



**New Brighton City Council
Work Session Agenda
New Brighton City Hall | City Conference Room
803 Old Hwy 8 NW, New Brighton , MN 55112
5:00 PM March 24, 2026**

Members of the City Council will attend the meeting in person unless eligible to attend remotely per MN Stat. 13D.02

To participate in this meeting, members of the public may:

- **Attend the meeting in person.**
- **Watch the meeting electronically.** Tune into CTV Channel 8023 (CenturyLink) or Channel 16 (Comcast). To observe the meeting as a livestream or a webcast, visit NBMN.info/View-A-Meeting
- **Join the meeting electronically.** Members of the public who need to interact with our public officials about agenda items, City Administration, and matters that are otherwise of public concern to the City Council but are unable to or not comfortable attending the meeting in person, may join the meeting electronically at: <https://newbrightonmn.gov/zoom> (no app needed), by scanning the QR Code on the right, or by using their Zoom app to join and entering: Meeting ID 898 6240 2361, Passcode 867530



I. Work Session Item

1. Living Streets Discussion



Agenda Section:	Work Session Item
Meeting Date:	March 24, 2026

REQUEST FOR COUNCIL CONSIDERATION – EXECUTIVE SUMMARY

ITEM DESCRIPTION: Living Streets Discussion

Action Requested: Discussion

Form of Action: N/A or Other

Votes Needed: N/A

Summary Statement:	<p>In January 2023, City Council and staff identified and committed to the following Strategic Priorities:</p> <ul style="list-style-type: none"> • Sustainable and Reliable Infrastructure • Operational Effectiveness • Environment and Sustainability • Diversity, Equity, and Inclusion • Livable Community <p>Looking specifically at Sustainable and Reliable Infrastructure (now identified as City Assets under the 2026-2028 Strategic Priority categories), the intent is to enhance the quality of life for our residents, businesses, and visitors by providing well-maintained, cost-effective, and sustainable infrastructure. The key programs and initiatives established to reach this goal for 2023 and beyond:</p> <ul style="list-style-type: none"> • Develop a Living Streets Plan and Policy • Complete annual street projects
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The draft Living Streets Plan was presented to the City Council, Public Safety Commission, and PREC, and approved by City Council in early 2024.

Each annual street project will consider Living Street Improvements as part of the feasibility process. During the 2025 Public Hearing Process, several segments that were included in the Living Streets Improvements were removed and reconstructed to their existing width. Staff indicated we would return for a City Council discussion on deviations and what would make the most sense moving forward.

Recommendations: Stay consistent with the plan unless engineering requirements make a change necessary.

Create a one-page info pamphlet.

Continue to update planned routes to align with park and development changes

Applicable Deadlines: N/A

Community Impact: Living streets calm traffic, reduce runoff, and improve mobility for non-vehicle roadway users.

Legislative History: October 10, 2023 City Council Work Session
November 1, 2023 PREC
November 13, 2023 Public Safety Commission
January 9, 2024 City Council Approved Living Streets Plan

Strategic Priority: City Assets

Fiscal Impact:	Financial Consideration?	<u>No</u> <input checked="" type="checkbox"/> <u>Yes</u>
	Revenue/Expenditure Amount:	\$
	Financing Source:	

	Notes:	
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Attachments:	1.	Living Streets Plan
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Living Streets Update
City Council Work Session 3/24/26

Craig Schlichting,
Director Community Assets & Development





Background

Old Highway 8 5-3 lane reduction

- Multi-use path added from 8th Avenue to CR D

Speed Limit Change September 2022

January 9, 2024, City Council Approved Living Streets Plan

- Apply to street projects when curb is being removed for utilities/other activities

Safe Routes to School Plan complete in 2025

DRIVE 25

NEW BRIGHTON IS BECOMING SAFER WITH A NEW 25 MPH SPEED LIMIT!

www.newbrightonmn.gov/drive25

STARTS SEPTEMBER 1

- 20 Miles per hour in School Zones (no change)
- 25 Miles per hour on most City-owned Streets
- 30-40 Miles per hour on County or shared Border Streets (no change)

The graphic features a blue and white color scheme with the New Brighton logo in the top right corner. The background shows a person's hands on a steering wheel.

SAFE ROUTES TO SCHOOL

A plan to make walking, biking, and rolling to school a safe, accessible, and fun transportation choice benefiting the physical and emotional health of students, parents, and all members of the New Brighton community.

