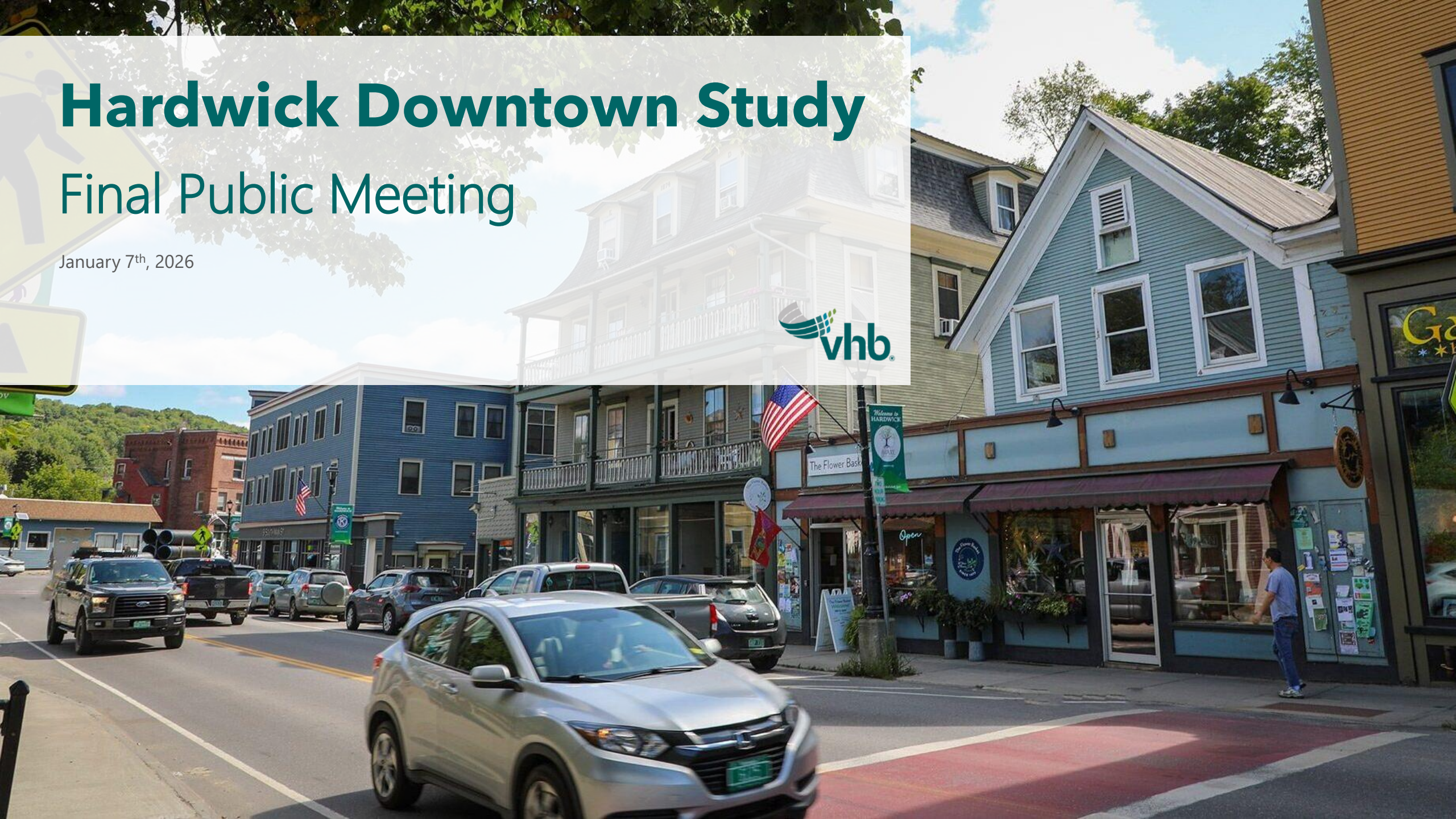


Hardwick Downtown Study

Final Public Meeting

January 7th, 2026



Agenda

- **Welcome + Introductions**
- **Project Schedule**
- **Overview + Background**
- **Project Purpose & Need**
- **Conceptual Alternatives Recap**
- **Alternative Refinement**
- **Open Discussion**
- **Next Steps**

