



Public Input Meeting

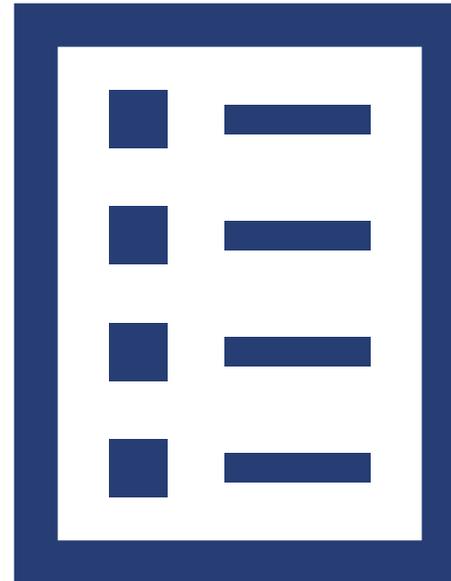
Tyler Parkway – West Century Ave to Ash Coulee Drive
City of Bismarck Project HC 173

March 3, 2025



Tonight's Agenda

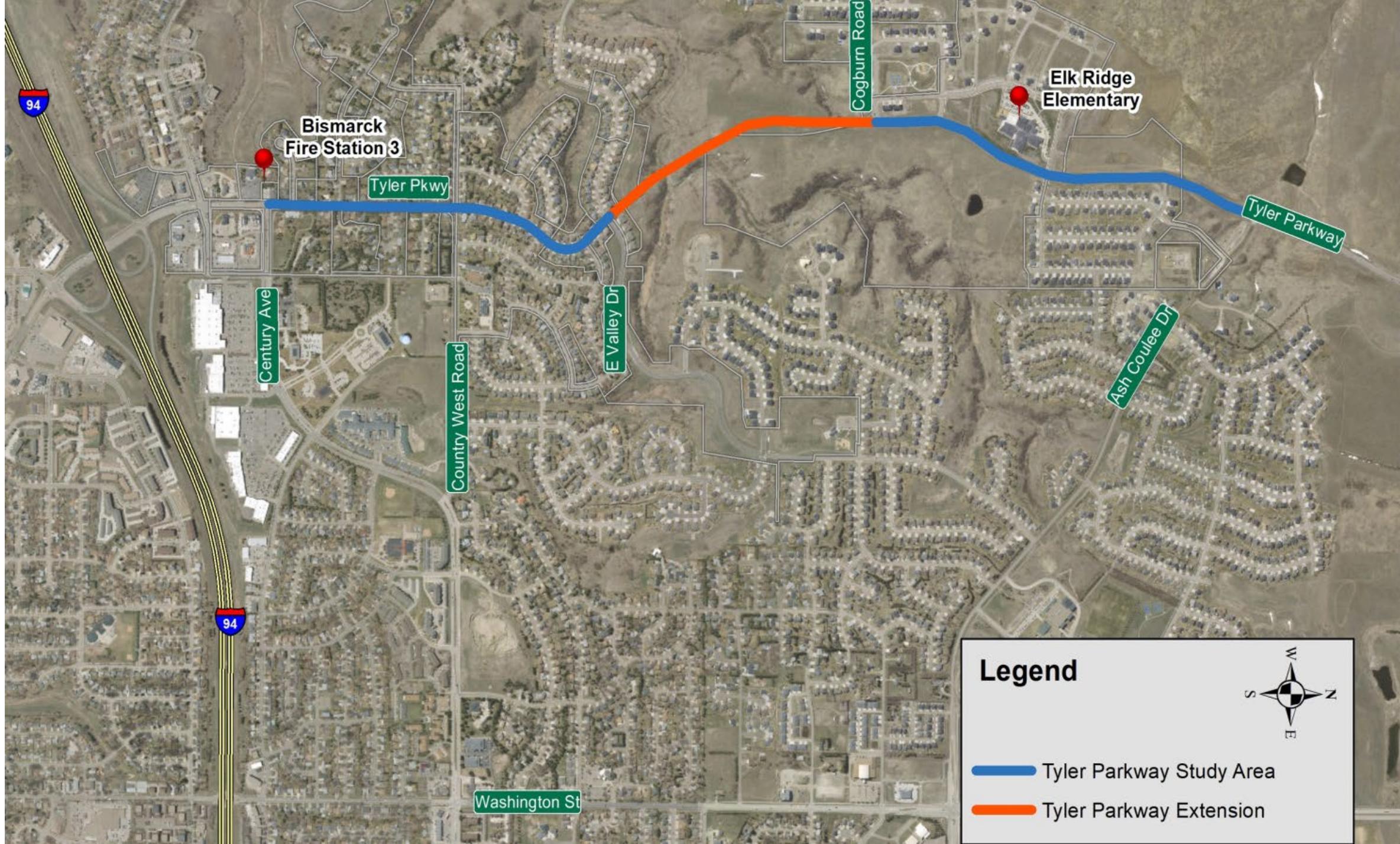
- Project Overview & Background
- Traffic Forecasting
- Public Survey/Feedback
- Proposed Alternatives
- Public Comment





Project Overview and Background

Study Area



Legend

-  Tyler Parkway Study Area
-  Tyler Parkway Extension



Improve street and trail connectivity in NW Bismarck

Project has been supported in several planning studies

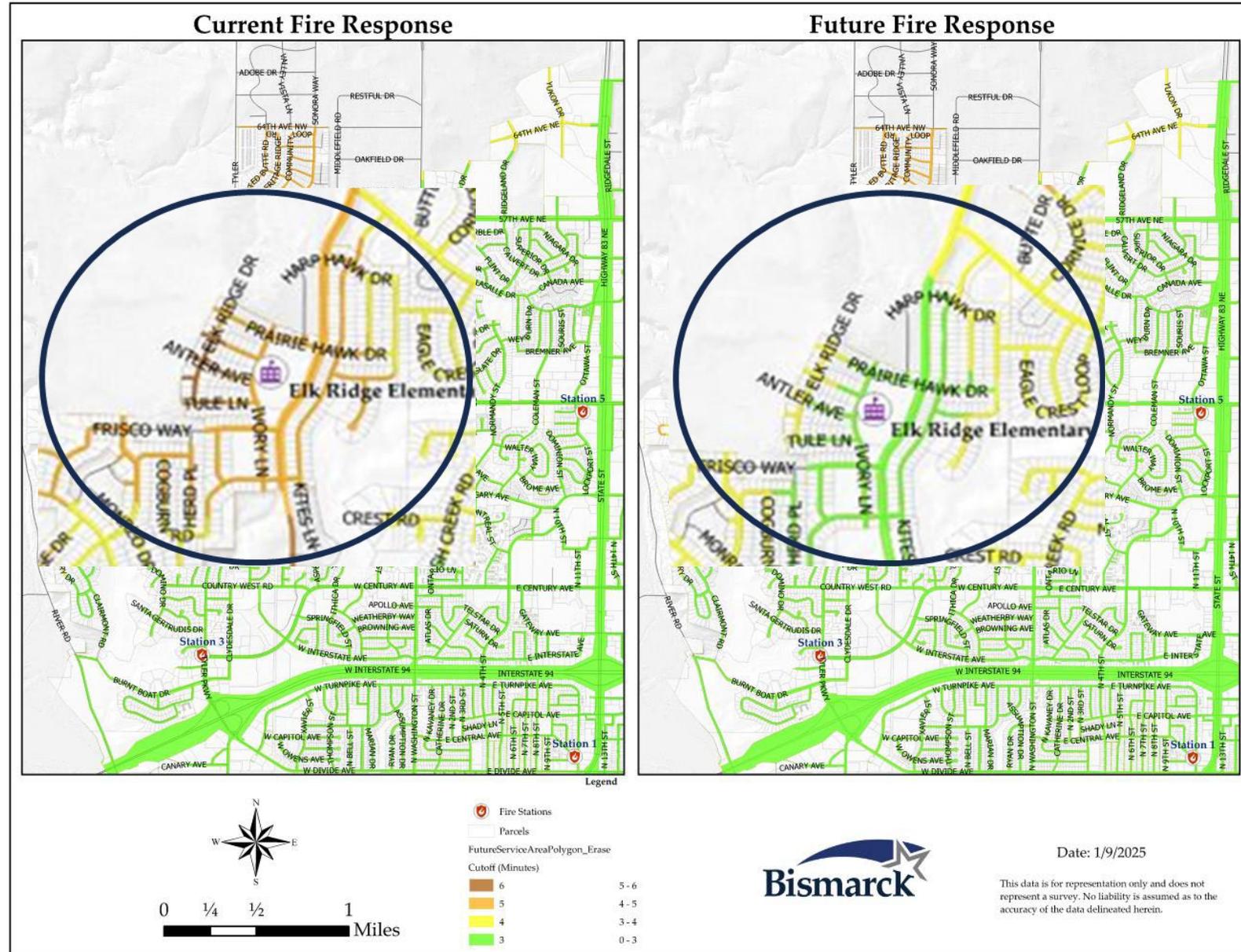
- 1996 Long Range Transportation Plan
- 2003 Fringe Area Road Master Plan
- 2011 NW Bismarck Subarea Study
- 2014 Fringe Area Road Masterplan
- 2020 Metropolitan Transportation Plan
- 2024 Metropolitan Transportation Plan



Improve emergency service response time

■ Improve Emergency Response Time

- **Bismarck Police** – Improved response time and opportunity for patrolling due to more direct route into/out of neighborhood
- **Bismarck Fire** – Improved response time
 - ▶ Project would delay the need for a new fire station in NW Bismarck
 - ▶ \$7.5 M for new station
 - ▶ \$1.0-\$1.2 annual operating expense



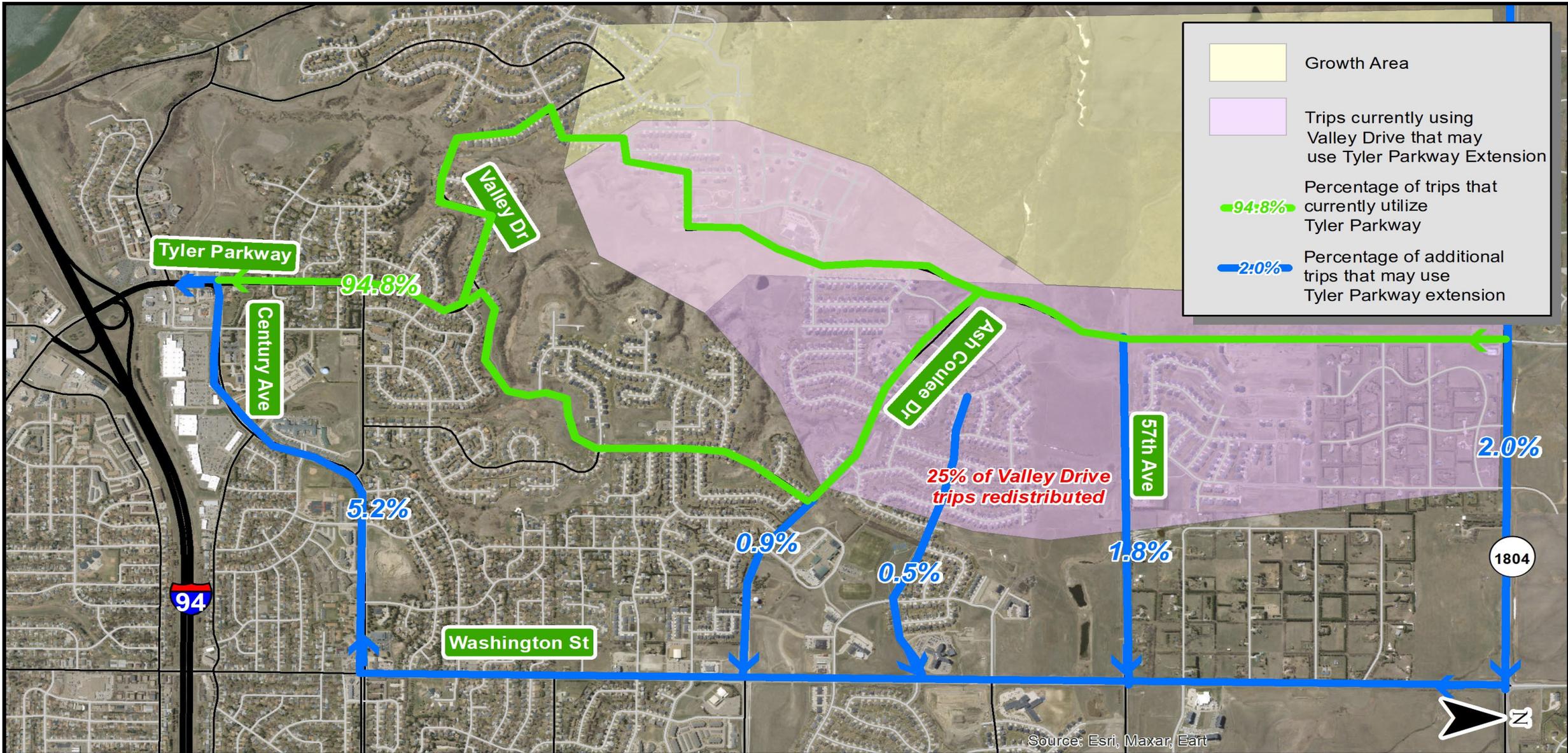


Traffic

2024 Existing Traffic



Estimated Traffic Trend Changes

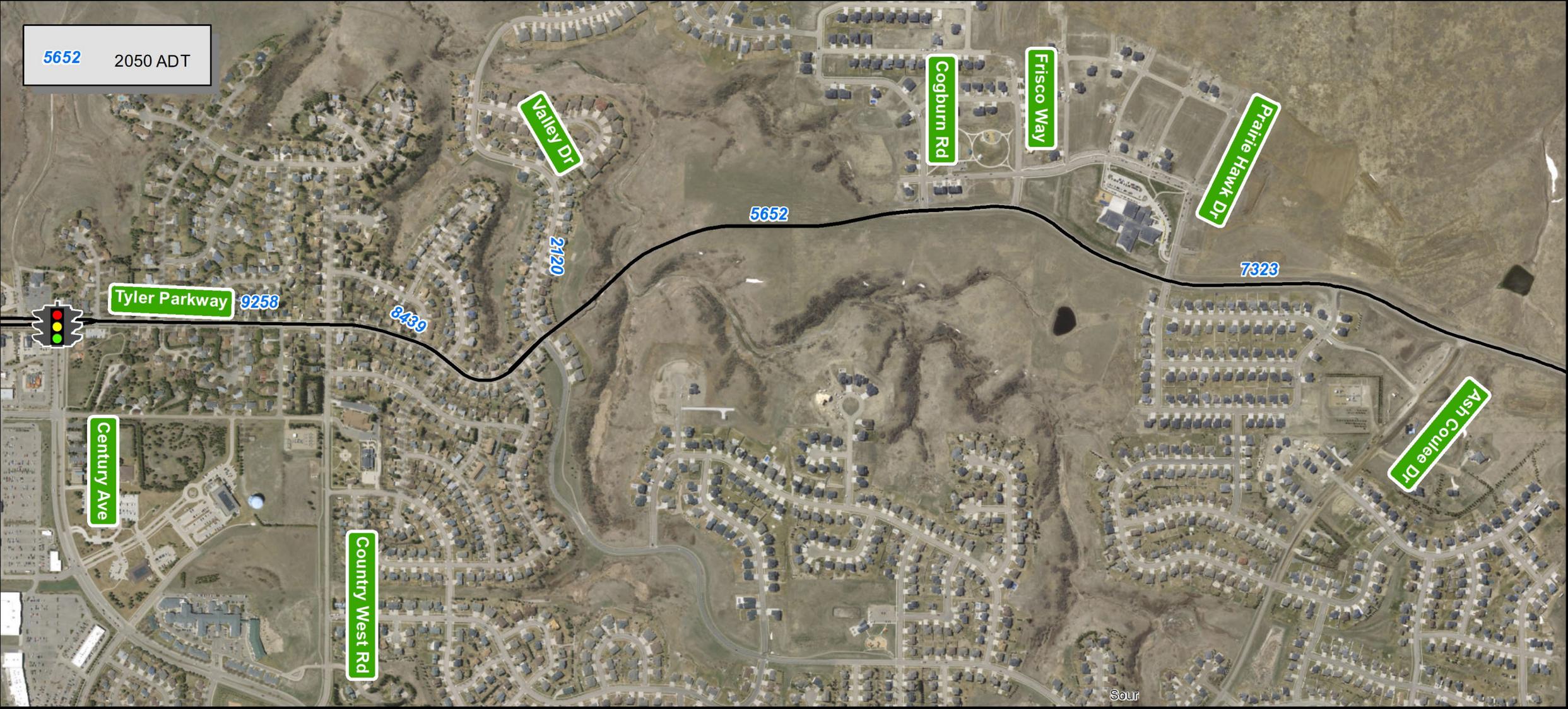


Estimated Opening Day Traffic

3,000 Estimated Opening Day Traffic With Extension
0 Estimated Opening Day Traffic Without Extension



2050 Future Traffic



Comparable Roadways with Similar ADT

Opening Day Tyler Parkway

(3,000 to 6,225 ADT)

Calgary Dr – Washington St to State St

(3,000 to 7,740 ADT)

Year 2050 Tyler Parkway

(5,652 to 9,258 ADT)

19th St – Century Ave to Calgary Ave

(8,060 ADT)

Speed Analysis

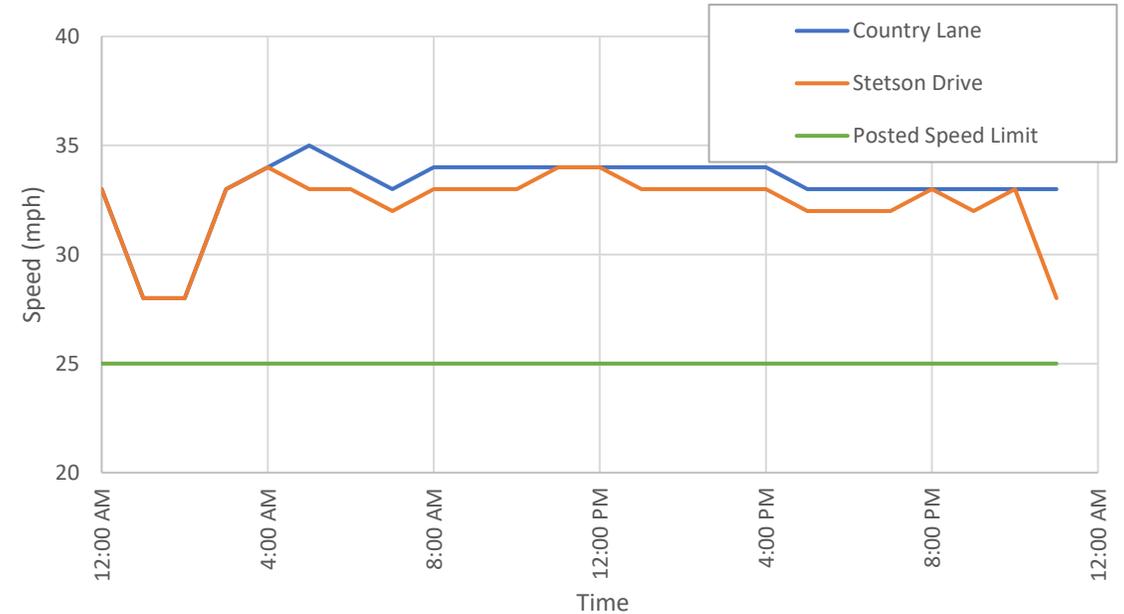
Two locations
south of
Valley Drive

- 25 mph posted speed limit
- >90% traveling higher than the posted speed limit

Two locations
north of
Cogburn Road

- 35 mph posted speed limit
- 85th Percentile speed 42 mph

South of Valley Drive
85th Percentile Speed





Public Survey and Feedback

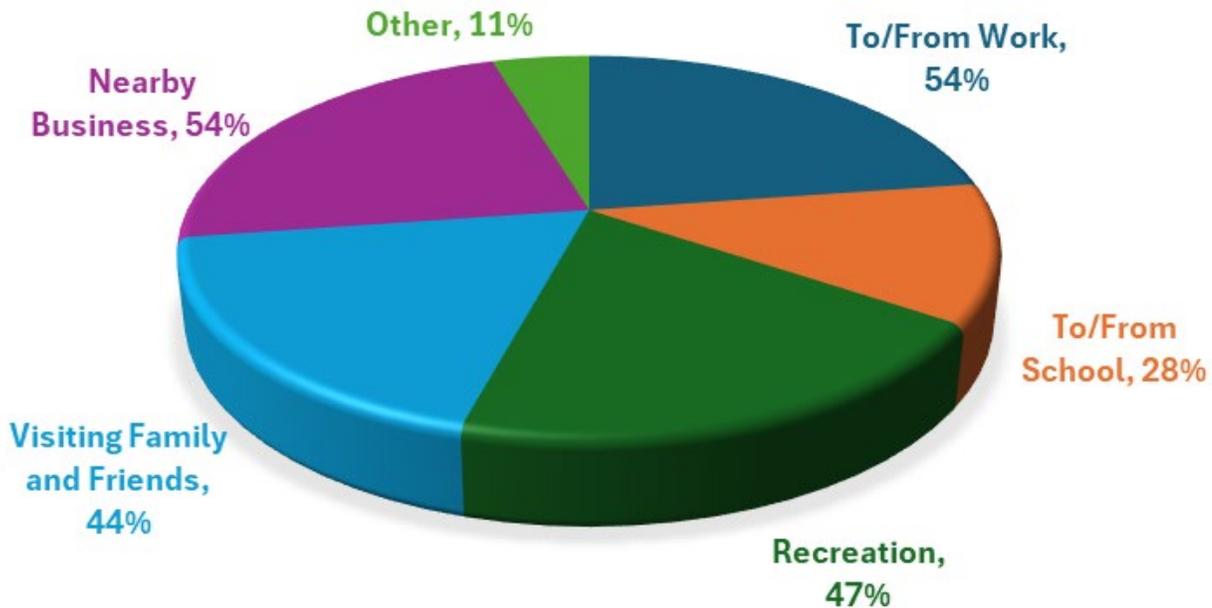
Public Input Process



Public Survey Data

- Survey data shown thru 12/31/24
- 700 mailers were sent to area residents
- 312 Respondents

TYLER PARKWAY USAGE



Tyler Parkway Extension Survey #1

Please refer to the [Tyler Parkway Storymap](#) for more information on the project corridor.

How often do you use Tyler Parkway between Cogburn Road and Ash Coulee Drive (north segment)?

Every Day A few times a week A few times a month

A few times a year I don't use the roadway

How often do you use Tyler Parkway between Century Ave and Valley Drive (south segment)?

Every day A few times a week A few times a month

A few times a year I don't use the roadway

Do you currently recreate within Tyler Coulee?
(select all that apply)

No

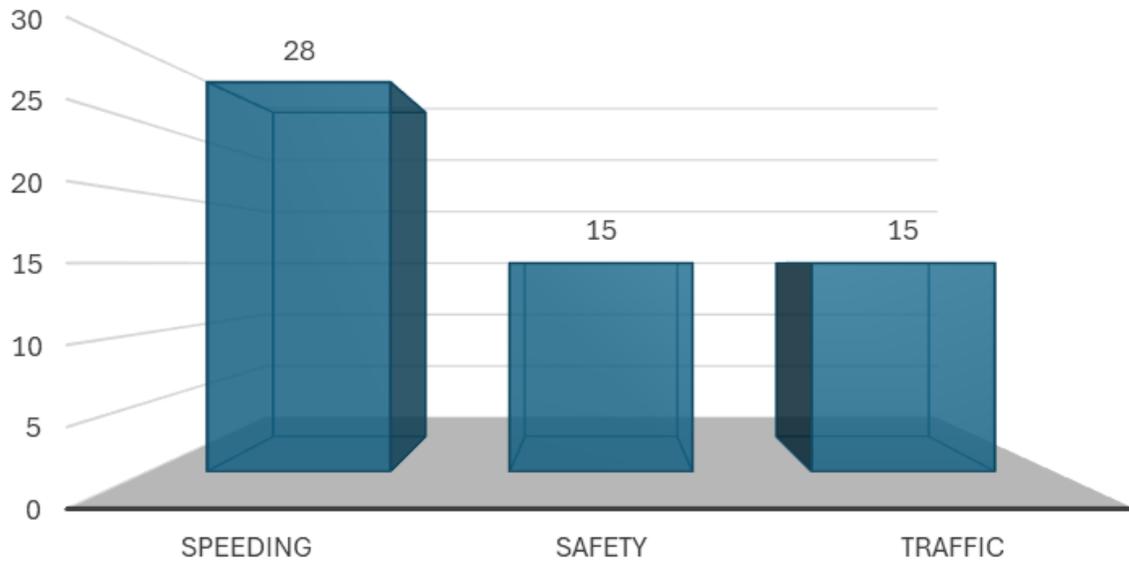
Yes, Biking

Yes, Walking/Hiking

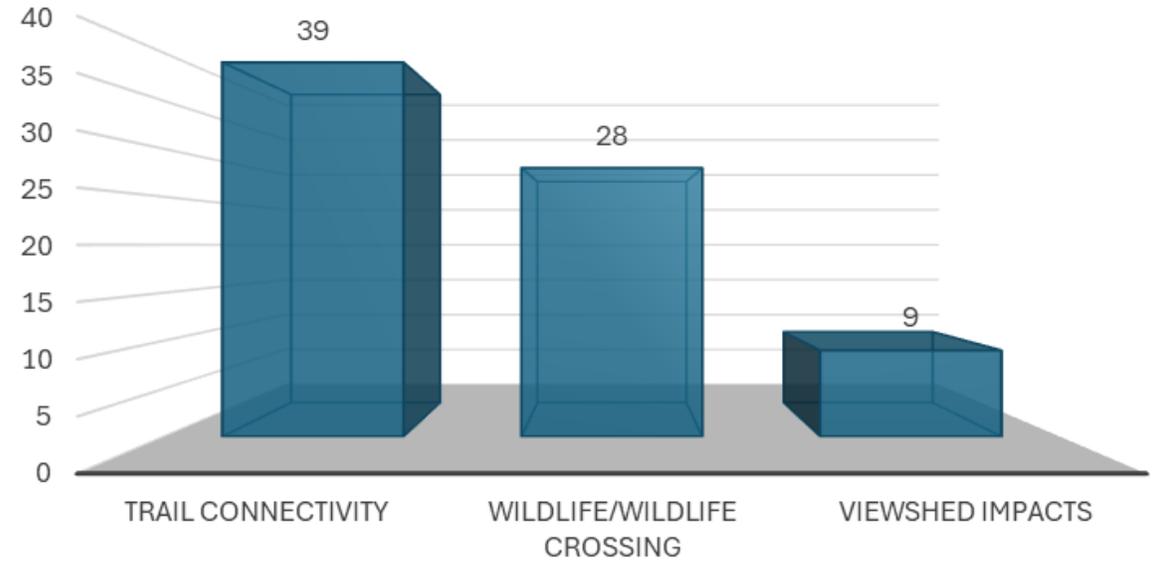
Public Survey Data

- Key Takeaways
 - Speeding is an issue
 - Recreational Usage
- Written comments (186)
 - 2 Main Concerns

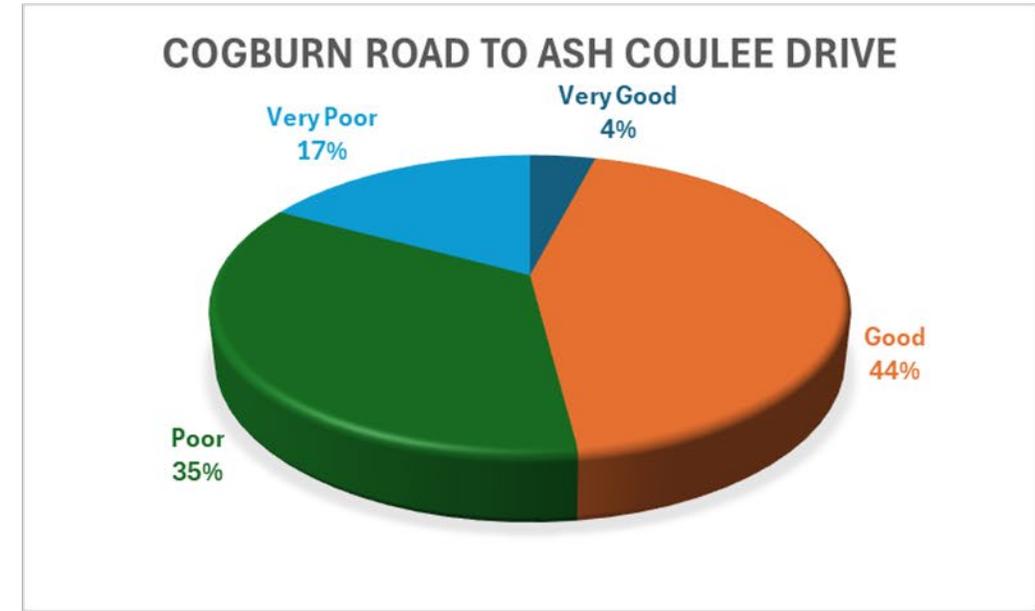
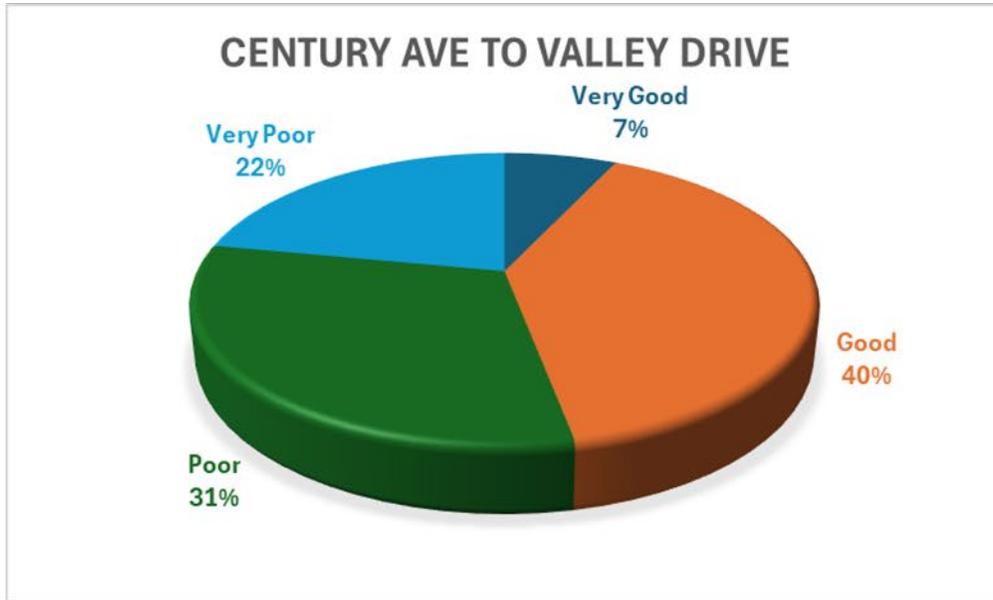
Traffic Operations



