



Meeting Minutes

Date: September 17, 2021

Place/Time: Town of Hardwick – Virtual / 9:00 A.M.

Next Meeting: TBD

Attendees: Eric Remick – Town of Hardwick
 Kristen Leahy – Town of Hardwick
 Dave Gross – Town of Hardwick
 Shari Cornish – Town of Hardwick
 Matthew Bogaczyk, P.E. - VTrans Project Manager
 Kevin Locke – VTrans Project Management
 Chris Lathrop, P.E. – DuBois & King, Inc.
 Stephanie Solla, P.E. – DuBois & King, Inc.

Absentees:

Distribution: Attendees, Absentees, File

Questions	Discussion/Action:
<p>Dave Gross asked about the handicap parking stalls in the vicinity of the United Church of Hardwick.</p> <p>Shari Cornish asked if the handicap spaces could be striped across the street.</p> <p>Dave asked about shifting the sidewalk to acquire enough width to stripe the handicap striping where they currently exist.</p>	<p>It was discussed that the roadway width did not allow for sufficient width to stripe parking on both sides of VT Route 14 in this vicinity and that if the handicap spaces were retained, several of the proposed additional spaces across the street would need to be eliminated. Talking through alternatives it was decided that VTrans/D&K would confirm for sure, that it was acceptable to place handicap spaces across the street. As long as this does not violate any ADA guidance it was decided to mark two of the proposed new parking stalls as handicap spaces. D&K will coordinate with the VTrans bike and pedestrian expert and <u>report back to the Planning Commission</u>. Long term, the town could reconstruct the sidewalk along the church to accommodate sufficient width for additional parking spaces.</p>
<p>The question was raised if the project would be improving the delineation of pedestrian way's and safety across commercial drives.</p>	<p>It was explained that Class 1 project have historically provided better delineation and access management at a location or two along projects, but it would be the town's responsibility to coordinate and seek buy in from the property owner. It was further explained that these locations would be better served with a standalone sidewalk project that would have the time to scope and incorporate desired improvements.</p>



<p>Eric Remick ask what the pavement treatment would be and if additional pavement was being removed through the downtown area to address the limited curb reveal caused by past overlay projects.</p>	<p>It was explained that Class 1 projects are limit and somewhat dictated by statute. Pavement treatment is 2" mill & fill.</p>
<p>Shari asked if the bump outs shown on the plans will work with existing drainage</p>	<p>It was explained that the plans don't call for standard bump outs, but are standalone raised islands set away from the existing curb line to maintain the existing drainage patterns.</p>
<p>Kristen asked about the elimination of the crosswalk at the market on Mill Street.</p>	<p>It was explained that this crossing does not have defined pedestrian destinations. Both ends of the crosswalk terminate in driveways which is not acceptable. It was explained that the project could not restripe the crosswalk, but although not recommended the town could replace after the project was completed. It was recommended that the town seek grant funding to construct a sidewalk project that could provide ADA compliant pedestrian destinations and access management.</p>
<p>Shari asked about incorporating Rectangular Rapid Flashing Beacons (RRFB) at the post office crosswalk.</p>	<p>It was explained that the use of RRFB's should be limited to locations where the standard signage is insufficient. Examples would be where pedestrian crossings are not expected or sight distant is limited. Over use of RRFB will make their use ineffective. Based on the location it was recommended that this would not be a good candidate.</p>
<p>Lastly RRFB's were discussed for the crosswalk near Union Street. The Planning Commision felt this would be appropriate location as this is the first crosswalk a driver encounters and is outside the village setting.</p>	<p>D&K will follow up with the VTrans Bike and Pedestrian expert and report back to the Planning commission.</p>



Planning Commission Q&A – Hardwick STP PC23(1)
The meeting adjourned at 9:50 AM

The foregoing is considered to be a true and accurate of all items discussed. If any discrepancies or inconsistencies are noted, please contact the author immediately.

A handwritten signature in cursive script that reads 'Christopher D. Lathrop'.

Christopher D. Lathrop, P.E.

DuBois & King, Inc.