



# MANDAN WALKABILITY ASSESSMENT 2024

## FINAL REPORT

JULY 2025

PREPARED FOR:  
BMMPO BICYCLE-PEDESTRIAN SUBCOMMITTEE

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## 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 Mandan, 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 through workshops held for the EPA’s Building Blocks for Sustainable Community program. The program, awarded to the City of Mandan, seeks to identify ways to help shape the future of the 3<sup>rd</sup> Street SE area with a focus on housing, transportation, neighborhoods, and community health. Additionally, the area surrounding the Mary Stark Elementary School was audited as part of the BMMPO’s 2016 School Safety Crossing



Study. The audit site along 3<sup>rd</sup> Street SW between 10<sup>th</sup> Avenue SW and 7<sup>th</sup> Avenue SW passes along the north side of Mary Stark Elementary School. The larger area is bordered by the railroad (500’ north), ND 1806 (1 mile east), the Heart River (about 1,700’ south), and ND 6 (500’ west). To the east, 3<sup>rd</sup>

Street extends from ND 1806 to Memorial Highway. It is the only east-west street south of the railroad and north of the Heart River that can provide this connection, and it is also a truck route. NDDOT GIS data shows for 2022 that the Average Daily Traffic (ADT) on 3<sup>rd</sup> Street SW at 10<sup>th</sup> Avenue was 2,330. The next count to the east was at 5<sup>th</sup> Avenue SW and was 3,546. About four blocks east of Mary Stark is the Mandan Parks and Recreation District’s baseball and softball complex, with manufactured homes further east. The area surrounding Mary Stark is dominated by single family residential housing. Most of the homes north of 3<sup>rd</sup> were built prior to 1938, and most of the homes south of 3<sup>rd</sup> were built after 1938. The platting and construction of the homes before and just after 1938 creates problems for today’s homeowners and pedestrians. The lots along 3<sup>rd</sup> Street are parallel to the street, and quite a few of them are about 40’ deep. There are garages and off-street parking areas where residents must park on the sidewalk. Where homeowners wanted to install a privacy fence, the fence had to be placed at the edge of the sidewalk.

Point of beginning for the walk audit route was at the intersection of 7<sup>th</sup> Avenue SW and 3<sup>rd</sup> Street SW. The route included approximately 6 cumulative block lengths of 3<sup>rd</sup> Street SW to assess (3 blocks on the north and 3 on the south side of the street), along with 5 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:

- 7<sup>th</sup> Avenue SW & 3<sup>rd</sup> Street SW Intersection
- 3<sup>rd</sup> Street SW (south side) & 8<sup>th</sup> Avenue SW Intersection
- 3<sup>rd</sup> Street SW (south side) & 9<sup>th</sup> Avenue SW Intersection
- 3<sup>rd</sup> Street SW (south side) & 10<sup>th</sup> Avenue SW Intersection
- 3<sup>rd</sup> Street SW (north side) from 10<sup>th</sup> Avenue to 7<sup>th</sup> Avenue
- 3<sup>rd</sup> Street SW & 7<sup>th</sup> Avenue SW (south side) to 3<sup>rd</sup> Street & Railway Avenue Intersection

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 13, 2024 from 9:30am-12:00pm. 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

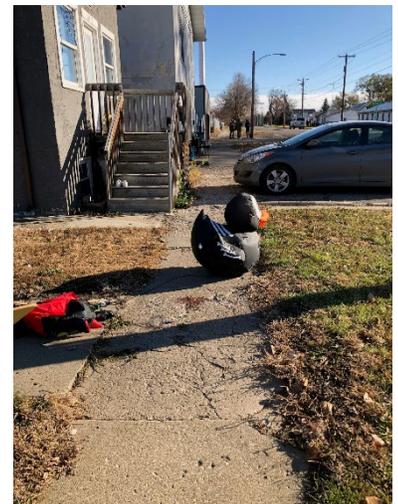
The walkability assessment began in the Mandan Public Works Building to review audit materials and processes. The weather was sunny, around 38°, with a moderate wind. Each segment of the audit route varied from the others regarding land use, adjacent roadway width and speeds, and pedestrian facilities; therefore, observations will be provided for each of the individual route segments assessed.

### **7<sup>th</sup> Avenue SW & 3<sup>rd</sup> Street SW Intersection (crossing east to west, south side, also looked at north side)**

The roadways comprising this intersection are bi-directional with two driving lanes. The speed limit is 25mph and traffic crossing 3<sup>rd</sup> Street is governed by a stop sign. The sidewalk in this area is only about 4' wide and shows significant wear (*photos, right & left*). Parked cars and railings further narrow the path.



