

Invest in Active Transportation

Deputation to the Budget Committee

Ingrid Buday

Draft

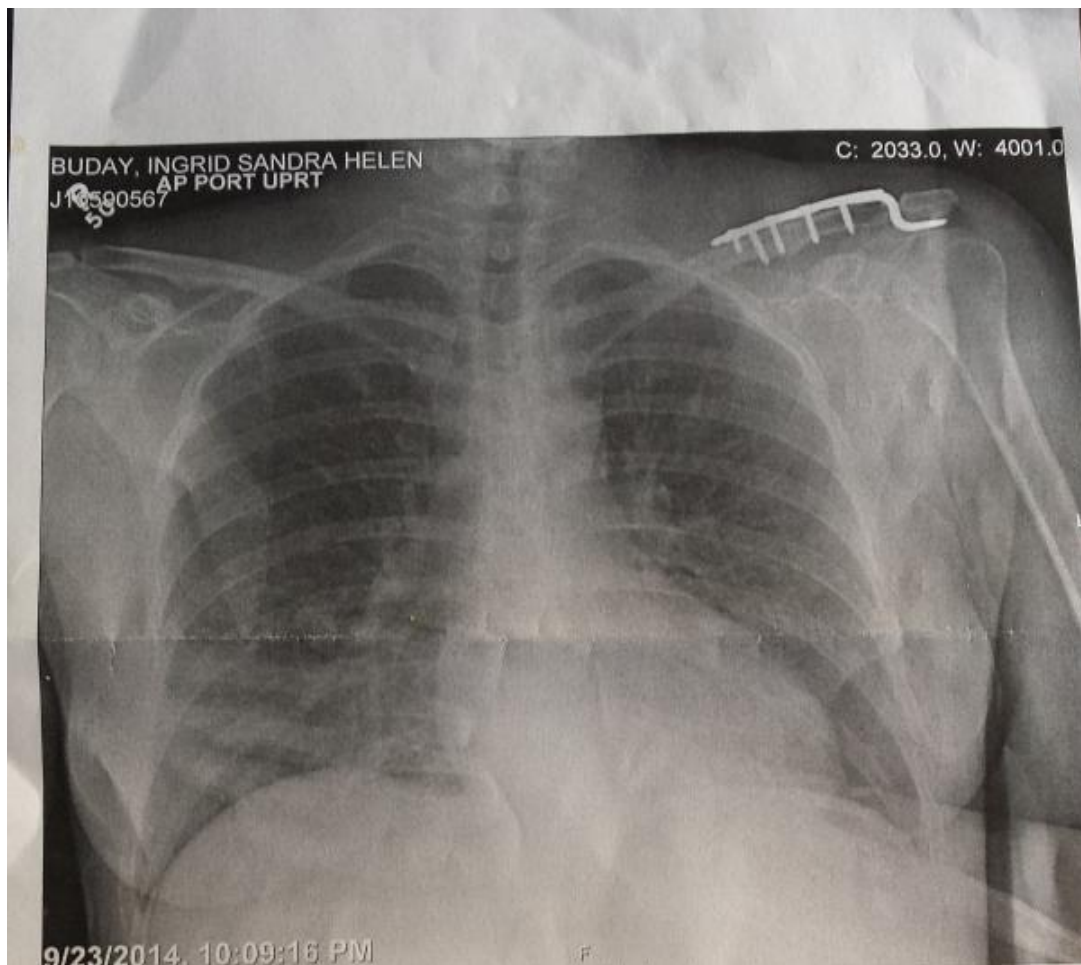


My name is Ingrid Buday and I have lived in Ward 4 for over 10 years. I am lucky enough to have choices in how I move around the city but I prefer a bike.

I always get a seat.

I run on time.

And I feel great knowing that I am doing my part to help Toronto meet it's Transform TO goals.



This has not come without challenges.

