Bay County TPO
Ped Bike Trail



2025 MASTER PLAN

CTST /Local Government Partners Meeting
September 17, 2025, 10:00 am/ 1:30 pm

AGENDA

- Introductions
- Status Update
- GIS Map
- Concerns
- Next Steps
- Questions

WELCOME & INTRODUCTIONS

Thank you for joining us to discuss the Bay County TPO Ped/Bike/Trail Master Plan Update!



PEDESTRIAN, BIKE, & TRAILS MASTER PLAN

The plan provides a resource for Bay County citizens, planners, developers, and political leaders to establish and promote pedestrian and bicycle-friendly communities.

As an initiative of the Bay County TPO, this plan will update the TPO's Pedestrian, Bicycle & Trail Master Plan by adding a Trail element to create a more comprehensive active transportation network.



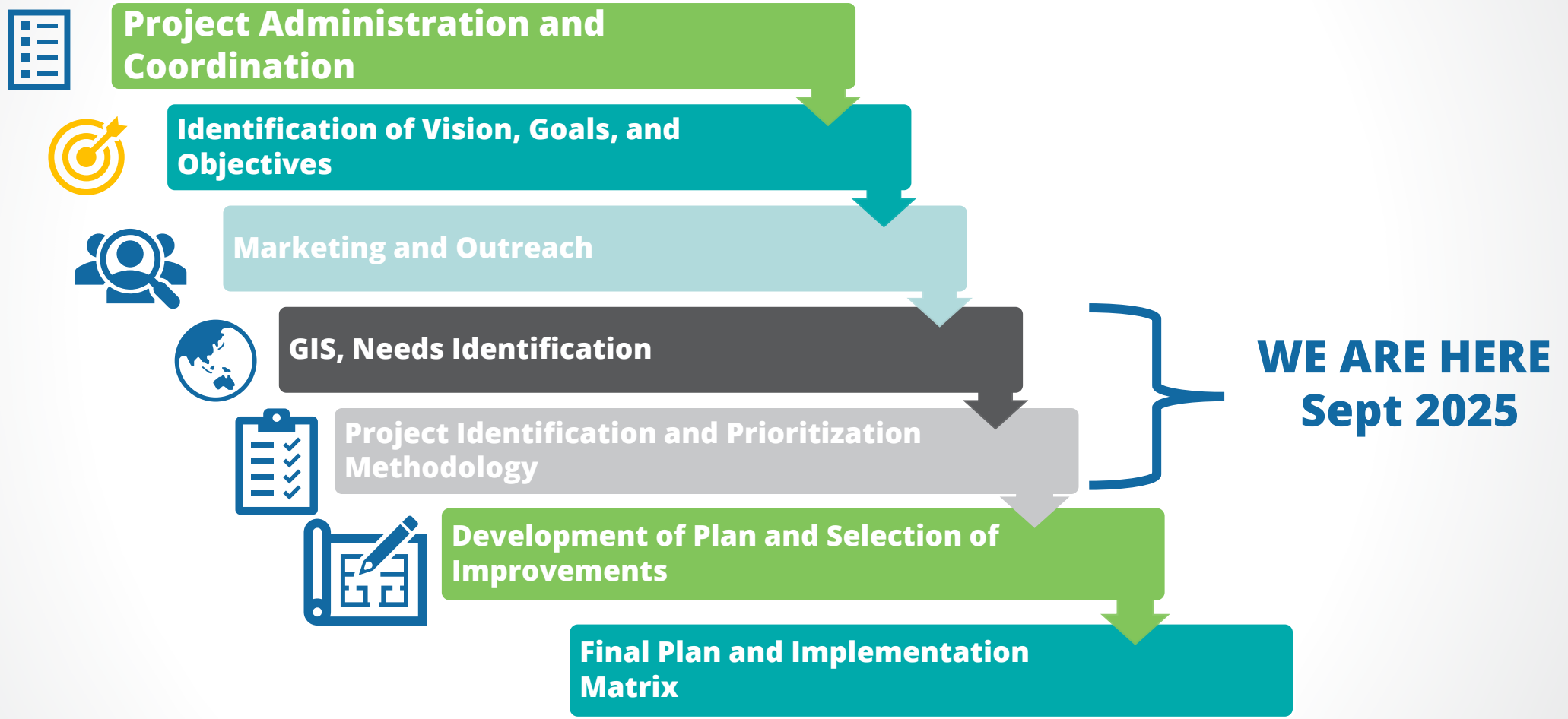




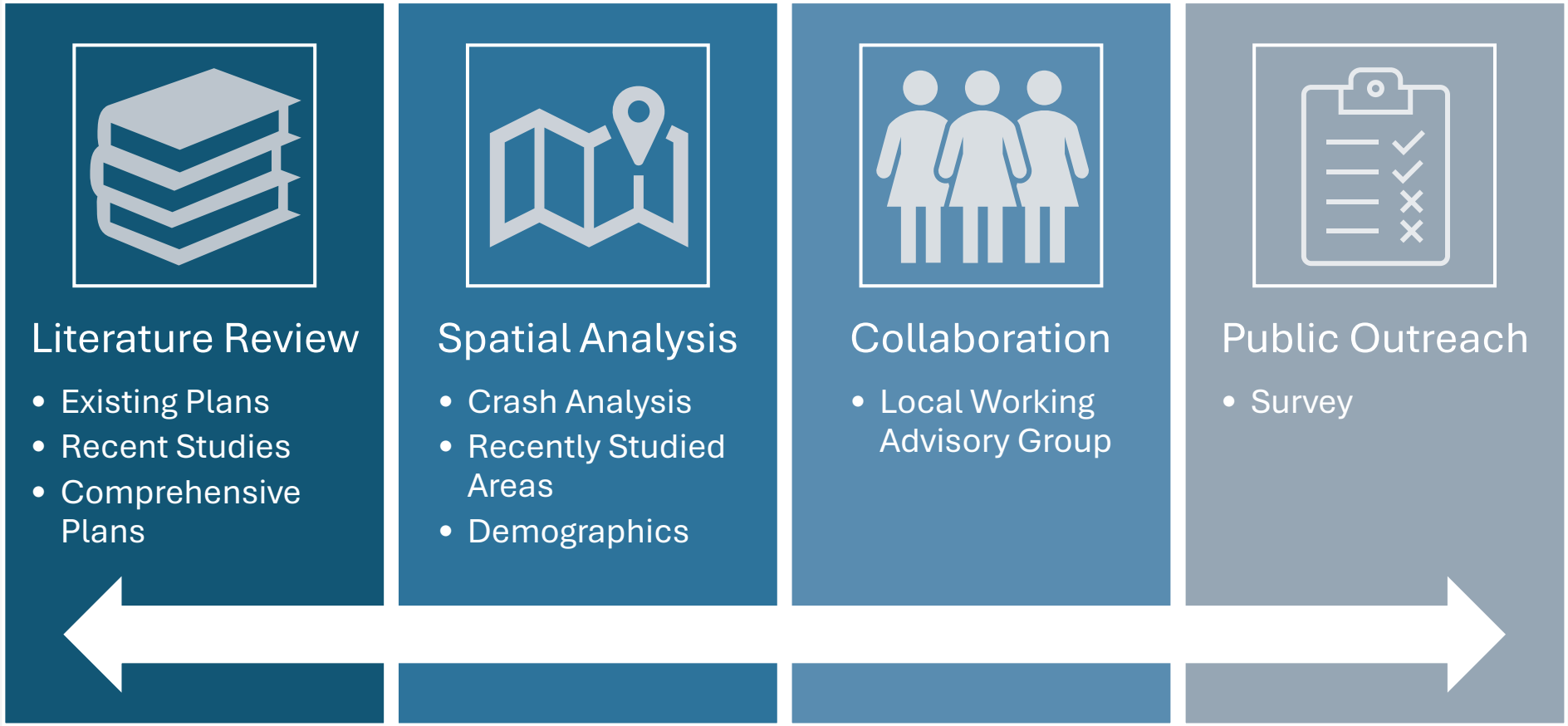


STATUS UPDATE

Project Schedule



Planning Process



PROJECT DELIVERABLES

- Project Schedule ✓
- Vison/Goals/ Objectives ✓
- Marketing & Outreach Tools & Resources ✓
- Outreach Summary
- GIS Interactive Maps ✓
- Policies for Implementation
- Cost Feasible Summary
- Matrix for Prioritized Projects
- Final Adopted Plan

