

MEMO: Hardwick Select Board, David Upson & Mike Henry

FROM: Tonia Chase

Date: October 17, 2024

Subject: Liquor, Tobacco & Tobacco Substitute Endorsement License Request

Hello Everyone:

Tonight you have the following permits for consideration.

First Class license for:

Second Class Licenses for:

NU Beverage, LLC d/b/a M&M Beverage

Third Class Licenses for:

Outside Consumption Permit for:

Tobacco License:

NU Beverage, LLC d/b/a M&M Beverage

Tobacco Substitute Endorsement:

NU Beverage, LLC d/b/a M&M Beverage

All applications are renewals and have no infractions.



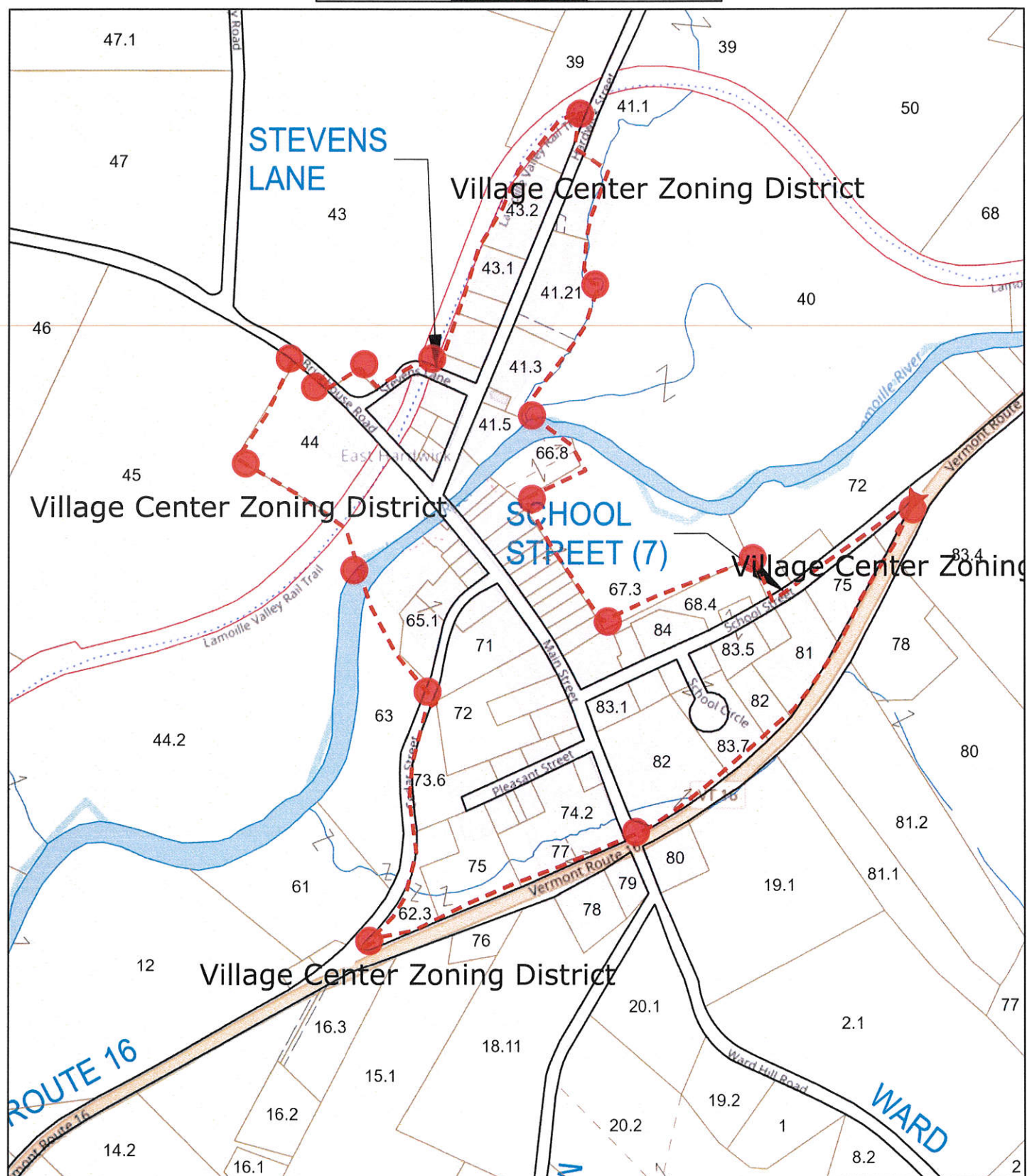
1 inch = 538 Feet



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October 9, 2024



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View to the 3-way Intersection from Wolcott Street – improved sidewalk and 25 mph sign for Main Street.

AARP Community Walk Audit location:

Wolcott Street, Hardwick – from the Hardwick Fire Station to the 3-way intersection.

Date: 9/23/24 Started at 10 am and finished at 11 am

Posted Speed Limit: 30 mph

**The speed is only posted on the sidewalk side once – when you are traveling east on Route 15 (Wolcott Street). The lone speed sign is across from the entrance to Tops and the former Walgreens.*

The speed is posted multiple times on the Lamoille River side – when you are traveling west on Wolcott Street (Route 15).

Total Number of Vehicle Lanes: 2

Two-Way Street

The sidewalk on the east side extends from 3-way Intersection to beyond the Hardwick Fire Station.

The sidewalk on the west side does not exist due to the location of the Lamoille River.

Issues Noted on Audit:

- 1) The Wolcott Street sidewalk for this audit begins at the 3-way



Near Granite Street – no separation from Wolcott Street

