



# Main Street Action Plan

DRAFT Report | November 2019

Prepared for the  
Town and Village of Hyde Park, VT

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This project is funded through a Better Connections Grant from the Vermont Agencies of Transportation and Commerce and Community Development, a program that seeks to align state and local investments to increase transportation options, build resilience, and strengthen economic vitality in Vermont's community centers.

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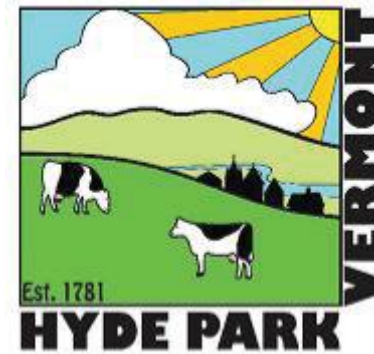
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VILLAGE OF HYDE PARK

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# Table of Contents

<b>Introduction</b>	<b>5</b>	<b>Alternatives</b>	<b>54</b>
Project Purpose & Community Need	5	Introduction	55
Project Area	6	Alternatives	56
Public Engagement	8	Tool Box for Traffic Calming	57
Previous Studies & Ongoing Projects	20	Main Street and Church Street	60
		Main Street	62
<b>Existing Conditions</b>	<b>22</b>	Church Street	64
Economic, Housing, and Demographic Summary	23	Main, Depot, and Eden Intersection	68
Land Use & Zoning	25	Green Stormwater Infrastructure and Gateways in the Village	72
Utilities	27	Wayfinding in the Village	76
Stormwater	28	The Triangle Connection	77
Traffic Patterns	30	VT15, LUHS to Black Farm Road	79
Safety	31		
Walking in Hyde Park	35	<b>Action Plan</b>	<b>85</b>
Intersections & Pedestrian Crossings	39	Implementation	86
Transit in Hyde Park	41	How to Use this Chapter	86
Bicycling in Hyde Park	42	Outcomes	87
Lamoille Valley Rail Trail	44	12 Month Action List	88
Other Trails and Recreational Amenities	46	Leadership & Community Building	89
Streetscape	47	Economic Development	92
Places to Go and Things to Do	49	Wayfinding	97
Wayfinding	51	Transportation & Streetscape	98
Parking	53	West Main Street	107
		Johnson Street Extension	107
		Village Sidewalk Guide	108
		Sidewalk Priorities	110



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# Introduction

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Our villages and downtowns are at the heart of our communities. They provide places for people to go, things to do, and opportunities to interact with neighbors and visitors alike. Today's economic picture of the Village of Hyde Park indicates a need to celebrate strengths, and to identify challenges and seek opportunities for revitalization and economic growth. The Village of Hyde Park has been actively working to make their community center a more vibrant place to be. Over the past decade a number of planning projects have been completed, as a result,, the Town and Village have taken steps to move beyond the planning stage by implementing planning recommendations that center on streetscape improvements and wayfinding.

Focusing on streetscape improvements that make a “street for everyone” is a sound investment for the future of Hyde Park. Walkable, bikeable streets provide opportunities for social interactions and enhancement of the overall sense of community. Improvements to accessibility, connectivity and safety for multimodal transport have added benefits for the local economy. Pedestrians and bicyclists typically frequent businesses more readily, linger longer in commercial districts and, in turn, contribute directly to the local economy. This Main Street Action Plan that incorporates these concepts, acting as a tool for the community to use as it implements its vision. In addition to an improved streetscape, the Plan considers other important functions of the Village streets, in particular as utility corridors. The Plan suggests that when planning to invest in infrastructure to improve the Village water, wastewater and stormwater, a “dig once” approach be taken, where projects are done more efficiently, and impacts are reduced by addressing all street infrastructure needs simultaneously.

This Plan recognizes essential nexus that exists between the transportation network, economic development and community vitality. By making better connections for all modes of travel within the village, and taking advantage of Hyde Park's assets, new opportunities can be developed. Growing interest and use in the Lamoille Valley Rail Trail has the potential to serve as a conduit that encourages activity and tourism in the Village, although there is work to be done to provide reasons for people to leave the trail and come into the village. By connecting the Village more effectively to other parts of Town, available assets grow. Natural resources like Cady's Falls, the Green River Reservoir, and the nearby Long Trail provide opportunities for outdoor recreation.

The Main Street Action Plan builds on the many diverse and effective planning efforts already completed, includes a thorough assessment of existing conditions and strong component of public engagement to create a coordinated plan of action that addresses future infrastructure needs, which (if implemented) should allow the village to thrive.

## Project Purpose & Community Need

To re-establish Hyde Park as a civic, cultural, and commercial center. The Town and Village have a wide variety of historic and civic resources including the County Courthouse, County Sheriff's Department, the Governor's Mansion, and the Hyde Park Opera House. However, the Village has lost several important community amenities over the years, such as a market, bank, and hotel. Hyde Park recognizes the pressing need to be a vibrant and diverse community that attract residents, visitors, and businesses.

To overcome safety and environmental challenges. The streets throughout the Village of Hyde Park are often used as through streets for vehicles looking to take a “short cut,” to Stowe or Route 100. This brings high traffic volumes and high speeds to local roads in the small village center, hampering the quality and safety of the pedestrian environment in the village center. There are also two high crash segments in Hyde Park, one in the heart of the Village and another in front of the high school and middle school.

To make Hyde Park a resilient Vermont community ready for public and private investment. Hyde Park's economic niche within the region is not well understood. There is underutilized land available for development and several properties in the Village that are vacant and likely to be sold (or were recently sold) in the near future.



## Project Area

The Town and Village of Hyde Park is nestled within the Lamoille River Valley Between the communities of Morrisville, Stowe and Johnson. The Village is a classic historic Vermont village, with a Main street and a significant number of historic homes. Economically the Village's primary business is related to the presence of the Lamoille County Courthouse and related organizations. At the eastern edge of the Village the Village Gateway Commercial District (VGCD) favors businesses that are of a scale that is less appropriate in the village, but nonetheless provide jobs and bring commerce to town. One of the most significant influences on the community is the location of Route 15, which effectively bypasses the Village, and Route 100 to the north, which creates a pattern of travel where commuters use the Village to bypass traffic congestion in Morrystown.

While this project is a joint effort of the Town and Village of Hyde Park, the project area focuses largely on the Village, including Main Street, Church Street, Eden Street, East Main Street, West Main Street and Johnson Street Extension, a majority of which connect the Village to Route 15. Where East Main Street connects to Route 15 the VGCD (also called "The Triangle") is an area that could accommodate significant development in the future. To the north, Route 15 and the area between Cricket Hill Road and Lamoille Union High School are included in the project area. Finally, the project area includes the Lamoille Valley Rail Trail (LVRT) trailhead at Depot Street Extension.

A majority of the work completed to develop this Action Plan focuses on the area described above, but consideration has been given to Hyde Park's location in a more regional sense. In particular, the economic assessment conducted in the early phases of this project looked at the economy from a regional perspective. Likewise, Hyde Park's location in relation to the surrounding communities and outdoor recreation opportunities has been considered.



Figure 1. Project Area

## Public Engagement

Several types of public input including roundtables, youth engagement, an online survey, and on-the-ground observations from those that live and work in Hyde Park are essential to understanding the project area. To date, the following public engagement events have been completed:

- Home Day Community Engagement (September 15, 2018)
- KidVisions Youth Engagement
- Village Visitors Survey
- Connect Hyde Park Survey (Online, November 2018 - March 2019)
- Business Roundtable #1 (November 7, 2018)
- Business Roundtable #2 (April 30, 2019)
- Pop Up Events (June 15, 2019)
- Hyde Park Ice Cream Social (July 15, 2019)

The following pages describe these events and summarize input and key ideas from each.





## Home Day

In mid-September, project team members joined members of the Working Group at Hyde Park's Home Day. The Connect Hyde Park booth at Home Day provided an opportunity for residents to learn more about the project and to provide useful input. Residents spoke of several different ideas in line with the purpose of this project, including wanting safer sidewalks for their children, more places to go and things to do, and more special events. The most common theme was the desire to have a restaurant or coffee shop that could act as a community gathering place.



Public engagement on Home Day

Key observations and ideas emerged:

- Most people feel relatively safe walking and biking in Hyde Park village, though traffic patterns and intersections are challenging
- Many people use the Rail Trail and recognize that it is a big opportunity for local economic development, but feel that it is relatively disconnected from the village. In particular:
  - » Hyde Park village currently has few attractions that would draw people off the Rail Trail, and there is little signage or information directing trail users to the amenities that do exist
  - » It's challenging to bike or walk from the trailheads into the village, given the lack of continuous sidewalks or bike path and lack of signage
  - » There is a natural 1-mile loop from the two Rail Trail access points through the village; there is a strong opportunity to encourage more people to use that loop
- Many people want more things to do (activities, events, attractions and restaurants) in Hyde Park Village, but there are few empty storefronts or retail spaces that could be developed.
  - » It may be more effective to explore pop-up events or creative partnerships to increase activities, rather than traditional development (such as food truck nights, re-purposing existing spaces or hosting theme nights or activities, or creative partnerships with existing spaces and events)
  - » Many surrounding towns are finding success with relatively quick and easy events such as food truck rallies or live music nights that make use of empty lots, parking lots, or open space
- There is a need for greater awareness and public engagement in using or adapting the sites and opportunities that do exist.
  - » Elsa French Park represents a great opportunity to create public space and more activity in the village, but many people don't know that it's a park and it currently offers few amenities or attractions
- There is a strong desire for more beautification and sense of place in Hyde Park. That includes improving the aesthetics and visual interest at community gateways and village entrances, key public spaces and parks. It also includes honoring and celebrating the strong architecture and many historic sites that have been preserved.



WHAT'S YOUR VISION?





## KidVisions Youth Engagement

Community Workshop also partnered closely with Hyde Park Elementary School (HPES) and art teacher Angela Iannuzzi to engage youth in identifying community needs and visions for some key public spaces in Hyde Park in a project called “KidVisions.”

Community Workshop took grayscale photos of several key opportunity sites in town (the southern Rail Trail access point; Elsa French Park; and the southern village gateway in front of HPES). In art classes, students drew their visions for these sites on top of the photos and then wrote captions about what they want to see. We analyzed the content of their suggestions to understand what youth love about Hyde Park and want to see in the future.

*Elsa French Park*



*Rail Trail Access*



*Hyde Park Elementary School*



The word clouds above are visual representations of the most popular ideas for each site. The size of the word is proportional to the number of times it appeared in student's ideas.

The top ideas emphasized strong themes of livability and activities. Students want to see:

- Play spaces and activities (playground equipment, games, sports and recreation facilities, tree houses and swings)
- Beautification and public art (flowers, trees, murals, sculptures, etc.)
- Food and vendors (ice cream, lemonade, food stands)
- Livability infrastructure (signage, benches, tables, recycling and trashcans, public bathrooms)
- Active transportation and street safety improvements (brightly painted crosswalks, bike trails, pedestrian signage and lights)
- Fun and whimsy (unicorns, rainbow-colored crosswalks)



## Business Roundtables

To better understand the needs of Hyde Park's local economy a series of business roundtables were organized and held at the Green Mountain Technical Career Center. These meetings provided members of the Working Group and local officials with the opportunity to have face to face conversations with the local business community, build an understanding of what their needs are and brainstorm about opportunities.

### Themes from First Roundtable

The first Business Roundtable focused on understanding business needs and areas of concern. The following key themes came out of the evening's discussion:

- **Permitting:** Participants expressed concerns over the current ordinances within the town and village. When opening a business, they noted that applying for conditional use permits was a major obstacle. This process is known to take an additional two to three months, delaying business opening. Further, signage for businesses is limited in Hyde Park due to specific zoning policies. The lack of signage poses a wayfinding problem for incoming visitors and customers.
- **Understanding the Process:** Business owners face multiple entities, including the Village, Town, and State, when opening a business in Hyde Park. Businesses owners who have been through the process noted that it was both confusing and time consuming. There is a guide to starting a business in Hyde Park online, but additional steps need to be taken to help potential business developers understand the local process.
- **Competitive Advantages:** Businesses recognize that Hyde Park has several advantages over nearby communities, including affordable housing costs, a new elementary school, the Opera House an access to a wide range of nearby outdoor recreation opportunities.
- **Opportunities:** Opportunities discussed included the suggestion that Hyde Park could tap into existing Green Mountain Byway advertising to capture tourists traveling through Vermont. The Town and Village could host seminars and workshops for AirBnB hosts to learn best business practices and social media techniques.

### Themes from Second Roundtable

Roundtable #2 focused more on opportunities and identifying what the Town and Village could do to help bring more business to the community. Themes included:

- **Building Comfort and Image:** The village should continue to develop pocket parks, and encourage groups like the Village Improvement Society to maintain and improve plantings in the village and, if possible at the roundabout. The local arts community could be engaged to develop public art installations that would bring visitors to the village. It was also noted that the Village is part of the Vermont Village Designation Program, which offers some tax incentives to developers seeking to make facade improvements. More needs to be done to educate potential businesses about this program and its value to Hyde Park. Install public restrooms in the Village.
- **Increase Uses and Activities:** Business owners want to see more activity in the Village. Key to this concept is closing down part of Main St. during big events. This would allow for events like Home Day, Trick or Treating, and other kid-friendly events to "take over the village" creating a strong sense of activity and celebration. In addition, it was suggested that an event that encourages Food trucks, with live music and possibly public art and art vendors would be an opportunity to further build excitement in the community. Events such as this should be rolled into the community's branding and marketing.
- **Take Advantage of Existing Assets:** The Opera House and Elementary School both have the potential to host events. Mosswoods is a valuable natural space right in the Village that includes trails and some historic qualities as well, making it ripe for educational offerings.

## Pop-Up Events

The the project team worked together to develop a three-part pop up project that was designed to build excitement in the village around the and along the Rail Trail.

**Hyde Park Fun Day:** Fun Day took place on Saturday, June 15, 2019 in conjunction with the Lamoille Valley Rail Trail Fun Days. It served as an opportunity to launch the pop-up history trail and gather input.

### LESSONS LEARNED

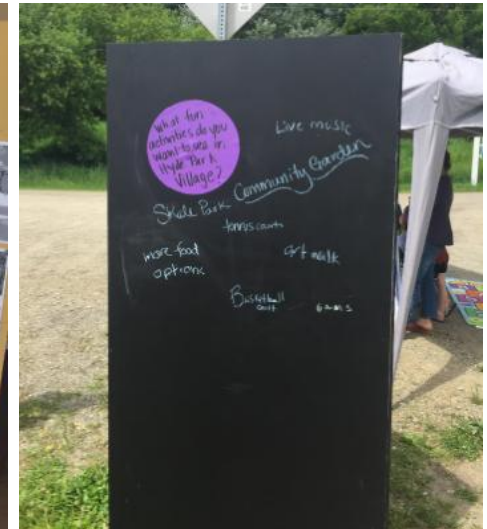
It's challenging to encourage LVRT users to leave the trail and bike into the village – particularly when:

- They have just started in a nearby town or have a goal in mind
- They have not planned in advance to stop or don't know about amenities
- There is a perception or concern that it's a substantial detour (distance and hills)

Events and activities are more impactful when they are concentrated in a small area and achieve a greater "critical mass," and when the options are substantial.

### IDEAS & SOLUTIONS

- Publicizing Hyde Park amenities (café, parks) and events more broadly, so people can plan ahead to stop for food or rest
- Info kiosk at the trailhead, letting people know about Hyde Park events and activities that they could visit another time
- Trailhead wayfinding signage letting people know how close the village is and what's available
- More amenities at the trailheads themselves
- Experiment with Fun Days activities or events series that concentrate activities, food and other amenities at a single location
- Partner with businesses, organizations or other groups in town to offer more options (food, music, activities)
- Plan events and pop-up demos that tag onto other events or activities that will draw people to the village.



**Pop-Up History Trail:** The pop up history trail capitalized on one of the Village's best assets - its history. This pop up was a self-guided activity trail featuring roadside signs with local history information and a scavenger hunt with questions and an incentive. The trail runs from the southern Rail Trail access point to the northern point through the Village.

**LESSONS LEARNED**

The pop-up history trail was a significant draw for diverse demographics, including:

- Families and kids
- Seniors and younger adults
- People who typically walk the loop through the village and appreciated an activity to do
- People who never walk the loop, but were encouraged to do so
- Visitors who planned to come back specifically for the trail

While there was significant interest at the launch of the trail, local residents may be unlikely to continue using it. History trails are often more useful as a draw for visitors than an ongoing draw for residents.

History is a powerful point of connection for communities, and often draws more people who want to contribute or partner. The instance of a man stepping up to lead tours is a strong example.

**IDEAS & SOLUTIONS**

- An ongoing or rotating activity trail is likely to be a strong (and relatively simple) option for longer-term implementation.
- If Hyde Park does pursue a longer-term activity trail, it should clarify whether the audience is visitors or locals, and choose a type of trail that will best serve that group.
- Alternatively, there are ways to create new activities, incentives or signs that would encourage people to come back. Other examples: story trails, art or fairy trails, fitness trails, play trails.
- Create more organized history programming in the future to offer additional attractions and ways to engage, and to draw in people who want to help (i.e. formal tours, storytelling nights, interpretive events).
- Engage the community by asking for memories or stories, additional photographs, or new stop locations.



**Pop Up Play Streets:** In addition to the History Trail and Fun Day activities, the pop up included “Play Streets.” These areas were intended to create additional activities for families and kids and included lawn games at various stations through the village and along the history trail.

LESSONS LEARNED

Small interventions like sidewalk chalk games can noticeably increase physical activity for youth. When they are located on existing walking paths or normal routes, they encourage children to be more active than they otherwise would without spending extra time or traveling to a play site.

Lawn games (particularly giant or highly visible versions) can quickly and inexpensively activate public spaces and create more vibrant street life, while creating meaningful opportunities for families and people to relax and spend time together.

Positioning kids’ games and activities next to adult offerings is an important way to support both audiences. Adults are better able to read and focus on something like the history trail when there is an activity to entertain children with them.

IDEAS & SOLUTIONS

Create semi-permanent or permanent sidewalk chalk games in key areas and walking routes in town, such as near the library or school.

Install semi-permanent or permanent games and activities in key public spaces (such as Elsa French Park, the Library lawn, and Courthouse lawn), freely available to all.

Create a library or public inventory of large games that could be loaned or set out for particular events, offering a quick way to activate the event or space and provide an activity for kids and families.

Look for opportunities to add small kids’ activities and games to activities and events that are geared to adults, or position kids’ activities directly adjacent to areas for adults.

Even very small activities (such as a curvy line painted on a sidewalk) can entertain and interest kids and create a sense of activity.





## Hyde Park Ice Cream Social

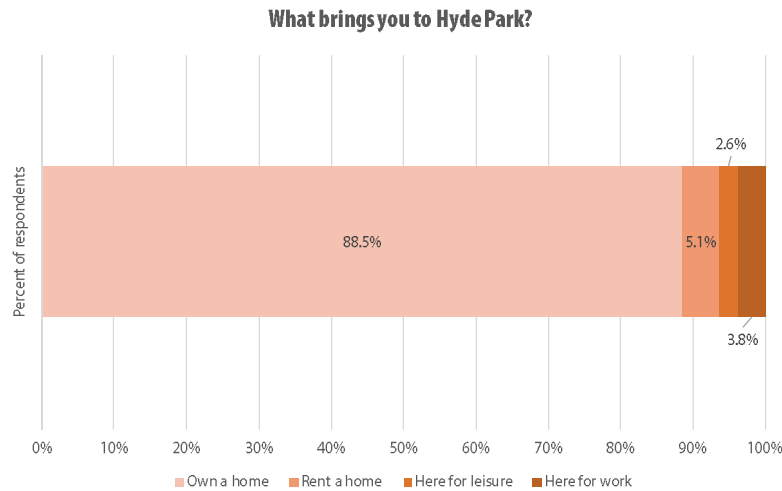
During the annual Hyde Park ice cream social, D&K hosted a table where members of the community could look at different transportation alternatives proposed in the Village. Of the people who were able to share their input on that day:

- Almost everybody agreed that reducing speeds in the Village should be a priority.
- The theme of improving the experience of walking with better infrastructure and more places to go in the Village was brought up by several residents.
- People did not support alternatives that removed on-street parking, especially near the opera house.



## Village Visitor's Survey

A short survey was developed by the project team to identify why people choose or do not choose to come to the village. Survey responders expressed pride in Hyde Park's cultural amenities, such as the Library and the Opera House, however they clearly indicated that they wanted more to do in the Village.



## Village Visitor's Survey Findings:

The library, arts/cultural events, recreation, and work are the main activities bringing people into Hyde Park.

Major improvements to restaurants and stores would improve the experience in the Village.

Survey respondents indicated that the restaurants/food services they would frequent in the Village include coffee & bakery, dinner, lunch, and breakfast.

36% of respondents rarely or never walk in the Village while 22% walk nearly every day, often several times per day.

More places to walk to and slower traffic speeds would encourage people to walk in the Village.

36% of respondents rarely or never walk in the Village.

## Connect Hyde Park Survey

This online survey aimed to understand travel behaviors of students, faculty, and staff of the Lamoille Union High School (LUHS). We asked questions about how they get to school, and how and why they travel between the school, Village, and LVRT.

## Connect Hyde Park Survey Findings:

Most people drive to school (almost 80%), and about 20% take the bus.

About half of the survey respondents travel between LUHS and the Village at least once a week.

About 45% of respondents use the LVRT at least once a month.

75% of respondents use the LVRT while at school, or during school-related activities (like after school athletics).



## Previous Studies & Ongoing Projects

There have been many planning efforts preceding this project that are referenced throughout this report and serve as the foundation that this study builds upon.

### Hyde Park, Vermont: Municipal Development Plan 2017-2025 (2017)

This project is supported by following goals from the Town Plan, which are also guiding principles for this study:

- To provide a safe, efficient, and diverse transportation network for the benefit of the community.
- To expand opportunities for residents to access alternative modes of transportation, whether by carpool, public transit, walking, or bicycling.
- To maintain a safe, pedestrian-oriented village that will support a vibrant local economy.

### 2015 - 2023 Lamoille County Regional Plan, 2018

The Lamoille County Planning Commission (LCPC)'s Regional Plan also lays groundwork for this Plan. There are several policies and action items in the Regional Plan that align with the purpose of this study, but most directly, the LCPC's policy to "improve the connectivity of the bicycle and pedestrian network in Lamoille County and ensure regional bicycle and pedestrian needs are met" by supporting adding bicycle lanes and identifying missing links in the sidewalk network in Center Areas (like the Village of Hyde Park) is part of this project.

### Hyde Park Connectivity Project Report, Dufresne Group (2016)

This scoping study explored alternatives for building upon the pedestrian network in the Village and also across VT15 near LUHS. The recommendations are prioritized in the Action Plan.

### Technical Memorandum – Hyde Park, Project for Public Spaces (2013)

The Project for Public Spaces held public workshops to understand the needs of the Village and made several recommendations for creating a great place and community based on public input and the four placemaking principles: sociability, uses & activities, access & linkages, and comfort & image.

### Village of Hyde Park Pedestrian Master Plan, LCPC (2016)

This Master Plan produced several maps that identified areas within the Village

that need pedestrian improvements that will be addressed in this project, and also made a plan for wayfinding in the Village. Several of the wayfinding signs have already been installed.

### Draft Project Report, Johnson St. Ext. Project, Summit Engineering

This project focuses largely on the installation of a new stormwater line on Johnson St. Extension. In order to facilitate its installation, the road will be torn up, providing the opportunity to use Complete Streets Design when it is reconstructed. This report investigated the possibility of sidewalks in this area, and determined that wider shoulders was the more cost effective option.

### Draft Project Report, Wastewater Project, Dufresne Group

This project implements necessary upgrades to several systems in the Village's wastewater system, including a pump station and force main on Johnson St. Extension that will be replaced while the stormwater project is under way.

### Corrective Action Plan – Lamoille Valley Rail Trail Access, Stone Environmental, 2018

Stone environmental designed a plan for the LVRT Trail Access on Depot Street Extended that is used as the plan for this area.

### Trudell Lilac Project - LVRT Village Gateway - West (ongoing)

This project is identifying improvements at the Black Farm Road crossing of the LVRT that will draw users into the Village.

### Land Use Development Regulation, Hyde Park Village, 2015

DuBois & King Reviewed the 2015 Hyde Park Village Land Use Development Regulations. The 2015 version represents a significant improvement over previous versions, with a focus on improving clarity and encouraging economic development at a scale and style that is compatible with the Village. It should be noted that some businesses did express frustration with the speed at which conditional use review was conducted, and that there are issues with the Village's sign regulations that need to be addressed.

### Stormwater Master Plan, Watershed Consulting, 2019

This Stormwater Master Plan identified the top ten stormwater best management practices (BMPs) to be implemented throughout Hyde Park to improve water quality. It further focused on developing the BMPs for the top three sites. More detailed information is discussed in the Stormwater section of this report.



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# EXISTING CONDITIONS

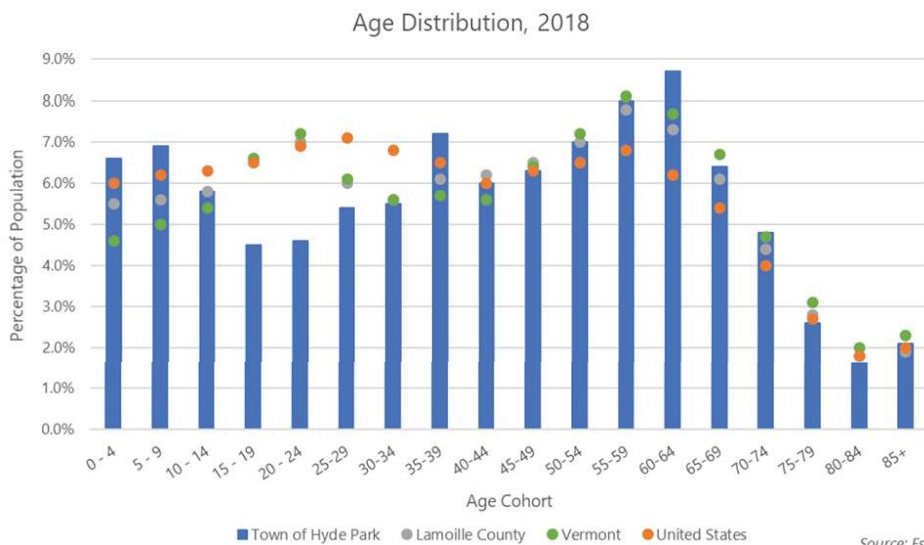
# Economic, Housing, and Demographic Summary

## Demographics

An economic study (for more detail, see Appendix B), which included a market analysis was conducted between July 2018 and February 2019. The study included a series of interviews with selected stakeholders in the local economy as well as two business roundtables. The purpose of this study was to inform the master plan, and to present strategic economic development recommendations that were focused around general, sound economic development policy to create a community that is considered business friendly without compromising community values.

Existing economic conditions for Hyde Park and the Village of Hyde Park generally positive. Population is projected to grow more quickly than surrounding areas, with an estimated increase of 5% (roughly 150 people) by 2023. And yet, as with much of the state of Vermont, Hyde Park is an older population, with a median age of 43 years (consistent with the statewide median). As residents age, they often seek different amenities and housing types. For example, smaller housing units that allow for aging in place as well as transitional housing options.

Hyde Park has a larger percentage of residents in the age 60-64 cohort than

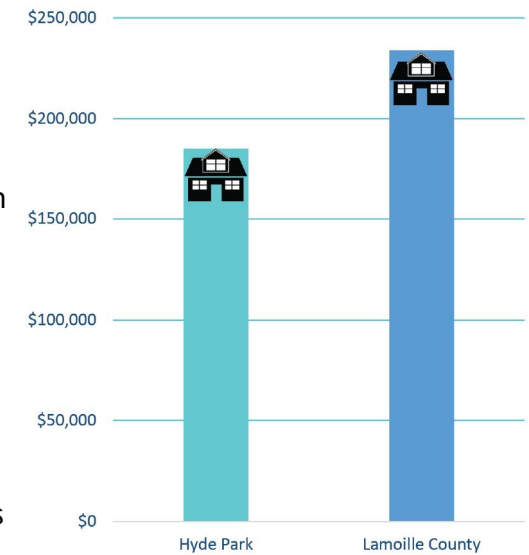


surrounding areas or the state of Vermont, but interestingly there is a larger population of very young to elementary age children (0-9 years of age). Hyde Park's Elementary school, which was recently renovated, has an excellent reputation. This may be acting as a draw for families with young children, particularly in the 35-39 age group, which is also higher in Hyde Park than other areas.