Project Team



- Karen Sentoff
- Joe Vanacore

Town of Hardwick

- Kristen Leahy
- David Upson
- Tracy Martin

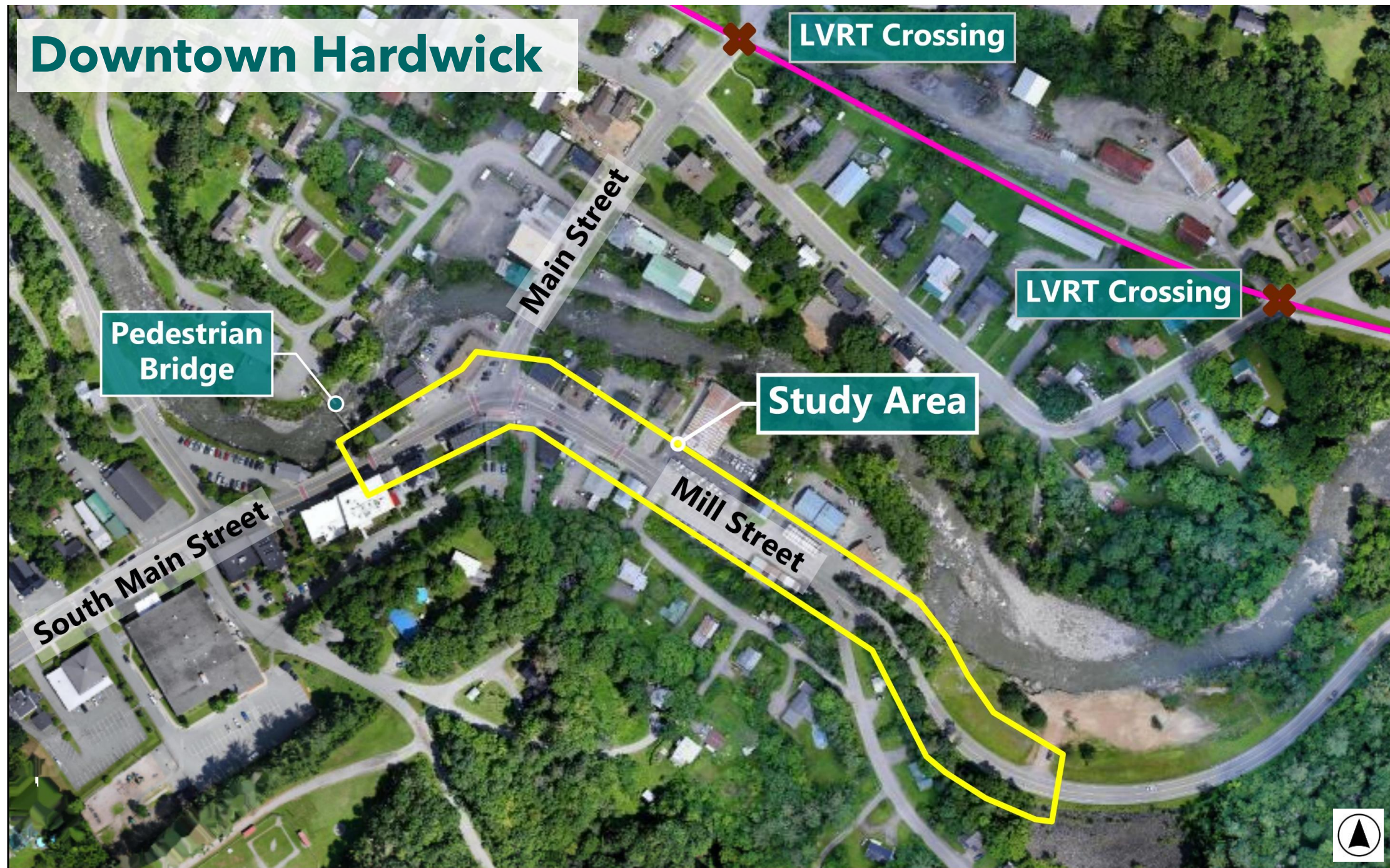


Project Schedule

- Existing Conditions Review May – July 2025
- Local Concerns Meeting July 2025
- Alternatives Development August – October 2025
- Alternatives Presentation November 2025
- Preferred Alternative Refinements December 2025
- Final Public Meeting **Today**
- Advancement to Select Board January 2026
- Final Scoping Report February 2026

Overview & Background

Downtown Hardwick



Project Purpose & Need



Project Purpose

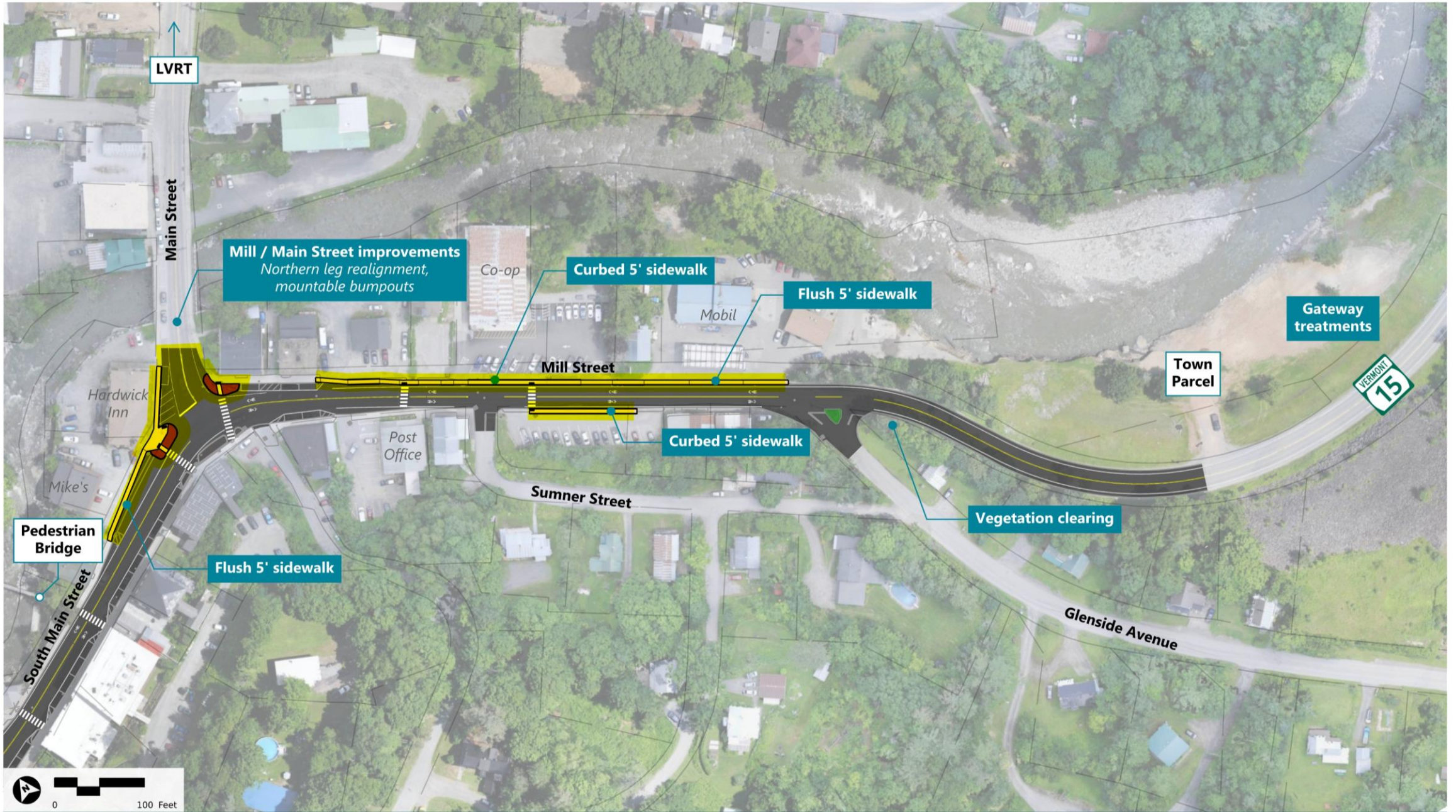
The purpose of the Hardwick Downtown Study is to:

- Create a safe, comfortable environment in the Village core and establish a clear transition to the multimodal core area
- Improve connectivity of the pedestrian network to support access to community destinations including businesses and recreational resources
- Improve multimodal transportation connectivity and infrastructure

