BISMARCK WALKABILITY ASSESSMENT 2024

FINAL REPORT

JULY 2025

PREPARED FOR:
BMMPO BICYCLE-PEDESTRIAN SUBCOMMITTEE

PREPARED BY:
STEPHEN LARSON
BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
BISMARCK, ND

PARTICIPANTS

KIM RIEPL, BISMARCK-MANDAN MPO
KATIE JOHNKE, BISMARCK-BURLEIGH PUBLIC HEALTH
ISAK JOHNSON, CITY OF BISMARCK PLANNING
CHRIS HOLZER, CITY OF BISMARCK ENGINEERING
DAVE LEINGANG, NDDOT
JUSTIN KRISTAN, BIKE-WALK NORTH DAKOTA
BENNETT KUBISCHTA, RETIRED NDDOT

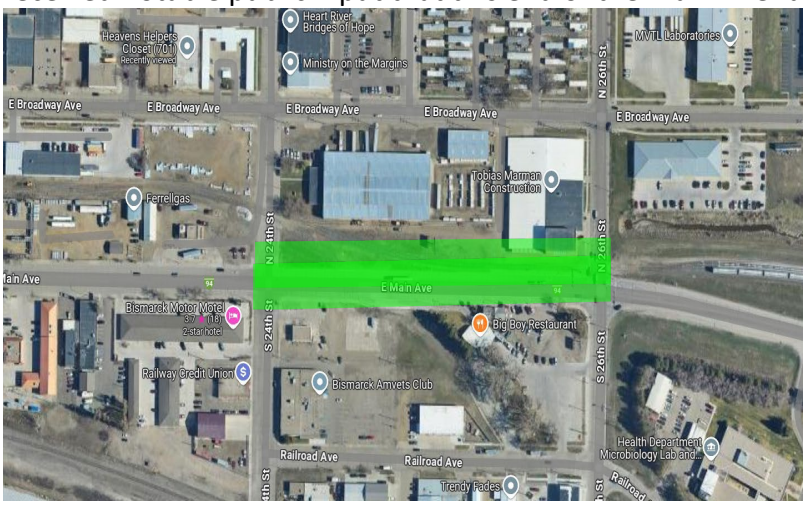
INTRODUCTION

What is walkability? Walkability might be generally defined as the quality of walking conditions, including safety, comfort, and convenience. What, then, is a walkable community? The Federal Highway Administration provides this definition: *"A walkable community is one where it is easy and safe to walk to goods and services (i.e., grocery stores, post offices, health clinics, etc.). Walkable communities encourage pedestrian activity, expand transportation options, and have safe and inviting streets that serve people with different ranges of mobility." (USDOT FHWA 2013).*

This report documents a walkability assessment of a portion of Bismarck, ND, completed in November 2024 by members of the Bismarck-Mandan MPO (BMMPO) Bicycle & Pedestrian Subcommittee and other community stakeholders. The goal of the assessment is to identify strengths and deficiencies of the area selected for audit.

SITE SELECTION

The route was selected for 2024 due to two recent efforts that provided new significance to the area as a pedestrian-frequent corridor. The BMMPO's East Main Avenue Corridor Study received notable public input that this end of the Main Avenue corridor is the setting for



frequent pedestrian traffic along with some bicycling activity due to the community service organizations adjacent to the area. While the study determined East Main Avenue from Airport Road to 26th Street unsuitable for on-street bicycle facilities, several improvements were identified and recommended to make pedestrian access safer and more accommodating.

Additionally, the 24th Street and Main Avenue intersection was the site of a pedestrian fatality in 2019 and was highlighted as part of a case study in the Smart Growth America Dangerous by Design 2024 Annual Report. The audit site along Main Avenue between 24th and 26th Streets is in an area of mixed commercial and industrial properties. There are manufactured homes and apartments to the north, along with community service organizations. To the west is Bismarck's central businesses district, and to the east of 26th Main Avenue becomes a rural graded roadway with no provisions for pedestrians. A mile south along 26th Street is a major retail store (Walmart). The Burlington Northern Santa Fe (BNSF) railroad runs along the south side of Main Avenue from 26th Street westerly to near Main Avenue's intersection with Rosser Avenue. There are at-grade crossings of BNSF at 24th Street and 26th Street. The Dakota Missouri Valley and Western (DMVW) runs along the north side of Main Avenue from 26th Street to 24th. The crossing at Main and 24th is at-grade. The DMVW is a short-line railroad.

Point of beginning for the walk audit route was at the intersection of 24th Street and East Main Avenue. The route included approximately 4 cumulative block lengths of East Main Avenue to assess (2 blocks on the north and 2 on the south side of the street), along with 4 separate intersection segments. (*See map, page 1.*)

ASSESSMENT TOOLS

An assessment tool was developed using materials incorporated into the *Bismarck-Mandan MPO Bicycle & Pedestrian Plan*, as well as materials obtained from AARP's *Walk Audit Tool Kit*. Packets containing all walk audit materials were sent to potential participants in advance of the assessment date. (*See Appendix A.*) A brief group discussion to provide an overview of the audit materials, including the checklist and rating methodology, was held prior to beginning the walkability assessment.

Elements to be considered throughout the assessment include:

- Sidewalk presence, condition, and width
- Accessibility
- Driveway slopes and design
- Bicycle facilities
- Lighting
- Medians
- Street Trees & Vegetation
- Transit Access

The elements were to be evaluated relative to the applicable areas of sidewalks, streets, mid-block crossings, and intersections along the route.

In addition to assessing the existing physical conditions along the route, participants were encouraged to consider who was using the route at the time of the assessment, how they were using it (walk, bike, roll) and for what reasons (work, fitness, school, etc.). This can further help identify gaps in the network which may prevent its use in one capacity or another or by specific user groups.

