



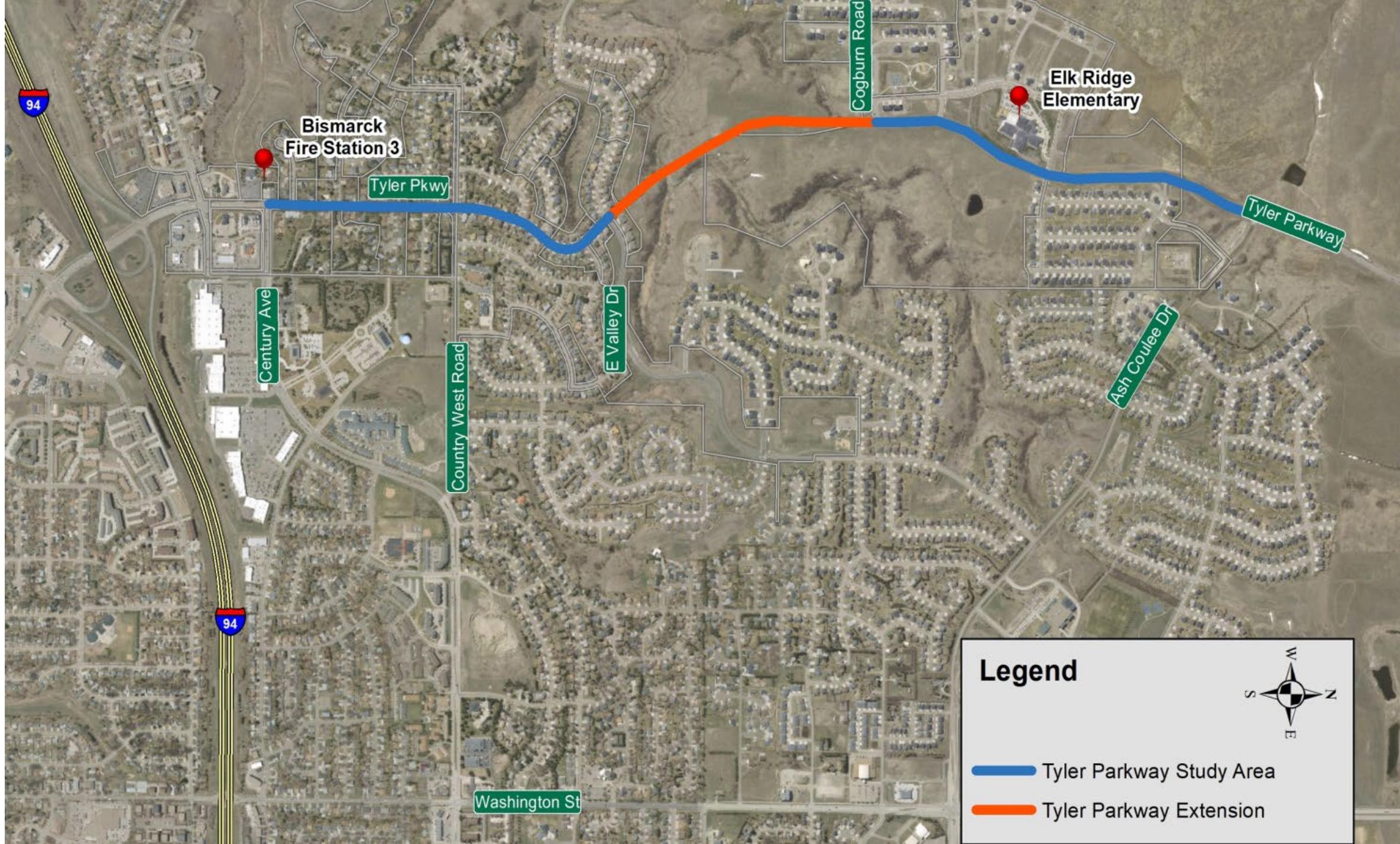
Board of City Commissioners

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

April 8, 2025



Study Area



Legend

-  Tyler Parkway Study Area
-  Tyler Parkway Extension



Improve street and trail connectivity in NW Bismarck

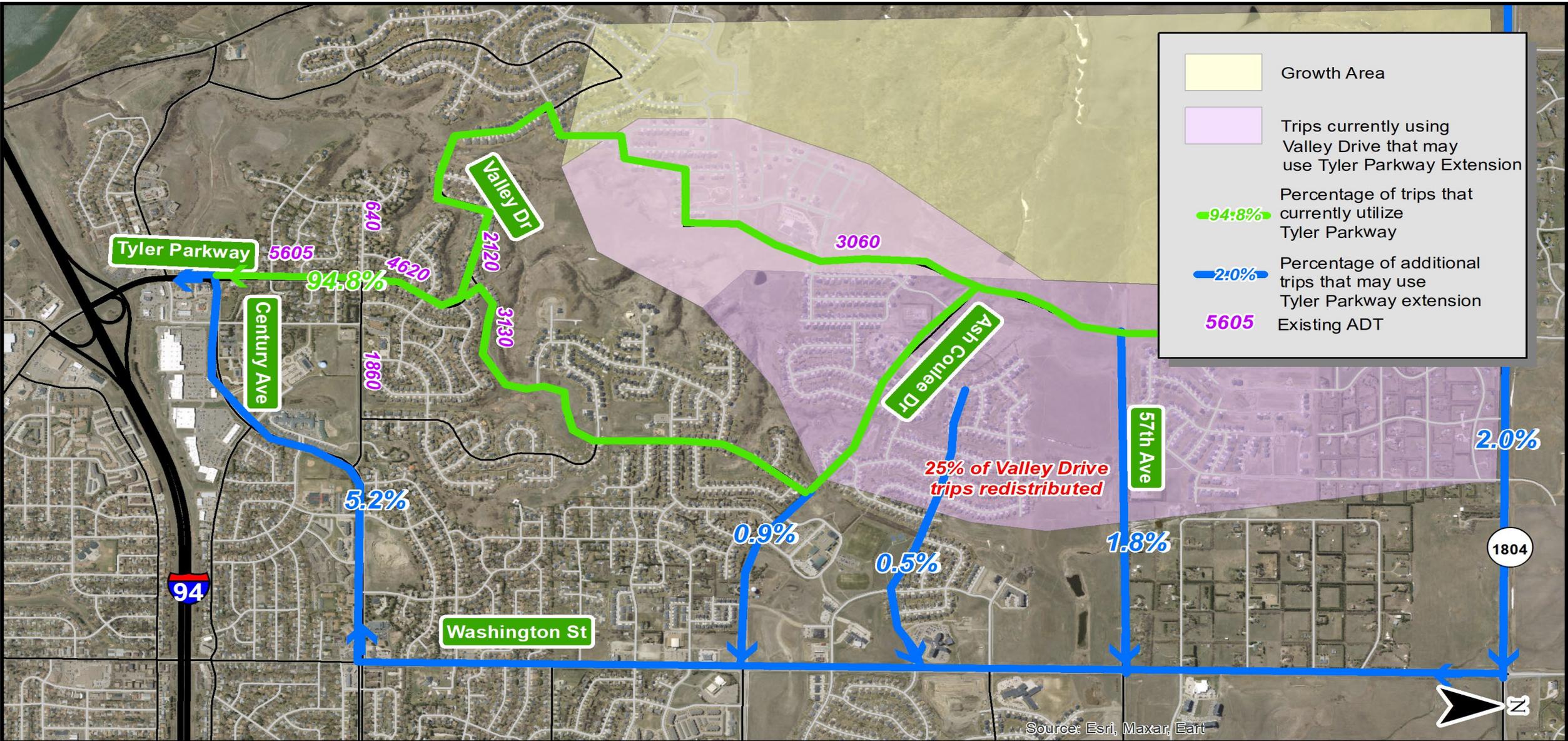
Project has been supported in several planning studies

- 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

Existing Traffic and Trend Changes



Estimated Opening Day Traffic and 2050 Future Traffic

- 3,000 Estimated Opening Day Traffic With Extension
- 0 Estimated Opening Day Traffic Without Extension
- 5,652 2050 ADT