Project Need

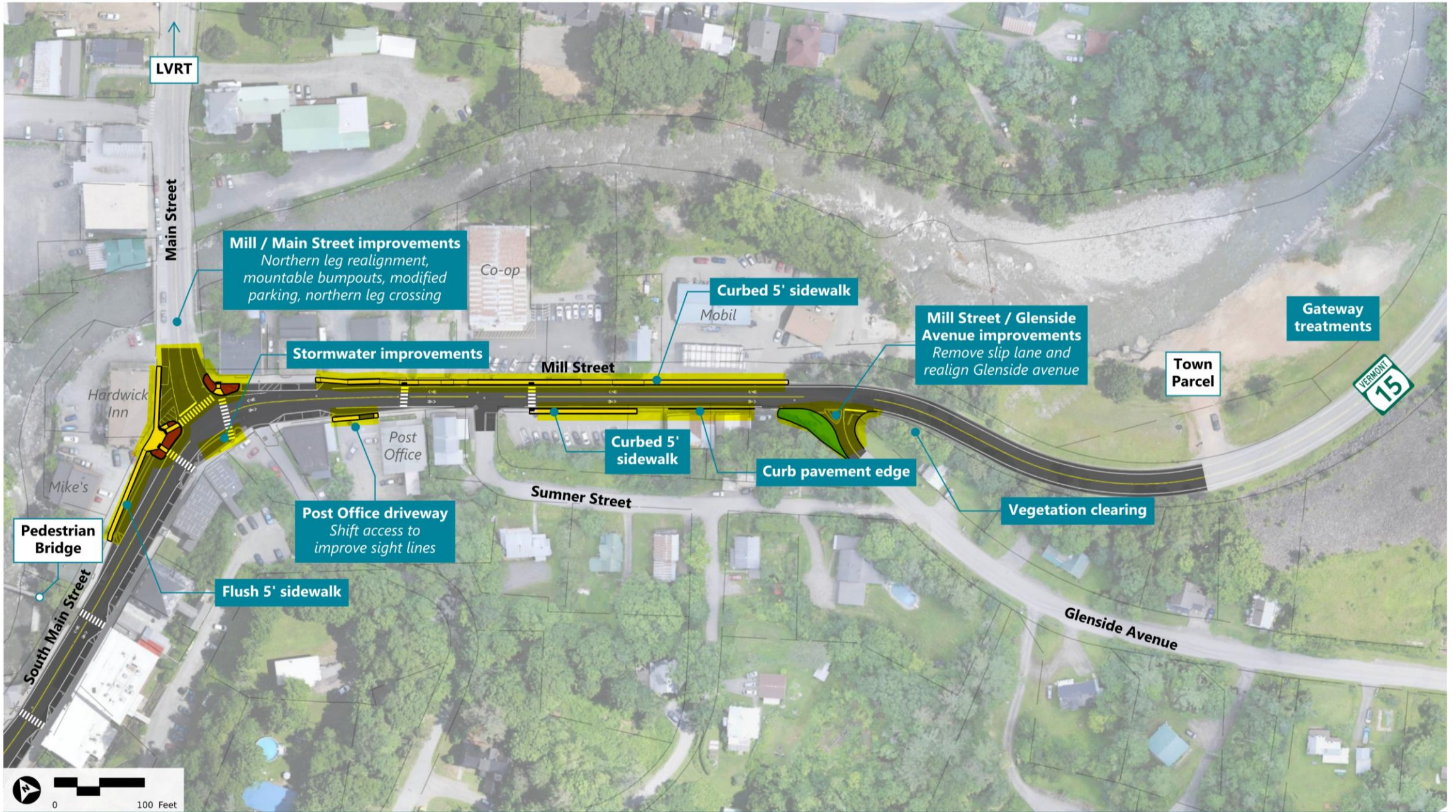
The following deficiencies highlight the needs of the Study Area:

- Lack of an effective transition zone from a high-speed rural highway to village center
- Non continuous pedestrian network
- Capacity to handle increased multimodal activity from LVRT
- Additional infrastructure deficiencies including vehicle turning movement issues, missing or inadequate crosswalks, and impaired stormwater drainage



