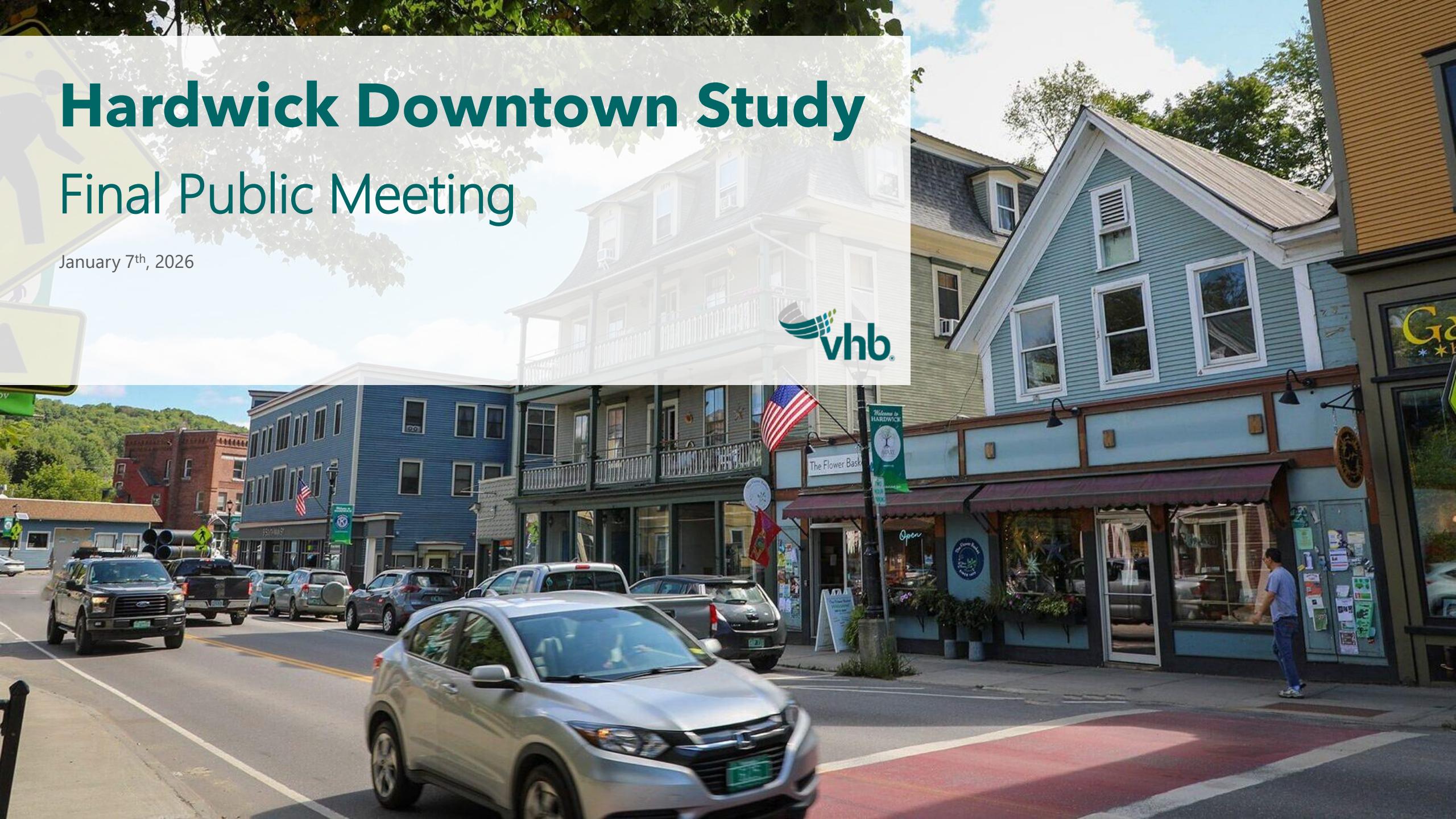


# Hardwick Downtown Study

## Final Public Meeting

January 7<sup>th</sup>, 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

 VERMONT  
AGENCY OF TRANSPORTATION

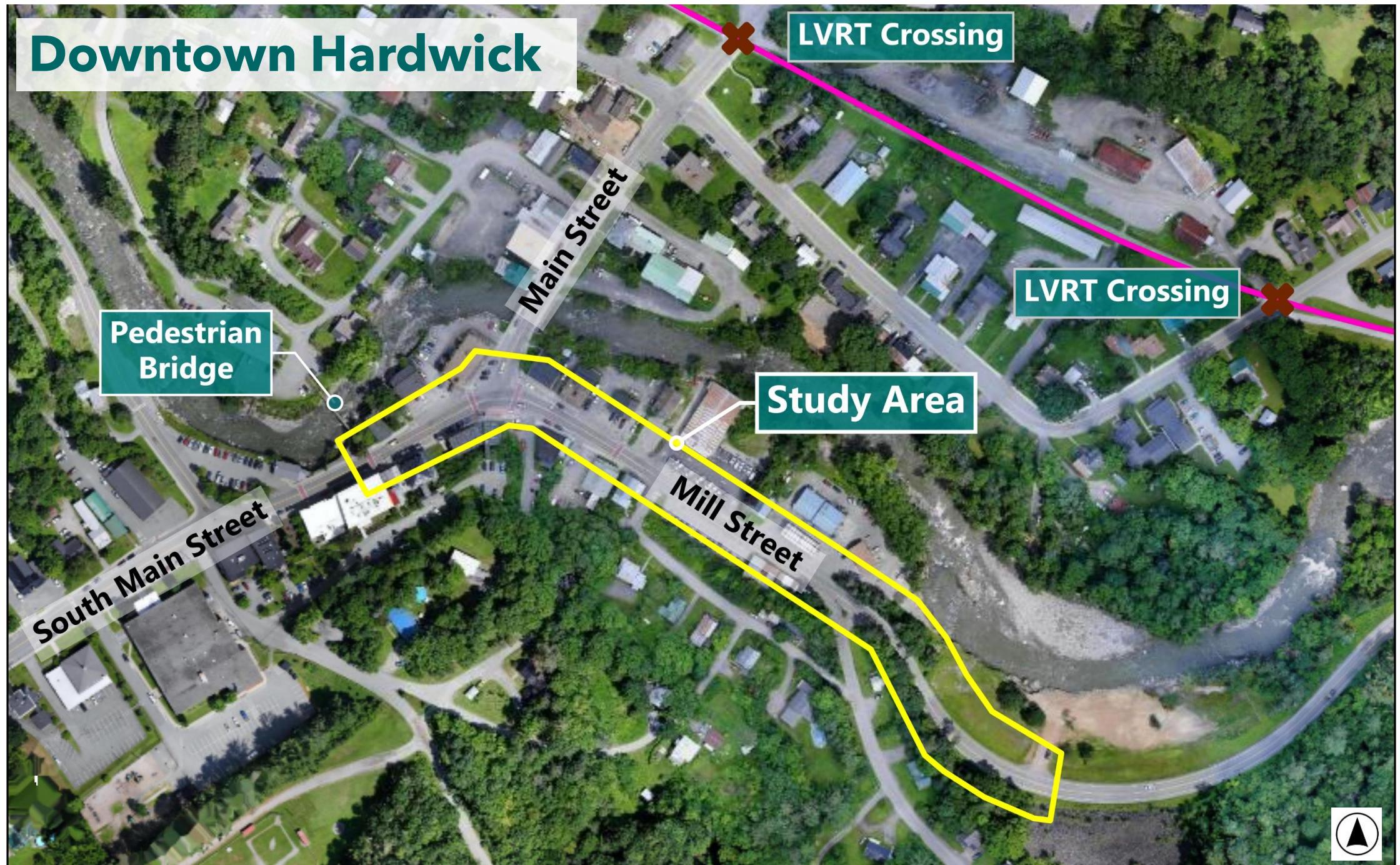
# Project Schedule

■ 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	<b>Today</b>
■ 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

