Daniel La Spata

ALDERMAN, 1ST WARD
1958 N. MILWAUKEE AVE.
CHICAGO, ILLINOIS 60647
PHONE: 872-206-2685
E-MAIL: info@the1stward.com

CITY OF CHICAGO
CITY COUNCIL

CITY HALL
3RD FLOOR - ROOM 300
121 NORTH LASALLE STREET
CHICAGO, ILLINOIS 60602

Chair, Committee on Pedestrian and Traffic Safety

Vice Chair, Committee on Contracting Oversight and Equity

Ex-Officio, Chicago Plan Commission

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MONTHLY REPORT – OCTOBER 2025
COMMITTEE ON PEDESTRIAN AND TRAFFIC SAFETY

Pursuant to the Rule 45 of City of Chicago Rules and Order, the Committee on Pedestrian and Traffic Safety submits the following monthly report for October 2025.

Date, Time, & Location of Meeting:
On Friday, October 9th, 2025, at 10:30a.m. the Committee on Pedestrian and Traffic Safety held a meeting at City Hall, Council Chambers.

Members in Attendance:
Chairman La Spata (1st Ward)
Alderman Hopkins (2nd Ward)
Alderman Robinson (4th Ward) - virtual
Alderman Yancy (5th Ward)
Alderman Chico (10th Ward)
Alderman Quinn (13th Ward)
Alderman Moore (17th Ward) - virtual
Alderman Curtis (18th Ward)
Alderman Burnett (27th Ward)
Alderman Ervin (28th Ward)
Vice Chairman Cruz (30th Ward)
Alderman Knudsen (43rd Ward)
Alderman Lawson (44th Ward)
Alderman Martin (47th Ward)
Alderman Manaa-Hoppenworth (48th Ward)

Absent Members:

Non-Members in Attendance: Alderman Vasquez (40th Ward), Alderman Rielly (42nd Ward)

The Chairman accepted a motion from Ald. Manaa-Hoppenworth to allow for remote participation by Ald. Robinson and Ald. Moore, which was approved by the same role call as was used to establish quorum.

Public Comment: There were sixteen spoken and one written (pg. public comments for this meeting.

- Alberto O: has been working for Divvy and Shift Transit since 2013 and has nothing to say but good things about the working conditions
- Matt W: Presenting remarks from Equiticity; supportive of the Divvy extension and spoke of the importance of Divvy for their communities to get around more easily and more accessibly
- Connor U: Urged that this extension approval be paused and the contract be examined more closely because the terms of the contract; believes there needs to be a better conversation around micromobility in the city
- Tyler F: Born and raised in Chicago; spoke of accessibility to transportation as a key way that people can improve their life; believes there should be more transparency and community input in the Divvy contract and that the approval of the contract should not be rushed
- Alex W: Founder and Executive Director of West Town Bikes in Humboldt Park; supportive of the contract extension as Divvy has been a great partner to them in their programming and youth from their programs have even gone on to work at Divvy
- Vanessa S: Manages Lime's local transportation team; Important to talk about how Lime provides transportation access across the City; shared ridership statistics related to Lime usage and uplifted that the Divvy contract would expand the areas where Lime cannot operate in the City
- Nick B: Representative of Shift Transit; Strong support for the contract and spoke of their relationship with Divvy and dedication to safe and fair working conditions; Spoke of how the contract will protect and expand union jobs as the Divvy program expands
- Paul J: Spoke in favor of the Divvy program and the Smart Streets pilot being made permanent; uplifted the behavioral change caused by the Smart Streets pilot; spoke about the popularity of Divvy and how it has encourage cycling across the city
- Joel G: Spoke in support of Lime as an avid Lime user; accessibility of Lime, in combination with public transit, influenced his decision to sell his car; said there are good parts of the Divvy contract but doesn't believe that Lime should be excluded from operating in certain parts of the City
- Nik H: Representing Bike Grid Now; voiced support of Divvy contract extension while suggesting that more can be asked of Lyft in this contract, such as better types of bikes being deployed; some concerns are the lack of a Lyft monthly pass and how Lime doesn't abide by labor laws
- Jacob R: Resident of Gold Coast; recently sold his car and relies heavily on Lime; doesn't believe this has to be Divvy versus Lime but that the two companies should be working together and that this contract extension not be rushed
- Steve T: Lived and worked downtown for 20 years; has seen many incidents of trucks blocking lanes dangerously and asked that the smart loading zones section that was originally written into the Smart Streets pilot legislation be prioritized to solve this problem
- Jim M: Managing Director of Advocacy at the Active Transportation Alliance; shared support for the Divvy contract expansion based on the benefits of this public good for the residents of Chicago and for the Smart Streets program
- Lee F: Resident of the 20th Ward and speaking on behalf of Lime; uplifted how Lime provides nearly half of all micromobility trips in the city every day, with Divvy providing the other half; suggested that the City should slow down on the contract approval and not rush this process
- Mr. Blakemore: Expressed frustration with the poor scheduling and having to move the meeting from Room 201A to Council Chambers, keeping members of the public waiting on the meeting's start; against monopolies; stated that streets in Chicago have not been designed for bikes

- Kyle L: Executive Director of Better Streets Chicago; supportive of the Divvy contract extension; emphasized that Divvy is a public good and how it should be thought of as an extension of the existing public transportation system as a last mile connection for many people; doesn't agree that this has been a rushed process and that advocates have been engaged in giving feedback on the contract

Approval of September 2025 Rule 45 Report:

Ald. Knudsen moved to approve, which was approved by the same roll call as was used to establish quorum.

Agenda of Matters Considered:

The Agenda of Matters Considered consisted of 18 pages and included 325 matters:

258 ordinances related to disabled parking permits,
21 ordinances related to parking restrictions,
21 ordinances related to residential parking permit zones,
20 ordinances related to traffic warning signs and/or signals,
2 ordinances related to parking meters,
2 municipal code amendments; and
1 order

Direct Introductions on pages 2 Passed without Department recommendations. Ald. Cruz moved to approve all Direct Introduction ordinances, which was approved by the same roll call as was used to establish quorum.

All matters on pages 3-8 Passed as Recommended by the appropriate Department(s). Ald. Martin moved to approve all items on pages 3-8, which was approved by the same roll call as was used to establish quorum.

All matters on pages 9-18 Passed with No Recommendation. These items were submitted as aldermanic overrides or received no recommendations from City Departments. Substitute Ordinances were submitted by the respective ward offices for Item 7 [SO2026-0029045] and Item 9 [SO2026-0027552] on page 16 and Item 1 on page 18 [O2026-0028706]. Ald. Martin moved to accept all Substitute Ordinances, which was approved by the same roll call as was used to establish quorum. Ald. Cruz moved to approve all items on pages 9-18, which was approved by the same roll call as was used to establish quorum.

A substitute ordinance was prepared for Item 3 on Page 1, the amended operator agreement with Lyft Bikes and Scooters LLC for operation and management of Divvy for Everyone bike sharing system [O2026-0028871]. Ald. Cruz moved to accept the Substitute Ordinance, which was approved by the same roll call as was used to establish quorum.

Vig Krishnamurthy (Managing Deputy Commissioner) and David Smith (Assistant Commissioner) of Chicago Department of Transportation presented on the contract amendment and the changes made in the substitute ordinance. The presentation included the program history and trajectory since its launch in 2013 and the proposed contract's key areas, including pricing parameters; fleet and station expansion; core area expansion; parking structure change; ridership revenue share and guaranteed annual payments; and job growth.

Alds. Knudsen and Lawson asked questions about the new parking structure and rules, performance metrics in the contract, payments to the City by Divvy and Lime, and whether the contract extension could be delayed without significant repercussions. Ald. Lawson motioned to defer the vote on O2026-0028871, which was approved by a roll call vote of 8-4.

