



**AARP Community Walk Audit location:  
Main Street from Perry Lane to Holton Hill, Hardwick**

Date: 10/19/21 Started at 11:00 am and completed at Noon

Posted Speed Limit: 25 mph

*\*The speed is posted prior to entering the Downtown area from the west and from the east. The signs are located where the state highway ends. Traveling west on Route 15, the sign is next the Inn by the River. Traveling east on Route 14, the sign is next to Buffalo Street. Traveling east on Route 15, the sign is next to O'Reilly Auto Parts – directly before the 3-way intersection.*

Total Number of Vehicle Lanes: 2

Two-Way Street

Sidewalks exist on both sides of the street.

**Issues Noted on Audit:**

1) The south sidewalk on Main Street has curbs which are often sufficient to separate pedestrians from the road. However, there are sections of this sidewalk which have been lowered by wear and tear and do not provide the same level of protection. The north sidewalk is nearly even with the street at times and, lacking the parking spaces of the southern side, does not provide separation from the traffic. Over the span of 10 minutes, 15 to 20 heavy and/or large trucks traveled west through the downtown and were precariously close to the pedestrians on the sidewalk (see photo at the top of the page). The section of the north sidewalk in front of Mike's Service Station does not have a sidewalk and, therefore, does not have a curb to separate pedestrians from the road.



2) The south sidewalk has multiple obstacles. The sidewalk is cracked, broken, uneven, and undulating (angled) and difficult to navigate at times. Municipal garbage can placement reduces the available walking section. The street lights further reduce the width of the sidewalk. The north sidewalk near the Hardwick Inn is broken and cracked. Delivery truck traffic will also park both on top of the north sidewalk and in the path of pedestrians in front of Mike's Service Station.



3) The south sidewalk is continuous – no segments are missing. However, the south sidewalk has a variety of angles and elevations which make the sidewalk difficult to be utilized by a wheelchair or other form of mobility assistance. The north sidewalk near the Village Diner also has angles and elevations that preclude easy use by pedestrians. The north sidewalk between the swinging bridge and Mike’s Service Station is relatively flat and able to be utilized by pedestrians who need mobility assistance. The north sidewalk is missing a section in front of Mike’s Service Station and the pavement in this area is cracked and broken.



4) The south sidewalk splits into a two-level situation directly before the Holton Hill intersection. The upper level of the sidewalk has 6 ½ feet of width and then drops substantially and has an additional 2 feet.

5) The north sidewalk is not complete – the section randomly ends at Mike’s Service Station and does not have any indication that the sidewalk is ending.



6) The sidewalks are typically wide enough for two people to walk side by side



(between 4 ½ feet to 8 feet in width). The sidewalks are typically not wide enough for two people to use while social distancing. The south sidewalk segment between the Perry Hill Lane and the two-level sidewalk allows for social distancing.

7) There are indicators so that users with vision impairments will know when there is a crosswalk but these indicators have been covered with sediment and are not currently operational.



8) The street does not have a designated bicycle lane which becomes problematic with the amount of large truck traffic. The Traffic and Pedestrian Safety study recommended adding bike decals to the traveled lane to make drivers aware that they may be sharing the road with bicycle traffic. With the impending completion of the Lamoille Valley Rail Trail, there may be an increase of bike usage which will necessitate more bike options.



9) There are three crosswalks across this segment of the street. Each crosswalk has signs indicating a pedestrian crosswalk. The “Stop, Look, Wave” signs which were incorporated into the crosswalk pattern have been painted over or are covered by a thick mat of sediment. No crosswalk exists at the intersection of Holton Hill and South Main Street. There is an elevation rise to the sidewalk in front of the Elementary School.



10) The sidewalks have vegetation growing between the curb in places. Drainage does not appear to be adequate for increased capacity rain events.

11) The Main Street segment does not have any signage on South Main Street alerting drivers to the increased presence of pedestrians. Over the course of an hour, 50+ pedestrians were observed. The southern side of the street serves as a main corridor for school children. Extremely high vehicular traffic counts occurred throughout the time frame of the audit.



The location could be improved by increased disposal of municipal trash cans, sidewalk repairs, sidewalk installation, and access management on the northern side of the street.

The safe walkability of the Main Street area is **fair to good**.

The overall appeal of the area as a place to walk is **fair to good**.