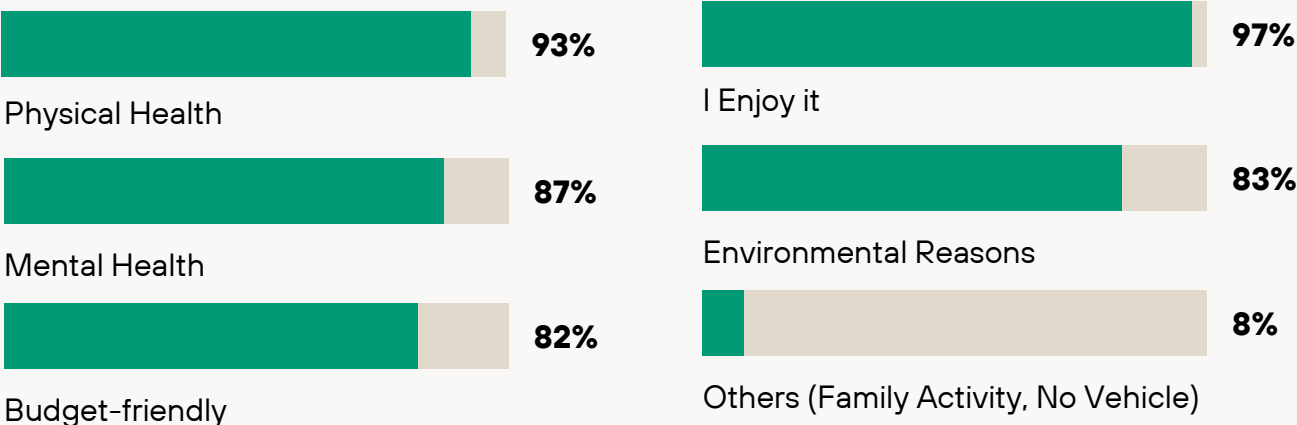
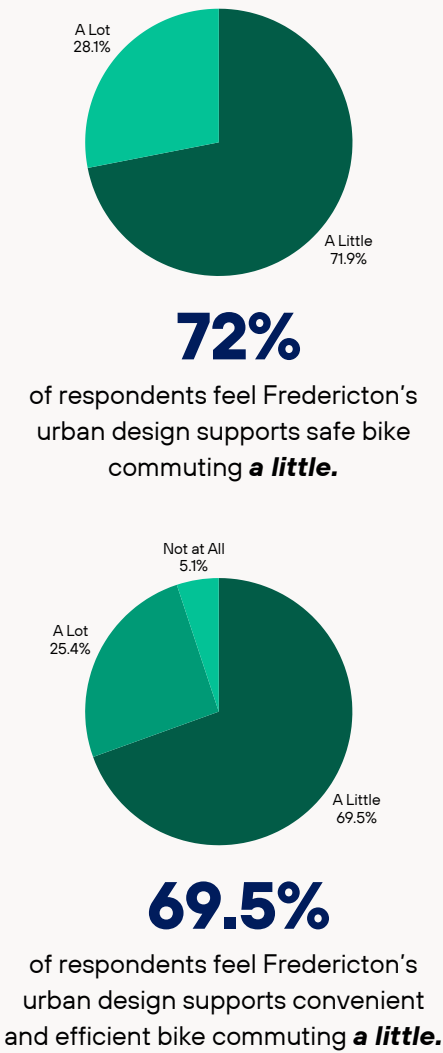


# Fredericton Urban Bike Commuters Survey Responses

## I commute by bike because...



## Opportunities and Barriers in Active Transportation



- 01

Strong Trail Network but Limited Reach

Many respondents praise Fredericton’s off-road multi-use trail system as safe and well-developed, especially along the river and near the downtown core. However, this system doesn’t reach all neighborhoods, particularly uptown and suburban areas, and isn’t well integrated with on-road infrastructure.
- 02

Lack of Protected or Separated Bike Infrastructure

Respondents repeatedly mention that on-street bike lanes are mostly just painted lines with no physical separation, and they disappear at intersections or busy areas. Many described this as unsafe, especially on arterials like Prospect Street or King Street.
- 03

