

**CITY OF BALTIMORE  
COUNCIL BILL 05-0117R  
(Resolution)**

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Introduced by: Councilmembers Clarke, Kraft, Harris, Reisinger, President Dixon,  
Councilmembers D'Adamo, Conaway, Young, Holton  
Introduced and read first time: December 8, 2005  
Assigned to: Land Use and Transportation Committee

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Committee Report: Favorable  
Adopted: May 8, 2006

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**A COUNCIL RESOLUTION CONCERNING**

**The Baltimore City Traffic Calming and Pedestrian-Friendly Task Force**

1                   **The Baltimore City Traffic Calming and Pedestrian-Friendly Task Force**  
2           FOR the purpose of establishing a Citywide neighborhood and school-based task force to  
3           cooperate with the Baltimore City Departments of Transportation and Planning to design and  
4           adopt Baltimore City traffic calming and pedestrian-friendly goals, policies, procedures and  
5           timelines that ensure safer traffic and pedestrian conditions for Baltimore's residential and  
6           school communities.

7           **WHEREAS**, The City of Baltimore is engaged in a \$23 million signalization project to reduce  
8           congestion and expedite traffic flow in the downtown area and along major "gateway" roads  
9           leading in and out of the City; and

10           **WHEREAS**, This signalization project is predicted to save 20 % of travel time and to decrease  
11           congestion downtown and on major arteries; and

12           **WHEREAS**, Baltimore City's residential and school communities deserve a comparable  
13           balance of focus, planning, and funding to protect our neighborhoods and children from unsafe  
14           vehicular short-cutting, speeding, and excessive noise from unsafe pedestrian crossings; and

15           **WHEREAS**, Securing speed humps, for example, is currently an uncertain process whereby  
16           neighborhoods are left to petition and hope for success in response to undefined criteria and  
17           timelines; and

18           **WHEREAS**, Requests for traffic enforcement, for example on Cold Spring Lane, go generally  
19           unmet as traffic officers are otherwise deployed to district patrol and special project functions;  
20           and

21           **WHEREAS**, Our neighborhoods and schools require a toolbox of reliable traffic calming  
22           strategies that they help to design, including vertical deflections (such as speed humps and raised  
23           intersections), horizontal shifts (such as neighborhood traffic circles), roadway narrowings,  
24           traffic pattern redesigns and pedestrian signalization phases; and

25           **WHEREAS**, In balancing the effects of the City's major signalization project, an equally  
26           focused project is required to design, adopt, and codify traffic calming and pedestrian-friendly  
27           goals, policies, procedures and timelines; and

**EXPLANATION:** Underlining indicates matter added by amendment.  
~~Strike out~~ indicates matter stricken by amendment.

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1       **WHEREAS**, Sufficient Transportation staff and capital funding will also be required to  
2 implement the recommendations of the Traffic Calming and Pedestrian-Friendly Task Force and  
3 to acknowledge the legitimacy of this Transportation function.

4       **NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF BALTIMORE**, That this  
5 Body establishes a Citywide neighborhood and school-based task force to cooperate with the  
6 Baltimore City Departments of Transportation and Planning to design and adopt Baltimore City  
7 traffic calming and pedestrian-friendly Goals, Policies, Procedures and Timelines which ensure  
8 safer traffic and pedestrian conditions for Baltimore’s residential and school communities.

9       **AND BE IT FURTHER RESOLVED**, That the Task Force shall be comprised of 19 neighborhood  
10 and school representatives, 1 appointed from each City Council District by City Council  
11 representatives, 2 appointed by the President of the City Council, and 3 appointed by the Mayor,  
12 who will name the chair from among those 19 appointed members.

13       **AND BE IT FURTHER RESOLVED**, That the Task Force will be appointed and convened within  
14 2 months of the adoption of this resolution.

15       **AND BE IT FURTHER RESOLVED**, That the Task Force is authorized to appoint committees  
16 comprised of additional neighborhood and school representatives to carry out specific tasks, such  
17 as research on international models and best practices of traffic calming policies; outreach in  
18 organizing public hearings throughout the City to solicit traffic calming ideas and report on draft  
19 recommendations; and, budget development in estimating the operational and staffing costs of  
20 establishing the traffic calming and pedestrian-friendly function of the Department of  
21 Transportation.

22       **AND BE IT FURTHER RESOLVED**, That the Task Force will conduct at least 4 public hearings  
23 throughout the City before finalizing its final recommendations to the Mayor and City Council.

24       **AND BE IT FURTHER RESOLVED**, That the Task Force will issue its final report to the Mayor  
25 and City Council within one year of the adoption of this resolution.

26       **AND BE IT FURTHER RESOLVED**, That a copy of this resolution be sent to the Mayor, the  
27 Directors of Transportation, Planning, and Finance, CEO Bonnie Copeland and COO Eric  
28 Letsinger, the Baltimore City Public School System, and to all neighborhood leaders listed with  
29 the Department of Planning.