

Walk Bike Master Plan 2025

**TOWN OF RANDOLPH
VERMONT
Draft 1**



Prepared for the Town of Randolph by the Two Rivers-Ottawaquechee Regional Commission and the Vermont Agency of Transportation technical assistance program.



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**Photos are credited to Rita Seto, TRORC staff unless directly noted.*

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1. INTRODUCTION

a. Project Overview

The Town of Randolph identified a need for a comprehensive review of existing pedestrian network and worked with the Two Rivers-Ottawaquechee Regional Commission (TRORC) to develop a Walk Bike Master Plan for the Town. This Master Plan will provide a vision to improve safety and develop a prioritized list to improve walking and biking infrastructure in town. The effort is being covered by the Vermont Agency of Transportation's Transportation Planning Initiative (TPI) that provides technical planning assistance.

With input from the Steering Committee, TRORC gathered public input through an online survey and in person discussions and conducted a public input meeting to identify missing connectivity needs in town. Based on the public input, an inventory of existing facilities and background traffic volumes and speed, TRORC prepared a Priority Projects Map.

b. Bike and Pedestrian Steering Committee

The Town of Randolph's Bike and Pedestrian Steering Committee includes:

Town of Randolph

Trevor Lashua, Town Manager

Jeff Grout, Planning and Zoning Director

Mark Rosalbo, Economic Development Director

Two Rivers-Ottawaquechee Regional Commission

Rita Seto, Senior Planner

Bryan Kovalick, Planner

Walk Bike Roll Randolph

Jon Kaplan, Co-Chair

c. Study Areas

The Town of Randolph's population in Census 2020 was 4774 and would be the largest town in Orange County. The Town encompasses three village areas: Randolph Village, Randolph Center and East Randolph.

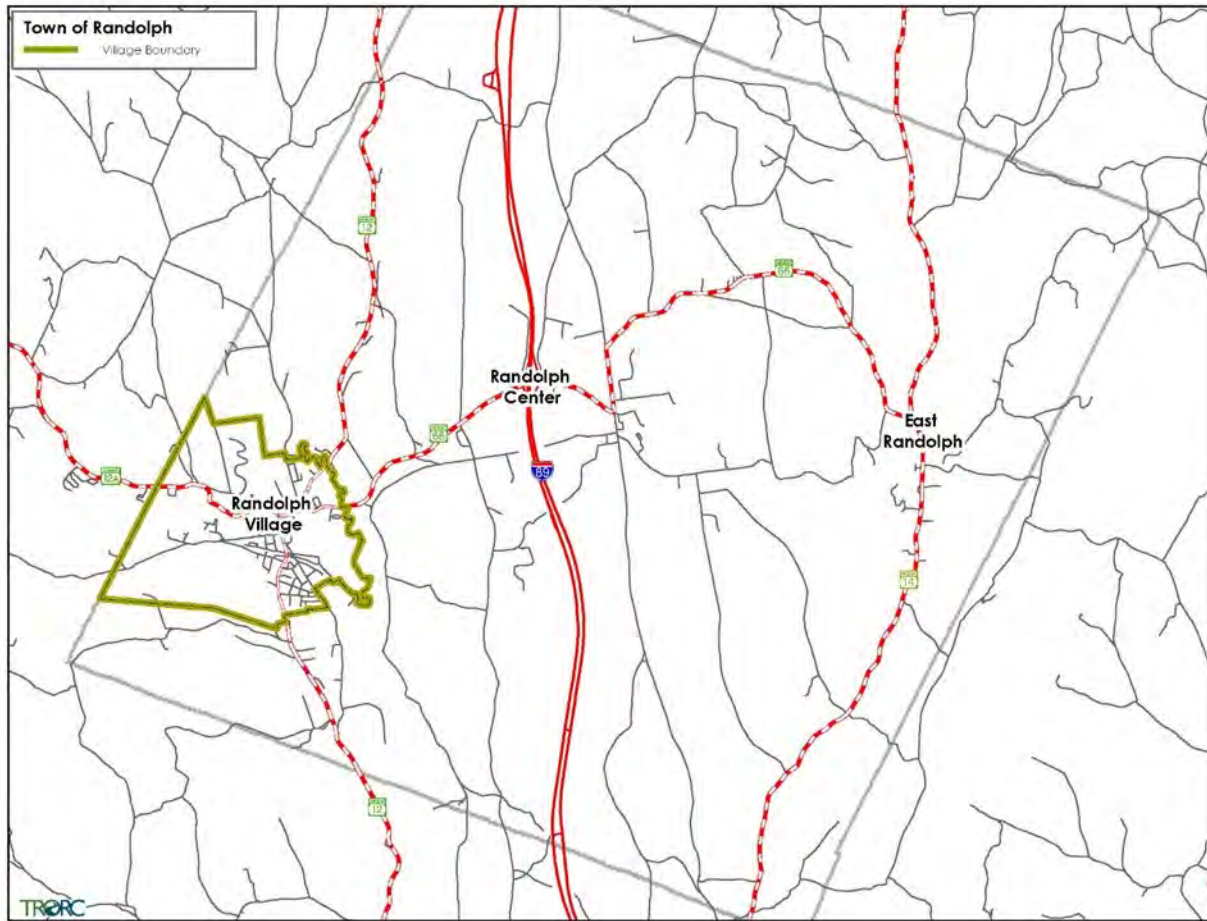


Figure 1 – Study Areas in Town of Randolph

Randolph Village (downtown Randolph) is the primary village area with shops, restaurants, town facilities, and is also home to an Amtrak station that serves the Vermonter that connects St. Albans, Vermont to Washington, D.C. The Randolph Elementary School and Middle/High School are located on the outskirts of the village. Randolph Village has an extensive sidewalk network and is a core hub for advanced cyclists that ride into the surrounding towns. Pedestrians require safe and well-maintained crosswalks and sidewalks to fully utilize the infrastructure. This creates a perception that downtown Randolph is

vibrant with pedestrian activity for recreational, commercial and social purposes and can help with speed management of vehicles through the village.

Randolph Center (Interchange Area) is centered around the I-89 interstate interchange that also includes a gas station, McDonalds, Vermont State University Randolph campus, Morgan Orchards Senior Living Facility, Vermont Ag & Environmental Lab and Vermont Veterans Memorial Cemetery. Randolph Center and Downtown Randolph are not connected, though many students at the state college may desire a safe way to bike to and from downtown.

East Randolph (Village Area) runs along VT Route 14 by the intersection of VT Route 66. East Randolph is home to the East Randolph Baptist Church, Middle Branch Collaborative Farmers Market, US Post Office and the East Randolph Fire Department. There are currently no sidewalks or bike infrastructure along VT Route 14.

d. Complete Streets – VT Act 34

In 2011, the Vermont Legislature passed Act 34, codifying Complete Streets as those that “provide safe and accessible options for multiple travel modes for individuals of all ages and abilities, including walking, cycling, public transportation, and motor vehicles (19 V.S.A. § 2401).”

Complete Streets are context-specific. This means that factors like land use and the density of land development, are important in considering what treatments and improvements should be considered. Treatments or improvement that may be appropriate in a denser village area could include, but not be limited to, sidewalks, bike lanes, pedestrian refuge islands, curb extensions, and raised crosswalks. In more rural areas, complete streets treatments or improvement may include widened shoulders or multi-use paths.

Act 34 requires that VTrans and municipalities incorporate complete streets principles in all stages of planning, development, construction, and maintenance for applicable transportation projects. Generally, this applies to paved roadways. Unpaved roadways are exempt by statute. Other exemptions include areas where pedestrians, cyclists, and other modal users are prohibited.

VTrans and municipalities may exempt projects from incorporating Complete Streets principles where they determine that the cost of incorporating the improvements or treatments is disproportionate to the need or probable use. Municipalities and VTrans will make these determinations in writing, based on factors like land use, current and projected user volumes, population density, crash data, historic and natural resource constraints, and maintenance requirements.

e. Importance of Safe Bike and Pedestrian Infrastructure

Downtown Randolph should be fully walkable and bikeable. To achieve this goal, the Town should implement pedestrian and bicyclist infrastructure that is safe and accessible to all users.

Pedestrian infrastructure needs to be easily accessible, visible, and smooth enough for all users to safely and comfortably use. This is especially important for those pedestrians who require the assistance of a mobility device. Therefore, the design and implementation of sidewalks, crosswalks, curb extensions, and other pedestrian infrastructure must be compliant with Americans with Disabilities Act (ADA) standards.

This plan envisions the planning, design, and implementation of ADA compliant pedestrian facilities in many areas of Downtown Randolph, including new segments of sidewalk along Park Street to the Randolph Town Recreation Center, Hale Street to the Senior Citizen Center, Weston Street, and Elm Street. This plan also envisions improvements to existing crosswalks through implementing rectangular rapid flashing beacons (RRFBs). These RRFBs will improve pedestrian comfort and safety when using crosswalks.

Bike infrastructure must be designed to be safe and accessible to cyclists of all ages and abilities. This plan envisions the implementation of buffered and standard bike lanes on the core roadways within Downtown Randolph, particularly on VT12 and VT66.

2. CURRENT INFRASTRUCTURE

a. Traffic Volumes and Speed

The Vermont Agency of Transportation's Traffic Data Management System was used to map existing vehicle traffic volumes in addition to TRORC deploying four speed counters on the Class 1 sections of highway in Randolph Village. The Class 1 highways are designated as State highways but are maintained by the Town. The posted speed limit through the village is 25mph (on VT12, VT12A and VT66). The speed studies indicate that most traffic are traveling between 30 and 35mph. Overall volumes with VT12 (N Main Street by the bridge) being the highest at 7996 Average Annual Daily Traffic (AADT). In comparison, the AADT volume on I-89 by Exit 4 in Randolph is 15,670 (2023).

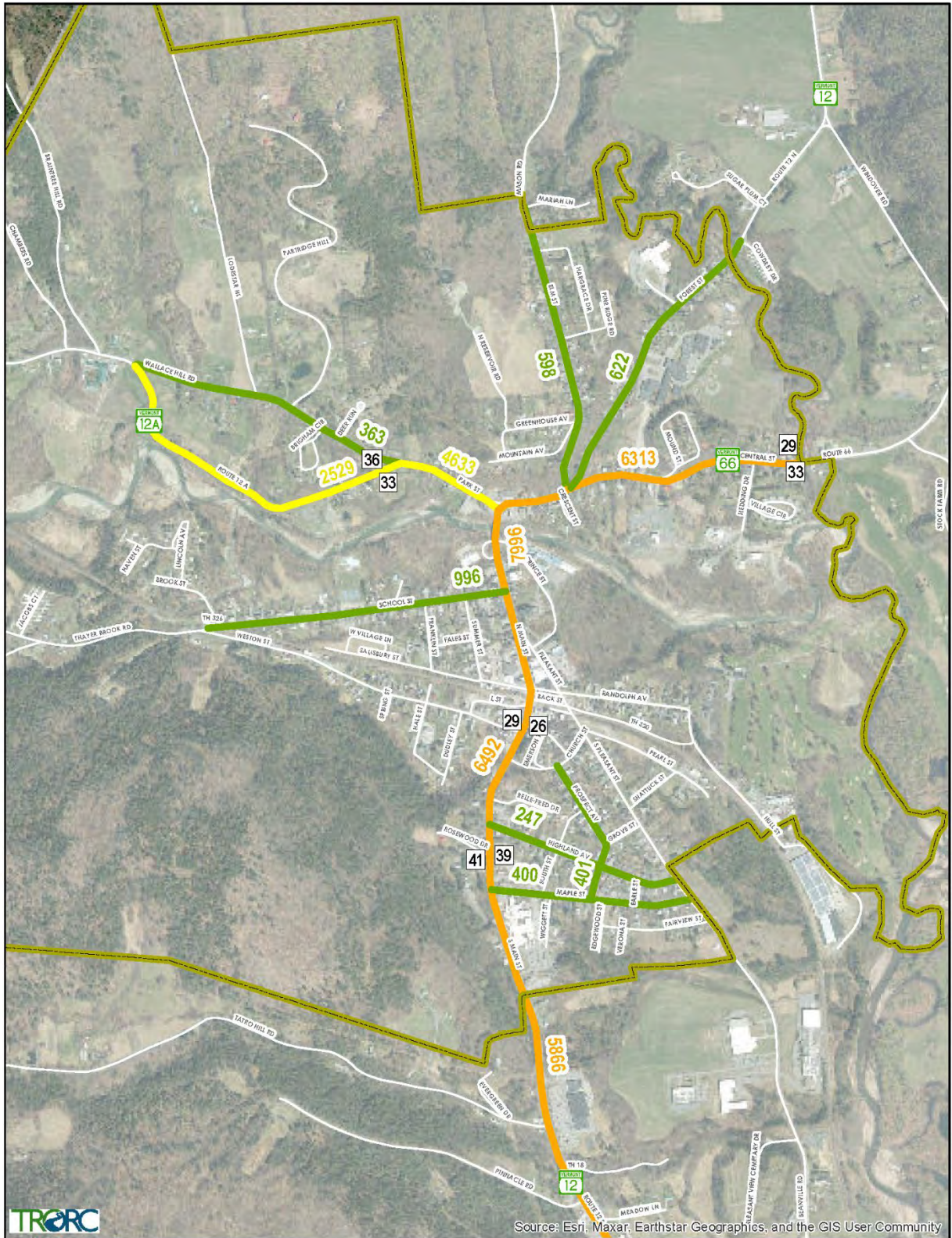


Figure 2 – Traffic Volume and Speed in Randolph Village

b. Natural Resources and Recreation

The Town of Randolph's Recreation Department provides programs in aquatics, youth and adult sports, community classes and special events, youth and teen programs, after-school and educational programs, and summer camps. Town recreation facilities include the Town Pool, Camp Pavilion and shelter, the Pump Track, tennis and basketball courts, baseball and softball field, Warming Hut/Ice Rink, and East Randolph Community Hall. Most of these facilities are located in downtown Randolph Village.

c. Sidewalk inventory

TRORC completed a sidewalk and crosswalk network inventory in downtown Randolph Village in July 2024. There are no existing sidewalks in Randolph Center or East Randolph. The existing conditions are used to reflect on the areas of missing connections in the network. Randolph Village has a fairly robust sidewalk network with approximately 7.2 miles and many crosswalk locations.

Currently, downtown Randolph has stretches of sidewalks, ranging from good to critical condition. Crosswalks are fading and not well visible. There is no existing bicycle infrastructure in Randolph Village. Cyclists have no option other than sharing lanes with cars, or using the shoulders of paved roads. Existing infrastructure outside the village core have ranged from poor to fair condition. Students have further voiced their concerns while walking or biking to either the elementary or high school.

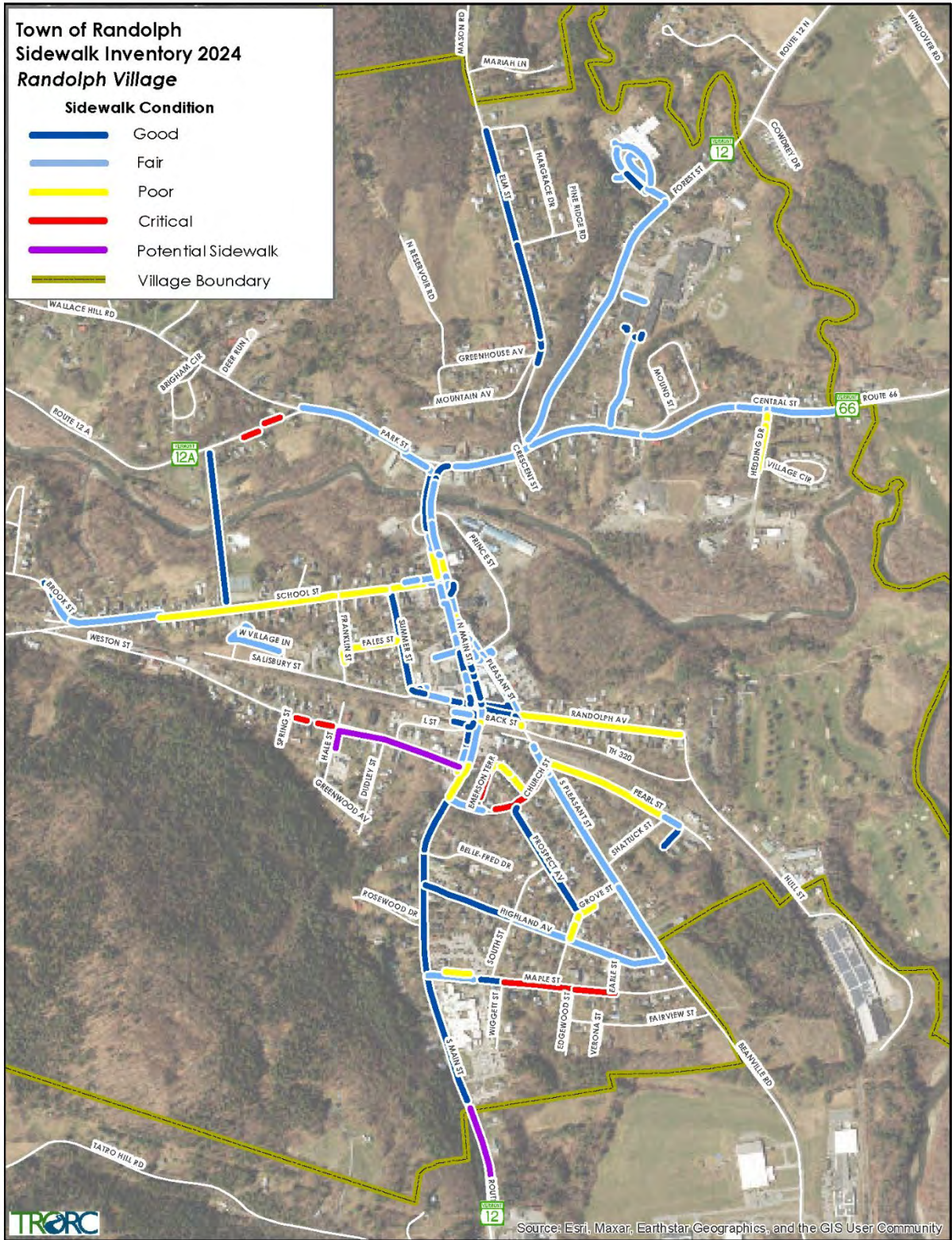


Figure 3 – Sidewalk Inventory in Randolph Village

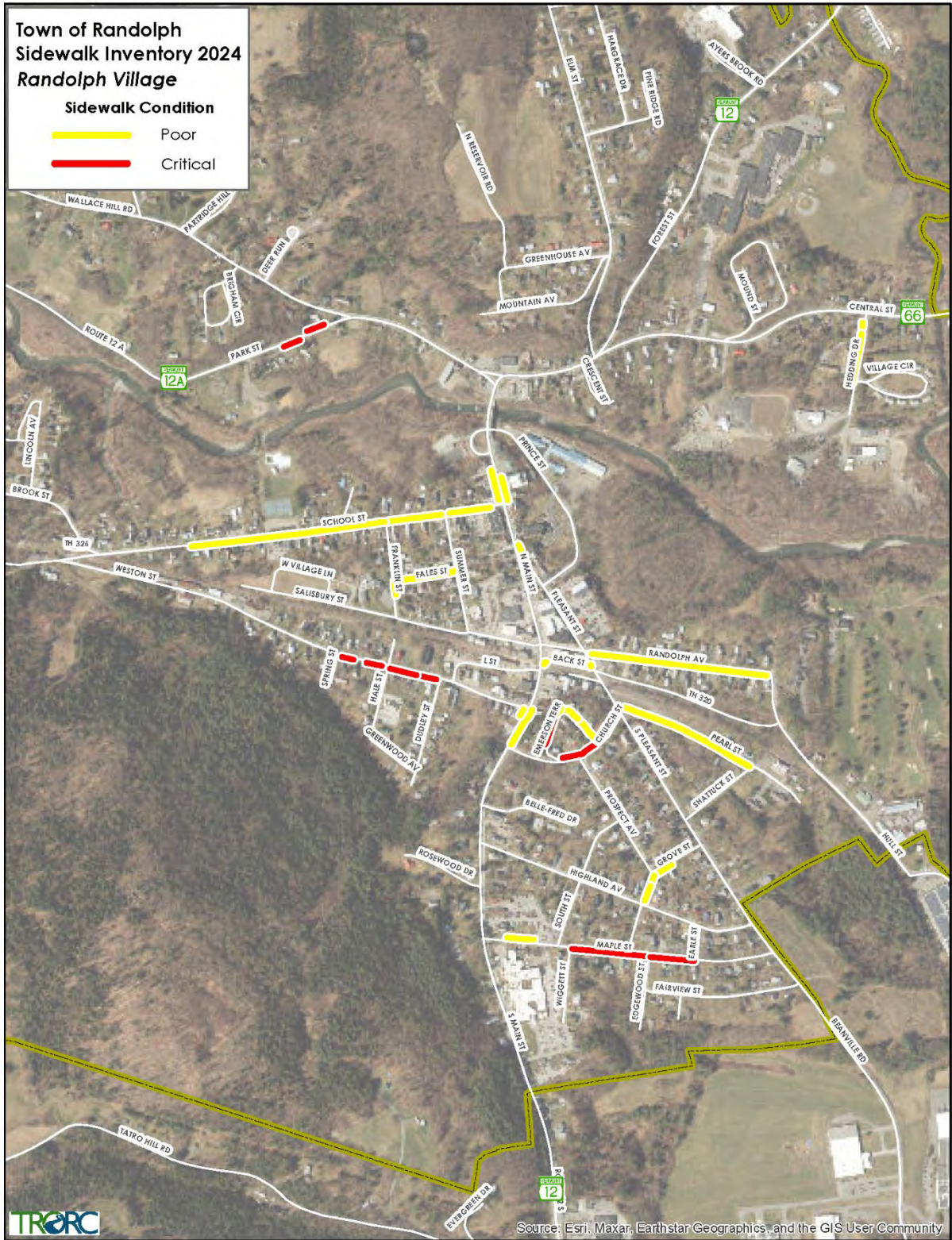


Figure 4 – Poor Sidewalk Conditions in Randolph Village

d. Bike Infrastructure

Currently there are no on-road bike infrastructure in the Town of Randolph. There are some wide shoulders on VT66 and some parts of VT12 and VT12A. However, there are no signage indicating any bike routes or bike lanes.

