

## Core Criteria

### ADEQUATE SPACE

A trail system should be able to sustain a minimum of 4 miles of single track trails. This could include a single park on its own or a circuit of parks in close proximity to one another. Staff believes that less than 4 miles would not be utilized.

If a circuit of parks is considered, a given park within the circuit should be able to support a minimum of 2 miles of mountain bike trails on its own.

If a circuit of multiple parks are needed, the parks should be located within 1 mile of another and provide safe, easy and navigable travel between each location.

A mountain bike trail system should be within 1 mile of a regional bike trail and provide safe, easy and navigable travel between.

A park must contain a minimum of 20 usable acres to be considered. *Usable Acreage is undeveloped acreage that could be used to build mountain bike trails. Acreage does not include wetlands, creeks, ponds, etc.*

### ENVIRONMENTAL PROTECTION

Trails should be built using the highest standards for development and pursuant of sustainable trail guidelines. This would limit erosion, vegetation loss and water quality problems.

Areas containing uncommon plants and high quality restoration areas (per city natural resources staff) should be avoided.

Generally, narrow trails (approximately 24") should be built to reduce the total area of intensive tread disturbance, slow down trail users and minimize vegetation and soil compaction.

Site should be designed to minimize tree impact and removal.

### MINIMIZE USER CONFLICT

The majority of existing mountain bike trails in the Twin Cities are one-way to avoid head on interactions. If built in Minnetonka, trails should also be one-way.

Mountain bike trails should be built to minimally intersect existing maintained trails and high-use informal foot paths. (High-use informal foot paths are trails that receive similar use as maintained trails and have experienced significant widening, erosion and impact as a result).

Mountain bike trails should not displace existing maintained trails and high-use informal foot paths. (High-use informal foot paths are trails that receive similar use as maintained trails and have experienced significant widening, erosion and impact as a result)

Mountain bike trails should be designated as multi-use (open to runners, bird watchers, hikers, snowshoers, bikers, etc.). Ninety-two percent of all mountain bike trails in the Twin Cities are multi-use.

Adequate parking should be available at each proposed park.