The state's transportation dept, and city/metro agencies, will never be able to solve traffic by accommodating cars first (always, and
only) as they have been designed and equipped to do over the past century of developing laws, standards, administrative rules, constitutional amendments, and inter-governmental agreements. These institutions are fundamentally built to impose car traffic onto residents, many of whom cannot or do not want to drive, and justify the widening of roadways to ever more car lanes, based on formulas that predict the very demand they induce by providing 4-7 car lanes while bike lanes only exist in paint or imagination, sidewalks remain unfinished, and the bus sits in car traffic (if it's even scheduled to come there at all.)

The space on our streets will never expand beyond certain topographical and historical boundaries, and complete networks for bikes (trikes, scooters, and other micromobility devices) will never be built when the funding on every project must first go to redundant space for cars and specifically thru traffic. The overall end-state envisioned by all of our plans is geometrically and fiscally not possible, to say nothing of the political will for drivers to pay full price for such a system. The idea of "share the road" goes out the window as soon as yellow centerlines are painted on a swath of asphalt and cars are allowed to go in, out, or through from both directions.

You're all trying to find some way to fund the highway-building machine that is ODOT, with hopes that this will somehow achieve the racial and economic equity and climate action we so badly need at this time. But the money will only go to widening freeways and maintaining car traffic until they are given an operational mandate to immediately connect and maintain adequate networks for biking, walking, and public transit that won't be stuck behind car congestion. This goes for not only the urban and suburban metro area, but rural connections that allow bikes (e-bikes, adaptive bikes/trikes, and mobility scooters) and transit to be viable modes of transportation for all people in Oregon. People need to move themselves and things from A to B, even if they're too young or old or poor or otherwise unable to drive.
Electric cargo bikes and trikes can fill those needs, but not if everyone who is financially and physically able to drive chooses to do so exclusively.

We need ODOT to build networks that they themselves would let their actual children or grandchildren bike on for actual trips to school or wherever, rather than check some box or put up a sign and maybe imagine that the lycra-clad cyclist in their mind will just go have their sportive ride somewhere else. We won't get there simply by funding the current process and will not reach our goals on climate or congestion until policy makers and staff figure this out.

Make and protect connected routes for biking to be easy and appealing enough that you would choose it yourself for short trips and connections to transit, or be doomed to sit in traffic. Geometry hates cars, but people will choose to drive until the alternatives are more appealing to them. The bus can't stop at everyone's front door, so we need bikes and last-mile mobility options that can efficiently move people and goods while cities grow past the peak traffic density of car-oriented sprawl. The changes to our streets

need to be done with urgency, by quickly changing the use of space on existing street surfaces, and with the overall network in mind and an iterative process that doesn't fit the current "plan, fund, build" model of reconstructing segments of expensive oversized carways with some added bike lanes, while the overall network of bikeways still doesn't connect, let alone offer adequate protection and convenience for most people to choose bikes as a mode of transportation. I haven't even mentioned public health and the hundreds of people killed on Oregon roads every year. The status-quo can't continue. Figure out bikes and the rest will follow.

Thanks,
Eric Wilhelm
Hillsdale, SW Portland