

The Oregonian

E-scooters Will Return to Portland This Spring, Transportation Officials Say

*By Andrew Theen
January 15, 2019*

Portland took electric scooters for a whirl last year, and city transportation officials apparently largely liked what they saw.

Nearly three months after Lime, Skip and Bird scooters were whisked away from Portland streets after a four-month trial period, the city is recommending the transportation companies be allowed to return this spring.

A final date hasn't been released. Portland said the scooters will be permitted for one year.

The recommendation came in a 36-page report released by the city transportation bureau Tuesday. Before the four-month trial began, Portland pledged to evaluate the scooters based on whether the devices reduced congestion and reliance on private cars and trucks, how the companies addressed safety concerns, if they served low-income communities and if the scooters helped reduced air pollution.

The report says, while the city needs more data, scooters "have the potential to advance Portland's transportation goals," like reducing car trips and give people a safe and reliable way to get around.

But transportation leaders still have concerns about equity -- the companies "did not consistently comply" with regulations requiring scooters be deployed in east Portland. They also were concerned about "illegal sidewalk riding" and other safety issues.

"Scooters are appropriate for bike lanes or low-volume streets, but they are too fast for use on sidewalks, where they make it unsafe or uncomfortable for people walking or using mobility devices," the report said. "And while staff observations showed most scooters parked properly in the sidewalk furnishing zone, improperly parked scooters negatively impacted accessibility and created a hazard for people with visual impairments."

And while scooter riders frequently ditched cars to take the rentable transit devices, the city doesn't know how many car trips were added by so-called "juicers" who are paid by the scooter companies to retrieve and recharge the devices' batteries every night. That business structure "likely added personal motor vehicle trips to the transportation system," the report states, but "the extent and overall impact to the transportation system and traffic congestion is unknown."

According to stats provided to the city under a condition of the permit, users logged more than 801,000 miles on scooters during the trial run. The average length of a trip was 1.2 miles, and the city's supply hovered near 2,000 devices on the streets for much of the period.

In July, Portland became one of dozens of cities around the world to discover the everyday joy or everyday annoyances, depending on one's perspective, encapsulated by the e-scooter trend.

The companies seemingly arrived out of a futuristic tech fantasy world in city centers across America and ultimately the world in 2018. In some cities the scooters were unregulated; in others the companies opened shop without city consent, and tales grew of stockpiles of trashed scooters chucked into trees, into waterways and strewn across city sidewalks.

In an attempt to prevent some of those issues, Portland set strict regulations, which included a 25-cent surcharge for every ride logged. Portland required the companies deploy scooters, or 20 percent of any their total fleet (whichever is less), in areas of east or far Northeast neighborhoods.

Portland capped the number of scooters at 2,500, but the actual figure hovered close to 2,000 for the four-month period.

“I’m glad that PBOT took a proactive approach, requiring e-scooter companies to share their data and to serve East Portland,” Commissioner Chloe Eudaly said in a statement. “While this technology has the potential to reduce congestion and pollution, I remain concerned about the unlawful use of e-scooters on sidewalks and in City parks, and the impact of e-scooters on people with mobility challenges or vision impairment. We will continue to seek public input on how to best serve all Portlanders.”

Jeremy Nelson, general manager for Lime in Oregon, said the city’s report “affirms” the company’s experience in Portland. “Scooters helped shift commuters’ behavior, replacing large numbers of car trips, enabling them to move more freely around their city, and lessening congestion and pollution in the meantime,” he said in an email. Lime plans to return to the city “as soon as we are allowed to do so,” he said.

In October, a city survey of 4,500 scooter riders found broad support from riders for the newfangled transit trend. Respondents seemed to love the devices, with 59 percent calling for more scooters to hit city streets. Users tended to know the law – that helmets were required and sidewalk use was prohibited – but chose to flout the helmet aspect. The majority of riders, 57 percent, said they rode in bike lanes half of the time. Bike lanes were the preferred mode to get around, though.

Some 19 percent of users said they would have taken a car instead of a scooter, but most said they chose scooters because they were fun.

A followup survey of riders found scooter riders almost never rode on sidewalks when there were bike lanes or low-stress neighborhood greenways available. If no bike lanes existed, 39 percent of users said they rode on the sidewalk.

According to data compiled by the Multnomah County Health Department, scooter injuries accounted for about 5 percent of the 3,220 traffic-related emergency room visits during the four months they were on city streets.