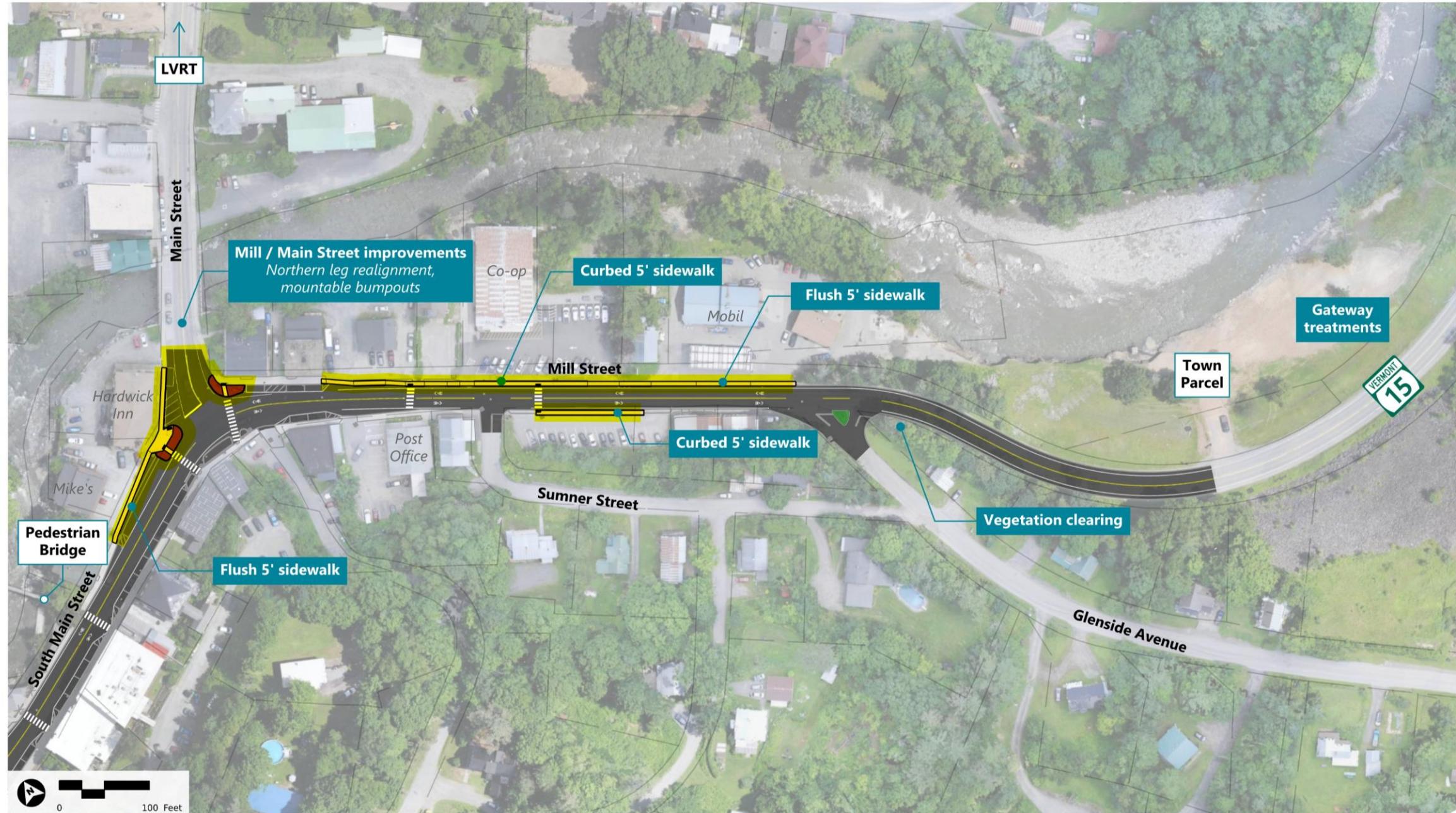
# Project Need

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

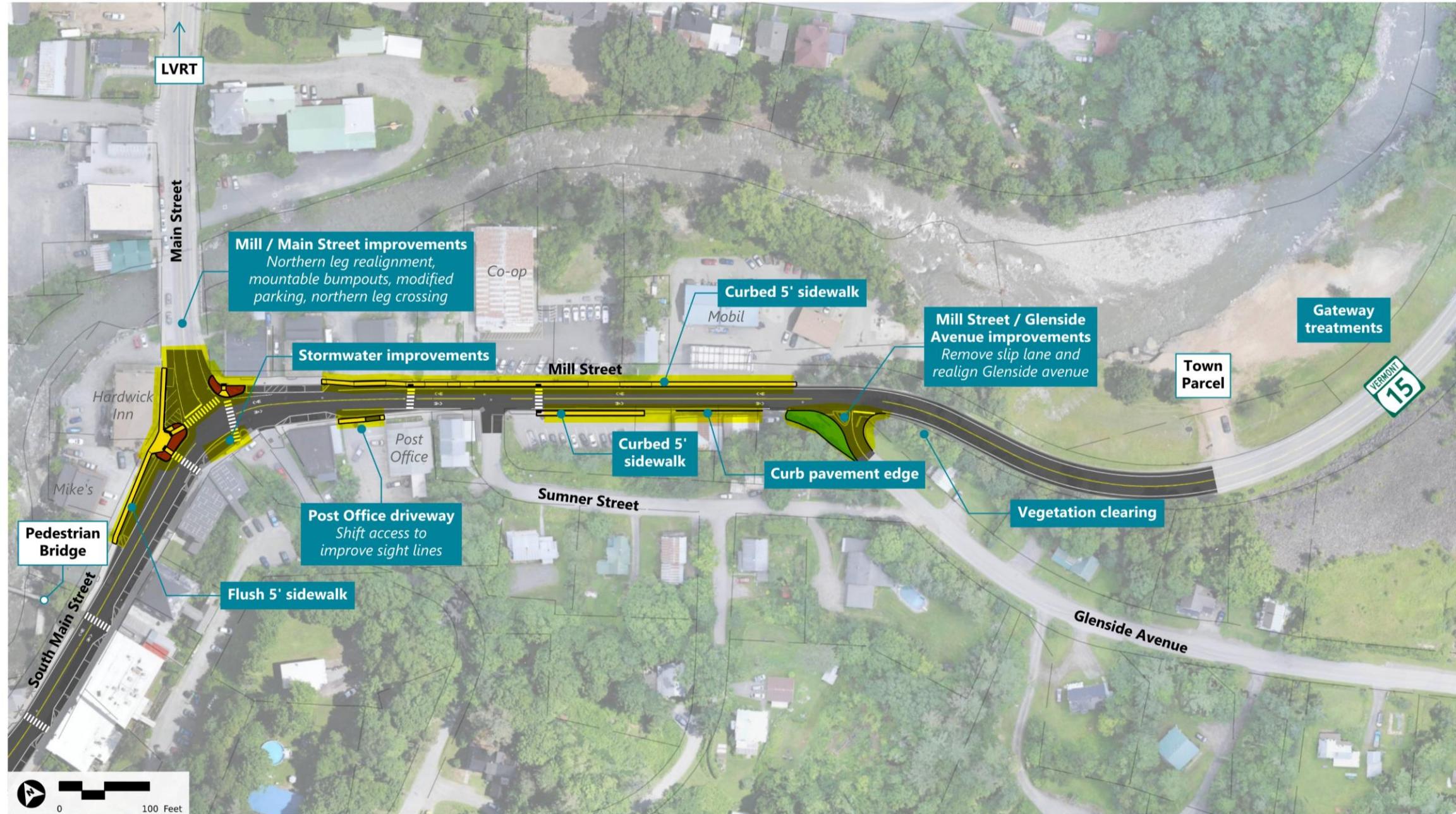
# Conceptual Alternatives





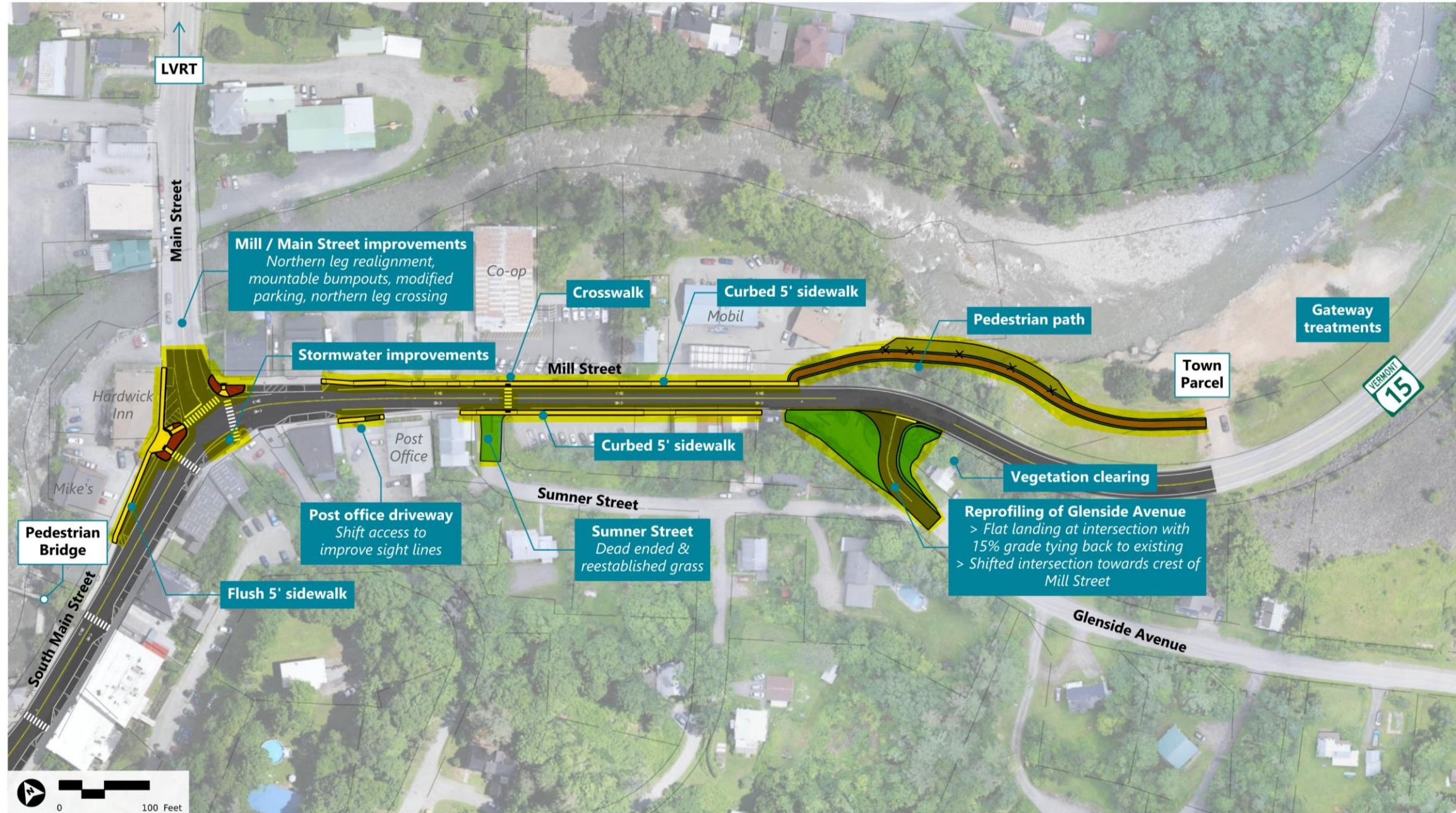
## Hardwick Downtown Scoping Study

Alternative 1: Baseline Treatments



