

Safe & Healthy Transit

IE 4.3 Cycling Network Plan - 2023 Cycling Infrastructure Installation

Ingrid Buday, No More Noise Toronto
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My name is Ingrid and I have lived in Ward 4 for over 10 years. A bike has been my transit choice for decades - I always get a seat, and I run on time.

I am here to support making the Bloor West Complete Street project and all of the others in this

item a reality.

I represent a group of residents who are concerned about the noise levels in Toronto and we have a campaign called "No More Noise Toronto."

We are advocating for a healthier, more equitable and social city.



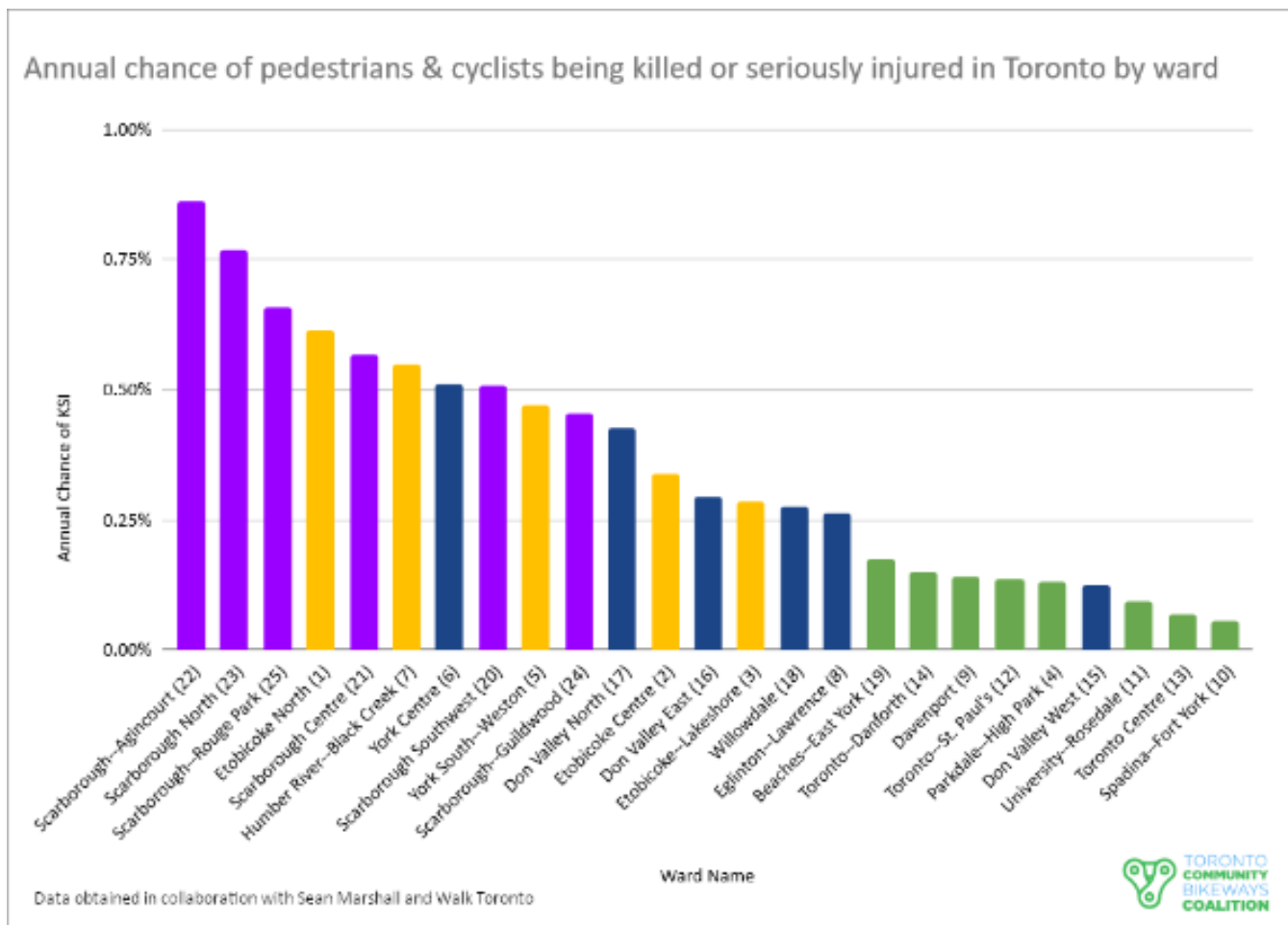
The State of our Streets

Transportation in and around Toronto can be frustrating and dangerous.

Cars are getting bigger, there are more of them and drivers are becoming more aggressive.

