

110TH CONGRESS
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H. CON. RES. 305

Recognizing the importance of bicycling in transportation and recreation.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 28, 2008

Mr. BLUMENAUER (for himself and Mr. OBERSTAR) submitted the following concurrent resolution; which was referred to the Committee on Transportation and Infrastructure

CONCURRENT RESOLUTION

Recognizing the importance of bicycling in transportation and recreation.

Whereas a national transportation system conducive to bicycling produces enriched health, reduced traffic congestion and air pollution, economic vitality, and an overall improved quality of living is valuable for the Nation;

Whereas by dramatically increasing levels of bicycling in United States cities tangible and intangible benefits to the quality of life for cities and towns across the country will be realized;

Whereas we now live in a Nation with 300 million people, and that number is expected to grow to 365 million by 2030 and to 420 million by 2050 with the vast majority of that growth occurring in urban areas with limited ability to accommodate increased motor vehicle travel;

Whereas since 1980, the number of miles Americans drive has grown 3 times faster than the United States population, and almost twice as fast as vehicle registrations;

Whereas one-third of the current population does not drive due to age, disability, ineligibility, economic circumstances, or personal choice;

Whereas the United States is challenged by an obesity epidemic, 65 percent of United States adults are either overweight or obese, and 13 percent of children and adolescents are overweight, due in large part to a lack of regular activity;

Whereas the Center for Disease Control estimates that if all physically inactive Americans became active, we would save \$77 billion in annual medical costs;

Whereas over 753 of our Nation's Mayors have signed onto the climate protection agreement of the United States Conference of Mayors urging the Federal Government to enact policies and programs to meet or exceed a greenhouse gas emission reduction target of a 7 percent reduction from 1990 levels by 2012;

Whereas the transportation sector contributes one-third of the greenhouse gas emissions in the United States and passenger automobiles and light trucks alone contribute 21 percent;

Whereas bicycle commuters annually save on average \$1,825 in auto-related costs, reduce their carbon emissions by 128 pounds, conserve 145 gallons of gasoline, and avoid 50 hours of gridlock traffic;

Whereas the greatest potential for increased bicycle usage is in our major urban areas where 40 percent of trips are 2 miles or less and 28 percent are less than one mile;

Whereas in 1969 approximately 50 percent of children in the United States got to school by walking or bicycling, but in 2001 only 15 percent of students were walking or bicycling to school;

Whereas as much as 20 to 30 percent of morning traffic is often generated by parents driving their children to schools, and in the United States, motor vehicle crashes are the leading cause of death for children ages 3 to 14;

Whereas many public agencies in cities are using bicycles to deliver critical municipal services, for example, more than 80 percent of police departments serving populations of 50,000 to 249,999 and 96 percent of those serving more than 250,000 residents now have routine patrols by bicycle;

Whereas surveys show that a majority of people want to ride and walk more but are dissuaded by concern over traffic danger and other barriers, and case studies have shown that when those barriers to bicycling are removed, people start riding;

Whereas investment used for improvements for bicyclists and promoting bicycle use resulted in the quadrupling of bicycle use in Portland, Oregon, since 1994 and a recent report to Congress on the nonmotorized transportation pilot program reveals that 19.6 percent of trips in Minneapolis, Minnesota, are made by biking and walking, reflecting the benefit of initial investments in nonmotorized infrastructure;

Whereas the American bicyclist generates enormous economic returns, in 2006, the national bicycling economy contributed \$133 billion to the United States economy, supported nearly 1.1 million jobs across the United States,

generated \$17.7 billion in annual Federal and State tax revenue, produced \$53.1 billion annually in retail sales and services, and provided sustainable growth in rural communities;

Whereas a national network of interconnected urban and rural bikeways can provide valuable community benefits, including low or no-cost recreation and alternative transportation options for people of all ages and abilities;

Whereas mountain biking is an environmentally friendly, healthy nonmotorized outdoor recreation activity that encourages young people to experience our natural world, and engenders community support for preservation of open space;

Whereas each year major charity bike rides in communities across the country raise in excess of \$100 million for critical medical research to find cures for life-threatening diseases;

Whereas 57 million adults in the United States bicycle each year, and bicycling and walking currently account for nearly 10 percent of trips and 13 percent of traffic fatalities, yet less than 2 percent of Federal transportation safety funding is currently spent to make bicycling and walking safer; and

Whereas communities across the United States are seeking ways to reduce traffic congestion, improve air quality, increase the safety of their neighborhoods, and decrease petroleum dependence, bicycles offer a simple, healthy, energy-saving alternative to driving: Now, therefore, be it

1 *Resolved by the House of Representatives (the Senate*
2 *concurring)*, That the Congress—

1 (1) recognizes that increased and safe bicycle
2 use for transportation and recreation is in the na-
3 tional interest;

4 (2) supports policies that—

5 (A) establish national target levels for in-
6 creased bicycle use, reduce the number of motor
7 vehicle miles traveled (VMT), improve bicycle
8 safety to be achieved within a specific time-
9 frame, and collect data needed to monitor
10 progress;

11 (B) increase intermodal travel between
12 public transportation and bicycles;

13 (C) provide incentives for State and local
14 governments to adopt and implement complete
15 street policies designed to accommodate all
16 users, including motorists, pedestrians,
17 bicyclists, transit riders, and people of all ages
18 and abilities;

19 (D) encourage bicycle use in communities
20 where significant segments of the population do
21 not drive and where short trips are most com-
22 mon;

23 (E) expand funding for core Federal trans-
24 portation programs that support non-motorized

1 infrastructure, education, and encouragement
2 programs by—

3 (i) safeguarding existing funding
4 sources for nonmotorized transportation
5 from inequitable treatment in the Federal
6 transportation funds rescission process;

7 (ii) supporting funding for core Fed-
8 eral transportation programs that support
9 nonmotorized travel, including transpor-
10 tation enhancements, safe routes to school,
11 and recreational trails; and

12 (iii) ensuring that highway safety im-
13 provement program funds are spent in pro-
14 portion to the percentage of bicyclist and
15 pedestrian fatalities in each State;

16 (F) facilitate the development of a coordi-
17 nated system of United States bicycle routes
18 across the country that cross state borders and
19 connect metropolitan regions;

20 (G) create bicycle-friendly Federal land
21 protection legislation, such as national recre-
22 ation areas, to encourage regulations and man-
23 agement practices for mountain biking as an
24 environmentally friendly nonmotorized use of
25 natural surface trails;

1 (H) provide flexibility in Federal transpor-
2 tation law that would speed up the delivery of
3 nonmotorized infrastructure without sacrificing
4 necessary environmental protections;

5 (I) provide Federal tax or funding incen-
6 tives to—

7 (i) States that adopt motor vehicle
8 laws that protect the rights of bicyclists to
9 share the road;

10 (ii) businesses that expand bicycle-
11 friendly programs for their employees;

12 (iii) the health care industry to de-
13 velop more member discount programs,
14 that target increased physical activity such
15 as bicycling and walking; and

16 (iv) provide bicycle commuters the
17 transportation fringe benefits currently
18 provided to people who commute by car or
19 mass transit; and

20 (J) build upon the “Green the Capitol Ini-
21 tiative” as a model, create and provide an envi-
22 ronmentally sustainable and healthy working
23 environment for employees that includes the
24 promotion of bicycling as a transportation alter-
25 native;

1 (3) encourages the Department of Transpor-
2 tation to provide leadership and coordination by re-
3 establishing the Federal bicycle task force to include
4 representatives from all relevant Federal agencies.

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