## Hardwick Downtown Scoping Study

Alternative 2: Moderate Treatments



## Hardwick Downtown Scoping Study

Alternative 3: Comprehensive Treatments

# Alternatives Evaluation Matrix



# Evaluation

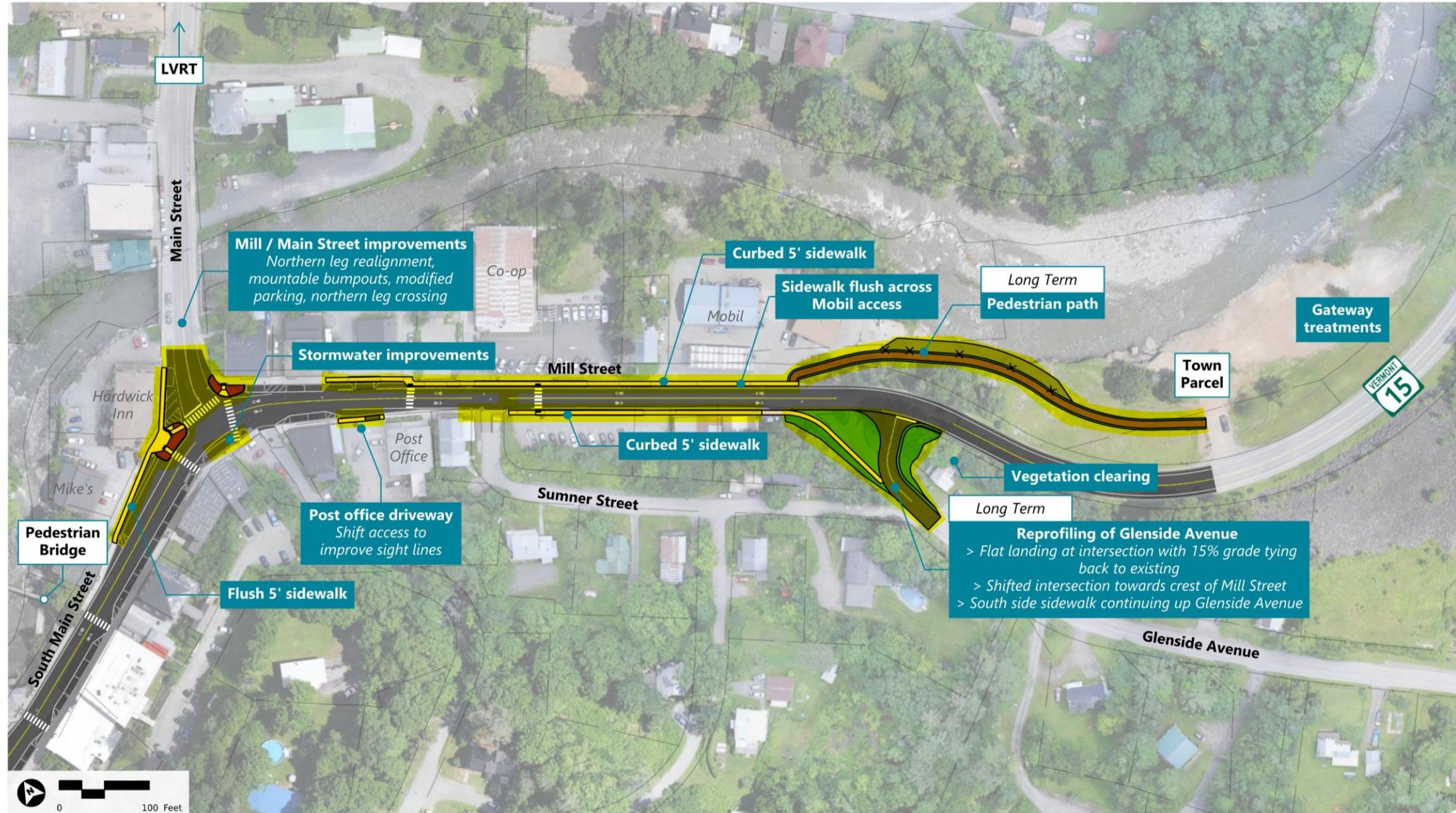
	No Build	Alternative 1 Baseline Treatment Package	Alternative 2 Moderate Treatment Package	Alternative 3 Comprehensive Treatment Package
<b>Anticipated Project Costs</b>	\$0	~\$500,000	~\$600,000	~\$1,200,000
<b>Traffic Operations</b>	+	+	+	++
<b>Safety</b>	+	+	++	++
<b>Satisfies Purpose &amp; Need</b>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