Assessment sheets were provided for the following segments of the route:

- 24th Street Intersection
- 24th Street & Main Avenue Intersection
- 24th Street Intersection (north)
- Main Avenue segment (24th to 26th Street, north side)
- Main Avenue & 26th Street Intersection
- Main Avenue segment (26th Street to 24th Street, south side)

Auditors were asked to assess the route by segment, using this three-part methodology:

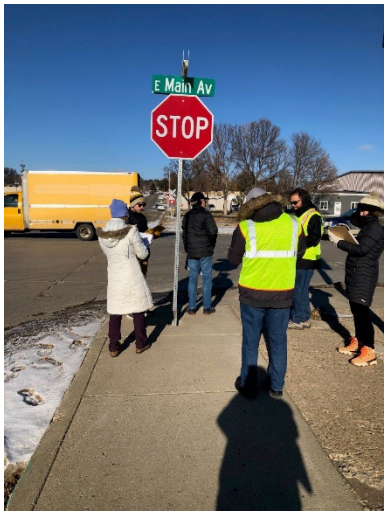
1. First, indicate whether certain elements exist at the sidewalk, the street, and pedestrian crossing signals with a simple yes or no checked for each element listed.

2. Secondly, at the completion of each route segment, assign a score to the overall condition of the sidewalks, the streets, and any pedestrian crossing signals in the segment. The scoring was suggested to be as follows:
    a. Good (+3 points)
    b. Fair (+1 point)
    c. N/A (0 points)
    d. Poor/Gap in pedestrian infrastructure (-3 points)
3. Finally, indicate the overall "walkability" of the area based on the findings from the two previous steps as Great (3+), Acceptable (1+), Mixed (-1+), or Poor (-3+).

SITE VISIT ASSESSMENT

The assessment training, site visit, and assessment was completed on November 25, 2024 from 1:00-3:30pm. The checklists were completed as observations were made and discussed by the participants throughout the course of the walk audit. Participants also provided valuable written comments which covered issues identified both during the assessment, as well as those observed at other times by the participant. Participants varied in age, levels of fitness, and daily walking habits.

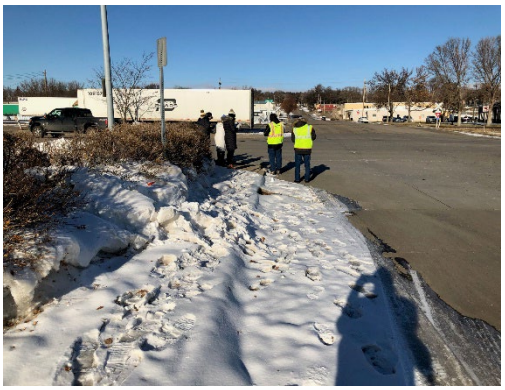
OBSERVATIONS



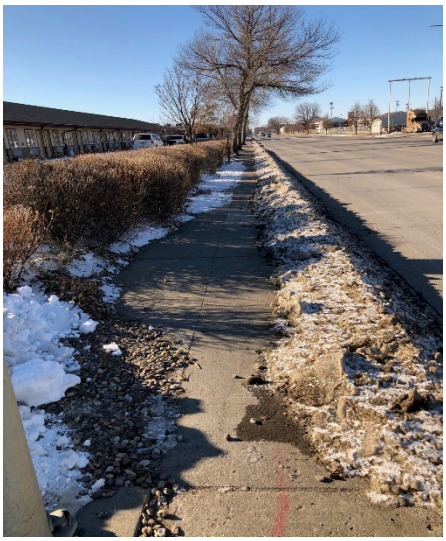
The walkability assessment began in the Bismarck Amvets Club to review audit materials and processes. The weather was sunny, 18˚, with a chilly wind (and snow on the ground). Each segment of the audit route varied from the others regarding land use, adjacent roadway width and speeds, and pedestrian facilities; therefore, observations will be provided for each of the individual route segments assessed.

24th Street Intersection (crossing east to west, south side of Main Avenue)

The roadway comprising this intersection (24th Street) is bi-directional with 1 southbound driving lane and 1 northbound driving lanes. The speed limit is 25mph and traffic crossing Main Avenue on 24th Street is governed by a stop sign. The crossing area is wide (there is on-street parking to the south) and there is no center median, pedestrian island, or bicycle facility in place. The sidewalk in this area is narrow, and pedestrian movement is further impeded by a stop sign (*photo, right*) on the east side of 24th, and overgrown bushes on the west side. The sidewalk on the east side of 24th was relatively clear of snow, but on the west side the sidewalk was covered (*photo, left).* Numerous footprints were visible in the snow, showing pedestrian use. There are currently no ADA ramps, signs, or crosswalk striping at this crossing. The curb cut ramps show signs of significant wear.



Considerations for pedestrian crossing improvements should include, at minimum, high visibility crosswalk markings, ADA ramps, and the potential addition of pedestrian actuated/audible signal crossing signals. If a reconfiguration of the roadway or reconstruction is planned for this intersection, raised curb bulb outs or a pedestrian island should be considered to reduce the crossing distance and provide a safer and less intimidating pedestrian experience. Improved snow storage (*photo, right*) should also be a consideration.

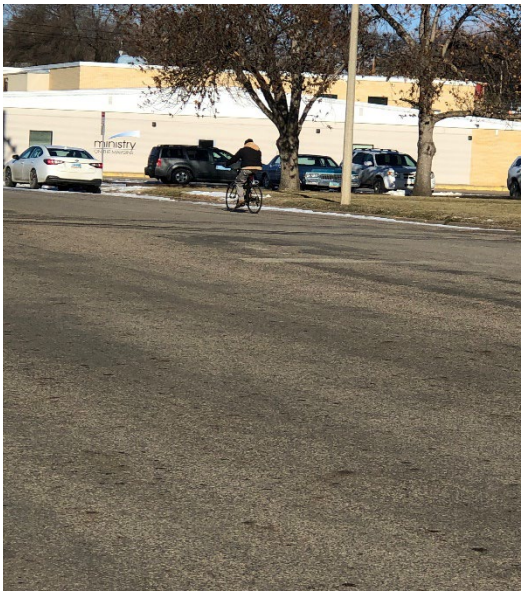


The percentage of AARP recommended pedestrian elements provided by the sidewalk and street at this intersection, based on participant feedback, is **35%.**

The walkability of the intersection, based on participant scoring: Poor (-1.5)

24th Street & Main Avenue Intersection (crossing Main Avenue south to north)

Main Avenue is bi-directional with 2 eastbound and 2 westbound driving lanes, and a center turn lane. The posted speed limit is 35 mph. There are no bicycle facilities here (a bicyclist was observed crossing Main Avenue, *photo left*). There is a motel to the west of the crossing on the south side, and an industrial gravel lot adjacent to the north side of the crossing. The sidewalk ends a short distance north along the west side of 24th and is impeded to the west by a tree planted in the middle of the sidewalk. The curb cut ramps are worn, and the sidewalks narrow. The crossing itself is uncomfortably wide, with no visible crosswalk, pedestrian signage, or other pedestrian infrastructure in place. Footprints in the snow (*photo left, page 3*) and participant observations suggest this is a highly utilized pedestrian crossing.