Safety Concerns with Drivers and Road Sharing

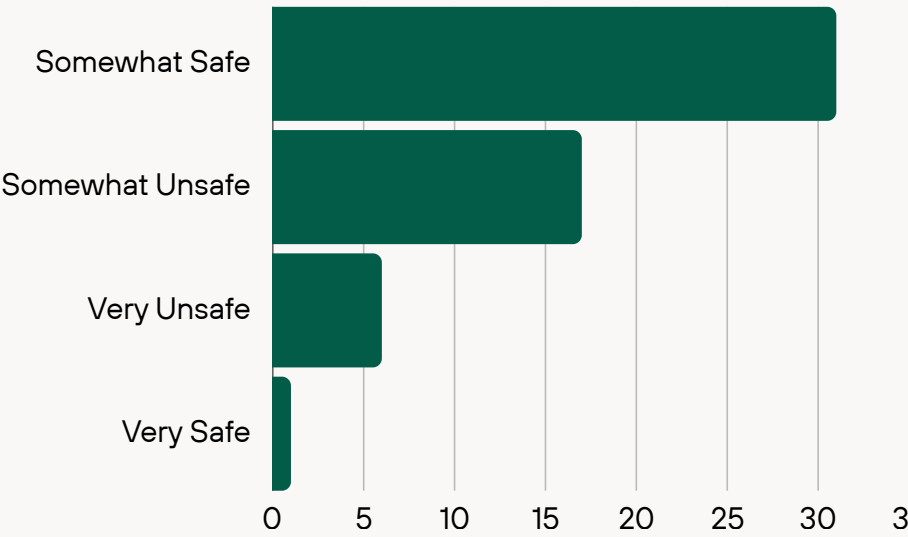
Many people noted aggressive or inattentive driving, with drivers not respecting bike lanes or cutting off cyclists (e.g. “right hook” collisions). There’s a sense that driver education and culture shift are needed for bikes to be taken seriously in traffic.
- 04

Poor Flow Design

Comments mention missing links between bike routes, abrupt trail endings, poor signage, and confusing or unsafe intersections and crossings (especially at bridges and traffic circles). Repeated risks mentioned related to dangerous curb cuts designs and cross slopes, particularly concerning for users of equipments that have more than two wheels..

## Perceptions of Safety

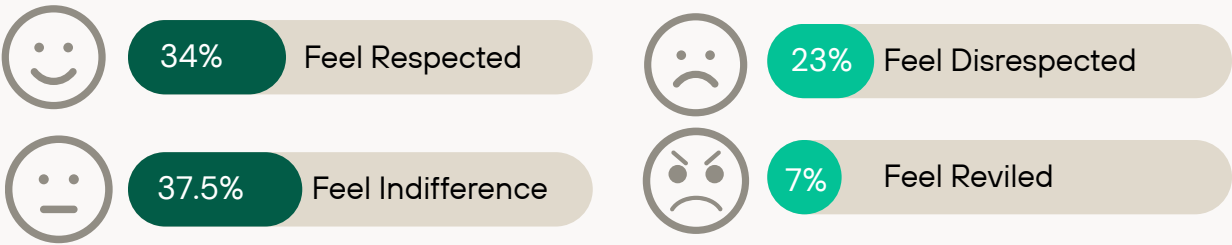
### How Safe Is Fredericton for Vulnerable Road Users? (Children, Seniors, Wheelchair and Stroller Users, etc.)



56% of respondents think Fredericton is *somewhat safe*

The responses reveal three key themes affecting the safety and accessibility of walking and cycling in Fredericton. First, poor infrastructure maintenance, especially in winter, creates major barriers for people using mobility aids. Second, while the trail system is generally seen as safe, the broader network lacks continuous, separated, and protected routes, which leads to unsafe crossings and disconnected infrastructure. Lastly, distracted driving, high vehicle speeds, and the presence of fast-moving e-scooters or cyclists further compromise safety, particularly for children and individuals with disabilities.

### How Respected do you Feel by Motorists when Cycling...



**Mixed Experiences with Motorists**  
Many respondents describe a “50/50” experience on the road. While some motorists are courteous and give appropriate space, others exhibit indifference or even aggression. The inconsistency creates an unpredictable and often unsafe cycling environment.

