2022
Shared Micromobility Snapshot
2022 was a historic year for Portland’s BIKETOWN and E-Scooter programs. Both programs set ridership records and combined for over 1.5 million trips. This snapshot provides an overview of both programs.

Shared micromobility refers to lightweight vehicles available for public use. In Portland, this refers to the BIKETOWN bike-share and E-Scooter programs. Three e-scooter companies operate under a PBOT-issued permit (Bird, Lime and Spin). Lyft operates BIKETOWN under a contract with PBOT and through a public-private partnership between Nike and PBOT.

Riders have taken nearly 6.5 million trips since the programs began.
## E-Scooters by the Numbers

<table>
<thead>
<tr>
<th>Category</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of e-scooters permitted to operate</td>
<td>2,990</td>
</tr>
<tr>
<td>Service area <em>(citywide)</em></td>
<td>145 mi²</td>
</tr>
<tr>
<td>Current number of e-scooter companies</td>
<td>3</td>
</tr>
<tr>
<td>Number of trips in 2022 *¹</td>
<td>1,011,000</td>
</tr>
<tr>
<td>All-time system trips <em>(since July 2018)</em> *¹</td>
<td>4,178,000</td>
</tr>
<tr>
<td>Total Equity Users *²</td>
<td>6,229</td>
</tr>
<tr>
<td>Total Equity Trips 2022 *¹ *²</td>
<td>146,000</td>
</tr>
</tbody>
</table>

*(¹Approximate numbers, ² Spin and Lime only)*
# BIKETOWN by the Numbers

<table>
<thead>
<tr>
<th>Category</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of bikes</td>
<td>1,500 (all e-bike)</td>
</tr>
<tr>
<td>Service area</td>
<td>41 mi²</td>
</tr>
<tr>
<td>Total stations</td>
<td>232</td>
</tr>
<tr>
<td>System trips in 2022</td>
<td>565,000</td>
</tr>
<tr>
<td>All-time system trips ((since July 2016))</td>
<td>2,242,000</td>
</tr>
<tr>
<td>Adaptive BIKETOWN 2022 rentals</td>
<td>245</td>
</tr>
<tr>
<td>Total equity users (BIKETOWN for All)</td>
<td>2,630</td>
</tr>
<tr>
<td>BIKETOWN for All trips in 2022</td>
<td>202,000</td>
</tr>
</tbody>
</table>

*(¹ Approximate numbers)*
BIKETOWN Milestones in 2022

- BIKETOWN ridership increased by 65% from 2021.

- Highest single day ridership for BIKETOWN: April 23 (3,270 rides) during Earth Day weekend promo.

- Added 24 new BIKETOWN stations, mostly in North Portland and East Portland.

- Supported 80 community events.

- Prescribe a Bike PDX expands BIKETOWN access to Multnomah County Health patients and Parkrose, McDaniel and Roosevelt High Schools.
BIKETOWN 2022 Ridership Overview

BIKETOWN ridership exceeded 560,000 rides, breaking the previous annual ridership record. Total trips increased by 65% from 2021.
While BIKETOWN ridership peaks during the summer months, people still use BIKETOWN all-year round to get around Portland.

*BIKETOWN 2.0 all electric fleet launched in September 2020.*
BIKETOWN 2022 TRIP DISTANCES

Approximately 81% of BIKETOWN trips were three miles or less, compared to 90% for e-scooters. This demonstrates a higher portion of BIKETOWN users traveled longer distances on their trips than e-scooter users. Furthermore, 36% of BIKETOWN trips were one mile or less compared to 56% of e-scooter trips. Although this still highlights the high demand of both BIKETOWN and e-scooters for short trips (three miles or less), and potentially serving as a crucial connection for the first and last mile to transit stops.
Adaptive BIKE-TOWN is Portland’s adaptive bike rental program. The program’s goal is to increase access to cycling for people with disabilities.

Adaptive BIKE-TOWN had an amazing 2022! With qualifying participants receiving free 1-hour rentals, we were able to get more folks on adaptive cycles than ever before.

