

Fremont Ave N & Emerson Ave N Pedestrian Accessibility and Safety Improvement

2026 Active Transportation Solicitation



Project description

The Fremont & Emerson Avenue N project will implement pedestrian safety, accessibility, and transit-supportive improvements along Emerson Avenue North and along Fremont Avenue North in North Minneapolis. These corridors serve as key north-south connections and are part of the D-line high-frequency Bus Rapid Transit (BRT) corridor that provides critical access to employment, education, healthcare, and regional destinations. Additionally, both Emerson and Fremont currently serve as low-stress bikeways on the City's All Ages and Abilities Network, and both are identified as Pedestrian Priority Corridors in the City's Transportation Action Plan. The project will implement a coordinated set of pedestrian-focused improvements including ADA ramp upgrades and enhanced crossings at key locations to improve safety and transit access.

Project benefits

- Safer pedestrian access to key neighborhood destination, amenities, and transit.
- ADA ramp updates and enhanced crossings at key locations.



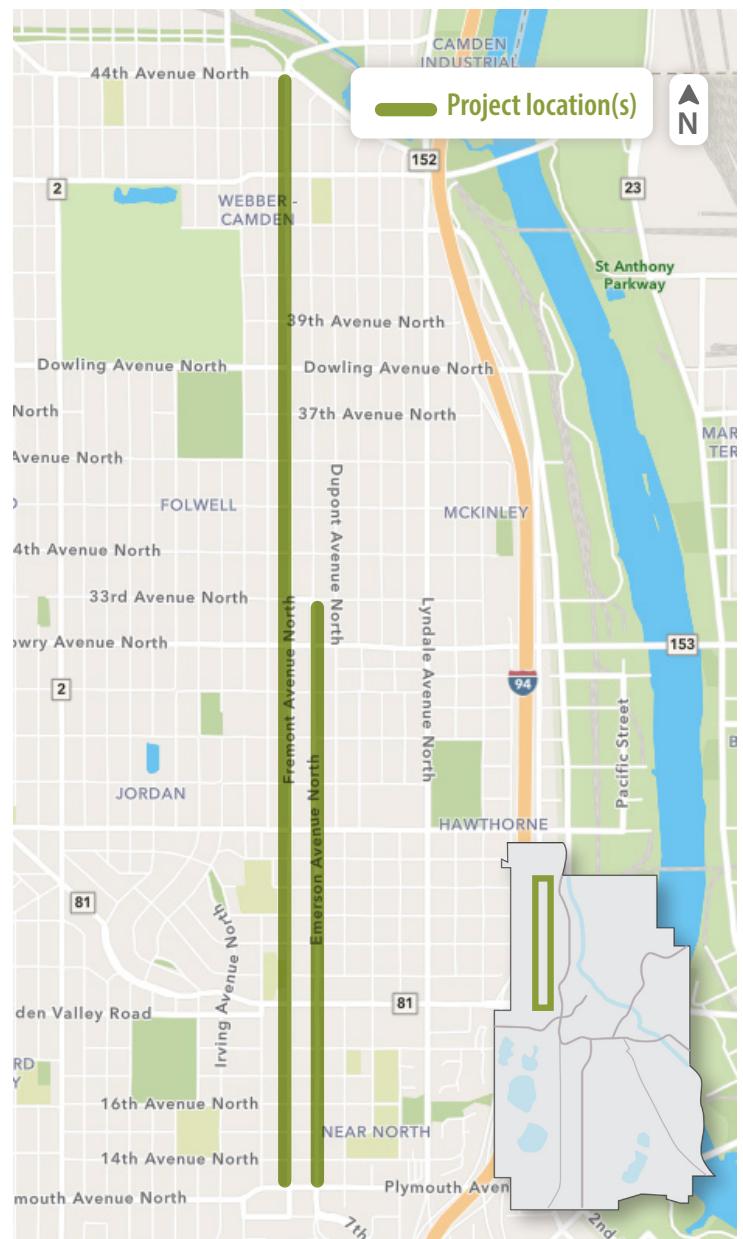
Requested award amount

\$2,459,600

Total project cost

\$2,459,600

Project extent: Emerson Avenue N between Plymouth Avenue N and 33rd Avenue N and Fremont Avenue N between Plymouth Avenue N and 44th Avenue N.



