New Brighton Comprehensive Plan

Transportation Plan

Framework and Objectives

The Metropolitan Council is the regional planning agency for the Seven County Twin Cities Metropolitan area the City of New Brighton is part of. In December 2004, the Metropolitan Council revised the Transportation Policy Plan[1]. The Transportation Policy Plan is the metropolitan system plan for airports and transportation with which local comprehensive plans must conform

The metropolitan policy plan contained a number of transportation policies and strategies intended to guide the development of the regional transportation system. Policy Number 18 in the policy plan states that local comprehensive plans must be consistent with the metropolitan plan. In considering the local context of the transportation policy plan, the following objectives have been developed for the City of New Brighton's transportation system:

Transportation Objectives

1. To develop safe, efficient and convenient interconnected transportation systems for use by automobiles, mass transit, bicycles, and pedestrians.
2. To develop transportation facilities in a manner that does not adversely impact adjacent land uses and deteriorate the quality of life in the community.
3. New Brighton seeks to develop its transportation system consistent with the Metropolitan Council Transportation Plan Policy and to be compatible with adjacent communities, Ramsey County and the State of Minnesota.

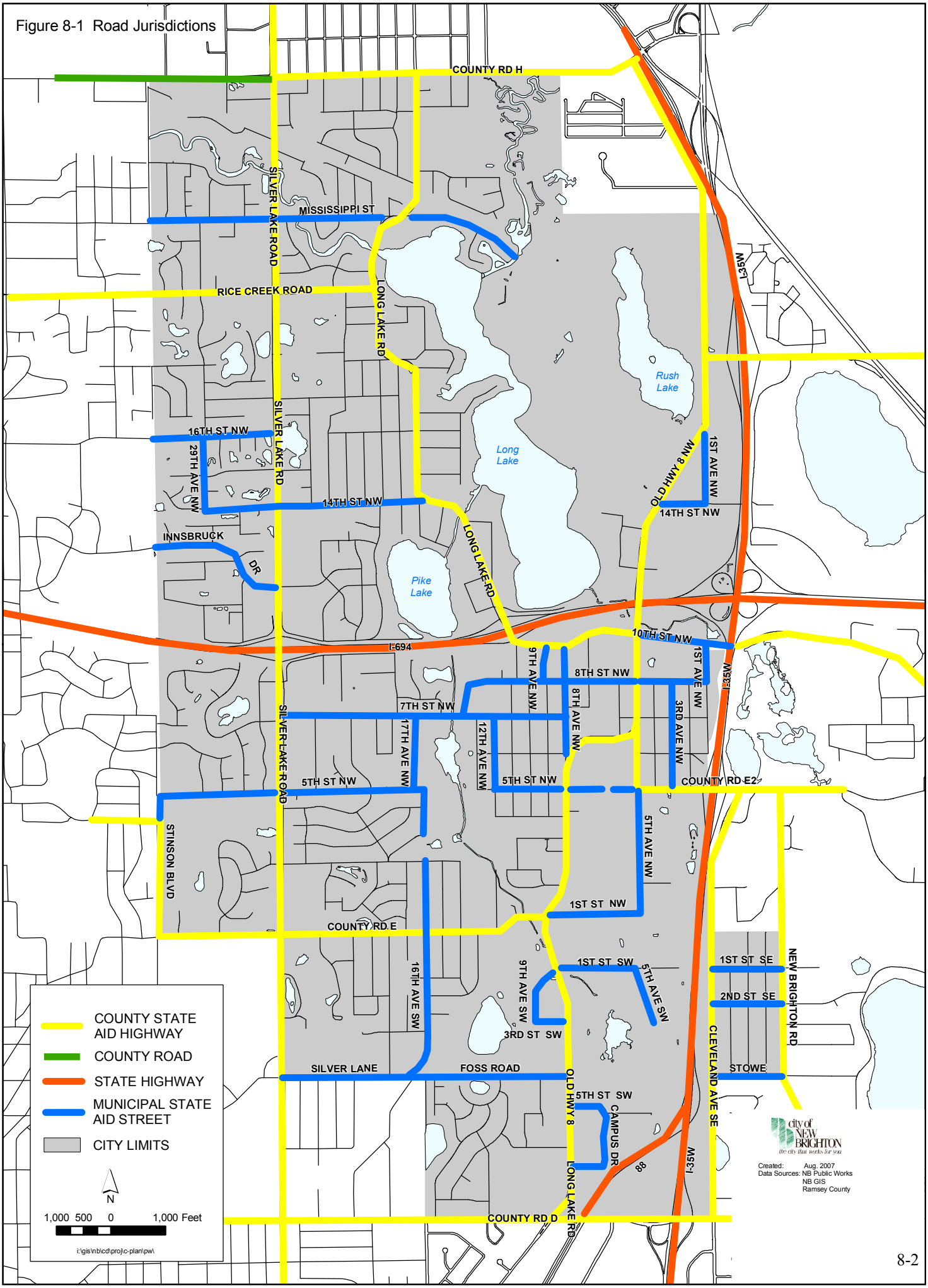
Roadways

Existing Public Roadway System

The City of New Brighton has approximately four miles of state trunk highways, 14 miles of county state aid highways, and two miles of county roads. Figure 8-1 illustrates these roadway jurisdictions within the City limits of New Brighton. All other roadways are local collectors and City streets.

[1] Transportation Policy Plan, Metropolitan Council, 2001.

Figure 8-1 Road Jurisdictions



The Metropolitan Council classifies roadways using a hierarchical classification scheme. This scheme has four general classifications: principal arterial, minor arterial, collector, and local streets. Table 8-1 lists the roads by functional class.

Principal Arterials are the highest roadway classification and are considered part of the metropolitan Interstate freeways. Interstate freeways connect the region with other areas in the state and other states. They also connect the metropolitan centers to regional business concentrations. The emphasis is on mobility as opposed to land access. New Brighton is bisected by principal arterials I-35W and I-694.

The two principal arterials located in New Brighton are Interstate 35W and Interstate 694. I-35W is located on the eastern edge of the City and runs north/south. It is a six-lane freeway with interchange access at County 96, I-694, County Road E-2, and County Road D. I-694 runs east/west through the middle portion of the City. It is a six-lane freeway with interchange access at Silver Lake Road, Long Lake Road, and I-35W.

Minor Arterials are intended to connect important locations within the City with access points to the freeway system as well as provide access between neighboring city business centers. These arterials carry short to medium trips. The emphasis of minor arterials is on mobility as opposed to access in the urban area.

There are 14 roadways that are classified as minor arterials: County Road D, County Road E, County Road H, Silver Lake Road, Old Highway 8, 5th Street N, Cleveland Avenue, New Brighton Road, 10th Street NW, Long Lake Road, Rice Creek Road, Highway 88, and Highway 96. The minor arterial roadways in New Brighton typically are characterized as having either two or four through traffic lanes with additional turn lanes provided at intersections. Intersections with other arterials may be controlled with traffic signals. Parking is generally prohibited and access to abutting property is often limited.

Collector Streets are designed to provide connections between neighborhoods and from neighborhoods to minor business concentrations. The emphasis on mobility and land access are equal. Collector streets typically provide a connection to minor arterials.

Major collectors in New Brighton include 1st Street NW, 5th Avenue NW, 5th Street NW, 7th Street NW, 8th Avenue NW, 10th Street NW, 14th Street NW, 16th Avenue SW, 16th Street NW, Silver Lane, Foss Road, Stinson Boulevard, Mississippi Street, and Innsbruck Drive. Major collector roadways in New Brighton are characterized as typically having two through traffic lanes, possibly with additional turn lanes provided at intersections. Stop signs often control traffic at intersections with arterials or other collectors. Parking is usually permitted, as is access to abutting property.

