

Transportation

Consideration for Developing Community Transportation Alternatives for Greater Fredericton and all of New Brunswick: Greater Fredericton Social Innovation (April 2012)

Prepared by: Trevor Hanson, PhD, P.Eng
For Greater Fredericton Social Innovation Inc., March 30, 2012

Research conducted by Dr. Trevor Hansen drew upon existing data sources such as published and unpublished research and government commissioned reports to develop a guide to help better inform any organization looking to develop alternative community transportation solutions in NB. This toolkit was distributed to all Community Inclusion Networks and is available upon request.

Fredericton Bicycle Resources: Capital City Cycles (April 2013)

Volunteers created a Bicycle Resource Centre which became known as Capital City Cycles (CCC), a socially inclusive place where anyone can gain access to tools, skills and knowledge in order to fix their own bicycles and use them safely. With support from the City of Fredericton, CCC was able to set up shop in prominent locations in the city, thereby making it easy for people to access their services.



CCC became a repository for gently used second hand bikes which club members repaired and distributed to people seeking bikes for recreational purposes and as alternative means of transportation. Early recipients were youth and adults from the Multi-Cultural Association of Fredericton.

As well, CCC promotes bike transportation through media sources to increase ridership and to promote a bike friendly culture in Fredericton.

Queens Sunbury Community Transportation Collaboration: Greater Fredericton Social Innovation (April 2013)

Towards the Development of Alternative Transportation for Sunbury and Queens Counties, NB
Principal Investigator: Trevor R. Hanson, PhD, P.Eng
Research Assistant: Emily Martin, BScE
University of New Brunswick Transportation Group
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GFSI secured the services of Dr. Trevor Hansen, Dept. of Engineering at UNB, to develop a transportation strategy for Queens and Sunbury Counties. The purpose of a community transportation strategy is to help better understand transportation issues in the communities and the broader region, while also laying the foundation for action items. It was to answer such questions as:

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- Are citizens able to meet their transportation needs themselves or through friends and family?
- If so, is this sustainable for the future?
- What about transportation is important to our communities?
- What can communities do to help themselves and what may require a higher level approach?

Consultations sessions held in Oromocto, Gagetown and Chipman engaged participants in identifying current assets and services, and service gaps as well as community partners interested in developing transportation strategies.

SUN Transportation Solutions: Capital City Cycles (June 2013)

Capital City Cycles (CCC) partnered with the Supported Housing Network (SUN) to support their clients interested in with finding alternative transportation solutions, and opportunities for training and social inclusion.

Individuals directed by the SUN committee to CCC were able to earn a gently used bicycle. Once matched with a suitable bike, individuals received training and access to parts to repair and upgrade their new bikes. All bike recipients were also outfitted with helmets and full safety equipment. Many reported that their new bike would be used to help them around the city to obtain services and for some, to get them to and from employment. Many also returned to CCC whenever additional repairs were required, thereby enabling them to keep active in the community.



Door to Door Driver Program: Greater Fredericton Social Innovation November 2015

Greater Fredericton and Westmorland Albert Community Inclusion Networks are partnering to support existing and developing door-to-door driving groups throughout the province establish a service support network. To accomplish this goal, the CIN Coordinators will facilitate a series of face to face workshops that guide the groups toward a common framework.

This new network will provide a mechanism for sharing tools, resources and knowledge amongst groups that presently operate independently. The purpose of this project is to support the long term viability of these operations, many of which are in the early stages of formation and struggling to develop reliable revenue streams.

Relying on the success of these organizations are the thousands of NB'ers of all ages who are seeking affordable transportation options that will enable them to obtain and remain employed, to access necessary medical and other services, and to be active in community activities.

