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City memo: Pass 2030 Bike Plan sans Saltzman's funding plan

By Joseph Rose, The Oregonian

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If Portland transportation officials have their way, the \$600 million 2030 Bicycle Plan **will pass** on Thursday without Commissioner Dan Saltzman's utility-fees funding proposal.

During **last week's public hearing** on the ambitious bike-projects building initiative, Saltzman requested an amendment that would pay for part of the 20-year plan by allocating millions from water and sewer license fees into a bike fund.

But an internal Portland Bureau of Transportation **memo(.pdf)** this week recommended that the City Council pass the 2030 Bike Plan without the Saltzman's amendment or a suggested plan for so-called "bicycle bonds," which would require a dedicated revenue stream for debt service.

"The finance task force that is to be formed as one of the early action items in the plan is charged with taking a comprehensive look at how to fund the implementation of the plan," the memo from project manager Ellen Vanderslice says. "These funding ideas should be evaluated – along with other potential financing ideas – and then presented to Council as part of a complete set of financing recommendations."

The plan aims to get Portland commuters to take 25 percent of trips by bike in the next 20 years. The proposal's cornerstone is nearly 700 miles of new bikeways that would make up a "safer and more comfortable" two-wheeled urban network for new cyclists.

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Supporters of the 2030 Portland Bicycle Plan ride to City Hall last week.