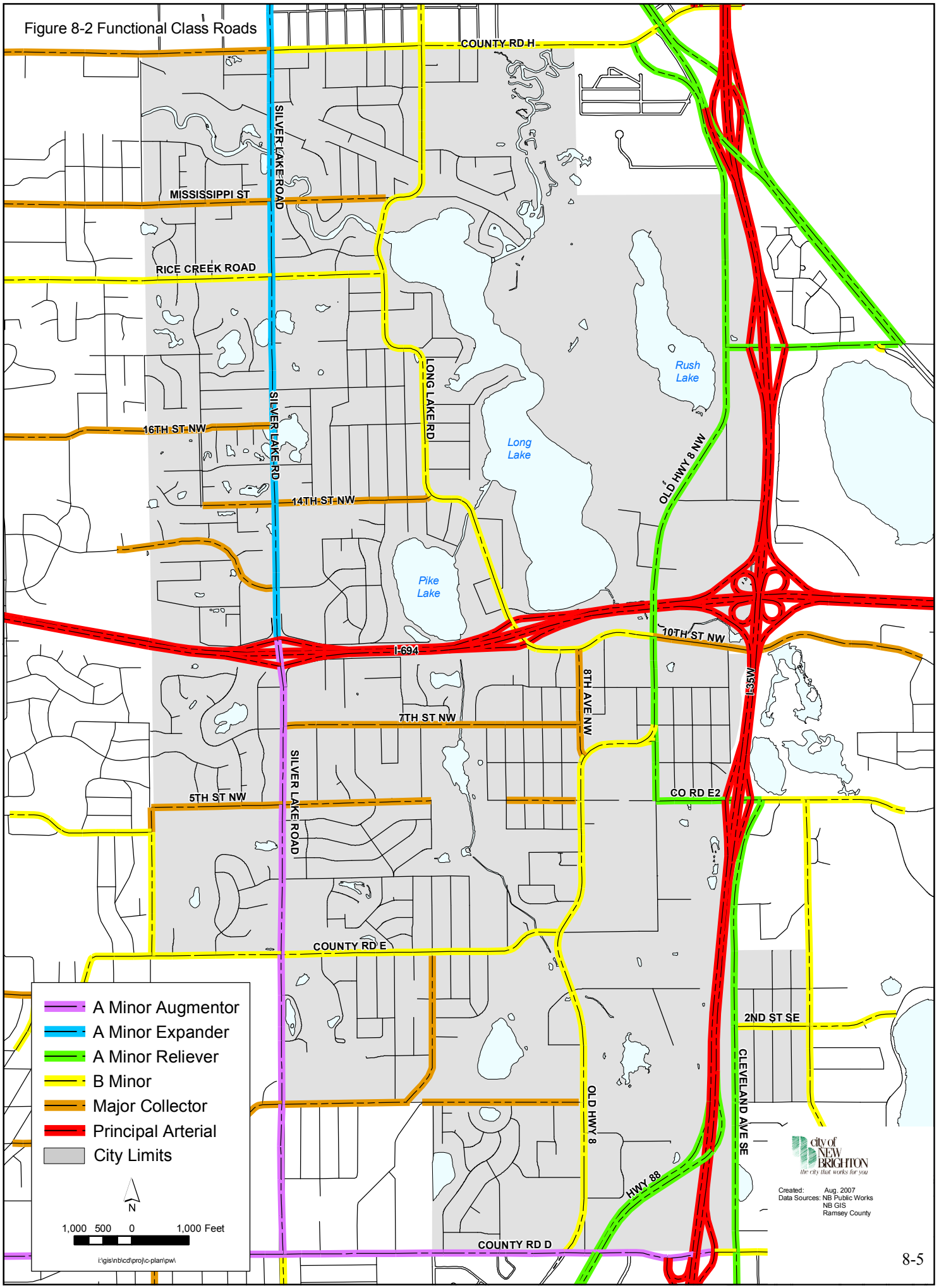
Local streets connect blocks and land parcels. The primary emphasis is on land access. In most cases, local streets will connect to other local streets and collectors. Local streets serve short trips at low speeds. All other streets within the City are classified as local streets.

The principal arterials, minor arterials, and major collectors in New Brighton and its environs are shown in Figure 8-2. This existing functional classification map is consistent with the functional classification maps of Ramsey County and the Metropolitan Council, with the addition of a few major collectors. These collectors were added by the City's Public Works Director to account for local traffic patterns.

Table 8 - 1 Funcitional Classification

Principal Arterials	Minor Arterials	Major Collectors
• I-35 W	• County Road D	• 1st Street Northwest
• I-694	• County Road E	• 5th Avenue Northwest
	• County Road H	• 5th Street Northwest
	• Silver Lake Road	• 7th Street Northwest
	• 5th Street North	• 8th Avenue Northwest
	• Cleveland Avenue	• 10th Street Northwest
	• New Brighton Road	• 14th Street Northwest
	• 8th Avenue Southwest	• 16th Avenue Southwest
	• 10th Street Northwest	• 16th Street Northwest
	• Long Lake Road	• Silver Lane
	• Rice Creek Road	• Foss Road
	• Highway 88	• Stinson Boulevard
	• Highway 96	• Mississippi Street
		• Innsbruck Drive

Figure 8-2 Functional Class Roads



Analysis of Roadway System Needs

Planned Changes to Roadway System. New Brighton is a substantially built-out City. Other than new streets related to on-going development, there are no plans to construct new roadways within the City. All of the planned improvements are rehabilitation of existing facilities as shown on Figure 8-3. The streets shown for reconstruction may not be reconstructed in the year shown. Streets not shown on the figure may be added at the discretion of the Council. The figure is intended as a guideline only and actual streets selected for reconstruction will be based upon pavement condition, age of street, and conformance with the comprehensive street plan attached in Appendix D.

In 2007, Old Highway 8 was upgraded from a 4-lane undivided highway to a 4-lane divided highway from I-694 to the Long Lake Regional Park entrance in anticipation of the land use changes in the northwest quadrant of I-694 and I-35W. Traffic signals are planned at the major intersections of this newly constructed roadway as traffic warrants are met.

Current Traffic Volumes. The 2005 annual average daily traffic volumes (AADT) for the principal arterials, minor arterials, and major collectors at representative locations in New Brighton are shown in Figure 8-4. Existing traffic volumes are compared to the size and the capacity of each roadway in order to determine where capacity problems exist or are expected to occur in the future.

In addition to analyzing current traffic volumes, project participants identified several traffic issues of particular concern to New Brighton:

- Level of service concerns at the intersections of I-35W ramp with County Road E-2, and the I-694 ramp with Long Lake Road.
- Old Highway 8/Foss Road intersection delay.
- Old Highway 8/ CR E intersection delay
- Trains crossing 10th Street Northwest cause substantial delays to motorists.
- Queuing problems caused by Interstate ramp meters.

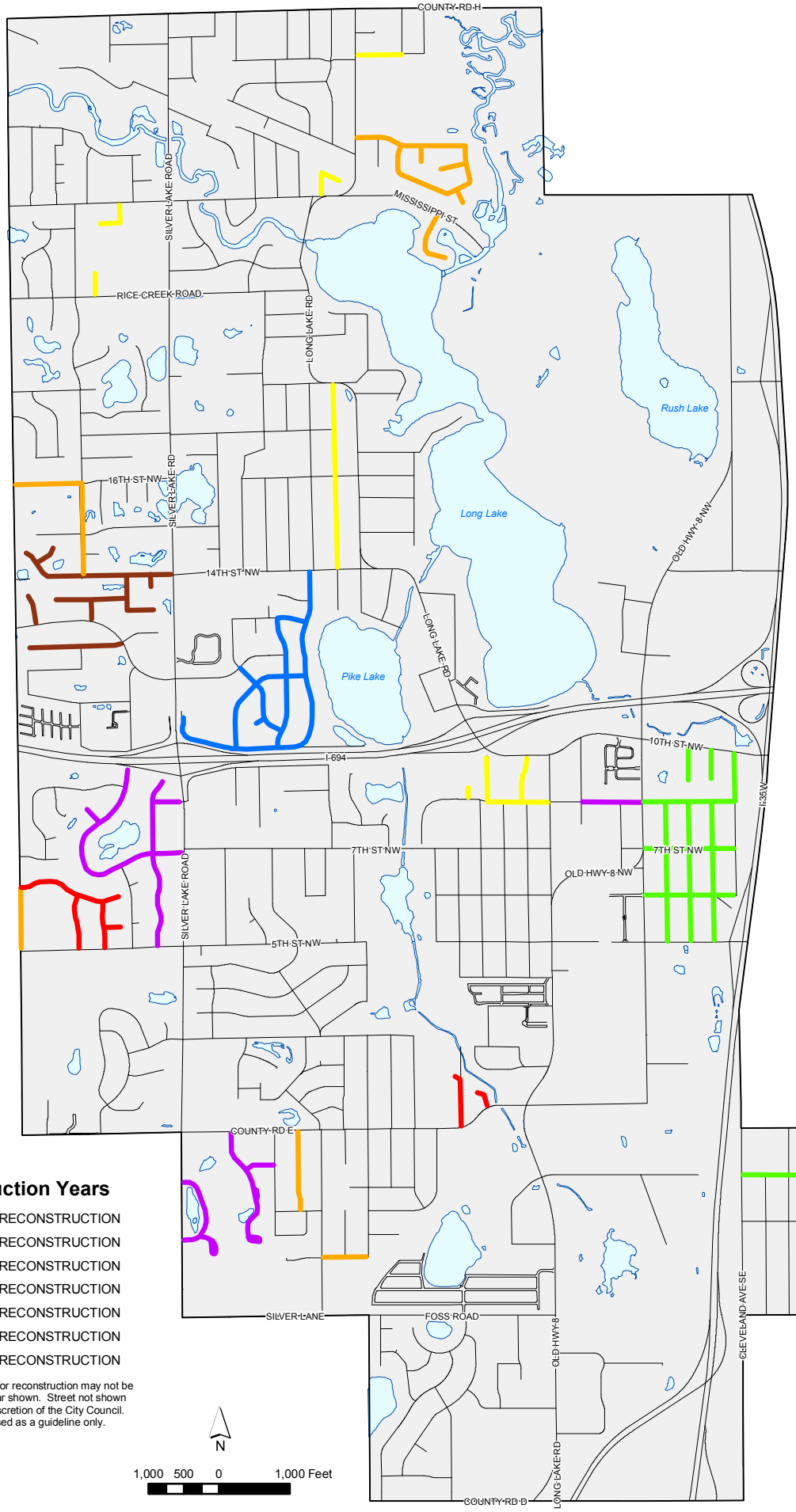
2030 Traffic Forecasts. The Metropolitan Council has completed a regional transportation traffic model for the Twin Cities area. No transportation modeling has been completed for the minor arterials or collectors in the City. Figure 8-5 shows the 2030 AADT traffic forecasts for principal arterials, minor arterials, and major collectors in New Brighton

Local traffic volumes from 1997, 2001 and 2005 were analyzed to approximate the average annual traffic growth rate for New Brighton during this time period. The growth rate during this time period is approximately 1% per year. It is anticipated that growth will continue at this same rate because the City is not expecting significant development over the next 20 years. The existing volumes were factored with this growth rate to project all volumes to 2030 conditions.

Traffic forecasts for roadways under Ramsey County jurisdiction were provided by Ramsey County. Ramsey County assumes a growth rate of approximately 2.4% per year. This growth rate is higher since many of the County Roads act as congestion relievers for I-35W and I-694. The existing volumes were factored with this growth rate to project all volumes to 2030 conditions.

A computerized regional traffic model was used to forecast traffic on the I35W and I-694.

