DOORDASH

TWO WHEELS, ONE BIG SHIFT: 2026 TWO-WHEELED PROGRESS REPORT

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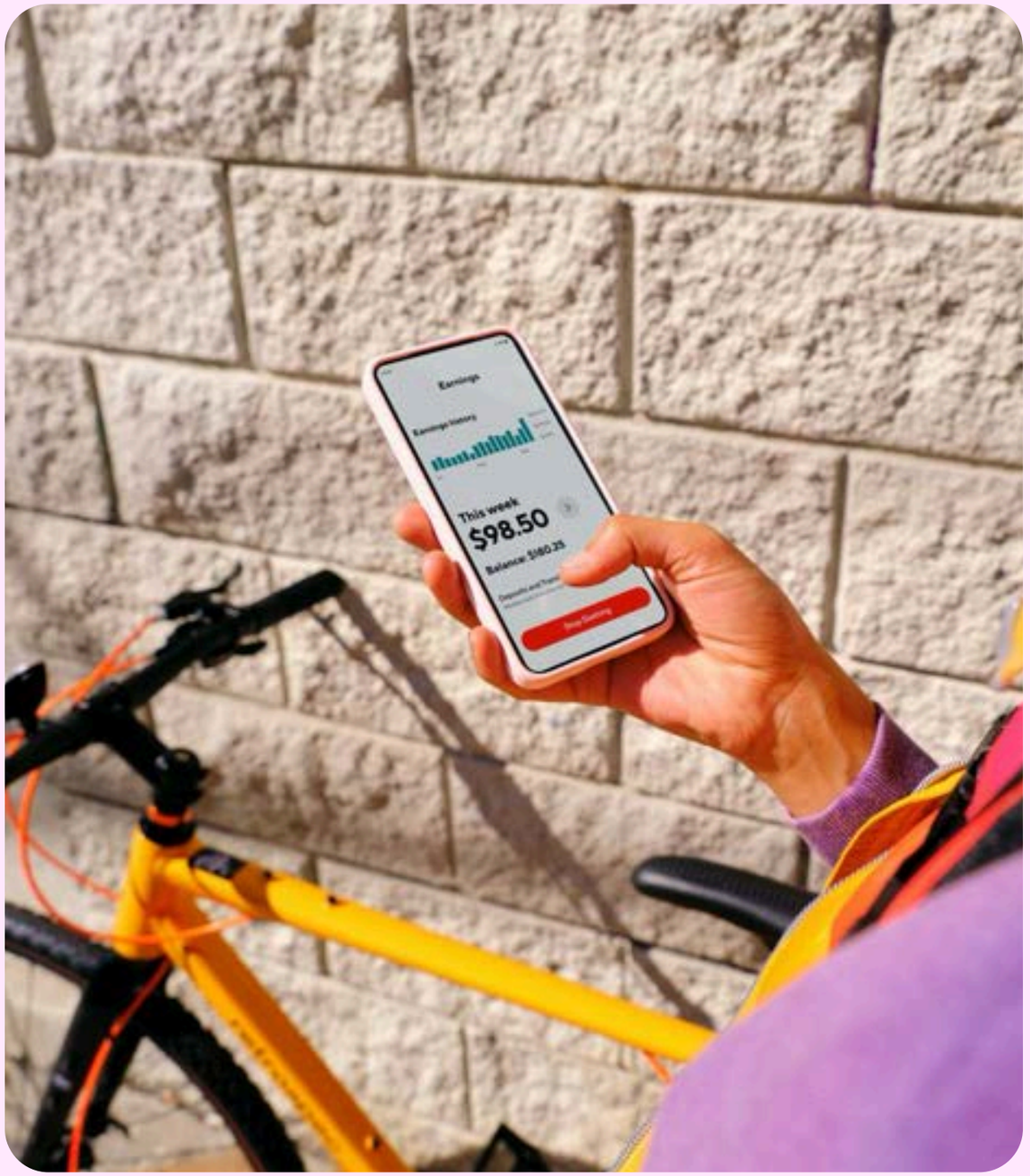
FOREWORD

Across the country, local leaders are rethinking how streets function, how goods move, and how communities stay connected in an era defined by rapid growth and new technology. At the center of this transformation is a simple but powerful truth: not every trip requires a car.

