

City Council**Motion without Notice**

MM43.53	ACTION			Ward:All
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Investigation of, and recommendations for road use and parking provisions to encourage motorcycle use and enhance motorcyclist safety - by Councillor Anthony Perruzza, seconded by Councillor Gary Crawford

** This Motion has been deemed urgent by the Chair.*

** This Motion is not subject to a vote to waive referral. This Motion has been added to the agenda and is before Council for debate.*

Recommendations

Councillor Anthony Perruzza, seconded by Councillor Gary Crawford, recommends that:

1. City Council request the General Manager, Transportation Services, in consultation with the Toronto Parking Authority, to report to the Public Works and Infrastructure Committee on:

- a. expanding the number of dedicated motorcycle parking zones;
- b. the enforcement of motorcycle only parking within those parking zones; and
- c. the revenue implications from the ticketing of prohibited vehicles within those zones.

2. City Council request the General Manager, Transportation Services, to report to the Public Works and Infrastructure Committee on expanding the Designated Class of Vehicles permitted to use the reserved lanes on the following streets to include motorcycles:

- a. Bay Street, from Front Street West to Bloor Street East; and
- b. Don Valley Parkway, from Lawrence Avenue East to north of York Mills Road.

3. City Council request the General Manager, Transportation Services, in consultation with Toronto Public Health, to consider and report to the Public Works and Infrastructure Committee on a pilot project along the Richmond Street and Adelaide Street corridors which would allow motorcycles to filter between stopped vehicles, up to the stop line at controlled intersections where a stop signal is active, and only along lane boundaries that are not adjacent to any curb or pedestrian walkway, with implications for minimizing the risk of rear or front end collisions, and the overall flow of traffic.

Summary

The City's adoption of the Vision Zero Road Safety plan identifies motorcycles as a vulnerable road using group. According to census data, motorcycles constitute approximately .1 percent of

the overall road-using population in Toronto (compared with a bicycling population of approximately 1.2 percent). When reconciled against Killed or Seriously Injured (KSI) data collected by the Toronto Police Service, this information suggests that motorcyclists are up to 20 times more likely than cyclists to suffer death or serious injury in a collision.

Unlike bicycles, motorcycles are currently not afforded dedicated or separated road infrastructure, making them particularly vulnerable in the event of a collision. Provisions for differentiated use of existing lanes (rather than the building of new infrastructure) may not only enhance motorcyclist safety, but may also be cost neutral to the city. According to a 2015 study conducted in California, motorcyclists who are able to filter between traffic were “markedly less likely to suffer head injury (9 percent vs. 17 percent), torso injury (19 percent vs. 29 percent) or fatal injury (1.2 percent vs. 3 percent).”

In a September 12, 2013 report from the General Manager, Transportation Services to the Public Works and Infrastructure Committee it was noted:

“Motorcycles are significantly smaller than other vehicles and occupy less space in the right-of-way – both when in motion and when parked. Three motorcycles can share one on-street parking space. Furthermore, because motorcycles are compact and lightweight, most are significantly more fuel efficient than cars; many gas-powered motorcycles exceed 100 miles per gallon (2.4 litres per 100 km), and electric models are also common in Toronto. This means fewer greenhouse gas emissions – though some motorcycles emit more nitrogen oxides than cars. The use of lightweight vehicles also means less wear and tear on the City's streets.”

The efficiency of motorcycles in minimizing and recovering from traffic delay should be considered in the adoption of transportation policy that encourages their use. The differentiated use of existing road infrastructure (in contrast to building new infrastructure) aligns with the City's objectives to encourage the use of alternative modes of transportation, as well as with the City's Vision Zero objectives to provide safe spaces on our streets for all road using populations.

Background Information (City Council)

Member Motion MM43.53