**Hostility & Aggression**  
Several cyclists reported verbal harassment, close passes, and even being run off the road, especially during high-traffic times. This contributes to feelings of vulnerability and illegitimacy on the road.

**Lack of Motorist Education**  
A recurring sentiment is that many drivers do not understand cycling laws or best practices, such as the 1-metre passing rule or how trail crossings work. This results in both unsafe actions and unintentional “over-courtesy” that disrupts traffic flow and confuses right-of-way.

**Need for Mutual Understanding**  
Several responses noted the importance of clarity, consistency, and shared rules for respectful road sharing. Some also acknowledged that cyclists must follow rules as well, and a few noted frustration with those who don’t.

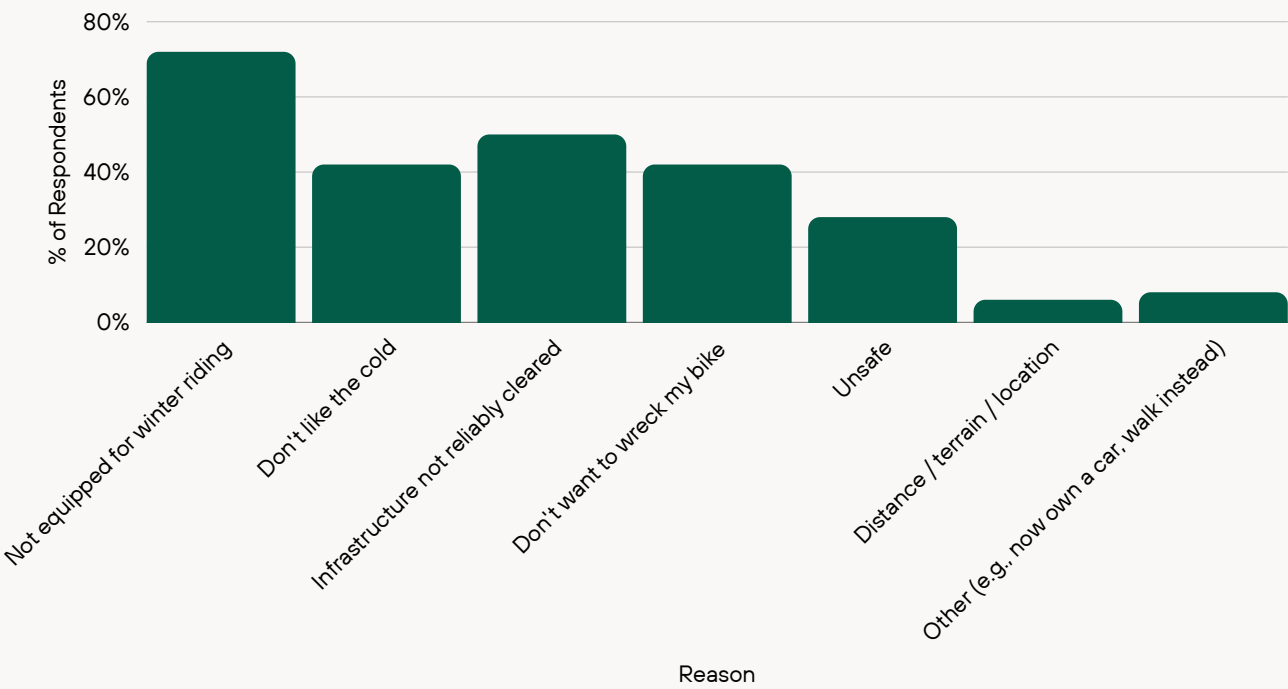
# Fredericton Urban Bike Commuters Survey Responses