Two-wheeled delivery — powered by bikes, e-bikes, and scooters, among others — represents one of the clearest examples of how innovation can bring together mobility, sustainability, and local commerce.

Drawing on DoorDash data and insights from cities across the United States and Canada, this report builds on our commitment to understand where two-wheeled delivery is growing, how it improves efficiency, and what policies can help unlock its full potential.

Change is happening fast. Cities that have invested in the right infrastructure and put in place smart regulations are already seeing the benefits that it can offer for their communities. Dashers are earning more, local businesses are connecting with more customers, and communities are seeing safer and more vibrant streets. When policy, infrastructure, and innovation align, two-wheeled delivery can scale quickly — driving economic, environmental, and community benefits at once.



The future of local commerce will not be defined by a single way of navigating city streets. But in dense, vibrant neighborhoods across America, two wheels are proving to be one of the most efficient, safe, and sustainable ways to move.

EXECUTIVE SUMMARY

TWO-WHEELED DELIVERY IS SCALING RAPIDLY.

The number of deliveries on two-wheeled devices grew nearly

4X FASTER

than car-based deliveries did across the U.S. and Canada between 2024 and 2025, led by cities in the Bay Area like San Francisco and Santa Clara.

HIGHER EARNINGS FOR DASHERS.

In 2025 Dashers in the U.S. and Canada on two-wheels earned on average

OVER 10% MORE

per hour spent on the app than those delivering by car, largely because of reduced parking time and greater productivity.

HELPING LOCAL BUSINESSES CONNECT WITH CUSTOMERS.

Dashers on two wheels are able to help local businesses get their deliveries out to customers faster; in the U.S. and Canada in 2025, such Dashers spent around

15% LESS TIME

traveling from offer acceptance to store arrival for pickup.

INFRASTRUCTURE DRIVES ADOPTION.

Cities with stronger bike networks and higher PeopleForBikes ratings tend to show

HIGHER SHARES OF TWO-WHEELED DELIVERIES

reinforcing that connected, protected infrastructure directly supports safer streets and more efficient local commerce.

RECAPPING OUR PROGRESS

Our first-ever two-wheeled report[1] in 2025 set out a clear, data-driven case for why bikes, e-bikes, and scooters matter in cities. The report helped demonstrate for the first time the tremendous growth in the share of two-wheeled dashing in the U.S. and Canada, which had tripled since 2022. But the report also underscored a broader takeaway: when cities design streets for everyone who uses them, not just cars, delivery becomes faster, safer, and more predictable.

This year's report builds on that foundation with even sharper local insights. New datasets allow us to quantify travel-time advantages, parking savings, and vehicle miles traveled across a wider range of cities, while local case studies show how two-wheeled delivery scales differently depending on street design and policy choices.

By pairing DoorDash platform data with external indicators of bikeability, this analysis demonstrates how investments in safer, more connected streets directly support two-wheeled delivery at scale, and how the benefits extend from Dashers to merchants, to customers, and to the broader community.

1. https://about.doordash.com/en-us/news/two-wheeled-deliveries-report

2025: BY THE NUMBERS

Local commerce thrives in cities where it's easy to move: where customers can count on reliable and predictable delivery times, Dashers can safely get to where they need to go without unnecessary delay, and streets don't grind to a halt at the curb.

During 2025, that trend has increasingly been powered by two wheels. Across our platform in the U.S. and Canada,

TWO-WHEEL DELIVERIES GREW NEARLY

4X FASTER

THAN CAR-BASED DELIVERIES,

a clear sign that in many dense markets, smaller and more flexible vehicles are better matched to how cities actually function.

The greater Bay Area continues to lead the way, where certain cities had **as much as 75% of its 2025 DoorDash deliveries completed on two wheels.** Even in Houston, a historically car-centric city, about one in 12 (about 8%) of deliveries were completed on two-wheels in 2025.