ADA ramps are provided on both the north and south sides of 3<sup>rd</sup> Street, crossing 7<sup>th</sup> Avenue. However, there are no marked crossings, ADA ramps, or connecting sidewalks crossing 3<sup>rd</sup> Street from either the north or south sides of 7<sup>th</sup> Avenue. The stop signs at this intersection are placed ahead of the crosswalks, instead of before them, which could lead to cars stopping in the pedestrian right-of-way.



Considerations for pedestrian crossing improvements should include, at minimum, crosswalk markings, installation of sidewalk and ADA ramps on the north and south sides of 3<sup>rd</sup> Street, and repairs to existing sidewalk.

The percentage of AARP recommended pedestrian elements provided by the sidewalk and street at this intersection, based on participant feedback, is **62%**.

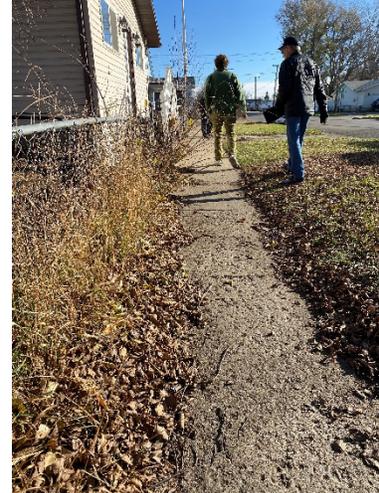
**The walkability of the intersection, based on participant scoring: Mixed (0.68)**

**3<sup>rd</sup> Street SW (south side) & 8<sup>th</sup> Avenue SW Intersection (going west, 1 block)**

The 8<sup>th</sup> Avenue Intersection is in a school zone with a marked speed limit of 15mph when children are present. Mary Stark Elementary is located just west of 8<sup>th</sup> Avenue. The south side of 3<sup>rd</sup> Street between 7<sup>th</sup> and 8<sup>th</sup> is residential with an alley



access. In general, the sidewalk in this area was in decent condition, with some wear. However, it was occasionally narrowed by overgrowth (*photo, right*) and parked cars. Also, there was a drop off between the edge of the sidewalk and the driveway at 805 3<sup>rd</sup> Street SW (*photo, left*).



The crossing of 8<sup>th</sup> Ave SW towards the school was clearly marked, governed by all-way stop signs, and had ADA ramps, except for a missing ramp on the west side of 8<sup>th</sup> (*photo, below left*).



Pedestrian improvements at this intersection would involve replacing the missing ADA ramp, addressing any worn-out sidewalk, and potentially working with Mandan Public Works to address overgrowth.

The percentage of AARP recommended pedestrian elements provided by the sidewalk and street on this segment, based on participant feedback, is **64%**.

**The walkability of this segment, based on participant scoring: Mixed (0.56).**

**3<sup>rd</sup> Street SW (south side) & 9<sup>th</sup> Avenue SW Intersection (going west, 1 block)**

The sidewalk in this area is generally clear and in good condition. A large section of the south side of 3<sup>rd</sup> Street between 8<sup>th</sup> and 9<sup>th</sup> is taken up by a bus loading zone (including 3 ADA ramps) for Mary Stark. The school is fenced and provides bike parking (*photo, left, page 5*). The intersection of 3<sup>rd</sup> and 9<sup>th</sup> has marked crosswalks on 3 of 4 crossings (only the north side of 3<sup>rd</sup> crossing 9<sup>th</sup> is unmarked) and governed by all-way stop signs. The southeast corner of 3<sup>rd</sup> and 9<sup>th</sup> has curb cut ramps instead of ADA ramps, and these show signs of wear. The other corners



of the crossing have ADA ramps. Installing ADA ramps here and marking the crossing of 9<sup>th</sup> Avenue on the north side of 3<sup>rd</sup> would be possible improvements for pedestrians at this intersection.

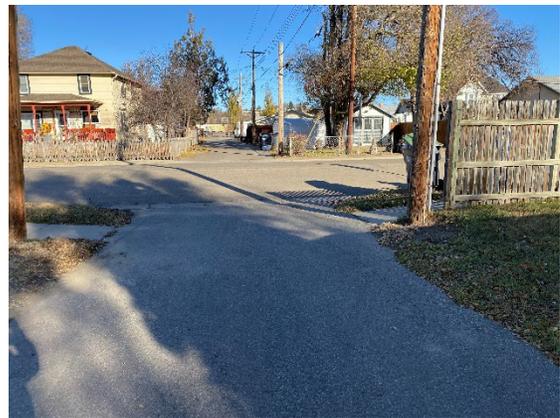
The percentage of AARP recommended pedestrian elements provided by the sidewalk and street on this segment, based on participant feedback, is **77%**.

**The walkability of this segment, based on participant**

**scoring: Acceptable (1.69).**

### **3<sup>rd</sup> Street SW (south side) & 10<sup>th</sup> Avenue SW/ND 6 Intersection (going west, 1 block)**

The south side of 3<sup>rd</sup> Street between 9<sup>th</sup> and 10<sup>th</sup> is residential with an alley access, and a small church (Mandan Baptist) on the corner of 3<sup>rd</sup> and 10<sup>th</sup> (with a small parking lot accessible through the alley). 10<sup>th</sup> Avenue is a bi-directional roadway with a northbound and a southbound driving lane, with on-street parking on both sides of the road and a posted speed limit of 25mph. It was observed that northbound vehicles coming out of the alley have their vision obstructed by fencing (*photo, right*). The slope of the sidewalk down to the alley is also somewhat steep, and the sidewalk was worn in places.



The 10th Avenue Intersection is governed by stop signs at either side of 3<sup>rd</sup> Street. The crossing of 10<sup>th</sup> Avenue is wide, and there are no marked crosswalks. There are at this crossing on the southeast, northeast, and northwest corners of the intersection, but there is no crossing or sidewalk of any kind at the southwest corner of 10<sup>th</sup>. The ADA ramps on both sides of the crossing of 3<sup>rd</sup> Street (the southeast and northeast corners) are oddly angled and could lead a visually impaired pedestrian out of the intersection and into the street.

Correcting the angles of the ADA ramps crossing 3<sup>rd</sup> Street, fixing worn sidewalk along 3<sup>rd</sup> Street, installing sidewalk on the west side of 10<sup>th</sup>, and considering marked crossings of 10<sup>th</sup> Avenue (if reconstruction were to take place, pedestrian medians or curb bulb-outs would be features to consider) are all possible improvements that would be valuable for this segment.

The percentage of AARP recommended pedestrian elements provided by the street along this segment, based on participant feedback, is **61%**.

**The walkability of this segment of the route, based on participant scoring: Mixed (0.33)**

### **3<sup>rd</sup> Street SW (north side, going east, 3 blocks) from 10<sup>th</sup> Avenue SW to 7<sup>th</sup> Avenue SW**

The north side of 3<sup>rd</sup> along this segment is residential. There were difficulties traversing the sidewalk here, with extensive deterioration of the concrete at many points (*see photos, page 3*). Some fences were built right up to the sidewalk, reducing operating width, and the sidewalk

was often too narrow to be accessible to pedestrians with mobility challenges. From 10<sup>th</sup> Avenue to 9<sup>th</sup>, the sidewalk is adjacent to the street curb. The setback of the house at 908 3<sup>rd</sup> Street SW meant the resident had to park across the sidewalk (*photo, left*). The northern crossings were in good condition (*photo, right*) with ADA ramps, but the crossings were unmarked.



Sidewalk repairs and marked crossings would be improvements for this segment. Existing geometric challenges would be more difficult to address, which is why newer developments should follow best practices for setbacks, sidewalk width, etc.



The percentage of AARP recommended pedestrian elements provided by the sidewalk and street along this segment, based on participant feedback, is **45%**.

**The walkability of this segment, based on participant scoring: Mixed (0.5).**

**3<sup>rd</sup> Street SW & 7<sup>th</sup> Ave SW to 3<sup>rd</sup> Street SW & Railway Avenue Intersection (about 0.5 blocks)** Railway Avenue is a narrow bi-directional roadway that goes into a body shop to the north, and Mandan Public Works to the south. There is a stop sign coming out of Mandan Public Works (northbound). The area between 7<sup>th</sup> and Railway is residential, changing to commercial as you go east on 3<sup>rd</sup>. Auditors observed deteriorated sidewalks and motor vehicles parked on the sidewalk due to setback issues on the north side of 3<sup>rd</sup>.

The percentage of AARP recommended pedestrian elements provided by the sidewalk and street of this segment, based on participant feedback, is **32%**.

**The walkability of this segment of the route, based on participant scoring: Mixed (0.38).**

## SUMMARY & RECOMMENDATIONS

It was the general consensus that this area of Mandan provides for pedestrian movements and is generally walkable, but not always accessible. Deteriorated and narrow sidewalks are a significant concern, as are unmarked crossings, and sidewalk obstructions.

### Positive Observations, Route-Wide

- Sidewalks and crossings around the Mary Stark Elementary School are largely in good condition.
- Most intersections have ADA ramps.
- Crossings are typically narrow, and intersections are controlled.
- Bike Parking is provided at the school (3 bikes were seen parked there).
- School Zone speed limits are clearly signed.

### Potential Hazards Observed, Route-Wide

- Poor sidewalk condition in many places.
- Stop signs before pedestrian crossings (3<sup>rd</sup>/7<sup>th</sup> Intersection)
- Obstructed sidewalk
  - Overgrown shrubs/trees that restrict sidewalk access
  - Housing setback issues causing cars to park over sidewalks
  - Fencing coming up to the edge of the sidewalk
- Missing or incomplete sidewalk (west side of 10<sup>th</sup>).
- Visual obstructions at alleyways
- Inadequate pedestrian crossings at some intersections
  - Missing or lack of ADA ramps
  - Lack of crosswalks

### Recommendations Route-Wide

- Systematic tracking of sidewalk conditions 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 – many cities’ ADA Transition Plans help 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 on the sidewalk
- 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 width 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 to promote visibility for both pedestrians and drivers
- 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.

- Alley reconstruction in the area should install concrete sidewalks across the alleyways, rather than building the alleyway over the sidewalk.
- Installation of sidewalks along gaps in the network in this area would improve pedestrian access from the west.

While assessing the walkability of the selected route, participating auditors observed two adults out walking, one of which was likely commuting to work, and the other perhaps out for recreation. This area sees significant pedestrian traffic, especially around the school.

In conclusion, it should be noted that the City of Mandan has made strides in addressing sidewalk gaps in its community and making the area more friendly to pedestrians overall.

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## MANDAN WALK AUDIT

November 13, 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 Mandan:**

The Mandan walk audit will be held from 9:30am-Noon on November 13, 2024. The audit group will meet in the Mandan Public Works Building, 411 6th Avenue SW, Mandan, to audit the following route:

- Start at intersection of 7th Ave SW and 3rd St SW - Cross west to evaluate intersection
- Walk west 3 blocks on 3rd Street SWW
  - Assess south side of 3rd Street SW including intersections at 8th Ave SW and 9th Ave SW
  - Assess Mary Stark Elementary School area adjacent to 3rd St SW for school crossing safety
- Cross north at the 10th Ave NW intersection
- Walk east 3 blocks on 3rd Street SW to the intersection of 3rd Street SW and Railway Ave SW
- End walk audit at intersection of 3rd and Railway

The route was identified for selection through workshops held for the EPA's Building Blocks for Sustainable Communities program. The program, awarded to the City of Mandan, seeks to identify ways in which to help shape the future of the 3rd Street SE area with a focus on housing, transportation, neighborhoods, and community health. Additionally, the area surrounding the Mary Stark Elementary School was audited as part of the MPO's 2016 School Safety Crossing Study. This current assessment will build on that audit to help inform the recommendations that result from the Building Blocks for Sustainable Communities program.

## Mandan Audit Route

This map shows the location of the Public Works Building (marked with a red star). Enter onto Railway Avenue SW from 3<sup>rd</sup> Street SW to access parking and the main door of the building. We will meet inside to review audit materials and procedures.

The map also shows the audit route area along 3<sup>rd</sup> Street SW in orange. We will audit from the intersection of 7<sup>th</sup> Avenue SW and 3<sup>rd</sup> Street SW to the intersection of 10<sup>th</sup> Avenue SW and 3<sup>rd</sup> Street SW. The audit will include both the north and the south sides of 3<sup>rd</sup> Street SW.



# 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 (###) 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	
<b>HOW:</b>	
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	
<b>POSSIBLE REASONS:</b>	
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: Mandan

Location/Street Name(s): 7th Ave SW and 3rd St SW Intersection

Audit date: 11/13/2024 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., 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: Mandan

Location/Street Name(s): 3rd St SW, South Side and 8th Ave SW Intersection

Audit date: 11/13/2024 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: Mandan

Location/Street Name(s): 3rd St SW, South Side and 9th Ave SW Intersection

Audit date: 11/13/2024 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: Mandan

Location/Street Name(s): 3rd St SW, South side and 10th Ave SW Intersection

Audit date: 11/13/2024 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., 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: Mandan

Location/Street Name(s): 3rd Street SW, North Side 3 Blocks - 10th Ave to 7th Ave

Audit date: 11/13/2024 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: Mandan

Location/Street Name(s): 3rd St SW and 7th Ave to 3rd St SW and Railway Ave Intersection, cross south

Audit date: 11/13/2024 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., 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