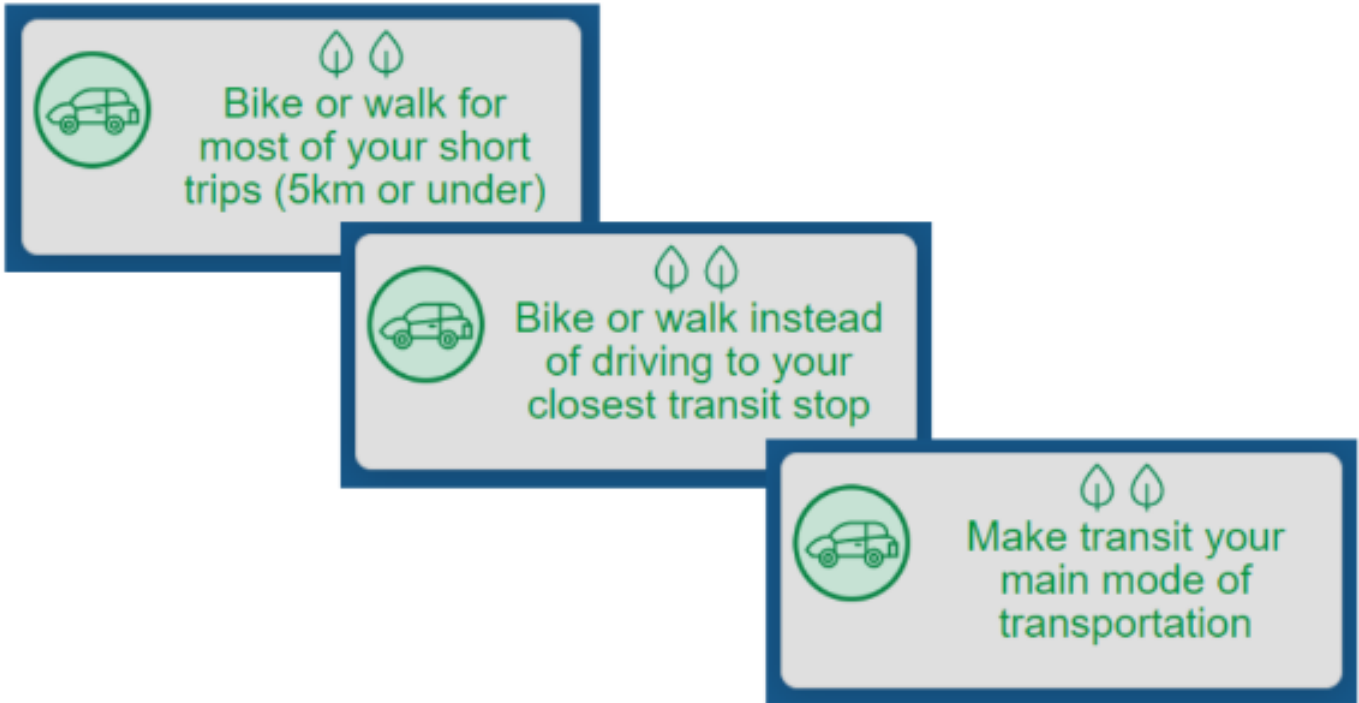
A crash with a driver of a car resulted in a 3rd degree dislocation of my shoulder.

This required two surgeries to insert and remove a piece of metal and I haven't been the same since.

More people are trying to do their part but they don't feel safe on our streets.

For good reason.

Our streets are not safe for anyone outside of a vehicle.



Yet, from the Live Green website, here are 3 of the 10 key actions you promote to help Transform TO.

The allocation of funds you are spending on Transportation reflected in the graph below does not support these actions enough.

