

Hyde Park Town Center Pedestrian Study

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Hyde Park Walks
Pedestrian Task Force
4888 Albany Post Road
Hyde Park, New York 12538

PDCTC
Poughkeepsie-Dutchess County Transportation Council



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Overview

The Town of Hyde Park is an historical community located along the Hudson River in Dutchess County, New York. Home to well over 22,000 people, the Town supports a variety of residential and commercial centers on or near major road corridors: the ‘Hyde Park Shopping Center’ and adjoining ‘Park Plaza’ venues (located in the core of the Town Center commercial zoning district and collectively referred to as the ‘Town Center’) on Route 9; the historic crossroads at Market Street and Route 9; the East Park and Haviland commercial districts on Route 9G; and the Staatsburg hamlet west of Route 9. These centers, typified by the close proximity of different land uses to one another, provide an environment conducive to walking and bicycling and less dependent on automobiles – though each area accomplishes this with varying degrees of success.

The Hyde Park commercial corridor along Route 9 (Albany Post Road) is anchored by two significant National Historic Sites (the Franklin D. Roosevelt Presidential Home and Library and F. W. Vanderbilt estate). This area supports an active mix of retail and service businesses that attracts Town residents and visitors alike – most of whom use personal vehicles to access sites along the corridor. However, the Center also supports a noticeable amount of pedestrian and bicycle activity that is aided by a sidewalk system that is similar in breadth and composition to other traditional centers and hamlets in the County. Places such as the Route 9 commercial corridor promote a more sustainable quality of life, by providing travelers and residents with an opportunity to explore this community without having to operate a vehicle for multiple destinations.

Project Background

Recognizing the importance that pedestrian and bicycle infrastructure has in building quality communities, the Poughkeepsie-Dutchess County Transportation Council (PDCTC), in partnership with the Dutchess County Planning Department, offered to assist a local municipality with completing a sidewalk inventory and improvement plan. This offer was predicated on a successful sidewalk study completed for the Village of Rhinebeck in 2011 and an interest from other municipalities for similar assistance.



Wide roadways, numerous street and driveway intersections, and a limited number of crosswalks make crossing Route 9 in the Town Center a pedestrian-unfriendly experience.

As the designated Metropolitan Planning Organization (MPO) for Dutchess County, the PDCTC (“Council”) is tasked with carrying out a cooperative and comprehensive multimodal transportation planning process for the County, to include the development and promotion of accessible pedestrian walkways and bicycle transportation facilities such as those present in the Town of Hyde Park. Upon reviewing candidate locations for a MPO-supported sidewalk study,

the Council selected the Town of Hyde Park as the project community. In accordance with the provisions set forth in 23 U.S.C. 134, the project is funded by federal planning funds from the Federal Highway Administration (FHWA).

Scope of Work

The Hyde Park Town Center Pedestrian Study continues a tradition of transportation-related community planning projects, conducted by the Council and funded through the FHWA, that seek to promote the safe and efficient development, management and operation of the surface transportation system.

For this project, representatives from the Town Board and a locally-designated, volunteer Task Force (Hyde Park Walks) worked with the Council and Planning Department to develop a scope of work to guide the study. Finalized in May 2012, the scope of work identified three major components for the study: 1) inventory of existing sidewalk conditions; 2) recommendations for future sidewalk and crosswalk improvements (repairs and new facilities); and 3) design alternatives for one or more signature locations in the study area. The scope also addressed items related to the formation of a Town-supported Pedestrian Task Force, data to be collected during the sidewalk inventory, breadth of study recommendations, composition of final products and number of study-related meetings. As part of the analysis, volunteer Task Force members were charged with examining neighboring municipalities' codes for examples of best practices and a review of the Town's own code as related to sidewalks, bike paths and pedestrian-related amenities. The study herein includes a GPS inventory of sidewalk conditions and a final report with prioritized recommendations for improvements.

Sidewalk Inventory

The first component of the study involved an inventory and assessment of existing sidewalk conditions, which would be used to inform subsequent recommendations and help establish priorities for needed improvements. The inventory gathered data on a variety of attributes related to sidewalks and associated pedestrian features. Three attributes were of particular importance: overall sidewalk condition, type of material and specific issues related to sidewalks. The inventory also collected data on crosswalks, curb ramp conditions, buffer (median) widths and handicap accessibility. Completed from June 25-29, 2012, the inventory included a limited catalog of geo-coded photos to show and locate sidewalk issues identified during the inventory.

Sidewalk Condition

The inventory used four condition ratings (Excellent, Good, Poor and Unusable) to measure the overall condition of existing sidewalks in the Town Center:

1. Excellent: No maintenance required.

2. Good: Unlikely to hinder mobility of the average pedestrian. Sidewalk free from significant cracking, buckling, gravel surfaces or other debris which would impede pedestrian traffic.
3. Poor: Uneven and distressed surface that hinder mobility of the average pedestrian. Contains surface cracks, negligible vegetation overgrowth or debris.
4. Unusable: Impassable to mobility-impaired pedestrians; hinders mobility of average pedestrian. Deep cracking or buckling, significant vegetative overgrowth and/or debris such that pedestrian travel would be impeded.

The inventory identified a total of 2.6 miles or over 13,900 linear feet of existing sidewalks in the Hyde Park Center. Of this total, 95 percent (13,200 linear feet) was rated as either excellent or good, with the remaining five percent (over 700 linear feet) rated as poor or unusable. Overall, the sidewalks along Route 9 are in good condition, whereas some of the side streets (e.g. Main Street) contain the majority of poor or unusable sidewalks. Table 1 shows the results of the condition inventory, and Map 1 the locations.

Table 1. Sidewalk Conditions

Condition	Length (feet)	Length (miles)	Percent
Excellent/Good	13,200	2.5	95%
Poor	639	0.1	5%
Unusable	79	---	<1%
Total	13,918	2.6	

Since a high percentage of the sidewalks are in good or excellent condition, retrofitting the relatively small amount of sidewalks in deficient or damaged condition may be a lesser priority than building new pedestrian connections – although maintenance of the entire system is still needed to preserve excellent/good condition rates.

In addition to rating general sidewalk conditions, the project team rated their compliance with the following Americans with Disabilities Act (ADA) criteria:

- Sidewalk Width: Wide enough for a wheelchair to easily travel
- Slope: Not too steep up or down for a wheelchair
- Cross-Slope: Relatively level surface across the sidewalk
- Surface: Relatively smooth so a wheelchair/walker can easily travel, yet slip-resistant.
- Openings/Gaps: No large grate openings or gaps in which a cane tip or wheelchair wheel would get stuck
- Warning strips: Detectable warnings/truncated domes at transition points between sidewalk and street (e.g. at bottom of curb ramps or depressed corners, borders of medians and islands)

- Obstructions: No objects project into/over the sidewalk that a blind person with a cane would not detect and which would impede his/her progress and safety (e.g. poles, signs, etc...)
- Alternate Routes: In construction zones, an alternate accessible route is provided, if needed.

Sidewalk conditions for disabled persons vary throughout the corridor. In some cases, sidewalks that were rated as good or excellent overall were downgraded to poor or unusable due to issues that would prevent a physically-challenged person from using the sidewalk. In general, when viewed from the ADA perspective, 81 percent of the sidewalks were rated as good or excellent, while 14 percent were in poor condition and five percent were unusable. For this evaluation, sidewalks that had panel gaps greater than one inch, but less than three inches, were typically categorized as poor. In some cases, the usable sidewalk width was so narrow that a wheelchair would not be able to get through the gap.

Table 2. ADA Sidewalk Conditions

Condition	Length (feet)	Length (miles)	Percent
Excellent/Good	11,293	2.1	81%
Poor	1,997	0.4	14%
Unusable	627	0.1	5%
Total	13,918	2.6	

Sidewalk Material

The inventory also identified the types of materials used to construct existing sidewalks in the Town. Five material types were captured: concrete, asphalt, brick, bluestone and other (e.g. pavers). The inventory indicated that concrete was the most prevalent type of construction material, making up 84 percent (almost 11,700 linear feet) of all existing sidewalks. This was followed by asphalt, which made up 10 percent (over 1,300 linear feet), with the remaining materials making up approximately 6 percent (over 900 linear feet). Map 2 shows the results of the sidewalk material evaluation, while Table 3 shows the results of the material inventory.