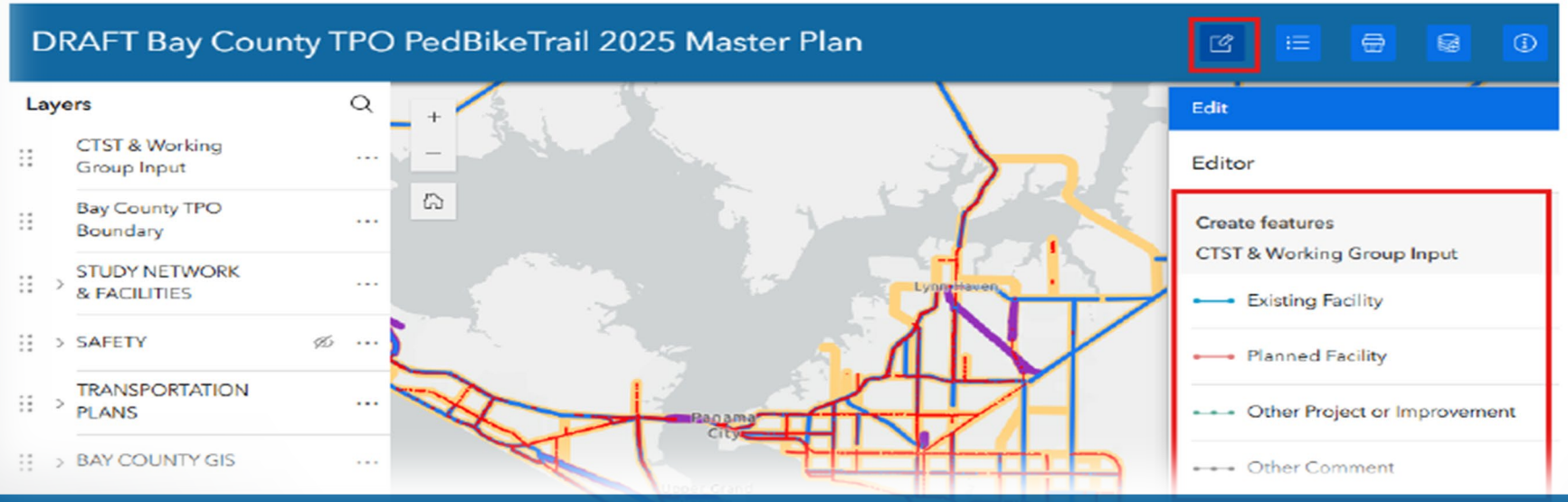
GIS MAP

GIS Map

CTST & Working Group Map Input

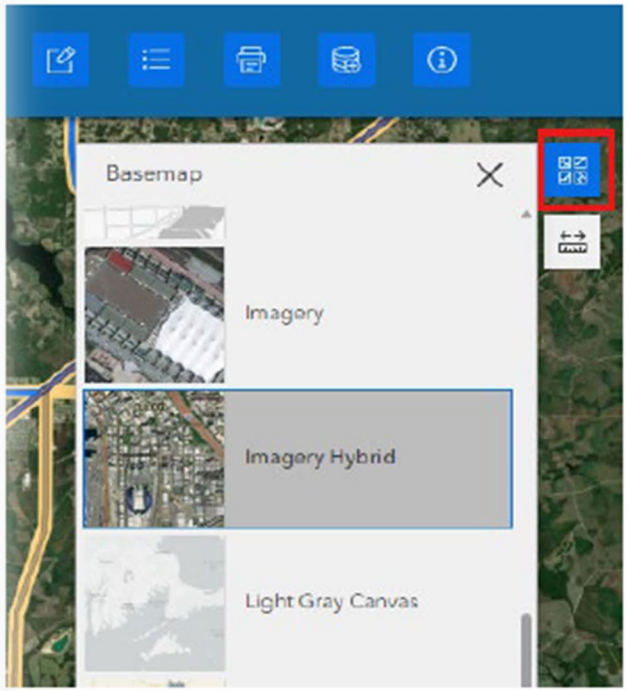
As part of the Bay County PedBikeTrail 2025 Master Plan, the Community Traffic Safety Team (CTST) and project Working Group has the opportunity to provide feedback with this interactive map. The map is also linked on the project website at www.ecrc.org/BayPedBikeTrails2025.

You can add input to the map by clicking the edit tool in the upper right, then select your input type in the Editor window. Draw your feature on the map, fill out the information fields, and click the 'Create' button:

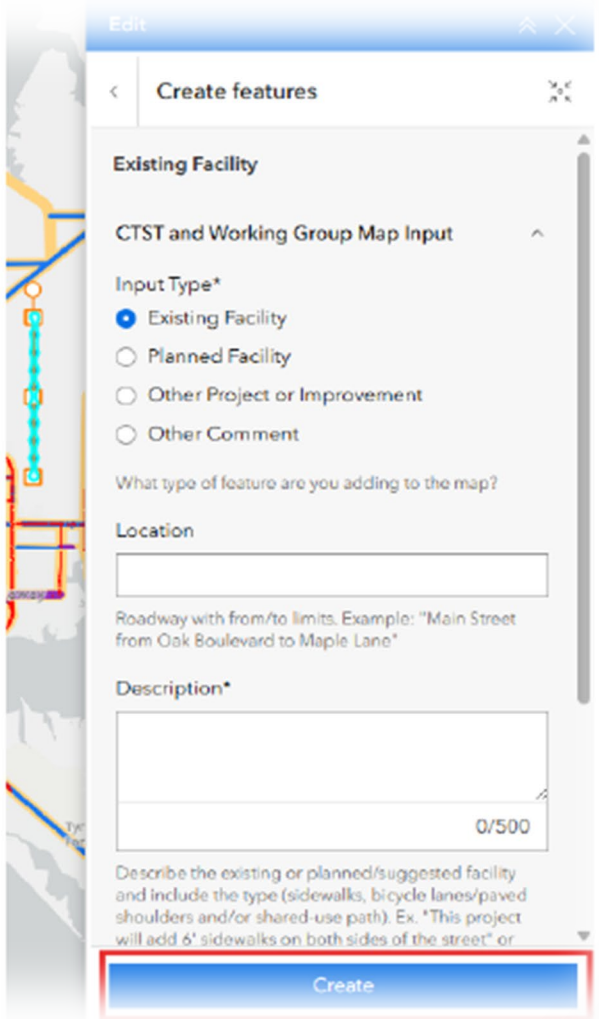


GIS Map

Aerial imagery can be viewed by using the 'Basemap' tool:



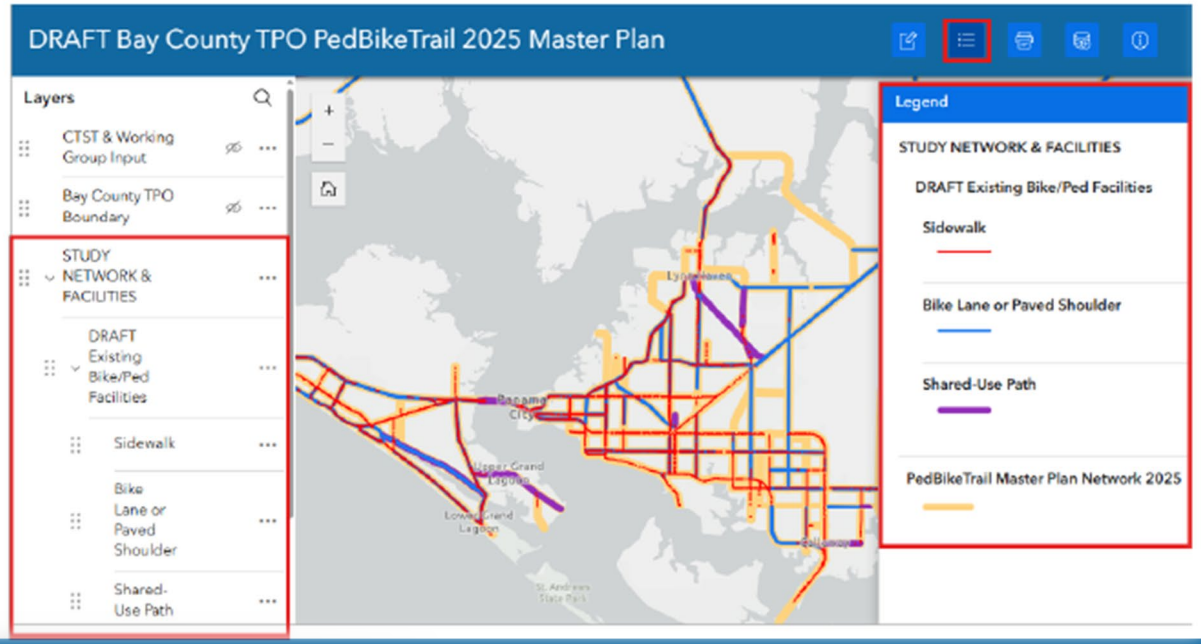
Please note that the **Study Network** includes FDOT arterials and collectors, as well as roadways included in the 2011 Bay County TPO Bicycle Pedestrian Master Plan, as amended.



GIS Map

The following input types are available:

1. **Existing Facility:** The project team used FDOT and Bay County GIS data, along with aerial imagery, Google StreetView, and field visits, to identify existing bicycle and pedestrian facilities located along the study network. Bicycle facilities include bike lanes and paved shoulders (wider than 4 feet) and shared-use paths. Pedestrian facilities include sidewalks and shared-use paths. Please review the existing bike/ped facilities and indicate on the map if we missed anything along the study network. *You can turn the existing facilities on or off in the Layers panel on the left and view the symbology with the legend tool in the upper right (see graphic below).*



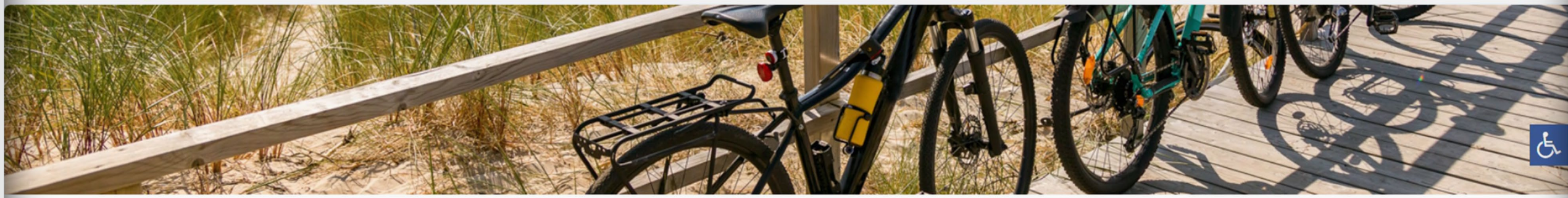
2. **Planned Facility:** Planned facilities are the bike/ped projects that are already underway or are included in a local government, state, or federal plan - for example, your city's Capital Improvements Plan or a Countywide Safety Action Plan. Please indicate your planned bike/ped facilities on the map.

3. **Other Project or Improvement:** These are bike/ped projects or improvements, not identified in other local plans, that you would like to see included in the Bay County TPO PedBikeTrail Master Plan.

4. **Other Comments:** This input type is for any comments you would like to share with us.

If you prefer to provide a list of projects or comments (or GIS shapefiles) instead of adding them to the map, that's fine too!

You can contact the project team with any questions. We appreciate your assistance!



PLANS AND DOCUMENTS

- Long Range Transportation Plan
- Performance Measures
- Bay County 2025 PedBikeTrails Plan

Bay County TPO PedBikeTrail

2025 MASTER PLAN

PURPOSE:

To provide a resource for Bay County citizens, planners, and political leaders to establish and promote pedestrian and bicycle-friendly communities. As an initiative of the **Bay County Transportation Planning Organization (TPO)**, this plan will update the **TPO's Pedestrian, Bicycle & Trail Master Plan** by adding a Trail element to create a more comprehensive active transportation network.

FINAL RESULT:

In collaboration with a Local Working Group, planners, and Bay County residents, staff will assess and summarize key trends, challenges, needs, constraints, and opportunities related to pedestrian, bicycle, and trail infrastructure within the **Bay County TPO area.** These findings will be compiled into the **Pedestrian,**

CONCERNS

E-bike Case Studies

U.S. Department of Transportation
Federal Highway Administration

FHWA E-bike Case Study Series

FHWA-HEP- 23-024

Durango, Colorado Conducts E-bike Pilot on Natural Surface Trails to Expand Access for Users

The city of Durango, Colorado, with a population of approximately 18,500[1] located on the San Juan Skyway All-American Road and just east of the Trail of the Ancients National Scenic Byway, is considered to have some of the best single track mountain biking in the world. Several high-profile bicycling races have been hosted in the diverse mountain setting, including the USA Pro Cycling Challenge and the Iron Horse Bicycle Classic, one of the largest and longest continuously run bicycling events in the United States. These activities have supported a large tourism industry. About 30 percent of jobs in La Plata County, where Durango is located, directly relate to tourism, and the tourism industry accounts for one-third of Durango's annual tax revenues.[2] Tourism is growing in the region as emerging technologies, like electric bicycles (e-bikes), increase access to the surrounding vistas. In response, the city of Durango has explored how to incorporate e-bikes on city pathways and trails.