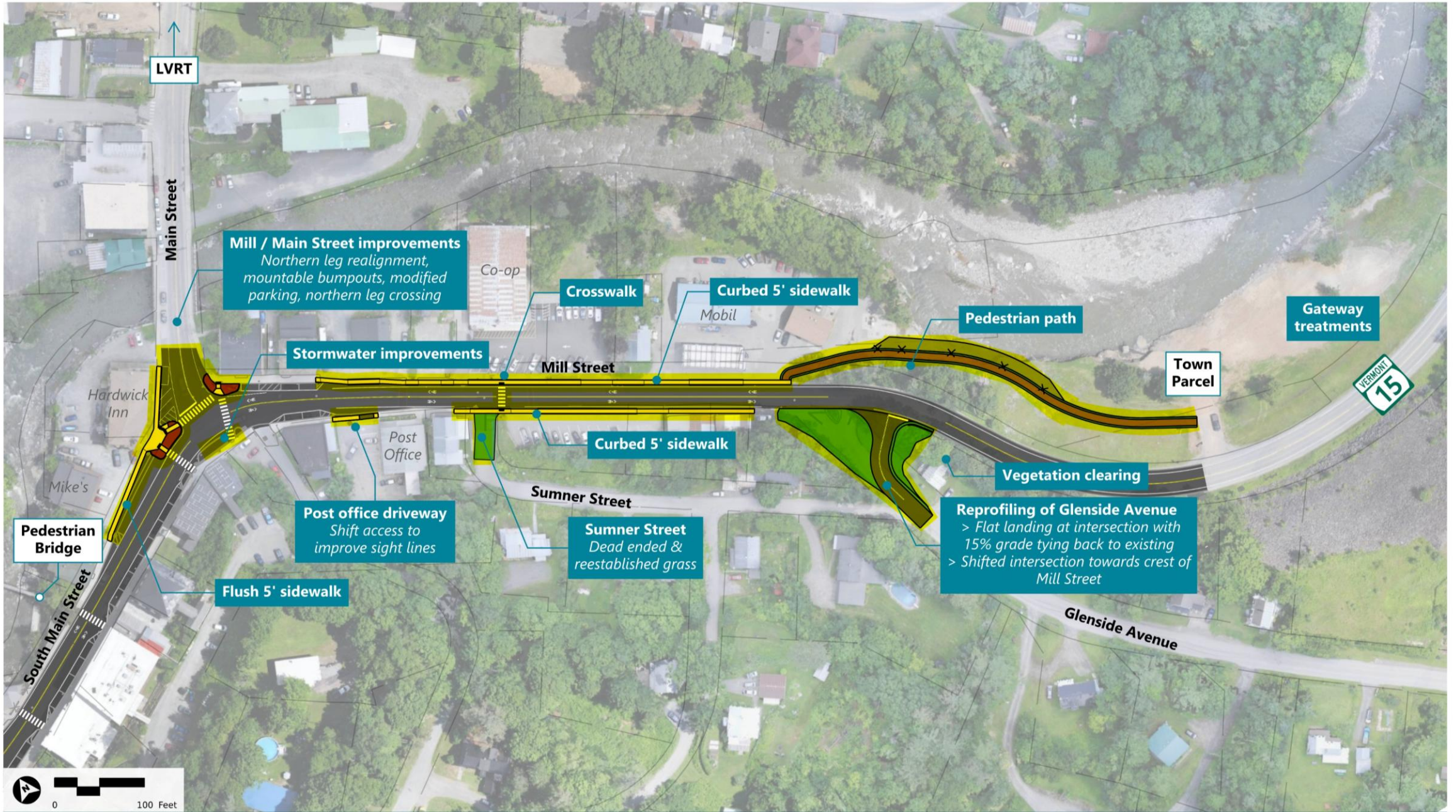
Hardwick Downtown Scoping Study

Alternative 1: Baseline Treatments



Hardwick Downtown Scoping Study

Alternative 2: Moderate Treatments



Hardwick Downtown Scoping Study

Alternative 3: Comprehensive Treatments

Alternatives Evaluation Matrix



Evaluation

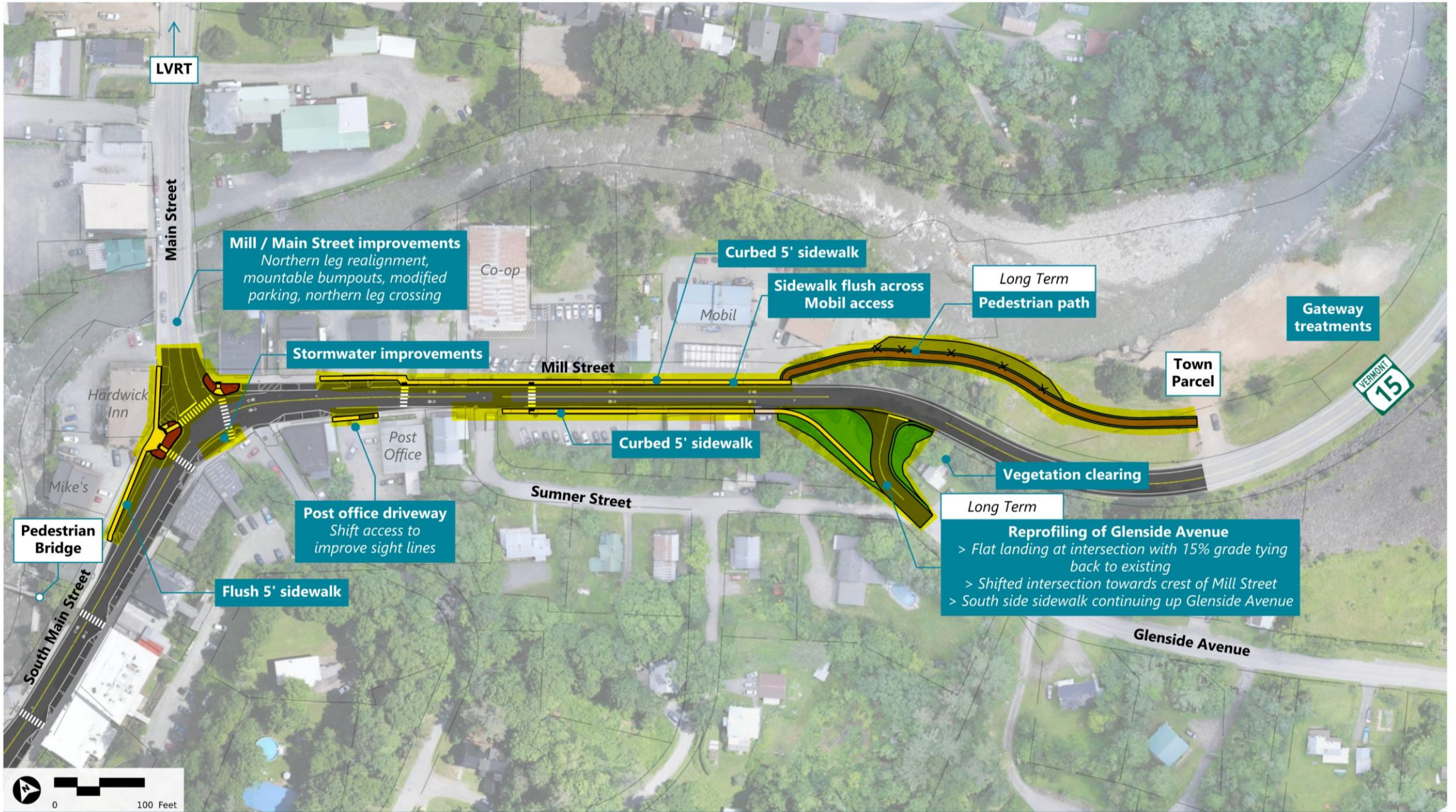
	No Build	Alternative 1 Baseline Treatment Package	Alternative 2 Moderate Treatment Package	Alternative 3 Comprehensive Treatment Package
Anticipated Project Costs	\$0	~\$500,000	~\$600,000	~\$1,200,000
Traffic Operations	No Change	+	+	++
Safety		+	++	++
Satisfies Purpose & Need		+	+	+
Utility Impacts		-	-	--
ROW Impacts			-	--
Resource Impacts		Typical & Not Significant		-
Permitting Needs		Typical & Not Significant		-

Key Takeaways from Alternative Presentation Meeting

- Primary corridor sidewalk treatments, pedestrian crossings, and gateway treatments in Alternatives 1 and 2 were supported.
- Dead-ending Sumner Street was not supported.
- Strong desire not lose any more parking spots than necessary + increase utility
- Long-term phasing favored for the Glenside Avenue intersection improvements and proposed pedestrian path.
- Completed sidewalk connection to Glenside Avenue desired.
- Full exploration of crosswalk treatments, parking options, traffic calming

