

“From Surfaces to Services”: Why people should read New Brunswick’s inclusive and sustainable transportation strategy and what it means for active transportation

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\$64 million (USD) for one intersection

\$54 million per year for entire regional transit

Serves population 1.2 million

From Surfaces to Services

An inclusive and sustainable transportation strategy for the province of New Brunswick, 2017-2037

Rural and urban transportation advisory committee
NB Economic and Social Inclusion Corporation

December 2017



Ensemble  pour vaincre la pauvreté
Overcoming Poverty Together

Commissioned by ESIC for delivery to GNB

12 volunteers representing all geographic areas of the province, multiple sectors

Goal: to help “pivot” New Brunswick from dependency on single occupancy vehicle

Active Transportation is an implicit theme and an explicit recommendation within “From Surfaces to Services” ...

Why is “From Surfaces to Services” needed?

- **Reason #1: New Brunswick has largely achieved its previous vision for automobile-based mobility, but this mobility now makes populations dependent on the ability to own and drive a car.**
- **Reason #2: There is no broad “vision for mobility” for transit, bus and passenger rail services in New Brunswick today, only a duty to provide economical services that have yet to achieve their full potential to attract riders.**

- **Reason #3: New Brunswickers are looking for a “vision for mobility” that improves access for those in greatest need, lessens the costs to citizens, and ensures support for community initiatives that use transportation to foster economic and social inclusion.**
- **Reason #4: New Brunswickers presently look to the automobile to facilitate their economic and social inclusion, therefore changing their behavior can be a long process that needs to begin sooner rather than later.**
- **Reason #5: A common vision is needed by entities responsible for planning and delivering transportation to realize efficiency gains with societal benefits through improved public health and access to employment.**

What does the Strategy address?



What are the recommendations?

31 Total Recommendations within 5 areas

- **Recommendation #1: Clarify roles and responsibilities for transportation services in New Brunswick**
- **Recommendation #2. Improve the planning, provision and alignment of transportation services**
- **Recommendation #3: Improve and integrate transportation data for decision-making and trip-making**
- **Recommendation #4: Enhance the availability of affordable, accessible and effective urban and rural transportation options**
- **Recommendation #5: Develop an action plan to implement the strategy**

Rec #2: Improve the planning, provision and alignment of transportation services

- **2.1 Dedicate provincial funding for expanding transit and community transportation to help meet the goals of the strategy**
- **2.2 Mandate Regional Service Commissions (RSCs) to develop regional transportation plans.**
- **2.3 Require provincial departments and municipalities to develop Transportation Impact Assessments (TIAs) when locating large-scale developments.**

Rec #4: Enhance the availability of affordable, accessible and effective urban and rural transportation options

- 4.8 Encourage and enable the development of Active Transportation infrastructure to support walking, biking and wheeling in urban and rural areas

- 4.8.1 Promote the “Complete Streets” concept for consideration in all New Brunswick urban and rural areas
- 4.8.2 Promote amenities, such as bike racks, lockers and showers, at places of work to encourage cycling for commuting
- 4.8.3 Implement an awareness campaign to promote the health, social and environmental benefits of Active Transportation use
- 4.8.4 Encourage bike co-ops in making bicycle ownership and maintenance affordable, easy and fun

Two major observations within Rec 4.8

New Brunswick faces particular challenges in that there are currently no mechanisms for funding and planning AT infrastructure and programs in unincorporated areas, though this could be addressed through Regional Service Commission adoption of transportation planning duties.

Provincial and municipal governments can play an important role in helping to build a culture of AT use by ensuring that built environment decisions (e.g., schools, public buildings, businesses) utilize an active transportation lens when developing the locations, spaces, routes and interactions.

Let's look at two goals that relate to these:
How do we improve school walking rates?
How do we make transit more attractive?



