



**WOODSTOCK**  
WHERE THE RIVERS MEET  
*- New Brunswick's First Town -*

**TOWN OF WOODSTOCK**  
**Active Transportation Plan**

NOVEMBER 2023



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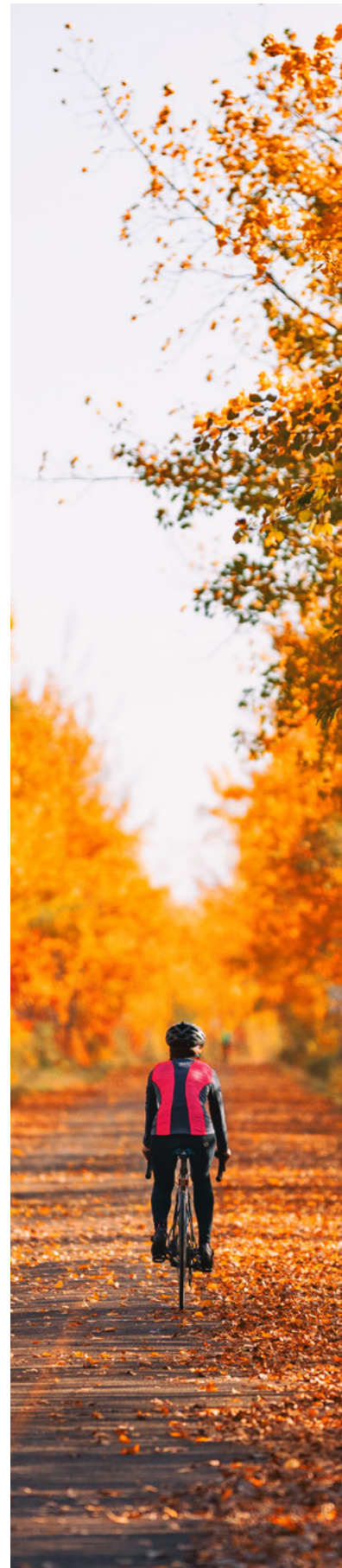


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# 1.0 INTRODUCTION





## 1.1 About this Plan

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The Town of Woodstock's Active Transportation Plan is an ambitious yet crucial initiative, tailored to cultivate a more sustainable, connected, and healthier Woodstock. This strategic document creates a robust framework that integrates active transportation into the fabric of Woodstock's built and natural environments over the next decade. Rooted in comprehensive research, community engagement, and best practices, this plan endeavors to be more than just a guide—it is a vision for Woodstock's future.

Active transportation is defined by human-powered modes of travel. It emphasizes walking, cycling, and other non-motorized means, promoting not just environmental sustainability but also public health, social inclusivity, and economic vitality. The plan's foundation acknowledges the benefits active transportation brings, ranging from reduced greenhouse gas emissions and congestion to fostering a sense of community and enhancing public spaces.

The Plan aspires to create a cohesive network that connects diverse destinations within Woodstock and beyond. By developing infrastructure and facilities that prioritize and facilitate active transportation modes, the Plan seeks to ensure that residents and visitors, regardless of age or ability, can move freely, safely, and enjoyably.

Several **core values** drive the structure and objectives of this plan:



**Connectivity:** Enabling seamless linkages between neighborhoods, commercial areas, parks, schools, and other key destinations.



**Accessibility:** Ensuring the active transportation network is usable by everyone, regardless of age, ability, or socioeconomic status.



**Safety:** Committing to the design and implementation of infrastructure that reduces conflicts, protects users, and instills a sense of security.



**Sustainability:** Adopting practices that minimize environmental impacts while promoting a culture of eco-consciousness.



**Community Engagement:** Recognizing that the success of the Plan hinges on ongoing dialogue with residents, stakeholders, and associations.



This Active Transportation Plan doesn't operate in isolation. It's intricately interwoven with other municipal strategies, initiatives, and capital works programs. By aligning the Plan with routine capital works upgrades, we can ensure efficient resource allocation, while simultaneously bolstering the town's commitment to a sustainable future.

Beyond the physical aspects of trails, crossings, and networks, the plan also provides policy direction. It suggests revisions and additions to existing policies, ensuring alignment with the overarching goals of fostering active transportation. From crosswalk policies that prioritize pedestrian safety to aligning with the broader Municipal Plan, these recommendations aim to ingrain active transportation considerations into every facet of planning and policymaking in Woodstock.

Another hallmark of the Active Transportation Plan is its emphasis on fostering a culture of active transportation. Through municipal enterprise projects, the plan charts a course for promoting and celebrating active modes. Initiatives like 'Walk/Cycle to Work' days, facility maintenance, and a robust social media strategy not only create awareness but also infuse a sense of community pride and participation.

This Plan is not merely a document—it's a commitment. A commitment to reshaping the way we perceive mobility, envisioning a Woodstock where streets aren't just for cars, but corridors for building community. This is our roadmap for the next ten years.

## 1.2 Plan Process & Objectives

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### 1.2.1 Plan Process



#### PHASE 1

##### Winter 2022

- Project Kick Off
- Background research and data collection

#### PHASE 2

##### Spring - Summer 2024

- Online Engagement
- Options Development

#### PHASE 3

##### Fall 2023

- Engagement Continues...
- Recommendations



## PHASE I

The first phase focused on collecting background information to help support the development of the Plan. This included a community assessment, safety analysis, infrastructure inventory, benchmarking and best practices. The following summarizes the key tasks completed as part of these exercises.

### Community Assessment

- Conduct a community-wide assessment to understand the local demographics, including age groups, socio-economic factors, and existing transportation patterns.
- Identify areas with high pedestrian and cyclist activity or potential demand.
- Consider the existing infrastructure, like sidewalks, bike lanes, and trails, and assess their condition and connectivity.

### Benchmarking and Best Practices

- Research other communities or regions that have successfully implemented active transportation plans.
- Identify best practices and lessons learned from their experiences.

## PHASE II

Phase two opened the door to engagement with the introduction of online engagement to the process. Additionally, options development and network design were initiated. Phase two focused on gathering input and refining options for active transportation facilities.

### Online Engagement:

- Social Pinpoint website with interactive mapping and survey.

### Options Development:

- Explore potential network options.

### Route Design:

- Select specific routes considering safety, accessibility, and community preferences.

## PHASE III

Phase three continues engagement with the introduction of intercept surveys to the process. Using this data and previous findings and research, recommendations were finalized, and the draft of the Plan occurs.

### Engagement (Intercept Survey):

- Intercept survey completed at various locations in Woodstock to gather on-site feedback from existing users.
- Staff spoke with people using walking and cycling routes to collect their thoughts and experiences as well as drivers.

### Finalization of Recommendations:

- Synthesized all collected data and insights to refine the active transportation recommendations.
- Recommendations were adjusted based on community input and survey findings.



## 1.2.2 Plan Objectives

The Active Transportation Plan for the Town of Woodstock is a visionary roadmap, designed to shape a sustainable, interconnected, and health-focused future for Woodstock. By closely aligning with the Town's routine capital works and other municipal strategies, the plan seeks to embed active transportation principles into every aspect of our town's growth and development over the next decade.

### 1.2.2.1 Objectives:

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1. Construct an integrated network that connects neighborhoods, commercial hubs, schools, parks, and other key destinations.
2. Design facilities to be usable by all, ensuring universal access irrespective of age, ability, or background.
3. Enhance and uphold standards for pedestrian and cyclist safety, promoting secure transit environments.
4. Create diverse options, including, bike lanes, and pedestrian routes, ensuring synergy with existing mobility systems.
5. Foster an active transportation culture through events like "Bike to Work Day" and community-based initiatives.
6. Allocate dedicated funds within the municipal budget for active transportation projects and explore external grant opportunities.
7. Champion the health and environmental advantages of active transportation, accentuating its role in a vibrant community.
8. Maintain an ongoing dialogue with residents, associations, and stakeholders to ensure the plan reflects communal aspirations.
9. Revise and introduce policies that seamlessly blend active transportation goals with broader municipal objectives.
10. Use platforms like social media to inform, engage, and inspire the community about the benefits and possibilities of active transportation.





## 1.3 What is Active Transportation

Active transportation is a fundamental component of a sustainable and vibrant community. It encompasses various forms of human-powered transportation, such as walking, cycling, and wheeling (e.g., using wheelchairs or scooters), as well as other non-motorized modes of travel. It refers to any mode of travel that involves physical activity, primarily human-powered movement. It includes but is not limited to:



### Walking

The act of moving on foot, whether for leisure, commuting, or exercise.



### Cycling

Riding a bicycle, tricycle, or any manually powered two-wheeled vehicle.



### Wheeling

The use of mobility devices such as wheelchairs, scooters, and skateboards.

In Woodstock, promoting active transportation is a key objective to enhance the quality of life for residents and visitors alike.

There are many key advantages and benefits to active transportation for users; examples include:



### Health and Wellbeing:

- Physical fitness: Regular walking, cycling, and wheeling promote cardiovascular health, muscular strength, and overall fitness.
- Mental health: Active transportation can reduce stress, anxiety, and depression while enhancing cognitive function and boosting endorphins.



### Environmental Sustainability:

- Reduced carbon emissions: Promoting active transportation helps decrease greenhouse gas emissions and air pollution.
- Preservation of natural spaces: Encouraging non-motorized modes of travel can lead to the conservation of green spaces and reduction of urban sprawl.





### Economic Advantages:

- Reduced healthcare costs: A physically active population tends to have lower healthcare expenses.
- Increased property values: Communities with active transportation infrastructure often see higher property values and increased economic activity.



### Social and Community Benefits:

- Enhanced social interaction: Active transportation fosters community connections and social integration.
- Improved accessibility: Promoting wheeling options ensures equitable access for individuals with varying mobility needs.

Active transportation can play a crucial role in creating a healthier, more sustainable, and inclusive Woodstock. By prioritizing the development of active transportation infrastructure and promoting its benefits, the community can look forward to a future with cleaner air, improved health, stronger social connections, and a higher quality of life for all residents.

## 1.4 Active Transportation Facilities

Active transportation facilities are designated infrastructure or space within a community designed to support and encourage active transportation, primarily walking and cycling. These facilities are purpose-built to make it safe, convenient, and efficient for people to engage in active forms of transportation, reducing reliance on motor vehicles. Active transportation facilities often include a network of sidewalks, pedestrian pathways, bike lanes, bike paths, crosswalks, pedestrian and cyclist-friendly crossings, and related amenities. In this case the Plan contemplates six (6) on road facility types - Bike Path, Protected Bike Lane, Bike Lane (buffered and unbuffered), Advisory Bike Lane, Shared Lane, and Bicycle Accessible Shoulder - and off-road facilities including trails. These facility types are selected based on a number of factors including needs of the area where they are applied, and feasibility based on existing built infrastructure.





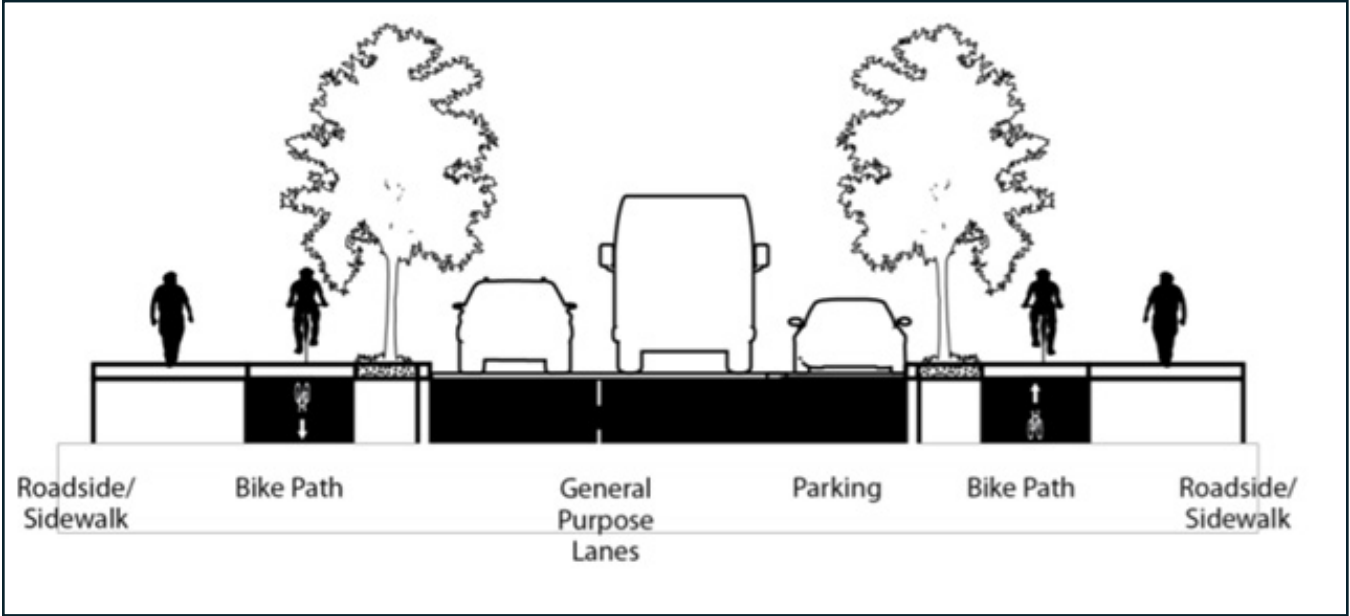
# 1.4.1 On-Road Facility Types

This section provides a summary of on-road facility types; all are sourced from the Transportation Association of Canada (TAC) 2017 guidelines.