Harrison Neighborhood Pedestrian Accessibility and Safety Improvements

2026 Active Transportation Solicitation

Project description

The Harrison Neighborhood Pedestrian Improvement Project will implement pedestrian safety and accessibility improvements within the Harrison neighborhood in north Minneapolis. The project will focus on enhancing walking conditions along key neighborhood corridors and crossings that connect residents to transit, parks, schools, employment centers, and community destinations.

Key project elements may include ADA curb ramp reconstruction and upgrades, installation of curb extensions to shorten crossing distances and improve pedestrian visibility, and implementation of traffic calming strategies designed to reduce vehicle speeds and improve driver awareness.

Project benefits

- Safer pedestrian access to key neighborhood destination, amenities, and transit.
- Improved pedestrian accessibility for people of all ages and abilities.
- Neighborhood traffic calming

Requested award amount

\$2,500,000

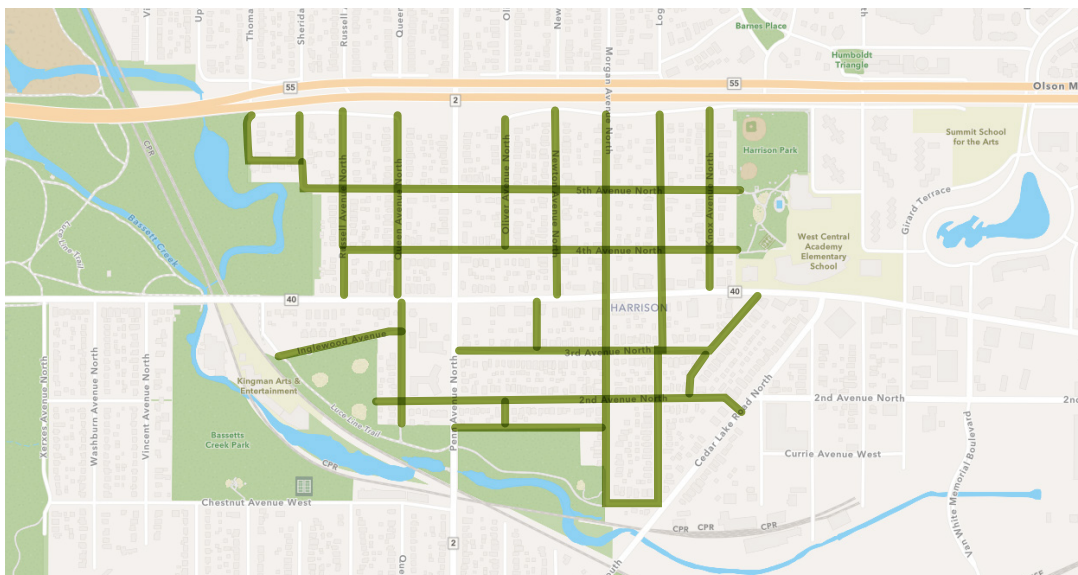
Total project cost

\$2,500,000

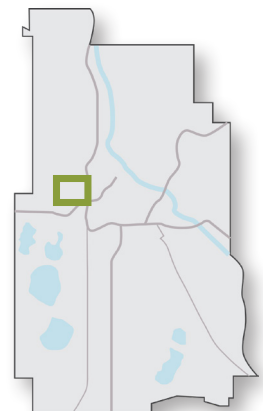
Queen Avenue N in Harrison Neighborhood



Project extent: Harrison Neighborhood south of Olson Memorial Highway, east of Theodore Wirth Park, west of Cedar Lake Road N and north of Bassett's Creek.



Project location(s)



Smart School Zone Safety & Connectivity Upgrade

Applicant: City of Plymouth, Minnesota

Location: Sixteen school-zone locations across Plymouth city streets

County: Hennepin County

Routes Involved: Multiple city streets adjacent to public and private K–12 schools

Requested Award Amount: \$750,000

Project Description:

The City of Plymouth proposes upgrading sixteen school-zone corridors with cloud-connected, remotely managed school beacon systems to improve safety for students walking and biking to school. The project replaces outdated flashing-beacon controllers with solar-powered, low-power, beacon controllers with integrated 4G LTE, knockdown detection, lamp monitoring, and remote scheduling.