## Housing

One of Hyde Park's more interesting economic advantages is the cost of housing. Housing prices in Hyde Park are significantly lower than the surrounding county with median household values of \$185,000 in Hyde Park and \$234,000 in the county. Rents in Hyde Park are lower than surrounding areas as well. At the same time, households living in Hyde Park are moderately wealthier than County residents, with median household incomes of \$56,000 vs the County median of \$54,000.

Median Home Value, Hyde Park, 2018



Nationally, the housing market is evolving as baby boomers and millennials dominate the housing market. Both demographics are seeking homes in walkable communities rich in amenities such as restaurants, shops, and entertainment. This has created a strong multifamily rental market across the United States, although in Hyde Park multi-family homes and rental units are limited. The housing stock in Hyde Park primarily consists of single-family, detached homes, with 895 single-family, detached homes, equating to 68.4% of the town's total housing. Aside from the large concentration of single-family houses, there is a significant presence of mobile home at 24.8%, and a small offering of multi-unit options in the town with the only 68 2-unit homes (totaling 5.2% of the entire housing stock). Neighboring areas have much more

diverse offerings, ranging from 2-unit structures to structures with 50 units or more. This hints at an opportunity to create multi-unit housing in Hyde Park. With more restaurants and retail offerings, the existing village district of Hyde Park would lend itself well to being an attractive walkable center that would be desirable for new residents if homes were available. Hyde Park's location as it relates to the region, roughly 10 miles from Stowe and under 5 miles from Morrisville and Johnson, makes it a very convenient location to live within driving distance of more significant areas of employment. Johnson is home to a state college and art school, Morrisville has a small medical center, and Stowe is a significant location for the tourism economy.

To accommodate residential market trends, Hyde Park should look toward supporting the development of multiple types of housing, including:

- Multifamily housing units (or a rental complex) in close proximity to the Village.
- Smaller, one bedroom units, geared toward young professionals who want to be able to access the recreational assets near Hyde Park.
- Age restricted housing units that enable older Hyde Park residents to stay in the community.

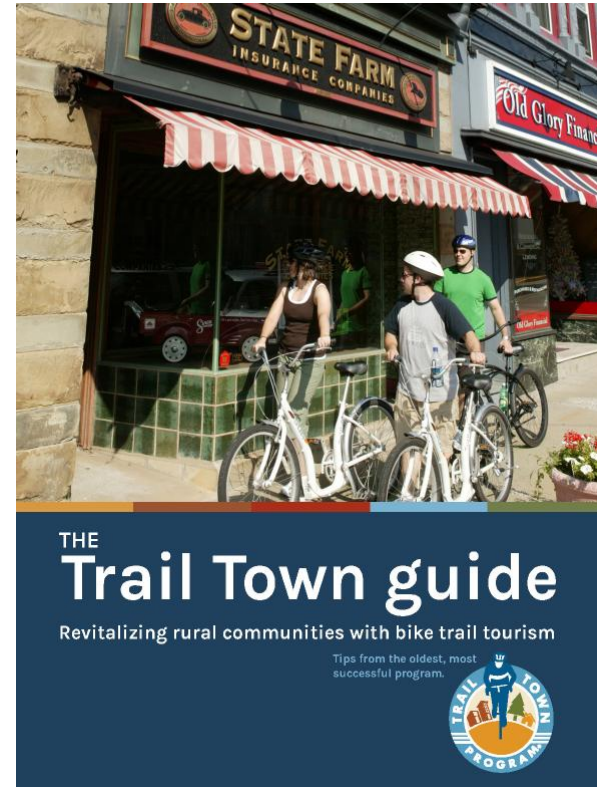
One of the more effective approaches to support housing development may be through establishing some sort of community Revolving Loan Fund that is designed to support the renovations of existing buildings specifically for housing development.

## LVRT

The LVRT continues to be an untapped asset for the Village of Hyde Park. While efforts have been made to improve signage, and plans are underway to improve the Hyde Park Trailhead, there are limited reasons for people to leave the trail and come to the village. As businesses open and expand in the village, more activity will appeal to trail users. At the same time, it will be important to ensure that all businesses, services, events and shows in the Village are "trail-user friendly."

The community can utilize tools like "The Trail Town Guide" to communicate best practices with local businesses. This might include:

- Making sure that there are places to park bikes, strollers and other equipment
- Provide informational material to store owners and residents about the trail, distance/time to important places, and overall increase the community's experience to act as a good host and demonstrate knowledge of the trail network.
- Encouraging stores to stock quick snacks and drinks for customers.
- Creating maps and wayfinding mater that points out off-trail destinations like restaurants, facilities, repair shops, and retailers.





## Land Use & Zoning

This Master Plan focuses primarily on areas located within three of the Village of Hyde Park's zoning districts:

- **Village Center** - This district is enabled to encourage a mix of uses including commercial, residential, institutional and governmental in a pattern that supports the Village's traditional walkable setting. Design standards require consistency with the historic character of this district. Multiple principle structures are allowed on a single lot provided one of the structures meets appropriate dimensional standards set for "carriage houses."
- **Village Residential** - The Village Residential District is higher density than the more rural areas of Hyde Park as many of the homes can access municipal water and sewer. Uses in this district are largely residential in nature, with some home-based businesses and lodging establishments also present.
- **Village Gateway Commercial** - This area, which has a direct connection to the Route 15/100 corridor, is intended to be an area where mixed use and small-scale businesses that complement the Village Center are encouraged. Multiple principle structures are allowed in this district subject to site plan review.

The 2015 Land Use and Development Regulation for the Village is a modern bylaw which encourages the patterns of development consistent with Vermont's statewide land use goal of "densely populated villages and urban centers surrounded by rural countryside." During a review of the LUDR, no significant barriers to development were identified. In fact, the LUDR offers a number of density bonuses in order to incentivize certain types of development depending on the district in which it is located. For instance, in the Village Center, a development that provides access to the LVRT or other amenities is offered a 10% density bonus. In other districts protection of open space is encouraged.

The area of sign regulation was highlighted by local businesses as a challenge, and review of the Village's sign regulations did reveal that they are lengthy and somewhat complicated. While their intent may be effective, there may be value in determining whether or not they can be simplified and achieve the same level of control desired by the village.

The economic analysis supports comments collected during public engagement events and the survey—people most want places to go and things to do in Hyde Park. In particular, restaurants and a small "general store" are seen as opportunities that could be viable in the village. Future economic development efforts should continue to tie into the Lamoille Valley Rail Trail by providing goods, services or amenities that hikers and bikers might be interested in.

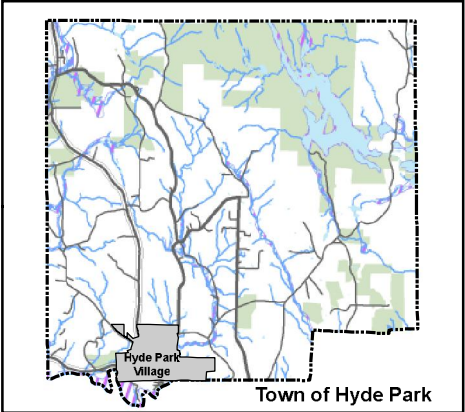
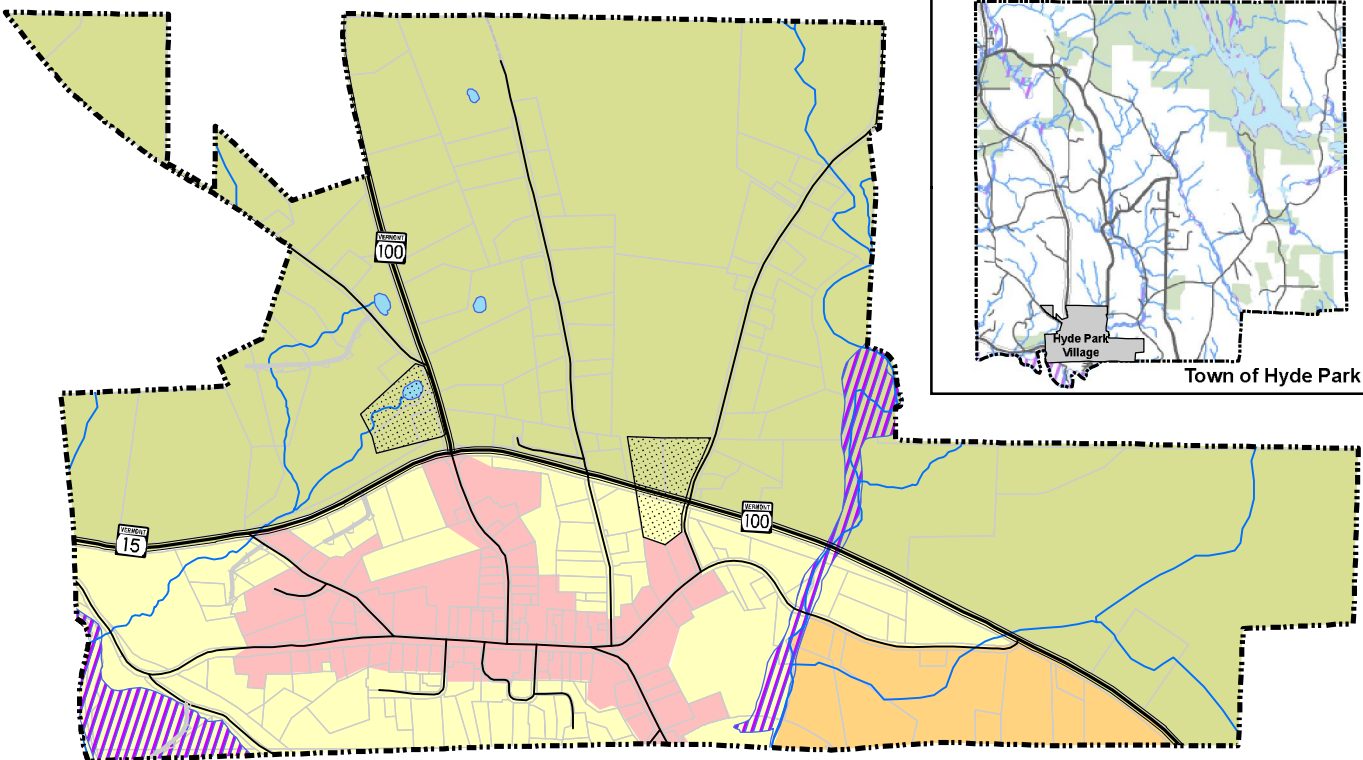
## Commercial Development

Commercial opportunities will increase as activity in the Village builds. The Economic and Marketing Plan identify several key business types that may be successful in the Village of Hyde Park. These include:

- **Small Professional Offices** - There is the potential market for small professional offices within the village. One potential type of user could be medical professionals seeking to share space to accommodate weekly clinics looking to see patients in multiple locations throughout the region.
- **Light Industrial and Manufacturing** - Light manufacturing and production, particularly those that offer a connection to Vermont products or food and drink (like Ten Bends Brewery) may find the market suitable to locate in Hyde Park, particularly in the Triangle Area. If these businesses are well advertised at the LVRT trailhead, trail users would travel through the village more frequently.
- **Restaurants** - The Fork and Gavel is providing a much needed breakfast and lunch destination in Hyde Park, but there may be an opportunity for a unique restaurant destination to locate in the Village. The key is to find a creative and willing operator who understands how to provide a service that is different than the more commonplace establishments in surrounding communities.
- **Tourism** - Building up tourism based economic activity will benefit Hyde Park by importing money into the community, rather than relying primarily on residents to support restaurants and retail establishments. This will require a strategic effort to increase amenities for tourists and a concerted marketing effort to establish Hyde Park as a place to stay.

One of the more effective ways that the Village and Town of Hyde Park could help with business development is to establish a Revolving Loan Fund (RLF) specifically for the purpose of providing support to new or existing businesses.

# Village of Hyde Park 2015 Zoning Districts



- Zoning Districts**
- Village Gateway Commercial
  - Village Residential
  - Village Gateway Rural
  - Village Center
  - Service Area Overlay
  - 100 Year Floodplain
  - Lake/Pond
  - River/Stream
  - Parcel Boundary
  - Village Boundary

**DATA SOURCES:**  
 ZONING DISTRICTS: Town of Hyde Park, 2015.  
 POLITICAL BOUNDARIES: VCGI, 2010.  
 ROADS: E911 Road centerlines from 1:5,000 orthophotos and GPS, VCGI, 2014.  
 SURFACE WATER: Vermont Hydrography Dataset digitized from 1:5000 orthophotos, VCGI, 2010.  
 FLOOD PLAIN: Digitized from FEMA Flood Insurance Rate Maps, LCPC, 1983. Floodplains for planning purposes only. Refer to the VANR-DEC, Water Quality Division, Floodplain Coordinator for official floodplain determinations. (802) 241-3759.  
 PARCEL BOUNDARIES: Town of Hyde Park, 2014.

Lamoille County Planning Commission  
 P.O. Box 1637, 52 Portland Street  
 Morrisville, VT 05661  
 802-888-4548 f: 802-888-6938  
 www.lcpcvt.org Updated 4/2015

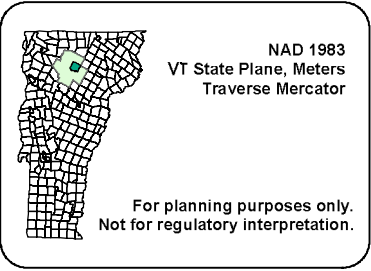
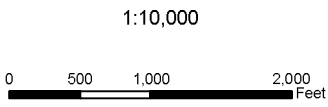


Figure 2. Hyde Park Zoning Districts

## Utilities

The Village of Hyde Park maintains a combined sewer/stormwater system which serves 110 sewer customers and provides water service for 225 customers. Like many communities in Vermont, existing infrastructure has aged to the point that it requires immediate investment in order to maintain acceptable standards based on Vermont rules and regulations. Many of the systems reviewed as part of this Action Plan are located under or within the Village's road system. As such, it will be beneficial for long-range planning to consider opportunities to make investments concurrently using a "dig once" approach. For example, when underground services require replacement, it is often an excellent time to make streetscape improvements as the street will need to be repaired or rebuilt after underground work has been completed.

### Electricity

The Village owns and runs the Village of Hyde Park Electric Department, which serves roughly 18 square miles over the central and eastern portions of Hyde Park. The Department serves roughly 1300 customers, including Lamoille Union High School and the North Hyde Park National Guard Training Facility. The Village owns and a one megawatt solar system (Hyde Park Solar, Waterhouse Project) which provides 13% of the total annual energy needs of ratepayers with renewable energy.

### Water

The Village of Hyde Park's water system is estimated to serve roughly 460 people via a groundwater spring. The system includes a 270,000 gallon concrete reservoir. The system's distribution system includes roughly 9.3 miles of pipe of varying materials (cast iron, asbestos-cement and ductile iron). Pipe sizes vary from 2-8 inches in diameter. One of the key issues identified in the Villages' water and wastewater system is a lack of adequate water pressure to transmit fire flows from the reservoir to customers in areas that are elevated (such as Fitch Hill Rd and Eden Street). In many areas, pipes are undersized given flow requirements. Additionally, the age of existing pipes has resulted in line breaks in some areas. The source of water for the Village system is a spring (vs. a well), as such there is limited information as to the capacity of the source, which makes the need to consider a secondary source essential. Finally, the spring collection box and storage tank are both reaching their service lives.

In 2019, the Village voters bonded to make more than 4 million in investments into the system, including the following:

- Fitch Hill Rd/Eden St: Replace cross country main with 4,100ft of new 12" diameter ductile iron pipe, upgrade pump station with new domestic and fire pumps, install 2,100ft of 8" diameter pipe to customers in the pump station service area.
- Church St: replace 1,100 ft of 6" cast iron pipe with new 8" diameter ductile iron pipe.
- Secondary water source: Well development including site identification, acquisition, testing, permitting and construction.
- West Main Street: Replace 2,300 ft of piping with new 8" and 12" ductile iron pipe

Work will begin on these projects in 2020. Following the completion of these investments, the Village will work to develop a long range plan for small pipe replacement along many of its streets. These investments should be timed to be made when other infrastructure investments (such as streetscape improvements, sewer line replacement and stormwater system upgrades) are made.

### Wastewater

The Village of Hyde Park operates a small, decentralized combined storm/sewer wastewater system which serves homes in the village. The system includes two leach field treatment areas, Area I functions well and has no identified capacity issues. Wastewater flow to Treatment Area II has exceeded the capacity of the disposal field. Area II is aging and has experienced failures in the past. In other areas, the infrastructure that moves wastewater and effluent is reaching the end of its useful life. In particular, sewer mains are aging and made of materials that are deteriorating. In early 2019, the Village bonded to make significant investments in the existing wastewater system, which included:

- The Replacement of Treatment Area II, to provide treatment capacity for current users and future growth within the service area.
- Upgrade the Johnson St. Extension Pump Station and Force Main
- Improve Area I effluent filters in septic tanks

These improvements are expected to resolve immediate needs relative to capacity and aging infrastructure and will improve system reliability, operation and maintenance. A long range plan for replacement of sewer lines is needed.

## Stormwater

While much of Hyde Park is rural in nature, the areas with the highest concentration of population (which includes the Village of Hyde Park) have the most significant stormwater impacts. This is due to the amount of impervious surfaces, such as roads, buildings, etc. A majority of developed areas were constructed with minimal stormwater management features, resulting in significant amounts of untreated stormwater discharging directly into surface waters such as the Lamoille River.

Within the village, stormwater is largely handled through the combined storm/ sewer system with additional infrastructure (such as swales) that attempts to minimize impacts. During interviews relating to infrastructure improvements, it was identified that street level stormwater infrastructure is in need of replacement.

In 2019, a Stormwater Master Plan (SWMP) was completed for Hyde Park. The plan identified the top ten sites for stormwater best management practices (BMPs) in Hyde Park, and further developed concepts for the top three sites of those ten. The top three sites are areas where BMPs have the greatest water quality benefit (Lamoille Union School-West, Town Office, Sylvan Hill Rd and Johnson St. Ext), but adding green stormwater infrastructure (GSI) on Main Street was ranked fourth of the top ten BMPs. This Plan recommends streetscape improvements that include green stormwater infrastructure along Main Street. It will be essential to coordinate work on Main Street with the SWMP and other additional work done to implement that plan.

Table 1. Top 10 BMPs selected for the Hyde Park SWMP, from the Stormwater Master Plan for the Town of Hyde Park, Vermont (2019)

Site ID	Proposed Practice Type
Lamoille Union Schools – West	Underground Storage / Infiltration
Town Office Building	Infiltration Basin
Sylvan Hill Rd and Johnson St Ext	Underground Storage / Infiltration, Ditch Improvements
Main St GSI	Bioretention, Curb Bump Out, Dry Well
Lamoille Union Schools – East	Infiltration Trench, Bioretention
Hyde Park Highway Department	Infiltration Basin
Diggins Rd	Check Dams, Ditch Improvements, Turnouts
Cricket Hill Rd	Check Dams, Ditch Improvements, Buffer Enhancement, Turnouts
Garfield Rd	Check Dams, Ditch Improvements, Buffer Enhancement, Turnouts
Green River Dam Rd	Check Dams, Ditch Improvements, Infrastructure Addition, Turnouts

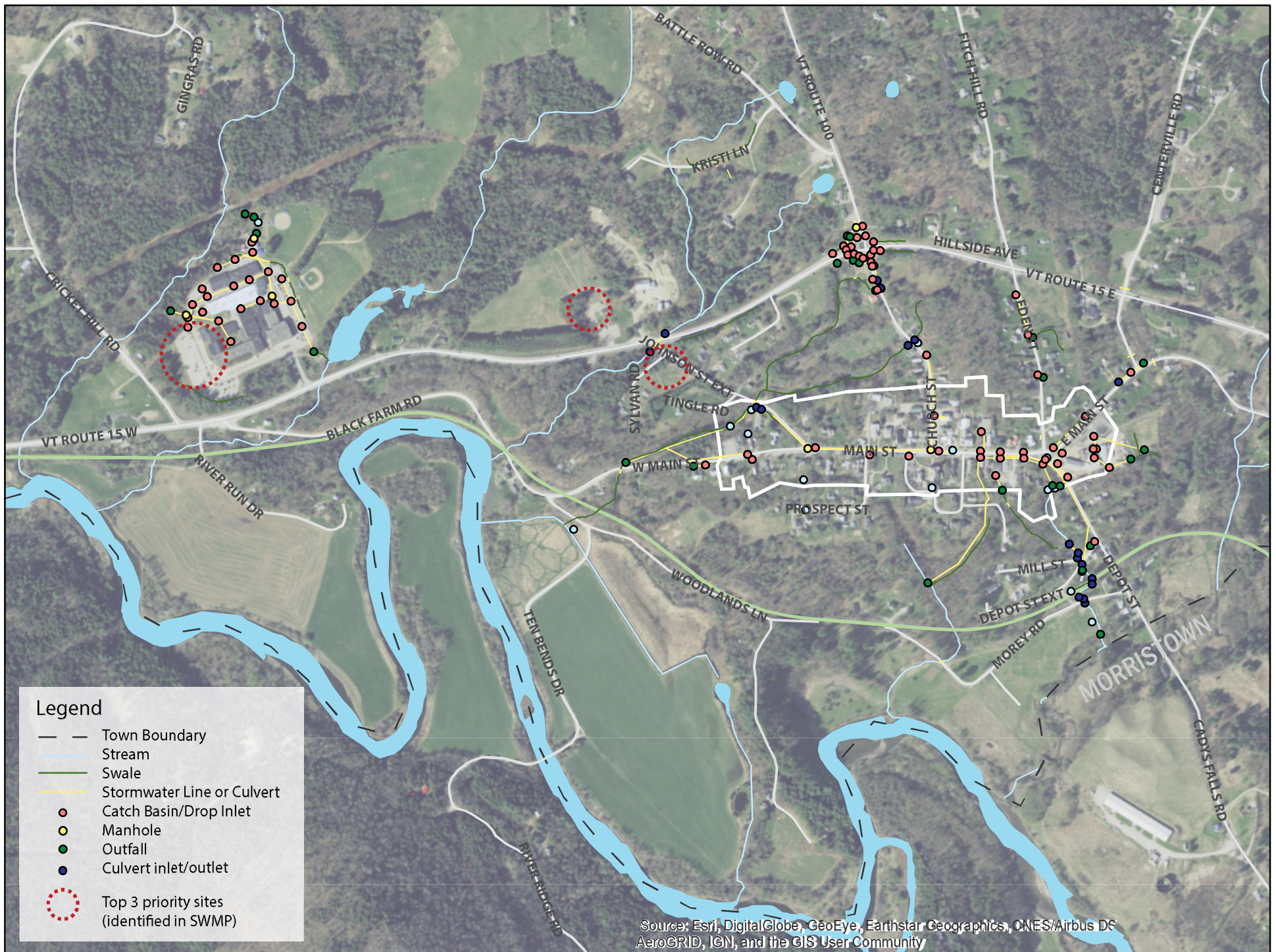


Figure 3. Stormwater Infrastructure Existing Conditions

## Traffic Patterns

Unlike many Vermont communities, a state route does not act as main street in Hyde Park. Instead, VT15 and VT100 bypass the Village to the north. State routes carry the heaviest traffic loads in Vermont, which holds true in Hyde Park: in the study area, VT15 between Morrisville and Hyde Park has an average annual daily traffic (AADT) of 10,700 vehicles according to data from VTrans. At the roundabout in Hyde Park (VT15 and VT100), this traffic splits between VT15 to the west, which has an AADT of 6,200 vehicles, and VT100 to the north, which has an AADT of 5200. This route along VT15 and VT 100 is also a Vermont Scenic Byway called the Green Mountain Byway, which is promoted as a route for travelers to explore “Vermont’s forests and farmlands to historic villages and towns that are vibrant hubs of culture, commerce and recreation.”<sup>1</sup> Currently, there is little information about Hyde Park and its historic Village included in the Green Mountain Byway brochure.

Although the state routes bypass the Village, six local roads lead in and out of the Village, contributing to a complex transportation network despite Hyde Park’s small, rural scale. These local roads in Hyde Park have relatively high traffic volumes. The higher volumes are present because roads within the Village are treated as “short cuts” that allow travelers to avoid perceived traffic congestion in Morrisville if they are traveling to or from points south of Hyde Park. Figure 4 shows the traffic volumes on roads through the Village.

1 Vermont Department of Tourism and Marketing. <https://www.vermontvacation.com/contact-us>

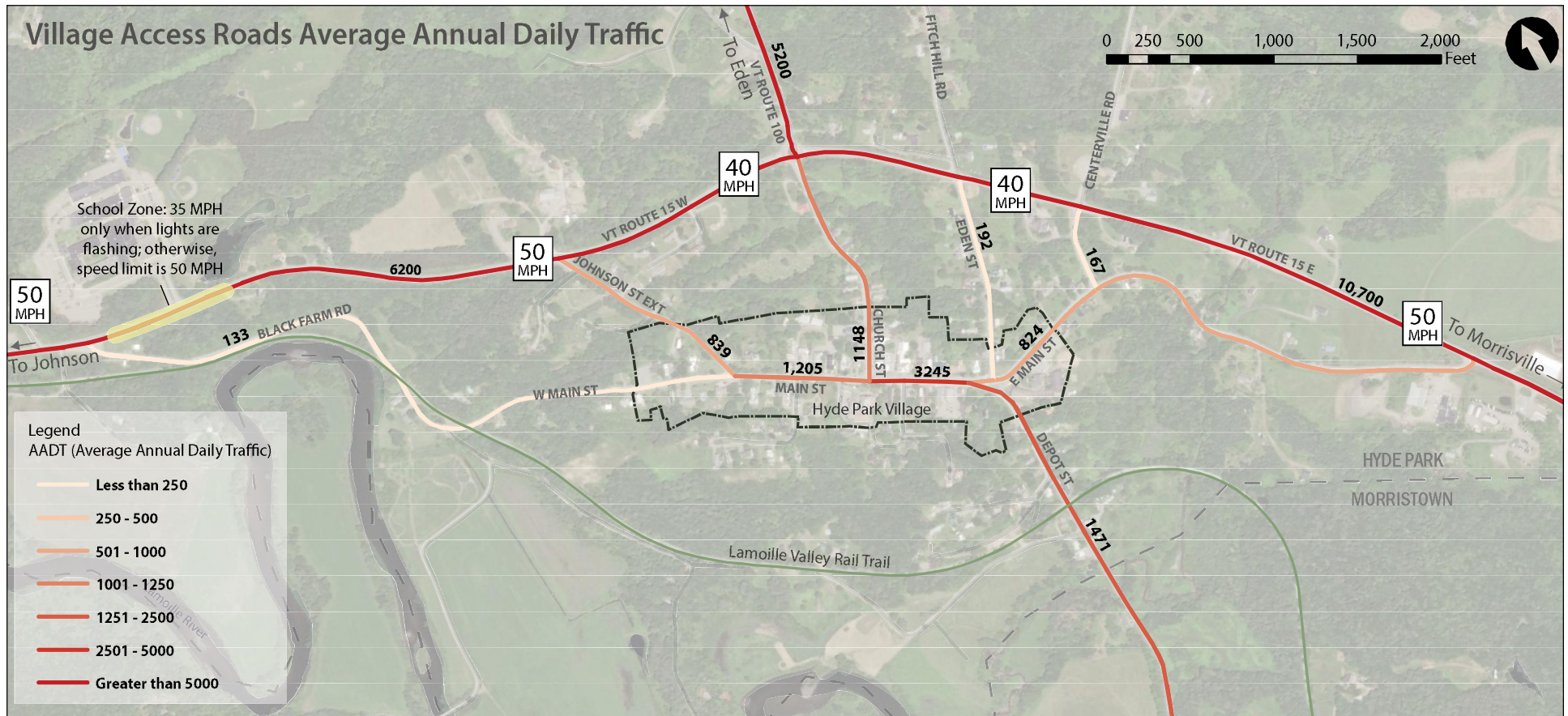


Figure 4. Average annual daily traffic (AADT) and speed limit on roads in the project area (AADT data source: VTrans)

The highest volume roads that bring vehicles through the Village are Depot Street (which turns into Cadys Falls Rd) and Church Street, as shown in [Figure 5](#). East Main Street and Johnson Street Extension also carry some of the through traffic in the Village. There are several pros and cons to the multiple ways to access the Village. First, there is a resiliency benefit: if one street were to close for any reason, there are several other route options for accessing the village. Second, the ability to close portions of the street network while still maintaining overall traffic patterns, provides the community with an opportunity to use a section of road (such as Main Street) for public events.