Table 3. Sidewalk Material

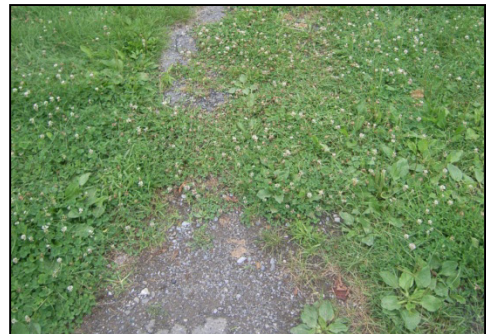
Construction Material	Length (feet)	Length (miles)	Percent
Concrete	11,692	2.3	84%
Asphalt	1,343	0.3	10%
Brick	413	0.1	3%
Bluestone	170	---	2%
Other (e.g. pavers)	299	---	1%
Total	13,917	2.6	

The prevalence of concrete sidewalks in the Town Center reflects the general policy of NYSDOT to use concrete when constructing sidewalks. Concrete is more durable than other sidewalk materials and is less likely to experience issues related to cracking or lifting, which can plague other materials such as bluestone or brick, especially when used near street trees. Although concrete sidewalks cost more, these costs are usually offset by reduced maintenance costs over time. Concrete can also be imprinted or colored to complement local aesthetics. On Town roads, however, current zoning allows for a plethora of materials including asphalt. Making walkways on private property, such as internal paths within commercial shopping centers, and along municipal roadways more consistent with those found along Route 9 is addressed under recommendations.

Sidewalk Issues

In addition to general conditions, the inventory identified specific issues related to the sidewalks in the Town Center. These issues were grouped into seven categories: lifted, cracked, removed, clearance, obstruction, worn and other:

1. Broken/Cracked: Cracking or broken pieces in the sidewalk.
2. Lifted: Pieces of sidewalk lifted up with uneven surfacing.
3. Uneven Surface: Surface contains severe dips or pitting.
4. Removed: Sidewalk sections have been removed or are missing.
5. Clearance: Insufficient room to walk due to branches, bushes, trash, or parked cars (temporary).
6. Obstruction/Worn: Utilities, signs, etc... in the sidewalk itself, limiting walkability (permanent) or sidewalk surface worn to an unsafe level.
7. Other: Any issue not captured above.



Although most of the sidewalks inventoried were in good or excellent condition, some areas need attention, such as the cracked, settled section on the top, and the disappearing section on the bottom.

Locating these issues allows us to identify specific areas in need of repair or issues/activities that need to be addressed. They also help us identify low cost improvements that can enhance pedestrian movement, such as removing tree branches or patching small sidewalk sections. They also capture issues on those sidewalks that may be rated good or excellent, but have isolated sections in need of repair. For example, portions of the sidewalk along Route 9, although in good/excellent condition overall, contain small sections with multiple issues: most notably between CR 41 (West-East Market Street) and Main Street, and between Crumwold Place and Mansion Drive.

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A total of 114 specific concerns were identified during the inventory, with cracking and lifting making up 73 percent. Table 4 shows the results of the issues inventory, while Map 3 shows their location. Many of the issues were concentrated in the area in and around Town Hall, especially along Main Street and Park Place.

Table 4. Sidewalk Issues

Issue	Count	Percent
Broken/Cracked	61	54%
Lifted	22	19%
Uneven Surface	10	9%
Clearance	7	6%
Obstruction/Worn/Other	7	6%
Other	5	4%
Removed/Missing	2	2%
Total	114	

Field Observations

In addition to geo-coding sidewalk conditions and issues, Council and Planning Department staff made the following observations during their field work:

Sidewalk Conditions

- Excellent and damaged sidewalks were generally easy to rate.
- It was difficult at times to differentiate between an excellent or good sidewalk.
- Conditions/ratings changed frequently on side streets off of Route 9.
- Pronounced lack of sidewalks in the older residential areas to the west of Route 9, especially between Kirchner Avenue and Calmer Place.
- Some side streets have sidewalks on only one side; this is also the case with the southern section of Route 9 towards the Franklin D. Roosevelt National Historic Site.
- Isolated cases of sidewalk encroachment or removal by property owners.



Some sidewalks end abruptly.

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Sidewalk Materials

- Type of material could change often along individual blocks.
- Most new sidewalks made of concrete with similar construction techniques.

Sidewalk Issues

- Sections categorized as poor or unusable had too many issues to single-out.
- Lack of crosswalks at key intersections.
- Street ramps at intersections often in poor or unusable condition.



Additional crosswalks would increase safety for pedestrians trying to cross Route 9.

Project Survey

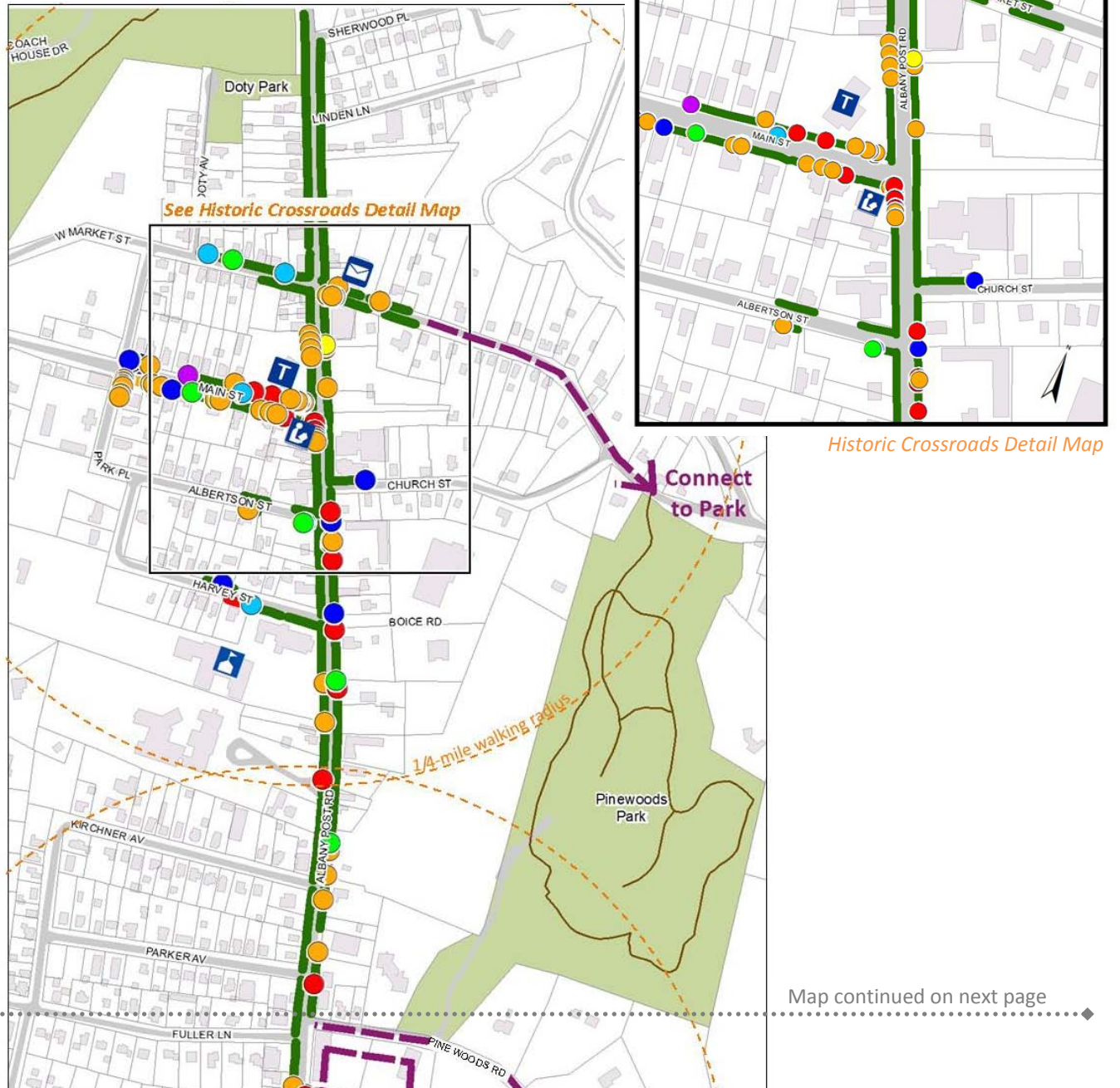
The Hyde Park Walks Task Force, with assistance from the Council, developed a survey to gather feedback on pedestrian/bicycle issues facing residents. The survey included general questions about pedestrian conditions in the Town and allowed respondents to provide written comments about related topics. In addition to an online version, paper copies of the survey were made available locally. By its conclusion in October 2012, the survey had garnered almost 300 responses. Highlights from the survey include:

- 66 percent of respondents walked daily or weekly for recreation, exercise or to travel to work, school and shops.
- When walking, 56 percent of respondents indicated that they walked in the street when a sidewalk was not available.
- A vast majority of respondents, over 83 percent, cited exercise/recreation as one of the reasons they walked.
- Very few respondents cited travel to work or school as reasons to walks (four and two percent, respectively).
- Respondents identified a lack of sidewalks and concerns about personal safety as two of the more important factors that limited them from walking more often.
- Many respondents (64 percent) indicated that adding more sidewalks along major roads such as Route 9 and Market Street would be an important factor in encouraging them walk more.
- With respect to the Town's quality of life, respondents indicated that constructing new sidewalks and improving crosswalks, along with saving street trees and improving lighting, were important ways to improve the community.
- Over 60 percent of respondents noted that more Route 9 businesses should be accessible by walking, and to a slightly lesser extent, Pinewoods Park, historic sites, and the new Stop & Shop store.
- Preferences regarding mechanisms to fund pedestrian improvements varied among respondents, though 32 percent did not support additional funding for sidewalks.