Next the committee discussed Item 4 on Page 1: Amendment of Municipal Code Chapter 9-108 revising area covered by Smart 4 Streets Program [O2026-0028833]. A Substitute Ordinance was provided by the Department of Transportation, Department of Finance, and Department of Law. The substitute amended the definition of automated enforcement system to clarify that cameras can be placed on vendor vehicles, remove alder notification of deployments in their wards, and removes the installation warning period; revised the information included in the quarterly reporting on the program; amended Title IX to clarify intent and enforcement outcomes for unauthorized use of bicycle lanes by delivery vehicles; codifies the rollout of the program; and makes the ordinance effective immediately. Ald. Cruz moved to accept the Substitute Ordinance, which was approved by the same roll call as was used to establish quorum.

Ald. Vasquez provided opening remarks for the ordinance, providing context around the creation of the pilot program and the need for expanding the program given its success in changing driver behavior, as well as generating revenue for the city.

Vig Krishnamurthy (Managing Deputy Commissioner) from Chicago Department of Transportation and Chuck Billows (Deputy Director of Street Operations) from Department of Finance presented on the ordinance. The presentation included information on the expansion phases to make the program citywide; scaling coverage in terms of covered bike lanes, meters, and roadways by the program; cost of each expansion phase; 2027 revenue projections; and quarterly reporting requirements.

Ald. Hopkins, Curtis, La Spata, Vasquez, Lawson, and Ervin had questions on permanent camera installation and the idea of another pilot program focused on permanent enforcement locations; signage and public awareness of this type of enforcement; how enforcement of these violations could impact the planning and design of future bike lanes; impact of the program on CTA's operations thus far; what costs are associated with putting these cameras on CTA vehicles and increasing the total number of cameras on CTA vehicles; how expansion can be expedited; use of and access to information collected by the cameras; revenue projections, and automated enforcement signage or notification requirements.

Seeing no further questions, Ald. Moore moved for passage of SO2026-0028833, which was approved by the same roll call voce vote as was used to establish quorum

Item 2 and Page 1, Commissioner of Transportation directed to conduct feasibility study for pedestrian-focused redesign of public ways immediately surrounding Palmer Square Park [Or2026-0028783], was presented by Chair La Spata, the sponsor of the order. Seeing no questions, Ald. Ervin moved for passage, which was approved by the same roll call voce vote as was used to establish quorum.

Having no further business before the committee, Chair La Spata requested a motion to adjourn. Ald. Lawson so moved, and hearing no objections, the meeting was adjourned.

Written Public Comment:

Illinois Restaurant Association

The Honorable Daniel La Spata
Chair, Committee on Pedestrian and Traffic Safety

Re: Support for the Divvy Contract Extension (O2026-0028871)

Dear Chair La Spata and Members of the Committee:

On behalf of the Illinois Restaurant Association, I write in support of the proposed Divvy contract extension.

Chicago's restaurants depend on people being able to get to them, both the customers who fill our dining rooms and the workers who keep them running. Many restaurant employees work early mornings and late nights when other transportation options are limited. Divvy gives them an affordable, reliable way to get to and from work, and it brings customers directly to neighborhood dining corridors across the city.

The extension builds on that. It adds thousands of new bikes, scooters, and docks to ensure Divvy remains reliable and introduces new price reductions, freezes, and additional protections to ensure Divvy remains affordable. Those savings make a real difference.

The move to station-based parking also matters to our members. Bikes and scooters will be parked at docks and designated areas, not left on sidewalks, in front of entrances, or in the way of sidewalk cafés. Clear, accessible sidewalks help keep outdoor dining welcoming for everyone.

We urge the Committee to support the Divvy contract extension.

Sincerely,
Sam Toia
President and CEO
Illinois Restaurant Association

Blackstone Bicycle Works

The Honorable Ald. Daniel La Spata
Chair, Committee on Pedestrian and Traffic Safety
Chicago City Council

Dear Chair La Spata and Members of the Committee:

On behalf of Blackstone Bicycle Works (BBW), a program of Experimental Station, I am writing to share our experience with Lime and the role that shared mobility can play in connecting Chicago communities to opportunity.

For 20 years, Blackstone Bicycle Works has worked with young people and families in Woodlawn, South Shore, and across Chicago's South Side. Our work is rooted in the belief that bicycles and access to mobility can provide more than transportation, they can create connections to school, jobs, recreation, education, and opportunity.

Our experience with Lime has been especially meaningful. Lime has been a strong and supportive partner to

Blackstone Bicycle Works and provided both financial support and other resources for the first Chicago Youth Bike Summit. Lime's financial contribution helped make it possible for young people from across Chicago to come together to learn, connect, and have their voices heard about the future of mobility in our city.

For the communities we serve, access to different forms of shared mobility can be particularly important. Young people and families do not all have the same transportation options, and mobility needs can vary significantly from one neighborhood to another. In our work on the South Side, we have seen the value of having accessible ways for people to connect to school, employment, community resources, and other opportunities.

We have also appreciated Lime's willingness to engage with and support young people and community organizations. That partnership has helped BBW connect our youth to a broader conversation about transportation, mobility, and the future of Chicago.

As Experimental Station and Blackstone Bicycle Works look toward our next 20 years, we remain committed to supporting transportation options that reduce barriers and help Chicago's neighborhoods thrive. We value the contributions that Lime has made to our programs and to the young people we serve, including its financial support for the Chicago Youth Bike Summit, and we hope there will continue to be opportunities for Lime to be part of that work moving forward.

We appreciate the opportunity to share our perspective and encourage the Committee to keep the needs and voices of Chicago residents, particularly young people and families who face transportation barriers, at the center of its consideration of Chicago's shared mobility future.

Sincerely,
Connie Spreen
Executive Director

Metropolitan Planning Council:

Dear Members of the Pedestrian and Safety Committee:

The Metropolitan Planning Council wishes to express our support of the Divvy contract renewal that will be considered in the October 9, 2026 meeting of the City Council Pedestrian and Safety Committee. The Divvy bikeshare system has only been getting stronger and more extensive in recent years, and ridership has been setting new records. Now is the time to build on that success as we continue to provide more sustainable, affordable, and healthy mobility options for Chicago residents.

Divvy use has gone from roughly 3.5 million annual trips a decade ago to a record of 6.8 million in 2025, and the 2026 trajectory is even higher. The million-ride months in July and August 2026 are particularly striking because even the record-setting summer months of 2021 were just over 800,000 rides. This is an indication that the service is providing a needed and appealing sustainable mobility benefit to Chicago residents.

Since 2023, Chicago has undertaken a significant Divvy expansion, adding roughly 3,000 classic Divvy bikes and hundreds of stations, while expanding service to all 50 wards. By June 2024, Divvy had more than 17,000 bikes and 950 docking stations, and additional station expansion has continued through 2025 and 2026. The 2026 Chicago DOT program involves 200+ new or upgraded stations. About 100 existing stations are being enlarged, with their old equipment relocated to create roughly 100 new station locations in areas with lower station density. The five Divvy stations added along the lakefront in 2026 have helped residents and visitors access our city's popular lakefront green spaces and beaches, while not adding additional auto trips.

The City's Climate Action Plan's Pillar 3 is to "Deliver a Robust Zero Emission Mobility Network that Connects Communities and Improves Air Quality. It notes that the city should increase Divvy/shared micromobility trips, with an ultimate goal to enable Chicagoans to walk, bike, take transit or use shared mobility for 45% of all trips. We are on a trajectory toward this goal and must keep up the positive momentum.

Renewal of the contract for operations by Lyft and continued expansion of the Divvy system will only further enable the continuous improvement of the bike and scooter share system that is utilized by steadily increasing numbers of residents and visitors. This system increases the ability for people to get around in sustainable ways that are moving the City toward its long-term sustainable mobility goals. We encourage you to vote in support of renewal of the Divvy contract.

Sincerely,
Dan Lurie
President and CEO

Greater Auburn Gresham Development Corporation

The Honorable Daniel La Spata
Chair, Committee on Pedestrian and Traffic Safety

Re: Support for the Divvy Contract Extension (O2026-0028871)

Dear Chair La Spata and Members of the Committee:

I am pleased to offer our enthusiastic support for the proposed extension of Lyft's contract to operate Chicago's Divvy bike and scooter share system.