Toronto Transportation Services Capital Plan - 2023-2032

Planned spending on capital projects

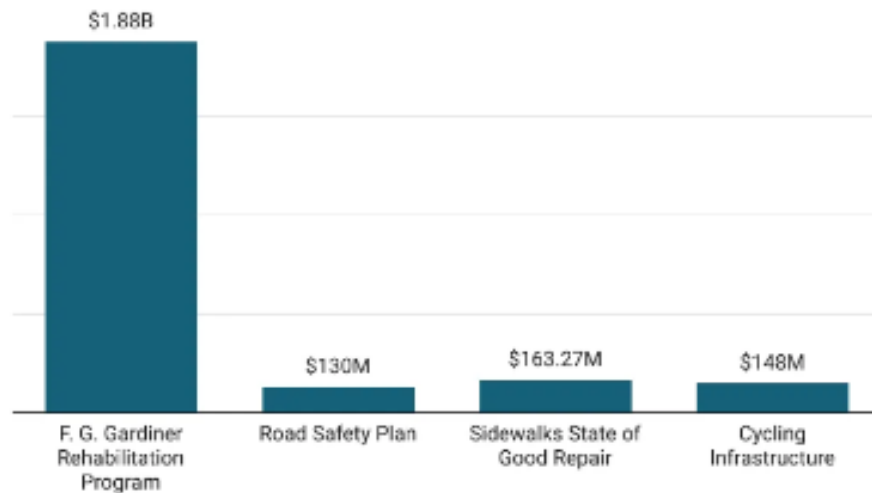
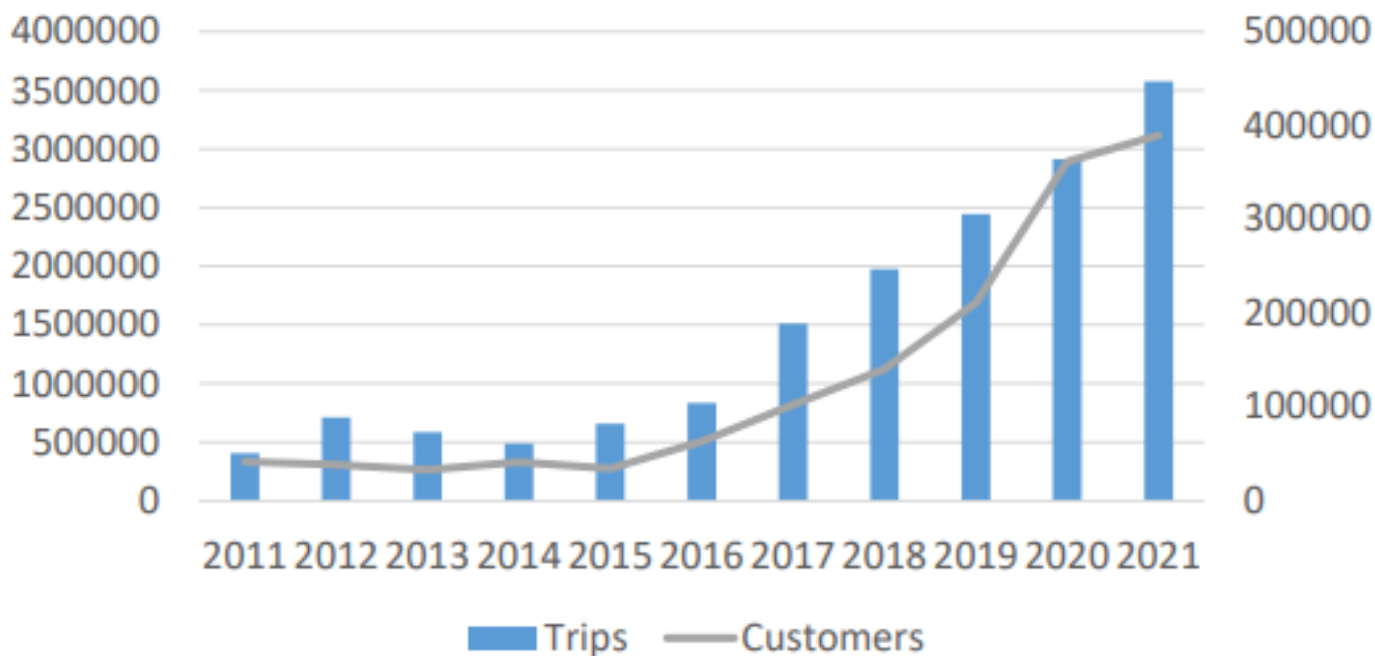


Chart: Matt Elliott for City Hall Watcher • Source: City of Toronto • Created with Datawrapper

Bike Share Toronto Growth



Toronto Bike Share is a success story

It is one way that people can get around who can't afford to drive or don't want to.

