

**Parking Station Adjustments**

To make the shared micromobility service more accessible, operators initially proposed 500 digital parking stations within the Phase 1 service area at the start of the pilot. Of the 500 digital parking stations, City staff approved of 469 digital stations and requested 15 physical parking stations for the June 4<sup>th</sup> launch. Despite strong initial uptake, some residents raised concerns about improper parking at digital stations and tipped-over devices causing visual clutter. In response, several stations were removed, relocated or upgraded based on the evaluation criteria outlined in

**Table 1.**

**Table 1 – Parking Station Evaluation Criteria**

<b>Neighborhoods</b>	<b>Do's</b>	<b>Don'ts</b>
<b>VMC / Intensification Areas</b>	<ul style="list-style-type: none"> <li>• Furniture zones along Highway 7 &amp; Millway Avenue</li> <li>• Within public right-of-way</li> <li>• Near TTC entrance along Millway Ave without excess visual clutter from bicycles and scooters</li> <li>• Tape can be used on unit pavers</li> <li>• NE Corner of Millway and Apple Mill Road (Concrete paved area)</li> <li>• Adjacent to the YMCA/VMC Library</li> <li>• Cortellucci Square</li> <li>• Transit City 4 and 5 – near the POPS</li> </ul>	<ul style="list-style-type: none"> <li>• No bollards or flexi-posts or painting on unit pavers (Millway and Highway 7)</li> <li>• No Parking stations in the southeast quadrant due to ongoing construction activities</li> <li>• No parking along New Park Place (currently not City-owned)</li> </ul>
<b>Transit Stops / Terminals</b>	<ul style="list-style-type: none"> <li>• Keep a minimum of 1.5m clear distance for wheelchair accessibility</li> <li>• Explore bus pads on major arterial roads that are at least 10m long</li> </ul>	<ul style="list-style-type: none"> <li>• On-street hatched areas on local or collector roads</li> <li>• Bus pads on collector or local roads</li> <li>• Use existing bicycle racks at bus stops / terminals</li> <li>• Within the horseshoe area at the VMC YRT terminal</li> </ul>
<b>Community Centres</b>	<ul style="list-style-type: none"> <li>• Near existing bike racks</li> <li>• Good pavement conditions</li> <li>• Clear signage</li> </ul>	<ul style="list-style-type: none"> <li>• Too close to building entrances</li> <li>• Block pedestrian accesses</li> </ul>
<b>Public Right-of-Way</b>	<ul style="list-style-type: none"> <li>• Within the amenity/furniture zones</li> <li>• Beside cycle lanes</li> <li>• Within daylight triangle areas</li> <li>• Concrete or unit pavers</li> </ul>	<ul style="list-style-type: none"> <li>• Block sidewalks</li> <li>• Block light poles/fire hydrants/utility boxes</li> <li>• Block crosswalks at intersections</li> <li>• On grass fronting low density houses (single detached, semis, townhouses, etc.)</li> </ul>

By the end of the season in October, the total number of parking stations was reduced to 355, including:

- **133 physical parking stations** - marked with a white box and micromobility decal, visible to riders and non-riders. Located within the boulevard, either in the furniture zones or paved/concrete areas at major intersections.
- **22 signed parking stations** - marked with a 30cm by 45cm aluminum sign per the Ontario Traffic Manual Guidelines. Installed in grass areas within the boulevard.



- **12 stations with parking mats** - installed temporarily for key parking stations on grass areas within the boulevard.



- **188 digital parking stations** - visible only through the operator's app and not physically marked.

These parking station locations were selected to ensure equitable distribution of parking across the operating area, avoid blocking public accesses, minimize disruption to other road users, reduce aesthetic impacts for residents, and provide users with easier access to devices

### **No-GO Zone Adjustments**

In 2025, operators were restricted to deploy e-scooters and e-bikes only within the Phase 1 service area. E-scooters could operate in bike lanes, cycle tracks, in-boulevard multi-use paths, and on municipal roadways with a speed limit of 50km/h or less. They were prohibited on sidewalks, trails and in park areas. E-bikes were permitted anywhere that conventional bicycles are permitted (including roadways with speed limits greater than 50 km/h), except for trails and in park areas.

Trails, regional roads and 400-series Highways were geofenced as no-go zones, along with all the parks in accordance to the City's by-laws. Additional no-go zones were added in response to requests from property owners, York Regional Police, and other agencies. These included Vaughan Mills Mall, Wonderland, CN Railyard between Rutherford Road and Highway 7, fire stations, community centres, and McMichael Art Gallery.