TOP U.S. AND CANADIAN CITIES FOR TWO-WHEELED DELIVERIES[2]

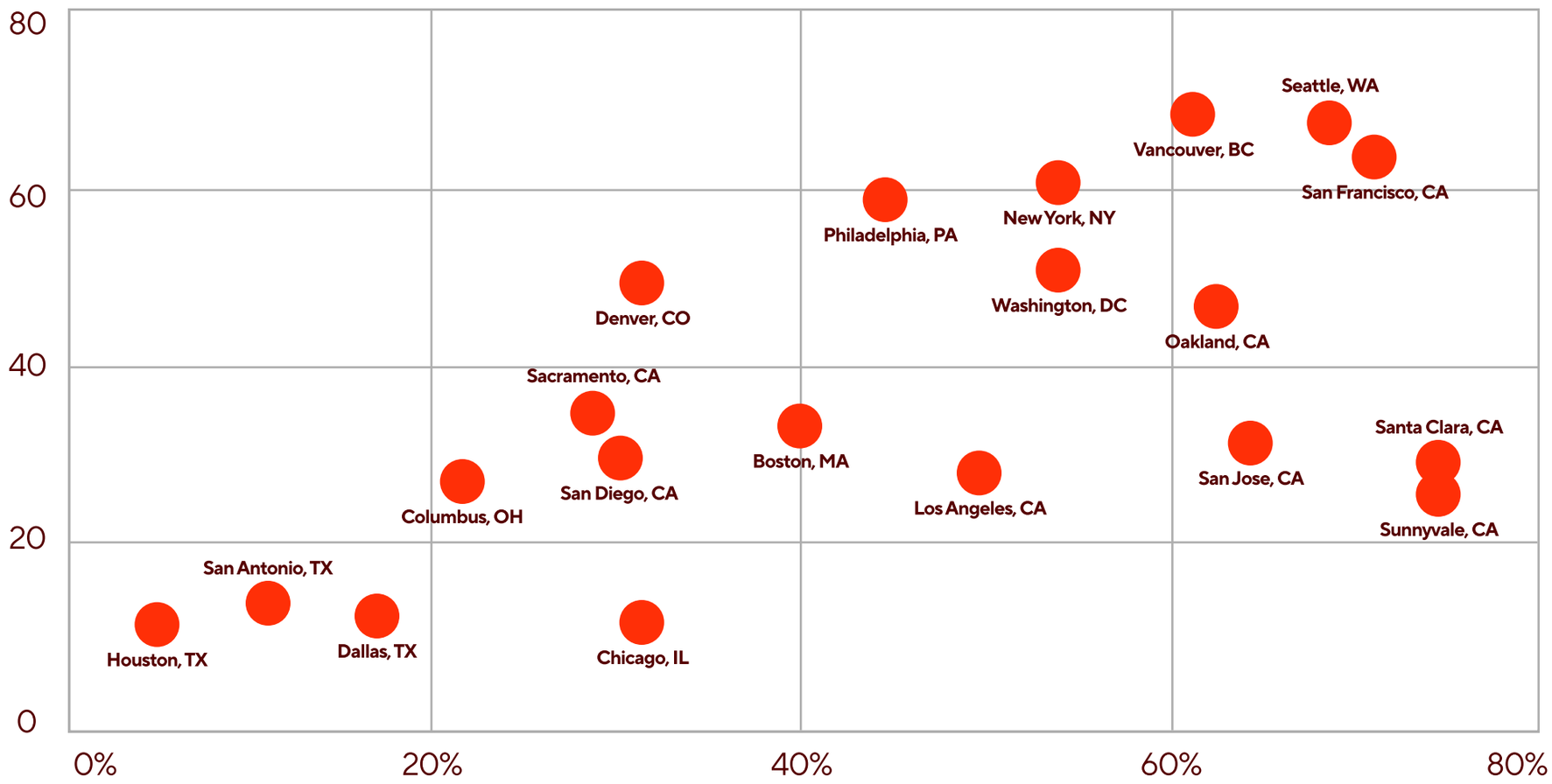
CITY	TWO-WHEEL MILES TRAVELED	PERCENT OF DELIVERIES ON TWO-WHEELS
Santa Clara, CA	7,702,969	75%
Sunnyvale, CA	6,944,671	75%
San Francisco, CA	21,413,128	72%
Seattle, WA	9,010,087	66%
San Jose, CA	28,419,655	64%
Oakland, CA	9,987,050	63%
Vancouver, BC	6,232,616	61%
New York, NY	45,238,991	55%
Washington, DC	9,373,865	54%
Los Angeles, CA	38,304,846	49%
Philadelphia, PA	14,546,721	43%
Boston, MA	6,071,127	40%
Denver, CO	10,066,762	34%
Chicago, IL	14,792,330	34%
San Diego, CA	12,660,256	31%
Sacramento, CA	10,785,696	28%
Columbus, OH	6,749,689	23%
Dallas, TX	6,075,098	18%
San Antonio, TX	7,840,040	12%
Houston, TX	6,680,852	8%

