

Converting Off-Street Public Parking Into Mobility Hubs in Montreal

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Overview of the Agence de mobilité durable

Agence de mobilité durable de Montréal

Paramunicipal organization of the City of Montréal that began operating on January 1, 2020.

Why?

Ensure equitable sharing of space and ensure citywide accessibility for everyone, enhancing the quality of life while supporting Montréal's economic vitality.

What?

Manage on-street and off-street parking spaces

How?

- Business and mobility strategies
- Maintenance and collection operations
- Parking and mobility control surveillance

The Agence at a glance

On-street parking



17,284

On-street parking spaces

1,268

Pay stations



5,688

Bike rings

231

On-street spaces reserved for people with limited mobility

Off-street parking lots



74

Parking lots

6,086

Spaces in parking lots



22,605

Parking permits issued

1,185

Active permit holders

Enforcement Regulation



+ 1,034,000

Tickets issued

43,446

Tows

Customer service



131,661

Calls received by the call center

The Agence at a glance

Employees

508

Person-years*

*This figure represents 437 people managed by the Agence in addition to 583 seasonal towing attendants.

Mobile app

748,639

P\$ Mobile Service app users

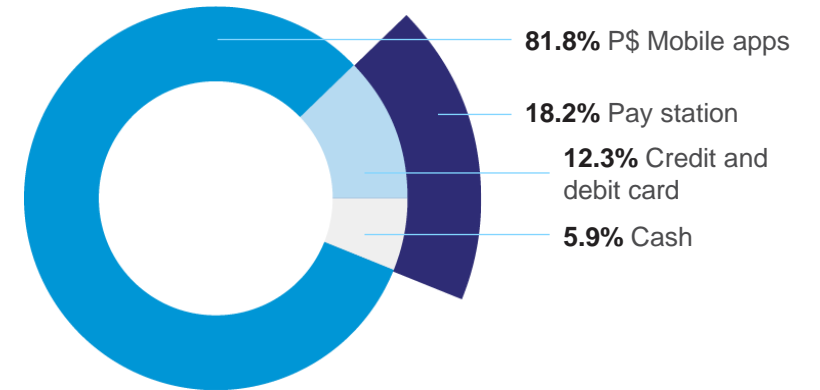
Paid parking revenues of the City of Montreal managed by the Agence

\$62,993,000

On-street parking

\$9,852,000

Off-street parking



Number of transactions



14.4 M

On mobile apps



4.8 M

At pay stations



Mobility hubs in Montreal

Montreal's context

The concept of mobility hubs has been part of Montréal's urban landscape for about a decade. It is embedded in **various municipal policies** focused on urban planning, mobility, and combating climate change.

A few mobility hubs have been **intermittently implemented across Montréal, primarily on-street**, depending on the available opportunities and allocated financial resources.

In 2022-2023, the Agence, in collaboration with City departments, was tasked with developing a **strategy to manage and convert public parking lots into mobility hubs**.



Tour de la Bourse Mobility Hub

Mobility hub's objectives



- **Promote and expand the use of sustainable modes of transportation**
 - To meet the city's growing travel demand
 - To reduce solo driving and car ownership
- **Enhance the user experience**
- **Maximize the land assets of the City of Montréal and ensure the equitable sharing of public spaces**

Mobility hub's definition

A mobility hub is a **welcoming, comfortable and secure place** that brings together a variety of **sustainable mobility options, mobility-related services, and information and guidance resources**. It is designed to seamlessly integrate into the daily life of the surrounding neighborhoods.



Mobility hub's components

Systematic components

Parking & mobility services

- Bike sharing station
- Car sharing station
- Secured or free-access bike parking
- Paid car parking

Mobility-related services

- Bike repair station
- Electric charging station

User experience

- Dedicated signage
- Mobility hub and neighborhood information
- Lighting and furniture