Speed Analysis

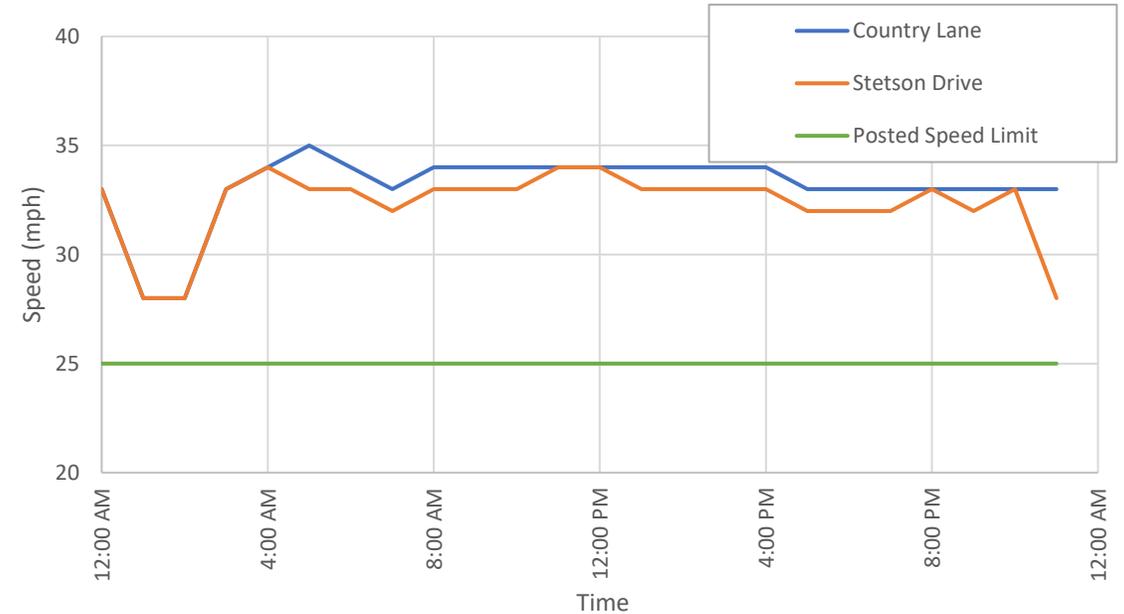
Two locations
south of
Valley Drive

- 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





Project Alternatives Tyler Parkway Extension

Tyler Parkway Extension – Alternatives

Alternative A – No Build

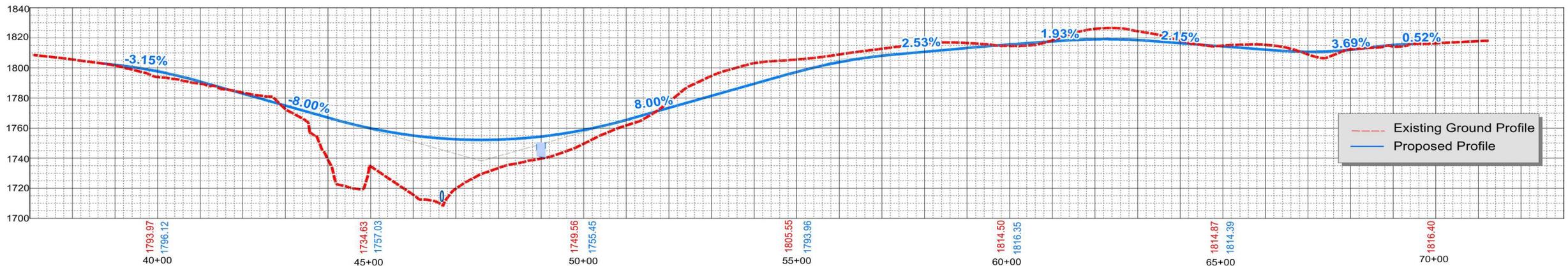
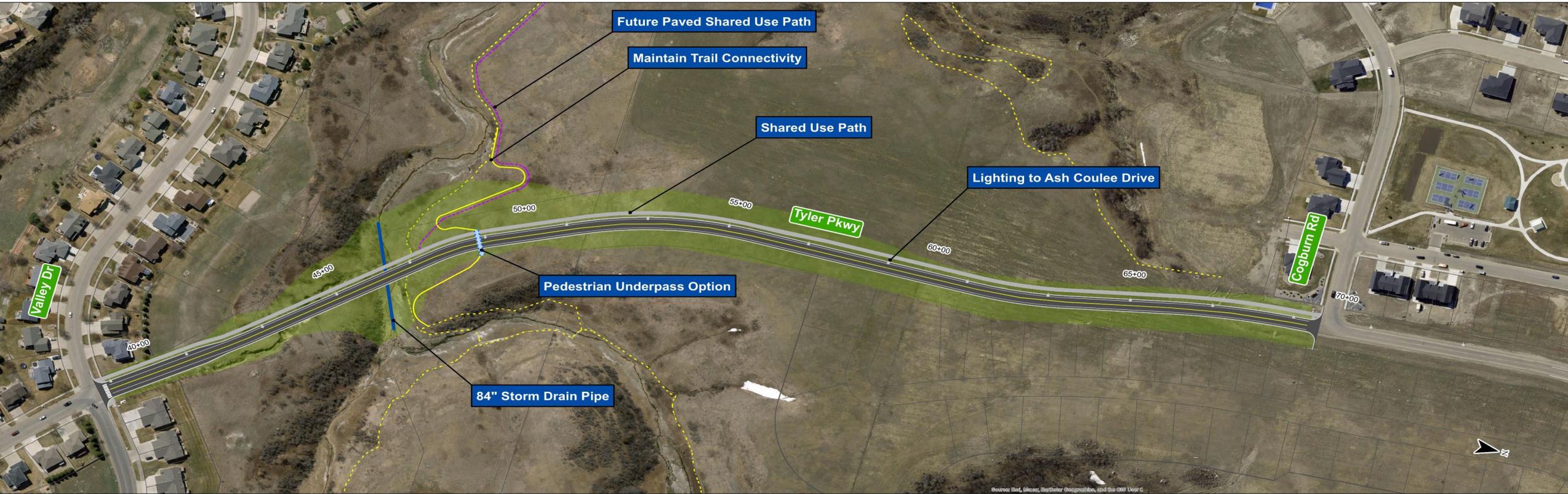
Alternative B –
Extend Tyler Parkway from Valley
Drive to Cogburn Road

