A Yonge Street Safe for All

Midland Active Transportation Advisory Committee

Herb van den Dool, Chair, Midland Resident

Mary Brodeur, Vice-chair, Public Health Nurse, Simcoe Muskoka District Health Unit

Herb - about me

Husband and father of two young children.

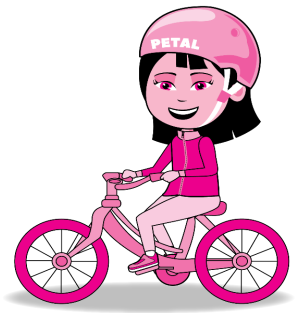
We use Yonge to walk and bike (and drive). We walk and bike to school, Little Lake park, Nan’s house, stores, friends’ houses and more.

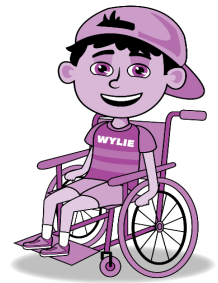
Mary - about me

Public Health Nurse in the Chronic Disease Prevention Program with the Simcoe Muskoka District Health Unit.

Promotes physical activity through work related to Built Environment/ Healthy Community Design and Active Transportation in communities, schools and municipalities.

Active School Travel Facilitator working with Mundy's Bay Public School On the Move initiative.





Overview

- About the Committee
- What is Active Transportation?
- Addressing Concerns
- Benefits of Healthy Community Design
- Planning a better Midland
- Recommendations
- Q&A

Midland Active Transportation Advisory Committee

- Support a continuous, well-connected and safe transportation network.
- Provide recommendations to improve active transportation.
- Represent the interests of all community members.

What is Active Transportation?

- Active transportation is any form of transportation that’s powered by human energy.
- Active transportation can be part of an everyday routine.
- Where you live affects your health.

Benefits of Active Transportation

- Support more physical activity.
- Keep you body and mind healthy and strong.
- Helps to reduce traffic and increase road safety.
- Reduced air pollution and other negative environmental impact.

Addressing Concerns

Inactivity leads to poor health

- Children not getting enough daily physical activity to support healthy growth and development.
- Inactive adults at an increased risk for chronic diseases.
- Sprawling, car-dependent neighbourhoods contribute to poor health.

Speed on Yonge Street is a concern

During the school zone 40 km/h, about **65%** of drivers *exceed* the speed limit.

Returning to four lanes would likely increase that speed.

(Yonge St Traffic Monitoring 2022)

