

**CITY OF BALTIMORE
COUNCIL BILL 09-177R
(Resolution)**

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

Committee Report: Favorable

Adopted: April 19, 2010

A COUNCIL RESOLUTION CONCERNING

BMore Streets for People

1
2 FOR the purpose of calling upon the Department of Transportation to develop and conduct
3 BMore Streets for People, the special and periodic closing of City arteries to vehicular traffic
4 for the purpose of welcoming jogging, biking, skateboarding and other people-engaging
5 activities in temporary closed-roadbed havens; and calling upon the collaborative
6 commitments of the Departments of Transportation (DOT), Health, Police (BPD), General
7 Services and the Offices of Promotion and the Arts (BOPA) and Sustainability to engage in
8 formal fashion among themselves, and with co-sponsoring organizations and neighborhoods,
9 to plan and implement regular BMore Streets for People events throughout the City with
10 venues as approved by proposed "host" communities.

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

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

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

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

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

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

Council Bill 09-0177R

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

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

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

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

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

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

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

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

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

33 **AND BE IT FURTHER RESOLVED**, That a copy of this Resolution be sent to the Mayor, the
34 Directors of the City Departments and Offices of Transportation, Health, General Services,
35 Promotion and the Arts, and Sustainability, the Commissioner of the Baltimore Police
36 Department, the Mayor’s Liaison to the Baltimore City Council, the President of the Roland Park

Council Bill 09-0177R

1 Civic League (RPCL), the Coordinators of Sunday Streets, and the Presidents and Directors of
2 neighborhood associations adjacent to the “Lake-to-Lake” routes (Montebello-to-Druid Hill)
3 originally proposed by City planners as the favored venue for the official implementation of this
4 initiative, now called BMore Streets for People.