Goal: *How do we improve school walking rates?*

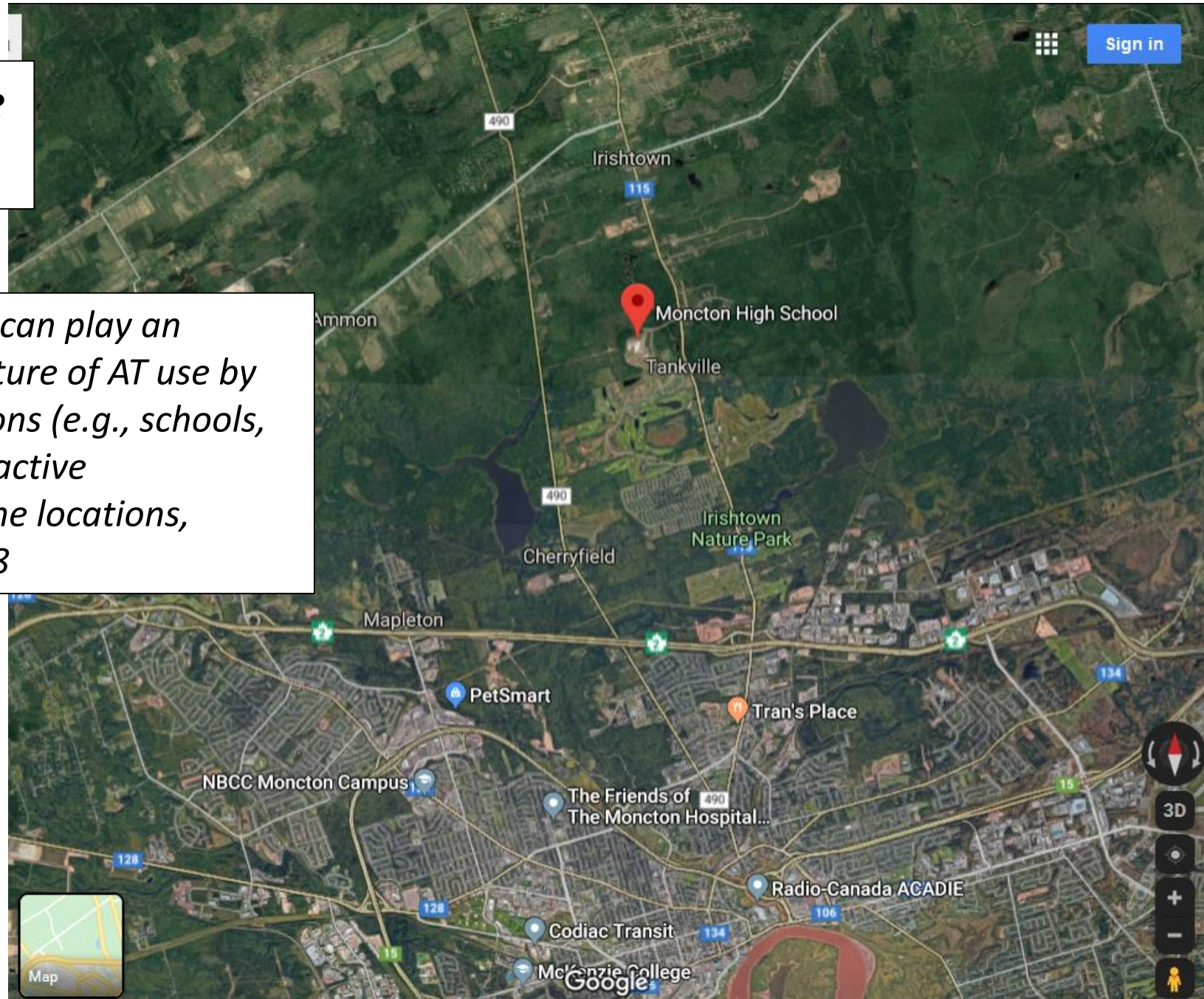
Why isn't there a sidewalk?

Should walkers to share the road with cars and buses?

New Brunswick faces particular challenges in that there are currently no mechanisms for funding and planning AT infrastructure and programs in unincorporated areas, though this could be addressed through Regional Service Commission adoption of transportation planning duties. (Rec 4.8)

