BISMARCK WALKABILITY ASSESSMENT

FINAL REPORT

OCTOBER 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 Bismarck, ND, completed in September 2025 by members of the Bismarck-Mandan MPO (BMMPO) Bicycle & Pedestrian Subcommittee. The goal is to identify strengths and deficiencies of the audit area.

SITE SELECTION

The route was selected for 2025 through discussion with participants in the May 2025 Bicycle Friendly Community Workshop and Bike Audit, highlighting a portion of the May Audit route for closer examination. The BMMPO's Safe Routes to Services Study also identified this section of town (specifically the Washington Street Corridor) as a Priority Improvement Area. The audit site along West Bowen Avenue is in a region of widely mixed land uses. There are manufactured homes and single-family residences to the north, along with the Municipal Ballpark, Kiwanis Park, Zonta Park, and several businesses. To the west is South Central High School, the Dakota Zoo, and more residential developments. To the south there is a church and more residential neighborhoods (including apartments and low-income housing), as well as Seratoma Park. Finally, to the east is the downtown core, with numerous businesses and key corridors for both automobiles and pedestrians. It is difficult to overstate the importance of this part of town as a center for all kinds of travel and activity.

The point of beginning for the walk audit route was at the intersection of South Anderson Street and West Bowen Avenue. The route included approximately 4 cumulative block lengths of Bowen Avenue to assess (3 blocks on the south and 1 on the north side of the street), along with 2 separate intersection segments. (*See map, above left.*)

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 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, 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:

- W Bowen Ave from S Anderson St to S Washington St (south side)
- Bowen Ave & Washington St Intersection (south side)
- Bowen Ave from Washington to S Mandan St (south side)
- Mandan St & Bowen Ave Intersection
- Bowen Ave from Mandan St to Washington (north side)
- Bowen Ave & Washington Intersection (north side)

Auditors were asked to assess the route by segment, using this two-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 "walkability" of the segment. The scoring was suggested to be as follows:
    a. Great (+3 points)
    b. Acceptable (+1 point)
    c. Mixed (-1+ points)
    d. Poor/Gap in pedestrian infrastructure (-3+ points)

SITE VISIT ASSESSMENT

The assessment training, site visit, and assessment were completed on September 24, 2025 beginning at 1:00pm. 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.

OBSERVATIONS

The walkability assessment began in the parking lot of Calvary Free Lutheran Church to review audit materials and processes. The weather was sunny, 75˚, with a light 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.

Bowen Avenue from Anderson Street to Washington Street (south side)

The roadway comprising this segment is bi-directional with two driving lanes. The speed limit is 25mph and the intersection of Anderson and Bowen is governed by a 4-way stop sign with marked pedestrian crossings and ADA ramps (all in good condition). There is a sidewalk of a respectable width on both sides of Bowen Avenue, and the roadway has signs to mark it as a Capital Area Transit (CAT) bus route, and to designate the school zone for the high school to the west. The sidewalk on the south side of Bowen Avenue shows significant overgrowth in places (*photo, left*) and significant cracking and wear in other places (*photo, above right*).

Considerations for pedestrian improvements should include sidewalk repairs and removal of vegetative sidewalk obstructions.

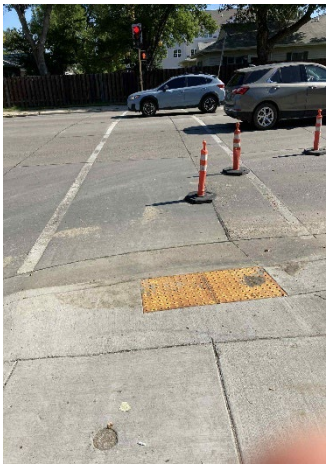
The percentage of AARP recommended pedestrian elements provided by the sidewalk and street on this segment, based on participant feedback, is **74%.**

The walkability of the segment, based on participant scoring: Acceptable (1.75)

Bowen Avenue and Washington Street Intersection (south side)

Washington Street is bi-directional with 2 southbound and 2 northbound driving lanes, and a center turn lane. The posted speed limit is 35 mph. There are no bicycle facilities here. The pedestrian crossing of Washington is clearly marked, with ADA ramps and a push-button signal (*photo top right, page 4*). The sidewalk and ADA ramps are in good condition, and the signal works well (although it does not have audible prompts for the visually impaired). Washington Street is very wide and feels uncomfortable to cross. The crossing is on the south side of Bowen; there is no crossing on the north side, and the crossing here is the only east-west

pedestrian crossing of Washington between Front Avenue and Arbor Avenue, despite the significant pedestrian traffic on both sides of this corridor.



Pedestrian improvements at this intersection should include the addition of an audible prompt for the crossing signal, and the potential installation of curb bulb-outs or a median. Additional east-west crossings of Washington Street should also be investigated between Front and Arbor, especially in areas where there are apartments (towards Arbor) and the ballpark (close to Sweet).

