



**AARP Community Walk Audit location:  
Mill Street from North Main Street Intersection to Glenside Avenue, 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 partially exist on both sides of the street.

**Issues Noted on Audit:**

- 1) The south sidewalk on Mill Street has curbs between Sumner Street and Perry Lane Hill but often the curb is crumbling and/or does not match the elevation of the sidewalk. The curb at the public parking area near Glenside Avenue does not have a curb and the sidewalk edge has been poorly patched with asphalt. The north sidewalk between North Main Street and Brochu’s Garage has granite trim and is angled. The remaining section of the north side does not have a sidewalk and, therefore, does not have a curb to separate pedestrians from the road.



- 2) The existing sidewalks have multiple obstacles. The sidewalks are cracked,



broken and storm drains are either within the actual sidewalk or have aspects which make travel difficult. The section of sidewalk near the public parking area has an asphalt patch which makes travel nearly impossible for most pedestrians and impossible for anyone who needs mobility assistance. Between the Post Office parking lot and Perry Lane Hill, there are cables set into the sidewalk which are in the pedestrian path.

- 3) The existing sidewalk on the south side has a variety of slopes and elevations which make walking difficult and virtually impossible to be utilized by a wheelchair or other form of mobility assistance. The small portion of existing sidewalk on the northern side is relatively flat and able to be utilized by pedestrians who need mobility assistance. The intersection of Sumner Street is sloped and difficult to navigate, especially in the winter when ice forms on the pavement. The intersection of Perry Lane Hill is cracked and uneven and is 1.5" drop from the Main Street sidewalk.



- 4) The sidewalk is not continuous – multiple segments are missing. The northern side does not have a sidewalk from Hays Service Center to the edge of the Brochu Garage property. Currently, extensive open access to the road exists at Hardwick Village Market, GRACE, and the Brochu Garage. On the southern side, the sidewalk does not exist from Glenside Avenue to the public parking area. The sidewalk also disappears between the public parking area and the intersection of Sumner Street.



- 5) The sidewalk is not complete – sections randomly end with no indication that the sidewalks are ending.

- 6) The sidewalks are barely wide enough for two people to walk side by side on the southern side. The distances vary from 4½ feet to 5 feet to 6 ½ feet. The sidewalk section on the northern side is 8 feet in width but is interrupted by the placement of concrete steps from the Laundry (5 ¾ feet). The sidewalks are not wide enough for two people to use while social distancing.

- 7) There are no indicators so that users with vision impairments will know when the path is ending.



- 8) Mill Street does not have a designated bicycle lane. Surveys from the Traffic and Pedestrian study indicate that this is a problem for this area. Bicycle traffic does not have a safe space to utilize for transportation.

9) There are three crosswalks across this segment of the street. The crosswalk between the public parking area and the Hardwick Village Market does not have a sign for traffic and is located between parking area locations. No landing areas are on either side. *(This crosswalk is currently slated to be removed after the repaving of Mill Street in 2022).* The crosswalk between the Post Office and Brochu's Repair does



have signs indicating a pedestrian crossing but does not have a landing area on the northern side. The crosswalk between the Clip Joint and the Laundry (north side) has pedestrian signs and a Rectangular Rapid Flashing Beacon (RRFB) which has already been defaced by the placement of a sticker over the instructions.



10) The intersections with Sumner Street, North Main Street and Perry Lane Hill do not have crosswalks.

11) The stop sign adjacent to the Hardwick Inn is not always easy to observe. The Mill Street segment near Glenside Avenue does not have any signage alerting drivers to the increased presence of pedestrians. Over the course of an hour, 20+ pedestrians were observed. The northern side of the street serves as a main corridor for high school students who are shopping at Hardwick Village Market during the school day. Extremely high vehicular traffic counts occurred throughout the time frame of the audit.



The location could be improved by trash bins near the public parking area, extensive sidewalk repairs on the southern side, access management on the northern side and the installation of additional sidewalks.

The safe walkability of the Mill is **poor**.

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





# Mill Street

## Hardwick, Vermont