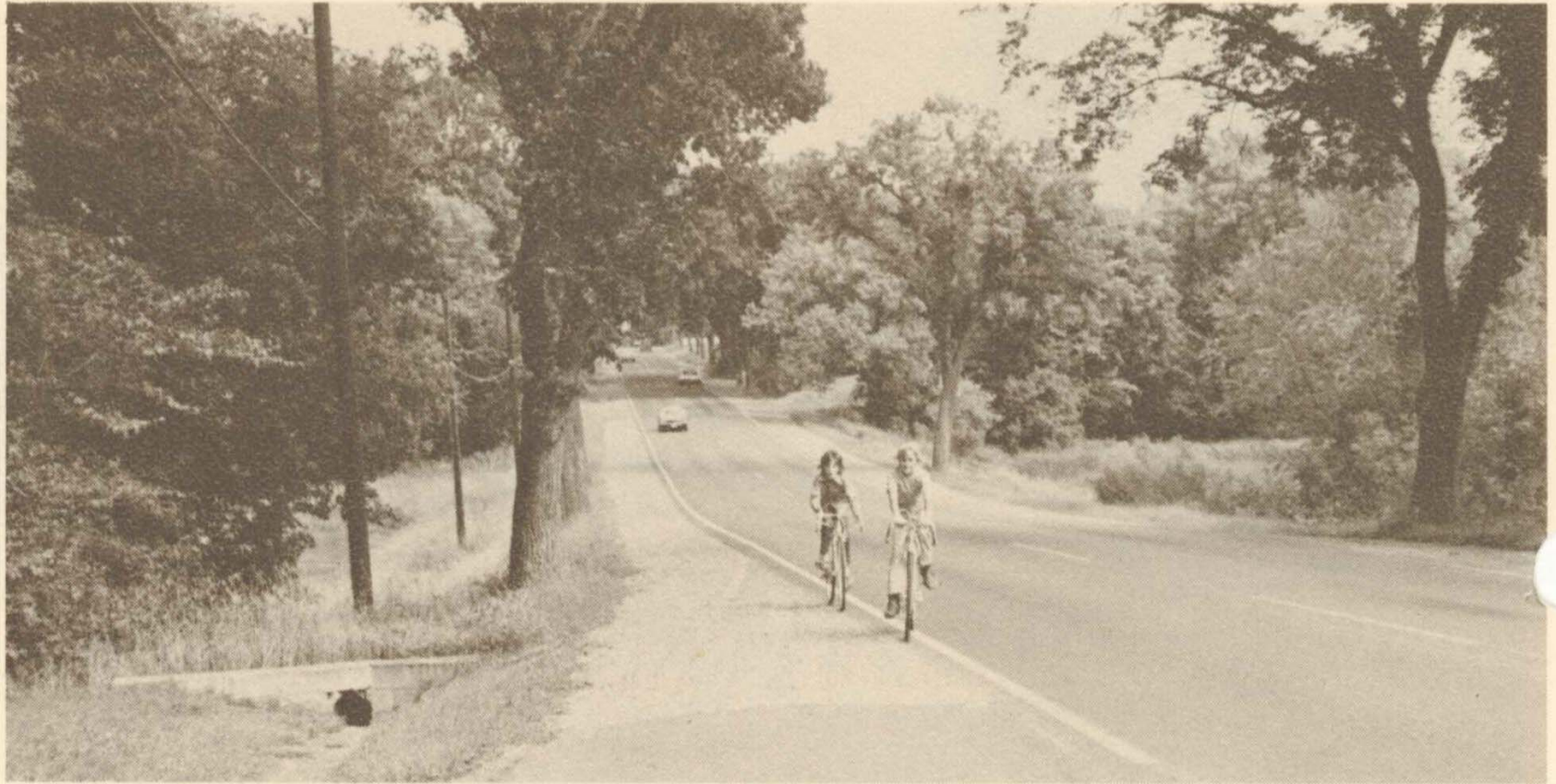


Minnetonka

- Our county roads & city collector streets were all built prior to 1960, without sidewalks or trails.