The work includes installation of smart beacon controllers, connected driver-feedback speed signs, communication hardware, and cloud-based monitoring tools. These improvements enhance safety for pedestrians and bicyclists, reduce traffic risk, improve compliance with posted school-zone speeds, and ensure rapid maintenance response.



New

Project Benefits:

- **Improved Safety for Kids:** Reliable activation of school-zone speed limits reduces vehicle speeds where children walk and bike.
- **Real-Time Monitoring & Alerts:** Immediate detection of power loss, lamp failure, knockdowns, or communication faults improves system uptime.
- **Remote Scheduling:** Instant updates for weather delays, emergency closures, and holiday schedules ensure accurate speed-limit timing.
- **Proactive Maintenance:** Automated daily health reports reduce downtime and prevent equipment failure.
- **Enhanced Law Enforcement Support:** Accurate, consistent signage provides enforceable conditions and reduces disputes.
- **Operational Efficiency:** Fewer site visits and fewer public complaints streamline staff workload.
- **Systemwide Resilience:** Cloud control and communications improve continuity of operations during adverse weather or emergencies.
- **Community Trust & Transparency:** Clear, consistent school-zone operation increases driver compliance and confidence.



Old





Project Name: Richfield Middle School Safe Routes to School

Applicant: City of Richfield

Project Location: Oliver Ave S from W 75th Street to W 74th Street, W 74th Street from Penn Ave S to Oliver Ave S

Total Project Cost: \$750,000

Requested Active Transportation Amount: \$750,000

Local Match: \$0 (0%)



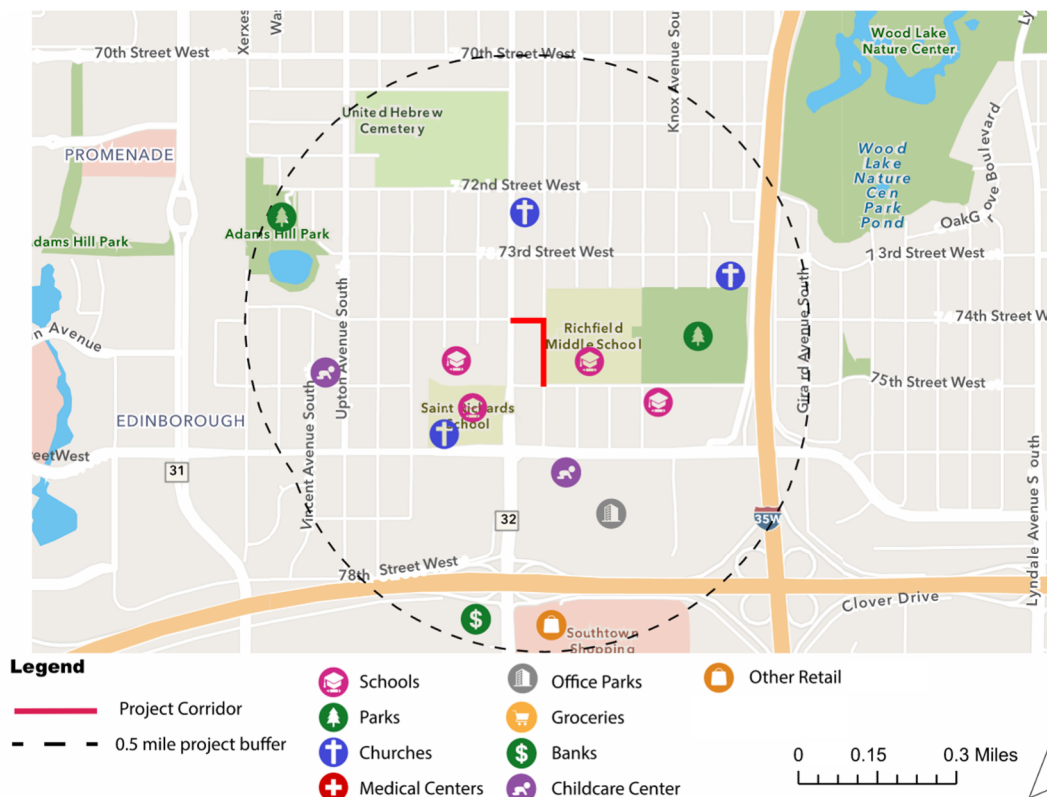
Photo: Oliver Avenue at 74th Street, facing South, June 23, 2026

