



# INTEGRATED MOBILITY PLAN



APRIL 2026

*Fredericton*

## Land Acknowledgment

We acknowledge that the City of Fredericton is situated on traditional Wolastoqey territory. The territory of the Wolastoqiyik people is recognized in the Peace and Friendship Treaties to establish an ongoing relationship of peace, friendship, and mutual respect between equal nations. The river that runs through our city is known as Wolastoq, along which live the Wolastoqiyik, “the people of the beautiful and bountiful river”.



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# Executive Summary

The Integrated Mobility Plan (IMP) is a strategic policy document that will guide decision-making for Fredericton's *mobility system* to 2050. As the city grows, with new residents, jobs, and homes, the needs of Fredericton will change. Following the City's *Growth Strategy* and *Municipal Plan*, Fredericton has seen significant population growth and higher density. Connecting land use planning and transportation planning is at the heart of the IMP and is vital as we plan for a more integrated mobility system.

The IMP provides a set of policies that will guide Fredericton toward its desired vision between now and 2050. The vision describes the mobility system that the City wants to strive for, and the policies work towards this vision, serving as a roadmap. The IMP is guided by a vision, a set of guiding principles, and *mode share* targets that together set the foundation for the City's long-term direction for mobility.

The IMP works together with the technical Transportation Study and other City plans and policies to provide a framework to support decision-making. This bridging document recognizes and supports the interconnected relationship between land use planning and transportation planning.

A concurrent Transportation Study is updating the 2010 *Capital City Traffic Study*. Both documents support Fredericton's mobility future, playing distinct but complementary roles:

- The **Transportation Study** provides the technical assessment of the transportation network with a focus on vehicle traffic. It evaluates future bridge needs, roadway capacity, traffic volumes, road classification, and high-level infrastructure costs and road safety, including pedestrian/cycling safety.
- The **IMP** provides the policy and strategic direction by considering the relationship between land use, environment, and transportation, identifying the long-term mobility vision, supporting policy development, and expanding mobility choice through a holistic approach.

## Vision

A vision statement is an important foundational piece for any long-range plan. It identifies a future that the policies will work toward. The IMP's vision is a tangible description of the desired future state of transportation in Fredericton and speaks to the objectives outlined in the *Growth Strategy* and *Municipal Plan*.

The vision for Fredericton's mobility system in 2050 is to:

***Integrate land use planning and transportation planning to build a connected and innovative mobility system that moves our city forward, supports year-round travel choices, and serves residents of all income levels, identities, and abilities.***

## Guiding Principles

The guiding principles will steer mobility decisions and are based on the priorities outlined in the vision. Together, the four complementary principles form the framework to guide decisions within the IMP and beyond to 2050.

- **Sustainable & Resilient:** Fredericton will stay within environmental and financial limits and build resilience to future shocks and pressures.
- **Equitable & Inclusive:** Mobility infrastructure and programs will be distributed so all populations receive equitable benefits.
- **Efficient & Strategic:** Investment will be directed to support mobility in ways that align with community plans and needs.
- **Healthy & Safe:** Frederictonians and visitors will be invited to a mobility system that feels safe and provides transportation opportunities to support an active lifestyle.

## Mode Share

Mode share is the proportion of trips taken by each mode of transportation and is a key metric for assessing progress towards the IMP’s vision. In 2025, 9 out of 10 trips in the afternoon peak hour are made in a car either as a driver or passenger, with 16% of trips being made by *sustainable modes*. Fredericton’s target for sustainable mode share is 30% by 2050. Nearly one in three trips will be by transit, walking, or biking. Reaching 30% sustainable mode share requires approximately three times more sustainable trips than today as the population increases.<sup>1</sup>

Increasing the number of trips by sustainable modes has numerous benefits: reducing congestion, mitigating greenhouse gas emissions, and improving public health. The IMP will shift Fredericton toward more sustainable travel by setting out a roadmap to enhance travel choice and provide viable alternatives to car travel.

Fredericton’s overall 30% sustainable mode share target will be pursued through two area-specific targets, reflective of the potential for mode shift given existing and future travel options and land use context:

- **Urban Core:** sustainable mode share target of **35%**
- **All other areas of Fredericton:** sustainable mode share target of **25%**

## CONNECTING THE PIECES OF THE INTEGRATED MOBILITY PLAN

The vision and guiding principles provide a framework within which policies are created. The mode share targets also help guide policy development. These policies are thematically grouped by Focus Areas. All these components come together to connect every recommendation to the bigger picture – how Fredericton achieves its mobility vision for 2050.

### Focus Areas

Focus areas are groups of policies that address a specific aspect of Fredericton’s mobility system. The five focus areas work like interconnected puzzle pieces, with each one containing policies that address one dimension of mobility.



Integrated Land Use



Connected Approaches



Public Transit



Active Transportation



Road Network and Vehicle Movement

<sup>1</sup> Targets were developed through an analysis of travel demand, land use, and population and employment projections.

## Policies

The IMP includes policies within each focus area that outline the steps Fredericton can take to support getting people where they want to go, coordinate land use and transportation decisions, and broaden mobility choices.

The policies are comprehensive and interconnected, and, in some cases, support advancing more than one focus area.

- **Integrated Land Use:** Policies in this focus area coordinate where and how the City grows with how the mobility system is planned and managed. Through this focus area, decisions are coordinated to support travel choices throughout Fredericton.
- **Connected Approaches:** Policies in this focus area help the City organize and coordinate transportation decisions across modes and jurisdictions.
- **Public Transit:** Policies in this focus area can help identify how to best support transit service with a strategic view to make transit a practical everyday option for more residents.
- **Active Transportation:** Policies in this focus area support closing gaps in active transportation routes and help more Frederictonians choose active travel for more of the trips they are already making.
- **Road Network and Vehicle Movement:** Policies in this focus area can help make movement around the city safer, more efficient, and a better experience for all road users.

## WHAT'S INSIDE?

After this executive summary, this report is structured as follows:

- **Chapter 1: Introduction** outlines the context, purpose, and development of the IMP.
- **Chapter 2: A Changing Fredericton** provides an overview of the mobility system today and the trends that shaped IMP recommendations.
- **Chapter 3: Mobility in 2050** describes Fredericton's vision for mobility in 2050, outlines the IMP's guiding principles, and presents 2050 mode share targets.
- **Chapter 4: Mobility in Fredericton** presents the IMP's policy recommendations.
- **Chapter 5: Making the Plan a Reality and Maintaining Momentum** outlines implementation and monitoring considerations.



# 1. INTRODUCTION



# 1. Introduction

The City of Fredericton is an important regional hub in eastern Canada. Its vibrancy, diverse economy with strong institutions, access to nature, and high quality of life continue to draw new residents and visitors from across Canada and all over the world. The city is growing, and demand for housing, employment, and services is increasing.

By 2050, Fredericton is expected to add 35,000 new residents for a total population of approximately 114,000. This means more travel in the city, with more people taking transit, cycling, walking, and driving. The surrounding region will grow too, and Fredericton, as a regional economic and service hub, will continue to attract trips from these areas.

As the City grows, Fredericton’s mobility system will need to adapt. The Integrated Mobility Plan (IMP) is a guiding document to steer Fredericton toward a future mobility system that enables access to opportunities for current and future residents alike.



## 1.1 WHAT IS THE INTEGRATED MOBILITY PLAN?

The IMP connects strategies, plans, programs, and policies with a cohesive vision. From door to destination, Frederictonians walk, roll, bike, take transit, get a ride, or drive. All parts of this mobility system must work together to get Fredericton residents where they need to go comfortably, safely, and efficiently.

Cities today are growing in new ways. More homes are being built, both in existing areas where cities are densifying and in areas farther away with fewer existing amenities. Extreme weather events are happening more frequently, straining the city’s infrastructure. Mobility technology is evolving; people now have the ability to call taxis from an app on their phone or pay a bus fare using a credit card.

At the same time, the population of many cities is also changing. Newcomers to Canada and Canadians from elsewhere in the country are continuing to be welcomed into maritime communities. Generational trends mean that many communities will continue to see an increase in the proportion of older adults over the coming decades. All residents have different mobility needs and preferences, and these can differ for different trips. These factors include affordability, accessibility, convenience, timing, and access to destinations – all of which impact how and when people choose to travel.

The IMP lays the groundwork to address these complex challenges and opportunities over the next 24 years. With the IMP, Fredericton’s mobility system will be able to accommodate today’s needs while preparing for 2050.

The IMP establishes the City’s vision for the mobility system in 2050, and the guiding principles and policies to make this vision happen.

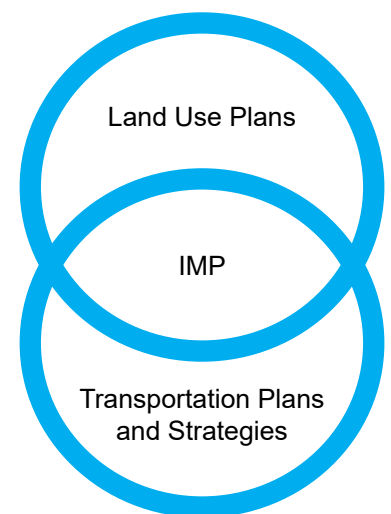
### Working with Fredericton’s Comprehensive Plans and Strategies

The City of Fredericton has a robust set of guiding documents, plans, and strategies that guide decisions related to mobility. The IMP is intended to knit together these existing documents and provide a cohesive vision for all.

The *Growth Strategy* (2017), *Municipal Plan* (2020), and other secondary plans identify where growth will be concentrated and how land will be used in the future. For the IMP, this helps to identify potential for travel behaviour change, as understanding where people will live and work is an important input in estimating how and where they will travel. The IMP is intended to be used alongside the *Growth Strategy* and *Municipal Plan* to connect land use planning and transportation planning.

Other documents, like the *Transit Strategic Plan* (2019), *Parking Master Plan* (2019), *Community Energy and Emissions Plan* (2021), and the *Active Transportation Connections Plan* (2017), provided roadmaps for future initiatives identified in the IMP and provided an opportunity for the IMP to address any gaps or strengthen earlier policies.

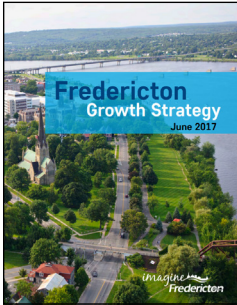
A concurrent Transportation Study is updating the *Capital City Traffic Study* (2010).



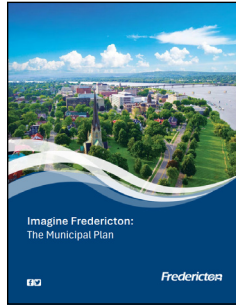
Both the IMP and the Transportation Study support Fredericton’s mobility future, playing distinct but complementary roles:

- The **Transportation Study** provides a technical assessment of the transportation network with a focus on vehicle traffic. It evaluates future bridge needs, roadway capacity, traffic volumes, road classification, and high-level infrastructure costs.
- The **IMP** provides the policy and strategic direction by considering the relationship between land use, environment, and transportation, identifying the long-term mobility vision, supporting policy development, and expanding mobility choice through a holistic approach.