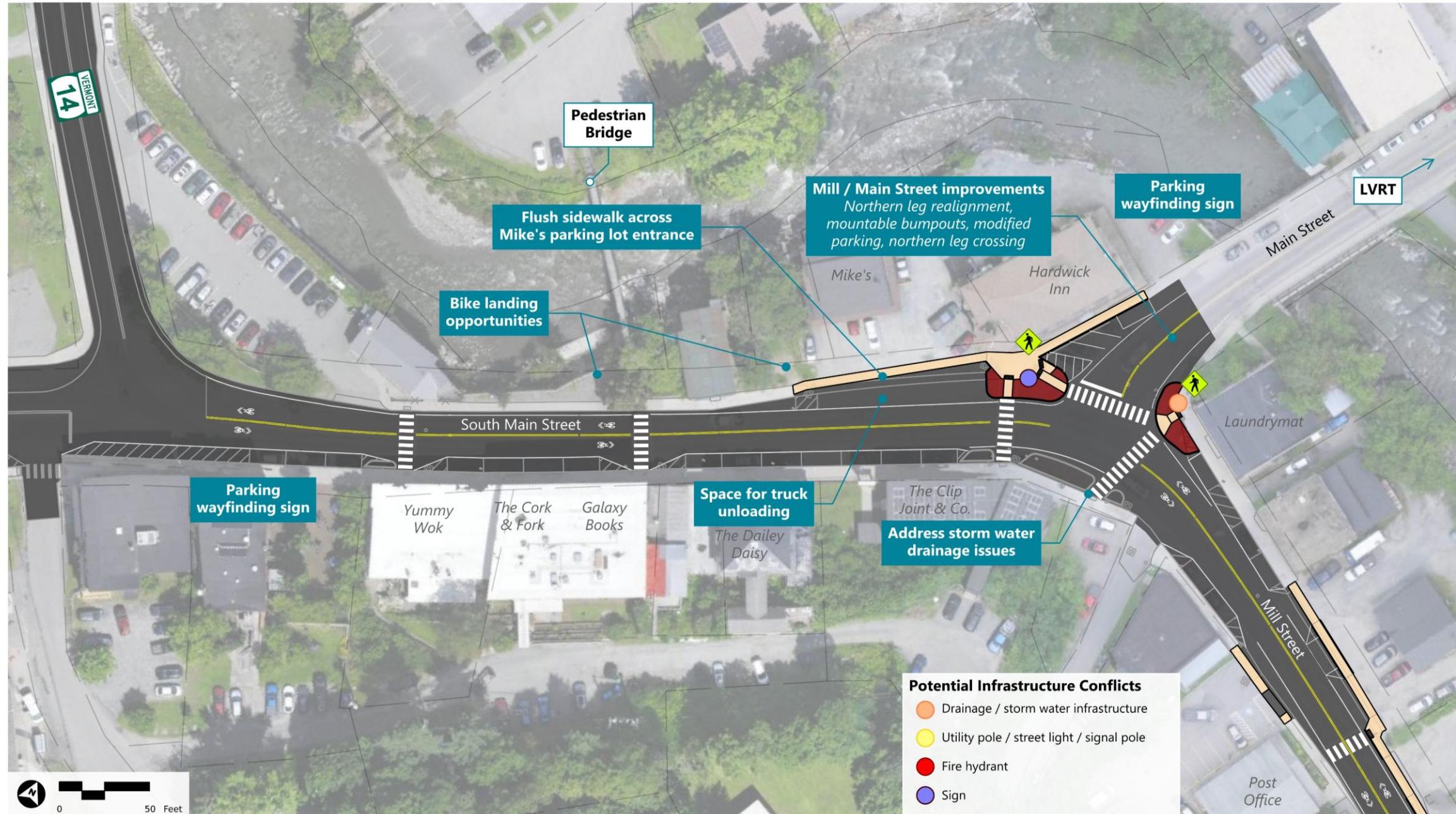
# Refinements to Preferred Alternative

- 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



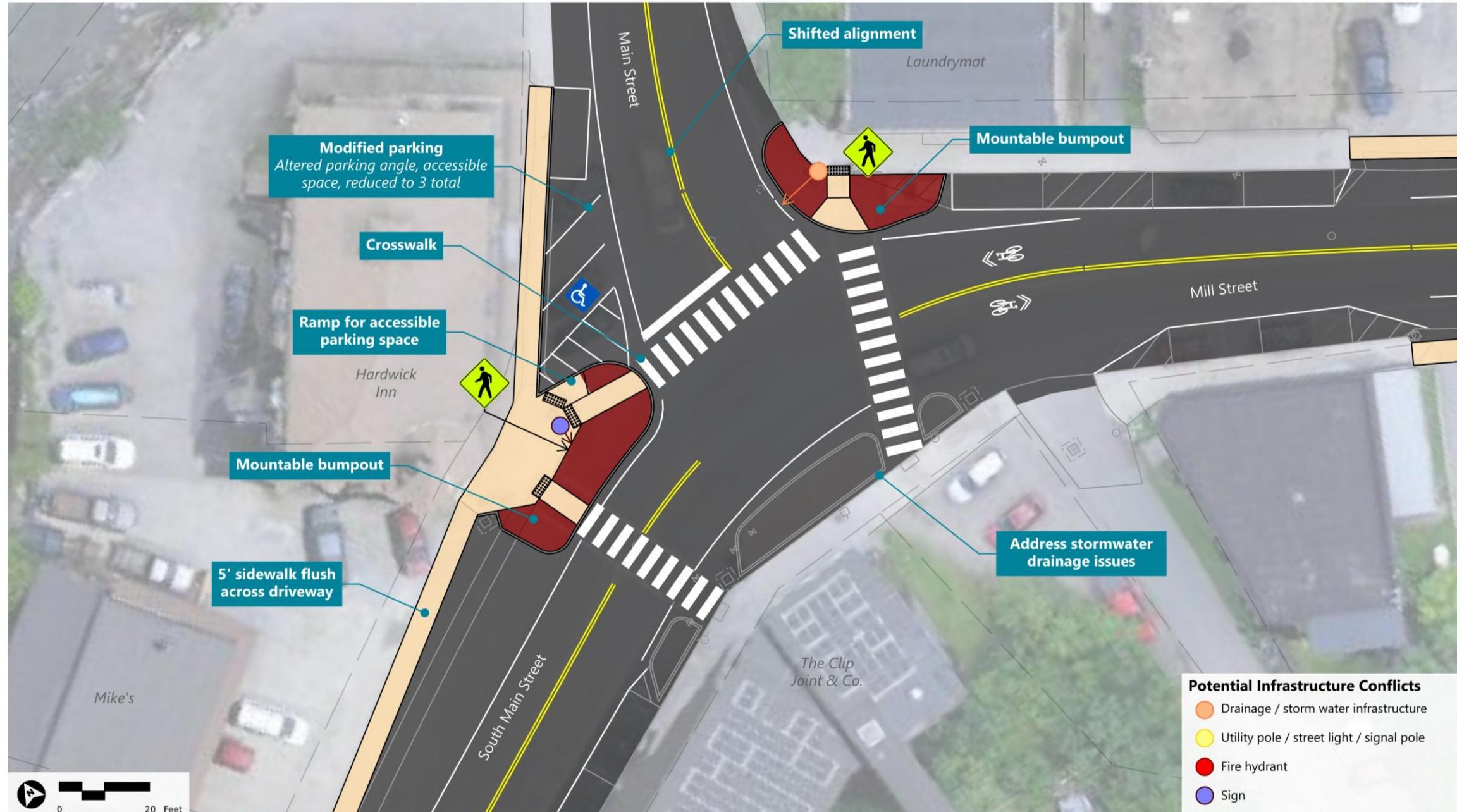
## Hardwick Downtown Scoping Study

Preferred Alternative: Comprehensive Treatments



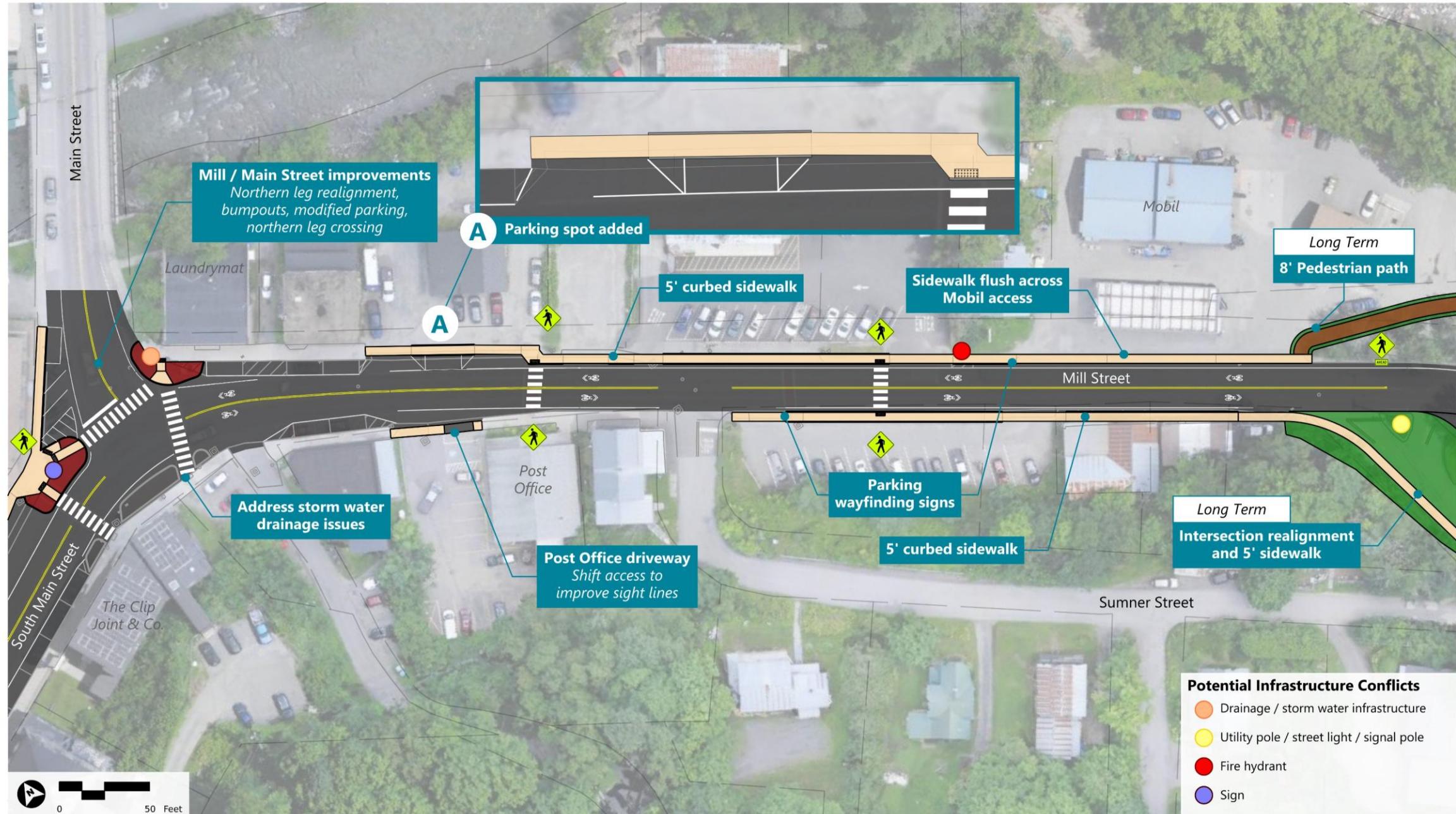
