

Ontario Municipal  
Commuter Cycling Program  
(OMCCP)  
*“Active Transportation Plan”*  
Brockville 2018

John Taylor and I are here in support of the motion on the active transportation plan. We represent the Brock Trail and the cycling advisory committees, working together as always. As we did when our committees passed motions endorsing Council’s application to this provincial cycling program.

FAO and then Council also carried the motion to proceed with the application for funding, knowing that an active transportation plan would be required.

As we know, the St. Lawrence Corridor Economic Development Commission is working on attracting businesses and creating jobs. Our committees are focused on lifestyle factors that attract and retain those businesses, the talent they need, and their families.

One important factor in making Brockville a more desirable home is providing residents of all ages and all abilities the opportunity to choose active modes of comfortably moving around the City, both for purpose and for pleasure.

For several years, I've been sharing with you the growing weight of evidence that becoming more bike and walk friendly is a high leverage investment in sustainable economic vitality, and a cornerstone of becoming age friendly and youth friendly.

Council understood and accepted the benefits of active transportation in the official plan process that started almost a decade ago, approving an OP which directs that an active transportation network be implemented.

Council understood the larger and longer-term vision for Brockville when establishing the cycling advisory committee of Council in 2010, and in supporting the work of the Brock Trail committee.

In September 2015, this Council endorsed the Healthy Communities Vision, underscoring your commitment to give residents opportunities to become more active in their daily lives.

In a City and region where population health indicators trend worse than provincial averages, and where health care costs become increasingly unaffordable, you need to act on the evidence that every dollar invested in active transportation returns, conservatively, 10 dollars or more in annual health care cost offsets in the future.

I urge you to reflect on that history of commitment, and your vision for Brockville, as a place to live, work, grow and play.

Envision the Brockville **you** want. But remember, a vision without a plan remains just a dream.



This slide showing our potential cycling network was developed in 2011 as part of the Official Plan. This was a start; it is not a plan.

It does not include the rigorous process of surveys, measurements, traffic engineering, facility design, crossings, reviews of policies and bylaws, costing, staging, and all the other elements of a comprehensive plan.

The cycling advisory committee did undertake some of this work as volunteers, and like all good pioneers, took the arrows for Council.

Still, our proposed first phase was unanimously endorsed by this Council in 2015.

One project was the upgrade to King St W that has successfully calmed traffic and provided safer movement on foot and on bike.

Another project proposed by the cycling advisory committee, and executed in partnership with the Brock Trail committee, is the extension of the Trail along Ormond and Central as an in-boulevard facility.



This slide highlights the Brock Trail projects currently underway, including completion of that route along Ormond and Central, the revitalization of the Perth to Stewart segment, and the new segment in the north that will complete our linkage from the waterfront all the way to the Mac Johnson Wildlife Area.

That’s on top of progress already made; the bridge segment near the Brockville Museum, the long stretch from King St W to Cedar St, a short segment in St. Lawrence Park, the Russ Chartier bridge, and two pedestrian crossings.

Brock Trail work is done to current multi-use standards, including AODA compliance, so that our Trail truly is accessible to those of all ages and all abilities.

With careful planning, contracting externally where specialized expertise is needed, we **are** realizing the vision for the Brock trail.

To accomplish this, we rely on capital from the City, and leverage it with grants, in-kind contributions, and generous donations.

Mr. Cosgrove and his staff have done an exemplary job of project management, engaging the many external professional and trade services these projects need.

To those who denigrate consultants and plans, I would point out that governments, companies, non-profits and charities routinely contract externally for professional and trade services.

They augment in-house resources, especially where specific expertise is needed, or the work is non-recurring.

For Brock Trail projects, those services include consulting engineering for bridges, structural design and railway compliance; landscape architecture for user-friendly and AODA-compliant trail design, and more.