Figure 8-3 Planned Street Improvements and Rehabilitation



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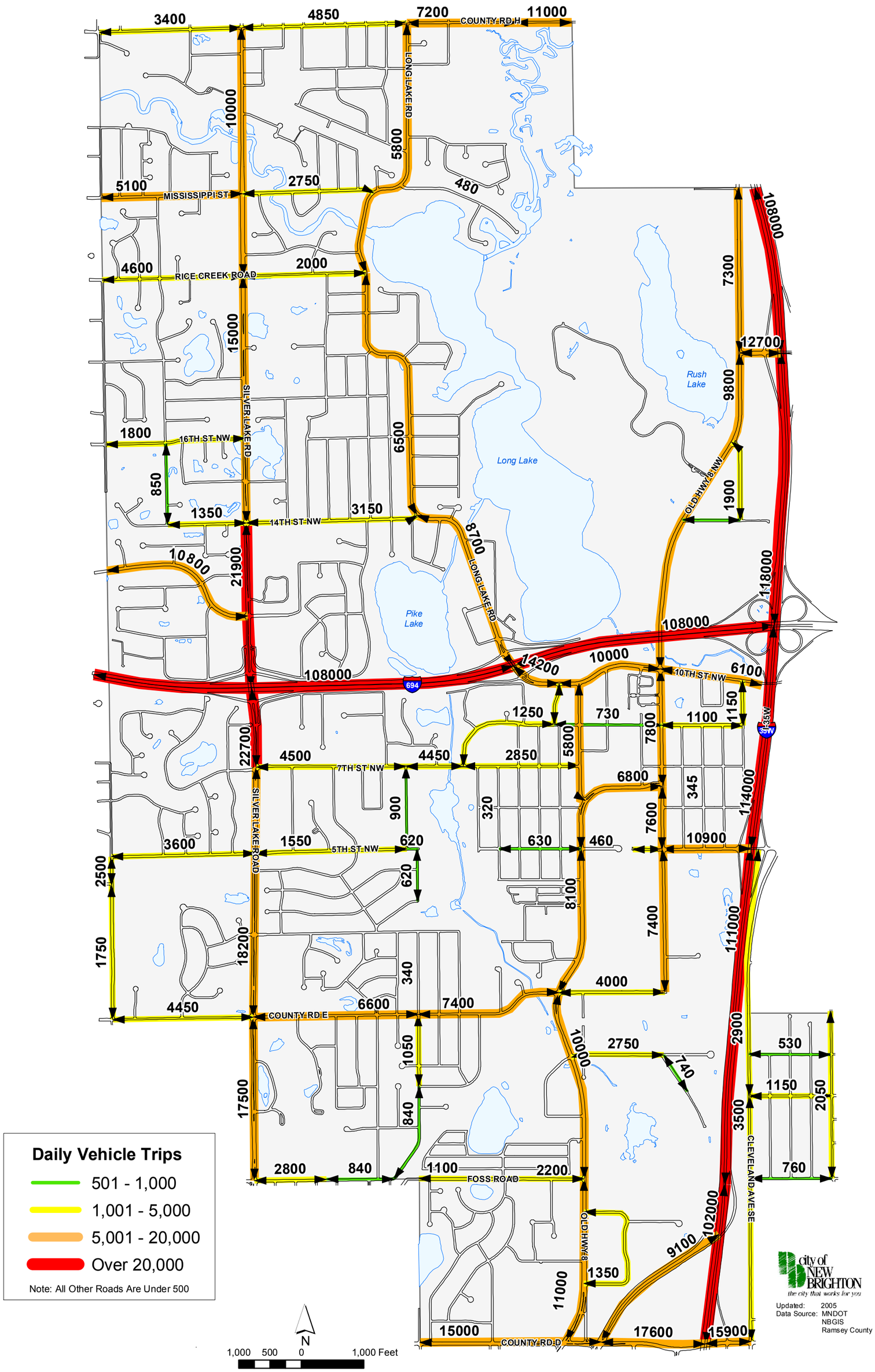
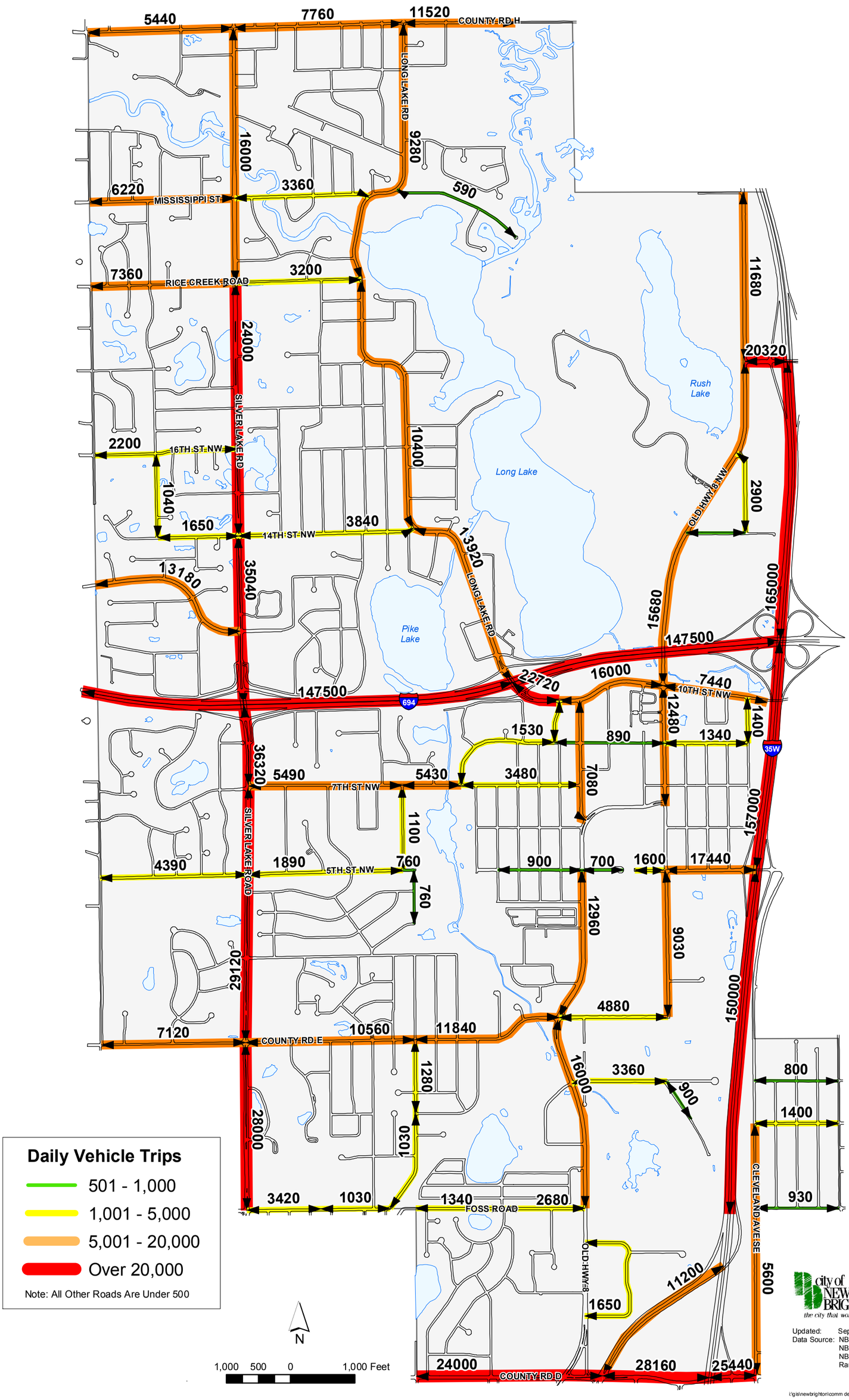

3400
4850
7200
11000
COUNTY RD H
LONG LAKE RD
10000
5800
5100
MISSISSIPPI ST
2750
480
4600
RICE CREEK ROAD
2000
15000
SILVER LAKE RD
1800
16TH ST NW
850
1350
14TH ST NW
3150
6500
Long Lake
Rush Lake
7300
12700
9800
OLD HWY 8 NW
1900
108000
118000
8700
LONG LAKE RD
10800
21900
Pike Lake
108000
694
14200
10000
10TH ST NW
6100
1250
730
1100
1150
7800
5800
4500
4450
2850
7TH ST NW
22700
6800
345
114000
900
320
7600
3600
1550
5TH ST NW
620
630
460
10900
2500
620
8100
7400
111000
1750
18200
340
4000
4450
COUNTY RD E
6600
7400
1050
2750
10000
740
530
2900
1150
2050
17500
840
3500
CLEVELAND AVE SE
2800
840
1100
2200
FOSS ROAD
760
OLD HWY 8
102000
9100
1350
11000
15000
COUNTY RD D
17600
15900
Daily Vehicle Trips
501 - 1,000
1,001 - 5,000
5,001 - 20,000
Over 20,000
Note: All Other Roads Are Under 500
N
1,000 500 0 1,000 Feet
city of NEW BRIGHTON
the city that works for you
Updated: 2005
Data Source: MNDOT
NBGIS
Ramsey County

Figure 8-5 Traffic Forecast (2030)



Changes in land use are anticipated to occur through redevelopment along Old Highway 8 and in the northwest quadrant of I-694 and I-35W. These land use changes are discussed in greater detail in the land use chapter. The trips generated by the existing land uses and the proposed land uses were calculated for the two redevelopment areas and included in the 2030 projected traffic volumes. .

In comparing the existing and projected traffic volumes, it can be concluded that the projected intensity of development within the NW quadrant will generate a significant number of trips, most of which will access the regional roadway system at 96 and Long Lake Road and I-694. It is important to understand however, that the type of development encouraged within the NW quadrant is supported by the Metropolitan Council's Regional Growth strategy. Furthermore, the impact on the regional roadway (although significant) is less of a concern if New Brighton encourages compact, mixed-use, transit oriented design that includes techniques to reduce trip generation.

Transportation Analysis Zones. For purposes of regional transportation planning, the Metropolitan Council and the counties divide the region into Transportation Analysis Zones (TAZ's). Figure 8-6 shows the Council's TAZ boundaries. Regional population, households, employment, retail, and non-retail forecasts are allocated to the TAZs as a means of calculating traffic volumes. Table 8-6 shows the projections for the Traffic Analysis Zones for the year 2030. Because New Brighton is a fully developed community, the trips generated within the TAZ's are not expected to change significantly during the period of this plan.

Adequacy of the local Roadway System in Year 2030. Ramsey County and Anoka County have published daily capacity values for various types of roadway facilities that are used to determine if congestion exists. These daily capacities are as follows:

6 Lane Freeway = 94,000 vehicles per day
4 Lane Freeway = 63,000 vehicles per day
4 Lane Divided Roadway = 31,000 – 32,000 vehicles per day
4 Lane Roadway = 21,000 – 22,000 vehicles per day
3 Lane Roadway = 20,000 vehicles per day
2 Lane Roadway = 10,000 – 12,500 vehicles per day

The existing number of lanes for the major roadway facilities is shown on Figure 8-7. Figure 8-7 is not intended to illustrate the available lanes at intersections where exclusive turn lanes may or may not exist, but is intended to provide an overall view of available lanes for through traffic on the roadway segments.