## Hardwick Downtown Scoping Study

Preferred Alternative: Comprehensive Treatments



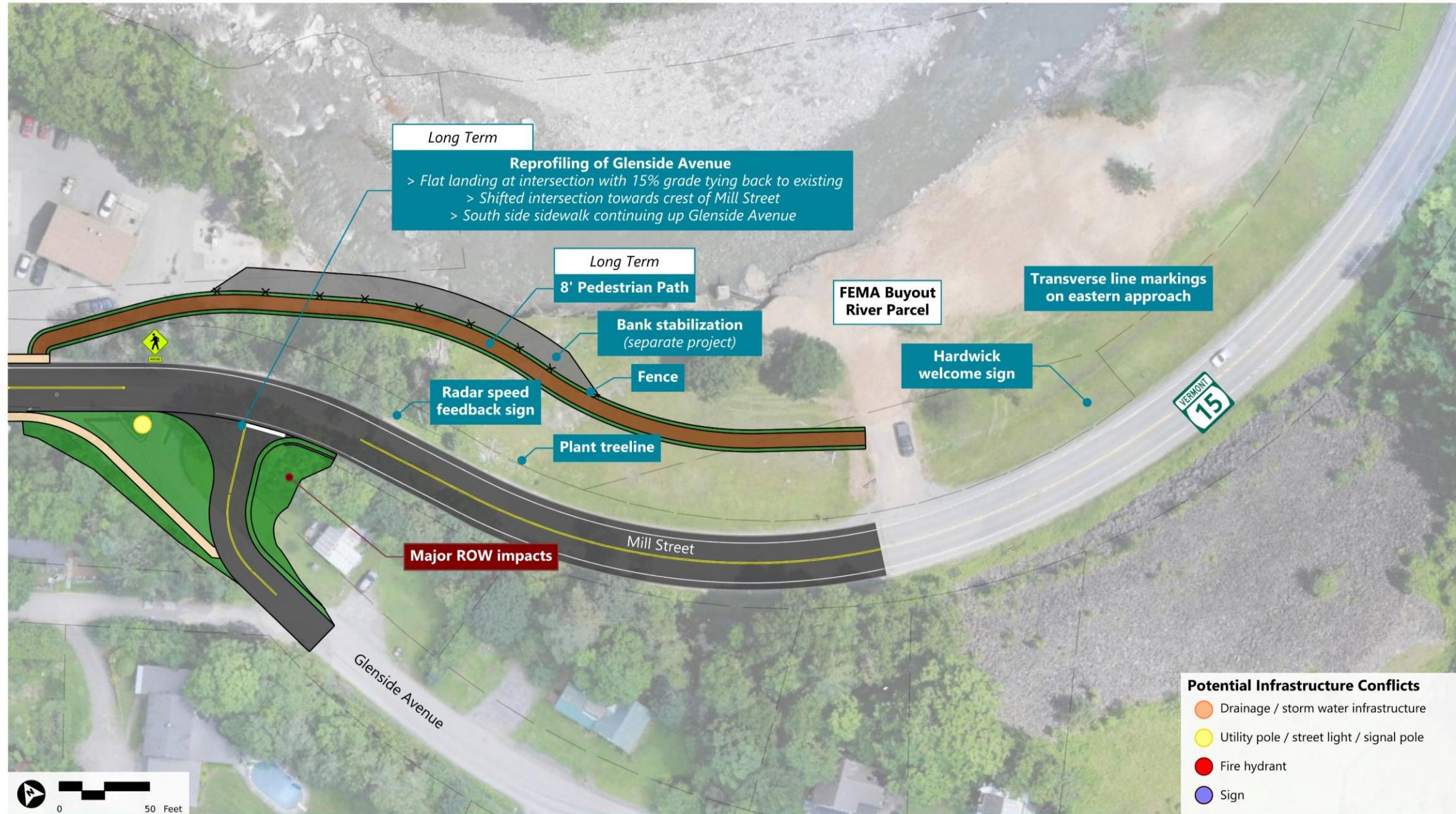
## Hardwick Downtown Scoping Study

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



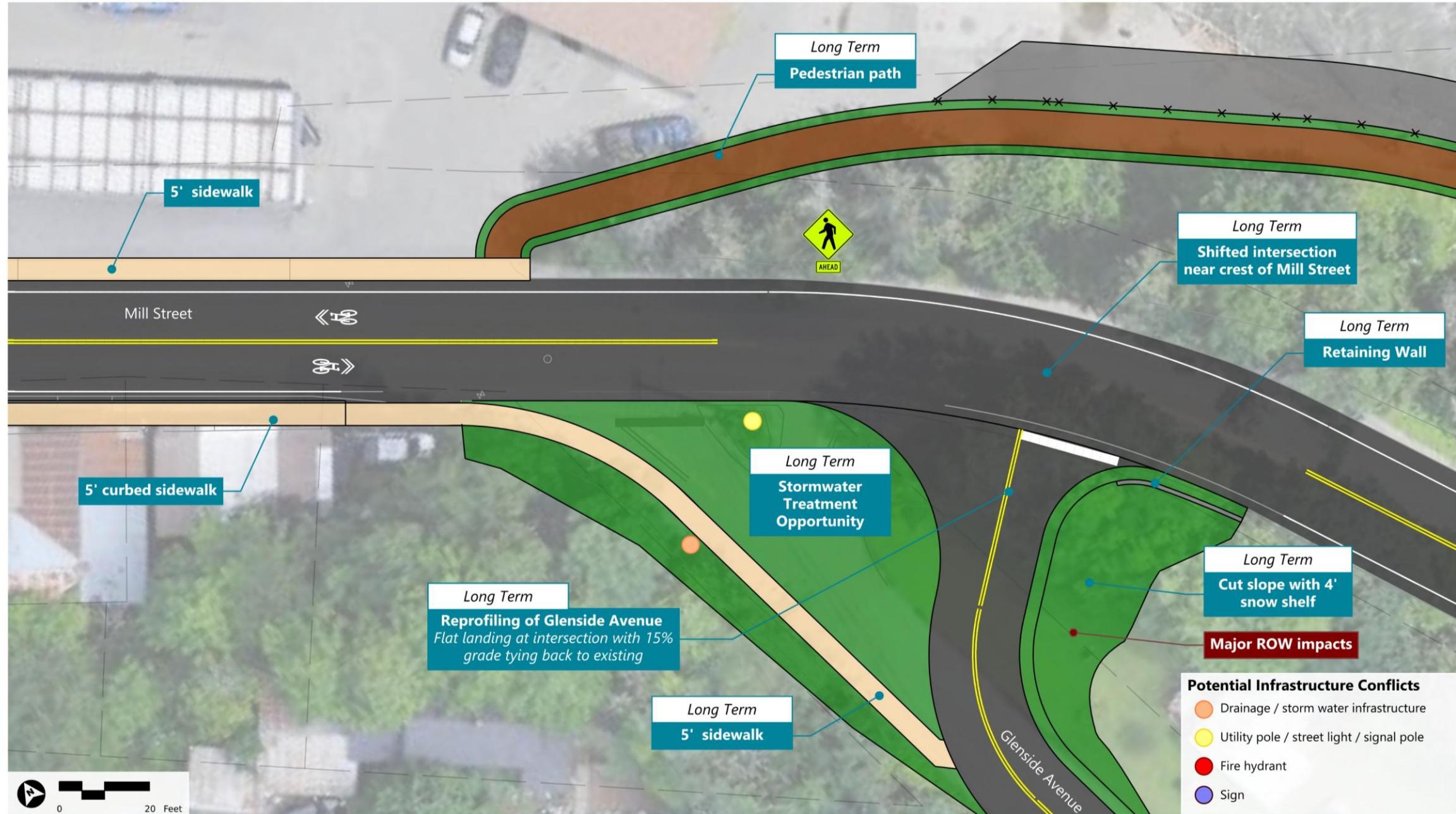
## Hardwick Downtown Scoping Study

Preferred Alternative: Comprehensive Treatments



