

Supporting Improved Parking for Mopeds and Scooters

Date:	July 26, 2013
To:	Public Works and Infrastructure Committee
From:	City Council
Wards:	All Wards

City Council Decision

City Council on July 16, 17, 18 and 19, 2013, referred Motion MM37.3 to the Public Works and Infrastructure Committee.

Recommendations

Councillor Josh Matlow, seconded by Councillor Michelle Berardinetti, recommends that:

1. City Council request the General Manager, Transportation Services, to report to the Public Works and Infrastructure Committee on:
 - a. strategies to accommodate secure, off-street parking for limited-speed motorcycles and motor-assisted bicycles without compromising the sidewalk pedestrian clearway, driver sightlines, net bicycle parking spaces, or public safety, including but not limited to:
 - i. increasing the supply of boulevard parking that is restricted to use by motor-assisted bicycles, limited-speed motorcycles, and/or motorcycles and vespas;
 - ii. providing additional incentives to dedicate spaces in new developments to visitor spaces for motor-assisted bicycles, limited-speed motorcycles, and/or motorcycles and vespas;
 - iii. options for treating certain small motorcycles, where appropriate, as limited-speed motorcycles despite provincial classification based on engine size, including a strategy to differentiate these vehicles for the purposes of enforcing parking regulations such as a special parking sticker; and

- iv. co-ordination with the construction of bicycle parking stations and the installation of other covered structures for bicycles to create new spaces for limited-speed motorcycles and motor-assisted bicycles; and
- b. any changes to provincial legislation that would assist the City of Toronto in better sharing the public right-of-way between all users.

Summary

In recent years, the popularity of motor-assisted bicycles (mopeds) and limited-speed motorcycles (scooters) has greatly increased and they are now a common sight on many streets. The City of Toronto should be encouraging the use of mopeds and scooters because, in a city challenged by gridlock, they take up less road and parking space and they use less fossil fuel.

However, our current rules and regulations for parking mopeds and scooters predate their reclassification by the Province of Ontario as types of motor vehicle and this has created some negative impacts. Unlike bicycles, they must be parked on the street where they are vulnerable to theft or damage and occupy valuable paid-parking spaces that fund important services like parks, libraries, and road maintenance. Riders who park on the sidewalk and block pedestrians or use City bicycle locks are currently fined by City of Toronto parking enforcement officers.

It is time to use common sense to bring our regulations into the twenty-first century and reap the rewards of increased moped and scooter ridership without reducing road safety or pedestrian comfort.

(Submitted to City Council on July 16 and 17, 2013 as MM37.3)