## 1.4.1.1 Bike Path

A bike path is a roadside facility that is completely separated from the roadway. It may be unidirectional or bidirectional, as shown in **Figure 1-1**. A bike path is commonly adjacent to a footpath or sidewalk. Practical lower limits for a bike path are 1.5 m and 2.4 m for unidirectional and bidirectional traffic, respectively.

**Figure 1-1: Bike Path (Unidirectional) (TAC, 2017)**





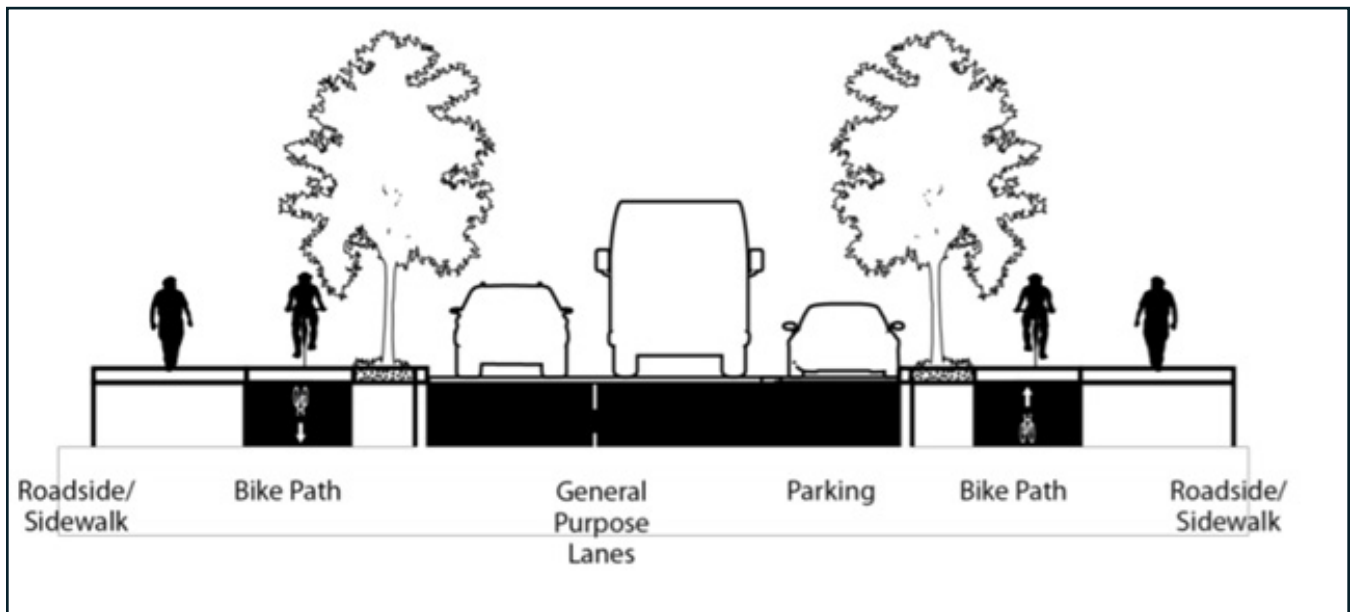
## 1.4.1.2 Protected Bike Lane

A protected bike lane is an on-road bikeway that is delineated by a barrier or physical separation. A physical barrier is designed to minimize or prevent encroachment of vehicles onto the bike lane. A unidirectional protected bike lane is shown in **Figure 1-2**. The minimum lane width requirement is 1.5 m for unidirectional bike traffic, with a minimum barrier width of 0.3 m. A bike lane symbol is required every 30 to 300 meters depending on the frequency of street intersections or driveways.

Maintenance requirements should be considered when designing protected bike lane widths. Snow cleaning and sweeping equipment may govern facility widths.

**Maximum speed limit: 80 km/hr**

**Figure 1-2: Protected Bike Lane (Unidirectional) (TAC, 2017)**



### 1.4.1.3 Bike Lane

A bike lane is similar to a protected bike lane; however, no delineator is required. A bike lane can be buffered with a 0.3 m hatched painted buffer, or unbuffered with a single painted white line. The buffered and unbuffered bike lanes are shown in **Figure 1-3** and **Figure 1-4**, respectively. A bike lane symbol is required every 30 to 300 meters depending on the frequency of street intersections or driveways.

**Maximum speed limit: 50 km/hr**

Figure 1-3: Buffered Bike Lane (TAC, 2017)

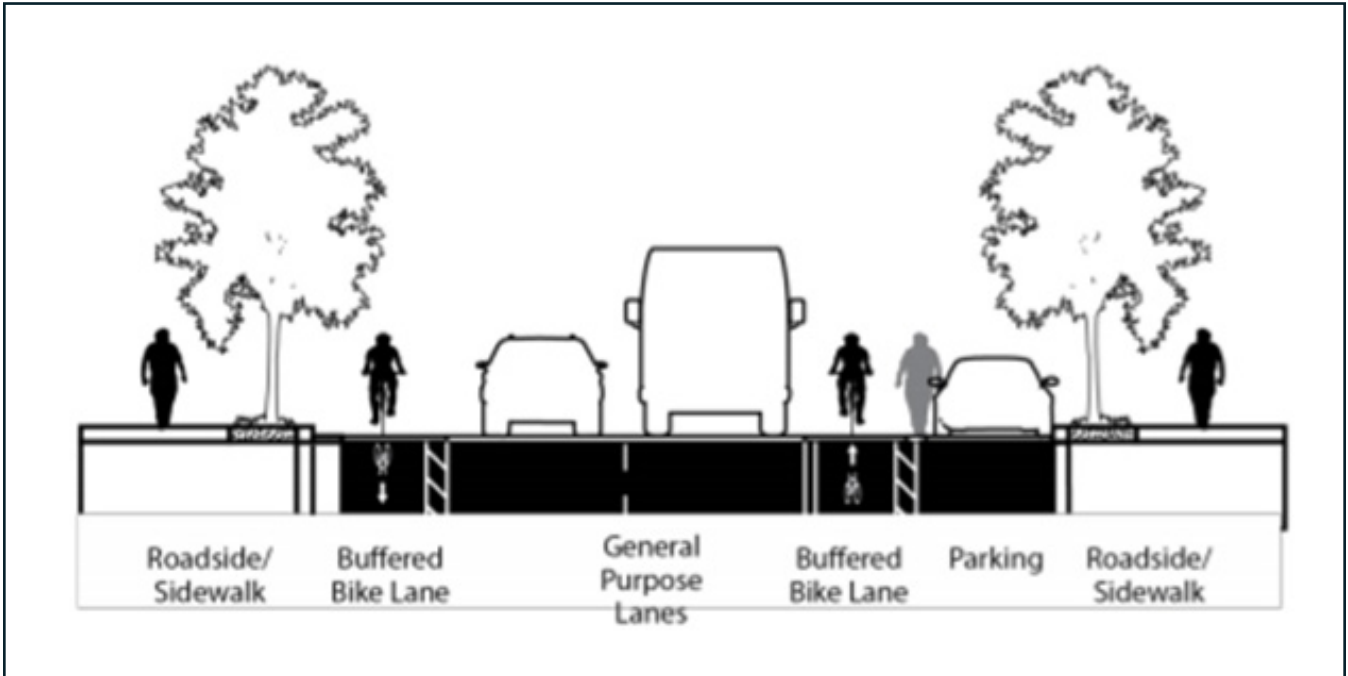
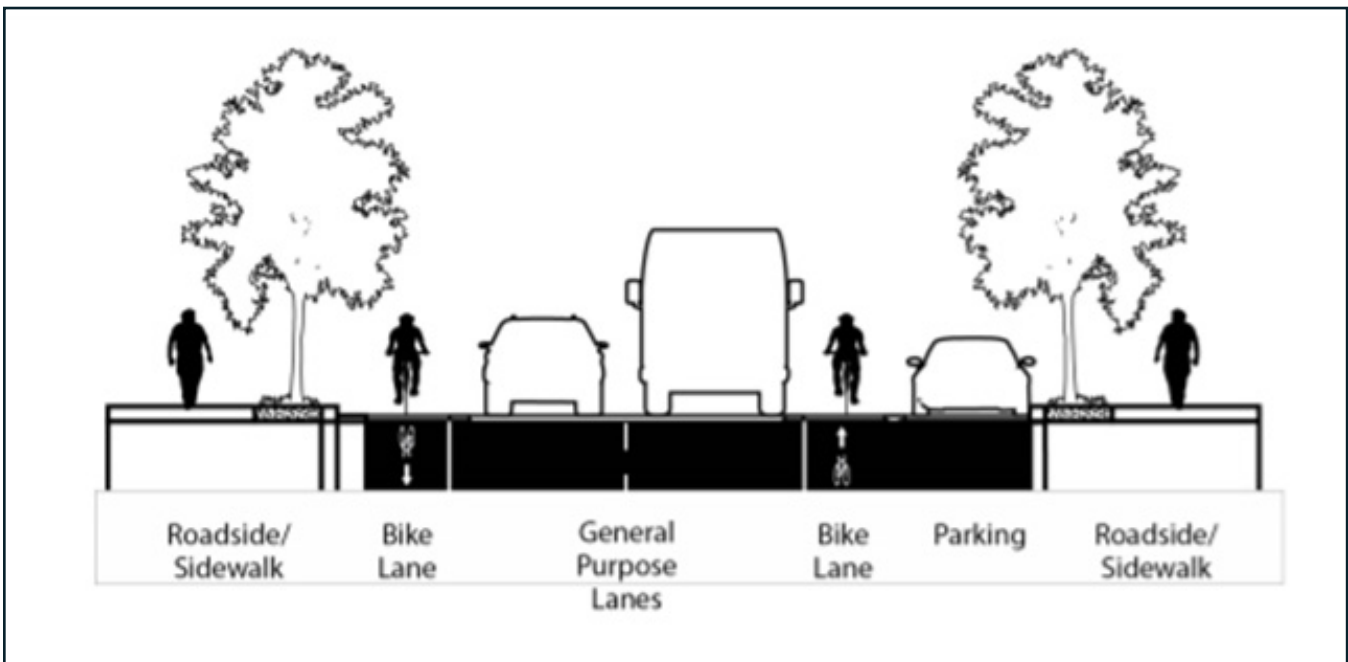


Figure 1-4: Unbuffered Bike Lane (TAC, 2017)