A comparison between the forecast AADT and the capacity provided by each facility has been made to determine whether the major roadways of the 2030 roadway system will adequately accommodate the traffic volumes forecast for 2030.

This planning level analysis indicates that there will likely be capacity ***deficiencies at the intersections of CSAH 96 and 35W ramps, CSAH 96 and Old Highway 8, Old Highway 8 and 1st Avenue, Old Highway 8 and 10th Street, 5th Avenue and CR E2, CR E2 and I-35W ramps, and Long Lake Road and I-694 ramps.***

In order to handle the capacity increase brought on by redevelopment within the Old Highway 8 Corridor, and to discourage traffic from the NW quadrant from using Old Highway 8 to access I-35W via E2, certain roadways improvements will be required as redevelopment occurs. These improvements include

adding turn lanes, additional paint striping, and adding necessary traffic signals as noted in the November 2005 Traffic Study prepared by Meyer, Mohaddes Associates, Inc. This will provide sufficient capacity on these roadways to accommodate the forecast 2030 traffic.

I-694 and I-35W are anticipated to be over capacity with or without redevelopment of the NW quadrant. Interchanges with I-694 and I-35W will be especially congested because local traffic will be forced to share these same interchanges with traffic accessing the regional roadway system in order to cross I-35W. Consideration should be given to the construction of overpasses to I-35W as redevelopment within the Old Highway 8 Corridor generates more traffic on the local system.

Roadway System Plan

Recommended Policies

Given the issues raised by project participants along with the capacity limitations as previously described, the City of New Brighton recognizes the need to adopt several key transportation policies. Seven specific policies the City will apply are:

1. Cooperate with Ramsey County to correct the projected deficiencies at the intersections of CSAH 96 and 35W ramps, CSAH 96 and Old Highway 8, Old Highway 8 and 1st Avenue, Old Highway 8 and 10th Street, 5th Avenue and CR E2, CR E2 and I-35W ramps, and Long Lake Road and I-694 ramps.

2. Revisit the extension of 5th Street should the situation with the railroad change. The extension of 5th Street across the CP Rail/Minnesota Commercial railroad yard was studied in 1996. This extension is desirable to provide improved access to the County Road E2 Interchange on I-35W. This extension was pursued in 1996, but no agreement was established at that time with the railroad operators.

3. Reduce the number of access points to major roadways by consolidating multiple points of access into a single point of access where appropriate.

4. Emphasize safety and mobility on collector and arterial roads by limiting access on these roads.

5. Adhere to MN/DOT and Ramsey County access management policies on state and county highways to the greatest extent possible.

6. Implement traffic calming measures, as appropriate, to reduce the amount of through traffic on residential streets.

7. Support the installation of traffic signals, as proposed by the County, at Silver Lake Road/CR H and Old Highway 8 and CR E.

Jurisdictional Classification. Jurisdiction over the City's roadway system is shared among three levels of government: State of Minnesota, Ramsey County, and the City. The Minnesota Department of Transportation (MN/DOT) maintains the interstate and state trunk highway systems. Ramsey County maintains the County State Aid Highway (CSAH) and County Road Systems. The City maintains the remaining streets, some of which are designated as Municipal State Aid (MSA) Streets and receive MSA funding.