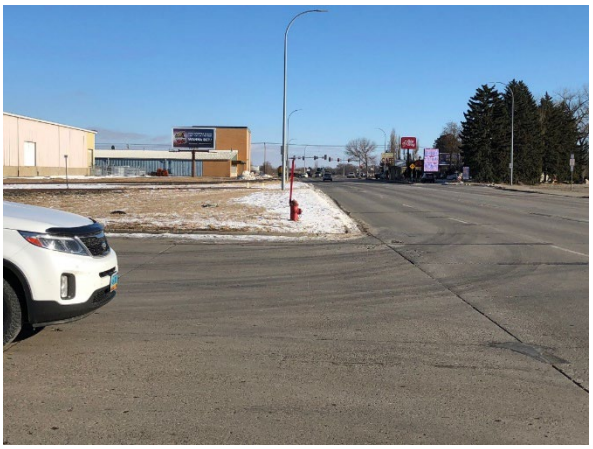


Pedestrian improvements at this intersection should include the same items noted at the 24th Street Intersection.

The percentage of AARP recommended pedestrian elements provided by the sidewalk and street at this intersection, based on participant feedback, is **25%.**

The walkability of the intersection, based on participant scoring: Poor (-2.13).

24th Street Intersection (crossing west to east, north side of Main Avenue)
As noted on the previous two segments, the crossing here is uncomfortably wide and lacks any kind of crosswalk or other pedestrian infrastructure. On the west side the sidewalk is worn and narrow and ends abruptly a short distance to the north. There are no sidewalks on either side of 24th Street between Main Avenue and Broadway Avenue. On the east side, there is no sidewalk along either 24th Street or Main Avenue (*photo, left*).



Pedestrian improvements at this intersection should include the considerations noted for the previous two intersections. Additionally, completing the sidewalks on both sides of 24th between Main Avenue and Broadway Avenue would be advisable.

The percentage of AARP recommended pedestrian elements provided by the sidewalk and street at this intersection, based on participant feedback, is **22%.**

The walkability of this intersection, based on participant scoring: Poor (-2.75).

Main Avenue, 24th Street to 26th Street, north side (2 blocks)
This segment of roadway provides no sidewalk or other pedestrian or bicycle facilities of any kind. There are railroad tracks and an industrial gravel lot immediately north of Main Avenue at this location. Installing a sidewalk here might be a challenge, especially at the eastern side of the route, due to the close proximity of the railroad tracks. However, even a narrow sidewalk would improve navigability. The Walk Audit team was informed the City of Bismarck intends to improve the pedestrian crossings at Main Avenue and 26th Street in 2025 or 2026. If these upgrades are completed, increased pedestrian traffic in this area would make improving the north side of Main Avenue even more valuable.

The percentage of AARP recommended pedestrian elements provided by the street along this segment, based on participant feedback, is **29%.**

The walkability of this segment of the route, based on participant scoring: Poor (-2.8)

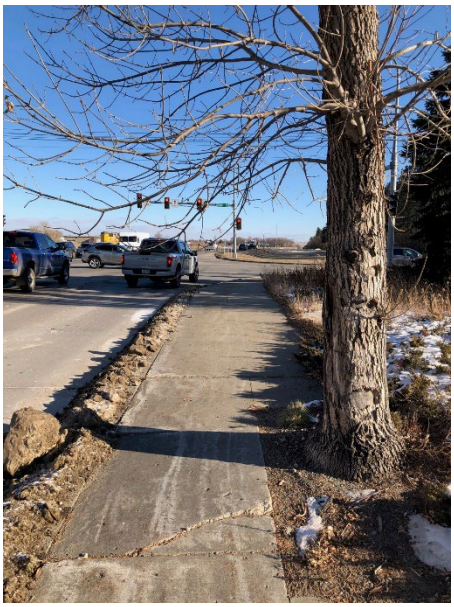
Main Avenue at 26th Street Intersection (crossing Main Avenue north to south)
26th Street is bi-directional with one southbound and one northbound driving lane, and a center turning lane (as well as a right-hand turning lane on the north side). The intersection of Main Avenue and 26th Street is signalized. Along 26th Street north of Main there is a sidewalk on the west side, but it doesn't continue across the rail tracks immediately north of Main. There is no sidewalk on the east side of 26th Street either north or south of Main, nor is there sidewalk along either side of Main Avenue east of 26th Street. It was observed that pedestrian traffic generators a mile south of this intersection have an impact on the foot traffic in this region. There is no marked crosswalk, pedestrian signage, pedestrian crossing signals, or bicycle facilities at this intersection. There is no curb cut on either side of Main Avenue.

Improvements to this intersection should consider ADA ramps, clearly marked pedestrian crossings, pedestrian crossing signals, and additional sidewalk installation. It was noted by one of the auditors that the ND Game & Fish Department headquarters, including the Bismarck Conservation and Outdoor Skills Area (with a family fishing pond and interpretive trails), is located about one mile east of 26th Street. There is no pedestrian access to the site along Main Avenue east of 26th Street. Constructing a multi-use trail from 26th Street to the Game & Fish should be a priority.

As previously noted, the City of Bismarck intends to install pedestrian crossing provisions at this intersection no later than 2026.

The percentage of AARP recommended pedestrian elements provided by the sidewalk and street around this intersection, based on participant feedback, is **27%.**

The walkability of this intersection, based on participant scoring: Poor (-2).



Main Avenue, 26th Street to 24th Street, south side (2 blocks)

This segment of roadway provides a sidewalk, averaging about 6' in width, that has signs of wear. There is a drive-through restaurant (Big Boy) located along this segment, accessible by eastbound motorists directly off Main Avenue. There is a dedicated right turn lane, about 175 feet long, provided for Big Boy on Main Avenue. An Auditor noted this lane is not long enough during peak dining hours, leading to traffic stacking on the outside driving lane on Main.