## City of Fredericton Land Use Plans



Fredericton Growth Strategy (2017)



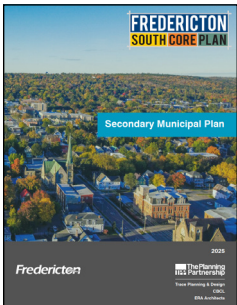
Imagine Fredericton: The Municipal Plan (2020)



City Centre Plan (2015)



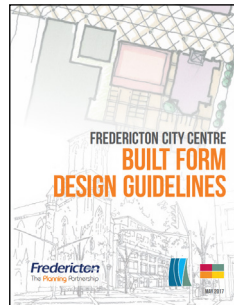
New Brunswick Exhibition Grounds Secondary Municipal Plan (2022)



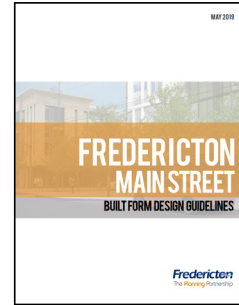
South Core Secondary Municipal Plan (2025)



Southeast New Neighbourhood Secondary Municipal Plan (2026)

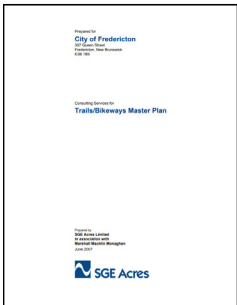


Fredericton City Centre Built Form Design Guidelines (2017)

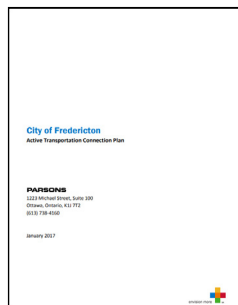


Fredericton Main Street Built Form Design Guidelines (2019)

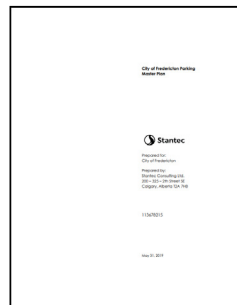
## City of Fredericton Transportation and Mobility Plans



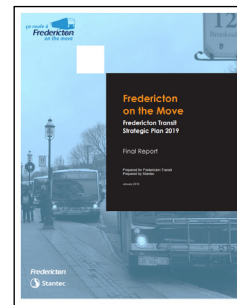
Trails/Bikeways Master Plan (2007)



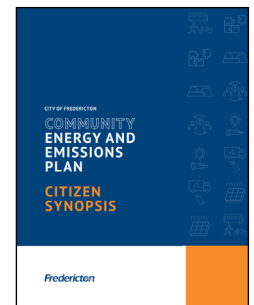
Active Transportation Connection Plan (2017)



Parking Master Plan (2019)



Fredericton on the Move: Fredericton Transit Strategic Plan (2019)



Community Energy and Emissions Plan (2021)

## 1.2 HOW WAS THE INTEGRATED MOBILITY PLAN PREPARED?

The IMP was developed in multiple stages with community engagement and getting feedback from the City’s Mobility Committee throughout the plan process. The engagement activities and key themes used to shape the Plan are described below.

### Plan Process

The IMP was developed through a multi-stage process from spring 2025 to spring 2026. Each stage contained consultation, research, and analysis.

City Council members were engaged in the development of the IMP’s vision and guiding principles during Stage 1. Councillors were invited to provide feedback on priorities for the IMP during workshops and Mobility Committee. This feedback was integrated to develop a draft vision and set of guiding principles.

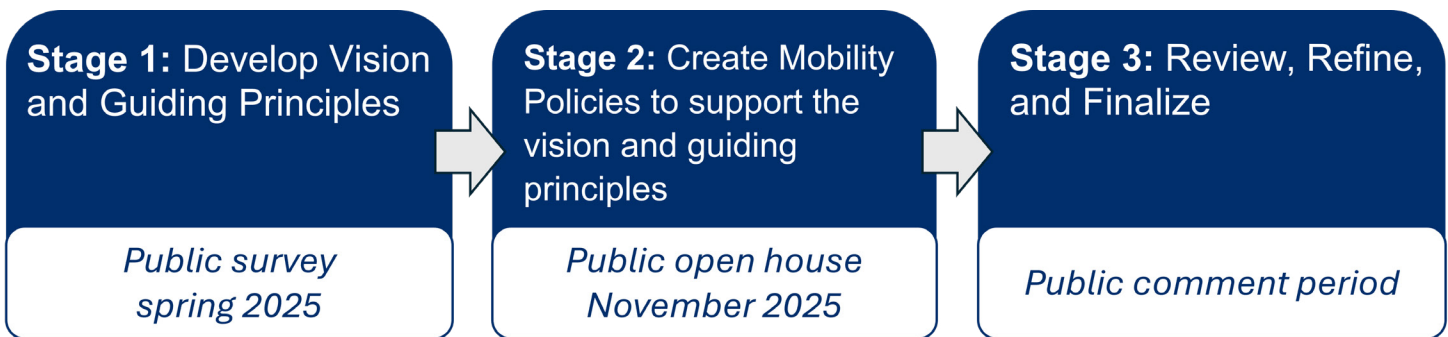


Figure 1: IMP development stages

### A Community Driven Plan

Taking a community-driven approach to creating a long-term plan helps align policies with the needs of current and future Fredericton residents. The people who live, work, and visit Fredericton have first-hand experience of the city’s mobility system and are experts in the ways that mobility decisions impact their lives.

Public engagement opportunities for the IMP were as follows:

- **Project website:** The Engage Fredericton platform provided information on the IMP and included a forum to provide feedback and ask questions throughout the project. The project team provided responses on the forum publicly.
- **Online public survey:** An online survey gathered preliminary thoughts from residents about how Frederictonians make travel choices, their transportation priorities, and policy areas where change may impact travel choices in Fredericton. The survey was available online from April 2025 until May 2025 and received 321 responses.
- **Open house:** An open house for both the Transportation Study and IMP was hosted at the Fredericton Public Library in November 2025. Attendees were encouraged to comment on a draft vision and set of guiding principles for the IMP.

## Online Public Survey Highlights

The survey was open from April 17– May 9, 2025. Respondents were asked to consider the factors that contribute to their travel decisions each day. They were also asked to rank draft priorities for the IMP.

The top barriers that made it challenging to choose to bike were **comfort** and **safety**. For transit, **transit routes** and **schedules** were listed as a major barrier. For transit, cycling, and walking, **winter maintenance** was cited as a barrier.

When asked to rank draft priorities, two concepts were most frequently ranked the highest: a mobility system that offers **connected**, **safe**, and **reliable** mobility for all ages and abilities, and a mobility system that is resilient to **severe weather events** and **climate change**.

## Open House Highlights

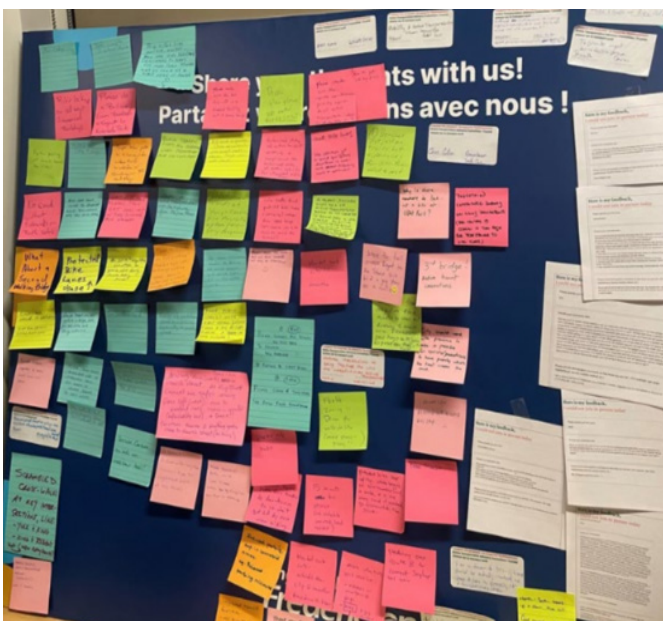
The open house was held at Fredericton Public Library in November 2025 and followed a circulation-based, conversational model rather than a formal presentation. Participants had the opportunity to contribute in an interactive way to provide their thoughts on the Integrated Mobility Plan.

An **Open Comment Wall** provided participants with a space to leave written feedback on any aspect of transportation or the project; and

A **Draft Focus Areas Voting Station** was an interactive prioritization activity to place stickers on the areas they considered most important for the city to address.

This format allowed one-on-one conversations with staff while giving residents the freedom to provide input on topics most relevant to them.

Approximately 70 people attended the open house, contributing feedback through paper comments, sticker voting, and conversations with project team staff. During the open house, residents submitted a total of 77 written comments.



Photographed by Arcadis

# Engage Fredericton

## Integrated Mobility Plan : Survey

The City of Fredericton is developing an Integrated Mobility Plan (IMP) that will guide future decision making and investment in transportation across the city. The IMP is an opportunity to define City priorities for infrastructure investments over the next 20 years and envision a future for Fredericton. The IMP is in its early stages of development – the ideas and strategies below are intended to be examples to get you thinking.

Thank you for providing your input through this **5-10 minute survey**. Please take a moment and reflect on the trips you take, the travel options available to you, and how the future could look to make it easier for you, your family, and others who live and work in Fredericton to get around.

## 1.3 COMMUNITY ENGAGEMENT FEEDBACK

The community feedback was summarized by theme and helped to validate the direction for the IMP.

Key feedback included:

- **The need for a mobility network with equity at the forefront:** Participants highlighted the need for a mobility system that supports an aging population and reduces physical barriers. A mobility system that “meets people where they are” can involve incorporating accessibility features such as benches on trails, improved lighting, and accommodating diverse abilities.
- **The need for a year-round mobility network so people can travel safely and comfortably in all weather:** The reliability of the mobility network in all seasons was highly talked about. This means preparing for inclement weather, especially for active modes, whether that is winter maintenance on sidewalks and trails or adequate shade.
- **Desire for a mobility network that offers meaningful mode choices:** Many participants were interested in expanding mode choices, which will make more trips viable without a car, whether that’s biking to make a quick stop at the grocery store or taking transit to work.
- **A vision to grow land use and mobility together:** At a larger scale, Frederictonians valued the importance of managing growth wisely and making transportation investments that support land use within the city. City-wide connections and strategic investments should be directed to where they are most needed in Fredericton, such as areas of growing density.
- **Support for a safe and connected active transportation network:** Frederictonians highlighted the need for safe, connected, and accessible bike and pedestrian routes throughout the city. This can include protected bike lanes, improved trail crossings, secure bike parking, winter maintenance, and multi-use paths.