Since 2001, GAGDC has worked alongside residents, businesses, institutions, and community partners to make Auburn Gresham and surrounding South Side neighborhoods destinations of choice – places where people can live, work, learn, move, connect, and thrive. Guided by our resident-driven Quality of Life Plan, we continue to advance investments that strengthen health, mobility, economic development, and quality of life throughout our community.

Divvy has been a tremendous community partner in helping us advance that vision, particularly through our Biking on the 9 initiative. Our partnership has demonstrated that biking is not simply a mode of transportation, it is a powerful way to connect people to one another, to neighborhood businesses, and to the rich history and assets of Auburn Gresham.

This year, we were especially excited to see increased ridership and participation through Rolling Into Ren Fest, our community bike ride connected to the annual 79th Street Renaissance Festival. The event brought out families, longtime cyclists, first-time riders, young people, seniors, and everyone in between – riders both young and young at heart.

Rolling Into Ren Fest did more than provide a fun and healthy community activity. It allowed residents and visitors to experience firsthand the growing bikeability of Auburn Gresham while discovering some of the neighborhood's many gems. Along the route, riders stopped at key community destinations, learned about local history, and experienced Auburn Gresham from an entirely new perspective.

The ride demonstrated how biking can strengthen community pride, encourage healthy lifestyles, support local business, promoted positive loitering and connect residents to the people and places that make our neighborhood special.

We are also encouraged by Divvy's continued investment in South Side communities, including the addition of new stations in Auburn Gresham, Chatham, and Englewood. Expanding reliable and affordable mobility options is essential to employment, transit, education, health resources, neighborhood businesses, recreation, and opportunity.

The proposed contract extension builds on this momentum. Auburn Gresham's inclusion within the Equity Priority Area, including the automatic 50% discount on eligible Divvy trips that being or end in our community, represents an important commitment to making shred mobility more accessible and affordable. Combined with a membership price freeze and investments in additional bikes, scooters, stations, and docks, these improvements can create meaningful transportation options for residents while increasing connectivity and economic activity throughout our commercial corridors.

Our experience partnering with Divvy has shown us what is possible when mobility investments are paired with strong community engagement. We look forward to continuing to build upon the success of Biking on the 9 and Rolling Into Ren Fest, creating even more opportunities for residents to ride, explore, connect, and celebrate Auburn Gresham.

For these reasons, GAGDC strongly urges the Committee on Pedestrian and Traffic Safety to support the Divvy contract extension, O2026-0028871.

Thank you for your consideration and for your continued commitment to creating a more connected, accessible, healthy, and bike-friendly Chicago.

Sincerely,
Carlos A. Nelson
Chief Executive Officer

Austin Coming Together

The Honorable Daniel La Spata
Chair, Committee on Pedestrian and Traffic Safety

Re: Support for the Divvy Contract Extension (O2026-0028871)

Dear Chair La Spata and Members of the Committee:

On behalf of Austin Coming Together, we are pleased to express our support for the proposed Divvy contract extension. We support a contract renewal that prioritizes affordability, safety, and accessibility of our transportation system. A dynamic and equitable transportation system is an essential part of helping address quality of life issues for Austin and other neighborhoods throughout the city of Chicago.

Austin Coming Together (ACT) serves as the backbone organization for a network of more than 50 nonprofit, faith-based, public, and private entities working collectively to improve the quality of life in the Austin community. As part of this work, ACT convened the community to create the Austin Forward. Together. (AFT) Quality-of-Life Plan, a comprehensive framework built by and for Austin residents. The plan identifies seven key issue areas:

Community Narrative, Education, Housing, Youth Empowerment, Economic Development, Public Safety, and Civic Engagement, each with goals, strategies, and implementation actions to drive coordinated progress.

The Divvy contract extension aligns directly with the Economic Development issue area of the AFT Quality-of-Life plan by helping support the vision of Austin's Central Avenue Action Plan. This corridor plan calls for enhancing Central Avenue's connectivity through accessibility, micro-mobility, and improved pedestrian safety and comfort. The contract extension has the potential to advance this recommendation by creating a new 50% discount on all scooters and bikes starting or ending in neighborhoods across the South and West Sides, reducing scooter per minute pricing, and extending the current discounted annual membership fees through 2027. At the same time, this contract extension's commitment to creating more designated places to park bikes and scooters helps ensure pedestrian safety.

We believe this contract extension has the potential to expand public transportation access while maintaining the system's affordability for all Chicagoans. We urge the Committee to support the Divvy contract extension.

Sincerely,
Darnell Shields, Jr.
Executive Director
Austin Coming Together

Beverly Area Planning Association

The Honorable Daniel La Spata
Chair, Committee on Pedestrian and Traffic Safety

Re: Support for the Divvy Contract Extension (O2026-0028871)
Dear Chair La Spata and Members of the Committee:
On behalf of the Beverly Area Planning Association (BAPA), I write to support the proposed extension of Lyft's contract to operate the Divvy bike and scooter share system (O2026-0028871).

BAPA has served Beverly and Morgan Park for nearly 80 years. Our neighborhoods are known for strong residential blocks, active business districts, and a direct link to the rest of the city through Metra's Rock Island line. Divvy is already part of how our neighbors get around. Residents use it to reach Metra stations, shop along Western Avenue, and get to schools and parks.

The extension keeps that service in place and allows it to grow. It adds thousands of bikes, scooters, and docks, and it introduces pricing discounts, price freezes, and rider protections that make the system more reliable and affordable. The move to station-based parking matters here as well. Bikes and scooters will be returned to docks and designated areas, which keeps sidewalks and parkways clear on our residential blocks.

Keeping our community connected and our business districts strong has always been central to BAPA's work. The Divvy extension advances both, and I urge the Committee to approve it.

Sincerely,
Herb Lentz
Executive Director | Beverly Area Planning Association

Conor Blandford

Chair La Spata and Members of the Committee on Pedestrian and Traffic Safety:
I live in Lake View, in the 44th Ward, and I analyze the City's public trip data for shared bikes and scooters. I ask the committee to hold O2026-0028871, or to amend it before advancing it. The current agreement runs through January 23, 2028, and the extension requires both parties' agreement and this Council's approval. There is time to get it right.

Lake View is where this deal would be felt first. In 2025, riders started 519,527 Lime trips in Lake View, more than in any other community area. The ordinance's Phase 1 map places all of Lake View inside the expanded Core Area.

The protections are conditional. *The ordinance is presented as locking in affordability. However, Sections 2.7(b) and 2.7(f) let Lyft raise prices by up to 10% a year without City approval if the City does not expand the Core Area within nine months. The price cap therefore depends on the City restricting Lyft's competitor.*

The new equity discount is also narrower than advertised. Section 2.7(e) applies it only to rides that start and end in the Equity Priority Area. That would have covered 0.65% of Divvy's 2025 bike trips. Rule 7.13 of the City's scooter rules already requires licensed scooter companies to give a 50%discount on rides that start or end there.

Finally, the equipment the City pays for would pass to the City in 2033 without a license to the software that runs it.

It extends and widens an exclusive franchise. Divvy's exclusive right to bike sharing would run to2033. New language in Section 2.6 lets the Commissioner, at "sole and absolute discretion," declare any other two-wheeled device a bicycle covered by that exclusivity.

Rule 8.4 limits each licensed scooter company to 4% of its fleet in the Core Area. The amendment would grow the Core Area from 12.3 square miles to 41.8 in Phase 1, which is home to a third of Chicago's residents, and to 62.4 in Phase 2. Divvy's scooters are exempt from that license. Section2.11(b) then commits the City, in a contract with Lyft, to enforce those caps against Lyft's competitor. That turns a regulatory decision into a contractual obligation to one company.