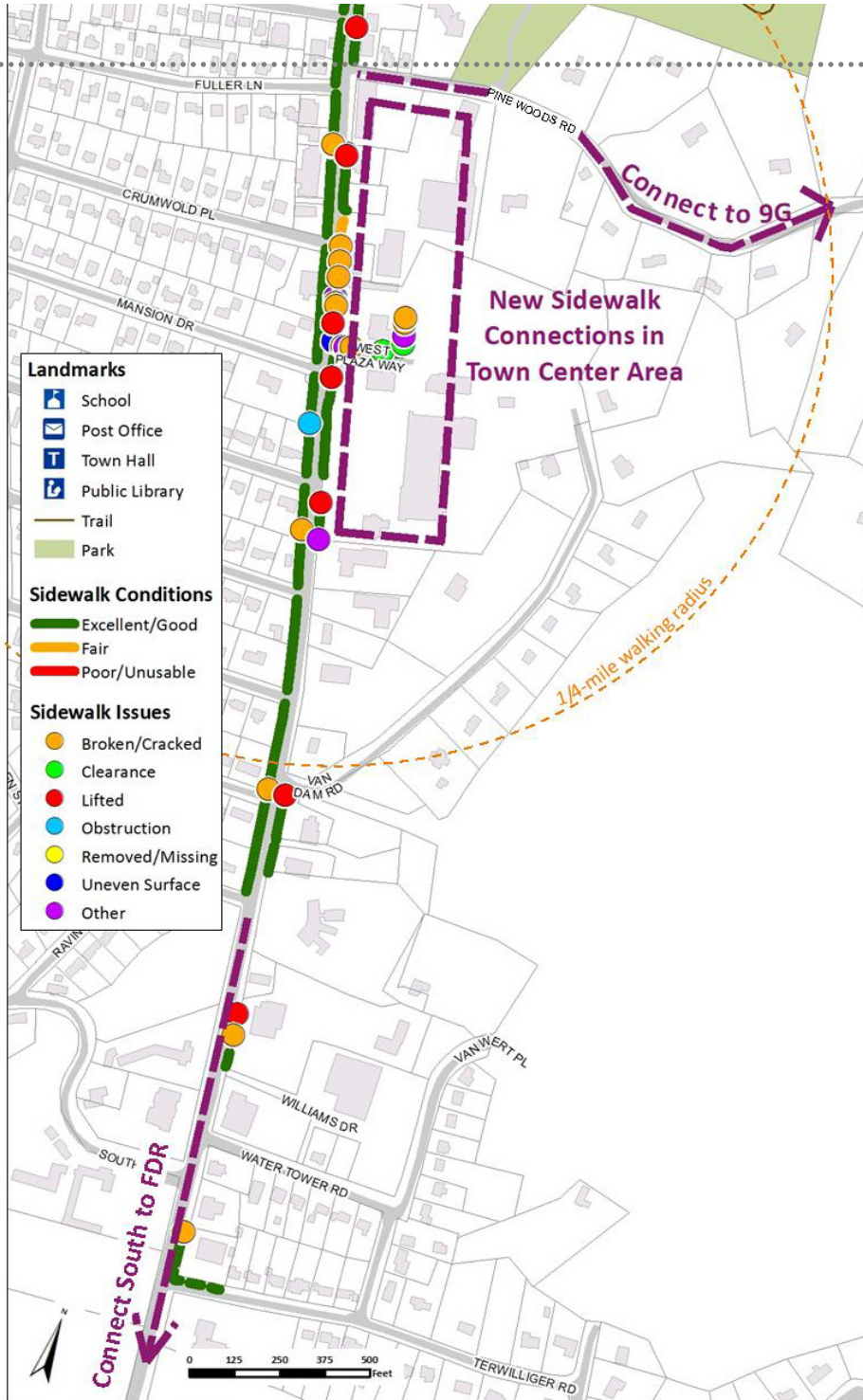
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Given the cost and complexities associated with achieving these objectives, the Council and Planning Department recommend a “build when ready” improvement strategy that provides the Town with some flexibility to carry out each recommendation. Under this approach, each recommendation should be implemented as local conditions permit. This approach will allow the Town to capitalize on various funding programs, changes in property ownership or redevelopment opportunities that may be conducive to implementing one or more recommendations.

Sidewalk Inventory, Conditions and Issues Map



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Map began on previous page

Data collected Summer 2012

Recommendation #1

Hyde Park Center Sidewalks and Crosswalks Improvements

The Hyde Park Center should be supported by a safe and contiguous sidewalk system that is in excellent or good condition. To achieve this goal, the sidewalk sections on Main, Harvey, and Albertson Streets should be reconstructed, and poor/unusable sidewalk sections on Route 9 should be repaired. The following locations are recommended as near-term priority work items:

Sidewalks

- Repair the west side sidewalk on Route 9 (Albany Post Rd) at the entrance to Town Hall (approx. 50 feet), an important public facility.
- Repair the west side sidewalk just south of the Main Street intersection, in front of the Town Library. This 70 foot section contains a number of panels that are cracked and lifted.
- Repair the east side sidewalk between Crumwold Place and West Plaza Way, which is rated in fair condition (approx. 300 feet).
- Install a sidewalk on the east side of Route 9 between the commercial properties south of Park Plaza to Van Dam Road (approx. 700 feet), which would close a significant gap in the sidewalk system.
- Install a sidewalk on the east side of Route 9 between Calmer Place and Terwilliger Road (approx. 1,000 feet). This would better connect the residences on Water Tower Road and Terwilliger Road to the commercial properties on the east side of Route 9.
- Install a sidewalk on the west side of Route 9 between Calmer Place and South Drive (approx. 800 feet).
- Install a single sidewalk on CR 41 (East Market Street), just east from Route 9 to Church Street and the rear entrance to Pinewoods Park (approx. 1,000 feet).
- Install a single sidewalk on the north side of Pine Woods Road from Route 9 to the main entrance to Pinewoods Park (approx. 400 feet), providing safe pedestrian access to the Park for the many residents on the west side of Route 9.

The sidewalk recommendations above include the installation of approx. 3,900 feet (¾ mile) of new sidewalks and the repair of over 400 feet of existing sidewalks. The Planning Board in future site plan approvals should also minimize curb cuts, combine driveways whenever possible, and require sidewalks to continue across all driveways, rather than be interrupted at each entrance and exit drive.

Pedestrian Crosswalks

Boldly marked crosswalks serve an important role in promoting a safe walking environment, by alerting drivers to the possibility of pedestrians and also directing pedestrians to a safe place to cross a road. Crosswalks also provide the connections needed between sidewalks to create a contiguous sidewalk system. The Hyde Park Center would benefit from additional crosswalks at key intersections along Route 9 and some side streets, which would not only improve pedestrian safety, but also encourage pedestrians to vary their walking routes. Crosswalks

would provide improved access to commercial establishments within the Town Center, fostering economic growth.

The Task Force reviewed other municipal codes, as well as language from NYSDOT's Complete Streets, which stresses seeking Context Sensitive Designs so that, in addition to traffic service and safety needs, environmental, scenic, aesthetic, natural resource and community needs are addressed. We note that raised crosswalks, road diets (reducing excess lane width via 'bump outs' and/or on-street parking) and intersection curb extensions are all concepts that should be explored. In particular, curb extensions could be incorporated wherever a new crosswalk with a handicapped-accessible ramp is located. Despite its historical presence, Hyde Park was allowed to grow in a linear, north-south fashion, with few east-west connections. Therefore, all these traffic-calming devices should be explored in order to facilitate a real sense of safety for pedestrians and bicyclists.