52.5% of Respondents Cycle Year-Round

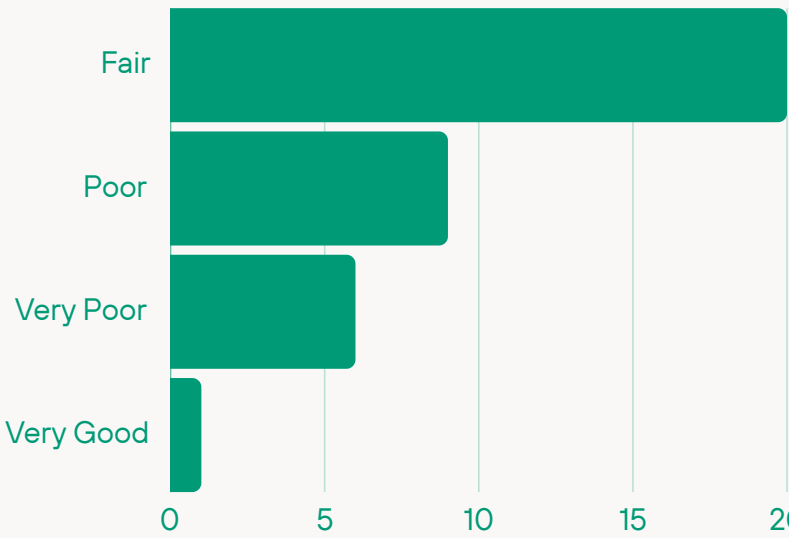


Top Reasons People Don't Bike Year-Round:



If trails and lanes were reliably maintained, 47% of respondents who do not bike year-round said they would consider biking in the winter.

How would you rate the level of service on your winter biking routes (e.g., snow clearing, surface conditions, road width cleared, bike lane accessibility)?



53% of year-round bikers rated the level of service as Fair, while 39% rated it as Poor or Very Poor

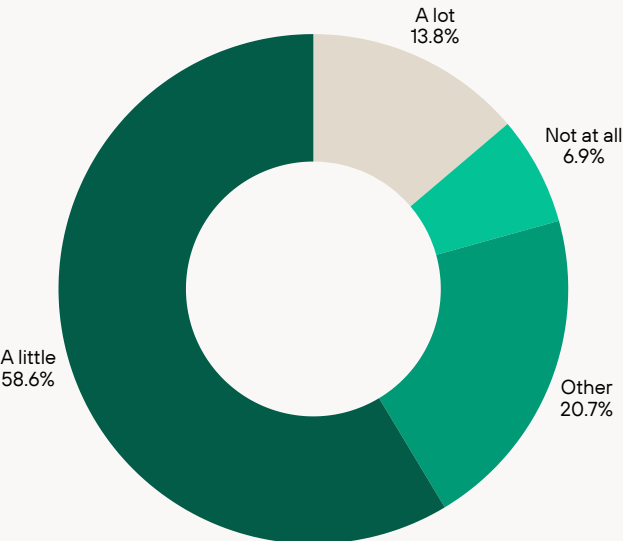
Many respondents expressed a willingness to bike in winter, but cited inconsistent snow clearing, unsafe bike lanes, and poor trail maintenance, especially outside the downtown core, as major barriers; other barriers included salt and sand buildup damaging bikes and deterring winter riding.

Results indicate a general dissatisfaction with current maintenance levels. A dominant theme was inconsistent and delayed snow clearing, particularly on multi-use trails, bike lanes, and secondary streets. Many noted that while some main trails (such as the Bill Thorpe Bridge or select downtown paths) are well-maintained, others, especially in suburban areas, are often left uncleared or plowed late in the day, making morning commutes difficult or impossible. Several cyclists described dangerous conditions, such as icy ruts, rough trail surfaces, and snowbanks at intersections that block trail access or force dismounts. Bike lanes were frequently described as unusable in winter, pushing cyclists onto sidewalks or roads, which many felt were unsafe due to snow narrowing and lack of infrastructure.

Perceptions of City Engagement on Active Transportation



To what extent do you feel the City of Fredericton listens to and considers the experiences and needs of active commuters?

