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The City of Newport Bicycle and Pedestrian Advisory Committee will hold a meeting at **5:30 P.M.**, on **Monday, September 10, 2012**, in **Conference Room B of the Newport City Hall**, 169 SW Coast Highway, Newport, Oregon 97365. A copy of the meeting agenda follows.

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to Peggy Hawker, City Recorder 541.574.0613.

The City of Newport Bicycle and Pedestrian Advisory Committee reserves the right to add or delete items as needed, change the order of the agenda, and discuss any other business deemed necessary at the time of the work session and/or meeting.

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**CITY OF NEWPORT**  
**Bicycle and Pedestrian Advisory Committee**  
**AGENDA**  
**Monday, September 10, 2012**  
**5:30 P.M.**

- I. Call to Order
- II. Approval of Minutes -
- III. Staff Reports
  - A. TE/Bike-Ped Grant Ap
  - B.
  - C.
- IV. Old Business
  - A. Sharrows
    - a. State Park
  - B. Bay Road "Task Force"
  - C. July/August meetings?
- V. New Business
  - A. MAP 21
  - B. Bike land striping on city streets
- VI. Public Comment
- VII. Next Meeting: October 8, 2012
- VIII. Adjournment

## **MAP-21**

The only thing more complicated than taxes is reading federal laws. We get the summaries -- "transportation bill bad for bicycling" -- but actually sitting down with the 600+ pages and trying to decipher the "whereas" and "wherefores" quickly gets overwhelming.

First of all, the new law -- Moving Ahead for Progress in the 21st Century (MAP-21) -- is actually much better than it could have been. Thanks to you, and many people like you, cyclists were NOT totally excluded from the bill. Many of our most important programs have been moved around, lumped together, and trimmed. But, we are still included.

**The bottom line: We have to be more engaged, especially at the state and local levels, to ensure the money gets spent on bicycling.**

### **Delving Into the Bill**

The most important change with MAP-21 is that it gives far more power to your state Departments of Transportation and regional Metropolitan Planning Organizations to determine how money goes to bicycling and walking in your community. This means bicyclists need to start building and enhancing strong relationships with these groups; making sure they know why bicycling matters in your community.

For example, states are still required to have a bicycle and pedestrian coordinator but there is no specific funding source to pay for them; the requirement to have Safe Routes to School Coordinator is gone, but it's still an eligible position to fund. Those choices are up to the state DOT.

**The Transportation Enhancements program that funded most bike projects for past 20 years is gone. But many of the activities - including bike projects and programs - are eligible under a new Transportation Alternatives program. The bad news is states can choose to transfer half of their new TA funds to other highway programs right off the top. No questions asked. Plus, within the new TA program itself, biking and walking have to compete with other big-ticket items -- like vegetation management and environmental mitigation.**

### **Next Steps**

Go to the League of American Bicyclists website – [www.bikeleague.org](http://www.bikeleague.org) to get more information and updates about what MAP-21 is.