NEW BRIGHTON, MINNESOTA
WITH MOUNDS VIEW PUBLIC SCHOOL DISTRICT

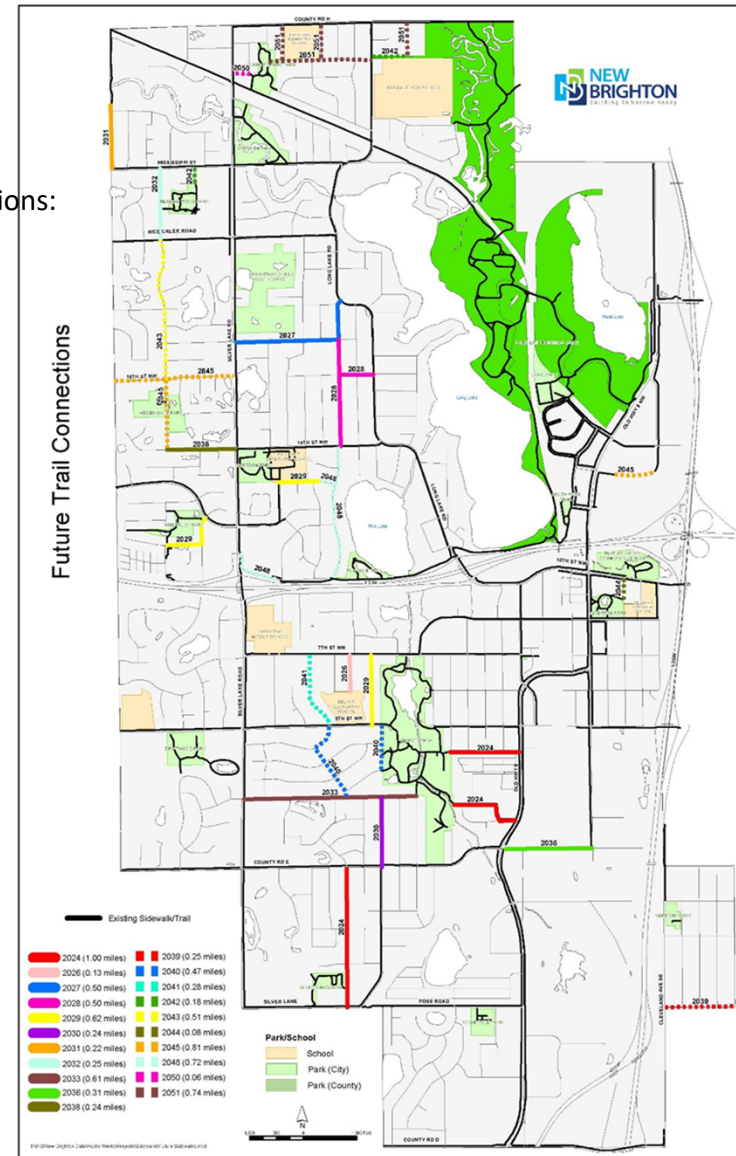
JUNE 2025

The poster features a photograph of a child in a high-visibility vest and a child with a backpack walking on a street. A red flag with a yellow 'P' is visible. The background is a blurred street scene. In the bottom right corner, there is a circular logo with icons for a person, a bicycle, a wheelchair, and a stroller, with the text 'MINNESOTA SAFE ROUTES TO SCHOOL'.

Sidewalk Facilities

To aide in future plan preparation staff has created a future sidewalk plan to include the following locations:

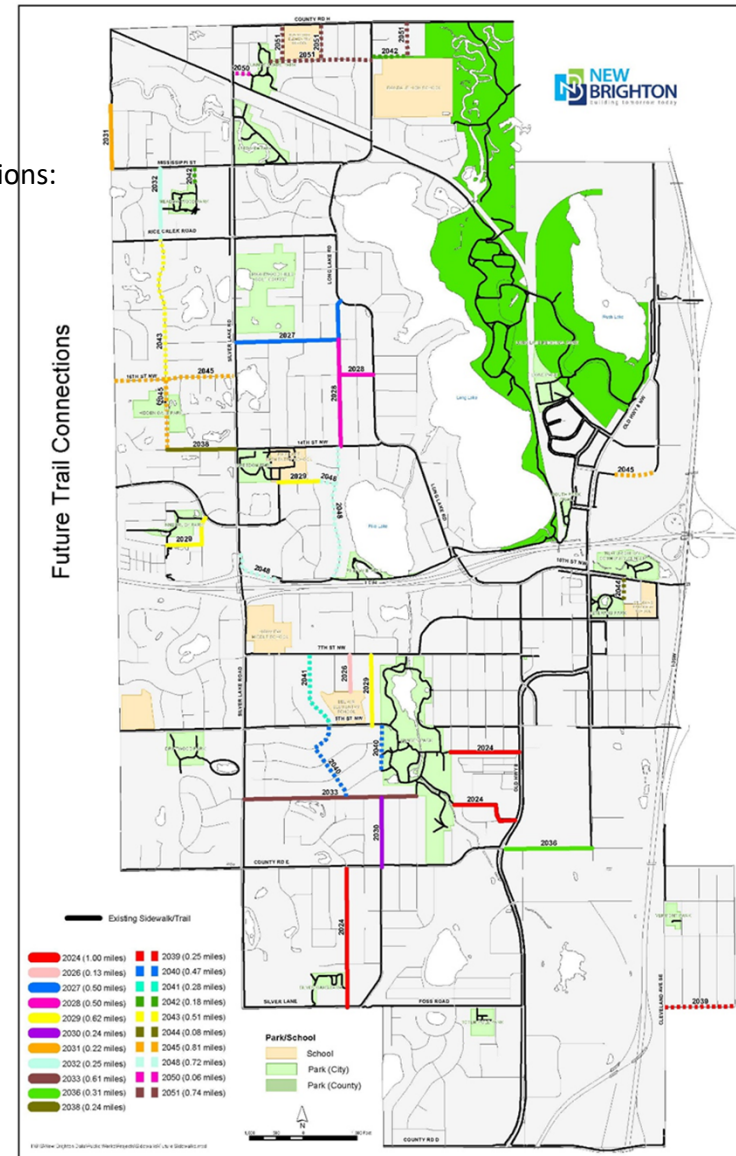
- 2024 4th Street NW – Old Highway 8 to Hansen Park
- 2024 2nd and 3rd St NW – Old Highway 8 to Hansen Park
- 2024 Oakwood – County Road E to Silver Lane
- 2026 19th Ave NW – 7th St NW to 6th St NW
- 2027 17th St NW – Silver Lake Road to 18th Avenue NW
- 2027 18th Avenue NW – 17th St NW to Long Lake Road
- 2028 18th Avenue NW – 14th St NW to 17th St NW
- 2028 16th Street NW – 17th Avenue NW to Long Lake Road
- 2029 27th Ave and Linden Drive – Innsbruck Drive to Innsbruck Park Trail
- 2029 13th St NW – Freedom Park to Highview Drive
- 2029 17th Avenue NW – 5th St NW to 7th St NW
- 2030 16th Ave NW – County Road E to 3rd St NW
- 2031 Stinson – Mississippi to Rice Creek Regional Trail
- 2032 29th Avenue NW – Rice Creek Road to Mississippi St
- 2033 3rd St NW – Silver Lake Road to 14th Ave NW
- 2036 1st Street NW – Old Highway 8 to 5th Avenue NW
- 2038 14th St NW – Silver Lake Road to 29th Avenue NW
- 2039 Stowe – Cleveland to New Brighton Blvd



Sidewalk Facilities

To aide in future plan preparation staff has created a future sidewalk plan to include the following locations:

- 2040 16th Avenue NW – 5th St NW to Canyon Lane
- 2040 Inca Lane – 5th St to Kiowa
- 2040 Kiowa – Inca to 3rd St NW
- 2041 Inca Lane – 5th St NW to 7th St NW
- 2042 27th Ave NW – Mississippi to Meadow Wood Park
- 2042 26th St NW – Long Lake Road to 14th Ave NW
- 2043 29th Ave NW – 16th St NW to Rice Creek Road
- 2044 3rd Avenue NW – 10th Street NW to Veterans Park
- 2045 29th Avenue NW – 14th St NW to 16th St NW
- 2045 16th Street NW – Silver Lake Road to Fridley Border
- 2045 Central Park Blvd Block B
- 2048 Pike Lake Drive – 14th St NW to Service Drive
- 2048 13th St NW – Pike Lake Drive to Highview Drive
- 2048 Service Drive – Silver Lake Road to Pike Lake Trail
- 2050 Gregory Drive – Silver Lake Road to Sunny Square Park
- 2051 Sunnyside Terrace and Sunbow Lane – County Road H to Long Lake Road
- 2051 Sunbow Ave NW – County Road H to Sunnyside Terrace
- 2051 Rainbow Ave NW – County Road H to Sunnyside Terrace
- 2051 14th Avenue NW – 26th St NW to County Road H
- 2053 Poppysseed Drive - Long Lake Road to Long Lake Park Trail