There is a tree immediately west of the 26th Street intersection (*photo, left*) that impedes the sidewalk and creates a potential hazard for pedestrians. The crossing at the Big Boy drive-through lane is at an awkward southwest angle, and it is not marked. A good section of the sidewalk towards the west was snow covered or impeded by snow.

Recommended pedestrian improvements along this segment would include trimming the tree west of 26th Street, removing signage in the path of pedestrians, and improving the Big Boy drive-through lane crossing.

The percentage of AARP recommended pedestrian elements provided by the sidewalk and street along this segment, based on participant feedback, is **30%.**

The walkability of this segment of the route, based on participant scoring: Mixed (-0.4).

SUMMARY & RECOMMENDATIONS

Walkability of the segments throughout the audit route was generally poor, and potentially hazardous for some individuals in some areas. Sidewalks were missing or significantly worn, crossings were unmarked, and there were obstacles in the path of auditors traversing the area.

Positive Observations, Route-Wide

- Sidewalk width on the south side of Main Avenue is mostly adequate.
- Tactile ground surface indicators to alert visually impaired users that the path is ending (primarily when approaching intersections) are in place at the 24th Street and Main Avenue intersection.
- Driveway interruptions to sidewalks appear to be free of excessive slope at the sidewalk, maintaining a level walking surface
- The City of Bismarck is aware of and planning to improve pedestrian crossings at the intersection of 26th Street and Main Avenue.

Potential Hazards Observed, Route-Wide

- Poor sidewalk condition, including the ground surface indicators (curb cut ramps) at the 24th Street and Main Avenue intersection
- Lack of buffer between sidewalk and street
- Obstructed sidewalk
    - Overgrown shrubs/trees that restrict sidewalk access
    - Street signs
- Missing or incomplete sidewalk
- Inadequate pedestrian crossings at intersections
    - No ADA ramps
    - No pedestrian crossing signals
    - Lack of signage to alert motorists of impending crossings
    - Lack of crosswalks
- Lack of designated bicycle lane
- Poor snow storage

Recommendations Route-Wide

- Systematic tracking of sidewalk conditions – continue using a city-wide sidewalk inventory with a schedule for replacement of cracked, broken, heaved, or missing segments or sections of sidewalk comprised of inconsistent materials. NOTE: City of Bismarck has a Sidewalk Gap Program intended to assist with this effort.
    - Associated sidewalk improvements should include replacement of existing sidewalks in poor condition with consistent material such as concrete; inclusion of appropriately placed ADA compliant curb cut ramps with tactile indicators/truncated dome pedestrian tiles; and ensure obstructions (traffic signs, light poles, etc.) are not installed within the sidewalk area
- Buffer area between sidewalk and street should be considered in any area in which there is not an existing boulevard or buffer area between the sidewalk and the street. A buffer area provides space for locating traffic signs, utilities, and snow to help maintain a clear sidewalk. Additionally, it provides separation between the pedestrian and passing motorists. An ideal buffer area width of 4’ to 6’ should be assessed which would further

allow street tree plantings, but it should be no less than 2' while maintaining a minimum sidewalk with of 6'.

- Vegetative sidewalk obstructions should be assessed regularly through a monitoring process established through City policy which contain action plans to ensure boulevard trees and trees and plant material located on private property are properly pruned so as not to restrict sidewalk access. Enforcement of such a policy could potentially be supported by City Ordinance.
- Pedestrian crossings should be included with any roadway construction or improvement and inclusion of the following design elements should be considered for applicability:
    - Raised curb bulb outs
    - Colored concrete indicating the crossing and bulb out areas and/or painted crossing markings to make the crossing highly visible to motorists
    - ADA compliant curb cut ramps with tactile indicators/truncated dome pedestrian tiles, appropriately oriented within the intersection to facilitate perpendicular crossing paths
    - Parking restrictions at pedestrian crossings
    - Pedestrian scaled illumination
    - Adequate signage to alert motorists in advance of pedestrian crossings
    - Pedestrian actuated crossing signals, including Rectangular Rapid Flashing Beacon, or HAWK signal, with audible prompts that are loud enough to be heard easily

  NOTE: Any roadway improvements or reconstruction should include opportunities for enhanced sidewalk/pedestrian crossing improvements.
- Opportunities for the inclusion/installation of designated bicycle lanes should be assessed as part of any roadway or street improvement project that is undertaken in the audit area.
- Installing a pedestrian crossing at the Big Boy drive through lane should be considered (see examples at Chick-Fil-A and Bearscat in Bismarck for best practices).
- Installation of sidewalks along gaps in the network in this area, and the construction of a shared-use path east of 26th Street would greatly improve pedestrian access.
- Undertaking improvements recommended in the East Main Avenue Corridor Study would likely resolve many pedestrian concerns along the audit route. The north side of Main Avenue between 24th and 26th Street (closer to 24th) was identified as a possible location for a Transit Stop.

While assessing the walkability of the selected route, participating auditors observed a bicyclist and a pedestrian (a possible transit user), and noted bicycle tracks, and a number of footprints, in the snow.

In conclusion, it should be noted again that the City of Bismarck already intends to address some of the issues contained in this report, specifically at 26th Street and Main Avenue.

Bismarck-Mandan
METROPOLITAN PLANNING ORGANIZATION

THE LEAGUE OF AMERICAN BICYCLISTS since 1880

BISMARCK WALK AUDIT

November 25, 2024

The walk audit process:

Walk audits serve an important role in evaluating current pedestrian infrastructure order to raise awareness, identify gaps and evaluate potential project opportunities for municipalities and neighborhood groups. Many times, this activity serves as a measurable exercise to complete at the onset of a project, in response to public concerns, or in conjunction with other planning studies. The process of a walk audit can be led by city engineering or planning staff and includes the following:

- Gather with invited stakeholders (recommended size of 3 to 12 participants) to review the walking corridor and survey questions.