Note: The City of Bismarck has a project scheduled for 2027 (PCN 24625) in this area to remove both traffic signals at Washington and Bowen (replacing them with stop signs governing traffic turning onto Washington) and move the pedestrian crossing north to a location between the two intersections, where Rectangular Rapid Flashing Beacons (RRFB) and a median refuge island will be installed for pedestrians. This project has the potential to address the concerns noted above.

The percentage of AARP recommended pedestrian elements provided by the sidewalk, street and traffic signal at this intersection, based on participant feedback, is **79%.**

The walkability of the intersection, based on participant scoring: Acceptable (1.5).

Bowen Avenue from Washington Street to Mandan Street (south side)

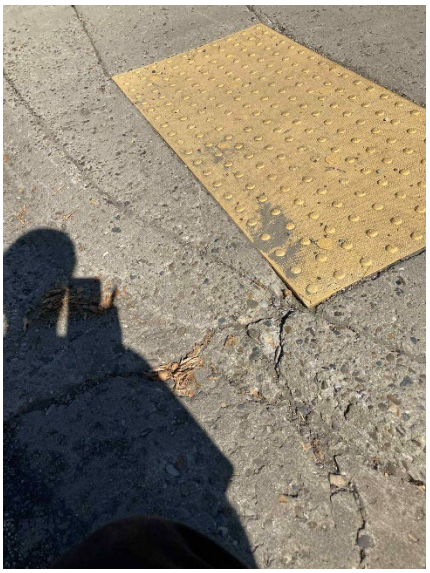
The roadway comprising this segment is bi-directional with two driving lanes. The speed limit is 25mph, and the street has a sign marking it as a CAT bus route. The sidewalk is a good width but its condition is mixed; some portions are good, others are very poor (*photo, left*).

Pedestrian improvements on this segment should include sidewalk repairs for deteriorated sections.

The percentage of AARP recommended pedestrian elements provided by the sidewalk and street on this segment, based on participant feedback, is **57%.**

The walkability of this segment, based on participant scoring: Acceptable (1.50).

Bowen Avenue and Mandan Street Intersection



There is no north-south pedestrian crossing of Bowen at this location (*photo, right*); the closest marked pedestrian crossing of Bowen is three blocks east at 3rd Street. There is also no curb ramp onto Bowen from the south side of the roadway, and on-street parking reduces visibility for pedestrians attempting to cross. There are several important businesses (such as a laundromat) and many residences in this area, making north-south crossings an important upgrade for this roadway. On the north side of Bowen, the east-west crossing of Mandan Street has ADA ramps, but no pavement markings. The pavement around the ramps also shows some signs of wear (*photo, left*).

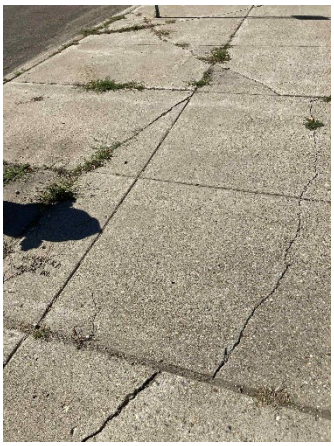
Pedestrian improvements at this intersection should include the addition of an appropriately marked, ADA compliant north-south pedestrian crossing, any necessary sidewalk repair along the east-west crossing, and the addition of pavement markings for the east-west crossing.

The percentage of AARP recommended pedestrian elements provided by the sidewalk and the street at this intersection, based on participant feedback, is **24%.**

The walkability of this segment of the route, based on participant scoring: Poor (-1.5)

Bowen Avenue from Mandan Street to Washington Street (north side)

As previously noted, Bowen Avenue is a bi-directional, 25mph roadway which also serves as a bus route. The sidewalk along this segment is double-wide, with a bonus boulevard area immediately adjacent to the sidewalk. There is extensive cracking and wear showing throughout the segment (*photo, right*). Sidewalk repairs should be considered here.



The percentage of AARP recommended pedestrian elements provided by the sidewalk and street on this segment, based on participant feedback, is **49%.**

The walkability of this segment, based on participant scoring: Mixed (0).

Washington Street and Bowen Avenue Intersection (north)

The north-south crossing of Bowen Avenue is marked with ADA ramps and is in good condition, however, the northern segment of Bowen Avenue lacks east-west crossings of Washington Street on either the north or south sides of the street (*photo, left*). The width and business of Washington Street makes crossing at this location unfeasible.

Pedestrian improvements at this intersection would include a marked crossing of Washington Street with appropriate safety features. The City of Bismarck's anticipated 2027 project for an RRFB crossing with a median will hopefully resolve this concern.

