

**Tunbridge Village Sidewalk Scoping Study – Tunbridge STP BP22(23)
Project Alternatives Meeting**

Wednesday August 14, 2024 - 6:00pm Tunbridge Town Hall

Attendees:

Rita Seto, Drew Gingras, Janet Wells, Pamela Steiner, Nancy Howe, Gordon Bandy, Jim Sherlock, Lew Glick, Bafter Doty, Lawrence Wight, Allen Wight, Michael Sacca, Kelly Holmes, Mike Barnaby, Pat Ladd, Kathi Terami, Nan Frost, Matt Frost, Amy Frost, Dennis Cilley, Rodney Hoyt, Matt Powell, Angie Harbin, Kevin Rose, Ken Ashley, Ann Leeds, Thorton Hayslett, Deadra Ashton, Chuck Ashton, Elaine Howe, Arissa Morrison, Kay Jorgensen, Nathan Coste, Elizabeth Brown, Ellen Hosford, Brenda Field, Lori Berger, Dan Ruddell, Henry Joseph, David Smith, Taylor Sturbird, Todd Tyson, Betsey Gaiser, Carol Polter, Alex Torgey, Alice Smoker, Bartholdi Holbrook

Comments:

Project team introduced themselves, Janet summarized the project initiation, Drew recapped project goal and vision, project schedule, reviewed existing conditions and presented alternatives 1, 2 and 3.

- Has there been any study done south of VT110 at the hill past the town office? There's only 2 access to the village from the Fairgrounds, the one by the library is too steep for folks with mobility devices or strollers and resort to the hill along VT110 which is very unsafe.
- Who owns the section of road in the town right of way – what is the responsibility/liability for the sidewalk (town? Property owners of the section of sidewalks?), what's the budget for snow removal equipment and staff?
- Resident north of village by curve sat with the Sheriff (they're supposed to train to accurately predict traffic speed), large vehicles appear to go faster than they are, Bethel has radar speed feedback signs at either end of village, town should consider those to help manage speeds in village, Sheriff also recommended a convex mirror for around curve. Janet noted that the Town is working on securing radar speed feedback signs for the village.
- Store owner is concerned about patron safety as they enter/exit the store right off VT110.
- Regardless of any of the 3 alternatives, 30mph is not appropriate through the village, we want 25mph
- Regarding Alt. 3 – the chokepoints / bulbouts to slow traffic down, there is existing erosion problems by the parking lot – during Irene, the waters undercut the bank – concerned with bank failure
- What are the overall parking impacts across all alternatives? How many spots are we losing per alternative? The project team prioritized minimizing parking loss as possible.
- The crosswalk locations at the store, library and in front of Parish house is taking up parking spots. At the library crosswalk, the librarian makes kids walk within the

shoulder strip, don't want to cross VT110 4 times, I don't want any alternative (no build).

- There is curbing only at the crosswalks.
- Concern with VTrans plow trucks winging back snow, currently winging back snow that will cover any existing sidewalk, concerned with damage
- Without curbing the rest of the VT110 stretch, what will prevent folks from driving onto the grass like they already do? Damage to lawns
- John Sherlock asked about Alt. 3 and the bridge – what is the pedestrian count from the bridge to the store? He lives at the curve where the edge of his house is 14ft from the edge of roadway. He needs access to parking and sidewalk, concerned with proximity of sidewalk to his house.
- How wide is existing sidewalk? 3-4ft, 6ft is new ADA standard
- Library crosswalk bulbout – store owners: it will eliminate 90% of our parking (3-4 spots)
- An attendee who attended the local concerns meeting noted someone brought up point where people who currently don't walk in village because it's not safe, some may use it more if it becomes safer.
- I think it's great the alternatives will make the village more charming with sidewalks
- Current parking at the store, are they backing in? haphazardly pulling in versus parallel?
- VT110 curve, there is not much room in the travel lane when a tractor trailer is coming around corner, not to mention space for a sidewalk
- Alt. 1 – tractor trailers coming up VT110 will loop around from Strafford Rd and then come back down Potash Hill Rd
- In favor of Alt. 3 – we need to look forward to the future with increased population (especially during Covid and new families settling in town), need safe access to rec fields.
- Expanding north on Spring Rd is impossible, the bank is too steep and there's no room
- We should focus on the southern section of VT110 from Fairgrounds to village over the northern extension to rec fields, also need safe speeds
- Support southern extension to fairground access
- What about taking fill from bank on cemetery side along VT110? If we cut bank, we'll undermine the cemetery and existing burials that are close to VT110.
- Food shelf parking is needed
- What are physical impediments to slow traffic in village? Drew reported the study is looking at walking improvements with some effects to potentially slow traffic down, this is not a speed study.
- Painted bike lanes in village? State jurisdiction
- Crosswalk by food shelf – could we shift crosswalk to corner of Potash to maintain parking in front?
- Consider adding signage of pedestrian crossing with lights south of VT110 to warn drivers of pedestrians crossing?

- Alt. 2 – don't think a wider shared use path will be impactful, bicyclists going through the village will continue to use the road/shoulder
 - The 6ft sidewalk – where is the edge, where does it begin impact from the existing 3-4ft sidewalk to private property owners? Discussed building sidewalk within state right of way and to minimize private property owner impacts (other than temporary construction easements)
 - Still brought up what are the town/land owner liability/maintenance requirements if the Town builds a new sidewalk? Who does snow removal?
 - It was noted, this project/plans need to be sent to land abutters for more information
 - The liability/lack of maintenance exists now with the current sidewalk
 - Can you still put crosswalk in without a bulbout? Yes but it will still restrict parking due to sight distance
 - Can we get away with a narrower sidewalk (less than 6ft?) for cost and property impact? Rita noted depends on funding – if town uses town funds, possibly but if the Town applies for a VTrans bike ped grant, using federal funds, need to abide by ADA standards.
 - Is there a difference in width standards between paved vs. concrete sidewalk? (no)
 - Does the study include the number of trees impacted/to be removed for each alternative? (not currently)
 - We took informal straw poll to gauge community's thoughts on the alternatives presented:
 - No Build – 14
 - Alt. 1 – 14
 - Alt. 2 – 0
 - Alt. 3 – 7
- Opportunities for additional feedback – email Drew, Rita or send to Mariah.
- Adjourned 7:30pm