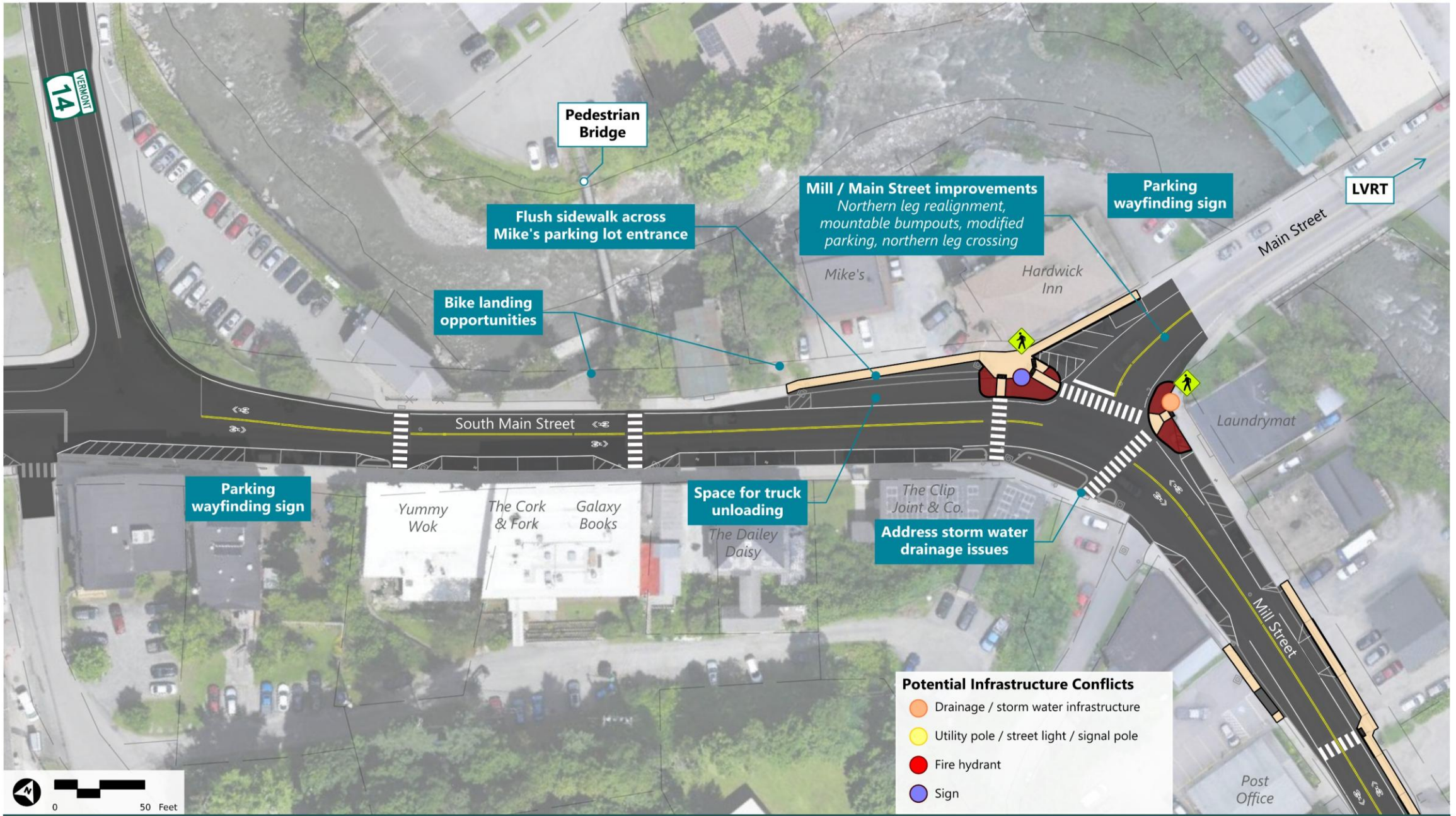
Refinements to Preferred Alternative

- No Sumner Street dead ending
- 1 new parking spot established
- Sidewalk connection to Glenside Avenue
- Recommendation for parking wayfinding
- Recommendation for most durable/ visible crosswalk treatments
- Additional traffic calming elements



