are provided alongside new residential areas for enhanced connectivity.

Conclusion

Town of Woodstock Active Transportation Plan

Network

- Regional Routes: 30.23 km
- Local Routes: 22.4 km

Policy and Programs

- Walk or Cycle To Work Days
- Wayfinding and Branding Strategy
- Bike Share Options or Partnerships
- Trail Clean Up and Maintenance
- Social Media Promotion and Awareness
- Crosswalk Program
- Alignment with Municipal Plan
- Subdivision Processes and Lands for Public Purposes

**Thank you!
Any Questions**

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