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

Pedestrian Crossing Option
at Tyler Coulee

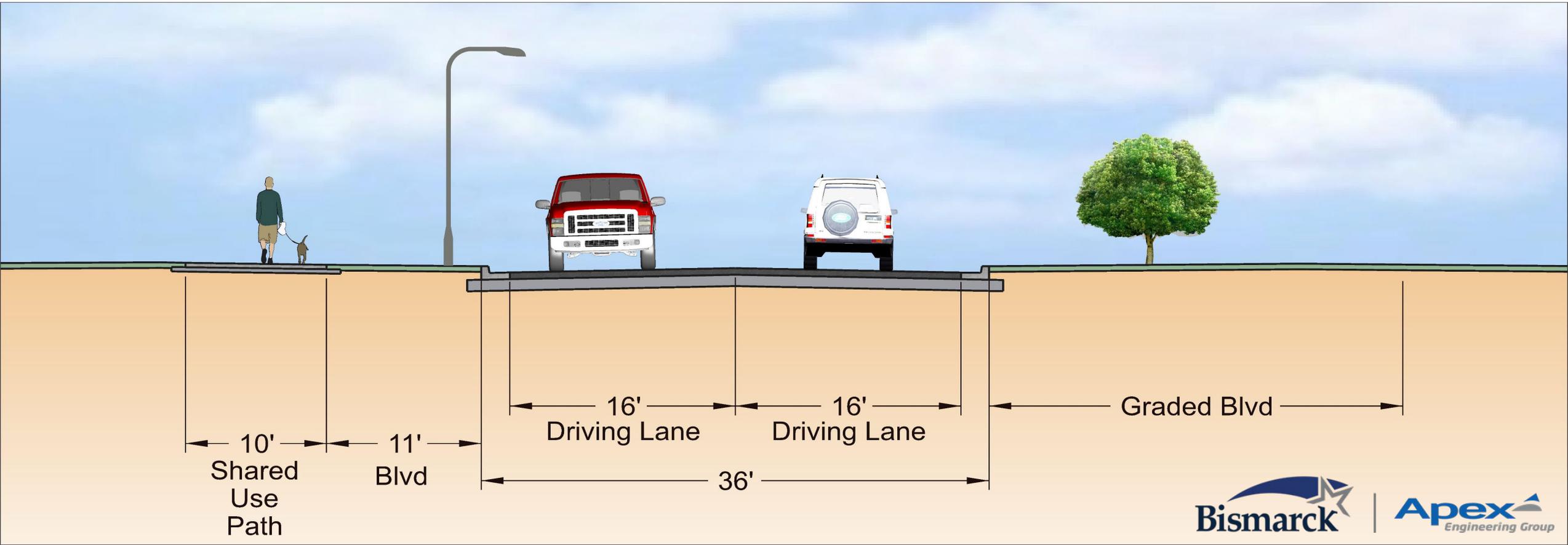
- Underpass or At-Grade Crossing

Alternative B – Extend Tyler Parkway with Pedestrian Crossing Option



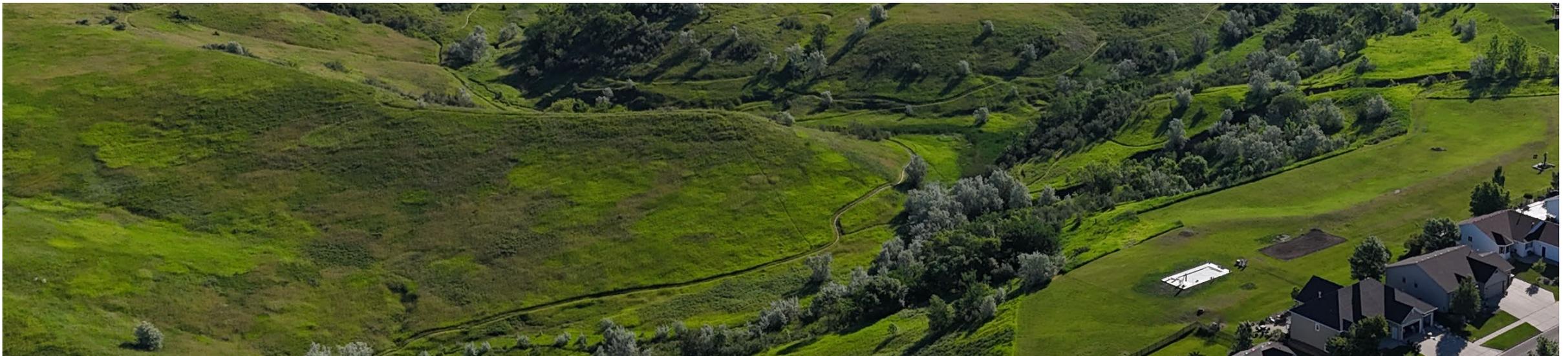
Proposed Typical Section (North of Tyler Coulee)

- Shared Use Path
- Lighting



Geotechnical Challenges – Tyler Coulee

- Weak Soils in bottom of Coulee
- Embankment Alternatives Studied
 - 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



Alternatives Considered

■ Wildlife Crossings

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



■ Bridge

- Higher upfront cost (Additional \$6.0 Million to project)
- Long term maintenance costs of bridge
- Maintenance/Inspection/Design Life



Environmental Studies

■ Wetland Delineation

- Wetlands delineated through the bottom of coulee
- Impacted wetlands will be mitigated.

■ Cultural Resource Survey

- Class III Cultural Resource Survey
- Submitted to SHPO, no sites affected by project.

■ Noise Analysis

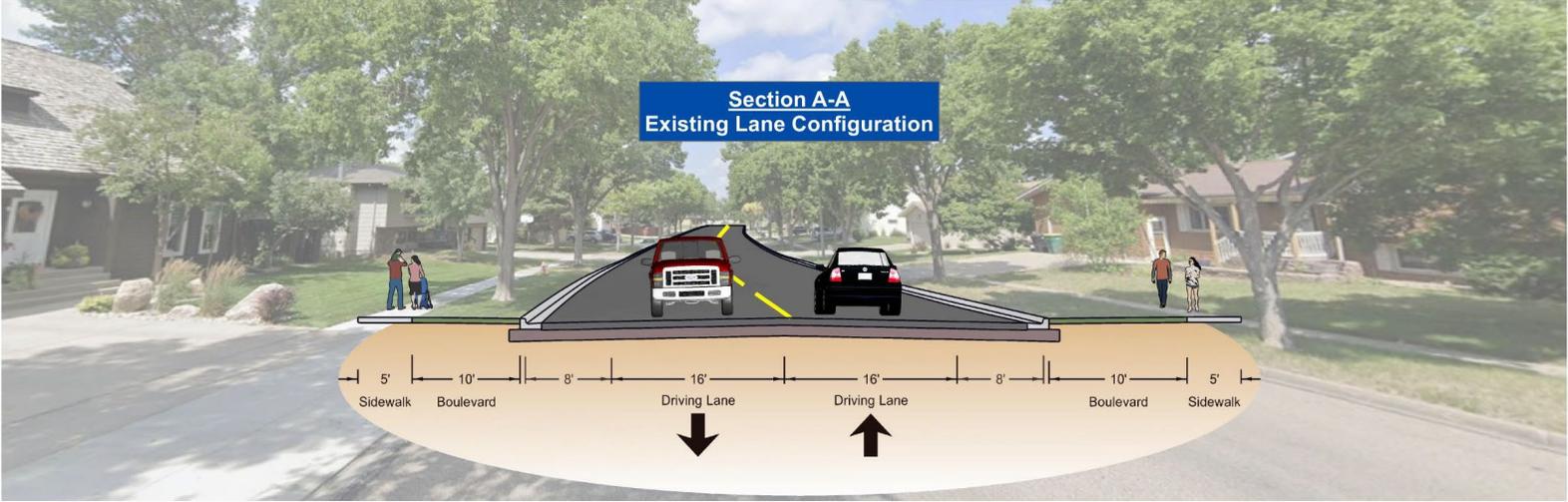
- Concerned expressed by public
- Noise increase would be minor
- More constant with increasing traffic
- Mitigation (noise walls) not practical



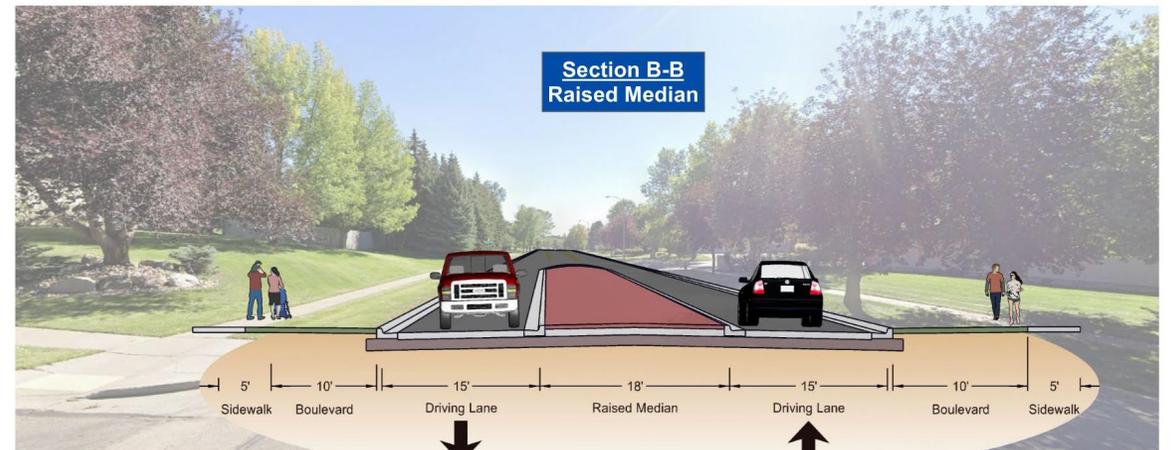
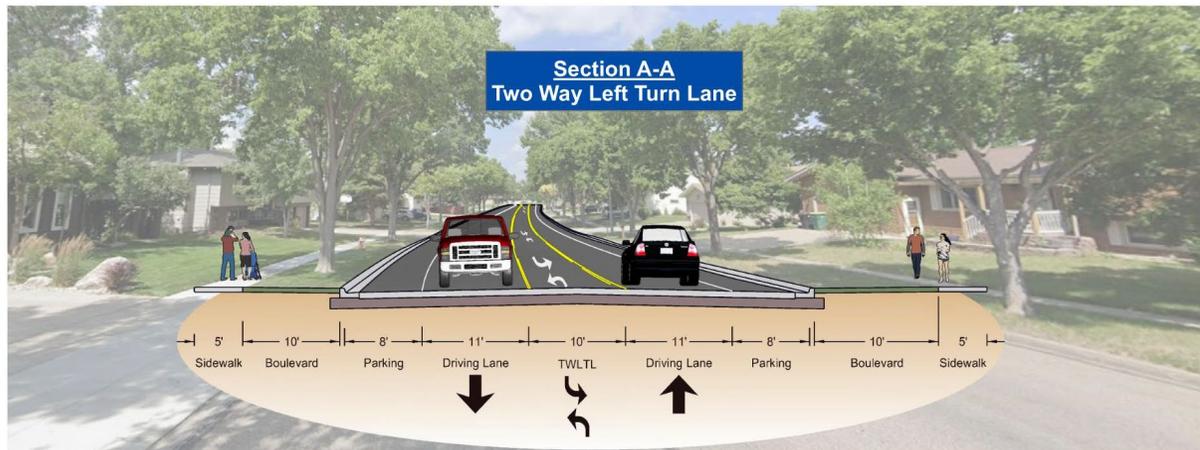