Bicycle Facilities

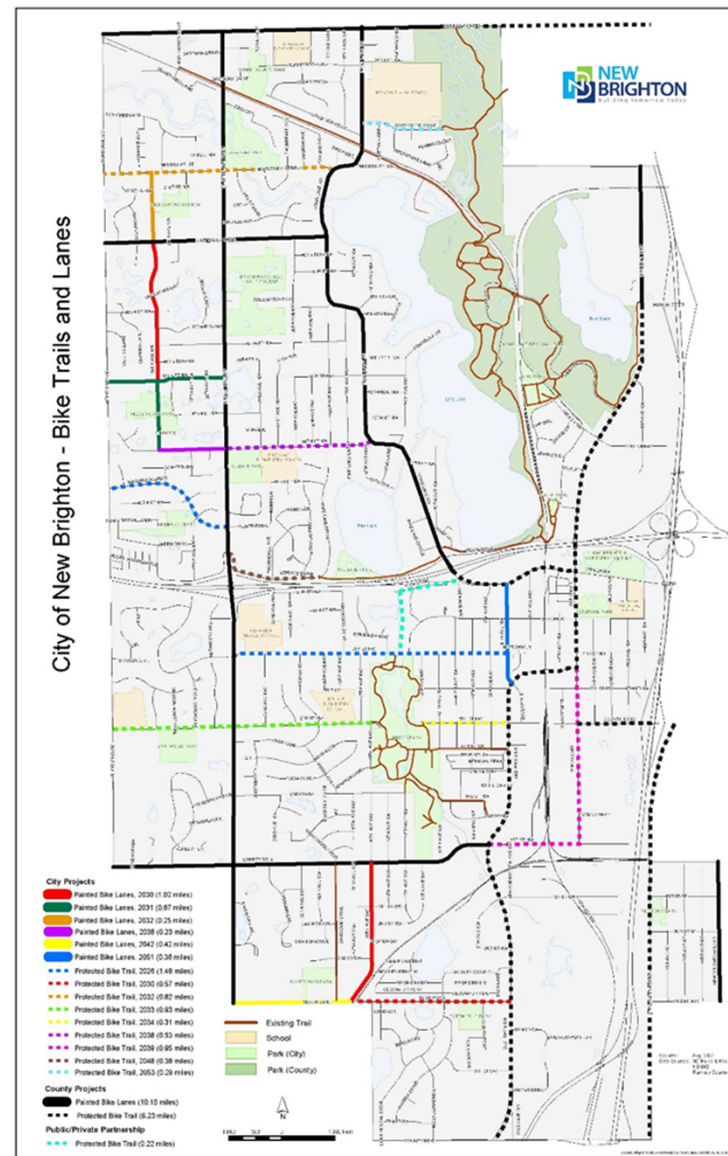
To aide in future plan preparation staff has updated the bike plan to include the following locations:

Protected Bike Lanes

- 2026 Innsbruck – Silver Lake Road to Fridley
- 2026 7th Street NW - 8th Avenue NW to Silver Lake Road
- 2030 Foss Road – Old Highway 8 to 16th Avenue NW
- 2032 Mississippi – Long Lake Road to Fridley
- 2033 5th Street NW – Hansen Park to Fridley
- 2034 5th Street NW – Old Highway 8 to Hansen Park
- 2038 14th Street NW – Silver Lake Road to Long Lake Road
- 2039 5th Avenue and 1st St NW - Old 8 to Old 8 (connects E2 and Old 8)
- 2048 Service Drive – Silver Lake Road to Pike Lake Trail
- 2053 Poppyseed Drive - Long Lake Road to Rockstone Lane