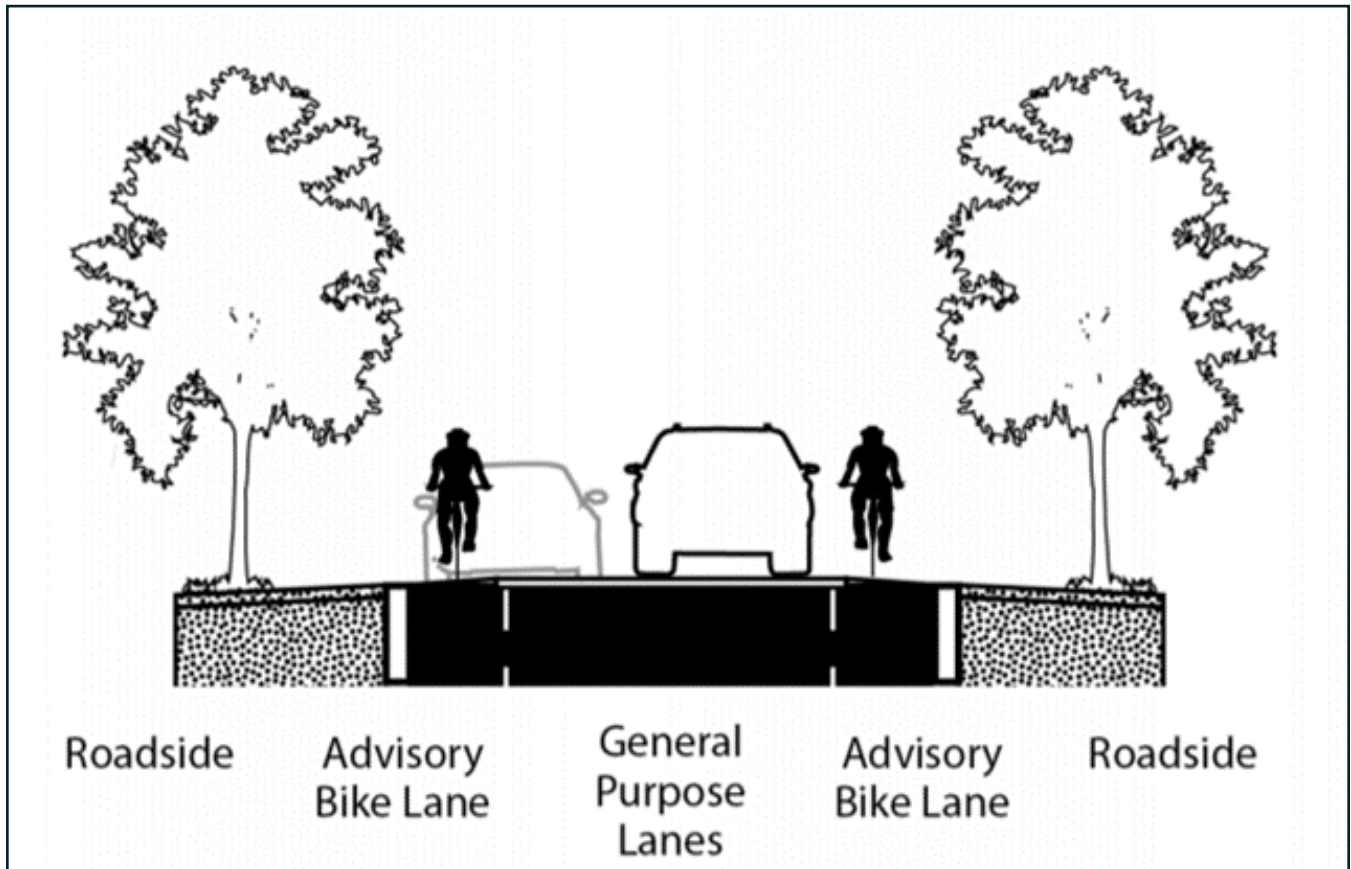


### 1.4.1.4 Advisory Bike Lane

Advisory bike lanes run on either side of a narrow bi-directional roadway as shown in **Figure 1-5**. Advisory bike lanes differ from traditional bike lanes as they are delineated by a dashed white line. This allows for motor vehicles to enter the advisory bike lane temporarily to pass a vehicle moving in the opposite direction. An advisory bike lane is not recommended for roads with more than 4,000 vehicles per day (TAC 2017). Practical advisory bike lane widths are 1.5 m with a recommended lower limit of a motor vehicle travel lane of 3 m, thus giving a total paved width of 6 m. A shared bike lane pavement marking (“sharrow”) should be applied in the center of the advisory bike lane at a minimum of every 75 meters. However, shared lane markings are not recommended if the advisory bike lanes are also intended for pedestrian use.

**Maximum speed limit: 50 km/hr**

Figure 1-5: Advisory Bike Lane (TAC, 2017)

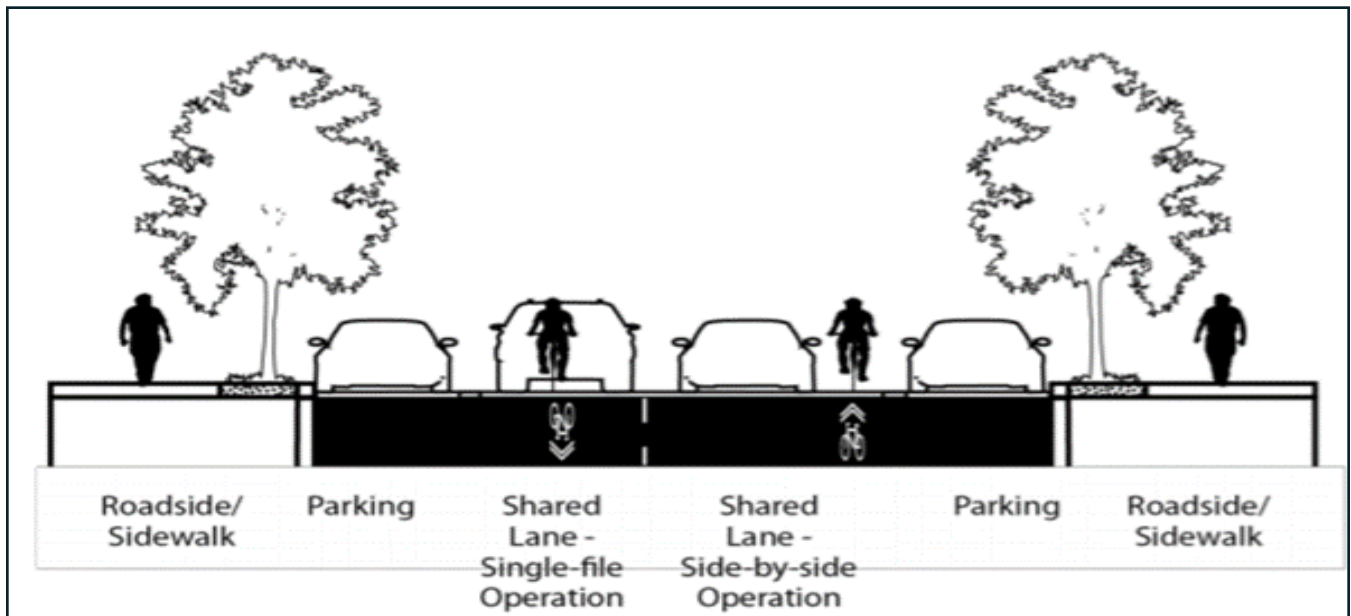


### 1.4.1.5 Shared Lane

There are two types of shared lanes, side-by-side and single file, as shown in **Figure 1-6**. A side-by-side shared lane requires a lane width of 4.3 m. A single file shared lane has no required lane width as the cyclists will be in line with traffic. Signage is required along the shared lane to indicate the shared use; these markings are commonly referred to as “sharrows”.

**Maximum speed limit: 40 km/hr**

Figure 1-6: Shared Lanes (TAC, 2017)

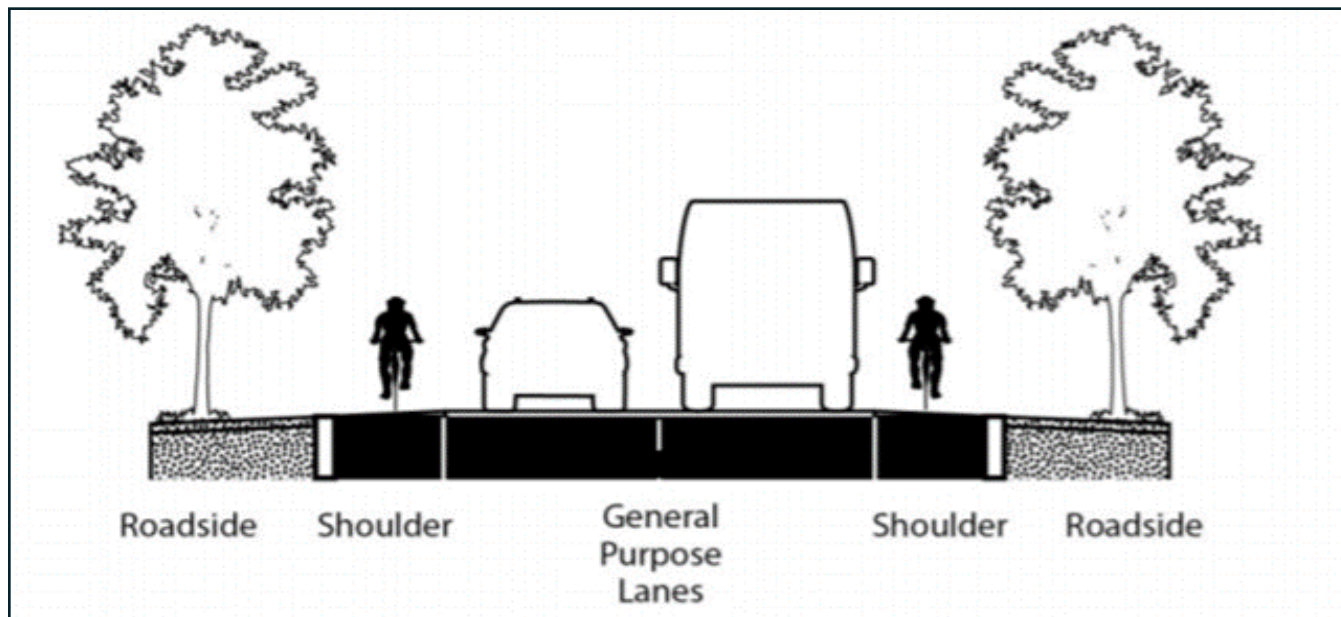


### 1.4.1.6 Bicycle Accessible Shoulder

A bicycle accessible shoulder is a paved area located to the right of the lane and is separated by a painted white line. The recommended width of the shoulder is 1.8 m wide with a 0.5 m painted buffer. An example of this option is presented in **Figure 1-7**. Bicycle accessible shoulders may be suitable in areas with speed limits of 80 km/hr or less. The use of a rumble strip between the lane and shoulder is recommended for higher speed limit areas. Note that the rumble strip should not encroach into the bike lane.

**Maximum speed limit: 80 km/hr**

**Figure 1-7: Bicycle Accessible Shoulder (TAC, 2017)**



It is important to note areas of this design, specifically in the Musquash and Spruce Lake sections, are located in a rural setting. According to the TAC (2017) guidelines, population density and transportation demand supportive of bicycle transportation are often lower in rural areas. These bikeway facilities can also be implemented in these rural areas, possibly with some modifications according to engineering judgment (TAC, 2017).



## 1.4.2 Off-Road Facility Types

The TAC guidelines are limited to on-road facility design. The 2009 Alberta classification system was used as a supplementary guideline for off-road facility design. Minimum dimensions from the 2009 Alberta classification system are shown in **Table 1-1**.

**Table 1-1: Facility Dimensions Based on User**

User	Tread Width (m)	Facility Surface	Clearing Width (m)
<b>Pedestrian</b>	2.5	Developed	3.5
<b>Cyclist</b>	2.5	Developed	3.5
<b>Four-Wheeler</b>	3	Developed	4

It is expected that any facility would be periodically accessed by four wheelers in the summer months and snowmobiles in the winter months, despite signage indicating motorized vehicles are not permitted. Gates, or other deterrents may be used to discourage use by motorized vehicles, however some usage should be expected. It is noteworthy that frequent use by motorized vehicles may frighten and prevent cyclists and pedestrians from using the facility. Gates are recommended at strategic locations along the off-road facility to discourage use by motorized vehicles. The gates should be wide enough to allow pedestrians and cyclists though but would restrict motorized vehicles. As noted above, it is not expected that these gates alone will restrict all facility use by four wheelers. Typical facility gates can be seen in **Figure 1-8**.

**Figure 1-8: Facility Gates (Fundy Fencing)**



## 1.4.3 Crossings

### 1.4.3.1 Bike Only Crossings

Bike Only Crossings will be required at any intersection where there is no current sidewalk; a pedestrian crossing is not recommended where there is no sidewalk.

These crossings require proper signage indicating cyclists do not need to dismount their bicycles. It is recommended that green paint is used to indicate the crossing is specifically for cyclists; an example is shown in **Figure 1-9**. It is recommended that cyclists have a stop sign on a trail before a crossing, if right of way is for vehicles. For additional safety, crossing lights could be considered.