October 2014

Ten-Year Active Transportation Capital Projects		City Spend	Grants and In-Kind	Project Total Cost
Year	Description			
2015	Trail: Cedar St to St. Lawrence Park	54,000	106,000	160,000
	Trail: Perth St to William St	52,000	103,000	155,000
	Trail: St. Paul St to Henry St (Wayfare)	30,000	135,000	165,000
	Cycling: design audit & to be determined	15,000	15,000	30,000
<b>2015 totals</b>		<b>151,000</b>	<b>359,000</b>	<b>510,000</b>
2016	Trail: Laurier Blvd north to Centennial Rd	100,000	200,000	300,000
	Cycling: to be determined	15,000	15,000	30,000
<b>2016 totals</b>		<b>115,000</b>	<b>215,000</b>	<b>330,000</b>
2017	Trail: Park St to First Ave	120,000	240,000	360,000
	Cycling: to be determined	15,000	15,000	30,000
<b>2017 totals</b>		<b>135,000</b>	<b>255,000</b>	<b>390,000</b>
2018	Trail: Hardy Park - wood promenade redecking	67,000	134,000	201,000
	Cycling: to be determined	15,000	15,000	30,000
<b>2018 totals</b>		<b>82,000</b>	<b>149,000</b>	<b>231,000</b>
2019	Trail: Extension north from Railway Tunnel **	50,000	100,000	150,000
- 2024	Trail: 401 underpass **	60,000	120,000	180,000
	Trail: Stewart Blvd to Park St **	50,000	100,000	150,000
	Trail: Stewart Blvd to Brookview Park	100,000	200,000	300,000
	Cycling: to be determined	90,000	90,000	180,000
<b>2019-2024 totals</b>		<b>350,000</b>	<b>610,000</b>	<b>960,000</b>
<b>2015 - 2024: 10 year totals</b>		<b>833,000</b>	<b>1,588,000</b>	<b>2,421,000</b>

Turning to funding, this Council approved a 10-year capital budget for active transportation projects.

In this plan we committed to match the City's money dollar for dollar for cycling projects, and two for one for the Brock Trail. To date, all the work done or underway is fully funded under those terms. John Taylor will bring a Brock Trail update to you soon, at which time we can review the detail.

Of note tonight is that to date, every dollar of City capital has been leveraged with \$2.30 of in-kind, donations, and grants.

Considering tonight's business, it's also worth noting that \$375,000 of our funding came from an Ontario cycling grant two years ago.

But let's talk about the Ontario cycling grant under discussion this evening.

This Council authorized both the application and subsequently the agreement with the province for that grant, all with the knowledge that external expertise would be engaged to develop the required active transportation plan.

**OMCCP grant arithmetic:**

- Provincial cycling/AT grant at stake: \$183,362
  
- Cost of AT plan mandated as a requirement of the grant: \$60,000
  - Portion covered by grant (80%): \$48,000
  - Portion from cycling committee capital budget (20%): \$12,000
  
- Remainder of grant for Brock Trail projects: \$135,000
  
- Bottom line: for an investment of \$12,000, the City will have:
  - > The AT plan committed in the OP
  - > PLUS \$135,000 for current Brock Trail projects,
  - > PLUS three more years of additional project funding.

An investment of \$12,000 of already-allocated City money returns \$183,000 worth of progress in Brockville becoming a more attractive place to live, work, grow and play.

That's 15x leverage on the City's investment -- the action we need, for the City we want.

Here's the arithmetic:

The provincial cycling grant at stake is 183,000. This is the first year of a four-year program.

The cost of the plan that's mandated as a requirement of the grant will be 60,000.

20%, or 12,000, was set aside from the cycling advisory committee's annual capital budget allotment of 15,000. And the grant covers the remaining 80%, or 48,000.

That's four times leverage of the City's investment, a 400% return.

The remaining 135,000 of the grant will be directed to Brock Trail projects, as committed in our grant application.

The bottom line?

For an investment of \$12,000, the City gets an active transportation plan, as mandated by the Official Plan, that will guide many years' worth of progress; **PLUS** 135,000 for Brock Trail projects, **PLUS** three more years of project funding.

An investment of 12,000 of already-allocated and budgeted City capital secures 183,000 this year, and more in the next three years.

That will fund progress toward Brockville becoming a more attractive place to live, work, grow and play.

This is where you thank your volunteers for the 15 times leverage on the City's investment.

Vote for the plan we need today; for the City we want tomorrow.

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