County Roads

- Old Highway 8 – Highway 96 top County Road D
- County Road E – Old Highway 8 to Columbia Heights
- 10th Street NW – 694 to Old Highway 8
- Cleveland Avenue – County Road E2 to County Road D (E2 to RR Bridge may be painted)
- Count Road H – County Highway 10 to Stinson



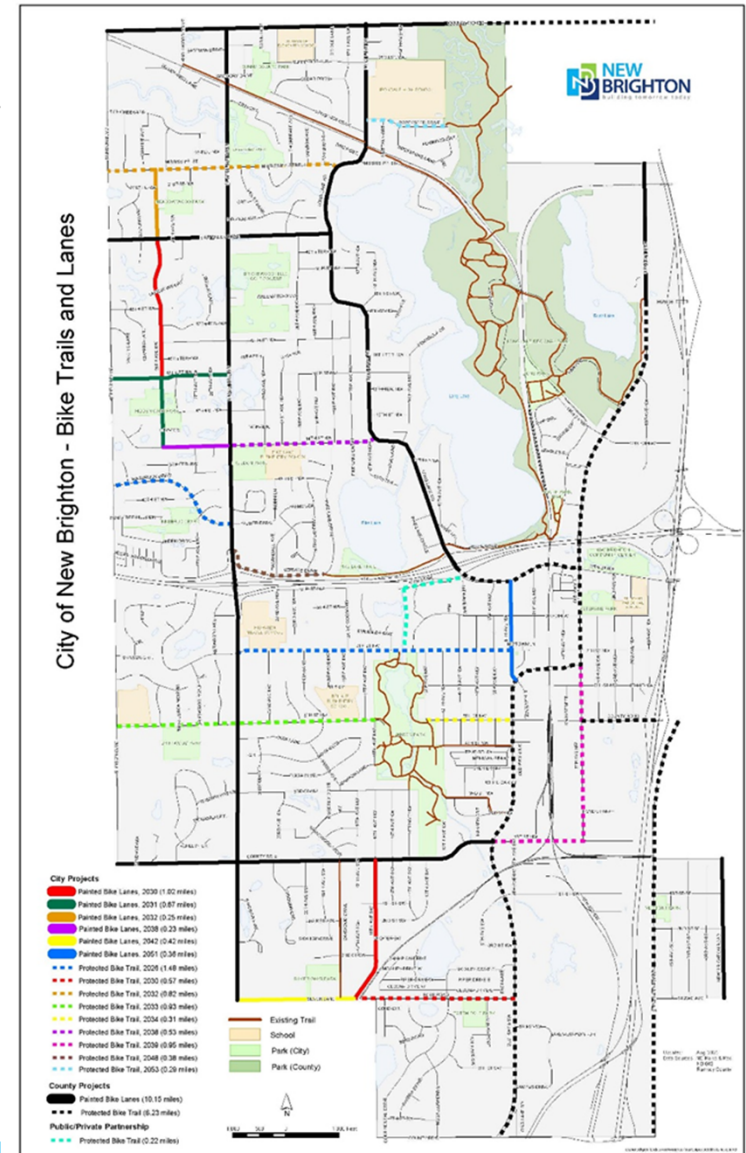
Bicycle Facilities

Painted Bike Lanes

- 2030 29th Avenue NW – Rice Creek Road to 16th St
- 2030 16th Avenue NW – County Road E to Silver Lane
- 2031 29th Avenue NW – 16th St to Brookshire
- 2031 16th Street NW – Silver Lake Road to Fridley
- 2032 29th Avenue NW - Mississippi to Rice Creek Road
- 2042 Silver Lane - 16th Avenue NW to Silver Lake Road
- 2051 8th Avenue - 10th St NW to Old Highway 8

County Roads

- Silver Lake Road – County Road D to County Road H
- Rice Creek Road – Long Lake Road to Stinson
- Long Lake Road – County Road H to 694



Local Streets

- Street width of 24 feet to 27 feet
 - Two travel lanes without pavement markings
 - Parking along one side
 - Sidewalk added with connections to parks
 - 2nd , 3rd, 4th Streets and Oakwood
 - 17th, 19th, 20th Ave SW Haines and Skyhigh 27 feet

