

Traffic

RESOLUTION

WHEREAS, the number of electric scooters in the City – whether privately owned or rented through scooter share companies such as Divvy, Lime, and Spin – has grown significantly in recent years as residents seek flexible, cost-effective modes of personal transportation; and

WHEREAS, while the City has regulations governing the use of the public way and other safety concerns for shared scooters, no comparable regulations exist for private scooters – at the same time, it has become increasingly difficult for members of the public to distinguish between private scooters and shared scooters; and

WHEREAS, these scooters are increasingly used on the public way, often in areas not designed to accommodate micromobility traffic, raising safety and accessibility concerns for pedestrians, cyclists, and other road users; and

WHEREAS, the use and parking of both private and shared scooters in parks, on sidewalks, and other predominately pedestrian areas present serious safety risks for both pedestrians and operators, as well as questions regarding the effectiveness and enforcement of geofencing requirements and other regulations and tools to maintain the safety of the public way; and

WHEREAS, emergency physicians at hospitals including Advocate Illinois Masonic Medical Center and University of Chicago Medicine report a steady increase in scooter-related injuries, ranging from scrapes and fractures to severe traumatic brain injuries, often associated with lack of helmet use and collisions at higher speeds; and

WHEREAS, the growing prevalence of scooter-related injuries, including collisions with vehicles and dooring accidents, highlight the dangers of operating these devices on the public way without adequate safety regulations, infrastructure, education, or guidance; and

WHEREAS, comprehensive data collection related to incidents, injuries, or public way usage involving both private and shared scooters is limited, creating challenges for assessing safety trends and infrastructure needs; and

WHEREAS, children and adolescents are frequently observed riding both private and shared scooters without helmets or protective gear, increasing the risk of serious injury from a fall or collision, and underscoring the need for public education, clear safety guidance, and awareness campaigns; and

WHEREAS, improved coordination on safety practices, user education, and data-sharing mechanisms can support the continued integration of micromobility into Chicago's broader transportation network while promoting responsible public way use; now, therefore

BE IT RESOLVED, that we, members of the City Council of the City of Chicago, do hereby call for a subject matter hearing in the Committee on Pedestrian and Traffic Safety to examine the safety, regulation, and use of the public way by both privately owned and industry-operated electric scooters; and

BE IT FURTHER RESOLVED, that representatives from the Chicago Department of Transportation, the Chicago Police Department, the Department of Business Affairs and Consumer Protection, and scooter share companies operating in the City of Chicago, including but not limited to Divvy, Lime, and Spin, shall be invited to testify and provide recommendations

on steps to support user safety and responsible public way use, including the use of geofencing to manage access to parks and sidewalks, promotion of helmet use, and education and outreach to minors.


MATTHEW J. O'SHEA
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