Crosswalks are recommended at the following locations, and we suggest that current and future elected officials pursue this as an ongoing strategy with NYSDOT:

- On Route 9 between Sherwood Place and Linden Lane, near the Vanderbilt National Historic Site. Crosswalk ramps are already present just north of Linden Lane.
- On Route 9 at the Boice Road/Harvey Street intersection, and on Boice Road and Harvey Street themselves.
- On the following side streets (travelling north to south): Main Street, Kirchner and Parker Avenues, Fuller Lane, Crumwold Place, Mansion Drive, Rogers Place, Watson and Caywood Place, Van Dam Road, Horseshoe Drive, and Calmer Place.

In addition to the above locations, many of the commercial driveways on the east side of Route 9 should include crosswalks that connect to existing sidewalks.

Recommendation #2

Franklin D Roosevelt National Historic Site Pedestrian Access

The Franklin D. Roosevelt National Historic Site (FDR NHS) serves as a national and regional destination for visitors who support local businesses and contribute to the Town's economy. Currently there is no dedicated pedestrian access between the commercial center and the FDR NHS: the Route 9 sidewalk ends south of Calmer Place on the west side of Route 9, and except for some very small, disconnected sidewalk sections, ends at Van Dam Road on the east side. These termini lie over 2,000 feet north of the main entrance to the FDR NHS, forcing pedestrians to use the road shoulder to walk to the Town Center. Such an uninviting environment pushes visitors into their cars, which negatively impacts traffic operations on the corridor and increases the likelihood that they will travel outside the Town to eat, shop or lodge overnight.

To address these issues, we recommend that NYSDOT (or the Town or federal government in partnership with NYSDOT) extend the Route 9 sidewalk to connect the FDR NHS with the Center. On these large properties this walkway could consist of an ADA-compliant stone dust path or other permeable surface behind the stone walls, rather than a standard concrete sidewalk along Route 9.

Recommendation #3

Town Center Redesign

The Route 9/Pine Woods Road intersection – due in part to the adjacent shopping centers to the south – is a major activity center, referred to as the ‘Town Center.’ Pine Woods Road itself acts as an important east-west connection between Route 9G and 9, serving as a popular alternate to the other east-west connectors, CR 41 (East Market Street) and St. Andrews Road. Besides the sheer number of vehicles that travel through the corridor (21,000 on an average day), traffic operations at the intersection are degraded by the close proximity of commercial driveways on Route 9 and the location of Fuller Lane, which is offset from Pine Woods and does not create a true four-legged intersection. These conditions create an environment that impedes safe pedestrian access to the shopping areas from the residential neighborhoods (i.e. potential customers) west of Route 9 – and to Pinewoods Park further east.

The two shopping plazas are dominated by large parking lots visible from Albany Post Road and the internal sidewalk system is fragmented and incomplete. For all these reasons, the Pedestrian Task Force targeted the area south of Pine Woods Road as a critical place for an illustrative redesign project to show how Hyde Park could create a truly walkable Town Center, focused within a convenient $\frac{1}{4}$ - $\frac{1}{2}$ mile walking radius rather than stretched out along an overly long, auto-dominated commercial corridor.

Building sidewalks and crosswalks alone will not create walkable neighborhoods. Commercial uses must be gathered together in a compact Main Street-type streetscape that brings continuous storefronts up close to the sidewalks, narrows streets to slow down traffic, provides on-street parking and shade trees along the curb to give walkers protection from passing vehicles, and screens parking lots to the rear to avoid walking past large gaps between pedestrian destinations. Currently in the Hyde Park Center, there is no single street section that fulfills these essential conditions and would likely entice passing drivers to stop and walk around.

Hyde Park Walks recommends a series of new infill buildings with an integrated street, storefront, and sidewalk system to retrofit and connect the two adjacent shopping plazas south of Pine Woods Road. Two new Town streets are shown, one parallel to Albany Post Road to improve internal site circulation and divert some traffic off Route 9, and one east-west street with a relocated central traffic signal at Crumwold Place to ease left turns for everyone. New commercial buildings fill in the existing gaps and parking lot frontages, creating pedestrian-oriented streets that link the residential neighborhoods to the west, past continuous

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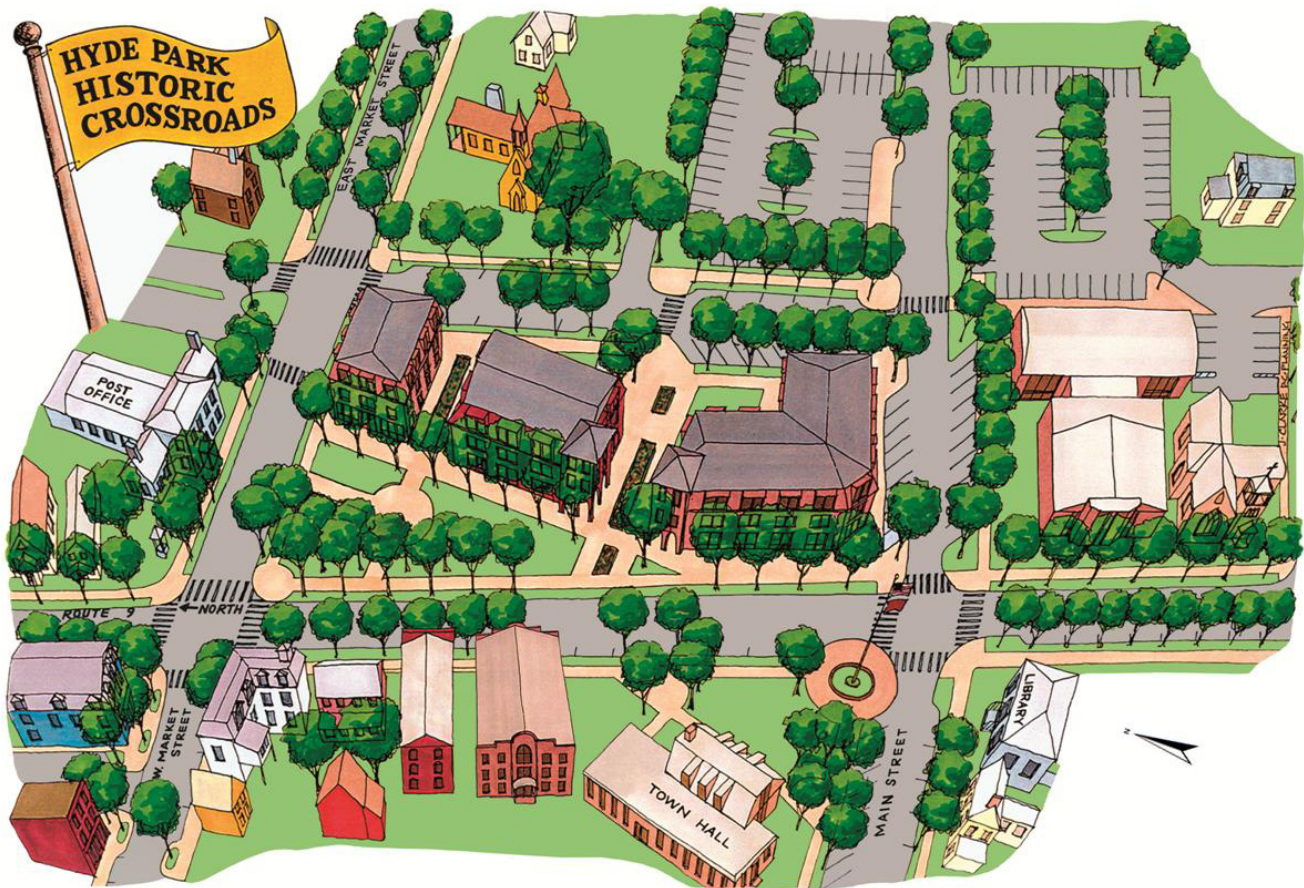
storefronts and a central greenspace, to a supermarket as a neighborhood commercial anchor to the rear. Infill buildings could be constructed incrementally, but consistent with the overall plan, thereby advancing economic development and creating several complete blocks as a mixed-use, pedestrian-friendly Town Center.