2. This list was created by first identifying the 20 largest two-wheel cities by scale (each with approximately 1M+ two-wheel miles traveled during a two-month period in 2025), and then ranking those cities by the share of deliveries completed on two wheels; figures are approximate.

peopleforbikes CITY RATINGS

A new comparison with city-level PeopleForBikes City Ratings[3] — **reflecting safer streets, connected bike networks, and supportive policies — also tend to be the markets where a larger share of DoorDash deliveries are completed on two wheels.**

MORE DELIVERIES ON TWO WHEELS IN CITIES WITH HIGHER BIKE SCORES



This alignment underscores a simple dynamic: when cities invest in bikeable streets, two-wheeled delivery scales more easily, benefiting Dashers while supporting broader goals around safety, access, and sustainability.

3. https://cityratings.peopleforbikes.org/

Communities that invest in safe, connected bike networks

see real benefits for how people move through their communities. The patterns highlighted in this timely report from DoorDash closely mirror what we see in PeopleForBikes City Ratings: when cities build places that are safer and more comfortable to ride, more people choose to get around on two wheels. That shift can support everything from everyday trips to local commerce while helping create more vibrant and resilient communities.

ASH LOVELL, PH.D.
Vice President of Government Relations

BENEFITS FOR DASHERS

Dashers on two wheels enjoy faster and easier pickups and dropoffs.. When you're on a bike or e-bike, you arrive at the restaurant door, grab the order, and go. In a car, you need to find a parking spot, walk to the entrance, and then walk back to your car. Especially during the busiest times on the road, this efficiency becomes even more important to avoid getting stuck in gridlock.

Looking at DoorDash data, we see just that: On average, in 2025, Dashers using two-wheeled vehicles in the U.S. and Canada **spent around 15% less time traveling from offer acceptance to store arrival for pickup.**

Less time looking for parking and a more seamless delivery experience means more orders that can be fulfilled. The result: Dashers on two wheels can end up **taking home on average more than 10% more pay per hour spent on the DoorDash app than those who are in cars.**

CASE STUDY: PARTNERSHIPS TO MAKE E-BIKES MORE ACCESSIBLE

In March 2025, DoorDash kicked off a new partnership[4] with Whizz — which offers mobility solutions for delivery workers when traditional financing isn't an option — to expand access to high-quality e-bike rentals in Chicago.

The goal was straightforward: lower the barrier to entry for Dashers who want to deliver by bike. By offering flexible rentals, maintenance support, and professionally managed equipment, Whizz makes it easier for people to get started on two wheels without the upfront cost of purchasing a bike. Just as importantly, Whizz helps ensure riders are using safe, compliant batteries and properly maintained equipment, reducing the risks associated with uncertified devices in dense urban environments.

Since the pilot began in March 2025, the share of deliveries made by two-wheel vehicles in downtown Chicago has increased by nearly 10 percentage points, with a corresponding decrease in the share of deliveries completed by cars in the same area.

Across Chicago, the partnership has helped convert more than 150 car Dashers to completing deliveries by bike. That means fewer vehicles competing for curb space, less double-parking, and reduced congestion pressure downtown.

Thanks to the success of the initial Chicago partnership, DoorDash and Whizz have expanded their work together to Philadelphia, San Francisco, and Washington, DC, and demonstrates how these initiatives can safely accelerate two-wheeled adoption.

4. https://chi.streetsblog.org/2025/04/04/whizz-expands-to-chicago-helping-gig-workers-especially-immigrants-make-a-living-with-well-maintained-rental-e-bikes-for-car-free-deliveries

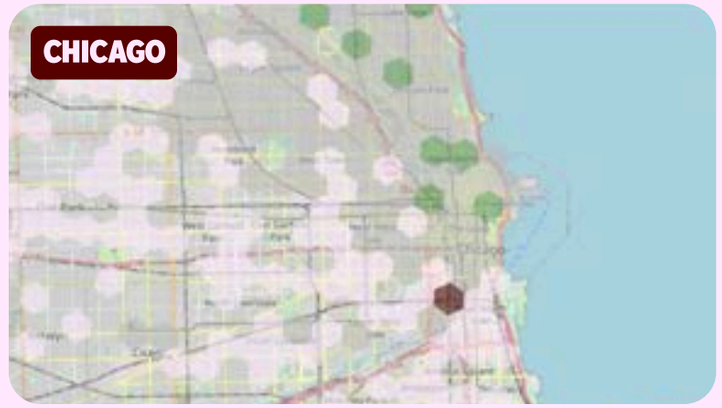
BENEFITS FOR LOCAL BUSINESSES

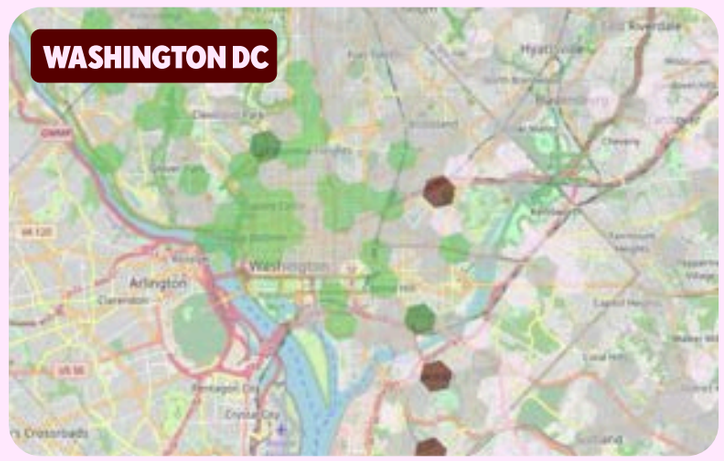
Two-wheeled Dashers are benefiting from easier pickups, smoother navigation of streets, and ultimately higher pay. But what about local businesses?

The maps illustrate where Dashers making two-wheeled deliveries are able to navigate cities more smoothly, especially in dense urban cores. Ultimately what matters for local businesses is that their goods are getting to customers without getting stuck in traffic.

We examined specifically the time it took for Dashers to complete an order (from accepting to delivering an offer) relative to the distance traveled. In certain neighborhoods (shown in green below), **two-wheeled trips under 2 miles tend to move at least 10% faster than cars.** This reflects the ability of two-wheelers to take more direct routes, avoid congestion, park faster, and keep moving during peak traffic conditions.

- 2-Wheel Speed ≥ 20% Slower than Car
- 2-Wheel Speed 10-20% Slower than Car
- Within ± 10% of Car Speed
- 2-Wheel Speed 10-20% Faster than Car
- 2-Wheel Speed ≥20% Faster than Car





BENEFITS FOR THE COMMUNITY

Meanwhile, when city streets are moving more seamlessly, that makes them easier and more safe for everyone to navigate. Among the top U.S. and Canadian cities for two-wheeled deliveries, we saw a significant positive relationship with the Vehicle Miles Traveled Safety Rank from StreetLights Data Index for road safety[5], its most heavily weighted factor. This relationship implies that as more deliveries are completed on two wheels, it's actually safer to be in these cities — perhaps because they are best equipped to handle more roadway usage. This means that increased two-wheeled deliveries and street safety are not at odds with one another.