## 2. A CHANGING FREDERICTON



## 2. A Changing Fredericton

The land on which Fredericton sits has a rich history of change. The city is situated within Wolastoqey traditional territory, home to the Wolastoqiyik people since time immemorial. In 1848, Fredericton was incorporated as a city and has since grown to be a centre for industry, education, and culture. Up until the first half of the 20th century, most development was concentrated in the urban core, compact, and with a grid-like street network that works for walking, cycling, and transit. Later in the 20th century, building patterns outside the urban core took on more car-centric styles, with wide thoroughfares, lower-density neighbourhoods, and surface parking.

Amalgamation of several adjacent municipalities in the 1940s and 1970s helped to grow the city's size and population, but introduced new mobility challenges. In 2023, Fredericton grew again by 4,300 people when the surrounding communities of Lower Saint Mary's, Douglas, Pepper Creek, Estey's Bridge, Killarney, and part of Lincoln were amalgamated into the city.

Much like how the Fredericton of past decades is different compared to today, the Fredericton of 2050 will have experienced considerable change. Understanding today's trends will help Fredericton to better plan the mobility system to account for a variety of future contexts.

### 2.1 MOBILITY SYSTEM TODAY

Fredericton has a robust road, bridge, transit, sidewalk and trail network that is managed together with partner agencies.

The road network includes highways owned and operated by the Province of New Brunswick, roads with shared responsibility between the City and Province, and local roads and streets that are fully in Fredericton's control.

Fredericton Transit operates 10 conventional bus routes, on-demand service serving two areas to the south of Wolastoq (Saint John River), and a paratransit service. Demand for all three services continues to grow. Fredericton offers over 150 km of trails and 45 km of bike lanes to support both recreation and transportation.

Walking, rolling, cycling, taking transit, getting a ride, or driving are key parts of life in Fredericton – either as a connection to another mode, like transit, or as a full journey door-to-door. The City supports active transportation through maintenance and operations with two secure bike parking facilities, four bicycle repair stations, and numerous bike racks. The Trans Canada Trail connects Fredericton to adjacent municipalities to the east, west, and with the rest of Canada.

Wolastoq (Saint John River) bisects Fredericton and provides a natural barrier to travel from north to south. There are three ways to cross the river: one pedestrian bridge (Bill Thorpe Walking Bridge), one vehicle-only bridge (Princess Margaret Bridge), and one bridge that allows vehicles and pedestrians to cross (Westmorland Street Bridge). The Westmorland Street Bridge is the busiest roadway in New Brunswick, with over 56,000 vehicles crossing the bridge each day. The mobility system will need to adapt to support a future where more people will be taking more trips.

## 2.2 MOBILITY TRENDS FOR TOMORROW

There are six broad trends that set the stage for the future of mobility in Fredericton:

1. A growing Fredericton means travel demand is increasing
2. Personal vehicles are the dominant travel mode in Fredericton
3. Travel patterns are changing beyond traditional commutes
4. As Fredericton's population ages, the mobility system will need to adapt to meet residents' needs
5. Transit ridership in Fredericton is growing significantly
6. *New mobility technologies* present opportunities to address service gaps

### 1. A growing Fredericton means travel demand is increasing

Fredericton is one of the fastest-growing cities in Atlantic Canada.<sup>2</sup> Between 2025 and 2050, Fredericton's population is estimated to grow from 79,000 to 114,000, an increase of 44% from today. Over half of international newcomers to New Brunswick are young adults, between the ages of 20 to 44.<sup>3</sup> This group makes the most trips per capita on average. More people in general will result in significantly more travel demand. Some of these new residents will live in established neighbourhoods, but others may find themselves in new neighbourhoods that will need to be planned to support mobility beyond the personal vehicle.

New residents will support designated growth areas. The *Growth Strategy* (2017) directs that 25% of new growth will be within the Urban Core, meaning that more people will live in the centre of the city where there are significant jobs, services, amenities, and access to mobility options. The remaining 75% of growth is directed to new neighbourhoods, which are intended to be more compact, provide a variety of housing options, and include a mixed-use node to create more *complete communities*. The IMP aims to accommodate these changes while providing connected, efficient, and comfortable mobility options for existing Frederictonians, and those to come.

### 2. Personal vehicles are the dominant travel mode in Fredericton

Most trips in Fredericton are made by personal vehicles. In an average afternoon peak hour of travel, 84% of trips are made by car as either a driver or passenger, 14% are made by walking or cycling, and 2% by transit. High availability of free or low-cost parking, wide thoroughfares, and limited alternatives competitive with driving mean that most people, if able, are choosing to drive for most trips.

The total motor vehicle registrations in Fredericton have increased annually from 2017 to 2024, reflecting population growth, continued car dependency, and increasing vehicles on Fredericton's roads.<sup>4</sup>

If the population increases while driving remains the primary travel mode, car trips will also rise, contributing to more congestion, traffic delays, and increased greenhouse gas emissions. Over half of the trips within the city made by car during the afternoon rush hour are less than 5 km in distance. These short driving trips can be candidates for shifting to walking or cycling in some contexts.

<sup>2</sup> City of Fredericton, *City History & Heritage*

<sup>3</sup> Statistics Canada. *Table 17-10-0014-01 Estimates of the components of international migration, by age and gender, annual*. DOI: <https://doi.org/10.25318/1710001401-eng>

<sup>4</sup> Statistics Canada. *Table 23-10-0308-01 Vehicle registrations, by type of vehicle and fuel type*. DOI: <https://doi.org/10.25318/2310030801-eng>

### 3. Travel patterns are changing beyond traditional commutes

Fredericton residents are exercising more flexibility in where, when, and how they make trips. While COVID-19 disrupted traditional commuting routines, the share of non-work trips, such as for shopping, recreation, and daily errands, has increased relative to work-related commutes. This shift is important because these trips are spread throughout the day, generally shorter, and neighbourhood-based trips. At the same time, remote work in Canada has been gradually declining since 2021 as more workplaces ramp up expectations for office attendance. Rush hour travel demand is also increasingly spreading over a longer period, meaning less pronounced peaks but longer periods of congestion.

### 4. As Fredericton's population ages, the mobility system will need to adapt to meet residents' needs

Over the past few decades, Fredericton's population has gotten older. The median age rose from 35 in 1996 to 40 in 2021, with 20% of all residents aged 65 or over. Public feedback during the IMP consultation process highlighted the importance of accessibility in the mobility system. The city's paratransit service is seeing year-over-year growth with demand occasionally exceeding available trips during peak times.

The mobility system needs to be prepared to accommodate an aging population with mobility needs to maintain independence as they age in their homes.

### 5. Transit ridership in Fredericton is growing significantly

Demand for transit continues to rise. In 2024, Sunday service was added, and in 2025, half-hour service was introduced. On a per capita basis, Fredericton Transit saw almost 50% more rides per capita in 2025 than in 2019. People are riding transit at higher rates than before the pandemic – a level of transit recovery not seen in many peer cities. Ridership continues to grow as new service is added: over one year (2024-2025), ridership increased by 23% on conventional bus routes. These trends are pointing to an opportunity for further growth.



## 6. New mobility technologies present opportunities to address service gaps

Innovations in transportation, such as on-demand transit, *micromobility*, e-mobility, and car sharing programs, are being used more to strengthen mobility options across Canada. On-demand transit is a new part of the Fredericton Transit system, where riders who would formerly wait for hourly bus service can now schedule their trips when needed. This on-demand approach provides an opportunity to redirect funding for more service on bus conventional routes while maintaining access to low demand areas.

Micromobility describes small, low-speed, and compact vehicles that are lighter than cars. These can include new technology like electric cargo bikes, e-scooters, and mopeds. Sometimes these are part of shared systems, like bike share or scooter share, offered by the public or private sector for casual use. Micromobility can fill a gap where transit may not be able to serve a trip, and walking or using a personal bike is not feasible.

Car-sharing programs typically offer a vehicle fleet that can be booked as a more casual rental for short-term trips (such as a trip to a shopping centre or sports arena outside the downtown core). These types of programs support households in reducing their vehicle ownership while still meeting their daily, weekly, or monthly needs.

These new technologies and business models have the potential to fill gaps and support more choice for travel in Fredericton as long as they are managed in line with Fredericton’s mobility vision.



### 3. MOBILITY IN 2050



## 3. Mobility in 2050

The IMP sets out the steps for Fredericton to take to achieve its desired mobility future. The vision is the guiding light. It is ambitious yet achievable and captures the essence of the direction for Fredericton. Each component of the IMP is intended to help Fredericton achieve this **Vision**.

More levels of detail help to structure the IMP. The **Guiding Principles** ground the IMP's policies in consistent values; these principles also provide a framework for decision-making as the plan is implemented.

Policies are organized by **Focus Area**. The focus areas reflect each mode addressed by the IMP, as well as broader concepts such as connectivity and land use. Some policies could fit under more than one focus area, but have been assigned to one for organizational purposes.

Finally, the **Policies** are the actions that Fredericton will take to move towards the vision. Policies lay the foundation and provide a roadmap for mobility-related decision-making in the future. The policies are provided in Chapter 4: Mobility in Fredericton.



Figure 2: Structuring framework of the IMP

### 3.1 MOBILITY VISION

***The vision for Fredericton's mobility system in 2050 is to: Integrate land use planning and transportation planning to build a connected and innovative mobility system that moves our city forward, supports year-round travel choices, and serves residents of all income levels, identities, and abilities.***

The vision speaks to overarching themes identified by members of the public and City Council:

- **Integrated land use and transportation planning** means making development and planning decisions in collaboration with planning for mobility.
- **A connected and innovative mobility system uses new solutions to move Fredericton forward** and fosters resiliency preparation for a future with more residents, jobs, and pressure on the mobility system.
- **Supporting year-round travel choices** means that snow, ice, and extreme heat won't get in the way of getting to where Frederictonians need to go.
- **A mobility system that serves residents of all income levels, identities, and abilities** means that everyone feels safe, welcome, and confident in using the parts of the mobility system that work for them and are supported in doing so.

## 3.2 GUIDING PRINCIPLES

The guiding principles serve as a framework to guide decision-making for mobility. They ensure that the policies follow a shared set of values. The guiding principles were developed based on public and Council input.



### Sustainable & Resilient

**Fredericton will stay within environmental and financial limits and build resilience to future shocks and pressures.** The mobility system takes significant funding and maintenance to operate; it is also a significant contributor to greenhouse gas emissions. Enhancing sustainability in the mobility system means being strategic with investment and encouraging more sustainable travel. While making sustainable choices to manage the mobility system, the City must prepare for change and build resiliency in the network. Extreme weather events, external pressures from new technologies, changes to traditional commute patterns, or economic changes all have impacts on how people travel and the systems Fredericton manages.