3rd Street NW



4th Street NW



2024 Reconstruction

9th Ave NW



Oakwood Drive



Oakwood Drive



2024 Reconstruction

17th Avenue SW



Haines Avenue

20th Avenue SW

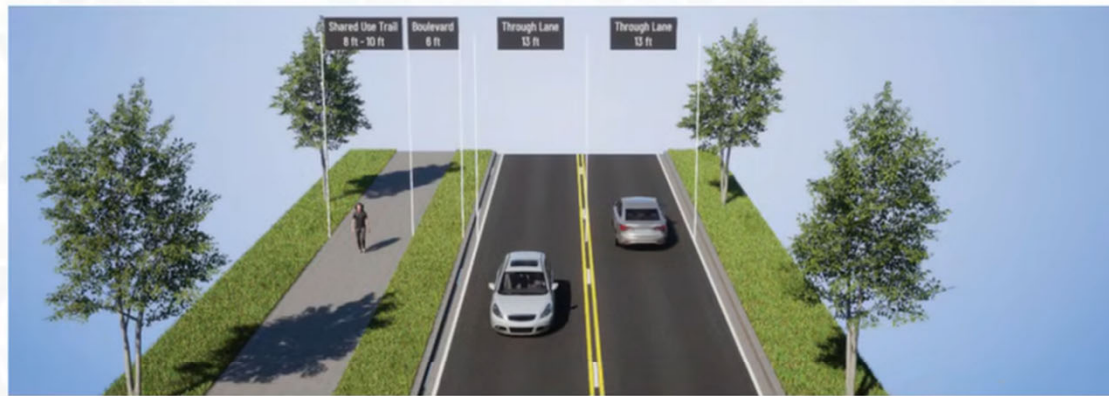


2025 Reconstruction

- Mounds Avenue – 27 feet
- Denied Thorndale
 - Short cul-de-sac
- Mississippi Circle
 - Street geometry

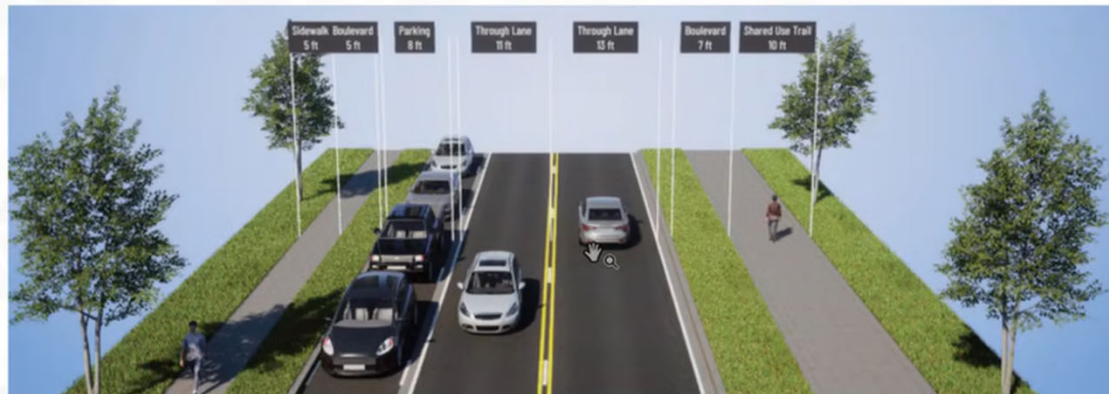


Typical Sections



Existing 12 ft through lane, 12 ft through lane, 8 ft parking section narrowed to add proposed shared use trail to north side of 7th Street

7th Street



Existing 9 ft parking, 14 ft through lane, 14 ft through lane, 9 ft parking section narrowed to add proposed shared use trail to south side of Innsbruck Drive

Innsbruck Drive

- Traffic calming and reduced vehicle speeds.
- Improved pedestrian and cyclist safety.
 - Striped bike lane or separated/protected sidewalk/trail
- Reduced impervious surface area and improved stormwater management.
 - Reduction in runoff from one 2 mile reconstruct reduces runoff volume equal to 1 foot of standing water on a single-family lot for 100-year event
- Increased boulevard space for trees and green infrastructure.
- Support for climate action goals through heat-island reduction.
- Improved neighborhood aesthetics and walkability.
- Long-term maintenance savings from reduced pavement area.
 - 4-foot reduction in pavement width for 2 miles of streets ~ \$136,000 savings

- Additional upfront cost when storm sewer catch basins and pipes must be realigned to match revised curb lines.
- Sidewalk/trail construction costs
- Perceived loss of on-street parking in certain locations.
 - [Thorndale Ave short cul-de-sac worried about parking](#)
- Reduced flexibility for informal street uses (e.g., recreational activities).
 - [Mississippi Circle set up pickle ball in street](#)
- Increased design complexity in retrofit or reconstruction projects.
 - [Mailbox locations, sprinkler systems](#)
- Need for ongoing public education and expectation management.