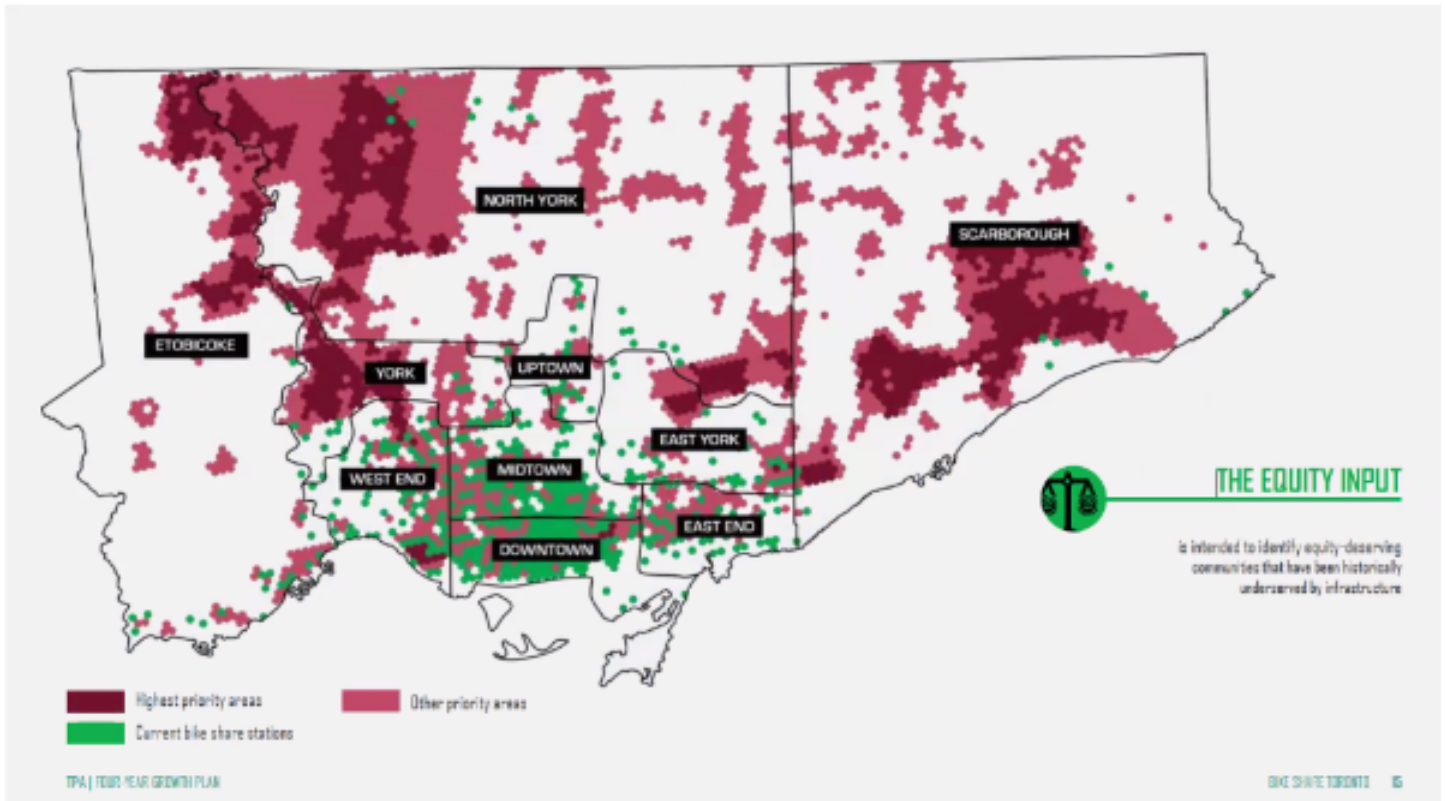
You can see the increase in ridership, doubling since 2019.