### Equitable & Inclusive

**Mobility infrastructure and programs will be distributed so that all populations receive equitable benefits.** Identifying and removing barriers within the mobility system that impact people's ability to participate in everyday activities will help move Fredericton in a more equitable direction. Fredericton is committed to inclusivity and is a member of the Canadian Coalition of Inclusive Municipalities.<sup>5</sup> For the IMP, this means recognizing a diversity of mobility needs in planning, implementation, and operation of the system. Ability, income, and identity, along with life stage and caregiving needs, all contribute to how people experience the mobility system. An equitable mobility system means directing investment where it's needed most from both a geographic and population perspective.



### Efficient & Strategic

**Investment will be directed to support mobility in ways that align with community plans and needs.**

Focusing resources where they have the most impact and are most likely to support the City's long-term direction is a key component of the IMP. An efficient and strategic mobility system supports economic development and public investments that deliver long-term value for generations to come. Although upgrading road infrastructure to meet demand is sometimes unavoidable, it is important to consider alternative options for managing vehicle demand and using the existing network efficiently. With this principle in mind, the City of Fredericton should remain vigilant and open to new technologies.



### Healthy & Safe

**Frederictonians and visitors will be invited to a mobility system that feels safe and provides transportation opportunities to support an active lifestyle.** The mobility system has a role to play in supporting healthy outcomes for Frederictonians. By providing more opportunities to use active modes for some trips and supporting recreation, more people can spend more time being active each week. A robust active transportation system can support walking and cycling for both transportation and recreation, such as traveling to and from school, commuting to and from work, or for daily errands.

### 3.3 A MODE SHARE TARGET FOR 2050

Mode share is the percentage of trips taken using one type (or “mode”) of transportation out of the total number of trips. It can be assessed during a specific time frame (such as afternoon “peak” or rush hour), for one entire day, or as an average, depending on the data available. Mode share is an important planning tool to understand the current transportation landscape and how a city may need to strategize to work towards its vision.

More trips by sustainable modes, compared to driving, helps manage congestion, reduce greenhouse gas emissions, improve public health, and reduce the need for road widenings and parking. When trips shift from driving to more sustainable modes of transportation, it can support community wellbeing.

Setting an ambitious *mode share target* provides a “north star”, along with the vision and guiding principles. This supports Fredericton in implementing policies put forward in the IMP to enhance travel choice by providing viable alternatives to car travel.

**THE IMP PROPOSES A 2050 CITY-WIDE SUSTAINABLE MODE SHARE TARGET OF 30%.**

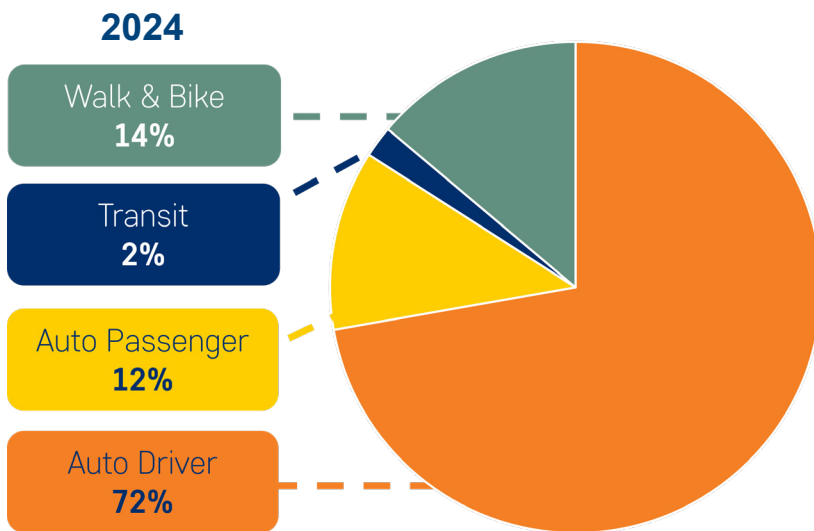


Figure 3: 2024 existing mode share <sup>6</sup>

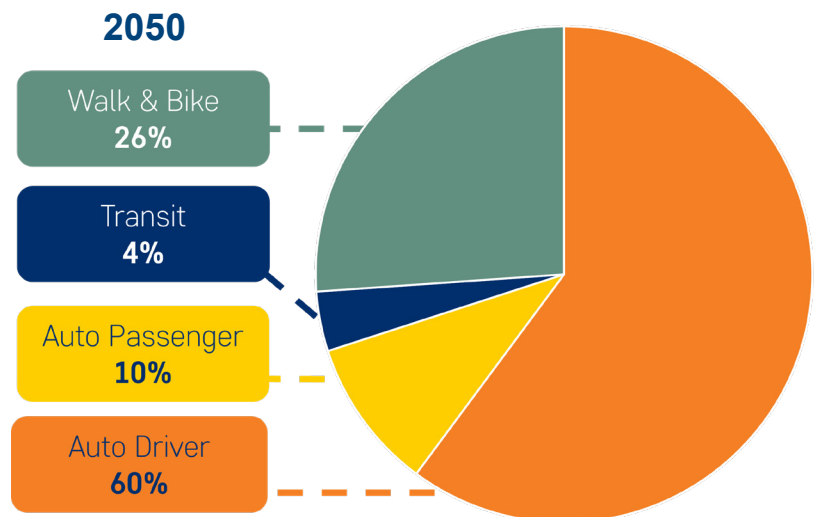


Figure 4: 2050 mode share target <sup>6</sup>

<sup>6</sup> Mode share is evaluated for the afternoon peak hour

This includes neighbourhood-specific targets, created to acknowledge the difference in travel options and land use in different Fredericton contexts:<sup>7</sup>

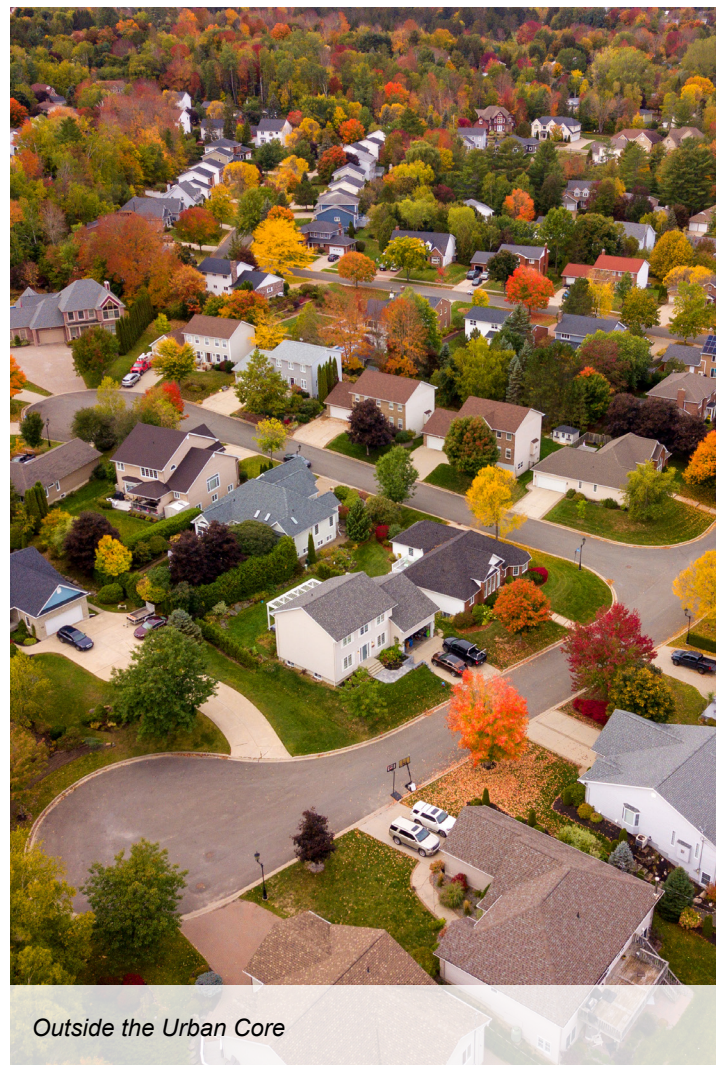
- **Urban Core:** 35% sustainable mode share
- **Outside of the Urban Core:** 25% sustainable mode share

The Urban Core is denser, with more destinations closer together, a grid-like street pattern, and many bus routes. This makes it more conducive to sustainable mode use.

Working towards these mode share targets is about providing more choice for Frederictonians. Personal vehicles will remain the most preferred travel option in Fredericton. However, achieving the mode share targets reflects a Fredericton where more people choose to use sustainable modes. Working towards this target also recognizes that providing travel choice throughout the day, and every day for many purposes beyond traditional Monday to Friday “9 to 5” commute times, will be essential for planning a mobility system that meets the needs of all Frederictonians.



Urban Core



Outside the Urban Core

<sup>7</sup> Current mode share estimates are built using a combination of travel survey results and a macro modelling exercise. Future targets were developed through an analysis of travel demand, land use, and population and employment projections.

