

**160.263 BICYCLE LANES AND WAYS.**

Subdivision 1. [Repealed, 1987 c 255 s 15]

Subd. 2. **Powers of political subdivisions.** The governing body of any political subdivision may by ordinance or resolution:

- (1) designate any roadway or shoulder or portion thereof under its jurisdiction as a bicycle lane or bicycle route;
- (2) designate any sidewalk or portion thereof under its jurisdiction as a bicycle path provided that the designation does not destroy a pedestrian way or pedestrian access;
- (3) develop and designate bicycle paths;
- (4) designate as bikeways all bicycle lanes, bicycle routes, and bicycle paths.

Subd. 3. **Designation.** (a) A governing body designating a bikeway under this section may:

- (1) designate the type and character of vehicles or other modes of travel which may be operated on a bikeway, provided that the operation of such vehicle or other mode of travel is not inconsistent with the safe use and enjoyment of the bikeway by bicycle traffic;
- (2) establish priority of right-of-way on the bicycle lane or bicycle path and otherwise regulate the use of bikeways as it deems necessary; and
- (3) paint lines or construct curbs or establish other physical separations to exclude the use of the bikeways by vehicles other than those specifically permitted to operate thereon.

(b) The designating governing body may, after public hearing, prohibit through traffic on any highway or portion thereof designated as a bicycle lane or bicycle route, except that through traffic may not be prohibited on a trunk highway. The designating governing body shall erect and maintain official signs giving notice of the regulations and priorities established under this subdivision and shall mark all bikeways with appropriate signs. Marking and signing of bikeways by the designating governing body shall be in conformance with the Minnesota Manual on Uniform Traffic Control Devices.

Subd. 4. **Speed on street with bicycle lane.** Notwithstanding section 169.14, subdivision 5, the governing body of any political subdivision, by resolution or ordinance and without an engineering or traffic investigation, may designate a safe speed for any street or highway under its authority upon which it has established a bicycle lane; provided that such safe speed shall not be lower than 25 miles per hour. The ordinance or resolution designating a safe speed is effective when appropriate signs designating the speed are erected along the street or highway, as provided by the governing body.

**History:** 1976 c 199 s 15; 1987 c 255 s 3,4