A downside to multiple access roads is that drivers use these roads as throughways, and are not driving the 25 MPH speed limit, according to data collected between 2015 and 2018 by the LCPC (see [Figure 5](#)). The 85th percentile speed, also known as the operating speed of the road, is the speed that 85% of people will drive at or below and is considered the “design speed” of the street. The posted speed limit of all roads in the Village is 25 MPH, but the operating speed is higher on all of roads except for Eden Street. It is especially high on Depot Street (42 MPH), East Main Street (38 MPH), and Johnson Street Extension (37 MPH) but is also above the desired speed in the heart of the Village, on Main Street (29 MPH) and Church Street (31 MPH). This plan will focus on “harmonizing” the posted speed limits with the operating speeds of these roads using traffic calming measures. These speed data are also presented in [Figure 5](#).



*Looking east on Main Street from the intersection of Main & Church Streets*

## Safety

There are two VTrans high crash locations in the project area, based on data from 2012-2016 (the most recent period of published data available). These include:

- Main Street, from Church Street to the Depot St/Eden St intersection
- Depot Street, from Main Street to near the Village boundary
- Church Street, from Main Street to approximately halfway to VT15
- VT15, in front of the high school to just west of Cricket Hill Road

The most recent crash data from VTrans, shown in [Figure 4](#), reveal crash patterns and possible safety concerns in the project area. The most frequent type of crash in the project area are rear ends (37%), which are associated with traffic congestion, distracted driving, and speeding. The next most frequent type of crash is single vehicle crashes (20%), which are also associated with distracted driving and speeding.

### Main Street, Depot Street, and Church Street High Crash Segments

This high crash segment encompasses an area with several important destinations in Hyde Park—the Post Office, Library, a restaurant, the elementary school, and more—as well as many pedestrian crossings, the Main & Church intersection, and the Main, Depot & Eden intersection. On Church Street, all three crashes in the past five years were related to vehicles pulling out of driveways and conflicting with traffic driving on the road. Otherwise, there is a mix of rear end, single-vehicle, sideswipe, and broadside crashes throughout the rest of the area. There was also one head on crash, which are often the most severe, at the Main & Church intersection resulting in an injury.

### Crash Clusters along VT15/100

There are clusters of crashes along VT15 at the intersection of each Village access road (Johnson Street Extension, Church Street, Eden Street, Centerville Road and East Main Street). These are circled in black in [Figure 6](#). With the exception of roundabout at VT15 and VT100, which has varied crash types, most of the crashes at these intersections are rear ends and sideswipes. It's likely that these crashes are related to vehicles turning off of the state highway.

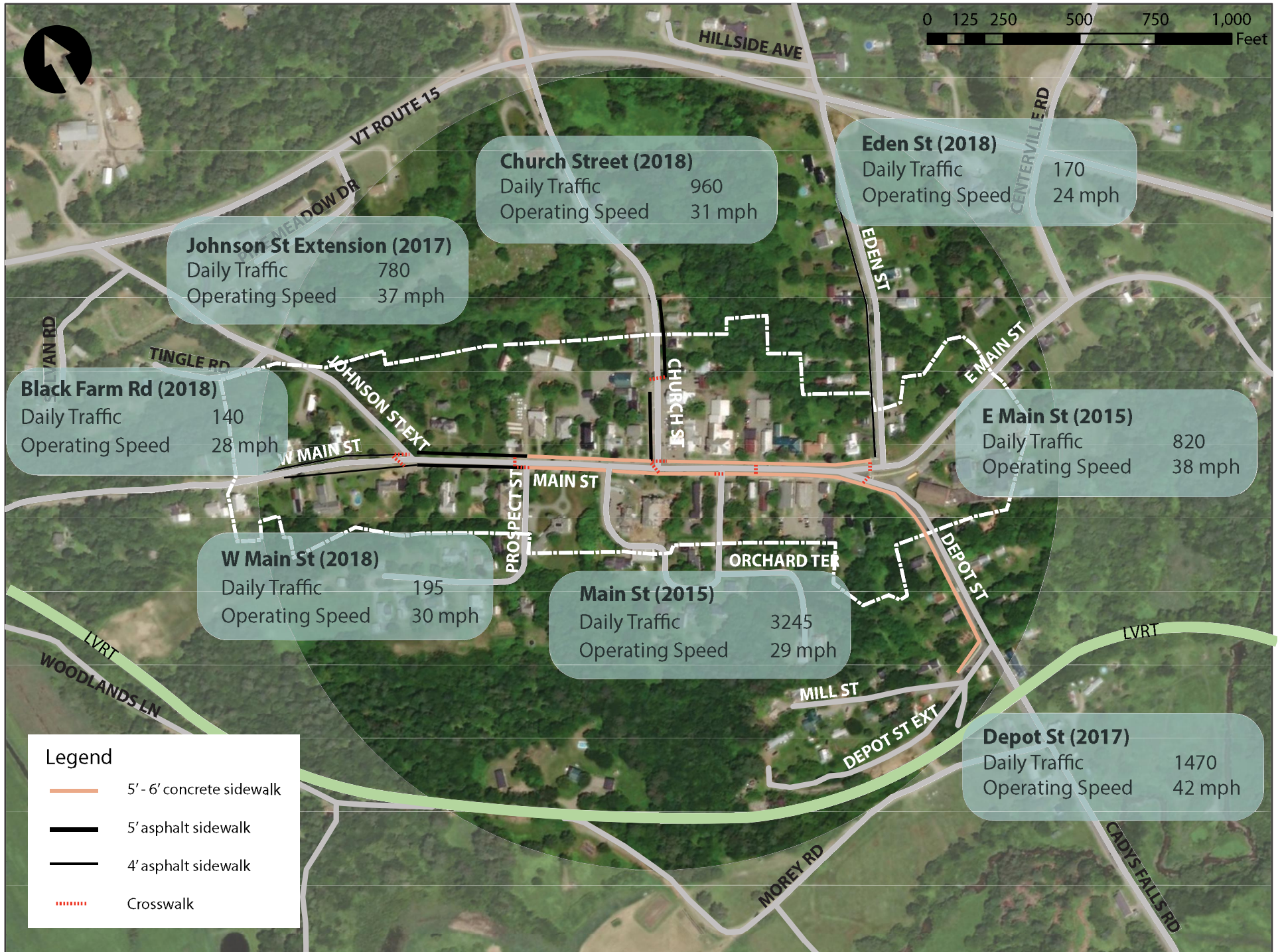


Figure 5. Traffic volumes and operating speeds on Village roads. Source: Lamoille County Planning Commission.

Traffic data from the LCPC



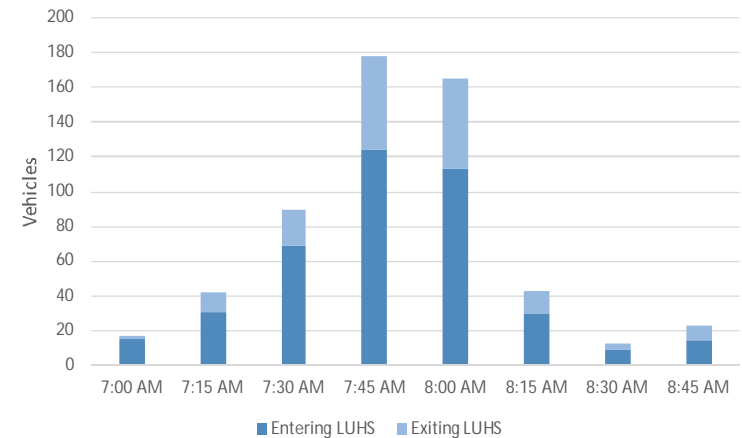


Figure 6. Crashes in the project area and VTrans high crash locations. Source: VTrans Crash Query Tool.

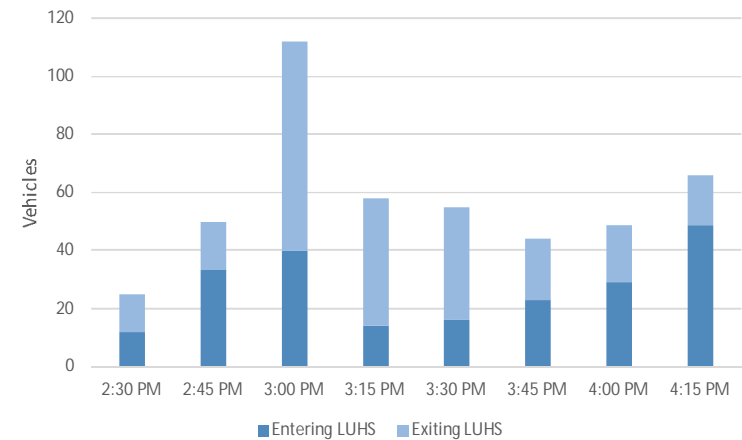
## VT15 High Crash Segment

The high crash segment along VT15 includes the intersection at LUHS, the Black Farm Road intersection, and the Cricket Hill Road intersection. At the entrance to LUHS, there have been three crashes associated with the intersection in the past five years: one sideswipe because of a vehicle passing a stopped car turning left into LUHS, a “T-bone” (also referred to as broadside) and a rear end crash that resulted in an injury on VT15. The community has expressed concern about this intersection because it gets a big surge of traffic in the morning and afternoon, when school opens and closes for the day, but there is no form of traffic control. There is a school zone speed limit “when flashing” of 35 MPH. The reduced speed limit should help create longer gaps for people to pull out of the LUHS driveway onto VT15, but there is still a resounding frustration from the drivers leaving LUHS every day that it takes too long to pull out of the driveway. Certainly, the feeling of wanting to “get where you’re going” upon dismissal from school adds to the sense of how long it is taking to get out of the LUHS driveway, which furthers the frustration people are feeling.

The school day for the high school and middle school begins around 8 a.m. and dismissal is at 3:15 p.m. Traffic data from a count in April 2019 shows a spike in traffic entering and exiting LUHS in the morning is between 7:30 and 8:15 a.m. and between 2:45 and 3:45 p.m. in the afternoon. Despite these traffic volume peaks, the conditions at this intersection do not meet the warrants required by the MUTCD to install a traffic signal.



*AM Peak traffic volumes at the LUHS and VT15 intersection*



*PM Peak traffic volumes at the LUHS and VT15 intersection*

The condensed hours of traffic congestion at the LUHS intersection is leading to unsafe behaviors at the Black Farm Road intersection. Instead of waiting to turn left out of LUHS, drivers will take a right onto VT15 and then do a U-Turn at Black Farm Road. This behavior was observed during a traffic count on April 25, 2019, when 11 people did U-Turns at this intersection within an hour long period. These U-Turns are further facilitated by the wide curb cut between Black Farm Road and River Run Road, which provide space to do a U-Turn.

## Walking in Hyde Park

The Village of Hyde Park already has many of the elements that create a walkable community. Its human-scale and relatively dense development patterns make destinations including the post office, library, opera house, court house, elementary school, and a restaurant all within a quarter mile of the center of the Village. There is a well-documented call from the community for a more pedestrian-friendly village, which is detailed in the 2013 Project for Public Spaces Technical Memo, and also an established need for pedestrian facilities: responses to the Connect Hyde Park Resident and Visitor Survey indicate that at least 65% of people who live in or visit Hyde Park walk in the village at least several times a month. Nearly half indicate that they do so several times a week or more. On the other hand, there are opportunities to create an environment that is safer, more comfortable, and inviting for people walking.

As previously discussed, there are high traffic speeds on many of the Village roads. High speeds not only limit the amount that a driver sees while driving, but also the severity of a pedestrian crash increases significantly with speed, as shown in the figure below. This project focuses on improvements to the street that calm traffic and create a safe walking environment, which are discussed in the Alternatives section of this report.

The Village already has a robust sidewalk network and plans to expand it further from the 2015 Hyde Park Connectivity Project. Existing sidewalks and planned sidewalk projects are shown in Figure 8.

### West Main Street

West Main Street has 4 foot asphalt sidewalks which end around the Catholic church. The sidewalks are separated from the street with a green strip that is approximately 5 feet wide, uncurbed. The sidewalks on West Main Street are in poor condition and not ADA compliant. The Pedestrian Connectivity Report proposes extending a sidewalk on the north side of West Main Street to Price Road/Railroad Drive.

### Main Street

The sidewalks along Main Street are 6 feet wide and made of concrete. They are consistent for the entire length of the street and are in relatively good condition, though some have spalling due to salt that the Town would like to repair. The sidewalk on the north side of the street has a curbed green strip that varies from 2 feet to 5 feet in width. There is no buffer between the sidewalk and the from on the south side of the street.



4 foot asphalt sidewalk on West Main Street

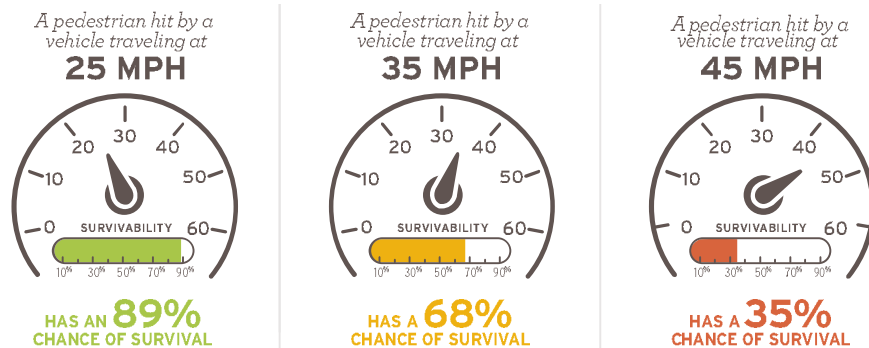


Figure 7. Impact speed and a pedestrian's chance of survival, from the FHWA Small Towns and Rural Multimodal Networks report

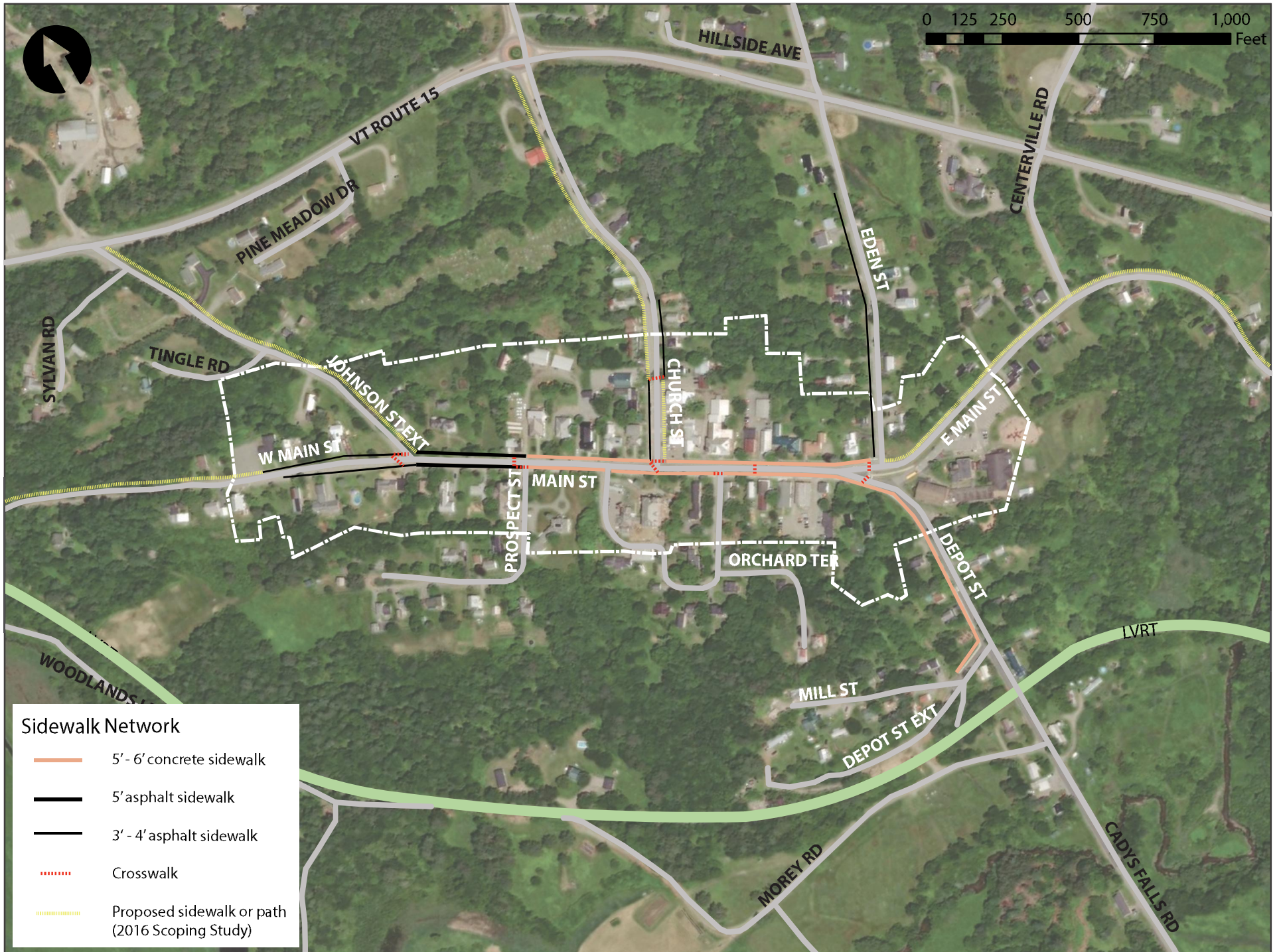


Figure 8. Existing and planned pedestrian infrastructure in the Village

### Church Street

The existing sidewalk on Church Street is five feet wide and made of asphalt. There is one segment on the west side of the street, from Main Street to the Post Office which has a curbed green strip approximately 2 feet in width. Then there is a crosswalk connecting to a segment on the east side of the street, which extends about 250 feet north from the Post Office. This segment is separated from the road by an uncurbed green strip that is 4 to 8 feet wide. The Pedestrian Connectivity Project proposed to extend a sidewalk along at least one side of Church Street all the way to Route 15.

The southern portion of Church Street is in the heart of the Village and currently has a painted pedestrian lane on the east side of the road. There are very wide curb cuts along this section of the road that allow head in parking in front of three buildings along this section of the street. The Pedestrian Connectivity Project proposed constructing a curbed sidewalk with a green strip in place of the painted lane, but there has been little discussion so far with the three property owners who have parking along the road.

### Eden Street

Eden Street has a three to four foot wide asphalt sidewalk on the west side of the street, that is separated from the road with an uncurbed green strip that varies in width. The width is not ADA compliant.

### East Main Street

East Main Street connects the Village and Elementary School to Route 15, and Hyde Park's largest concentration of Light Industrial development. There are no sidewalks or walking paths on East Main Street. Road widths are narrow, with limited shoulders available to separate walkers from traffic. The Pedestrian Connectivity Project proposed a sidewalk on the north side of East Main Street from Eden Street to Route 15. This would provide good pedestrian access for residences along East Main Street, the elementary school, and businesses within the Triangle area (this is the eastern portion of East Main Street, near the intersection of VT15).

### Depot Street

A six foot concrete sidewalk was installed on the west side of Depot Street between Main Street and Depot Street Extension in 2015. This sidewalk connects the LVRT trailhead at Depot Street Extension with the Village. The driveway entrance to Hyde Park Elementary School (HPES) is also on Depot Street, on the side of the road opposite the sidewalk.



*Pedestrian walkway and head-in parking on the east side of Church Street*



*Depot Street, looking north*

### Johnson Street Extended

There is currently no pedestrian infrastructure on this street, but plans to reconstruct the road concurrently with upgrades to municipal stormwater utilities are underway. Johnson St Ext will be widened to 28 feet which will leave shoulder room for bicycles and pedestrians to use. Additionally, the Town has had plan to build a sidewalk along the eastern side of the road.

### Black Farm Road

This is the only Village access road that is unpaved. There are no pedestrian facilities, but there is a low traffic volume of 140 vehicles per day and low operating speed of 28 miles per hour, based on data from an LCPC traffic count from 2018. The Town has explored building a pathway along the side of the street from the LVRT crossing to the paved section of West Main Street.

### Route 15

Route 15 is classified as a minor arterial by VTrans, and is a high traffic area, particularly to the east of the roundabout. There is minimal pedestrian infrastructure along Route 15, shoulders are 6' feet in width, but given the posted speeds (40-50MPH) there is not enough separation between walkers and drivers to make a pedestrian feel safe. Of particular concern to the community is the section of VT15 between LUHS and Black Farm Road, which after school athletic teams often cross to get to the from the high school to the LVRT.

### Future Projects

As noted throughout this section, the Village has been laying the groundwork to improve pedestrian infrastructure for the past several years with various projects. The 2016 Hyde Park Connectivity Project made recommendations for new sidewalks along Church Street connecting to the roundabout and along East Main Street connecting to the gateway commercial district. The Town is also considering building a sidewalk along Johnson St Ext and a pathway on Black Farm Road. These planned sidewalk projects are shown in [Figure 6](#).

Hyde Park has an inventory of these existing sidewalk upgrades, planned sidewalks, and other sidewalk improvement projects, shown in [Table 1](#) on the following page. The strategy to improve the pedestrian network in Hyde Park is to prioritize these projects in the Action Plan section of this report.



*LVRT Crossing on Black Farm Road*



*Shoulder on VT15 between LUHS and Black Farm Road*

Table 2. Inventory of existing and planned sidewalks in Hyde Park, from the Town of Hyde Park (2017)

<u>Road Name, Section</u>	<u>Side</u>	<u>Type</u>	<u>Length (ft)</u>	<u>Condition</u>	<u>Installed</u>	<u>Cost for New</u>	<u>Notes</u>
Church Street, Main to Post Office	East	Paved	550	Poor	unknown	\$ 220,000	Narrow, non-ADA, painted walkway on east side
Church Street, Main St to Post Office	West	Paved	300	Fair	unknown	\$ 120,000	Narrow, non-ADA
Church Street, Post Office to Rt 15	East	Concrete	900	N/A	planning only	\$ 360,000	Benefits from roundabout Bike/Ped reconstruction
Main Street, West Main to Depot	North	Concrete	1,500	Mixed	1991-1998 & 2003	\$ 600,000	Some paved sections, crosswalks poor condition
Main Street, West Main to Depot	South	Concrete	1,500	Fair	1987	\$ 600,000	Needs repair in sections, spalling due to salt
Main Street, Courthouse Ramp	South	Concrete	45	Good	2016	\$ 18,000	May need modification for crosswalk
Eden Street, start at Main St	West	Paved	900	Fair	unknown	\$ 360,000	Narrow, non-ADA
West Main Street, start at Main St	North	Paved	450	Poor	unknown	\$ 180,000	Needs replacement; undefined at parish hall
West Main Street, start at Main St	South	Paved	250	Poor	unknown	\$ 100,000	Needs replacement; merges with paved road
West Main Street, from end of paved ro:	North	Gravel	1,100	N/A	planning only	\$ 440,000	New path / wide shoulder to access LVRT
East Main Street, start at Main St	South	Concrete	125	Good	2015	\$ 50,000	Access to school parking lot; steep
East Main Street, Start at Eden St	North	Paved	3,200	N/A	planning only	\$ 1,280,000	Connect village to Gateway Commercial District
Depot Street, Start at Main St	West	Concrete	800	Good	2015	\$ 320,000	No ramp at Depot St Extension
Prospect Street, Start at Main St	North	Unknown	650	Poor	unknown	\$ 260,000	Buried by lawns, 10-feet from road shoulder
Commonwealth Ave, Start at Main St	North	Unknown	450	Poor	unknown	\$ 180,000	Buried by lawns, 10-feet from road shoulder
Johnson Street Ext, Start at Main St	East	Concrete	1,200	N/A	planning only	\$ 480,000	Possible new connection to Route 15
Route 15, Johnson St Ext to LUHS	North	Paved	2,300	N/A	planning only	\$ 920,000	Connect village to LUHS - 8' Shared Use Path
						\$ 6,488,000	

Notes -

- 1) West Main St, Main Street and Church Street would be replaced with 5' concrete sidewalks with green strip to granite curb.
- 2) Side roads = 5' wide asphalt on new base; curb, no curb and swale to road. Need to investigate buried sidewalks on Prospect Street and Commonwealth Ave
- 3) Dufresne Engineering cost estimates used in above "Estimated Replace \$" at \$400 /ft on average - 2014 average costs - for planning purposes only



Painted pedestrian lane (left) and asphalt sidewalk (right) on Church Street

## Intersections & Pedestrian Crossings

Existing crosswalks in Hyde Park are shown in red in Figure 6. Most of the crossings have high visibility continental pavement markings (white bars) that have worn away, which is a very common maintenance issue in Vermont. The 2015 Hyde Park Village Pedestrian Master Plan identified locations throughout the Village with dangerous traffic conditions, including the Main and Church Street intersection, the Main, Depot, and Eden Street intersection, the crosswalk on Church Street outside of the post office, and the Johnson St Ext and West Main Street intersection. These are all places that also have important pedestrian crossings. There is a project underway to realign the intersection of Johnson St Ext and West Main Street that will “tee” the intersection and create a more direct crosswalk. The remaining three flagged areas are targets for safety improvements within this project.



Main Street and Church Street intersection. People have observed vehicles ignoring the stop signs at this intersection or doing a “rolling stop.” There is no crosswalk on the eastern approach of Main Street, and some of the stop signs are hidden by on street parking, which is not formally restricted through the southern edge of the intersection. The 2013 Project for Public Spaces recommended making this intersection a “town square” by creating a multi-modal hub (adding bicycle parking, improving crosswalks) and adding additional landscaping and other streetscape amenities.



Church Street at the Post Office. This crosswalk is an important gateway into the Village for vehicles coming from the roundabout at VT15 & VT100. Currently there are no pedestrian crossing signs.