Every delivery completed on two wheels also means one fewer trip by a car, which brings significant environmental benefits for the community as well. In 2025, the vehicle miles traveled by two-wheelers instead of cars in Canada and the U.S. translates into an **estimated nearly 200,000 tons of carbon dioxide emissions avoided.** Two-wheeled deliveries can help deliver sustainability benefits at a meaningful scale.

5. https://learn.streetlightdata.com/hubfs/eBooks%20and%20Research/Safe%20Streets%20Index/Safe-Streets-Index.pdf

POLICY RECOMMENDATIONS

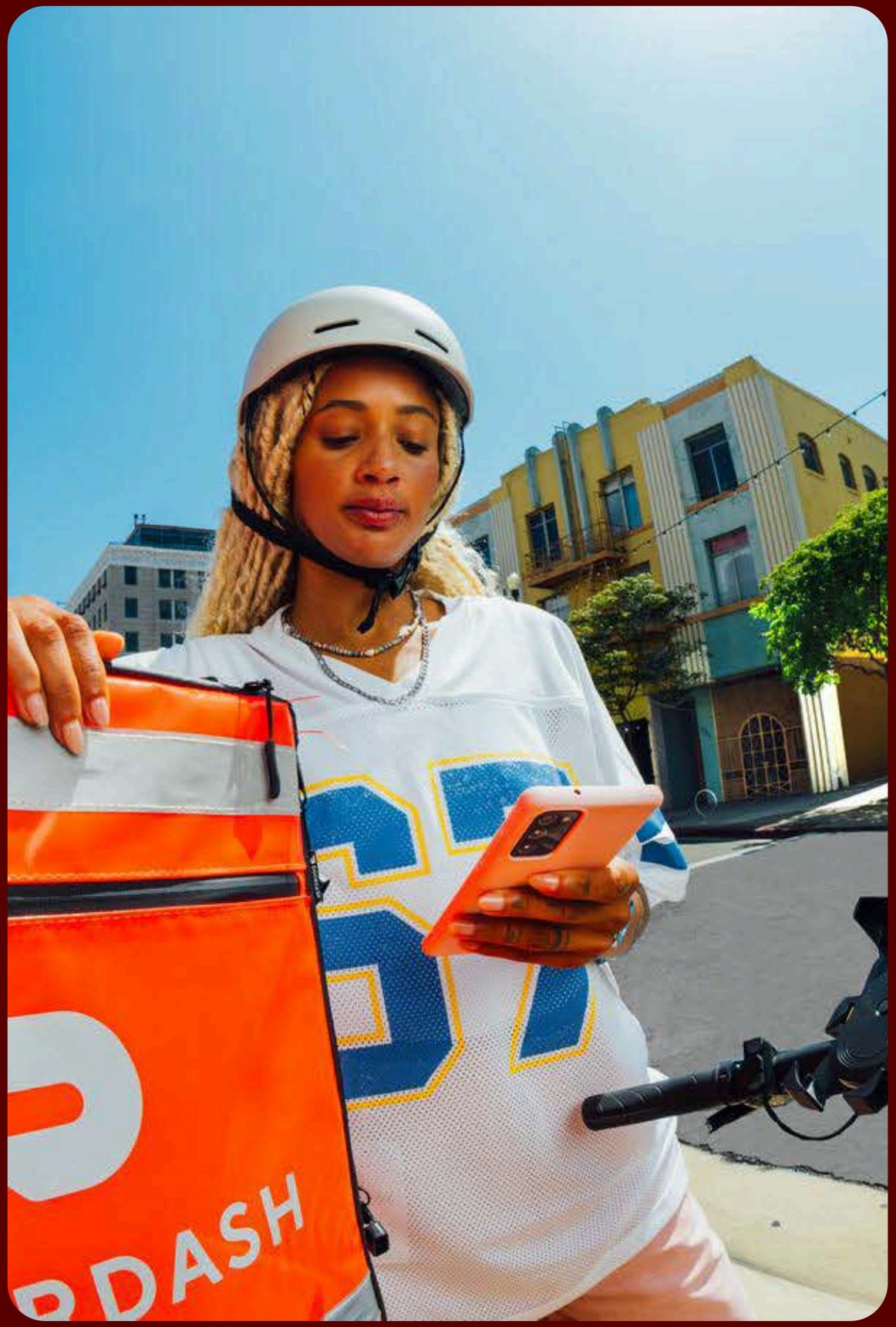
Cities that want safer streets and more efficient local economies do not need to start from scratch. The roadmap for two-wheeled mobility is already emerging across leading U.S. and global cities. What matters now is making deliberate choices that encourage adoption, protect riders and pedestrians, and align regulation with how these vehicles actually operate on city streets.

