transit·

Public mobility APIs in Chicago

Summer 2019

As part of its e-scooter program, Chicago requires a public GBFS feed of available vehicles from each operator. At Transit, we translate that real-time, open data into intuitive multimodal trips for Chicago's residents, workers, and visitors.

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Chicago is excited to once again work with _Transit_ to make it easier to get around the City, whether by e-scooter, Divvy bikeshare, CTA or Metra.

**Sean Wiedel**
Assistant Commissioner

Multimodal connections

The fastest trips mix modes and operators. It's why Transit's trip planner combines public transit with bikes, scooters, and ridehail — so new mobility becomes a complement, not a competitor. Transit's users **selected scooters more than 43,000 times** in the month after they were added in Chicago. One-third of scooter routes chosen by users in Transit's trip planner included a multimodal "L" connection. The most popular: the Blue Line.
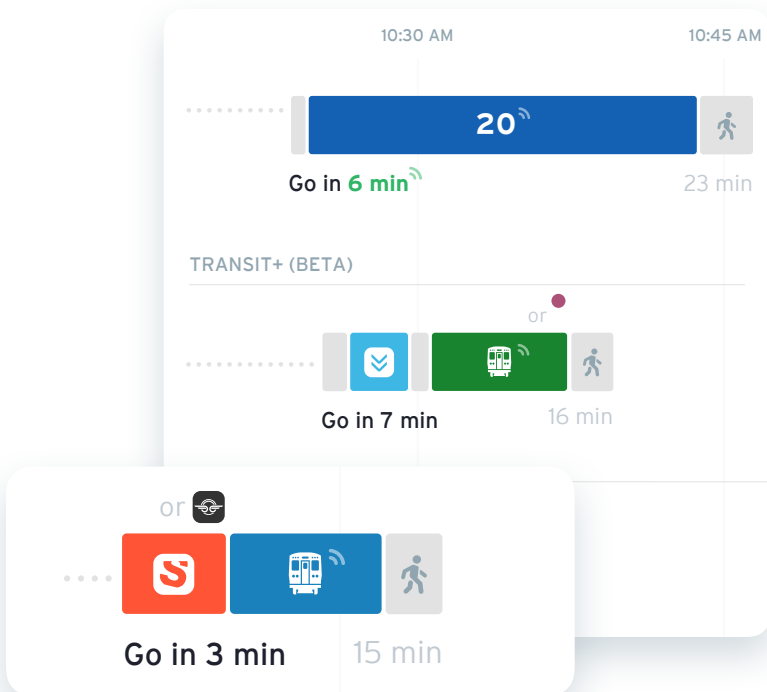
Competitive marketplace

With public APIs and data feeds like GBFS, operators compete based on their product and their service on the ground — not based on their incumbent status or marketing budget. With Transit, riders are **downloading and opening upstart services** just as often as they choose behemoths.
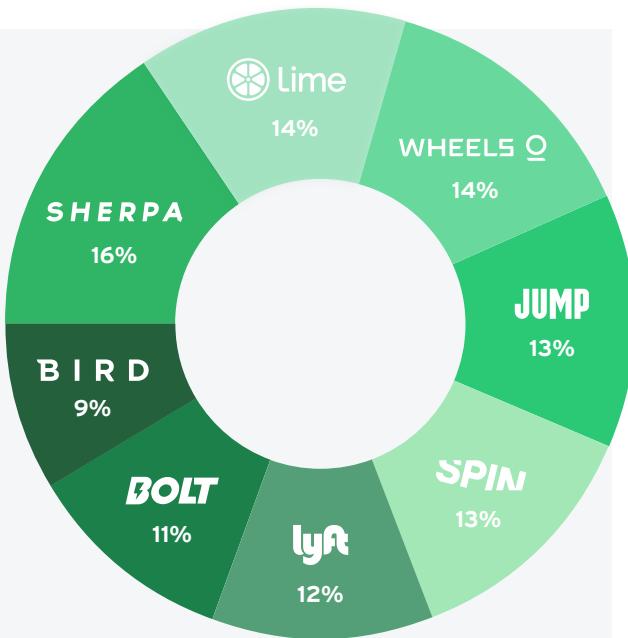
Tap-throughs from Transit to scooter apps

- Lime 14%
- WHEELS 14%
- JUMP 13%
- SPIN 13%
- lyft 12%
- BOLT 11%
- BIRD 9%
- SHERPA 16%

Public accountability

It's not just about apps: by opening up GBFS data, Chicago is giving the public a tool to **ensure that mobility services are living up to their promises**. For example: Chicago requires that each operator make at least half of its scooters available in priority areas. A one-month sample of GBFS data indicates that Bolt leads the pack in meeting this goal, with more than 60 percent of its scooters in priority zones.

Priority area

Join Chicago – plus DC, LA, Portland, and dozens of other cities requiring public mobility APIs.

Interested?
Learn how: **transitapp.com/APIs**