There were 176 scooter-related trips to the ER between July 23 and Nov. 20, while 429 cyclists went to the hospital during that same time period. Jae Douglas, the county’s environmental health director, said scooters have “risks similar” to other transportation options. “We did not find a disproportionate risk that would discourage the city from allowing a scooter ride-share pilot,” Douglas said in a statement.

The vast majority of those ER visits, 83 percent, occurred when a scooter rider just fell on their own. Just 22 crashes involved a car and a scooter rider, according to the data.

It’s unclear whether the majority of riders were wearing helmets in the documented crashes, but 16 percent of riders showed “evidence of intoxication.”

According to an additional city poll conducted in December, 34 percent of Portland scooter riders rented the device in lieu of driving or taking an Uber or Lyft or taxi, while 48 percent of tourists did so.

The city said it would conduct an “online open house” next month on the scooter issue and will meet with transit safety and advocacy committees to discuss how to structure the one-year pilot program.

Other interesting data points from the report:

- 5,885: Average number of trips each day
- 75 percent: Of people of color polled said they viewed scooters positively, but some focus group participants said they were concerned about traffic safety and “being targeted for racial profiling”
- 145 square miles: The city’s service area
- 42 percent: Of those polled said they never ride a bike
- 74 percent: Said they never ride the city’s Biketown rental service
- 1,622: Number of illegal sidewalk riding reports submitted to PBOT’s complaint website, representing 26.9 percent of all complaints
- 700,369: Total trips
- 19 percent: Of trips occurred between 3 p.m. and 6 p.m. on weekdays
- 90 percent: Of riders observed by PBOT staff were not wearing helmets

The Portland Tribune

Hardesty Speaks Out Against White Male City Council Protesters

By Jim Redden

January 16, 2018

The first African-American woman on the council accuses a small group of white men of using their 'privilege' to repeatedly disrupt the proceedings.

Two weeks after becoming the first African-American woman to serve on the City Council, Commissioner Jo Ann Hardesty is speaking out against a small group of white males who frequently disrupt council hearings.

"This behavior limits access to those entering this building for the very first time or for those who are new to the political process. This is not the spirit of speaking up for civic change that is the heart of activism," Hardesty said in a statement issued early Wednesday.

In the statement, Hardesty accuses the men of using their "privilege" to disrupt the proceedings without adding anything of value to the issues the council is considering. As a result, Hardesty says, many other Portlanders are afraid to come to council meetings, especially parents with young children.

"As someone who has spent a lot of time on the other side of this podium demanding accountability, I find it chilling and disrespectful that there are a few white men who think that everything this council does is about them. It isn't," said Hardesty, a well-known activist who has served as president of the Portland chapter of the NAACP.

"I am encouraging other white men and women to check the behavior of those who seek to drown out the voices of others. Civic discourse cannot thrive if it is not coupled with civility and respect for all others," said Hardesty.

Although protesters have occasionally disrupted council hearings in previous years, such disruptions escalated after Donald Trump was elected president in November 2017 and are now happening at practically every meeting.

Mayor Ted Wheeler convinced the council to adopt new rules intended to limit such behavior, but they cannot be applied to people in advance of their actions because of First Amendment restrictions.

E-scooter Sequel Returning to Portland Streets this Spring

*By Zane Sparling
January 15, 2018*

Portland Bureau of Transportation says the test drive will last one year and will gather feedback.

Portland's experiment with shared electric scooters will return for a year-long sequel, officials say.

The Portland Bureau of Transportation will solicit feedback on issues such as unlawful sidewalk motoring, improper parking and the lack of required helmets during the expanded e-scooter trial program that will begin this spring.

"I'm glad that PBOT took a proactive approach, requiring e-scooter companies to share their data and to serve East Portland," said Chloe Eudaly, who oversees the bureau, in a statement. "We will continue to seek public input on how to best serve all Portlanders."

Residents and tourists made 700,369 two-wheeled trips traversing some 801,887 miles using about 2,000 scooters during the previous 120-day test drive that ended Nov. 20, according to the new "2018 E-Scooter Findings Report" released Tuesday, Jan. 15.

The 36-page document states that the average trip length was about 1.15 miles, bumping up to 1.6 miles in East Portland.

