

Summer 2020 Recommendations from the Pedestrian and Traffic Safety Task Force and the Hardwick Planning Commission

- Adjust sight lines near crosswalks. Install the 20 feet buffer zone on both sides of each crosswalk and adjust the parking spaces.
- Remove the handicap parking spot adjacent to the Post Office parking area. Designate nearby parking spot as handicap parking.
- Repaint the crosswalks in a high visibility color.
- Install flashing crosswalk signs at the crosswalk connecting the Clip Joint and the Laundry and at the Co-op/Swinging Bridge location.
- Install a speed sign before the village (prior to the Glenside intersection).
- Install signage to direct cars to alternate parking.
- Add a street decal (bicycle symbol) that reminds people that bikes can/will be in the road.
- Educate younger riders about sidewalk and crosswalk safety.
- Install crosswalks near the Church – W. Church/North Main Street intersection and on North Main Street near the Municipal Building parking lot.
- Install a crosswalk near the northern end of the bridge on Main Street.
- Install a fence near the Village Diner to prevent pedestrians from traveling over the bank and through the intersection. Placing the fence near the parking area instead of on the road section may help with visibility lines.
- Add a crosswalk to the Cherry Street area.
- Install bike racks at the Municipal Building, at the town-owned lot adjacent to the Clip-Joint and at the swinging bridge triangular lot.
- Stop, wait, and wave signs.
- Upgrade the town's parking area at the intersection of Mill Street and Perry Lane. The parcel could be leveled, spaces could be delineated and a bike rack could be installed.
- Remove parking from the blinking light intersection (Route 14/15 intersection). Removing three parking spaces would aid in turning truck traffic from the north onto Route 15E and would theoretically improve the safety of the intersection.
- Remove parking from the intersection of North Main Street/Mill Street (in front of the Clip Joint). A concrete planter or other impediment is recommended for the space preceding the crosswalk between the Clip Joint and the Laundry.

Expanded information regarding the Summer 2020 Recommendations from the Pedestrian and Traffic Safety Task Force and the Hardwick Planning Commission:

- **Adjust sight lines near crosswalks (adjust parking spots).**
State law states that a 20 feet buffer zone should be on both sides of a crosswalk. Adjusting the parking spaces (installing the buffer zones) would remove roughly 8 spots from the village center parking. This approach would align parking with state law and would theoretically make the crosswalks safer for pedestrians. *Although the parking spaces have already been delineated for the 2020 summer season, the HPC recommends that the elimination occur as soon as feasible. The eliminated parking spots could be removed with a diagonal line through the space and the words "No parking." This would essentially become a painted bump-out.*
- **Remove the handicap parking spot adjacent to the Post Office parking area.**
The handicap parking space on Mill Street creates visibility issues for the traffic leaving and entering the busy post office parking lot. In addition, the space is constrained by a utility pole and lines. The space could be moved to the first spot on that stretch of road (in front of the former Gagnon's video) and a secondary parking space could be installed. This would remove roughly 1 spot from the village center parking. This approach would theoretically make the handicap parking space more feasible and improve the visibility and safety of traffic at the post office junction.
- **Repaint the crosswalks in a high visibility color.**
- **Install flashing crosswalk signs.** The crosswalk signs have been successfully used in neighboring towns (Montpelier, Morrisville). Two sets should be installed. One would be at the crosswalk connecting the Clip Joint and the Laundry. One would be at the Co-op/Swinging Bridge location.
- **Install a speed sign before the village (prior to the Glenside intersection).**
A flashing speed feedback sign would be useful for vehicles traveling into the village center. This suggestion would probably need state approval prior to implementation.
- **Install signage to direct cars to alternate parking.**
Signs which direct cars to the mural parking area and the Village Diner parking area could be helpful to travelers who are not familiar with Hardwick.
- **Add a street decal (bicycle symbol) that reminds people that bikes can/will be in the road.**
The lack of a biking lane or of viable road shoulders through the center of Hardwick village result in bike usage on the main road. With upcoming improvements to the Lamoille Valley Rail Trail, there should be an increase in bicycle usage in the village center. Street decals could be added to the road to remind vehicles to share the road.
- **Educate younger riders about sidewalk and crosswalk safety.**
- **Install crosswalks near the Church/North Main Street intersection and on North Main Street.** The installation of additional crosswalks on North Main Street should improve pedestrian safety. The proposal is to add a crosswalk to the section where the Lamoille Valley Rail Trail will cross, to add a crosswalk to West Church Street (between the parking area of the Hardwick Electric Department and the Jeudevine Library), to move the existing crosswalk from below the former Senior Center to a location

between the Jeudevine Library property and the Memorial building (below the Memorial building parking spaces), and to add a crosswalk to North Main Street north of the Lamoille River bridge. Curb cuts would be necessary in at least two locations. See attached satellite image.

- **Install a fence near the Village Diner to prevent pedestrians from traveling over the bank and through the intersection. Placing the fence near the parking area instead of on the road section may help with visibility lines.**
- **Add a crosswalk to the Cherry Street area.** A significant stretch of South Main Street does not have a crosswalk to facilitate pedestrian safety. The closest crosswalk at the Hardwick Elementary school has a nearly 300 feet separation from this area of the road. This suggestion will probably need state approval prior to implementation.
- **Install bike racks at the Municipal Building, at the town-owned lot adjacent to the Clip-Joint and at the swinging bridge triangular lot.** Several stakeholders mentioned the need for bike racks within the Hardwick Village Center. With upcoming improvements to the Lamoille Valley Rail Trail, there should be an increase in bicycle usage in the village center. Three locations were initially identified - next to the Memorial building on the lower level near the parking area; in the municipal lot adjacent to the swinging bridge; and in the municipal lot adjacent to the Clip Joint at the intersection of Mill Street and Perry Lane.
- **Stop, wait, and wave signs.** Adding this written reminder to the sidewalk preceding the crosswalk has been utilized successfully in Littleton, NH. An example is attached.
- **Upgrade the town's parking area at the intersection of Mill Street and Perry Lane.** With the recommended removal of parking spaces in the Hardwick Village Center, the addition of improved public parking spaces may be beneficial. The Town owns the parcel adjacent to the Clip Joint, at the intersection of Mill Street and Perry Lane. The parcel could be leveled, spaces could be delineated and a bike rack could be installed.
- **Remove parking from the blinking light intersection (Route 14/15 intersection).** The blinking light intersection poses a safety hazard due to the erratic flow of traffic. Drivers unfamiliar with the traffic patterns can become confused and disoriented. The existing STOP signs are not always obeyed. Large trucks must utilize both lanes to navigate the intersection. The inclusion of parking spaces within the intersection may increase the confusion, add an element of distraction to drivers, and impact the turning capacity of the larger truck loads. Removing three parking spaces directly in front of Positive Pie, would theoretically improve the safety of the intersection. See attached map.
- **Remove parking from the intersection of North Main Street/Mill Street (in front of the Clip Joint).** The two parking spots in this intersection would already be removed if the crosswalks have a 20 feet buffer. A concrete planter or other impediment is recommended for the space preceding the crosswalk between the Clip Joint and the Laundry. Placement of an impediment may deter vehicles from passing stopped vehicles on the left side.



STOP
AHEAD
AHEAD



52.6

0.1 AcC

53.1

52

to remove
↓ ↓

5

34.8'

55.7'

55.4

0.21 AcC

55.4

0.04 AcC

99.2'

33.7'

49.7'

R/W

5

25.4'