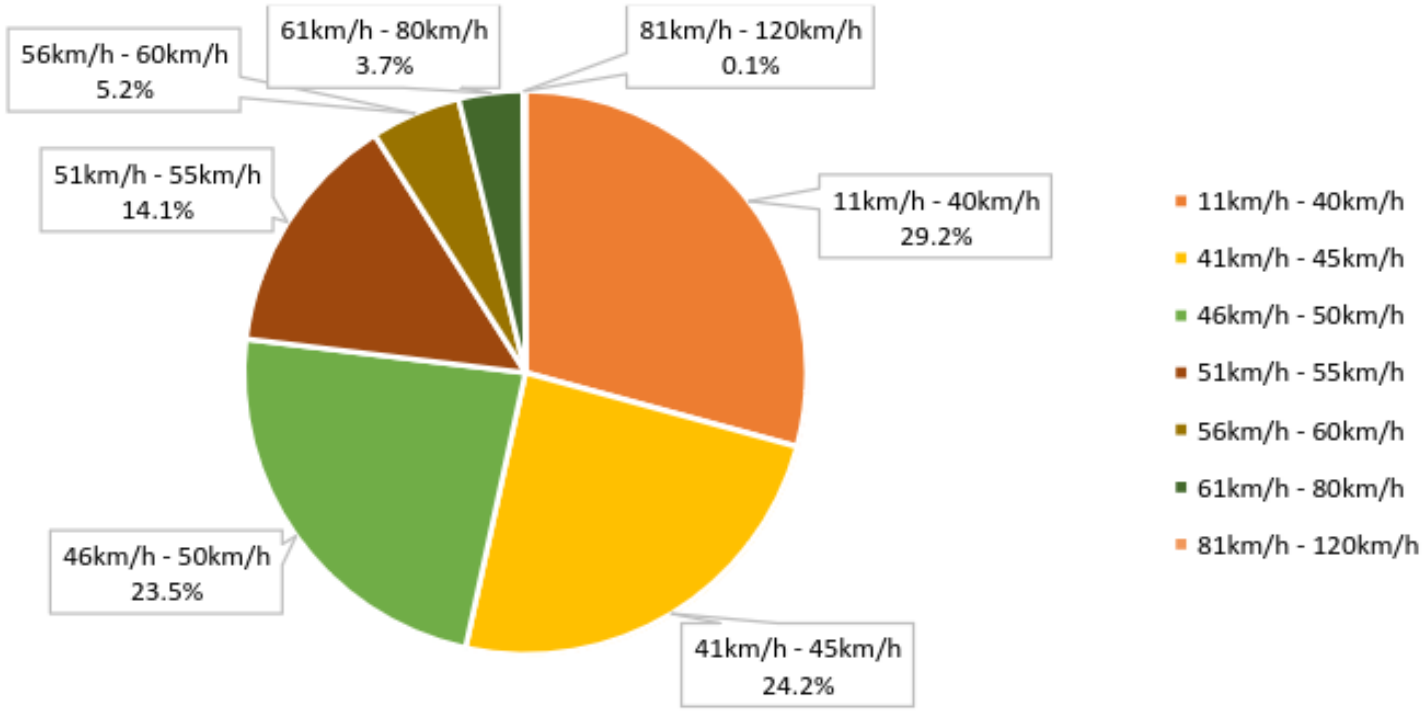


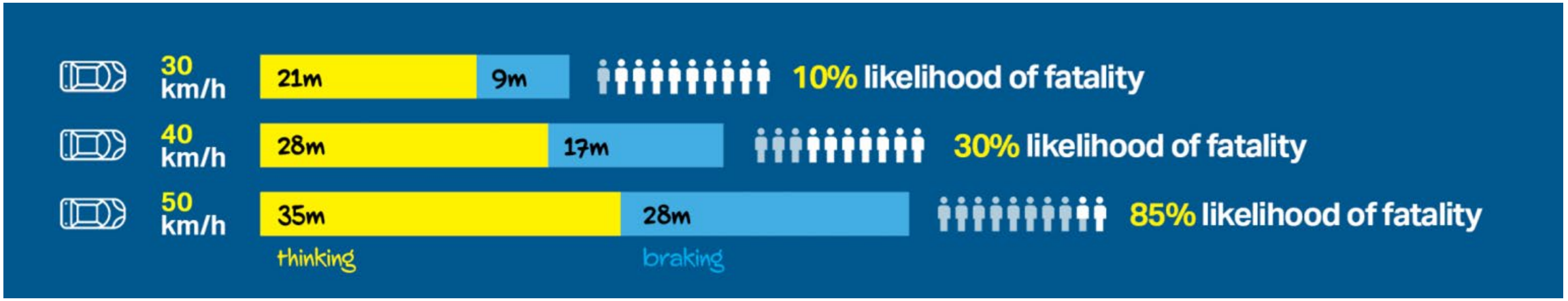
Figure 6 Yonge St. Westbound Speed Ranges Pie Chart (speed limit: 40km/h)

Speeding kills

At 60 km/h the survival rate is 0%.

(Canadian Association of Road Safety Professionals).

Higher speeds: cover more ground and have longer braking distance.
Higher speeds: impact with greater force.
Bigger the vehicle, greater the impact.



Children need to be safe on the road

Whether walking or biking on the sidewalk, or in a bike trailer, bike seat or cargo bike.

Parents and school concerns

Mundy's Bay School advocated for the physically separated bike lanes.

On the Move Surveys identified concerns that impact the choices for the school journey.

Parents have expressed many concerns about Yonge Street.

More would choose active transportation if there was a greater sense of safety with improved conditions.

People with mobility issues need to be safe on the road

“The Villa supports Yonge street remaining as a two-lane road. The seniors utilize the bike lanes for use by their accessible scooters that allow them a safe way to get around town.”

Allie Gordon
The Villa General Manager

People, who cannot drive or have no car, also matter

Lower-income neighbourhoods usually get fewer road safety improvements.