3. PUBLIC OUTREACH AND SURVEYS

a. Public Input Survey

TRORC worked with the Steering Committee to frame questions for a survey questionnaire about the transportation needs and issues that the residents of Randolph experience. The survey questionnaire included sections devoted to walking, biking, and public transit riding. The Steering Committee disseminated a virtual copy of the survey using several different communication mediums and through distributing paper copies at events hosted by, or organized by, members of the Steering Committee. By the end of the survey period, the Steering Committee received about two hundred returned surveys.

b. Public Input Meetings

The Steering Committee organized several public meetings to receive input from the residents of Randolph. These included the following:

- Randolph Rotary at Morgan Orchards – April 25, 2024
- Public Forum at Randolph House – May 7, 2024 (11 attendees)
- Lunch talk with 5th / 6th graders at Randolph Elementary School – May 22, 2024 (12 attendees)
- Lunch talk at Greater Randolph Senior Center – May 29, 2024 (12 attendees)
- East Valley Community Group monthly meeting – July 1, 2024 (6 attendee)

The Steering Committee selected these locations and audience to include viewpoints of some of the most vulnerable pedestrians and cyclists.

c. Public Input Maps

At public input meetings, the members of the Steering Committee presented maps of the existing pedestrian infrastructure, or lack thereof, in Downtown Randolph, East Randolph, and Randolph Center. These maps allowed residents to pinpoint locations where they typically walked or cycled, suggested areas of improvements they felt were needed, felt unsafe from moving vehicles, encountered obstructions, or where they had other feedback to give.

d. Survey Results

In addition to providing general feedback about the existing conditions that pedestrians and cyclists encounter in Randolph’s village areas, the survey offered the respondents the opportunity to report specific locations where they believe improvements to the pedestrian and bicycle infrastructure are needed. See **Appendix 1** for more detailed information about the survey results. The general survey results are summarized in the next section.

4. AREAS OF CONCERN / PRIORITY AREAS

From the sidewalk inventory, the table below sorts by sidewalk section and road name with either a poor or critical condition assessment (also visually represented in Figure 4 – Poor Sidewalk Conditions in Randolph Village). It is noted that the Town of Randolph currently has a VTrans Transportation Alternatives Grant to evaluate and scope the feasibility of a new sidewalk section on Weston St from the Randolph Senior Center beginning at Hale Street to S Main Street and on VT Route 12 from Gifford Medical Center to the Shaw’s Plaza.

When respondents were asked what improvements would be most helpful in making Randolph safer and more accessible for pedestrians and people with disabilities, most survey answers included these following recommended improvements:

- Filling holes and cracks in existing sidewalks (59.3%)

-
- More signage, brighter lines, better lighting at existing crosswalks (53.3%)
 - 39% of respondents suggested that Randolph should invest in more sidewalk connections, especially in linking locations further away from the town center
 - 18% of respondents suggested wider sidewalks and the creation of more crosswalks, and
 - 25% suggested slowing traffic through the Village

SEGNUM	ROAD NAME	SIDE OF ROAD	FROM	TO	SURFACE	CURB	CONDITION	LENGTH (FT)	WIDTH (FT)	Comments
1	CHURCH ST	N	Emerson Terrace (west)	Emerson Terrace (east)	Asphalt		Critical	229	3.0	Paved shoulder needs replacement and one area owner has planted grass
2	CHURCH ST	N	Emerson Terrace (east)	S Pleasant St	Asphalt	None	Critical	219	5.0	Buffer is a paved swale, very steep
3	EMERSON TERRACE	E	Church St	10 Emerson Terrace	Asphalt	Asphalt	Poor	187	4.5	
4	EMERSON TERRACE	E	10 Emerson Terrace	8 Emerson Terrace	Asphalt	None	Poor	123	4.0	
5	EMERSON TERRACE	N	8 Emerson Terrace	49 Emerson Terrace	Concrete	None	Critical	168	4.0	Critical needs replacement
6	EMERSON TERRACE	E	49 Emerson Terrace	4 Emerson Terrace	Asphalt	None	Poor	82	4.0	
7	FALES ST	N	Summer St	5 Fales St	Concrete	Concrete	Poor	223	4.0	Curb is moving about 1 inch higher than walkway
8	FALES ST	N	5 Fales St	Franklin St	Concrete	Granite	Poor	169	4.0	No ramp at Franklin St
9	FRANKLIN ST	E	Fales St	end of 8 Fales St property	Concrete		Poor	64	4.0	
10	GROVE ST	S	1 Grove St	Prospect Ave	Concrete		Poor	128	4.0	Sections are 2ft wide
11	GROVE ST	E	Prospect Ave	asphalt driveway	Concrete	Planted	Poor	72	4.0	Sections are 2ft wide
12	GROVE ST	E	asphalt driveway	Highland Ave	Concrete	Asphalt ram	Poor	100	4.0	Sections are 2ft wide
13	MAPLE ST	N	40 Maple St	Gifford Health Care parking lot	Asphalt		Poor	171	0.0	Does not exist
14	MAPLE ST	S	Wiggitt St	Edgewood St	Concrete		Critical	484	4.0	Sidewalk is 2ft x 2ft squares, very rough, couldn't get wheelchair down sidewalk, trees need to be trimmed
15	MAPLE ST	S	Edgewood St	Earle St	Concrete		Critical	285	4.0	2ft x 2ft squares, very rough, grass covered, couldn't get wheelchair on sidewalk
16	N MAIN ST	W	School St	driveway of United Church of Christ	Concrete	Granite	Poor	195	5.5	Section and granite curb have a reveal of over 1.5 inches, section is moving
17	PARK ST	N	Wallace Hill Rd	crosswalk on VT12A	Asphalt	None	Critical	118.6	4.5	Very wide driveway cut with planted buffer
18	PARK ST	N	crosswalk on VT12A	26 Park St	Asphalt		Critical	111.3	4.0	almost grressed over gone
19	PEARL ST	S	S Pleasant St	Shattuck St	Concrete	Concrete	Poor	901	5.0	A long area sections have settled below curb
20	PLEASANT ST	W	Back St	Back St	Concrete		Poor	12.6	5.0	Add to last section of walk
21	RANDOLPH AVE	S	Pleasant St	Randolph Ave	Concrete	Granite	Poor	1136.5	5.0	No domes at end of walkway
22	S MAIN ST	E	Back St	railroad tracks	Concrete	Granite	Poor	20.6	6.0	Goes through railroad tracks
23	S MAIN ST	E	across from Weston St	Church St	Concrete	Granite	Poor	265.8	5.0	Several sections need to be replaced, heavy spalling
24	S MAIN ST	W	17 S Main St	Weston St	Asphalt	Granite	Poor	44.6	5.0	Leads to nowhere, end at sign post
25	SCHOOL ST	S	Franklin St	Summer St	Concrete	Concrete	Poor	345.4	5.0	Several area need attention, need replacement
26	SCHOOL ST	S	start of south section (west School St)	Franklin St	Concrete	Concrete	Poor	1257.4	5.0	Domes are missing in three crosswalks, several driveway entrance needs replacing
27	SCHOOL ST	S	Summer St	edge of parking lot	Concrete	Granite	Poor	263.0	5.0	Several area needs replacement
28	VT ROUTE 12	E	Chandler Hall	Chandler Hall	Concrete	Granite	Poor	153	7.0	A few sections removed by power pole, that have not been restored, Wheelchair can't access
29	VT ROUTE 12	E	Randolph House	Supersuds laundromat	Concrete	Granite	Poor	37	10.0	Bump out to crosswalk
30	WESTON ST	S	Dudley St	driveway	Asphalt		Critical	105.1	3.5	Shows signs of water puddles, grass growing into walk
31	WESTON ST	S	driveway	Maple St	Concrete		Critical	177.1	3.5	2x3 foot sections, grass growing into walk
32	WESTON ST	S	Maple St	414 Weston St	Concrete		Critical	102.9	4.0	Grass growing into walk, walkway is lower than planted areas
33	WESTON ST	S	28 Weston St	Spring St	Concrete		Critical	77.3	3.0	Condition is extremely poor

Figure 5 – Table of Poor and Critical Sidewalk Condition Segments

CROSSWALKS

Crosswalks are an important part of the pedestrian infrastructure as it should provide a safe crossing from one side of the road to the other as well as signal to drivers to expect crossing pedestrian activity near these areas. This also illustrates important safety behavior as it serves as an educational model for younger children – if adults are compliant, children will grow up to become compliant pedestrian users. Overall, the crosswalks in Randolph village are naturally at roadway intersections which signal to drivers there are plenty of pedestrian activity and should manage their traffic speed. To continue providing a safe crossing, the Town should upkeep the crosswalk visibility with fresh paint each Spring as possible.

Crosswalk at Pleasant Street/ N Main Street Intersection



Figure 6 – View on N Main Street



Figure 7 – View on Pleasant Street



Figure 8 – Existing crosswalk configuration at Pleasant Street / N Main Steet intersection¹

¹ Google Imagery 2025

The existing crosswalk on Pleasant Street at the intersection of N Main Street is approximately 70-feet wide, which is a considerable crossing distance. A typical roadway length assuming 11- or 12-foot-wide travel lanes and 2-foot wide shoulders would have a maximum crosswalk crossing distance of 28 feet. This crossing location is more than twice as wide as a typical crossing distance, meaning that pedestrians must be in the crosswalk for twice as long. Crosswalks at intersections should be kept as compact as possible. Pleasant Street curves into the N Main Street intersection, however it does not approach into a typical T-intersection. The stop bar on Pleasant Street is set back farther and pushes drivers coming to the intersection with a more challenging angle to look onto N Main Street. This distracts drivers from first focusing on pedestrians that are looking to cross Pleasant St or are already in the crosswalk. The current sidewalk bump outs by the intersection create a turning radius that does not provide speed management. Rather this intersection creates two situations: 1) vehicles traveling northbound on N Main Street turning right onto Pleasant Street tend to speed through the turn and 2) vehicles turning from Pleasant Street right onto N Main Street follow what is essentially a ‘slip lane’ which allows traffic to merge onto N Main Street at a higher speed.

Action Recommendation: The Town should reduce the crossing distance for pedestrians at Pleasant Street. Possible treatments on Pleasant Street include providing curb extensions, tighter turning radii or providing a pedestrian island.

Crosswalk at Weston Street/ S Main Street Intersection

This crosswalk is located at Weston Street as drivers are heading southbound out of the village / or if they are heading northbound, the first crosswalk encountered in the core village. Heading southbound there is a slight curve and the sight distance to view pedestrians looking to cross could be easily obscured with a longer vehicle like in the photo below with the truck bed in Figure 9. The crosswalk already has curb bump outs to reduce the crossing distance however, drivers tend to begin to speed up past the railroad tracks knowing they need to climb up the hill towards Gifford Medical Center. Drivers heading northbound towards the village come down the hill from Gifford Medical Center and must manage their speed.

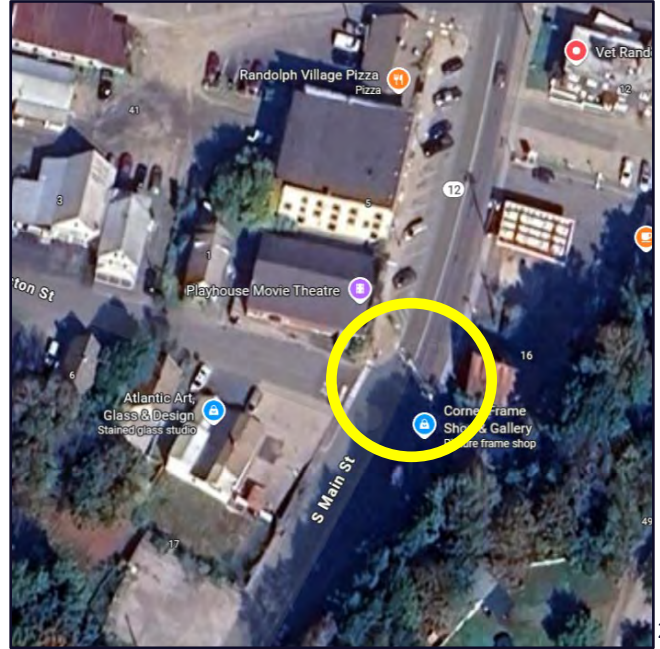
Action Recommendation: This crosswalk will remain important to maintain visibility with fresh paint markings as it connects to the gas station and Dunkin Donuts as a destination.



Figure 9 – View of crosswalk by Playhouse heading southbound (Weston Street)



Figure 10 – View of crosswalk and obscured sight distance of vehicles traveling southbound



Crosswalk at Park Street to Recreation Fields

The crosswalk at Park Street heading towards the Recreation Fields after Wallace Hill Road intersection is important for maintenance. Residents and visitors use it to access the Recreation Fields. Drivers heading out westbound on Park Street (VT12A) towards Braintree tend to speed up as they leave the Randolph village area.



Figure 11 – View of crosswalk on Park Street (VT12A) to Recreation Fields

² Google Imagery 2025



Action Recommendation: This crosswalk will remain important to maintain visibility with fresh paint markings as it connects to the Recreation Fields on the north end of town.

Rectangular Rapid Flashing Beacons (RRFBs) Recommendations at Crosswalks



Figure 12 – Example of RRFB⁴

³ Google Imagery 2025

⁴ <https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb>

A marked crosswalk or pedestrian warning sign can improve safety for pedestrians crossing the road, but at times may not be sufficient for drivers to visibly locate crossing locations and yield to pedestrians. To enhance pedestrian conspicuity and increase driver awareness at uncontrolled, marked crosswalks, transportation agencies can install a pedestrian actuated Rectangular Rapid Flashing Beacons (RRFBs) to accompany a pedestrian warning sign. RRFBs consist of two, rectangular- shaped yellow indications, each with a light-emitting diode (LED)-array-based light source. RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers⁵. Research has shown that RRFBs can significantly increase driver yield rates and reduce pedestrian crashes. They are particularly effective at improving driver awareness and yielding at crosswalks, especially in areas with high pedestrian traffic or where drivers may be distracted.

The following crosswalks in Randolph Village are identified for installation of RRFBs:

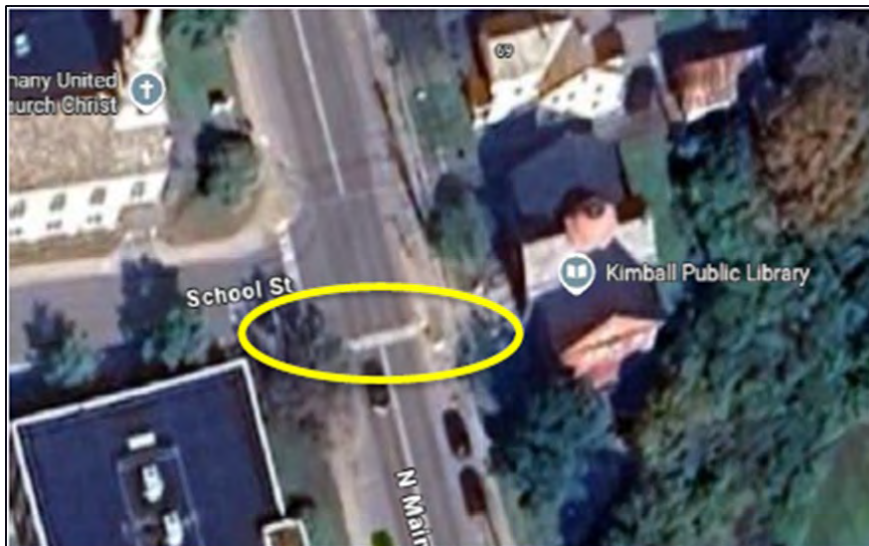
- **Crosswalk on N Main Street by School Street to Kimball Public Library**

This N Main Street crosswalk is the first crosswalk after the bridge that becomes a gateway into the downtown area. This crosswalk is located near several pedestrian-oriented origins and destinations. Nearby, there is the Kimball Public Library, the Chandler Music Center, and the Randolph House. In addition, anyone walking down School Street to the Randolph Pool or tennis courts from N Main Street, will likely utilize this crosswalk. An RRFB at this crosswalk will also calm traffic speeding into the Village from the north after vehicles pass over the N Main Street bridge.

⁵ Manual on Uniform Traffic Control Devices (MUTCD), Chapter 4L. FHWA, (2023)



Figure 13 – View of crosswalk by School Street



- **Northern crosswalk on N Main Street (Salisbury Street to Merchants Row)**

This N Main Street crosswalk is one of the most utilized crosswalks in Randolph Village, as this intersection is in the center of the Village’s commercial center. There are numerous pedestrian-oriented businesses in the immediate vicinity, which act as origin and destinations for pedestrians. In addition, the Randolph Amtrak Station is nearby,

⁶ Google Imagery 2025

which provides connections for pedestrians to Tri-Valley Transit (TVT) bus services as well as Amtrak.



Figure 14 – View of crosswalk by Salisbury Street



⁷ Google Imagery 2025

- **Crosswalk by Central Street (by intersection of Forest Street/VT12)**

This Central Street crosswalk serves as a vital crossing point for students walking to the Randolph Elementary School, Randolph Union High School, and the Randolph Technical Career Center. As three roads converge at this intersection, pedestrians and cyclists will benefit from the increased visibility that RRFBs can provide. One of the feedback comments received from speaking with 5th / 6th graders at the Elementary School was *“requested that a police officer or crossing guard be posted to help them get across the street at the intersection of VT66 and Forest Street leading up to the school”*.



Figure 15 – View of crosswalk by Central Street



8

- **Crosswalk on Forest Street across from the Randolph Union High School**

This Forest Street crosswalk is utilized by students at the Randolph Union High School and Randolph Technical Career Center. An RRFB at this location will provide pedestrians greater visibility to motorists, especially before the start or end of the school day when there are many vehicles entering and exiting the school campus near this crosswalk.



⁸ Google Imagery 2025



Figure 16 – View of crosswalk by High School



⁹ Google Imagery 2025

Current funding opportunities specifically for RRFBs include:

VTrans Bike and Pedestrian Grant Program – Small Scale Grant¹⁰

Towns can apply up to \$150,000 with a 50/50 match (\$75,000) for the purchase and installation for sets of RRFBs.

AARP Community Challenge Grant¹¹

Towns can apply up to \$25,000 through the Demonstration Grant for the purchase and installation for a set of RRFBs. Matching funds are not required.

PEDESTRIAN IMPROVEMENTS

Salisbury Street

Salisbury Street is an active side street off N Main Street near the railroad line. Along the road includes local businesses, entrance to the Municipal parking lot, Post Office, and the Randolph Police Station. The cross section of Salisbury Street between Summer Street and N Main Street is widest at 67ft with diagonal parking at Chef’s Market on the south side, three travel lanes and parallel parking on the north side. The road narrows to 32ft wide by the gas station. There is very limited line striping other than at the intersection to N Main Street. There is also concrete sidewalk with curbing on the north side from Summer Street to N Main Street. There are no pedestrian facilities on the south side of Salisbury Street. Next to Chef’s Market is a gas station and the Randolph Police Station. The visual wideness of pavement with no line striping to delineate where traffic should be on Salisbury Street creates a speed management issue and a pedestrian safety issue.

¹⁰ VTrans Bike and Pedestrian Program - <https://vtrans.vermont.gov/highway/local-projects/bike-ped>

¹¹ AARP Community Challenge - <https://www.aarp.org/livable-communities/community-challenge/>



Figure 17 – Cross section views of Salisbury Street



Figure 18 – Cross section views of Salisbury Street

In January 2025, there was an accident where a vehicle backed into a pedestrian resulting in a fatality. There is a need for improved planning and delineation of parking, pedestrian ways and to manage traffic speeds on Salisbury Street. This will be important as the Randolph Area Community Development Corporation (RACDC) is proposing Salisbury Square, a redevelopment of a former vacant and blighted abandoned factory complex. *It was first the site of the Randolph Furniture Co., founded in the 1800's by E.T. Salisbury.*

After the Randolph Furniture Co., Salisbury Square became the first Ethan Allen Furniture Company Plant. Ethan Allen closed the plant in the late 1990's and it remained vacant until RACDC acquired it in 2006. Identified as a "light brownfield" by studies done with the help of Two Rivers Ottauquechee Regional Commission, RACDC worked under the State Brownfield Program to clean the site to state standards, so that it could be redeveloped with affordable rental apartments and home ownership opportunities. 14 apartments in three buildings, and historic restoration of the historic Ethan Allen Book-keeping Building, was completed in 2011, giving new life to a long-abandoned property within walking distance of Main Street. We are now re-envisioning the home ownership portion of the development and hope to have affordable home options available for the public. Salisbury Square is walking distance to downtown Randolph and the Town Recreation Center with recreation fields, a pool, and tennis courts.¹² Salisbury St will be an important avenue for vehicle and pedestrian access.

Action Recommendation: The Town should consider defining Salisbury Street with a cross section design to improve vehicle and pedestrian access along the roadway from Summer Street to N Main Street.

¹² <https://racdc.com/salisbury-square>

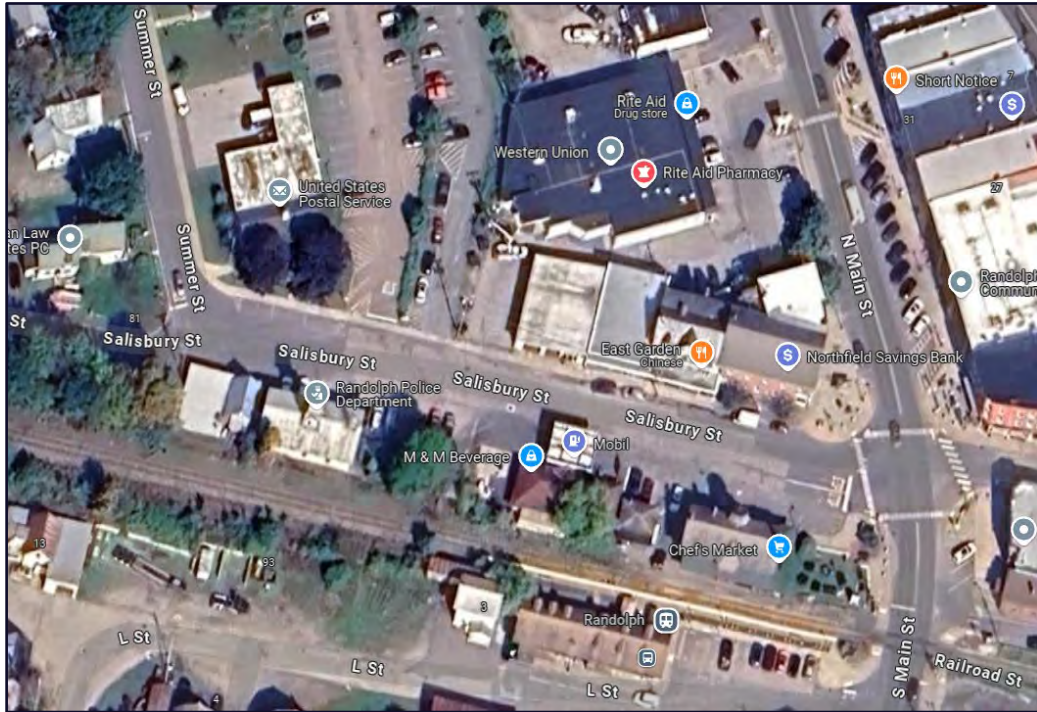


Figure 19 – Aerial overview of destinations on Salisbury Street

Prince Street

Prince Street connects from Pleasant Street and heads towards the back side of Randolph House (a senior living facility) and a large complex next to the river that encompasses a restaurant, the Randolph Area Food Shelf, Valley Bowl, a church and office space for a non-profit. The paved road navigates through a parking lot for the Gear House and down a curved and heavily vegetated corner. The only existing lights are for the Gear House parking lot on the left side. There is an existing section of sidewalk (orange marking) through the Building Complex but no sidewalks from Pleasant Street on Prince Street to the Building Complex. The road becomes narrow curving around making it a challenging and unsafe area to walk down. There is no lighting in the curved section. The trees and vegetation on the left side make the area feel overgrown and less visible for pedestrians. The Town could consider investigating the possibility of a path that connects from the parking lot on the left side to the first driveway of Randolph House if the vegetation is cut

¹³ Google Imagery 2025

back. A new street light installation at the beginning of the guardrail on the right to illuminate the curve and provide light in the evenings.

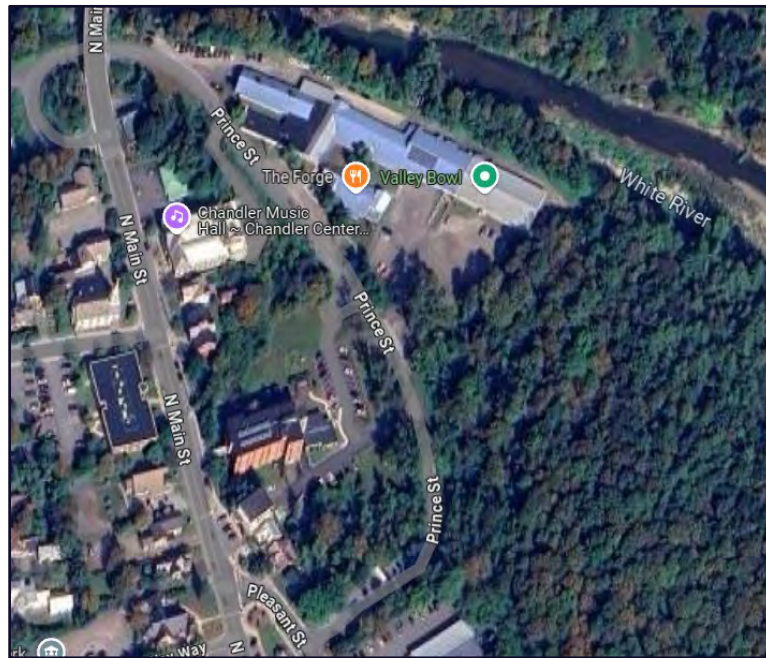


Figure 20 – Prince Street from Pleasant Street



Figure 21 – Existing sidewalk in the Valley Bowl Complex¹⁵

¹⁴ Google Imagery 2025

¹⁵ Google Imagery 2025

Action Recommendation: The Town should consider evaluating the possibility of a path from the parking lot edge to the driveway access to Randolph House.



Figure 22 – Conceptual of a path and street light installation on Prince Street¹⁶.

SIDEWALK SECTIONS

When looking at improvements to the existing sidewalk in Randolph, as well as potential new sidewalk sections to be built, it is important to consider the cost of the project, the complexity of design and construction of sections, and the impact to pedestrian safety.

The following sidewalk sections are deemed in Poor or Critical condition and have been organized into a Town Level-of-Effort ranking of **LOW-MEDIUM-HIGH**. The Priority levels within each ranking have been established based on survey feedback.

LOW Effort – These are short sidewalk sections that are easily replaced due to poor condition/not meeting ADA standards, require minimal design engineering and permitting. These sections can be easily completed either by Town funds or a VTrans Small-Scale grant within a 1-2 year period.

¹⁶ Google Imagery 2025

ROAD NAME	SIDE OF ROAD	FROM	TO	CONDITION	LENGTH (FT)	Estimated Construction
CHURCH ST	N	Emerson Terrace (east)	S Pleasant St	Critical	219	\$23,919
CHURCH ST	N	Emerson Terrace (west)	Emerson Terrace (east)	Critical	229	\$24,939
EMERSON TERRACE	N	8 Emerson Terrace	49 Emerson Terrace	Critical	168	\$18,365
EMERSON TERRACE	E	49 Emerson Terrace	4 Emerson Terrace	Poor	82	\$8,912
EMERSON TERRACE	E	10 Emerson Terrace	8 Emerson Terrace	Poor	123	\$13,369
EMERSON TERRACE	E	Church St	10 Emerson Terrace	Poor	187	\$20,343
FALES ST	N	5 Fales St	Franklin St	Poor	169	\$18,376
FALES ST	N	Summer St	5 Fales St	Poor	223	\$24,292
FRANKLIN ST	E	Fales St	end of 8 Fales St property	Poor	64	\$6,951
GROVE ST	E	Prospect Ave	asphalt driveway	Poor	72	\$4,526
GROVE ST	S	1 Grove St	Prospect Ave	Poor	128	\$8,034
GROVE ST	E	asphalt driveway	Highland Ave	Poor	100	\$10,926
MAPLE ST	S	Edgewood St	Earle St	Critical	285	\$31,100
MAPLE ST	S	Wiggett St	Edgewood St	Critical	484	\$52,746
N MAIN ST	W	School St	driveway of United Church of Christ	Poor	195	\$23,429
PARK ST	N	crosswalk on VT12A	26 Park St	Critical	111	\$12,133
PARK ST	N	Wallace Hill Rd	crosswalk on VT12A	Critical	119	\$12,933
PEARL ST	S	S Pleasant St	Shattuck St	Poor	901	\$98,178
PLEASANT ST	W	Back St	Back St	Poor	13	\$1,373
S MAIN ST	E	Back St	railroad tracks	Poor	21	\$2,688
S MAIN ST	W	17 S Main St	Weston St	Poor	45	\$4,864
S MAIN ST	E	across from Weston St	Church St	Poor	266	\$28,974
SCHOOL ST	S	Summer St	edge of parking lot	Poor	263	\$28,670
SCHOOL ST	S	Franklin St	Summer St	Poor	345	\$37,649
VT ROUTE 12	E	Randolph House	Supersuds laundromat	Poor	37	\$8,142
VT ROUTE 12	E	Chandler Hall	Chandler Hall	Poor	153	\$23,304
WESTON ST	S	28 Weston St	Spring St	Critical	77	\$4,871
WESTON ST	S	Maple St	414 Weston St	Critical	103	\$6,485
WESTON ST	S	Dudley St	driveway	Critical	105	\$6,621
WESTON ST	S	driveway	Maple St	Critical	177	\$11,159

Figure 23 – Individual Sidewalk Sections in Poor / Critical Condition

The estimated construction costs are based off the VTrans Sidewalk Cost Report from 2020 which breaks down per foot the cost of sidewalk construction depending on the various configurations listed. The basic cost is strictly construction costs while the total cost per foot includes design engineering, right of way, permitting, construction inspection and construction costs. The costs have not been updated since 2020 and it should be assumed the cost per foot has increased over the last 5 years due to inflation and increased material costs. The estimated construction costs are to be used as a strategic planning tool for the Town. The Town should get an updated quote for proposed sidewalk scope when applying for future grants to be more accurate in cost expectations.

5ft. Wide Sidewalk Unit Costs		
Curb/Walk Configurations	Basic cost/ft (2020)	Total cost/ft (2020)
Concrete walk with no curb	\$63	\$184
Concrete walk with granite curb	\$109	\$317
Concrete walk with concrete curb	\$95	\$277
Bituminous walk with no curb	\$33	\$94
Bituminous walk with granite curb	\$78	\$227
Bituminous walk with concrete curb	\$64	\$187
Aggregate walk with no curb	\$28	\$68
Aggregate walk with granite curb	\$74	\$214
Aggregate walk with concrete curb	\$60	\$175

**from VTrans Path and Sidewalk Cost Report 2020*

Figure 24 – 5ft Sidewalk Unit Costs¹⁷

MEDIUM Effort – These are longer sidewalk sections that can be replaced due to poor condition / reconfiguring a section to be ADA compliant but may require some design engineering assistance for roadway reconfiguration and include right of way easements for new short sections of sidewalk to be constructed. These sections can be completed either by Town funds, a VTrans Small Scale grant or depending on complexity, a Large Scale grant within a 2-5 year period.

¹⁷ VTrans Report on Shared-Use Paths and Sidewalk Costs 2020 - https://vtrans.vermont.gov/sites/aot/files/highway/documents/ltf/VTrans%20Path%20and%20Sidewalk%20Cost_Report_2020.pdf

The Town could consolidate some of the short sidewalk sections above into a more substantial project. The higher priority sidewalk sections are on the following roads:

- **Park Street** – from the crosswalk to the Recreation Fields
- **Weston Street** – from Hale Street to Spring Street
- **Maple Street** – from Wiggett Street to Earle Street
- **Pearl Street** – from S Pleasant Street to Shattuck Street



Figure 25 – Current conditions of Weston Street sidewalks

HIGH Effort – These are longer sidewalk sections that requires full design engineering, permitting, right of way, construction (as an example, the current section of VT12/S Main Street under a scoping grant from Gifford Medical Center to the Shaw’s Plaza). These are either bringing up an existing sidewalk section that is not ADA compliant into compliance or constructing a new sidewalk section of considerable length. This may be a high priority for the Town however it will come with a significant time and financial commitment from the Town averaging a 4-10 year period with a VTrans Bike Ped Large Scale Grant.

- **S Main Street** – from Gifford Medical Center to Shaw’s Plaza (current sidewalk does not exist)
- **Weston Street** – from S Main Street to Hale Street/ Greater Randolph Senior Center (current sidewalk does not exist, the scope could also include the section of Weston Street from Hale Street to Spring Street).

-
- **Salisbury Street** – from N Main Street to Franklin Street (to connect the future Salisbury Square development).
 - **School Street** – from N Main Street to the Recreation Fields (existing sidewalk but requires ADA upgrades).
 - **Randolph Ave** – from Pleasant Street to Hull Street (existing sidewalk but requires ADA upgrades).

The Town should have a multi-prong approach to the pedestrian network reviewing the shorter sections that are easily repaired through the VTrans Small-Scale grants and Town funding alongside tackling the larger sections that will take longer to accomplish due to the complexity. The Town can start small with just the smaller sections to gain community momentum and a sense of quick achievement.

ROADWAY INTERSECTIONS

The following intersections have been identified as key areas for pedestrian improvement.

VT12 / VT12A intersection

Pedestrians coming from Park Street/VT12A that are heading towards the schools need a safe place to cross. The current configuration of a wye can be challenging with multiple lanes of two way traffic to cross. The intersection does not have any crosswalk markings with the only crosswalk set back on Park Street that connects the existing sidewalks. The Steering Committee requested the VTrans Project Team for the Class 1 paving to consider the intersection reconfiguration and improved pedestrian crosswalk suggestion.



Figure 26 – View of current VT12 / VT12A intersection



Figure 27 – Proposed intersection reconfiguration of VT12 and VT12A¹⁸

¹⁸ Google Imagery 2025



Figure 28 – Current crosswalk location on Park Street, not at intersection of VT12 and VT12A

VT12A / Wallace Hill Rd intersection

The existing configuration of the Wallace Hill Road intersection encourages traffic heading northbound to use Wallace Hill as a shortcut, leaving VT12A at high speed to go through this residential area. Additionally, traffic traveling from Wallace Hill to VT12A southbound does not have a good sightline to look for southbound traffic and they often enter VT12A without properly stopping. Similarly to the VT12 and VT12A intersection, this area is under the Class 1 paving scope. The Steering Committee requested the consideration of reconfiguring the existing intersection to Tee up to VT12A, remove excess pavement on both sides to create a safer intersection for all traffic modes. The Town is currently studying a sidewalk out to the Recreation Area driveway at station C18+00.



Figure 29 – View of current VT12A / Wallace Hill Rd intersection



Figure 30 – Proposed intersection reconfiguration of VT12A and Wallace Hill Rd

Central Street (VT12) / Forest Street (VT12N) / Elm Street intersection

The existing intersection configuration is the most challenging in town with two State Highways meeting at a significant elevation differential (both are Class 1 Town Highways) along with Elm Street (a local road) close by. Vehicles encounter a 4-way stop at the intersection while pedestrians (mostly students that go to Randolph Elementary School and High School) try to navigate a long crosswalk with poor sight distance. The Town is proposing a new VT12 north leg between Central Street and Forest Street to improve vehicles maneuvering the intersection. Many overlength vehicles (tractor trailers or tour buses) are unable navigate the 180 degree turn between Central Street and Forest Street and commonly get stuck and impede traffic.



Figure 31 – View of Central Street elevation towards the Forest Street intersection and sight distance of pedestrians at the crosswalk¹⁹

¹⁹ Google Imagery 2025



Figure 32 – View of Forest Street towards Central Street intersection and crosswalk

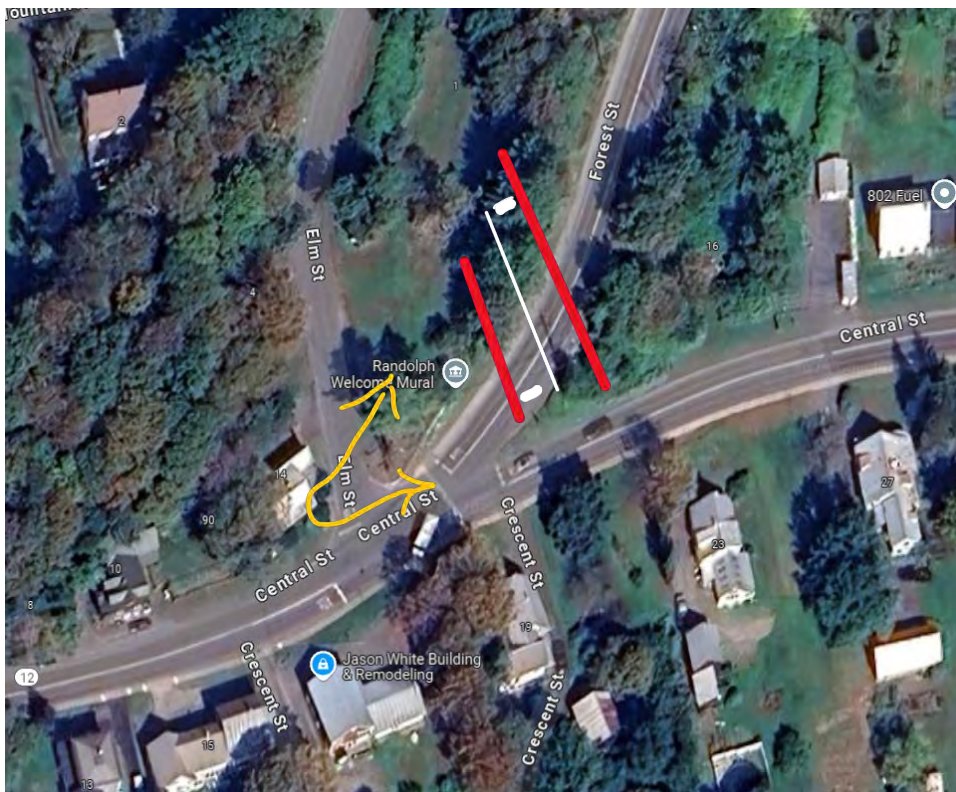


Figure 33 – Existing intersection configuration of Central Street, Forest Street and Elm Street²⁰

²⁰ Google Imagery 2025

BICYCLE INFRASTRUCTURE

In 2027, there is a VTrans Class 1 paving project planned to resurface VT66, VT12 and VT12A in downtown Randolph Village. The Steering Committee prepared a list of recommended bicycle treatments to VTrans for the upcoming repaving of Randolph's Class 1 roadways – Randolph STP PC26(3). These treatments include:

- Buffered bike lanes starting at station A77+50 (at the southern extent of the VT Route 12 portion of the project just north of Justin Morgan Plaza) to station A90+75.
- Shared Lane Markings from Belle Fred Drive (station A99+74) through downtown to Prince Street (station A123+50).
- Standard bike lanes beginning at Prince Street (station A124+50) to Elm Street intersection (station A134+50). This requires an investigation into the possibility of widening the roadway approximately 4 feet on the north side from A132+00 to A134+00 for adequate bike lane width.
- Narrowed travel lanes from VT12/Forest Street (station A136+00) to end of the project (station A162+82). Travel lanes could be marked at 10 feet to visually narrow this area, thus supporting compliance with the 25MPH posted speed limit. The wider shoulders would have the added benefit of providing more space for people to ride bicycles safely.
- Narrowed travel lanes on Park Street (station C2+00 to station C20+30) could be narrowed to 10 feet to support vehicle speed compliance and improve width for bicycling.
- Shared Lane Markings, or “Sharrows”, should also be implemented where needed to indicate to drivers that cyclists may share the roadway with vehicles. This may include the portions of S Main Street and N Main Street from Belle Fred Drive to Prince Street.