Figure 8-6 Traffic Analysis Zones

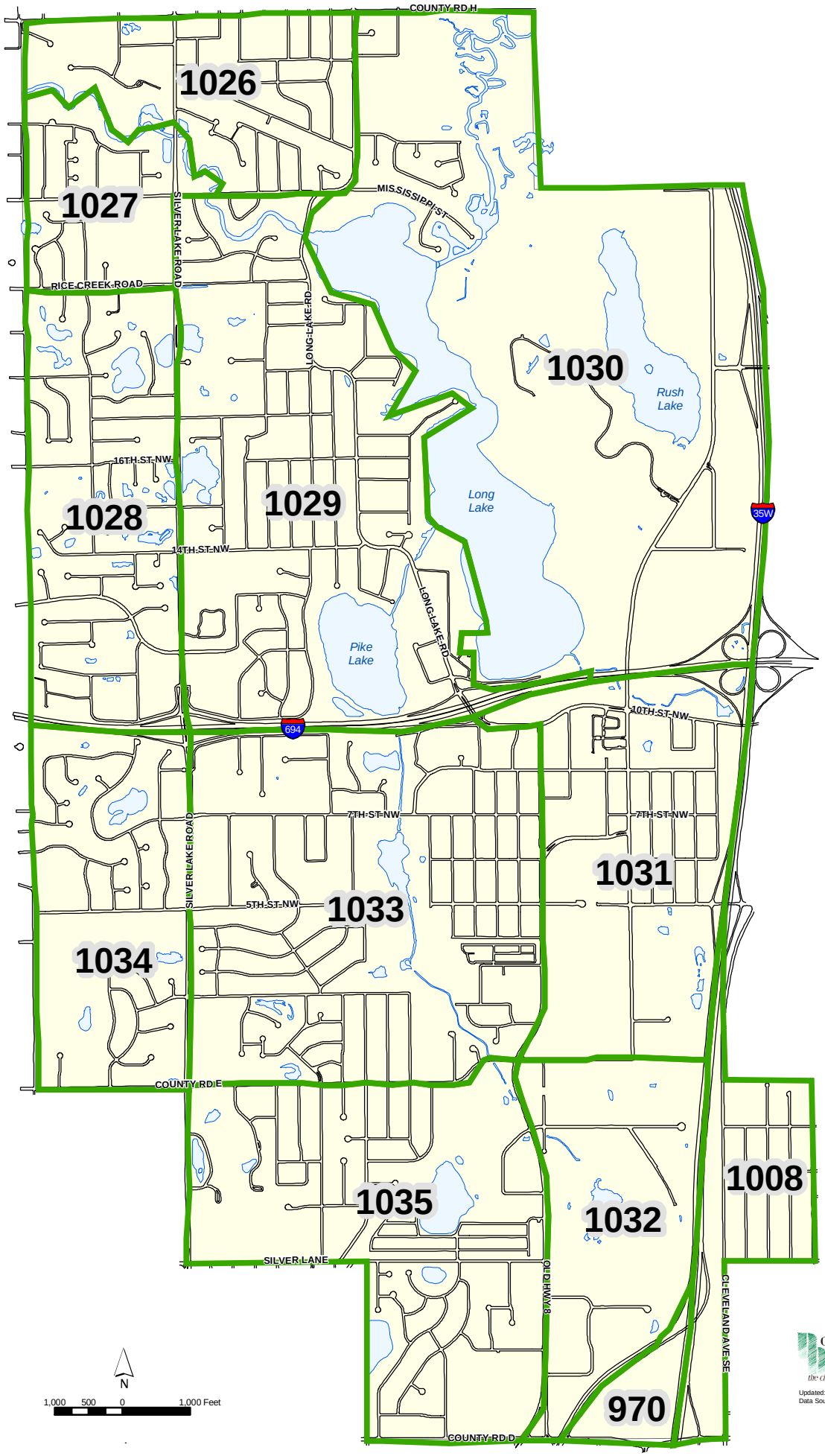


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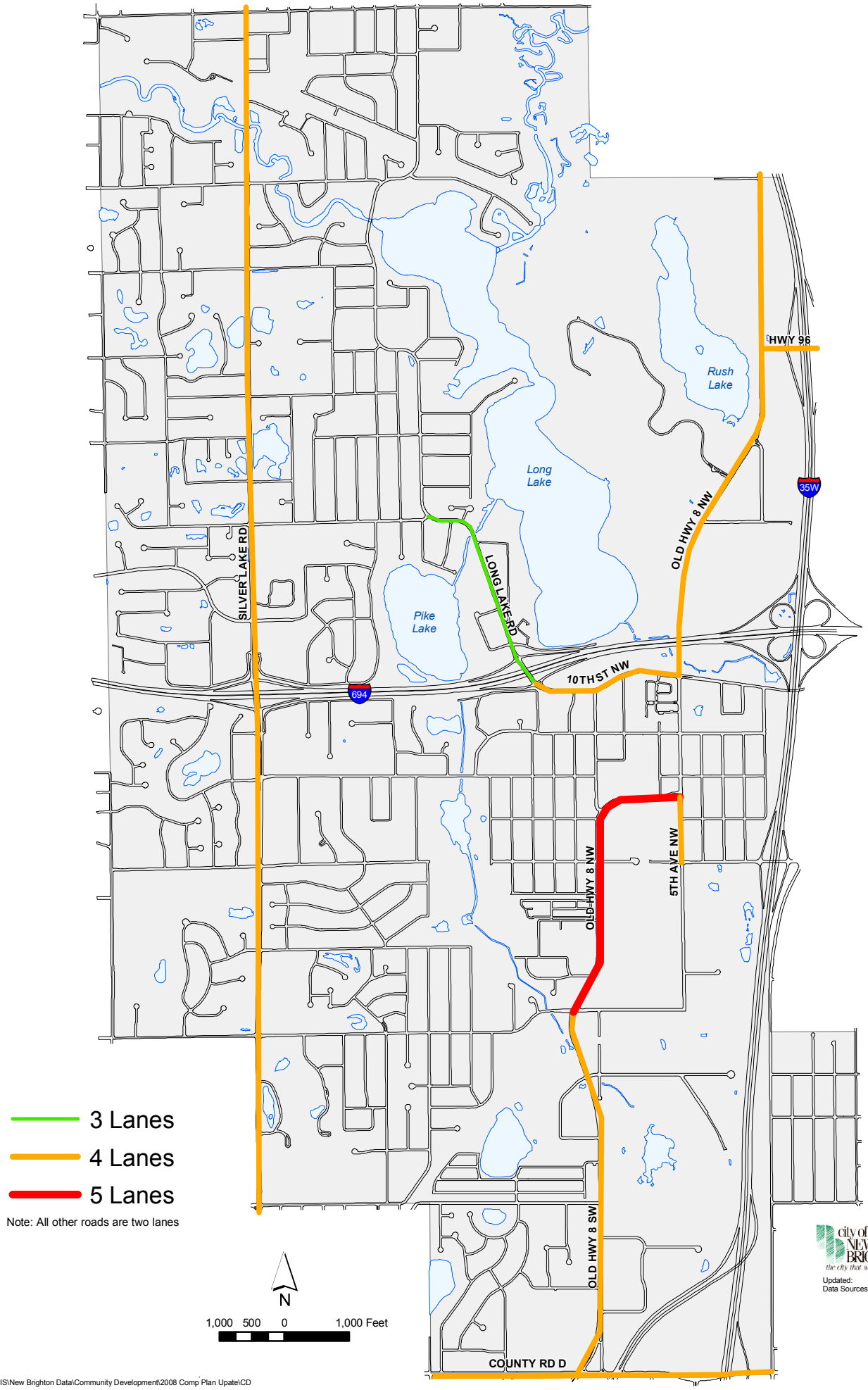
Table 8 - 2 Projected Traffic Analysis Zones

TAZ	POPULATION				HOUSEHOLDS				EMPLOYMENT			
	2000	2010	2020	2030	2000	2010	2020	2030	2000	2010	2020	2030
970	0	0	0	0	0	0	0	0	356	434	486	527
1008	802	820	812	823	384	400	418	426	737	898	1,007	1,090
1026	1,119	1,144	1,134	1,149	405	422	440	449	98	120	134	145
1027	884	904	896	908	366	382	398	406	363	442	496	537
1028	2,210	2,259	2,239	2,269	831	867	904	922	754	920	1,030	1,116
1029	3,516	3,594	3,563	3,610	1,424	1,485	1,548	1,580	746	910	1,019	1,104
1030	587	600	1,405	1,675	211	220	634	769	1,700	1,828	3,804	4,389
1031	1,634	1,670	1,656	1,678	571	596	621	634	2,343	2,665	2,930	3,174
1032	524	535	530	538	243	253	264	270	1,794	2,105	2,359	2,556
1033	5,237	5,354	5,306	5,377	2,113	2,205	2,298	2,344	915	1,115	1,250	1,354
1034	1,252	1,280	1,269	1,285	429	447	466	476	42	50	57	62
1035	4,441	4,540	4,500	4,560	2,036	2,123	2,214	2,259	1,159	1,413	1,583	1,715
Totals	22,206	22,700	22,500	22,800	9,013	9,400	9,800	10,000	11,007	12,900	14,400	15,600

TAZ	RETAIL				NON-RETAIL			
	2000	2010	2020	2030	2000	2010	2020	2030
970	51	62	70	76	305	372	416	451
1008	0	0	0	0	737	898	1,007	1,090
1026	0	0	0	0	98	120	134	145
1027	304	370	417	453	59	72	79	84
1028	213	260	292	316	541	660	738	800
1029	270	330	370	400	476	580	649	704
1030	217	264	297	322	1,483	1,564	3,507	4,092
1031	89	108	122	132	2,254	2,557	2,808	3,042
1032	64	78	88	95	1,730	2,027	2,271	2,461
1033	60	73	82	89	855	1,042	1,168	1,265
1034	0	0	0	0	42	50	57	62
1035	45	55	62	67	1,114	1,358	1,521	1,648
Totals	1,313	1,600	1,800	1,950	9,694	11,300	12,600	13,650

File dated March, 2007

Figure 8-7 Roadway Lanes



Alternative Travel Modes

Existing Conditions

Transit

New Brighton is within the Metropolitan Transit Taxing District. New Brighton is within Market III. Service options for Market III include peak-only express, small vehicle circulators, midday circulators, special needs paratransit (ADA, seniors), and ridesharing.

The City of New Brighton is presently served by Metro Transit, which is the major transit coordinator/provider for the seven county metropolitan area. Metro Transit provides mass transit, Metro Mobility, and Metro Commuter in New Brighton.

The mass transit function of Metro Transit currently consists of the diesel bus system that services most of the metropolitan area. Local Routes 4, 25, 801 and Express Routes 250 and 255 currently service New Brighton. These routes, along with park and ride lots, are shown on Figure 8-8.

Metro Mobility provides door-to-door transportation service for people with disabilities. It is a shared-ride public transportation system. Certified riders call the transportation provider in their area and schedule their trip one to four days in advance. The purpose of the trip does not matter; all trips are treated equally and priority is not given to any particular destination.

Metro Commuter provides assistance with the following alternative forms of transportation:

- Ridematching to and from car or van pools.
- Preferential parking for van or car-pools.
- Biking, bike lockers.
- Regional guaranteed ride program.
- Assistance to employees to work.
- Park and ride lots.

Pedestrian and Bicycles. The City of New Brighton has established bikeways and sidewalks to promote non-motorized travel. The system connects neighborhoods, parks, schools, transit service, shopping centers, and restaurants. The City of New Brighton has approximately 21 miles of sidewalks located along roadways, 4 miles of bituminous paths in City parks, and 5 miles of paths in Ramsey County Long Lake Park.

There are sidewalks along nearly every major collector and arterial street in the City. Sidewalks are located along these heavily traveled roads for safety reasons and also because they connect neighborhoods to many different destination points throughout the City. Sidewalks are not needed on the local streets because of the lower volume and speed of vehicular traffic.