Intersection and ends beyond the Hardwick Fire Station. The upper (near Main Street) and lower (beyond the Hardwick Fire Station) sections were improved last year and have limited issues with curbs or cracking. However, the middle section of the Wolcott St sidewalk has eroded and poses multiple safety issues including a lack of separation from the street.



Near Cottage Street – no separation and a cracking, crumbling sidewalk.



Above Elm Street – no separation from Wolcott Street



Near Granite Street – no separation from Wolcott Street

- 2) The most concerning section is between Elm Street and Main Street. The sidewalk is identified as a school route (by sign) and was busy with pedestrian traffic. However, the section is narrow, has overhanging vegetation, and a large vertical drop to



26 inches from the sidewalk to the roadway – between Elm Street and Main Street



Cracked and crumbling sidewalk near large drop.

Wolcott Street. The change varies between 15 inches to 26 inches. The sidewalk is sloped, cracking, and eroding. Vehicles travel at 30 mph or more.



Vegetation overhangs the sidewalk.

- 3) The Hardwick Fire Station, Rite Way Sports and Northeast Service Station have parking areas with no curb cuts. The sidewalk virtually disappears past these potentially busy areas.

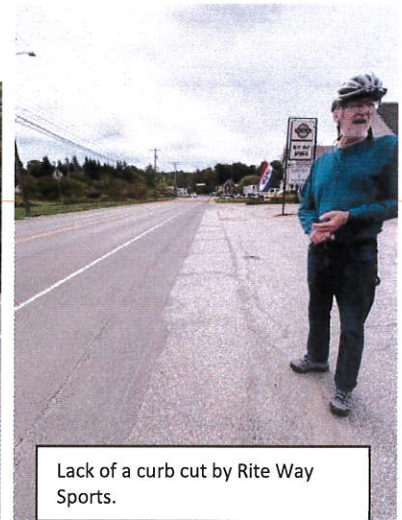


A slight curb cut is identified at Northeast Service Station.

A slight curb cut was identified at the Northeast Service Station parcel but vehicles were observed driving over it.



Lack of a curb cut by the Hardwick Fire Station



Lack of a curb cut by Rite Way Sports.

- 4) The Wolcott Street sidewalk is continuous and no segments are missing. However, the sidewalk has a variety of slopes and elevations which make the sidewalk difficult to be used by a wheelchair or other form of mobility assistance.



Sections have gaps and are crumbling.

