

Consolidated Clause in Works Committee Report 9, which was considered by City Council on October 26, 27, 28 and 31, 2005.

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**Parking for Motorized Scooters and Motorcycles -
Motion J(2)**

City Council on October 26, 27, 28 and 31, 2005, adopted this Clause without amendment.

The Works Committee recommends that City Council adopt the staff recommendations in the Recommendations Section of the report (October 7, 2005) from the General Manager, Transportation Services, as follows:

“It is recommended that:

- (1) the recommendations contained in Motion J(2), entitled “Parking for Motor Scooters and Motorcycles”, introduced at the City Council meeting of September 28, 29 and 30, 2005, be approved, as follows:

‘NOW THEREFORE BE IT RESOLVED THAT the City of Toronto’s relevant parking by-laws be amended to exempt motorcycles, as defined in the *Ontario Highway Traffic Act*, from standard parking fees at all on-street parking meters or parking machines;

AND BE IT FURTHER RESOLVED THAT the City of Toronto’s relevant parking by-laws be amended to allow motorcycles, as defined in the *Ontario Highway Traffic Act*, to park, where on-street parking is lawfully allowed, at an angle, but not more than sixty (60) degrees to the curb;

AND BE IT FURTHER RESOLVED THAT given the smaller size of motor scooters, appropriate staff of the City of Toronto be requested to review and report to the Works Committee on the feasibility and amendments required to the relevant by-laws to separately define and allow ‘motor scooters’ to park on sidewalks;

AND BE IT FURTHER RESOLVED THAT the Toronto Parking Authority (the ‘TPA’) submit a report to the Works Committee detailing how the TPA could designate a small area at all of their indoor and outdoor ‘Green P’ lots where motorcycles, as defined in the *Ontario Highway Traffic Act*, may park for free.’; and

- (2) **the appropriate City officials be authorized and directed to take whatever action is necessary to implement the foregoing, including the introduction in Council of any Bills that are required.”**

Purpose:

The purpose of this report is to provide the Works Committee with our comments on Councillor Ootes’ proposal to allow motorcycles to park free of charge at on-street parking areas controlled by either pay and display parking machines or parking meters and to consider allowing motor scooters to park on sidewalks.

Financial Implications and Impact Statement:

There are no discernable financial impacts to the City arising from the adoption of this report.

Recommendations:

It is recommended that:

- (1) the recommendations contained in Motion J(2), entitled “Parking for Motor Scooter and Motorcycles”, introduced at the City Council meeting of September 28, 29 and 30, 2005, be approved, as follows:

“NOW THEREFORE BE IT RESOLVED THAT the City of Toronto’s relevant parking by-laws be amended to exempt motorcycles, as defined in the *Ontario Highway Traffic Act*, from standard parking fees at all on-street parking meters or parking machines;

AND BE IT FURTHER RESOLVED THAT the City of Toronto’s relevant parking by-laws be amended to allow motorcycles, as defined in the *Ontario Highway Traffic Act*, to park, where on-street parking is lawfully allowed, at an angle, but not more than sixty (60) degrees to the curb;

AND BE IT FURTHER RESOLVED THAT given the smaller size of motor scooters, appropriate staff of the City of Toronto be requested to review and report to the Works Committee on the feasibility and amendments required to the relevant by-laws to separately define and allow ‘motor scooters’ to park on sidewalks;

AND BE IT FURTHER RESOLVED THAT the Toronto Parking Authority (the ‘TPA’) submit a report to the Works Committee detailing how the TPA could designate a small area at all of their indoor and outdoor ‘Green P’ lots where motorcycles, as defined in the *Ontario Highway Traffic Act*, may park for free.”; and

- (2) the appropriate City officials be authorized and directed to take whatever action is necessary to implement the foregoing, including the introduction in Council of any Bills that are required.

