

Reps. Byrnes, Durhal, Lipton, Leland, Lisa Brown, Cushingberry, Gonzales, Geiss, Ball, Bauer, Booher, Terry Brown, Dean, Donigan, Gregory, Haugh, Lemmons, Liss, Lori, Mayes, McDowell, Neumann, Proos, Roberts, Scripps, Spade, Stanley, Valentine, Warren, LeBlanc, Meadows, Polidori, Huckleberry and Robert Jones offered the following concurrent resolution:

House Concurrent Resolution No. 34.

A concurrent resolution to express support for active transportation infrastructure options that promote walking and bicycle usage and reduce childhood obesity.

Whereas, A transportation network that provides active options for people holds many benefits for our citizens, our individual communities, and our state as a whole. Any modifications in our transportation infrastructure and policy that could increase physical activity, reduce traffic, and bring greater efficiency in the use of resources should be encouraged; and

Whereas, A transportation system conducive to bicycling and walking improves public health, reduces pollution, and holds great potential for revitalizing communities and spurring economic development. Such a comprehensive approach could also reduce some of the notable costs from obesity and other health-related problems incurred each year across our state; and

Whereas, The health of our youth is an especially critical issue. More than a quarter of children and adolescents are overweight or obese, and lack of physical activity contributes considerably to this. While there are obviously many aspects of this problem, in 1969, half of the nation's children walked or rode a bike to school each day; today, this figure is closer to one in 10; and

Whereas, Nationally, it is estimated that one quarter of trips are less than a mile, and half of all trips are less than 5 miles. The majority of these are made by car. Access to safe and reliable options could change the way we travel and alter the character of our communities; and

Whereas, Numerous programs have attempted to encourage children and their parents to become more active and, when practical, to walk or ride a bike to work or school. These programs include measures such as the Safe Routes to School program enacted by Congress, the Michigan Department of Transportation's Context Sensitive Solutions and other initiatives, and the Complete Streets approach to promote safe access and sidewalks; and

Whereas, The Michigan Department of Transportation, which has developed long-range transportation plans that reflect alternate travel options as a priority and which has adopted the Context Sensitive Solutions design process, can be a key resource for counties and local communities across our state; and

Whereas, "Complete Streets" are roadways designed to accommodate safe access for all users. Pedestrians, bicyclist, motorists, and transit riders of all ages and abilities are able to move safely along and across Complete Streets to school, work, play, or run errands; and

Whereas, Complete Streets principles and concepts are continuing to be adopted nationwide at state, county, metropolitan planning organization, and city levels in the interest of proactive planning of multi-modal transportation options and in adherence to federal regulation; and

Whereas, Of the 118,327 miles of roads open to bicyclists, pedestrians, and other non-motorized users, the Michigan Department of Transportation has jurisdiction over approximately 7 percent, the state's 83 counties oversee 75 percent, and cities and villages administer about 18 percent; now, therefore, be it

Resolved by the House of Representatives (the Senate concurring), That we express support for programs and policies that include consideration of bicycle, pedestrian, and transit needs in the planning and development of transportation facilities. We urge the Michigan Department of Transportation to work with counties and local communities and expand active transportation options across our state; and be it further

Resolved, That we urge county and local road agencies with the construction or reconstruction of transportation facilities to act in accordance with Complete Streets, Context Sensitive Solutions, and Safe Routes to School principles; and be it further

Resolved, That copies of this resolution be transmitted to the Michigan Department of Transportation.