BIKE PARKING

Randolph Village currently has two existing bike racks situated at the Northfield Savings Bank branch on Main Street and in front of The Gear House, a local bike shop business. While these two central locations are beneficial for bike commuters accessing the downtown core, there are locations where additional bike racks could be installed at municipal and private locations.

Beyond the current bike racks at Northfield Savings Bank and The Gear House, it has been proposed that additional downtown bike parking at municipal locations should be considered at the Town Office, Kimball Library, and at the Randolph Pool/Recreation Fields. Kimball Library does have 2 bike racks on either side of the entrance. In the future the Town could consider replacing with a rack with higher capacity.



Figure 34 – Bike rack by Kimball Library²¹

²¹ Google Imagery 2025



Figure 35 – Bike rack by Northfield Savings Bank



Figure 36 – Bike rack by The Gear House

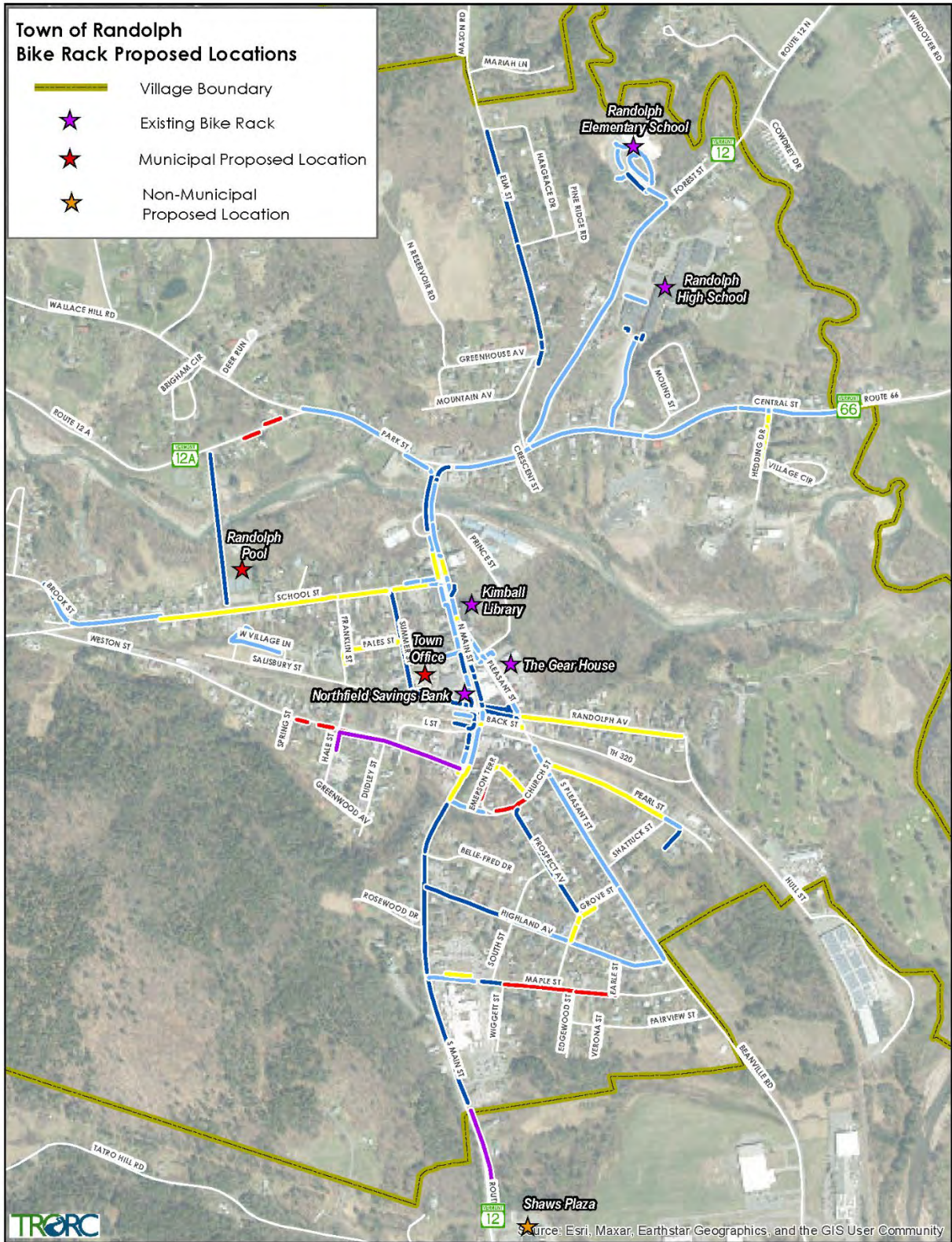


Figure 37 – Proposed Bike Rack Locations

There are existing bike racks at the Randolph Elementary School and the Randolph Union High School for students and staff.



Figure 38 – Bike racks at elementary and high school

Finally, a bike rack located at the Shaw’s Plaza would greatly benefit cyclists who wish to bike to stores instead of walking or using cars. This bike parking option would encourage more errand-running by bike, reducing reliance on cars for short-distance trips within the Village. This would also promote bike tourism with the nearby Ridgeline Outdoor Collective group – an organization focused on creating a sustainable trail and glade network in the Randolph/Rochester area that extends through public and private land and can be used for various activities such as hiking, running, snowshoeing, cross country skiing and mountain biking. The proposed trails and glades would encourage sustainable outdoor recreation for locals and visitors alike. The Ridgeline Outdoor Collective Trail Hub is located at The Gear House and is a short distance to the Shaw’s Plaza.

5. RECOMMENDATIONS

Based on survey responses and inventories presented above, Randolph could invest in the following recommendations that are separated into **SHORT – MEDIUM – LONG** term categories for future strategic planning purposes.

SHORT TERM (within 1 to 5 years)

- Repaint existing crosswalks for improved visibility in the Spring.
- Improve signage and lighting to increase safety at crosswalks.
- Purchase and install bike racks at proposed municipal locations.
- Purchase and install Rectangular Rapid Flashing Beacons (RRFBs) at recommended locations.

MEDIUM TERM (5 to 10 years)

- Replace / upgrade existing sidewalk sections in poor/critical condition to be ADA compliant.
- Review intersections that are flagged as challenging to cross as pedestrians and engage with design engineers and Vermont Agency of Transportation for reconfiguration.

LONG TERM (10 to 20 years)

- Apply for a Vermont Agency of Transportation grant for full design engineering, permitting and construction of a new sidewalk section to connect the Village or full ADA upgrade of a longer sidewalk section.

These recommendations will better support pedestrian access around the downtown Randolph area and its periphery.

6. FUNDING OPPORTUNITIES

Funding options for sidewalk improvements would be eligible for the following funding programs:

VTrans Bicycle and Pedestrian Program: This is a federally funded competitive grant program administered by VTrans. There are two categories for construction: Small-Scale grant and a Large-Scale grant. The Small-Scale Grant is strictly for construction only with a maximum of \$75,000 with a 50% local match for a total of \$150,000. The Large-Scale Grant includes full design engineering, permitting, right of way and construction. There is no minimum or maximum cost; a 20% local match is required. Additional information can be found at: <https://vtrans.vermont.gov/highway/local-projects/bike-ped>.

VTrans Transportation Alternatives Program: The TAP provides grant funding for scoping, design, and construction of on and off-road facilities for pedestrians, bicyclists and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, lighting and other safety and accessibility related infrastructure environmental remediation related to transportation and Safe Routes to School programs. There is a maximum cost of \$600,000 with a 20% local match is required. Additional information can be found at: <https://vtrans.vermont.gov/highway/local-projects/transport-alt>.

AARP Community Challenge Grant: The AARP Community Challenge grant program is part of AARP's nationwide Livable Communities initiative, which supports the efforts of neighborhoods, towns, cities and counties across the country to become great places to live for people of all ages. AARP believes that communities should provide residents of all ages, (especially people 50 and older) with safe, walkable streets; affordable and accessible housing and transportation options; access to needed services; and opportunities to participate in community life. Additional information can be found at: <https://www.aarp.org/livable-communities/community-challenge/>.

Private Fundraising: The Town may be able to raise private funds for a portion of the new sidewalks or other pedestrian improvements.

Bonds: The Town could use bonds to generate funds to undertake sidewalk improvements or use the bonds as matching funds for a federal grant. The Vermont Bond Bank's Pooled Loan Program is funding source for implementing municipal infrastructure projects. Additional information can be found at: <https://www.vtbondbank.org/pooled-loan-program>.

Loans: The Town could use loans to generate funds to undertake sidewalk improvements. The Vermont State Infrastructure Bank can provide loans to municipalities for the construction or reconstruction of pedestrian facilities. Additional information can be found at: <https://www.veda.org/financing-options/other-financing-option/state-infrastructure-bank-program/>.

Appendix 1: Randolph Walk Bike Survey Results

Over the winter and spring of 2024, the Steering Committee for the Randolph Walk Bike Plan drafted a survey to solicit information from residents of, and visitors to, Randolph. This survey elicited some general feedback about the conditions that pedestrians and cyclists encounter when walking or biking within and between Randolph's village areas. This survey also prompted respondents to give more specific feedback about the locations in Randolph they believe need improvement for pedestrians and cyclists.

Over the spring and summer of 2024, the Steering Committee disseminated links to a virtual copy of the survey using Front Porch Forum, Randolph Listserv, and the Town of Randolph's webpage. The Steering Committee also disseminated a printed version of the survey at the Randolph Town Office and at several public meetings. In total, 207 survey questionnaires were returned to the Steering Committee.

The survey contained several open-ended questions. Most of these were follow-up questions that asked respondents to identify a location or specific issue that hinders their ability to walk or bike in Randolph. To better analyze the responses from these questions, the Steering Committee recoded open-ended responses into a more standardized format.

Both the printed and virtual copies of the survey employed survey logic at the start of some section. If a respondent reported that they never walked, biked, or rode transit in Randolph, then the survey skipped most of the questions in the respective section. Instead, these respondents were only presented with a specific subset of questions.

The survey contained the following sections:

- Demographics
- Walking
- Biking
- Transit

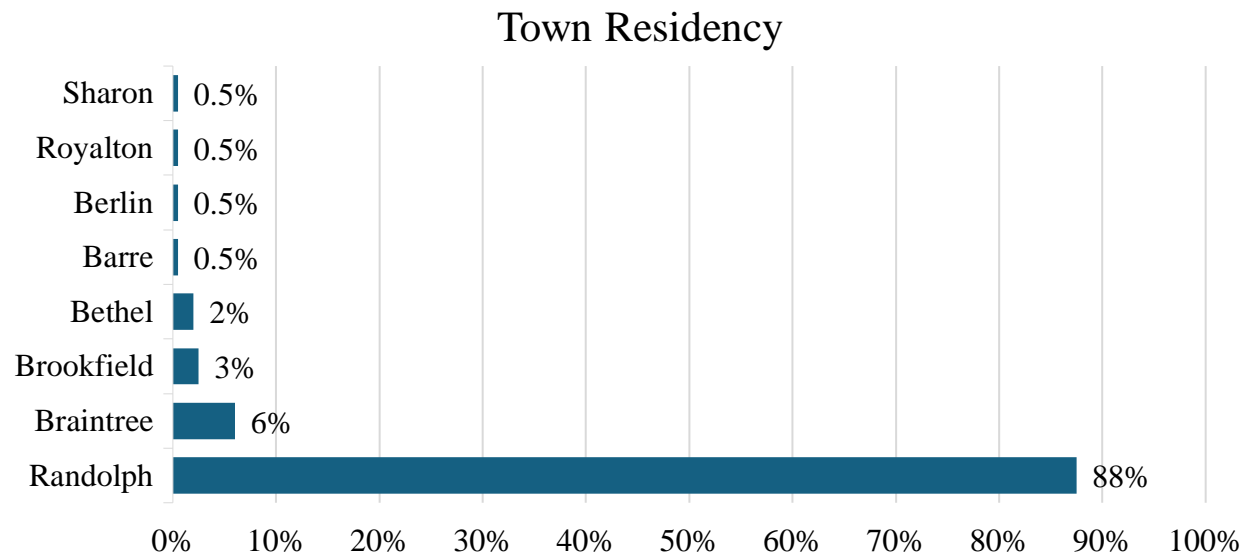
The responses to questions in each section are presented in the following sections of this Appendix.

Section 1. Demographics

The Demographics section asked residents of, and visitors to, Randolph to provide some information about themselves. This included questions about their residency, their age, their gender identity, and whether they identified as belonging to one or more particular communities. These identities included refugees, English language learners, low-income community members, the unhoused, LGBTQIA+ individuals, or BIPOC individuals. This survey also asked respondents if they have any disabilities and how those disabilities may impact their mobility needs.

1. What town/village (Downtown Randolph, Randolph Center, East Randolph, etc.) are you a resident of?

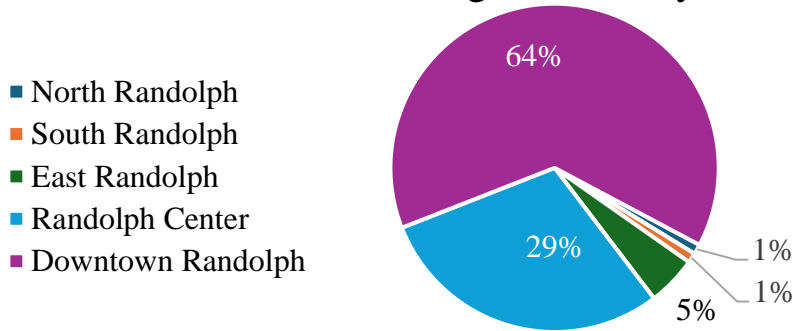
Two hundred (200) respondents provided their town or village residency.



The overwhelming majority of these 200 respondents, 88%, reported that they were residents of the Town of Randolph. A further 6% reported that they were residents of the Town of Braintree, 3% reported that they were residents of the Town of Brookfield, and 2% reported that they were residents of the Town of Bethel.

One hundred and two (102) respondents reported that they were residents of a specific village area within the Town of Randolph.

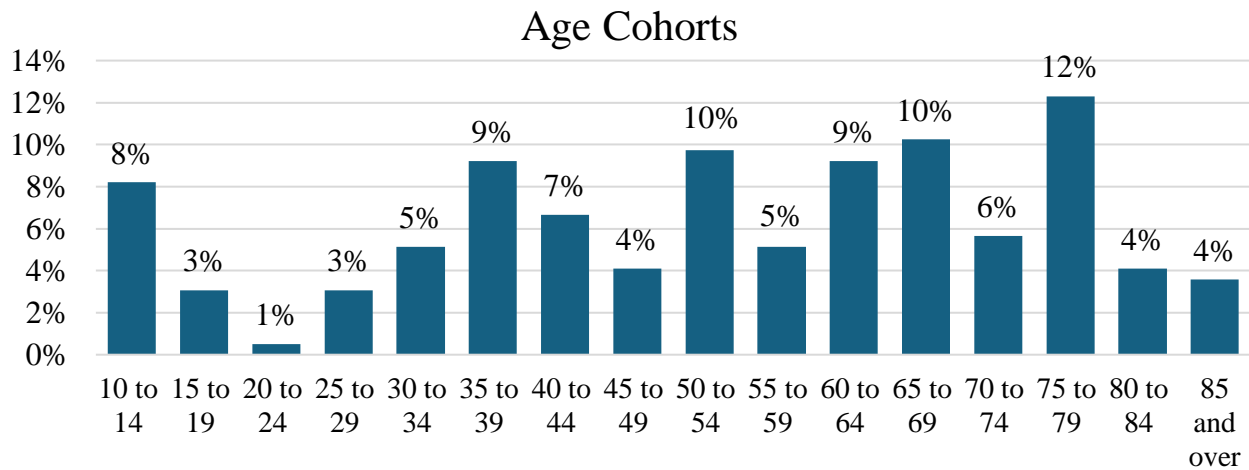
Village Residency



Almost two-thirds of these 102 respondents, 64%, reported that they were residents of Downtown Randolph. Almost a third of respondents, 29%, reported that they were residents of Randolph Center; while another 5% reported that they were residents of East Randolph.

2. What is your age?

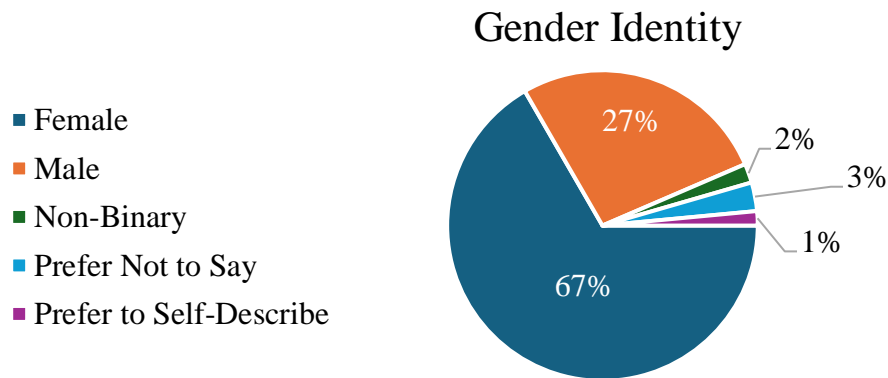
One hundred and ninety-five respondents provided their age.



There was a wide distribution of ages reported by respondents, as the youngest respondent reported their age as 10; while the oldest respondent reported their age as 92. The median age of a survey respondent was 56. The mean age of a survey respondent was 53. The largest age cohort was those between the ages of 75 to 79, with 12% of respondents reporting their age within this age group.

3. Gender: How do you identify?

Two hundred and one (201) respondents provided their gender identity.



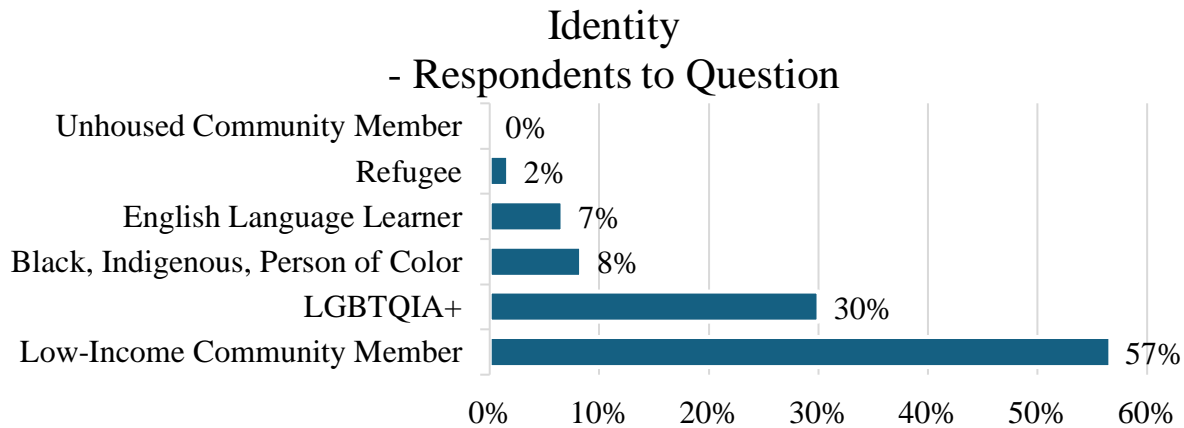
Over two-thirds of these 201 respondents, 67%, were female. Males comprised just over a fourth, 27%, of the survey population. Out of the remaining survey population, 2% identified as non-binary, 1% preferred to self-describe their gender, and 3% preferred not to disclose their gender identity.