City newsletter article- 5/73



BICYCLING IS A GROWING PASTIME among all ages. As other vehicles, bicycles are regulated by City and state laws for traffic safety.

Minnetonka Trails Background

- “Trails for Tonka” group -1/70
- Larchwood/Bennett trail -4/72
- \$2.5 mil. park referendum -10/72
- Trails Task Force formed -1/73
- Trails Commission formed -11/77

Minnetonka was actively looking at pedestrian and bike safety

minnetonka memo

november 1976



Pedestrian - Bicycle Safety Zones Established

The City Council recently adopted several ordinances designed to make bicycling a safer activity in Minnetonka. You may have noticed posted pedestrian-bicycle lanes designated on some Minnetonka streets. According to law, this "Pedestrian-Bicycle Safety Zone" is defined as "the area or space officially set apart within a roadway for the exclusive use of pedestrian, bicycle or other non-motorized traffic and which is protected or is so marked or indicated by adequate signs." Although few in number at the present time, there will be more marked lanes as quickly as City crews can feasibly establish them.

NEW SPEED LIMIT ESTABLISHED

Whether marked or not, all City residential streets (except collector, county and state highways, 1494 and those streets with a speed limit lower than 25 miles per hour) are now designated as bicycle lanes and the speed thereon by motorized vehicles *in excess of 25 miles per hour* is declared unsafe and unlawful.

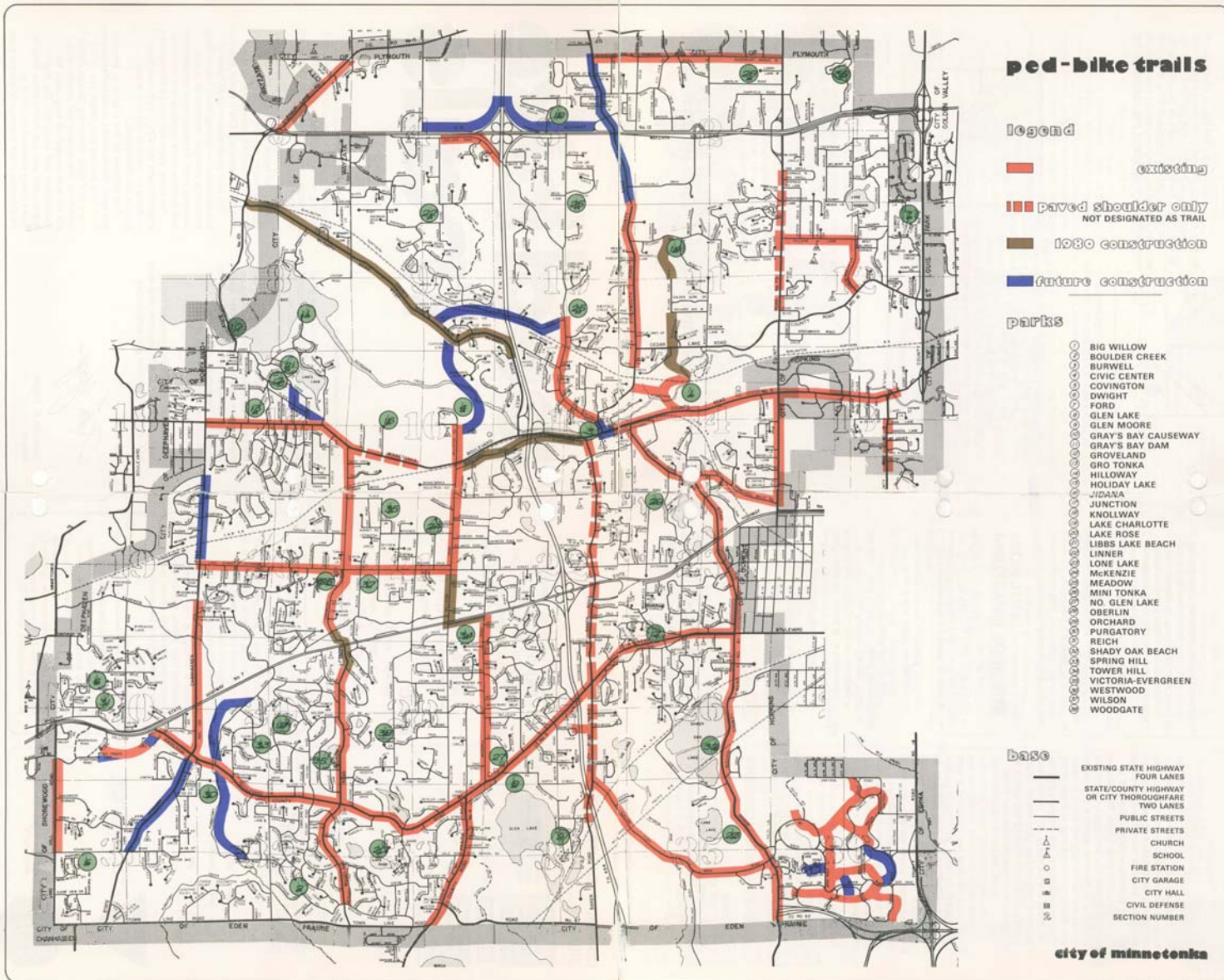
WHERE DO YOU RIDE?