## Hardwick Downtown Scoping Study

Preferred Alternative: Comprehensive Treatments

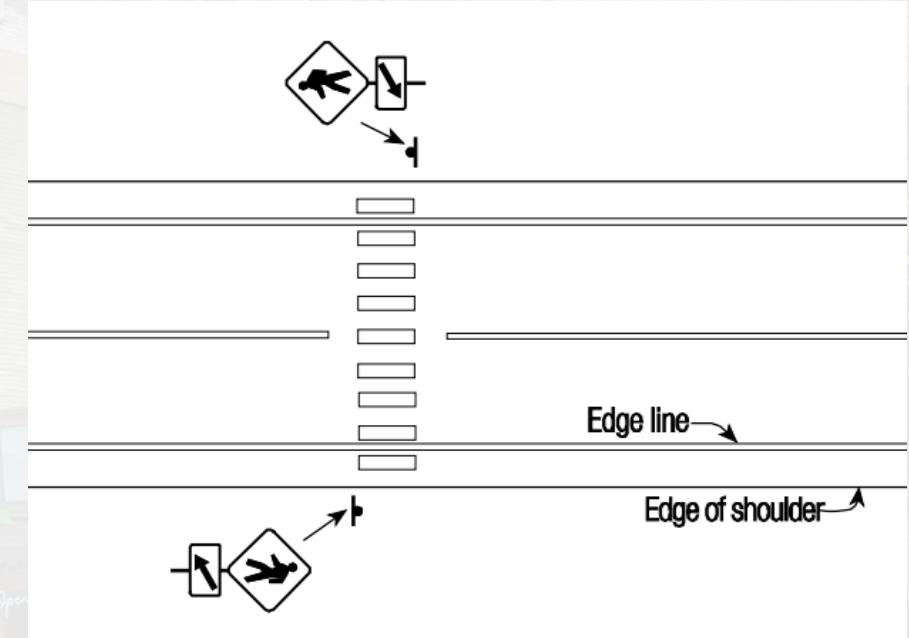


## Hardwick Downtown Scoping Study

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)*



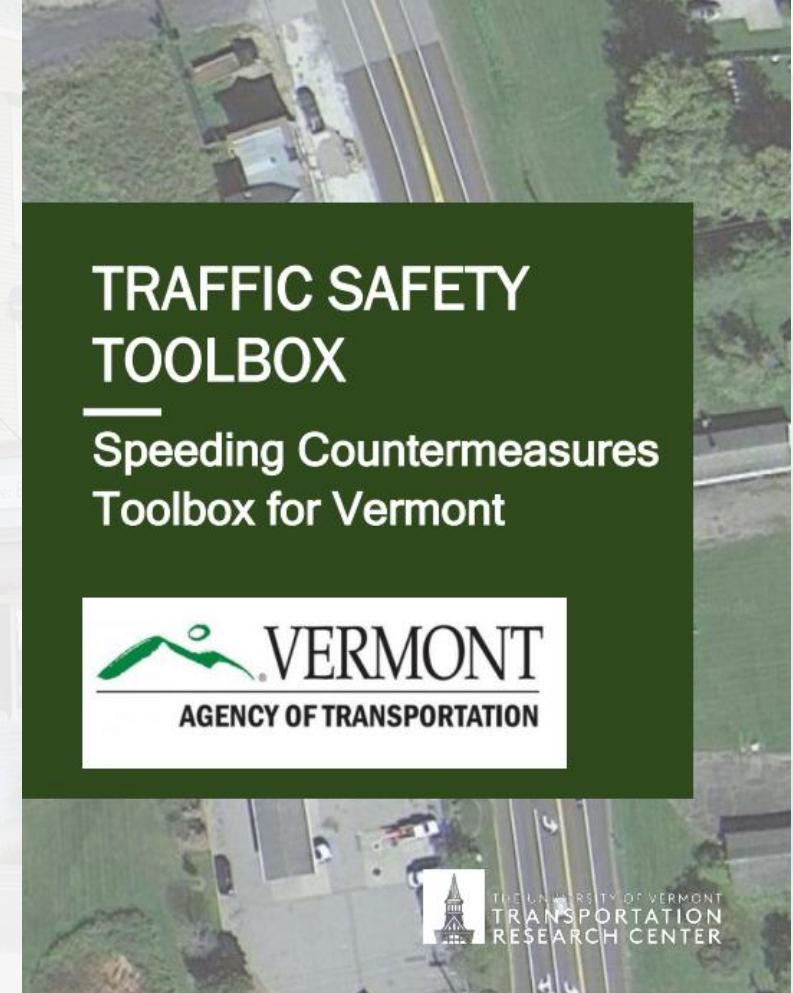
# Also Recommended

- **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

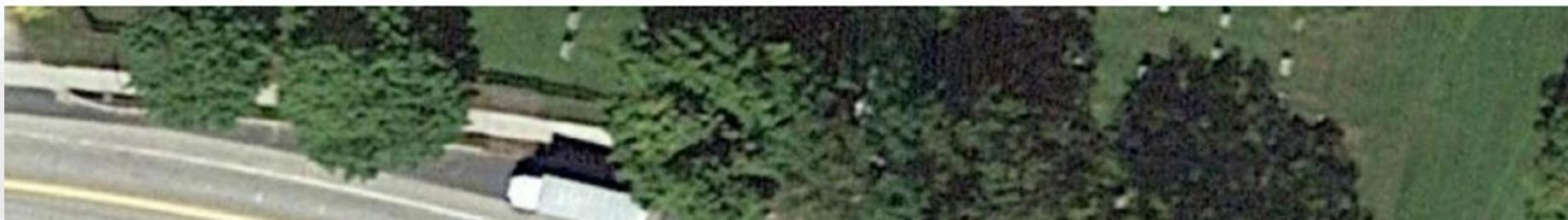
