



AARP Community Walk Audit location: Hardwick, Church Street and Maple Street

Date: 9/21/2020 Start at 10:11 AM and End at 10:50 AM

Posted Speed Limit: NONE* (Assumed to be 25 mph)

Total Number of Vehicle Lanes: 2

Two-Way Street

A Sidewalk exists on both sides of the street.

Issues Noted on Audit:

- 1) Both sides of the sidewalk have curbs but often the curb is crumbling and/or does not match the elevation of the sidewalk (either too high or too low).
- 2) Both sides of the sidewalk are not free of obstacles. The sidewalks are



cracked, broken and storm drains are either within the actual sidewalk

or have aspects which make travel difficult. Pedestrian with a walker was observed moving into the road to navigate an uneven grade.



- 3) The sidewalk are not continuous – several of the multi-unit buildings have created parking “yards” and are accessing their parking by driving over the curb and the sidewalk. This has occurred for many years and the result is that the sidewalks are no longer intact.

- 4) The sidewalks are not complete – the section on Maple Street next to the Maple Street Apartment complex randomly ends at a mail box. Approximately 150 feet from the entrance to the Hardwick Health Center. Section is utilized to



Church Street to Maple Street in Hardwick

reach the Hardwick Health Center – grass shows pattern of wear consistent with repeated pedestrian usage.

- 5) The sidewalks are barely wide enough for two people to walk side by side (3 feet and 4 feet appear to be the width amounts). The sidewalks are definitely not wide for two people to use while social distancing. Road needs to be utilized if 6 feet apart is utilized.
- 6) There are no indicators so that users with vision impairments will know when the path is ending.
- 7) The street does not have a designated bicycle lane but with the introduction of the LVRT, there may be an increase of bike usage.
- 8) There is a crosswalk at the intersection of the beginning of Church Street but then there are no



additional crosswalks until the end of Maple Street – where the LVRT crosses. Crosswalk on this end is faded and not visible. No signs warn of possible pedestrian or bike crossing.



- 9) The question of whether motorists are following the speed limit became difficult to answer because there are no signs posted on the approach to Maple Street – Church Street. The last posted speed is 35 mph at the top of Slapp Hill.

- 10) The sidewalks have vegetation growing between the curb and in the gutters.



- 11) The place of the No Parking sign on Church Street is confusing. And parking in general is still difficult to navigate. Many vehicles were



observed crossing the center yellow line in an attempt to navigate the roadway.

The location can be improved by trash bins (especially with the installation of the Rail Trail), Sidewalk Repairs, and the removal or repair of vacant houses (two exist in this section).

The Safe walkability of the area is **fair**.

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