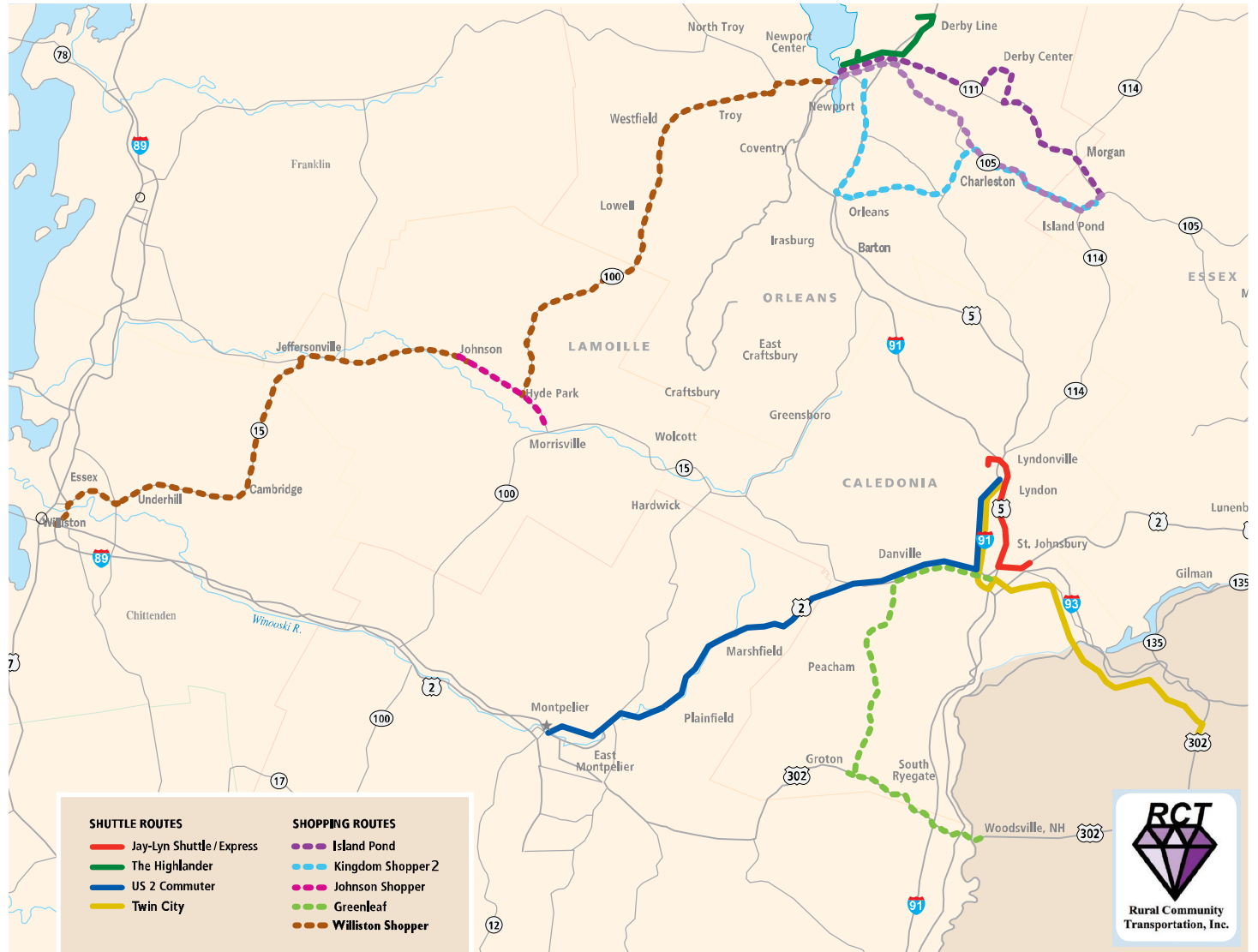
Main Street, Depot Street, and Eden Street intersection. This school crossing currently has florescent school crossing signs and a crossing guard is present in the morning and afternoon. It is next to the elementary school, and students who take the bus from the Village to LUHS get picked up at the corner of Main Street and Eden Street. This intersection has high traffic volumes and sight distances are limited by the skewed alignment of Depot Street.



## Transit in Hyde Park

Lamoille County is served by the Green Mountain Transit Agency (GMTA) and Rural Community Transportation (RCT). Their transit routes are shown in the map below, from the RCT website. While none of GMTA's shuttle routes go through Hyde Park, the Williston Shopper stops at the Hyde Park Post Office on the second and fourth Tuesday of each month, and the Johnson Shopper operates on the first and third Thursdays of the month, running between Johnson, Hyde Park, and Morrisville. Both of these "shopper" routes are free to the public and are deviated routes, meaning anybody can request a stop within 3/4 miles of the shuttle route.

Other forms of mass transit have also been developing in this region. Van shares through GoVermont and major employers in Stowe have been occurring. In addition, the LCPC and Vermont Agency of Human Services (AHS) have created rural transit working groups that are currently identifying service gaps in the transit network, especially for those in the service industry in Lamoille County. In Chittenden County (adjacent to Lamoille County along the Cambridge and Stowe borders), rural transit working groups are also being developed for rural areas.



RCT Routes from the RCT website:  
<https://www.riderct.org>

## Bicycling in Hyde Park

There are a number of opportunities for bicycling in Hyde Park, both for recreation and transportation. The “bicycle shed” of the Village, a five mile radius from the Village (shown in Figure 9 on the following page) includes Morrisville and Johnson Village (which can both be reached via the LVRT), mountain biking trails behind LUHS and at Cadys Falls, breweries, and the Green River State Park as well as Elmore State Park, which is just beyond the 5 mile radius.

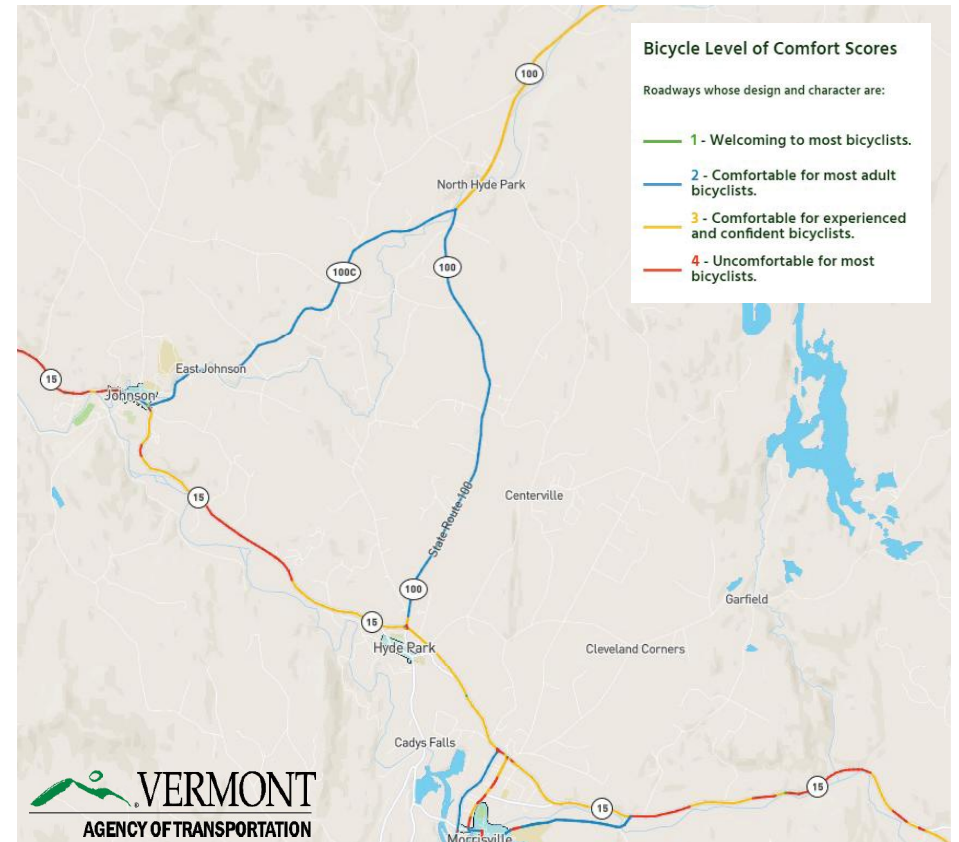
In the Village, there are limited on-street bicycle facilities. Cyclists either share the road with vehicles or ride on the sidewalk. The Town and Village have a strong desire to become more bikable and the Working Group would like to add bicycle lanes on Main Street, and also a bicycle connection between the Village and the Triangle area.

Within the Town, there are roughly 43 miles of dirt roads in Hyde Park (considered an amenity by “gravel grinder” cyclists). There are also trail systems, including the LVRT, the Cricket Hill Trails and the trails at Cadys Falls, that are popular among mountain bikers.



The 2015 - 2023 Lamoille Country Regional Plan has identified bicycle priority routes throughout the county. There are several that go through Hyde Park, including all state routes—VT15, VT100, and VT100c—as well as Depot Street (which turns into Cadys Falls Road).

In addition, the VTrans Bicycle Corridor Priority Map also identifies VT15, VT100, and VT100c as high use and high priority bicycle routes. VTrans also provides a tool called the “Bicycle Level of Comfort Map” (shown on the right) which uses data like traffic volumes, heavy truck volumes, number of traffic lanes, and shoulder width to quantify how comfortable it is to bicycle along the state highways in Vermont based on a 1 - 4 scale, with 1 being welcoming to most bicyclists and 4 being uncomfortable for most bicyclists. In our study area, VT15 and VT100 east of the Hyde Park roundabout is rated at a comfort level 3: comfortable for experienced and confident bicyclists. VT100 north of the roundabout is rated at level 2: comfortable for most adult bicyclists.



VTrans On-Road Bicycle Plan Bicycle Level of Comfort Map in Hyde Park

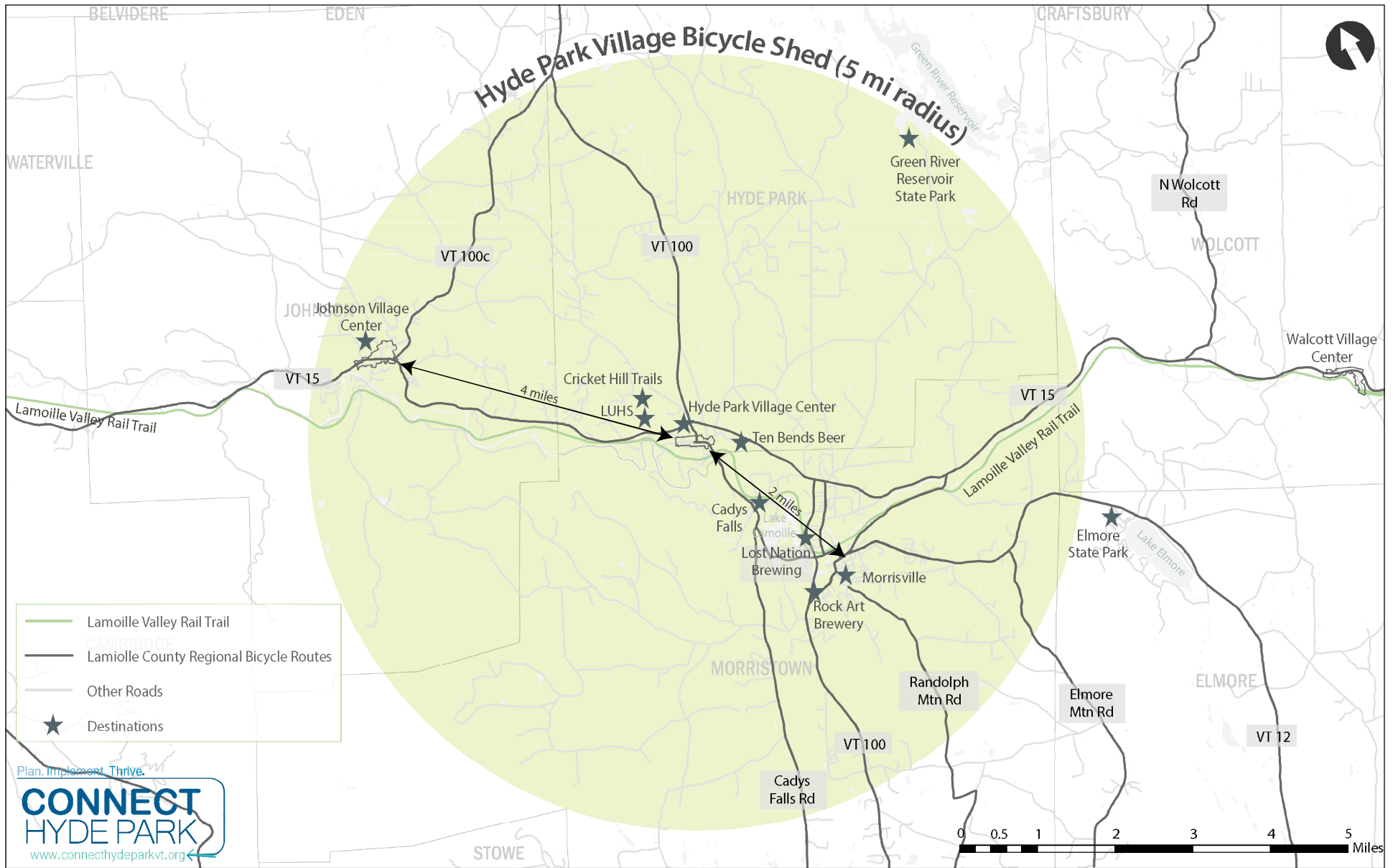


Figure 9. Hyde Park Village Bicycle Shed

## Lamoille Valley Rail Trail

The Lamoille Valley Rail Trail (LVRT) is a valuable asset to the Town and Village of Hyde Park. It connects to other nearby villages, including Johnson and Morrisville, and beyond. It is a vital multimodal route throughout Lamoille County. Given that Route 15 is not well suited for less confident and experienced bicyclists, the LVRT provides a safe east-west travel corridor and is a conduit to reach other recreational amenities and destinations. The Hyde Park trailhead is located along Depot Street extension.

### Crossing Locations

The LVRT crosses public roads in two locations in Hyde Park. It crosses Depot St about 600 feet south of the Village boundary. Depot Street has a high AADT (1470), and also a high operating speed (42 MPH). The posted speed limit is 25 MPH. There is a sidewalk that connects the Village to the trail access point, but there are no bicycle facilities and travel lanes are narrow, forcing cyclists to use the sidewalk if they are uncomfortable sharing the road. There is also a steep uphill grade from the Depot Street trailhead to the Village.

About a quarter mile west of the Village boundary, it crosses Black Farm Road (which turns into West Main Street). Black Farm Road is a dirt road with a very small average annual daily traffic (130 in 2018, according to data from the LCPC). There is no sidewalk or bike lane along this road, but the low traffic volumes and relatively low speeds suggest that the road can be shared among users. The Town is currently working on the LVRT Village Gateway - West project, which will make landscaping improvements at the LVRT crossing of Black Farm Road and bring trail users into the Village from this LVRT access point.

The LVRT also crosses River Run Road, a private road, west of the Black Farm Road crossing. This is also the LVRT access that is most convenient to access from LUHS and is used by athletic teams and students on field trips, but requires students to cross VT15.

### Trail Volumes

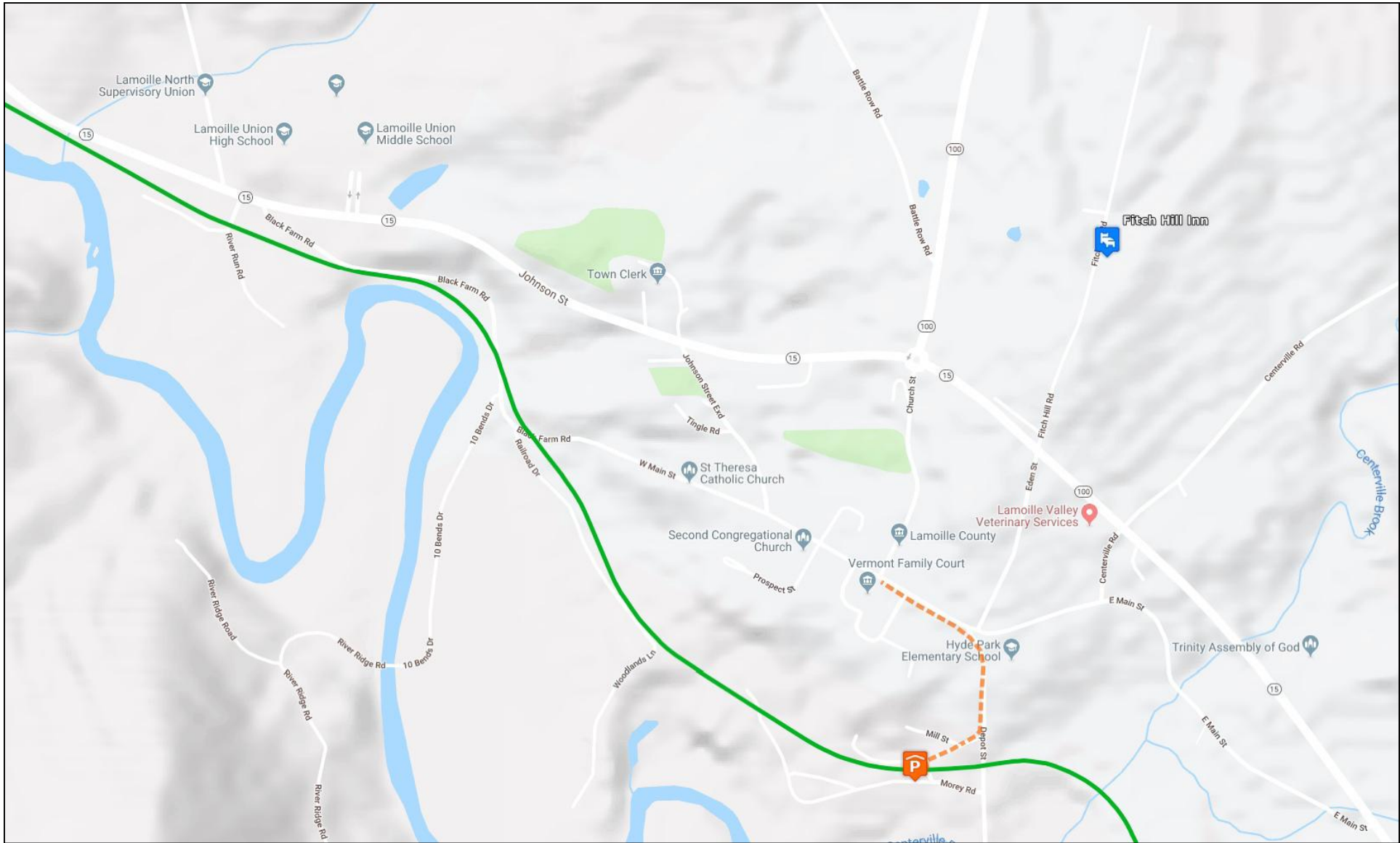
Between the months of February and October of 2018, the average number of trail users counted at the Depot Street Trailhead was 30 per day, according to counts from the VAST. This volume is lower than other locations along this section of the LVRT: the average daily volume at the Cambridge Junction Trailhead was 104, 70 at Old Mill Park, and 141 at the LVRT bridge in Morrisville.



*LVRT Trailhead at Depot Street Extension*



*LVRT Trailhead crossing at Depot Street Extension*



Map of the trail through Hyde Park, from the LVRT website. <https://www.lvrt.org/trail-maps>

## Other Trails and Recreational Amenities

### Cricket Hill Trails

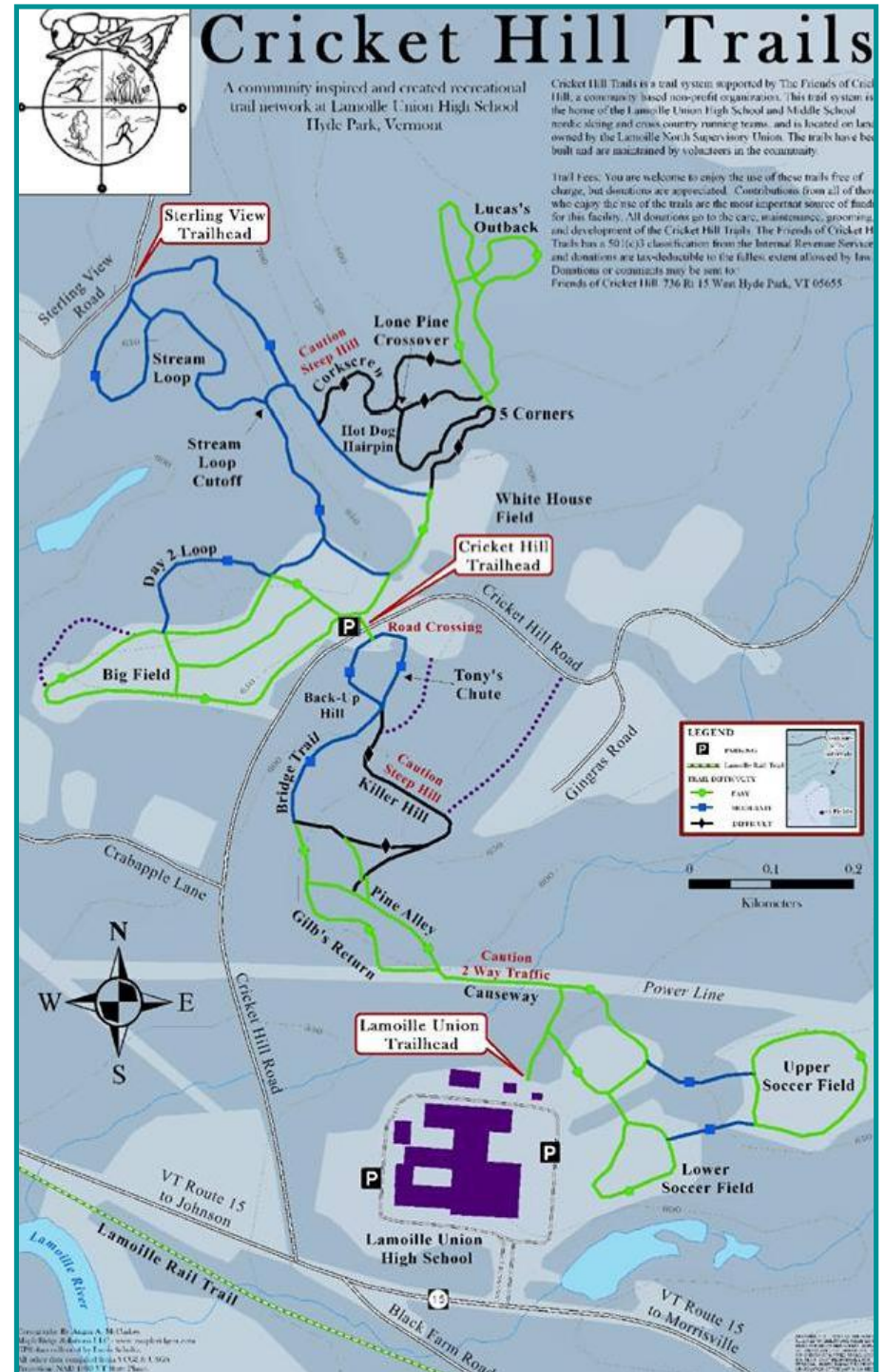
The Cricket Hill Trails in Hyde Park are “a community inspired and created recreation trail network” located north of LUHS. These trails are used by the LUHS cross country ski team and are also available year round to the public for snow shoeing, hiking, and mountain biking. There is a trailhead in the LUHS parking lot. This recreational amenity has the potential to attract visitors to Hyde Park, especially with the rise in popularity of mountain biking in Vermont. These trails are well within the bicycle shed of the Village but are separated from it by VT15 for people who do not feel comfortable crossing the busy and high speed road on their own. Linking this trail network with the LVRT and Village is an important step in creating multimodal connectivity in Hyde Park.

### Green River Reservoir

The 623 acre Green River Reservoir represents a unique outdoor recreation opportunity. It is unlike most Vermont State Parks in that it is undeveloped, encouraging low-impact, recreation that is compatible with the reservoir. The 27 campsites at the Reservoir can only be reached by paddling to them, some sites are as far as two miles from the designated launch site. The Green River Reservoir offers roughly 19 miles of shoreline for outdoor enjoyment. A length of the Catamount Trail, a Nordic Ski trail that spans the entire length of VT, crosses the eastern edge of the Reservoir State Park.

### Moss Woods

Moss Woods is a 6 acre tract of land located within the Village Center that is publicly owned. This area provides the village with access to a pleasant natural area within walking distance of most village homes. It is sometimes used for educational purposes.



## Streetscape

Public rights of way in places like the Village of Hyde Park are a key connection between the transportation system and economic vitality. The human experience of public places is impacted by streetscape design, as it influences how people interact and ultimately helps define a community's aesthetic quality, economic activity, health, and sustainability. An attractive "Main Street" has an economic development role for the Village because it creates an appeal for visitors and residents, making them more likely to linger, which in turn provides more foot traffic for restaurants and retail spaces. Businesses are far more likely to locate in an area where there is regular foot traffic than not. A more attractive streetscape also contributes to higher property values.

With its mix of visually appealing historic buildings, significant street trees and sidewalks, the Village's Main Street has many of the essential components that make these spaces valuable to our communities. And yet, there are opportunities to enhance the thoroughfare in way that adds to the existing visual appeal. An enhanced streetscape includes amenities like street trees, street lighting, seating, improved access management as well as locations where people can congregate and socialize, like pocket parks. Good streetscape design also creates boundaries between different transportation users (bike, pedestrian, vehicular) by effectively utilizing clear signage, curbs, landscaping, paving and other features. In 2013, the Project for Public Spaces (PPS) completed its analysis of the Village of Hyde Park. One of the key observations, which has been supported by further investigation during this project, is that residents and visitors are seeking more public places to gather on Main Street and more reasons to do so.

The PPS report proposed making the intersection of Church and Main Street into a "Town Square," which creates a focal point in the relative center of the Village. This can be capitalized on by taking advantage of the Village's street layout, which would allow for the closing of a portion of Main Street for special events. This idea was supported by a number of comments from residents who have suggested that portions of Main Street should be closed for important events like Home Day and for traditional holiday activities like Trick or Treating on Halloween. By intentionally providing spaces for people to congregate, and creating reasons for them to be there, the community of Hyde Park can build energy and excitement that can attract people to the Village.

The Town has developed and is implementing conceptual plans for a pocket park in front of the Lamoille County Courthouse. This is a reasonably easy and cost-effective project that will spark new energy and interest in the community. Further, the French House on Main Street and its adjacent park was given to the Village as part of an effort to develop additional public space both inside and outside the historic building.

### Recommendations from the Project for Public Spaces Technical Memorandum

Create a Gateway street into town to welcome and attract people to the Village. A 'gateway' is a street that serves as the entry to a location, such as a town. Consider creating a gateway street from the roundabout on Route 15 down Church Street.

Make the intersection of Church and Main Street a 'town square.' As the center of the Village's Main Street and as the intersection through which most visitors enter the Village, this location could serve as a more bustling, vibrant 'hub' in town.

Create a 'wayfinding' system of signage in the Village to help people learn about and navigate to key destinations.

Create a great walking environment on Main Street.

Create more public gathering spaces in the Village and activate them with events.

Make pedestrian safety improvements on key streets and at intersections in the Village.

Create more opportunities for eating and drinking, as well as other commercial activity, along Main Street.

Capitalize on the Village's unique assets, including its historic properties and its array of hiking and biking amenities, as well as your institutional assets, in order to create a critical mass of great places and things to do.





## Places to Go and Things to Do

Enhancing the streetscape is an important part of attracting new people to the Village, but providing them with places to go and things to do is equally as important. Fortunately, the Village has several key assets that draw visitors from within and outside of Hyde Park, including the Lampher Library and the Hyde Park Opera House. Also present is the Lamoille County Courthouse and Lamoille County Sheriff, both of which bring a number of people to the Village.

A village and visitor survey was conducted as part of the Economic Study. There were a total of 80 responses to questions which focused on the visitor experience in the Village of Hyde Park, why they come and what amenities they would like to see added. When surveyed, many respondents indicated that the thing they wanted to see most in the Village was a coffee shop or restaurant. The lack of places to eat has been, up until 2019, one of Hyde Park's more significant challenges. With the opening of the Fork and Gavel restaurant, there is now a place where people can congregate over food. The momentum of bringing in a restaurant may spark enough interest to add additional services such as a store that sells food which appeals to day hikers. This would be more likely to draw people from the LVRT into the village. A small-scale grocery/dry goods store and a dinner establishment would add to the Village's offerings.

There are several opportunities for new business development in the Village. The PH Edwards Building was sold in 2019, and developers are interested in leasing space for a wide range of uses. Ideas for the building have included the concept of a "coworking" space that would provide a location for small business owners to work with access to internet and other office services outside of their homes. A coworking space would bring more people to the Village, which in turn might attract additional businesses offering common services. There is also the former gas station which is located next to the Opera House. This location is prime for redevelopment assuming no significant contamination issues from its former use are identified. Further to the west, the former St. Theresa's Church and Parish buildings were recently purchased by the Lamoille County Sheriff. These buildings each have the potential to provide locations for new businesses.