In fact, maps created with tracking data show some sure-footed riders were zipping along imposing autoways in East Portland, including 122nd Avenue, Division Street and Glisan, Burnside and Stark streets east of 102nd Avenue. Many of the most traveled streets were part of the city's bike-friendly network or located downtown, however.

Hospitals reported an increase in scooter-related injuries, though most wounds didn't require a ride in an ambulance. E-scooters made up about 5 percent of the 3,220 total traffic crash injuries reported within city limits — generating 176 ER and urgent care visits.

Of those visits, 83 percent occurred after a rider fell off a scooter. In about 16 percent, first responders found evidence of intoxication.

In addition to the ER data, PBOT says it received 43 reports of e-scooter collisions. In the same time period, cyclists required 429 visits to the emergency room.

"After reviewing emergency department and urgent care clinic data, we found that e-scooters have risks similar to other parts of the transportation system," said Multnomah County

Environmental Health Director Jae Douglas. "We did not find a disproportionate risk that would discourage the city from allowing a scooter ride-share pilot."

The three companies who participated in the last test — Lime, Bird and Skip — attest to having paid out \$643,000 in wages to the 1,533 independent contractors who were hired primarily to re-charge the electric scooters at night.

And while it is illegal to ride an e-scooter on a sidewalk or without a helmet, officials admit that those laws are honored more in the breach than the observance.

While staking out seven locations across Portland, PBOT staff monitored 128 users — and observed that 90 percent of riders do not wear helmets. They also saw that riders increasingly take refuge on sidewalks as speed limits rise, with up to 66 percent staying on the walkway when the speed limit for drivers was 35 miles per hour.

That said, 72.8 percent of observed riders parked their e-scooter correctly, without blocking pedestrian movement, bus stops, placing them on private property or blocking accessibility improvements for people with disabilities.

The bureau says e-scooters replaced approximately 301,856 vehicle miles.

"While this technology has the potential to reduce congestion and pollution," Eudaly noted, "I remain concerned about the unlawful use of e-scooters on sidewalks and in city parks, and the impact of e-scooters on people with mobility challenges or vision impairment."

Our Opinion: Open Up Short-Term Rental Discussion

*By Pamplin Media Group
January 8, 2019*

It's laughable to assume that Airbnb and some of its peers can be trusted to faithfully assure their hosts meet city requirements such as smoke detectors in every room, carbon monoxide detectors, and safe ways to exit properties in case of a fire.

Back in October, Mayor Ted Wheeler told the Tribune there's a "new sheriff in town" — himself — to assure scofflaw short-term rental companies such as Airbnb start following city rules.

He likened the companies' habitual flouting of the city ordinance to the "Wild West."

If Wheeler is to be taken seriously, a good start would be to bring up pending changes in how the city regulates such companies for a city council vote, after allowing the public to weigh in.

Curiously, for a city that prides itself on public participation, the mayor's staff instead is poised to deregulate these companies behind closed doors via administrative action, circumventing the city council and the public.

That's a terrible idea, especially after hundreds of Portlanders filed formal complaints about short-term rentals in their neighborhoods, and an August 2018 audit slammed the city for lax regulation of Airbnb and its rivals.

In 2014, Portland first enabled homeowners and tenants to rent out rooms on a nightly basis in their homes, apartments and condos. City officials patted themselves on the back for passing one of the nation's first comprehensive city ordinances to legalize and regulate short-term rentals. That action followed multiple public hearings, where dozens of people and interest groups helped city officials vet policy approaches.

Four years later, city attorneys and regulators who report to Wheeler insist they have the authority to rewrite the rules administratively, without public input or a city council vote.

The changes would allow Airbnb and its peers to sign up their own hosts, ending mandatory safety inspections of their homes. Airbnb, which proposed the idea, calls it "pass-through registration." We'd call that deregulation.

There may be valid reasons to consider the idea, but only after it's thoroughly aired with the public.

There are several thousand short-term rental hosts in Portland who may want to comment or could provide valuable testimony. There are many times that number of people who have stayed in such properties, and have a right to assume the rooms are safe for occupancy.

There are other sectors heavily affected by changes in the short-term rental industry, including hotels, bed and breakfasts, and regular home and apartment landlords. Neighborhood associations would want to weigh in.

It's true that the city expects to retain the right to conduct spot inspections of short-term rentals, but those would likely only come after someone formally complained.

