



3-way Intersection – looking toward the Hardwick Downtown

**AARP Community Walk Audit location:
South Main Street from 3-way Intersection to Alpine Heights,
Hardwick**

Date: 5/28/24 Started at 10 am and finished by 11 am
Posted Speed Limit: 25 mph

**The speed is posted prior to entering the 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 former 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

The sidewalk on the east side extends from 3-way Intersection to beyond Alpine Heights.

The sidewalk on the west side only extends from the 3-way Intersection to Lower Cherry Street.

Issues Noted on Audit:

- 1) The South Main Street sidewalks that begin at the 3-way Intersection and end



Crosswalk near Lower/Upper Cherry St.

at Lower/Upper Cherry Street were improved last year and have limited issues with separation and curbs. The east sidewalk on South Main Street has curbs which are typically sufficient to separate pedestrians from the road. However, there are sections of the east sidewalk near the Main Street Cemetery which have been eroded and pose a safety issue with the current drop to the traveled lane. The west sidewalk ends at Lower Cherry Street . No separation from the traffic is provided. Over the span of 10 minutes, 4-10 heavy and/or large trucks traveled west through the downtown and were precariously close to the pedestrians on the side. Drivers honked at the Planning Commission members as they walked along the west side of South Main Street.



Curb erosion near the east sidewalk on South Main St.

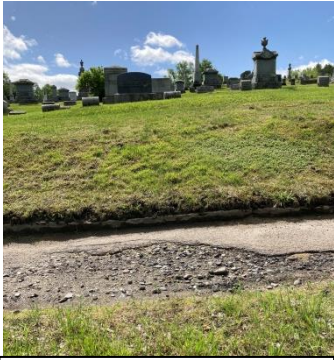


Entering South Main Street – near Alpine Heights - east sidewalk



Entering South Main Street – near Alpine Heights - west side. No sidewalk available.

2) The east sidewalk has multiple obstacles after Upper Cherry Street. The east sidewalk is cracked, broken, uneven, and undulating (sloped) and difficult to navigate at times. The west sidewalk beyond Upper Cherry is nonexistent. Tenants and owners park in the path of pedestrian or bicycle access on the west side of South Main Street.



After Upper Cherry Street, the east sidewalk of South Main Street is cracked and broken.



After Lower Cherry Street, the west sidewalk of South Main Street is nonexistent.

3) The east sidewalk is continuous – no segments are missing. However, the east sidewalk after Upper Cherry Street has a variety of slopes and elevations which make the sidewalk difficult to be utilized by a wheelchair or other form of mobility assistance. The west sidewalk after Lower Cherry Street is nonexistent but the expanse is well-paved and flat.



Sloping sidewalk on east side of South Main Street



East sidewalk is not adequate in places for a wheelchair or other forms of mobility assistance.



West sidewalk at Lower Cherry St

4) The existing sidewalks are wide enough for two people to walk side by side (between 4 ½ feet to 8 feet in width) before Upper and Lower Cherry Street. After Upper Cherry Street, the east sidewalk is too narrow for two people to pass each other, especially if a wheelchair or other form of mobility assistance is being utilized.



East sidewalk becomes too narrow for two people.

5) There are raised indicators so that users with vision impairments will know when there is a crosswalk across South Main Street. These indicators have not been installed at the intersections of the various side streets that connect with South Main Street.



Intersection of South Main Street and Holton Hill

6) 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 completion of the Lamoille Valley Rail Trail, there may be an increase of bike usage which will necessitate more bike options.

7) There are two main crosswalks across South Main Street. Each existing crosswalk has signs indicating a pedestrian crosswalk and bump-outs to ensure safe crossing. **There is a serious need for an additional crosswalk near Summer Street to allow for safe commute to the elementary school. This crosswalk will need traffic calming elements as well as pedestrian signs due to the high volume of traffic on South Main Street.**



Possible location for a new crosswalk near Summer Street.

8) The crosswalks and walking areas that traverse the side streets on the east side of

South Main Street are slanted and sloped to a degree that walking becomes difficult. When the surface is wet due to rain, snow or ice, the crossings are slippery and hard to navigate.



Holton Hill Crosswalk



Intersection of South Main Street and Alpine Heights.



Crosswalk across Upper Cherry Street.

9) Drainage does not appear to be adequate for increased capacity rain events. Water drains off of the east side and collects or erodes on the west side of South Main Street.



Intersection of South Main Street and Farr Street – after a minimal rain event.



Prior to Lower Cherry Street, after a minimal rain event.

10) The 3-way Intersection does not have a crosswalk that enables pedestrians to cross from the west side to the east side (where the shops and restaurants are located). The wear patterns in the grass next to the public parking indicate that people are not traveling to the existing crosswalk but are walking up the grassy bank (around the fence) and across the intersection. Within the span of 10 minutes, the Planning Commission observed 5+ pedestrians crossing through the 3-way Intersection.

11) Extremely high vehicular traffic counts on South Main Street occurred throughout the time frame of the audit.

The location could be improved by sidewalk repairs, a storm water review and installation of better drainage, sidewalk installation on the west side, and access management on the western side of the street. A new crosswalk is necessary near Summer Street.

The safe walkability of the South Main Street area is **poor** beyond Lower and Upper Cherry Street and in the 3-way Intersection. The safe walkability of South Main Street between the 3-way Intersection and Cherry Street is **fair to good**.

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



3-way Intersection from Holton Hill vantage point