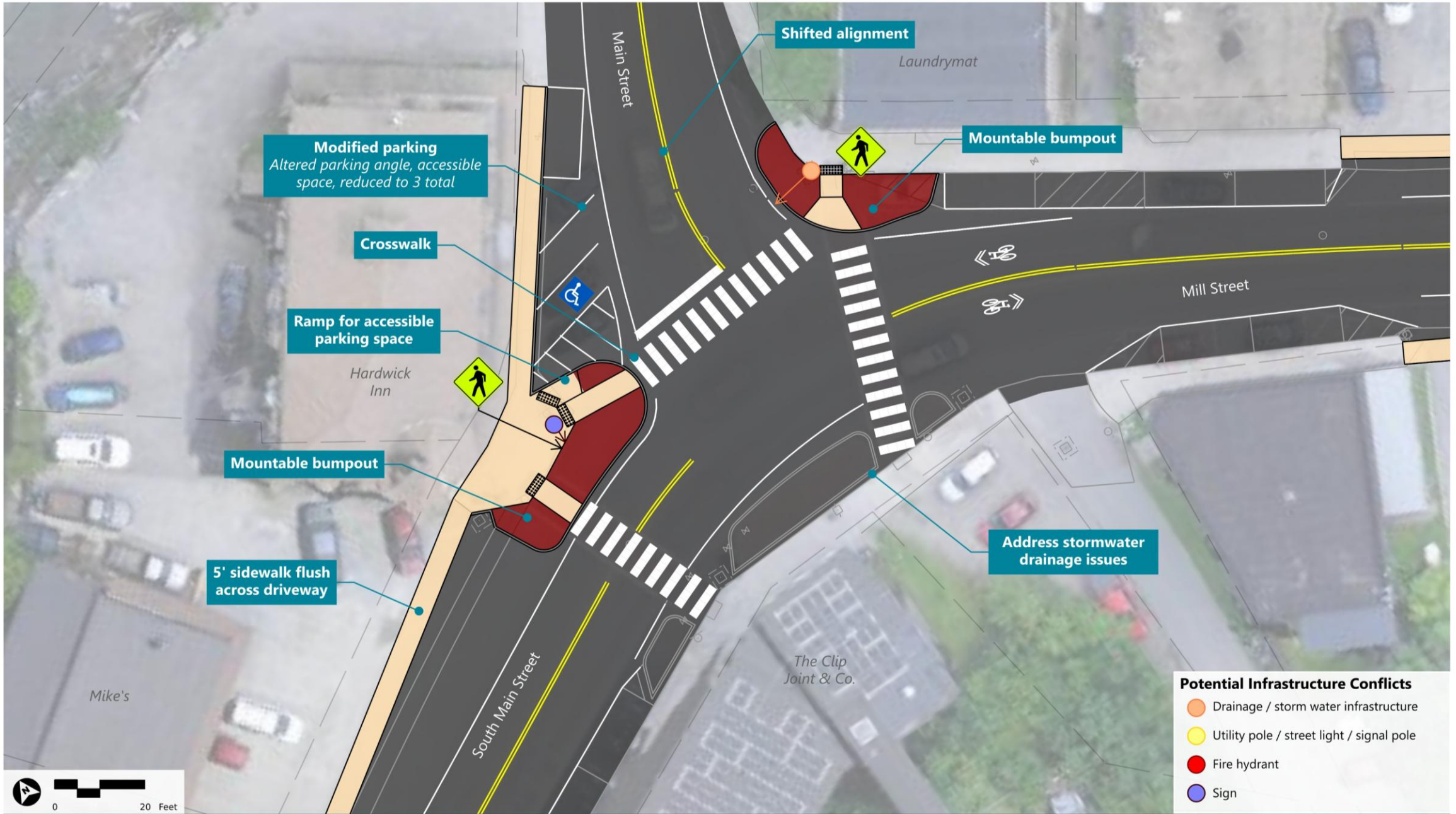
Hardwick Downtown Scoping Study

Preferred Alternative: Comprehensive Treatments



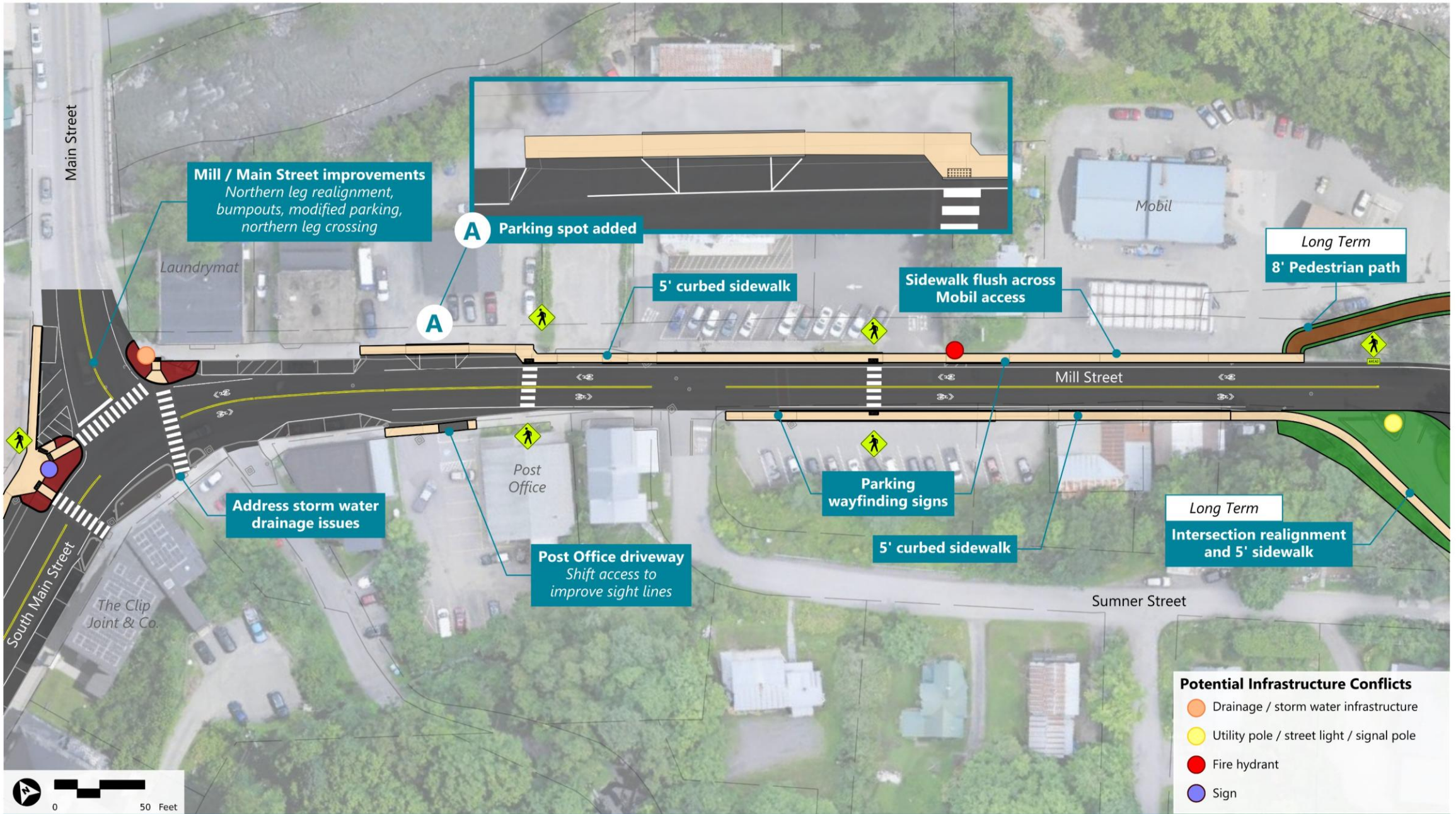
Hardwick Downtown Scoping Study

Preferred Alternative: Comprehensive Treatments



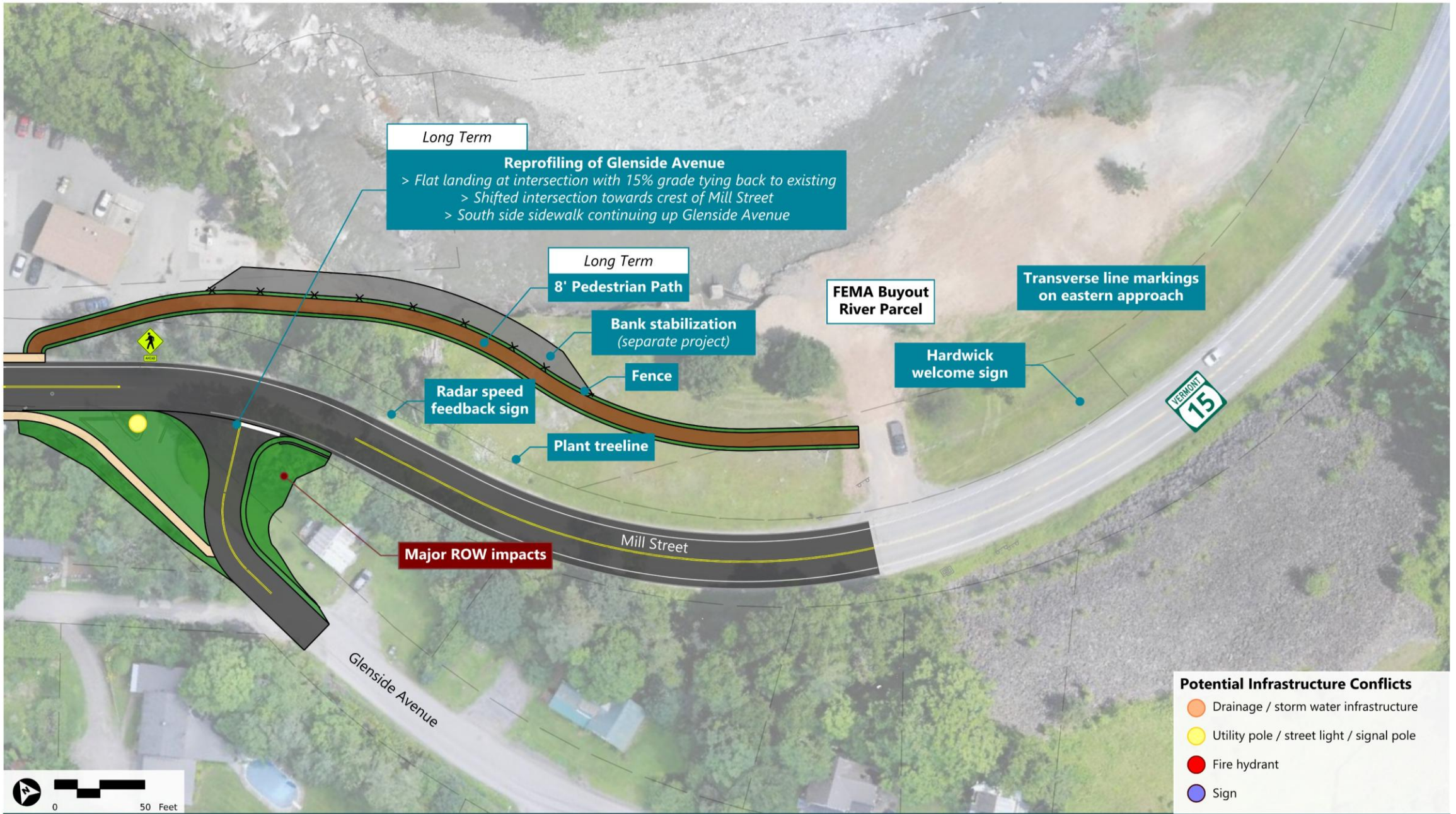
Hardwick Downtown Scoping Study

Preferred Alternative: Comprehensive Treatments (Emphasis Area - Mill Street / Main Street)



