



Stephanie Rawlings-Blake
Mayor

PLANNING COMMISSION

Wilbur E. "Bill" Cunningham, Chairman

STAFF REPORT



Thomas J. Stosur
Director

August 4, 2016

REQUEST: Baltimore Bike Share Station Design Review (Citywide)

RECOMMENDATION: Approval

STAFF: Matthew DeSantis, AICP

PETITIONER: The Administration, on behalf of the Department of Transportation (DOT)

HISTORY

There are no previous legislative or Planning Commission actions regarding this issue.

ANALYSIS

Project:

Baltimore Bike Share is a bicycle sharing program that is slated to begin service this September. Modeled on other successful bike share programs both in the United States and internationally, Baltimore Bike Share aims to provide an affordable, healthy, safe, and environmentally sustainable addition to Baltimore's existing transportation network. Baltimore Bike Share will further connect the City's diverse communities by offering an active and innovative first/last-mile transportation option to points throughout the City. DOT, with the assistance of the Department of Planning staff, has been actively working with the program vendor (Bewegen Technologies Inc. and Corps Logistics, LLC) to identify station locations for phase 1 of Baltimore Bike Share. Their work has included outreach to numerous community stakeholders, data analysis for station siting, and detailed field surveys of potential site locations.

The specific charge to the Planning Commission as laid out by the Zoning Code is to approve the bike share station design (§11-425.8). As such, the petitioner has submitted diagrams of the proposed station configurations as well as photographs of existing stations for the Commission's consideration.

Baltimore Bike Share stations will consist of two principal configurations: solar powered and non-solar powered. Phase I of the program will feature three (3) solar powered stations and forty-seven (47) non-solar powered stations. The solar powered stations will provide 100% of the current needed to both run the information kiosk as well as to charge the pedal electric-assist ("pedelec") bicycles. The non-solar powered stations will be connected to existing electrical conduit to provide for the electricity needs of the system. Both configurations have a minimum length of roughly 40 feet, but may be extended to up to 60 feet. The modular nature of the station's construction provides the ability to be flexible in the face of space restrictions and also

allows for the ability to assemble stations that respond to current and future ridership demands. Each station will require roughly 11 feet of depth - 6 feet for the length of the bicycles and 5 feet for entry/exit maneuverability. The kiosks will feature space for commercial advertising not to exceed 16 square feet on each side, as permitted by §11-425 of the Zoning Code. Overall, the station design proposed is very minimalistic in nature, and would be appropriate in any of the City's various neighborhoods.

In conclusion, Staff finds that the proposed bike share station design meets the applicable requirements as set forth in the Zoning Code and recommends its approval.

Additionally, the Acting Director of the Department of Transportation has provided a signed letter attesting to the continued cooperation between the staff of DOT and the Department of Planning in matters related to site selection and placement of the proposed Baltimore Bike Share stations. Department of Planning staff is eager to continue to assist DOT in the implementation of this very exciting program for the City of Baltimore.

Community Notification: Department of Transportation has hosted a series of public information sessions for phase I of the project:

- July 14, 2016 - 101 N Gay St (War Memorial)
- July 19, 2016 – 801 W Baltimore (UMB BioPark)
- July 26, 2016 – 1301 W. Mount Royal Ave (MICA)

The following community associations and neighborhoods have been notified of these meetings: Pigtown Mainstreet, Ridgely's Delight, Franklin Square, Barre Circle, Hollins Roundhouse, Mt. Clare Association, Fayette Street Outreach, Franklinton, Canton, Fells Point, Patterson Park, Downtown, Riverside, Locust Point, Upper Fells Point, Jonestown, Mount Vernon, Federal Hill, Mid-town Belvedere.

Additionally, DOT has scheduled several more public meetings in the weeks leading up to the program's implementation.



Thomas J. Stosur
Director