

# House Concurrent Resolution No. 67

## 95TH GENERAL ASSEMBLY

INTRODUCED BY REPRESENTATIVES SUTHERLAND (Sponsor), WILSON (119), BURNETT, FAITH, FISCHER (107), SCHLOTTACH, SCHAAF, CUNNINGHAM, SILVEY, RUZICKA, TILLEY, LAMPE, HUGHES, MEADOWS, McDONALD, OXFORD, KIRKTON, LOW, SKAGGS, KRAUS, STREAM AND KUESSNER (Co-sponsors).

5122L.011

1 **Whereas**, bicycling and walking are essential to millions of Missourians as basic  
2 transportation and enjoyed by millions of Missourians as healthful recreation; and  
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4 **Whereas**, encouraging and promoting a complete network of safe bicycle and  
5 pedestrian ways and routes is essential for those Missourians who rely on bicycling and walking  
6 for transportation; and  
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8 **Whereas**, a safe and complete bicycle and pedestrian system is important for  
9 Missouri's economy and economic development; and  
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11 **Whereas**, incorporating bicycle and pedestrian accommodations as a routine part  
12 of Missouri's road and street network is the most cost-effective way to make opportunities for  
13 safe walking and bicycling available to all Missourians and to enable those who bicycle and walk  
14 to reach all needed destinations; and  
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16 **Whereas**, walking and bicycling improve the public health and reduce treatment  
17 costs for conditions associated with reduced physical activity, including obesity, heart disease,  
18 lung disease, and diabetes; and  
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20 **Whereas**, the United Health Foundation estimates direct medical costs associated  
21 with physical inactivity in Missouri at \$1.9 billion in 2008, and projects an annual cost for  
22 Missouri of over \$8 billion per year by 2018 if current trends continue; and  
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24           **Whereas**, the annual per capita cost of obesity is \$450 per Missourian, the highest  
25 per capita cost of any state in the United States; and

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27           **Whereas**, designing our communities, our neighborhoods, our commercial centers,  
28 and our employment centers to be safe and inviting for bicycling and walking is a proven and  
29 recommended solution for increasing citizens' physical activity levels, improving physical  
30 fitness, reducing obesity, improving overall health, and so reducing health care and economic  
31 costs related to obesity and poor physical fitness; and

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33           **Whereas**, promoting bicycling and walking for transportation improves Missouri's  
34 environment, reduces congestion, reduces the need for expensive expansion of our road and  
35 highway systems, and reduces our dependence on foreign energy supplies; and

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37           **Whereas**, creating communities that invite and encourage bicycling and walking  
38 builds strong neighborhoods and encourages healthy, stable, safe, and livable communities; and

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40           **Whereas**, creating healthy, walkable, bicyclable, and livable communities helps  
41 keep Missouri competitive in the global competition for high quality businesses and motivated,  
42 creative workers who consider transportation and recreation options an essential part of a healthy  
43 community; and

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45           **Whereas**, Missourians who reach retirement age choose more often to bicycle and  
46 walk for fitness, recreation, enjoyment, and transportation; and

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48           **Whereas**, citizens with disabilities often rely on bicycling, walking, and transit to  
49 meet basic transportation needs and to make connections with the transit system, face great  
50 obstacles within our current transportation system, and benefit greatly from complete and well-  
51 designed accommodations for bicycling and walking; and

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53       **Whereas**, all transit users depend on bicycling and walking for essential  
54 transportation, and young people who develop stamina and fitness through regular active  
55 transportation reap important benefits in their physical, social, emotional, and intellectual  
56 development; and

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58       **Whereas**, the number of Missouri students who bicycle and walk to school has  
59 dropped dramatically over the past forty years, with 50% of students bicycling or walking in  
60 1975 but only 15% in 2005. In the same period, the percentage of children clinically defined as  
61 overweight has increased from 8% to 25%; and

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63       **Whereas**, not only the health and physical fitness but also the mental health and  
64 overall independence and maturity of school-age children has suffered as a result of fewer  
65 children bicycling and walking regularly, and the conditions of our roads, streets, sidewalks, and  
66 intersections in failing to provide safe accommodations for bicycling and walking is in large part  
67 responsible for this change; and

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69       **Whereas**, a lack of physical activity plays a leading role in rising rates of obesity,  
70 diabetes, and other health problems among children, and being able to bicycle or walk to school  
71 offers an opportunity to build healthy activity into the daily routine; and

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73       **Whereas**, the Institute of Medicine reports that increasing opportunities for regular  
74 physical activity and supporting the efforts of families to incorporate physical activity into their  
75 lives are important strategies for reversing the childhood obesity epidemic; and

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77       **Whereas**, 20-25% of morning rush hour traffic is attributable to parents driving  
78 their children to school; and