They are projecting to have over 1,000 stations, 10,000 bikes in all 25 Wards.

They should be able to build on a connected cycling network.

The streets MUST become safer with protected bike lanes and lower speeds.

This is how we can help Toronto Transform.

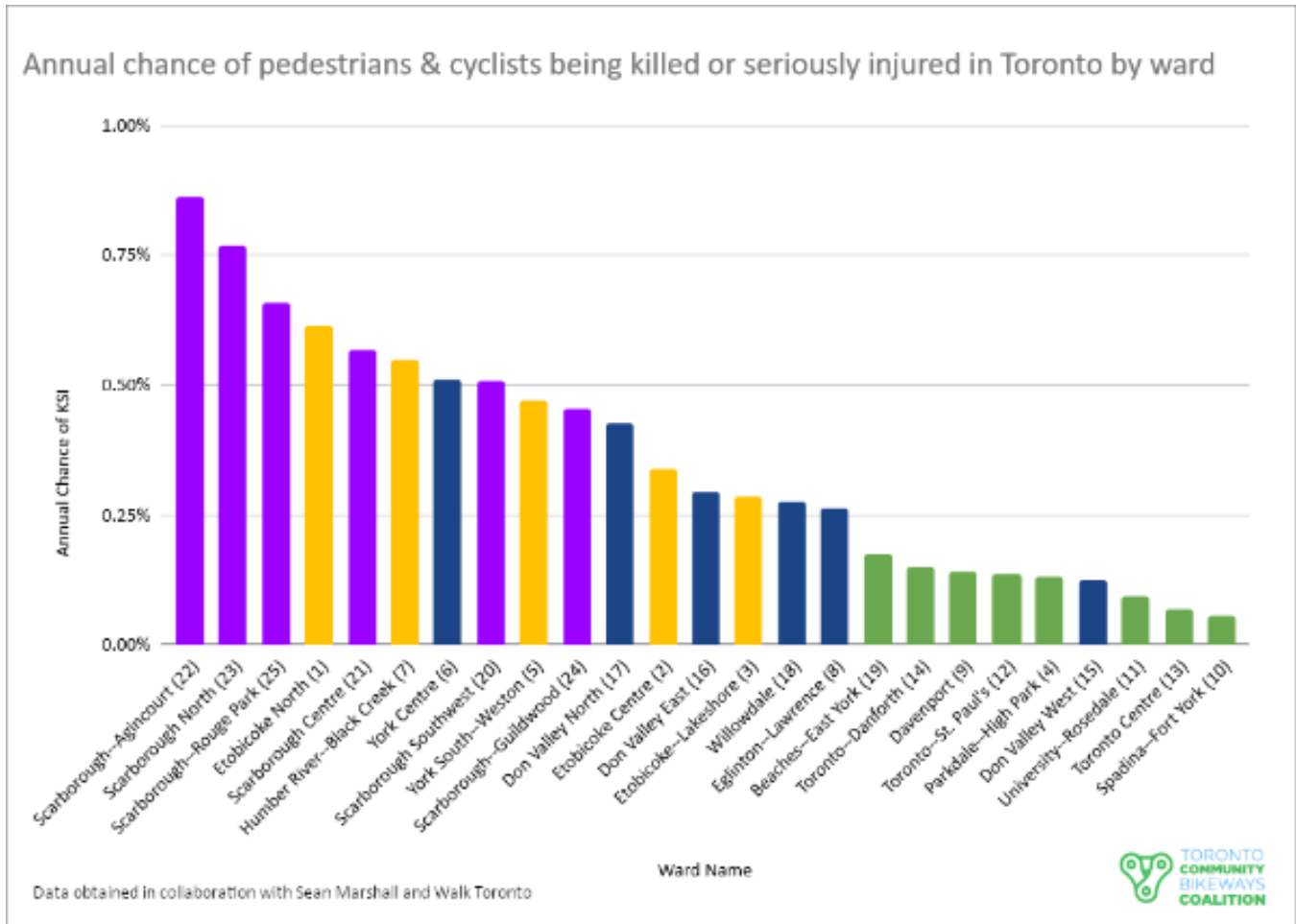


Transportation is an equity issue.

