

MODEL RESOLUTION

The model resolution below can be used to encourage your community to commit to the Bike Walk Every Town Platform of adopting a Complete Streets Policy, creating an Active Transportation Plan, seeking funding and prioritizing the implementation of bike/ped projects, forming a Bicycle and Pedestrian Advisory Council, and adopting a Vision Zero goal.

Use this model resolution as a guide for your messaging and policy priorities. The resolution can be modified as you see fit to better align with your community's priorities and what you seek to accomplish. Adopting such a resolution is an important step in creating long-term change and a more walkable, bikeable, livable community—set the bar high!

WHEREAS: Suburban residents who ride their bike to the grocery store, walk their children to school, or take Metra and Pace to work all face massive challenges navigating their communities.

WHEREAS: Due to car-centric development and sprawling land-use patterns, suburban streets disproportionately favor the automobile. Clustered residential expansion causes longer trips to destinations and therefore limits the transportation options of the average suburban resident. Lack of sidewalks, bike lanes, and accessible transit stops are major safety, health, and quality of life concerns in these communities. Furthermore, for those who can't drive or don't own a car, getting to work, school or another neighborhood in the region can be a nearly impossible task.

WHEREAS: By investing in bicycle and pedestrian planning and infrastructure in suburban communities, we can begin to reverse these trends and enjoy the many beneficial economic, health, and environmental benefits biking and walking can bring:

- Household costs: The average annual cost of owning a car is more than \$8,000, while a bike costs only \$300 a year and walking is free. Across the country, Americans save an estimated \$4.6 billion each year by replacing costly car travel with trips by bike or foot.
- Local economy: In Wisconsin, for example, bicycle recreation and tourism contributes almost \$1 billion annually to the state's economy.
- Health: People who commute by bike have a 41 percent lower risk of dying from cancer and a 52 percent lower risk of dying from heart disease. Regular walking can lower blood pressure and risk of diabetes, reduce the risk of stroke by 20 to 40 percent, and lower the risk of cardiovascular disease by 30 percent.
- Environment: Transportation on our roads accounts for more than 25 percent of greenhouse gas emissions in the Chicago region. As biking and walking are emissions-free transportation alternatives, encouraging more trips by bike and foot can help us tackle climate change.

WHEREAS: Promoting safe, equitable, and comfortable streets for all users will greatly benefit our community. In order for this to happen, our community needs a favorable policy environment that will allow biking and walking initiatives to thrive and become a reality.

NOW, THEREFORE, BE IT RESOLVED BY [city/village name], our community needs to use [resolution name here] as a policy guide toward a safer, healthier, and more equitable future.

1. In recognition of the importance of improving safety and community health, an **Active Transportation Plan will be created** to map out improved options for biking, walking, and transit in the community. Development of the plan should include a health and equity review, crash and safety analysis, and framework for implementation.
2. **A Complete Streets Policy will be adopted** to ensure that road users of all ages and abilities can safely access and use our streets. The policy should set a strong vision, establish performance metrics with measurable outcomes, and identify steps for implementation.
3. **A fair share of available funding, staff, and other resources will be allocated (e.g. included in the annual city budget) to support the Complete Streets Policy and Active Transportation Plan.** Funding opportunities from federal, state, and regional levels will also be identified and sought after.
4. **Implementation of biking and walking improvements will be carried out** through project prioritization and establishment of performance metrics. To improve safety and reduce crash rates, communities must follow through with designing and building streets for all modes of transportation. Project construction should be prioritized through a methodology that accounts for safety, equity and health.
5. **A Bicycle and Pedestrian Advisory Committee (or a Complete Streets Commission) made up of both resident advocates and public officials will be created** to hold the municipality accountable for execution of the plan and policy priorities. The Committee/Commission will be formally recognized by the municipality to establish authoritative credentials. An annual Complete Streets Report Card will be developed by the Committee/Commission that includes metrics and an evaluation of the municipality's progress towards their plan and policy goals.
6. **A Vision Zero goal will be adopted** to eliminate all traffic fatalities. The goal will be incorporated into existing plans and policies or adopted as a stand-alone plan.

Sources:

- 1) Household Costs: Pocket Guide to Transportation, Bureau of Transportation Statistics, 2009
- 2) Local Economy: Pedaling to Prosperity: Bicycling will save Americans \$4.6 billion in 2012, League of American Bicyclists, 2012
- 3) Health: Grabow, M., et al., 2010—Valuing Bicycling's Economic and Health Impacts in Wisconsin, January 2010
- 4) Health: Manson, J., et al, 2002—Walking as Compared with Vigorous Exercise in the Prevention of Cardiovascular Events in Women, New England Journal of Medicine, 2002
- 5) Moreau, KL, et al, 2001—Increasing daily walking lowers blood pressure in postmenopausal women, National Center for Biotechnology Information, 2001
- 6) Environment: Celis-Morales Carlos A., Lyall Donald M., Welsh Paul, Anderson Jana, Steell Lewis, Guo Yibing et al.—Association between active commuting and incident cardiovascular disease, cancer, and mortality: prospective cohort study BMJ 2017; 357: j1456 5 Chicago 2010 Regional Greenhouse Gas Emissions Inventory, Chicago Metropolitan Agency for Planning, 2012