But it's laughable to assume that Airbnb and some of its peers can be trusted to faithfully assure their hosts meet city requirements such as smoke detectors in every room, carbon monoxide detectors, and safe ways to exit properties in case of a fire.

These same companies have long ignored the city ordinance requiring that hosts get city permits, following site inspections, before they may be listed for rent on Airbnb and other websites.

As the Tribune has reported, Airbnb has for months, if not years, had a fake host listed on its website named Nadia — identified by a photo that appears to be of a model, not the real host — advertising hundreds of spaces for rent in Portland and four other cities. Photos used to depict the rentals also are fake.

After the Tribune exposed the sham, Airbnb restricted access to Nadia's listings in Portland but retained them, with the photo of the fake host, in the other cities, and has the nerve to continue stating on its website that Nadia's identity was confirmed. This is the company the city expects to delegate vetting its own hosts?

The city's contemplated move to deregulate short-term rentals administratively without a hearing or public vote raises some basic questions.

What are they afraid of? And are they doing this at the bidding of Airbnb and other short-term rental companies? And does the city care more about collecting revenue from short-term rentals than assuring they are safely operated and not disrupting neighborhoods?

We look forward to a debate of those and other questions in a public forum.

Willamette Week

Portland Police Draft Changes to Stolen Vehicle Directive to Save Victims Tow Fees

By Katie Shepherd
January 15, 2019

Crime victims can decline a tow under the new policy, potentially saving hundreds of dollars.

After more than a year, the Portland Police Bureau has drafted a revised directive on stolen motor vehicles that could potentially save victims of crime hundreds of dollars.

The new policy would give crime victims the chance to ask police to leave their car on the street, so they could collect it themselves. The change would allow owners to avoid tow fees.

"The owner must indicate whether they wish to have the recovered vehicle towed at their own expense or wish to have the vehicle left at the recovery location if they are unable to retrieve it in a timely manner," the proposed directive states.

The city's existing policy requires officers to call a tow truck if the owner cannot be reached and recover the vehicle within 30 minutes. Sometimes, owners don't even get a call – it's allowed but not required under PPB's policies.

WW wrote about the tow fees that Portlanders pay to get their stolen cars back in December 2017. Mayor Ted Wheeler vowed a fix.

He suggested PPB would adopt a policy similar to Seattle's in December 2017. The proposal PPB has drafted mirrors that policy, requiring police to ask victims when they report a car stolen whether they want the car towed or left where it's found.

PPB opened up the policy up to comments in early January 2018.

But the review process stalled. A spokeswoman for the mayor's office says PPB struggled to figure out the best approach to avoid heaping fees on vulnerable and low-income victims of auto theft.

"They've been in a bind – because they cannot pay for everyone's towing and storage fees for recovered stolen vehicles," spokeswoman Eileen Park says. "After considering all the possibilities, they believe this is the most pragmatic approach."

The mayor's office declined to provide more information about why it took more than a year to draft the new directive that so closely mirrors the mayor's original suggestion.

The proposed directive will be open for public comment. PPB still has to draft a final directive after considering the feedback. Chief Danielle Outlaw will sign that final policy, and it will go into effect 30 days later.

E-Scooters Will Return to Portland This Spring For a Second, Year-Long Pilot Program

*By Elsie Herron
January 15, 2019*

The decision was announced with the release of PBOT's 2018 e-scooter report.

Get ready for the return of the e-scooters, Portland.

The Portland Bureau of Transportation today announced it will bring scooters back for another trial-run. The second pilot program will start this spring and last a year, in an effort to "give [PBOT] more time to collect data and test innovative solutions to the challenges that emerged this past summer and fall."

Last July through November, companies Bird, Lime and Skip operated a total of 2,043 e-scooters in Portland on provisional permits that required them to return data to the city about ridership. The agency's analysis of the data, released today in a 2018 E-Scooter Findings Report, influenced its decision to allow scooters back for another pilot.

According to the report, Portlanders took 700,369 total trips during this summer's 120-day pilot program. The Multnomah County Health Department reports that scooter-related injuries accounted for roughly five percent of the 3,220 traffic crash injury visits to emergency rooms and urgent care centers.

"After reviewing emergency department and urgent care clinic data, we found that e-scooters have risks similar to other parts of the transportation system," says environmental health director Jae Douglas.

Of Portlanders polled, 62 percent reported viewing e-scooters positively at the end of the pilot; 34 percent said they took an e-scooter instead of using a car; and 42 percent of e-scooter users reported never having biked.