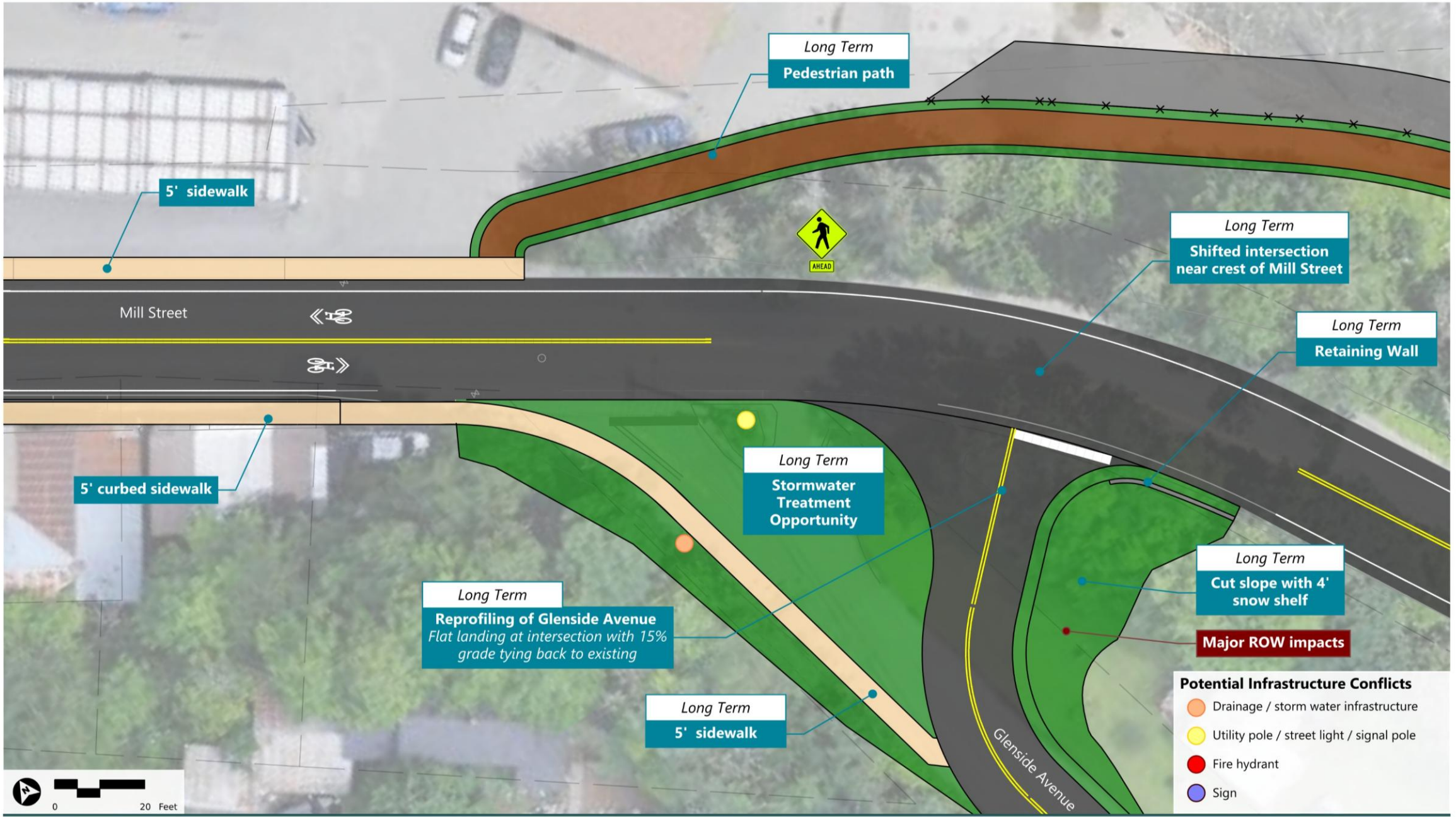
Hardwick Downtown Scoping Study

Preferred Alternative: Comprehensive Treatments



Hardwick Downtown Scoping Study

Preferred Alternative: Comprehensive Treatments

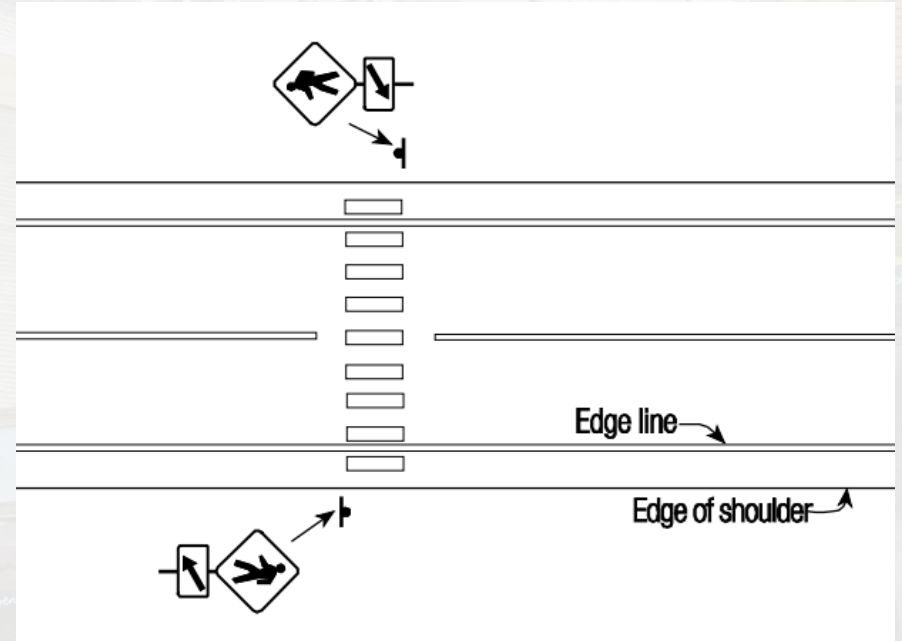


Hardwick Downtown Scoping Study

Preferred Alternative: Comprehensive Treatments (Emphasis Area - Mill Street / Glenside Avenue)

Also Recommended

- **Crosswalk Treatment Focus**
 - Longitudinal bar markings
 - Gate posted signs
 - Advanced warning signs
 - Street lighting
 - Reflective strips on posts
 - *In-street sign (possibly)*
 - *Thermoplastic w/ paving (possibly)*



Also Recommended

- **Parking Wayfinding**
 - To increase utility of existing parking



Also Recommended

- **Traffic Calming**
 - Radar Speed Feedback Sign Relocation
 - Gateway Signing / Landscaping
 - Transverse Line Markings



Also Recommended

Traffic Calming

PROFILES
OF
SPEEDING
COUNTER-
MEASURES

PERCEPTUAL / PASSIVE

RADAR SPEED FEEDBACK SIGN

Encouraging speed reduction through feedback



Radar speed feedback signs in Vergennes (left) and Burlington (right), Vermont

Also Recommended

Traffic Calming

PROFILES
OF
SPEEDING
COUNTER-
MEASURES

PERCEPTUAL / PASSIVE

GATEWAY SIGNING / LANDSCAPING

Speed reduction through identity and aesthetics



Gateway signing entering Jamaica, Vermont

Also Recommended

Traffic Calming

PROFILES
OF
SPEEDING
COUNTER-
MEASURES

PERCEPTUAL / PASSIVE

TRANSVERSE LINE MARKINGS

Encouraging speed reduction through feedback

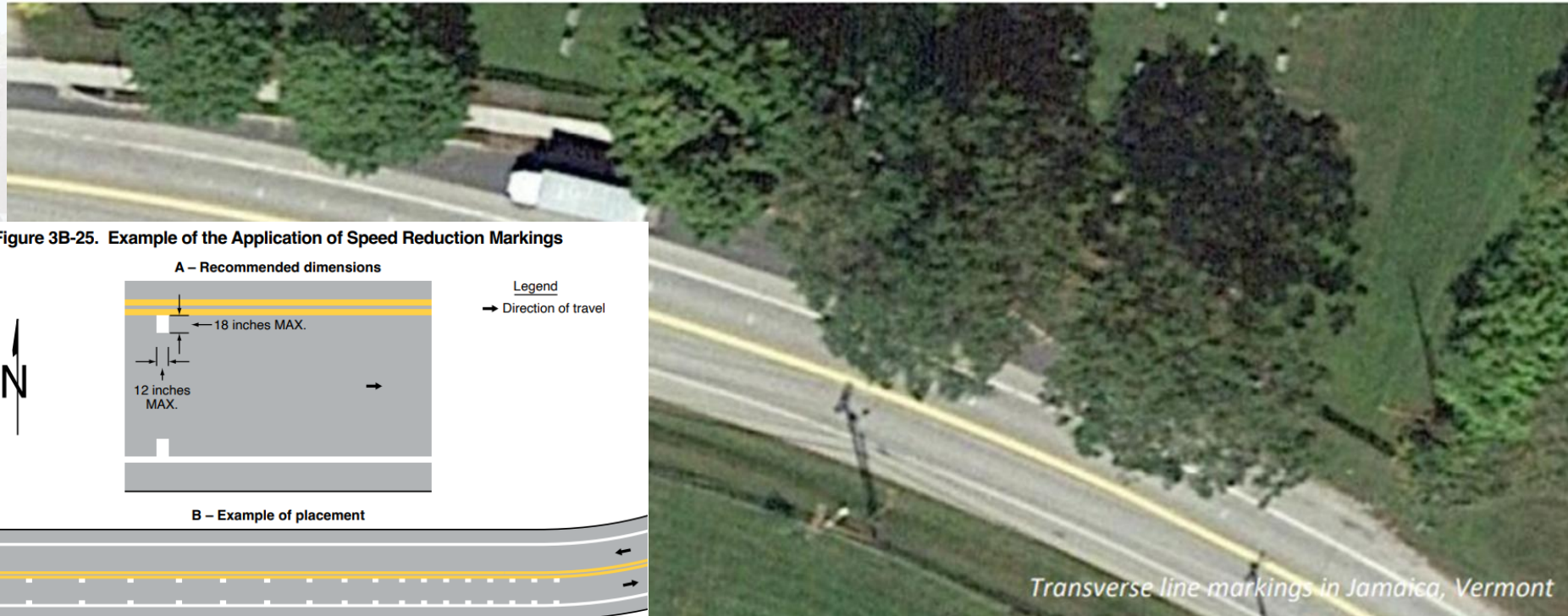
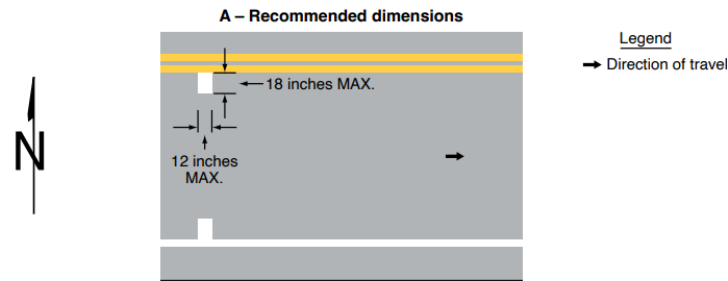
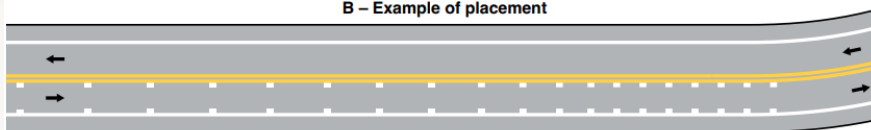


Figure 3B-25. Example of the Application of Speed Reduction Markings



B – Example of placement



Transverse line markings in Jamaica, Vermont

Also Recommended

- **Stormwater Treatment Opportunity @ Glenside Avenue**
 - Opportunity at new greenspace area to synergize with existing structures that need rehabilitation
 - Gravel wetland or subsurface infiltration chambers, depending on soil infiltration capacity
 - Steep grades are a design constraint
 - Treatment range: localized area to ~1.5 acres upstream area
 - Estimated cost: ~\$40k to \$200k, depending on area treated and soil conditions

Open Discussion



Next Steps



- **Selectboard Approval – January 22nd**
- **Final Scoping Report**

Stay in Touch!

Karen Sentoff

ksentoff@vhb.com