**Figure 1-9: Bicycle Crossing**



### 1.4.3.2 Pedestrian and Bike Crossings

In locations that a crossing is required and there is an existing sidewalk for pedestrians, a pedestrian and bike crossing is required. Cyclists must dismount from their bicycles and walk at these crossings. Each crossing will need to be constructed perpendicular to the roadway and there must be proper signage, including a dismount and walk sign as shown in **Figure 1-10**.

**Figure 1-10: Dismount and Walk**



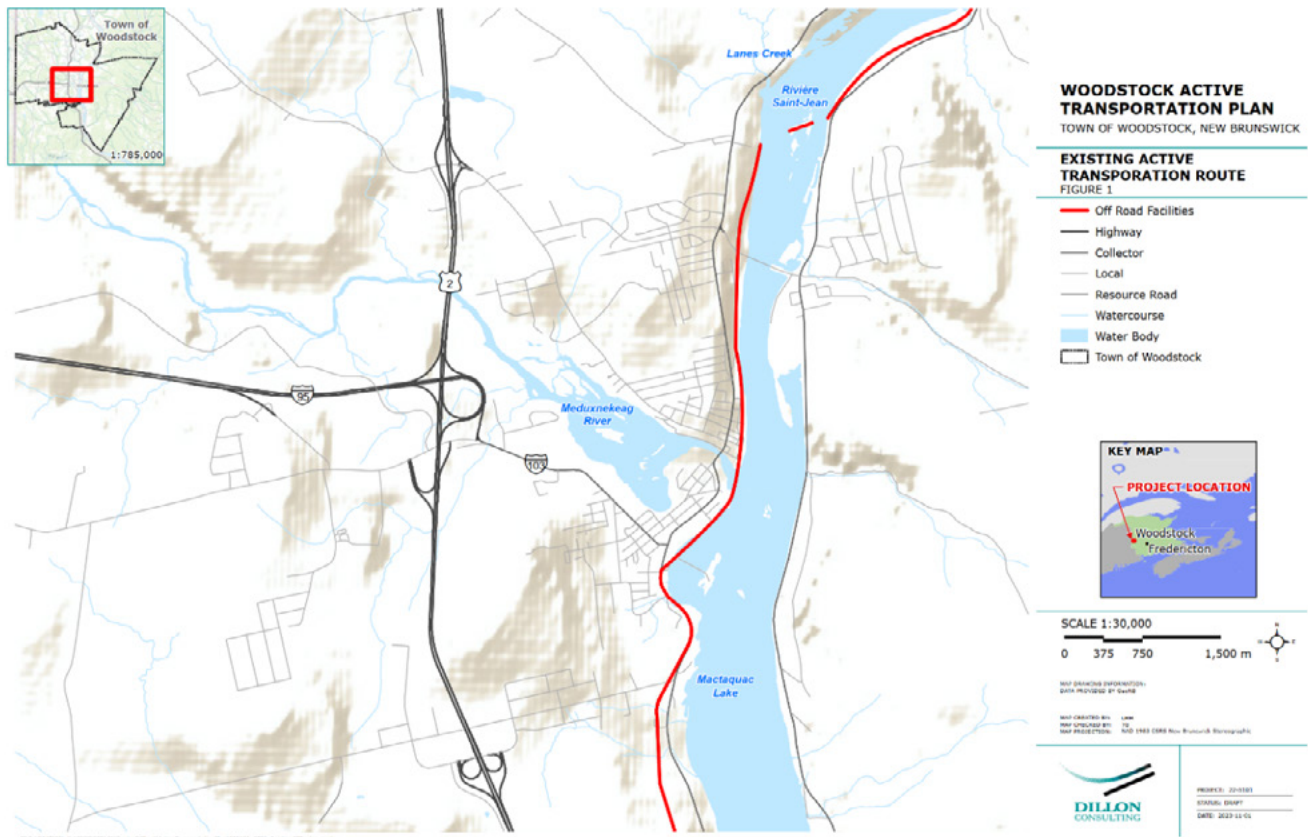




## 2.0 EXISTING CONDITIONS



Figure 2-1: Map of Existing Routes. See Appendix A.



## 2.1 Destinations

Key destinations within the town include Connell Street which hosts a cluster of restaurants, providing dining options for residents and visitors, as well as big box stores such as Walmart, Atlantic Superstore, and Canadian Tire; the downtown area along Main Street features shops and boutiques, among other businesses; and the Saint John River, a notable natural feature, offers scenic beauty and serves as a recreational area for various leisure activities for both residents and visitors. The businesses that make up these areas are not only service destinations for the Town and greater region, but also areas of employment.





## 2.2 Trail Facilities

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The Trans Canada Trail through Woodstock, is just a segment of the extensive national trail network that spans across Canada. This section of the trail offers a diverse range of natural landscapes and outdoor experiences where trail users can enjoy scenic views of the Saint John River and explore the surrounding forests and wetlands. Currently, the trail mainly provides opportunities for leisure activities such as walking, hiking, biking, and cross-country skiing. Much of the trail is uneven, causing concern for those with mobility issues. It serves as a key connection point for the Trans Canada Trail, allowing travelers to pass through Woodstock during longer journeys. There is currently a major gap in the contiguous trail network. Currently, just North of the Grafton Bridge, the trail follows the old railroad line north of Town; however, the old rail bridge has fallen into disrepair with sections missing, therefore, trail users are required to leave the trail and use the Grafton Bridge to connect to the Trans Canada Trail.



## 2.3 Cycling Network

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The current cycling network in Woodstock faces certain limitations, primarily characterized by a lack of cycling facilities. While the town boasts the Trans Canada Trail as a notable cycling resource, there is a noticeable absence of dedicated bike facilities along crucial arterial roads like Connell Street and Deakin Road, as well as on the Grafton Bridge. Instead, cyclists primarily rely on existing paved roads, which can present safety challenges.





## 2.4 Pedestrian Network

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The current pedestrian network in Woodstock faces several significant challenges. While sidewalks are present throughout much of the town, there is a notable absence of dedicated pedestrian facilities. One glaring issue is the perceived lack of safety along main roads, such as Connell Street, due to the high volume and speed of vehicular traffic. Along Deakin Road and the Grafton Bridge, there are no pedestrian facilities at all, posing serious safety concerns for pedestrians attempting to traverse these routes. Where sidewalks do exist, they are often uneven, posing a particular challenge for individuals with mobility concerns. Additionally, the scarcity of crosswalks is a notable issue, and those that do exist are often faded and lack essential safety features like flashing lights or clear signage, rendering them virtually ineffective since drivers rarely yield the right of way to pedestrians.

The existing conditions in Woodstock reveal a town with a diverse range of destinations, natural attractions, and potential for outdoor activities. However, it also sheds light on some critical deficiencies in the town's infrastructure, particularly in the areas of cycling and pedestrian networks.

The town's key destinations, including Connell Street, Main Street, and the Saint John River, offer a blend of amenities and places of work, contributing to the vibrancy of the community. The current state of the cycling network in Woodstock falls short of providing safe and accessible facilities for cyclists. The absence of dedicated bike lanes on arterial roads and the reliance on existing paved roads can be a deterrent to potential cyclists, limiting the promotion of cycling as a sustainable and healthy mode of transportation.

Similarly, the pedestrian network faces significant challenges, with perceived safety issues on main roads, the absence of pedestrian facilities on crucial routes, and uneven sidewalks posing difficulties for mobility-impaired individuals. Crosswalks lack proper maintenance and safety features, reducing their effectiveness in ensuring pedestrian safety. The current infrastructure situation underscores the need for increased investment in active transportation infrastructure within Woodstock.





# 3.0 ENGAGEMENT





The Town of Woodstock utilized public engagement as a means to inform residents of the creation of the Plan and ultimately the proposed network. Multiple avenues were explored to ensure a diverse range of voices were heard. An online survey was employed on June 1st, 2023, garnering approximately 141 responses, enabling residents to conveniently provide their input from the comfort of their homes. Additionally, intercept surveys conducted in person at multiple locations around town on June 12, 2023, engaged around 100 people, facilitating direct conversations and immediate feedback. Establishing connections with local community groups was instrumental in reaching a wider audience and gathering valuable insights. One such group, the Woodstock Trans Canada Trail Association, met with Dillon Consulting to discuss the Plan and later submitted detailed feedback on the new network. These multifaceted approaches to public engagement ensured that the Woodstock Active Transportation Plan was crafted with a comprehensive understanding of the community's needs and aspirations, fostering a more inclusive and effective outcome.

## 3.1 What We Heard

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From the public engagement process, several key sentiments and themes emerged from the feedback provided by the community. It became evident that Connell Road and the downtown serve as major destinations for residents in town, emphasizing the importance of connectivity between these areas. Additionally, the data revealed that car utilization is often a necessity for approximately 25% of respondents, highlighting the need for improvements to the safety and security of the current active transportation system, to ensure options are available as alternatives to private car uses. Many residents also expressed concerns about the difficulty of navigating trails and sidewalks, citing issues such as potholes and uneven surfaces. The desire to increase the number of bike lanes was a recurring theme, with residents seeing alternative transportation as a means of saving money. They noted that taxis are often perceived as prohibitively expensive when personal vehicles are not an option. Integration of various transit modes to create multi-modal options was another prominent theme, with suggestions for a bus loop connecting downtown to Connell Street's big box stores. In addition to these overarching sentiments, specific themes emerged from engagement based on respondent's home location. Former unincorporated area residents emphasized the need for more bike lanes, while former Town of Woodstock residents highlighted the importance of investing in local businesses and industries, integrating other transportation modes, and improving sidewalks. Intercept survey responses called for improvements along Deakin and Connell, the consideration of bike-sharing programs, and the creation of trails leading to essential destinations. Addressing travel needs for elderly residents and the impact of motorized vehicles on the Trans-Canada Trail were also priorities. Overall, these findings will guide our efforts to enhance the transportation infrastructure in our community, making it safer, more accessible, and better aligned with the needs and desires of our residents.

### 3.1.1 Woodstock Trans Canada Trail Association

The Woodstock Trans Canada Trail Association is a dedicated group of volunteers, plays a role in Woodstock by preserving, developing, and promoting the Trans Canada Trail. Their mission is centered around being the voice of the community in advocating for an environmentally friendly transportation network and recreational trail system that not only enriches the well-being of residents but also attracts visitors to the municipality. Their priorities extend to beautifying the trails, ensuring safety and accessibility, and safeguarding the environment. In achieving these goals, the Association forms strong partnerships with various stakeholders, from other local interest groups to the province of New Brunswick, reflecting their commitment to fostering community engagement and enhancing the quality of life in Woodstock.

A meeting was conducted on August 11, 2023, with the Woodstock Trans Canada Trail Association which was a pivotal step in addressing the Town's evolving needs in the realm of active transportation.

In an insightful discussion, the association, drawing upon their wealth of expertise, provided invaluable advice on where network expansion should be prioritized. They highlighted specific areas where various facility types, such as bike lanes, pedestrian paths, and green spaces, should be strategically located to maximize accessibility and utility.

The knowledge and recommendations shared by the Woodstock Trans Canada Trail Association formed the cornerstone of our subsequent efforts to draft proposed network enhancements. Their input has been integrated into our planning process, serving as a guiding light for the strategic development of active transportation infrastructure in the Town. This collaborative approach not only fosters community engagement but also ensures that the proposed enhancements align closely with the genuine needs and preferences of our residents.







## 4.0 VISION AND GUIDING PRINCIPLES



The vision statement is an aspirational statement that describes what Woodstock’s Active Transportation will look like in 10 years. This vision is what the Woodstock community wants for itself. To enable this vision, a list of guiding principles is provided to help frame future policies, operations, and Council decision-making over the life of the Plan.

The Vision Statement captures an aspirational vision for the future of Woodstock. It is built from those big ideas the community has for itself and sets an ambitious target for Woodstock to provide the best version of its Active Transportation network. The vision captures a version of Woodstock that enhances everyday life.

## 4.1 Vision Statement

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“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.”

## 4.2 Guiding Principles

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**Enhance Safety:** Upgrade existing standards to improve the safety of all active transportation users.



**Expand Infrastructure:** Develop a comprehensive network of pathways, lanes, and routes to facilitate walking, wheeling, and cycling.



**Promote Active Transportation Culture:** Implement programs and initiatives to encourage community-wide adoption of active transportation.



**Financial Prioritization:** Allocate sufficient capital and operational funding to active transportation projects within Woodstock’s municipal budgets.



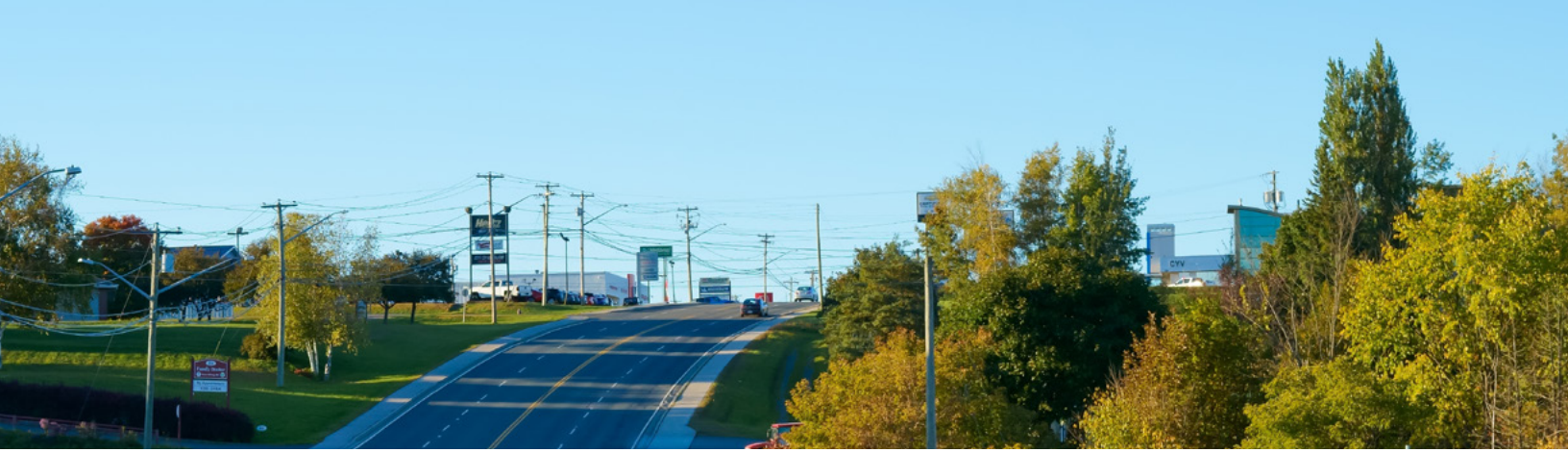
**Improve Quality of Life and Environmental Sustainability:** Utilize active transportation initiatives as a means to enhance community well-being and reduce environmental impact.





# 5.0 PLAN RECOMMENDATIONS



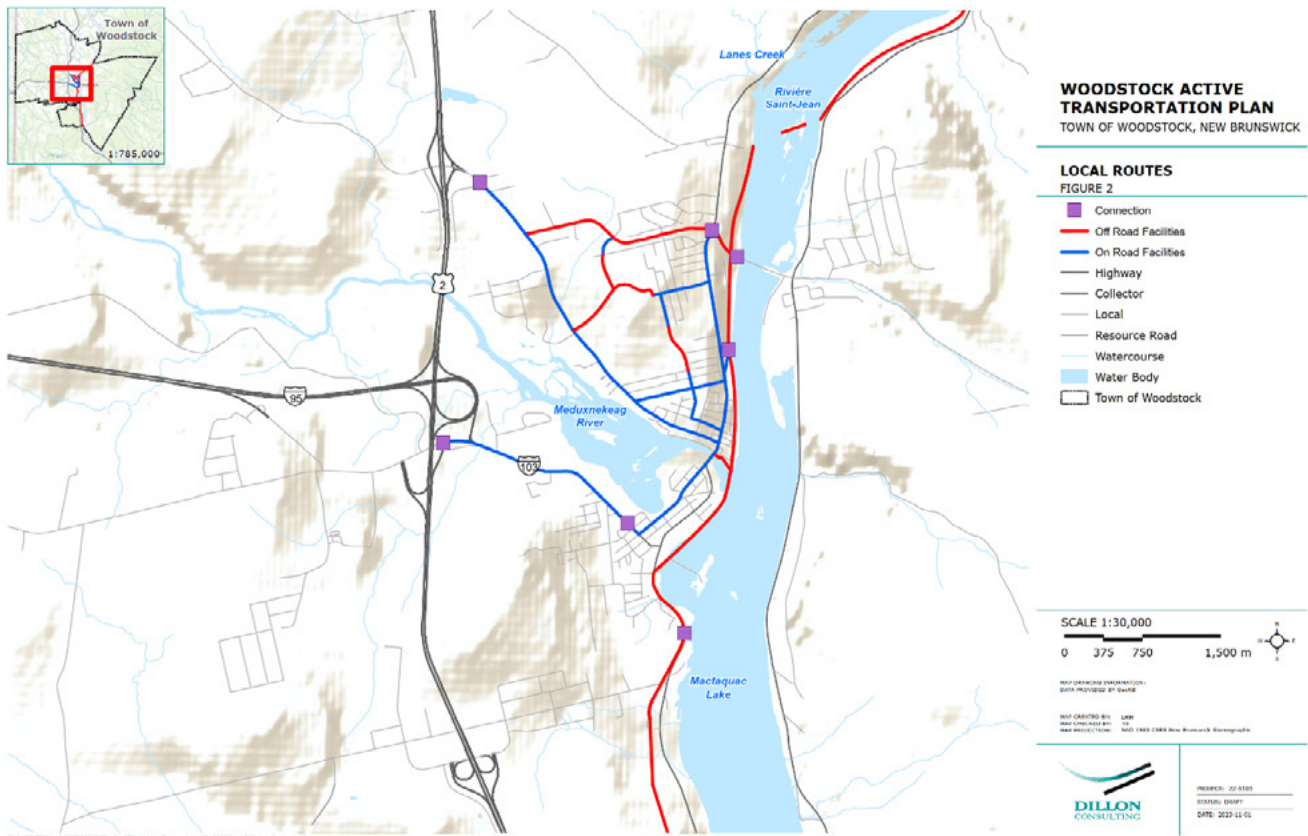


A comprehensive approach to plan outcomes that involves collaboration between local authorities, community engagement, and investment in infrastructure will help create a safer and more accessible active transportation network that encourages more people to walk, run, or cycle, promoting a healthier and more sustainable community.

# 5.1 Network Enhancements

## 5.1.1 Local Routes

Figure 5-1: Map of Local Routes. See Appendix B.



Woodstock recognizes the importance of integrating our local active transportation infrastructure with the Trans Canada Trail, a national network that connects the region to the remainder of the country. To facilitate this connection, Woodstock seeks to improve the linkages from various entry points to the Trans Canada Trail, ensuring that residents and visitors can seamlessly access this extensive trail system from local facilities.

A key component of the plan is the expansion of multiuse pathways that reflect the scenic and natural elements of the Trans Canada Trail. These pathways, especially prominent along Deakin Avenue, are designed to accommodate a wide range of active transportation modes, including walking, jogging, and cycling. The intention is to create a network of safe and attractive routes that not only promote physical fitness but also showcase the natural beauty of our region, further motivating people to adopt active transportation as a way of life.



In addition to off-road pathways, we're introducing on-road cycling facilities along Main Street. This inclusion addresses the need for cycling infrastructure that can cater to commuters and town center travelers. By designating lanes and routes along Main Street, we aim to provide a safe and convenient means for cyclists to navigate the town while contributing to reduced traffic congestion and emissions.

Our plan is underpinned by the core principle of fostering connections to primary destinations. Routes were designed to lead to key community hubs, institutions, and recreational areas. Special attention is paid to enhancing access to Connell Park and the surrounding streets, as well as improving the connectivity along Connell Street, namely, to retail toward the Trans-Canada Highway (Highway 2), and Main Street. By doing so, we hope to encourage active transportation as a viable and attractive alternative for residents commuting to work, school, errands, or leisure activities.

**Table 5-1** and **Table 5-2** summarizes the proposed routes and outlines each respective route's facility type, length, cost, and priority. The cost is meant to provide a high-level idea of the cost of constructing the facility. This number does not take into consideration that there may or may not be more significant work required to achieve the construction of a given facility, such as the creation of a new ditch. Detailed design of each new facility would be required to determine the exact cost of its construction. It is assumed that detailed design with precede any tendering and construction.



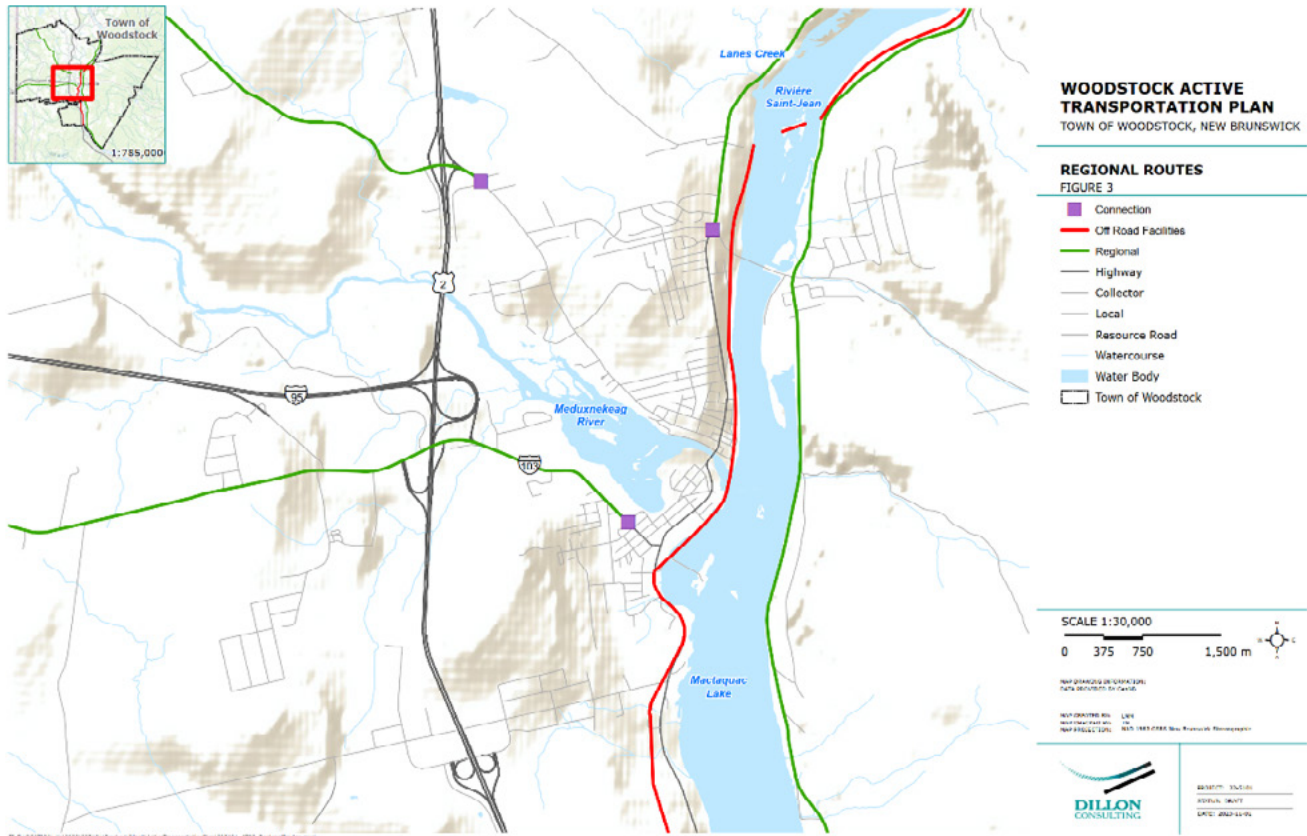


Table 5-1: Local Routes

Route	Facility Type	Length (km)	Cost Estimate	Priority
<b>Bicentennial Drive</b>	Shared Lane	.19	\$1900 - \$2850	Low
<b>Bicentennial Drive to Connell Park Campground</b>	Trail (paved)	.35	\$147,000 - \$175,000	Low
<b>Chapel Street and Orange Street</b>	Advisory Lane	.84	\$10,080 - \$15,120	Low
<b>Connell Park</b>	Advisory Lane	.96	\$11,520 - \$17,280	Low
<b>Connell Street</b>	Trail (paved), Buffered Bike Lane, Advisory Lane	3.75	\$448,200 - \$548,150	High
<b>Deakin Road</b>	Trail (paved)	1.88	\$780,600 - \$940,000	High
<b>Elm Street</b>	Advisory Lane; Trail (gravel)	1.16	\$24,120 - \$33,290	Medium
<b>Kirkpatrick Street and Helen Street</b>	Advisory Lane	.88	\$10,560 - \$15,840	Medium
<b>Main Street - Route 103 to Station Road</b>	Unbuffered Bike Lane, Advisory Lane	4.16	\$61,920 - \$86,880	High
<b>Meduxnekeag River - south of King Street</b>	Trail (gravel)	0.16	Existing	Existing
<b>Orange Street to Helen Street</b>	Trail (gravel)	.41	\$112,750 - \$133,250	Medium
<b>Route 103 - Main Street to Highway 2</b>	Bicycle Accessible Shoulder, Unbuffered Bike Lane	2.18	\$277,760 - \$348,920	Medium
<b>Trans-Canada Trail - Churchill Road to Station Road</b>	Trail (gravel)	4.60	Existing	Existing

## 5.1.2 Regional Routes

Figure 5-2: Map of Regional Routes - See Appendix C



Central to regional routes is the expansion of multi-use paths and trails. These pathways provide an interconnected system that not only promotes active transportation within Woodstock but also serves as a connection to regional and national destinations.