- Review intersection evaluation criteria in response to these items:
  - Vehicle Speeds
  - Curb Returns/Corner Treatments
  - Visibility & Lighting
  - ADA Ramps
  - Crossing Controls
  - Traffic Signals
- Review Mid-Block evaluation criteria to assess the following:
  - Sidewalk Presence
  - Sidewalk Width
  - Driveway Slopes & Design
  - Sidewalk Condition
  - Vehicle Speed
  - Street Trees & Vegetation
  - Place
  - Lighting
  - Median
  - Accessibility
  - Transit

- Complete the pre-determined walking route to review each intersection configuration and mid-block condition in accordance with the walk audit criteria. It is recommended that the group complete one set of evaluation questions for each intersection and mid-block area that is encountered along the route. Walk audit routes are recommended to be contiguous, but do not necessarily need to follow a direct linear path-- is expected that the evaluation corridors can turn and take detours as necessary.

- Once the group has completed the walking route, it is important to reconvene to review the existing conditions as observed during the exercise. This recap discussion provides an important opportunity to identify areas of most concern, record general observations, and facilitate group discussion of how potential improvements could be addressed. Some questions which should be included within this reflection time are:

    - What did you see?
    - As a person walking, did you feel like you were of importance to other road users?
    - What other feelings did you have while performing the audit?
    - What needs to change? (in the short, medium, long-term timeframe)
    - How did the roadway and intersection segments rank?

Walk audit evaluation criteria:

The primary value of a walk audit rests on the evaluation criteria. As part of this exercise an extensive list of questions has been developed to evaluate the pedestrian needs of a walking corridor for both roadway intersections as well as mid-block environments. Each of these criteria are to be scored on the following scale:

- Good (+3 points)
- Fair (+1 point)
- N/A (0 points)
- Poor/Gap in pedestrian infrastructure (-3 points)

It should be noted that the cumulative score of a walk audit is important, but not the ultimate indicator for how a corridor should be evaluated. In many instances, the scoring system provides an opportunity to specifically measure the efficacy of each element, rather than the overall performance of the walking route itself. At present time, there are no known industry scoring standards which have been developed to assess pedestrian elements. The scoring aspect of the walk audit process has been provided to help stakeholders prioritize areas of improvement along corridors where numerous challenges may exist.

The following list of walk-audit questions have been assembled. During the walk-audit exercise, each of these questions are evaluated on an individual basis (per the scale provided above) in order to set priorities and establish goals for improvement. The questions are divided into two categories: Intersections and Mid-Block, and are provided as follows:

Intersections

- Vehicle Speed
    - What is the operating speed of the roadway adjacent to the sidewalk?
    - What is the posted speed of the two intersecting roadways?

- Curb Returns/Corner Treatments
    - What are the corner treatments? (tight, large, channelized right turn, ‘smart’ right turn, curb extension)

- Visibility & Lighting
  - Are people walking visible to the people driving through the intersection?
  - Is lighting provided that illuminates the roadway when people are walking across the street?
  - Is lighting if illuminates the people waiting to cross the street on the sidewalk?

- ADA Ramps
  - Are ADA ramps existing at all corners of the intersections that have sidewalk connections?
  - Are the ramps shared at the corner or is there one ramp per direction?

- Crossing Controls
  - What pedestrian crossing controls are present?
  - Does the control type convey the importance of a crossing location?

- Traffic Signals
  - Is the signal designed to minimize the delay to people waiting to cross the intersection?
  - Is there adequate time for people of all ages and abilities to cross the street?
  - Is there information provided to indicate the amount of time remaining in crossing the street?
  - Are accessible signals provided?
  - Are tactile walking surface indicators used to navigate the intersections?

Mid-Block

- Sidewalk Presence
  - Are sidewalks existing on both sides of the street?

- Sidewalk Width
  - How wide is the sidewalk?
  - Is it conducive for two people in wheelchairs to wheel side-by-side while passing another person (8.5' clearance)?
  - Can two wheelchair users pass each other on the sidewalk without issue (6' clearance)?
  - Is the sidewalk clear of obstructions?

- Driveway slopes & Design
  - Describe the driveway treatments (if present)
  - Comment on the degree of side slope that exists for the driveway portion if walking or wheeling is expected to occur across it.

- Sidewalk Condition
  - What is the condition of the sidewalk?
  - Is it conducive to reliable wheelchair travel?

- Vehicle Speed
  - What is the operating speed of the roadway adjacent to the sidewalk?
  - What is the posted speed of the roadway adjacent to the sidewalk?
  - What is the distance from the edge of the sidewalk to the nearest travel lane?

- Street Trees & Vegetation
  - Is there a boulevard present?
  - Are trees or vegetation able to be viable and thrive in the boulevard?

- Place
  - Are there programming and design components that enhance the experience in the area?

- Lighting
  - Is lighting provided that illuminates the walkways in addition to the roadway?
  - Is lighting provided in a manner that does not create darker areas that feel less comfortable and secure?

- Median
  - Is there a median in the street? If yes, what is the width and what is it made of?

- Accessibility
  - Are tactile walking surface indicators used to navigate the street?
  - Is the street clear of obstacles that would be a barrier to access?

- Transit Access
  - Are transit stops easy to access and accessible for all users?
  - Are transit stops located outside of the clear walkway width, not impeding travel along the sidewalk?

Summary of walk audit for the City of Bismarck:

The Bismarck walk audit will be held from 1:00pm-to 3:30pm on November 25, 2024. The audit group will meet in the Bismarck Amvets Club, 2402 Railroad Ave, to audit the following route::