As part of a multiyear effort, the city has been studying how e-bikes may affect the experiences of other users on trails. In June 2020, Durango began a one-year trial period that allowed e-bikes on natural surface trails in the Twin Buttes trail system. The pilot effort built on previous studies, such as the city's decision to allow e-bikes in the Animas River Trail in 2017. The Twin Buttes trial focused on community perceptions of how e-bikes may impact their overall experience of the area. After the pilot ended, the city permanently allowed e-bikes on select soft surface trails within the Twin Buttes trail system. As of 2022, there are no plans to expand e-bike access in other areas with soft surface or natural surface trails.

Laying the Groundwork for E-Bike Use on Natural Surface Trails

Initially in 2016, the Durango City Council briefly banned e-bikes as a precautionary safety measure while conducting safety and educational efforts on the Animas River Trail, a hard surface trail which

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[1] As of 2019, per the U.S. Census Bureau.
[2] 4 Ways Tourism Impacts the Durango and La Plata County Economy, May 5, 2020.



city has yet to determine if the pandemic has impacted how frequently residents use the Twin Buttes trail system. Durango extended the trial period to end in November 2021, so that the city could obtain sufficient public feedback over a full summer season.

Management of e-bike behavior requires both enforcement and education. City park rangers patrol the trail system, but they are not authorized to issue citations. Further, Durango has not modified local codes that regulate behaviors on trails to expressly address e-bike usage. Developing enforcement strategies and codes may be another outcome of the trial. The city has focused on educating trail users on proper trail etiquette as a strategy for managing behavior, for example, by publishing a brochure with information on e-bike rules and etiquette.

Key Takeaways

Durango's e-bike pilots have expanded access to outdoor recreational opportunities. The city's implementation of these trials highlights takeaways for other jurisdictions interested in standing up similar initiatives.

Public engagement is crucial. The city of Durango understood the importance of public engagement when making community decisions. By conducting a trial, community members could experience e-bikes firsthand and provide input on their experience with them. While the city conducted extensive research on e-bike safety and how they function alongside other users, decisions about management strategies on natural surface trails were also guided by residents' experiences and input.

Trial periods can help fine tune policy implementation. Trial periods allow localities to determine what educational materials and potential enforcement is needed based on their communities' preferences. Because many of Durango's natural surface trails are on lands under conservation easements, a blanket e-bike ordinance, similar to the hard surface decision, was not considered appropriate. Instead, the council is determining specific trails and systems where e-bikes are and are not allowed. The Durango City Council developed their policy position to permanently allow Class-1 e-bikes on Twin Butte's natural surface trails based on the findings from the pilot. Public commentary helped the City Council understand community sentiment about e-bikes on natural surface trails, and surveys conducted on the trail system indicated that there were minimal conflicts between e-bike riders and other trail users. This information informed the substance of the policy outcome and gave the Durango City Council confidence that the outcome reflected the community's desires.



U.S. Department of Transportation
Federal Highway Administration

FHWA E-bike Case Study Series

FHWA-HEP-23-029

Seattle Parks and Recreation Connects Multimodal Trails for E-bike Use

The city of Seattle, known as the Emerald City, prides itself on its access to lush evergreen forests and a culture of outdoor recreation. Seattle Parks and Recreation (SPR) manages more than 120 miles of trails. Several other jurisdictions border Seattle city parks and share trail infrastructure. In 2018, Washington State passed legislation to regulate electric bicycle (e-bike) use on roads, sidewalks, and trails unless a local law prohibited their operation. When the law passed, SPR already had regulations prohibiting the use of Class 3 e-bikes on its trails. King County, with a population of more than 2 million and which includes Seattle,[1] has an extensive trail system that prohibited motorized vehicles on trails before the law was passed. Other adjoining jurisdictions, such as the Seattle Department of Transportation, had no prohibition at all. The inconsistent patchwork of regulations between SPR and other jurisdictions made it difficult for e-bike users to legally navigate the trail systems. To overcome this, SPR engaged with land managers from surrounding jurisdictions to align policies on use of e-mobility devices, including e-bikes, on trails.

E-bike Classes

Class 1: pedal assist, max assisted speed of 20 mph

Class 2: throttle assist, max assisted speed of 20 mph

Class 3: pedal assist, max assisted speed of 28 mph

Source: 23 U.S.C. § 217(j)(2)

In 2020, SPR approved the use of e-mobility devices on their trails. The 2020 Multiuse Trail Policy aligns SPR's e-mobility trail policy with those of adjacent jurisdictions such as King County and the University of Washington. SPR approached the policy changes using data-driven decision making while also engaging with stakeholder groups. Seattle saw the need to align its policies with other partners as an opportunity to not only harmonize with State laws, but also anticipate future emerging technologies and how their uses could be included in the updated policy. SPR worked closely with five land

