

Public Works and Infrastructure Committee - Item 11.8

PW11.8	REFERRED			Ward: All
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Permitting Motorcycles and Scooters Access to High Occupancy Vehicle (HOV) Lanes

City Council Decision

City Council on December 11, 12 and 13, 2007, referred this Item back to the Public Works and Infrastructure Committee, with the following additional motions moved on this Item:

Moved by Councillor Moscoe:

That Recommendation 3 of the Public Works and Infrastructure Committee be amended by adding the words “and, in the interim, the present signage be amended by the addition of stickers, until such time as the signage is replaced, and the cost of these stickers be funded from within the existing Public Works and Infrastructure budget”, so that Recommendation 3 now reads as follows:

- “3. HOV signs be altered during the normal maintenance schedule to ensure there is no additional cost to implement the policy to allow motorcycle and scooter use of HOV Lanes and, in the interim, the present signage be amended by the addition of stickers, until such time as the signage is replaced, and the cost of these stickers be funded from within the existing Public Works and Infrastructure budget.”

Moved by Councillor Thompson:

That the Chief of Police be requested, through the Toronto Police Services Board, to conduct regular HOV Lane Enforcement.

(November 9, 2007) Report from the General Manager, Transportation Services.

Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. Plated motorcycles and scooters be permitted to use City of Toronto controlled High Occupancy Vehicle (HOV) Lanes.

2. City Council issue an advisory to other jurisdictions in Ontario respecting this change in the use of High Occupancy Vehicle Lanes in the City of Toronto.
3. HOV signs be altered during the normal maintenance schedule to ensure there is no additional cost to implement the policy to allow motorcycle and scooter use of HOV Lanes.
4. The Greater Toronto Transportation Authority (GTTA), in their review of HOV facilities throughout the Greater Toronto Area (GTA), as requested by City Council in considering the report, titled “Sustainable Transportation Initiatives: Short-Term Proposals”, consider the use of HOV Lanes by motorcycles and scooters with one rider on a region-wide basis to ensure consistency and continuity.

Financial Impact

There are no financial impacts arising from the adoption of this report. If, however, this report is amended to permit the use of the City’s HOV lanes by motorcycles and scooters with one rider, then approximately \$425,000.00 would be required to change the signs to give effect to the foregoing and for notifying and educating the public of these changes. There are no funds in the Transportation Services Division’s 2008 Capital Budget submission allocated for this purpose.

Summary

The City’s extensive network of High Occupancy Vehicle (HOV) lanes and the associated restrictions are intended, generally, to encourage travel by public transit and by carpooling (three or more occupants) by providing a less congested and, therefore, faster route for users of these facilities. This is a report, as requested by the Public Works and Infrastructure Committee, on the advisability of also permitting motorcycles and scooters with one rider to use the City’s HOV lanes. It concludes that despite being more fuel efficient than a typical car, motorcycles produce more harmful emissions per kilometre than automobiles and light trucks. Therefore, from an environmental perspective, there is no rationale to introduce an amendment to the existing regulations with respect to the use of HOV lanes to permit motorcycles and scooters with one rider.

Background Information

2007-11-28-pw11-8

<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-8878.pdf>

Communications

(November 22, 2007) e-mail from Doug Wilburn (PW.New.PW11.8.1)

(November 21, 2007) e-mail from Buturab Rizvi (PW.New.PW11.8.2)

(November 25, 2007) e-mail from Allan Revich, Member of the Toronto Motor Scooter Club (PW.New.PW11.8.3)

(November 25, 2007) e-mail from Bill Coleman (PW.New.PW11.8.4)

(November 28, 2007) Submission from Bob Ramsay, President, Motorcycle & Moped Industry Council (PW.New.PW11.8.5)

(November 28, 2007) Submission from Edward Wallerstein, Front Street
Cycle (PW.New.PW11.8.6)

Additional Communications (City Council)

- (November 28, 2007) Public presentation to the City of Toronto Public Works and Infrastructure Committee from Peter Jacobs, President, Motorcyclists Confederation of Canada, regarding Motorcycles and Scooters Access to HOV Lanes, entitled “It’s About Safety”, filed with the City Clerk on December 10, 2007 (PW11.8.7)

Speakers

Robert Ramsay, The Motorcycle & Moped Industry Council (Submission Filed)

Peter Jacobs, Motorcyclists Confederation of Canada

Quentin Thwaites, Toronto Moto Scooter Club

Edward Wallerstein, Front Street Cycle (Submission Filed)

Dr. Joseph Regan

Councillor Case Ootes, Ward 29, Toronto-Danforth