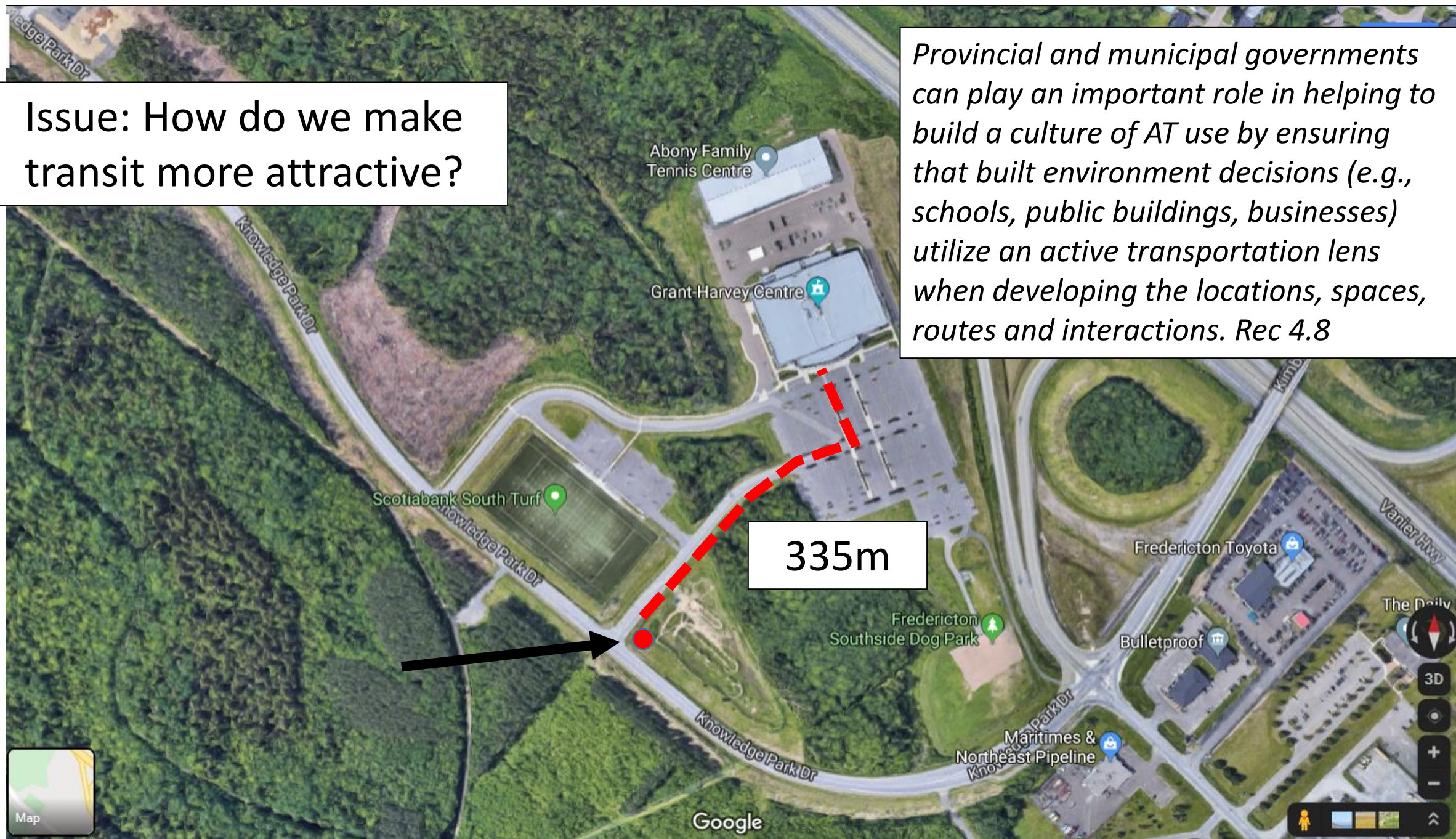
Goal: *How do we improve school walking rates?*

Provincial and municipal governments can play an important role in helping to build a culture of AT use by ensuring that built environment decisions (e.g., schools, public buildings, businesses) utilize an active transportation lens when developing the locations, spaces, routes and interactions. Rec 4.8



Issue: How do we make transit more attractive?

Provincial and municipal governments can play an important role in helping to build a culture of AT use by ensuring that built environment decisions (e.g., schools, public buildings, businesses) utilize an active transportation lens when developing the locations, spaces, routes and interactions. Rec 4.8



“From Surfaces to Services” planning commentary

- *There are several different types of planning in New Brunswick, ranging from planning on the types of buildings that can be placed in a certain location (e.g. land use), to forecasting the need for new transportation services in the future (e.g. transportation planning). **The challenge is that sometimes these different types of planning may not be as effectively integrated as they could be in New Brunswick to ensure broader societal goals are met, especially with respect to fostering active and shared transportation.***

Recap: why read the Strategy and what does it mean for AT?

Why read the Strategy and what does it mean for AT?

- It is probably the most holistic summary of New Brunswick transportation issues and opportunities
- It may provide the leadership we need to move this file forward
- It may lay the foundation for a realistic incorporation of AT considerations into service provision and infrastructure planning



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It may also help us get us to which of the “two cities” we want to be...

Thank you

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Community Type	Province total ¹	Contact info provided, survey distributed ²	Surveys received	Response rate of prov. total %
City	8	8	5	63%
Town	27	24	8	30%
Village	66	66	12	18%
Rural Comm.	4	4	0	0%
LSD	319 ³	35	4	1%

1. Based on 2012 municipal statistics, which may have changed due recent amalgamations

2. Represents surveys distributed by the research team based on known email addresses provided through responses from Regional Service Commissions (RSC) to original request for participation. Not all LSDs have an elected advisory council, and only a subset (35) serve on RSC boards.

3. 319 = 266 LSD + 53 taxation subdistricts within LSDs

Proponent	Initiated	Developed	Realized	Sustained	Total
Citizens	9	15	6	1	23
Council	18	16	15	12	23
Corporate	1	4	3	0	23
Non-profit	7	9	10	3	23
Muni. staff	15	20	19	21	23
Consultant	2	2	2	1	23
Prov. of NB	1	1	1	1	23