

PW25.11.34

From: Jamie Pentland <jamie@townmoto.com>
To: <clerk@toronto.ca>
Date: 1:17 pm 10/8/2013
Subject: My comments for 2013.PW25.11 on October 8, 2013 City Council

CITY CLERK'S OFFICE
SECRETARIAT SECTION

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To the City Clerk:

Please add my comments to the agenda for the October 8, 2013 City Council meeting on item 2013.PW25.11, Motorcycle Parking - Short-Term On-Street Parking and Overnight On-Street Permit Parking

I understand that my comments and the personal information in this email will form part of the public record and that my name will be listed as a correspondent on agendas and minutes of City Council or its committees. Also, I understand that agendas and minutes are posted online and my name may be indexed by search engines like Google.

Comments:

As Owner/Operators of a small independant motorcycle shop in Downtown Toronto, we would like to offer our thoughts and opinion on PW-25.11.

In regards to a pay by plate or designated space system for motorcycles, we disagree with this restructuring. First, two wheeled motorized vehicles, be it scooters or motorcycles are typically a fair-weather mode of transportation only. This means that a designated space system would go largely unused in cold or inclement weather. This is a wasteful use of resources in an already congested downtown. The fact that motorcycles and scooters can park, often between cars, creates a parking spot where one didn't exist. The proposed restructuring goes against this fact.

Furthermore, when motorcyclists want to park where a proposed designated motorcycle spot doesn't exist, they will still face the existing issue of pay-and-display receipts blowing away and being unfairly ticketed.

As business owners active in the motorcycle and scooter industry, we can guarantee that requiring a small two wheeled vehicle to pay for parking will discourage it's use, especially in the Downtown core. Not only will this encourage the use of cars, creating unnecessary traffic congestion, it will also affect the positive local economic impact that motorcycling promotes. For example, with the free motorcycle parking system that is in place today, commuters are more likely to stop and shop at several local businesses along their route instead of locations with parking lots, like malls and chain stores.

Motorcycles and scooters provide relief to existing traffic and parking congestion, has a considerably lower co2 footprint versus cars, and encourages supporting local businesses.

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