This new pedestrian-bike zone on a public roadway is to be used by all pedestrians and bicyclists when provided. Anyone utilizing the zone on a roadway or a two-way bike lane shall ride as near to the right side of the safety zone or roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction. When encountering other traffic, proceed single file.

In short, where there is a posted bicycle lane provided, bicyclists moving in either direction must use it. Where there is no posted or marked area, ride as near to the right side of the road as practical.



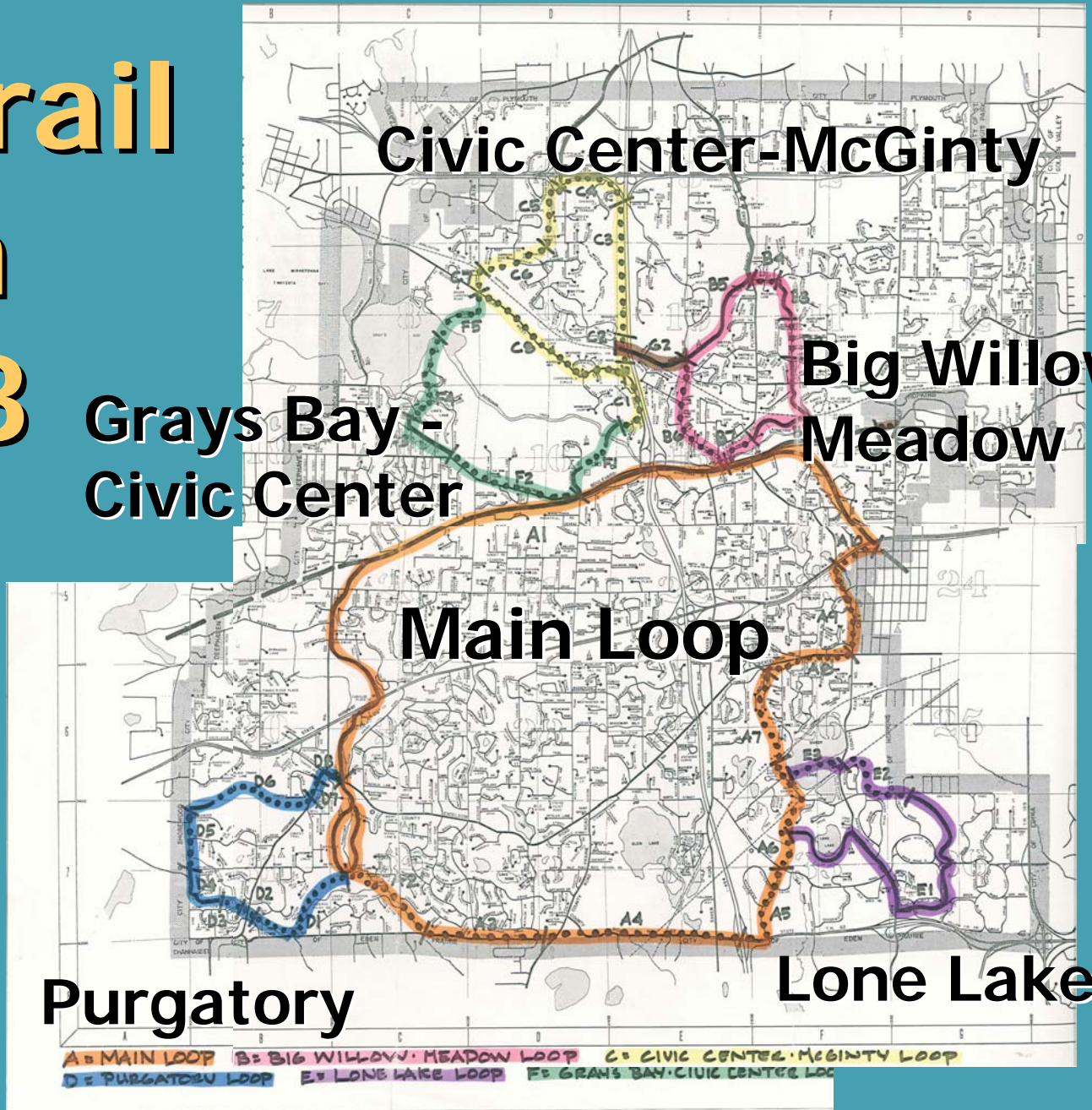
Observance of these new laws by drivers, bicyclists and pedestrians should contribute to a safer, happier trip for all. An education program formulated by the Police Department will get under way shortly for school-age children.