Traffic Calming Options West Century Ave to Valley Drive

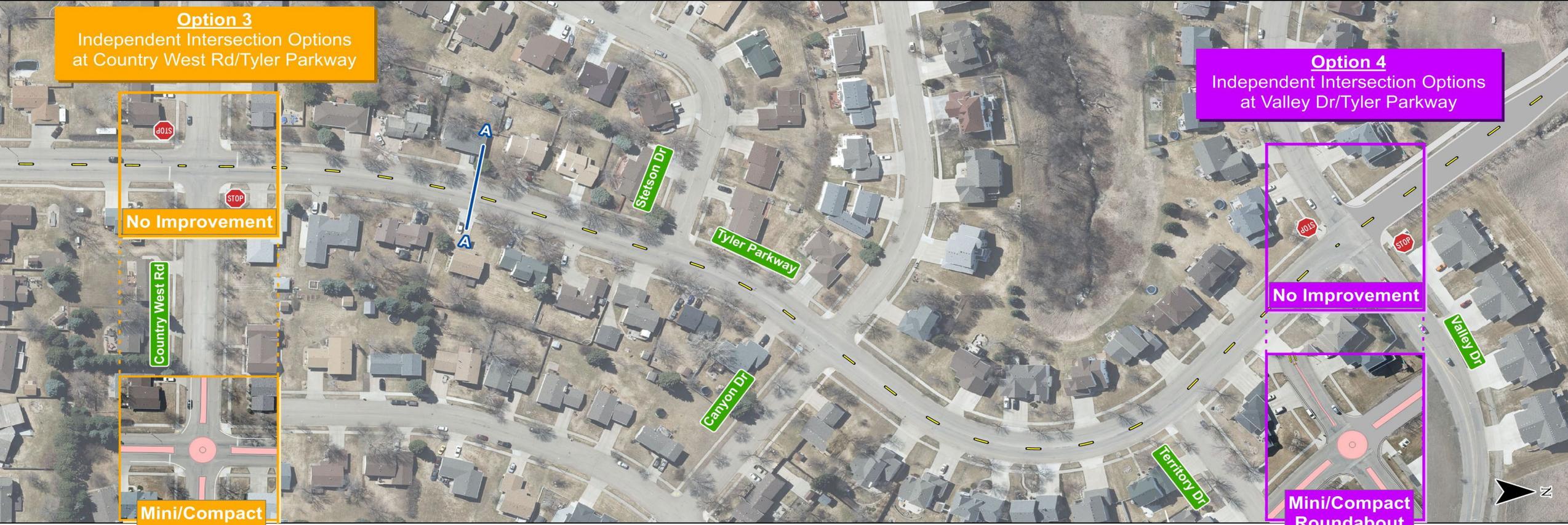
Option 1A – West Century Ave to Country West (No Improvements)



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

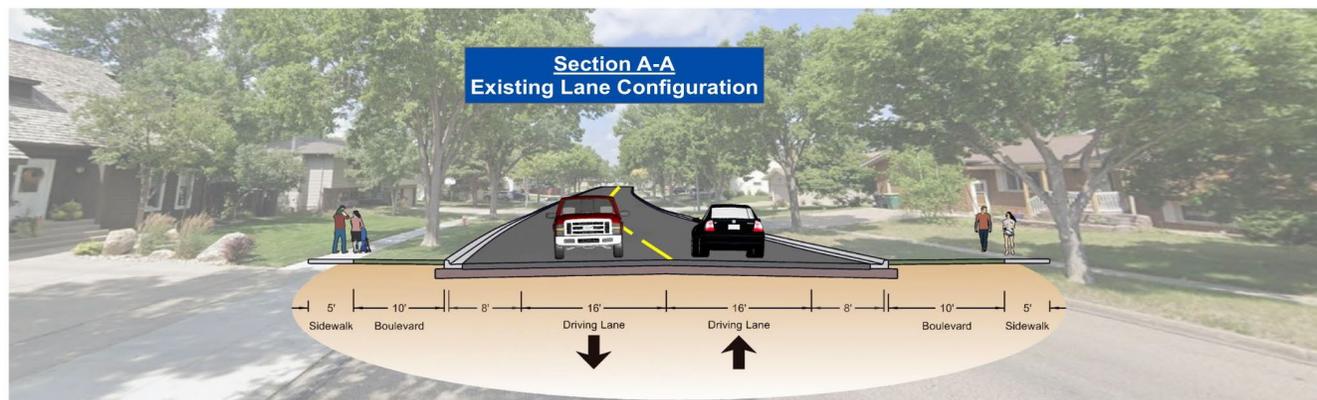
Raised Median

Option 4
Independent Intersection Options
at Valley Dr/Tyler Parkway

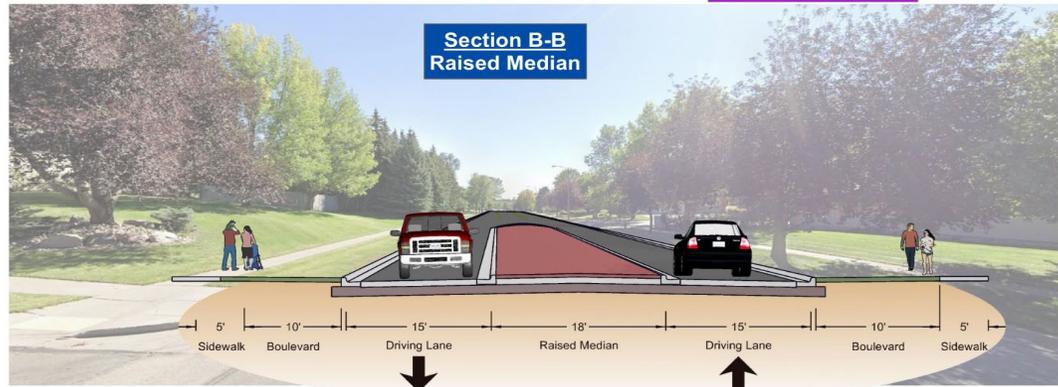
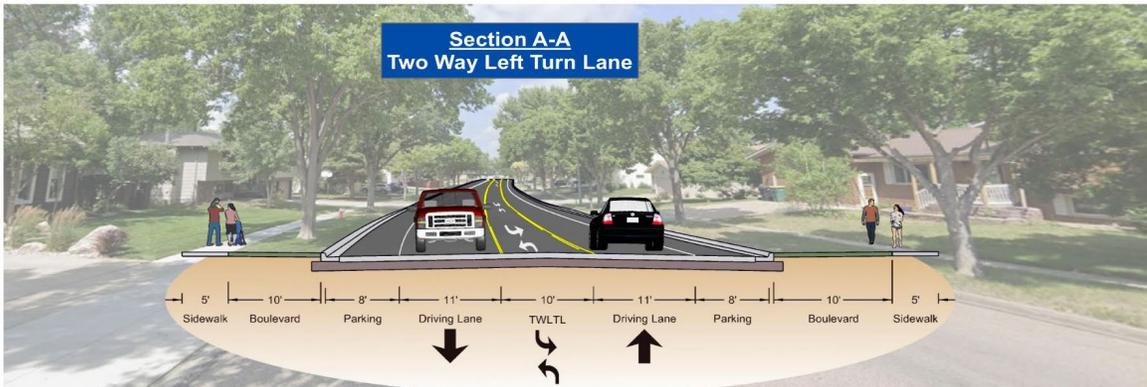
No Improvement