One of the prominent goals is to enhance cycling connectivity between Woodstock and larger regional centers, such as Fredericton, to support enhanced tourism, like cycling tourism. While walking may not be a practical option for such a distance, cycling emerges as an attractive alternative for recreational travel. By expanding our multi use paths and trails, we are effectively creating a corridor that facilitates cycling from Woodstock to key regional hubs.

For instance, our plan envisions a seamless transition onto existing provincial routes, including Route 103, Route 105, and Route 555, with the introduction of shared advisory lanes. These dedicated lanes will enable cyclists to confidently and safely navigate these roadways, ultimately promoting a connection between Woodstock and the broader region.

This approach not only benefits local residents as it creates links to Local Routes but also addresses the need for inter-regional connectivity. Residents and travelers alike can envision a future where cycling becomes a viable mode of transportation to reach destinations like Fredericton and beyond.



**Table 5-2: Regional Routes**

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

With the integration of bicycle accessible shoulders to support the development of regional AT routes, improving paved shoulders will be a crucial component of success. Paved shoulders shall be located to the right of the traffic lanes. Their width should range from 1.5 m to 3.0 meters (beyond the white edge line), depending on the speed limit and traffic volumes, which will be confirmed at the detailed design stage. Ideally, a buffer strip should be provided between the vehicle lane and the shoulder to provide greater separation between users for roads with greater speed limits and traffic volumes. Paved shoulders can be used by cyclists (one-way) and pedestrians (two-way) alike.

Regional routes offer a vital network that connects the Former Town of Woodstock to more rural surrounding areas. These routes enhance accessibility, making it easier for rural residents to access the town center, amenities, and future public transportation hubs. They support economic development by attracting businesses and tourists and stimulating local growth throughout the new Town of Woodstock. Furthermore, these routes offer opportunities to rural residents who are traditionally neglected by active transportation such as physical activity and outdoor recreation, contributing to healthier lifestyles and community engagement. Regional routes create vital linkages between the town and its rural areas, promoting accessibility, sustainability, economic development, health, and a stronger sense of community for rural residents or those looking to access rural areas.

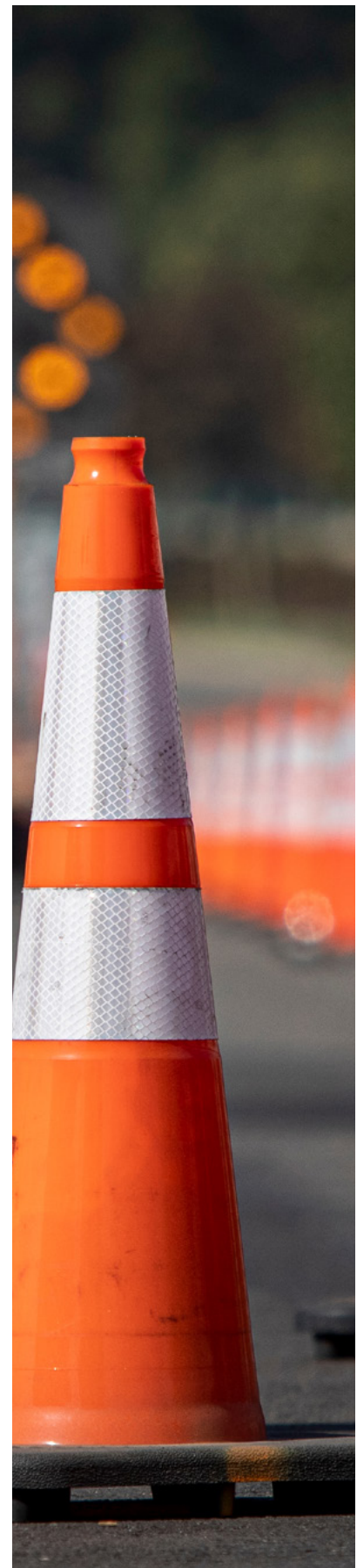


Both Local and Regional Routes provide a comprehensive strategy for establishing a connected network of active transportation that promotes health, sustainability, and accessibility. This route strategy involves aligning our local infrastructure with the Trans Canada Trail, expanding multiuse pathways (Connell Park), introducing on-road cycling facilities, and prioritizing connections to primary destinations. By doing so, we are fully committed to fostering a community that thrives on active transportation, thereby enhancing the overall quality of life for all residents. The Active Transportation Plan extends the vision of these proposed Local and Regional Routes, aiming to position Woodstock as a significant active transportation gateway to the wider province and country, facilitating a more sustainable and accessible means of travel between communities.

### 5.1.3 Priorities

Route priorities are broken down into low, medium, and high priorities. They identify the route's importance as it relates to the implementation of the plan over the next several years. Capital budgets should be designed with these priorities in mind.

High priority routes are considered to be crucial to the betterment of Active Transportation in Woodstock and should be constructed immediately. The construction timeline for high priority routes is 1-3 years, aiming for as soon as possible. In line with this, medium priority routes are slightly less essential than high priority routes but are ultimately essential components of the greater network for Woodstock. Their planned construction timeline is 3-7 years. Low priority routes are less critical but still important for Woodstock, especially as it grows over the next several years. The construction timeline for low priority routes is 7-15 years or more.





## 5.2 Policy Directions

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### 5.2.1 Crosswalk Program

The Town of Woodstock is committed to ensuring pedestrian safety through a systematic approach to crosswalk installations. This process, informed by TAC guidelines, aids in enhancing safety, accessibility, and the overall pedestrian experience within the town.

#### 5.2.1.1 Crosswalk Program Evaluation Process:

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- Request Reception: Upon receiving a crosswalk request from the public or other stakeholders, the Town of Woodstock will log and initiate an evaluation process.
- Initial Vetting: Preliminary assessment will identify if:
  - A crosswalk evaluation has been conducted within the past three years.
  - Existing crossing control infrastructure exists within 200 m of the proposed site.
  - The site resides on a road with less than an average of 1,500 vehicles per day.
  - Fewer than 15 pedestrians cross on average during peak hours.
  - Technical Evaluation: If the site passes initial vetting, a thorough engineering evaluation begins. This includes, but is not limited to, site geometry, pedestrian crossing distance, distance to existing traffic controls, and collision data.

#### 5.2.1.2 TAC Crosswalk Warrant Process:

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The Town of Woodstock utilizes the Transportation Association of Canada (TAC) crosswalk warrant as a guideline for determining the necessity of crosswalk installations or improvements at a specific site. Outcomes can be:

- **Warranted:** The site meets the minimum thresholds for crosswalk consideration. Further engineering assessments will then decide on the type of pedestrian crossing control treatment.
- **Unwarranted:** The site does not meet the necessary requirements, making it unsuitable for crosswalk or related improvements.



### 5.2.1.3 Project Prioritization and Implementation:

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If a site is deemed warranted, it joins a queue for potential crosswalk projects. The Town will prioritize projects that align with local community plans and those that will provide the most significant impact on the most residents.

**It is recommended that the Town create a specific Crosswalk Policy using the recommendations presented above.**

### 5.2.1.4 Coordination and Execution:

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Projects are usually planned a year in advance, ensuring that all relevant departments within the Town of Woodstock can provide input and that all necessary permits and approvals are secured. Once finalized, the installation process begins, aligning with the Town's goals of enhancing pedestrian safety and accessibility.



## 5.2.2 Alignment with Municipal Plan

The Active Transportation Plan for the Town of Woodstock is positioned to both mirror and propel the intentions laid out in the Town's Municipal Plan. At the core, the Municipal Plan sets forth a vision where infrastructure, housing, and community facilities seamlessly intertwine to serve both present and future residents, prioritizing walkability, connectivity, and inclusiveness.

### 5.2.2.1 Housing and Development

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The emphasis on promoting dense housing types near major roads, fostering infill development where utilities are available, and the preservation of traditional neighborhood characters, as the Municipal Plan's goals and objectives, is inherently linked with active transportation. By striving for residential establishments that are integrated into existing and future active transportation networks, the plan ensures that residents can effortlessly navigate the town on foot or by bike.

### 5.2.2.2 Transportation

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The Municipal Plan recognizes the evolving needs of a growing community, and the intrinsic role active transportation plays in creating a future-ready town. By committing to undertake a Transportation Master Plan, council is providing a roadmap that prioritizes the safety and efficacy of movement for all - motorists, pedestrians, and cyclists. It further demonstrates a commitment to universal design principles, emphasizing the inclusion of all residents.





## 5.2.3 Subdivision Processes and Lands for Public Purposes

The Town of Woodstock aims to expand its public trail networks, enhancing connectivity and accessibility for all residents. The subdivision process offers a strategic method for the Town to acquire lands for this public purpose, ensuring future linear trail network connections. This process is outlined below and is enabled through the *Community Planning Act*. The process should be explored within new greenfield development, especially along the areas North of Deakin Drive, which are currently under development.

### 5.2.3.1 Subdivision Application Review

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Upon receiving a subdivision application, the Town's Development team assess the proposal against the existing and planned trail networks. If a potential connection or extension is identified, the Town can negotiate with the developer for land dedication.

### 5.2.3.2 Dedication of Land for Public Purposes (Parkland Dedication)

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The Town has the authority, as per subdivision regulations of the *Community Planning Act*, to require a portion of land to be dedicated for public use as part of the subdivision approval process. This land can be designated for parks, open spaces, or trail networks.

The specific percentage of land to be dedicated will be determined based on the size of the subdivision and the significance of the trail connection. Typically, a certain percentage (e.g., 5-10%) of the total area being subdivided can be requested for public purposes.

### 5.2.3.3 Alternative to Land Dedication (Cash-in-Lieu)

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In situations where it's not feasible to dedicate land (due to the site's constraints or if the land doesn't fit the trail network vision), developers can offer cash-in-lieu of land dedication. These funds are specifically earmarked for the acquisition of lands suitable for trail development elsewhere within the Town. Currently, the Town's policy preference is cash in lieu, however, the lands north of Deakin should be explored as a potential area to be dedicated.

### 5.2.3.4 Development Agreements as a tool

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As a condition of subdivision or eventual land use approval, developers may be required to sign an agreement committing to the construction of a section of the trail or the provision of amenities like benches, signage, or landscaping. This approach ensures that trail sections are developed in tandem with new residential areas, promoting connectivity from the outset.



## 5.3 Municipal Enterprise Projects

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### 5.3.1 Walk/Cycle to Work Days

In communities across North America, Walk/Cycle to Work days have emerged as influential events, promoting sustainable transit while highlighting the benefits of physical activity. For the Town of Woodstock, launching such an initiative could transform commuting habits. It is an opportunity to showcase the town's active transportation infrastructure and encourages residents to rethink their daily commute. Other cities, like Halifax, promote open street days, where streets are closed to vehicular traffic to promote walking and cycling and other activities.

#### 5.3.1.1 Implementation Framework:

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- Stakeholder Consultation: Engage local businesses, schools, and community groups to gauge interest and solicit support.
- Date Selection: Plan for a day during optimal weather months to encourage maximum participation.
- Promotion: Use town's social media and other notification channels, local media, and partnering organizations to promote the event.
- Infrastructure Check: Ensure pedestrian and cycling routes are safe and well-marked in preparation for the event.
- Feedback Collection: Use surveys or digital tools to gather feedback post-event for future improvements.



