

Bicycle Advisory Committee Meeting

January 13, 2026 | 6:00 – 8:00 p.m.

Portland Building, Room 216 & Zoom

BAC Attendance:

In-person:

- Joseph Perez (Vice Chair)
- Scott Kelly
- Alon Raab
- David Stein
- Jim Middaugh (Chair)
- Jessica Tran
- Zoë Saccio
- Katherine Sheie
- Max Woodbury
- Gianna Bortoli
- Caitlin Clark

Online:

- Raquel Stewart
- Carol Hasenberg
- Cameron Bennett
- Sebastian Bishop

Absent:

- Ally Holmqvist
- Sabrina Freewynn
- Brian Larrow
- David Weymann
- Emilia Day

PBOT Staff & Presenters:

- Roger Geller
- Sean Doyle
- Dever Igarta
- Gabe Graff
- Mark Lear
- Seetha Ream-Rao, PCEF

In-person Attendees:

- Sara Love
- Kevin Love
- Marijam Al-Gheri

Online Attendees:

- Jeff Wisel
- Shawne Martinez
- Marita Ingalsbe
- Eric Wilhelm
- Chris Eykamp
- Rachel Haukkala
- Jonathan Maus
- Adam Zucker
- Kiel Johnson
- Harper Haverkamp
- Sharron Fuchs
- Michael Espinoza
- David Hampsten
- Keili Tucker
- Alan DeLaTorre
- Becky Hawkins
- Dylan Rivera

Announcements (6:00-6:15)

- Vision Zero Update: 5 people have been killed in traffic crashes since the last BAC meeting. 1 additional pedestrian was killed in circumstances excluded from the NHTSA's [reporting criteria](#).
- Committee member hot topics
 - Today is David Stein's last meeting after 8 years. He has reached his term limit.
 - The city of Portland has installed the print wiki or widget on the Portland Bike Map, so now the maps are geo-referenced. If you print them as PDF and send them to yourself so that it will read on your phone... I encourage and continue to want to advocate for important details on the map, such as traffic signals and high crash corridors, not just difficult intersections. Hopefully city mapping program will allow people to create maps they need for grocery stores and other destinations.

Public Comment:

- Sarah Love: She is a Hillsdale resident, a bike commuter, and enjoyer of bike buses. She was very excited about the SW 4th Ave project and today was her first ride. It was not a great experience. She spoke to some quick fixes: signage at Terwilliger and 4th to make it clear how to get across from right side of the street to the left. There are also three lights to look at in many intersections (bike light, ped light, and traffic light) and it's not clear which one to look at until you get right to the intersection. Standardizing the height of lights would be helpful.

NW/SW 4th Avenue Report (6:15-6:25)

Central City in Motion Project Manager Gabe Graff will provide an update on the 4th Avenue project.

See presentation for details.

Committee Comments/Questions:

- Jim: It's important for us to reflect on the BAC working with the project team. It's clear that the BAC had an influence. And tonight, we can still provide feedback for tweaks/improvements.
- David: This is one of the first projects I was involved with in the BAC and we had large, printed plot maps that we worked with staff on. It was a great experience, and I hope more of that comes back. I also liked the fact that the

staff came and provided multiple opportunities to help answer questions/offer feedback. We even did a site visit at Terwilliger and 4th as the committee. A bummer to see the Terwilliger connection didn't make it into the initial project, but glad to see that it's coming!

- Joe: On the map of projects for this year, there was nothing slated for SE Salmon St from the Esplanade to MLK. That asphalt is terrible. Given Salmon is a big greenway, I hope it gets onto some list for improvement.
- Joe: Use of temporary materials on 4th is apparent. I can see flex posts along the corridor. How does the 2024 traffic engineering directive apply here? I know you need an exception to use temporary materials now but also know that maintenance can ask for a redesign if existing infrastructure becomes a problem for maintenance. Nine planters have been removed in recent months and I'm still looking for the redesigns. Temporary materials are important and needed.
 - Gabe: on SW 4th, we went through a lot of different designs. Originally, we were planning to only have concrete at intersections and use posts between. We have vertical flex posts on the concrete islands so people driving can see the curbs, especially at night. Two blocks are heavy loading zones (one at pioneer place) so the temporary materials on those blocks were meant to make it really permeable for people loading and using hand trucks. It looks great on paper and people were excited about the designs, but it's not working as well as hoped. One thing that is great about concrete is the ability to mount signs on sturdy metal posts along the curb. At the other locations, signs are set back on the sidewalk, so we're having more compliance issues there.
- Caitlin: What feedback are you hearing from the public? And what is the greatest way for people to provide feedback?
 - Gabe: if there is specific sign or the like we need to fix, email it to me. We're not in a position to redo parts of the project. But providing feedback on Terwilliger & 4th project is still possible.
- Katherine: What is the process for making tweaks after something is built. Both for process and funding.
 - Gabe: The contractor still has a punch list to close out the project. Some more pavement markings are coming in the spring. We are trying not to add any scope elements, but we want to make sure everything is working as planned.
 - Gabe: The main negative feedback earlier was about the connection to SW Terwilliger. Also, there were a lot of complaints about construction-related impacts. Businesses have loading concerns, with people

parking in loading zones and delivery drivers parking in the travel lane. There's also an intersection with bike signals and a dedicated left turn lane; on the block before that, there is parking, and the parking lane becomes the left turn lane after the intersection, but there is a bike turn box at the end of the parking lane. In the mornings, or when parking is light, people who are driving will drive in what is signed as the parking lane and there is a bike turn box at the intersection in front of the parking lane.