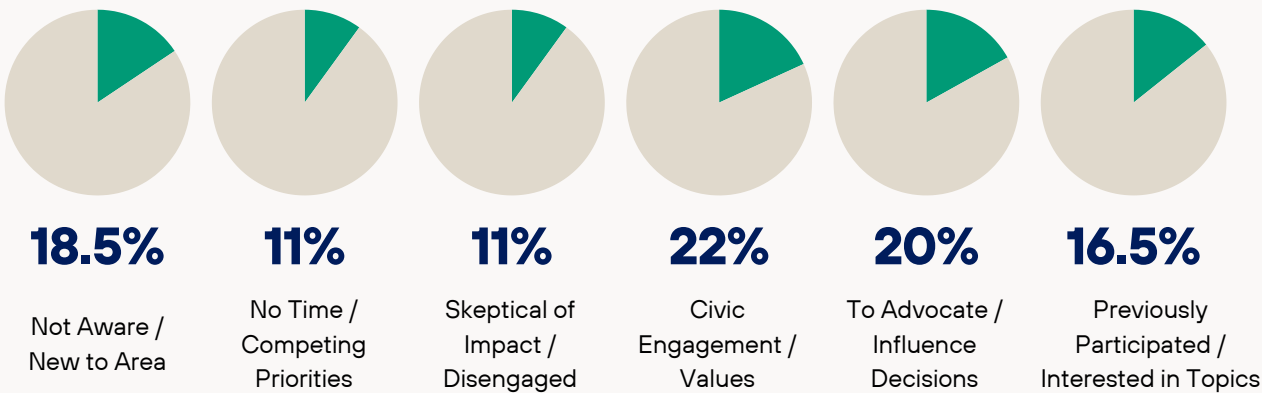


Many respondents expressed a sense that the City is **beginning to prioritize active transportation**, but often only **as an afterthought** or in a **piecemeal approach**. Several noted that **public consultations tend to happen too late in the design process** to allow for meaningful influence, and that there is **limited outreach or visibility** of engagement opportunities. A few positive experiences were shared, including being part of specific consultations or noticing improvements such as new bike lanes or protected paths. However, others observed that **initiatives often focus on recreational or tourist use rather than commuting**, and that efforts to support and grow the active commuting community, such as through public education, outreach, or infrastructure planning, are still lacking. Respondents suggested that **more proactive, inclusive, and ongoing engagement would strengthen the City's response to active commuter needs**.

\*\*Other responses included people who were not sure how to answer because they were new to the city, didn't feel informed enough, or hadn't engaged directly with City processes (e.g., "I don't live in Fredericton," "Je ne sais pas," or "Not sure, I do have one positive experience").\*\*

67% of respondents have participated in City of Fredericton surveys or public consultations.

Why / Why Not Participate?



# Fredericton Urban Bike Commuters Survey Responses

On a scale of 1 (Not valuable at all) - 4 (Essential) how valuable would it be for the City to adopt an Active Transportation Advisory Committee?



77% of respondents believe an Active Transportation Committee would be essential.

A little valuable Valuable Essential

\*No one replied "1 - Not valuable at all"

01

### Importance of Meaningful Engagement with Active Commuters

Respondents strongly support direct, ongoing engagement with those who walk, bike, or roll, emphasizing that lived experience leads to smarter, safer infrastructure decisions. People want more opportunities to contribute ideas early in the planning process.

02

### Need for Better City Understanding and Prioritization

There is a perception that city staff and councilors often lack firsthand experience with active commuting and may default to car-centric thinking. Respondents call for the city to prioritize active transportation more seriously and remove barriers to make it accessible to a broader population.

### Opportunities



#### Better Decision Making

Many respondents believe that a formal structure would lead to smarter, safer, and more effective infrastructure because it reflects the real needs and daily experiences of active commuters.



#### Stronger Collaboration and Dialogue

People emphasized that ongoing, structured communication between city staff and active transportation users could build trust, reduce misunderstandings, and speed up improvements.



#### Community Empowerment and Advocacy

A formal advisory group is seen as a chance to give active commuters a consistent seat at the table, empowering them to shape policy and raise the profile of cycling and walking in city planning.



#### Increased Momentum for Active Transportation

Respondents noted that a collaboration structure could push the city to prioritize active transportation more seriously, leading to broader benefits like sustainability, health, and reduced car dependency.

### Risks



#### Dominance by a Vocal Minority or Special Interests

Several people expressed concern that if not carefully managed or diversified, a committee could be dominated by individuals with narrow agendas, which might not represent the broader active transportation community.



