

**CITY OF BALTIMORE  
COUNCIL BILL 09-0177R  
(Resolution)**

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Introduced by: Councilmembers Clarke, Middleton, Henry, Kraft, Young, Holton, Spector,  
Reisinger, Curran, Conaway, D'Adamo

Introduced and read first time: December 10, 2009

Assigned to: Land Use and Transportation Committee

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REFERRED TO THE FOLLOWING AGENCIES: Police Department, Health Department, Department of  
General Services, Commission on Sustainability, Department of Transportation, Baltimore  
Office of Promotion and the Arts

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A RESOLUTION ENTITLED

1 A COUNCIL RESOLUTION concerning

2 **BMore Streets for People**

3 FOR the purpose of calling upon the Department of Transportation to develop and conduct  
4 BMore Streets for People, the special and periodic closing of City arteries to vehicular traffic  
5 for the purpose of welcoming jogging, biking, skateboarding and other people-engaging  
6 activities in temporary closed-roadbed havens; and calling upon the collaborative  
7 commitments of the Departments of Transportation (DOT), Health, Police (BPD), General  
8 Services and the Offices of Promotion and the Arts (BOPA) and Sustainability to engage in  
9 formal fashion among themselves, and with co-sponsoring organizations and neighborhoods,  
10 to plan and implement regular BMore Streets for People events throughout the City with  
11 venues as approved by proposed "host" communities.

12 **WHEREAS**, BMore Streets for People is based on the successful "Ciclovia" concept in  
13 Bogata, Columbia, in which the city closes certain streets to traffic every Sunday morning and  
14 nearly 1 million people come out to enjoy camaraderie, bicycle riding, walking, and exercise;  
15 and,

16 **WHEREAS**, The BMore Streets concept has been in limited practice in Baltimore for about 10  
17 years through the annual Jones Falls Celebration, when the northbound JFX is closed one  
18 Sunday morning a year; and

19 **WHEREAS**, The BMore Streets program will make recreation even more accessible to the  
20 community by engaging residents "on the streets where they live," on main roads in their very  
21 neighborhoods; and

22 **WHEREAS**, The Department of Transportation is authorized to close certain streets for public  
23 purposes, from 5K's and parades to festive occasions such as BMore Streets for People  
24 envisions; and

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

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1       **WHEREAS**, Transportation has long planned to implement a program such as Bmore Streets,  
2 hopefully by 2010, and has most recently helped Roland Park Civic League (RPCL) successfully  
3 conduct the Sunday Streets pilot event on Roland Avenue on October 25, 2009; and

4       **WHEREAS**, The Departments of Health and General Services, the Baltimore Police  
5 Department, BOPA, and the Office of Sustainability all worked in concert with the Department  
6 of Transportation, and with neighborhood and non-profit organizers of Sunday Streets, to “test”  
7 this pilot and begin to assess “lessons learned” for institutionalizing BMore Streets for People on  
8 a Citywide basis; and

9       **WHEREAS**, One Less Car, Skateboarders of Baltimore, the Mayor’s Bicycle Task Force, and  
10 an outpouring of citizens, young and old, cooperated with RPCL, in partnership with City  
11 agencies, in implementing the Sunday Streets pilot and herein join together in urging an  
12 organized expansion into multiple neighborhoods across the City; and

13       **WHEREAS**, Similar efforts in other cities, both here and abroad, have demonstrated the  
14 economic, health and community benefits of the BMore Streets model; and

15       **WHEREAS**, A major obstacle to Citywide implementation is the high cost of providing  
16 policing, especially for traffic control, which a BMore Streets event requires, making the cost  
17 prohibitive for Baltimore City neighborhoods; and

18       **WHEREAS**, One “lesson learned” with Sunday Streets is that, given adequate planning and  
19 training, these costs could be significantly reduced by teaming-up Police Officers with  
20 Transportation’s Traffic Control Agents and with non-profit and neighborhood volunteers  
21 trained by these professionals in basic traffic control; and

22       **WHEREAS**, “Host” neighborhood, business, education, and religious organizations must be  
23 engaged in potential impact surveys and decisions as to days, times, and routes favorable to  
24 positive implementation of each and every BMore Streets’ venue; and

25       **WHEREAS**, A BMore Streets for People Advisory Committee is recommended to bring City  
26 agencies, non-profits, and “host” venue representatives into a cooperative planning and  
27 implementation format to ensure successful implementation of BMore Streets for People.

28       **NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF BALTIMORE**, That the  
29 Baltimore City Council supports the 2010 implementation of BMore Streets for People and calls  
30 upon the Mayor, the Department of Transportation, the Department of Health, the Baltimore  
31 Police Department, the Department of General Services, the Baltimore Office of Promotion and  
32 the Arts, and the Office of Sustainability to coordinate in taking on this positive initiative in time  
33 for Spring 2010 implementation.

34       **AND BE IT FURTHER RESOLVED**, That the City Council supports the partnership involvement  
35 of participating non-profits and “host” venue representatives with these lead City agencies.

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1       **AND BE IT FURTHER RESOLVED**, That a copy of this Resolution be sent to the Mayor, the  
2 Directors of the City Departments and Offices of Transportation, Health, General Services,  
3 Promotion and the Arts, and Sustainability, the Commissioner of the Baltimore Police  
4 Department, the Mayor’s Liaison to the Baltimore City Council, the President of the Roland Park  
5 Civic League (RPCL), the Coordinators of Sunday Streets, and the Presidents and Directors of  
6 neighborhood associations adjacent to the “Lake-to-Lake” routes (Montebello-to-Druid Hill)  
7 originally proposed by City planners as the favored venue for the official implementation of this  
8 initiative, now called BMore Streets for People.