Key challenges highlighted in the 2018 report, transportation commissioner Chloe Eudaly says, relate to safety.

"While this technology has the potential to reduce congestion and pollution," she said in a statement today, "I remain concerned about the unlawful use of e-scooters on sidewalks and in City parks, and the impact of e-scooters on people with mobility challenges or vision impairment."

The most common e-scooter complaints were that people don't wear helmets and that they ride on sidewalks. During the trial program, 1,754 people complained about "helmet issues," and 1,622 people complained about "unsafe riding on the sidewalk."

A start date for the second pilot program has not yet been announced. PBOT says it will launch an online open house in the coming days for people to "submit their ideas about how the bureau can address some of the significant challenges related to scooter use, including sidewalk riding, improper parking and securing access to this new technology for all Portlanders."

The Portland Mercury

E-Scooters Will Return to Portland This Spring

By Bill Stenvick
January 15, 2019

Portland's love affair with e-scooters has only just begun.

That's the big takeaway from a report released Tuesday by the Portland Bureau of Transportation (PBOT), which detailed last year's four-month e-scooter trial. The report concludes that e-scooters were popular enough with Portlanders to be invited back for a one-year pilot.

During last year's trial period, people could pick up an e-scooter—provided by companies Bird, Lime, and Skip—anywhere in Portland's city limits for a quick, relatively affordable ride, and drop the pay-per-minute scooter off on a sidewalk whenever they're finished using it.

Between July 23 and Nov 30 of 2018, people took 700,369 trips on e-scooters in Portland, spanning 801,887 miles, according to PBOT's report. The average trip length was 1.15 miles, while rides in East Portland averaged 1.6 miles. Thirty-four percent of Portland riders reported using e-scooters instead of a taxi, Uber, or Lyft, and two-thirds of people using e-scooters said they used them specifically for transportation, not just to go on a joy ride.

Perhaps the most important finding: Portlanders, and especially younger Portlanders, are crazy about e-scooters. While 62 percent of all those surveyed expressed a positive view of them, that number shot up to 71 percent for those under 35 years old.

The report found that, unsurprisingly, there was an increase of scooter-related injuries during the pilot period—and that a full 90 percent of riders did not wear helmets—but “most injuries seen by emergency rooms across Multnomah County were not severe enough to warrant emergency transport.”

While 74 percent of people of color polled by PBOT said they felt positive about e-scooters, there was also some anxiety around the prohibitive cost and risk of being racially profiled.

“It is not in our culture to pick up something off the street, ride it, and leave it for the next person,” one person of color told PBOT in a focus group.

Despite these concerns, there was significant e-scooter use in the more racially diverse, lower income pockets of East Portland. PBOT required each participating company to deploy at least 100 e-scooters to East Portland each day, and the results imply this strategy paid off: 44,155 occurred there in the original pilot period.

People with disabilities, meanwhile, said they recognized that e-scooters hold some potential for transportation; but improperly parked e-scooters caused serious accessibility barriers. At least one person with a disability said that people riding e-scooters on public sidewalks made getting around more difficult for them.

In its report, PBOT indicated plans to continue analyzing e-scooters, and addressing issues and concerns, throughout the upcoming year-long pilot. While the report was fairly comprehensive in scope, it made no mention of e-scooters allegedly being thrown in the Willamette River.

The Daily Journal of Commerce

Homeless Shelter Project Poised to Advance

By Chuck Slothower

January 15, 2019

A homeless shelter and services center backed by developer Homer Williams is on track to open in Northwest Portland as soon as June 1, according to city and county officials.

Oregon Harbor of Hope, led by Williams and Don Mazziotti, will pay \$3.5 million for construction and capital costs. The nonprofit received a \$1.5 million contribution from Columbia Sportswear CEO Tim Boyle in April 2018.

The city of Portland and Multnomah County, through the Joint Office of Homeless Services, will contribute more than \$1 million to cover operating expenses.

The shelter will be located on a city-owned vacant lot slightly north of the Broadway Bridge along Northwest Naito Parkway. The 1.17-acre property sits opposite the Albers Mill Building.

In addition to 100 beds, the tent-like Navigation Center, as it's called, will provide services such as individual assessments and recovery plans, mental health treatment and housing services.

Public officials had struggled to find a location for the Navigation Center.

"It's difficult and expensive to find and invest in good sites close to the right services," Williams stated in a news release. "We're grateful for our deepening partnership with the Joint Office, and we're excited we can keep working to make a difference in hundreds of lives."

A 120-bed shelter on Southeast Foster Road is also expected to open this summer.

Public officials have struggled to respond to rising homelessness in Portland and other West Coast cities. In 2017, 79 people died in Multnomah County while homeless.

The Portland Business Journal

E-Scooters Will Return to Portland

By Pete Danko

January 15, 2019

After a four-month pilot program that included 700,369 trips covering 801,887 miles, Portland is ready to give electric scooters a longer test.

The Portland Bureau of Transportation said Tuesday that a new one-year program — termed a "pilot," like the one that ran from July to November — will begin sometime this spring.

In a report on the initial pilot, PBOT said a poll conducted by DHM Research showed 62 percent of Portlanders support the scooters.

Another positive: Nobody died riding one.

The bureau said there were 176 scooter-related emergency room visits during the 2018 pilot, more than 10 times the 17 scooter-related visits in the same period the year before. Eighty-four percent of the visits resulted from falling.

"After reviewing emergency department and urgent care clinic data, we found that e-scooters have risks similar to other parts of the transportation system," Environmental Health Director Jae Douglas said in a statement. "We did not find a disproportionate risk that would discourage the city from allowing a scooter ride-share pilot."

Key issues PBOT intends to address in the new pilot include: riding on sidewalks, which is illegal; parking scooters outside what's known as the "sidewalk furnishing zone"; and ensuring equitable access to the devices.

"While this technology has the potential to reduce congestion and pollution, I remain concerned about the unlawful use of e-scooters on sidewalks and in city parks, and the impact of e-scooters on people with mobility challenges or vision impairment," Chloe Eudaly, the PBOT commissioner, said in a statement.

PBOT reported that about a third of residents who used the scooters said they replaced driving or ride-hailing trips, a proportion that rose to nearly half for visitors to the city.

The city permitted 2,043 scooters in the first pilot. It didn't say how many it expected in the new one.

A per-trip surcharge of \$0.25 and fees and penalties brought in \$212,077 over the course of the four months, PBOT said. But designing, administering and evaluating the program cost the city \$287,282, resulting in a net expense of \$75,205.

The Skanner

Chief Outlaw to Speak at Albina Ministerial Alliance MLK Service

January 15, 2019

Portland Police Bureau Chief Danielle Outlaw will speak on the theme of 'Where Do We Go From Here: Chaos or Community' at Albina Ministerial Alliance's citywide Martin Luther King, Jr. Service.

The service will take place at 4:00 p.m. on Sunday, Jan. 20 at Maranatha Church 4222 NE 12th Avenue.

OPB

E-Scooters Are Returning To Portland This Spring

By Ericka Cruz Guevarra

January 15, 2019

E-scooters are returning to Portland this spring.

The Portland Bureau of Transportation announced a second pilot program Tuesday after a report found more than half of Portlanders have a positive view of the scooters. A start date for the program, which will last a full year, has yet to be set.

The report found Portlanders used the scooters as an alternative to driving. It also identified problems with the scooters, including problems for Parks and Recreation staff and scooter parking issues.

Still, the scooters are just as dangerous as any form of transportation, according to the report, and people preferred riding in areas with safe, scooter-friendly infrastructure.

“After reviewing emergency department and urgent care clinic data, we found that e-scooters have risks similar to other parts of the transportation system,” said Environmental Health Director Jae Douglas in a press release. “We did not find a disproportionate risk that would discourage the city from allowing a scooter ride-share pilot.”

Thirty-four percent of riders say they rode scooters instead of driving or relying on a ride-sharing service. The scooters were also found to have negatively impacted accessibility on some sidewalks, and that riders did not appear to have been aware of some key rules.

E-scooter companies also did not comply with equity requirements in East Portland, a point of particular concern for City Commissioner Chloe Eudaly.

“While this technology has the potential to reduce congestion and pollution, I remain concerned about the unlawful use of e-scooters on sidewalks and in city parks, and the impact of e-scooters on people with mobility challenges or vision impairment,” Eudaly said. “We will continue to seek public input on how to best serve all Portlanders.”

Additional Reading (Linked Below)

In Portland, Scooter Start-Ups Played Nice. Regulators Took Note.