4. Do you identify as?

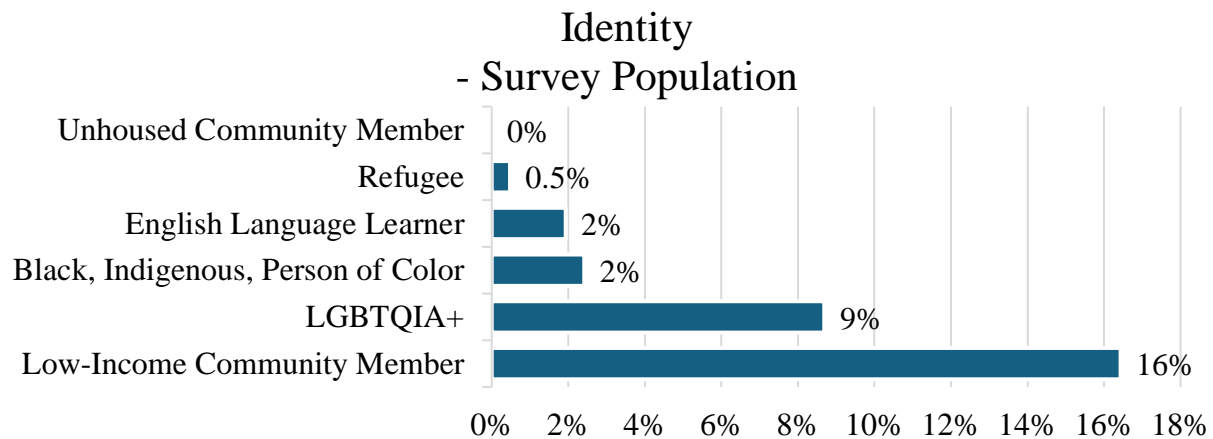
This question asked respondents to answer if one or more of the following identities applied to them:

- Black, Indigenous, or a Person of Color (BIPOC)
- LGBTQIA+
- A Refugee
- An English Language Learner
- A Low-Income Community Member
- An Unhoused Community Member

Sixty respondents reported being a member of one or more of these communities. These 60 respondents provided 62 different responses to this question. The figure below provides the percentage of these 60 respondents who identified as a member of one or more of these communities.

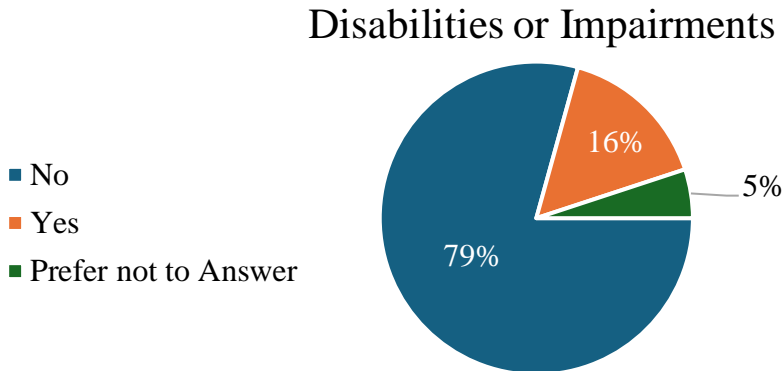


The figure below provides the percentage of the entire survey population that is identified as a member of one or more of these communities.



5. Do you have any disabilities or impairments?

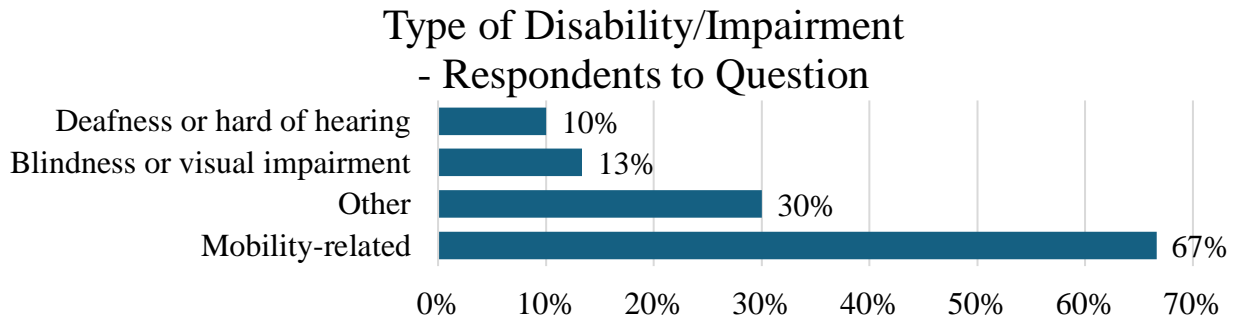
One hundred and ninety-eight respondents responded to whether they have a disability.



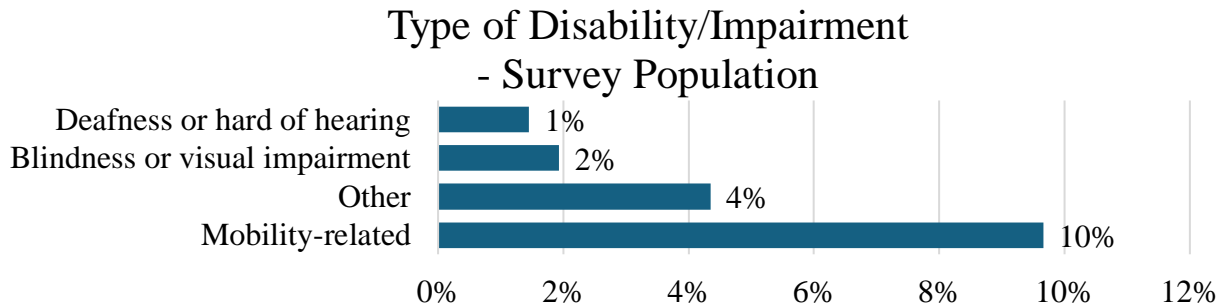
The overwhelming majority of these 198 respondents, 79%, reported that they did not have a disability. Only 16% of respondents reported that they did have a disability. And 5% of respondents preferred not to answer the question.

6. How would you describe your disability/impairment?

This question was posed as a follow-up question for those respondents who answered the previous question. Respondents were allowed to select multiple options. Thirty respondents gave 36 different responses. The figure below provides the percentage of these 30 respondents who described their disability/impairment.



The figure below provides a breakdown of the percentage of the total survey population that described their disability/impairment.



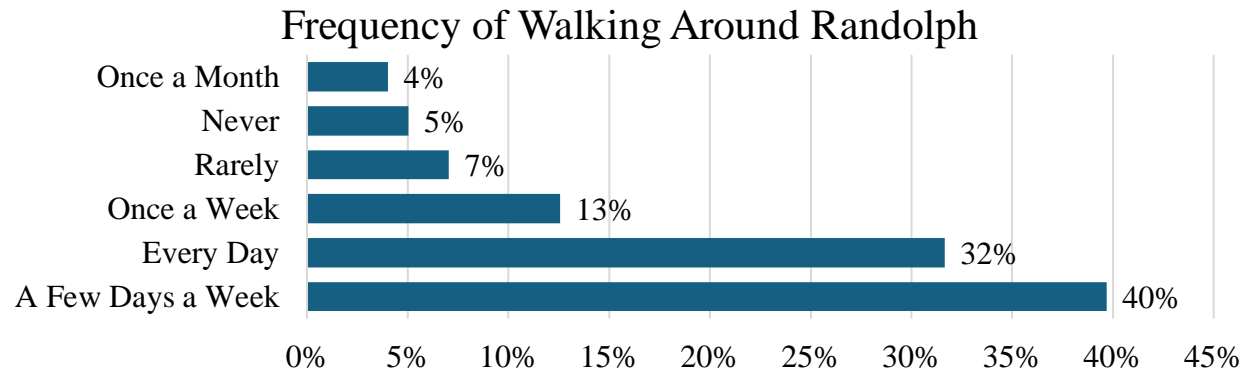
Section 2. Walking

The Walking section asked pedestrians a series of questions about the frequency, locations, purpose, and distances they walk, or use a mobility device, in Randolph. The survey also asked respondents whether they are ever obstructed when walking in Randolph and about the conditions pedestrians encounter on the sidewalks and crosswalks in Randolph. The survey further inquired about pedestrians’ perceptions of safety from moving vehicles when using sidewalks or crosswalks in Randolph. And this survey also asked respondents about locations where they cross the street without a crosswalk or walk without a sidewalk. Lastly, this survey provided follow-up questions where respondents could report specific locations where they felt unsafe from moving vehicles, encountered gaps in the sidewalk network, where they crossed the street without a crosswalk, and what types of obstructions they encounter when walking in Randolph.

For any respondent who selected that they never walk in Randolph as their response to Question 1, the survey only presented them with Question 16.

1. How often do you walk or use a mobility device to get around Randolph?

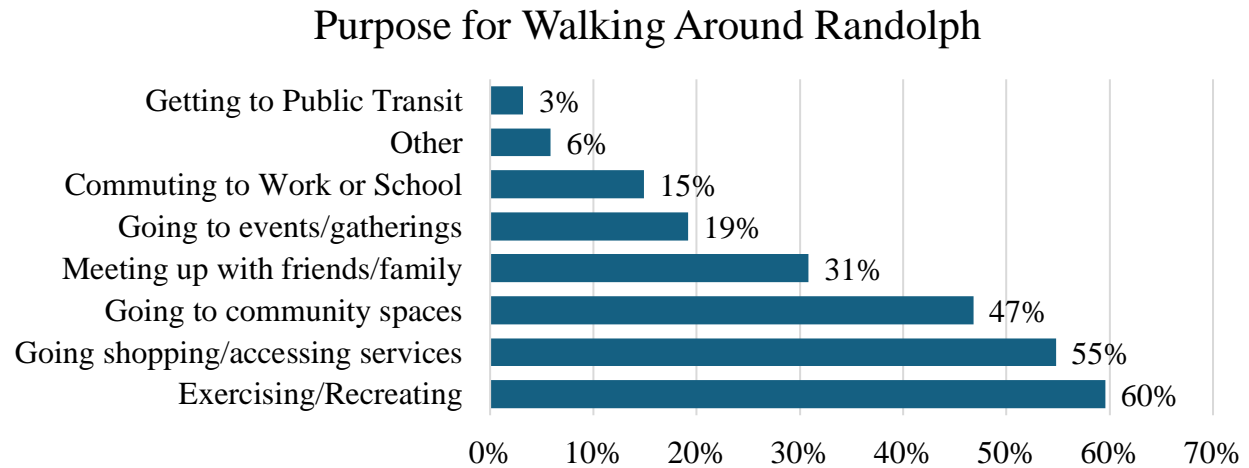
One hundred and ninety-nine respondents answered how often they walk, or use a mobility device, to get around Randolph.



An overwhelming majority of these 191 respondents, 85%, reported that they walk around Randolph at least weekly, as 40% reported that they walk a few days a week, and 32% reported that they walk every day, and 13% of respondents reported that they walk around Randolph once a week. Only 12% of respondents reported that they rarely or never walk around Randolph. These results show that the majority of pedestrians walk, or use a mobility device, at least weekly in Randolph.

2. In general, what is your primary purpose when walking or using a mobility device to get around Randolph?

This question allowed respondents to select up to three responses. One hundred and eighty-eight respondents provided 442 different responses.



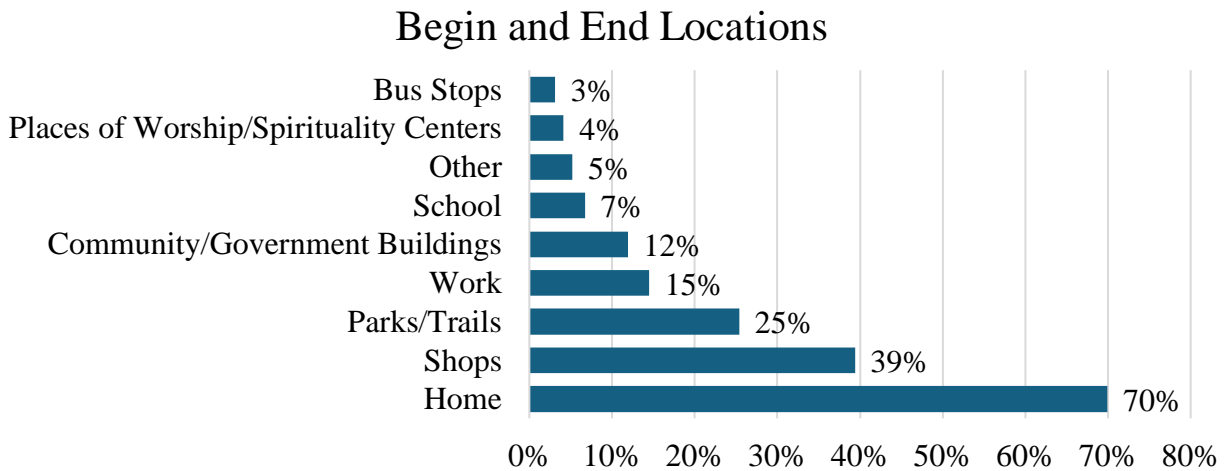
Three-fifths of these 188 respondents, 60%, reported that they either primarily walk, or use a mobility device, for exercising/recreating. Over half of the respondents, 55%, selected going shopping or accessing services. Nearly half of the respondents, 47%, selected going to community spaces. Almost two-thirds of respondents, 31%, selected meeting up with friends and family.

Interestingly, more respondents reported that they walk, or use a mobility device, for shopping or accessing services, 55%, than commuting to work or school, 15%. Although Downtown Randolph is densely compact, this result may show that most jobs are not located within walking distance of most residents. It may also show the difficulty of walking to the Randolph school campuses with the existing pedestrian infrastructure. Lastly, the majority of the respondents who selected other as their response, left a comment that they walk around Randolph to walk their dogs.

Overall, these results show that there are many reasons why pedestrians walk, or use a mobility device, to get around Randolph. However, many pedestrians see walking, or using a mobility device, as a viable means for exercise and recreation, shopping and accessing services, and going to community institutions. However, commuting to work or school is not seen as a viable option for many Randolph residents.

3. When walking or using a mobility device to get around Randolph, where do you typically begin and end your trip?

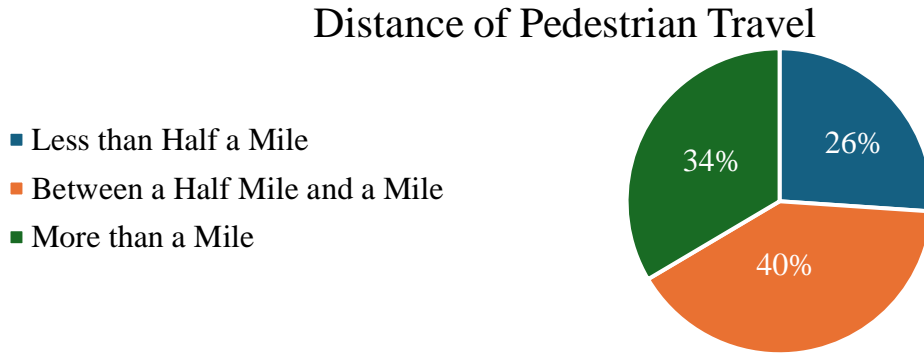
This question allowed respondents to select up to three responses. One hundred and ninety-three respondents provided 348 responses.



Over two-thirds of these 193 respondents, 70%, reported that they primarily begin and end their journey at home. Almost two-fifths of respondents, 39%, selected shops; while 25% selected parks and trails. Only 15% selected work, while 7% selected school. These results align with the results from the previous question.

4. When you are walking or using a mobility device to get around Randolph, how far do you typically travel?

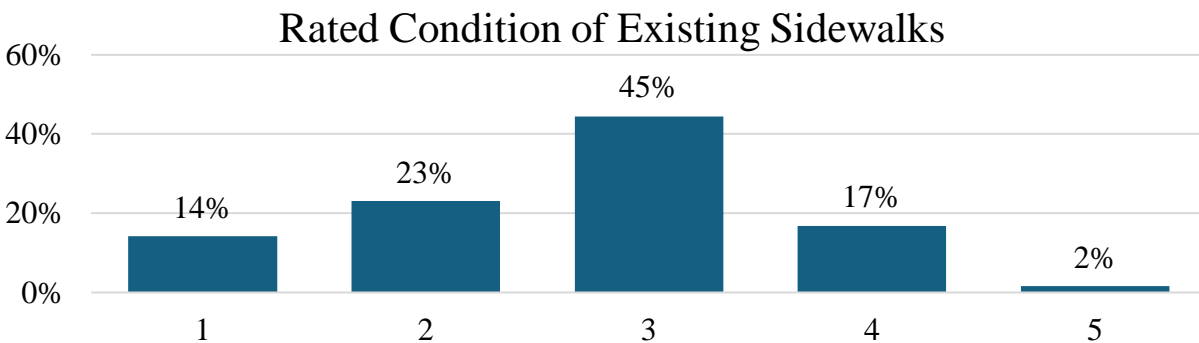
One hundred and eighty-eight (188) respondents reported the distance they typically walk, or use a mobility device, in Randolph.



Two-fifths of these 188 respondents, 40%, reported that the distance they typically walk or use a mobility device is between a half mile and a mile; while 34% selected more than a mile; and 26% selected less than half a mile. This shows that nearly 75% of pedestrians walk more than half a mile when walking around Randolph. This shows that most pedestrians typically walk, or use a mobility device, over longer distances.

5. In general, how would you rate the condition of Randolph's existing sidewalks and crosswalks?

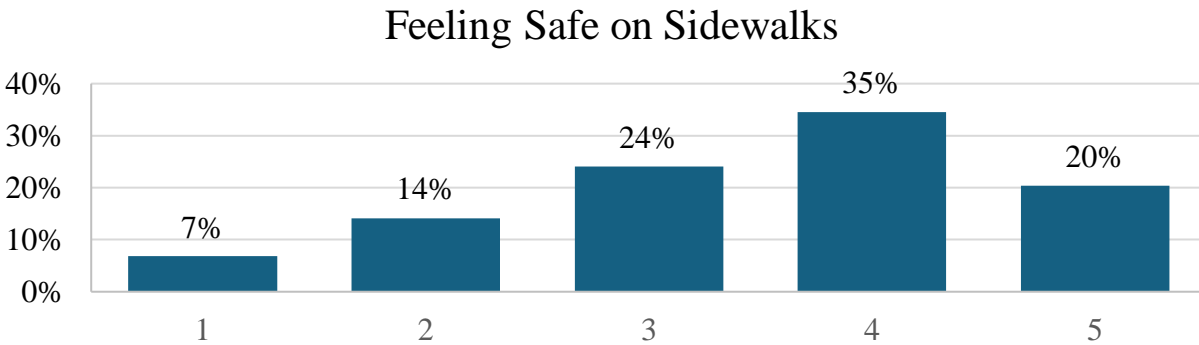
For this question, selecting 1 meant that the existing sidewalks were in a poor condition, while selecting 5 meant they were in an excellent condition. One hundred and ninety-one (191) respondents reported their assessment of Randolph's existing sidewalks and crosswalks.



Almost half of these 191 respondents, 45%, reported that the sidewalk conditions were a 3, or the midpoint option between poor and excellent. About nine-tenths, 85%, of respondents thought that the sidewalks were in a condition other than poor or excellent. Only about 2% of respondents believed that the sidewalks were in excellent condition. And about 14% of respondents believed that the sidewalks were in poor condition. This shows that the majority of respondents believe the sidewalks in Randolph are in a decent condition.

6. How safe from moving vehicles do you feel on the sidewalks in Randolph?

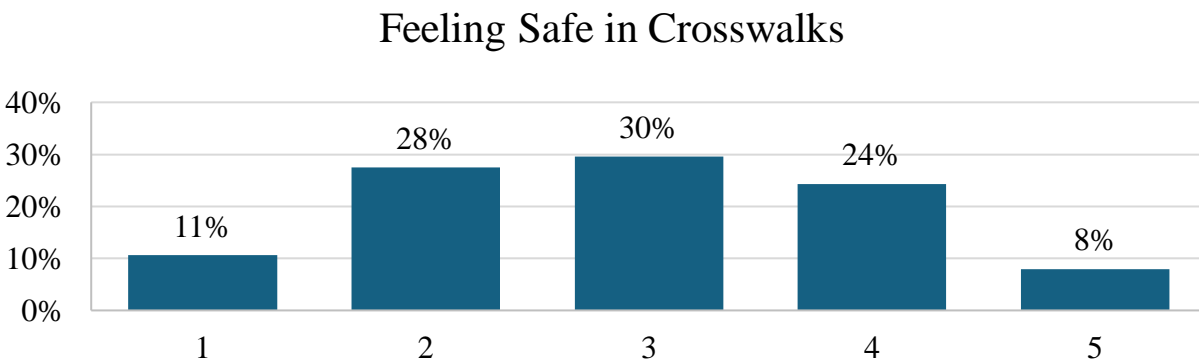
For this question, selecting 1 meant feeling very unsafe from moving vehicles on the sidewalks, while selecting 5 meant feeling very safe. One hundred and ninety-one respondents reported how safe they feel from moving vehicles on sidewalks in Randolph.