- 5) The existing sidewalk is often not wide enough for two people to walk side by side (between 4 ½ feet to 8 feet in width). The sidewalk is too narrow for two people to pass each other, especially if a wheelchair or other form of mobility assistance is being utilized.



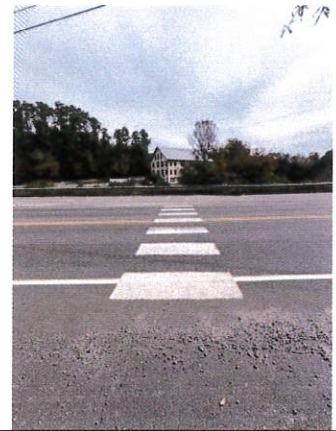
East sidewalk is not adequate in places for a wheelchair or other forms of mobility assistance.

- 6) There are raised indicators so that users with vision impairments will know



Upgraded cross walk at the Cottage Street Bridge

when there is a crosswalk across Wolcott Street at the Cottage Street Bridge. There is no sidewalk on the bridge side of the street. These indicators have also been installed at the intersections of the various side streets that connect with Wolcott Street. The crosswalk near the 3-way Intersection ends in the Village Diner parking lot area and does not have any raised indicators.



Crosswalk near the 3-way Intersection leading to diner parking lot

- 7) The street does not have a designated bicycle lane which becomes problematic with the

amount of large truck traffic. The Traffic and Pedestrian Safety study recommended adding bike decals to the traveled lane to make drivers aware that they may be sharing the road with bicycle traffic. With the completion of the Lamoille Valley Rail Trail (LVRT), there has been an increase of bike usage which will necessitate more bike options.

- 8) The crosswalks and walking areas that traverse the side streets on Wolcott Street are flat but when the surface is wet due to rain, snow or ice, the crossings are slippery and hard to navigate.

- 9) Drainage does not appear to be adequate for increased capacity rain events. Water drains off of the Main Street and collects or erodes on the east side of Wolcott Street. Drainage is also inadequate in the Granite Street Historic District. Excess water travels down Granite Street, Cottage Street, and Elm Street and collects on Wolcott Street.



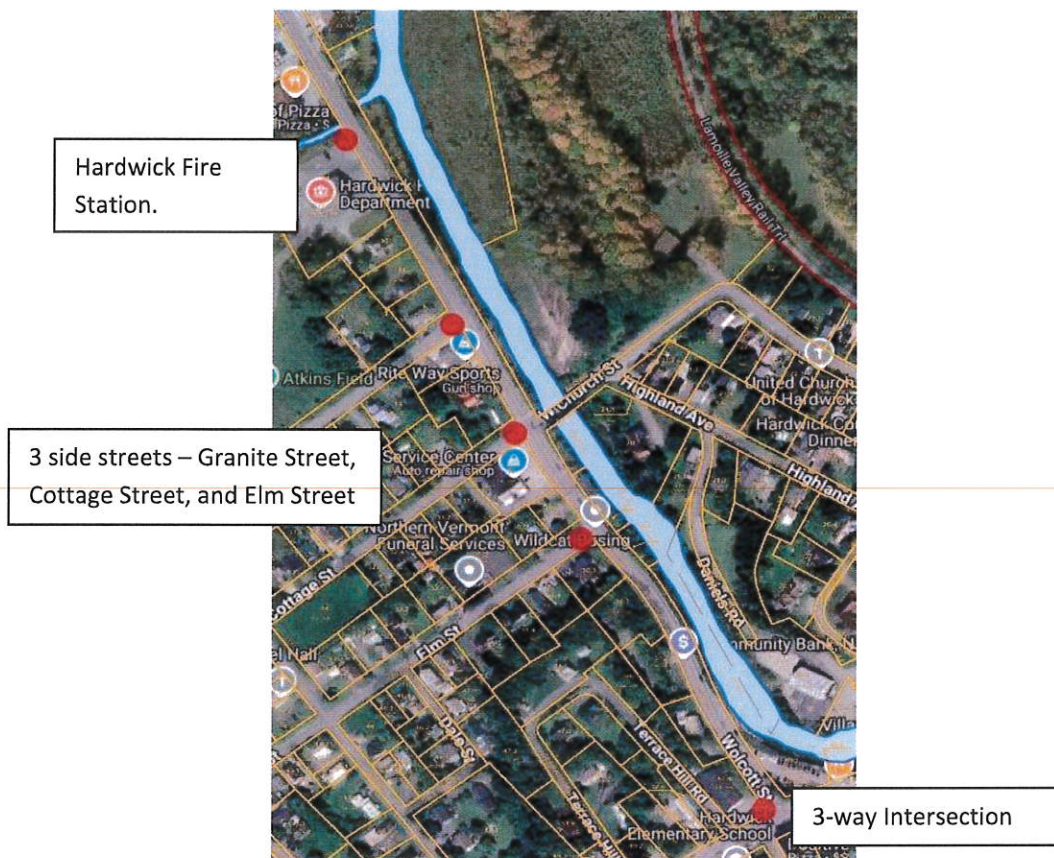
Intersection of Wolcott Street and Elm Street