Finally, Fred's Auto, which is located on the eastern corner of Church and Main St, is potentially available for purchase by the Town/Village in the future. Like the former gas station near the Opera House, an environmental analysis of this property will be needed to determine what level of contamination might be present. However, with assistance from the Regional Planning Commission, there could be funding available to help with any necessary clean up. The central location of this property would have value as greenspace for small events or as a pocket park, or it could be developed into a mixed use property that provides a new location for businesses. As discussed in the Project for Public Spaces, we are creating a "town square" at the Church & Main Street intersection. One piece of creating a town square is incorporating a multi-modal hub, with a transit stop and bicycle parking. This parcel would be an ideal location for these amenities.

From a public amenities perspective, the Village-owned Elsa French House and pocket park are an asset. During a public process funded through a Municipal Planning Grant in 2015, there was consensus support for the installation of public restrooms and for the development of Elsa French Park. Public restrooms were identified as a need in the Village survey conducted as part of this master planning process. In addition, it was recognized that if renovations were able to be funded with limited impact to taxpayers (through grant funding or other low-cost mechanism), there are opportunities for space-sharing at the French House that might be able to support business and economic development.

It is important to also recognize that there is a significant arts community in and around Hyde Park. Artists, artisans and entrepreneurs often converge into what is identified as a "creative industry" or a "creative economy." In addition to artists, the creative industry includes individuals who manufacture hand made products, create value added-foodstuffs, utilize high-tech skills and provide entertainment. With a cornerstone arts venue like the Hyde Park Opera House, and a local arts community, there is the potential to grow Hyde Park's creative economy. For example, one local artist suggested that the former church would make an excellent location for an artist in residence. A vibrant creative economy can provide jobs and attract visitors to Hyde Park. Outside of Hyde Park's Village, the Gateway Commercial Area commonly known as "The Triangle" provides the community with a location for commerce that is not as well suited for a Village Center due to building size or other land consumptive needs (such as materials storage). This location is a prime location to encourage businesses that are connected to the creative economy through manufacturing or the creation of value added products. Ten Bends Brewery which is located in the

Triangle is a perfect example.

To date, there have been limited reasons for LVRT users to leave the trail to come into the Village. However, as part of this master planning project, the Hyde Park History walk was designed to take advantage of the Village's significant historic resources by creating an enjoyable and family friendly activity that pulls people into the village. The success of this "pop-up" event indicates that it should be continued into the future. Activities like the History Walk are reasonably easy to implement and are another way to encourage visitors to come to the village and enjoy what it has to offer.

## Wayfinding

Hyde Park recently installed wayfinding signs that point towards the LVRT and the Village of Hyde Park based on the proposed signs in the Pedestrian Master Plan. A map from the Pedestrian Master Plan showing the locations of the wayfinding signs is on the next page.

These signs also include maps showing the Village and its relation to the LVRT. Though landmarks and other places of interest are indicated on this plan, the maps installed along with the wayfinding signs don't show where they are. The wayfinding system in Hyde Park would benefit from destination maps at both LVRT trailheads and on Main Street in the Village to draw people into the Village and show them where to go.



# Village of Hyde Park Pedestrian Master Plan Proposed Study Area

## PROPOSED WAYFINDING

### Legend

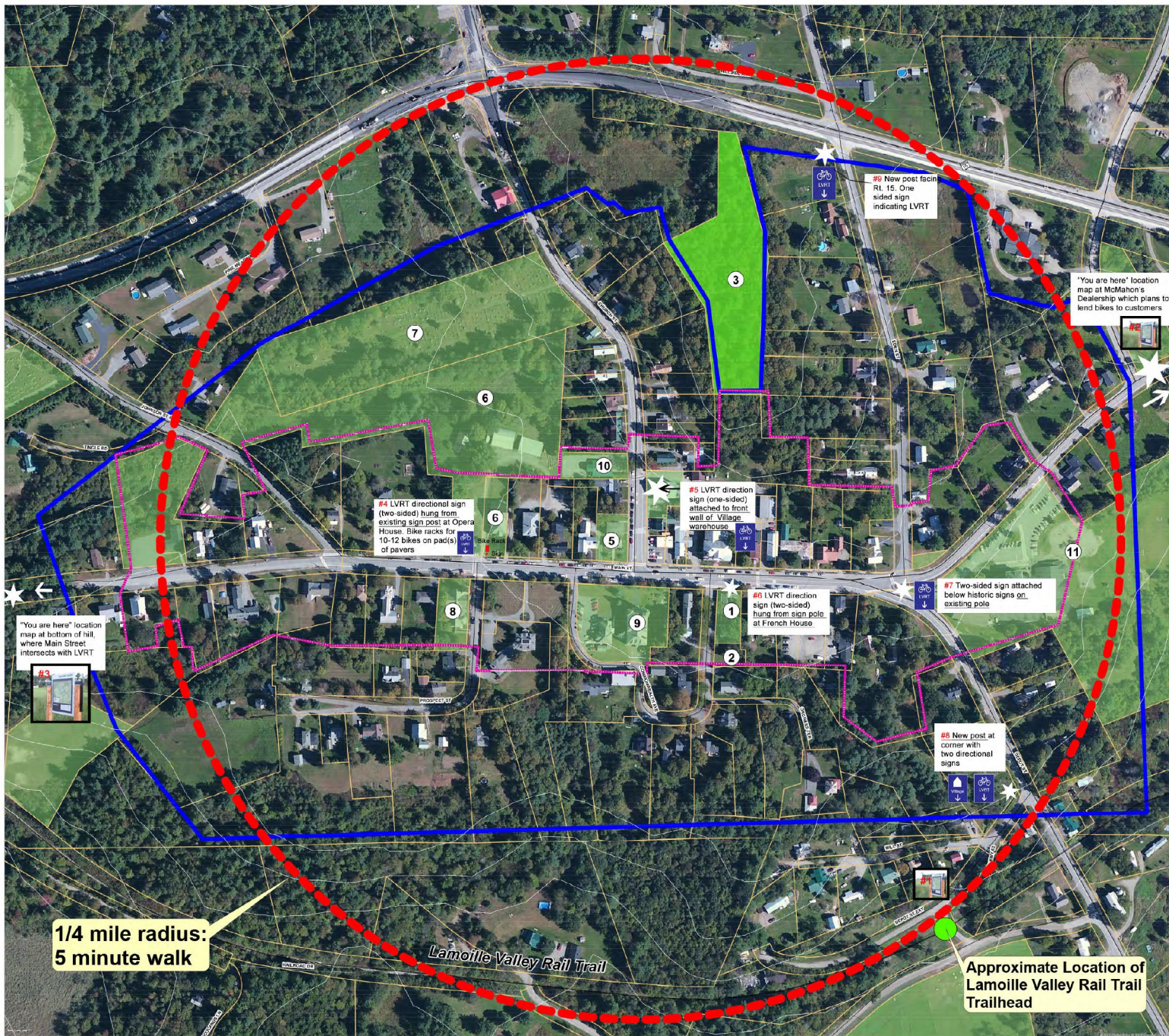
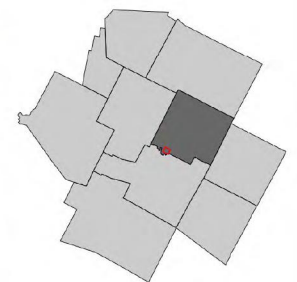
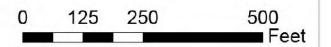
- |                                   |                              |
|-----------------------------------|------------------------------|
| ① Proposed Future Village Offices | ▭ Parcels                    |
| ② Elsa French Pocket Park         | ▭ Designated Village Center  |
| ③ Moss Woods Natural Area         | ▭ Historic District          |
| ④ Village Warehouse               | ▭ Moss Woods                 |
| ⑤ Public Library                  | ▭ Publicly Owned Parcel      |
| ⑥ Police Department               | — Lamoille Valley Rail Trail |
| ⑦ Cemetery                        | — Roads                      |
| ⑧ Second Congregational Church    | — State Highway              |
| ⑨ Courthouse                      | — Class 2 Road               |
| ⑩ Post Office                     | — Class 3 Road               |
| ⑪ Hyde Park Elementary School     | — Class 4 Road               |
|                                   | — Private Road               |

Projected Coordinate System:  
NAD 1983, Vermont State Plane

Data Source:  
CONTOURS: VCGI, 2009  
PARCELS: Town of Hyde Park, 2014

This map is for planning purposes only.  
Lamoille County Planning Commission  
PO Box 1637, Montpelier, VT 05601  
P: 802.888.4848, F: 802.888.9299  
www.lcpvcvt.org

February 29, 2016



1/4 mile radius:  
5 minute walk

Approximate Location of  
Lamoille Valley Rail Trail  
Trailhead

## Parking

The Hyde Park Parking Study (1997) provided the Village with an inventory of existing parking and plan for parking improvements. Today, about twenty years later, there haven't been many changes to the parking within the Village and much of the 1997 study holds true. An unofficial count of public parking spaces available in Hyde Park, according to the 1997 parking study, current data from the Vermont Agency of Natural Resources (VANR) natural resource map, and field verification, are shown in Table 3.

Behind 246 Main Street, there is also a parking lot with limited signage. It is not clear if this parking is public or private, though 20 spaces are listed here on the VANR natural resource map as "unofficial/shared" public parking.

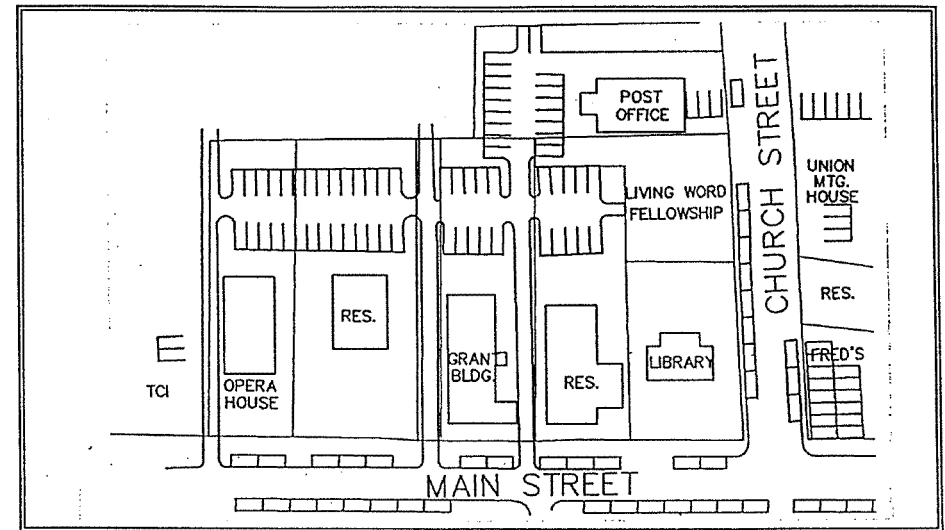
The Hyde Park Parking Study recommended creating several shared parking areas behind the Opera House. Providing these parking lots also gives Hyde Park the opportunity to reallocate some of the public right-of-way on Main Street and Church Street to bicyclists and pedestrians, instead of vehicle storage. This reallocation of space will help Hyde Park build its identity as a walkable Village. On the other hand, if there are not significant parking changes in the Village, creating more parking areas without determining if there is a demand would not be the best use of public dollars.



Looking west on Main Street from the Church & Main intersection

Table 3. Public Parking in the Village (unofficial)

Location	# of parking spaces
Main Street & Church Street parallel parking	100
Hyde Park Elementary School	45
Sheriff Parcel	10
Catholic Church parking lot on W Main St	50
<b>Total Public Parking Spaces</b>	<b>205</b>



Parking plan from the 1997 Hyde Park Parking Study





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# ALTERNATIVES

## Introduction

As part of the process of developing the Main Street Action Plan, stakeholders identified areas where there were significant issues relating to multimodal connectivity and safety within the Village's street network (including parts of Route 15) and its streetscape. This section identifies different alternatives, or options, that address these issues, and discusses the pros and cons of each. The "Action Plan" section of this report (page 83) presents the preferred alternatives and recommendations for each area.

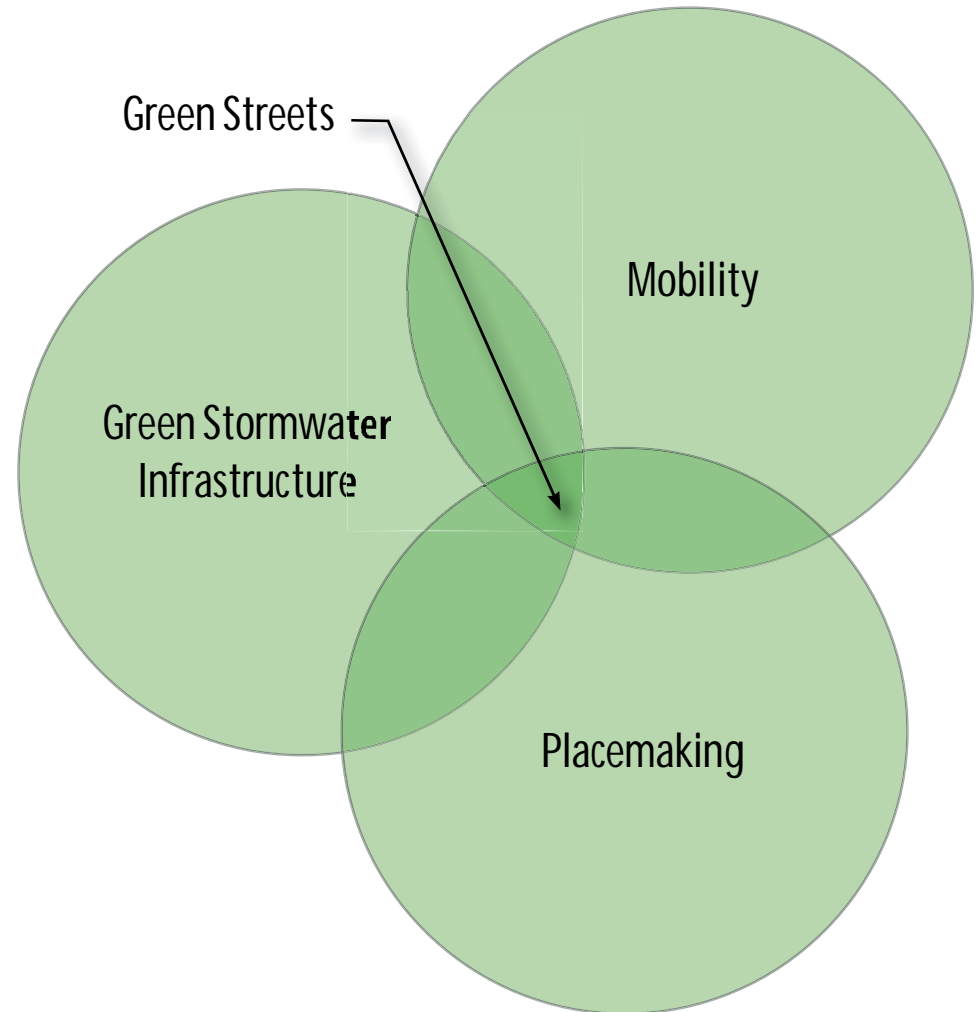
This process uses several "lenses" through which to identify solutions to identified problems.

## Complete Streets

Complete Streets is a philosophy and approach to planning, design, construction and maintenance of our roadway network to consider all users, including pedestrians, bicyclists and transit riders. Context and current or potential travel patterns need to be considered in determining the appropriate way to meet the needs of all modes of transportation. Not every street or road will be used by a wide variety of modes, but a complete streets approach considers all users, and seeks desirable, practical and affordable improvements that will be accepted by the community. Vermont has a statewide Complete Streets Policy that guides statewide investments. In the context of the Main Street Action Plan, considering the street network and streetscape as a place for all users is key.

## Green Streets

Green Streets is an approach to street design that takes a complete view of the street, including its relationship to stormwater and the environment. A Green Street framework relies on the three components of Green Stormwater Infrastructure, Mobility and Placemaking. Green Stormwater Infrastructure introduces a more natural approach to stormwater mitigation. Rather than relying exclusively on stormwater systems that capture runoff and rapidly move it via underground pipes into rivers and streams, Green Stormwater intercepts, holds, slows down and treats stormwater as close to the source as possible. Like Complete Streets, Green Streets considers street design for all people, but takes it further by recognizing that designs should consider people of all ages and physical abilities. Finally, Green Streets incorporates placemaking, which integrates planning, design and public space management to create beautiful vibrant places that highlight a community's assets.





# Focus Areas

This section of the report identifies different options to improve the multimodal connectivity and safety in three different project areas. The various project areas are based on their locations: Village Streets, the Triangle Connection, and VT15 near the Lamoille Union High School (LUHS). These project areas are shown in Figure 10.

- 1 Village Streets
- 2 Triangle Connection
- 3 VT 15 near LUHS



Figure 10. Focus Areas

# Tool Box for Traffic Calming

There are several basic options for traffic calming throughout the Village. Different design elements, or “tools,” to accomplish reducing speeds and in turn create a better environment for walking and bicycling are reviewed in the tables on pages 40 and 41. Opportunities where these options could be implemented are shown in the map below, and ideas that the Working Group have decided to pursue further are discussed in the following sections.

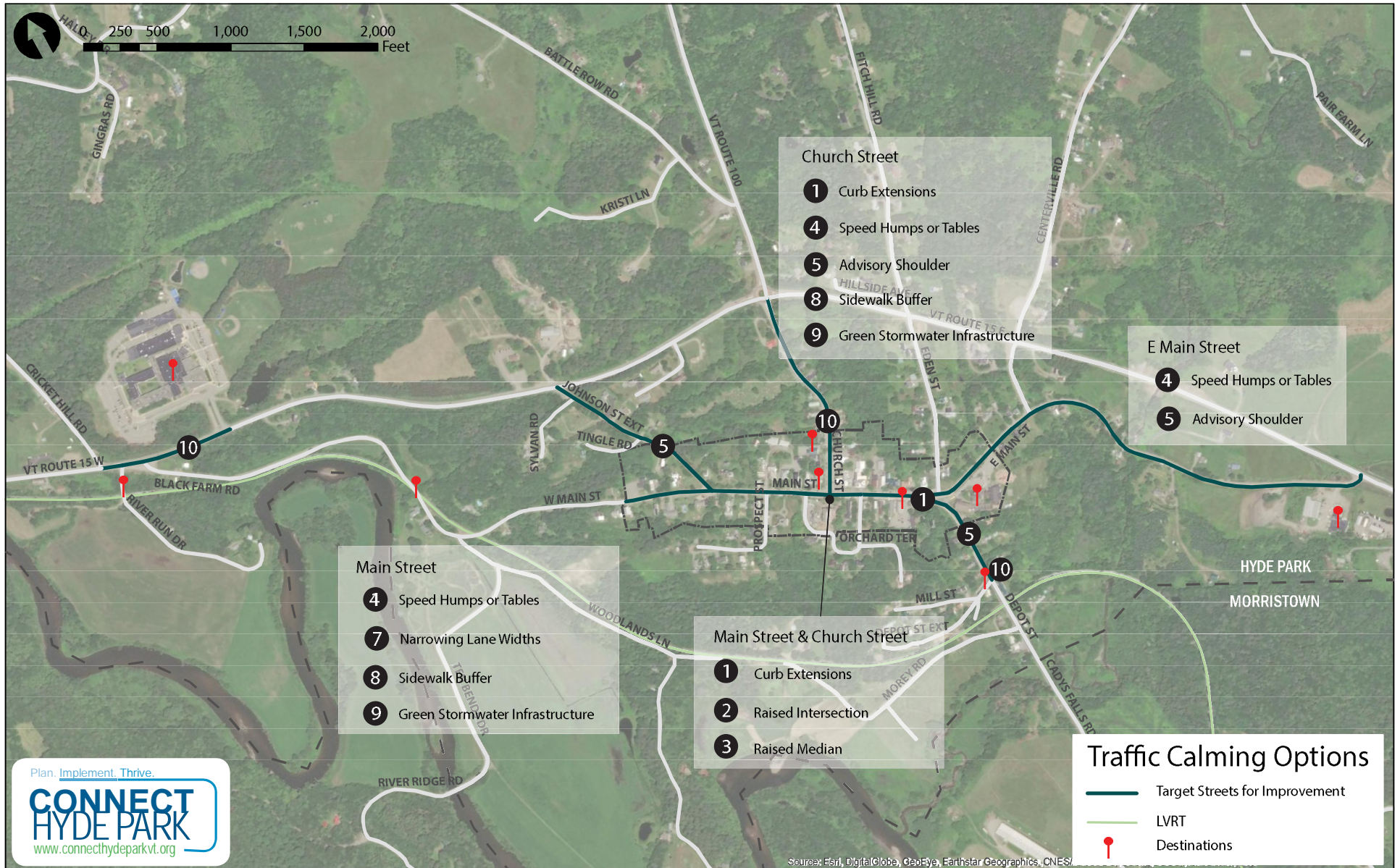


Figure 11. Preliminary options for traffic calming

Table 4. Traffic Calming Options, part 1 of 2. Images from NACTO and FHWA.

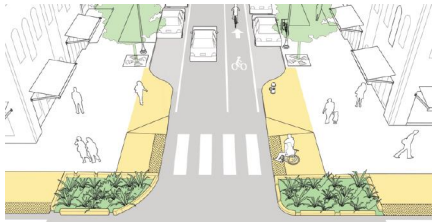


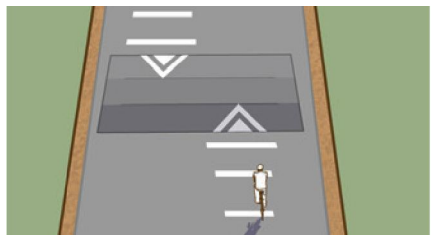






Option	Examples	Key Elements	Benefits	Considerations
<p><b>1</b> Curb Extensions</p>		<ul style="list-style-type: none"> <li>• Bumping out the sidewalk at crossings reduces the width of road for pedestrians to cross</li> <li>• Provides room for streetscaping and stormwater management</li> </ul>	<p>Improves visibility &amp; safety of pedestrians, reduces speeds</p>	<p>Requires curb reconstruction</p>
<p><b>2</b> Raised Intersection</p>		<ul style="list-style-type: none"> <li>• Acts as a large speed table that creates a slow speed crossing environment</li> </ul>	<p>Encourages motorists to yield to pedestrians, reduces speeds, can be combined with public art</p>	<p>Requires changes in snow removal practices</p>
<p><b>3</b> Raised Median/ Pedestrian Refuge Island</p>	 <p style="text-align: right; font-size: small;">Danville, VT</p>	<ul style="list-style-type: none"> <li>• Speed humps or tables are installed at increments based on the target speed of the road</li> <li>• Speed tables can also function as raised crosswalks</li> </ul>	<p>Reduces width of the road that pedestrians must cross at once, reduces speeds, creates room for streetscaping</p>	<p>Requires changes in snow removal practices</p>
<p><b>4</b> Speed Humps or Speed Tables</p>		<ul style="list-style-type: none"> <li>• Speed humps or tables are installed at increments based on the target speed of the road</li> <li>• Speed tables can also function as raised crosswalks</li> </ul>	<p>Proven to reduce speeds, would be designed snow plow-friendly</p>	<p>Requires changes in snow removal practices</p>
<p><b>5</b> Advisory Shoulder</p>	 <p style="text-align: right; font-size: small;">Hanover, NH</p>	<ul style="list-style-type: none"> <li>• Dashed edge line striping creates a preferential space for bicyclists</li> <li>• The two-way center travel lane is shared by traffic from both directions, who can use the shoulders when necessary</li> </ul>	<p>Provides a space for bicycling when the shoulders are not wide enough with minimal impacts</p>	<p>Install on low volume and low speed roads; may require road widening where sight distance is limited</p>

Table 4 cont. Traffic Calming Options, part 2 of 2. Images from NACTO and FHWA.

Option	Examples	Key Elements	Benefits	Considerations
<p><b>6</b></p> <p>Enhanced Shoulder</p>		<ul style="list-style-type: none"> <li>Colored pavement or increased edge striping create a visual separation of the shoulder and travel lanes</li> <li>Rumble strips reduce the number of roadway departures</li> </ul>	<p>Improves the comfort and safety of bicyclists and pedestrians without widening the road or building new infrastructure</p>	<p>Install on higher volume and speed roads, must meet accessibility standards if intended for pedestrians</p>
<p><b>7</b></p> <p>Narrowing Lane Widths</p>		<ul style="list-style-type: none"> <li>On main streets with commercial activity in the village, travel lanes should be 10 feet wide and parking lanes should not be greater than 8 feet wide</li> </ul>	<p>Reduces speed and confusion, additional space can be re-allocated to streetscape amenities</p>	<p>Requires re-doing pavement markings</p>
<p><b>8</b></p> <p>Sidewalk Buffer</p>		<ul style="list-style-type: none"> <li>Increasing the space between the road and the sidewalk improves pedestrian comfort and safety</li> <li>Extra space for a sidewalk buffer can come from narrowed travel lanes</li> </ul>	<p>This space can be used for stormwater management trees, lights, benches, and other pedestrian amenities</p>	<p>Requires curb reconstruction</p>
<p><b>9</b></p> <p>Green Stormwater Infrastructure</p>		<ul style="list-style-type: none"> <li>Rain gardens, tree wells, bioswales, and other stormwater management can be installed based on need and available space</li> </ul>	<p>Reduces runoff, beautifies the street, and pairs with other traffic calming measures that re-allocate space</p>	<p>There will be ongoing coordination with LCBP Grant for stormwater improvements</p>
<p><b>10</b></p> <p>Speed Feedback Sign</p>		<ul style="list-style-type: none"> <li>A sign can be installed near a crossing or as you enter the village to show drivers how fast they are going</li> </ul>	<p>Reminds drivers to slow down, especially if there is a change of speed limit</p>	<p>Limited area of influence: speeds are only reduced within a short distance of the sign</p>

## Main Street and Church Street

The Working Group has agreed that reducing speeds on the short-cut route through the Village with the highest volumes (Church Street, Main Street, and Depot Street) is a priority of this project. The intersection of Church and Main was identified as the place to make a Town Square from the Project for Public Spaces Technical Memorandum. Enhancing the pedestrian crossings on these roads are also a high priority. To do so, raised intersections and crosswalks that also function as speed tables are proposed at the crosswalk outside of the Post Office, the Main & Church intersection, and outside of the Page Building, shown in Figure 12.

Speed tables that double as raised pedestrian crossings/raised intersections are shown to reduce traffic speeds. A study across 78 different locations in the US show that speed tables reduce speeds by 20% on average.<sup>1</sup> Speed tables have also been shown to reduce the number of collisions on the road after being installed.

Church Street and Main Street are appropriate candidates for speed tables according to criteria from the U.S. Traffic Calming Manual.<sup>2</sup> They both have speed limits below 35 MPH, an AADT below 7,500, and grades below 8%. The grade on Depot Street is above 8%, and speed tables are not recommended there.

Speed tables are typically 22 feet long and three inches high and the slope of the ramps should be between 1:10 and 1:25. The actual “table” or plateau at the top is 10 feet long. To design these streets for a low operating speed, around 20 MPH, the speed tables will be placed 200 to 300 feet apart. On Church Street and Main Street, this spacing aligns with the pedestrian crossing on Church Street in front of the post office, the intersection of Main and Church Streets, and the uncontrolled crossing in front of Planned Parenthood. A traffic calming plan with speed tables at these locations is shown in Figure 12 on the next page.

Plowing and maintenance is an obvious concern for speed tables in Vermont. The ramps of the speed tables can be designed with a “sinusoidal” profile to reduce the risk of disturbing the plow. The materials used to construct the speed table can be chosen by the Town, and each have trade-offs between aesthetic quality and required maintenance. Design for stormwater drainage will also need to be considered carefully at the speed tables.