#1

ENABLE ADOPTION BY REDUCING UNNECESSARY FRICTION

Low-speed two-wheeled devices — particularly Class 1 and Class 2 e-bikes — should be treated as the lightweight, low-risk vehicles they are. Adding layers of licensing, registration, insurance, or other administrative requirements in practice often slow adoption or push riders back into cars.

Cities should avoid bureaucratic roadblocks for low-speed two-wheeled devices and instead preserve clear, simple rules that make it easy for residents and delivery workers to choose bikes and e-bikes over other modes. When adoption rises, cities see compounding benefits: less congestion, fewer curbside conflicts, and lower emissions.



#2

INVEST IN CONNECTED, PROTECTED TWO-WHEELED INFRASTRUCTURE

Two-wheeled infrastructure is economic infrastructure. Connected and protected bike and e-bike networks reduce crashes, increase ridership, and unlock productivity gains for workers and businesses that rely on fast, reliable trips. That can mean improved quality of life with safer streets, more efficient commerce, and reduced pressure on already-constrained roadways.

#3

CLASSIFY VEHICLES BY SPEED, AND ENFORCE ACCORDINGLY

Clear rules depend on clear definitions. Cities should adopt a speed-based classification framework that reflects real-world risk. Vehicles capable of speeds above 20 mph should not be classified as e-bikes.

With that in mind, higher-speed devices should be explicitly restricted from bike lanes and shared paths. Mopeds and similar vehicles should be directed to the roadway, not two-wheeled infrastructure designed for lower-speed travel.

Speed-based classification protects riders and pedestrians while preserving bike lanes for the users they are designed to serve. Just as importantly, it gives law enforcement and regulators an enforceable, intuitive standard.

#4

PAIR ENFORCEMENT WITH COLLABORATION

Rules only work when they are consistently and fairly enforced. Platforms have a role to play here. Cities and platforms like DoorDash can collaborate on best practices, sensible information sharing, and education to support enforcement that protects two-wheeled users and improves overall street safety.

This collaboration can help law enforcement focus on enforcing their existing rules in ways that protect everyone who is using the road, rather than burdening low-speed riders who are already complying with the law.

CONCLUSION

Two-wheeled delivery is here to stay, and in places like San Francisco, Seattle, and Washington, DC, it's continuing to grow.

The advantages are straightforward. In dense neighborhoods, two-wheeled Dashers move faster. They don't circle the block looking for parking. They ride up, grab the order, and go. Saving even one or two minutes per pickup adds up — time that can mean extra deliveries and higher earnings.

The benefits don't stop with Dashers. Fewer cars hunting for curb space means less congestion and fewer blocked lanes. Two wheels take up less space, cause fewer conflicts at the curb, and make better use of city streets.

The pattern is clear: in cities that have safer, more connected bike networks, two-wheeled delivery tends to flourish. Good street design and clear rules make it easier for people to choose bikes and e-bikes — and when they do, everyone benefits.