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Rosland Park Pedestrian Bridge City Council Meeting

November 21, 2023

Chad Millner, Engineering Director

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Rosland Park Pedestrian Bridge

- Built in the 1960's
- Recall bridge was hit twice in 2022, closed 1-year
- Not ADA compliant
- Repaired in 2023 but noted replacement within 5-years as the goal with MnDOT
- Replacement is Fully Funded
 - Successful Capital Bonding request in 2023 (\$3 Million)
 - MnDOT has secured the remaining funding for replacement
- Construction 2025 – Long Approval Process for Bridges with MnDOT



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Rosland Park Pedestrian Bridge



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Crosstown Pedestrian Bridge



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Rosland Park Pedestrian Bridge

- Highway 62 Auxiliary Lane and Noise Wall
- MnDOT wants a permanent westbound third lane from Valley View Rd to Highway 100
- If added to their capital plan, 2027 – 2028 construction

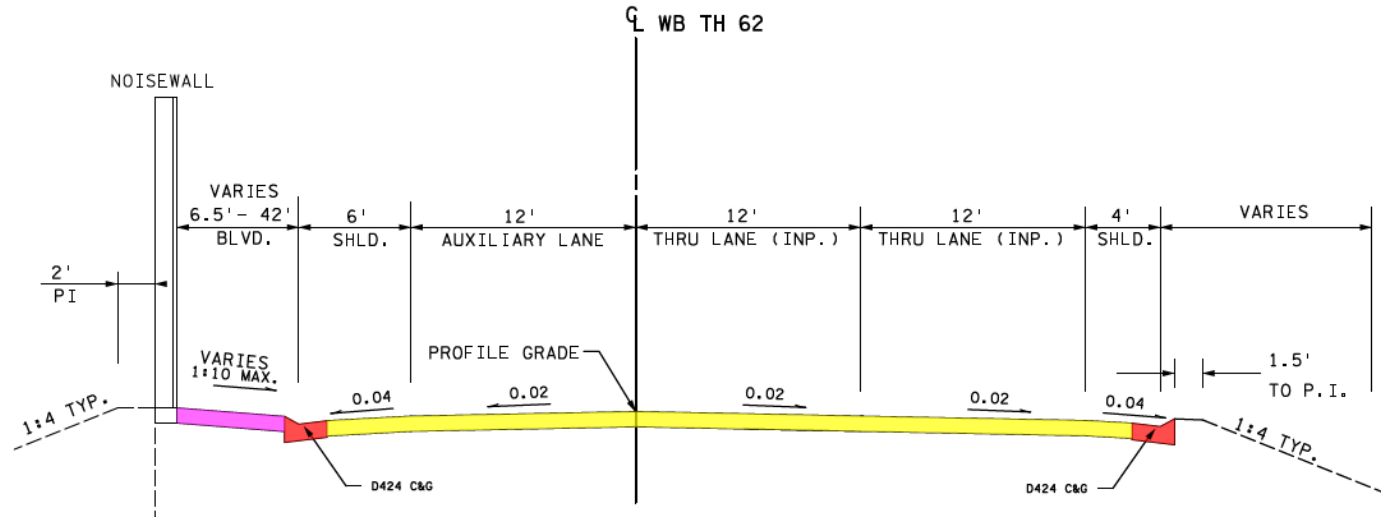




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Rosland Park Pedestrian Bridge

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- Reviewed 11 concepts for replacement and developed decision Matrix
- Switchbacks, Helix, No Switchbacks, Stacked Switchbacks, Elevator Building

Rosland Park Pedestrian Bridge Replacement Decision Matrix
By No. 27202 - Over TH-62 and W 64th St at Rosland Park
Date: 10/29/2023



Description	No Impact	Improvement	Imp. Improvement	Minor Impact	Minor Impact	Minor Impact	Minor Impact	Minor Impact	Minor Impact	Minor Impact	Minor Impact	Minor Impact	Minor Impact	Minor Impact
	Do Nothing	Option #1A	Option #1B	Option #2A	Option #2B	Option #3	Option #4	Option #5A	Option #5B	Option #5C	Option #6A	Option #6B	Option #6C	Option #6D
CRITERIA	KEEP EXISTING BRIDGE	SWITCHBACK RAMPS EAST	SWITCHBACK RAMPS WEST	SWITCHBACK RAMP EAST (NORTH) & WEST (SOUTH)	SWITCHBACK RAMP EAST (NORTH) & WEST (SOUTH)	SWITCHBACK RAMP EAST (NORTH) & WEST (SOUTH)	MIXED-LEVEL SWITCHBACK RAMP EAST (NORTH) & WEST (SOUTH)	SWITCHBACK RAMP EAST (NORTH) & WEST (SOUTH)	SUPERSUBSTRUCTURE MOVES AND EAST WITH STRAIGHT RAMPS	SUPERSUBSTRUCTURE MOVES AND WEST WITH STRAIGHT RAMPS	MOVES AND EAST WITH STRAIGHT RAMPS BETWEEN TH 12 AND LOCAL ROADS	ELEVATOR BUILDINGS WITH STAIRS	ELEVATOR BUILDINGS WITH STAIRS	ELEVATOR BUILDINGS WITH STAIRS (NORTH) & SWITCHBACK RAMP EAST (SOUTH)
Land Use Impacts	No Sites	Switchback	Switchback	Switchback/Helix	Switchback/Helix	Switchback/Helix	Multi-Switchback / Switchback	Switchback / Straight Ramps	Straight Long Ramps	Straight Long Ramps	Straight Long Ramps	Elevator	Elevator	Elevator
Bike and Pedestrian ADA	Not ADA Compliant	Permanent Compliance	Permanent Compliance	Permanent Compliance	Permanent Compliance	Permanent Compliance	Permanent Compliance	Permanent Compliance	Permanent Compliance	Permanent Compliance	Permanent Compliance	Elevator must remain in service	Elevator must remain in service	Elevator must remain in service
Local Boundary Operations	No Change	No Impact	North Ramp at Window Level	No Impact	North Ramp at Window Level	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
Impacts to Residential Properties	No Change	No Impact	North Ramp at Window Level	No Impact	North Ramp at Window Level	No Impact	No Impact	No Impact	North Ramp at Window Level	North Ramp at Window Level	North Ramp at Window Level	No Change	No Change	No Change
Impacts to Residential Trees	No Change	Trees Removed	Trees Removed	Trees Removed	Trees Removed	Trees Removed	Trees Removed	Trees Removed	Trees Removed	Trees Removed	Trees Removed	Trees Removed	Trees Removed	Trees Removed
WAD Operations	Bridge Collisions Continue	Meets Design Standards	Meets Design Standards	Meets Design Standards	Meets Design Standards	Meets Design Standards	Meets Design Standards	Meets Design Standards	Meets Design Standards	Meets Design Standards	Meets Design Standards	Meets Design Standards	Meets Design Standards	Meets Design Standards
Future Auxiliary Lane / Intersect	Median Plan Conflict	Project readily accommodated	Project readily accommodated	Project readily accommodated	Project readily accommodated	Project readily accommodated	Project readily accommodated	Project readily accommodated	Project readily accommodated	Project readily accommodated	Project readily accommodated	Project readily accommodated	Project readily accommodated	Project readily accommodated
Impact to Rosland Park Trees	No Impact	Trees Removed	Trees Removed	Trees Removed	Trees Removed	Trees Removed	Low Impact	No Impact	Trees Removed (N/A)	Trees Removed	Trees Removed	Trees Removed	Trees Removed	Trees Removed
Rosland Park Impacts & Operations	No Change	Disc Golf course removing & Trail work	No Impact	Disc Golf course removing & Trail work	Disc Golf course removing & Trail work	Disc Golf course removing & Trail work	Disc Golf course removing & Trail work	Disc Golf course removing & Trail work	Disc Golf course removing & Trail work	No Impact	No Impact	No Impact	No Impact	Disc Golf course removing & Trail work
Aesthetics	No Change	Aesthetic Opportunity	Aesthetic Opportunity	Aesthetic Opportunity	Aesthetic Opportunity	Aesthetic Opportunity	Aesthetic Opportunity	Aesthetic Opportunity	Aesthetic Opportunity	Aesthetic Opportunity	Aesthetic Opportunity	Aesthetic Opportunity	Aesthetic Opportunity	Aesthetic Opportunity
Structure Maintenance and Operations	Future Collision Repairs	Low Cost / Infrequent	Low Cost / Infrequent	Low Cost / Infrequent	Low Cost / Infrequent	Low Cost / Infrequent	Low Cost / Infrequent	Low Cost / Infrequent	Low Cost / Infrequent	Low Cost / Infrequent	Low Cost / Infrequent	Low Cost / Infrequent	Low Cost / Infrequent	Low Cost / Infrequent
Right of Way Impacts	No Change	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
Utility & Signage Impacts	No Impact	OH Power South	OH Power South	OH Power South	OH Power South	OH Power South	OH Power South	OH Power South	OH Power South	OH Power South	OH Power South	OH Power South	OH Power South	OH Power South
Construction Cost	No Immediate Costs	Mid-range	Mid-range	Mid-range	Mid-range	Mid-range	Mid-range	Mid-range	Mid-range	Mid-range	Mid-range	Mid-range	Mid-range	Mid-range



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- ADA
- Limit Bike Speeds
- Local Roadway Operations
- Impacts to Residential Properties
- Impacts to Residential Trees
- Highway 62 Operations
- Future Auxiliary Lane and Noise Wall
- Impacts to Rosland Park Trees
- Impacts to Rosland Park Operations
- Aesthetics
- Structure Maintenance and Operations
- Right of Way Impacts
- Utility and Signage Impacts
- Construction Cost

*14 Criteria



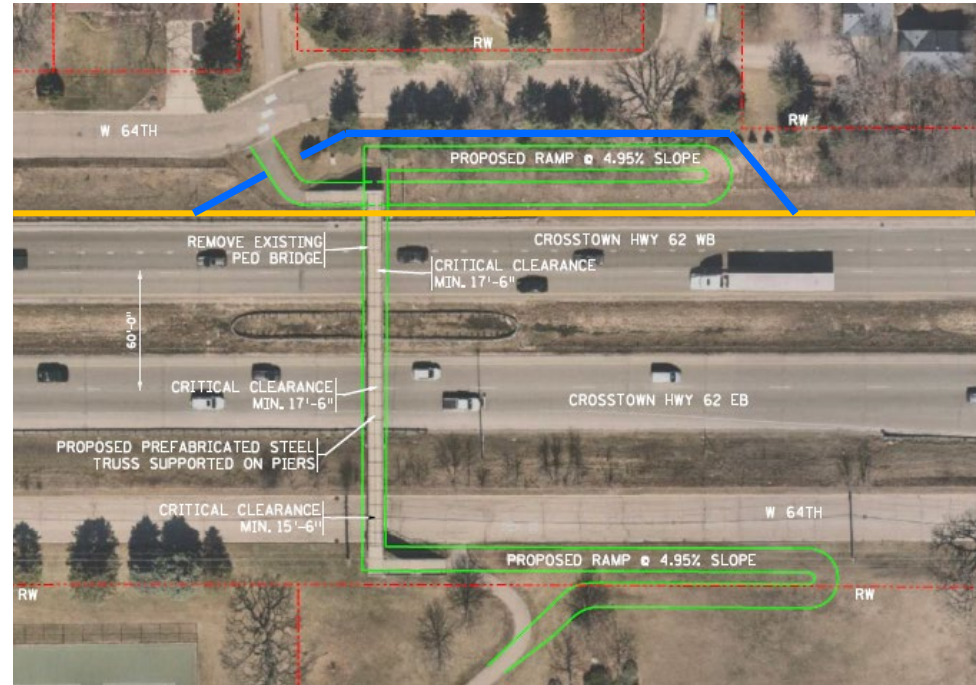
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- Staff recommends Option 1A with Switchbacks

Noise Wall Location #A 

Noise Wall Location #B 



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- Staff recommends Option 1A with Switchbacks





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Rosland Park Pedestrian Bridge

Staff recommends Option 1A with Switchbacks

- Meets ADA Requirements
- No Impact to Local Street Operations, Highway 62 Operations, Residential Properties, Auxiliary Lane & Noise Wall, and Right-of-Way
- Less trees removed north and south of Highway 62 compared to other options
- Mid-range Cost
- Aesthetics TBD – most likely a similar process to Grandview Pedestrian Bridge
 - Bring back a Public Engagement Plan to Council for future consideration
 - Any initial feedback on Aesthetics would be welcomed now

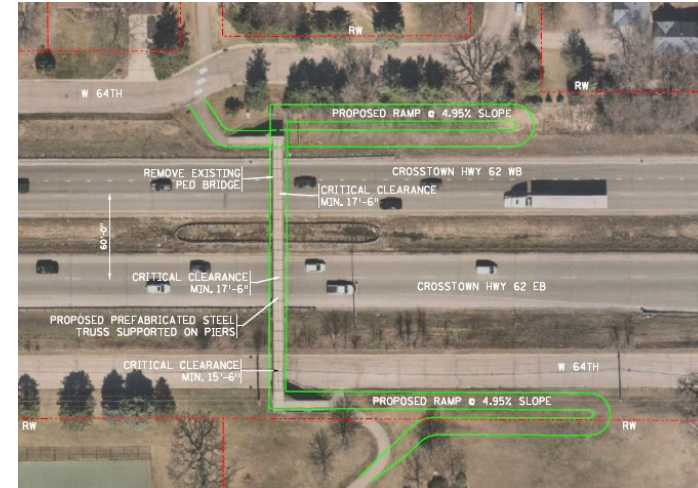


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Staff recommends Option 1A with Switchbacks

Requesting a Motion to Support Staff's Recommendation to Design a New Pedestrian Bridge at Rosland Park detailed in Option 1A with switchbacks with an estimated construction in 2025.



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