1 Ewing, R. Traffic Calming: State of the Practice. P. 106.

2 Ewing, R. and Brown, S. U.S. Traffic Calming Manual. (American Planning Association and American Society of Civil Engineers: 2009).



*Example of a raised crosswalk/speed table*



*Raised crossing at Church Street and Cherry Street in Burlington, VT*



Figure 12. Traffic calming plan on Main Street and Church Street.

# Main Street

The right-of-way on Main Street is 66 feet, or 4 rods. The existing pavement width is approximately 42 feet, with two nine foot parking lanes and two 12 foot travel lanes, shown in Figure 11.

## Main Street Option A: Additional Sidewalk Buffer (See Figure 12)

One option for Main Street is to reduce the width of the existing road and add a six foot green buffer between the south side of the road and the sidewalk (Figure 14). This leaves more room for streetscaping elements and green stormwater infrastructure. Green gutters or vegetated swales could be installed in the additional green buffer space. There is also an opportunity to retrofit the existing green buffer on the north side of the street with green stormwater infrastructure. In this option, parking is retained on both sides of the street, maintaining a degree of “friction” that visually narrows the road while creating a shy distance between parked and moving vehicles, which helps to maintain a slower speed environment. Option A Considerations include:

- Road is narrowed to calm traffic, making the street safer for everyone
- All parking is retained
- Sidewalk buffer improves pedestrian experience
- Green stormwater infrastructure (GSI)
- Shared lanes - no dedicated bicycle facility

## Main Street Option B: Bike Lanes (See Figure 13)

Adding bicycle lanes on Main Street is a priority for the Working Group, despite its parking impacts. Another option on Main Street to fit bike lanes is to remove one of the parking lanes, as shown in Figure 15. This leaves room for two ten foot travel lanes, an eight foot parking lane, and one six foot bike lane between the curb and a travel lane, and another five foot bike lane between a parking lane and a travel lane that has a two foot buffer from the parking lane. Option B considerations include:

- Dedicated bicycle lane
- Green stormwater infrastructure (GSI)
- Lose half of parking on Main Street (public concern in front of the Opera House & Court House)
- Pedestrian environment is not improved on the south side of the street
- Road will appear wider—lots of pavement and no parked cars (potential increase is speed)

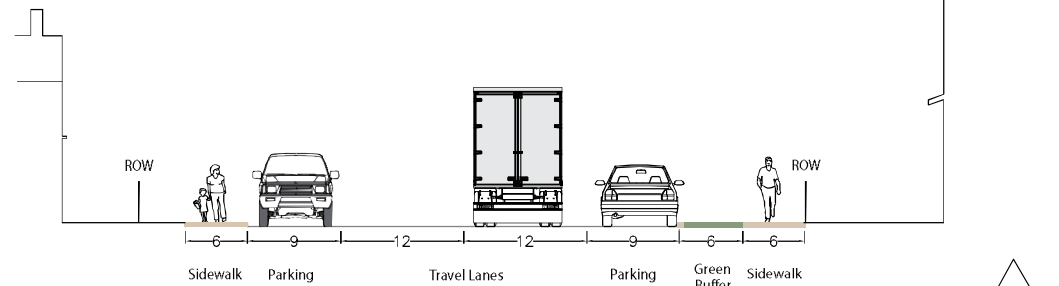


Figure 13. Existing Main Street Section

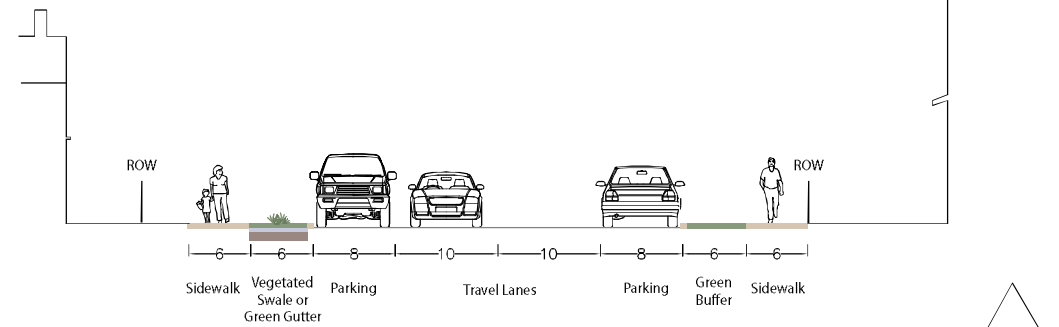


Figure 14. Option A: Main Street with additional sidewalk buffer

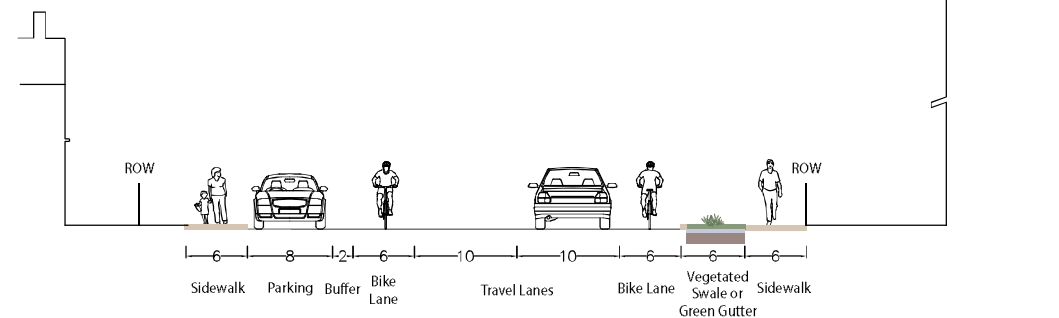


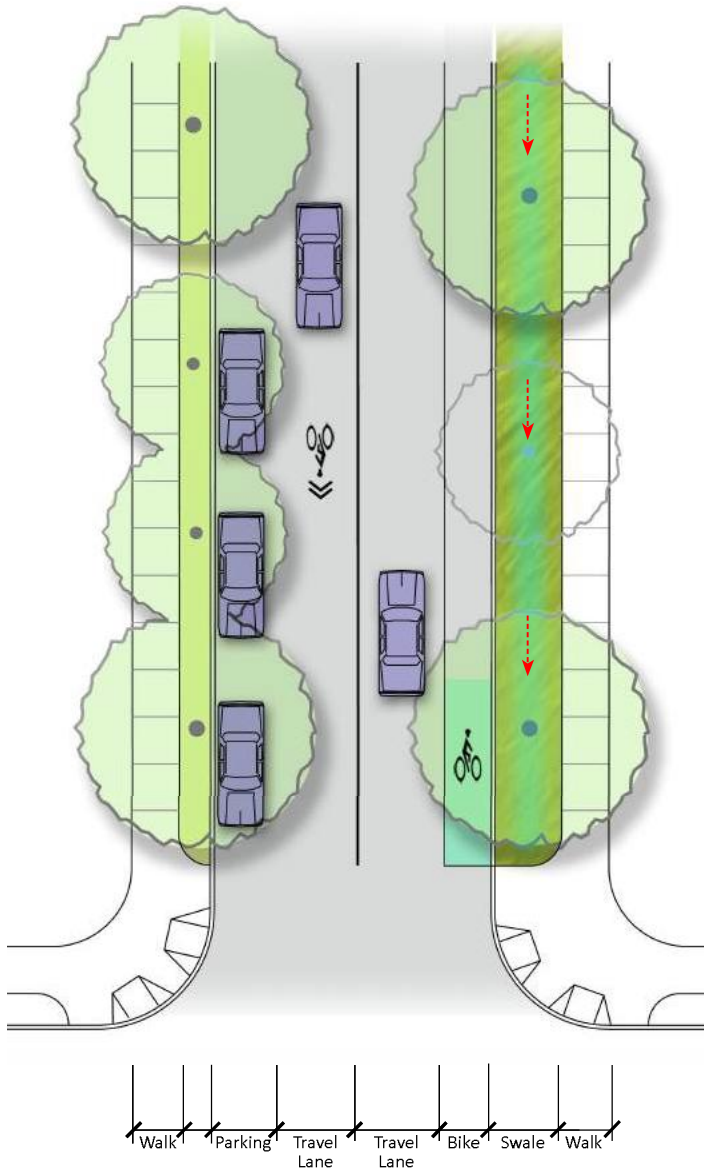
Figure 15. Option B: Main Street with bike lanes

### 7.3 RESIDENTIAL VEGETATED SWALES

Many residential streets in Vermont are overly wide and have large impervious areas. Green Streets reduce impervious area and help green the character of the street by introducing vegetated swales along the street curb lines. Runoff from the street enters these landscaped areas and overflows into the existing drain inlets. If a street is particularly wide, introducing bike lanes in conjunction with stormwater systems helps provide enhanced mobility for all users.



▲ EXISTING: A typical low-density residential street in Vermont.



▲ RETROFIT OPPORTUNITY: The same residential street retrofitted with a vegetated swale, optional bike lane, as well as additional street trees. In this example, the vegetated swale helps separate the sidewalk zone from vehicular traffic.

Figure 16: Vegetated swale retrofit example from the Vermont Green Streets Guide



# Church Street

The existing configuration creates a very large, open area where conflicts between vehicles traveling on the road and pulling out of the head-in parking can occur, which is reflected in the crash data. The Town and Village have plans to add an additional segment of sidewalk on the east side of Church Street, starting at Main Street and continuing to the existing sidewalk. The need to expand the sidewalk network was highlighted as a need in the economic analysis of this report. However, the existing curb cuts present a challenge for installing a curb-level sidewalk. Building a sidewalk here will require coordination with the three property owners on this stretch for their parking needs and changes to the curbing.

## Church Street Option A: Sidewalk and Parallel Parking

The options for a sidewalk here aim to break up the wide pavement areas and create a safe place for people to walk. One option is to build a sidewalk with a curbed green buffer (Figure 18) and add parallel parking on the street. The properties would lose the access to their head-in parking spaces and would likely not have enough space to keep parking lots in front of the buildings. This would eliminate the wide curb cuts, but would have parking impacts for the three properties. However, there could be space for landscaping in front of the buildings. Considerations for Option A include:

- Safe & appealing pedestrian environment
- Vehicle safety is improved
- Green stormwater infrastructure (GSI) and streetscaping opportunities
- Property owners lose their parking
- Requires ROW

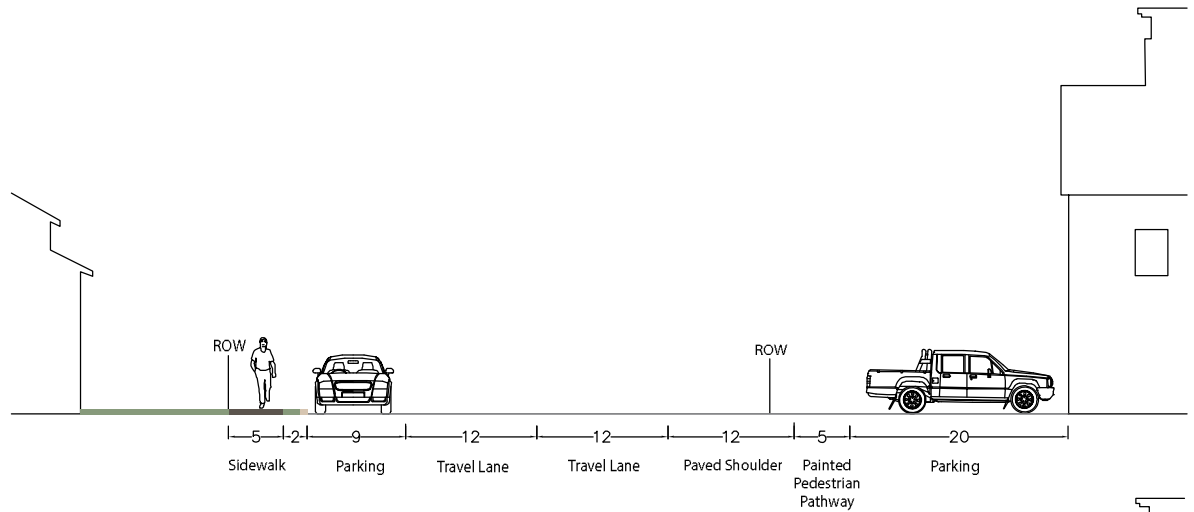


Figure 17. Existing Church Street section

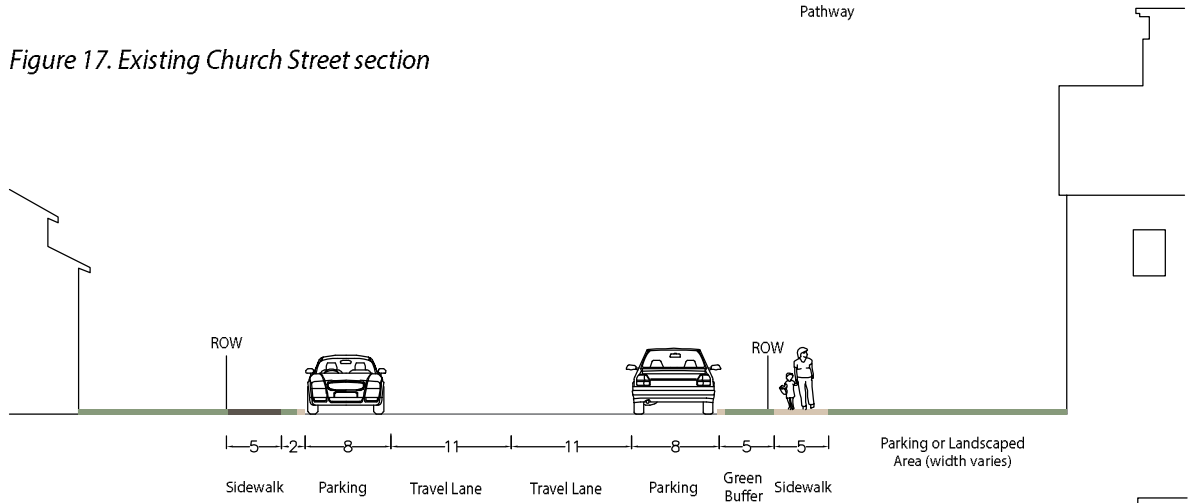


Figure 18. Option A: Church Street section with parallel parking on the east side of the street

## Church Street Option B: Sidewalk with a Green Buffer

Another option is to add a sidewalk in between the buildings and parking (Figure 19). There is room for 60 degree angled parking along Church Street adjacent to the roadway, based on parking dimensions for angled on-street parking from the Urban Land Institute. Some spaces could be marked for residents only. This would also leave space for some landscaping in front of the buildings before the sidewalk and a buffer between the parked cars and sidewalk, creating a pleasant environment for pedestrians. While this option would preserve the most parking, angled parking is dangerous for bicyclists and for people pulling out into the road with limited sight distance. Considerations for Option B include:

- Pedestrian facilities added
- Vehicle safety is improved
- Green stormwater infrastructure (GSI)
- Some buildings can keep parking
- People are walking next to a parking lot
- Limited room for streetscaping

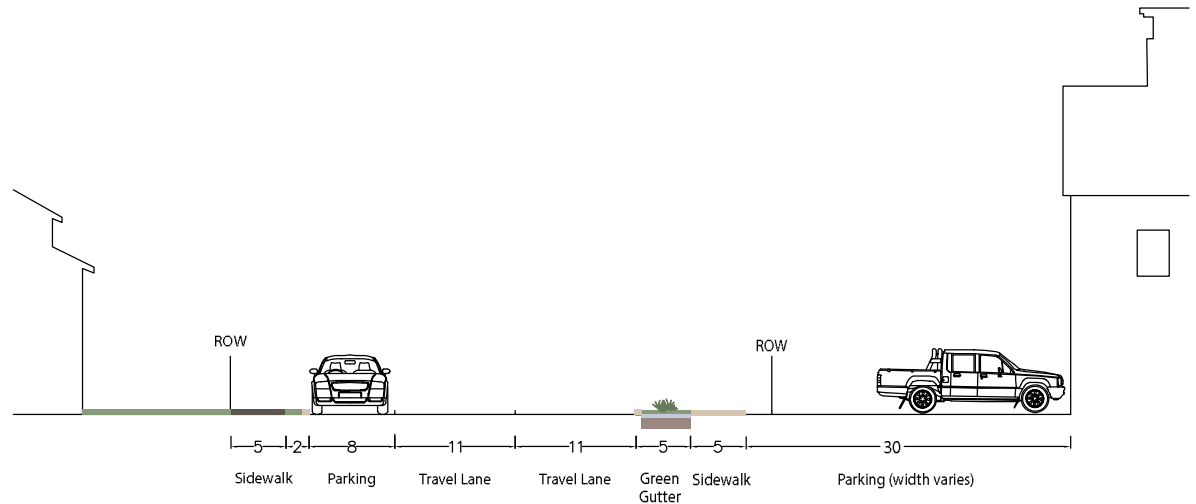


Figure 19. Option B: Church Street section with no additional on-street parking

## Church Street Option C: Sidewalk with a Green Buffer and On-Street Angled Parking

A final option could be accomplished within the existing ROW and may leave enough space for parking in front of buildings (Figure 20). There is no parallel parking added to the east side of the street and a sidewalk and buffer are added at the edge of the southbound travel lane. The width of the parking area in front of the buildings varies, but may allow some properties to keep their parking. Considerations for Option C include:

- Safe & appealing pedestrian environment
- Room for green stormwater infrastructure and streetscaping
- Vehicle safety is not greatly improved
- Property owners lose their private parking
- Requires ROW

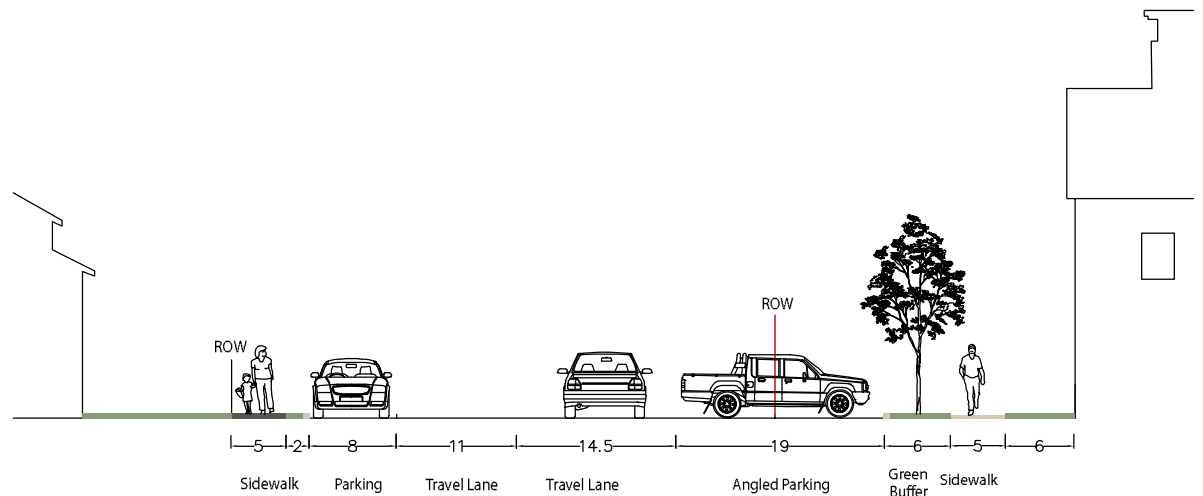


Figure 20. Church Street section with sidewalk between parking and buildings

## Church Street Option D: Hybrid of A, B, and C

A combination of these options would also be possible based on land-owners preferences. There are several opportunities for stormwater management with each option, as shown in the cross section figures. Green gutters are landscaped strips that capture stormwater runoff. They don't usually work with on street parking because you can't access the sidewalk from the road. For options with on street parking, stormwater planters or rain gardens could be incorporated into the streetscape. Figure \* on the following page shows a plan view of a hybrid configuration of Church Street.



*Examples of green gutters from Great Streets BTV*



Figure 21. Proposed sidewalk and reconfiguration of Church Street

## Depot Street LVRT Crossing

The Town has some options for improving the visibility of the LVRT crossing on Depot Street.

- In the summer months, the Trail Crossing signs can get blocked by vegetation. Prioritize clearing tree branches near these signs.
- Signage: add an additional Trail Crossing sign so that they are "gate posted." This means there is a sign on both sides of the road that faces both directions (see the image below).

We explored other options for improving this crossing's visibility and traffic calming. Today, many of these are not feasible.

- Adding a marked crosswalk is inconsistent with how other trail crossings are treated throughout the State. Additionally, this location does not meet the VTrans volume warrants for installing a marking crosswalk.
- Many traffic calming features are not feasible. The grade of the road is over 8%, making this road unsuitable for speed humps or tables. There are no shoulders for installing curb extensions or additional road width available to install a median.



*Looking at the Depot Street LVRT Crossing from the north*



*Looking at the Depot Street LVRT Crossing from the south*



*Rendering of gate posted Trail Crossing signs*

## Main, Depot, and Eden Intersection

The majority of the traffic at this intersection moves between Main Street and Depot Street, which is part of the short-cut route that goes around Morrisville. Depot Street approaches this intersection on a steep grade and with a skewed alignment, and the southbound traffic turning right from Main Street to Depot Street have only a slight-right turn that doesn't require vehicles to slow down before making the turn. The sight distance for northbound traffic on Depot Street looking east is limited because of the approach angle, the elevation difference, and guardrail along East Main Street, as shown in Figure 22.

Additionally, there is a large public concern about the vehicle speeds at this intersection. No turns are restricted at this intersection, and school buses enter the Hyde Park elementary school parking lot from the driveway off of Depot Street. Some of the school bus routes involve the buses making sharp left turns from East Main Street to Depot Street or making the right off of Eden Street and immediate left onto Depot Street. The Depot Street and Eden Street approaches have stop signs while Main Street and East Main Street do not, but those who know the area traveling westbound on East Main Street often come to a stop or slow down while approaching the intersection, knowing that those turning off of Depot Street can't see them.

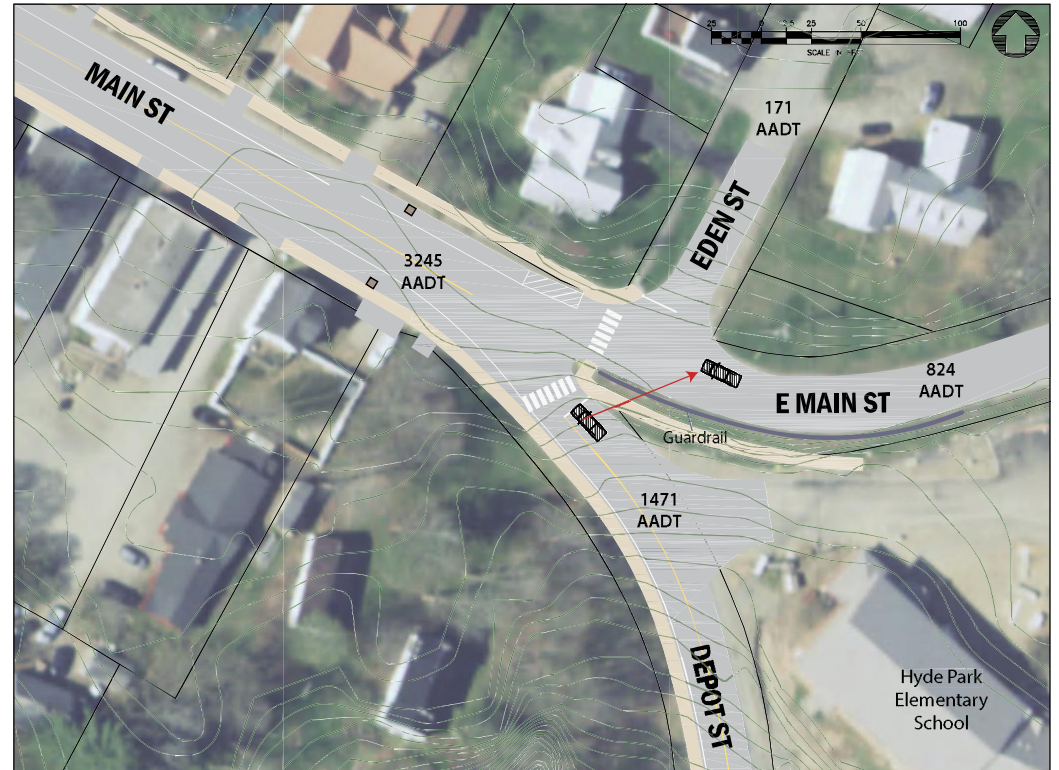


Figure 22. Existing conditions at the Main, Depot, and Eden Intersection



The traffic volumes alone at this intersection are below the MUTCD thresholds for installing a multi-way stop. But, there is a need to control left-turn conflicts for traffic on the Depot Street approach. Additionally, traffic from this approach cannot see conflicting traffic coming from East Main Street. Before an all-way stop is installed at this intersection, an engineering study should be done by a qualified professional.

With or without the all-way stop, this intersection has space to narrow the road width with curb extensions on the Main Street approach, shown in Figure 23. The placement of these curb extensions would still allow buses to turn onto Depot Street from Eden Street and East Main Street, based on turning movements checked with vehicle tracking software. They would take the place of one on-street parking space, and act as a gateway for Main Street. These could also be installed as stormwater curb extensions, giving the Village another opportunity to manage stormwater runoff with green infrastructure. Examples and a typical section of stormwater curb extensions are shown on the following page.

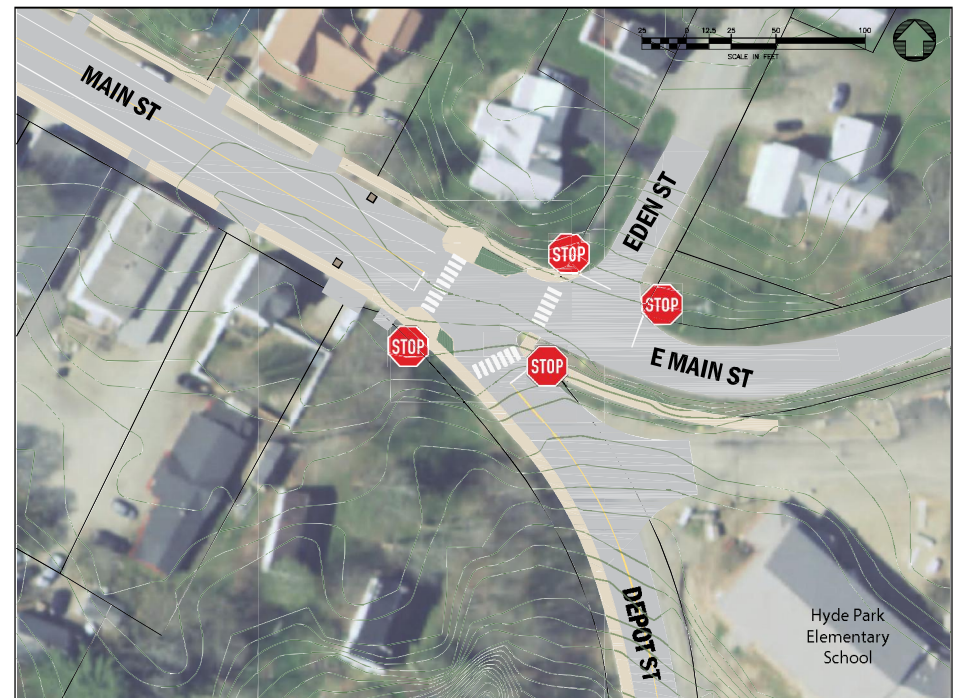
Another opportunity at this intersection is adding an additional crosswalk on the Main Street approach (Figure 24). This crosswalk would have better visibility for all approaches of the intersection than the two that exist now. It would also allow people walking on the north side of the street to only cross the street once to get to the Depot Street sidewalk that leads to the LVRT, instead of twice as it is today. Curb extensions improve the safety of the crosswalk by reducing the distance and amount of time that a pedestrian has to be in the road and also improves the visibility of a person waiting to cross by bringing them in front of parked cars. There is still an opportunity to install green stormwater infrastructure in the curb extensions.