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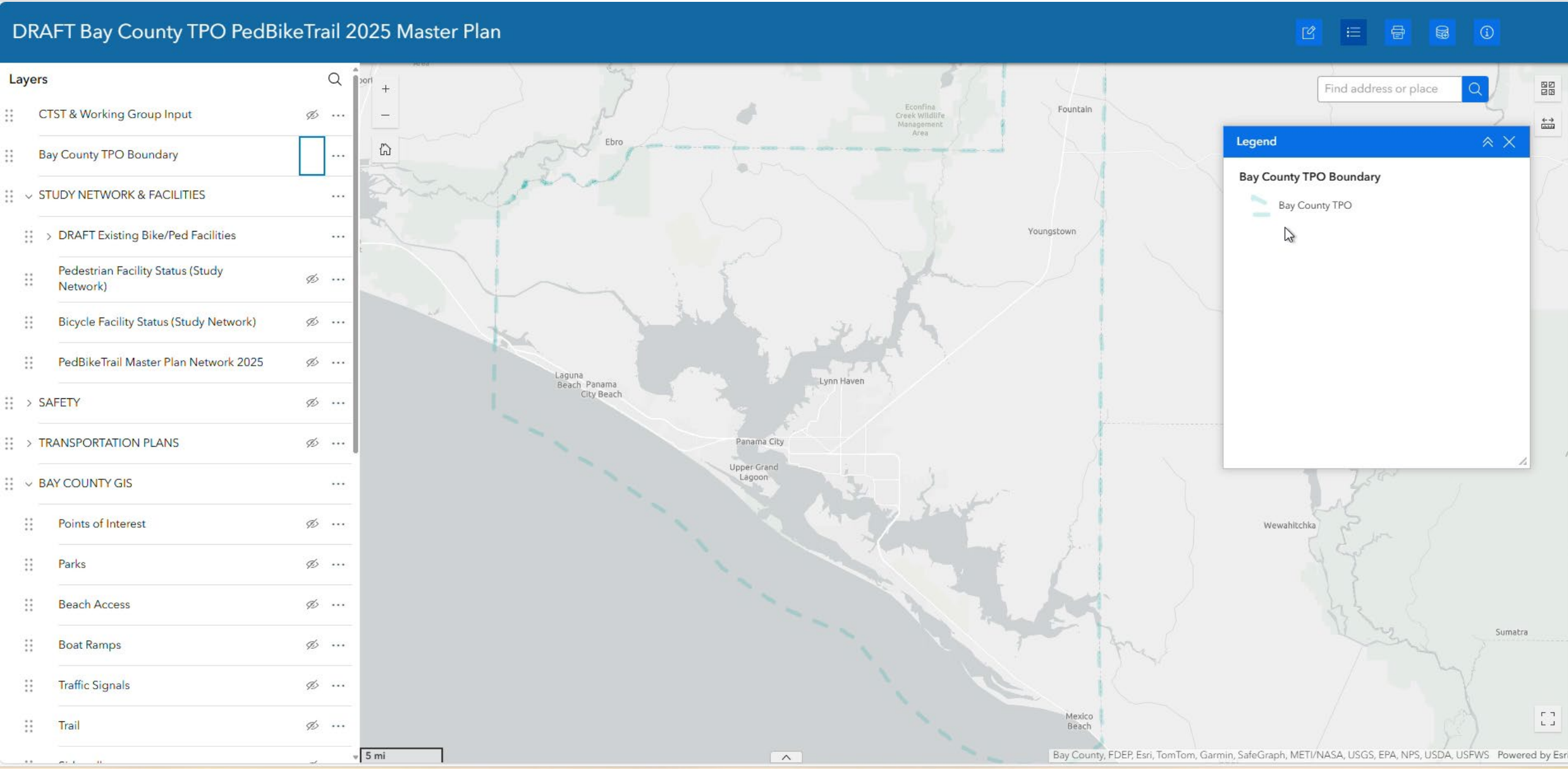

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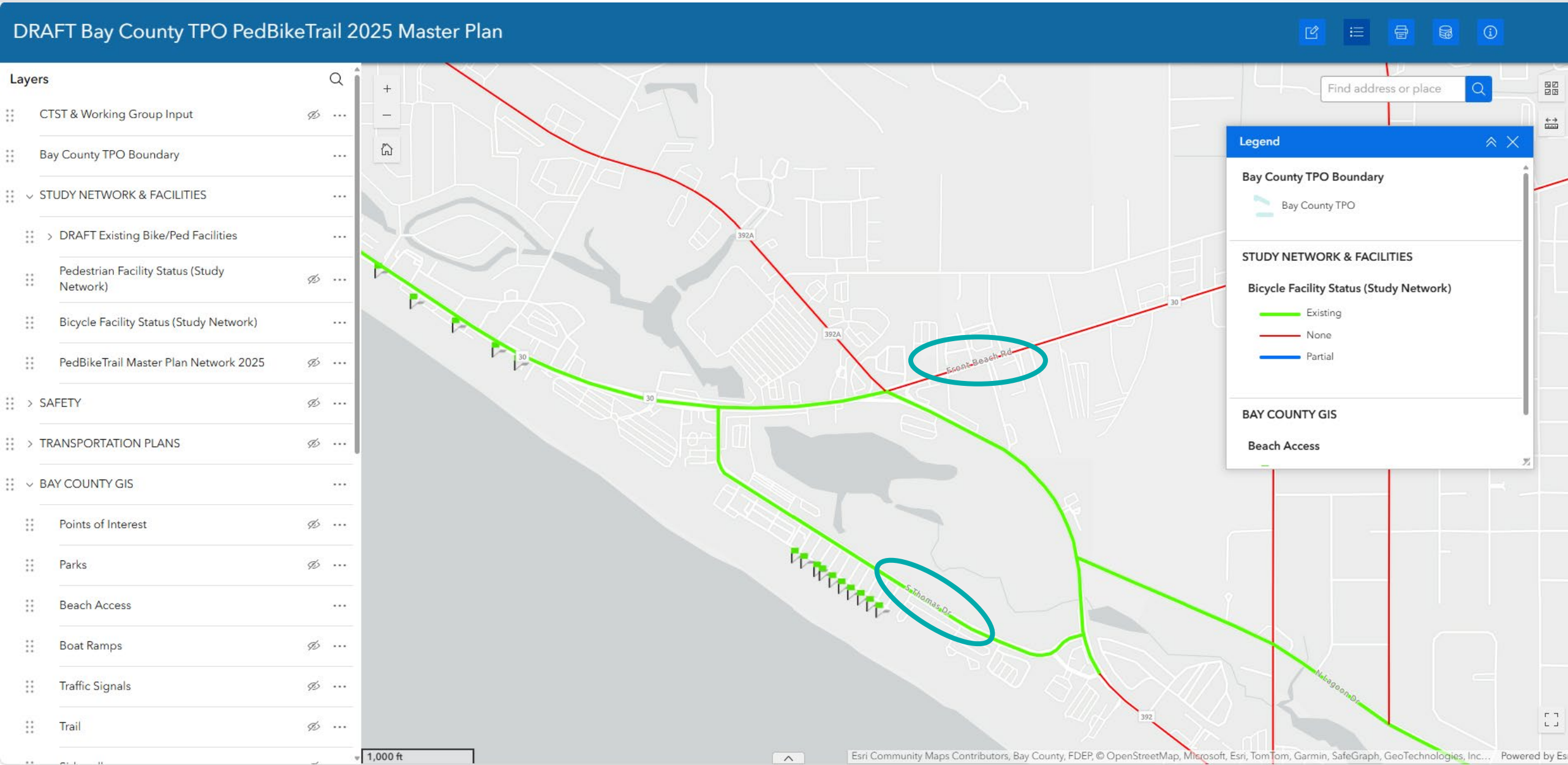

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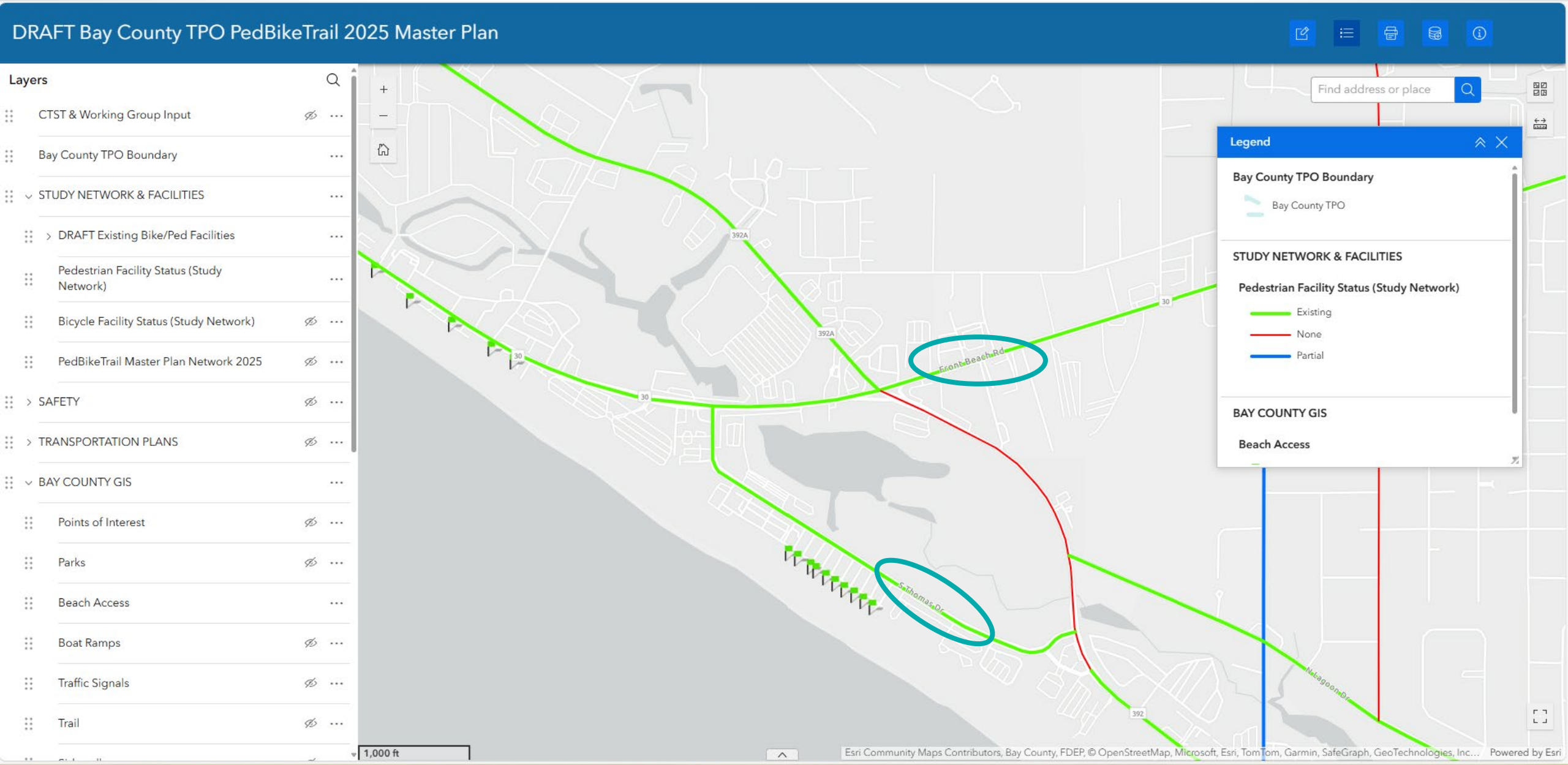
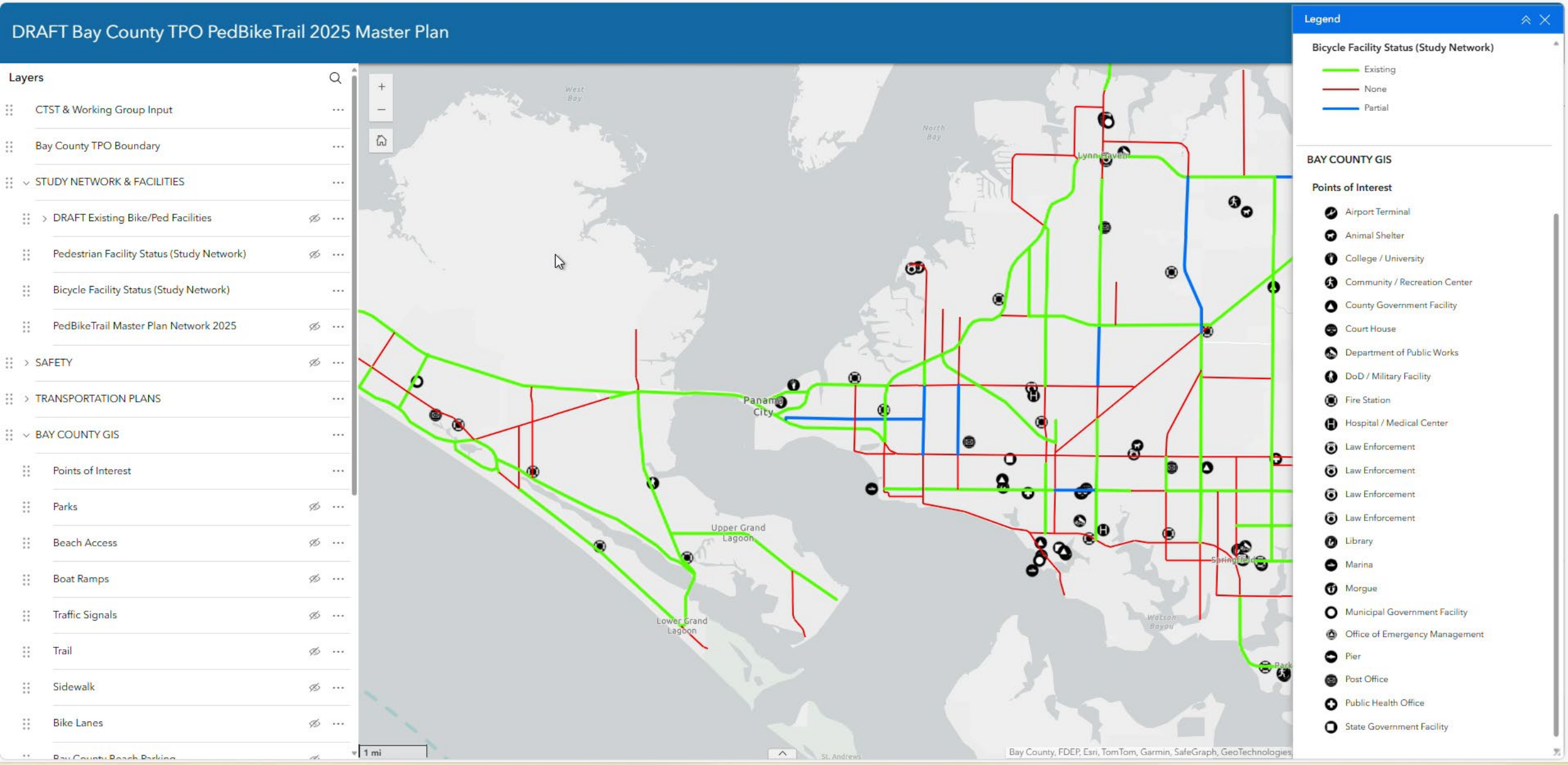


Other Points of Interest



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Project Schedule



WE ARE HERE
Sept 2025

MEETING TIMELINE

March 25

Local Working Group Committee Meeting #1

Virtual
Platform: Teams
Time: 10:00 AM

May 28

Local Working Group Committee Meeting #2

Hybrid
Physical Location: Bay County Transit Office,1010 Cone Ave Panama City, FL 32401
Time: 9:00 AM

September 17

Local Government Partner Meeting

Hybrid
Physical Location: Bay County Government Center 840 West 11th Street (3rd Floor) Traffic Engineering Conference Room
Time: 9:30 AM

November 5

Local Working Group Committee Meeting #3

Hybrid
Physical Location: TBD
Time: TBD

THANK YOU

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