Project Description:

The City of Richfield is proposing to construct a Safe Routes to School project along Oliver Avenue South and West 74th Street, for the Richfield Middle School campus. This project would construct sidewalks along one side of West 74th Street and the west side of Oliver Avenue South and construct raised crosswalks at the 75th Street intersection (Nine Mile Creek Regional Trail), the 74th Street intersection, and mid-block at the school's west entrance.

Project Benefits:

- High visibility crossing locations for students and Nine Mile Creek Regional Trail users
- Traffic calming along Oliver Avenue
- Additional sidewalk connection to Penn Avenue and for students and residents on the west side of Oliver Avenue





Project Name: 68th Street Sidewalk

Applicant: City of Richfield

Project Location: 68th Street from Lyndale Avenue to Portland Avenue

Total Project Cost: \$1,800,000

Requested Active Transportation

Amount: \$1,800,000

Local Match: \$0 (0%)



Photo: 68th Street at Grand Avenue, facing West, June 23, 2026

Project Description:

The City of Richfield is proposing to construct a sidewalk along 68th Street from Lyndale Avenue to Portland Avenue. This project would connect Wood Lake Nature Center and Downtown Richfield to the Academy of Holy Angels and Richfield City Hall, improving pedestrian safety and east-west pedestrian connectivity in the city. The new sidewalk will be separated from the roadway by a boulevard, and new ADA-compliant curb ramps will be added throughout the corridor. This project was identified as a Priority Pedestrian Route in the Richfield Pedestrian Plan and Key Neighborhood Route in Richfield's Active Transportation Action Plan.

Project Benefits:

- Improved pedestrian safety and mobility
- Improved connectivity to METRO D Line BRT and Routes 4 and 18
- Increased accessibility to Wood Lake Nature Center and community destinations on Lyndale Avenue and Portland Avenue, including Richfield City Hall.



Rosemount High-Priority Pedestrian Crossing Safety Improvements (Shannon/145th/Dodd/Chippendale)

Applicant:

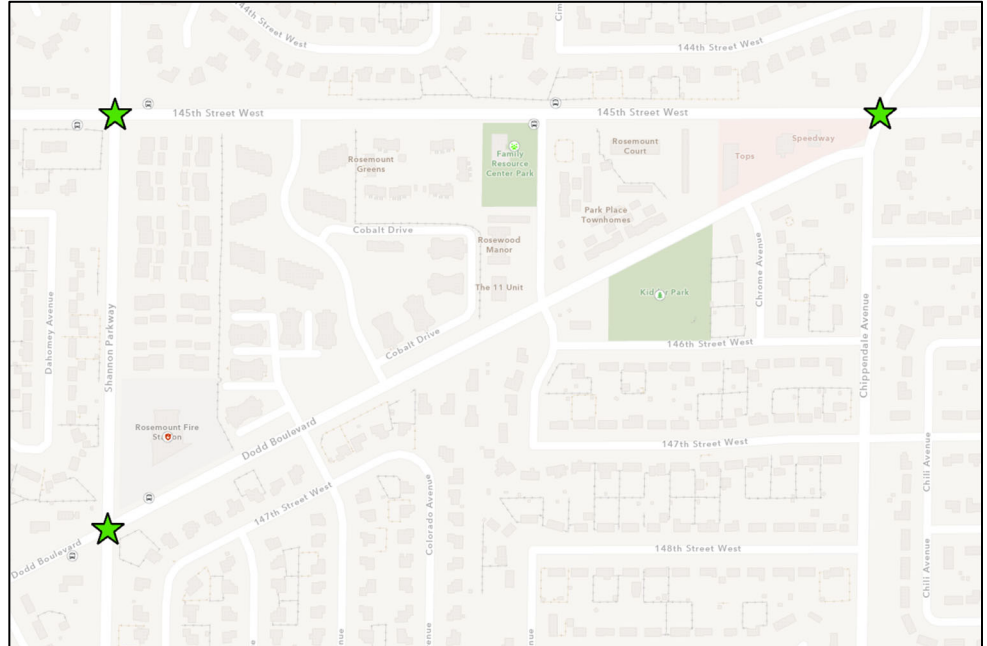
City of Rosemount

Funding Requested:

\$900,000

Project Description

This project will construct pedestrian safety improvements at three high-priority intersections identified through the City's Pedestrian Crossing Study (670 intersections evaluated). The project locations ranked #4, #8, and #13 citywide, and each has experienced at least one serious-injury vehicle crash, along with a combined total of four pedestrian and bicycle crashes.



Improvements include curb extensions, pedestrian refuge medians, ADA-compliant curb ramps, high-visibility crosswalks, and potential Rectangular Rapid Flashing Beacons (RRFBs). These improvements will reduce crossing distances by ~30–40%, shorten pedestrian exposure, improve visibility, and reduce vehicle speeds consistent with FHWA Proven Safety Countermeasures.

Need & Safety Problem

The intersections function as barriers due to long crossing distances, angled geometry, high traffic volumes, and limited pedestrian refuge. Each serves as a key crossing on collector routes connecting neighborhoods to schools, transit, healthcare, senior housing, and commercial areas. All three locations provide safer access across or near higher-speed corridors and have documented serious-injury crashes, demonstrating clear safety risk for pedestrians and bicyclists.

Key Benefits

- Improves safety at 3 top-ranked high-risk intersections
- Reduces crossing distance and exposure
- Addresses documented serious-injury crash locations
- Improves access to schools, transit, and essential services
- Supports Safe Routes to School and senior mobility
- Strengthens multimodal network connectivity

Connection to Destinations

Within ½ mile are 75+ destinations, including:

- 4 schools and designated school walking routes
- Transit stops, parks, childcare centers
- Medical clinics, pharmacies, grocery stores
- Senior housing (including Dakota County CDA facilities)
- Community facilities (library, Steeple Center, Family Resource Center)
- Retail, restaurants, and places of worship

Equity & Community Need

The area includes high proportions of youth, older adults, residents with disabilities, and car-limited or low-income households. Nearby low-income senior housing and multifamily developments rely on walking for daily access to services. Extensive community engagement, guided by 33 transportation, destination, and equity criteria, identified these intersections as high-priority due to long crossing times, poor visibility, and driver failure to yield. Residents also reported frequent near misses and challenges reaching schools, clinics, and other community destinations.

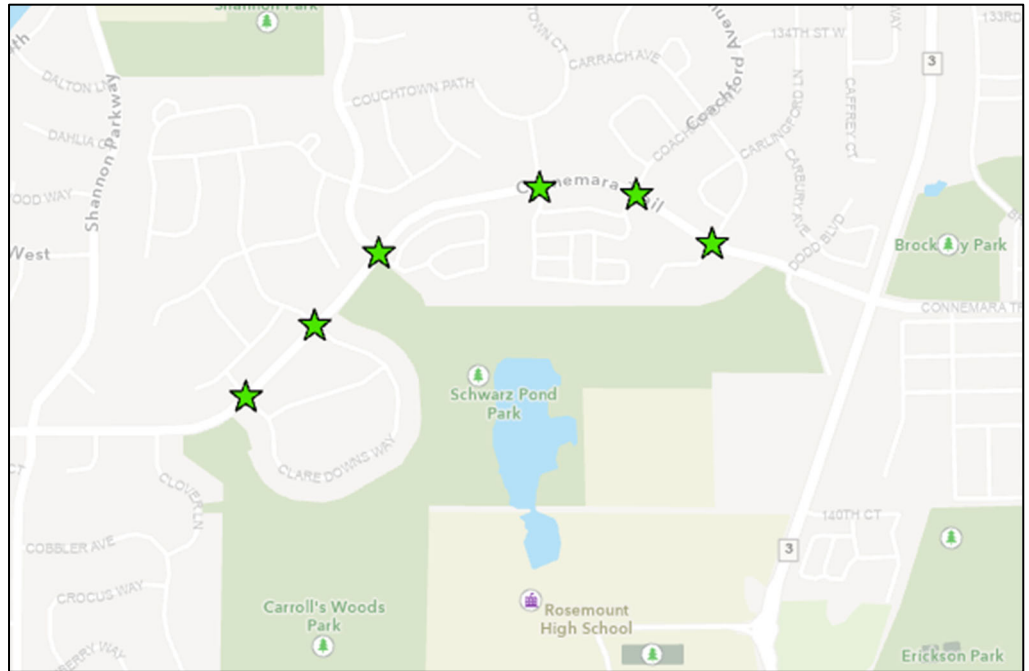
Connemara Trail High-Priority Pedestrian Safety Improvements