# City of Fredericton - Urban Core Map

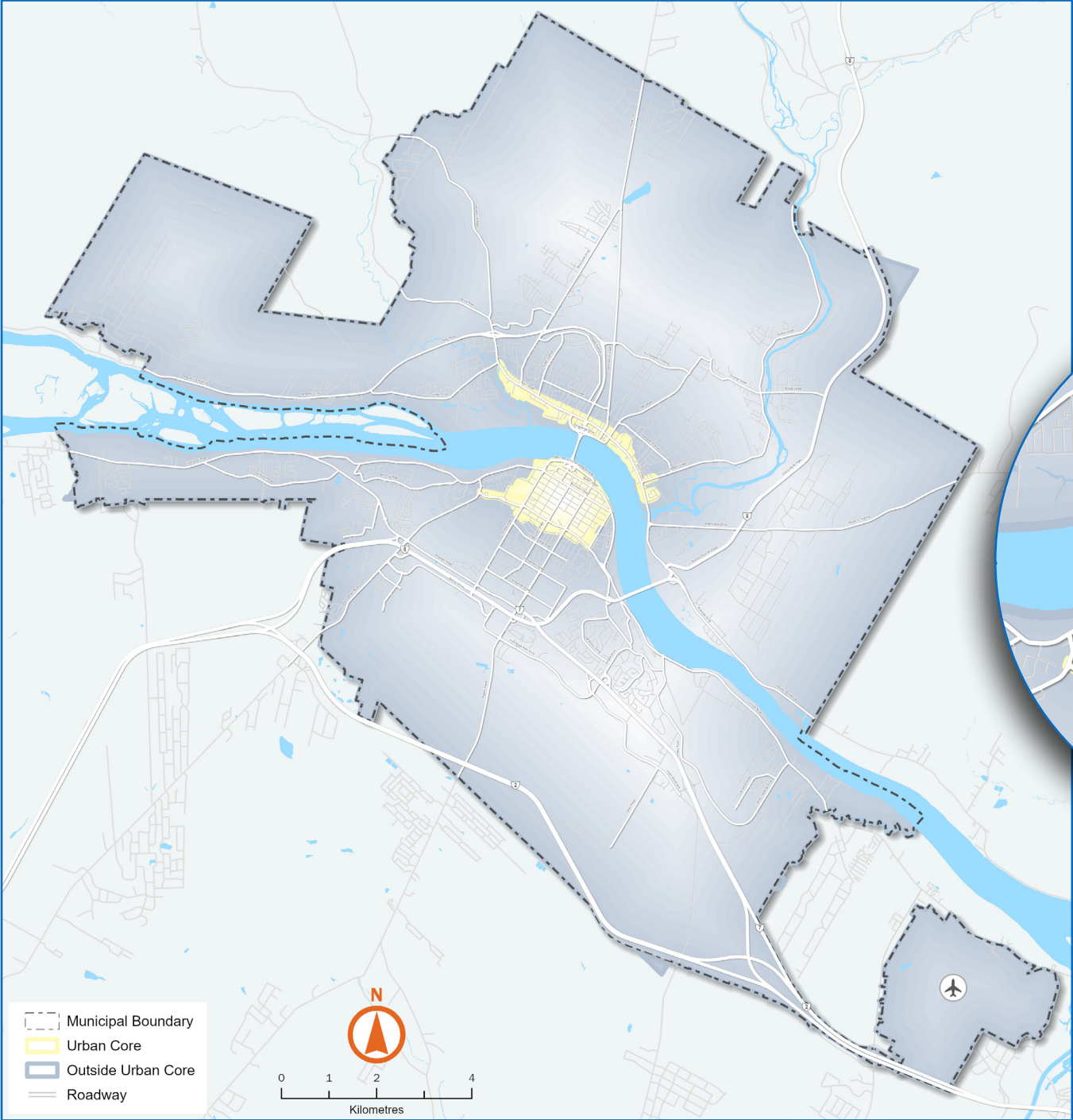


Figure 5: Urban Core Map

## 4. MOBILITY IN FREDERICTON



# 4. Mobility in Fredericton

This Chapter explains each focus area in further detail and includes policies for each. Policies are listed under the most relevant focus area. They are intended to be used as a tool and a roadmap to support decision making in the City of Fredericton to achieve the mobility vision for 2050.

## 4.1 FOCUS AREA 1: INTEGRATED LAND USE

By 2050, Fredericton’s population is projected to grow by 35,000 residents compared to today that’s 35,000 new residents making trips each day. If current mobility patterns continue, new residents would drive for most of their trips, adding congestion to Fredericton’s roads.

However, higher rates of sustainable mode use are possible by carefully considering where these new residents will live and the mobility options available to them early on.

Residents’ choices to walk, cycle, drive, or take transit are affected by where things are located and how pleasant using a particular mode will be, among other factors. *Complete communities* that make walking, cycling, and transit easier naturally encourage sustainable mobility choices.

The policies in this focus area look to match where and how the city grows with how the mobility system is planned and managed, so decisions are coordinated to support travel choices throughout Fredericton.

### Where is Fredericton Today?

Fredericton has strong existing frameworks that guide planning and mobility, including the *Growth Strategy*, *Municipal Plan*, *Transit Strategic Plan*, and *Parking Master Plan*, which each shape how land is used, how mobility options are provided, and how the City will respond to growth.

In Fredericton’s *Growth Strategy* (2017), the City sets the stage for more compact growth. It establishes both the Urban Core and New Neighbourhoods as the main locations for growth. These designated growth areas will need to be planned with connectivity, mobility, and travel choice in mind.

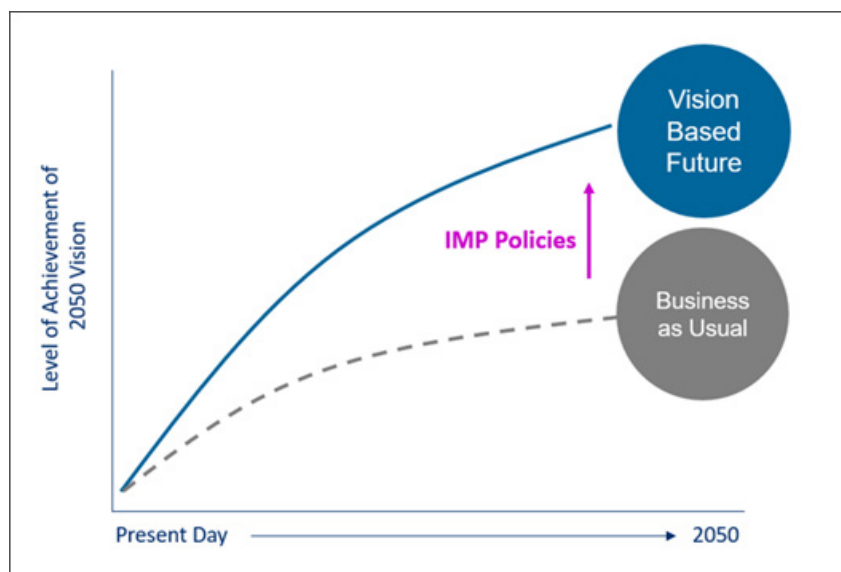


Figure 6: The IMP’s vision-based future

# City of Fredericton - Schedule 1 - Urban Structure Map

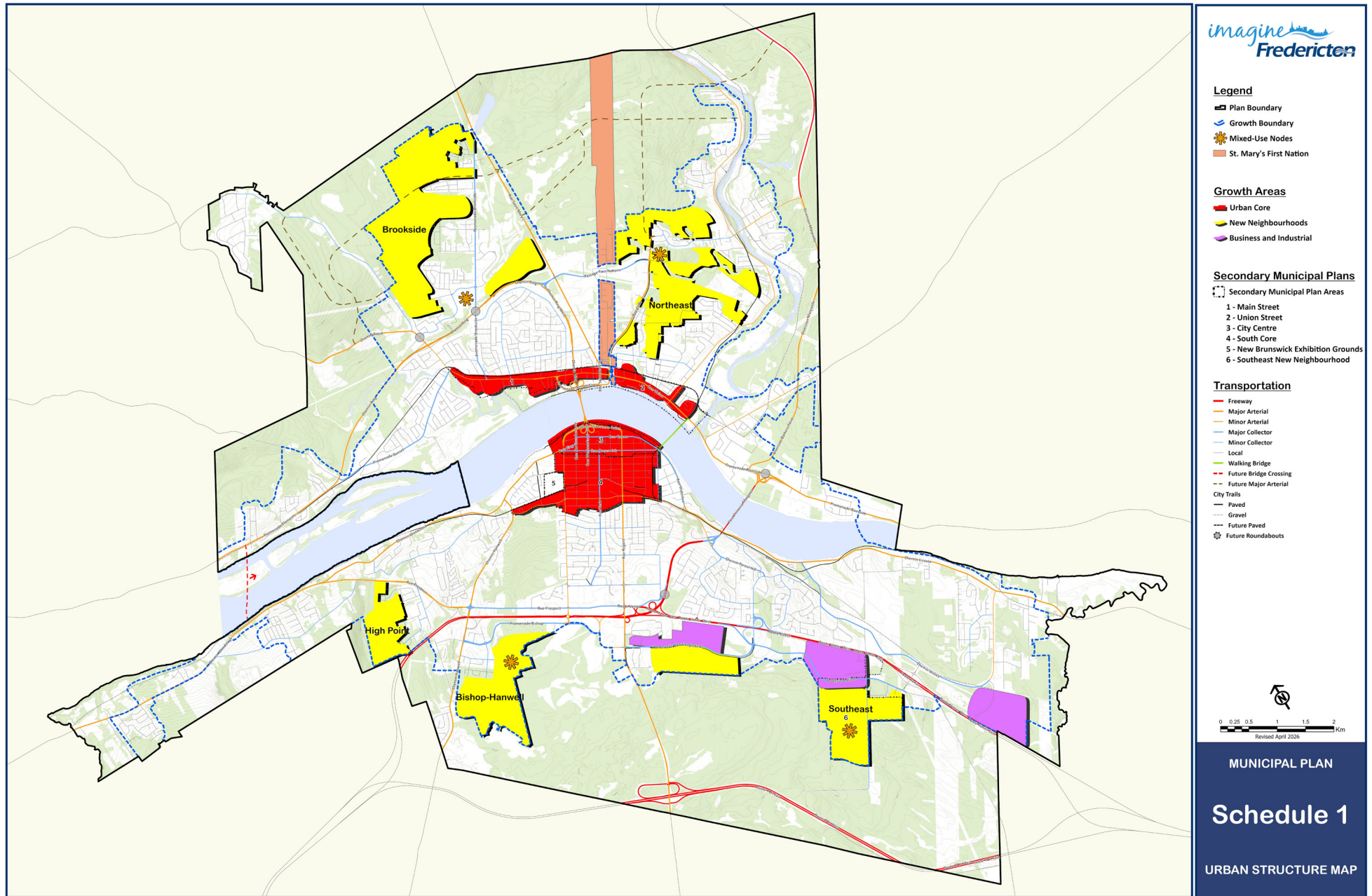


Figure 7: City of Fredericton Municipal Plan - Schedule 1 Urban Structure Map

## Where Fredericton Wants to Be

The *Growth Strategy* anticipates that approximately 25% of population growth will occur within the Urban Core, while the remaining 75% will be accommodated in four New Neighbourhoods, each expected to house between 5,000 and 7,000 people by 2041.

These New Neighbourhoods should be designed so walking, cycling, and transit can meet the needs of residents, workers, and visitors, reducing reliance on personal vehicles for all trips. This can include refining the approach to parking requirements, pedestrian access walkways, bike infrastructure, and connectivity to existing trails to support the IMP vision.

This approach also includes aligning affordable housing efforts with access to mobility options and prioritizing an inviting pedestrian environment through mixed-use developments and entrances that are close to sidewalks.



## Integrated Land Use Policies

- 1.1 Align mobility system decision-making with the City’s existing plans.
- 1.2 Consider the integration of transportation and land use planning when making improvements to the mobility system.
- 1.3 Encourage future development to create complete communities where people can work, study, shop, play, and access services within an attractive walking distance of their homes.
- 1.4 Continue to aim to achieve the growth outlined in the *Growth Strategy* and *Municipal Plan*, recognizing this growth’s influence on the municipality’s ability to meet the objectives of the IMP.
- 1.5 Review and update the Zoning By-law to align parking requirements with future modal split targets and explore shared parking provisions.
- 1.6 Seek to have affordable housing development provide access to diverse mobility options.
- 1.7 Ensure all new multi-unit housing, commercial, and office buildings include pedestrian-oriented site design and human-scale features at street level.
- 1.8 Develop a framework for managing the supply of City-owned surface parking lots.
- 1.9 Encourage appropriate land use integration between Commercial Centres and Corridors, as well as Business and Industrial areas, with New and Established Neighbourhoods.