Recommendation #4

Historic Crossroads Redesign

The Crossroads area is centered around the Market and Main Street intersections with Albany Post Road, within a short walk of the Vanderbilt Site. It contains a unique concentration of cultural features and sites listed on the National Register of Historic Places, including the Reformed Dutch Church and Parsonage, Hyde Park Firehouse, St. James Chapel and Bard Infant School, and the Main Street/Albertson/Park Place Historic District. This is also the civic core of Hyde Park, hosting the Town Hall and National Register Post Office and Library buildings. The 2005 Comprehensive Plan recommends re-establishment of the Crossroads as a center for historic and civic identity around a public square or green, emphasizing walkability while promoting economic development and tourism.



Key Improvements

- Create corner park to visually connect FDR-era Post Office and Library
- Fill in gaps with mixed-use buildings facing central green
- Place shared parking lots to the rear of new buildings
- Repair and extend sidewalk system using bold or textured crosswalks
- Add on-street parking and street trees next to the curb to slow traffic and protect pedestrians

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More than 10 years ago, the Historic Crossroads Committee endorsed a rebuilding plan for the former Hyde Park Motors site at the center of the district. Hyde Park Walks has revived and updated that plan, adding more shared parking to the rear. The key concept is a triangular corner green that visually links the FDR-era stone Post Office and Library buildings. The new central green creates a historic heart for Hyde Park, with the possibility for outdoor dining set back from Route 9 and a central space for a Roosevelt statue or other marker celebrating Hyde Park's history in the context of the Hyde Park Historical Society Museum. Together, the redesigned commercial Town Center to the south and the Crossroads historic and cultural center can offer residents and visitors two prime destinations built around walkability and sidewalk-oriented businesses.

Town officials should also request a return to on-street parking along the west side of Route 9 from Market Street south to Harvey Street. Several uses in this would particularly benefit from additional parking options, including the Town Hall, Library, funeral parlor, and various churches. Reorienting this mixed-use area to one with an ample buffer of parked vehicles between pedestrians and much narrower travel lanes would help direct future redevelopment strategies more in line with those in Hyde Park's Comprehensive Plan. The Town should also consider the creation of a historic district zone or overlay that sets design standards for permitted uses, ensuring new development complements the historic nature of the corridor.



Recommendation #5

The Town's current zoning ordinance cites sidewalk construction specifications in §A-111-29, which relate to Town roads. The vast majority of its commercial districts lie along Routes 9 and 9G which are state owned. As noted earlier, project sponsors in all such districts are required to establish sidewalks along street fronts for both new development and redevelopment of

existing sites. However, these site plan mandatory standards are located in §108-4.5. The latter does not detail construction specifications at all, leaving the Planning Board with little recourse to ensure standardization of all walkways. For example, while sidewalks within the Town's Right of Way (ROW) must be concrete under §A-111, they can vary from asphalt to flagstone within site plan standards, so that even a contiguous system might wander from concrete to pavers to asphalt. This hodge-podge effect is neither safe nor aesthetically pleasing.

Further, the current zoning has multiple references to sidewalks in other sections of code, most detailing removal of snow and ice, penalties for not removing such in a timely manner, and removal of tree or hedge limbs that might interfere with pedestrian movement.

We therefore recommend that the Town Board:

- Add a "Streetscape Design" section to 108-4.5. Within this new section, include minimum sidewalk width (raise it from the four feet allowed now to five feet); location (ideally, with five feet between a curb or fog line and the edge of the sidewalk); construction specifications; pedestrian lighting; street tree requirements; and spacing between lights and trees.
- Remove asphalt as acceptable sidewalk material.
- Include pictorial element/graphics in a "Streetscape Design" section. In our review of other municipalities' codes, form-based sections appeared to be an easy and effective way to illustrate the town's vision.
- Once standard sidewalk requirements are placed in 108-4.5, update other sections of code to refer any sidewalk-related issues to the new subsection "Streetscape Design."
- Add, to maintenance requirements, that owners make a reasonable effort to not allow puddling or water build-up onto sidewalks. The Town Board should consider adding language requiring that no gutter or downspout be allowed to pour directly onto a sidewalk.
- As with neighboring town codes, increase fines for repeated sidewalk maintenance violations. For example, if first fine is \$150, the second, for the same infraction, would be \$250 and the third, \$350. After three violations, town should take the necessary maintenance action and add its costs to a site's annual property tax.

Sidewalk Improvement Strategy Summary

The sidewalk recommendations identify specific work items that the Town should pursue, in conjunction with NYSDOT and Dutchess County DPW, to improve its sidewalk system. In total it includes the construction or reconstruction of over 5,000 linear feet of new or existing sidewalks, coupled with the placement of crosswalks at over 20 locations. These numbers point to the scope of the challenge facing the Town Board and Planning Board as they attempt to create a safe and seamless walking environment throughout the Hyde Park Center. This strategy addresses this challenge by establishing a logical, systematic approach to improving the sidewalk system.

Unit Cost Estimates

Unit cost estimates were gathered from NYSDOT and local contractors who have completed recent sidewalk projects. According to the Pay Item Catalog maintained by NYSDOT, the statewide average cost to construct a concrete sidewalk in 2009 was \$60-65 per linear foot. This assumes a 4-inch deep, 5-foot wide concrete sidewalk with a 6-inch sub-base and associated excavation work. This does not include costs associated with design, right-of-way acquisition, stormwater management or tree work. Similarly, local contractor estimates indicated a cost of \$50-\$55 per foot of sidewalk.

Funding Options

There are a variety of funding sources available for pedestrian projects, ranging from local municipal funds to federal transportation funds.

Local Funds

Although local resources are extremely limited, local funds are more flexible and require less reporting and administrative work than federal funds; some municipalities find that it is less expensive to use local funds than federal sources. Local funding mechanisms include the following:

- General Fund/Discretionary Funds: Though local general funds are the most flexible funding source, they are also the most limited. The Town will need to weigh the project against other local priorities.
- Local Bond: The Town might seek pursue a local bond to fund sidewalk improvements.
- Development Condition of Approval: The Town's zoning requires that for any new construction or redevelopment of existing sites in all commercial districts, including the Town Center zoning district, sidewalks along the entire streetfront be established. Providing contiguous sidewalks in the district therefore depends on the level of redevelopment expected in the Town. Prospective developers would have to construct or provide funding for construction of the pedestrian improvements as part of their project, as long as this requirement is enforced.
- Foundation Grants: Foundations may have funding for pedestrian and/or school-related projects. The Foundation Center website has a national database of grant-makers and grants, as well as other tools for grant-seekers; see <http://foundationcenter.org>.

Federal Funds

Most federal transportation funding originates from the multi-modal federal transportation law in effect at the time; the most current law being the Moving Ahead for Progress in the 21st Century (MAP-21), which was enacted in 2012. To use federal transportation funding, a project

must be consistent with an overall transportation plan, such as *Moving Dutchess* (2011) and be included in the PDCTC's Transportation Improvement Program (TIP).

Federal transportation funding sources that could be used include the following:

- National Highway Performance Program (NHPP): These funds may be used to construct pedestrian facilities on land adjacent to any highway on the National Highway System, which includes Route 9.
- MAP-21 establishes a new program, Transportation Alternatives (TA), to provide for a variety of alternative transportation projects that were previously eligible activities under separately funded programs, such as the Transportation Enhancement Program, Recreational Trails Program, and the Safe Route to Schools Program. Half of all TA funds are distributed to areas based on population (sub-allocated), similar to the Surface Transportation Program (see below).
- Surface Transportation Program (STP): These funds may be used either for the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as brochures, public service announcements, and route maps) related to safety. A portion of each State's STP funds must be used for Transportation Enhancement Activities (see below).
- Transportation Enhancement Program (TEP): This is a reimbursement program that provides funding for pedestrian and/or bicycle infrastructure, as well as scenic easements, landscaping, historic preservation, and other projects. The program is funded by a set-aside under the federal Surface Transportation Program. Projects must have a municipal sponsor, and typically, a minimum total cost of \$200,000, with a minimum 20 percent non-federal match. Eligible costs include studies, design, construction, and right-of-way acquisition. Administrative and maintenance costs are not eligible. For more information on the program, see www.dot.state.ny.us/progs/tep.html.
- Community Development Block Grants (CDBG): These are federal funds from the U.S. Department of Housing and Urban Development and are administered by the Dutchess County Department of Planning and Development. Eligible activities include economic development and infrastructure improvements (such as sidewalk construction, road work, and drainage) in areas defined as low and moderate income, or in some cases to benefit disabled persons or the elderly. CDBG could fund construction and engineering work, but not an engineering study or administrative costs.