Construction is everywhere.

And it's loud.



Vision Zero

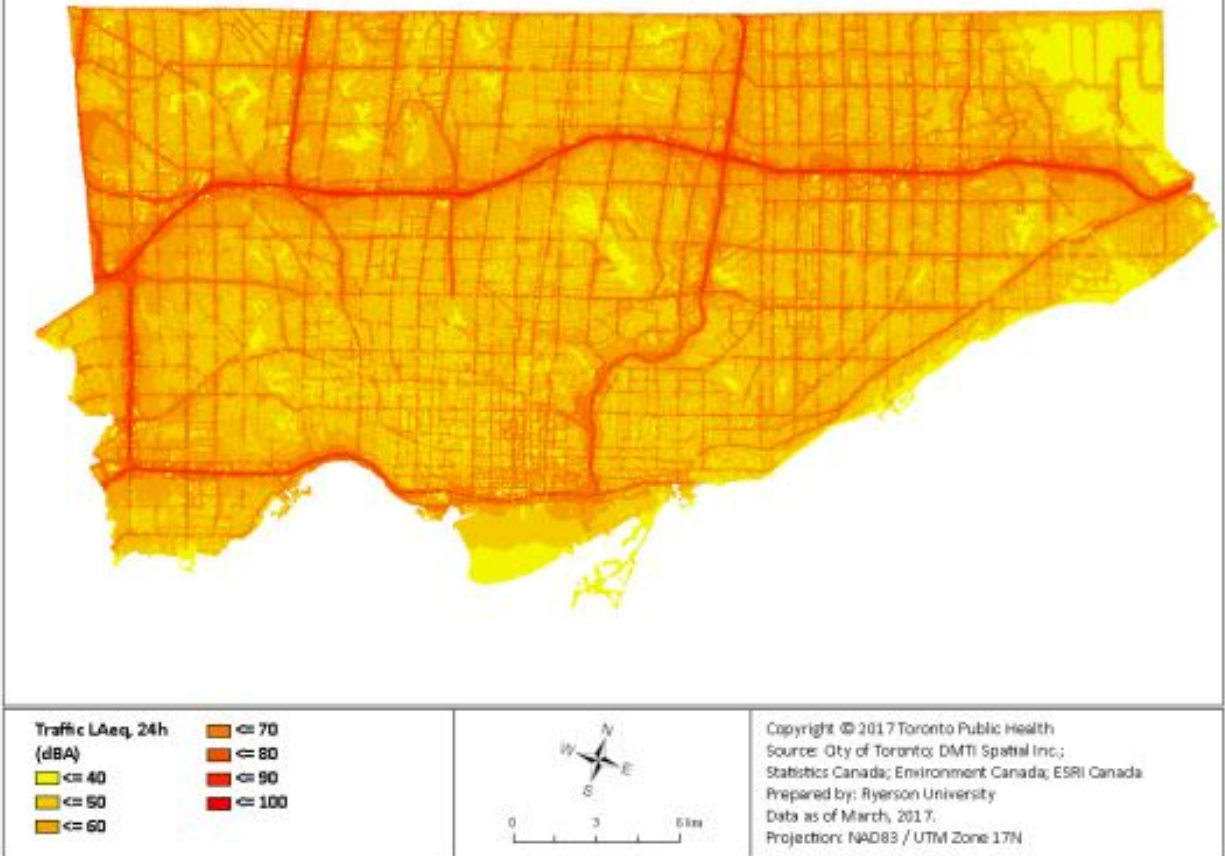
Vision Zero is failing people, preventable injuries and deaths happen on our streets every day.

This chart is the VRU data from the TPS KSI file up to Dec 31, 2020 which has been analyzed by assigning a crash % to a ward.

Extending bikeways to the Toronto boundaries through Scarborough and Etobicoke will save lives.

In areas where there is infrastructure, all road users are safer.

Figure 4: Emission-based traffic noise model sound pressure levels



Urban Noise Pollution

Noise pollution is the #2 urban environmental health hazard, mostly caused by vehicles.

We learned during COVID that cities can be a quieter place.

This is a heatmap of decibel levels from the 2017 TPH "[How Loud is Too Loud](#)" study. You can see that many of the arterial roads, including Bloor Street have average 24 hour sound levels greater than 70 db.

Travel modes that use bike lanes tend to be much quieter.

Toronto Public Health Report, 2017

Key findings:

- 60% of noise variability is explained by road traffic
 - *this is preventable*
- 93% of the population is above the nighttime noise guideline (45 dBA)
 - *this causes significant health issues*
- Significant differences by socioeconomic status
 - *this is city planning, zoning and influence.*

Health Impacts

Negative health impacts start at 55 decibels.