Conditional components

Parking & mobility services

- Taxi stands
- Drop-off zone
- Carpooling zone
- Cargo bike and trailer rental

Mobility-related services

- Personal and parcel lockers
- Vending machines

User experience

- Greening
- Rainwater management
- Waiting area

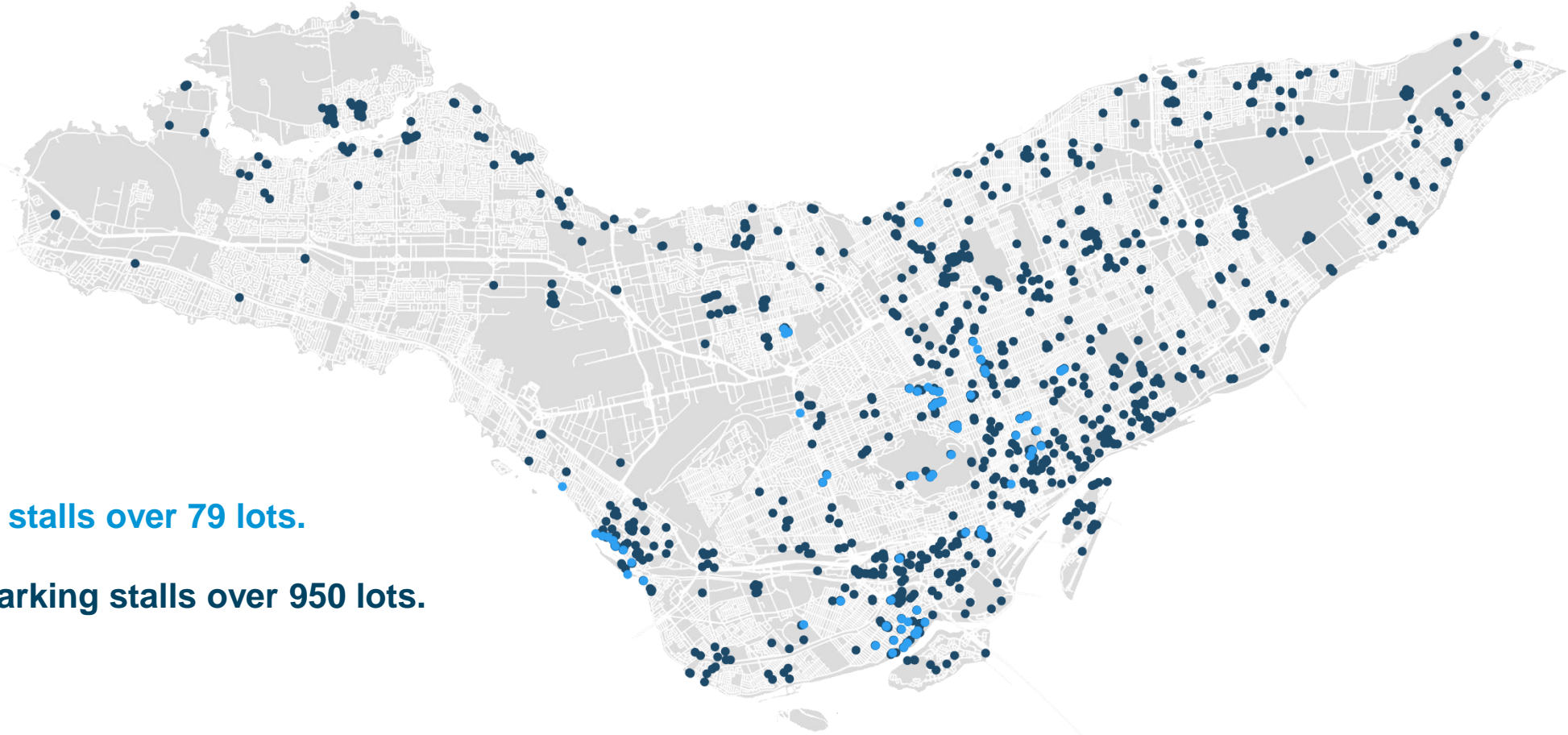
Specificities of Montreal's strategy

Montreal favors the **development of mobility hubs on off-street public parking**. Such strategy offers many benefits:

- **Facilitate the deployment of the concept** on easier spaces to manage and create a dynamic encouraging the deployment on other locations, for example on-street public or private parking
- **Support shared mobility services** in Montreal with offering new parking spaces for car sharing and year-round accessible and electrified spaces for bike sharing
- **Free up on-street parking space** for other purposes by moving them to off-street lots
- **Leverage the Agence's skills** in planning, implementing, operationalizing and controlling mobility services
- **Encourage modal shift** by charging for off-street car parking
- **Rely on paid car parking revenue to finance** the development of the mobility hub

Montreal's public parking opportunities

Increased number of public parking under management by the Agence representing a large potential for mobility hubs network.



Today, 5,382 parking stalls over 79 lots.

Potential of 29,000 parking stalls over 950 lots.

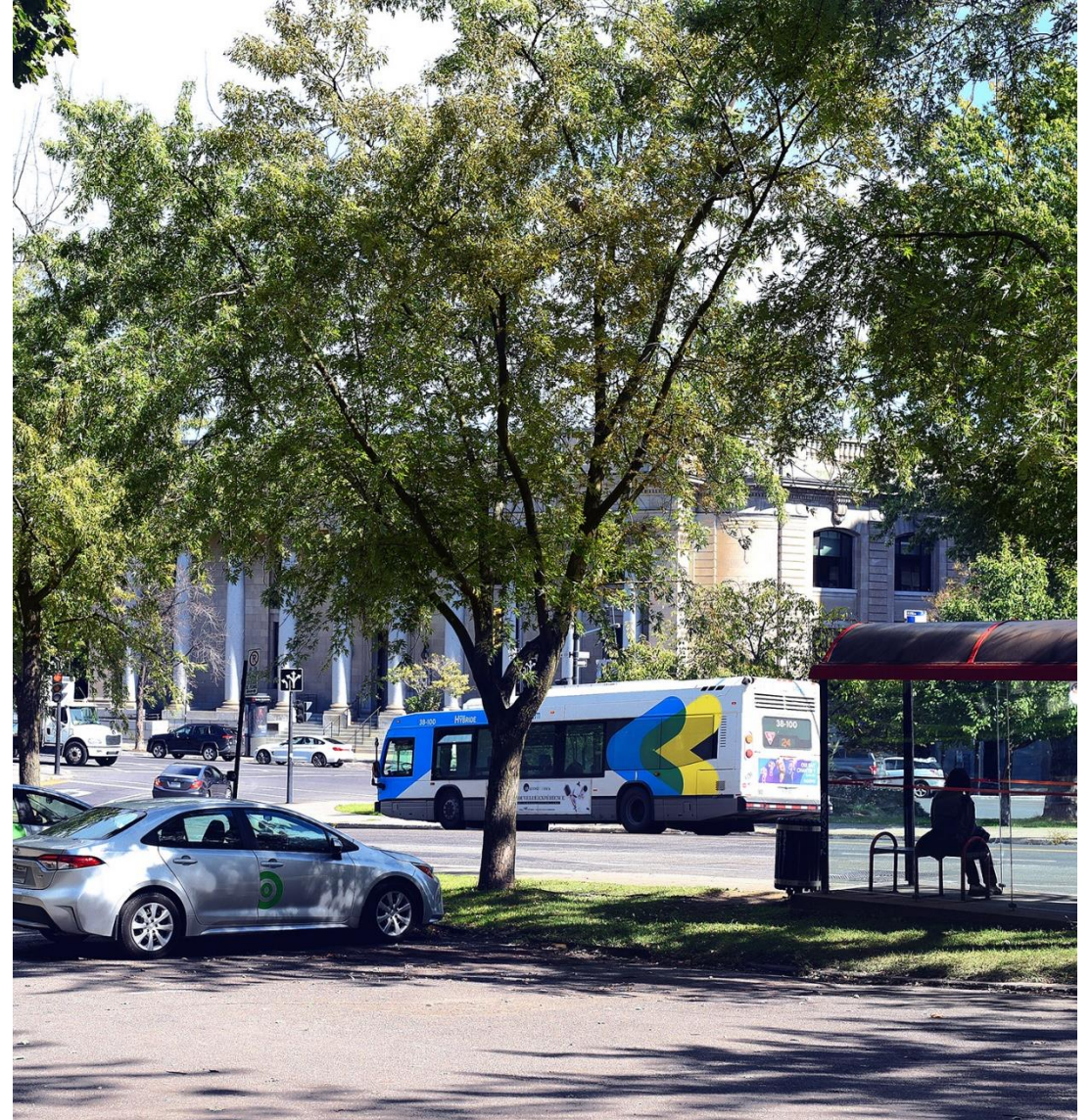
Local environment insertion

The direct environment of the mobility hub must be considered to:

- **Offer smooth complementarity with on-street services** as public transport, etc.
- **Include an integrated vision of off-street and on-street parking regulations**

Three kinds of mobility hubs can coexist:

- **Neighborhood hubs:** Improve mobility services for residents
- **Destination hubs:** Diversify the existing mobility options at the main destinations
- **Intermodal hubs:** Increase modal transfers near public transportation stations



Agence's role within the mobility hubs

The Agence acts as:

- **Promoter** to plan and coordinate the selection of mobility hubs with the City and the boroughs.
- **Public space manager** to
 - Ensure the development and the maintenance of the site.
 - Directly operate services such as paid car parking.
 - Manage agreements with other operators and collect revenue.
 - Control compliance with regulations.
- **Programmer** to coordinate information and animation of the mobility hub.

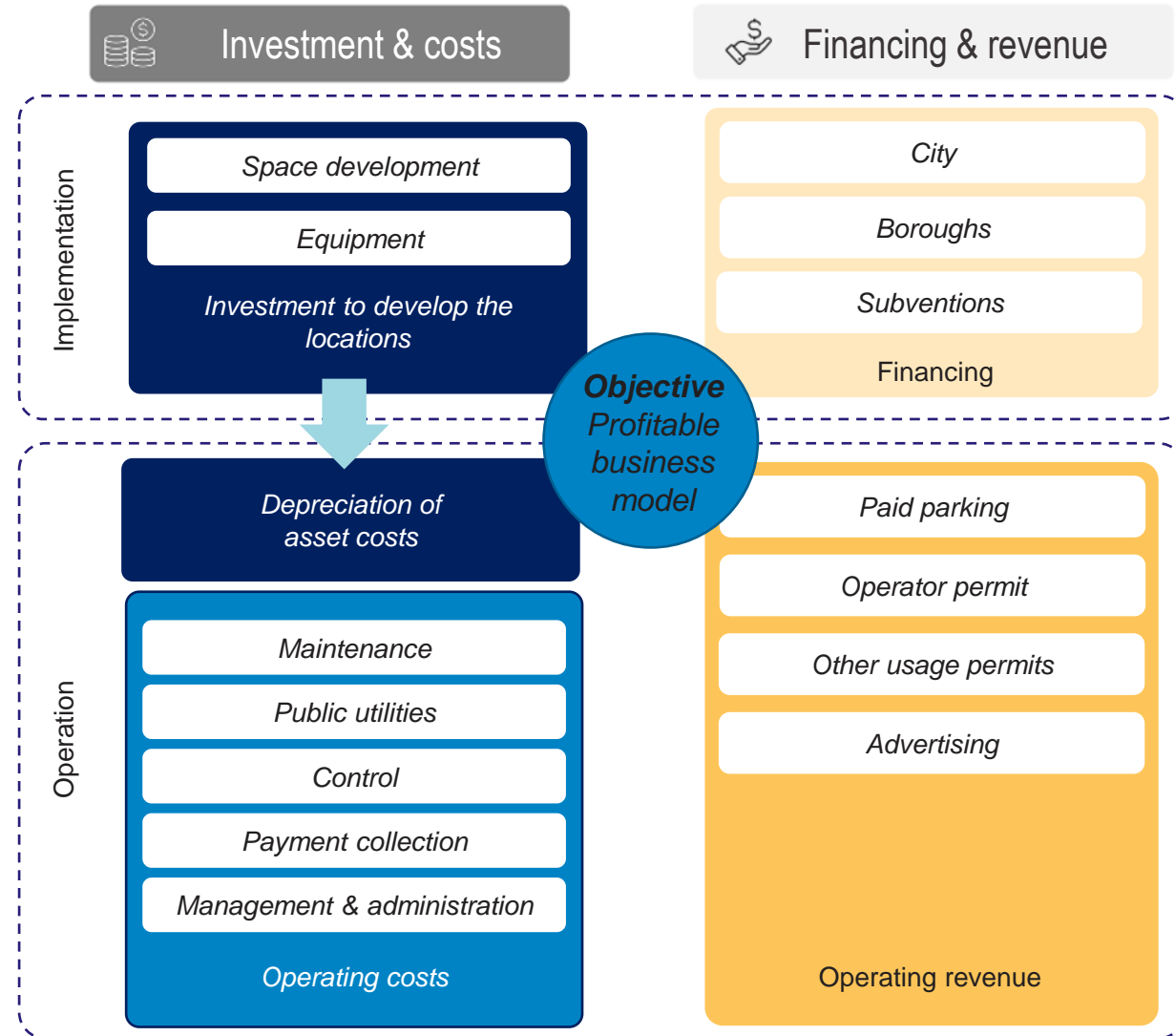


Mobility hub's business model

To have a long-standing concept, the business model must:

- **Be profitable** with generating benefits for the City and the Agence
- **Integrate predictable financing** for both investment and operating costs

So **paid car parking revenue is key for restricting the use of single-occupancy cars and providing income to finance** the mobility hub development and sustainable mobility services



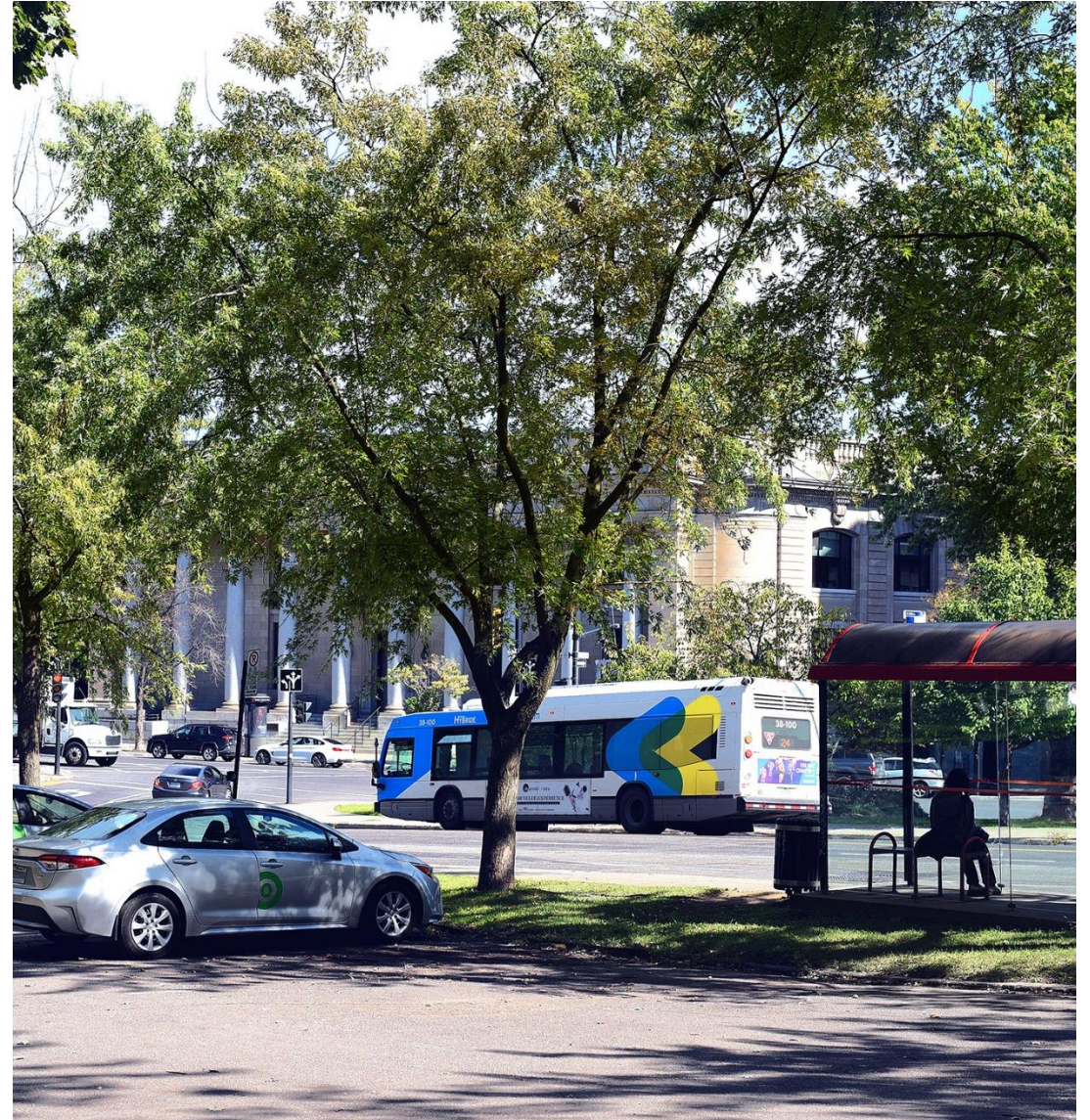
Deployment process

There is a **large range of conversion levels** into mobility hubs:

- From simply adding new mobility services with space reallocation and ground marking
- Up to implementing an eco-responsible conversion with structuring development and substantial investment

The City of Montreal plans to deploy **150 mobility hubs by 2050**. To achieve this objective, the Agence foresees three steps:

1. 2024-2026 - Initialize the concept and convert a few parking lots already managed by the Agence
2. 2026-2030 - Accelerate the pace with about 4 to 5 lot conversions per year
3. 2030-2050 - Generalize the conversion process with targeting about 10 to 13 lots per year





First mobility hub implementations

First mobility hub implementations



Masson mobility hub
Launched in 2023



Boyer mobility hub
Under construction

Masson mobility hub

Mobility services

- Paid car parking
- Car sharing station
- Electric charging station
- Sheltered bike parking
- Bike repair station
- Waiting area