There are approximately 350 feet between this crossing location and the proposed raised crosswalk in front of the Page Building, which is an appropriate distance based on VTrans mid-block crossing spacing guidelines (crossings should be at least 200 feet apart).

Figure 24 (right). All-way stop, curb extensions, and additional crosswalk at Main, Depot, and Eden



Figure 23. All-way stop and curb extensions at Main, Depot, and Eden





Delimiters should be installed in the corners of this type of treatment in the winter for plowing and walking.

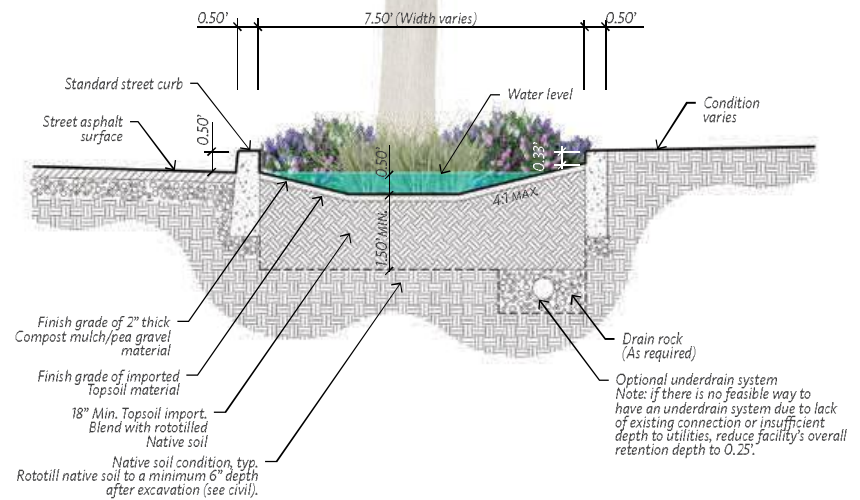
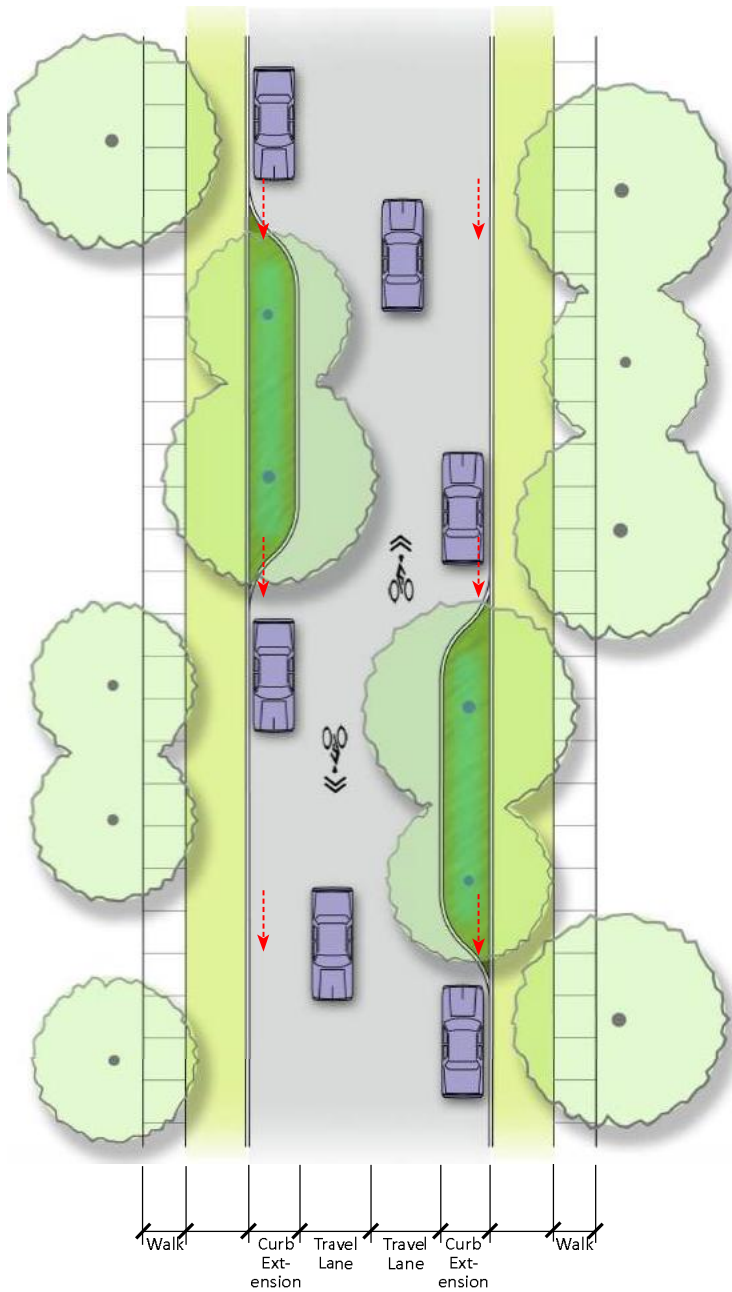


Figure 25 (above). Stormwater curb extensions cross section from Great Streets BTV

To the left: examples of stormwater curb extensions. Images from Great Streets BTV





## 7.4 MID-BLOCK STORMWATER CURB EXTENSIONS

Stormwater curb extensions are not limited to intersection conditions, but can also be located along a street's mid-block. Mid-block curb extensions can be designed in many shapes and either in a symmetrical or staggered pattern to create a traffic calming feature. The illustration below shows mid-block curb extensions used on both sides of the street in a staggered pattern.



SOPHIE SAUVÉ

▲ **EXISTING:** A typical low-density residential street in Vermont.



RAYMOND PAPA/URBAN RAIN DESIGN

▲ **RETROFIT OPPORTUNITY:** The same residential street retrofitted with staggered mid-block stormwater curb extensions. Take note that the staggered condition helps create a traffic calming feature.

Figure 26. Stormwater curb extension retrofit example from the Vermont Green Streets Guide

# Green Stormwater Infrastructure and Gateways in the Village

Although not ranked in the top 3 for best management practice (BMP) development in Watershed Consulting's Stormwater Master Plan report in 2018, bioretention and curb extensions along Main Street are in the top 10 list from the Master Plan. Any changes to the current road configuration, including the pavement, buffer, sidewalks, or curb extensions, are an opportunity to address stormwater management, aligning with the Stormwater Master Plan. There are several opportunities for green stormwater infrastructure in the Village, which are outlined below. For additional information about Green Stormwater Infrastructure, refer to the Vermont Green Streets Guide ([https://vtcommunityforestry.org/Green Streets Guide](https://vtcommunityforestry.org/Green_Streets_Guide)).

1. **West Main Street Gateway.** There is a catch basin on the south side of the street near West Main Street's transition from pavement to dirt. At this point, the road also slopes down towards the west and a small gully is evidence that surface runoff is causing erosion. This area could be regraded to more efficiently direct runoff towards the catch basin. Alternatively, grading the area to a rain garden would not only divert water from traditional 'grey' pipe systems by allowing the water to infiltrate back into the ground, but would also be an opportunity to narrow the road and create a visual gateway into town. Adding carefully selected plantings to the rain garden could also help beautify the area and add vertical elements to the roadway, which also helps to narrow the travelways visually. The catch basin provides a place for stormwater to go in the event of an overflow, but most stormwater would be infiltrated instead of running directly into the stormwater line.
2. **St. Teresa's Parking Lot.** This parking area would benefit from access management to delineate the edge of the road from the parking area. This presents an opportunity for an island with a rain garden within the road's right-of-way. This could also provide a buffer around the utility pole so it is protected from errant vehicles.
3. **West Main Street.** The Village has planned upgrades to the existing paved sidewalks since they are in poor condition. Currently, there are existing green buffers between the edge of the road and sidewalk on both sides of the road. When new sidewalks are constructed, green gutters could also be added in the buffers. Green gutters are a narrow, landscaped stormwater



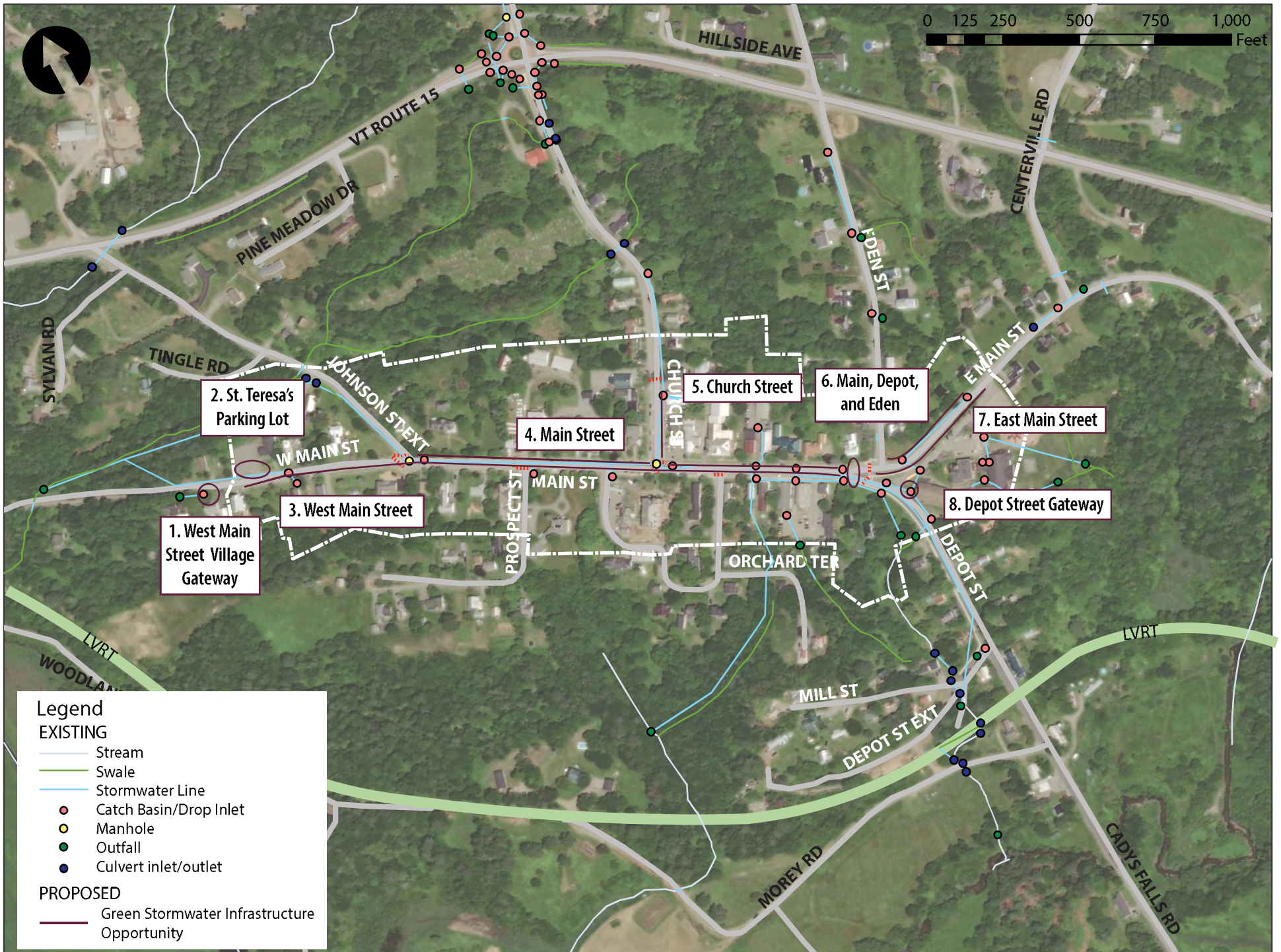


Figure 27. Stormwater infrastructure opportunities in the Village.

conveyance system that capture stormwater and slows its flow into the ground, and an opportunity for both plant matter and the ground to filter out pollutants. At locations where catch basins exist, adding stormwater curb extensions would allow stormwater treatment and infiltration instead of water flowing directly into the stormwater pipes.

4. Main Street. Similar to West Main Street, add green gutters or vegetated swales where space allows and stormwater curb extensions near existing catch basins.
5. Church Street. On Church Street, plan for green stormwater infrastructure with the installation of new sidewalks. Use green gutters, vegetated swales, and stormwater curb extensions near existing catch basins, where space allows.
6. Main, Depot, and Eden intersection. Add stormwater curb extensions to treat and infiltrate runoff, visually narrow the road, and create a gateway onto Main Street.
7. East Main Street. There is an existing swale along the northern side of East Main Street across from Hyde Park Elementary School (HPES) leading to a catch basin just to the east of Eden Street. Adding more diverse vegetation to the swale including: sedges, rushes, shrubs, and trees will improve the treatment of stormwater while visually narrowing the road and improving the aesthetics in the area. Similar to the north side of the street, there is an existing swale between the edge of the road and the parking lot for HPES. There are already several trees lining the street, but planting other vertically varied vegetation (as discussed above) would improve the absorption and treatment of stormwater in the swale.
8. Depot Street Gateway. Approaching the Village from Depot Street, there is a grassed area between the east side of the road and the HPES building that could act as a gateway into the Village. Plantings and a "Welcome to the Village of Hyde Park" sign would create a sense of arrival into the Village for northbound travelers.



Looking east on West Main Street - existing



Looking east on West Main Street - with sidewalks, a rain garden, and a gateway sign

# Wayfinding in the Village

## Signs

A part of the 2015 Village of Hyde Park Pedestrian Master Plan, a wayfinding plan was created that proposed the installation of signs that guide users of the LVRT into the Village and provide information about important places in the Village. A significant portion of this plan has been implemented, however anecdotal information and experience with other trail communities indicate that trail users are often unaware of what is available for services, activities or amenities off-trail. While it is possible to work with VTrans and VAST to have signs put on the trail, VTrans regulations prohibit specifically identifying businesses on any on-trail signage. On-trail signs would need to be more general, for example, they could indicate that food or lodging is available in the Village.

## Orientation & Connection Maps

Providing maps, whether in large format posters placed in key locations in the community, or through handouts available at local businesses, would help visitors - particularly those people who are on the LVRT, better understand the reasons to visit the village. Key locations for poster-sized maps could be at the Public Library and at the LVRT trailhead. Small versions of a connection map could be distributed at the Library, the Fork and Gavel, Ten Bends and any other small business with an interest in encouraging visitors in the Village.

## Information Kiosks

Information kiosks are visitor information hubs that are welcoming, easily identifiable as established visitor services resources. They are typically high-visibility goto destinations when arriving at a new recreational location. They are practical to convey varied information, including orientation to the area through maps, providing interpretive information, and are a general area for locating other amenities such as doggie bags, bicycle parking, and list services in the area.

A trailhead plan for the LVRT trailhead in Hyde Park was created in 2018. In addition to building more well defined parking for the area, there is a proposed information kiosk. This kiosk would present the opportunity to include a map of the village that identified key locations of services, important activities and other points of interest. This plan should be implemented.

## Creating a Sense of Arrival

One of the challenges faced by the Village of Hyde Park, is the multitude of access points into the Village. Drivers, cyclists and pedestrians can enter the village can enter or exit the village directly via six roads. Travelers on Route 15 and Route 100 who are unfamiliar with the Hyde Park Area may be largely unaware that the quintessential Vermont village and its amenities are so close. The addition of Welcome to Hyde Park signs positioned at key locations such as the entrance to Johnson St. Extension and East Main St. from Route 15 would be beneficial.

## Supporting Planning Technology

To mirror wayfinding in the landscape, it is recommended that Hyde Park have an accessible map online of up-to-date destinations and services. A digital map tailored to Hyde Park could be featured on the Village and Town Websites, but should avoid duplication or anomalies with the LVRT website. The LVRT also has a live map which requires sponsorship for businesses to be featured on the map in towns along the trail. Avoiding duplication, outdated information or formatting that is not compatible with smartphones is recommended.

Digital maps are also best equipped to direct visitors to amenities outside the immediate village and trail areas, including to off-trail bicycle routes or trails (such as the Cricket Hill trail network) or destinations like Green River Reservoir.

## Historical/Local Interpretation

Interpretive signage tells a site or community story and is an invaluable tool for enhancing the visitor experience. Universally available regardless of weather, staffing or time, interpretive signs are always telling the community's story. Their colorful, location-specific shapes and minimal text can entice visitors to stop, read, and learn and linger longer. The Hyde Park History Trail was a successful test of the value of interpretive signage. The pop-up event was popular throughout the summer. With assistance from the Library, a local history expert provided guided tours along the History Trail, expanding on the interpretive signs and giving an even greater experience to participants. The Town and Village should continue to put the History Trail Signs up on a yearly basis.

# The Triangle Connection

There are two big picture options for adding a bicycle connection to the Triangle area.

First, the Town could make East Main Street one-way, which would leave room for bike lanes in both directions. Because there are four other roads within the project area that can also be used to get between the Village and the VT15 corridor, converting this road to one-way would have not have large impacts on the traffic patterns in the Village. The AADT of East Main Street is around 820 vehicles per day. The residents on East Main Street will need to be engaged if this is the preferred option, and discussions with the elementary school regarding school bus routes will also need to happen.

Between the intersection of VT15/100 and the entrance to ReSOURCE and Ten Bends Beer, the road would have to remain two-way for deliveries and ease of access to these destinations from the state highway. The one-way traffic could go in either direction for the remainder of the street. A turning movement count from April 2019 shows that there is currently more westbound traffic than eastbound in both the morning and afternoon (see Table 5). On the other hand, making the road one-way eastbound would eliminate the sight-distance issue for northbound Depot Street traffic at the intersection of Main, Depot, and Eden Streets. Input from the elementary school and residents of East Main Street would also inform this decision.

The right-of-way along East Main Street is 3 rods or 49.5 feet. The Town has plans to add a sidewalk on the north side of the street between the Village and the Triangle. The Town would have to consider a plan for pavement maintenance along this road, since the condition of the roadway surface has a significant effect on the comfort of a bicyclist.

Table 5. Percent of traffic going in either direction on East Main Street at the intersection of Main, Depot, and Eden Streets (April 2019)

	Westbound	Eastbound
Morning (7 - 9 AM)	65%	35%
Afternoon (2:30 - 4:30 PM)	60%	40%



Looking east on E Main St near designated village boundary

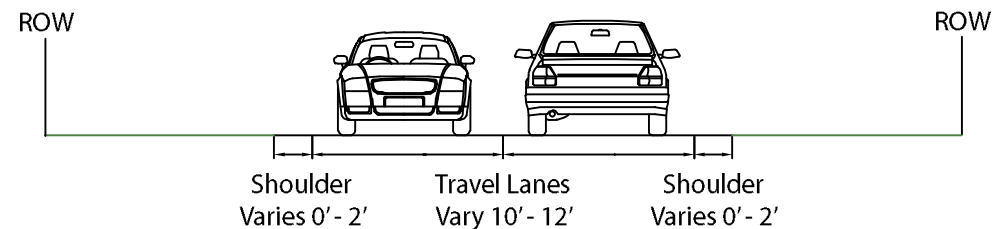


Figure 28. Existing Section on East Main Street

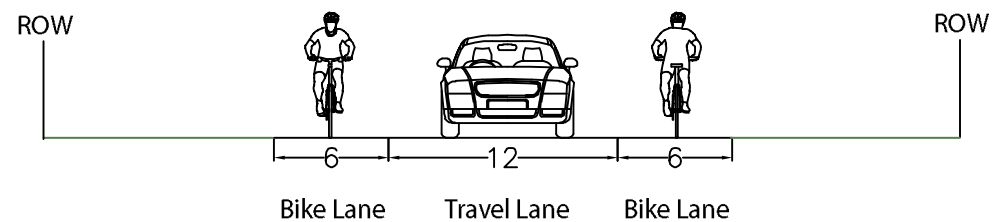


Figure 29. One-way traffic with bike lanes on East Main Street

A second option is to create a trail spur from the LVRT that goes essentially parallel to East Main Street to the south. This would require right-of-way acquisition from three property owners. Parcel #23 is owned by an individual, but both 9.100 and 9 are owned by a property development company in Morrisville, according to the Hyde Park property map available online. Aside from coordination with property owners, there is also relatively steep topography through this area (1 foot contours are shown in Figure 30) and path construction would likely require significant excavation and backfilling, which can be costly. While this option would provide access to the triangle area from the LVRT, it does not provide a direct route from the Village.

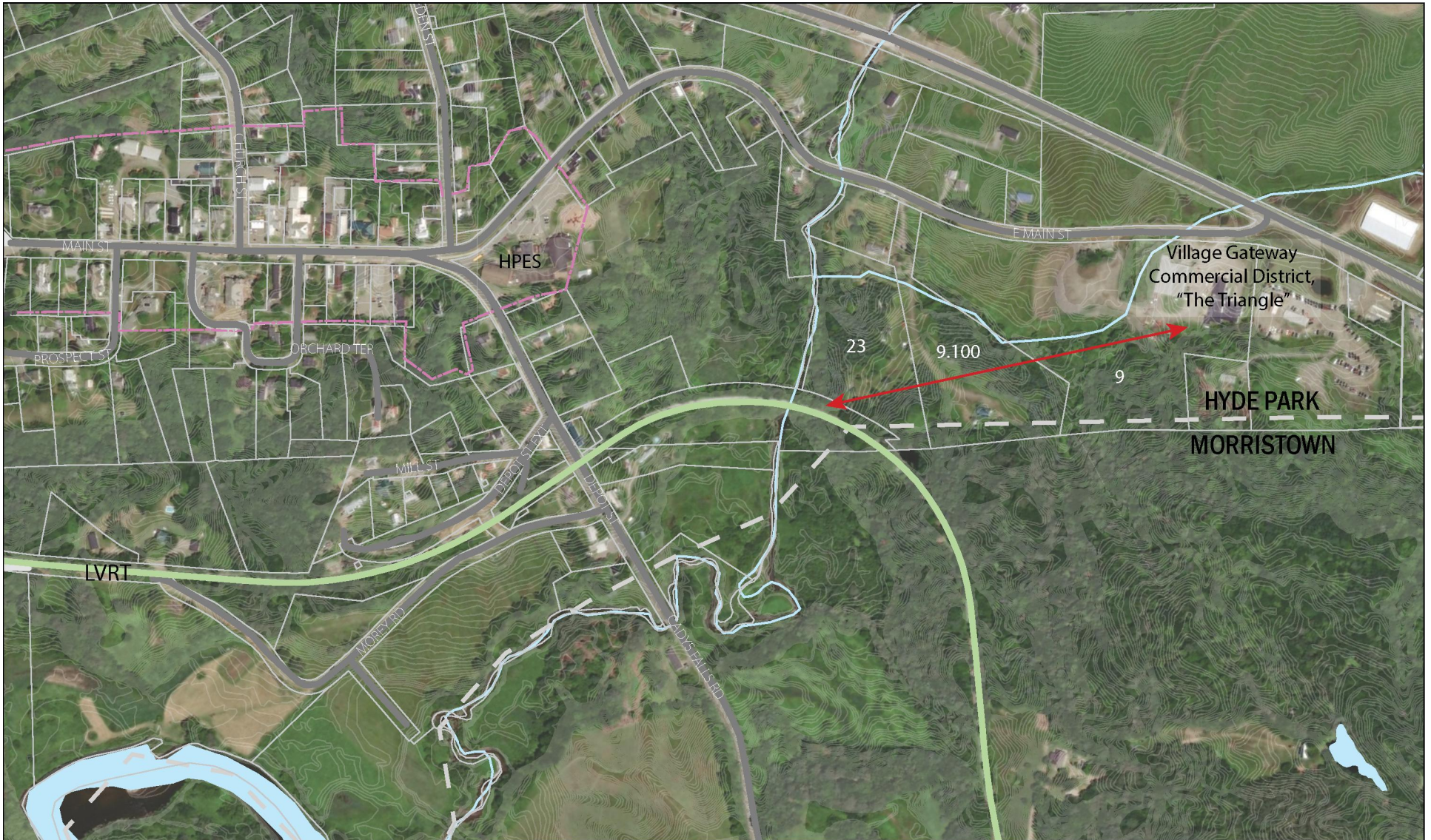


Figure 30. Potential LVRT trail spur to the Village Gateway Commercial District



## VT15, LUHS to Black Farm Road

Improvements along this stretch of VT15 focus on improving multimodal connectivity of LUHS with the Village and LVRT, addressing the safety concerns along the high crash segment, and responding to the frustration that people have entering and exiting the LUHS driveway.

### Pedestrian Connectivity for LUHS

There has been significant discussion regarding students walking along Route 15 from LUHS and then crossing at Black Farm Road to access the LVRT. This location meets most criteria for a school crossing, including having a shoulder for pedestrian use, not having another crosswalk within 200 feet, and adequate sight distance in both directions; however, the speed limit is 50 MPH. VTrans guidelines do not allow a crosswalk to be installed where the speed limit is over 40 MPH. Additionally, simply changing the speed limit to 40 MPH will not result in lower speeds because the road was designed for vehicles to feel comfortable driving 50 MPH. Without other changes to the road, like traffic calming measures such as a median, vehicles will drive the speed at which they feel comfortable, not the posted speed limit, like what is happening on other Village roads.

Only in rare circumstances will the State install traffic calming features on a State highway, due to maintenance restrictions. To get traffic calming features installed on this section of Route 15 and reduce the speed limit, the Town would need to "take over" the road as a Class I Town Highway, where the Town maintains the road. The Selectboard discussed taking over this segment of VT15 as a Class I Town Highway, where they would be able to install the necessary traffic calming measures to reduce the speed of vehicles and install a crosswalk. The Board decided not to pursue this option, citing minimal taxpayer benefits and a risk of higher than anticipated costs for this high-volume road.

Though the preferred alternative from the 2016 Scoping Study is a crosswalk with a rectangular rapid flashing beacon (RRFB) at Black Farm Road, installing this facility at its current conditions is not feasible because of State regulations. Other options explored in the Scoping Study, including a pedestrian bridge or tunnel, are very costly and would not be feasible for the Town to install at this time.

Though these challenges to adding a crosswalk exist, the reality remains that students walk along and cross Route 15 at this location to go between LUHS and the LVRT and also that this section of Route 15 is a high crash location. Addressing this problem and other possible solutions requires further in-depth study of the safety conditions in this area. The Lamoille County Planning Commission will be a partner should the Town pursue further study of this area.



*Looking west on Route 15 towards Black Farm Road*

Because of the restrictions for pedestrian infrastructure on Route 15 at Black Farm Road, the project team considered an alternative route for pedestrian connectivity to LUHS. This route creates a path between LUHS and the Route 100/Route 15 roundabout, shown in [Figure 31](#). It includes extending the soccer field access road at LUHS to the Jedidiah Cemetery behind the Town Offices. This route has steep topography and would include two stream crossings with

potential wetland impacts. The parcels included on this route are either owned by either the Town, LUHS, or the State (along Route 15). This route would allow a crosswalk to be installed at the roundabout, where the speed limit is 40 MPH. To complete the pedestrian route into the Village, a new sidewalk would be

constructed on Church Street that extends to the roundabout. While this option provides a crossing of Route 15 at a safe location, it is indirect and would be costly. It does not provide a clear route to the LVRT.



Figure 31. Alternative bicycle and pedestrian route from LUHS to the Village.

### Black Farm Road Intersection

Narrowing the wide access to Black Farm Road will help to address the high volume of U-Turns at this intersection. **Figure 33** shows how the intersection could be reconfigured to accomplish this. This area is all within the State right-of-way.

### LUHS Intersection

The conditions at this intersection do not warrant the a traffic signal based on requirements from the MUTCD. The Working Group does not want to install a roundabout or mini-roundabout at this location either because of negative public perception of other roundabouts along this corridor. However, they have agreed that a “people-powered” traffic control approach, where the Town hires a Sheriff or other qualified person to direct traffic during the two school opening and closing peaks, would best suit the traffic control needs at this intersection.

Hyde Park could also work with the school to find strategies that would reduce the peak hour volumes at this intersection. Some examples include adjusting the schedules of the high school and middle school so that they have staggered start and end times. In addition, encouraging the use of school buses would reduce the amount of traffic at this intersection. This could be accomplished by expanding bus routes to make taking the bus more convenient.