We launched two editions of the Adaptive BIKE-TOWN newsletter which covers more Adaptive news in detail.

1st Edition - Spring
2nd Edition - Fall

2022 Snapshot
Total Rentals: 245
Total Hours: 921
BIKETOWN for All offers an affordable, accessible, and fun transportation option for everyone, regardless of income. Our equity program allows those who qualify for certain state or federal assistance programs to sign up and receive a discounted BIKETOWN membership.

BIKETOWN for All is led by PBOT and in partnership with Lyft and Nike. In 2022, the BIKETOWN outreach and partnerships team focused on the following areas to increase our reach: high schools, colleges, Multnomah County Health Centers and partners, affordable housing partners, and various other community partners and service providers across the city.

This year we reached 2630 BIKETOWN for All members who took a total of 202,000 trips!
BIKETOWN for All is available to all financial aid-eligible college students.

In February, BIKETOWN partnered with University of Portland to sign students up for BIKETOWN for All. We installed a station in front of the campus for students to get to and from class.

The BIKETOWN for All outreach team has been working with Portland Community College (PCC Cascade) to sign up 16-21 year old high school ESOL (English Speakers of Other Languages) students and alternative education program participants of Yes to College, Future Connect, and Gateway to College.

Portland State University (PSU) also provided $20 riding credit to students that don’t qualify for BIKETOWN for All. BIKETOWN visited PSU’s Viking Days, a series of events and activities welcoming students to the urban campus in fall 2022.
Prescribe A Bike PDX

The Prescribe A Bike PDX program connects patients of Multnomah County Clinics and high school students to bike-share. Our program strives to improve physical and mental health through active transportation.

Through the Prescribe A Bike PDX program, BIKETOWN has established partnerships with Multnomah County health centers and through student health staff in high schools. Our team set up “pop-up” style outreach events outside three health centers and high schools consistently to connect patients to free bike-share. Prescribe a Bike PDX hosted multiple group rides in 2022 to engage participants and help them get comfortable biking around Portland.

2022 PAB PDX Rides:
• PCC Cascade Campus Ride
• NE Cully Sunday Parkways Ride
• McCoy Park/New Columbia Ride
• East Portland Sunday Parkways Ride
• Latino Network Ride
High School Outreach

Through funding support for Prescribe a Bike PDX, BIKETOWN partnered with Portland Public Schools (PPS) to connect students, ages 16 and older, to free bike-share. With the help of PBOT’s Safe Routes to School team, students at McDaniel, Parkrose, and Alliance High Schools received bike safety training, helmets, and free BIKETOWN rides for a year! PBOT has also developed a safety and transportation-focused curriculum called the Transportation Academy available for our PPS partners.
BIKETOWN and Housing

BIKETOWN partnered with multiple PBOT programs and other housing partners to connect BIKETOWN for All to their networks. We also partnered with resident coordinators at multiple affordable housing sites around Portland to connect residents to these resources.

2022 Housing Events:
- Louisa Flowers Apartments
- 72Foster Apartments
- Crescent Court Apartments
- Rose Apartments
New Stations to Expand Access

The BIKEtown station planning team focused on installing new stations in North and East Portland, where we expanded our service area in early 2022.
New BIKETOWN Stations in North Portland

- University of Portland
- Rose City Taqueria
- St. Johns Plaza
- Cathedral Coffee
- Paul Bunyan Statue - Kenton
- New Columbia
- Roosevelt High School
- Cathedral Park
New BIKETOWN Stations in East Portland

- Parkrose High School
- McDaniel High School
- Midland Library
- Parkrose Transit Center
- Cedar Commons Affordable Housing
- Fubonn Shopping Center
- Lents Park
- Cully Park
- Eastport Plaza
E-Scooters in 2022
E-Scooter Milestones in 2022

• Surpassed 1 million trips in 2022

• Users traveled over 1.2 million miles by e-scooter in 2022.

• First City program to use Portland 311, allowing improved customer service and responsiveness for e-scooter issues

• Released request for proposal (RFP) solicitation for the future long-term program
E-Scooters: Program Overview and Update

• 2018 – PBOT established its first E-Scooter pilot program.