Consider ALL road users

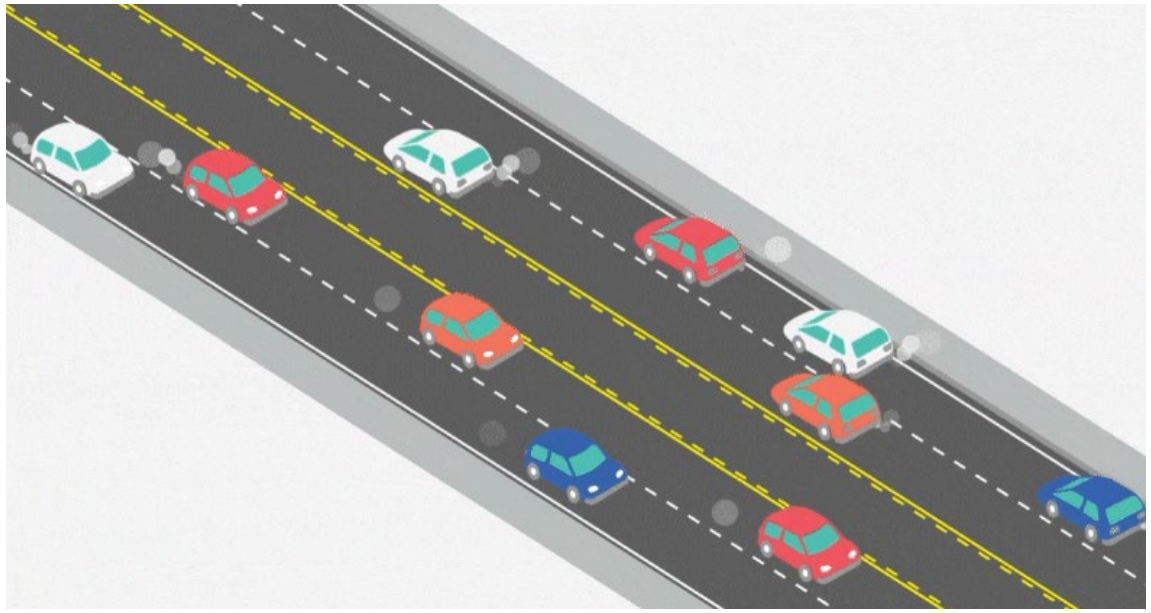
Better safety, and access to active and public transit in communities improves the health and safety of disenfranchised members of the community.

Benefits of Healthy community design

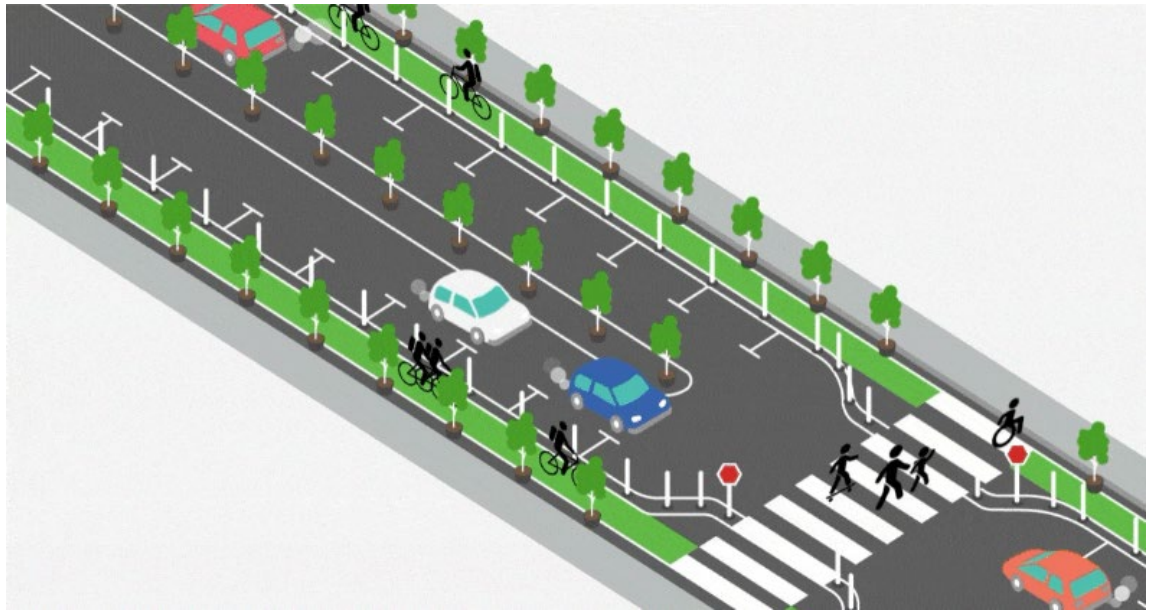
Lane reductions (Yonge St Road Diet) reduce crashes and injuries for every road user

- Reduces crashes by up to **47%.** *(U.S. Federal Highway Administration)*
- Yonge is less than half the maximum daily traffic volume (11,000 cars per day)
- Average travel time on Yonge is only 3 minutes long.