Those effects are, among others:

- sleep disturbance
- reduced cognitive functioning
- increased anxiety and depression
- stroke
- heart attacks



Environment and Infrastructure Committee

The environment should always be the first consideration in the decisions you make.

Infrastructure should be evaluated on its carbon footprint, and if it's a benefit to the health of the planet and people.

Roads and car storage take up a lot of public space in the city, greater than sidewalks and public spaces.

We need to reallocate road space.

Streets were meant to move people, not cars.

According to the City of Toronto's data in *Bikes and Business on Bloor: An Economic Study from Toronto*, after the installation of protected bike lanes, safety was improved for all users.

Number of conflicts between:		
All road users	↓	44%
Pedestrians/motorized vehicles	↓	55%
Bikes/motorized vehicles	↓	61%
Motorized vehicles	↓	71%

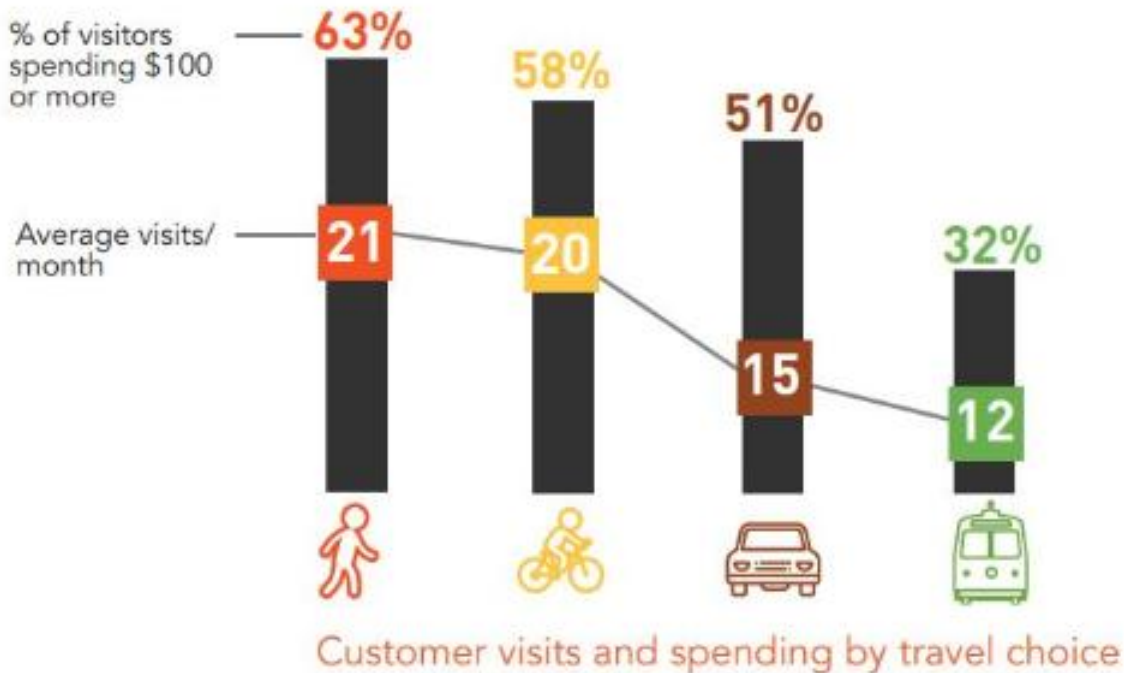
Safety and Road Design

The Bloor Street bike lanes improve safety and reduce risk for all road users.

The installation of bike lanes on Bloor had a positive impact on all users:

- Motorists: comfort levels increased from 14% to 66%
- Cyclists: comfort levels increased from 3% to 85%
- Pedestrians: comfort levels were the same or slightly higher at 86%

People who bike or walk to Bloor visit the most often and spend the most per month.⁷



Better for business

Around the world, studies repeatedly show that safe, convenient cycle routes promote more spending by more customers at local businesses.

In Toronto, three separate studies showed that, after bike lanes were installed, customer spending along Bloor Street increased more than in surrounding areas. It increased even more than along the pre-bike lane Danforth Avenue control area.



Ruth's Story

"The new, safe bikes lanes during the pandemic incentivized me to take up urban cycling.

I hope more senior citizens like me will be likewise encouraged with additions of more bikeways.

But also there are more and more cars on the roads each year, all contributing to climate change.

It's unsustainable.

We have to have a major rethink of where our priorities are or my grandkids' future is pretty

grim."



On World Environment Day, for the environment and for people, please vote in favour of these improvements.

Thank you