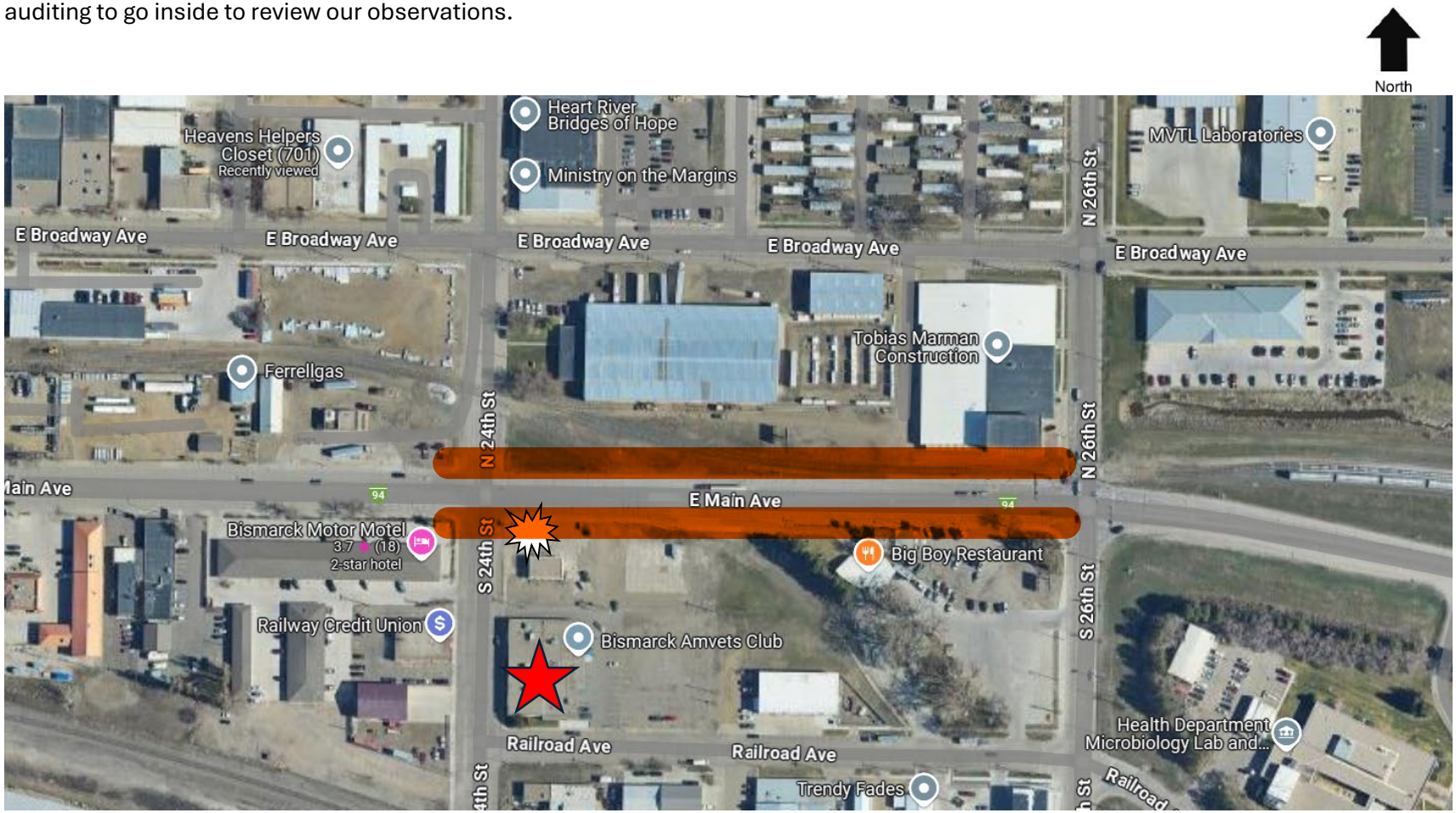
- Start at intersection of 24th Street and Main Avenue - Cross west to evaluate 24th intersection
- Cross Main Ave to the north to evaluate Main Ave crossing
- Cross 24th Street to evaluate crossing
- Walk east 2 blocks on Main Avenue to the intersection of Main and 26th Street to evaluate the north side of Main Avenue
- Cross Main Avenue to the south - evaluate 26th Street intersection
- Audit from 26th Street to 24th Street
- End walk audit at intersection of 24th & Main

The route was identified for selection based on two recent efforts that provided new significance to this area as a pedestrian-frequented corridor. The East Main Avenue Corridor Study received notable public input that this end of the Main Avenue corridor is the setting for frequent pedestrian traffic along with some bicycling activity due to the community service organizations adjacent to the area. While the study determined East Main Avenue from Airport Road to 26th Street to be unsuitabe for on-street bicycle facilities, several improvements were identified and recommended to make pedestrian access safer and more accommodating. Additionally, the 24th & Main Avenue intersection was the site of a pedestrian fatality in 2019 and was highlighted as part of a case study in the Smart Growth America Dangerous by Design 2024 Annual Report.

Bismarck Audit Route

This map shows the location of the Bismarck Amvets Club (marked with a red star). We will meet inside to review audit materials and procedures.

The map also shows the audit route area in orange. We will audit beginning from the intersection of 24th St and Main Avenue, crossing Main to the north and continuing east to 26th St. We will cross south and continue west to the 24th St intersection where we will conclude auditing to go inside to review our observations.



Who's Using the Street — and Why?

Community Name: _____

Location/Street Name(s): _____

Audit date: _____ **Start time:** _____ **AM | PM** **End time:** _____ **AM | PM**

Use hash marks (𝍸) for counting the number of people observed. (Yes, some will likely be counted more than once.)
Use your best guess to determine each person's age range and reason for walking.

WHO'S WALKING?	**NUMBER OF PEOPLE**
Young children (e.g. elementary school students)	
Teens	
Adults	
Older Adults	
HOW:	
While pushing a baby stroller and/or walking with a child or children	
While using a mobility aid (i.e., a wheelchair, cane, walker)	
While riding a bicycle, scooter, skateboard or other mobility device	
POSSIBLE REASONS:	
Traveling to/from school	
Waiting for and/or heading to public transit	
Commuting to/from work	
Shopping and/or getting something to eat	
Walking/running for fitness	
Walking a dog	
Walking to a park or outdoor public space	
Just out for a walk	
Other/unknown	

ALSO, WHO'S NOT WALKING? Do the observed pedestrians represent the demographic composition of the neighborhood? If not, which segments of the population appear to be missing? Why might that be the case? (Use a notebook or the back of this worksheet to record these answers and observations.)

Sidewalks, Streets and Crossings

SINGLE-LOCATION AUDIT

Community Name: Bismarck

Location/Street Name(s): 24th Street Intersection

Audit date: 11/25/2024 **Start time:** _____ **AM | PM** **End time:** _____ **AM | PM**

Posted speed limit(s): _____ **Do the motorists appear to be obeying the speed limit(s)?** _____

Total number of vehicle lanes: _____ **The street is:** ☐ one-way | ☐ two-way

If more than one lane: Does the roadway have ☐ a median and/or ☐ a pedestrian island?