Example of pedestrian-oriented site design  
(Image from Minneapolis 2040)



Example of a complete community  
(Image from Town of Milton)

## 4.2 FOCUS AREA 2: CONNECTED APPROACHES

Each part of the mobility system needs to work together to make the experience of traveling around Fredericton better for everyone. Policies in this focus area are geared towards improving how decisions are made, strengthening *transportation equity*, and enhancing partnerships to implement solutions across modes.

### Where is Fredericton Today?

Fredericton has many examples of both internal and external collaboration that seek to coordinate mobility planning. The province and City share ownership and operations of parts of the road network, and City divisions, including those responsible for land use and transportation, routinely collaborate on planning initiatives. However, this focus area is about being more systematic in both internal and external coordination to solve multi-modal and multi-jurisdictional challenges. The City also has many approved plans and initiatives. All serve an important purpose, but there is a need to coordinate their implementation from a mobility perspective and make connections between the IMP, existing plans, and initiatives to encourage a more holistic planning process. Integrating mobility priorities such as equity and safety systematically into mobility decision making is also an important part of the IMP.

### Where Fredericton Wants to Be

Fredericton is working towards being an inclusive city where all residents have the ability to access important destinations. This means that people of all ages, abilities, and identities have safe and accessible options to move around the city. Fredericton will also be a city where more people feel safe and comfortable when they walk and cycle in all parts of the city. Streets in Fredericton will support safety and comfort by having the right mix of infrastructure for walking and cycling, in addition to being vibrant spaces. The City will be a place where *transportation demand management* programs support more sustainable travel choices. Creating a more inclusive City will be at the centre of mobility decision-making, leveraging the role of the Office of Community Inclusion to bring diverse perspectives to the table. Fredericton will also have strong relationships with other levels of government, helping to address issues that matter to residents that require multi-jurisdictional solutions.



## Connected Approaches Policies

- 2.1 Seek opportunities to accelerate mobility investments in neighbourhoods with few mobility options, particularly where there are higher levels of marginalization and under served areas.
- 2.2 Work with the City’s Office of Community Inclusion to incorporate the perspectives of under-served communities in mobility system decision making.
- 2.3 Align mobility system decision-making with the City’s environmental strategies, plans, and goals to promote emissions reductions and resiliency to extreme weather risks and vulnerabilities.
- 2.4 Include considerations for pedestrian, cyclist and transit users’ comfort and safety in all weather conditions when designing facilities.
- 2.5 Establish reporting and monitoring to evaluate the mobility system, residents’ experiences, and overall trends.
- 2.6 Annually update active transportation infrastructure information on Fredericton’s Open Data page to facilitate integration into third-party trip-planning tools.
- 2.7 Continue to explore and foster partnerships with transportation stakeholders including neighbouring municipalities, Regional Service Commissions, the Provincial and Federal Governments and the Airport Authority.
- 2.8 Work with other levels of government to align approaches and standards in accordance with updates to the Motor Vehicle Act and Highway Act.
- 2.9 Advance Transportation Demand Management by developing strategies that support sustainable travel choices for residents and City staff and by partnering with major employers to support workplace-based sustainable commuting options.
- 2.10 Prioritize pedestrian safety by providing additional safety measures and improved pedestrian facilities at intersections.
- 2.11 Work with the Province to study solutions to improve pedestrian safety for children around schools in Fredericton.
- 2.12 Explore appropriate off-street locations to integrate public art into transportation infrastructure projects.
- 2.13 Monitor changes in new mobility technologies, periodically updating relevant strategies, policies, and by-laws (such as Fredericton’s *Electric Vehicle and Public Charging Strategy*) as appropriate.



Fredericton Transit operates a para transit service for people with disabilities



A family enjoys Killarney Lake Park

## 4.3 FOCUS AREA 3: ACTIVE TRANSPORTATION

Fredericton is working to encourage walking and cycling by filling gaps in the network, expanding infrastructure, and providing amenities such as secure bike parking. The IMP policies build on this progress to create more opportunities for active travel that are safe, direct, and convenient. Active transportation can be part of an active lifestyle, supporting residents in achieving the recommended 150 minutes per week of physical activity.<sup>8</sup>

A high active transportation mode share has many benefits: overall public health improvements, reduced greenhouse gas emissions and air pollutants, more activity on main streets, a reduced demand for resource-intensive vehicle parking, and more opportunities for community connection. Active transportation infrastructure, in particular, can also increase the people-moving capacity of the street network. As active transportation grows in popularity, it becomes part of the daily routine, and more people will think of active options first.

### Where is Fredericton Today?

Frederictonians make use of the trail, bike lane, and sidewalk network for many of their trips. The City's *Active Transportation Connection Plan* (2017) includes a list of actionable and specific strategies to improve the active transportation network and to address existing gaps. More than 150 km of trails provide both recreation and transportation access for walking, cycling, running, and hiking. In the winter, paved sections of trails are plowed, with trails in Odell and Killarney Lake Parks maintained for winter sports, such as snowshoeing and cross-country skiing. In addition to trails, Fredericton has 45 km of bike lanes and 39 km of bike routes to connect cyclists within the city.

Residents are already comfortable using active transportation. In 2025, 14% of afternoon rush hour trips within Fredericton are estimated to be made by walking or cycling. Feedback from the public during development of the IMP confirmed an interest in active transportation: out of over 300 responses, 61% of survey responses stated that they use active transportation modes often or somewhat frequently. There is an opportunity to build on this growing interest in active mode share.

However, there are gaps in the active transportation network. There are missing links in the existing network, particularly between existing trails and new neighbourhood areas. Some routes are fragmented by busy roads or uncontrolled crossings. Trails sometimes don't connect easily to destinations. There are not many protected or off-street north-south routes up and down the city's hills.



Fredericton's South Riverfront Trail

# City of Fredericton - Trails Map

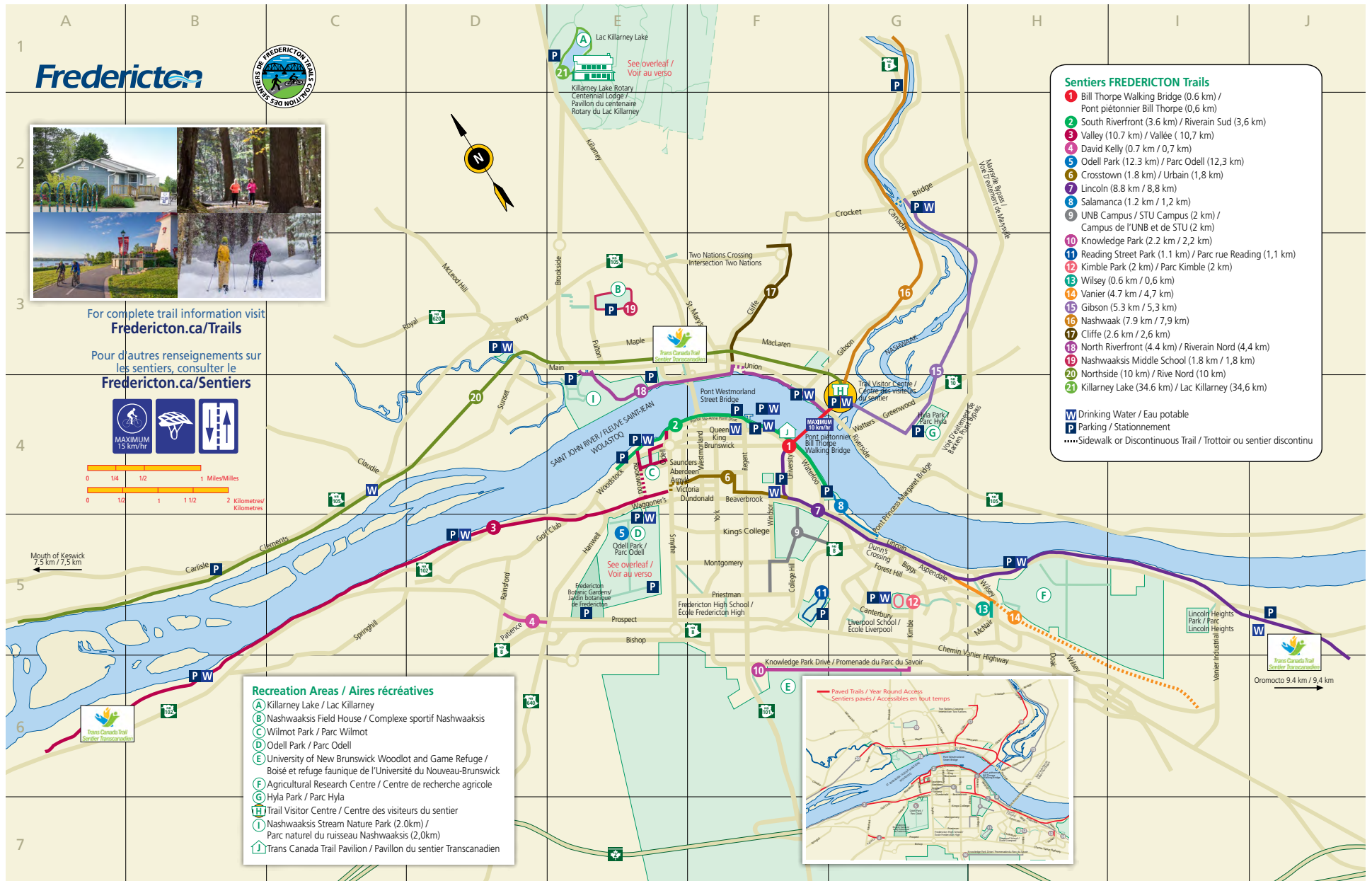


Figure 8: City of Fredericton Trails Map

## Where Fredericton Wants to Be

Fredericton aspires to be a city where active transportation is part of the everyday routine for many residents. The mode shift goal means that many more trips will be made entirely by walking and cycling, and transit use will increase too. The overall goal is for at least 30% of all trips within the city to be made by walking, cycling, transit, and other sustainable modes. For transit trips, people will almost always use active modes to and from the bus stop, so bus stops need safe and accessible walking routes around them.

A complete and connected active transportation network is essential. Fredericton will continue to expand the network while filling gaps within it. Safety, comfort, and year-round reliability are fundamental. Designing facilities that minimize conflicts with vehicles, provide clear wayfinding, and enhance user confidence will encourage more residents to choose active modes for everyday travel. The network will be complemented with conveniently located bike parking.

Cultivating a culture of active transportation is important. Learning to ride a bike or navigate the trail system can feel like a barrier to choosing active modes. Introducing children to active modes early helps build skills for life. Building awareness of cycling and walking as practical, enjoyable, and accessible options for all ages is another step towards shifting mode share.

These priorities set the foundation for the policies listed below, which aim to result in a vibrant and connected city where active transportation is a safe, convenient, and preferred choice for many.



