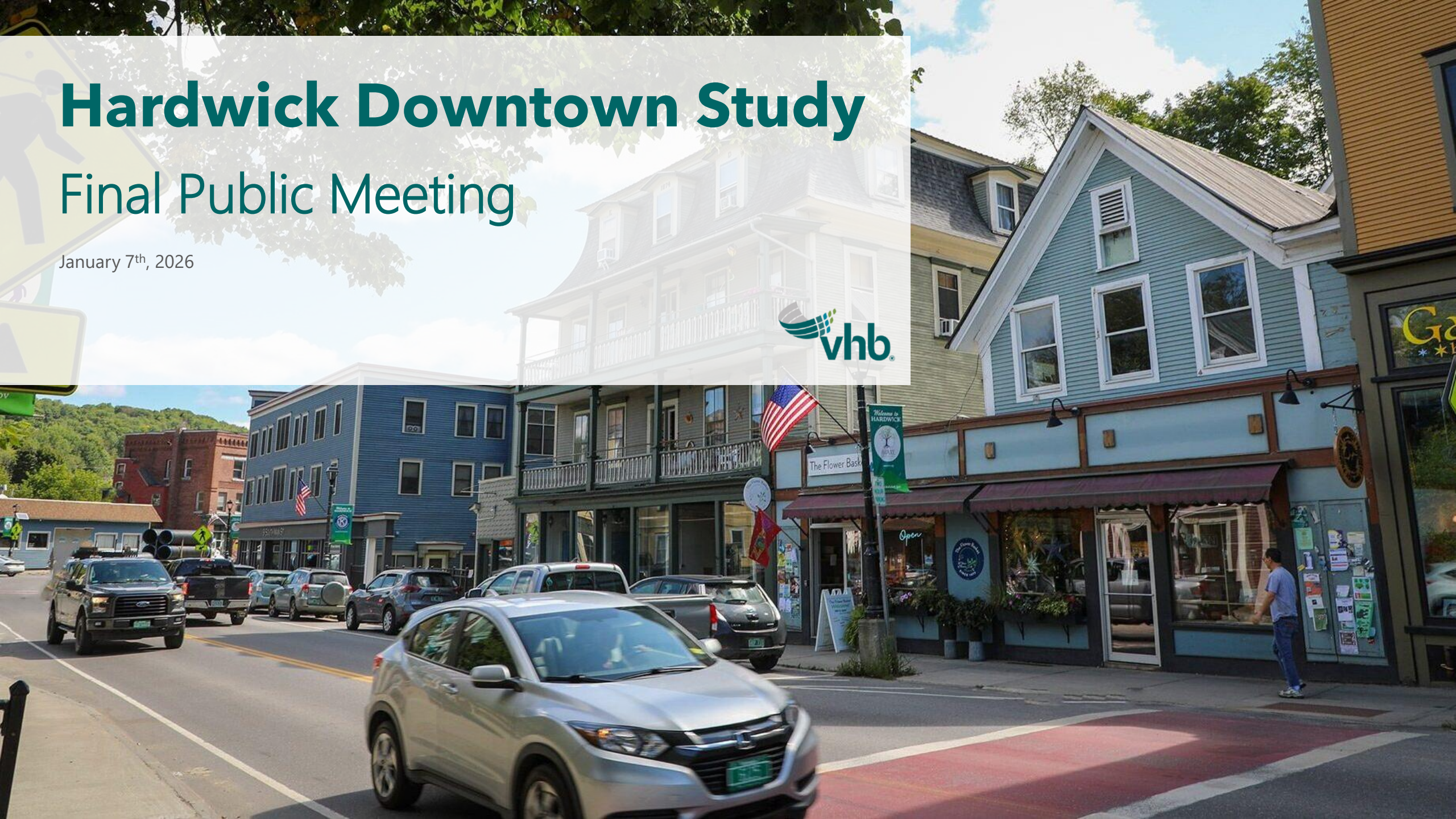
Hardwick Downtown Study

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

vhb

- Karen Sentoff
- Joe Vanacore

Town of Hardwick

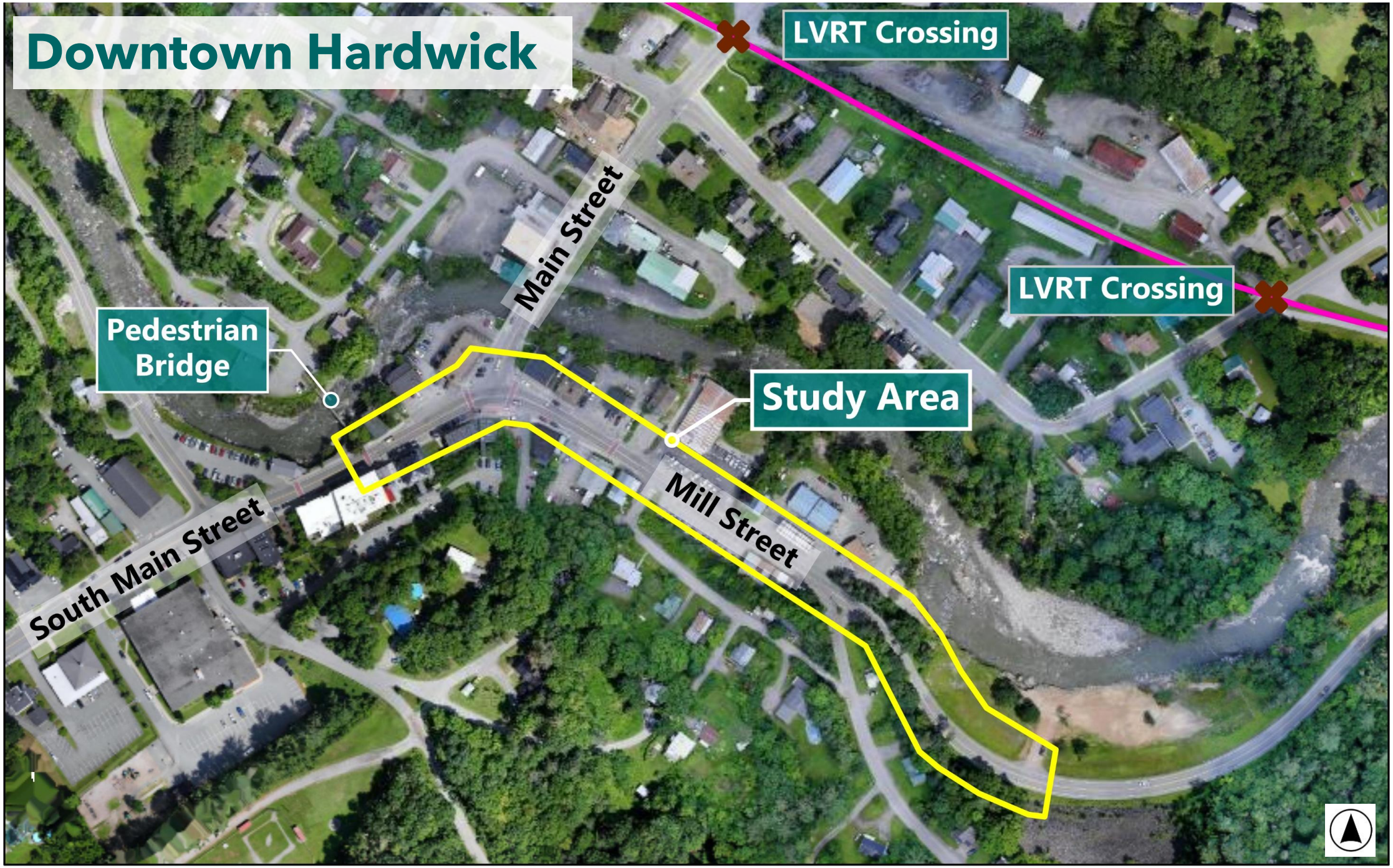
- Kristen Leahy
- David Upson
- Tracy Martin