Just over a third of these 191 respondents, 35%, reported their feeling of safety as a 4. Slightly more than half of respondents, 55%, selected either 4 or 5. Only about 7% of respondents selected 1. This shows that the majority of respondents feel somewhat safe to very safe on the sidewalks on Randolph.

7. How safe from moving vehicles do you feel when crossing the street in Randolph?

For this question, selecting 1 meant feeling very unsafe from moving vehicles in a crosswalk, while selecting 5 meant feeling very safe. One hundred and eighty-three (183) respondents reported how safe they feel from moving vehicles when crossing the street in Randolph.



Just over four-fifths, 82%, of respondents selected either a 2, 3, or 4. Almost a third, 30%, of respondents selected a 3, the most for any option. Given that only 11% selected a 1, and about 8% selected a 5, most respondents believed that crosswalks are somewhat safe but neither very safe nor very unsafe.

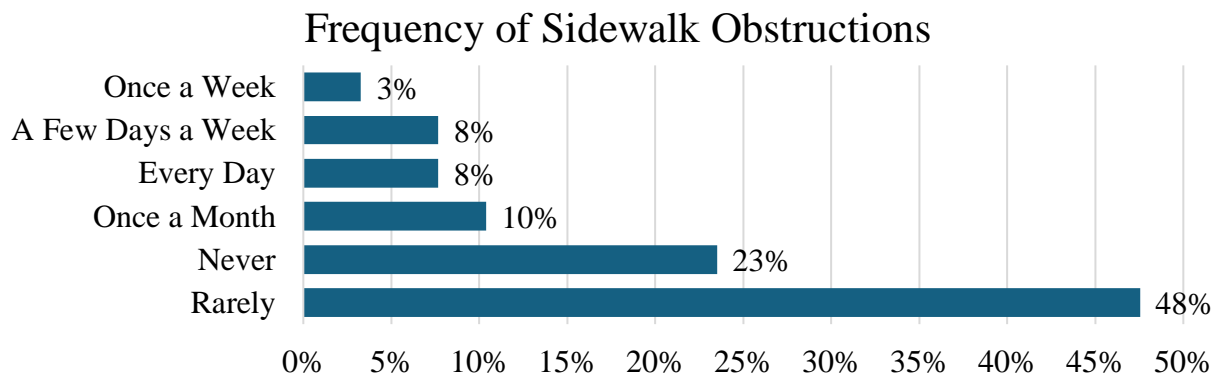
8. Please list any segment of sidewalk or crosswalk where you feel particularly unsafe from moving vehicles.

This open-ended question was a follow-up question to the two previous questions. One hundred and eleven (111) respondents provided 248 different responses. The steering committee re-coded the open-ended responses to produce a list of standardized locations. The figure below shows the top 10 locations where pedestrians felt unsafe from moving vehicles. The percentage provided in the table below calculates the percentage of each location out of the total number of responses.

Location Where Pedestrians Feel Unsafe from Moving Vehicles	Count	Percentage
N & S Main Street - Salisbury Street and Merchants Row intersection	30	12%
N Main Street	24	10%
N Main Street - Pleasant Street intersection	22	9%
N Main Street - School Street intersection	22	9%
N Main Street - Central Street and Park Street intersection	20	8%
Central Street - Elm Street & Forest Street intersection	14	6%
S Main Street - Weston Street intersection	12	5%
S Main Street - Downtown to Gifford Medical Center	10	4%
Park Street – Randolph Town Recreation Center	9	4%
S Main Street - Shaw's	9	4%

9. How often are you obstructed from walking or using a mobility device on the sidewalks in Randolph?

One hundred and eighty-three (183) respondents reported how often they are obstructed on the sidewalks in Randolph.



Almost half, 48%, of the respondents reported that they are rarely obstructed when walking or using a mobility device in Randolph. A further 23% of respondents reported that they are never obstructed. Over 70% of respondents therefore reported that they are rarely or never obstructed as pedestrians. These results show that pedestrians are not frequently obstructed when walking, or using a mobility device, in Randolph.

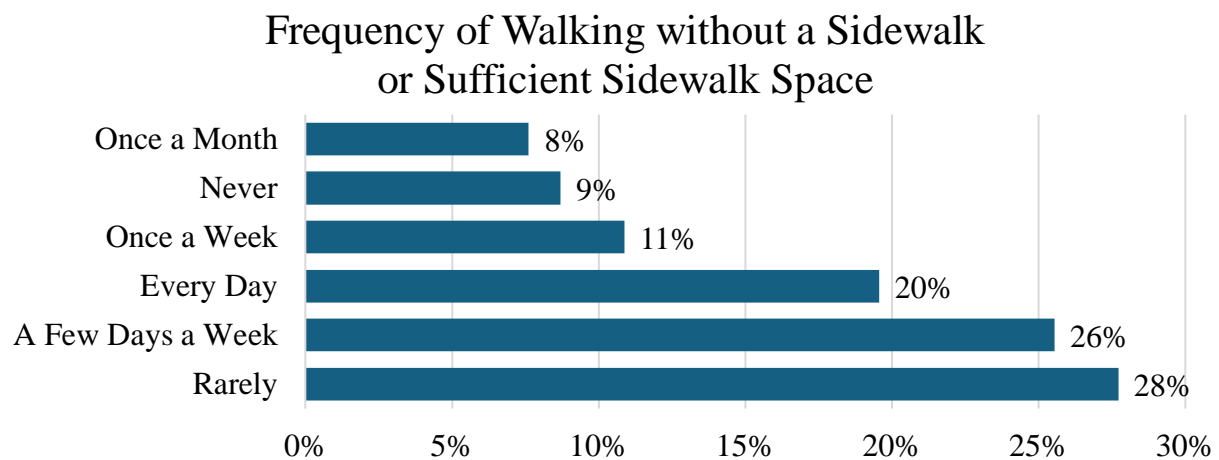
10. What obstructions do you encounter on the sidewalks in Randolph?

This open-ended question was a follow-up question to the previous question. Ninety-six (96) respondents provided 127 different responses. The steering committee re-coded the open-ended responses to produce a list of standardized types of obstructions. The figure below shows the top 10 types of obstructions that pedestrians encounter in Randolph. The percentage provided in the table below calculates the percentage of each type of obstruction out of the total number of recoded responses.

Type of Obstruction	Count	Percentage
Ice, snow, or slush	42	33%
Broken, cracked, damaged, rough, or uneven sidewalk surfaces	36	28%
Parked vehicles	7	6%
Puddles	7	6%
Bicycles	5	4%
Gaps in the sidewalk network	4	3%
Litter/debris	4	3%
People standing or queuing	3	2%
Trash cans	3	2%
Trees/Shrubs	3	2%

11. How often do you walk or use a mobility device in the street where there is no sidewalk or where the sidewalk does not have enough space to accommodate you?

One hundred eighty-four (184) respondents reported how often they walk, or use a mobility device, when there is no sidewalk, or where the sidewalk is insufficiently wide enough to accommodate them.



Over half of these 184 respondents, 57%, reported this is a frequent occurrence as 20% selected every day, 26% selected a few days per week, and 11% selected once a week. This shows that for a majority of respondents, this is a weekly occurrence. This data also shows that for about 45% of respondents this is an infrequent occurrence, as about 28% selected rarely, 9% selected never, and 8% selected once a month. The data shows this is a weekly issue for a majority of pedestrians surveyed, while also being an infrequent issue for slightly less than half of the pedestrians surveyed.

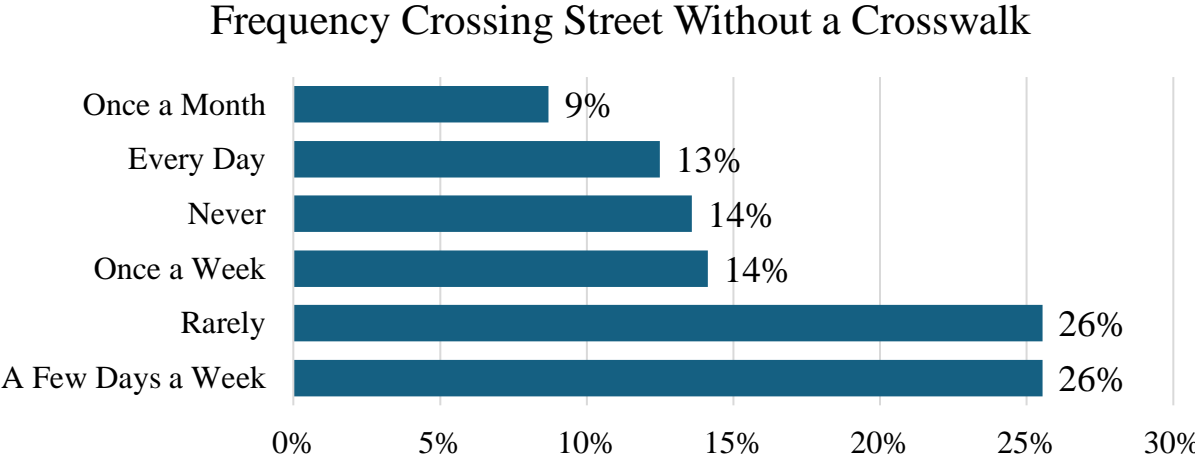
12. Where do you encounter gaps in the sidewalk in Randolph?

This open-ended question was a follow-up question to the previous question. One hundred and one (101) respondents provided 304 different responses. The steering committee re-coded the open-ended responses to produce a list of standardized locations. The figure below shows the top 10 locations where pedestrians encounter gaps in the sidewalk network in Randolph. The percentage provided in the table below calculates the percentage of each location out of the total number of recoded responses.

Location of Gaps in Sidewalk Network	Count	Percentage
Park Street - N Main Street to Randolph Town Recreation Center	27	9%
S Main Street - Gifford Medical Center to Shaw's	27	9%
Weston Street - North Side	20	7%
Weston Street - Spring Street to School Street - South Side	20	7%
Weston Street - S Main Street to Dudley Street - South Side	19	6%
Maple Street - 40 Maple Street to S Main Street - North Side	15	5%
Maple Street - South Street to Earle Street - North Side	14	5%
Maple Street - Earle Street to S Pleasant Street	13	4%
Prince Street	11	4%
S Pleasant Street - Highland Avenue to Fairview Street	10	3%

13. How often do you cross the street where there is no crosswalk or signal in Randolph?

One hundred eighty-four (184) respondents reported how often they cross the street where there is no crosswalk or signal in Randolph.



Over half of the respondents, 53%, reported this is a weekly occurrence, as 26% selected a few days a week, 14% selected once a week, and 13% selected every day. This data also shows that for about 47% of respondents this is an infrequent occurrence, as about 26% selected rarely, 14% selected never, and 9% selected once a month.

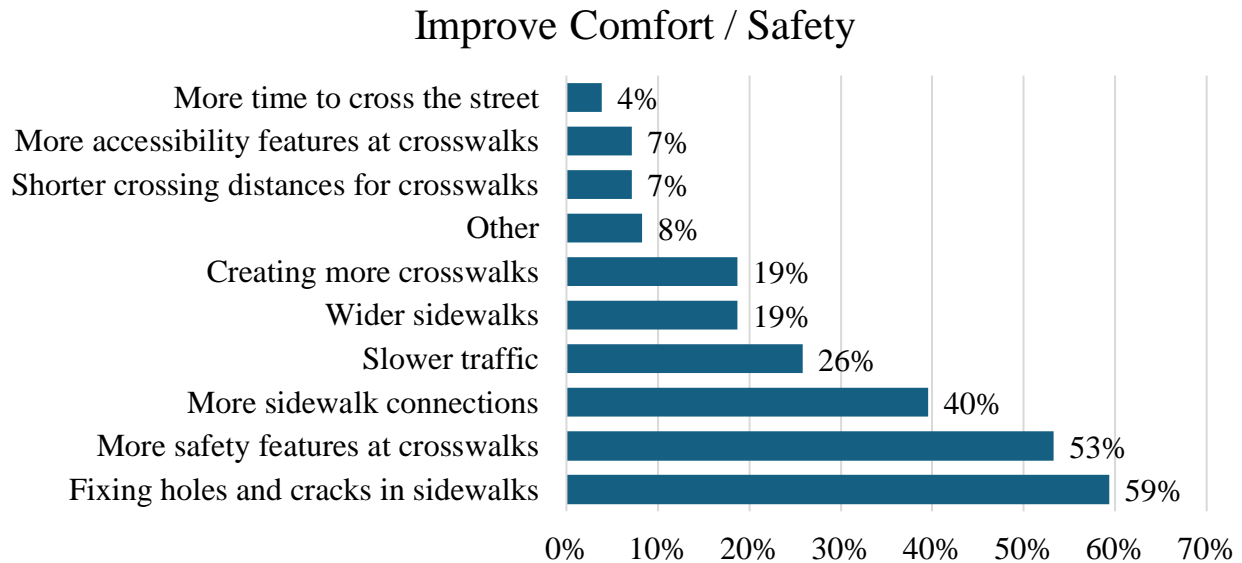
14. Where do you cross the street without a crosswalk?

This open-ended question was a follow-up question to the previous question. Eighty-nine (89) respondents provided 144 different responses. The steering committee re-coded the open-ended responses to produce a list of standardized locations. The figure below shows the top 10 locations where pedestrians cross the street without a crosswalk or signal in Randolph. The percentage provided in the table below calculates the percentage of each location out of the total number of recoded responses.

Location Where Pedestrians Cross Street with Crosswalk or Signal	Count	Percentage
Park Street/Central Street and N Main Street Intersection	11	8%
N Main Street	9	6%
Maple Street	8	6%
N Main Street - Chandler Music Hall	8	6%
Pleasant Street	7	5%
Pleasant Street - Bar Harbor Bank back entrance/Wee Bird Bagel Café	7	5%
Prospect Avenue	6	4%
S Main Street - Gifford Medical Center	6	4%
Salisbury Street - Randolph Police Department/M&M Beverage	5	3%
Salisbury Street and Sumner Street Intersection	5	3%

15. What do you think would improve comfort and safety when walking or using a mobility device to get around Randolph?

This question allowed respondents to select up to three responses. One hundred and eighty-two (182) respondents provided 440 different responses.



Almost three-fifths of these 182 respondents, 59%, selected fixing holes in cracks in sidewalks. Just over half of the respondents, 53%, selected more safety features at crosswalks. Two-fifths of respondents, 40%, selected more sidewalk connections. In addition, 26% selected slower traffic. A further 19% selected either creating more sidewalks or wider sidewalks as options. Only 4% of respondents selected time to cross the street; while 7% selected more accessibility features at crosswalks or shorter crossing distances for crosswalks.

Some of the 8% of respondents who selected other as their response provided a comment. Most of these respondents remarked about the need for better removal of snow and ice on the sidewalks.

Overall, these results show the need for better maintenance of sidewalks and crosswalks to improve pedestrian comfort and safety. It also shows the need for more pedestrian safety features, and more sidewalk connectivity.

16. What is the primary reason why you don't walk or use a mobility device to get around Randolph?

This question was asked of respondents who reported that they never walk or use a mobility device in Randolph as their response to Question 1 in the Walking Section of the survey. Only 5 respondents provided an answer to this question. The results of this question are shown in the table below.

What is the primary reason why you don't walk or use a mobility device to get around Randolph?	Count	Percentage
Sidewalks are poorly maintained	4	80%
Lack of sidewalks or sidewalk connections	1	20%
The distances I need to travel are too great	0	0%
My mobility is too impaired	0	0%
I do not feel safe walking in Randolph	0	0%
I don't like to walk	0	0%

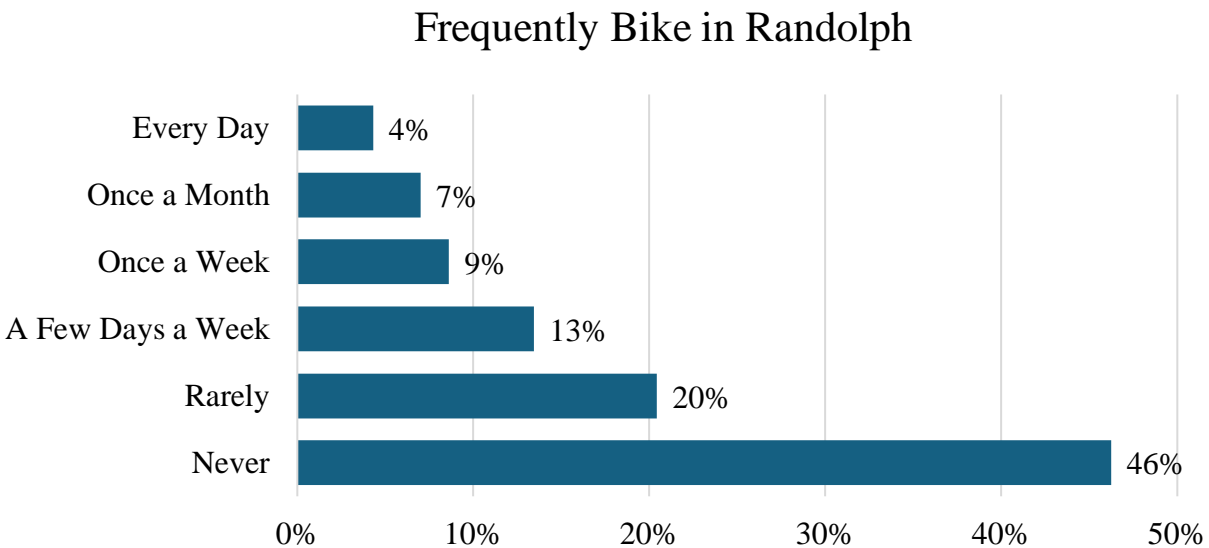
Section 3. Biking

Similar to the Walking section, the Biking section asked cyclists a series of questions about the frequency, locations, purpose, and distances they bike in Randolph. The survey also asked cyclists whether they are ever obstructed when biking in Randolph and about the conditions they encounter on the roadways in Randolph. The survey further inquired about cyclists' perceptions of safety from moving vehicles when biking in Randolph. And this survey also asked cyclists about the locations where they believe more bike parking is needed. Lastly, this survey provided follow-up questions where respondents could report specific locations where they felt unsafe from moving vehicles, would like more bike parking or bike facilities implemented, and what types of obstructions they encounter when biking in Randolph.

For any respondent who selected that they never bike in Randolph as their response to Question 1, the survey skipped most of the questions in this section. These respondents were only presented with Question 14.

1. When the weather allows, how frequently do you bike around Randolph?

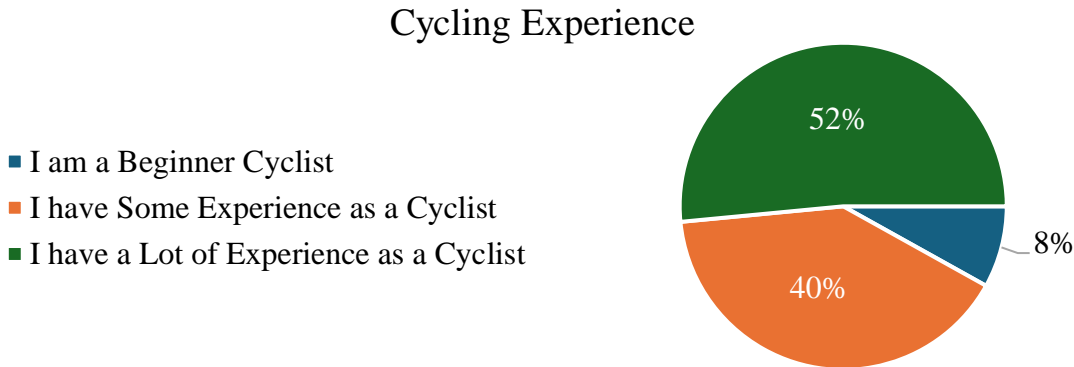
One hundred and eighty-six respondents answered how often they bike around Randolph.



Nearly half of these 98 respondents, 46%, reported that they never bike around Randolph. A further 20% reported that they rarely bike around Randolph. This shows that 66% of respondents rarely or never bike in Randolph. Of the remaining respondents, 13% bike a few days a week, 9% bike once a week, 7% bike once a month, and only 4% bike every day. The data shows that only 26% of respondents bike at least once a week in Randolph when the weather allows.

2. How would you classify yourself as a cyclist?

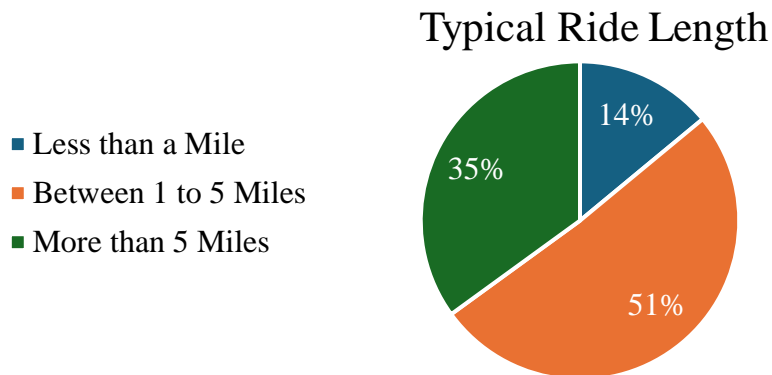
Ninety-nine respondents reported their experience as a cyclist.



