

## Document 4 – Electric Kick Scooter Parking Considerations

The spontaneous nature of e-scooter trips and the desire of riders to complete their trip close to their destination requires the following flexible parking solutions.

Staff recommend shared e-scooters be parked upright in the furniture zone of the sidewalk, away from the pedestrian path of travel. This is standard practice in cities around the world and would be expected by residents and visitors. For the beginning to Ottawa's Electric Kick Scooter Pilot in 2020, this is the approach to parking staff recommend.

As the first pilot season progresses, staff recommend designating on-street parking and furniture zone parking spaces for e-scooter parking, based on trip destination data, staff observations and consultations with area BIAs and businesses immediately adjacent to the spaces. These spaces would include small parking corrals for e-scooter parking. These small on-street parking corrals would be designated by paint and would be in locations that cannot accommodate vehicle parking such as five metres at the end of a block. After e-scooters are charged, operators could deploy the e-scooters in these small corrals, providing riders with predictable locations to find e-scooters

In the first pilot season, staff anticipate designating up to twenty spaces for the recommended fleet size of 600 e-scooters, with a combination of furniture zone spaces and on-street spaces dedicated for this purpose. If the Pilot includes small on-street parking corrals, this approach would require staff to identify the quantity and location of potential on-street painted parking corrals.

During Montreal's 2019 pilot, shared e-scooters were required to be parked only in designated small on-street parking corrals and with no more than four e-scooters parked in each location. Parking in the sidewalk furniture zone was not allowed. Staff reported a 20% compliance rate with this parking regulation, despite designating 410 parking locations – with a total capacity for 1600 e-scooters - for this purpose. This low parking compliance rate contributed to the February 19, 2020 decision by Montreal's Executive Committee to discontinue their pilot in 2020 and reinforces staff's recommendation that furniture zone parking be permitted in Ottawa.

The City of Toronto is considering mitigating the risk of sidewalk clutter by exclusively using on-street parking for e-scooter parking. Consultation with Ottawa's Accessibility Advisory Committee recommended against this approach as it could limit the availability of parking spaces for people with accessible parking passes.

While on-street parking stalls in Ottawa are in demand and, in paid parking locations where staff from Roads and Parking Services report the demand can exceed capacity, provide the City with revenue estimated at \$2200-\$5000 per year per space, it should be noted that a full-size parking stall could accommodate 10-15 e-scooters at a time, facilitating more trips than a parking space used by one car at a time. Because on-street vehicle parking spaces for e-scooters would be seasonal, the City would be able to

generate parking revenue from these spaces from November-April, inclusive. However, there would be operational considerations in changing the spaces seasonally from car parking to e-scooter parking.

Based on 2019 pilot projects in Portland and Calgary, similar mid-sized cities with connected cycling networks, density and rapid transit, staff expect that the diversion from personal and ride-hailing car trips in Ottawa could be around 30%. Should the City realize the predicted 30% modal conversion from car trips to e-scooter trips, which would include some conversion of trips in private cars that would no longer require parking, the demand for vehicular on-street parking could be reduced. This would allow for some flexibility in the use of this public space without reducing accessible parking spaces. Conversion from car trips would need to be assessed and measured during the pilot to determine the actual impact.

After Calgary's initial pilot season, where 1500 e-scooters were permitted to park anywhere in the furniture zone, Calgary staff are now designating up to 60 optional e-scooter parking corrals based on end of trip data provided by operators – which identified popular destinations. This is to support an increase in fleet size to 2000 e-scooters for their second season. In advance of the new season, a team of staff and BIAs are now conducting walking tours of these popular destinations to locate the best parking corrals where riders may be incentivized to park, which include: on-street spaces; end of block spaces without enough room for vehicles; designated areas within the furniture zone of busy pedestrian streets; and, private property with permission from business owners. The rationale for this approach is that parking compliance will occur when convenient parking is provided.