Alternative Transportation Funding Discussion (6:25-7:05)

A Resolution introduced in July 2025 by Councilor Olivia Clark noted that funding for PBOT has "been in long-term decline, resulting in the City's inability to provide adequate basic maintenance", and urged the Public Works Service Area, in collaboration with the Budget and Finance Service Area to "develop a comprehensive strategy to identify and evaluate viable alternative funding sources". PBOT responded by developing an "Alternative Transportation Funding Report" that was presented to the Transportation and Infrastructure Committee on December 15, 2025. Mark Lear, part of the Project Core Team, will discuss the leading options and seek input from the Committee as the public process moves forward.

See presentation for details.

- Mark: PBOT currently has about \$6 million a year for paving needs from Fixing Our Streets. But resolving our maintenance backlog will require over \$450 million a year *for 10 years*.
- Mark: Jim gave one of the most inspiring pieces of testimony when these alternatives were first presented to council. He challenged council to imagine their future selves.
- Mark: There will be Open Houses at elementary schools around the city in the last two weeks of February for the public to provide feedback.

Committee Comments/Questions:

- Alon: Are there thoughts about taxing SUVs when they're bought? And utility companies pass onto consumers the cost of building data centers. How does equity figure into your calculations? Did you discuss taxes on certain corporations. In NY they're talking about taxing people making more than \$1 million. Paris has doubled biking in a few years and is increasing their investment even more in cycling.
 - Mark: At the state level, there was a privilege tax on the sale of large vehicles in the initial version of the transportation funding package

that did not pass. We have an especially regressive vehicle registration fee in Oregon, unlike some states with a value-based registration fee.

- David S: The transportation utility fee is just one option. How much money would that raise?
 - Mark: It depends greatly on the level of the fee, but about 23-25 million per year at an average rate. Compared to the \$440 million annual need for pavement, it seems very small. But our 10-cent gas tax generates \$17 million, and we're able to do a lot of good things with that. That's why a lot of places use utilities fees—you can spread it out to everyone and businesses.
- David S: Make sure to message that this [the utility fee] is not a panacea, that there is still a large gap between potential resources and the need. Also make it as easy as possible to pay a utility fee—the reason people don't like the Arts tax and Pre-k for all is it's so cumbersome to pay.
- Joe P: POEM had momentum. New parking strategies might be difficult in our current climate, but how has POEM influenced this work?
 - The most valuable thing out of POEM was the issues around equity and benefits. It's also about how much you're charging. But it really made clear what needs are for people with lower incomes. For people at the lowest end of the income scale, any flat fee is going to be regressive. So, when spending money, the question is how do you do so to benefit people who may not have another choice but to walk, bike, and take transit?
- Gianna: Are multiple different funding streams going to move forward? We're talking about these alternatives as if only one will advance.
 - Mark: Council asked us to provide options, and some of those options, like the retail delivery fee, hasn't been done in any other city. Some states have one. I wish they would do all four or get on track to do so. Our hope is that with four reasonable options, we can do that best we can.
- Giana: Echoing David, the messaging will be important to make sure people don't expect our problems to be fixed all at once.
- Scott: How much could other three add with an average charge? Is it significant? Is it comparable to the utility tax?
 - Mark: It all depends on what the rates are set at. If there was a street damage restoration fee set using LA's rates, that would generate in the \$20s of millions. And we would probably need to ramp that fee up from a lower starting point. All of these options have the ability to raise over \$10 million.

- We will be going back to Council (T&I committee) on January 26 to provide more detailed rate and revenues scenarios.
- Scott: Administratively doing two would be easier than four.
 - Mark: the Utility fee is the easiest and surest option. The others are harder but doable.

Portland Clean Energy Fund (PCEF) and E-bikes (7:05-7:35)

PCEF has funded the city's first E-bike rebate program. Seetha Reem-Rao, Transportation Decarbonization Program Manager for PCEF will discuss the current program's status.

See presentation for details.