Applicant: City of Rosemount

Funding Requested: \$600,000

Project Description

The Connemara Trail High-Priority Pedestrian Safety Improvements project will upgrade six of Rosemount's highest-need pedestrian crossing locations, identified through the City's Pedestrian Crossing Study. The study evaluated all 670 intersections on city-owned streets using transportation, destination, and equity criteria, with the project locations ranking #6, #9, #10, #12, #15, and #23. More than 25 crashes have occurred near these locations in the past decade, underscoring the need for targeted safety improvements.



The project will enhance crossings along Connemara Trail between Clare Downs Way and Carrach Avenue with curb extensions, ADA-compliant curb ramps, high-visibility crosswalks, and potential Rectangular Rapid Flashing Beacons (RRFBs) and pedestrian refuge medians. Four locations already have study-level concepts; two will advance through corridor design. These FHWA-recommended countermeasures reduce crossing distances by 30–40%, shorten exposure to traffic, improve sightlines, and slow vehicle speeds.

By addressing six top-priority locations, the project improves safety and comfort for people of all ages and abilities—including students, older adults, people with disabilities, and transit users.

Need & Safety Problem

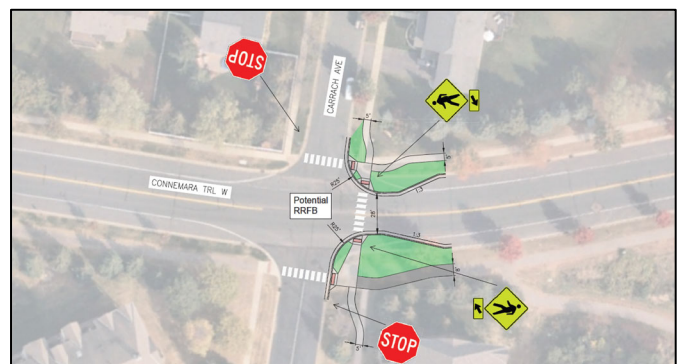
Connemara Trail is a major neighborhood walking corridor connecting residential areas to schools, parks, transit, senior housing, and downtown Rosemount. Despite high walking activity, intersections along the corridor have long crossing distances, limited visibility, curved approaches, and high turning speeds. These conditions create barriers for residents and have contributed to more than 25 crashes.

Community feedback highlighted specific safety concerns: “Poor visibility of oncoming traffic from the west. Many kids cross for school,” and “Need more crosswalks across Connemara.”

Connemara also provides a lower-speed parallel route to CSAH 42, a Regional Safety Action Plan Top 25 High Injury corridor. Safer crossings strengthen a viable alternative to higher-risk arterial travel.

Key Benefits

- Improves safety at six of Rosemount's top-ranked locations
- Reduces crossing distances by 30–40%
- Improves visibility, accessibility, and driver yielding
- Supports Safe Routes to School
- Strengthens access to schools, parks, and downtown



Biscayne Avenue/145th Street High-Priority Pedestrian Safety & Trail Connection Improvements