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	**Today**
Advancement to Select Board	January 2026
Final Scoping Report	February 2026

Overview & Background


Downtown Hardwick
LVRT Crossing
LVRT Crossing
Main Street
Pedestrian Bridge
Study Area
Mill Street
South Main Street

Project Purpose & Need

Project Purpose

The purpose of the Hardwick Downtown Study is to:

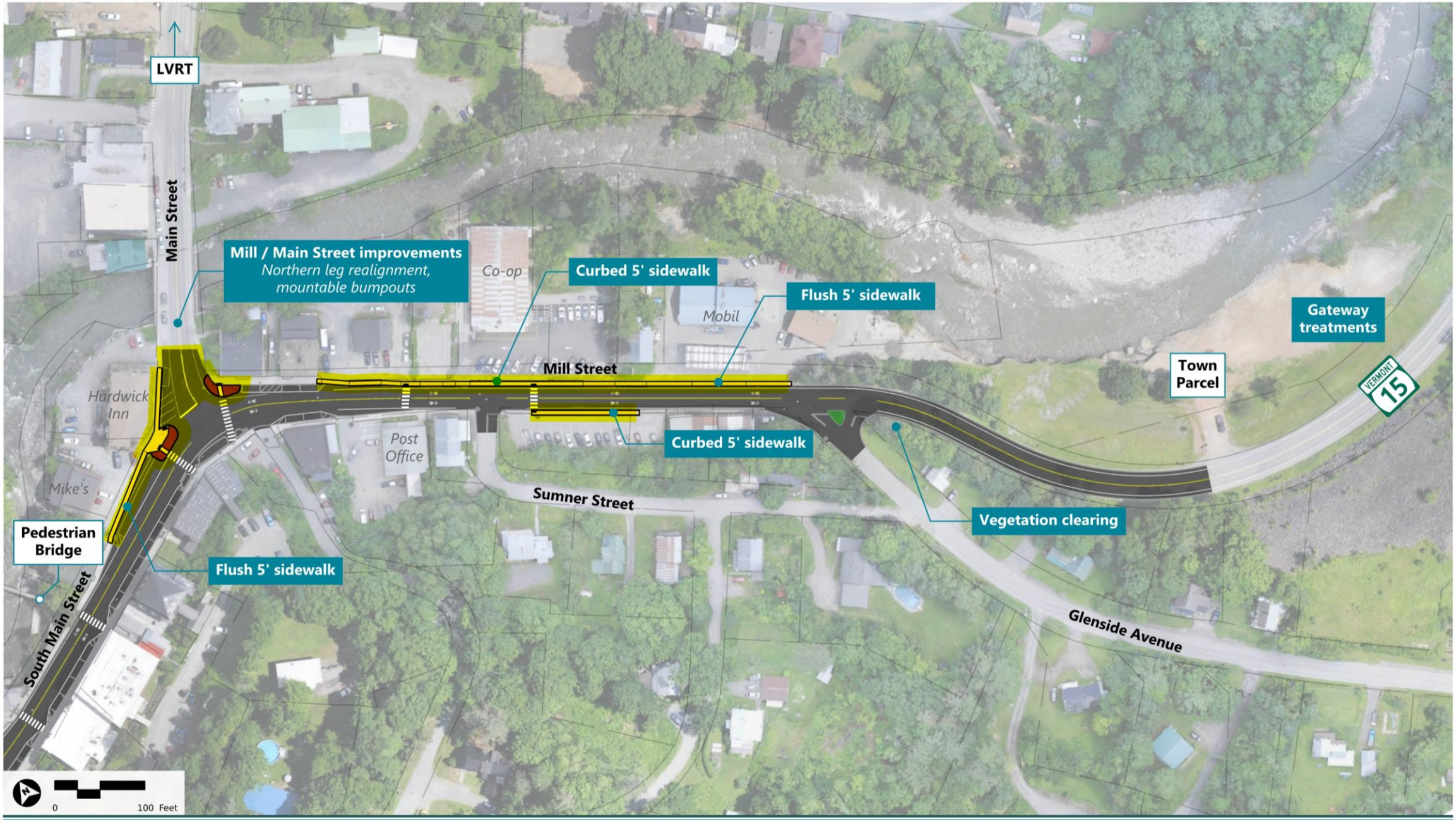
- Create a safe, comfortable environment in the Village core and establish a clear transition to the multimodal core area
- Improve connectivity of the pedestrian network to support access to community destinations including businesses and recreational resources
- Improve multimodal transportation connectivity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