It limits growth where the system is growing. *From 2024 to 2025, Lime trips rose from 4.26 million to 6.09 million. Divvy trips, counting bikes and scooters, rose by about 165,000. Phase 1 would cap Lime's fleet in the areas where 43% of its 2025 trips began.*

The cost to equity is larger. Lime carried 94% of the shared bike and scooter trips that started in the Equity Priority Area last year. Only 2.5% of Divvy's bike trips and 1.6% of its scooter trips started there. The amendment's 4,000 new devices go into the Core Area, not the South and West Sides. If restricting Lime on the North Side pushes it out of Chicago, as the company has warned, scooter service in the Equity Priority Area largely leaves with it.

The City gives up most of its payment. *Lyft's fixed annual payment to the City is $8.21 million in2027. Under Amendment 10 it falls to $1.38 million in 2028. The current contract's formula raises the payment 4% a year and would have produced about $46 million from 2028 through 2032. Amendment10 sets that formula aside and provides $7.5 million instead. Section 2.3(b)(ii) then requires the City to spend all of it on equipment that Lyft owns until the contract ends. Another $6.59 million of the 2027payment goes to 4,000 new docks.*

The larger share of ridership revenue in Section 2.2 may offset some of this loss. But no one outside CDOT can check, because the operator's financial report under Section 2.15 is not public.

I ask the committee to:
1. Hold the ordinance until the Section 2.15 financial data and Divvy's ridership revenue are made public.
2. Strike the 10% price provisions in Sections 2.7(b) and 2.7(f), so the price caps hold unconditionally.
3. Strike Sections 2.11(b) and 2.11(c) and the device-classification language in Section 2.6. Scooter caps should be decided through the scooter rules and by this Council.
4. Apply the equity discount to rides that start or end in the Equity Priority Area. That matches the Mayor's announcement and what Rule 7.13 already requires of scooter companies.
5. Keep part of the fixed payment as City revenue, and add software licensing and transition terms for any equipment the City pays for.
6. Keep the Core Area at its current boundaries until the City adopts parking rules that apply equally to every operator.

The figures above come from the City's E-Scooter Trips dataset and Divvy's published 2025 trip data. Scooter figures are counted by community area. My methods are at connorblandford.com/projects/chicago-micromobility/ , and I'm glad to share the full analysis. I have no financial relationship with Lime, Lyft or any other micromobility company.

Sincerely,
Connor Blandford
Chicago, IL 60613 (44th Ward)

We Keep You Rollin, Blackstone Bicycle Works, Black & Bronze, Chicago BikePAC, Bebes Ark, Greater Englewood Chamber of Commerce, My Block My Hood My City

Ald. Daniel La Spata, Chair
Members, Committee on Pedestrian and Traffic Safety
Chicago City Council

Dear Chairman and Members of the Committee:

As representatives of organizations dedicated to improving the lives of Chicagoans in our respective communities and across the entire city, we are writing to express our shared concern with the ordinance you will hear on Friday, October 9, 2026 regarding Lyft's proposed contract extension to operate Divvy.

While the Divvy brand is near and dear to each of our hearts, we believe Lyft's proposal has the potential to negatively impact the quality of Chicago's shared micromobility network by reducing the choices our neighbors have to commute and explore neighborhoods without arbitrary boundaries further dividing the city.

In a moment of high costs for everyone ranging from housing to food to transportation, we are quite cognizant of what happens to prices when competition is eliminated and consumer choice is lost.

If this proposal advances, Lime will be required to remove 96% of its fleet from neighborhoods from Rogers Park down to South Shore, excluding choice and access for 1.1 million residents. Lime will be restricted from providing the affordable and accessible mobility options Chicagoans have come to rely on. We are more than confident that our city can support a strong shared micromobility system without sacrificing competition.

Given that Lyft's existing contract to operate Divvy doesn't expire until 2028, we see no reason to rush through approvals right before budget season. The public deserves clear answers before the City makes a decision that could shape Chicago's mobility system for years.

We respectfully request that the Committee defer an immediate vote, and take all due diligence to craft a modified contract extension that continues the current success of micromobility growth, and protects Chicago's commuters, neighborhoods, and taxpayers across the entire city.

xXx Racing

The Honorable Daniel La Spata
Chair, Committee on Pedestrian and Traffic Safety

Re: Support for the Divvy Contract Extension (O2026-0028871)

Dear Chair La Spata and Members of the Committee:

On behalf of xXx Racing, I write in support of the proposed Divvy contract extension.

Founded by bike messengers, xXx Racing is a Chicago 501c3 nonprofit and amateur racing team dedicated to promoting competitive and noncompetitive cycling at every level. Each year, we host the Fulton Market Grand Prix, the finale of the Chicago Grit series. It's an all-day street festival that brings riders and spectators from across North America to the West Loop.

Divvy was a valued partner in this year's event. The Tour de Bell Charity Divvy Relay brought teams onto the course on Divvy bikes, riding through the heart of Fulton Market under the 'L' tracks. It was fast-paced and accessible to everyday riders, and every lap supported local bike safety initiatives and nonprofit partners. Our message to attendees was simple: grab your team, hop on a Divvy, and ride to make a difference.

That spirit is what the extension builds on. More bikes, scooters, and stations, lower prices for riders, and a station-based model that keeps streets and sidewalks orderly will help more Chicagoans discover cycling.

We urge the Committee to support the extension.

Sincerely,
Jim Phelan
Event Director
xXx Racing

Active Transportation Alliance, Equiticity, Metropolitan Planning Council, Better Streets Chicago, Access Living, Shared Use Mobility Center, Working Bikes, Streets Calling Bike Club, UCAN Relentless, Black United Fund of Illinois Inc., BUILD, West Town bikes, Hire360, Greater Auburn Gresham Development Corporation, We Keep You Rollin, xXx Racing, Beverly Area Planning Association, Boxing Out Negativity,

The Honorable Members of the Pedestrian and Traffic Safety Committee
Chicago City Council

RE: Support for the Extension of Chicago's Divvy Contract

Dear Members of the Committee:

We, the undersigned transportation advocates and community-based organizations, write in strong support of the City's extension of its contract with Lyft to operate the Divvy bikeshare system.

Divvy has grown into one of the largest bikeshare systems in North America as a publicly owned system — accountable to residents and city policy, and built through sustained investment that has brought reliable, consistent service to every ward.

We support an extension that deepens affordability for everyday riders, strengthens the Divvy fleet and station network where Chicagoans need it most, raises safety standards in the public right-of-way, sustains local and union jobs, and maintains strong public accountability through CDOT oversight.

Chicago has spent over a decade building Divvy into a core element of Chicago's transportation network. We urge the City Council to support this extension and build on the successes of the system moving forward.

Lime Chicago

Members, Committee on Pedestrian and Traffic Safety

Dear Alderman:

As one of the City of Chicago's two shared micromobility operators–providing nearly half of all shared micromobility trips across the City–I'm writing to express Lime's strong opposition to the City's proposed amendment to the Lyft Bikes and Scooters LLC contract for the operation of the City's Divvy bike and scooter program.