Lane reduction makes room for everyone



Excludes everyone not in a car.



Room for biking, walking, trees.

Benefits of Separated bike lanes

- Improves safety.
- Promotes Active Transportation.
- Health Benefits.
- Economic Benefits.
- Reduced Environmental Impact.
- Improved Accessibility and Equity.
- Enhanced Quality of Life.
- Promotes sustainable communities.

Physically separated bike lanes are safest

Separation with a curb or bollards has the lowest injury risk of any route.

No separated bike lanes = 6 times greater risk of injury.

(Kay Teschke, Anne Harris et al. American Journal of Public Health, 2012)

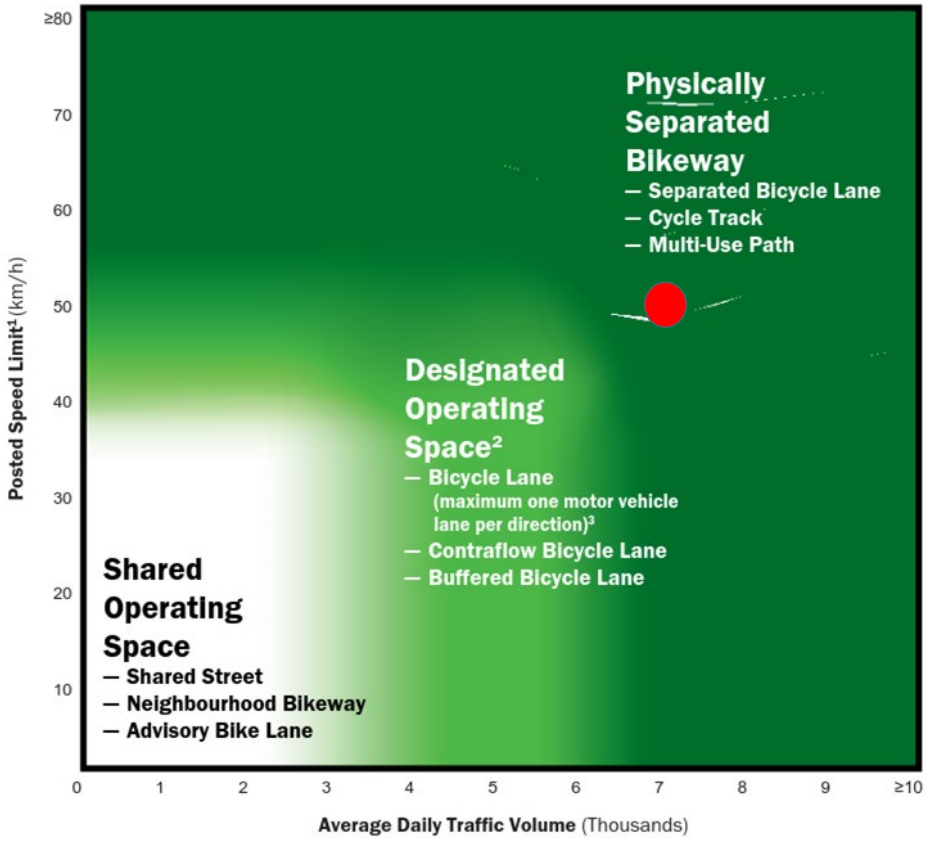
Fewer fatal/serious crashes with separation

- Physical separation decreases car speeds and fewer fatal/serious crashes. *(Alta Engineering)*
- Visual bollards help drivers avoid crashes and improve driver behaviour. *(Reliance Foundry)*

Ontario requires physically separated bike lanes

- For the posted speed limit and daily traffic volume, the Ontario Traffic Manual requires a physically separated bikeway.
- Bollards are one way of providing that separation, and increasing safety of road users.