The percentage of AARP recommended pedestrian elements provided by the sidewalk and street at this intersection, based on participant feedback, is **53%.**

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

SUMMARY & RECOMMENDATIONS

The walkability of this route was mixed overall; some sections were well maintained and inviting, while others were deteriorated or even potentially hazardous. Intersections were a particular challenge, with many unmarked or otherwise inadequate crossings.

Positive Observations, Route-Wide

- Sidewalk width is mostly adequate.
- The existing ADA ramps appear in good condition.
- 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 the pedestrian crossing at Washington and Bowen.
- The area is accessible to transit and has nice trees and landscaping around the park.

Potential Hazards Observed, Route-Wide

- Poor sidewalk conditions (cracking, overgrowth, etc.)
- Inadequate pedestrian crossings at multiple intersections
    - Lack of ADA ramps and curb ramps
    - Lack of pedestrian crossing signals
    - Lack of signage to alert motorists of impending crossings
    - Lack of crosswalks
    - Lack of refuges for pedestrians
- Lack of designated bicycle lane

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.
- 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 additional crossings should be considered throughout the audit route, and beyond. North-south crossings at Bowen and Mandan, Bowen and 1st, and Bowen and 2nd would be advisable, as would east-west crossings of Washington Street at Bowen Avenue, and at other streets to the north and south.
- Undertaking improvements recommended in the Safe Routes to Services Study for Washington Street would likely resolve many pedestrian concerns in this area.

While assessing the walkability of the selected route, participating auditors observed three cyclists and three pedestrians out walking (all appeared to be adults, or older teens). A couple appeared to be commuting to work, while others appeared to be out for recreational purposes. These observations reinforced the obvious importance of maintaining and improving this part of town for pedestrian access.

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 Washington Street and Bowen Avenue.

Bismarck-Mandan
METROPOLITAN PLANNING ORGANIZATION

THE LEAGUE OF AMERICAN BICYCLISTS since 1880

BISMARCK WALK AUDIT

September 24, 2025

The walk audit process:

Walk audits serve an important role in evaluating current pedestrian infrastructure 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 audit materials.
- Complete the pre-determined walking route, pausing to review each segment (including intersection configurations and mid-block conditions) according to the criteria provided in the AARP Walk Audit Worksheets. Each auditor should complete one set of evaluation questions for each segment of the route, and there are two other route-wide worksheets provided for use.
- Walk audit routes are recommended to be contiguous, but do not necessarily need to follow a direct linear path—it is expected that evaluation corridors can turn and take detours as necessary.
- Photos of the audit route are valuable to support and enhance findings and recommendations.
- Once the group has completed the biking 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 biking, 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 a packet of AARP Walk Audit Tool Kit materials, including checklists and questions, has been developed to evaluate the pedestrian needs of the walking corridor being audited. The route is broken down into segments, and auditors should assess each segment of the route using the following three-part methodology:

1. First, at the completion of each route segment, indicate whether certain elements exist on the street, the crossing signals, and the sidewalk along the segment with a simple yes or no checked, as applicable, for each element listed in the provided AARP Worksheet.

2. Secondly, assign a score to the overall condition of the street, crossing signals, and the sidewalks along the segment, using the following scale: **Great (+3 points), Acceptable (+1 points), Mixed (-1+ points), or Poor/Gap in pedestrian infrastructure (-3 points).**
3. Finally, assign a score to indicate the overall "walkability" of the segment/area based on the findings from the two previous steps, utilizing the same scoring mechanism provided for step 2.

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. 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 is a (not exhaustive) list of elements auditors should be aware of as the audit is conducted.

Intersections

- Vehicle Speed
- Curb Returns/Corner Treatments
- Visibility & Lighting
- ADA Ramps
- Crossing Controls
- Traffic Signals
- Signage

Street (Mid-Block criteria)

- Sidewalk Presence
- Sidewalk Width
- Driveway slopes & Design
- Sidewalk Condition
- Vehicle Speed
- Street Trees & Vegetation
- Lighting
- Median
- Accessibility
- Transit Access
- Place (aesthetics, experience, and overall comfort level with the area)

<u>Summary of walk audit for the City of Bismarck:</u>

The Bismarck walk audit will be held from **1:00-3:30pm** on **Wednesday, September 24, 2025**. The audit group will meet at the parking lot of Calvary Free Lutheran Church (417 S Anderson St), Bismarck, to audit the following route:

- Start on the south side of W Bowen Avenue at S Anderson Street. Walk east (approximately two blocks) to S Washington Street.
- Cross S Washington Street on the south side of Bowen.
- Walk a short distance north on the east side of Washington and turn east. Walk approximately one block east to S Mandan St.
- Cross Bowen Avenue at Mandan Street.
- Walk approximately one block west on the north side of W Bowen back to Washington Street.
- Cross Washington Street going west.