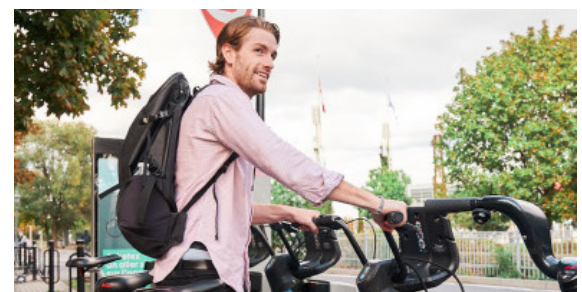
Cyclists on the Bill Thorpe Walking Bridge

## Active Transportation Policies

- 3.1 Improve network connectivity by closing gaps between active transportation routes, connecting designated growth areas, enhancing low-stress connections, and exploring off-street options for uphill travel.
- 3.2 Look for gaps in the network to provide continuous, accessible pedestrian walkways and pathways designed for use by those of all ages and abilities, supporting safe and comfortable movement.
- 3.3 Look for opportunities to build cycling facilities in areas appropriate for active transportation.
- 3.4 Improve the cycling experience, especially through intersections and across bridges.
- 3.5 Explore ways to improve pedestrian connectivity on the Westmorland Street Bridge.
- 3.6 Regularly review progress on the trail upgrades identified in the Active Transportation Connection Plan and identify outstanding items to inform the IMP workplan development.
- 3.7 Look for opportunities where it is practical to prohibit parking in bike lanes to support safety and uninterrupted travel for cyclists.
- 3.8 Leverage the existing user experience survey and automatic trail counters to monitor trail usage and inform prioritization of maintenance and upgrades.
- 3.9 Continue to install lighting on priority one trails in Fredericton to facilitate year-round use at all times of day.
- 3.10 Provide awareness and clarity on the appropriate vehicles and behaviour for on-road and off-road active transportation infrastructure.
- 3.11 Install clear wayfinding signage along on-road cycling facilities and maintain an up-to-date public cycling map that includes details such as lighting levels and separation from vehicles, helping users navigate safely and plan their trips effectively.
- 3.12 Continue to seek opportunities to implement secure bike parking at key destinations in Fredericton.
- 3.13 Work with developers to encourage the inclusion of integrated user-friendly and secure bike parking in new developments.
- 3.14 Explore the potential for offering shared micromobility services, such as e-scooters, bikes, and e-bikes.
- 3.15 Partner with community organizations and schools to promote bicycle commuting through communications, skills workshops, and safety-focused behaviour-change initiatives.
- 3.16 Strive to provide pedestrian routes which are safe, continuous, and usable by people with a wide range of abilities, including those using mobility devices.
- 3.17 Look to promote pedestrian connections between new developments adjacent to trails and the trails themselves.



Artist Gerald Beaulieu's Watermark sculpture alongside the South Riverfront trail.



An example of a docked bike share system  
Image source: Bixi

## 4.4 FOCUS AREA 4: PUBLIC TRANSIT

Fredericton Transit plays an important role in the City’s mobility system. As Fredericton’s population grows and new neighbourhoods are developed, the opportunity for transit to better serve travel demand also grows. Compared with the costs of owning or operating a vehicle, transit is an affordable option to get around. Increasing opportunities for residents to take transit to meet some or all of their travel needs will enhance equity and access across the city.

The *Fredericton Transit Strategic Plan (2019)* plans for improving service and growing transit ridership and identifies opportunities for innovation. The IMP includes policies to connect overarching ideas and key themes with the work already being undertaken by Fredericton Transit.

### Where is Fredericton Today?

Fredericton Transit operates 7 days a week, carrying more than one million passengers annually.<sup>9</sup> Fredericton Transit operates 10 conventional bus routes, a paratransit service, and an on-demand service serving two areas to the south of Wolastoq (Saint John River). As the population grows, demand for all three services continues to increase.

On conventional routes, ridership grew 23% between 2024 and 2025,<sup>10</sup> reflecting service increases: Sunday service was added in 2024, and half-hourly service was introduced in 2025. Demand for paratransit, a specialized transit service for registered passengers with disabilities, is continuing to grow. Between January 2024 and 2026, the number of registered clients grew by 47%. On-demand transit service offers a combination of app-based and telephone bookings so riders can schedule their trips when needed. Over a 6-month period in 2025, 6800 trips were taken on on-demand services, a modest increase from 2024.

Fredericton has made a 48% increase in investment in *service hours* per capita over the past 14 years. This outpaces population growth, meaning that the transit system is offering overall better service for an average resident. The effects are clear; these significant service level investments are matched with an increase in ridership per capita.

In the survey completed during public engagement, one fifth of respondents (out of 321 responses) noted that they use transit often or somewhat frequently, and over half of the respondents noted that transit routes and winter maintenance of bus stops pose significant challenges to their daily travels.



Fredericton Transit serving riders in winter

9 City of Fredericton, *Fredericton Transit*

10 *Mobility Committee Transit Update, February 2026*

# City of Fredericton - Transit Map

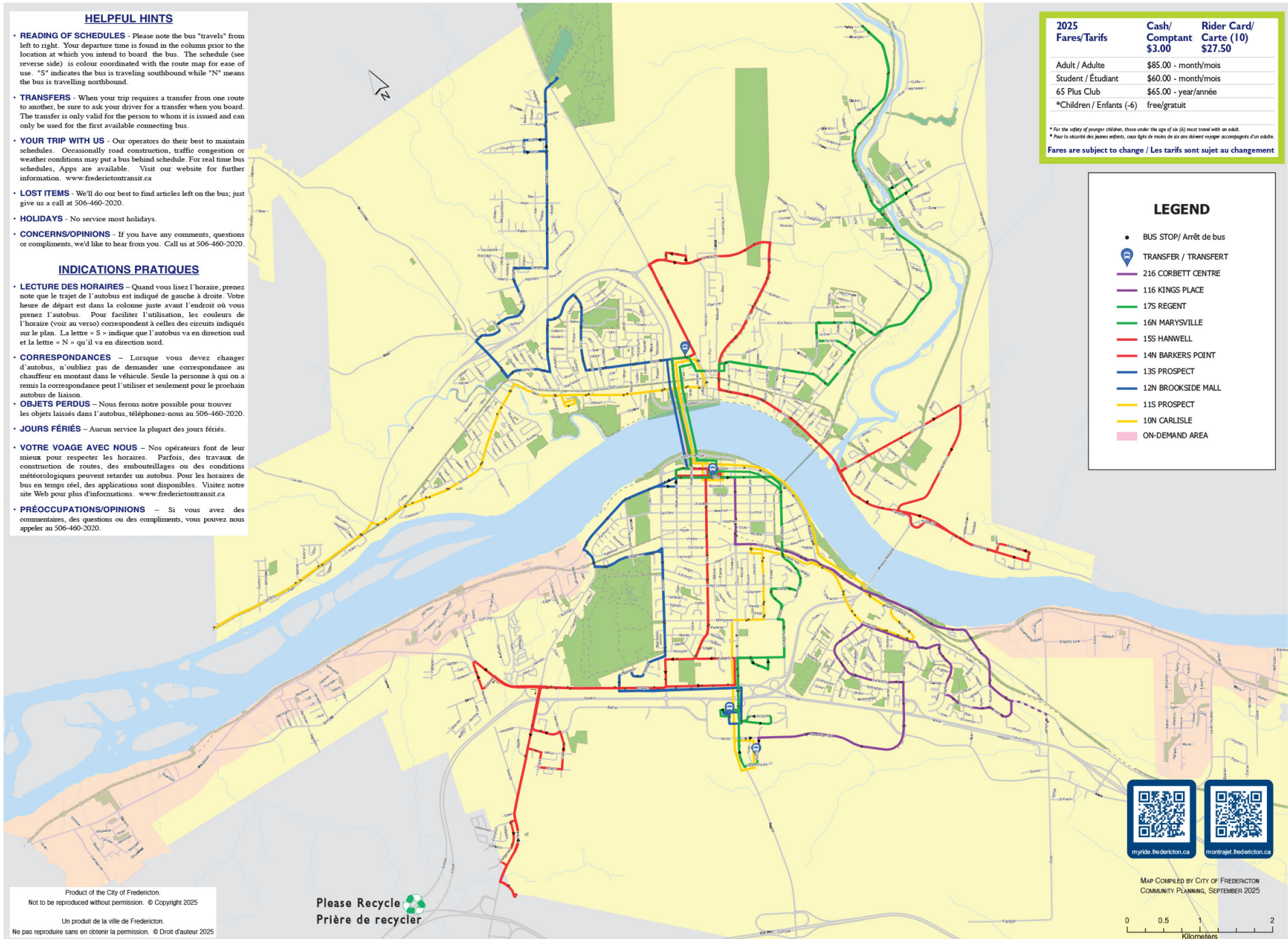


Figure 9: City of Fredericton Transit Map

## Where Fredericton Wants to Be

Increased transit ridership will be one of the primary ways of achieving the IMP target of 30% of all trips within the city being made by sustainable modes. Ridership depends on many factors, including the accessibility of transit to a diversity of people, competitiveness with driving, route design, and frequency. The *Fredericton Transit Strategic Plan* aims to improve service quality and grow transit ridership in anticipation of a denser and more compact urban form in the future.

To achieve the target mode share, by 2050, transit will be seen as a convenient and reliable option for some or all trips for much of the population. An integrated mobility system supports choice, where a vehicle owner may consider different modes depending on destination, timing, and parking options, or a transit user may be able to make more stops along their journey as transit frequency is added.

Managing streets, intersections, winter maintenance, and neighbourhood design are areas where the City can make choices to support transit reliability and time competitiveness with driving. The policies listed below will help support the *Fredericton Transit Strategic Plan* and look beyond to 2050.



## Public Transit Policies

- 4.1 Align transit strategic planning with the IMP vision and guiding principles.
- 4.2 Explore measures to improve the travel time competitiveness of transit.
- 4.3 Enhance the user experience by strengthening connections between transit stops, active transportation, and the surrounding public realm.
- 4.4 Review service standards for different land use types periodically to ensure: appropriate service at different levels of density and uses, support for long-term modeshare targets, alignment with IMP vision and guiding principles, and consistency with the *Growth Strategy* and *Municipal Plan*.
- 4.5 Consider multi-pronged approaches to improving accessibility of transit for people with a diversity of motor, visual, auditory, communication, and cognitive abilities.
- 4.6 Strive to increase the number of bus stops that are accessible and that can be maintained year-round.
- 4.7 Encourage transit-supportive principles for the design of new neighbourhoods.