Just over half of these 99 respondents, 52%, reported that they have a lot of experience as cyclists. A further 40% of respondents reported that they have some experience as cyclists; while only 8% reported that they are beginner cyclists.

3. When you are biking in Randolph, how far do you typically bike?

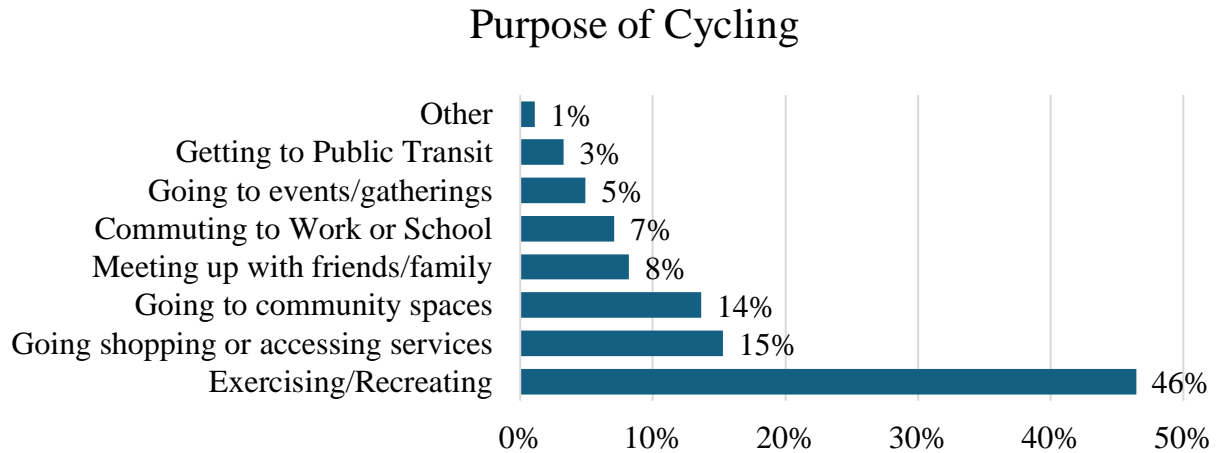
One hundred respondents reported the distance they typically bike in Randolph.



Just over half of these 100 respondents, 51%, reported that the distance they typically bike is between 1 mile and 5 miles; while just over a third, 35%, selected more 5 miles; and 14% respondents selected less than a mile. This shows that nearly 86% of cyclists in Randolph typically bike more than a mile when biking around Randolph.

4. In general, what is your primary purpose when biking around Randolph?

This question allowed respondents to select up to three responses. Ninety-eight respondents provided 183 different responses.

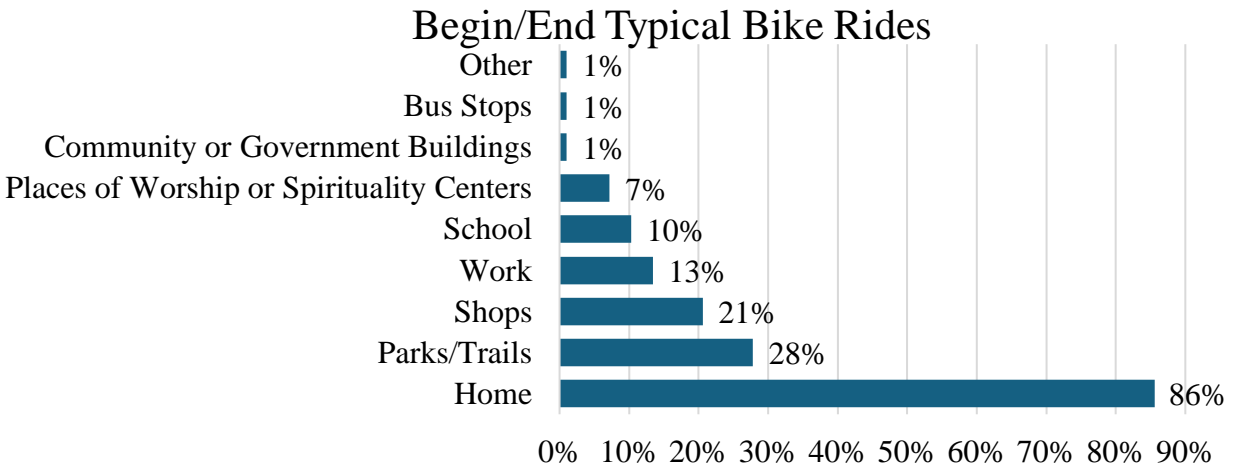


Almost nine-tenths of these 98 respondents, 87%, reported that they primarily bike around Randolph for exercising/recreating. The response with the second most support was going shopping or accessing services, as 29% of respondents chose this option. Similarly, 26% of respondents chose going to community spaces. A further 15% of respondents chose meeting up with friends or family; while 13% selected commuting to work or school. Only 9% of respondents selected going to events/gatherings, and only 6% of respondents selected getting to public transit.

This data shows that most cyclists do not bike as a means to commute to work or school, travel to events or gatherings, meet up with friends or family, or travel to community spaces, or for shopping or accessing services. These results may be the result of the lack of bike infrastructure in Randolph's village areas, where shops, events, places of employment, schools, and community spaces are concentrated.

5. When biking in Randolph, where do you typically begin/end your trip?

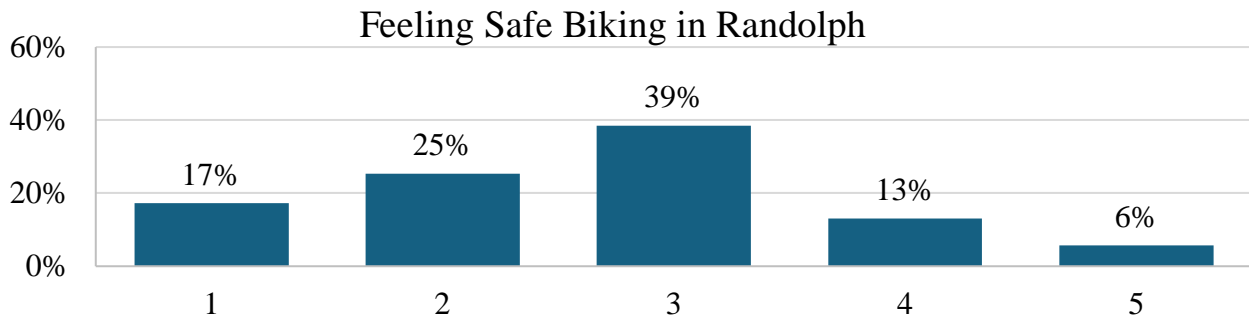
This question allowed respondents to select up to three responses. Ninety-seven respondents provided 163 different responses.



Almost nine-tenths of these 97 respondents, 86%, reported that they primarily begin or end their bike trip at home. The response with the second most support was parks/trails, as 28% of respondents chose this option. Similarly, 21% of respondents chose shops as the origin or destination for their bike trip. A further 13% of respondents chose work; while 10% selected school. Only 7% of respondents selected places of worship or spirituality centers, and only 1% of respondents selected either community or government buildings, bus stops, or other. These results are consistent with the results of question 4.

6. How safe do you feel biking on major roads in Randolph?

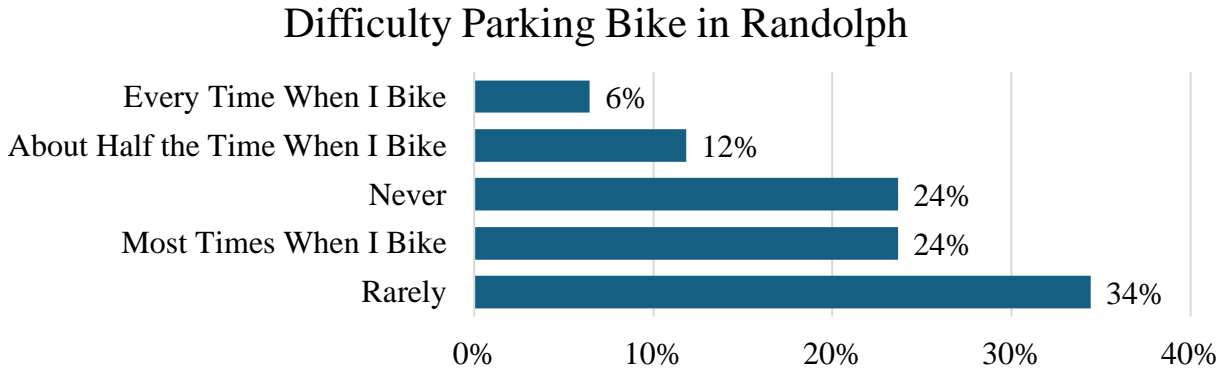
For this question, selecting 1 meant feeling very unsafe when biking on the major roads in Randolph, while selecting 5 meant feeling very safe. One hundred and twenty-two respondents reported how safe they feel biking on major roads in Randolph.



About two-fifths of the 122 respondents, 39%, reported selected a 3. A further 25% reported their feeling of safety as a 2; while 17% selected a 1. This shows that the majority of respondents, 81%, selected feeling somewhat safe to very unsafe when biking on Randolph's major roads. Only 19% of respondents selected either a 4 or a 5, with just 6% feeling very safe.

7. How often do you have difficulty finding a place to park your bike?

Ninety-three respondents answered how often they have difficulty finding a place to find parking for their bicycle.



Nearly a third of these 93 respondents, 34%, reported that they rarely have difficulty. A further 24% reported that they never have difficulty. This shows a majority, 58%, of respondents never or rarely have difficulty finding parking for their bicycle. Interestingly, 24% of respondents also reported that they have difficulty finding parking for their bicycle most times when they bike. Only 6% of respondents have difficulty finding bike parking every time they bike. Lastly, 12% of respondents reported difficulty finding bike parking about half the time they bike in Randolph.

Overall, these results show that there is some need for more biking parking in Randolph, but this is not the most important concern for cyclists at this time.

8. Where would you like to see bike parking added in Randolph?

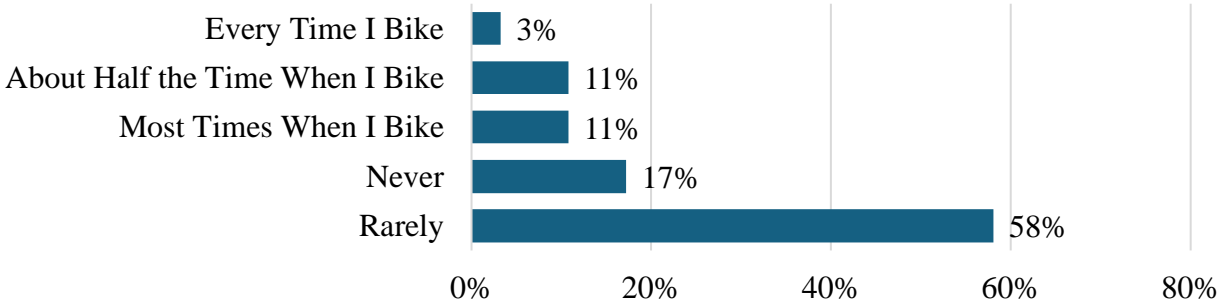
This open-ended question was a follow-up question to the previous question. Forty respondents provided 117 different responses. The Steering Committee recoded the open-ended responses to produce a list of standardized locations. The figure below shows the top 10 locations where respondents would like to see bike parking added in Randolph. The percentage provided in the table below calculates the percentage of each location out of the total number of recoded responses.

Locations for Bike Parking	Count	Percentage
N Main Street/S Main Street Shops	26	22%
Merchants Row Shops	17	15%
Shaw's Plaza Shops	14	12%
Pleasant Street Shops	13	11%
Randolph Town Recreation Center	9	8%
Town Office	6	5%
Cumberland Farms	5	4%
Floyd's Store	5	4%
Post Office	4	3%
Gifford Medical Center	3	3%

9. How often do you encounter obstructions in your path when biking in Randolph?

Ninety-three respondents answered how often they are obstructed when biking in Randolph.

Frequency of Obstructions while Biking in Town



Three-fourths of these 93 respondents, 75%, reported that they rarely, 58%, or never, 17%, encounter obstructions when biking in Randolph. Only 14% of respondents reported being obstructed every time, 3%, or most times, 11%, when they bike. The remainder of respondents, 11%, reported being obstructed about half the time when biking in Randolph. Overall, this shows that most cyclists are not frequently obstructed when biking in Randolph.

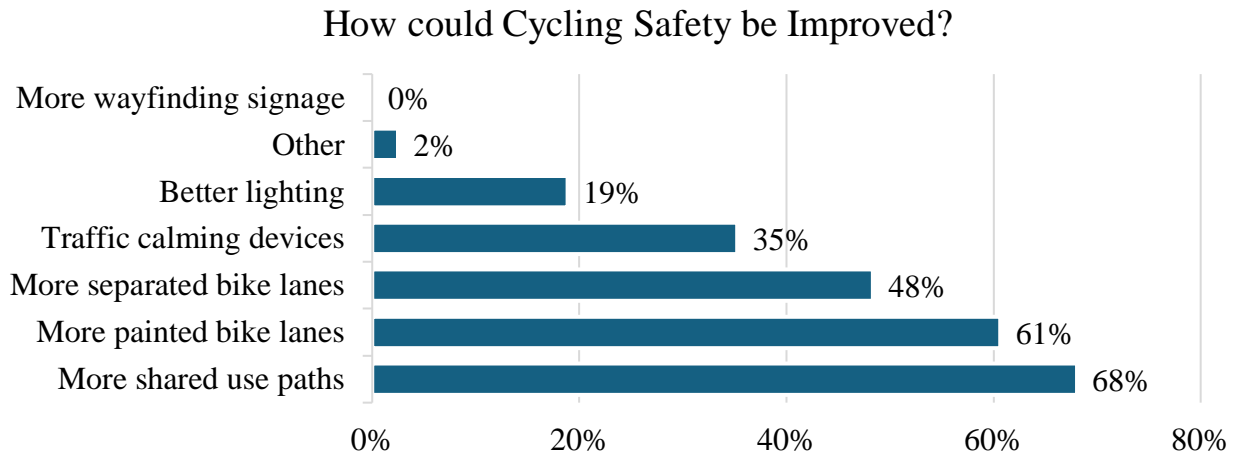
10. What sort of obstructions do you encounter biking in Randolph?

This open-ended question was a follow-up question to the previous question. Thirty-nine respondents provided 59 different responses. The Steering Committee recoded the open-ended responses to produce a list of standardized types of obstructions. The figure below shows the top ten types of obstructions cyclists encounter in Randolph. The percentage provided in the table below calculates the percentage of each type of obstruction out of the total number of recoded responses.

Type of Obstructions	Count	Percentage
Moving Vehicles	11	19%
Potholes/Rough Surfaces	11	19%
Debris/Litter	6	10%
Parked Vehicles	6	10%
Pedestrians	5	8%
Manholes Covers or Sewer/Storm Drains	4	7%
Narrowness of Roadways or Roadway Shoulders	4	7%
Construction	3	5%
Pets	2	3%
Trees/Vegetation	2	3%

11. Which of the following improvements do you feel would improve safety for bicyclists in Randolph?

This question allowed respondents to select up to three responses. One hundred and twenty-two respondents provided 285 different responses.



Slightly more than two-thirds of these 122 respondents, 68%, selected more shared use paths as a means to improve safety for cyclists. The response with the second most support was more painted bike lanes, as 61% of respondents chose this option. Similarly, almost half of the respondents, 48%, chose more separated bike lanes. Slightly more than a third of respondents, 35%, chose more traffic calming devices, while 19% selected better lighting. Only 2% of respondents selected other, and no respondents selected more wayfinding signage.

This data shows that most cyclists would like more bike infrastructure, namely shared use paths, painted bike lanes, or barrier separated bike lanes. There is also some support for better traffic calming and lighting.

12. Please rank this list of safety concerns in order from highest to lowest, with your highest ranked concern at the top of the list.

This question asked respondents to rank each of the following six safety concerns in order from highest to lowest.

- Vehicles drive too fast
- Lack of bike lanes or bike facilities
- There are too many vehicles on the road
- Roadways are not well maintained
- Lack of lighting
- Inclement weather

One hundred and eight respondents provided their responses. The table below breaks down how these 108 respondents ranked each concern.

Concern	Rank 1	Rank 2	Rank 3	Rank 4	Rank 5	Rank 6
Vehicles drive too fast	38%	33%	16%	8%	3%	2%
Lack of bike lanes or bike facilities	41%	19%	22%	8%	5%	5%
There are too many vehicles on the road	5%	22%	31%	19%	13%	10%
Roadways are not well maintained	10%	16%	14%	18%	17%	26%
Lack of lighting	3%	5%	11%	34%	21%	26%
Inclement weather	4%	5%	6%	13%	42%	31%

The lack of bike lanes or bike facilities was the highest ranked concern, as 41% of respondents ranked that option as their top concern. Similarly, 38% of respondents chose vehicles driving too fast was their top concern. A further 10% of respondents chose roadways are not well maintained as their top concern.

In terms of the second highest ranked concern, 33% of respondents chose vehicles drive too fast, 22% chose there are too many vehicles on the road, 19% chose the lack of bike lanes or bike facilities, and 16% chose roadways are not well maintained.

In terms of the third highest ranked concern, 31% of respondents chose there are too many vehicles on the road, 22% chose lack of bike lanes or bike facilities, 16% chose vehicles drive too fast, 14% chose roadways are not well maintained, and 11% chose lack of lighting.

In terms of the fourth highest ranked concern, 34% of respondents chose lack of lighting, 19% chose there are too many vehicles on the road, 18% chose roadways are not well maintained, 13% chose inclement weather.

In terms of the fifth highest ranked concern, 42% of respondents chose inclement weather, 21% chose lack of lighting, 17% chose roadways are not well maintained, and 13% chose there are too many vehicles on the road.

And lastly, inclement weather was the lowest ranked concern, as 31% of respondents selected that option. A further 26% of respondents selected lack of lighting or roadways are not well maintained as their lowest concern. And 10% of respondents selected there are too many vehicles on the road as their lowest concern.

Overall, this shows cyclists believe vehicle speed and the lack of bike lanes or bike other bike facilities are the top concerns. The lack of lighting and inclement weather were the lowest safety concerns that cyclists face. This shows support from cyclists for both traffic calming measures and the implementation of bike facilities.

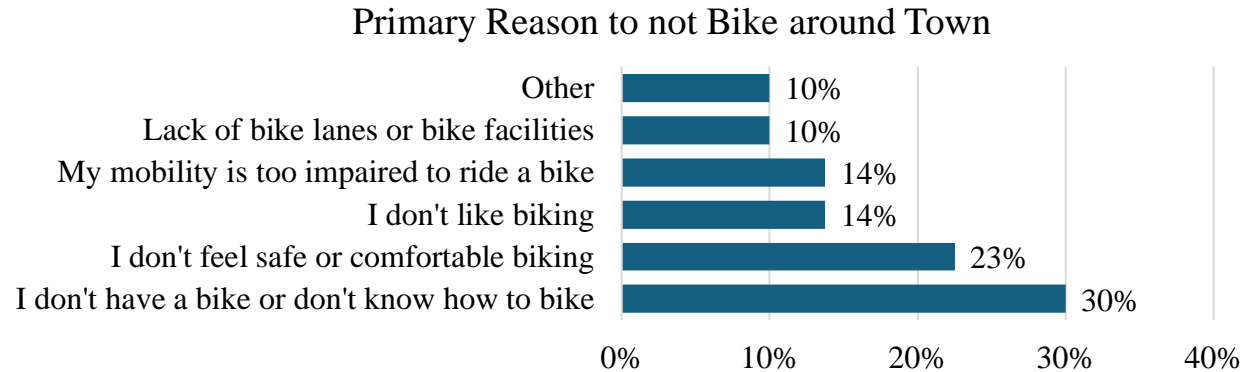
13. Are there any particular locations where you would like to see bike lanes or other bike facilities implemented?

This open-ended question was a follow-up question to the previous question. Fifty-nine respondents provided 207 different responses. The Steering Committee recoded the open-ended responses to produce a list of standardized locations. The figure below shows the top ten locations where cyclists would like to see bike facilities implemented in Randolph. The percentage provided in the table below calculates the percentage of each location out of the total number of recoded responses.