Mini/Compact Roundabout

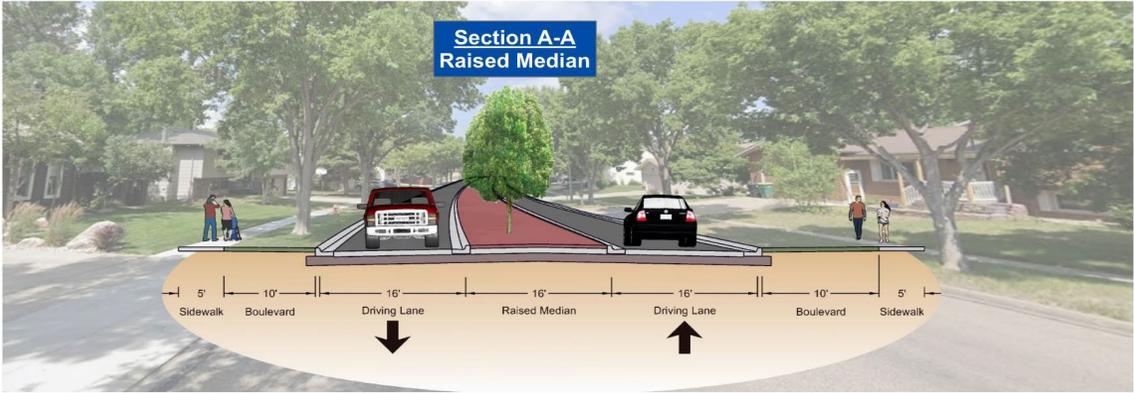
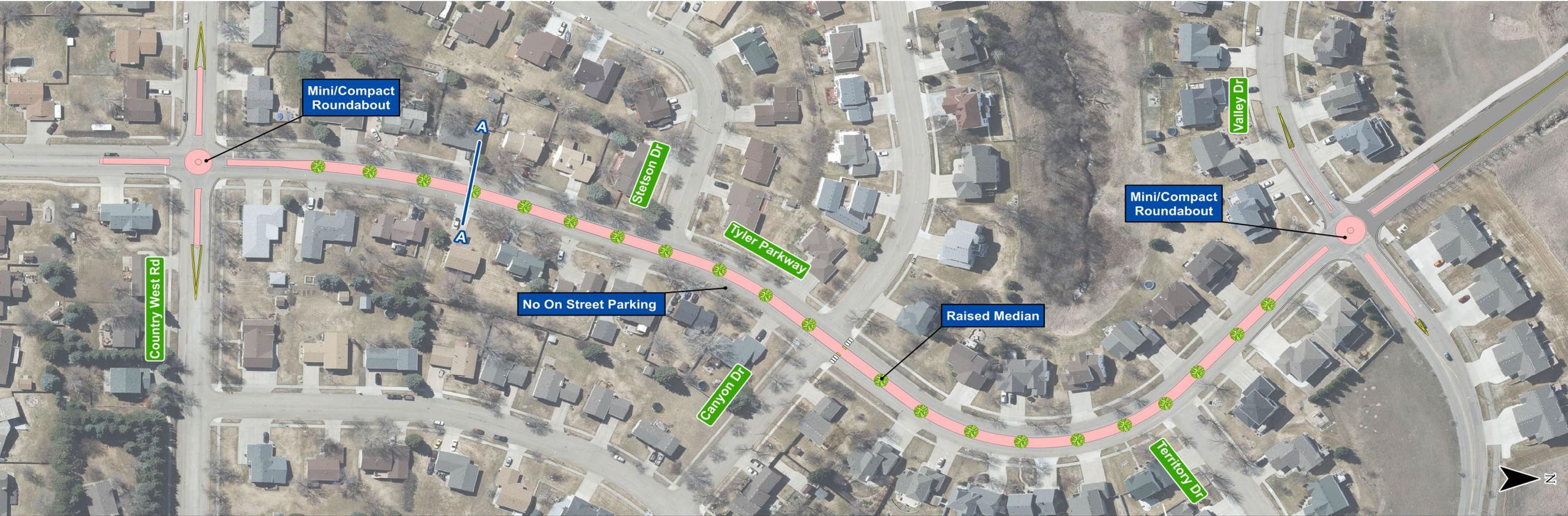
Raised Median



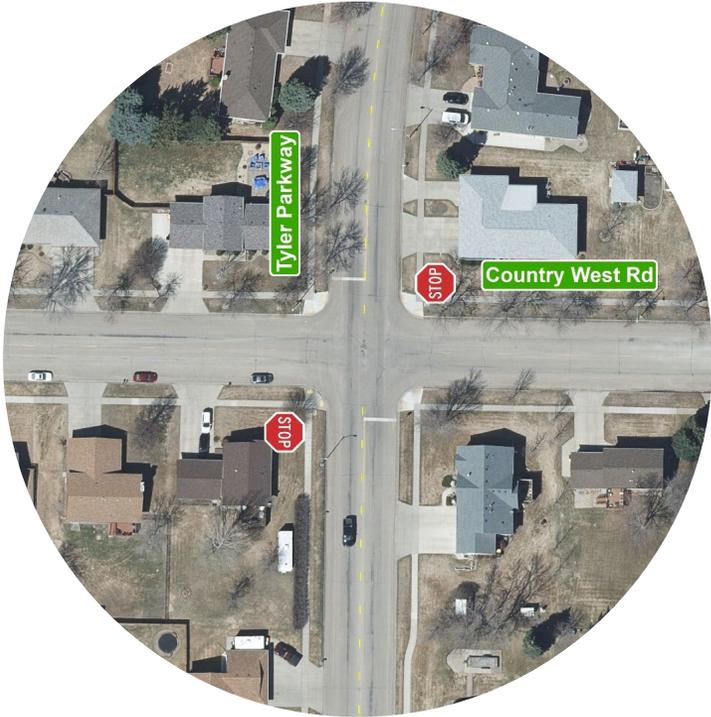
Option 2B – Country West to Valley Drive



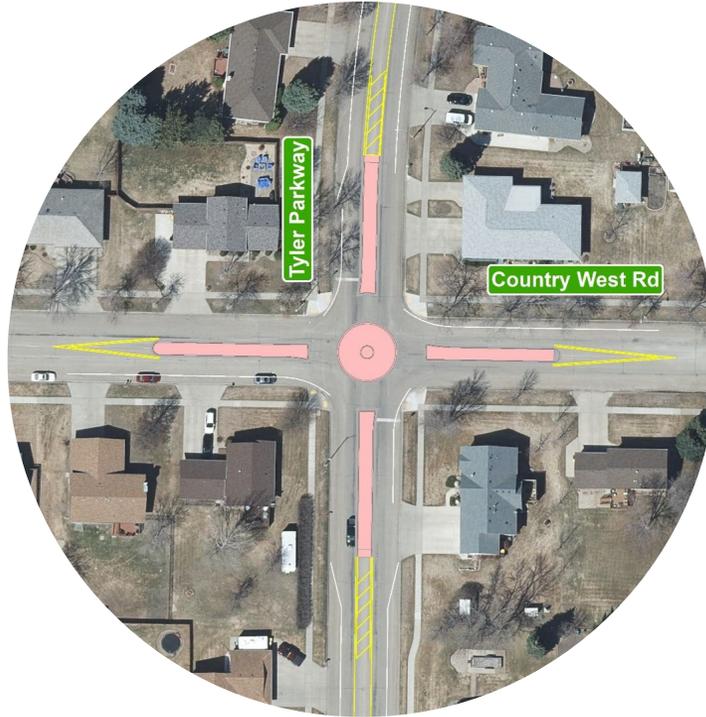
Option 2C – Country West to Valley Drive