## 4.5 FOCUS AREA 5: ROAD NETWORK AND VEHICLE MOVEMENT

Fredericton's roads move thousands of people and tonnes of goods each day. This focus area looks for ways to make this movement safer, more efficient, and a better experience for all road users. Technology, communications, and design can help manage the use of the road network. Fredericton's Transportation Study, developed at the same time as the IMP, includes analysis on traffic volumes and future road capacities, providing options for infrastructure upgrades or enhancements to maintain vehicular movement as the city grows. The IMP looks to policy solutions to help implement what is set out in the Transportation Study and to make the best use of the investments already made.

### Where is Fredericton Today?

Fredericton's road network consists of over 1,000 km of traffic lanes with 80 signalized intersections.<sup>11</sup> Key highways such as Route 7 provide connectivity to the Trans-Canada Highway, while New Brunswick Route 8 offers links to neighbouring municipalities, as well as facilitating interprovincial travel. These highway routes, managed by the Province of New Brunswick, serve both local and regional mobility.

A defining geographical feature of Fredericton is Wolastoq (Saint John River), which divides the city into north and south. There are three ways to cross the river in Fredericton:

- **Westmorland Street Bridge:** A four-lane bridge with a sidewalk that is the busiest roadway in New Brunswick, with over 56,000 vehicles each day.<sup>12</sup>
- **Princess Margaret Bridge:** A two-lane vehicle-only bridge, providing access primarily to the eastern side of the city, with over 21,600 vehicles each day.
- **Bill Thorpe Walking Bridge:** A 0.6 km pedestrian and cycling bridge that links downtown Fredericton with the South Devon neighborhood. It supports active transportation, with over 600,000 annual crossings.

Together, these bridges form vital transportation links that connect communities and integrate into the city's active transportation network. During public engagement, residents expressed their desire for an additional crossing that would serve the western side of the city.

Fredericton has a combination of parking garages, on-street parking, and surface parking that supports resident, visitor, and employee travel. The City's *Parking Master Plan* (2019) sets out forward-thinking parking management solutions, including technology enhancements, pricing strategies, and supply and demand management strategies to efficiently use this valuable space.

Fredericton is growing, and the current road network meets today's demand. However, ongoing population growth combined with rising vehicle ownership could lead to congestion in the future.



<sup>11</sup> City of Fredericton. *Roads & Construction*

<sup>12</sup> How Fredericton Moves, Mobility Committee presentation July 2021.

## Where Fredericton Wants to Be

Fredericton will manage traffic congestion and travel demand through smarter, more efficient use of existing road infrastructure rather than expanding road capacity as a primary method. The focus is on operational improvements and expanding multi-modal options that move more people safely and reliably. This includes optimizing intersections, reconfiguring lanes, enhancing signal timing, improving transit services, and creating safer, more connected sidewalks and cycling facilities. Land-use planning will also play a key role in reducing trip lengths and supporting sustainable travel choices.

Several of these policies are specific safety-related actions, but road safety as a principle can guide many decisions about roads. Many traffic injuries and deaths are preventable through engineering and design. Reducing collisions means not just telling road users how to be safe, but also making sure roadway designs encourage safe behaviour, help prevent mistakes, and are close to failsafe when mistakes happen.



## Road Network and Vehicle Movement Policies

- 5.1 Prioritize road safety in the planning, design, implementation and operation of Fredericton’s mobility networks.
- 5.2 Reduce the need to widen roads by prioritizing innovative traffic management and multi-modal solutions to increase efficiency, reduce greenhouse gas emissions, and ease parking stress.
- 5.3 Explore ways to improve existing East-West connections across the City.
- 5.4 Review, create and update various transportation guidelines, such as traffic calming, speed management, street and trail lighting.
- 5.5 Align updates to the road classification system with the IMP vision and guiding principles.
- 5.6 Encourage modal diversity on arterial roads to improve multi-modal connections across the mobility network.
- 5.7 Continue to use the City’s Traffic Calming framework to identify and prioritize streets warranting traffic calming measures.
- 5.8 Develop metrics, mapping tools, dashboards and reports that measure safety performance and assist with analysis.
- 5.9 Implement road safety public education campaigns to increase awareness of how to operate vehicles safely around different types of road users.
- 5.10 Explore vehicle detection systems at intersections and in corridors with systems that detect all road users, especially along the cycling network.
- 5.11 Work with businesses, community groups, and other interested partners to undertake temporary street pedestrianizations.
- 5.12 Strive for designs and retrofits that meet or exceed accessibility standards, keeping on the leading edge of new provincial acts and policy.
- 5.13 Review progress on the recommendations in *Parking Master Plan* and identify outstanding items to inform IMP workplan development.



Parking meter in Fredericton

## 5. MAKING THE PLAN A REALITY AND MAINTAINING MOMENTUM



## 5. Making the Plan a Reality and Maintaining Momentum

The IMP sets out an ambitious roadmap to 2050 and sets the stage for future mobility related decision making and strategic mobility planning. With the IMP taking a more holistic approach, it establishes a framework to integrate land use planning and transportation planning. As the City looks to update its various transportation related plans and strategies in the future, the IMP provides an overarching north star.

The IMP is supported by City staff, Mobility Committee members, Council members and the input of many individuals and stakeholders. The objective of the IMP is not to list specific action items. However this final section is provides some ideas on how the city can embrace and keep the momentum going on the IMP as future plans are developed and updated.

### Teamwork

Implementing the IMP is a team effort by staff, City Council and the residents of the city. It will involve significant collaboration, focused on the common goals outlined in the IMP. This could be accomplished by setting up internal mechanisms to facilitate internal collaboration at the City as recommended actions rarely involve only one City department. This could take the form of annual or by annual check in on initiatives, their alignment with the IMP and tracking progress to date.

It also involves incorporating actions into existing City processes. Several of the policies listed in the IMP are already underway and being worked on. These are quietly completed by staff behind the scenes but are rarely celebrated as a strategy. The incorporation of these actions under the umbrella of a formally adopted plan will give staff and City Council the opportunity to put resources into this important work. While the IMP strives to lay out an ambitious vision the action items completed by staff are what makes the vision reality.

Community is crucial to the success of the IMP as well. Whether that is in the form of engagement on initiatives, seeking feedback or monitoring public perception over time. A great example of this is the motion put forward and adopted at the Mobility Committee held on February 24th, 2026. A motion was passed by Committee to develop a formal professional/technical advisory committee to aid in getting the IMP implemented.<sup>13</sup>

This motion is not a policy, but rather an action item. It would also have to follow a process to be formally adopted by Council and cannot be instituted by the IMP. Because of this, the motion was highlighted in this section. A jurisdictional scan indicated that this was not something commonly found as a policy within other IMPs, however other communities have similar committees. It will be noted as something that should be explored further by staff to determine how it could benefit the City in relation to the IMP.



<sup>13</sup> Council, while acting in Committee at the Mobility Committee meeting Tuesday, February 24, 2026, approved the following resolution: "WHEREAS, draft policy recommendations are being solicited from Council for inclusion in the Draft Integrated Mobility Plan, therefore, BE IT RESOLVED THAT the Mobility Committee recommends adding to the list of Draft Policy Highlights in the Draft Integrated Mobility Plan (IMP) the establishment of a professional / technical advisory committee of resident experts and civic leaders from the mobility advocacy and infrastructure community to advise Council and the Mobility Committee on its program mandate."

## Monitoring Progress

Measuring implementation of the IMP through key indicators is also crucial for maintaining momentum and continuing to build trust with the community. There are two IMP actions that speak directly to monitoring. These are:

- **2.5:** Establish reporting and monitoring to evaluate the mobility system, residents’ experiences, and overall trends.
- **3.8:** Leverage the existing user experience survey and automatic trail counters to monitor trail usage and inform prioritization of maintenance and upgrades.

Monitoring progress on how Fredericton is approaching the vision needs to be systematic, feasible using existing or planned data sources, and respective of staff time to implement at regular intervals.

*Table 1: Potential monitoring indicators*

Indicator	Considerations
Commuting mode share	The Canadian census provides insight on typical mode share to work. Historically, this data point has not captured nuances of hybrid work, seasonal differences in commute habits, or infrequent but consistent commute choices (such as biking to work 1-2 days per week but driving the rest of the week).
Journey to work travel distances	Available using the Canadian census.
Transit ridership counts	Available through Fredericton Transit data collection. Consider ways to capture the number of riders transferring from one route to another and where this happens more frequently.
Cycling and pedestrian counts	Consider expanding the use of existing trail counters and supplementing with manual counts.
Access to jobs and services by transit	Available in Statistics Canada’s Spatial Access Measures
Number of residents within 400m of transit route	Requires updated population by zone.
Number of residents within 400m of a bike lane	Requires updated population by zone.
Regular surveys of cyclists and transit riders	Use existing transit rider surveys and consider online or intercept surveys for cyclists.
Kilometres of bike lanes and sidewalks installed annually	Consider internal tracking systems to better connect capital programs with data capture.

With Fredericton continuing to see significant growth as we move towards 2050, demand for travel within the City will grow. The IMP looks to embrace that change and build on the momentum of a growing City—to 2050, and beyond.

# GLOSSARY



# Glossary

**Active Transportation:** Any form of non-motorized transportation that uses one's own power (either alone or in combination with an electric assist).

- *Examples of active transportation: walking, biking, skateboarding, in-line skating, jogging, running, skiing, and using a mobility device like a wheelchair. Shifting to active modes can be as simple as turning short 2km drives to the local store into daily physical activity.*

**Complete Communities:** Neighbourhoods where residents can access basic amenities within a reasonable distance and travel time from home. By encouraging more compact mixed-use development, cities can reduce greenhouse gas emissions and make everyday life more convenient

**Micromobility:** lightweight, low-speed vehicles that are designed for short trips. These devices are typically limited to maximum speeds of around 32km/h, keeping them compatible with bike lanes and lower-speed streets.

**Mode Share Target:** A measurable goal that helps to guide policy and infrastructure decisions

**Mobility System:** Includes everything that someone may need to enable their trip, this includes sidewalks, bike lanes, buses, accessible pedestrian crossings, bridges, roads, and more

**New Mobility Technologies:** Different types of on-demand services and zero emissions technology. It generally refers to rideshare, car share, bike share, on-demand transit, and zero and low-emissions vehicles. The technology is often changing, and new products are launching quickly.

**Service Hours:** Total hours buses are in operation; as more routes are added, higher frequencies, and hours of operation are added, service hours increase.

**Sustainable Modes:** An umbrella term (including walking, biking and taking transit) that describes methods of travel that minimize negative external environmental, social, and economic impacts.

**Transportation Demand Management (TDM):** The use of policies, programs, services, and products to influence whether, why, when, where and how people travel

- *Examples of workplace TDM measures: assessing and adjusting parking policies, improving facilities for active transportation (e.g., bike parking and showers), or offering flexible commuter benefits such as transit passes*

**Transportation Equity:** A concept that describes the fair and just distributions of transportation services, policies processes, and infrastructure

**Vulnerable Road User:** A pedestrian cyclist, motorcyclist, or anyone on the road that does not have the benefit of the protective shell of a vehicle.



**Fredericton**