Travel Demand Management. Travel demand management's (TDM) main goal is to reduce peak period congestion. This is accomplished by utilizing techniques that reduce trips in the peak period. The techniques try to eliminate peak hour trips altogether (such as telecommuting and flextime) or promote the shift from single occupants to shared ride situations (such as ridesharing and transit).

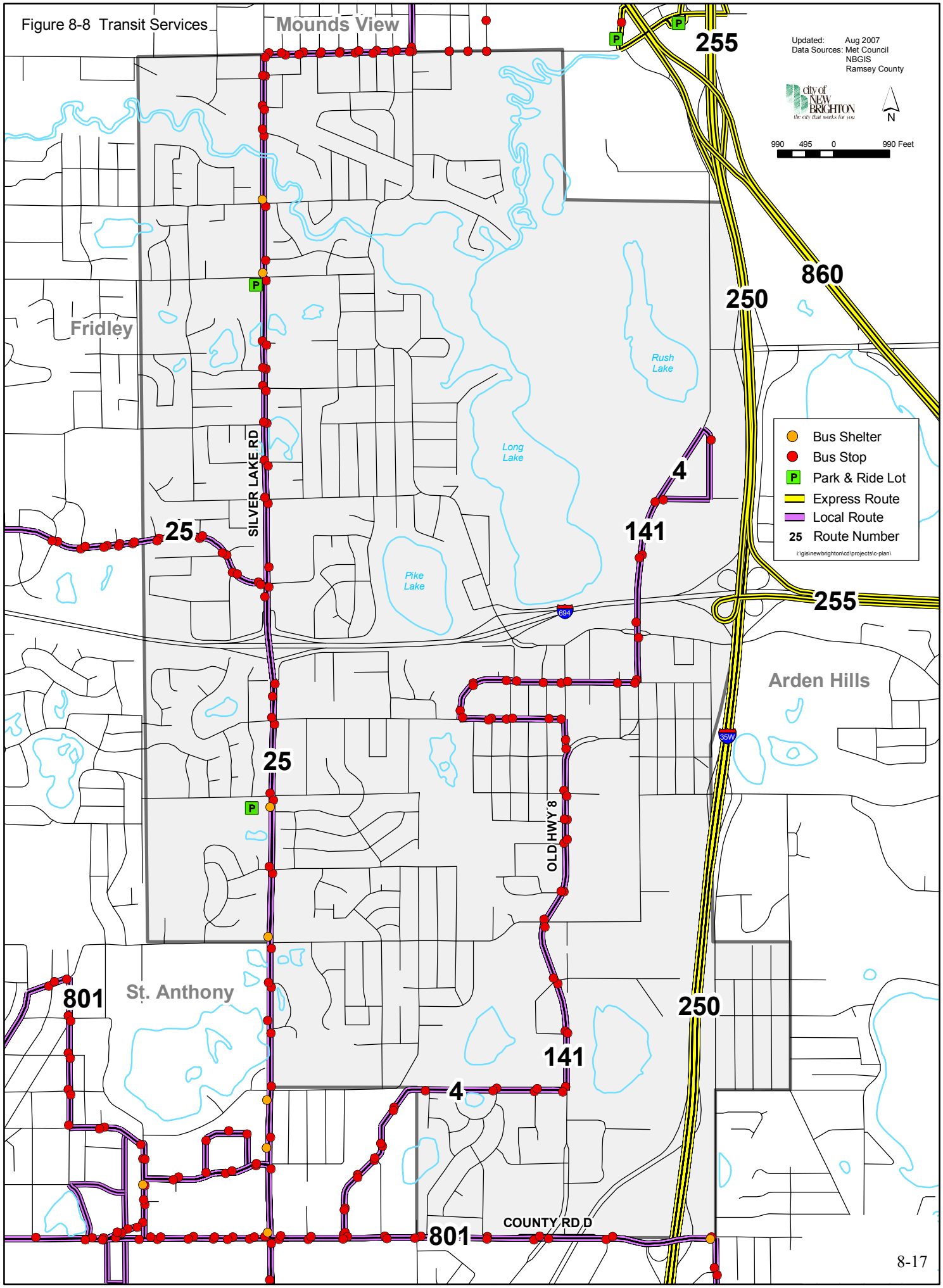


Figure 8-8 Transit Services
Mounds View
Fridley
St. Anthony
Arden Hills
Updated: Aug 2007
Data Sources: Met Council
NBGIS
Ramsey County
city of NEW BRIGHTON
the city that works for you
N
990 495 0 990 Feet
Bus Shelter
Bus Stop
Park & Ride Lot
Express Route
Local Route
25 Route Number
i:\gis\newbrighton\cd\projects\c-plan\
Rush Lake
Long Lake
Pike Lake
SILVER LAKE RD
OLD HWY 8
COUNTY RD D
694
35W
255
860
250
4
141
25
801

Current TDM techniques and designs include:

- Modified work hours
- Telecommuting and telework centers
- Transit and pedestrian friendly mixed-use development
- Aggressive promotion of alternatives to solo commuting
- Parking supply limitations and charges for single-occupant vehicles
- Discounted and preferential parking for pool vehicles
- Flexible work hours
- Guaranteed ride home programs

Future Conditions

Pedestrian and Bicycles. New Sidewalks and shared use paths are planned for along these streets or locations:

- Cleveland Avenue
- 1st Street NW
- 8th Street NW
- 10th Street NW
- County Road E
- County Road E2
- Silver Lake Road
- Old Highway 8
- Hansen Park North
- Highview Middle School
- Jones Lake Area

Transit. It is anticipated that Metro Transit will continue to provide mass transit, Metro Mobility, and Metro Commuter services in New Brighton. Metro Transit is a division of the Metropolitan Council providing transit service and Metro Commuter Services. Metro Mobility is a separate service of the Metropolitan Council that provides paratransit service. As more land use changes are realized in the Northwest Quadrant, transit considerations including increased bus service should explored.

Other forms of mass transit include light rail transit and commuter rail. Metro Transit and Mn/DOT are studying these two forms of mass transit, but it does not appear that New Brighton will be directly serviced by either of these forms of mass transit in the distant future.

Travel Demand Management. It is anticipated that current TDM techniques will continue to be implemented.

Recommended Strategies

Transit

As congestion continues to increase, greater emphasis will be placed on public transit as a viable alternative to the automobile in the community's transportation plans. Consistent with this view, New Brighton will continue to advocate affordable, dependable, and efficient means of public transit in the community. Specifically, the City will encourage mixed-use, pedestrian friendly development to support the use of transit. The City will cooperate with the public agencies responsible for the planning and providing of public transit services for the community. The city will encourage and promote transit oriented design principles that make land use more supportive of transit services.

Travel Demand Management

The City recognizes that an important strategy to preserve adequate mobility on the roadway system is to limit the magnitude of traffic volume growth, especially during the peak periods. The City intends to promote TDM strategies to contain traffic growth during the peak periods. Specific strategies that are appropriate for the City of New Brighton to promote are:

- Modified work hours
- Transit and pedestrian friendly mixed-use development
- Aggressive promotion of alternatives to solo commuting
- Discounted and preferential parking for pool vehicles
- Flexible work hours
- Guaranteed ride home programs

Traffic Calming

Traffic calming is the use of street design devices and techniques that result in lower vehicle speeds and/or volumes, as well as creating a more comfortable and safer street environment for pedestrians and bicyclists. Europe, especially in the Netherlands, Germany and Denmark, has lead the way in traffic calming, with some examples implemented as early as the 1970's. Traffic calming in the United States is still in its infancy; only recently have devices such as chokers, speed humps and traffic circles been applied to streets in this country[2]. Therefore, few standards exist for the application of traffic calming devices, requiring a careful examination of existing conditions and determination of project goals before any traffic calming modifications are made to a street or network of streets.