What we've heard

Oakwood – I know I was a b%\$&!, and wanted nothing to do with this change, but the sidewalk is great, people are using it, going to the park, walking their dogs. It has also taken care of speeding cars. Most of the crew were great too.

Mounds- Why didn't you just shut off the connection to Long Lake Road, that would have stopped cut thru traffic.

Deviations?

Denied Thorndale

- Short cul-de-sac

97 cul-de-sacs

40 are 0'-300'

38 are 301' – 600'

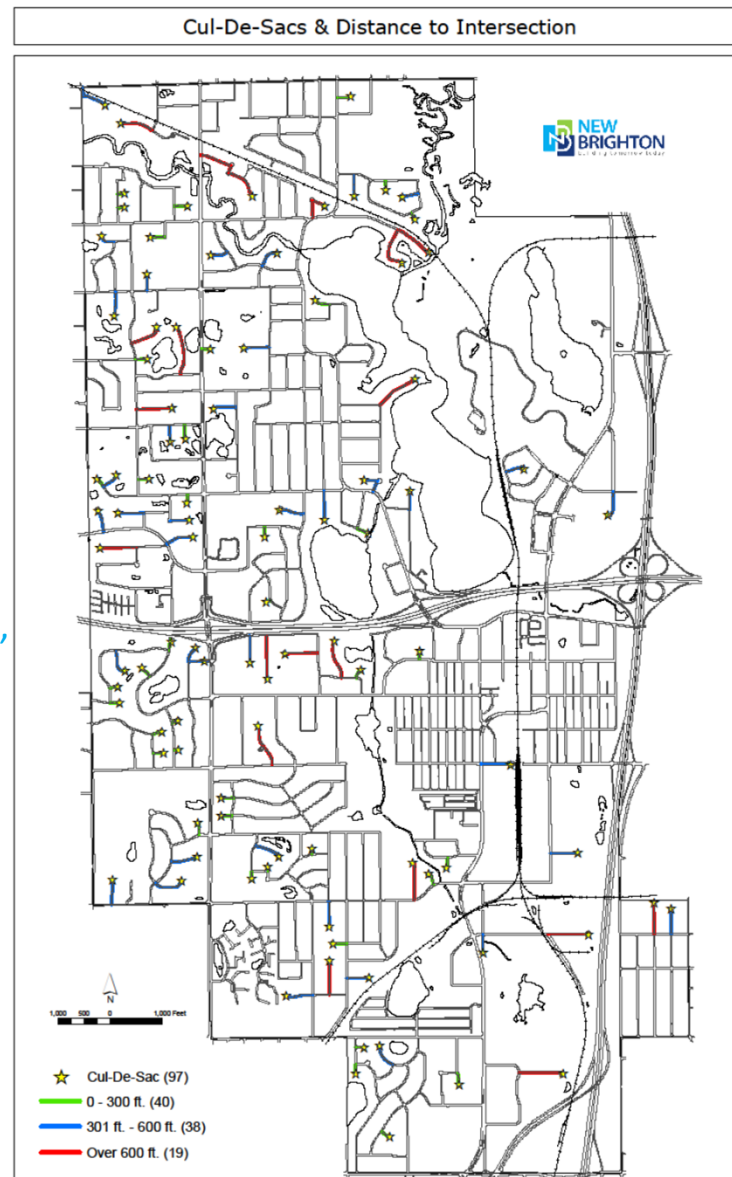
19 are over 600'

Limited traffic calming benefit, but adding green space is desirable. Staff recommendation, don't add sidewalks on these short sections, but reduce street width of straight portion to 27 feet

Denied Mississippi Circle

- Street geometry

Staff recommendation, reduce street width to 27 feet, restrict parking as necessary, ensure garbage truck/fire apparatus/school bus turning movements are supported.



Recommendation

Stay consistent with the plan unless engineering requirements make a change necessary.

Create one page info pamphlet.

Continue to update planned routes to align with park and development changes