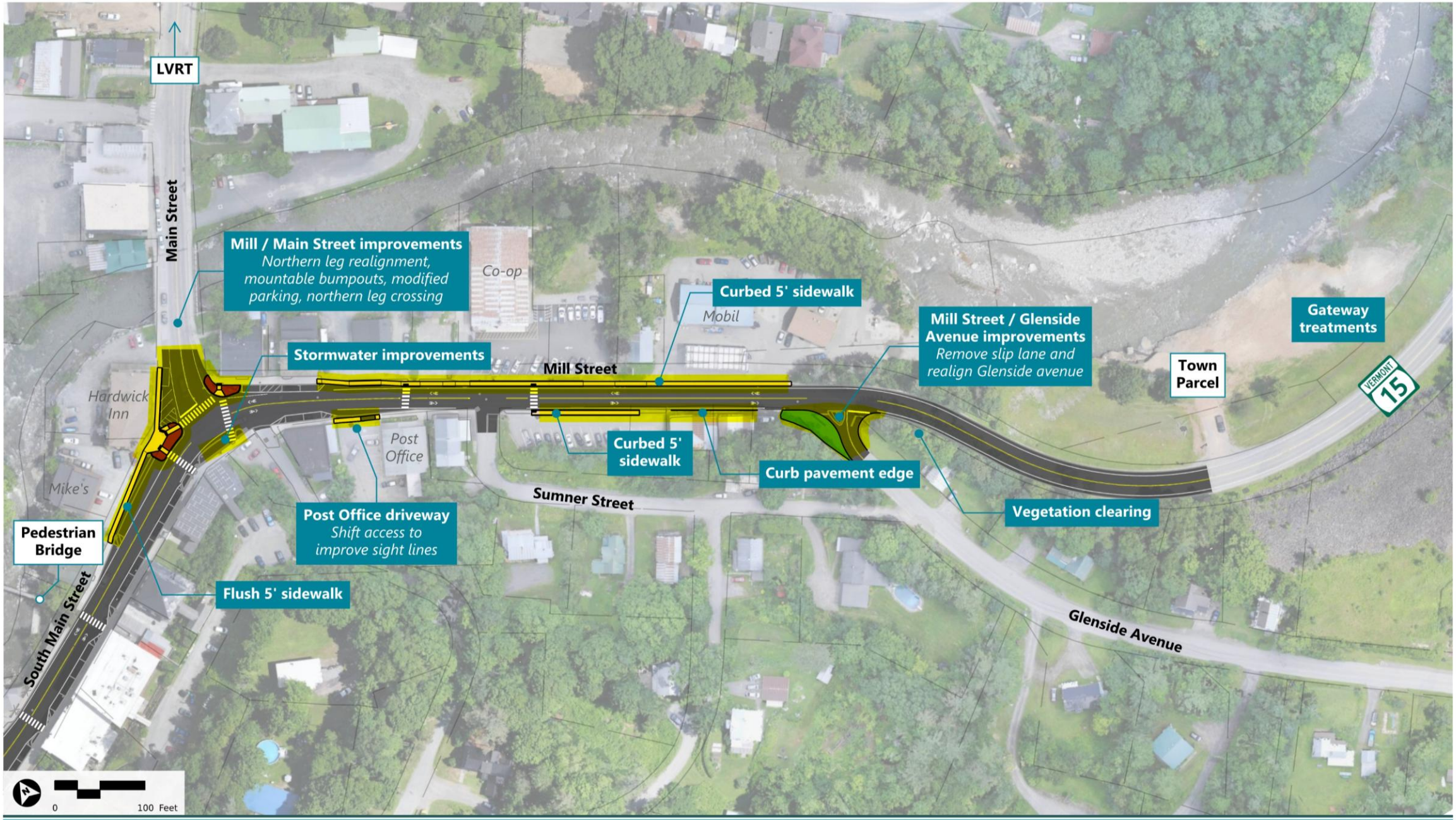
Conceptual Alternatives



Hardwick Downtown Scoping Study

Alternative 1: Baseline Treatments

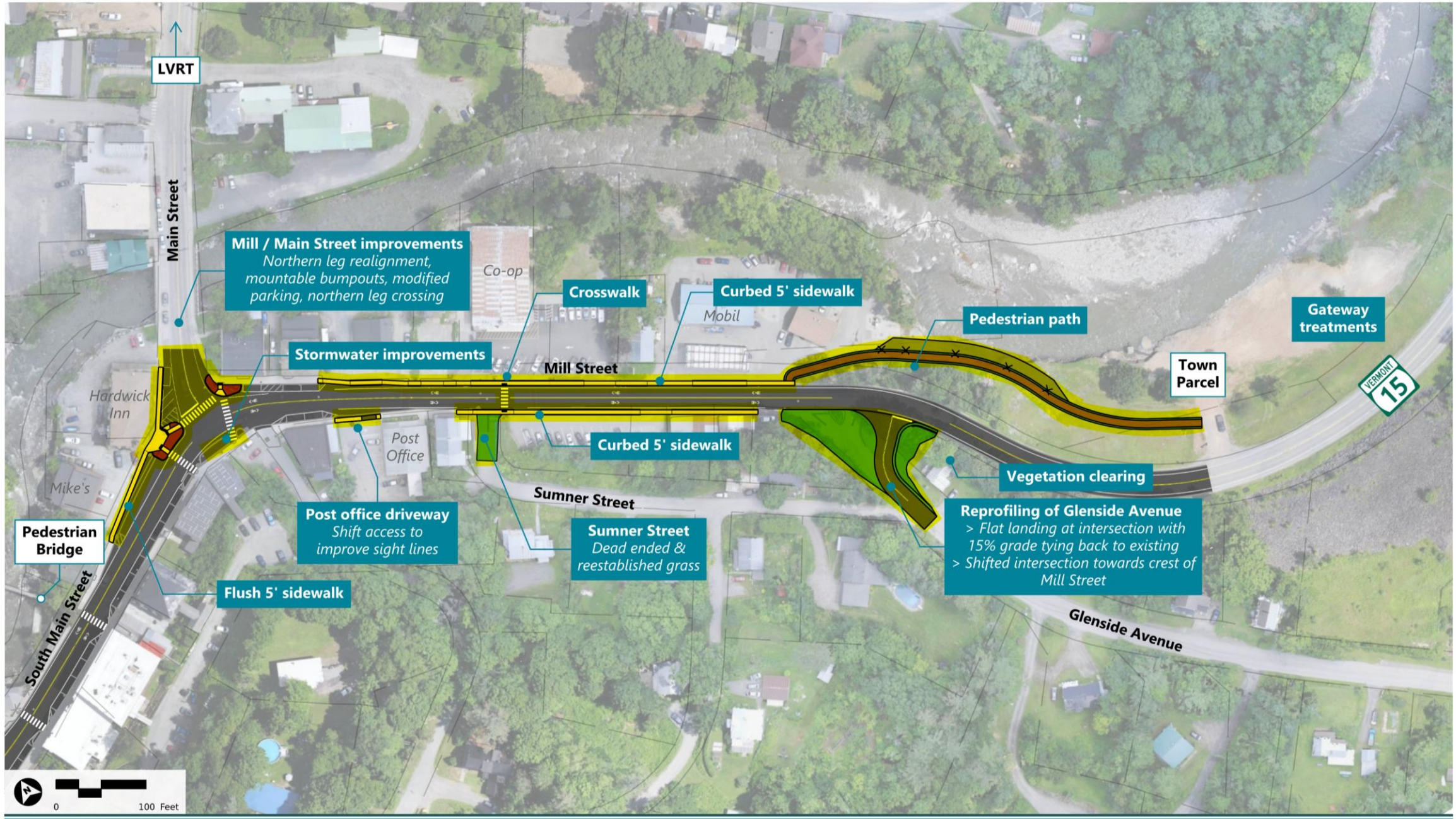
10/20/2025



Hardwick Downtown Scoping Study

Alternative 2: Moderate Treatments

10/20/2025



Hardwick Downtown Scoping Study

Alternative 3: Comprehensive Treatments

10/20/2025

Alternatives Evaluation Matrix

Evaluation