Committee Comments/Questions:

- Scott: I saw report in Bike Portland about a case study of a person who received a rebate. In the comments, people were grumbling about the administrative costs. It's something like \$3,500 per bike, but applicants get \$1,900. Now I see there are other things that go into this overall cost (trainings, accessory rebate, etc.). Can you provide that breakdown when talking about the program?
 - Seetha: When people see how robust a program we're putting out, we will be telling that story to help make the math balance for folks.
- Joe: Can you expand on what Scott said—most of the time people have to put their own money in. And on the left, we saw 62.5% of retailers had issues with portal.
 - Seetha: On the retailer piece there were some very specific issues—weather they clicked “submit” versus “return” in the system, which meant different things. There were some lags where the shop didn't start the rebate process when customers were in front of them. We had two retailer trainings on the portal before we started the pilot. As we move to main launch, we want to offer more of these trainings and have one-pagers to help troubleshoot issues at the bike shop. It's growing pains.
- Seetha: There will be a late March launch for main program. Adaptive bike rebate program will launch in April.
- Seetha: If you have ideas about what could be in the training, we would like your feedback. We can share a link to the training so you can test it. [committee members nodding.] I will work with Roger to share that out.

Committee Business (7:30-7:50)

Outstanding or upcoming issues for members to discuss.

- A motion was made to adopt a statement urging council action on alternative funding during the next fiscal year: “The BAC expresses appreciation to City Council for directing city staff to develop the alternative transportation funding strategy and to their commitment to a robust public discussion over the next months about funding options. The BAC requests the City Council take action to address the transportation funding shortfall during the fiscal year 2026-2027 budget process.” The motion passed with 14 yes; 0 no; 5 members were absent.
- Councilor Novick asked me to testify in front of the climate committee. There is a PCEF program identified to help finance electric vehicles. It appears the program is undersubscribed. The program wants to get the dollars out, so they are bringing a request to shift it from transportation to the housing sector. As a committee, is the BAC chair able to say that it’s important to give people reasons to choose cycling and more options to ride? PBOT has plans and actions to do that. And transportation is largest source of carbon emissions. If committee is opposed to me testifying, I will not. I will be working on testimony tomorrow (Wednesday, 1/15) evening; it will be pretty high level.
 - Joe P: Housing policy is transportation policy. I was very impressed with your testimony at the T&I committee, Jim. I would love for that money to go to more dense housing.
 - Jim: I think it would go to weatherizing existing housing. Again, the BAC is not in a position to say this should be spent on bikes over housing, but I would like to discuss the moment we’re in.
- Reflections from David Stein on his 8 years on the committee:
 - It’s been a long time. He went through 5 BAC chairs, 4 PBOT directors, 3 transportation commissioners, 2 forms of government, and 1 Roger Geller.
 - This committee is what you make of it. If you want, this can be a platform (not just soapbox) to get the ear of leaders at PBOT and the City.
 - There were a lot of plans and programs adopted during my time: Southwest in Motion, Northwest In Motion, North Portland, Southeast Rising, Rose Lanes Project, 2040 Freight, PedPDX. For 2040 Freight, I was on the Community Advisory Committee because we managed to carve out a bike advisory committee spot on that.
 - Back when there was a BBAC I was on that for a few years. You may have to fight for things, but it’s worth having that fight. The optics are

in your favor. At the end of the day, most people want to hear from you.

- When PBOT was planning the Fourth Avenue project, they came to us to ask about whether to pursue fewer improvements but done in concrete, or do more, but do it with plastic. We tried to split the difference, and then we saw a lot of plastic. It wasn't working—maintenance, aesthetics.
 - People will listen to you while you're here. Take advantage of that.
 - It's been a pleasure being on this committee. 13 months as vice chair and 2 years as chair.
 - If I have a regret, it's not writing letters about everything. When Hawthorne bike lanes were decided, the BAC did not have a letter and that backfired. It stinks writing them, but there is no better way to articulate and document what you want.
- Subcommittee on Rides:
 - Joe P is proposing a BAC-led bike ride for the winter light festival. They can invite council, so BAC members could lead a ride from their district to Nostra Familia (or some other meeting point).

Public Comment (7:50-8:00)

- Jeff Weisel: I fully support outreach to council and encourage them to act on alternative funding. But I will observe that with the large need for maintenance, the funding will go to maintaining the status quo of car-oriented streets. My suggestion is that you also encourage them to do so in ways that support the city's mode shift goals and the VSP.
- Kiel Johnson: BikeLoud volunteers have been sweeping bike lanes with their sweepers. I wanted to give a report on how sweeping has gone. In the past month, we've swept 100 miles of bikeways. In total, we've swept 400 miles in the past year. In the past month, we had 4 volunteers sweeping, including in the Cully neighborhood, North Portland, City Center, and East Portland.

Closing Comments

- Roger: David, I appreciate all the work you put in [to this committee], and I think you are spot on: The City pays attention to this committee. So it's a good opportunity, and David, I think you really took great advantage of that, so thank you. And I think it was before your first meeting as chair, you had requested a gavel. You wanted to make the process a little more formal. The timing was unfortunate, because you didn't get to use it as chair and only

used it once during an outdoor meeting before we were all home for COVID. I have had that gavel sitting on my desk since 2020, and I would like to give it to you as memento of your time on the committee. This is the only gavel I'm aware of that's ever been used at the Bicycle Advisory Committee.

- David S: Thank you. Can I adjourn our last meeting? *Strikes gavel on table* Meeting adjourned!

Adjourn (8:00)