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80       **Whereas**, over fifty Missouri organizations, agencies, schools, officials, and  
81 individuals have joined together to form the Missouri Safe Routes to School Network to  
82 encourage more children to safely bicycle and walk to school and to make streets, sidewalks, and  
83 communities safer and more inviting to children and families to bicycle and walk; and

84           **Whereas**, the usual and customary users of Missouri's roads, highways, and bridges  
85 include pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as drivers  
86 and passengers of trucks, buses, and automobiles; and

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88           **Whereas**, the term "Complete Streets" means creating roads, streets, and  
89 communities where all road users can feel safe, secure, and welcome on our roads and streets and  
90 throughout our communities; and

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92           **Whereas**, the principles of Complete Streets are designed to create a transportation  
93 network that meets the needs of all users of the state's transportation system: pedestrians of all  
94 ages and abilities, bicyclists, disabled persons, public transportation vehicles and patrons, and  
95 those who travel in trucks, buses, and automobiles; and

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97           **Whereas**, the terms "livable streets" and "comprehensive street design" are also  
98 used to identify these same concepts; and

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100           **Whereas**, coordination and cooperation among many different agencies and  
101 municipalities is required to fully implement Complete Streets and create a complete, connected,  
102 and safe transportation network for bicycling and walking; and

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104           **Whereas**, Complete Streets' policies require transportation planners and engineers  
105 to engage with a wide range of communities and stakeholders, build projects that meet the needs  
106 of all users of our transportation system, and design roads and bridges that complement and  
107 complete our communities and the human environment; and

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109           **Whereas**, Complete Streets' policies enhance the unique characteristics of all  
110 communities by investing in healthy, safe, and walkable neighborhoods in rural, urban, and  
111 suburban areas; and

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113           **Whereas**, Complete Streets' policies develop safe, reliable, and economic  
114 transportation choices to decrease household transportation costs, improve air quality, and  
115 promote public health; and

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117           **Whereas**, Complete Streets policies are those that:

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119           (1) Ensure that transportation projects provide for the needs of drivers, public  
120 transportation vehicles and patrons, bicyclists, and pedestrians of all ages and abilities in all  
121 planning, programming, design, construction, reconstruction, retrofit, operations, and  
122 maintenance activities and products;

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124           (2) Provide for safety and contiguous routes for all road users;

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126           (3) Ensure that bicycle ways and pedestrian ways, including sidewalks, crosswalks,  
127 paths, bicycle lanes, shoulders, shared use lanes, and all other facilities necessary for safe  
128 accommodation of bicycling and walking, shall be given full consideration in the planning,  
129 development, construction, and maintenance of transportation facilities;

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131           (4) Reaffirm that pedestrians, disabled persons, bicyclists, users of public transit, and  
132 other nonmotorized users of public roadways are among the customary users of public roads and  
133 highways, except where specifically prohibited by law or regulation;

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135           (5) Encourage the cooperation and coordination among agencies and municipalities to  
136 create safe, complete, integrated, and seamless system of routes for these users across borders  
137 and jurisdictions;

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139           (6) Support routine and appropriate accommodation for bicyclists, pedestrians, disabled  
140 persons, and transit users on all transportation projects, as appropriate to the context, community,  
141 and project use, except:

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143           (a) Where bicycling and walking are not allowed;

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145 (b) Where sparsity of population or other factors indicate an absence of any need for such  
146 accommodations now or in the future;

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148 (c) Where the cost of establishing such accommodations would be excessively  
149 disproportionate to the need or probable use:

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151 **Now, therefore, be it resolved** that the members of the House of  
152 Representatives of the Ninety-fifth General Assembly, Second Regular Session, the Senate  
153 concurring therein, hereby declare our support for Complete Streets policies and urge their  
154 adoption at the local, metropolitan, regional, state, and national levels; and

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156 **Be it further resolved** that the General Assembly encourages and urges the  
157 United States Department of Transportation, the Missouri Department of Transportation, the  
158 governing bodies of metropolitan planning organizations and regional planning commissions,  
159 municipalities, and other organizations and agencies that build, control, maintain, or fund roads,  
160 highways, and bridges in Missouri to adopt Complete Streets' policies and to plan, design, build,  
161 and maintain their road and street system to provide complete, safe access to all road users; and

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163 **Be it further resolved** that the Chief Clerk of the Missouri House of  
164 Representatives be instructed to prepare properly inscribed copies of this resolution for Governor  
165 Jay Nixon; Ray LaHood, Secretary of the United States Department of Transportation; members  
166 of the Missouri Highways and Transportation Commission; Pete Rahn, Director of the Missouri  
167 Department of Transportation; the directors of each metropolitan planning agency and regional  
168 planning commission in the State of Missouri; and to the Missouri Municipal League.

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