

**TOWN OF ERIE  
PLANNING COMMISSION MEETING  
December 18, 2024**

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**SUBJECT:**            **Bicycle Standards**

**PURPOSE:**        Informational item

**CODE REVIEW:**    Erie Municipal Code, Title 10

**DEPARTMENT:**    Planning and Development; Public Works - Transportation

**PRESENTER:**        Kelly Driscoll, Planning Manager  
                              John Firouzi, Transportation and  
                              Mobility Manager

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**SUMMARY AND BACKGROUND OF SUBJECT MATTER:**

Planning Commission requested more information on bicycle standards.

Current standards can be found in Title 10, Chapter 6, Section 5 – Transportation and Access ([10-6-5.F.](#)), provided below for ease of access.

*F. Standards for bicycle facilities:*

1. *Bicycle parking:* All development shall provide bicycle parking areas that comply with the following standards:
  - a. *Location:* Bicycle parking spaces shall be conveniently located, but in no case shall such facilities be located farther than 100 linear feet from the primary building entrance.
  - b. *Spaces required:* Bicycle parking spaces shall be provided at the following rates:
    - i. A minimum of two bicycle parking spaces or one bicycle parking space per 20 off-street parking spaces for all commercial and multi-family uses, whichever is greater.
    - ii. All other uses or combination of uses shall provide a minimum of two bicycle parking spaces per building or one space per 10,000 square feet of building area, whichever is greater.
  - c. *Securing device:* A rack or other structure shall be provided to secure parked bicycles.
2. *Bicycle lanes:* Bicycle lanes are required for arterial and major collector streets, and encouraged in the design of local streets where low traffic speeds and volumes allow bicyclists and motorists to safely share the street.

Further, 'Bicycle Parking' as defined in Title 10, Chapter 11 - Definitions "An area that

includes a bicycle rack and is free from obstructions to allow the convenient and accessible parking of a bicycle.

Current regulations address the number of bicycle parking spaces, and location. Erie's current regulations do not include clear distance requirements for rack placement, or type of securing device standards. Additionally, Erie's standards do not distinguish between short and long-term bicycle parking, nor do they include illustrations.

Bicycle facilities, while described in 10-6-5. F. are further detailed in the Town of Erie Street Standards. Current standards are available on the Town's website (<https://www.erieco.gov/DocumentCenter/View/10020/2024---Details---Streets?bidId=>), and are provided as an attachment.

### **CURRENT BEST PRACTICES:**

A brief overview of best practices in bicycle standards is provided below, addressing parking requirements, short and long term parking, and travel demand management.

#### **1. Parking and Loading Calculations**

**Should Count:** Guidance that provides quantitative bike parking requirements based on land-use by Zoning District

- Rounding up fractional calculations to the nearest whole number;
- Assign qualitative points based on "functionality" such as lighting, weather protection, security, and property owner maintenance as key considerations.

**Shouldn't Count:** Tandem parking, Spiral/Loop/Wheel-Only Parking Racks, and locations without landing areas that would restrict maneuvering.

#### **2. Short- vs. Long-Term Bike Parking**

##### **• Short-Term Attributes**

- Located within 50' of the main entrance to the building
- A U-shaped bike rack or similar variation that allows a bike frame to be security locked alongside one wheel.
- Racks are securely anchored to a hard surface.
- Includes Bike Repair Station for minor adjustments and tire pump

##### **• Long-Term Attributes**

- Builds on short-term attributes. Allows for Motor Vehicle Parking Credits/Reductions based on level of investment.
  - **Sample Language:** *Bicycle Parking Credit.* The number of required off-street parking spaces may be reduced at a ratio of one motor vehicle parking space for each two additional secured bicycle parking spaces above the minimum bicycle parking requirements, up to a maximum of five percent of the required off-street parking spaces.
- Level 1 (Low) Level Example: Secure indoor bike parking spaces with keycard or code access, managed by property owner.

- Level 2 (Medium) Level Example: Level 1 plus power outlets for e-Bike charging and personal storage lockers.
- Level 3 (High) Level Example: Level 2, plus showers.

### **3. Travel Demand Management (TDM) Program – Optional Credits**

Assigns programmatic solutions to support educational and encouragement elements associated with bike parking, including message boards with trail and transit information, inclement weather solutions (e.g. guaranteed ride home), and supports or hosts regional bike stations as TDM strategies to support “clean commutes.”

#### **PLANNED UPDATES:**

Updates to bicycle facilities standards will be incorporated into the planned UDC update scheduled to start spring 2025. These updates will align with Comprehensive Plan and Transportation and Mobility Plan values, goals, and policies. Any adjustments to the Town’s Standards and Specifications that result from the UDC updates will also be made. The UDC update process will have stakeholder involvement and public engagement.