

Bicycle Advisory Committee Meeting

December 9, 2025 | 6:00 – 8:00 p.m.

Portland Building, Room 216 & Zoom

BAC Attendance:

In-person:

- Cameron Bennett
- Joseph Perez (Vice Chair)
- Sabrina Freewynn
- Sebastian Bishop
- Scott Kelly
- Alon Raab
- David Stein
- David Weymann
- Jim Middaugh (Chair)
- Jessica Tran
- Emilia Day
- Zoë Saccio

Online:

- Caitlin Clark
- Raquel Stewart
- Brian Larrow
- Gianna Bortoli
- Carol Hasenberg

Absent:

- Ally Holmqvist
- Katherine Sheie
- Max Woodbury

PBOT Staff & Presenters:

- Roger Geller
- Sean Doyle

In-person Attendees:

- Jeff Weitzel

Online Attendees:

- Elianna Gnoffo
- Jessica Fletcher
- Becky Hawkins
- Alan DeLaTorre
- Eric Wilhelm
- Catherine Mushel
- David Hampsten
- Elias Peters
- Maria Sipin
- Denver Igarta
- Micah Prange
- Rachel Haukkala
- Marita Ingalsbe
- Sharron Fuchs

Announcements (6:00-6:15)

- Vision Zero Update: 4 people have been killed in crashes since the last BAC meeting.
- Committee member hot topics
 - Sabrina?: There was a great article in the Mercury recently about biking in the winter. That could be a good person to connect with about covering other bike topics
 - Cameron: There are two bike-related events coming up if you would like to support the local bike scene. On Friday there is the SimWorks market (2-7pm) with local frame builders and accessory folks. There will also be a bike craft fair next week at the weekly bike happy hour at Migration Brewing.
 - Emi: My HOA is looking into adding a bike ramp on an interior staircase to get a bike up to the second floor where 2 people live. We had a meeting with city permitting folks and they had never heard of a bike ramp. If anyone has examples of a permitted, installed bike ramp in a commercial building in Portland, let me know. The HOA is now putting up barriers to bike ownership/use (like not allowing e-bike charging in common areas).
 - Roger: There are a lot of good examples on exterior stairs. The stairs at the Bob Stacey Crossing has bike ramps, for example.
 - David W: In efforts to promote biking, I set up a mobile bike repair to help people bike. And organized an “active errands” competition to encourage people to try biking on an errand, even if just one time.
 - Joseph: In reading the Vision Zero update, why do we keep saying “dawn to dusk, nighttime”, which is actually daytime.
 - *[note: that phrasing was an error; should have read “dusk to dawn”]*
 - Joseph: Who here has used a bike map on your phone? **Most people in the room raise their hands.** How many of you have gotten good directions on your phone? **Some people keep hand raised and some lowered them.** I am a strong and confident biker. I rode my bike to the meeting tonight and even I have difficulty finding the best route. Having a bike map encourages people to ride more often. I think the city needs a better map that anyone can use on a mobile device—a public “geo-referenced” PDF map. I make a motion to write a letter to have a city policy that future bike maps are geo-referenced.
 - Jim: Let’s table this idea for after hot topics.
 - David S: I’ve been seeing more broken-down vehicles that get parked in bike lanes. This has always been troublesome—often when I call it in

they say it hasn't been long enough to remove. If it's been there for two weeks, a cop has to come out, ticket it, and then it can be moved. And in the interim you have 2-weeks of an obstructed bike lane. I'm seeing this happening more, including multiple times in Hillsdale. I would like mechanisms to quickly remove these vehicles.

- Roger: PDX 311 has a [feature for obstructions](#). You can geocode reports—for leaves, overgrown vegetation, etc—which will help maintenance operations build a map of seasonal hot spots. [Portland.gov/311](#) > service and information.
- David: I went to the website, and if you try to report a vehicle it tells you to call parking enforcement, which means I need to have all the car information: license, color, make, model, etc. Why do we need to provide that level of detail?
- Roger: I'm not sure. The wrong vehicle was probably towed before.
- Jim: 311 is a system to report issues citywide. We welcome comments to improve the system, but I don't want to spend our committee time being briefed on the updates to the 311 system. These are complicated systems. I urge you to try the system today.
- Jim: I would like to entertain Joe's motion. What are the committee members' thoughts on this?
 - Scott: I'm not sure what the alternatives are..a PDF map?
 - Jim: It is an important topic, and we should have more information. Let's arrange for some more information from PBOT. A letter could also say we like this, can you tell us what it can take to get it.
 - Sabrina: It would be good to get more information from them.
 - Gianna (meeting chat): "Without a specific platform, I'm curious if you think that the maps would be heavily utilized? I know the biggest benefit I've used from the other types of maps for hiking has been the use of an app that houses the maps. Is the idea this would just be [a PDF] posted?"
 - Sean: I can pull up the interactive city bike map from a shortcut on my phone's home screen.
 - Cameron: There is a feature on the city bike map so it drops a blue dot where you are. I use it and it seems to work pretty well.

Public Comment (6:15-6:20)

No public comment

Report on Advisory Bicycle Lanes (6:20-6:50)

In 2023 PBOT advanced on its long-held interest in advancing advisory bicycle lanes. The ABL's were implemented in four locations and thoroughly evaluated, with two included in a formal Federal Highway Administration Request to Experiment process. PBOT staff will present the findings for this promising treatment.

- See presentation for details.

Committee Comments/Questions:

- Brian (meeting chat): "A precedent for this behavior even if a totally different set of conditions: we also have many "queuing streets" in inner Portland where there is effectively only one lane due to narrowness and parked cars on both sides; moving cars need to use driveways or intersections."
- Cameron: I want to highlight Brian's comment about queueing—this essentially codifies how every neighborhood street operates today. People pull over to let others buy on narrow streets without a centerline.
- Sabrina: If ABLs are now in Portland's toolkit, but what's the federal response?
 - Roger: We submitted results. There are jurisdictions implementing these. We don't wait for approval from the feds if our traffic engineers feel something is a safe and effective tool. There are interim approvals that come in between major updates to the MUTCD, but the manual also talks about using engineering judgment.
- David S: The first time I heard of these it was before this committee, trying to transform a lower volume street that didn't have space for sidewalks or bike lanes. Something missing here is the acknowledgement it wouldn't work on a street like that [with hills]. It was SW Hamilton Street between Scholls Ferry and Dosch. There is no note about visibility in the reports. It seems to be a good treatment for some roadway, but I'm worried about it being used on streets with no sightlines.
 - Roger: We are aware of the need for vertical and horizontal sight lines.
- Emi: I'm assuming painting these lanes green is really expensive. Is there any innovation with additives in cement to make it green?
 - Roger: You need a dedicated asphalt plant where you bleach the asphalt and then add color to it. The Dutch have enough demand for a dedicated plant, but we do not. NACTO looked into trying to develop one somewhere in the US but it didn't work.
- Scott: What's the cost difference between shared lane markings and advisory

bike lanes.

- Roger: shared lane markings are maybe \$500 a piece with a contractor. There are 8-9 per 1,000 feet. Green treatments are ~\$8 per square foot. But the application is more about building the right treatment for the road. The green should last as long as the pavement lasts; it's an epoxy paint that should last a couple decades.
- Joe: I found an advisory bike lane paper from Alta Planning. This cites 10 cities of various sizes that use them. This is a well-established practice on 30'-43' road. I'm in favor of this. Please keep going.
- Cameron: The cost to do the engineering, draw the lines, and mobilize contractors would dwarf the cost of the paints.
 - Roger: It's hard to say.
 - David: Engineer costs (staff) are baked into PBOT's budget, but materials are extra.
- Alon: Based on my experience with sharrows in NW Portland, I want to be convinced more that advisory bike lanes really are safe. And how do these fit into general bike safety and mobility. Does this mean we'll get less protected lanes?
 - Roger: There is worldwide data. Where they've been used, crashes have gone down, and speeds have gone down. They have a very strong, demonstrated safety effect around the world. On narrow roadways, there isn't space to do protected bike lanes at all, but with advisory lanes, you can now add 7' bike lanes on either side of the street. Maybe we can do a bike ride to see some ABLs as a committee next year.
- Jim: Roger, what are you looking for with this presentation?
 - Roger: This is to inform the committee of this a new tool so they're familiar with it if it comes up in projects.
- Jim: If there is information about cost trade-offs, that would be useful information, Roger.
- David: I'd love to see some experimentation here. We've seen with & without paint. What about using paint for first few feet and then dropping the paint.
 - Roger: We've tried that before and it doesn't work. That was our initial treatment on Harvey milk and Oak.
 - David: Ah, people took it as an iodination this was not a bike lane anymore
- Raquel: My concern with green in advisory bike lanes is that it would teach drivers it's okay to drive in a green bike lane.
 - Roger: I've heard this concern before. I think it's contextual. People

tend to gravitate to the right naturally when driving, but in the presence of people biking they stay out of the bike lane. Visually, there is not enough room for two cars to fit, but on normal roadways with bike lanes, your lane is defined by lane lines. I think people are able to distinguish advisory/dashed line/narrow travel lanes versus a normal roadway.

Retreat Action Items follow-up (6:50-7:45)

A committee discussion to follow up on November's meeting that identified clear action items related to the goals of the committee's February retreat. The goal will be to identify committee members willing to help bring the actions to life.

- Jim/Sabrina: There are 16 items shown on screen that we captured from our last meeting on this that we thought were most actionable. At the end of this tonight, we want to have actions to move forward on in the next 6 months. We would like to assign someone or someones to make these things happen.
- Jim: Is there anything missing from this list?
 - Emi: I don't see Green Loop on here. Could that be incorporated into "visit business associations" to get support from businesses?
 - A few duplicate/similar items were removed/consolidated.
- Sabrina: There seems to be a set of these that are relatively straight forward and some will take more work. A winter bike ride will take more work than making sure T&I committee gets our agenda. Another consideration: what is going to get us to our goals that we came up with at our February retreat. What inspires you the most?
- David: There are four actions that categorized as outreach to city councilors. That seems to be where our focus could be. They set the agenda and funding.
- Zoe: I think it's cool to do a ride with city leaders, but we would probably get more people doing it on a sunny day versus the winter.
 - Raquel: I was in that group that came up with that idea, and our thinking was to have it before the city budget is approved at the beginning of year.
- Emi: There are a lot of other citywide events happening in 2026 that we could try to dovetail into. There will be a winter staycation during the winter lights festival. If we did bike buses downtown, that would integrate bikes into the event. Are there events other members know about that we can build on?
- Joe: This is why Emi is on the committee. I would suggest we all have unique talents. I would love to have Emi on #11(business associations/green loop promotion).

- Sabrina: There are a lot of bike organizations in Portland, and the BAC is not trying to be the hub for all of it. The *unique* thing about us is our connection to city council. The actions ones that speak less to me are bike education for 5th graders or staffing tent at Sunday parkway. There are groups that are already doing that work. The piece we had in our list was to increase awareness of bike infrastructure, to celebrate new infrastructure, and “let’s do more.”
- Joe: I’d like to see more bike buses in the city. Expand the bike bus pilot.
- David: I completely agree with what Sabrina just said. I would prioritize 1) always send the BAC agenda to councilors, 2) invite the councilors, and 3) take them on a ride like Roger did for the BAC—here is the infrastructure on the ground, and here’s why it works. 4) Follow-up: stay consistent in sharing information. 5) Testify more. We are part of the city charter, and our unique role is integrating with the city directly.
- Scott: Do councilors get our agenda?
 - Roger: Only if they signed up for the email list.
 - Scott: I could invite the councilors in my district to come. We don’t necessarily need everyone at every meeting.
- Jim: I’m feeling consensus on that item (sharing agendas/involving council).
- Sabrina: If we did a ride with councilors and then invited the bike bus to join us (rather than organizing a bike bus), that would be great. I have nothing against 5th graders, but we should use their energy for photo ops to influence city council. I’m hearing interest in organizing bike ride and testimony at council.
- Gianna: I would like to elevate the joint letter with the PAC/BAC/Freight committee, I think with the new city administrator joining soon then it would be a great opportunity to join forces with the fellow committees to advocate for funding solutions.
 - Sabrina: I think having a conversation would be great. It’s worth us knowing what their priorities are and them knowing what our priorities are.
 - David: Some of the things on here are best left to PBOT/Safe Routes to School team—there are a lot of schools and that’s a massive lift. On all the items about reaching out to councilors...when we had commissioners, they would come by every year or two to talk and answer managed questions. I don’t think inviting them to a random BAC meeting, including a meeting like this where it’s a lot of committee business. If we’re inviting them, we should make it intentional. It could almost be a get to know you type of event to better understand each