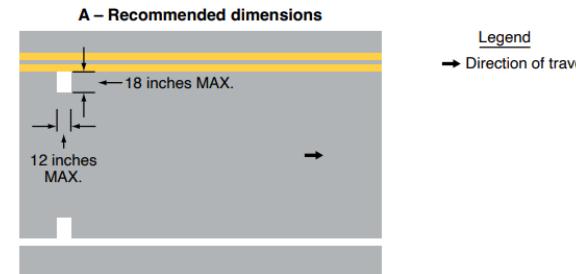
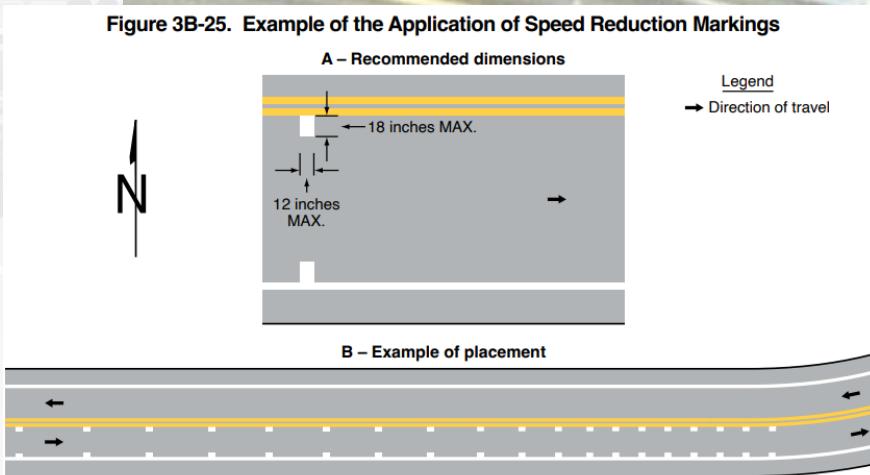


Figure 3B-25. Example of the Application of Speed Reduction Markings



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 22<sup>nd</sup>**
- **Final Scoping Report**

# Stay in Touch!

**Karen Sentoff**

[ksentoff@vhb.com](mailto:ksentoff@vhb.com)