Lyft's contract doesn't expire until 2028. There is no need to rush. ***We are asking that you defer a vote on the ordinance until CDOT, Lyft, Lime, and community stakeholders can develop a collaborative, comprehensive approach for the future of shared micromobility in Chicago.***
We believe the proposed amendment raises several significant concerns:

- ***This process has been rushed and incomplete.*** *As one half of the City's shared micromobility program, Lime has been excluded from discussions about a proposal that would substantially impact our operations in Chicago. Lime has been a strong City partner since 2019, investing heavily in our Chicago-based workforce, facilities, technology-enabled vehicles, and affordable service. A five-year agreement that fundamentally changes the competitive landscape should not advance without input from both operators and the communities they serve.*
- ***Segregates our City with arbitrary boundaries.*** *The proposal is a "reverse equity zone" empowering Lyft to concentrate its proposed investments Downtown and on the North Lakefront. The Core Area expansion would restrict Lime from serving more than a third of the City, stretching from Rogers Park to South Chicago. Lyft's proposal serves the opposite purpose of creating a more equitable, unified transportation network.*
- ***Further insulates Lyft from competition.*** *Lyft already has the exclusive right to operate Chicago's bikeshare system. The proposed amendment from Lyft would expand the practical reach of that exclusivity and further restrict where and how Lime, a competitor and licensed provider, can operate. Chicagoans should be able to choose between competing services based on price, availability, and quality—not have those choices determined by a private company.*
- ***Dramatically reduces guaranteed City revenue.*** *In 2027, Lyft is scheduled to pay the City approximately $9.71 million in guaranteed annual and advertising payments. Under the proposed amendment, that falls to approximately $2.88 million in 2028—a 70% reduction. And because of its anti-competitive nature, would endanger the annual payments the City receives from Lime today.*
- ***Grants CDOT extraordinary authority to expand Lyft's exclusivity.*** *It would empower the CDOT Commissioner to classify devices as "bicycles" for purposes of Lyft's contract, regardless if the device is legally classified as a scooter by state law and Chicago municipal code. A City contract should not become a backdoor for expanding one private company's exclusive rights at the expense of another.*

The issue before the Committee is straightforward: the City is being asked to extend Lyft's agreement for five years while accepting substantially less guaranteed revenue and providing Lyft with a near geographic monopoly over an operator who has remained committed to affordable, sustainable, and equitable mobility for all Chicaogans.

Lime does not oppose a strong Divvy system. But we do believe operating on a fair, level playing field is the only option to strengthen Chicago's shared micromobility system for both Lyft and Lime.

For these reasons, Lime respectfully urges the Committee not to advance the proposed amendment in its current form at its meeting scheduled for Friday, October 9.

LeAaron (Lee) A. Foley
Regional Head, Government + Community Relations,

Friend of the Major Taylor Trail

The Honorable Daniel La Spata
Chair, Committee on Pedestrian and Traffic Safety

Re: Support for the Divvy Contract Extension (O2026-0028871)

On behalf of Friends of the Major Taylor Trail, I'm writing in support of the Divvy contract extension before the committee on October 9.

The Major Taylor Trail honors Marshall "Major" Taylor, the first American world champion in cycling and a civil rights pioneer who spent his final years in Chicago. Today, the trail connects Far South Side neighborhoods to forest preserves and the regional trail network. For years, our members have worked to make it a place where families, young people, and seniors can ride, walk, and enjoy the outdoors close to home.

A great trail is only as valuable as people's ability to reach it. Not every resident owns a bike, and that shouldn't keep anyone off the trail. This extension makes biking more affordable and more reliable. It protects discounts for the communities that need them most, keeps membership prices predictable, and brings new bikes, scooters, and stations to more neighbrhoods, including on the South Side. More stations near the trail and the communities around it would mean more residents can enjoy it.

South Side communities have long called for the same investment in biking that other parts of the city have received. This extension is a step toward that, and it honors Major Taylor's legacy by putting bikes within reach of more Chicagoans.

We urge the committee to support the Divvy contract extension.

Shift Transit

The Honorable Daniel La Spata
Chairman, Committee on Pedestrian and Traffic Safety

Dear Chair La Spata and Members of the Committee on Pedestrian and Traffic Safety:

On behalf of Shift Transit, I am writing to share our strong support for the Divvy contract extension as Lyft's operations subcontractor, and speak to our experience operating the Divvy system and our commitment to the union workforce that keeps it running.

Shift Transit has operated the Divvy system under Lyft since February 2024, bringing operational experience from bike share systems we run across North America. I was the original General Manager of the Divvy program when it launched back in 2013, and returning to lead operations here has been a point of real pride for myself and our team: this is a system we helped build, and one we remain personally invested in.

Since taking over operations, we have worked to build a strong, collaborative relationship with Transport Workers Union Local 320, which represents our field staff who maintain and operate the Divvy fleet across the city. That relationship has been marked by regular, good-faith dialogue, a smooth transition of represented employees at the start of our contract, and a shared commitment to safe, fair working conditions.

As the City Council considers this extension, I want to be direct about our commitment going forward: this amendment doesn't just protect the union jobs that exist today, it grows them. The expansion contemplated in this extension means more devices, more stations, and better service, and every bit of that growth requires more people to build, maintain, and operate it. Shift Transit intends to maintain our relationship with the TWU Local 320 for the life of this contract, bargain in good faith, and ensure that as this system scales up, the workforce behind it scales up with it under the same union protections and standards that exist today.

The Divvy system is a genuine public-private success story, and we believe that success depends as much on the people doing the work as it does on the technology and infrastructure. We are grateful for the opportunity to continue serving this city, and we welcome the chance to speak further with you or your staff about our labor practices, our operational track record, or any other questions the Committee may have as the extension moves forward.

Sincerely,
Edward Inlow
CEO, Shift Transit

Streets Calling Bike Club

The Honorable Daniel La Spata
Chair, Committee on Pedestrian and Traffic Safety

Re: Support for the Divvy Contract Extension (O2026-0028871)

On behalf of Streets Calling Bike Club, I'm writing in support of the Divvy contract extension before the committee on October 9.

Streets Calling is a Black-owned nonprofit cycling club rooted in Bronzeville. Our rides bring hundreds of Chicagoans together to promote health and wellness, build community, and support Black- and minority-owned businesses along every route. We welcome first-time riders, and we've seen how many people discover a love of biking once they have a way to get on a bike.

For many of those riders, Divvy is that way. This extension makes biking more affordable and more reliable. It protects discounts for the communities that need them most, keeps membership prices predictable, and brings new bikes, scooters, and stations to more neighborhoods, including on the South Side. For residents getting to work, school, or a weekend ride, affordable options like Divvy open up the city.

We urge the committee to support the Divvy contract extension.

Sincerely,
Daphnay Sagaille
Streets Calling Bike Club

Lime

I use Lime to get to and from work on time as the C.T.A is too unreliable. The best part is it's affordable, and very accessible. This especially helps me since I have to get home on time to get my special needs son off the school bus.
Taking this away would seriously affect my ability to get to and from work on time and to ensure I can grab my son off the bus on time.
Please consider all the people you would affect with these new laws as times are getting harder for people.
Sincerely,
Joseph Maldonado, 31st Ward Resident

Good morning! My name is Katherine Huffmyer and I ride Lime in Chicago every day in support of my commute.
The reason I started using Lime on a daily basis is because of my personal situation as a single mom.
I moved to Chicago and work in the city and wanted to live in a place that is an easy commute, has good schools, and is close to my kids' school. I chose Lakeview West for that reason. However, reliable transportation from where I live requires using multiple modes of transport, which ends up causing me to be late to work after I drop my kids off at school. Currently, I drop my kids off at Burley, rent a scooter, ride to either Belmont or Fullerton station, and catch the red line so that I can make it into work by 9.
Previously, when I was using the bus, I was consistently late, as the bus is unreliable and often late. When I switched to riding Lime, I had the flexibility of picking the scooter up close to the kids' school (vs Divvy, which is further away), and then I could ride to the station and make the train in time to get to work. I literally rely on this particular scooter every day.
Please do not take this away from the city and the working parents like myself who are just trying to make ends meet. I pay $6/ month for the subscription which makes each ride very reasonable in terms of cost. Without it, I will go back to being late for work, as I do not have the time to use the different modes of transport to get me to work in the city by 9am. Thank you for your time and consideration.
Please feel free to reach out to me directly for more details or information as needed.
Sincerely,
Katherine Huffmyer, 44th Ward Resident

I use Lime to get to and from work every shift. This is the first time I'm able to get to a job on time and it's all because of Lime. Neighbors always have scooters parked nearby so I never have to go far.
I have a joint condition that makes biking hard and transit difficult to access. (Plus, a sleep condition that makes getting up early enough to take the bus almost impossible.) I get so much freedom (and keep my job!) being able to use the Lime electric scooters. (I always wear my helmet, too!).
I also only use Lime because the scooter boards are wide enough for me to feel safe and not fall off. I can't afford an electric vehicle on my own, and I'm really terrified of losing this access to work and mobility if Lime access is restricted or limited.
Thank you for your consideration.
Sincerely,
Adrian Lotta, 37th Ward Resident

I work two jobs to maintain my rent and bills and to contribute back to the economy. One of my jobs I work with a nonprofit business called North Center for Handicapped where we teach rights, manners, responsibilities, and general communication and independence to adults with moderate to severe mental and physical disabilities. Lime scooters enable my getting to work when other transportation is out of the question and unreliable. Additionally, I work at a tattoo shop on Irving and Elston called Golden Pothos tattoos, which I use a scooter to get to and from in the afternoons and evenings, providing a very common artistic service in the city of Chicago and I can personally tell you we have had hundreds of out of state visitors come to our city to that shop specifically for us, and thus also contributing to the tourism economy in Chicago.
Many people like myself rely on these scooters to get to work, school, other functions that contribute to the city.
Sincerely,
Zackary Wilson, 30th Ward Resident

I use Lime for my daily commute and to make errands easier. It allows me to spend less time waiting for/riding the CTA and less money than a Lyft/Uber. I have over 1,000 miles in the past two summers alone.
As a Chicago resident with no vehicle, Lime has been there for me. I am afraid to get a bike because of how many people I know personally that has had parts or their entire bike stolen - with Lime, I know I can rely on a scooter without that fear.
Sincerely,
Sarah Haske, 40th Ward Resident

I have been commuting everywhere since I was 15. I am now 25 and I prefer to ride cta and use lime over having a car because it's easier and more accessible for me. I use lime to get home after my late night shifts when my bus route is no longer available. I use it to get to my siblings house faster so I can spend more time with my niece. I use lime because it is less expensive than the alternatives and it is more widely available than said alternatives. Looking at my history, I use lime more often than not.
My family gifted me my own scooter but sometimes, I still ride lime because of an emergency where I need to. To get rid of it would take a form of transportation away from me. There are places that unfortunately do not have a place for me to lock my own scooter so lime is my best bet when going to these. It would also create an enormous difficulty in getting home after work when there are no more busses. The alternative in these cases would cost me more by having to call ubers/lyfts all the time.
Please do not restrict lime. I love this city, it's my home, I want to make sure I can enjoy it as much as I can with affordable, reliable rides anywhere I can.
Sincerely,
Liz Arriola, 15th Ward Resident

I'm a second year Depaul student. I was born with a heart condition that prevents me from engaging in strenuous activities. Lime has been extremely helpful to me because it offers a mode of transportation around the city that is neither walking or biking.
For people with conditions like mine, or mobility issues, Lime is crucial. I'd suggest riding one if you haven't before. They're also a blast!
Sincerely,
Kanchi Suri, 1st Ward Resident

I have an arthritic knee, and can no longer bike, or walk quickly, I use Lime scooters to quickly and painlessly reach public transportation, weather permitting. If it weren't for the convenience of Lime scooters, I would have to commute via Uber or Lyft, as I no longer have a car, and this can be quite expensive.
I use scooters four or five days a week, both for work and personal travel, and would be severely inconvenienced without them.
Sincerely,
Todd Light, 50th Ward Resident

I was born and raised on the south side of Chicago and it has been amazing to have a transportation option that allows me to get where I need to go in a short time. Also since it is convenient and affordable, it provides transportation access to people who may not live near a train or don't have the time to wait for a bus.
I like Lime better than other operators because of the durability of the vehicles. I've noticed a lot of errors when riding other operators and it is frustrating to deal with.
Additionally, Lime's vehicles are easily accessible.
I use Lime almost daily. For my commutes to work, to visit friends and family, to running errands, I am grateful that Lime has been properly integrated into Chicago's lifestyle and culture.
Sincerely,
Olabode Oladeinde, 4th Ward Resident

Everyone in the neighborhood Belmont Cragin uses these scooters to get to school, work and anywhere in the city. Without scooters; citizens will have to waste more gas, and it creates more traffic. The city should put more focus in safety for road infrastructure for all transportations like pedestrians, cyclists and scooters.
There are not enough bike lanes in smaller communities for safer transportation in all parts of Chicago which should be the main focus but it has been constantly forgotten. The other focus should also be the drivers who need to take more accountability with unsafe driving.
Many could argue more traffic occurs when parents create traffic congestion during school drop offs/pick ups.
I appreciate the Lime organization and its energy efficiency and I believe that roads are unsafe for all kinds of transportation and it should be well maintained with the opinion of all concerned community.
Sincerely,
Dayana Estrada, 31st Ward Resident

Due to the closure of the Halsted street bridge near Chicago Ave, lime has become my main method of commuting to work. With Lime, I can commute door to door in 23 minutes - with the CTA detours due to the bridge closure, busses or trains take close to an hour. I often am at work by 7am so those time savings are critical. Lime is also extremely affordable. I pay approximately $90/month to commute exclusively with Lime. If I only used Divvy / Lyft, it would cost me almost $300/month, which I cannot afford. Do not let a private corporation squash their competition thru a city contact. Competition is vital for consumers to keep prices reasonable. Inflation is already costing me so much money.
Please don't take away the one thing that is still affordable.
Sincerely,
Jordan Nation, 43rd Ward Resident

I am writing as a Chicago resident to urge you to protect consumer choice, competitive pricing, and broad access to shared micromobility across our neighborhoods. As City Council considers the terms of the city's contract with Lyft, I strongly urge you not to enact provisions that restrict Lime's ability to operate citywide.
A healthy micromobility network relies on genuine competition. In my experience navigating the city, Lime provides significantly better vehicle availability and more accessible pricing than Divvy. I previously used Divvy, but I left the service after experiencing how heavily it relied on introductory promotional deals to acquire new riders while neglecting long-term customer retention and significantly inflating everyday scooter rates. Scooter transit should be an affordable, practical alternative to car travel, not an overpriced luxury.
Lime's presence in the market has been essential. Its competitive pricing and widespread availability not only give residents a dependable, cost-effective transit option, but also place necessary market pressure on Divvy to keep its rates in check. Granting an effective monopoly or severely restricting competing operators like Lime will disproportionately hurt daily commuters and riders who depend on affordable fi rst- and last-mile options. Please ensure Chicago's transportation policy prioritizes riders by preserving robust competition and protecting Lime's citywide access.
Thank you for your time and service to our communities.
Sincerely,

Gavin Quinn, 50th Ward Resident

While Lyft offers many different scooter options, what they don't offer that Lime has is the opportunity to buy minute passes. This pass includes offers like buying 30 minutes for just $5 with no start up fees or any other hidden fees. It's the best transportation deal after the affordable public transportation in the city. I use minutes to get places when I would have to take multiple forms of transit. This means for the same price of taking a bus to the train to my destination, I can take a lime scooter and enjoy the outside air. 30 minutes on a Lyft scooter would cost me $14.20 with the 44 cents per minute fee along with the $1 start up fee. I might as well uber at that point!! Plus, with the lime minutes, depending on the amount of minutes you buy, you can have them for 24 hours (for the 30 minute pass) or they stay for up to a week. That's savings that literally last a whole week. I know this decision may not impact you directly, but trust me when I say that lime has made a huge fi nancial impact on my traveling budget around the city and has awarded me the opportunity to explore the wonderful city in a more affordable and enjoyable way. I urge you to consider the affordable rides in your decision on this bill and at least hold Lyft to the same standards that lime has held themselves to in this city from the start.
Thank you for your time and attention.
Sincerely,
Kayla Griesbach (a lime scooter enthusiast), 44th Ward Resident

Greeting to all legislators proposing this law. I'm a Chicago Lime rider and I'm writing because Lime is important to me. I use the lime scooter everyday to commute back and fourth from home and work. Its convenient to many people in many ways, specially to people that don't own vehicles.
Everything in Chicago is getting expensive and this new law opposing lime scooters is the last thing we need. I also use cta transportation to commute around the city. But the cta transportation is not always reliable due to delays because of sport events, weather conditions, train tracks being worked on almost every other day, busses being really crowded. And if you live in chicago and use transportation then you know by now trains are not always safe either, specially during nights.
I rely very much on lime scooters to get home safe and fast and I am sure I'm not the only person that would agree with me. Please don't take away or restrict lime scooters from the city. It is essential for many people that have to walk far distances. It's already hard as it is in Chicago.
Thank you for taking the time to read my statement.
Sincerely,
Andy Hernandez, 30th Ward Resident

I'm writing as a Chicago resident to ask you to please consider the impact that additional restrictions on Lime scooters would have on residents like me who genuinely rely on them as a form of transportation. I do not own a car, and living in the city, Lime has become one of my most affordable, reliable, and efficient ways to get around Chicago. It isn't simply something I use recreationally—it fi lls a real transportation need for me.
I have tried other micromobility options, including Divvy, but I personally feel much safer and more comfortable riding a Lime scooter. Cost is also a major factor. In my experience, Divvy trips can cost significantly more than my comparable Lime trips, while taking a taxi or rideshare is substantially more expensive. Lime gives people who choose not to own a car another affordable transportation option.
Time is another major reason I rely on Lime. I live in the West Loop, and traveling to neighborhoods like Lincoln Park and Lakeview by public transportation can be surprisingly difficult and time-consuming. A trip that takes me approximately 20 minutes on a Lime can sometimes take closer to 50 minutes by CTA when transfers or bus schedules are involved.
When I need to be somewhere at a specific time, having Lime as an alternative is extremely valuable. There is also a personal safety component for me. As a woman, there have been multiple situations during my time riding CTA trains and other public transportation where conflicts or incidents around me have made me feel unsafe.
I still use CTA when necessary, but I appreciate having another affordable option, particularly when I would otherwise be traveling alone or don't feel comfortable taking transit.

I also understand concerns about scooters being improperly parked or left in public spaces. However, I don't think eliminating or severely restricting access is the only solution. Chicago already requires shared scooters to use technology such as photo validation and geofencing for parking and operational compliance.
As a Lime user, the parking requirements within the app actively encourage me to leave the scooter in an appropriate location rather than blocking a sidewalk or public way. I would strongly support enforcing responsible parking and penalizing riders who repeatedly violate those rules rather than restricting access for responsible riders.
Micromobility also gives Chicago residents another alternative to making short urban trips by car. For people like me who don't own a vehicle, having multiple transportation choices makes it much easier to continue living car-free. I understand that the City has legitimate concerns about pedestrian safety, sidewalk access, and responsible scooter use, and I support reasonable measures addressing those issues. I simply ask that any new policy distinguish between problematic behavior and responsible scooter use.
Please don't make Lime significantly less accessible for Chicago residents who depend on it. I hope you will consider solutions focused on enforcement, parking compliance, rider education, and safety rather than restrictions that could remove an affordable and efficient transportation option for responsible users.
Thank you for taking the time to hear directly from a resident and Lime rider.
I appreciate your consideration.
Sincerely,
Bridget Siebold, 34th Ward Resident

Margot Zuckerman

To the Committee on Pedestrian and Traffic Safety:
My name is Margot Zuckerman. I'm an employee an Automotus, an automated curb management company, and a former Chicago resident. I support making Smart Streets permanent, and I ask the Committee to amend O2026-0028833 to restore the Smart Loading Zone authority the original program included. I previously lived in Lincoln Park, then Bucktown, and I worked in the Loop. So for my commute, I biked daily down Clark Street and then Milwaukee Ave. Delivery trucks double-parked in the bike lane were a regular part of that commute, and they often pushed pedestrians and bus riders into traffic. Since I left Chicago (in 2022), this Committee has done a great deal to change that, and so first, I want to commend your initiative. The Smart Streets program is a big part of that initiative; however, the program's own reporting points to delivery and freight vehicles as an ongoing problem. Members of this Committee and other Alderpeople have raised the same concern: delivery drivers have too few legal places to stop. And the existing Smart Streets program can ticket a truck in a bike lane, but it doesn't give drivers anywhere else to go. Smart Loading Zones, where drivers or fleet companies are auto-charged by the minute for short stops (and tickets by mail enforce the Zones), exist to solve that problem. The 2023 ordinance that created Smart Streets (O2023-874) authorized a Smart Loading Zone pilot, but it never launched, and its authority under Section 9-64-175 expired on June 30, 2025. Meanwhile, other cities have moved ahead, with a more comprehensive approach to alleviate congestion-causers and serious safety hazards. For example, cities including Philadelphia, Pittsburgh, Houston, and Miami have all launched Smart Loading Zones. The results so far include… - Pittsburgh: double parking dropped 97%, curb turnover increased 50% - Philadelphia: freight and delivery truck use of loading zones rose 97%, traffic speeds on Center City corridors improved ~30%, and >60,000 vehicles registered All to say, I respectfully ask the Committee to restore the authority that lapsed under Section 9-64-175 by writing it into O2026-0028833, so that Chicago's 2023 commitment to Smart Loading Zones moves forward alongside the program it was designed to complement. Thank you for your consideration.

Paul

Regarding Divvy operator agreement, if Lyft intends to retain the sole right of operating bike sharing in Chicago, it must improve the service quality. Riders 10/8/26, shall report issues, request repair, and upload pictures on the app, which does not have these functions now. Regarding Smart Streets Program, I am in full support of the

expansion. The City Council ought to utilize the program further to catch the cases of illegally parking at bus stops and blocking bike lanes.O2026-0028833, so that Chicago's 2023 commitment to Smart Loading Zones moves forward alongside the program it was designed to complement. Thank you for your consideration.

Gabe Klein

Chair La Spata, Vice Chair Cruz, and Members of the Committee on Pedestrian and Traffic Safety:
I'm Gabe Klein. I served as Chicago's Commissioner of Transportation, and later as the first Executive Director of the federal Joint Office of Energy and Transportation. For transparency, I'm also a Board Member at Automotus, a curb management company. I'm writing to support making Smart Streets permanent, and to ask you to finish the job the 2023 ordinance started. When we were building Divvy and the city's first protected bike lanes at CDOT, the hardest fights weren't over the lanes. They were over the curb. On every commercial block, there was a delivery truck with nowhere to go, and the bike lane was the easiest place to stop. That hasn't changed. The Smart Streets data you heard on September 15 shows commercial vehicles are still among the most consistent violators. Cameras are good at telling drivers where not to stop, but they can't tell them where to stop. Smart Loading Zones do that: designated curb space where commercial drivers are auto-charged by the minute, with camera-assisted ticket-by-mail enforcement for double parking and overstays. Think EZPass for the curb, and businesses and delivery drivers love it. The 2023 ordinance authorized a pilot but never designated it to be carried out by CDOT, and thus it never launched, and the authority lapsed in June 2025. Other cities, however, aren't waiting. For example, in Philadelphia, Smart Loading Zones handle about 730 more vehicles a day than before, and 78% of cited drivers received only one citation, meaning that the program meaningfully changes driver behavior. While revenue is not the primary driver of these programs, Philadelphia's modest program is also forecast to bring in more than $10 million in net new revenue this year. That last point matters in a budget year. Curb space is some of the most valuable real estate Chicago owns, and right now it often goes to whoever double-parks first. Pricing it is how you manage it. So, I'm asking the Committee to amend O2026-0028833 to establish a Smart Loading Zone Program within Smart Streets, designate it to be administered by CDOT and the Department of Finance, and to include it in the ordinance's reporting. It builds on what Smart Streets already does, and it gives you a tool for the commercial violations the reporting will track. Thank you

Cyrus Dowlatshahi

Less than a week after yet another Bicyclist death this past weekend, the City Council's Committee on Pedestrian and Traffic Safety has an opportunity to dramatically expand one of Chicago's most promising tools for changing dangerous driving behavior: the Smart Streets program. I like that the Smart Streets program is designed specifically to be about changing behavior, not money. People receive warnings first. This is to tell people: "we haven't been caring about this, but we're going to now." Blocking a bike lane, parking in a bus stop, or double parking with the flashers on "just to run in real quick" is not going to be something we're allowing anymore. And this works. The City's own data shows that 84% of drivers who received a zero-dollar warning did not go on to receive a fine. And 64% of drivers who received one ticket did not reoffend. The pilot has demonstrated that this approach can change behavior. We should build on that success and make Smart Streets permanent citywide.

Michelle Marengo Liad

The intersection of Pulaski & Belden at the border of the Logan Square and Hermosa neighborhoods (35th Ward) serves as a critical thoroughfare for approximately 10-15 local businesses within 500ft, 8-10 registered daycares/early childhood centers and 6 schools within a 20-minute walking radius. In the last 12 months, there have been 12 reported accidents in the past year, including 1 injury and 4 hit-and-runs; with daily near misses. This is a high-risk horizontal curve where drivers struggle to navigate safely while maintaining awareness of pedestrians and surrounding traffic. I have been advocating for improvements at the intersection of Pulaski & Belden for over a year through the 35th Ward Alderman's office. An initial traffic study request was submitted by

the Ward office to CDOT in October 2025 was escalated as of May 2026. The Ward office has recently informed me they received some feedback on the study and have approved funding for rubber lane dividers. However, this will not resolve the pedestrian and traffic safety issues created by the intersection. On behalf of my neighbors and my family, I request a formal traffic study be completed and additional safety improvements to be installed. The Grand & Homan intersection includes a similar right reverse turn with blind corners. Several of the low-cost solutions that have been installed there could improve safety at Pulaski & Belden, including: reflective road markings, rapid flashing beacons at the pedestrian crossings, and signage. Signage could include: reverse turn (W1-3R), right of way (W4-4aRP), directional arrows labeled Pulaski & Belden. Thank you for your time and the work you do for our community.

Brent McCollum

No more bike lanes

Megan Avery

I live in Palmer Street and frequently use this space. I support any ideas that would slow car traffic and make it safer and easier to access on foot or by bike.

Corey

Please please please consider adding pedestrian infrastructure to Palmer Square people speed in and out of Palmer on both sides and into Shakespeare and up to California. When I used to live next to Saint Sylvester's Church in the Shakespeare building, I was almost hit many many times by cars speeding around the park. I have seen cyclists blinded by the free parking in front of the church, hit by vehicles and taken away an ambulances

Jack

Palmer Square Park is huge asset to the community and only a few blocks away from where I live. The unfortunate part about the park is walking there. Having to cross four lanes of traffic at the Humboldt Blvd. and Palmer St intersection is not conducive to making the park a comfortable place to get to. Not to mention the fact that an elementary school sits right at this intersection as well. Additionally, if you're approaching the park from the south walking north on Albany for example, you still have to cross three lanes of traffic, an improvement from four but not by much. I hope the motion for this feasibility study is passed because I believe the roads surrounding the park need a serious re-evaluation and a new prioritization of the pedestrians entering and leaving the park.

Daniel Gentile

Palmer park is a beautiful park surrounded by ugly and dangerous 3 lane roads in a quiet neighborhood. We should make the park bigger and add a bike lane track around the perimeter of the park with all of that room, there would be no loss of parking and still enough room for a travel lane, which would encourage slower speeds around the park

Nathan Hoyle

I utilize Palmer Square Park at minimum twice a week to meet with friends or stroll around. Measures that could reduce noise pollution and traffic congestion, danger when crossing the street, could do wonders, and increase available park space could be nothing but a good thing for both the park and those living in the surrounding area. Thank you.

Garrett Fallon

Road diets need to be done to reduce the car speed, and also more pedestrian and bicycle infrastructure

Eddie Lehwald

*As neighborhood resident who lives 1 block away from Palmer Square, I could not be *more* in favor of changing the street alignments and road design to expand the park, and create more space for people while better organizing traffic across all modes of travel. The current streets are too wide and are out of context with the rest of Palmer St, which is a 2-lane neighborhood street for the rest of its length. They also encourage speeding and unsafe driving, while the east and west side roads cut off the ends of the park and create needlessly confusing intersections which could be greatly simplified, resulting in more park space, safer travel for all, and better traffic flow-all without removing any parking. I've created a concept drawing of what that might look like, which I have attached here. Thank you for your consideration*

Sean Maher

As a Chicago resident who walks and bikes around Palmer Square, I'm writing in support of the proposed CDOT feasibility study, and I urge the city to pair it with a quick-build pilot. I'd like to see the square's roadways reduced to expand green space, with protected bike lanes and safer crossings. We already know small changes work here. After raised crosswalks were added on Palmer Boulevard in 2015, the share of drivers speeding dropped by about half. Paint, bollards, and planters would let CDOT test a safer layout now, gather real-world data, and adjust as needed. Reclaiming asphalt also cools the neighborhood in hot summers, absorbs stormwater, and brings more foot traffic to local businesses. After World War II, Amsterdam paved its squares for cars and saw traffic deaths rise. Residents pushed back, and the city gave space back to people. Palmer Square, part of our historic boulevard system, has the bones for the same shift. Calmer streets help drivers too because when more short trips happen on foot or bike, traffic is less congested and more predictable. Let's take a first step toward a safer, greener Palmer Square now. Thank you.

Neil Marklund

Reduce the number of lanes around Palmer Square park and increase park space and bike lanes

Matthew McCabe

Strongly support reimagining the area surrounding Palmer Square to make it safer for kids, more accessible and connected with the surrounding community and far less of a drag race strip for drivers. Hope the scope of the study can extend south on Kedzie to at least Armitage (or further!) as this is a particularly problematic area for unsafe driving and crashes.

Michael Metcalf

I greatly support further pedestrianization of palmer square. The intersections with palmer and kedzie and especially humboldt/sacromento & palmer/shakespeare feel incredibly treacherous to traverse as a pedestrian. i would honestly support eliminating all four way intersections by making them three way and/or eliminating the palmer court oval streets to make all roads follow a grid layout

Collin Pearsall

I support a road diet around Palmer Park. The roadways are absurdly, unnecessarily, comically wide. The intersections are awkward. The parking in the middle travel lane on Sundays is wild. Something needs to change.

Cole Rogers

Park access is limited by poor surrounding road crossing safety, poor bike ability in the north south direction. Road width also contributes to noise pollution and reckless driving, endangering parkgoers. In particular, the most direct path to the park from the California stations and Logan square blue line stations, lack bike options and, in the case of California, involves a confusing and dangerous crossing through a parking lot on w palmer square.

Levi

We need protected bike lanes, more traffic tables, and only one lane of traffic for cars with some space for delivery. Also - don't take forever to do this. Use "tactical Infrastructure" to get it done quickly that'll be easy to modify once feedback comes in

Paul Soud

I would absolutely love to see a safer, more pedestrian and cyclist-friendly Palmer Square Circle. I walk or ride in this area daily and frequently see drivers ignoring red lights and stop signs and blowing through crosswalks.

Husain Taher

We need to improve pedestrian safety, park space, and bike lanes around Palmer Square Park! The Park is wonderfully located close to the Milwaukee Ave protected bike lane, California Blue Line station, and Logan Square in general. Children, families, and just people in general outside of a car should be able to get to and from the park and enjoy it safely and in peace. Thank you to the Pedestrian and Traffic Safety Committee for all that you do :)

Daniel Tobon

This is a huge opportunity for the neighborhood to improve this public space. Please, please do this. My kids and I use this park several times a week and it would be a huge win for our community to make this are more usable and safe for everyone. It would be amazing!

Danny White

Strongly support the proposed redesign to make it more pedestrian-friendly and less dangerous. I am in this area and have kids and the proposed changes would be great