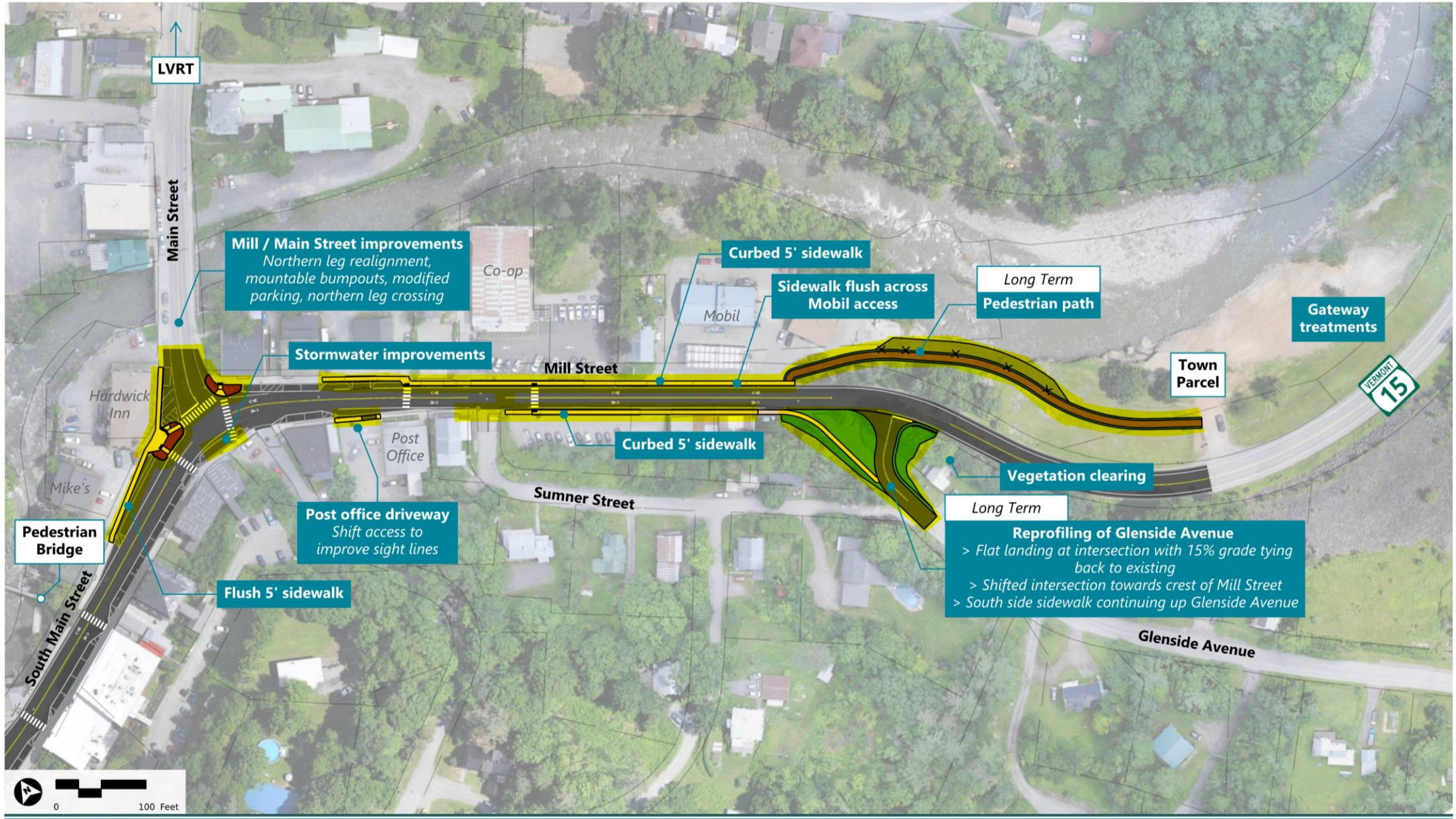
	No Build	Alternative 1 Baseline Treatment Package	Alternative 2 Moderate Treatment Package	Alternative 3 Comprehensive Treatment Package
Anticipated Project Costs	$0	~$500,000	~$600,000	~$1,200,000
Traffic Operations	*No Change*	+	+	++
Safety		+	++	++
Satisfies Purpose & Need		+	+	+
Utility Impacts		-	-	--
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