Applicant: City of Rosemount

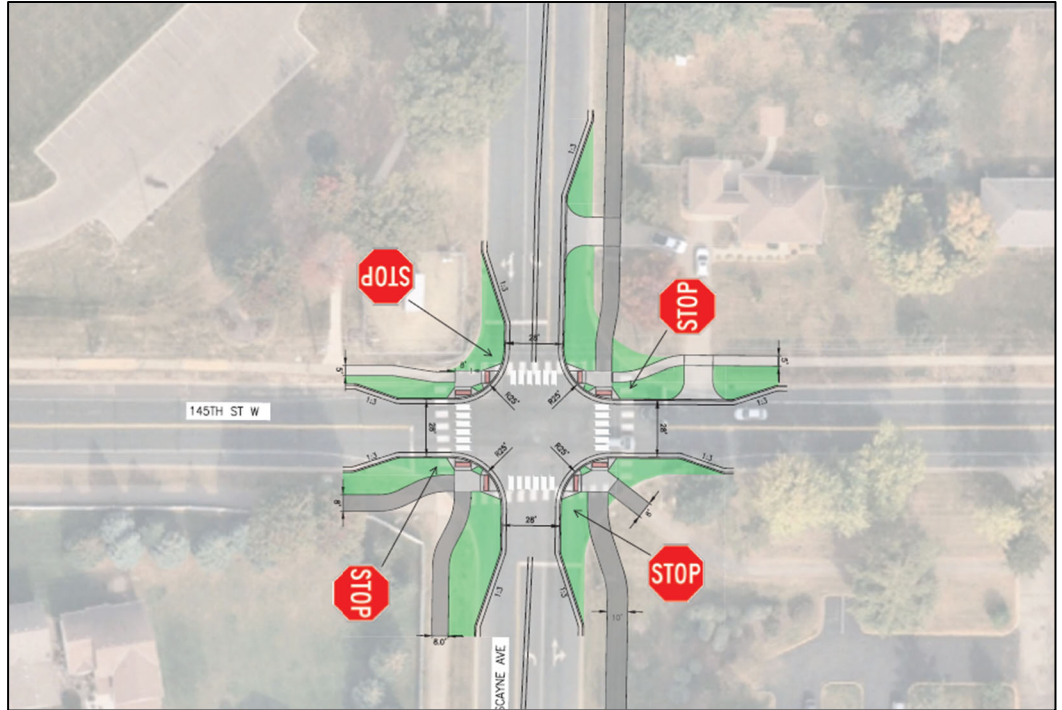
Funding Requested: \$740,000

Project Description

The Biscayne Avenue/145th Street High-Priority Pedestrian Safety & Trail Connection Improvements project will address a critical pedestrian network gap and one of Rosemount's highest-priority pedestrian safety locations identified through the City's Pedestrian Crossing Study.

The study evaluated intersections citywide using transportation, destination, safety, and equity criteria to identify locations where pedestrian improvements would provide the greatest benefit. The Biscayne Avenue/145th Street

area was prioritized due to documented safety barriers, limited pedestrian infrastructure, high community demand, and the need for improved access to nearby destinations.



Community feedback reinforced the need for improvements, with residents reporting difficulty crossing Biscayne Avenue due to vehicle speeds, limited driver awareness, and long crossing distances. Residents also identified the lack of pedestrian facilities as a barrier, noting that people walking are often forced to use the roadway, shoulders, or inaccessible routes to reach nearby destinations.

The project will construct new trail and sidewalk connections, ADA-compliant pedestrian improvements, curb extensions, and high-visibility crossings to create a safer, more predictable, and more connected pedestrian route.

Key Benefits

- Eliminates a major pedestrian network gap and replaces roadway/shoulder walking with a safer, accessible pedestrian facility
- Reduces pedestrian exposure, conflict points, and crossing distances at a high-priority safety location
- Improves access to 40+ key destinations
- Supports safer mobility for people of all ages and abilities, including youth, seniors, people with disabilities, and transit users
- Advances Complete Streets principles and regional safety, equity, and active transportation goals

Alignment with Regional Goals

The project advances the 2050 Transportation Policy Plan goals for:

- Safer transportation systems that reduce fatal and serious injury crashes
- Improved access for people with disabilities and limited mobility
- Connected pedestrian networks
- Healthy and active communities
- Transportation investments that improve access to community destinations and support equitable mobility

By addressing a documented pedestrian safety priority and completing a missing connection in Rosemount's active transportation network, the Biscayne Avenue/145th Street project will provide a safer, more accessible, and more connected corridor for the surrounding community.