- other's priorities. Focusing on T&I members is a great place to start.
 - Joe: There are four quarters in the year. We could have councilors from one district come per quarter. I would volunteer to do #6: future agenda item on how to be a ride leader.
 - Cameron: I'll echo David's sentiment that it's important to have an intentional ask if we're inviting councilors. One angle: when we talk about specific projects in specific districts, we can almost be a feeder of talking points. I think we're pretty good about distilling our issues into useful tidbits. And that's oftentimes what these folks are looking for, right? Information distilled down and fed to them in a way that they can use it. That could also help steer their views and how they speak about things.
- Emi: is there a list of other experiments that PBOT has on the docket. Is there a way to propose an experiment?
 - Roger: In 30 years, we've done maybe three formal experiments. It sounds like you want a way to recommend innovative treatments for the city to use and there are any number of ways to do that.
 - Emi: I volunteer to do #11. I could write a proposal. Come to BAC. If there is an existing lane for experimentation, I would love to be part of that.
- Sabrina: I'm hearing let's do events. So one group around increased efforts in political process (training on LTEs, lobbying, testimony, inviting council). One group on an experimental proposal...?
- Jim: I'm hearing agreement on attempting to advise and influence the city. In the city councilor realm, we want to take them for a ride and leverage existing activities and get them to bike to those activities. We want training on how to testify to articulate effectively opinions about biking. Conversations with the PFC and PAC. When Joe, Roger, and I meet to set agenda, we need to consider if we invite councilors when we set the agenda each month. That's a way to be more strategic. Getting to know a councilor is an interesting idea. T&I, climate, finance.
- Committee members began volunteering for subgroups by topic
 - **Group 1**, Organizing rides: Joe (lead), Sebastian, Jessica, Alon, & Carol.
 - **Group 2**, Training on political process: Jim (lead), Sabrina, Cameron, Caitlin, Gianna, David W, & Scott.
- Raquel: Are we self-selecting into two groups?
 - Sabrina: Yes, we are self-selecting. But we don't have to just have two groups, and you don't have to volunteer for more work!
 - Jim: A group for business associations/green loop—Emi do you want to

do that alone?

- Emi: I'm working with small businesses already in my job. One of my roles is to help businesses being displaced by the Lloyd mall closure. Making that transition from a mall to being on the sidewalk, and part of the street life, that can be imbued with bicycle advocacy. Is there a way to design a space to prototype something that is bike-friendly and business-friendly that isn't a bike coral. I'm already talking with businesses; I have a captive audience. I could pitch BAC ideas to them and bring back their ideas to the BAC.
- **Group 3**, business associations/Green Loop: Emi (lead), Joe, & Brian.
- Jim: I would like all the groups to please meet once before the next meeting in January.
- Sabrina: Does anyone want to join Jim in contacting PFC?
- David S: I could potentially help if my schedule works.

Advocates forum planning (7:45-7:55)

BAC leadership is interested in hosting a future BAC meeting in the form of a forum for advocates working in Portland on advancing bicycling. Committee discussion about how to best achieve, structure and organize it.

- Roger: The BAC is charged with advising city, and there are a lot of organizations interested in advancing bicycling in Portland. There has been an idea bounced around for a while of having an advocacy forum at the BAC. Organizations that have biking as part of their mission would come and share what they think the BAC should be advising the city to do. The BAC would invite different groups, share the BAC's mission statement and goals, and share obstacles. It would help broaden the tent and create more connections. And this leans into one of Portland's biggest assets: our advocates.
- Jim: Councilors might be interested in that meeting!
- Jim: If you have names and contacts of people at advocacy organizations, please share with Roger and Jim. They will review the contacts/organizations and do outreach to them.
 - Cameron: I sit on the Street Trust board and chair their bike advocacy work.
 - Jim: What comes out of the forum could be a larger event, a summit, if

there is interest. We're aiming to get invites out to get folks to attend a February or March BAC meeting.

Public Comment (7:55-8:00)

- Eric Wilhelm: I appreciate the advisory bike lane presentation. There is a BikeLoud bike lane sweeper clinic this Sunday at 11am. Check the shift calendar for the location. We need 30 or 40 miles of advisory bike lanes in SW. We have so many streets in Southwest that are in the TSP as a city bikeway or major city bikeway and they have no sidewalk, no bike lane, and they have a center lane down a narrow road. There aren't other options for getting around. With the yellow center line, it becomes a space for cars. 6,000 ADT is an advisory guidance for a centerline. I think we should get together with planners to develop a policy to not do a yellow center line. And when you have limited vertical sightlines, there may have to be a stop sign or other hardware. SW Fairmount Blvd had the centerline removed.
- Elianna Gnoffo: There is an upcoming bike event on 12/15. Meet at Orenco Station at 5:15 and depart at 5:30 to go to the Hillsboro Bike the Lights event. There is a problem with parking reporting system. You don't always have time to call in information, and the driver often moves before a ticket can be issued. There is an inherent problem with accountability with a phone-based reporting system. I don't trust drivers to behave safely. I've been doored. I'm fine with advisory bike lanes but I don't support parking along them. With the GeoPDF, I wonder if this would stop being an issue if we had better wayfinding around the city? If the Broadway Bridge is up and I need to get back down to the Steele bridge, and it's really confusing. There are a lot of zigzags in SE and you never know when you're going to find a safe bike lane again.
- Jeff: Now that PBOT has done this advisory bike lane experiment, if we put in an advisory bike lane is that now a capital project? (Roger: yes) So all this needs money. Unless you have a funding source, there is no paint!
- David S: On Elianna's point, there were trucks blocking the road for a road project and unless it's a vehicle lane they're blocking there are no considerations made for people biking. It's very frustrating.