After formulation of objectives and policies for traffic calming in New Brighton, a process for the application of traffic calming devices is outlined. Next, the passive traffic control methods and traffic calming devices discussed in the process are further defined. To relate traffic calming devices to New Brighton, the city's streets are examined. Each street is classified with consideration to character and surrounding land uses, functional class, traffic volumes, and role within the city and region, and a palette of appropriate traffic calming devices are identified for each street type.

Traffic Calming Objectives

New Brighton has a well-developed street system with major streets laid out in a gridiron pattern. Traffic moves logically from local street to collector to minor arterial to major arterial and back again. This flow of traffic over the grid of New Brighton's streets should be maintained. Diversion devices which intensify traffic onto a specific street may lessen traffic problems on surrounding streets, but can create an

even larger problem on the street receiving the diverted traffic. Therefore, this plan will not divert traffic onto a few selected streets, but rather keep traffic dispersed over the grid and explore ways to calm traffic on streets where a traffic problem exists. The objectives of traffic calming are as follows:

1. Slow speeds of vehicular traffic, thereby reducing frequency of accidents and severity of those accidents that do occur.

2. Create a comfortable street environment for pedestrians and bicyclists and balance the needs of vehicular traffic with those of non-motorized forms of transportation.

Traffic Calming Policies

The city's policies for traffic calming are to:

1. Generally narrow local or collector streets consistent with traffic and on-street parking demands as part of the city's ongoing reconstruction projects. However, streets narrower than 32-feet wide face to face are generally discouraged.

2. Employ traffic calming devices on local and collector streets only as means to improve the compatibility between land use and traffic.

3. Avoid traffic calming measures where the effect is to simply relocate a traffic problem to another location.

4. Employ stop signs only where the cross traffic volume meets traffic warrants as noted in the Minnesota Manual on Uniform Traffic Control Devices.

5. Continue to involve affected citizens in determining the severity of traffic problems that may warrant traffic calming.

6. Consider traffic calming measures on local streets only where the 85th percentile speed exceeds the posted or statutory speed by 5% or more, excessive cut-through traffic occurs, and/or traffic volumes exceed 1,000 vehicles per day.

7. Consider traffic calming measures on residential collectors only where the 85th percentile speed exceeds the posted or statutory speed by 5% or more, excessive cut-through traffic occurs, and/or traffic volumes exceed 3,000 vehicles per day.

8. Consider traffic calming measures on business collectors only where the 85th percentile speed exceeds the posted speed by 7 mph or more, and/or where traffic volumes exceed 5,000 vehicles per day.

9. Consider traffic calming measures on business thoroughfares only where the 85th percentile speed exceeds the posted speed by 7 mph or more.

10. Incorporate traffic calming devices as an integral part of the streetscape design.

11. Utilize traffic calming devices and methods at major pedestrian crossing points (such as parks, schools and commercial areas) to alert motorists to the crossing and to enhance pedestrian safety and comfort at the crossing.

Stop Sign Policy

The primary consideration in approving a stop sign request is to make sure that a stop sign is the most appropriate and effective solution to the problem. All stop sign installations must be approved by the City Council.

The majority of the requests for stop signs are from residents who wish to reduce speeds on their street. Numerous national studies have been conducted examining the effects of stop signs on speeding and these studies have consistently shown that stop signs are poor speed control devices. Stop signs do reduce speeds at the point of installation, but the effect of this speed reduction is gone in less than 200 feet.

Because stop signs cause substantial inconvenience to motorists, they should only be used where warranted. A stop sign may be warranted at intersections where one or more of the following conditions exist:

1. Intersection of a less important road with a main road where application of the normal right-of-way rule is unduly hazardous.

2. A street entering a through highway or street.

3. Unsignalized intersection in a signalization area.

4. Other intersections where a combination of high speed, restricted view, and serious accident records indicate a need for control by a stop sign.

The installation of an unwarranted stop sign can actually make an intersection unsafe by giving motorists and pedestrians a false sense that a vehicle is going to stop. If stop signs are installed where the conditions are not consistent with a typical stop situation, a good share of motorist will ignore the sign and create an even more dangerous condition.

In general, stop signs should not be used when attempting to reduce speed, eliminate cut-through traffic, or providing a safer environment for pedestrians.

Telecommunications

Telecommunications can be interpreted to mean many things. The more obvious meaning is communication via the telephone, as the name would imply. In general, telecommunications is a means of sending information by way of electronic media. However, telecommunications is also another alternative to commuting to work, going shopping, attending an event, or maintaining remote facilities. Over the years, technological advances have expanded the definition of telecommunications and the number of people and organizations who have access to online communications likewise continues to grow.

North Suburban Cable Commission (NSCC)
New Brighton is a member and active participant in the North Suburban Cable Commission (NSCC), a consortium of 10 cities in northern Ramsey County established through a joint powers agreement to further the development of Institutional Networks (I-Nets).

Institutional Networks (or I-Nets)
I-Nets are two-way cable networks, separate from the normal cable network, to serve the public institutions in the community such as government offices, fire stations, schools, library's and community centers. In northern Ramsey County there are 75-80 miles of I-Net connecting city buildings, fire stations, libraries and schools (both public and private).

The City of New Brighton has acknowledged this important technology and has taken steps to ensure the City maintains pace with developments of I-Net and other telecommunication strategies. Several meetings were held with the Economic Development Committee in 1994 on the topic of telecommuting with the outcome being a list of priorities recommended to the City Council. These priorities form the basis for the policies in this chapter.

Objectives for Telecommunication

The following are objectives for telecommunication:

1. Improve the quality of business, community and family life.
2. Enhance the delivery and availability of technology that supports telecommunication.
3. Increase profitability and productivity.

Policies for Telecommunication

The City's policies for telecommunications are to:

1. Research and keep current with new telecommunication technologies.
2. Work in concert with the North Suburban Cable Commission (NSCC) to help advance the development and capacity of I-Net services and other technological advances.
3. Work with the NSCC to connect all public facilities to the I-Net.
4. Facilitate and encourage educational programs to foster knowledge about telecommunications.
5. Work in cooperation with State programs and networks to allow local business access.
6. Maintain permitting rights for use of local right-of-way to lay wire, cable or other telecommunications equipment.
7. Continue to insure maintenance of cable signal quality standards.
8. Encourage infrastructure improvements at a price that supports economic development while meeting local information needs.
9. Encourage collaboration between other government agencies in the development of public facilities (schools, library, state and county offices) with current telecommunications technology.

Aviation

There are no existing or planned aviation facilities within the City of New Brighton. The City of New Brighton is not within the influence area of any metro system airport; however, it is within the region's general airspace that needs to be protected from potential obstructions to air navigation.

The Aviation Chapter of the Metropolitan Development Guide (MDG) includes policies on protection of the region's airspace. These policies support the need to include both Federal and State safety standards which must be a major consideration in the planning, design, maintenance and operation of air transportation facilities and services.

The City will apply the following policy in order to protect the region's general air space:

Aviation Policy

1. Ensure its local codes and ordinances are consistent with state laws that regulate height of structures that may obstruct general airspace. The current statutory language is found within Minnesota State Statutes 360 and Aeronautics Rules and Regulations 8800.1200 *Criteria for Determining Air Navigation Obstruction.*

2. As determined under Code, notify the State Commissioner of Transportation 30 days in advance of any proposal involving the construction or alteration that would exceed a height of 200 feet above ground level, or any construction or alteration of greater height than an imaginary surface extending upward and outward at a slope of 100:1 from the nearest point of the nearest runway of a public airport.

3. As required, the City will notify the FAA as defined under code of federal regulations CFR – Part 77, using the FAA Form 7460-1, "Notice of Proposed Construction or Alteration."