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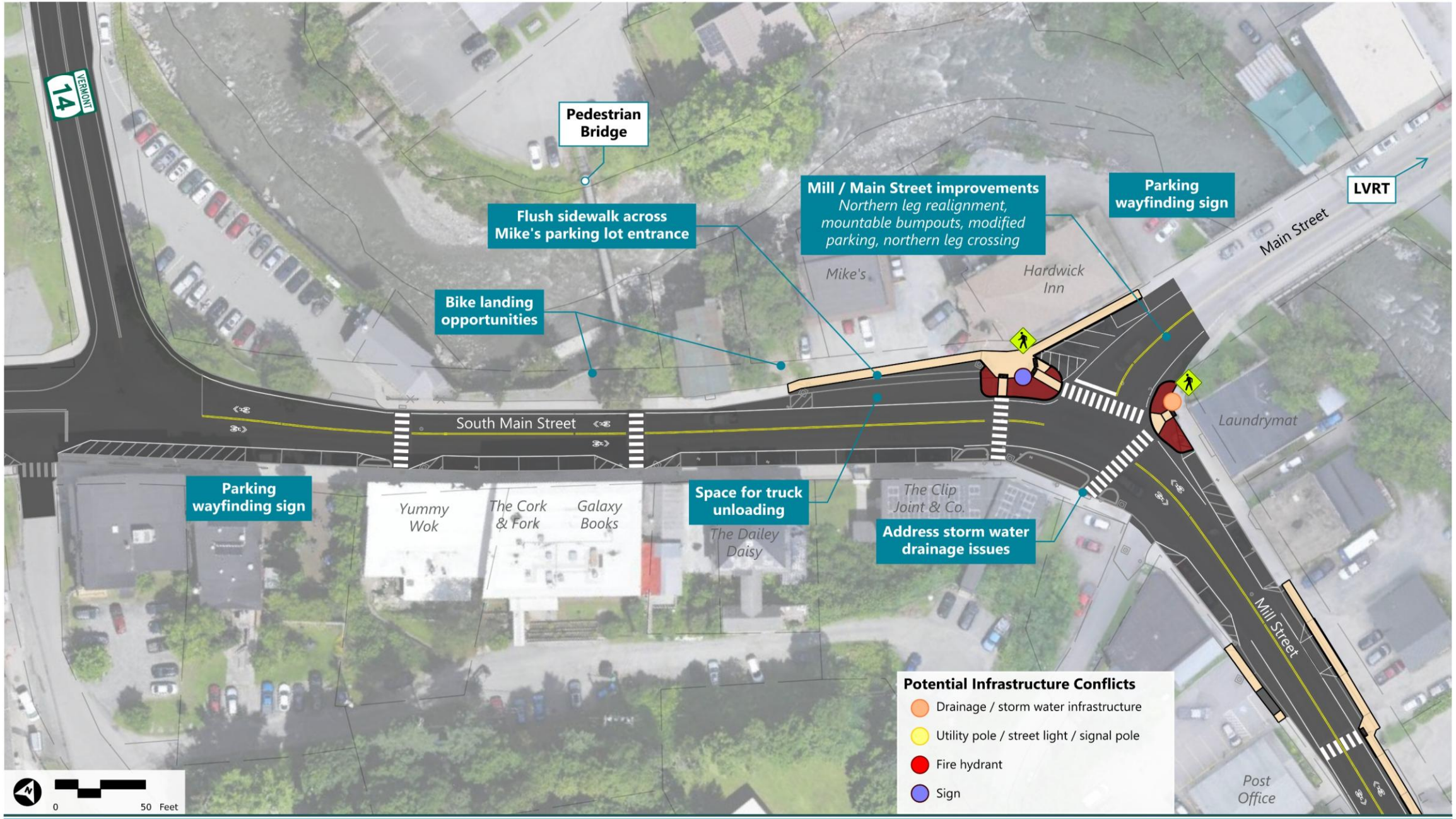
10/20/2025



Hardwick Downtown Scoping Study

Preferred Alternative: Comprehensive Treatments

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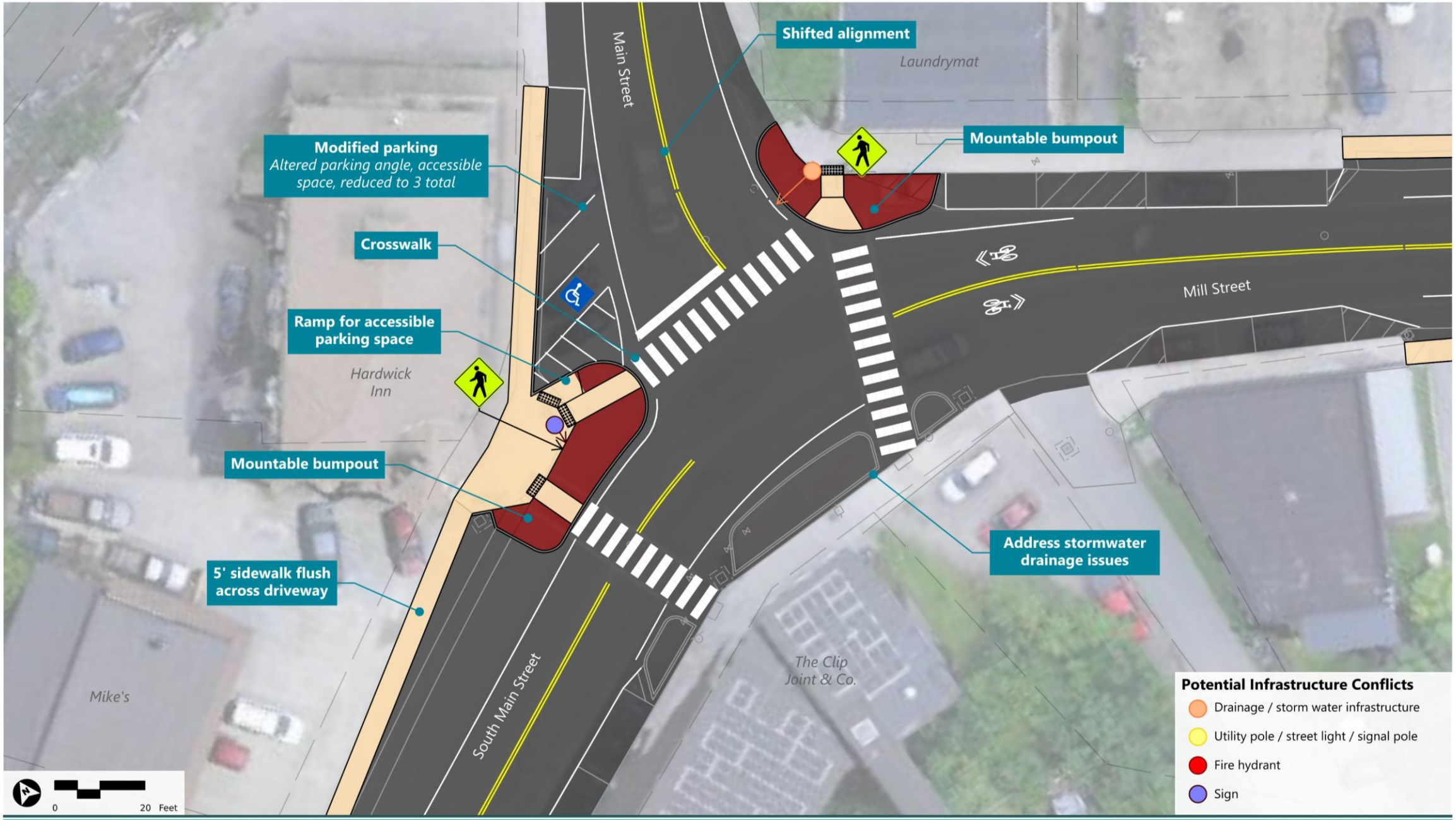