The route was identified for selection after conversations with participants in the May 21, 2025 Bicycle Friendly Community Workshop Bike Audit. The League of American Bicyclists led this audit and workshop for the MPO and its jurisdictions. The audit route was too large to perform a complete analysis, but the MPO Bike-Ped Subcommittee determined discussions with audit participants would allow smaller segments to be identified for future walk and bike audits. This segment of Bismarck was selected through this process.

Bismarck Walk Audit Route, September 2025

There is street parking on W Ingals Ave next to Calvary Free Lutheran Church just south of the audit location (417 S Anderson St). We will meet on foot at the church parking lot to prepare for the audit.

START

We will begin on the south side of W Bowen Ave, walk east and cross S Washington St, walk a short distance north then walk east along Bowen to S Mandan St, cross Bowen walking north, then turn west and return to S Washington St, where we will cross Washington for a final time walking west.

Segment 1

AARP

AARP Walk Audit Tool Kit Worksheet

Sidewalks, Streets and Crossings

SINGLE-LOCATION AUDIT

Community Name: Bismarck

Location/Street Name(s): W Bowen Ave from S Anderson St to S Washington St

Audit date: _____ **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**

Segment 2

AARP

AARP Walk Audit Tool Kit Worksheet

Sidewalks, Streets and Crossings

SINGLE-LOCATION AUDIT

Community Name: Bismarck

Location/Street Name(s): W Bowen Ave and S Washington St intersection (South)

Audit date: _____ **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**

segment 3

AARP

AARP Walk Audit Tool Kit Worksheet

Sidewalks, Streets and Crossings

SINGLE-LOCATION AUDIT

Community Name: Bismarck

Location/Street Name(s): W Bowen Ave from S Washington St to S Mandan St

Audit date: _____ **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**

segment 4

AARP

AARP Walk Audit Tool Kit Worksheet

Sidewalks, Streets and Crossings

SINGLE-LOCATION AUDIT

Community Name: Bismarck

Location/Street Name(s): Bowen Ave and Mandan St intersection

Audit date: _____ **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

Segment 5

AARP

AARP Walk Audit Tool Kit Worksheet

Sidewalks, Streets and Crossings

SINGLE-LOCATION AUDIT

Community Name: Bismarck

Location/Street Name(s): W Bowen Ave from Mandan st to Washington st (north side)

Audit date: _____ **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**

segment 6

AARP

AARP Walk Audit Tool Kit Worksheet

Sidewalks, Streets and Crossings

SINGLE-LOCATION AUDIT

Community Name: Bismarck

Location/Street Name(s): Bowen Ave and Washington St intersection (north)

Audit date: _____ **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**

Who's Using the Street — and Why?

Community Name: Bismarck

Location/Street Name(s): September 2025 walk audit (overall)

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.)

Bismarck walk audit september 2025

AARP Walk Audit Tool Kit Worksheet

Build a Better Block

Would the safe walkability and appeal of the walk audit location or route be improved by any of the following features? Select those you think could help:

- ☐ 1. Sidewalks (because there aren't any at all)
- ☐ 2. Sidewalk repairs
- ☐ 3. Wider sidewalks
- ☐ 4. Safety barriers between the sidewalk and street (landscaping, low walls, fencing, etc.)
- ☐ 5. Decorative sidewalk features (hanging flower baskets, planters)
- ☐ 6. Crosswalks (because there aren't any at all)
- ☐ 7. Raised crosswalks
- ☐ 8. Artistic crosswalks
- ☐ 9. Pedestrian "bulb-outs" at intersections or crossings
- ☐ 10. Pedestrian island(s)
- ☐ 11. Pedestrian-friendly lighting
- ☐ 12. One-way rather than two-way traffic
- ☐ 13. Outdoor seating and furnishings for public use (benches, tables, parklets, etc.)
- ☐ 14. Decorative and/or directional (also called "wayfinding") signage
- ☐ 15. Public art (sculpture, wall murals, banners)
- ☐ 16. More street-level/street-facing shops and businesses
- ☐ 17. Shelter from the elements (awnings, outdoor umbrellas, etc.)
- ☐ 18. Green space (such as a small park or "pocket park")
- ☐ 19. Street trees and landscaping
- ☐ 20. Improved landscape maintenance
- ☐ 21. Drinking fountains
- ☐ 22. Public restrooms (or, if already present, better maintenance)
- ☐ 23. Litter removal
- ☐ 24. Graffiti removal
- ☐ 25. Trash receptacles
- ☐ 26. Security features (cameras, call-boxes, etc.)
- ☐ 27. Management of off-leash dogs
- ☐ 28. Repair or removal of vacant or rundown buildings
- ☐ 29. On-street parking
- ☐ 30. Parking garage or structure

OTHER FEATURES: