

Shortening That Last Mile: How Shared Micromobility Systems Connect with Regional Transit Services

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[Webinar Recording](#)

A persistent challenge in shifting commuters from personal vehicles to regional transit systems is the “first and last mile” gap, when travellers struggle to conveniently access transit stations from their homes or final destinations. While park-and-ride models have often been used to attempt to address this issue, they often reinforce car dependency and present their own urban planning challenges, such as simply displacing rather than resolving congestion. Within dense urban areas, shared micromobility systems, such as (e-)bike and e-scooter sharing, have gained traction by offering flexible, low-emission alternatives that complement transit networks.

In this session, we will explore the extent to which these shared systems can be effectively extended to less dense communities and those with high volumes of intercity commuters. We’ll be hearing from both a practitioner and research perspective, with speakers from McGill University’s Platial Analysis Lab, providing critical context and insights from the wider evidence base, and the City of Mississauga, reflecting on real-world insights from their shared micromobility program.

Presenters

- Daniel Romm | PhD Candidate, Platial Analysis Lab | McGill University
- Matthew Sweet | Manager, Active Transportation | City of Mississauga

Presentation Overview

Daniel Romm | PhD Candidate, Platial Analysis Lab | McGill University

- The Platial Analysis Lab is collaborating with Metrolinx on a project focused on micromobility design for Major Transit Station Area (MTSA) planning. The project’s central focus was on the potential for micromobility systems around the Go Transit System, particularly within small and medium communities (under 100,000).
- The study incorporates factors such as population density, resident age, land use characteristic, and biking range by time (for different times of day, how far might residents be willing to bike to the transit station). An algorithm was created to help identify the optimal case for sharing stations. This analysis has been conducted in Ontario municipalities including: Bradford, Bowmanville, Newmarket, King City, and Niagara.
- A [policy brief](#) was created to help municipalities weigh the advantages and disadvantages of different planning parameters. This brief establishes 18 implementation considerations for shared micromobility systems.

Matthew Sweet | Manager, Active Transportation | City of Mississauga

- Statistics show that nearly half of Mississauga's households have one or fewer cars available.
- Due to the long distances between major destinations within the City, e-micromobility was identified as a possible solution for resident transportation.
- In 2019, through the City's Transportation Master Plan, staff received direction to develop a regulatory framework to phase in micromobility systems. In 2020, the City opted into the Province of Ontario's e-scooter pilot.
- Early public engagement suggested that 75% of survey respondents expressed interest in using the system.
- The system launched with 900 e-scooters and 300 e-bikes, and is operated by a Public Private Partnership with Bird Canada and Lime Technologies as the service providers.
- The City charges service providers a fee to provide services (including a blanket permit fee, fee per device deployed, and a fee per trip completed), which causes the program to be revenue neutral for the City.
- The City requires service providers to have liability insurance that would cover the city in the event of an incident.
- In 2024, the program had over 112,000 trips. So far in 2025, there have been over 120,000 trips.
- In the second year of the program, e-scooter trips are experiencing a slight reduction of 4.6%, however, e-bike trips are now 23,100, meaning they have more than doubled.
- About 8% of trips are connected to higher order transit. While slightly lower than some of the benchmarks in other communities, this is likely because the program is less established.
- The total number of warning fines and suspensions has stayed relatively flat, however, the number of fines has gone up significantly, as have the reported number of suspensions. Also, the number of noncompliance issues that need to be actioned per ride has gone down.
- During the program's first year, parking locations were designated using virtual pins, however, there was nothing in the field to indicate the locations were designated using virtual pins. This left the appearance that the e-bikes and e-scooters were abandoned. To address this issue, the City implemented over 100 physical parking locations of various types (docked and dockless parking).
- Early concerns about improper riding, particularly by underage users, resulted in the City pushing for underage education campaigns emphasizing the 16+ age limit.

Additional Resources

- [Micromobility Briefing Note Series | Climate Action Partnership](#)
- [Shared Micro-mobility Program – 2024 Season Preliminary Update | Council Report | City of Mississauga](#)
- [Shared Micro-mobility Program 2023 | Council Report | City of Mississauga](#)

- [Shared e-bike and e-scooter update: Mississauga introduces new parking stations](#)
- [Shared Micromobility Systems for Connecting to Regional Transit Systems | Platial Analysis Lab](#)

Contact Information

Please reach out to us at any time with questions, input, or for additional information.

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