#### Slower or Politicized Decision-Making

A number of responses mentioned the risk of bureaucratic delays or politicization, especially if committee discussions become adversarial or unfocused.



#### Limited Influence and Disappointment

Some noted that a major risk is the city forming a group then failing to act on its recommendations, leading to frustration or disillusionment.

### Benefits of Higher Collaboration Between AT Users and the City

#### Tangible Outcomes

- Better infrastructure design
- Improved maintenance
- Increased safety
- Specific special projects

#### Improved Decision-Making

- More data-informed planning
- Aligned with city goals
- Deeper understanding of user needs and barriers
- Clearer project direction

#### Public Engagement

- Amplified community voice
- More inclusive and informed conversations
- Attention to equity and public health

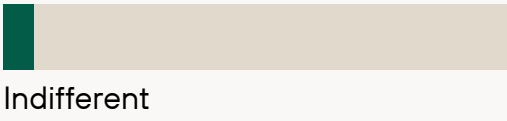


Stakeholders in active transportation in Fredericton include all residents, particularly cyclists, walkers, youth, newcomers, and people without access to cars. Key groups also include families, seniors, people with accessibility needs, emergency services, local businesses, schools, universities, advocacy organizations, and all levels of government.

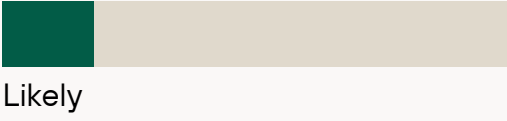
### If the City of Fredericton had an interactive feedback platform, how likely would you be to use it?



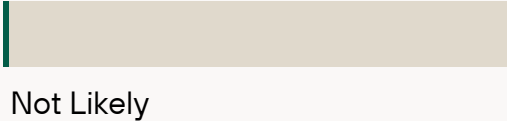
Highly Likely



Indifferent



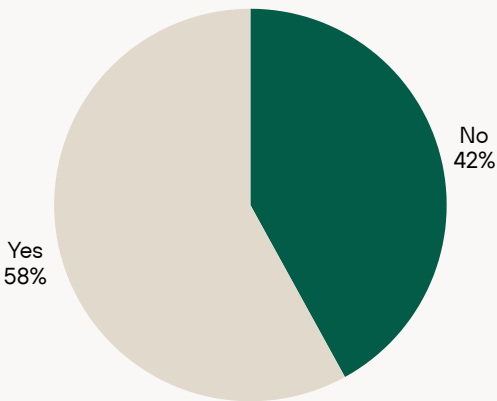
Likely



Not Likely

### Do you currently log your commutes on any type of online platform ?

### Would you consider logging (sharing) your rides to help create better data for city planning and decision-making?



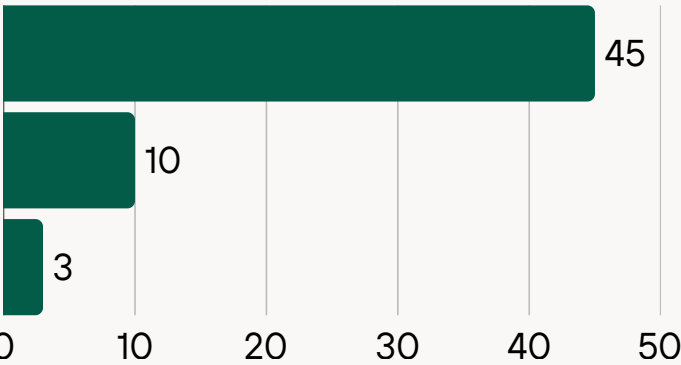
Yes 58%

No 42%

Yes

Maybe

No



45

10

3

58% of respondents log their commutes digitally

77.5% of respondents would be willing to log their rides

### Platform of Choice

Strava is the preferred platform among Fredericton's urban bike commuters, with 55% of respondents identifying it as their primary tool for logging commutes. Other platforms such as Apple Fitness, Cycplus Fit, Coros were also mentioned.

### Concerns for not sharing

Privacy concerns were the most common reason for hesitation, including discomfort with location tracking, fear of personal data exposure, and a desire for anonymity. Several people also cited technological barriers (familiarity with apps, dislike of using social media or tracking tools).