The federal share of the costs of projects under the NHPP, STP, TA, and TEP programs is generally 80 percent. If these funds were used, the project sponsor would be responsible for the required local match and any costs that are not covered by federal funds. Engineering studies can be funded by local funds or TEP funds. The design and construction of pedestrian facilities could be funded by any of the sources above, and could be a stand-alone project or combined with a roadway project. A large project could also be split into several smaller pieces with funding from different programs.

Hyde Park Town Center Pedestrian Study

Two residents on the Pedestrian Task Force visited various neighboring communities to learn more about how other municipalities are managing less automobile-dependent circulation. In particular, they focused on Arlington (in the Town of Poughkeepsie), Port Ewen and Rhinebeck where fairly recent changes to their sidewalk systems had garnered acclaim. In speaking to area merchants and residents, it emerged that well-functioning pedestrian and cycling pathways are an important component in each municipality's economic development strategy. In general, they found that sidewalk improvements:

- Strengthen social connections
- Expand transportation choices
- Enhance home and neighborhood values
- Reduce vehicle trips per day.



Stamped, well-marked crosswalks in Port Ewen, NY are aesthetically pleasing and provide a strong visual cue to drivers that they should be on the lookout for pedestrians.

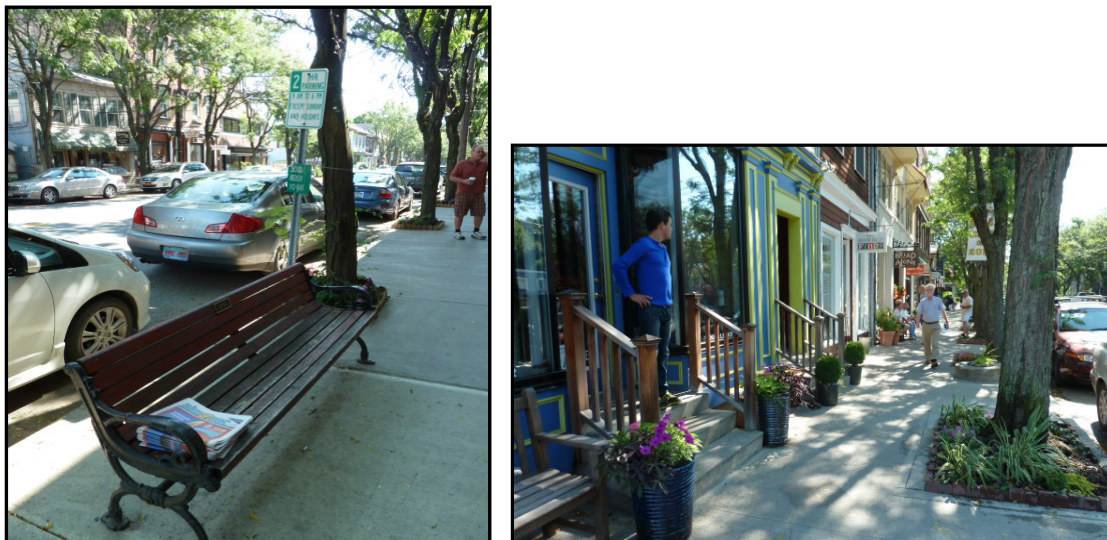
In the Arlington area of the Town of Poughkeepsie, they observed a strong attention to accommodating pedestrians in this commercial center with a four-lane highway.



Arlington boasts wide, clearly marked crosswalks [left], and curb extensions that provide shelter for on-street parking while reducing the crossing distance for pedestrians in the crosswalk [right].

Hyde Park Town Center Pedestrian Study

And in the Village of Rhinebeck, NY, which has a traditional four-corner intersection, people are greeted with many details that make the pedestrian experience an enjoyable one.



Rhinebeck retains its historic charm as a very walkable village, thanks in part to pedestrian amenities such as benches to rest and people watch from [left], and a wide enough sidewalk with regularly-spaced street trees and colorful plantings [right] that pair with the multitude of storefronts to create a visually interesting, pedestrian-friendly experience.

Final Thoughts

Communities across the nation face the challenge of prioritizing the repair of aging infrastructure or constructing additional improvements to meet future needs. Such improvements take time and funding, both of which can be in short supply. Nonetheless, communities must start somewhere; we hope this study provides the Town with that start — first, by identifying the scope of the challenge through an assessment of existing sidewalk facilities and second, by presenting a set of recommendations to improve the sidewalk system and reinforce pedestrian connections throughout the Hyde Park Center.

Appendix A
Public Survey

Hyde Park Walks Survey Results

Q1. How often do you walk or use a wheelchair for recreation, exercise, or to travel to work, school, and shops?

Answer Options	Response Percent	Response Count
Daily	35.3%	100
Weekly	30.4%	86
Monthly	8.1%	23
Rarely	12.4%	35
Never	13.8%	39
	answered question	283
	skipped question	5

Q2. Where do you walk the most? (Check all that apply)

Answer Options	Response Percent	Response Count
On sidewalks	38.5%	109
In the street where there is no sidewalk	56.2%	159
In the street where there is a sidewalk	3.9%	11
On road shoulders	34.3%	97
Through parks, fields, etc.	44.2%	125
Other (please specify)	18.4%	52
	answered question	283
	skipped question	5

Q3. For which of the following purposes do you usually walk? (Check all that apply)

Answer Options	Response Percent	Response Count
To get to a park/recreational area	31.1%	69
For exercise	83.3%	185
To visit friends	21.6%	48
For errands/shopping	34.2%	76
To/from work	4.1%	9
To/from school	2.7%	6
To/from the bus or train	3.2%	7
To walk my pet	33.8%	75
Comments		12
	answered question	222
	skipped question	66

Q4. What factors are most important in limiting YOU from walking more often? (Rank by level of importance, with 1 being very important and 5 being not important).

Answer Options	Very Important					Not Important	
	1	2	3	4	5	Count	
Not enough sidewalks	146	40	30	12	36	264	
Poor maintenance of sidewalks (e.g. cracks or uneven)	62	62	57	30	41	252	
Sidewalk ends abruptly (not continuous)	85	73	40	22	36	256	
Lack of usable ramps for a wheelchair or stroller	32	37	45	32	94	240	
Inadequate lighting	61	60	58	24	42	245	
Traffic signals do not provide enough time to cross streets	35	42	54	54	58	243	
Distance too far or it takes too long to walk to destination	35	45	60	45	58	243	

Hyde Park Walks Survey Results

Concerned about personal safety	104	45	45	27	35	256
Amount of vehicle traffic	89	65	46	20	30	250
Comments						20
					answered question	269
					skipped question	19

Q5. What would be most important in encouraging YOU to walk more often? (Rank by level of importance, with 1 being very important and 5 being not important).

Answer Options	Very Important			Not Important		Count
	1	2	3	4	5	
Improved pedestrian crossings at key intersections (provide locations under "other" if applicable)	98	63	36	19	30	246
More sidewalks along major roads (e.g. Route 9; Market Street)	163	37	13	13	23	249
Wider sidewalks	57	38	60	36	47	238
Improved access for persons with disabilities (e.g. ramps)	48	33	47	45	65	238
Better maintenance of sidewalks	68	59	57	27	31	242
Slower traffic	53	43	70	40	35	241
Education for drivers and pedestrians on traffic safety law	57	39	61	41	41	239
Stronger enforcement of traffic violations by drivers	75	40	51	31	41	238
Stronger enforcement of traffic violations by pedestrians	53	31	55	41	55	235
Higher fuel prices	55	24	50	29	72	230
Comments						28
					answered question	254
					skipped question	34

Q6. How important are the following to the Town's quality of life?

