

## Updated Draft of the East Hardwick Audit

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Dave Gross <dave@hardwickvt.gov>

Mon, Jun 20, 2022 at 9:28 PM

To: Kristen Leahy <zoning.administrator@hardwickvt.org>, Mike Lance <mike@thelances.info>

Kristen,

The following is from Mike Lance who is EHNO'S safety committee chair. Let's consider it in our discussion of the final version of the audit for the SB.

Best,  
Dave

----- Forwarded message -----

From: <mike@thelances.info>

Date: Mon, Jun 20, 2022, 6:47 PM

Subject: RE: Updated Draft of the East Hardwick Audit

To: <dave@hardwickvt.gov>, Cheryl Michaels <c.michaels@gmail.com>

Wonderful analysis. Goes a long way to demonstrating the problems.

I would suggest adding observations on pedestrian traffic, not just a discussion of the structural composition of the sidewalks and drainage. Observations can be gathered from residents since there probably isn't time to observe them by the auditors:

Despite the lack of a sidewalk, School St has more pedestrian traffic than the rest of East Hardwick due to the location of the convenience store.

I've seen up to 5 people (none walking together) simultaneously walking in School St (bound both ways—and yes I mean “in School St”). I have never seen that many simultaneously on Main St. although Main St is longer.

Because of the decrepit condition of the Main St sidewalks, people frequently walk in the road instead. That creates a major hazard given the pitted and collapsing drainage system.

The collapsed drainage system also presents serious danger to bicycle traffic on the street. Suppose a child hit one of the gaps in the drainage system as a large truck was going by—given that they may be more focused on the traffic than the road? Even without the heavy truck traffic on Main St, the drainage system presents a danger to bicyclists, but when the heavy traffic is added the risk is exponential.

The lack of guardrails on Cedar and School Sts presents pedestrian danger as well as a traffic threat, and the Cedar St dangers don't seem to be addressed. I know it is

a sidewalk study, but I would suggest a Cedar St addendum as well to address the pedestrian danger of the drop—I think that, physically, it is worse than School St. I've walked Cedar St a number of times as part of an exercise routine and with the extreme drop off so close to the edge of the street (as close as 1 foot) combined with the high speed traffic connection with a 50 mph highway at a sharp angle, a pedestrian focused on traffic could end tumbling down the hill, with poor consequences.

I've also attached 2 photos which I think (thanks to shadows) show the drop offs between the Main St roadbed and sidewalk better. Photos taken in midafternoon in spring aren't as effective as winter photos in the afternoon. (Perhaps I was plotting when I did it.)

I'd like to include the mention of the Draft availability in the ARPA Sidewalk questionnaire. Since it is available to the city personnel, I'd like to bring it to the Select Board's attention as part of the ARPA request. They may be too busy with other things to be aware that it is available in draft form, now.

Sorry, but my focus on the safety has made me perhaps overly sensitive.

Mike