This map shows how Bike Share is evaluating the equity gaps that exist.

The red and dark red areas are the priority areas, primarily Toronto's outer suburbs.

Unless these streets are made safer, people will continue to be killed and injured.



Scarborough and Etobicoke streets are not safe.

This graph shows the annual chance of people who walk and cycle being killed or seriously injured by Ward.

- Purple is Scarborough
- Yellow is Etobicoke
- Blue is North York
- Green is downtown

The most dangerous areas are where Bike Share wants to expand to.

People in these areas deserve protected bike lanes.

This creates a safer and more enjoyable environment for everyone. Even drivers.

Vision Zero funding should be increased to \$75 million annually.

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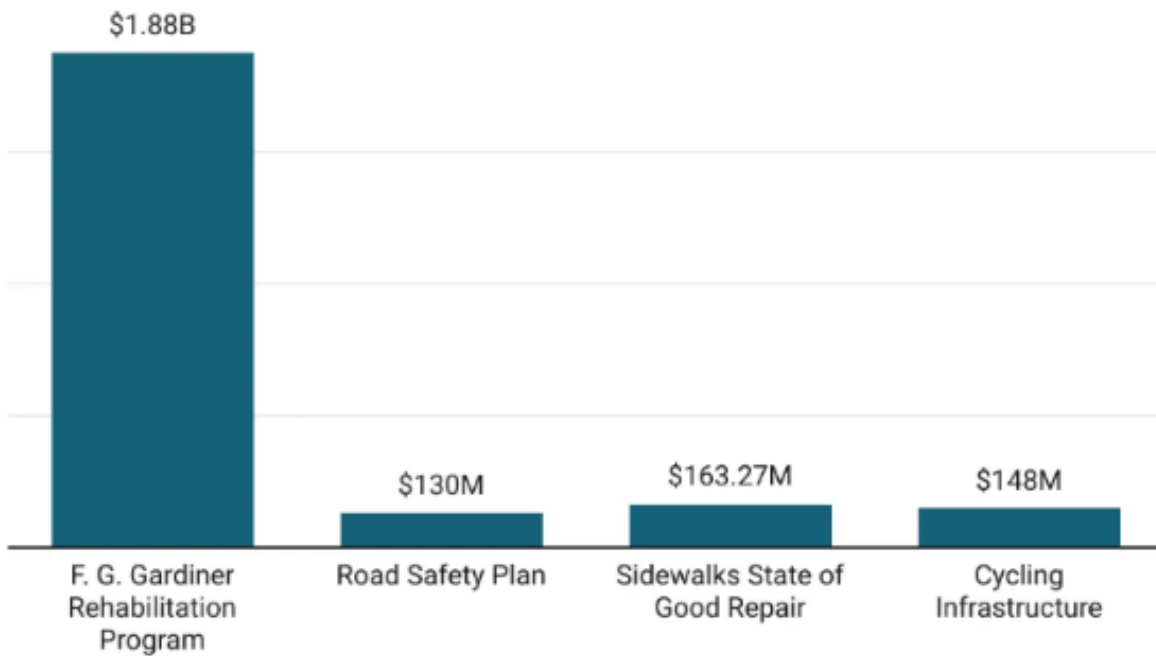


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Put your money where your mouth is.

The Gardiner serves those who can drive and does not serve anyone else.

It creates the #1 and #2 environmental hazards to our health: air and noise pollution.

It is not sustainable and so will eventually come down.

Why not start reducing demand on that infrastructure now:

- Provide transit choices
- Toll the highway
- Implement a parking levy downtown



In conclusion,

I do not see how the Mayor and City Council can say they are addressing equity and climate change in this budget.

Many people want to do their part and this budget does not support them or the city's climate goals.

This is an inflection point in the history of Toronto, will the Mayor's budget help us build back better and reduce climate change?

This current budget, will not.