Answer Options	Most	Somewhat	Not	Count	
Repairing existing sidewalks	96	122	26	244	
Constructing new sidewalks	166	57	29	252	
Improving crosswalks	110	105	29	244	
Adding new crosswalks	106	97	45	248	
Installing traffic calming devices	72	74	94	240	
Lowering speed limits	54	84	106	244	
Planting street trees	80	94	68	242	
Saving street trees	121	81	38	240	
Installing pedestrian amenities such as benches and way-finding signs.	103	94	46	243	
Improving pedestrian-scale lighting	110	94	39	243	
				answered question	256
				skipped question	32

Hyde Park Walks Survey Results

Q7. *Would you support any of the following sources of additional funding for pedestrian improvements if needed?*

Answer Options	Response Percent	Response Count
A 50/50 program of sharing sidewalk costs between the Town and property owners	25.5%	62
A slight increase in property taxes	35.4%	86
Transportation bond (borrowing)	33.3%	81
Point of sale requirement, where the owner must repair or replace a sidewalk before selling the property	33.7%	82
Do not support additional funding for sidewalks	32.1%	78
	answered question	243
	skipped question	45

Q8. *What locations or areas should be more accessible by walking? (Check all that apply)*

Answer Options	Response Percent	Response Count
Town Hall	35.1%	84
Hyde Park Free Library	46.9%	112
Post Office (Market Street)	43.9%	105
Hackett Hill Park	47.7%	114
Pinewoods Park	54.0%	129
Historic Sites	58.6%	140
Route 9 businesses	62.3%	149
Elementary Schools	43.5%	104
Middle and High Schools	40.6%	97
Town Police Station	25.5%	61
Route 9/9G connection using East Market St	44.8%	107
Route 9/9G connection using Pinewoods Rd	52.7%	126
Roosevelt Movie Theater	49.4%	118
Haviland Shopping Center	34.7%	83
New Stop & Shop Grocery Store	58.6%	140
	answered question	239
	skipped question	49

Q9. *Are sidewalks important to Hyde Park's vitality?*

Answer Options	Response Percent	Response Count
Yes	83.1%	207
No	16.9%	42
	answered question	249
	skipped question	39

Q10. *Do our sidewalks make Hyde Park a good place to live?*

Answer Options	Response Percent	Response Count
Yes	72.1%	178
No	27.9%	69
	answered question	247
	skipped question	41

Hyde Park Walks Survey Results

Q11. Do our sidewalks help convey a sense of community?

Answer Options	Response Percent	Response Count
Yes	74.9%	185
No	25.1%	62
	answered question	247
	skipped question	41

Q12. Do you think that Hyde Park's sidewalks should be improved?

Answer Options	Response Percent	Response Count
Yes	85.5%	212
No	14.5%	36
	answered question	248
	skipped question	40

Q13. Should sidewalks be built to enable our children to walk to school?

Answer Options	Response Percent	Response Count
Yes	65.1%	155
No	34.9%	83
	answered question	238
	skipped question	50

Q14. Would you like to make any other comments regarding pedestrian issues in Hyde Park?

Answer Options	Response Count
answered question	95
skipped question	193

Q15. What is your residential status in the Town of Hyde Park?

Answer Options	Response Percent	Response Count
Primary residence is in the Town	91.5%	226
Seasonal or weekend residence is in Town	2.4%	6
Not a resident of the Town	6.1%	15
	answered question	247
	skipped question	41

Q16. How long have you lived in the Town of Hyde Park?

Answer Options	Response Percent	Response Count
More than 20 years	47.6%	118
10-20 years	25.0%	62
5-10 years	15.7%	39
Fewer than 5 years	7.3%	18
Don't live in the Town	4.4%	11
	answered question	248
	skipped question	40

Hyde Park Walks Survey Comments

Would you like to make any other comments regarding pedestrian issues in Hyde Park?

Safety

- We live on S. Quaker Ln, which is a very busy road. We'd like to walk to Salt Point Turnpike safely but there are no sidewalks. We'd also love to bike to work but there is no safe access to Salt Point to Poughkeepsie. Can't do it without being unsafe.
- Please put in traffic light at Farm Lane. Start sidewalk at new Stop-n-Shop/Darby's Plaza and extend all the way to Vanderbilt. My family has very active walkers! Please help us stay safe!
- I do not feel safe walking to the store with my kids because cars speed past and do not slow down when they see us and it's already bad enough that we are walking on the side of the road because there are no sidewalks.
- Strict speed enforcement from St James Church to Tellier Hill should be 30 mph the entire length
- We should have road side parking. That would help to slow down the traffic speed like Rhinebeck and Red Hook.
- While walking through any nature trails there are hardly ever rangers supervising to ensure the safety of the people walking
- Crosswalks by parks and trails, the cars go too fast! Pedestrians don't stop to look before crossing either (I've never seen police in these areas to crack down on speeders and people who don't stop to look). I think police should be enforcing speed limits. Traffic goes way too fast
- Slow traffic down on side streets (Market-Pinewoods). Pinewoods Park is a very dangerous intersection for both vehicles and pedestrians. Improvements should be funded by cutting wasteful spending
- It is a shame that I live less than 1/3 of a mile from Rt 9 in the village of Hype Park (Mill Rd) and it is too dangerous to walk into town even if it's to go see a parade. Our family tried this last year for a parade and almost got hit on E Market St. This was the last time I tried to take my children on a "walk through Hyde Park."
- It's not appealing to see certain people walking up/down Route 9. A sidewalk will not prevent a jogger from being struck by a vehicle. Speed limits should be lowered throughout the town. Bicycle lanes should be added instead of sidewalks!
- It would be great if it was safer (via better sidewalks and pedestrian crossings) for our kids to walk to the village stores, the diner and the theater. They are NOT safe walking along Route 9 on the side of the road. They also like to run, but I won't let the girls run along Route 9 where there are no sidewalks and poor lighting and don't like them running on the side of the residential roads when it's near rush hour or dark due to no sidewalks and poor lighting.
- So many people walk on Haviland Road, mostly children, it's so dangerous, particularly Roosevelt Rd to 9G.

Hyde Park Walks Survey Comments

- Haviland and Rt 9G are ridiculous without sidewalks. Kids with a half mile radius should be walking to school if we could make it safe for them to do so... That does include my kids by the way!
- Reduce speed limit on East Dorsey lane to 35 mph.
- Need adequate separation from vehicular traffic.
- I used to walk to school every day on Haviland road. The road would curve making it a hazard to walk on. Now I live on west Dorsey and there is not enough room to walk/bike on.
- Pedestrians have a very hard time crossing at 9G/Crum Elbow Rd. Also, MOST people abuse the "right on red sign". It might be a good idea to make it a "no turn on red" going north on 9G/Crum Elbow Rd.
- Visibility for drivers is poor, which is dangerous to pedestrians, especially those who are walking on the shoulder of the road. Trim/remove trees and bushes, and grade back hills to improve driver visibility. The Police Dept really should enforce speed limits. I think this will help people in the community that do not have cars. We don't live in the town of Hyde Park so I do not walk there. But I would like to see it safe for residents and tourists.
- Badly need walk on Pinewoods Road and 2 people have been killed, many accidents on Pinewoods in past.
- Many streets are just too dark to walk safely and speed limits are just too high to walk safely.
- Pedestrian traffic on east market from Rt 9 to Rt 9G is increasing and dangerous.
- With the cost of gas increasing I would welcome the opportunity to walk more. Without sidewalks even getting to a neighbor's house is difficult. Many times I DRIVE 3 houses down the street because there is no sidewalk and I am afraid for myself or my children and won't walk the short distance.
- I see a large amount of families, bike riders and single people walking Pinewoods Rd. We need sidewalks to keep them safe especially with the turns and small hills!
- Sidewalks in the village are not currently important due to traffic amount and speed along route 9. It is frightening to walk on the sidewalks in the village.

Land Use

- It's nice that someone is interested in the "walkability" of Hyde Park; however, you are placing the cart before the horse! Too many vacant storefronts exist, and have for years. That is the core of the problem. You can improve/add additional sidewalks all day long-- where are people walking to? Where is the town center? Take a close look at Rhinebeck and ask why they are thriving. Would love to see Hyde Park resemble such a model.
- This is a difficult survey to fill out because some areas of Town will not benefit from sidewalks. We have to drive everywhere; maybe the new Stop and Shop will help centralize some things for my family (groceries, Dunkin Donuts, Credit Union). Still no easy answers.
- The new Stop-n-Shop should have never been built we need a Walmart. They need to keep Dunkin Donuts open even when they build the new one. The both will bring in money. They are moving and what about the people that are close to the one that's there now? We need more jobs and loop buses up here. Bring in Walmart. What's going to happen with old building? Kids will hang out there. We need something there and it will bring in jobs and

Hyde Park Walks Survey Comments

keep kids off the street. Stop n Shop should not be the only food store here. Walmart!
Walmart! Walmart!

