

Hyde Park Working Group Meeting – 09/10/19

Present:

Ron Rodjenski
Paul Trudell
Jim Fontaine
Susan Bartlett
Tom Barnes
Rob Moore (LCPC)
Seth Jensen (LCPC)
Jackie Cassino (VTrans)
Chris Sargent (D&K)
Julia Ursaki (D&K)

Meeting Overview

D&K Presented proposed options for street improvements aimed at safety and improved bike/ped circulation. Possible alternatives are grouped by “focus area.”

Focus Area 1: Hyde Park Village

- **Traffic Calming Plan** – The Working Group was comfortable with the traffic calming suggestions at and around the Main St/Church St intersection (two raised crosswalks and raised intersection at Church & Main).
- **Main Street Bike/Ped Enhancements** – Working Group preferred alternative A (which suggests narrowing travel lanes, maintaining parking on both sides of the street and an additional green buffer on the south side of the street). Narrowing travel lanes is an effective way to slow down traffic. Jim Fontaine asked that D&K consider whether one side of the street could be a shared bike/ped path (instead of an additional green buffer). Space may not be sufficient, but D&K will investigate.
- **Church St.** – The Working Group acknowledged that the extension of sidewalks from the intersection of Main St. to the roundabout was unlikely to happen due to costs. There was support for D&K’s suggestion to address safety issues along the widest stretch of Church St. (from Main St. to the Post Office) by implementing some changes on the east side of the road to reduce the number of large access points. The Working Group asked to see Option E (which proposes angled parking on the east side of Church St. and creates a sidewalk and green buffer near existing properties) in Plan view so they could understand the possible impacts to properties in that area.
- **Overall for the Village Streets:** Ron suggests that all lane configurations are consistent with 10 foot travel lanes for traffic calming. Design vehicle for turning radius at Main & Church is a WB-50.

Focus Area 2: Triangle Connection (Village Gateway Commercial District)

- **Main, Depot & Eden intersection** – D&K suggested an all-way stop at this location to reduce speeds and increase safety. In addition, alternatives suggested several designs of bump outs

and an additional crosswalk. The Working Group favored Option B, and suggested using paint to extend the visual impact of bump-outs on the north side to Eden St.

- **Triangle Connection** – D&K proposes making East Main St. one way in order to provide area for painted bike lanes. The choice of direction (easterly or westerly) is up to the Town to decide. The Working Group preferred option A, provided that the one-way pattern starts at Centerville Rd and ends before the businesses on Route 15 (to allow for two way access for loading and distribution from businesses). The Regional Planning Commission indicated that Option B, which suggests the creation of a trail spur that connects the LVRT to the Triangle businesses, should be a long range consideration as it is consistent with regional planning. D&K will include a general discussion of this alternative in the Action Plan and could suggest that a feasibility study be conducted to analyze it further.

Focus Area 3: VT Route 15 near LUHS

- **Black Farm Road Access Management** – D&K presented an alternative that narrows the access point for Black Farm Road from Route 15 to reduce u-turns and improve access safety. This approach was supported by the Working Group and has the support of VTrans staff.
- **VT Route 15 Pedestrian Crossing** – Due to limitations in what VTrans is able to allow in this area, the options for a pedestrian crossing are limited to “grade separated” options such as a bridge or a tunnel. The Working Group acknowledged that these options are cost prohibitive. The RPC asked that the Action Plan include a recommendation that further study of this area (especially regarding safety) be conducted, particularly looking at how Cricket Hill Road might serve as a potential crossing point and also a secondary access to LUHS. D&K will include this in the Plan.
- **Path Between LUHS & Roundabout** – It is possible to develop a dedicated bicycle and pedestrian facility from the roundabout to the High School, but it would be expensive and challenging to permit. Additionally, the Roundabout does not have a pedestrian crossing. Installing pedestrian crossings at the Roundabout would require reconstruction and is unlikely to happen in the near future.
- **LUHS Intersection** – During school arrival and departure times there are issues with traffic and traffic safety at the LUHS intersection. However, the volume of traffic is not sufficient to meet MUTCD warrants for signalization or other ways of managing vehicles. The Working Group has suggested that the Town work with the Lamoille County Sheriff’s department to provide daily traffic management services at the LUHS intersection during peak AM/PM times for the school.

Next Steps

Dubois and King will be developing the first full draft of the Main St. Action Plan for review by the Working Group. Following that review, a revised version will be presented to the public for comment. Also noted: D&K will include the Class I Town Highway cost estimates in an appendix of the report as well as the bike & ped data collected by Working Group volunteers (thanks Jim!).

Chris will follow up at the end of September with the Working Group to schedule the next meeting.