- 10) The 3-way Intersection does not have a crosswalk that enables pedestrians to cross from parking area to where the shops and restaurants are located. The wear patterns in the grass next to the public parking indicate that people are not traveling to the existing crosswalk but are walking up the grassy bank (around the fence) and across the intersection. Users of the Wolcott Street sidewalk must know to cross before the intersection and walk through the Village Diner parking lot, or proceed past the intersection and walk down South Main Street to the crossing at the Hardwick Elementary School.
- 11) Extremely high vehicular and truck traffic counts on Wolcott Street occurred throughout the time frame of the audit.

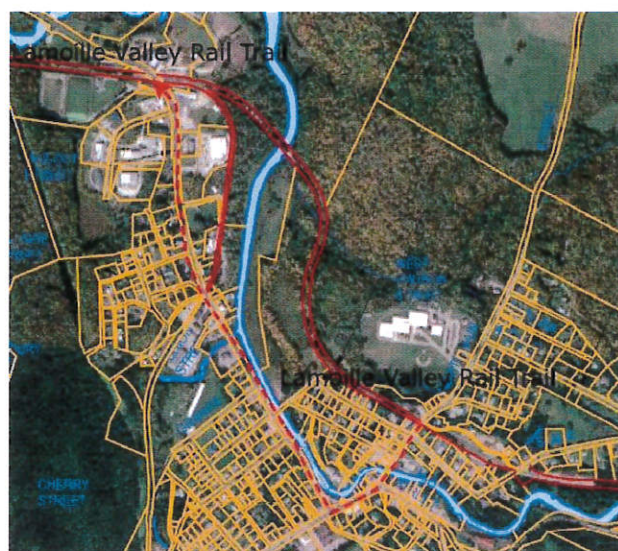
The entire location could be improved by sidewalk repairs, a storm water review, installation of better drainage, better speed sign installation, and access management on the street. **The section identified between Elm Street and Main Street should be studied and improved as soon as fiscally possible.** Any review of potential Wolcott Street improvements should include an examination of the Lamoille River side for bicycle safety. See the second map on the next page.

The safe walkability of Wolcott Street is **poor** from the Hardwick Fire Station to the 3-way Intersection. The overall appeal of the area as a place to walk is **fair**.

Correlating Map of the Reviewed Area:



Unofficial Lamoille Valley Rail Trail Loop that is emerging as a new bike path. Bikers are departing from the LVRT, traveling downhill on North Main Street, visiting Downtown Hardwick, and then biking down Wolcott Street to reconnect with the Lamoille Valley Rail Trail near Caja Madera/Yellow Barn, etc.



Company	Site 5041-082	Site 5041-143	Total
GW Tatro Construction	\$ 56,000.00	\$ 82,500.00	\$ 138,500.00
Hogan Excavating LLC	\$ 90,000.00	\$ 122,000.00	\$ 212,000.00
Gravel Construction Co. Inc.	\$ 179,825.00	\$ 98,933.00	\$ 277,650.00
Blue Mountain Trucking & Excavating	\$ 224,000.00	\$ 244,794.00	\$ 468,794.00