- Being that hpe closed and was the only walkable school in a village, this survey comes a tad late as this town seems to be steering away from things that bring vitality to this village. i.e. relocating dunkin donuts and the potential to insert another bank, closing our village elementary school. Those two occurrences really impact the vitality of this town. It's becoming less and less walkable. I pray someone has the vision to bring the school back and other visually active business.
- A walkable community is essential for quality of life and to attract tourist revenue. We have world class destinations, parks, school and colleges with NO pedestrian or bike connection. Studies continue to prove the correlation between pedestrian friendly communities and improved economic development.
- It's not a city, distances are large and there is no walking per se. It's a residential community by and large.
- The existing sidewalks in HP helped make it feel like there was a sense of community but all of the important business such as grocery store, police station, elementary school, pharmacy, have left the area. So there is no community left. All there are are houses. Having more sidewalks or fixing the existing ones to walk to the empty buildings is senseless. I appreciate the effort but until the empty buildings are filled there is no need to spend money or energy on this.
- We have no pedestrian issues in this town; we have lack of businesses that one would walk to in this town. I'm not going to walk from Matuk Dr. to McDonalds. Where do most of our people live that walking (vs. driving) is a necessity.
- These are all linked; one leads to another: attractive streetscapes; restaurants and shops; vitality; more walking within vital areas.

Pedestrian/Bicycle Infrastructure

- Strategically placed sidewalks may draw more visitors and new residents to our town, especially now that most people are becoming more conscious of health and environment.
- I would like more street lights. I live on Kessler Dr and there are no sidewalks by me at all.
- If you are going to improve sidewalks and the ability to walk in town, you need to supply adequate public parking for people who live outside the town center. Parking meters or municipal parking permits could aid in cost.
- I think if there were more/better sidewalks and lighting, that it would make Hyde Park more community friendly.
- Wish we had designated bike/walk symbols on the route 9 shoulder, would create sense of recreational pride, slow traffic, and encourage people to get out and exercise. Also, it would help to celebrate the incredible trail system we have, and our viable investment in recreational activities.
- Can't walk to St. James, can't walk to FDR site, and can't walk to the river and river park! No sidewalks!!!! Stinks.
- Sidewalks on Crum Elbow Rd and Havilland Rd are very important, very dangerous walking on the pavement on the sides of those roads!

Hyde Park Walks Survey Comments

- We need more crosswalks at the various village streets opposite Park Plaza, McDonald's, and the storefront that has 2taste. Havilland Road should have a crosswalk on 9G and there should be sidewalks on the west side of 9G in the area south and north of Havilland, and I see CIA students walking up to Stop and Shop -- what about a sidewalk on 9 down to the CIA? It would help those students who buy groceries in our town.
- Sidewalks need to extend throughout the village down to the new Stop and Shop plaza and Coco's. That area has many things to do (hiking, FDR site, movies, and restaurants) but there's no way to get to anything other than driving, and some of these things are right next door. This could become an area where tourists and locals could go and spend the day. The same could be done in the heart of the village, although this is more problematic given the empty buildings. I do think that sidewalks would be one thing that would vastly improve the town's ability to attract tourists and residents. Currently, we have no sense of village community or vitality, because nobody is out and about, walking around. This needs to change.
- On Rt. 9 sidewalks should be continuous from St. Andrews to Vanderbilt both sides of the street.
- Not really a pedestrian issue, but I think developing a bike lane on Rt 9 that could connect the Walkway Bridge and historic sites in Hyde Park would encourage business/more visitors
- Widen existing streets for bike lanes on roads like west Dorsey, Pinewoods, Market St.
- Don't forget Rt 9G. Always focusing on Rt 9! Other half of town needs sidewalks too! And something needs to be done by Vallkill on Rt 9G.
- I think we concentrate too much on only Rt 9 for things like this. Other major routes, like 9G and esp. Market Street which is just dangerous would benefit also.
- East Market Street between Pine Woods and 9G is in desperate need of sidewalks. It's becoming a safety issue for pedestrians and a nerve racking drive for motorists.
- I could answer most of the questions in this section with "it depends" and "maybe". You can learn the most about where sidewalks are needed by observing pedestrian traffic.
- Would love a bike path!
- Sidewalks help children, our seniors who can no longer drive, and the general physical health of the whole community, and the economic health of our small businesses by increasing 'window shopping'
- Some sidewalks may need improving but mainly we need more sidewalks possibly wider areas at school bus stops at end of cul-de-sacs.
- A walkable community like Rhinebeck is hard to 'retrofit' but is a point of reference, although the sewer system is a problem along both corridors.
- A sidewalk on Pinewoods Road would be great.
- Pinewoods Rd needs to be redone and widened for pedestrian traffic. Sidewalks needed for East Market from Pinewoods to East Park traffic signal.
- Sidewalks should continue past FDR site to CoCo's with a crosswalk at Farm Lane or new Stop & Shop.
- When you are trying to walk on route nine from store to store the sidewalk ends and then it starts up again if it was all the way through it would be more convenient.
- Our town center should be built using sidewalks as an incentive for businesses to locate. They are too dispersed for realistic walking.

Hyde Park Walks Survey Comments

Funding/Taxes

- Can Scenic Hudson help with the cost? We have a town that can become a beautiful pedestrian friendly town. I live with my family on Roosevelt Rd and we find ourselves travelling to Vanderbilt or Haviland Middle School for our walks, we also venture to the "lower" streets of our neighborhood to walk in the street while our children bike. Would love more sidewalks throughout our town to enhance the community and improve business throughout the town.
- Stop spending money! Taxpayers are defaulting on their mortgages. The feds are not going to bail us out! Businesses are leaving Hyde Park, has this not occurred to you? Lower taxes are important to Hyde Park's vitality. It is too dangerous for children to walk alone to school.
- This town cannot afford another penny of increased taxes. I do not support an increase in taxes for sidewalks that benefit so few of the taxpayers in Hyde Park.
- Ask how many pedestrians in our town? Don't waste money and time.
- We are already taxed to death.
- Forget sidewalks, lower property tax!
- Could additional funding come from grants or State aid?
- The State and County should be encouraged to improve the sidewalks along their roads. There must be MPO money for that somewhere.
- I would like to see them improved but can't support an increase in taxes when I haven't had a pay increase in more than 5 years.
- Do not raise our taxes anymore by building sidewalks. We do not need them. The town did not follow the tax cap last year. They don't care about the residents; they just want to spend our money. Taxes keep going up but my salary does not. We can't keep up with it.
- Get rid of the vacant store fronts, make them more appealing to businesses to rent by lowering taxes to everyone.

Sidewalk Maintenance

- Sidewalks in the areas you outline would be wonderful for Hyde Park, but please go forward with open eyes. HP requires property owners to maintain sidewalks, both in terms of snow & ice removal and fixing - a real burden (often financially) for many. Also, if we want trees too (and we should), they need to go back from the sidewalks, or they will buckle. Regina Coeli removed all their street trees because of damage to sidewalks. There are some complex issues here. Tread carefully so you can get it right. NYS has lots of info on Main Street Development.
- Before adding more sidewalks, fix the ones in the middle of the village so people don't have to walk in the street.
- I don't wish to have to maintain a sidewalk in winter.
- A four inch snow drift might as well be a four foot one if not shoveled and one is in a wheelchair.
- If the town builds them, the town should maintain them.

Hyde Park Walks Survey Comments

School Related

- If kids can walk to school there will be less transportation cost for the schools. Good sidewalks would bring more tourism.
- After one incident of a child being snatched - no parent will let their child walk to school.
- Since the School Board closed the one school with sidewalk access, I find it odd that we would have the monies to improve the accessibility of the other schools, costs being what they are?!
- Initiatives to provide safety as well as sidewalks for students walking to schools
- With Hyde Park Elementary closed, and the overprotective nature of parents these days, a child walking to school is a thing of the past. (They don't even have a centrally located bus stop, any longer, as it appears each child is picked up at their home.
- There are no longer any schools on the Rt 9 corridor to walk to.
- Do not lump sidewalks to 'children walking to school' unless looking to decrease busing and school taxes. If parents don't want child to walk to school waste of our tax dollars.
- The sole reason for repairing sidewalks or installing them should not be for allowing children to walk to school. No parent would allow their child to walk alone to school in this day and age.
- I feel this survey is important...but not something that should have come home in my child's backbag...also all public schools on route 9 have been closed. That made us a community....Sidewalks do NOT make a community when the children have no neighborhood school to attend. Shame on the Town of Hyde Park for allowing this to happen....please email or mail any further surveys....involving the schools is inappropriate.

Other

- Please make sure that notices go out to all areas affected in a change. Too often I hear that the community is unaware of meetings and such. Thanks a million, Resident and Parent.
- Be conservative.