• 2019 (April) – PBOT launched its second E-Scooter pilot program which continues to this day. Currently, three companies continue to operate in our second pilot.

• 2020 (October) – Portland City Council direct PBOT to develop a Request for Proposals (RFP) for a long-term contractual program.

• 2022 (June) – RFP was released for solicitation

• 2023 – City will launch long-term e-scooter program.
E-Scooters: Upcoming Changes to Program

PBOT centered the RFP around three core areas:

- **Reducing vehicle miles traveled (VMT) to combat climate change**
- **Promoting safety**, responsible riding, and consumer protections
- Reducing racial disparities and **advancing transportation justice**

Upcoming Important Changes:

- **Lock-to requirement** for e-scooters that will promote safety on the sidewalks and reduce pedestrian conflicts
- **Fewer operators** to improve the user experience
- More e-scooters will be available city-wide to further increase transportation access
- Requiring e-scooter companies to have all W-2 employees to **promote equitable hiring practices** and workforce development
E-Scooters: Advance Climate Change Goals

Electric mobility options are replacing car trips with e-scooters generating 4.1 million trips since July 2018. Through user surveys and mobility research, e-scooters are replacing on average 30-35% of car trips. Research has suggested that e-scooters have a net positive climate benefit.

Figure 5: Differences in net emissions by modes replaced

E-Scooters: Equity Programs

All three e-scooter companies distributed helmets and provided information to their equity programs through deliveries and events hosted by the Street Trust, Community Cycling Center, Community Services Network, Portland Pickles, Forth, and Sunday Parkways.

Meanwhile, Spin and Lime continued to partner with community based organizations such as SUMA, Hacienda CDC, Proud Ground, Bricks Need Mortar, Louisa Flowers housing, Go Lloyd, and Blanchet House to **promote free and discounted trips through their equity programs.**

In 2022, Portland became Lime’s fourth largest equity program (i.e. Lime Access) globally by unique active users and set many ridership milestones. Lime Access riders traveled over 150,000 miles in Portland during 2022. On October 11th, we saw an all-time Lime Access ridership record set with over 1,000 rides that day.
E-scooters surpassed 1,000,000 rides in 2022. The Central City saw the highest ridership. East Portland also generated significant ridership, particularly along 122nd Avenue.
E-scooter ridership was strong throughout 2022. Like BIKETOWN, ridership is seasonal with most rides occurring during the summer months, yet e-scooters still averaged over 1,000 trips per day throughout the entire year.
Over 90% of e-scooter trips were three miles or less, slightly higher than the 81% of BIKETOWN trips that were three miles or less. Furthermore, approximately 56% of e-scooter trips were one mile or less compared to 36% for BIKETOWN. This illustrates e-scooters generated shorter distance trips at a higher rate. Yet, this also highlights the demand and use of both e-scooters and BIKETOWN for short trips (three miles or less), and potentially serving as a crucial connection for the first and last mile to transit stops.
Portland Shared Micromobility – Looking Forward

PBOT and its operating partners plan to increase the positive impact of bike-share and e-scooters as reliable, accessible and sustainable transportation options. Here’s a preview of a few things coming in 2023:

PBOT plans to launch its permanent E-Scooter program in 2023. Portland was one of the nation’s first cities to create an E-Scooter permit program in 2018. A permanent program will create more certainty for users and providers. The new program will include new features that reduce sidewalk conflicts for pedestrians and other vulnerable road users. These include a lock-to requirement for e-scooters and fewer operators to improve user experience.

PBOT was also the nation’s first large-scale bike-share system to provide access to adaptive cycles through a rental program. In 2022, PBOT began engaging community stakeholders to understand how Adaptive BIKETOWN could improve. PBOT is convening our second Adaptive BIKETOWN work group this spring and will announce its findings later this year.

E-scooter and bike-share had robust year-over-year growth in 2021 and 2022. We expect ridership for both systems to grow even further in 2023.