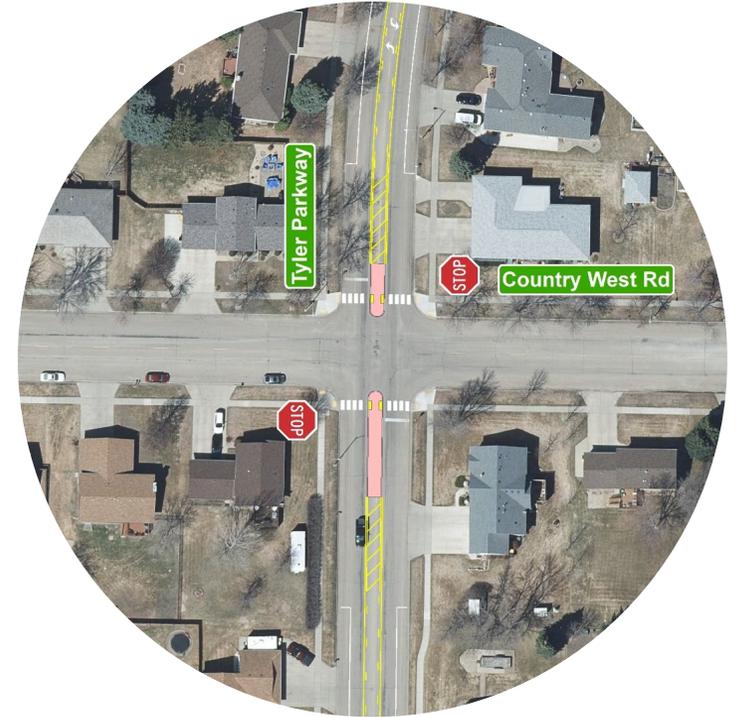
Option 3 – Intersection Improvements at Country West Road



- No Improvements



- Compact/Mini Roundabout



- Median Islands

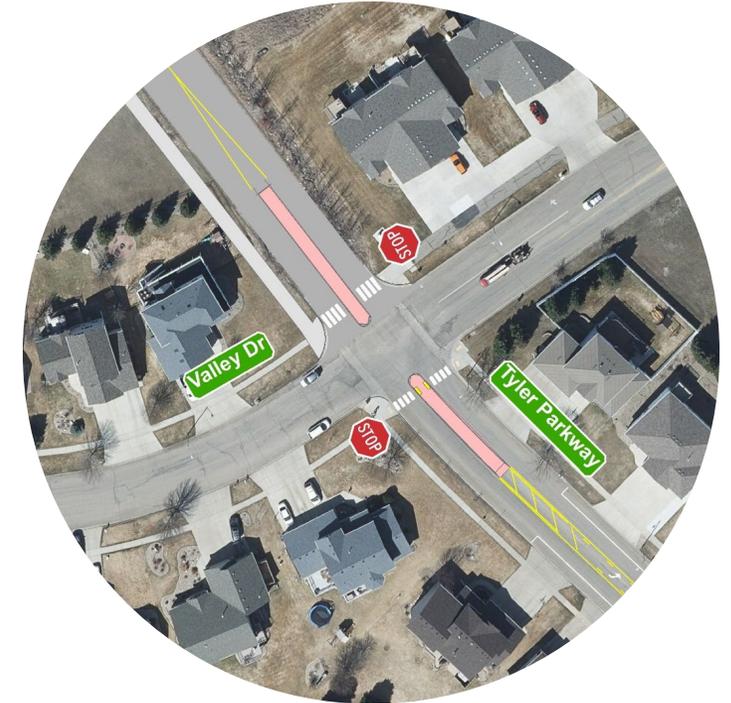
Option 4 – Intersection Improvements at Valley Drive



■ No Improvements



■ Compact/Mini Roundabout



■ Median Islands



Public Engagement

Public Input Process

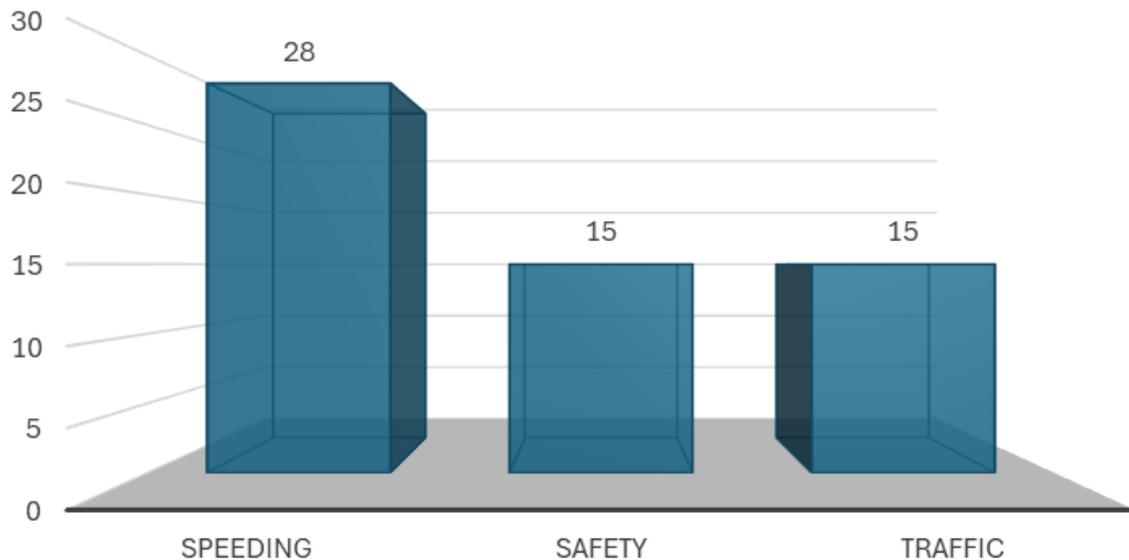


Public Survey Data

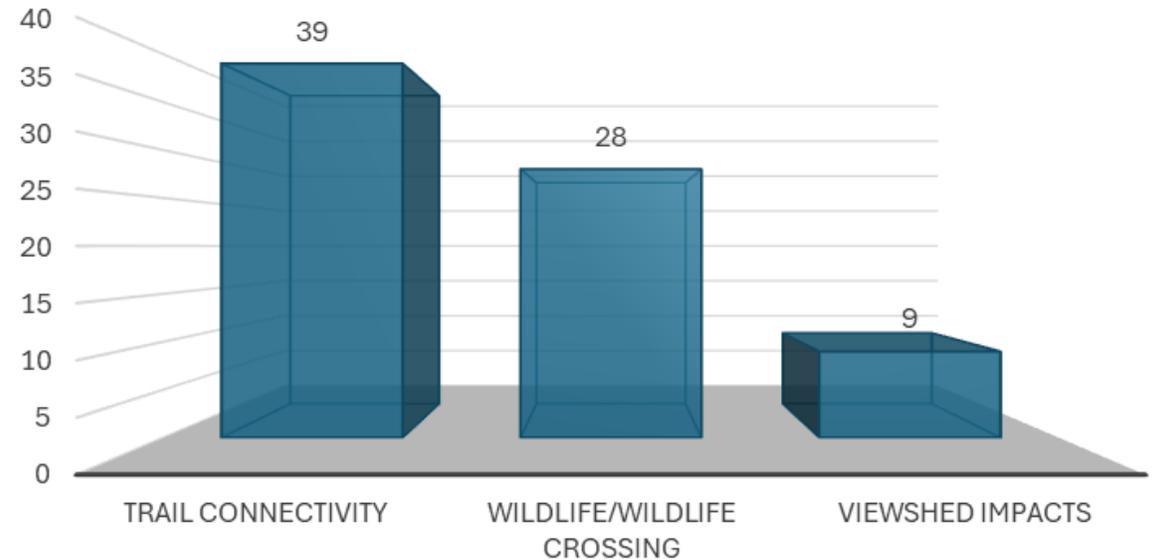
- 700 mailers were sent to area residents
- Key Takeaways
 - Increasing Traffic/Speeds/Safety
 - Recreational Use/Trails
 - Support and Opposition

- 312 Responses to the Survey
- 186 Written Comments

Traffic Operations



Tyler Coulee



Public Input Meeting



- **119** Members of the Public attended the Public Input Meeting on March 3rd

Public Input Meeting
Tyler Parkway Extension and Safety Improvements
from Century Ave to Ash Coulee Dr

You are invited to the Tyler Parkway Public Input Meeting.