Background:

City Council at its meeting of September 28, 29 and 30, 2005, in considering a Notice of Motion J(2), entitled "Parking for Motor Scooter and Motorcycles", from Councillor Case Ootes, referred this matter to the Works Committee for further consideration. To assist the members of the Works Committee to make an informed decision in respect to this matter, we are providing our comments on the Councillor's proposals.

Comments:

The suggestions contained in Councillor Ootes' Notice of Motion impact on all operational districts and will require amendment to the text of each former municipalities' parking/traffic by-laws to enable motorcycles to park free of charge at on-street parking areas controlled by pay and display parking machines or parking meters.

With the on-going conversion of parking meter spaces to Pay-and-Display parking zones, staff of Transportation Services and the Toronto Parking Authority are receiving an increasing number of complaints from motorcyclists concerning either the ability to secure the parking receipt to the motorcycle or theft of parking receipts by other individuals. This results in motorcyclists receiving parking tags, albeit they have attempted to follow all the procedures requirements of them to park legally.

When complaints are received, the Toronto Parking Authority with the co-operation of the Toronto Police Parking Enforcement Unit has a policy of advising motorcyclists to keep the parking receipt with them if they are unable to safely secure and display the parking receipt on their vehicle. If they receive a parking tag, they are advised to take the tag and their receipt showing that payment had been made for use of the parking area at the time they received the parking tag, to a "First Appearance" facility and the tag should be withdrawn. Although this is a consideration given to motorcyclists, it is an inconvenience.

Our staff has spoken with colleagues at the Toronto Parking Authority and neither we nor TPA staff can accurately determine how much revenue is generated specifically from motorcycles parked in pay and display or metered parking areas. However, given the observed ratio of motorcycles to other motorized vehicles parked on City streets, it is unlikely that allowing motorcycles to park free of charge in areas controlled by parking machines or parking meters will produce a meaningful reduction in generated revenue. Therefore, neither Transportation Services or the Toronto Parking Authority object in principle to amending Toronto's relevant parking by-laws to exempt motorcycles, as defined in the *Ontario Highway Traffic Act*, from paying the standard parking fee associated with parking in all on-street parking areas controlled by parking machines or parking meters.

Given the typical cross-fall of a roadway, the current requirement to park a motorcycle parallel to the curb on every street in the City, unless angle parking is currently authorized on that street,

makes a motorcycle prone to tipping over, potentially injuring the rider or a pedestrian nearby. The motorcycling community has long recognized this issue and consequently chooses to park their vehicles at an angle to the curb, fully aware of the possibility that they could receive a parking tag for doing so.

As a further consideration to motorcyclists, we also support Councillor Ootes' proposal to allow motorcycles, as defined in the *Ontario Highway Traffic Act*, to park where on-street parking is lawfully allowed, at an angle, but not more than sixty (60) degrees to the curb.

There are several technical, operational safety and legal implications associated with the consideration to allow motor scooters to park on sidewalks. We have significant concerns in this regard and urge the Works Committee, as suggested by Councillor Ootes, to direct appropriate City of Toronto staff to review and report to the Works Committee on this matter before taking any further action.

With respect to Councillor Ootes' suggestion that the Toronto Parking Authority designate a small area at all of its parking facilities in which motorcyclists may park for free, we will defer comments on this matter to appropriate staff of the Toronto Parking Authority.

Conclusions:

Given the fundamental difficulties motorcyclists have in safely securing and displaying pay and display parking receipts on their vehicles and the inconvenience they experience when trying to have parking tags dismissed when it can be proven that they lawfully purchased time for use of the parking area, Transportation Services does not object in principle or from an operational perspective to allowing motorcycles to park free of charge in areas controlled by either parking machines or parking meters. Further, to ensure that a motorcycle may be safely parked without fear of tipping over resulting from the cross-fall of the road, motorcycles could be allowed to park at an angle not greater than sixty (60) degrees to the curb on all City streets.

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The Works Committee submits the communication (October 3, 2005) from the City Clerk.