ped-bike trails map - 1980

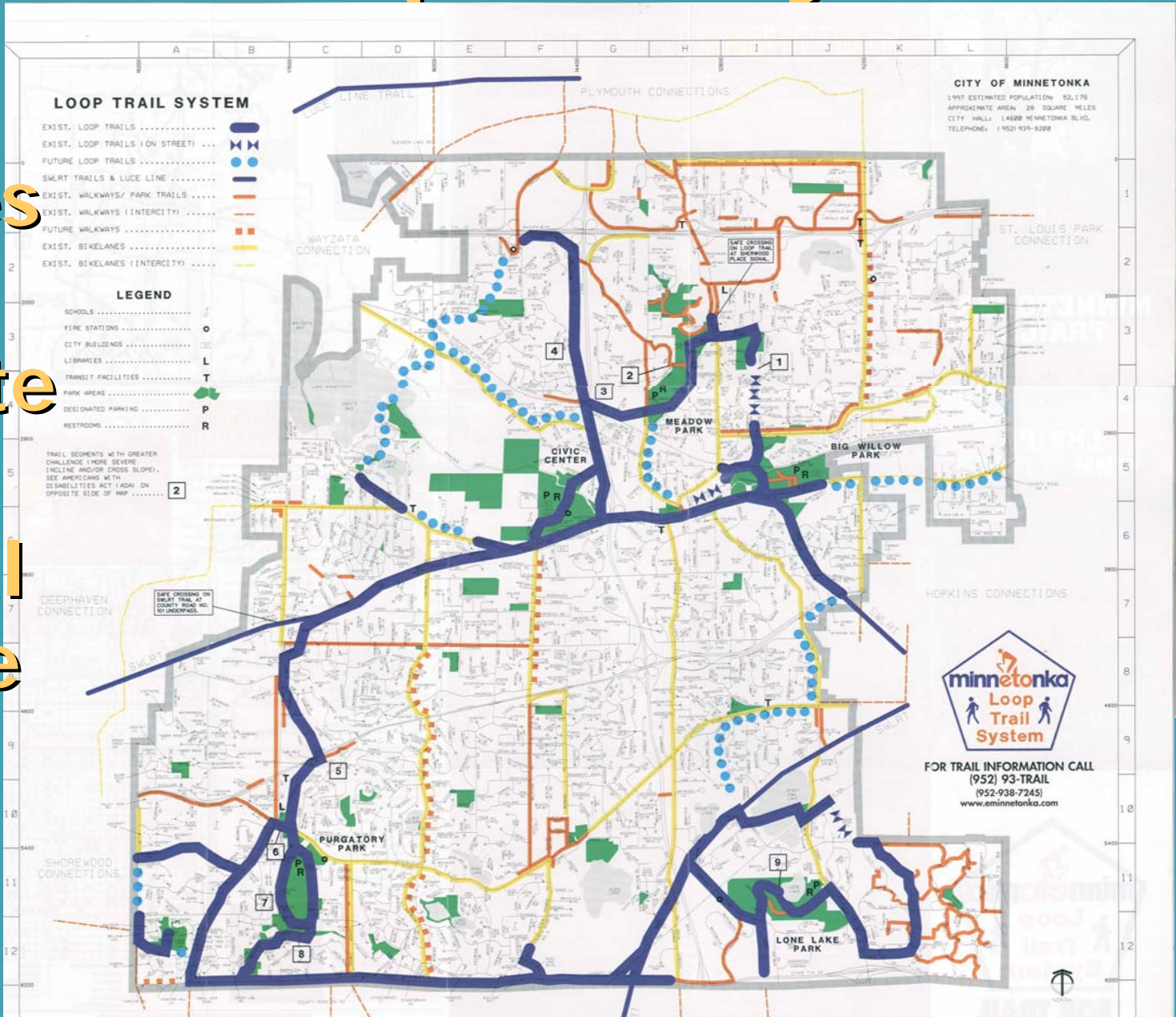
Loop Trail Plan 1988

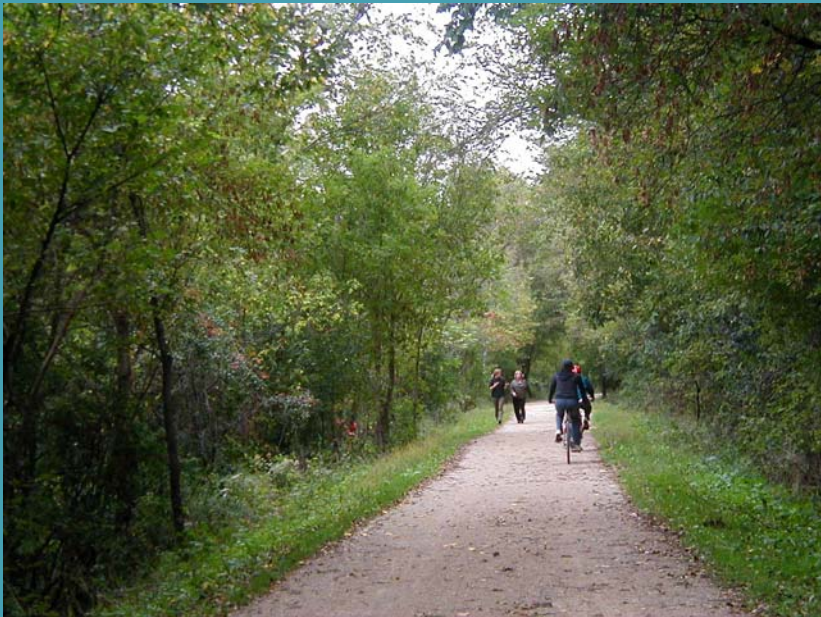
Main Loop connects 5 larger regional park trails



Present Loop Trail System

35 miles
are
complete
of the
original
40 mile
plan





Future Trail Projects

2005 to
2009
CIP

FUTURE TRAIL SYSTEM			
SCHEDULED YEAR	LOOP TRAIL	WALKWAY	WALKWAY/MSA PROJECT
IN PROGRESS	●	■	▬
2004 CONSTRUCTION YEAR	●	■	▬
2005 CONSTRUCTION YEAR	●	■	▬
2006 CONSTRUCTION YEAR	●	■	▬
2007 CONSTRUCTION YEAR	●	■	▬
2008 CONSTRUCTION YEAR	●	■	▬
2009 CONSTRUCTION YEAR	●	■	▬
SCHEDULED/UNFUNDED	●	■	▬