When: Monday, March 3, 6 p.m. to 8 p.m.
**Where: Elk Ridge Elementary School Cafetorium
4401 Ivory Ln, Bismarck, ND**

You may provide comments in person at the meeting or by emailing:
Derek.Anderson@ApexEngGroup.com

Scan the QR code to visit the project website and learn more.



www.bismarcknd.gov/streets



- **700+** Postcards Invitations Sent to Area Residents
- Multiple Social Media and Public Notices



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)

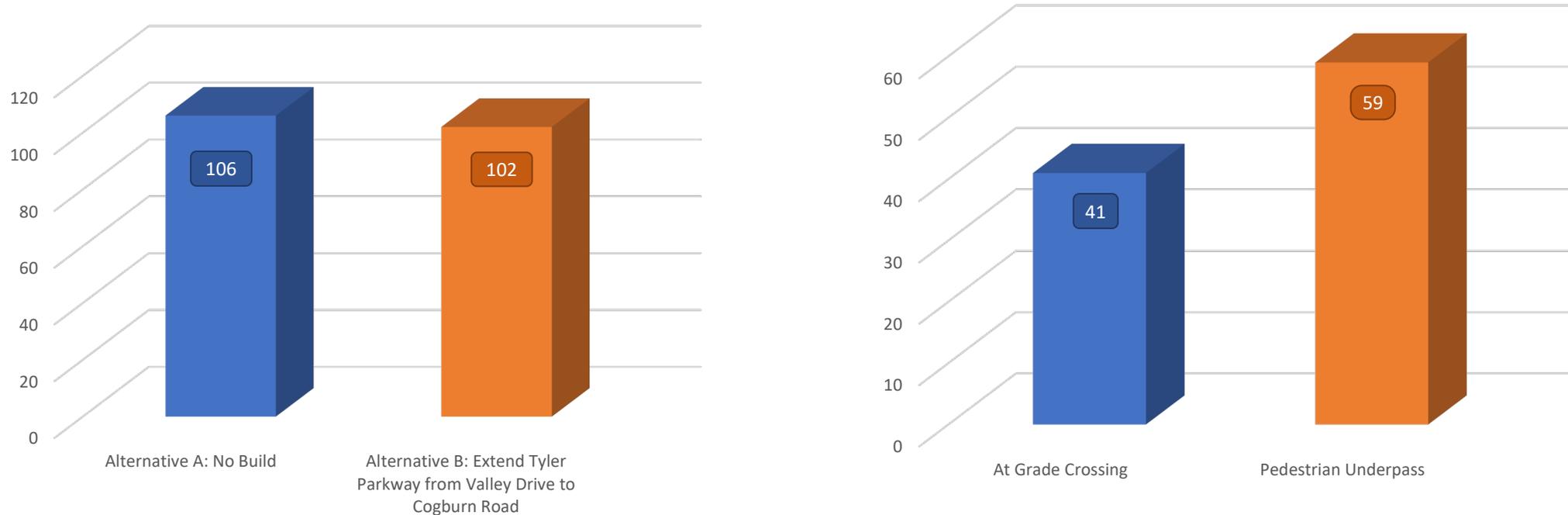
No
 Yes, Biking
 Yes, Walking/Hiking

- **47** Written Comments Submitted
- **208** Responses to the Online Survey

Public Input Meeting

Survey Results

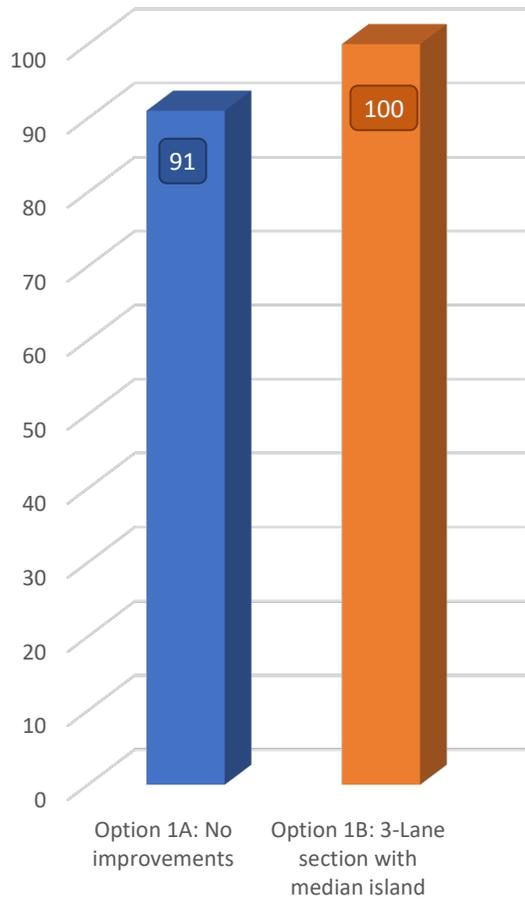
Regarding the Tyler Parkway Extension, which Alternative do you prefer for the project?



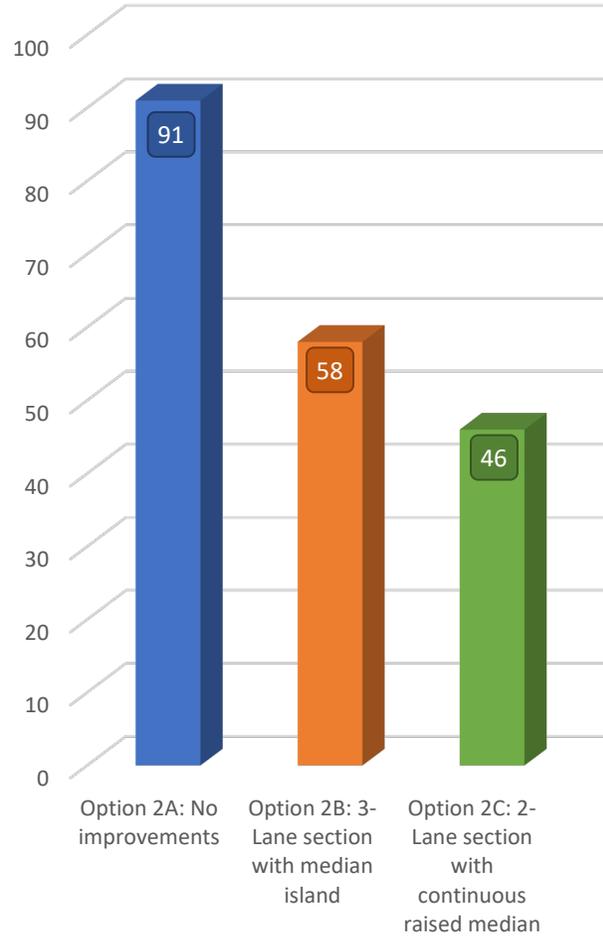
- *87% of respondents that live along Tyler Parkway selected Alternative A*
- *77% of respondents that live in NW Bismarck (outside of Tyler Parkway) selected Alternative B*

Public Input Meeting

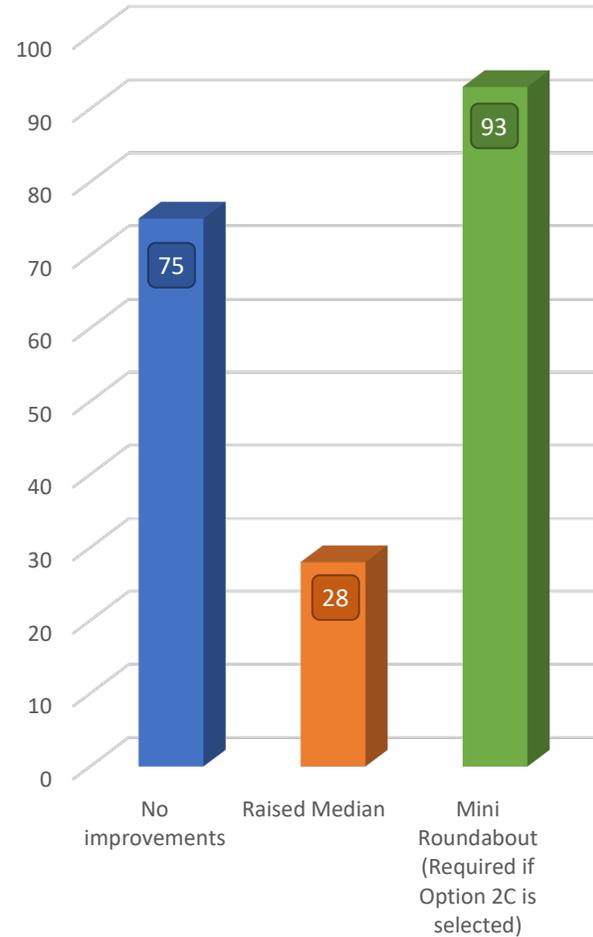
Option 1 – Century Avenue to Country West Road