Locations	Count	Percentage
N Main Street	37	18%
S Main Street	37	18%
Central Street	32	15%
Forest Street	19	9%
VT Route 66	17	8%
Park Street	15	7%
VT Route 12	13	6%
VT Route 12A	12	6%
Randolph Center	5	2%
School Street	5	2%

14. What is the primary reason why you don't bike around Randolph?

This question was prompted to respondents who reported that they never bike in Randolph as their response to Question 1 in the Biking Section of the survey. Eighty respondents provided an answer to this question.



About a third of these 80 respondents, 30%, reported that they do not have a bike or know how to bike. A further 23% reported that they do not like biking or that their mobility is too impaired to ride a bike. Lastly, 10% of respondents reported that the lack of bike facilities as their reason for not biking. Of the 10% of respondents who selected other as their reason for not biking, most left a comment. Most cited that they do not live where they could easily bike to and from, or that they no longer bike for one reason or another.

These results show that 33% of respondents do not bike either due to the lack of bike facilities, or because they do not feel safe or comfortable biking in Randolph. The implementation of bike facilities may therefore encourage more residents to bike around Randolph.

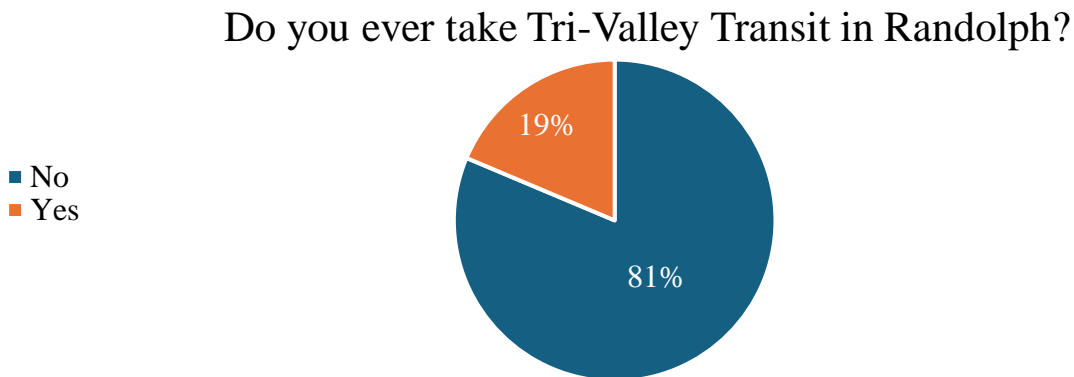
Section 4. Transit

Lastly, the Transit section asked transit riders a series of questions about the frequency, locations, and purpose of their transit ride. The survey also inquired how frequently residents and visitors walk or bike to transit stop and if they have suggested improvements for making transit easier to take in Randolph.

For any respondent who selected that they never take Tri-Valley transit in Randolph as their response to Question 1, the survey skipped most of the questions in this section. These respondents were only presented with Question 6.

1. Do you ever take Tri-Valley Transit in Randolph?

One hundred and ninety-three respondents answered whether they ever take transit in Randolph.

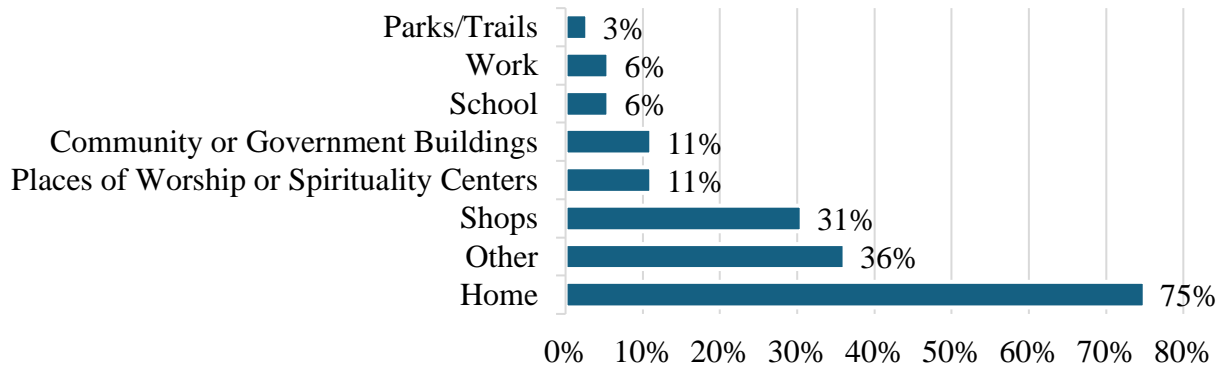


An overwhelming majority of respondents, 81%, reported that they do not take transit in Randolph, while 19% reported that they do.

2. When taking transit in Randolph, where do you typically begin/end your trip?

This question allowed respondents to select up to three responses. Thirty-six respondents provided 64 different responses.

Begin & End Transit Trip



Three-fourths of these 36 respondents, 75%, reported that they begin and end their transit ride at home. A further 31% of respondents selected shops as their origin and destination of their transit trip. This may be due to Tri-Valley Transit's shopping services. All other options were selected much less frequently, with 11% of respondents selecting either places of worship/spirituality centers or community/government buildings, and 6% selecting either work or school. Lastly, only 3% of respondents selected trails as an option.

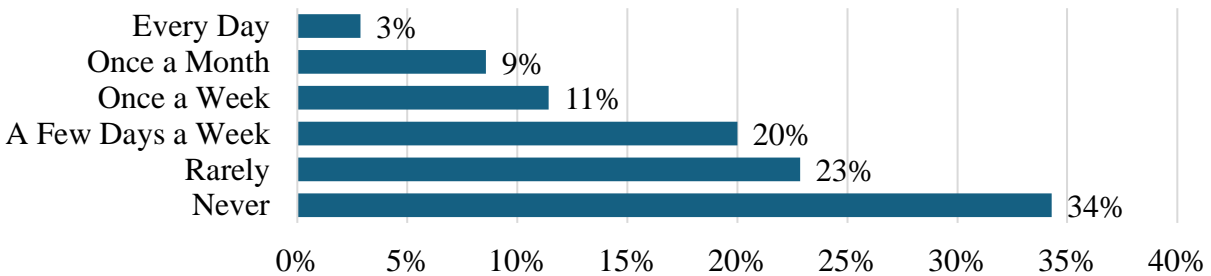
This data shows that most respondents do not use Tri-Valley Transit for commuting to work or school.

Interestingly, 36% respondents selected other for this question. Thirteen respondents who selected other provided a comment. Some of these comments referenced Gifford Medical Center or Dartmouth Hitchcock Memorial Hospital or the Tr-Valley Transit bus depot.

3. How often do you walk or use a mobility device to get to bus stops?

Thirty-five respondents reported how often they walk, or use a mobility device, to a bus stop in Randolph.

Frequency Walking or Using Mobility Device to Transit Stop



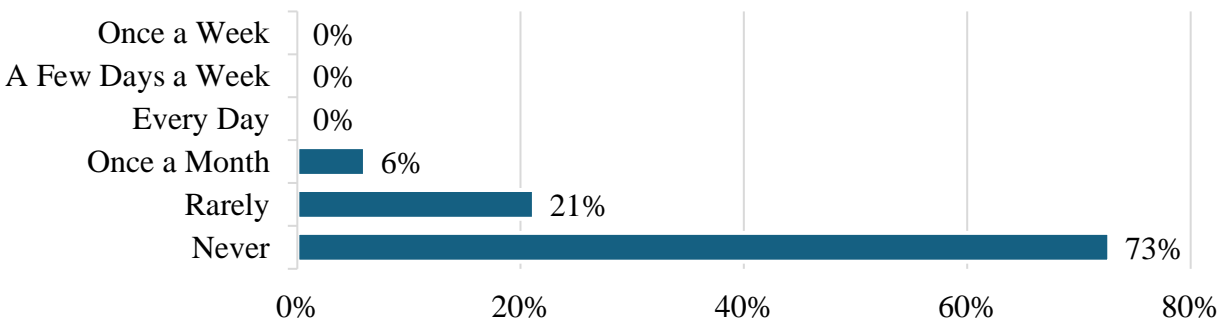
Of these 35 respondents, nearly a third, 34%, reported that they never walk to a bus stop, while 23% reported that they rarely walk, or use a mobility device, to get to bus stops. This shows that a majority, 57%, of respondents rarely or never walk, or use a mobility device, to get to a bus stop.

Only 34% of respondents walk, or use a mobility device, to get to a bus stop at least once a week, as 20% reported doing so a few days a week, 11% reported doing so once a week, and 3% reported doing so every day.

4. How often do you bike to bus stops?

Thirty-three respondents reported how often they bike to a bus stop in Randolph.

Frequency Biking to Transit Stop



Almost three-fourths of these 33 respondents, 73%, reported that they never bike to bus stops in Randolph. A further 21% of respondents rarely bike to bus stops. Only 6% of respondents bike about once a month to bus stops in Randolph.

5. Are there any improvements that would make taking transit easier for you in Randolph?

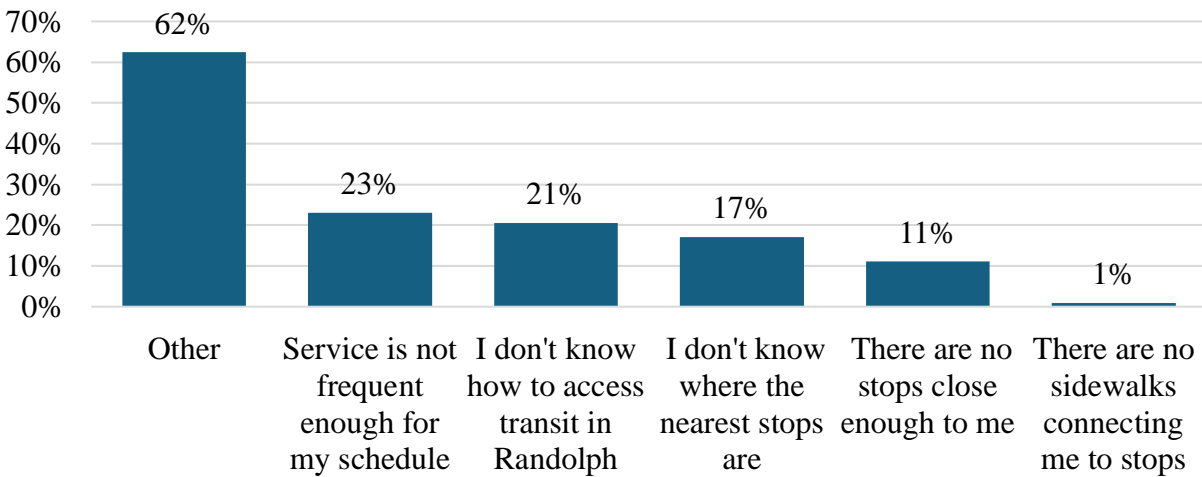
This open-ended question was a follow-up question to the previous two questions. Eight respondents provided 10 different responses. The Steering Committee recoded the open-ended responses to produce a list of standardized improvements. The figure below the recoded responses. The percentage provided in the table below calculates the percentage of each type of improvement out of the total number of recoded responses.

What is the primary reason why you don't walk or use a mobility device to get around Randolph?	Count	Percentage
More Frequent Service	5	50%
Better Sidewalk Connections	1	10%
Add Dartmouth Coach Stop	1	10%
Add Bus Service to Montpelier	1	10%
Reservation for Bikes on Bus Bike Rack	1	10%
Post Schedules at Bus Stops	1	10%

6. What are the main reasons why you do not use transit in Randolph?

This question was prompted to respondents who reported that they never take transit in Randolph as their response to Question 1 in the Transit Section of the survey. Respondents could select multiple responses. One hundred and seventeen respondents provided 158 unique responses to this question.

Main Reason for Not Taking Transit



Interestingly, 62% of respondents chose other as their response. Many of these respondents provided a comment explaining why they selected other as their response. Many of these comments explained that they own a vehicle, or do not need to use transit, or are too young, or that Tri-Valley Transit services won't meet their needs.

For the respondents who did not select other as an option, 23% reported that the service is not frequent enough, 21% reported that they do not know how to access the service, 17% reported that they do not know where the nearest stops are, and 11% reported that the stops are not close enough to them. Lastly, only 1% of respondents selected that there are not sidewalk connections to stops as one of the main reasons why they do not take transit in Randolph.

Appendix 2 - Randolph Open House & Public Forum

May 7, 2024 – 4pm to 8pm (Jeff, Jon, Bryan, Sarah, Rita)

High Level Notes

- Respondents supported repairing existing sidewalks.
- Respondents supported making new sidewalk connections.
- Respondents supported using demonstration projects.
- Respondents supported implementing bike lanes where space allows.
- Respondents supported implementing pedestrian facilities in the village areas.
- Respondents supported implementing bike parking.

Gaps

- Park St. (RT 12A) sidewalk connection to Randolph Town Recreation Center and ballparks.
- Sidewalk connections to the Randolph Senior Center.
- Sidewalks to schools.
- Sidewalks to Shaw's.
- Sidewalk connections between Downtown Randolph and Randolph Center.
- Sidewalks from Vermont State University - Randolph Campus to Floyd's Store and the Post Office.

Obstacles

- Bushes.
- Tactile warning plates after scrapping by sidewalk snowplows create jagged strips.
- Lips at base of curb cuts.
- Steepness of sidewalks and curb cuts.
- Holes, cracks, and uneven pavement are obstacles for the elderly, and mobility device users (Maple St, Pleasant St., Main St.)
- Curb bump outs can obstruct bike lanes.
- Long crosswalks on some streets.
- Railroad tracks.
- Bike riders and dog walkers on the sidewalks.

New Improvements

- Park St. (RT 12A) sidewalk connection to Randolph Town Recreation Center and ballparks.

- Sidewalk connections to the Randolph Senior Center.
- Lighting and sidewalks on Prince St.
- Sidewalks connecting Vermont State University - Randolph Campus to Floyd's Store, the Post Office, and to Downtown Randolph.
- Sidewalks or pedestrian improvements along RT 14 in East Randolph.
- RT. 66 intersection with Bethel RD reconfiguration.
- Sidewalk connections to schools.
- Bike lanes where space allows.
- Bike parking in Downtown Randolph.
- Bump outs and pedestrian islands on Main St.

Other Issues

- Excessive speeding, especially on Pleasant St.
- Truck traffic through Downtown Randolph.
- Pickup truck sizes.
- Lighting on Prince St.

Open House Notes

- Park St. (RT 12A) needs a new sidewalk to the Randolph Town Recreation Center and ballparks and Senior Center. There was an old sidewalk there, but it is basically gone.
- Bushes obstruct sidewalks.
- Sidewalk plow scrapes the sidewalks and the tactile warning plate. When these are made from aluminum and scraped by the sidewalk plow, these become broken into jagged pieces.
- Curb bump outs can obstruct bike lanes.
- Pleasant St. is not safe as speeding is a problem there.
- Prince St. is too dark, and it lacks sidewalks.
- Some respondents remarked about the railroad crossings and how the railroad crossings present obstacles to folks walking or using mobility devices.
- One respondent who bikes around Randolph was told by the town years ago that it would be too expensive to put in bike lanes on Main St.
- East Randolph lacks any bike or pedestrian infrastructure. However, there are informal paths or walkways connecting the Vermont State University - Randolph Campus to Floyd's Store and the Post Office.
- One respondent said they only ride their bike when there is no traffic or take back roads.
- Speeding on Pleasant St. is a significant problem.
- Most respondents agree that pickup trucks have gotten too big and make them feel unsafe as pedestrians.
- One resident of Randolph House remarked that they have to take transit for short trips that should be walkable or made with their mobility device.
- The sidewalks near Randolph House are too steep for folks using mobility devices particularly with curb cuts.
- The sidewalks on Maple St. are not well maintained.
- There is a trail made of plastic wood board. Some felt it was not a great trail to walk on.
- Speeding and speed enforcement were brought up as issues in the town several times.

Disorganized Notes – Public Forum

- Sidewalks are safe for mobility users.
- Sidewalks are uneven, and there are long crosswalks at Pleasant and Main St.
- North Main St. needs sidewalk repairs.
- Only part of the way to the Senior Center has sidewalks.
- On railroad tracks the wheels of mobility devices can get stuck in the gaps.
- The ramps on curb cuts sometimes have lips which causes accessibility issues.
- Respondents expressed that they want schoolchildren to be able to walk to schools.
- One respondent reported that a pedestrian was struck at a crosswalk.
- Respondents expressed interest in having bike lanes where there are wide shoulders.
- Respondents reported that they would like to walk from Randolph House to Merchants Row and then from School St. to Summer St.
- Weston St. has a narrow sidewalk and is not safe.

- Respondents noted that they do not like bike riders or dog walkers on sidewalks with seniors.
- Mountain bikers do cut through Town on the roads between trails.
- Support for widening the sidewalks to the high school.
- The crosswalk in Randolph Center near RT. 66 intersection with Bethel RD needs reconfiguration.
- Respondents want to see the informal pathway improved in Randolph Center.
- Connect Vermont State University - Randolph Campus to the Kingwood Health Center and to Downtown Randolph via Rt 66.
- In East Randolph, respondents would like to walk along Rt 14 safely and comfortably.
- Bike parking is needed, as there is currently a minimal amount provided.
- Some respondents asked where they can park their mobility devices when they enter places without them.
- There was some support from respondents about using demonstration projects. One respondent remarked that demonstration projects would take away parking space, which business owners in the downtown are loathe to lose.
- Respondents would like to see the Town implement bump outs and islands on Main St.
- Truck traffic on Main St. is a frequent all-day phenomenon.

Appendix 3 - Randolph Elementary School lunch talk

May 22, 2024 – 12:40pm to 1:00pm (Rita/Bryan), 5th/6th graders

Commute to School:

- About ten kids raised their hand that they bike to school.
- About five kids raise their hand that they walk to school.

Sidewalk Conditions:

- Sidewalks are too narrow, or “skinny” in their parlance.
- Sidewalks are broken in many places.
- Glass or dust on the sidewalks pose an obstacle to walking/biking.

Crosswalks:

- Crosswalks are not visible.
- Students reported that they sometimes cross the street where there is no crosswalk.
- Some students requested that a police officer or crossing guard be posted to help them get across the street at the intersection of RT 66 and Forest ST leading up to the school.

Where should there be sidewalks:

- Toward the Randolph Rec Fields from Downtown Randolph
- Senior Center
- Shaw’s
- Bar Harbor Bank back customer entrance on Pleasant St

Biking Conditions:

- Students ride on sidewalks because they need separation from moving vehicles and are frightened by fast moving vehicles that do not give them space
- Glass or dust on the sidewalks pose an obstacle to walking/biking (they bike on the sidewalks).
- Students have to wait at the intersection of RT 12 and Forest St for a pause in traffic to bike up to the school.
- Students report that they bike on RT 66 using the sidewalk where possible or biking along road segments that have wider shoulders or ditches that they can literally “jump” into if they need to avoid a passing vehicle.

Biking Destinations:

- School
- Downtown Randolph shops

- Particularly Sweet Scoops Ice Cream
- Library
- Randolph Ice Rink
- McDonald's
- Cumberland Farms
- Shaw's
- No student reported that they walked or biked around East Randolph.

Biking Obstacles:

- Glass, dust, sand, or silt on roads/sidewalks
- Dining tables outside of 1 Main restaurant
- Difficult to get to the Randolph Ice Rink when walking/biking.
- Intersections with railroad tracks on Railroad ST (S Main St/ Pleasant St)

Bike Parking:

- Needed in Downtown Randolph at the Library and Sweet Scoops (N Main St and Salisbury St)
- Most reported that they do not lock their bike.
- Recreation Fields

Other:

- Light posts shine upward and should shine downward onto the street, sidewalk, crosswalk

Appendix 4 - Greater Randolph Senior Center lunch talk

May 28, 2024 – 1:00pm to 1:45pm (Rita) – 12 attendees

Sidewalk Conditions:

- Sidewalk snow maintenance is challenging especially if it's not on the main roadway
- Joslyn walks to Gifford if possible
- We need ADA ramp to Randolph House

Crosswalks:

- The crosswalk by Cumberlands/Dunkin Donuts need to be refreshed
- From Central St to Elm St to Pleasant St – there's only a sidewalk on one side, no crossing guard.
- Using a motorized wheelchair we need wider sidewalks

Other:

- It would be nice to have a trail riverwalk, there are homeless and may be unsafe for walkers, some are aggressive.
- There are no streetlights so it's unsafe to walk
- Suggestion of a Reservoir loop
- Walk along Stock Farm Rd
- Walk to Central Supply
- Walk to Beansville Rd
- Walk to White River Credit Union