The street has:
☐ no sidewalk ☐ no sidewalk but needs one ☐ no sidewalk but needs two
☐ partial sidewalks ☐ a sidewalk on one side of the street ☐ sidewalks on both sides of the street

YES | NO | OTHER **Skip any statements that don't apply**

THE SIDEWALK:

☐ ☐ ☐ 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
☐ ☐ ☐ 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
☐ ☐ ☐ 3. Is in good condition, without cracks or raised sections
☐ ☐ ☐ 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
☐ ☐ ☐ 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
☐ ☐ ☐ 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
☐ ☐ ☐ 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
☐ ☐ ☐ 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
☐ ☐ ☐ 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

THE STREET:

☐ ☐ ☐ 1. Has traffic lights and/or stop signs at intersections and crossings
☐ ☐ ☐ 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
☐ ☐ ☐ 3. Has crosswalks
☐ ☐ ☐ 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
☐ ☐ ☐ 5. Has signage alerting drivers to the presence of pedestrians
☐ ☐ ☐ 6. Has a designated bicycle lane
☐ ☐ ☐ 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

THE PEDESTRIAN CROSSING SIGNALS:

☐ ☐ ☐ 1. Are working
☐ ☐ ☐ 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
☐ ☐ ☐ 3. Have audible prompts for people with vision impairment
☐ ☐ ☐ 4. Are placed in appropriate locations (if not, make note of where more are needed)
☐ ☐ ☐ 5. Provide enough time to cross (indicate the amount of time: _____ minutes _____ seconds)
☐ ☐ ☐ 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: _____ minutes _____ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above: ☐ **Great** ☐ **Acceptable** ☐ **Mixed** ☐ **Poor**

Sidewalks, Streets and Crossings

SINGLE-LOCATION AUDIT

Community Name: Bismarck

Location/Street Name(s): 24th & Main Intersection

Audit date: 11/25/2024 **Start time:** _____ **AM | PM** **End time:** _____ **AM | PM**

Posted speed limit(s): _____ **Do the motorists appear to be obeying the speed limit(s)?** _____

Total number of vehicle lanes: _____ **The street is:** ☐ one-way | ☐ two-way

If more than one lane: Does the roadway have ☐ a median and/or ☐ a pedestrian island?

The street has:

☐ no sidewalk
☐ no sidewalk but needs one
☐ no sidewalk but needs two
☐ partial sidewalks
☐ a sidewalk on one side of the street
☐ sidewalks on both sides of the street

YES | NO | OTHER **Skip any statements that don't apply**

THE SIDEWALK:

☐ ☐ ☐ 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
☐ ☐ ☐ 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
☐ ☐ ☐ 3. Is in good condition, without cracks or raised sections
☐ ☐ ☐ 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
☐ ☐ ☐ 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
☐ ☐ ☐ 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
☐ ☐ ☐ 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
☐ ☐ ☐ 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
☐ ☐ ☐ 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

THE STREET:

☐ ☐ ☐ 1. Has traffic lights and/or stop signs at intersections and crossings
☐ ☐ ☐ 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
☐ ☐ ☐ 3. Has crosswalks
☐ ☐ ☐ 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
☐ ☐ ☐ 5. Has signage alerting drivers to the presence of pedestrians
☐ ☐ ☐ 6. Has a designated bicycle lane
☐ ☐ ☐ 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

THE PEDESTRIAN CROSSING SIGNALS:

☐ ☐ ☐ 1. Are working
☐ ☐ ☐ 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
☐ ☐ ☐ 3. Have audible prompts for people with vision impairment
☐ ☐ ☐ 4. Are placed in appropriate locations (if not, make note of where more are needed)
☐ ☐ ☐ 5. Provide enough time to cross (indicate the amount of time: _____ minutes _____ seconds)
☐ ☐ ☐ 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: _____ minutes _____ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above: ☐ **Great** ☐ **Acceptable** ☐ **Mixed** ☐ **Poor**

Sidewalks, Streets and Crossings

SINGLE-LOCATION AUDIT

Community Name: Bismarck

Location/Street Name(s): 24th Street Intersection (north)

Audit date: 11/25/2024 **Start time:** _____ AM | PM **End time:** _____ AM | PM

Posted speed limit(s): _____ **Do the motorists appear to be obeying the speed limit(s)?** _____

Total number of vehicle lanes: _____ **The street is:** ☐ one-way | ☐ two-way

If more than one lane: Does the roadway have ☐ a median and/or ☐ a pedestrian island?

The street has:

☐ no sidewalk
☐ no sidewalk but needs one
☐ no sidewalk but needs two
☐ partial sidewalks
☐ a sidewalk on one side of the street
☐ sidewalks on both sides of the street

YES | NO | OTHER **Skip any statements that don't apply**

THE SIDEWALK:

☐ ☐ ☐ 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
☐ ☐ ☐ 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
☐ ☐ ☐ 3. Is in good condition, without cracks or raised sections
☐ ☐ ☐ 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
☐ ☐ ☐ 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
☐ ☐ ☐ 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
☐ ☐ ☐ 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
☐ ☐ ☐ 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
☐ ☐ ☐ 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

THE STREET:

☐ ☐ ☐ 1. Has traffic lights and/or stop signs at intersections and crossings
☐ ☐ ☐ 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
☐ ☐ ☐ 3. Has crosswalks
☐ ☐ ☐ 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
☐ ☐ ☐ 5. Has signage alerting drivers to the presence of pedestrians
☐ ☐ ☐ 6. Has a designated bicycle lane
☐ ☐ ☐ 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

THE PEDESTRIAN CROSSING SIGNALS:

☐ ☐ ☐ 1. Are working
☐ ☐ ☐ 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
☐ ☐ ☐ 3. Have audible prompts for people with vision impairment
☐ ☐ ☐ 4. Are placed in appropriate locations (if not, make note of where more are needed)
☐ ☐ ☐ 5. Provide enough time to cross (indicate the amount of time: _____ minutes _____ seconds)
☐ ☐ ☐ 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: _____ minutes _____ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above: ☐ **Great** ☐ **Acceptable** ☐ **Mixed** ☐ **Poor**

Sidewalks, Streets and Crossings

SINGLE-LOCATION AUDIT

Community Name: Bismarck

Location/Street Name(s): Main Avenue 24th to 26th, north side

Audit date: 11/25/2024 **Start time:** _____ **AM | PM** **End time:** _____ **AM | PM**

Posted speed limit(s): _____ **Do the motorists appear to be obeying the speed limit(s)?** _____

Total number of vehicle lanes: _____ **The street is:** ☐ one-way | ☐ two-way

If more than one lane: Does the roadway have ☐ a median and/or ☐ a pedestrian island?