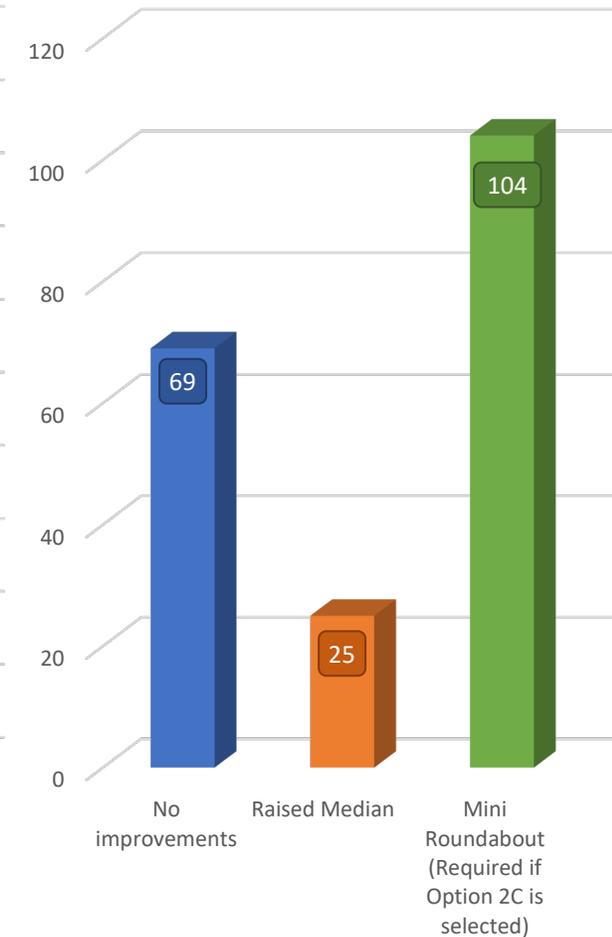
Option 2 – Country West Road to Valley Drive



Option 3 – Country West Road Intersection



Option 4 – Valley Drive Intersection



An aerial photograph of a suburban residential development. A prominent feature is a long, winding road that curves through a lush green, hilly landscape. The road is flanked by young trees and appears to be a newly constructed or recently paved thoroughfare. In the background, a dense cluster of houses is visible, interspersed with more greenery. The overall scene depicts a well-planned, modern residential community.

Project Costs

Build Alternative Costs

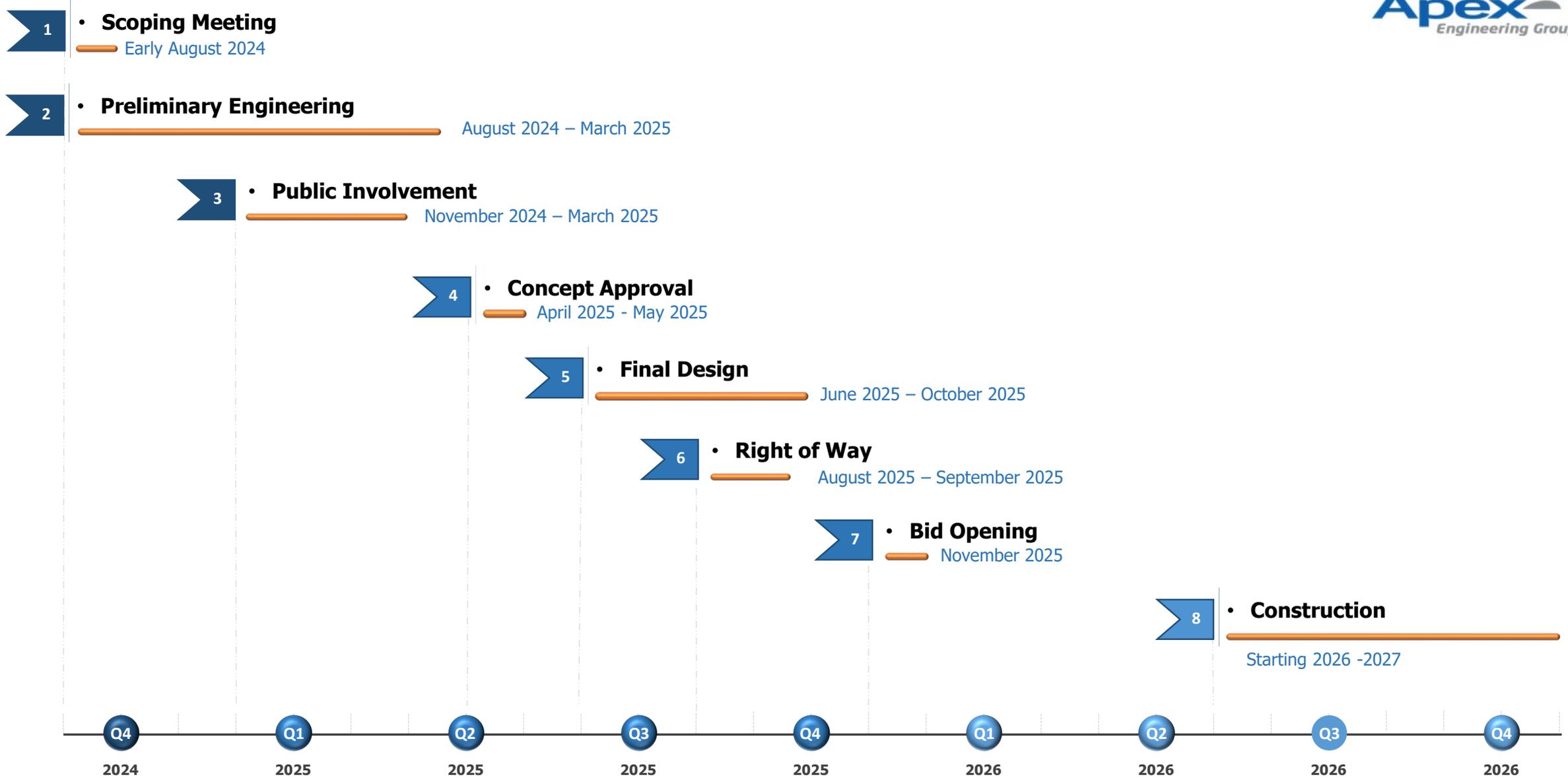


- ❖ Funded by 1/2 Cent Sales Tax
- ❖ No Special Assessments

Total Project Costs - \$14.32 to \$16.54 million

- Alternative B – Tyler Parkway Extension
 - Tyler Parkway Extension \$14.32 to \$14.53 Million
 - Pedestrian Underpass Option \$210,000
- Option 1 & 2 – Traffic Calming
 - \$0 to \$1.42 Million
- Option 3 & 4 – Intersection Improvements
 - \$0 to \$588,000

Project Schedule





Staff Input and Recommendations & Commission Decisions



Decision Items

1. Do you concur with the project concepts as proposed?

_____ Yes

_____ No

2. Which alternative should proceed with the project?

_____ **Alternative A: No Build**

_____ **Alternative B: Extend Tyler Parkway from Valley Drive to Cogburn Road consisting of a 36' wide two-lane street section, shared-use path, lighting, storm sewer system, and earthen embankment and lighting from Cogburn Road to Ash Coulee Drive at a cost of \$15.1 million.**

If Alternative B is selected, should an underpass crossing be provided for trail users in the coulee at a cost of \$210,000.

_____ Yes

_____ No

Decision Items

3. Option 1: Which traffic calming plan should be implemented between Century Avenue and Country West Road?

_____ **Option 1A:** Maintain current roadway configuration (No improvements, \$0)

✗ _____ **Option 1B:** Pavement marking for a 3-lane section with a raised median between Montego Drive and Santa Gertrudis Loop. On street parking would remain with this option except near the raised median (\$102,000).

4. Option 2: Which traffic calming plan should be implemented between Country West Road and Valley Drive?

_____ **Option 2A:** Maintain current roadway configuration (No improvements, \$0)

✗ _____ **Option 2B:** Pavement marking for a 3-lane section with raised median/pedestrian crossing at Canyon Drive. On street parking would remain with this option except near the raised median (\$90,000).

_____ **Option 2C:** Two-lane roadway with a raised landscaped median. On street parking would be removed with this option (\$1.3 million).

Decision Items

5. Option 3: What intersection improvement should be implemented at Country West Road?

_____ **Option 3A:** Maintain current intersection layout (No improvements, \$0)

_____ **Option 3B:** Raised Median (\$90,000)

✗ _____ **Option 3C:** Mini Roundabout (Required if Option 2C is selected, \$300,000)

6. Option 4: What intersection improvement should be implemented at Valley Drive?

_____ **Option 4A:** Maintain current intersection layout (No improvements, \$0)

_____ **Option 4B:** Raised Median (\$120,000)

✗ _____ **Option 4C:** Mini Roundabout (Required if Option 2C is selected, \$288,000)