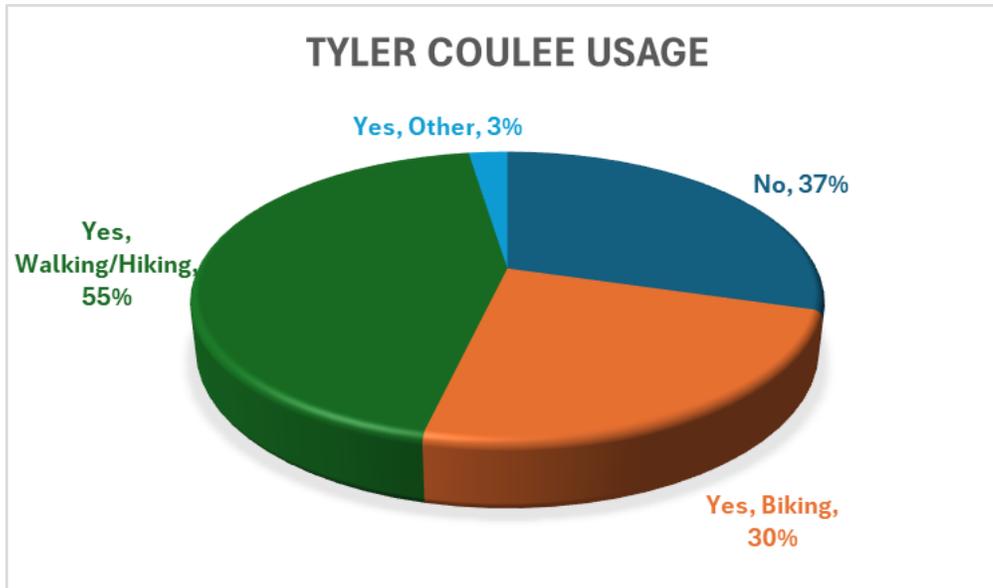
Tyler Coulee



How would you rate vehicle speeds? (Poor=Fast)



Do you currently recreate within Tyler Coulee



- 63% of respondents recreate in Tyler Coulee



Project Alternatives Tyler Parkway Extension

Tyler Parkway Extension – Alternatives

Alternative A – No Build

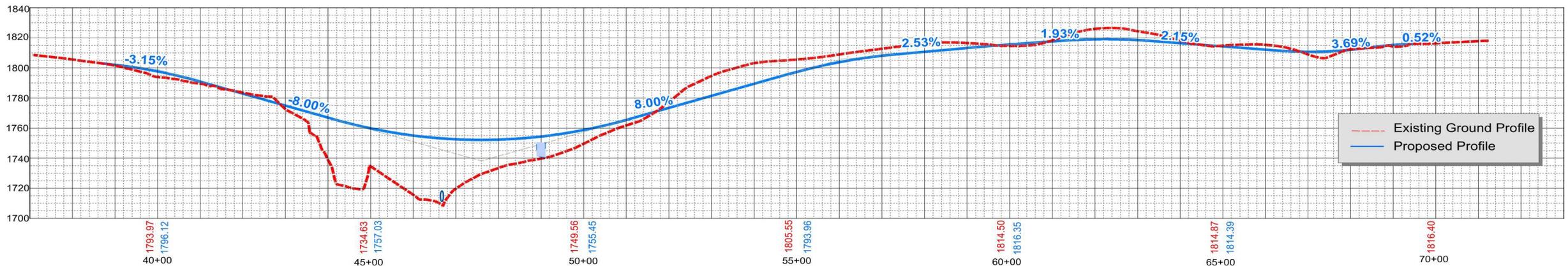
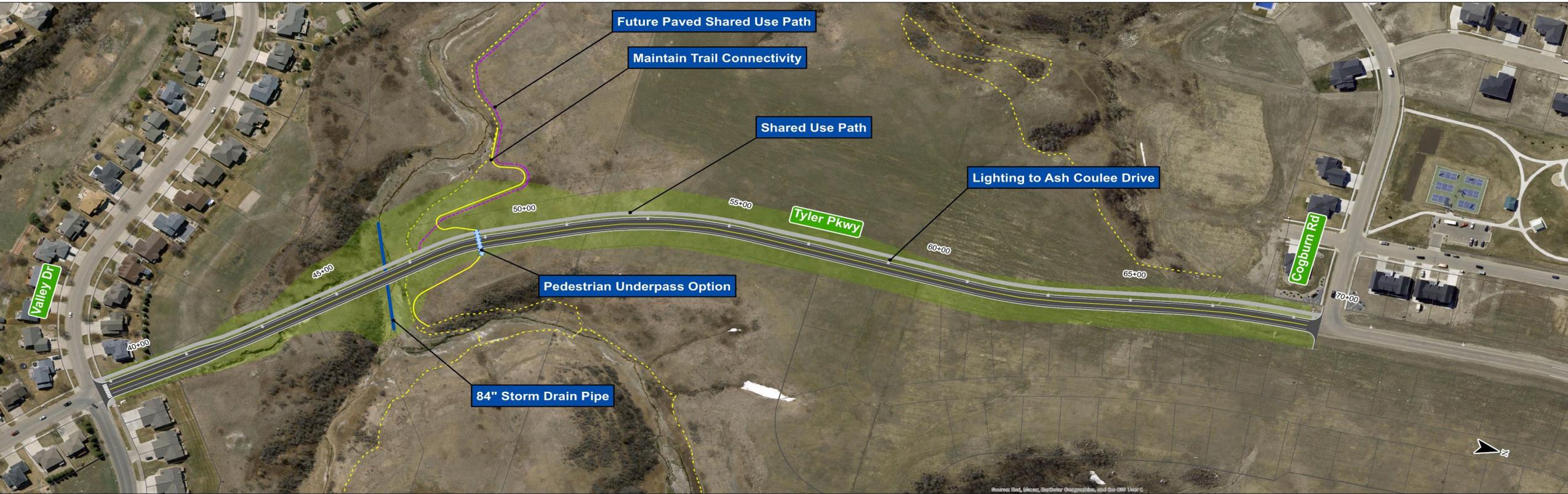
Alternative B –
Extend Tyler Parkway from Valley
Drive to Cogburn Road

- 36' two-lane street section
- 10' shared-use path
- Lighting
- Earthen embankment

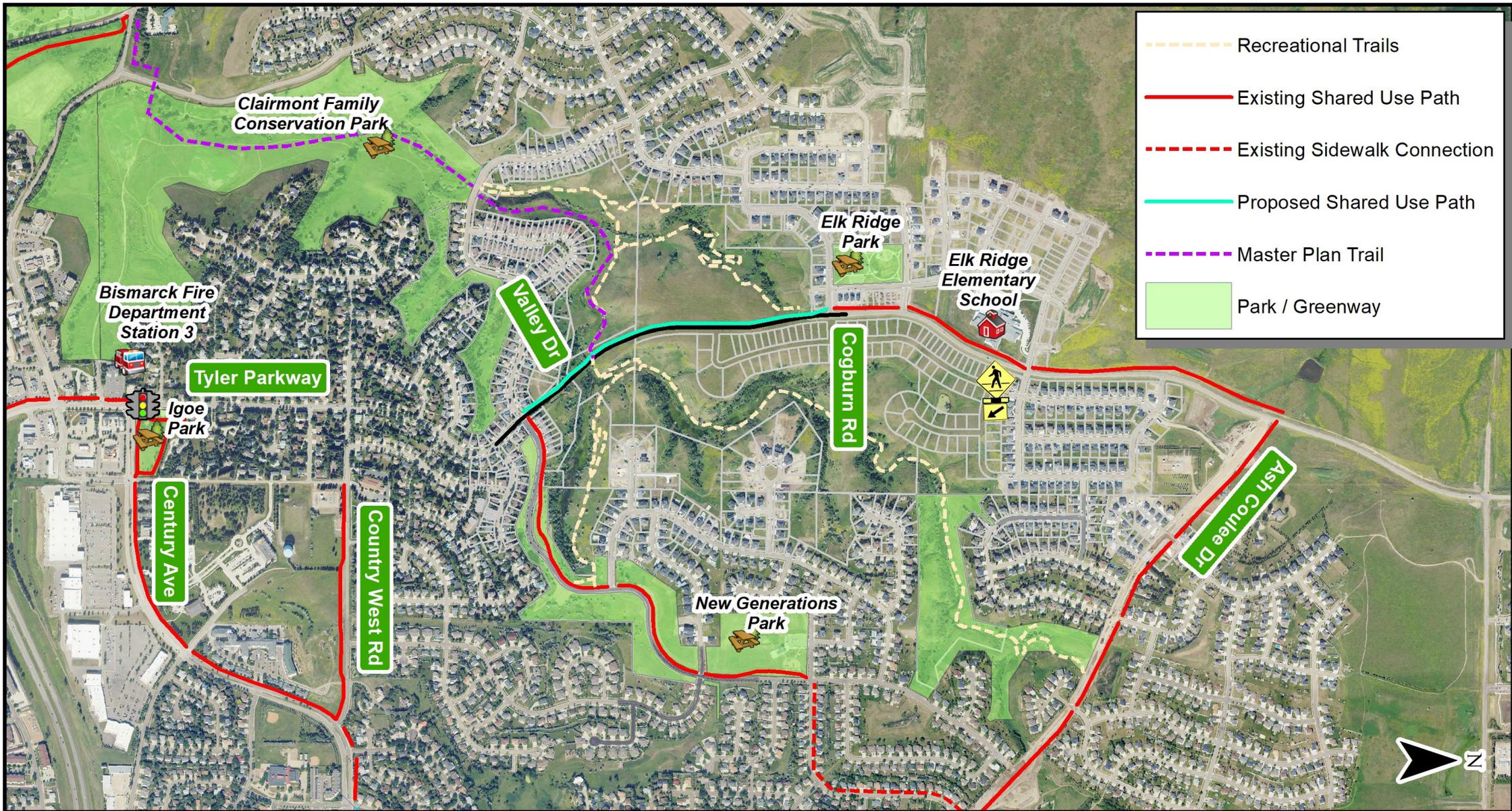
Pedestrian Crossing Option

- Underpass or At-Grade Crossing

Alternative B – Extend Tyler Parkway with Pedestrian Crossing Option

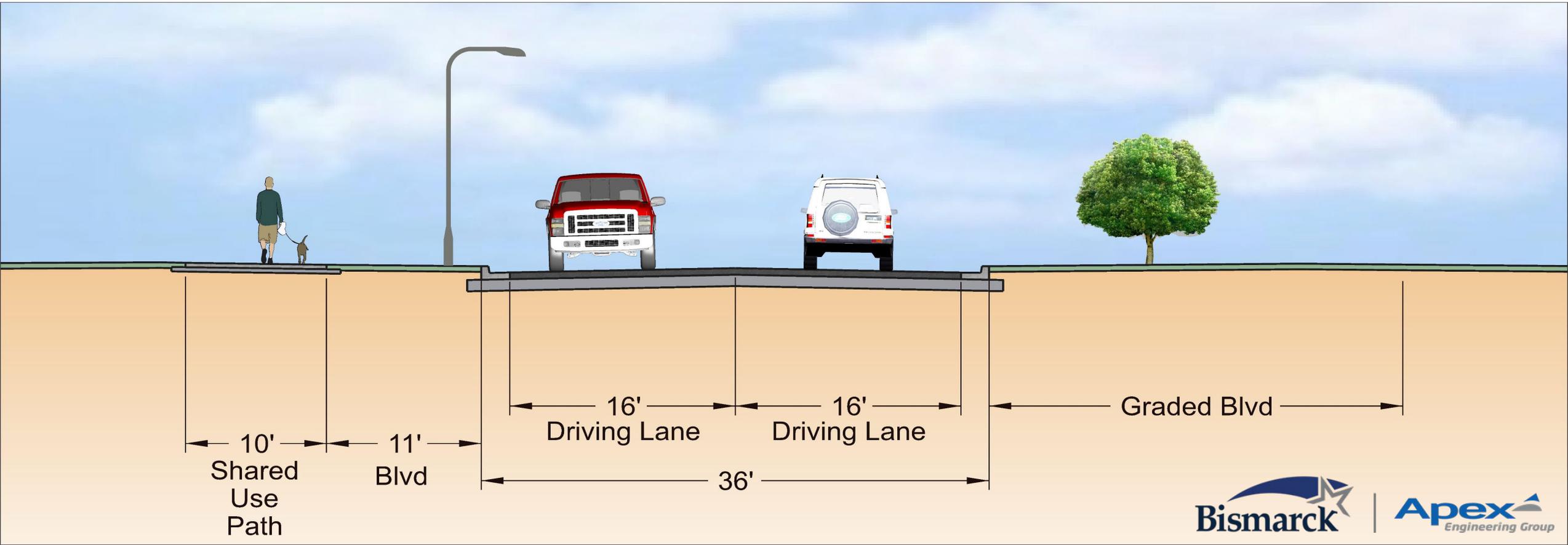


Tyler Coulee – Recreation/Trails



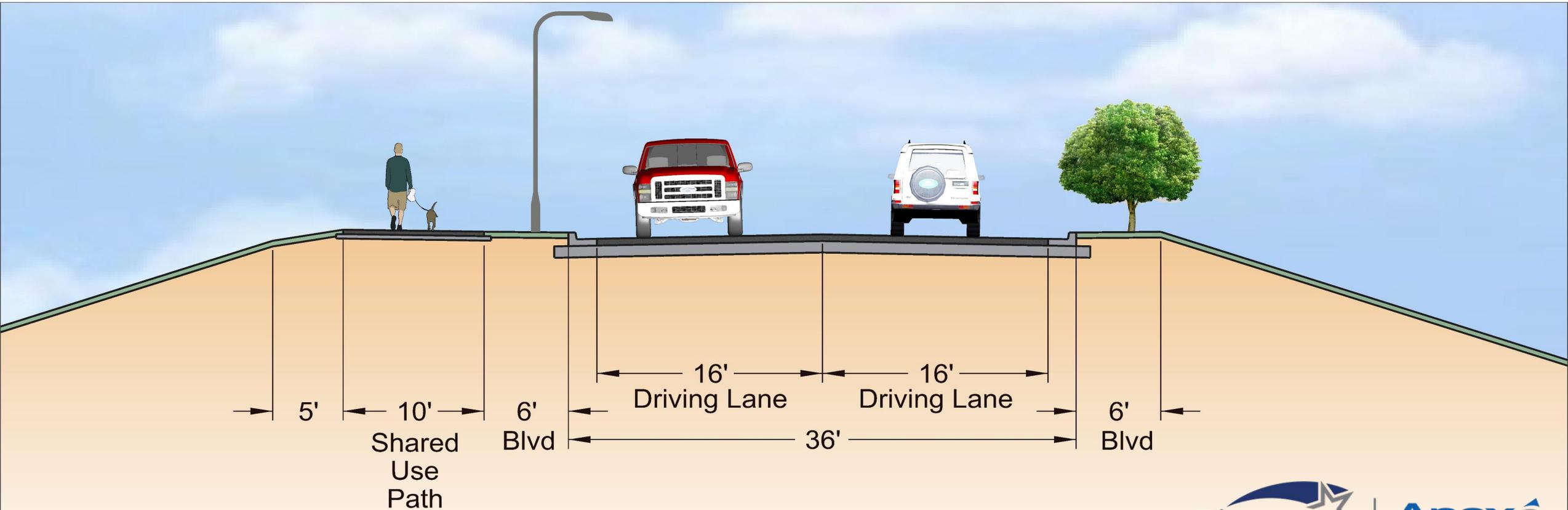
Proposed Typical Section (North of Tyler Coulee)

- Shared Use Path
- Lighting



Proposed Typical Section (Tyler Coulee Section)

- Shared Use Path
- Lighting



Geotechnical Challenges – Tyler Coulee

- Poor Underlying Soils
- Embankment Alternatives Studied to Accelerate Construction
 - Lightweight Fill (EPS Block)
 - Lime Stabilization
 - Granular Fill Import
 - All treatment methods were cost prohibitive
- Easily Accessible Embankment Onsite (Most Cost-Effective Option)



Tyler Parkway Rendering - Looking East



Tyler Parkway Rendering – Looking North



Alternatives Considered – Wildlife Crossing

■ Wildlife Crossings

- Typical on higher speed rural roadways
- Fencing required to funnel to crossing
- Located on migration or travel corridors
- Will recreational demand and wildlife work together?



Alternatives Considered - Bridge

- Bridge across Tyler Coulee
 - Higher additional upfront cost (Additional \$6.0 Million to project)
 - Long term maintenance costs of bridge
 - Inspections needed every 2 years
 - Design life of bridge (75 Years)
 - Guardrail/Barrier – Public Works Challenges

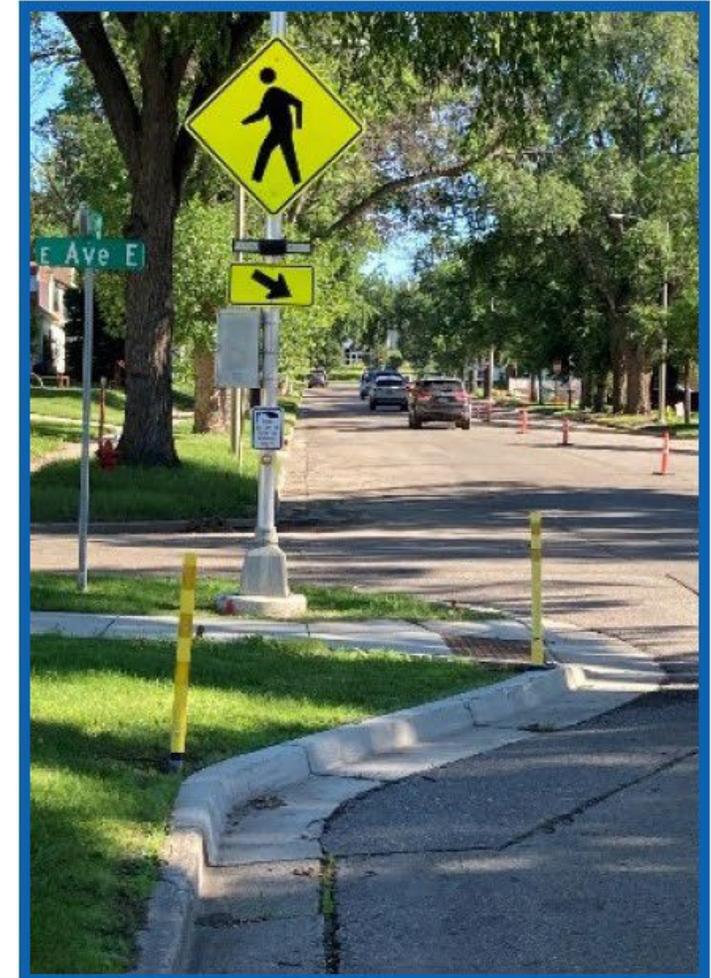




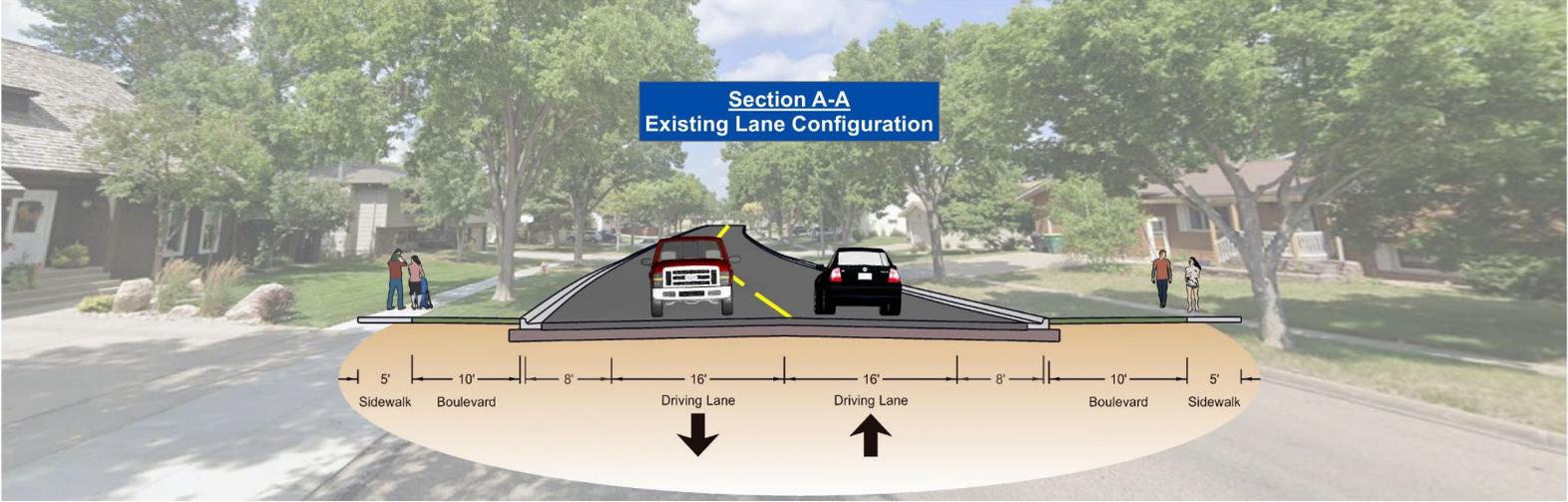
Traffic Calming Options West Century Ave to Valley Drive

What is Traffic Calming ?

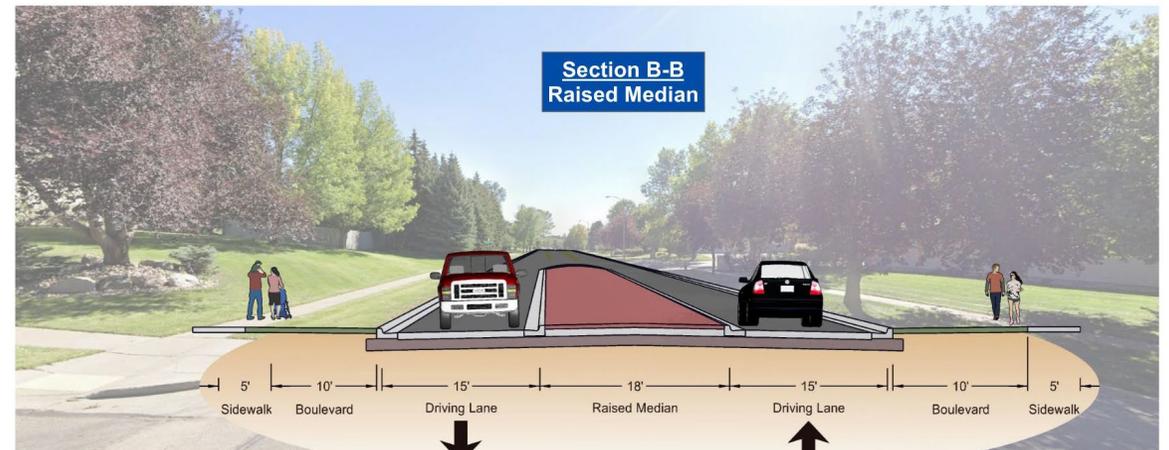
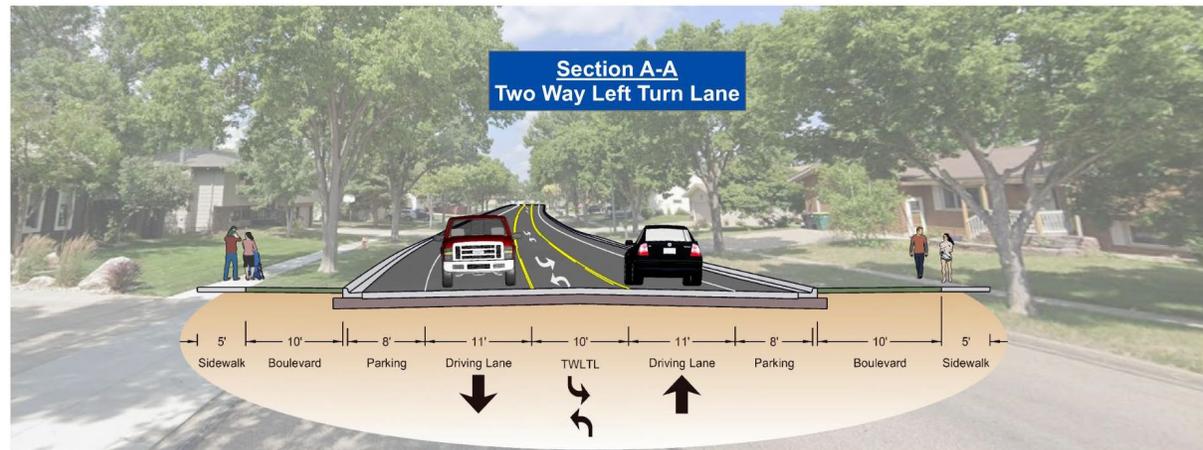
- Traffic calming involves using physical roadway features to reduce traffic speeds or volumes.



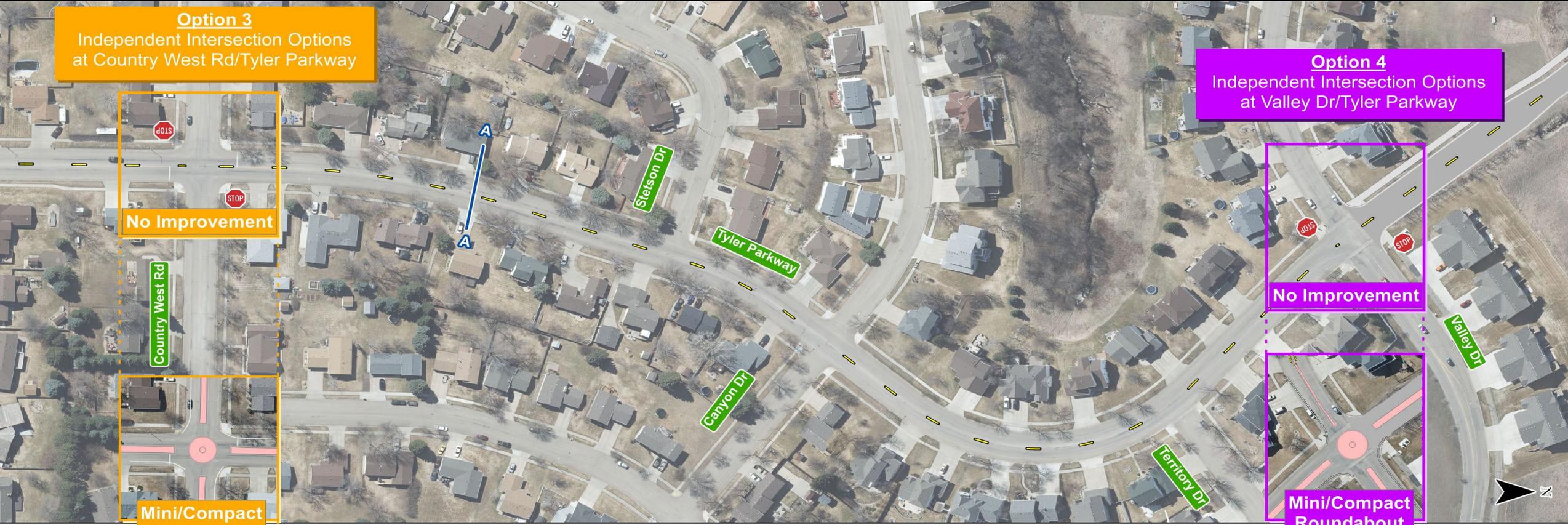
Option 1A – West Century Ave to Country West (No Improvements)



Option 1B – West Century Ave to Country



Option 2A – Country West to Valley Drive (No Improvements)



Option 3
Independent Intersection Options
at Country West Rd/Tyler Parkway

No Improvement

Country West Rd

Mini/Compact Roundabout

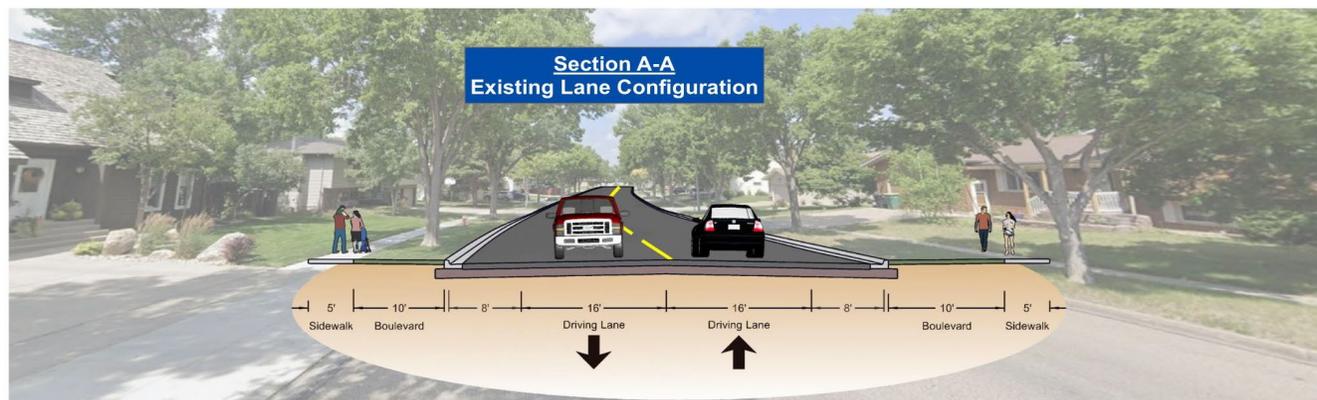
Raised Median

Option 4
Independent Intersection Options
at Valley Dr/Tyler Parkway

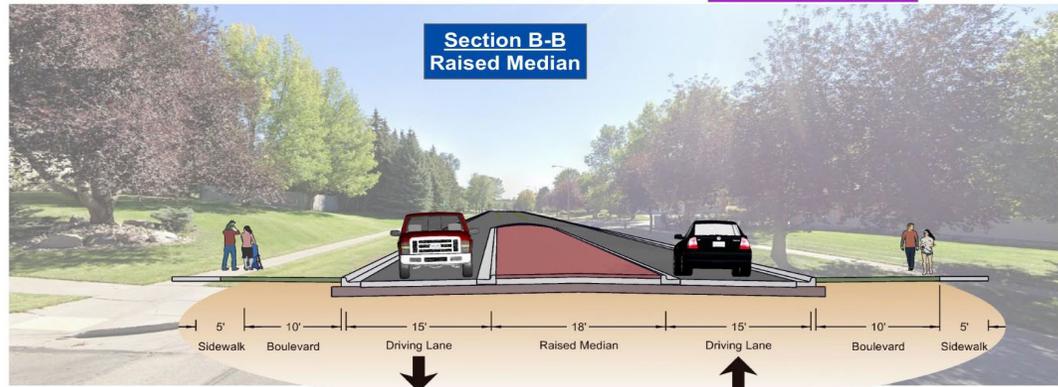
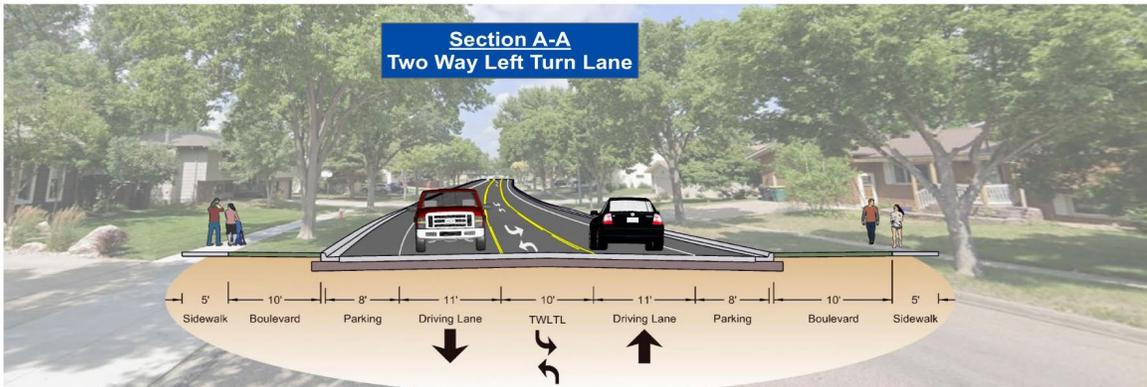
No Improvement

Mini/Compact Roundabout

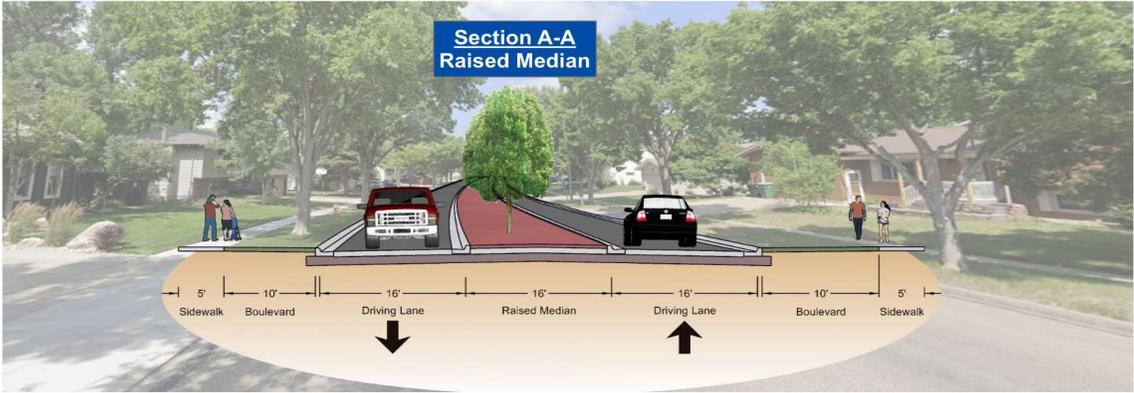
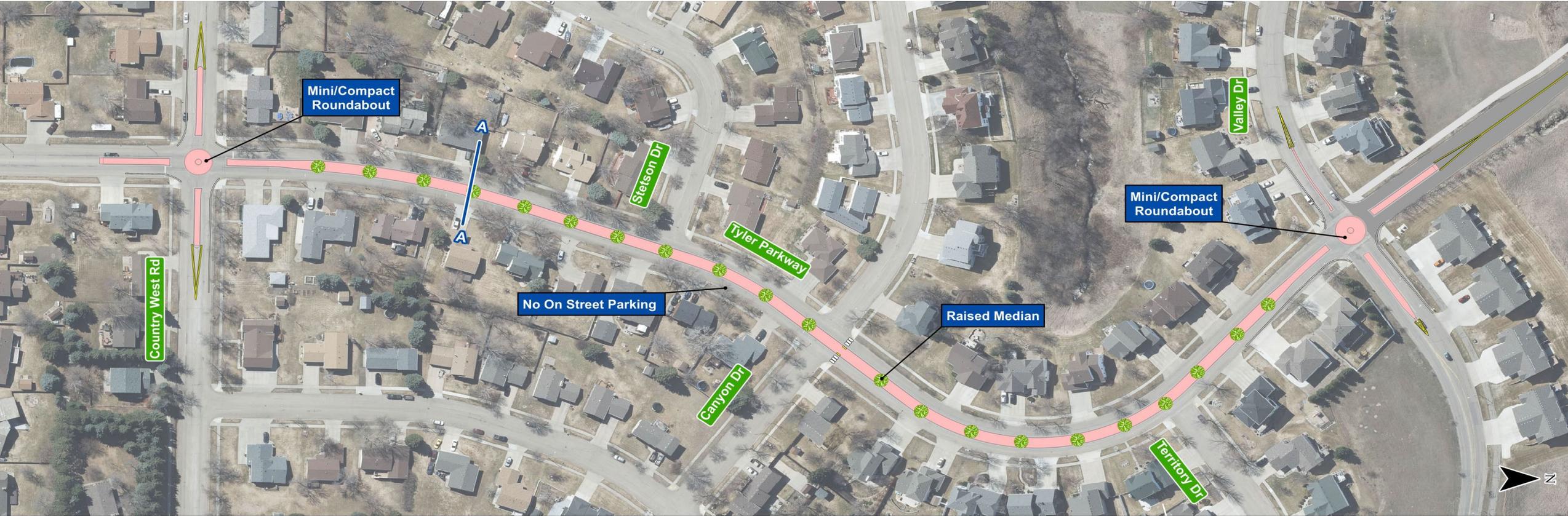
Raised Median



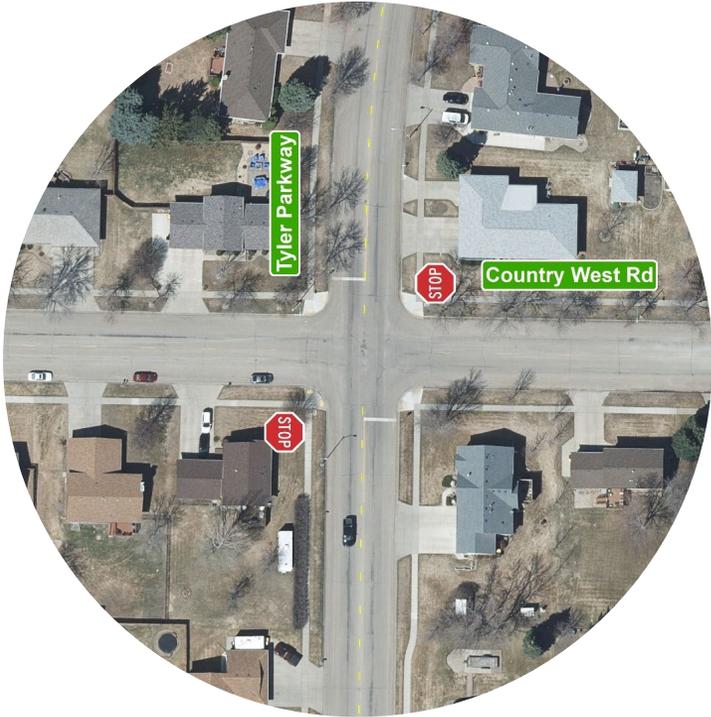
Option 2B – Country West to Valley Drive



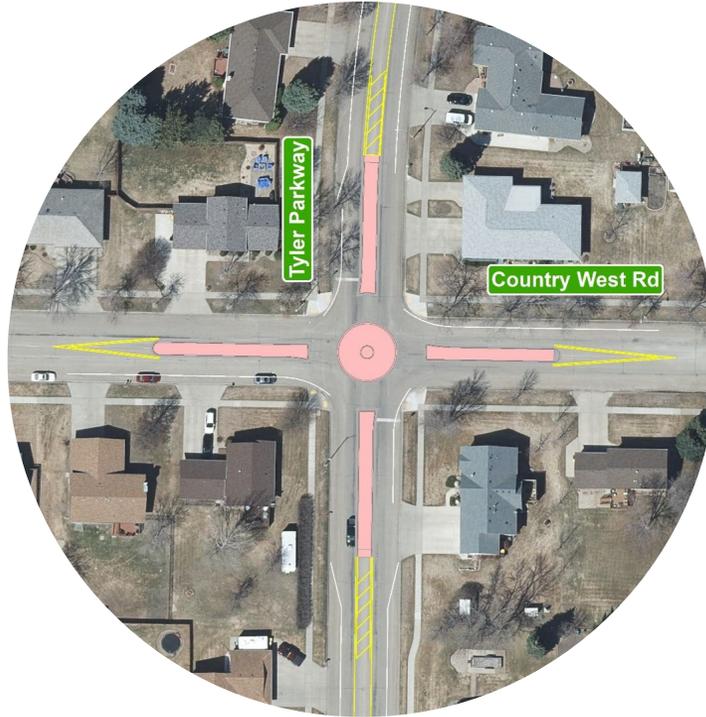
Option 2C – Country West to Valley Drive



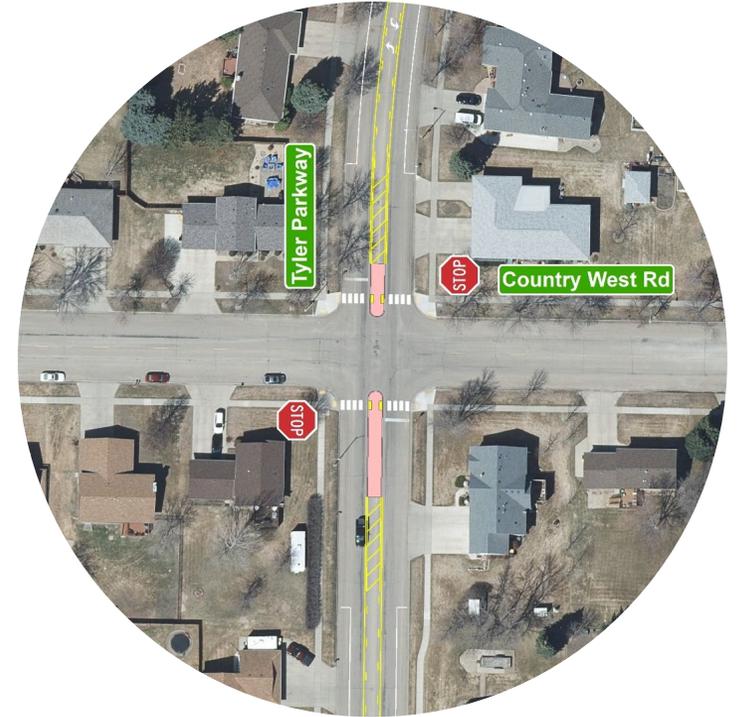
Option 3 – Intersection Improvements at Country West Road



■ No Improvements



■ Compact/Mini Roundabout



■ Median Islands

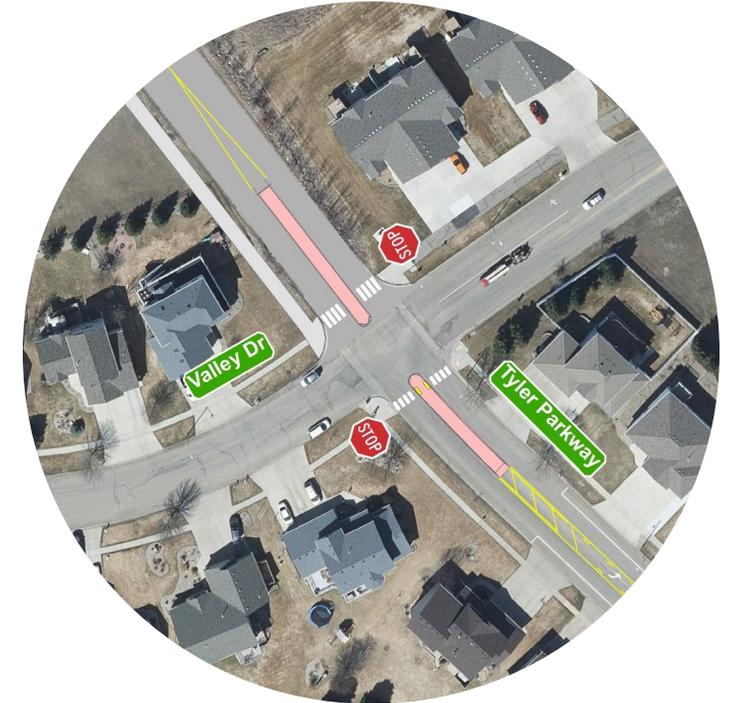
Option 4 – Intersection Improvements at Valley Drive



■ No Improvements



■ Compact/Mini Roundabout



■ Median Islands

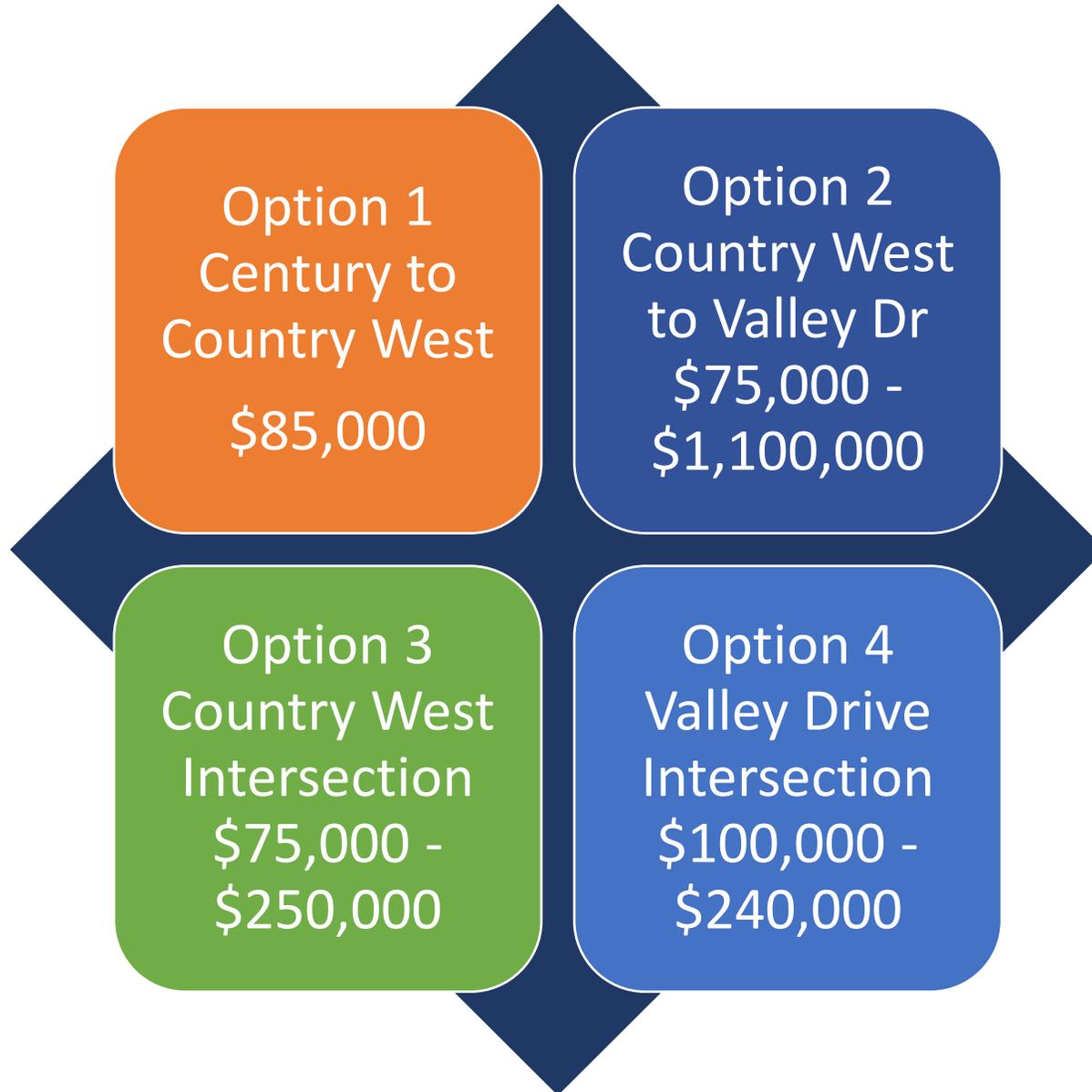
Build Alternative Costs



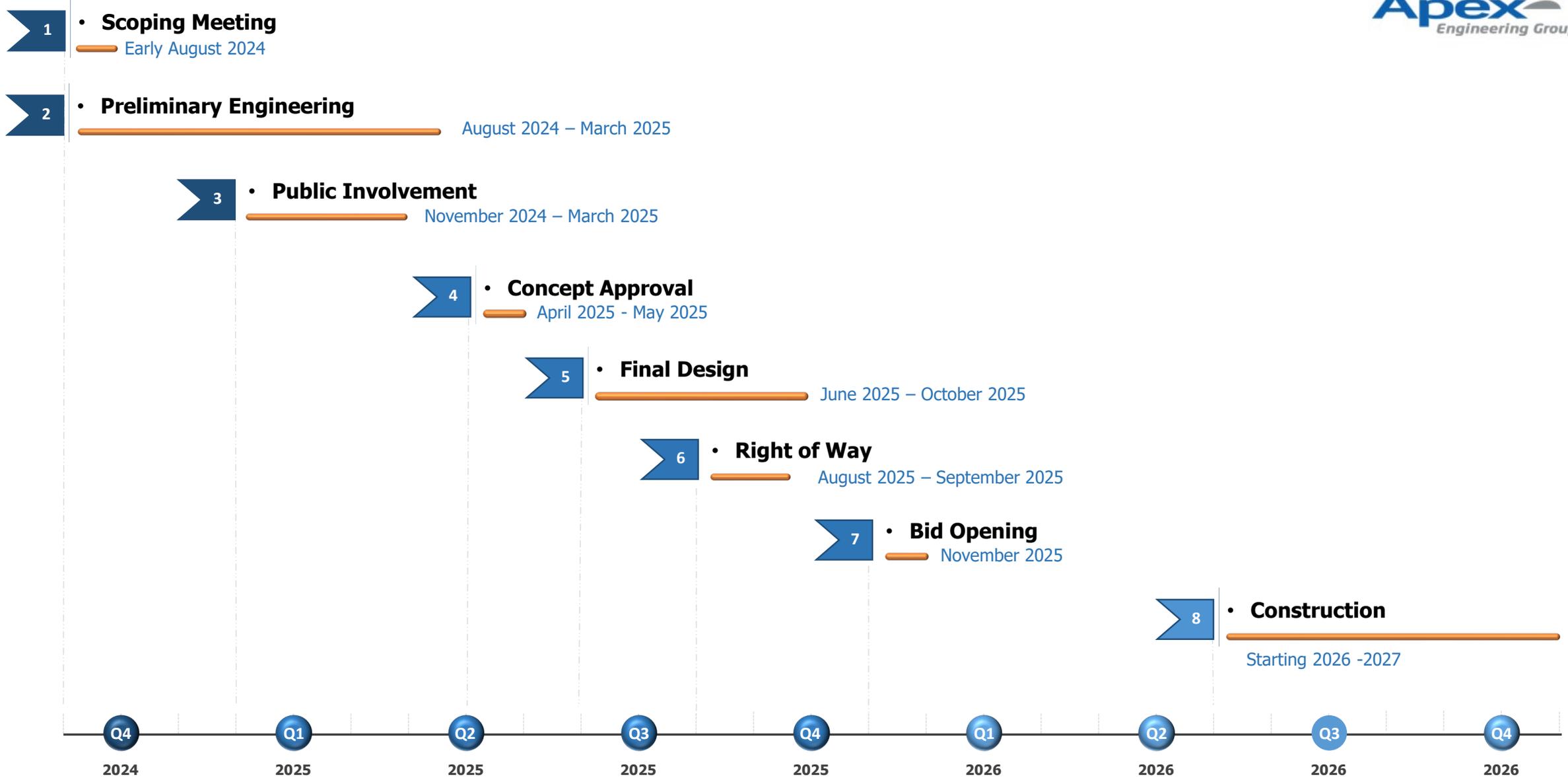
- Tyler Parkway Extension \$10.2 Million
- Pedestrian Underpass Option \$175,000

- Funded by 1/2 Cent Sales Tax
- No Special Assessments

Traffic Calming Build Option Costs



Project Schedule



What's Next

- We want your feedback!
- Provide comments by March 17th
- Email heading – “Public Input Meeting – Tyler Parkway”

- Contact Information

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Bismarck, ND 58504

Derek.Anderson@ApexEngGroup.com

Project Website: www.bismarcknd.gov/streets



Online Survey

■ Speaker Guidelines

- State name and address
- Provide comment or ask question
- Offer solutions
- Be concise





Thank You For Attending!