## 5.3.2 Wayfinding and Branding Strategy

A coherent wayfinding and branding strategy can significantly amplify the user experience for residents and visitors alike. Through clear signage, distinct trail markers, and interactive maps, Woodstock can improve both navigation and profile of the Town's Active Transportation Program. Incorporated local culture and history into this branding can also enhance functional routes. A strong brand identity, aligned with the town's character and values, can inspire pride among residents and pique the interest of tourists.

### 5.3.2.1 Implementation Framework

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- Visioning Workshops: Conduct sessions with community members to understand their vision and aspirations.
- Design Development: Hire designers or use in-house talent to create signage, logos, and other branding elements.
- Stakeholder Approval: Present designs to the community for feedback and refinement.
- Implementation: Install signs, markers, and other branding elements along active transportation routes.
- Continuous Assessment: Periodically review the effectiveness and relevance of the wayfinding and branding elements.



## 5.3.3 Bike Share Options/ Partnership

Bike-sharing programs have experienced popularity over the last few years. Programs like Montreal's Bixi Bikes or Bike Share Toronto contribute to those cities' integrated transportation networks. Woodstock could explore partnerships with established bike-sharing providers or local businesses to introduce a tailored and scaled solution for its residents. Such programs not only alleviate congestion but also serve as an entry point for novices to experience cycling without the commitment of purchasing a bicycle. Collaborative efforts with local businesses can also spawn integrated solutions, such as combined bike-and-dine promotions, fostering both mobility and economic growth.

### 5.3.3.1 Implementation Framework

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- Market Analysis: Conduct surveys to determine demand and potential usage patterns for a bike-sharing program.
- Provider Outreach: Engage with potential bike-sharing providers or tech platforms for partnership discussions.
- Pilot Program: Launch a small-scale version in high-demand areas to test feasibility and gather community feedback.
- Expansion: Based on the pilot's success, expand the program to other areas of the town.
- Ongoing Management: Regularly assess bike conditions, usage statistics, and user feedback for continuous improvement.



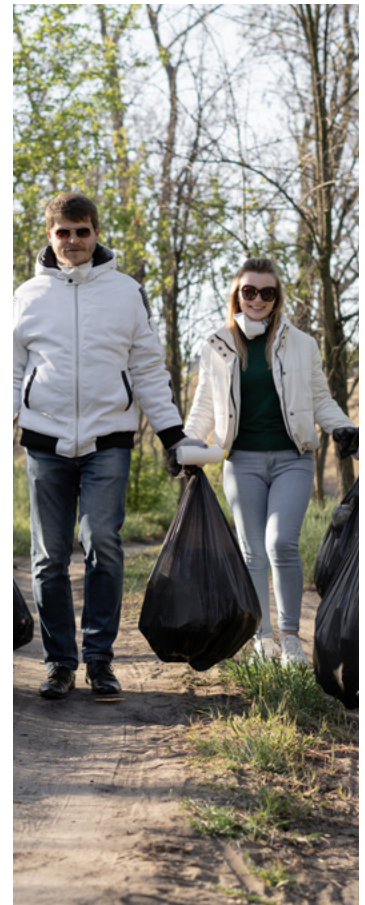
## 5.3.4 Trail Clean Up and Maintenance

A well-groomed trail is both an invitation and a testament to a town's commitment to its citizens. Regular trail clean-up drives, perhaps in collaboration with local environmental groups or schools, can ensure trails remain in good condition. Maintenance is tied closely to safety. By routinely checking for and repairing hazards, like potholes, sand, or overgrown vegetation, Woodstock can guarantee that its active transportation routes are both appealing and safe. Engaging the community in these endeavors, through volunteer drives or 'Adopt a Trail' programs, can foster a sense of collective ownership and responsibility.

### 5.3.4.1 Implementation Framework

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- **Audit:** Conduct a comprehensive assessment of current trail conditions and maintenance needs.
- **Community Engagement:** Host workshops or town hall meetings to gather input on trail usage and maintenance priorities.
- **Schedule Development:** Create a regular maintenance schedule and organize periodic community clean-up drives.
- **Partnership Development:** Collaborate with local environmental groups, schools, or businesses for joint maintenance initiatives.
- **Feedback Loop:** Ensure channels for residents to report maintenance issues and provide continuous feedback.



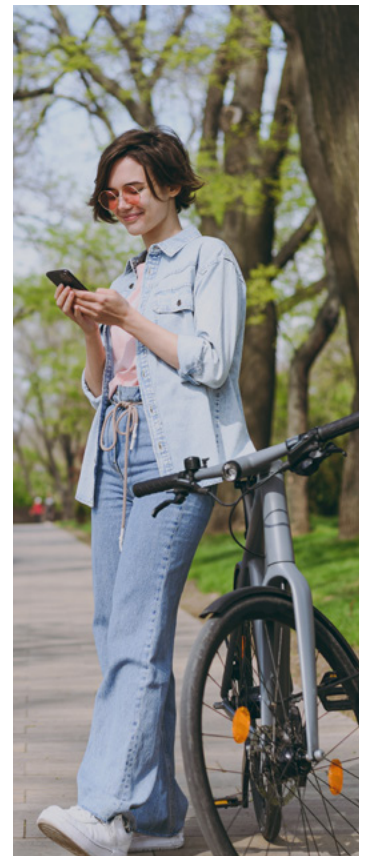
## 5.3.5 Social Media Promotion and Awareness

In the digital age, social media stands as a powerful tool for municipalities. For Woodstock, platforms like Facebook, Instagram, or Twitter can be leveraged to promote its active transportation program. From spotlighting new route openings/ construction and sharing safety tips to hosting online challenges and showcasing user-generated content. Regular updates, interactive polls, and engagement campaigns can keep the conversation flowing, ensuring that the town's active transportation vision remains a dynamic, community-driven endeavor.

### 5.3.5.1 Implementation Framework

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- **Platform Selection:** Determine which social media platforms are most effective for reaching the town's demographics.
- **Content Strategy:** Develop a plan detailing the type, frequency, and tone of posts.
- **Engagement Campaigns:** Organize online challenges, polls, or user-generated content campaigns to foster community engagement.
- **Analytics Review:** Periodically assess engagement metrics to determine the effectiveness of posts and campaigns.
- **Feedback and Adaptation:** Use community feedback to refine strategies and stay abreast of evolving digital trends.







## 5.4 Considerations

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### 5.4.1 Maintenance

Improving maintenance is crucial for the longevity and safety of active transportation infrastructure. Regular inspection and upkeep can address issues such as cracks, potholes, and debris. Initiatives like adopting a routine maintenance schedule and involving the community in reporting issues can help keep paths and trails in optimal condition.



### 5.4.2 Seasonal Maintenance

In Woodstock, where seasonal changes are significant, ensuring that active transportation facilities are usable year-round is important. This can be achieved by plowing snow, clearing ice, and maintaining accessibility during the winter months. In addition, addressing other seasonal challenges like fallen leaves and debris should also be a priority.



### 5.4.3 Surfaces

The quality of the facility surfaces is fundamental to user comfort and safety. Woodstock can improve active transportation by investing in smoother and more durable surfaces. For instance, crushed stone paths may be upgraded to asphalt or concrete in some areas. This can reduce maintenance needs and make the routes more accessible to a broader range of users.



### 5.4.4 Signage

Clear and informative signage is essential for guiding users and providing safety instructions. Upgrading or adding signage can help people navigate the trails and paths more easily. This includes directional signs, distance markers, safety guidelines, and information about local attractions.



### 5.4.5 Crosswalks

Crosswalks are a notable area of concern; crosswalk safety can be enhanced by improving crosswalk design and visibility. The addition and improvement of zebra crossings, pedestrian-activated signals, and lighting at crossings can make crosswalks safer. Moreover, adding signage warning both pedestrians and drivers about pedestrian rights and responsibilities can improve safety.



### 5.4.6 Lighting

Improved lighting is crucial for increasing safety, particularly during the evening and nighttime hours. Adding streetlights or pathway lighting can enhance visibility, discouraging criminal activity, and ensuring the paths are accessible 24/7. Energy-efficient LED lighting can also be considered to reduce operating costs.



### 5.4.7 Benches and Washrooms

Providing resting areas with benches and access to washrooms is essential for the comfort and convenience of active transportation users. Installing strategically placed benches along routes allows users to rest, while public washrooms can accommodate the basic needs of pedestrians and cyclists.



### 5.4.8 ATVs and Snowmobiles

The speed and size of ATVs and snowmobiles may pose a significant risk to using Woodstock's facilities for walking, running, or cycling, as noted by the trails group. To address these safety concerns and ensure the well-being of active transportation users, it may be more sensible to restrict the use of ATVs and snowmobiles within the Former Town of Woodstock's boundaries. A dedicated route that avoids crossing the town's boundary can be established, providing a safer and more enjoyable experience for pedestrians and cyclists while still accommodating motorized vehicle enthusiasts in a way that minimizes potential conflicts and ensures the safety of all residents and visitors.





## 6.0 MOVING FORWARD



The Active Transportation Plan is more than just a document; it's a vision for a sustainable future in the town. The commitment is to actively weave this vision into the fabric of the community, ensuring that it becomes an integral part of how Woodstock grows and develops. The plan will be actively utilized to make the town better.

In the quest for a healthier town, the aim is to actively be cultivating a culture of active transportation. This means engaging in awareness campaigns, educational programs, and community events that celebrate and encourage walking and cycling. The goal is to make active transportation an inherent part of daily routines.

Understanding that successful implementation of the plan actively requires financial commitment, the town will actively participate in budgetary conversations to secure the necessary resources. The town will maximize available funding (such as federal and provincial sustainable transportation grants) while actively pursuing grants and partnerships to prioritize the plan within the community's financial framework.

The Active Transportation Plan will actively steer new development. Developers will be encouraged and supported in integrating the plan's principles into their projects, actively collaborating to ensure that new neighborhoods, business districts, and public spaces embody the plan's vision.

In the journey to a better town, the town will actively establish mechanisms for monitoring progress and accountability. Regular reports will ensure that the town is actively moving toward its goals. Adjustments will be made as needed to keep in step with the vision of a healthier, more active town.

Active engagement with the community members is a cornerstone of the approach. Their input, feedback, and ideas will be actively valued, inviting them to actively shape the plan's execution. By involving the residents in decision-making, the plan will remain dynamic and responsive to the town's evolving needs.

The idea is that the Woodstock Active Transportation Plan won't remain static; it will actively become woven into the town's very identity. Every step taken, from reshaping the physical environment to nurturing a culture of walking and cycling, is an active effort to make the town more vibrant, accessible, and sustainable. The plan is a promise to build a better future, and the commitment is to actively make it a reality.