Greening

- Additional trees and shrubs
- Insect hotel

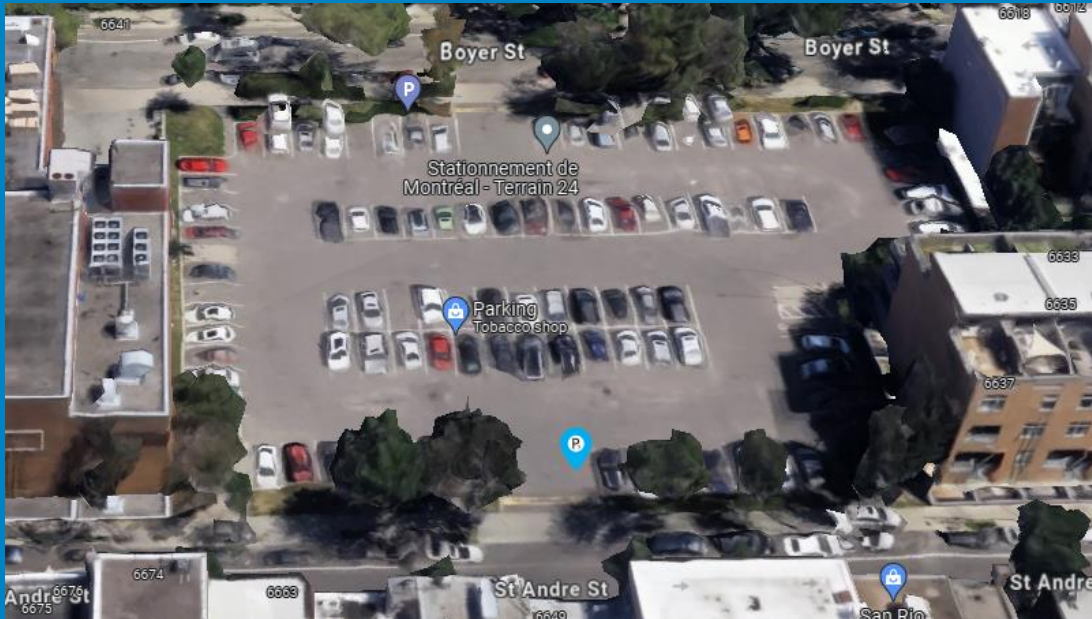
Rainwater management

- Bio-infiltration basin
- Permeable paving



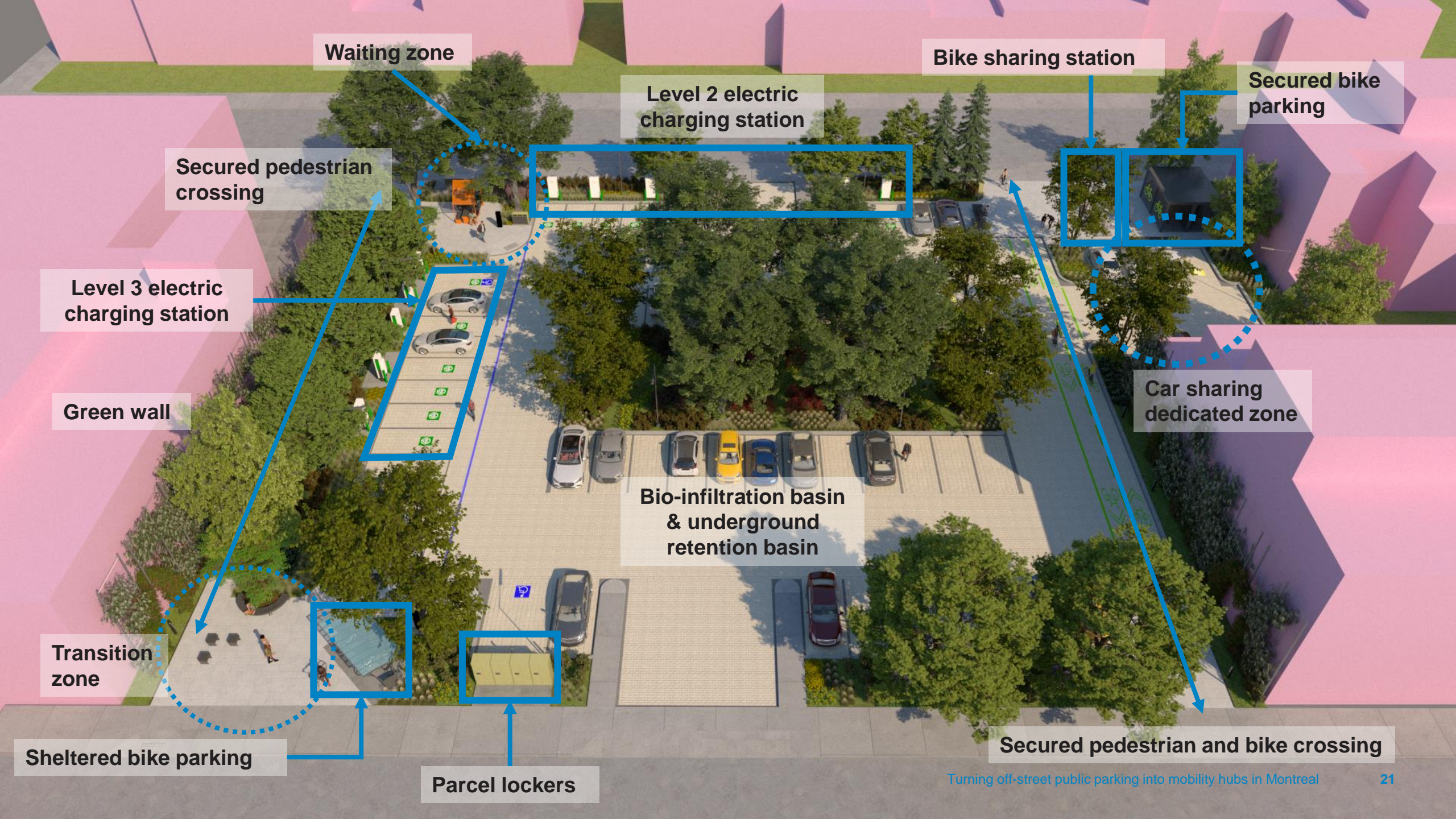
Boyer mobility hub

Current situation



Planned development





Waiting zone

Bike sharing station

Secured bike parking

Level 2 electric charging station

Secured pedestrian crossing

Level 3 electric charging station

Green wall

Car sharing dedicated zone

Bio-infiltration basin & underground retention basin

Transition zone

Sheltered bike parking

Parcel lockers

Secured pedestrian and bike crossing

Bike parking and services

- Sheltered bike parking
- Secured bike parking
- Bike sharing station for BIXI

Ensure safe and universal access to the mobility hub



Waiting area

Improve the user experience with an attractive, comfortable and safe place

Reserve space for future micromobility needs



Questions & answers