

109 communications with similar text were received between February 15, 2024 at 8:40 a.m. to February 20, 2024 at 7:52 a.m.:

Dear City Clerk - Economic and Community Development Committee,

Motor vehicle noise is one of the biggest problems in the city in terms of negatively impacting health and quality of life. Noise impacts everyone.

Councillor Fletcher asked Municipal Licensing and Standards to provide options on reducing the decibel testing level for vehicles and motorbikes. MLS responded with a decision (not options) to stay with the original recommendation - testing motor vehicles and motorcycles at idle for 92 dBA and at 96 dBA at any engine speed above idle. This needs to be lowered. Noise at these numbers still has significant impact on people. It has been disheartening and frustrating.

We do not agree with this decision for the following reasons:

1. Options were not presented, a decision to stay with status quo was provided.

2. Regulations used in the report in Section 9.4 Existing Motor Vehicle Sound Limits:

- The Valcoustics report references US federal regulations. We should be using Canadian standards.
- The Canadian Federal Regulations for Noise Emissions has Standard 1106 is referenced in points 4 and 5. Point 5 mentions that the tests are for vehicles under acceleration, and not stationary. However, in the Exterior Sound Level (section 2 (a) (iii) states: "Measurement of noise emitted by accelerating highway vehicles (and motorcycles...does not exceed 80 dBA."
 - o Clearly, accelerating vehicles are louder than at idle, so this should be a very clear message that 81 at idle and 85 at 2,000 RPMs are reasonable testing levels.
- The Toronto Police motorcycles are tested and usually produce 81 to 82 decibels at idle and 85 to 88 decibels at 2000 RPMs. If this is good enough for the police, it should be good enough for everyone else.

We want:

TO HEAR OPTIONS TO REDUCE THE DECIBELS THAT VEHICLES AND MOTORCYCLES ARE TESTED AT.

TO REDUCE THE VEHICLE TESTING DECIBEL LIMITS FROM 92 Dba TO 81 Dba AT IDLE AND FROM 96 TO 85 (or lower) dbA AT 2,000 RPMS

VEHICLES AND MOTORCYCLES TESTED AT IDLE AND SPECIFICALLY AT 2,000 RPMS (as different engines idle at different RPMS)

3. Toronto Public Health must not have been consulted.

Toronto Pubic Health is well aware that the negative health impacts of noise start at 55 decibels (or lower). According to the Noise Action Plan, "road traffic is a major source of environmental noise in the City" and allowing unnecessary noise to come from vehicles would only make the health impacts of noise worse.

In fact, according to Professor Tor Oiamo, from Toronto Metropolitan University, from 2016 data, there

were over 230 premature deaths per year due to ischemic heart disease and over 20,000 quality years of life lost on an annual basis due to annoyance and sleep disturbance. The noise levels have increased since then and so have the health impacts.

WE WANT THIS POLICY TO ACKNOWLEDGE THE HEALTH IMPACT WE ARE EXPERIENCING.

4. This decision does not support many City of Toronto Policies and Initiatives. Such as:

- Transform TO – people will not want to take active or public transit for trips of 5km or less on loud streets
- CAFÉ TO – who wants to eat right beside loud vehicles and where you can't hear your companion?
- Vision Zero – as TPS has said, people who modify their mufflers also tend to demonstrate other poor driver behaviours such as stunt driving
- Plan TO: If the city is loud, it will not be the most inclusive city in the world by 2050.

This meeting on February 20th is another opportunity for MLS to revise their decision and uphold the Federal Vehicle Noise Emissions Standards and be leaders in acting to protect people's health. This is also the opportunity for the Economic and Community Development Committee to support their ambitious vision for Toronto and make Toronto a world class city. A progressive city has progressive noise policies, and Toronto is falling short.

Sincerely,

(Name of person submitting communication)
(Address of person submitting communication)

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