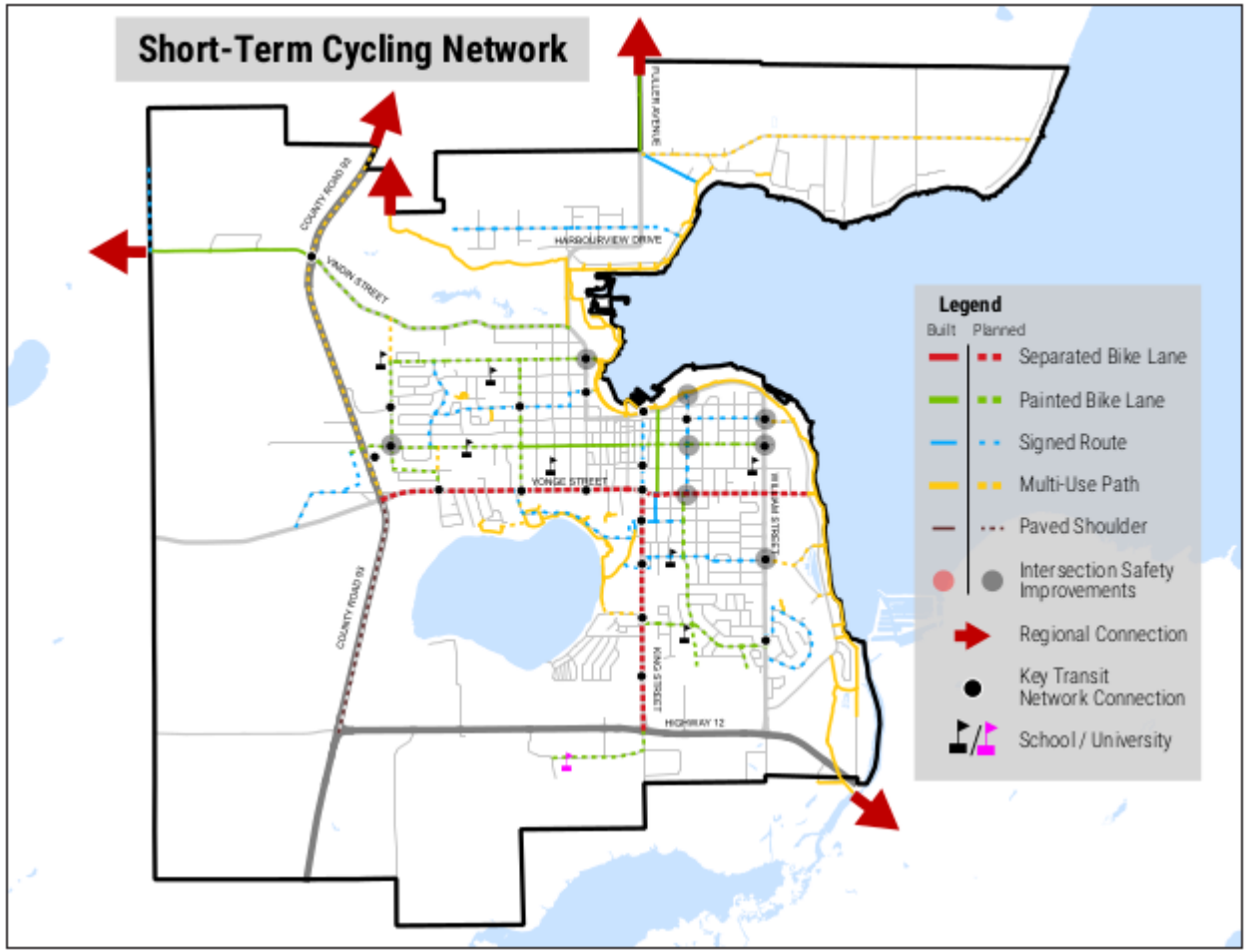
(OTM Book 18)



Planning a better Midland

Multi-modal Transportation Master Plan 2019

- Residents identified need for better cycling connections.
- Recommends upgrading Yonge St bike lanes to include physical separation.



Cycle Tourism has a positive impact on Midland

$1.3 million spent in Simcoe County

4297 overnight stays

(Cycle Simcoe Tourism Impact Report 2022)

MATAC Recommendations

Recommendations

Keep the safer, road diet with physically separated bike lanes on Yonge Street by adopting staff recommendations.

Enhance the connected cycling and walking network throughout Midland for a healthier and more sustainable future.

Questions?