

January 25, 2016

### **Roundtable on Toronto's Road Safety Strategic Plan**

**Question:** From your organizations perspective, what are the most important road safety issues facing Toronto and what strategies or interventions should the City consider in the Road Safety Strategic Plan to address these issues?

#### **Vulnerable Road Users - The use of HOV lanes across the GTA and Ontario**

The Motorcycle & Moped Industry Council (MMIC) continues to support the 2007 Toronto City Council decision to allow single riders of motorcycles and scooters to travel in city HOV lanes.

The answer to the world's urban traffic congestion and concerns regarding vulnerable road user safety may be as simple as creating policies to promote motorcycle commuting. Detailed studies conducted in the USA and Europe found that a slight shift in traffic composition from cars to motorcycles significantly reduces traffic congestion and emissions. Also important to note accident rates drop significantly when motorcycles & scooters were allowed to ride in HOV lanes.

The stop and start of rush hour traffic, which is no longer at set times during the day in most Cities in North America, creates a hazard to those riding scooters and motorcycles. With the allowance of motorcycles and scooters in HOV lanes, congestion is further reduced by allowing space of other motorists on the main roadway by moving motorcycles and scooters to the reserved lane.

Reasons to consider HOV lane use for single riders:

- Great fuel economy and cost of operation
- Better current air quality
- Reduces congestion on crowded roads (3 to 1 ration: three motorcycle equivalent to one automobile)

#### **Congestion – Parking in the GTA - Vehicle Footprint – in motion and street-side parking:**

In the last few years motorcycle registration in Toronto has nearly doubled. Even without HOV lanes, two-wheeled vehicles still reduce congestion by size alone, taking up much less space than their four-wheeled counterparts.

**Toronto's Road Safety Strategic Plan/...2**

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The City of Toronto added an incentive to motorcycles and scooters for roadway parking by allowing them to park for free in 2007. Now the City of Toronto wants motorcyclists to pay and is suggesting 300 designated parking spots downtown. There are more than 300 motorcyclists that park downtown on a good day.

Having less space occupied by vehicles on a roadway greatly reduces the occurrence of gridlock or backlog, not only in moving traffic but in parking along roadways as well. When smaller vehicles park along roadways, the lane width is maintained and traffic movement isn't impeded.

The City of Toronto is considered a leader in its recognition of motorcycles and scooters in HOV lanes and the added incentive of allowing two wheel vehicles free roadway parking throughout the city.

The MMIC would appreciate the opportunity to discuss options before the City makes a final decision on motorcycle parking in the City of Toronto.

Thank you for the opportunity to participate in today's Roundtable on Toronto's Road Safety Strategic Plan

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