City Council on September 28, 29 and 30, 2005, referred the following Motion to the Works Committee:

J(2) Parking for Motorized Scooters and Motorcycles

Moved by: Councillor Ootes

Seconded by: Councillor De Baeremaeker

“**WHEREAS** the City of Toronto should do all it can to encourage its residents to use environmentally-friendly modes of transportation, and not penalize them; and

WHEREAS Canada is committed to the Kyoto protocol; and

WHEREAS Torontonians are being urged to do their part in the federal government’s One-Tonne Challenge (Canada to reduce our annual greenhouse gas emissions by one tonne); and

WHEREAS the definition of ‘motorcycle’ under the *Ontario Highway Traffic Act*, means ‘a self-propelled vehicle having a seat or saddle for the use of the driver and designed to travel on not more than three wheels in contact with the ground, and includes a motor scooter, but does not include a motor assisted bicycle’; and

WHEREAS motorcycles, as defined in the *Ontario Highway Traffic Act*, use up to 90 percent less gasoline than a regular car or truck; and

WHEREAS motorcycles are significantly smaller than other vehicles, use far less road space, thus helping to reduce gridlock, and occupy less parking space when parked at an angle to the curb; and

WHEREAS motorcycle operators in Toronto currently experience significant parking problems because other motorists often steal their Pay and Display parking receipts; and

WHEREAS the theft of a motorcycle operator’s Pay and Display receipt often results in the rider receiving a parking ticket; and

WHEREAS the above situations dissuade motorcycle operators from using their more environmentally-friendly vehicles;

NOW THEREFORE BE IT RESOLVED THAT the City of Toronto’s relevant parking by-laws be amended to exempt motorcycles, as defined in the *Ontario Highway Traffic Act*, from standard parking fees at all on-street parking meters or parking machines;

AND BE IT FURTHER RESOLVED THAT the City of Toronto’s relevant parking by-laws be amended to allow motorcycles, as defined in the *Ontario Highway Traffic Act*, to park, where on-street parking is lawfully allowed, at an angle, but not more than sixty (60) degrees to the curb;

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AND BE IT FURTHER RESOLVED THAT the Toronto Parking Authority (the ‘TPA’) submit a report to the Works Committee detailing how the TPA could designate a small area at all of their indoor and outdoor ‘Green P’ lots where motorcycles, as defined in the *Ontario Highway Traffic Act*, may park for free.”

Council also considered the following:

- Communication (undated) from Dave McKillop [Communication 15(a)]; and
- Fiscal Impact Statement (September 29, 2005) from the Deputy City Manager and Chief Financial Officer.

The Works Committee also considered communications from the following:

- (October 6, 2005) from Chris Oliver;
- (October 7, 2005) from Ken Wong;
- (October 7, 2005) from Andrew Steuter;
- (October 7, 2005) from Michael Reid;
- (October 7, 2005) from Richard Dupuis;
- (October 6, 2005) from Raph Nogal;
- (September 27, 2005) from Viviane Frenette;
- (September 21, 2005) from Darren Wilson;
- (September 14, 2005) from Rui Pita;
- (September 26, 2005) from Jennifer J. Rhines;
- (September 14, 2005) from Colin Perkel;
- (October 7, 2005) from Chris Achong;
- (October 7, 2005) from Bob Smith;
- (October 7, 2005) from Graham Clarke;
- (October 7, 2005) from Andrea Goodman;
- (October 7, 2005) from Judy Ross;
- (October 5, 2005) from Richard Tremblay;
- (October 10, 2005) from Leonard Bolton;
- (October 10, 2005) from Helen Riley; and
- (October 11, 2005) from Carmen Diges and Paul Copeland.

The following persons appeared before the Works Committee:

- Peter Jacobs, Motorcyclists Confederation of Canada, and filed a submission; and
- Councillor Case Ootes, Ward 29, Toronto-Danforth.