Hardwick Downtown Scoping Study

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

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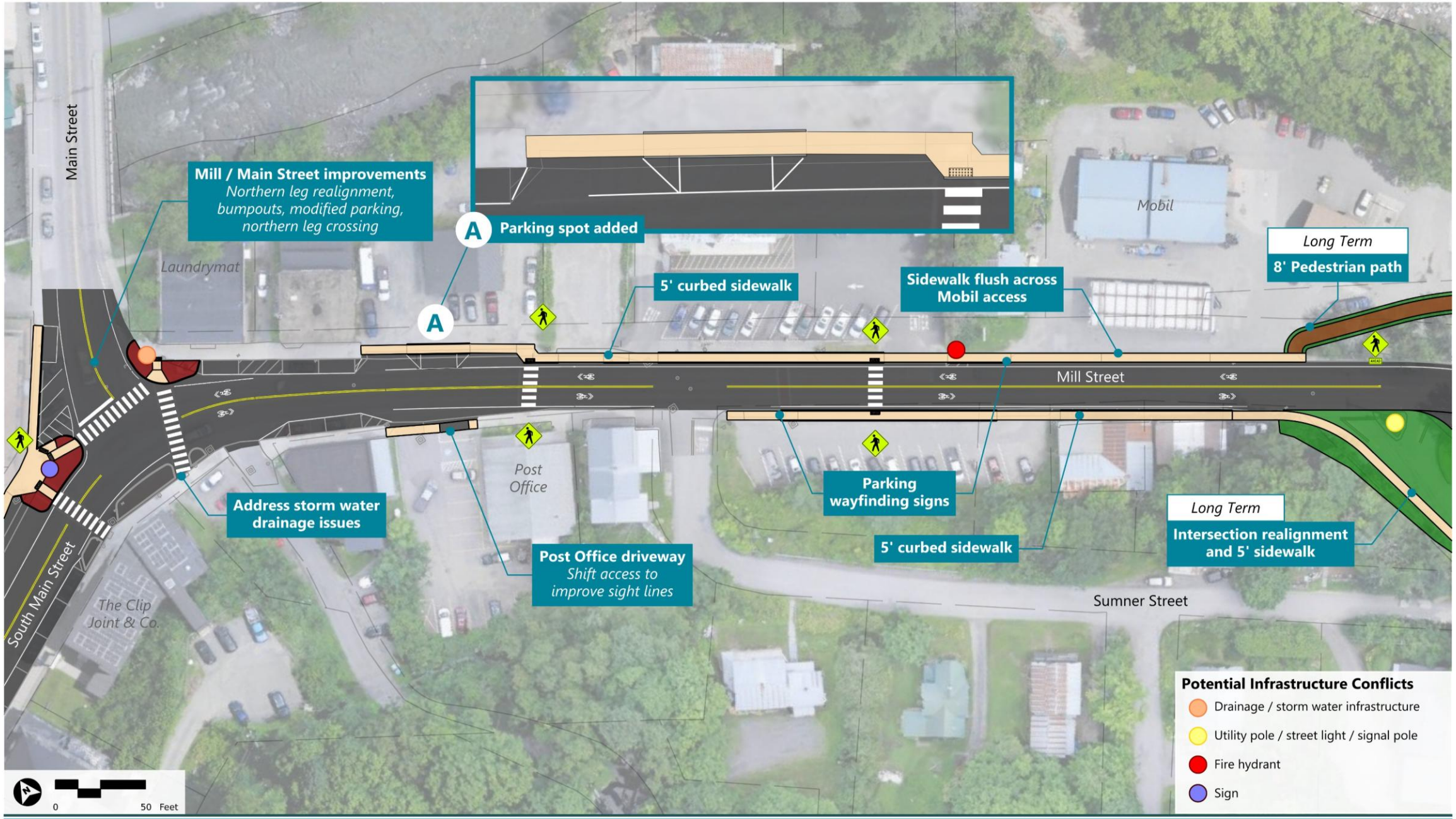