The street has:

☐ no sidewalk
☐ no sidewalk but needs one
☐ no sidewalk but needs two
☐ partial sidewalks
☐ a sidewalk on one side of the street
☐ sidewalks on both sides of the street

YES | NO | OTHER **Skip any statements that don't apply**

THE SIDEWALK:

☐ ☐ ☐ 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
☐ ☐ ☐ 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
☐ ☐ ☐ 3. Is in good condition, without cracks or raised sections
☐ ☐ ☐ 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
☐ ☐ ☐ 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
☐ ☐ ☐ 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
☐ ☐ ☐ 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
☐ ☐ ☐ 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
☐ ☐ ☐ 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

THE STREET:

☐ ☐ ☐ 1. Has traffic lights and/or stop signs at intersections and crossings
☐ ☐ ☐ 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
☐ ☐ ☐ 3. Has crosswalks
☐ ☐ ☐ 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
☐ ☐ ☐ 5. Has signage alerting drivers to the presence of pedestrians
☐ ☐ ☐ 6. Has a designated bicycle lane
☐ ☐ ☐ 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

THE PEDESTRIAN CROSSING SIGNALS:

☐ ☐ ☐ 1. Are working
☐ ☐ ☐ 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
☐ ☐ ☐ 3. Have audible prompts for people with vision impairment
☐ ☐ ☐ 4. Are placed in appropriate locations (if not, make note of where more are needed)
☐ ☐ ☐ 5. Provide enough time to cross (indicate the amount of time: _____ minutes _____ seconds)
☐ ☐ ☐ 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: _____ minutes _____ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above: ☐ **Great** ☐ **Acceptable** ☐ **Mixed** ☐ **Poor**

Sidewalks, Streets and Crossings

SINGLE-LOCATION AUDIT

Community Name: Bismarck

Location/Street Name(s): Main Avenue at 26th Street Intersection

Audit date: 11/25/2024 **Start time:** _____ **AM | PM** **End time:** _____ **AM | PM**

Posted speed limit(s): _____ **Do the motorists appear to be obeying the speed limit(s)?** _____

Total number of vehicle lanes: _____ **The street is:** ☐ one-way | ☐ two-way

If more than one lane: Does the roadway have ☐ a median and/or ☐ a pedestrian island?

The street has:
☐ no sidewalk ☐ no sidewalk but needs one ☐ no sidewalk but needs two
☐ partial sidewalks ☐ a sidewalk on one side of the street ☐ sidewalks on both sides of the street

YES | NO | OTHER **Skip any statements that don't apply**

THE SIDEWALK:

☐ ☐ ☐ 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
☐ ☐ ☐ 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
☐ ☐ ☐ 3. Is in good condition, without cracks or raised sections
☐ ☐ ☐ 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
☐ ☐ ☐ 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
☐ ☐ ☐ 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
☐ ☐ ☐ 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
☐ ☐ ☐ 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
☐ ☐ ☐ 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

THE STREET:

☐ ☐ ☐ 1. Has traffic lights and/or stop signs at intersections and crossings
☐ ☐ ☐ 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
☐ ☐ ☐ 3. Has crosswalks
☐ ☐ ☐ 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
☐ ☐ ☐ 5. Has signage alerting drivers to the presence of pedestrians
☐ ☐ ☐ 6. Has a designated bicycle lane
☐ ☐ ☐ 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

THE PEDESTRIAN CROSSING SIGNALS:

☐ ☐ ☐ 1. Are working
☐ ☐ ☐ 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
☐ ☐ ☐ 3. Have audible prompts for people with vision impairment
☐ ☐ ☐ 4. Are placed in appropriate locations (if not, make note of where more are needed)
☐ ☐ ☐ 5. Provide enough time to cross (indicate the amount of time: _____ minutes _____ seconds)
☐ ☐ ☐ 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: _____ minutes _____ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above: ☐ **Great** ☐ **Acceptable** ☐ **Mixed** ☐ **Poor**

Sidewalks, Streets and Crossings

SINGLE-LOCATION AUDIT

Community Name: Bismarck

Location/Street Name(s): Main Avenue 26th Street to 24th Street, south side

Audit date: 11/25/2024 **Start time:** _____ **AM | PM** **End time:** _____ **AM | PM**

Posted speed limit(s): _____ **Do the motorists appear to be obeying the speed limit(s)?** _____

Total number of vehicle lanes: _____ **The street is:** ☐ one-way | ☐ two-way

If more than one lane: Does the roadway have ☐ a median and/or ☐ a pedestrian island?

The street has:

☐ no sidewalk
☐ no sidewalk but needs one
☐ no sidewalk but needs two
☐ partial sidewalks
☐ a sidewalk on one side of the street
☐ sidewalks on both sides of the street

YES | NO | OTHER **Skip any statements that don't apply**

THE SIDEWALK:

☐ ☐ ☐ 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
☐ ☐ ☐ 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
☐ ☐ ☐ 3. Is in good condition, without cracks or raised sections
☐ ☐ ☐ 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
☐ ☐ ☐ 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
☐ ☐ ☐ 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
☐ ☐ ☐ 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
☐ ☐ ☐ 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
☐ ☐ ☐ 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

THE STREET:

☐ ☐ ☐ 1. Has traffic lights and/or stop signs at intersections and crossings
☐ ☐ ☐ 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
☐ ☐ ☐ 3. Has crosswalks
☐ ☐ ☐ 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
☐ ☐ ☐ 5. Has signage alerting drivers to the presence of pedestrians
☐ ☐ ☐ 6. Has a designated bicycle lane
☐ ☐ ☐ 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

THE PEDESTRIAN CROSSING SIGNALS:

☐ ☐ ☐ 1. Are working
☐ ☐ ☐ 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
☐ ☐ ☐ 3. Have audible prompts for people with vision impairment
☐ ☐ ☐ 4. Are placed in appropriate locations (if not, make note of where more are needed)
☐ ☐ ☐ 5. Provide enough time to cross (indicate the amount of time: _____ minutes _____ seconds)
☐ ☐ ☐ 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: _____ minutes _____ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above: ☐ **Great** ☐ **Acceptable** ☐ **Mixed** ☐ **Poor**