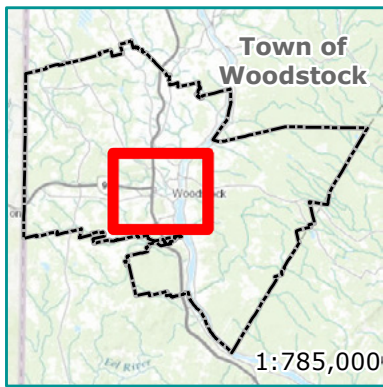




# APPENDIX A

*Map of Existing Routes*





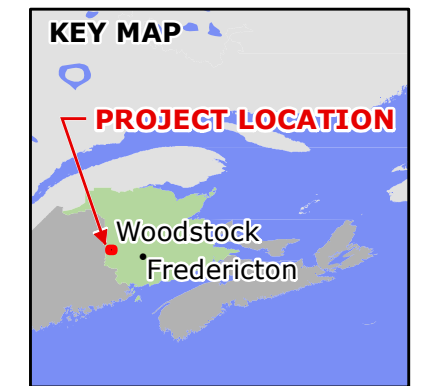
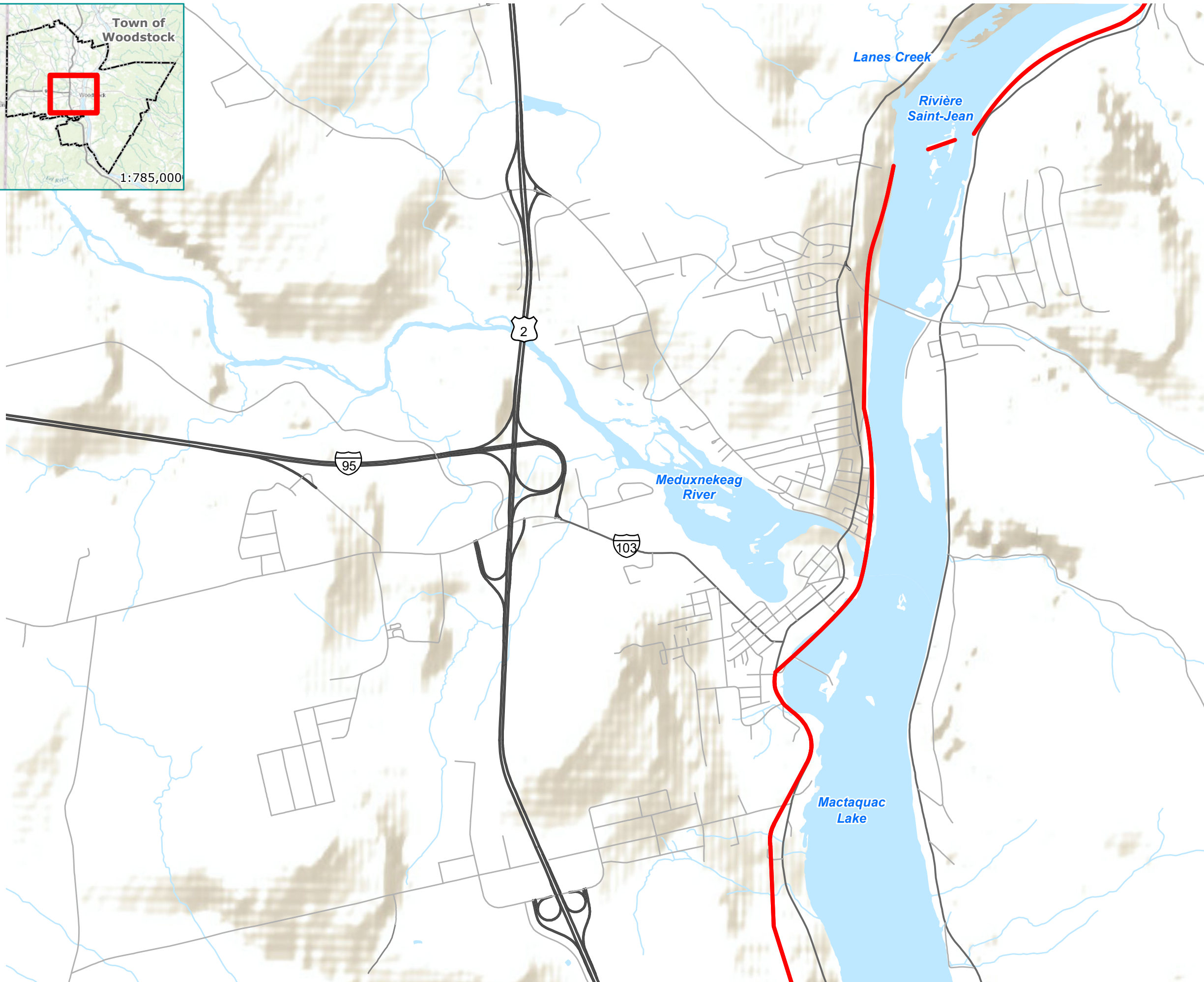
# WOODSTOCK ACTIVE TRANSPORTATION PLAN

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



MAP DRAWING INFORMATION:  
DATA PROVIDED BY GeoNB

MAP CREATED BY: LMM  
MAP CHECKED BY: TG  
MAP PROJECTION: NAD 1983 CSRS New Brunswick Stereographic



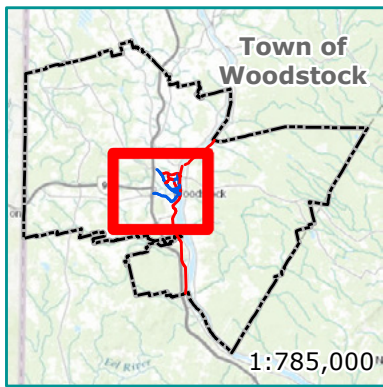
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STATUS: DRAFT  
DATE: 2023-11-01



# APPENDIX B

*Map of Local Routes*





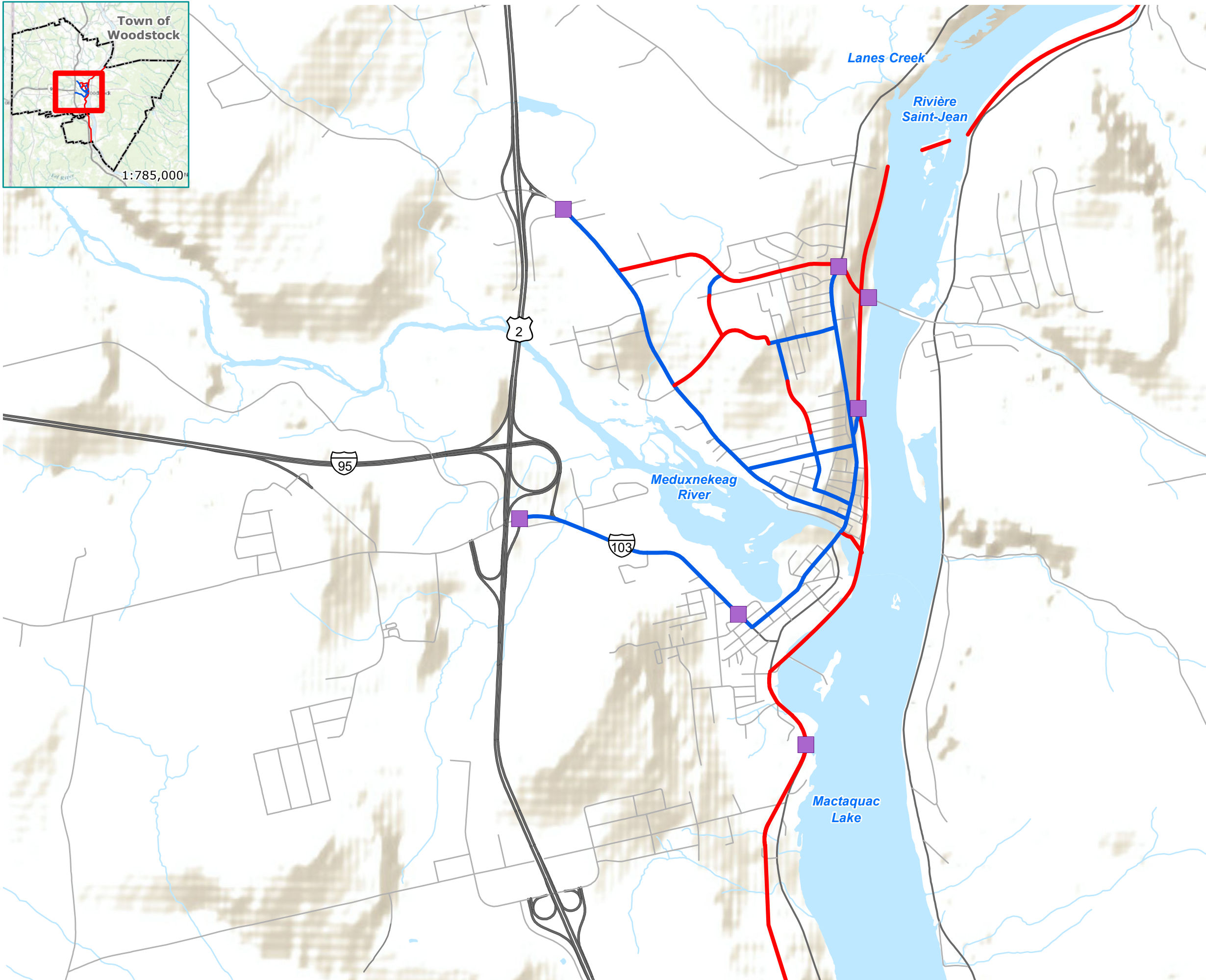
# WOODSTOCK ACTIVE TRANSPORTATION PLAN

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:  
DATA PROVIDED BY GeoNB

MAP CREATED BY: LMM  
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MAP PROJECTION: NAD 1983 CSRS New Brunswick Stereographic



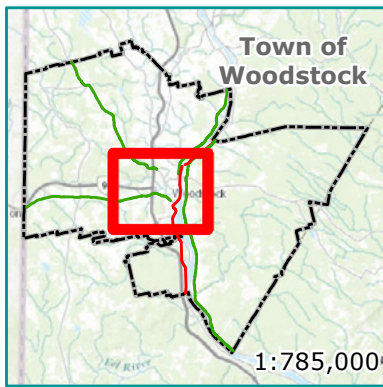
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DATE: 2023-11-01



# APPENDIX C

*Map of Regional Routes*





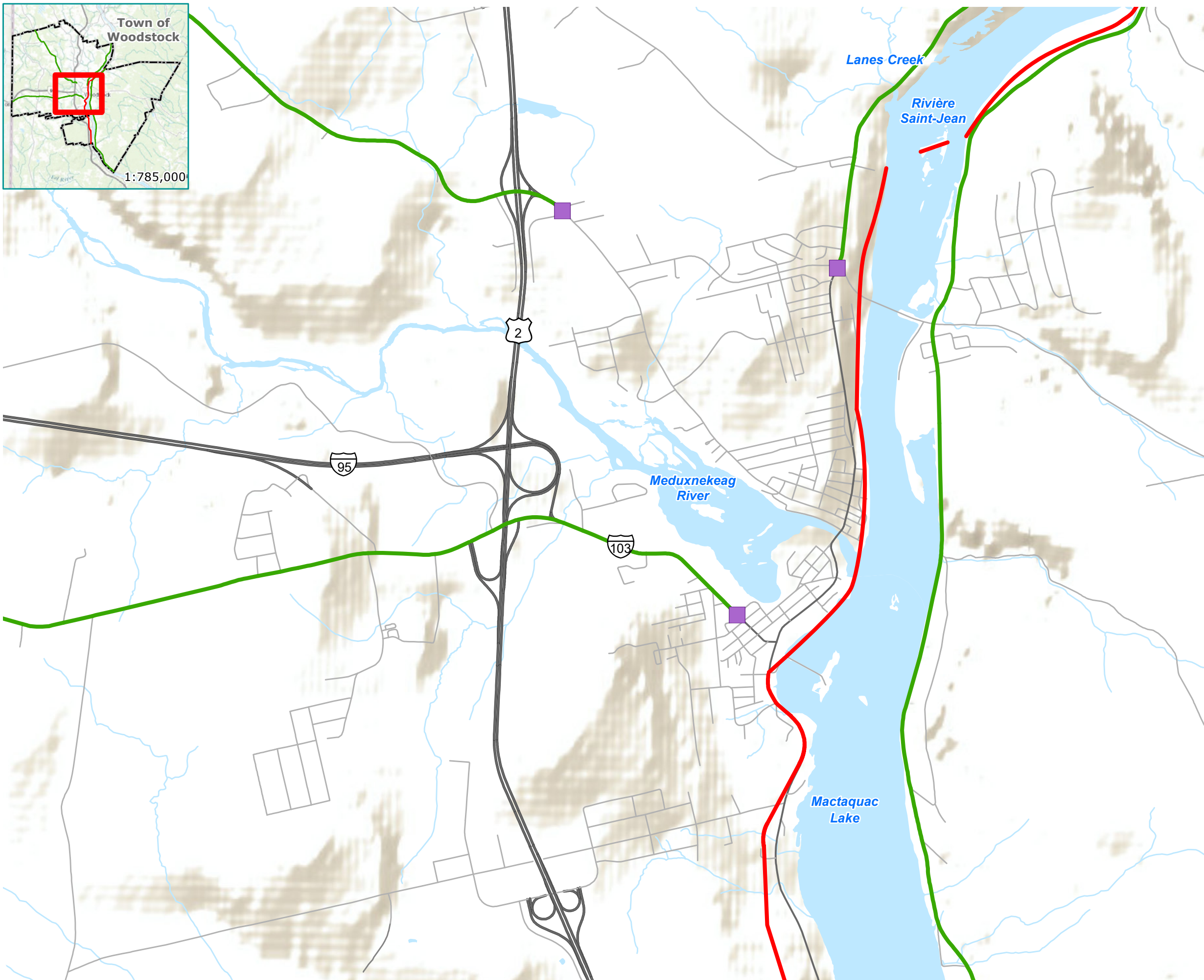
# WOODSTOCK ACTIVE TRANSPORTATION PLAN

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



MAP DRAWING INFORMATION:  
DATA PROVIDED BY GeoNB

MAP CREATED BY: LMM  
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