Hardwick Downtown Scoping Study

Preferred Alternative: Comprehensive Treatments

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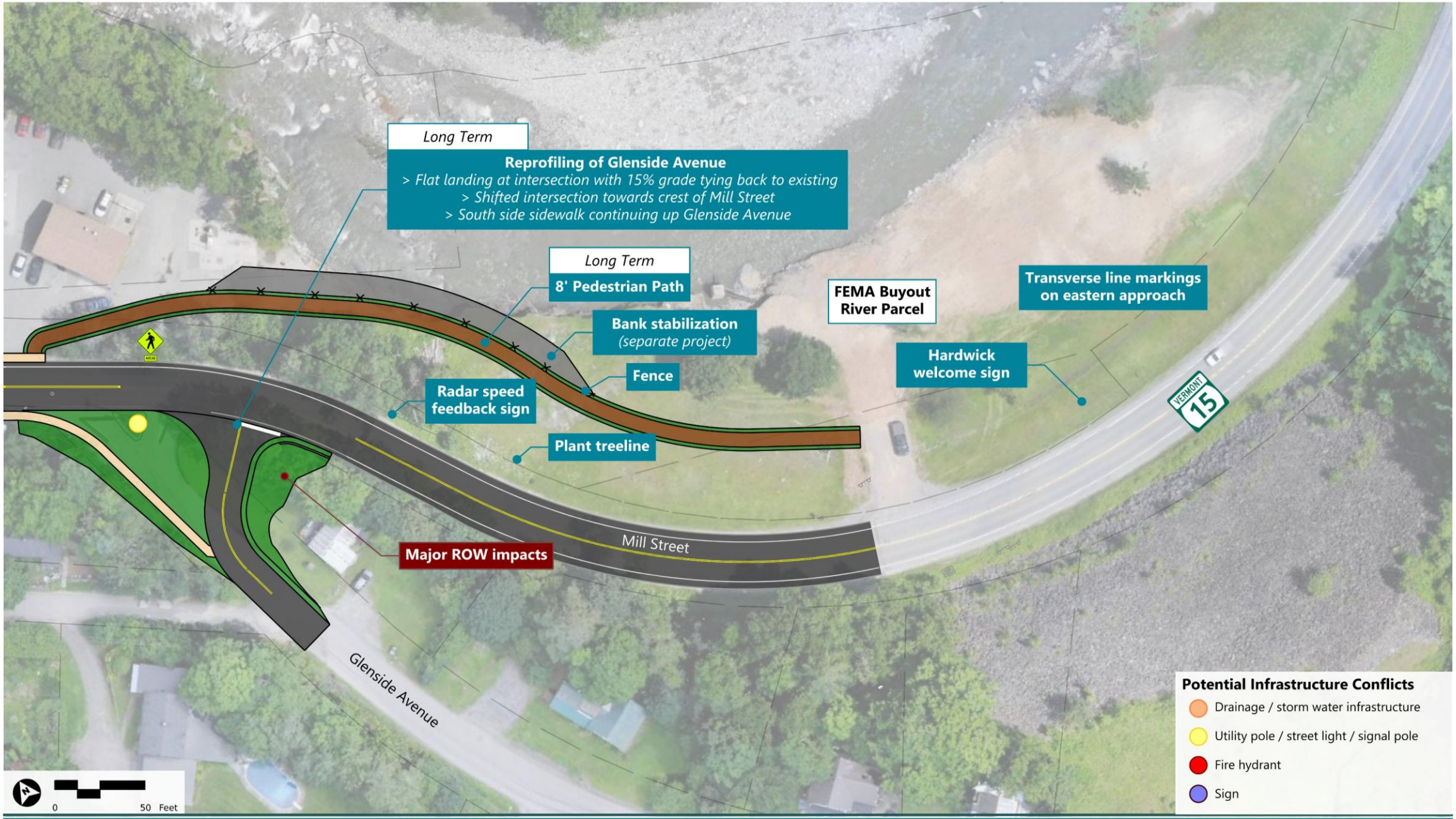

Hardwick Downtown Scoping Study

Preferred Alternative: Comprehensive Treatments

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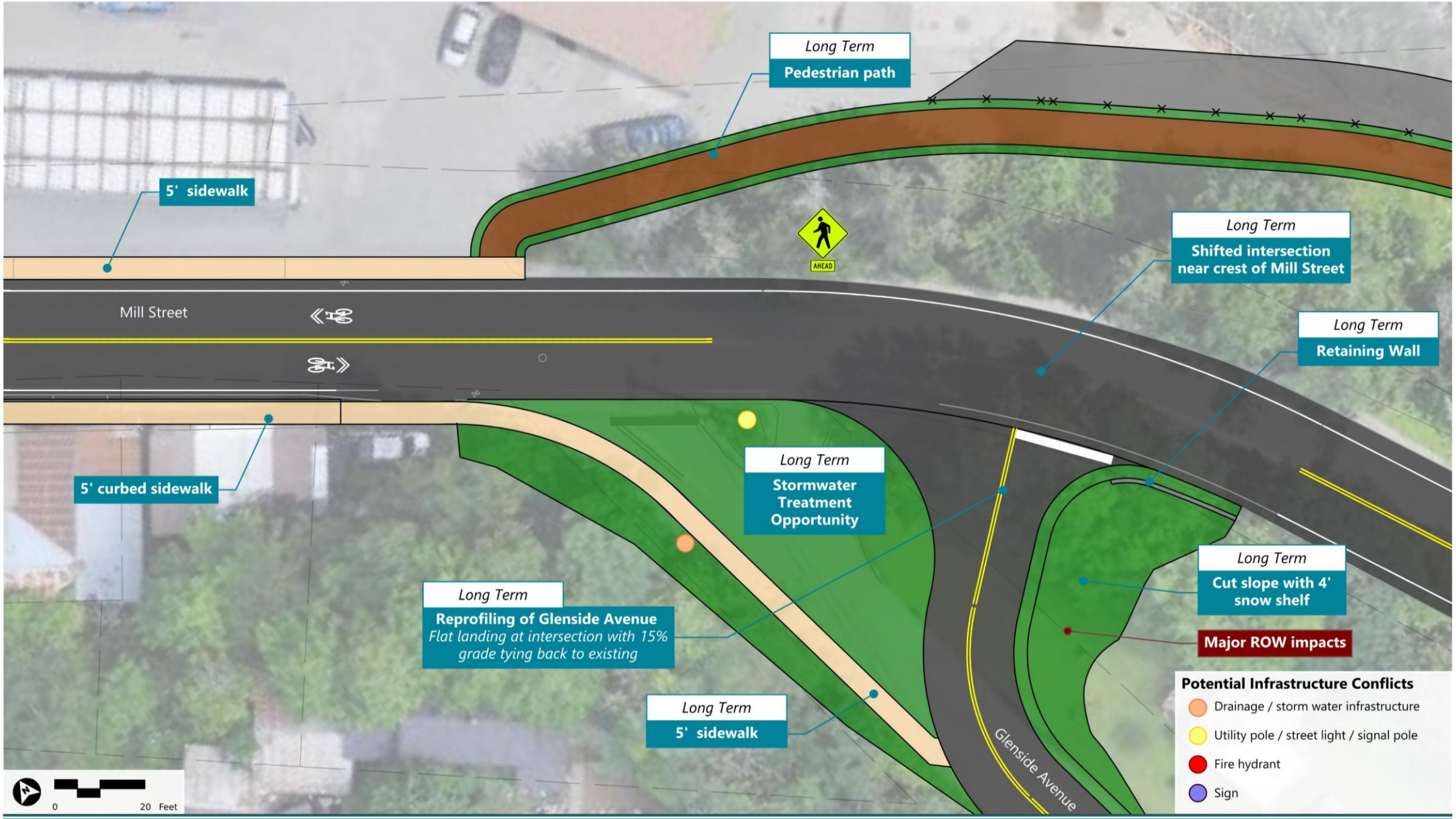


Hardwick Downtown Scoping Study

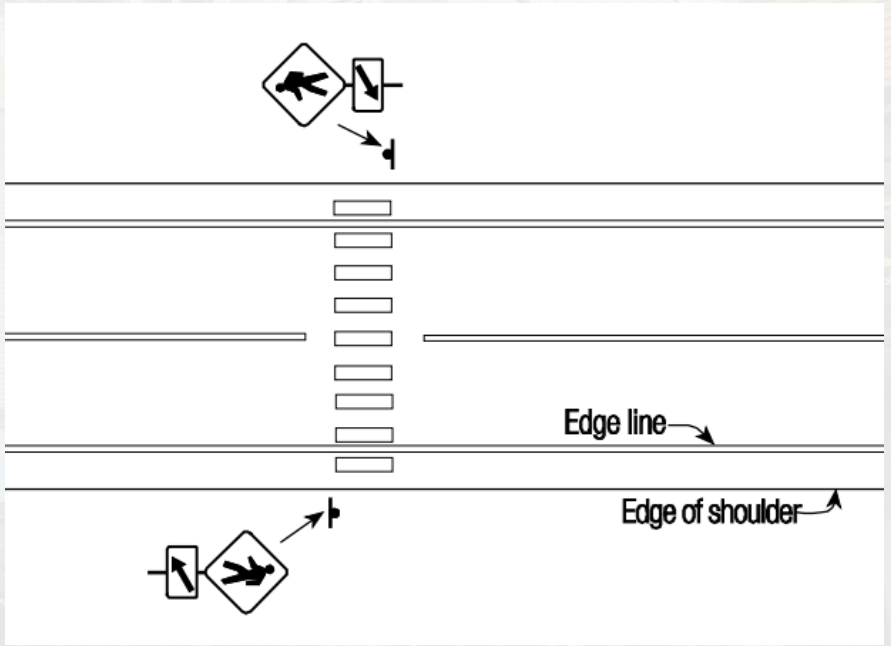
Preferred Alternative: Comprehensive Treatments (Emphasis Area - Mill Street / Glenside Avenue)

vhb

10/20/2025

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)*

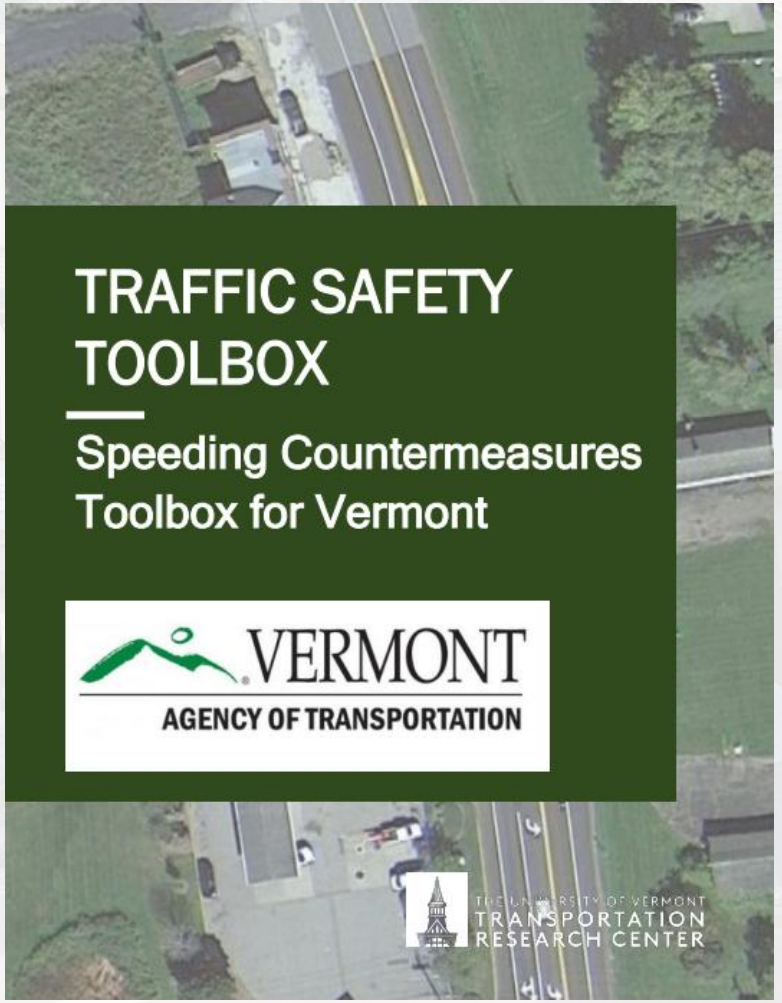


Also Recommended

- **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

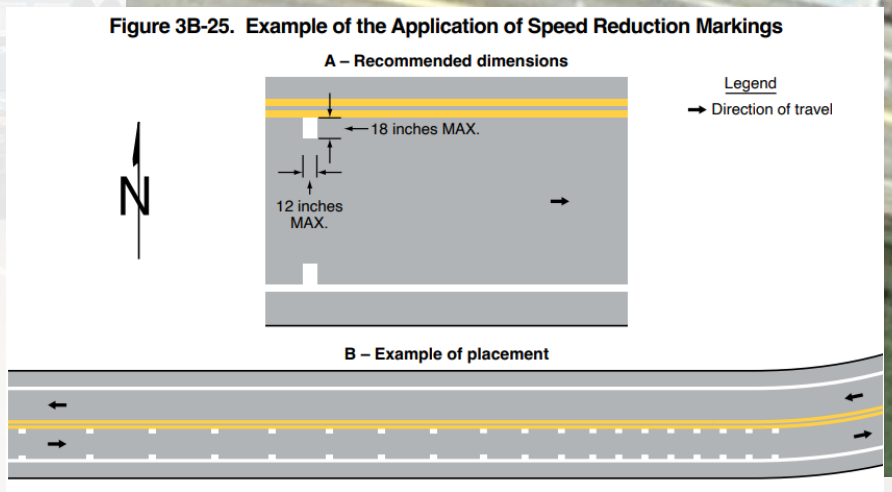
Traffic Calming

PROFILES OF SPEEDING COUNTER-MEASURES

PERCEPTUAL / PASSIVE

TRANSVERSE LINE MARKINGS

Encouraging speed reduction through feedback



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!

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