Looking east at the VT15 and LUHS intersection



Figure 32. Existing conditions at Black Farm Road



Figure 33. Black Farm Road intersection reconfigured





# ACTION PLAN

## Implementation

The process of assessing existing conditions and evaluating alternatives has led to the creation of a plan that meets the goals set by the Village to Village steering committee. Implementation is “where the rubber hits the road” in terms of taking a plan from vision to reality. This Implementation Plan is intended to act as a guide that, if utilized, will help the Village to Village project move forward.

The creation of a collaborative environment that moves the Main Street Action Plan forward is the primary objective of this Implementation Plan. In order to achieve this objective, it will be vital that a group of stakeholders and community leaders continue to act as champions for the tasks recommended by the Plan. Implementation will rely on the support of the Village Trustees and the Town Selectboard as well as LCPC and other state agencies as funding for projects is developed. Additionally, local stakeholders will need to be involved, particularly in areas where they have unique expertise, such as the local economy.

Plan. Implement. Thrive.

**CONNECT  
HYDE PARK**

## How to Use this Chapter

This chapter of the Plan includes several recommendations that are organized into these categories:

- Leadership and Community Building
- Economic Development
- Wayfinding
- Transportation (Short Term & Long Term projects)
- Village Sidewalk Guide

The recommendations for each category meet different objectives of this project, which are discussed on the following page. Each recommendation also includes an "implementation table," which describes different aspects of the recommendation and next steps for moving it forward. These tables are in the following format:

Recommendation	A brief description of the project
Objectives	The objectives that the recommendation achieves
Responsible party	Entity that is charged with seeing this project through
Next Steps	Actions to move the project forward
Planning-level costs	High-level opinions of probable cost for each project
Funding Sources	Potential grants and programs through which the project could receive funding
Notes	Any additional information

Additionally, there is a 12 month Priority Action List on page 86 that prioritizes the recommendations across all categories. These are actions that can progress right away.

# Outcomes

Looking towards the future of Hyde Park, all of the recommendations from this Plan are guided by the following objectives.



## Leadership & Community Building

Moving this Plan forward is the primary objective of the implementation section. To achieve this, it is vital that a group of stakeholders continue to act as champions for the tasks recommended by the Plan. Additionally, local stakeholders will need to be involved, particularly in areas where they have unique expertise, such as the local economy.



## Prioritize Pedestrians

Creating a great environment for walking in the Village improves the vitality of the Village. A walkable Village is a place that people want to stop and explore, instead of drive through on their way somewhere else. Local residents can access goods and services by foot. Pedestrians are put at the forefront throughout the Village with safe infrastructure and an appealing and interesting walking environment.



## Build Green Streets

Building Green Streets will help Hyde Park overcome the environmental and safety challenges it is facing today. Green Street concepts in this Plan improve the safety and mobility of all road users, create a stronger sense of place for communities, and manage stormwater runoff to improve water quality with better infrastructure.



## Support the Local Economy

Local businesses and the economies they sustain are an important part of Hyde Park's network of connections. Their relationship to the community and to the community's assets make them a key stakeholder in this Plan. Building solid lines of communication between businesses and leaders of the Working Group is essential.



## Enhance Assets

Recreational amenities and historic buildings add to the unique identity of Hyde Park. The LVRT and other trails throughout the Town appeal to locals and visitors throughout the region. The Opera House, Governor's Mansion, and other historic places create interest in the Village and are points of pride for the community. There are opportunities to enhance the value and expand the appeal of these assets.



## Dig Once

The "Dig Once" philosophy of infrastructure investment encourages all major infrastructure programs in a community (public works, roads, broadband, etc.) to coordinate when considering significant new development or renovations. By coordinating investments so that they happen concurrently, waste and costs are generally significantly reduced. For example, the replacement of sewer and water mains will often require a road to be torn up. If the road is to be torn up completely, that presents an opportunity to replace aging stormwater infrastructure in addition to planned sewer and water upgrades. It could also be an opportunity to install conduit for future broadband access or underground power. Once all underground work is completed, the road should be improved. Dig Once requires that each infrastructure program has a clear plan for future investments or renovations, shares that information willingly with other programs, and all programs work together to determine the optimal timing of any planned work.

The Main Street Action Plan suggests that the Dig Once concept be adopted by the Town and Village, and that active coordination is maintained in order to reduce costs to the taxpayer and enhance the community's quality of life with improved infrastructure investments.

# 12 MONTH ACTION LIST



1. Organize a Main Street Action Committee to Lead Implementation Efforts
2. Hire a sheriff for traffic control during morning and afternoon peak hours at the LUHS driveway.
3. Install an all-way stop at the Main, Depot, and Eden intersection.
4. Add gateway signs for the Village on Johnson Street Extension, East Main Street, and Depot Street.
5. Test a one-way street with bike lanes in both directions on East Main Street.
6. Add diverse vegetation to the existing swales on East Main Street to improve water quality and aesthetics.
7. Add access management at the Black Farm Road & Route 15 intersection.
8. Create a maintenance plan for the sidewalks in the Village.
9. Install an information kiosk at the LVRT Trailhead
10. Continue business roundtables




# Leadership & Community Building

## Collaborative Leadership

The complexity of implementing an Action Plan with so many components (transportation, public works, economic development, streetscaping, etc.) will require a diverse group of motivated stakeholders to come together and continue the effort started by the Hyde Park Working Group. Ideally, this committee would include the Town and Village Administrators, Road Foreman, Sewer/Water Manager or Operator, Chair of the Village Trustees, Chair of the Selectboard and other local or regional representatives who can add value and insight into the process of implementing this Master Plan.

By working together collaboratively, this Committee will be more likely to successfully achieve the recommendations of this Plan. This group would allow communication between key stakeholders with regard to future investments, and would provide leadership and authority when working to seek funding for specific projects. The group could also oversee specific subcommittees or community groups that had an interest in a specific activity proposed in this Implementation Plan.


The Village and Town of Hyde Park should work with current members of the Working Group to identify potential new members and each legislative body should formalize the Committee by agreeing on the committee's purpose and voting to establish a Main Street Action Committee.

Recommendation	Create a Main Street Action Committee to Guide the Implementation of the Main Street Action Plan
Objectives	 Leadership & Community Building
Responsible party	Village Trustees, Selectboard
Priority	High
Planning-level costs	\$0
Stakeholders & Partners	Town/Village Staff, local stakeholders, LCPC
Next Steps	<ol style="list-style-type: none"> <li>1. Reach out to businesses, stakeholder groups and the general public to brainstorm about potential low-cost activities that could take place in the Village.</li> <li>2. Identify stakeholder groups who can take control of specific components of each activity and provide direct leadership.</li> <li>3. Prioritize, plan for and implement events.</li> </ol>

## Continue Communication

With an active Main Street Action Committee, it will be important to have a voice in the community through multiple forms of media. With support from the Village Trustees and Selectboard, the Main Street Action Committee should develop a low-cost communication plan. This could be done with assistance from a consultant who specializes in engagement and communication, or by the Committee. As part of the communication plan the Town and Village Web sites could have concurrent information relative to the committee, using both sites as a location to keep the community up to date on the Plan's implementation. Additionally, the Committee could develop an email mailing list and/or distribute communication via Front Porch Forum or other social media outlets. In addition to keeping people up-to-date, this could serve as a way to advertise special events or other opportunities for the public to be involved.

Support for action items outlined in this Implementation Plan will be stronger with an informed and engaged public. By maintaining strong lines of communication, the Main Street Action Committee will sustain project momentum.


Recommendation	Develop and implement communication plan
Objectives	 Leadership & Community Building
Responsible party	Main Street Action Committee
Priority	High
Planning-level costs	\$2000-3000 (if consultant is involved)
Stakeholders & Partners	Village Trustees, Selectboard
Next Steps	<ol style="list-style-type: none"> <li>1. Selectboard and Village Trustees collaborate to hire a consultant to assist the Main Street Action Committee with developing a communication plan</li> <li>2. Implement communications plan</li> </ol>

# Project Coordination Policy

One of the key components to implementing a "Dig Once" policy will be for the Town and Village to effectively coordinate any efforts that take place within the public right of way. With the Village's pressing need for improvements to its water and sewer systems, which are scheduled to be implemented by 2020, this need for coordination is paramount. The Village will need to work with the Town in order to determine what level of investment in the roadway and streetscape is feasible given the short timeline for work to be done on the water and sewer systems. Project coordination could extend beyond infrastructure investments to include investments in community assets like the Elsa French House or improved connections to the LVRT.

A well defined project coordination policy should:

- Outline the process for coordination as it relates to cost-effective operation and maintenance, emergency repairs and capital improvement planning.
- Clearly define future capital improvement needs for the Town and the Village, coordinate the application for federal/state funds, document eligibility for funding and identify matching requirements.
- Coordinate Village and Town Capital Budgeting to provide adequate funding for investments, including matching.

Recommendation	Institute Project Coordination Policy
Objectives	 Leadership & Community Building
Responsible party	Selectboard, Village Trustees
Priority	High
Planning-level costs	\$0
Stakeholders & Partners	Village Trustees, Selectboard
Next Steps	<ol style="list-style-type: none"> <li>1. Schedule and conduct joint meetings of the Village Trustees and Selectboard to work through the development of a policy which seeks to coordinate infrastructure investments.</li> <li>2. Develop draft policy, solicit public input (if needed).</li> <li>3. Policy is adopted by Village Trustees and Selectboard</li> </ol>




# Economic Development

## Expand Community Events and Activities

Bringing people into the Village is paramount to growing economic vitality. The Village has many assets to capitalize on from its historic character to valuable places like the Hyde Park Opera House. The very nature of the Village's main street make it possible to provide a place for special events by closing off a portion of the street and creating a temporary public space. Identifying ways to build on these assets through coordinated community events, festivals, food trucks, and overall celebration of the community programming will help enhance the Village's vitality and be a unique night out for locals and visitors.

Continue to build up the community spirit and sense of place through events, festivals, parades, and reasons for gathering. Strengthening the tight-knit community of the Town and Village of Hyde Park and creating a stronger sense of place will improve quality of life for existing residents and make it more attractive to potential residents and businesses. Working to adjust the brand and reputation of Hyde Park will go a long way to creating a friendly and fun place to live brand. Consider how to align the events with the asset of the Lamoille Valley Rail Trail, Green River Reservoir, mountain biking trails, and other outdoor recreation resources.

The primary purpose of creating event programming in the Village is to build energy. When people see that "things are happening" in Hyde Park they are more likely to get involved or come to the Village to see what's going on.

Recommendation	Expand Community Events and Activities around Hyde Park's assets
Objectives	 Leadership & Community Building  Enhance Assets  Support the Local Economy
Responsible party	Main Street Action Committee
Priority	High
Planning-level costs	\$1000-5000 per year
Potential funding sources	AARP Placemaking Mini-Grants, VNRC Small Grants for Smart Growth
Stakeholders & Partners	Village Trustees, Selectboard, stakeholder organizations (based on event), Volunteers
Next Steps	<ol style="list-style-type: none"> <li>1. Identify goals and focus of programming events</li> <li>2. Select a team of stakeholders that include a diversity of talents and interests to support activities</li> <li>3. Select projects that further the community's goals and build excitement.</li> <li>4. Identify funding needs for programmatic events and opportunities for financial support from the community.</li> <li>5. Schedule, plan and organize your events.</li> </ol>

## Support Marketing

The Village and Town should work together with other partners to improve internal and external marketing, engaging with partners who can help spread the word about what's going on in Hyde Park. This process should capitalize on sense of community and identity, understanding that locals can act as strong advocates for the community and create the type of place that others will want to come to. Externally, there should be a coordinate message that communicates to potential visitors and businesses that Hyde Park has assets and activities that make it a delightful place to live, work and play.




The Town should follow the Village's lead and begin to utilize social media to support the Hyde Park brand. Use the Town and Village's web sites to cross-promote events and duplicate such efforts on social media, including Front Porch Forum. Include regional residents in events to increase collaboration opportunities and increase awareness of what Hyde Park has to offer, both for businesses and residents. A marketing program for Hyde Park should be developed in consultation with potential partners such as the Lamoille Chamber of Commerce, the Lamoille Valley Rail Trail (VAST), Vermont Department of Tourism and Marketing, etc. By meeting with a broad group of stakeholders, Hyde Park can identify opportunities to collaborate and broaden the reach of marketing efforts, as well as void duplicating efforts. A broader range of marketing recommendations can be found in Appendix A.

Recommendation	Expand Community Events and Activities around Hyde Park's assets
Objectives	 Leadership & Community Building  Enhance Assets  Support the Local Economy
Responsible party	Main Street Action Committee
Priority	Medium
Planning-level costs	\$15,000-30,000
Potential Funding Sources	Norther Borders Grant, Community Development Block Grant (Planning Grant)
Stakeholders & Partners	Village Trustees, Selectboard, LCPC, Lamoille Chamber of Commerce, Agency of Commerce and Community Development
Next Steps	<ol style="list-style-type: none"> <li>1. Implement low cost marketing activities such as utilizing Town and Village web sites and social media to expand on Village/Town brand.</li> <li>2. Conduct outreach to local businesses and identify partners for marketing so as to refine marketing message and provide the most coverage of the Town and Village's marketing message.</li> <li>3. Work with LCPC and Staff from the Agency of Commerce and Community Development to identify funding sources to hire a consultant to develop a marketing plan for the Town and Village of Hyde Park.</li> </ol>

## Revolving Loan Fund (RLF)

Many communities in Vermont have established revolving loan funds for the purposes of providing loans designed to supplement conventional lending sources and provide capital that may not be available to small businesses in Hyde Park. Most RLF are overseen by an appointed committee or a designated entity such as a Development Corporation (For example, Montpelier and Randolph utilize this structure). The structure of the RLF is commonly determined by the funding source, which can be through grants or other state funds. However, communities can establish their own RLF, governing and lending structures and purpose through a regular or one-time budget appropriation.

Depending on the source of funding used to establish the RLF, the fund's purpose can be varied. There are communities (such as Montpelier) who have multiple funds, each of them directed at a key purpose such as housing development, economic development, etc. Depending on how it is structured a RLF can be used for the purchase of property, safety and code improvements, facade improvements, pollution control and abatement, etc.




Recommendation	Establish a Revolving Loan Fund to support businesses
Objectives	 Leadership & Community Building  Enhance Assets  Support the Local Economy
Responsible party	Selectboard/Village Trustees
Priority	Medium
Potential Funding Sources	Vermont Community Development Program, USDA Rural Business Development Grants, Annual Budget Allocation
Stakeholders & Partners	Village Trustees, Selectboard, Lamoille Chamber of Commerce, , Lamoille County Regional Planning Commission, Local Businesses
Next Steps	<ol style="list-style-type: none"> <li>1. Identify key needs of existing and potential businesses or other sectors (such as housing) through an organized public process to identify the primary purpose of the fund.</li> <li>2. Work with the LCPC or Chamber of commerce to develop the criteria and structure needed to establish a revolving loan fund.</li> <li>3. Determine primary source of funds to be used to establish RLF.</li> <li>4. Apply for, or allocate necessary funding.</li> </ol>

## Support Key Catalyst Sites

The Economic and Marketing Report identified several locations as "Catalyst" sites, one of which (the former Sweetcrunch building) has already been reoccupied and is open for business! However, opportunities for the Town and Village to support current and future development in locations such as the PH Edwards Building and the Fred's Auto site still exist.

While each site is unique, Hyde Park will need to actively communicate with the current landowner and identify a suitable role. For the PH Edwards building, there is the potential to assist the current owner with the creation of a Developer RFP (this process is outlined in Appendix A). In the case of the Fred's Auto building, the Town and Village can work with LCPC to secure brownfields funding to assist with any testing for soil contaminants needed, and potentially purchase the property for Town/Village use.

The Town should also focus on supporting existing businesses by making sure they are aware of any tax credit opportunities through the Village's "Designated Village Center" status (such as those available for facade and code improvements), and potentially offer support through a revolving loan fund.

Recommendation	Focus on Catalyst Sites
Objectives	 Leadership & Community Building  Enhance Assets  Support the Local Economy
Responsible party	Selectboard/Village Trustees
Priority	Medium
Potential Funding Sources	Vt Brownfields Program, Vermont Community Development Program
Stakeholders & Partners	Village Trustees, Selectboard, Lamoille Chamber of Commerce, , Lamoille County Regional Planning Commission, Local Businesses
Next Steps	<ol style="list-style-type: none"> <li>1. Communicate directly with property owners of identified "catalyst sites" to determine where the Town/Village could provide assistance.</li> <li>2. Work with the LCPC and local property owners to identify and apply for potential site-specific funding sources.</li> <li>3. Conduct site specific tasks such as brownfields investigations or Developer RFP</li> </ol>

## Support Businesses through Communication

Keeping businesses in the community is as important as bringing new businesses in. To ensure that local businesses continue to thrive, they need support. In part, this will come through marketing efforts that bring additional visitors into the community, but there may be other ways that the Town and Village can help the business community. To identify these opportunities, the Main Street Action Committee should consider continuing to hold periodic business roundtables at which local business owners are invited to discuss issues they are experiencing, what barriers exist to growing their businesses and what opportunities they feel exist that can help them keep their businesses sustainable.

Recommendation	Continue to Communicate with Business Community
Objectives	 Enhance Assets  Support the Local Economy
Responsible party	Main Street Action Committee
Priority	High
Potential Funding Sources	Norther Borders Grant, Community Development Block Grant (Planning Grant)
Stakeholders & Partners	Village Trustees, Selectboard, Lamoille Chamber of Commerce, Local Businesses
Next Steps	<ol style="list-style-type: none"> <li>1. Organize and convene regular business roundtable to continue to develop opportunities to support businesses and improve opportunities for business growth and development.</li> <li>2. Collect information provided through business roundtables and identify where the Town and Village or local stakeholder groups can provide support.</li> </ol>





# Wayfinding



## Gateways into the Village

Recommendation	Add gateways signs with plantings, where possible, on Johnson Street Extension, East Main Street, and Depot Street for traffic entering the Village.
Objectives	 Enhance Assets  Support the Local Economy
Responsible party	Town of Hyde Park
Planning-level costs	\$500-1000
Stakeholders and partners	Town and Village, Local Committees
Next Steps	<ol style="list-style-type: none"> <li>1. Design Welcome Signs that Compliment existing signage in the village.</li> <li>2. Hire a contractor to build and install signs.</li> </ol>

## Install a Kiosk at LVRT Trailhead

Recommendation	Add gateways signs with plantings, where possible, on Johnson Street Extension, East Main Street, and Depot Street for traffic entering the Village.
Objectives	 Enhance Assets  Support the Local Economy
Responsible party	Town of Hyde Park
Planning-level costs	\$250-500
Next Steps	<ol style="list-style-type: none"> <li>1. Design kiosk</li> <li>2. Install at LVRT Trailhead</li> </ol>

## Orientation and Connection Map

Recommendation	Develop Orientation and Connection Maps
Objectives	 Enhance Assets  Support the Local Economy
Responsible party	Town and Village of Hyde Park
Planning-level costs	\$500-2000
Stakeholders and partners	LCPC
Next Steps	<ol style="list-style-type: none"> <li>1. Work with the Regional Planning Commission or a consultant to develop a map scheme that reflects the design aesthetic of the Village/Town.</li> <li>2. Design map that includes key community assets and locations</li> </ol>

# Transportation & Streetscape

Recommendations to improve the transportation systems and streetscape fall into two categories: short term and long term projects. Note that sidewalk improvements are discussed and prioritized in the "Village Sidewalk Guide," on page 101.

## Short Term Projects

There are a number of recommendations and projects that support objectives of the Plan, but have lower costs and can be done as standalone projects in the short term. These include:

- Installing an all-way stop at the Main, Depot, and Eden intersection.
- Testing the one-way with bike lanes configuration of East Main Street.
- Improving the swales on East Main Street with more diverse vegetation.
- Adding access management at the Black Farm Road & Route 15 intersection.
- Hiring a sheriff for traffic control at the LUHS intersection during the morning and afternoon peak hours.

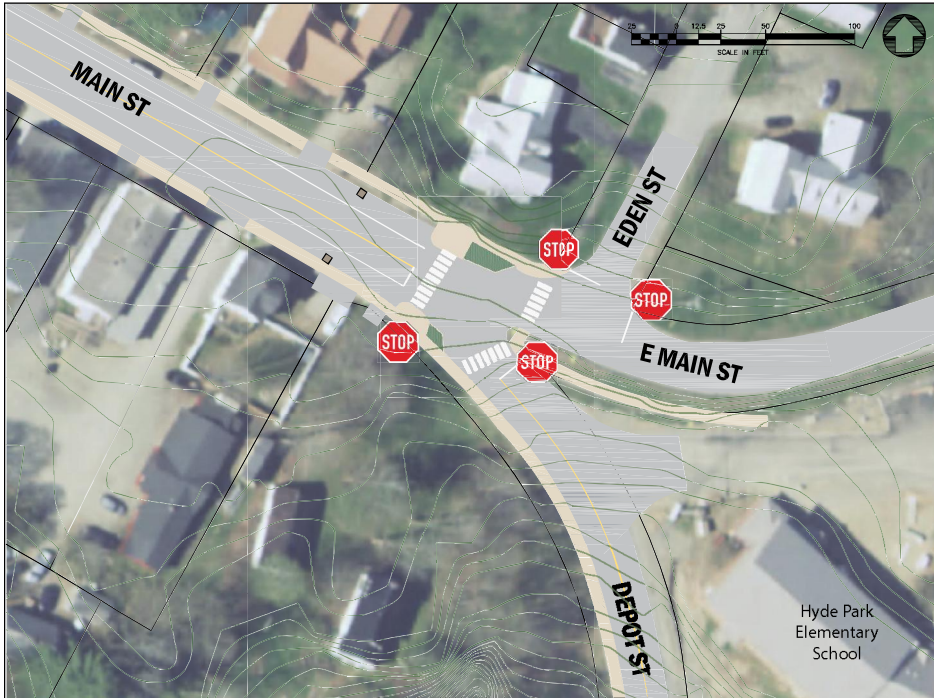
## Long Term Projects

These are large-scale recommendations that will require more in-depth design and funding. Coordinating these projects with others happening throughout the Village with a "Dig Once" are crucial for spending public dollars efficiently. These recommendations include:



- Rebuilding Main Street with green stormwater infrastructure and traffic calming measures.
- Rebuilding West Main Street with green stormwater infrastructure and new concrete sidewalks.
- Widening Johnson Street Extension to add four foot shoulders for pedestrian use.



# Main, Depot, and Eden Street Intersection



## SHORT TERM PROJECT

Recommendation	Install an all-way stop at the Main, Depot, and Eden Intersection.
Objectives	 Prioritize Pedestrians  Build Green Streets
Responsible party	Town of Hyde Park
Next Steps	<ol style="list-style-type: none"> <li>Optional: administer an engineering study to verify that this intersection would operate efficiently and safely as an all-way stop.</li> <li>Install two additional stop signs (optionally with flashing red light for higher visibility).</li> </ol>
Planning-level costs	\$5,000
Notes	Curb extensions and green stormwater extensions could be added at a later date, when other construction is happening on Main Street.



# Depot Street LVRT Crossing





Looking at the Depot Street LVRT Crossing from the south




Rendering of gate posted Trail Crossing signs

## SHORT TERM PROJECT

Recommendation	Install additional signs at the Depot Street LVRT crossing so that the Trail Crossing signs are gate-posted. Prioritize maintenance of these signs.
Objectives	 Prioritize Pedestrians  Enhance Assets
Responsible party	Town of Hyde Park
Planning-level costs	\$1,000

# Traffic Calming in the Village (short term)


## SHORT TERM PROJECT

Recommendation	Continue using in-street pedestrian crossing signs at crosswalks.
Objectives	 Prioritize Pedestrians
Responsible party	Town of Hyde Park
Notes	Intersections where these should be used include: West Main Street & Johnson Street Extension, Main Street & Prospect Street, Church Street at the Post Office crosswalk, and Main Street & Church Street.



In-street pedestrian crossing sign at Church & Main (2012, image from Google Maps)

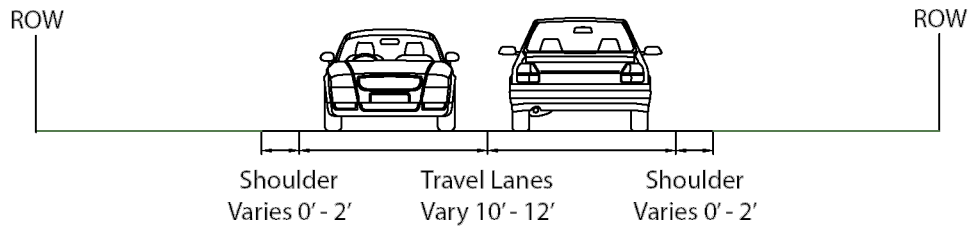
## SHORT TERM PROJECT

Recommendation	Use a portable speed radar feedback sign on streets throughout the Village.
Objectives	 Prioritize Pedestrians
Responsible party	Town of Hyde Park
Planning-level costs	\$3,000
Notes	A portable speed radar feedback sign catches people with the element of surprise. It could be used on all roads within the Village core on a rotating schedule.

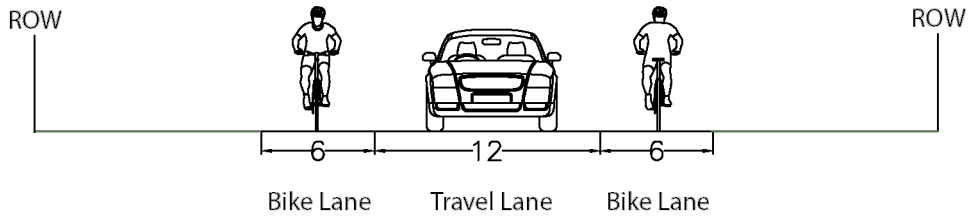


Portable Speed Feedback Signs (left image from Safe Routes to School Guide; right image from ElanCity)

# The Triangle Connection





Existing East Main Street Section



Proposed East Main Street Section for testing


## SHORT TERM PROJECT

Recommendation	Test the one-way configuration with bike lanes on both sides of the East Main Street.
Objectives	 Build Green Streets  Support the Local Economy
Responsible party	Town of Hyde Park
Next Steps	<ol style="list-style-type: none"> <li>1. When the existing pavement markings are worn off or removed during routine pavement maintenance, restripe the road with temporary paint.</li> <li>2. Conduct bicycle and pedestrian counts and monitor pedestrian use of the bike lanes.</li> <li>3. If there are safety concerns with people walking in the bikes lanes (due to conflicts with bicycles or being too close to the vehicle travel lane), reconsider constructing the sidewalk as proposed in the 2015 Hyde Park Connectivity Scoping Study.</li> <li>4. Collect community input and feedback about the new road configuration.</li> </ol>
Planning-level costs	\$5,000
Notes	<p>Communicate with the residents and businesses along East Main Street and coordinate with HPES regarding bus routes.</p> <p>Do not have this test coincide with other large construction project nearby, like water and sewer upgrades in the Village. This would be confusing for visitors and may hurt local businesses.</p>

## VT15 at Black Farm Road






### SHORT TERM PROJECT

Recommendation	Narrow the access point into Black Farm Road improve the safety and reduce the number of U Turns happening at this intersection.
Objectives	 Build Green Streets
Responsible party	Town of Hyde Park, Vermont Agency of Transportation
Next Steps	1. Work with the LCPC to request that VTrans makes this change along Route 15.
Planning-level costs	No cost to the Town

## LUHS Safety & Connectivity



Recommendation	Develop a comprehensive study of the multimodal safety and connectivity at LUHS. Evaluate alternative access points for the school driveway and pedestrian connectivity with the Village and LVRT.
Objectives	 Build Green Streets  Enhance Assets  Prioritize Pedestrians
Responsible party	Town of Hyde Park
Next Steps	1. Engage with the LCPC to secure funding for the study.

# VT15 & LUHS Intersection






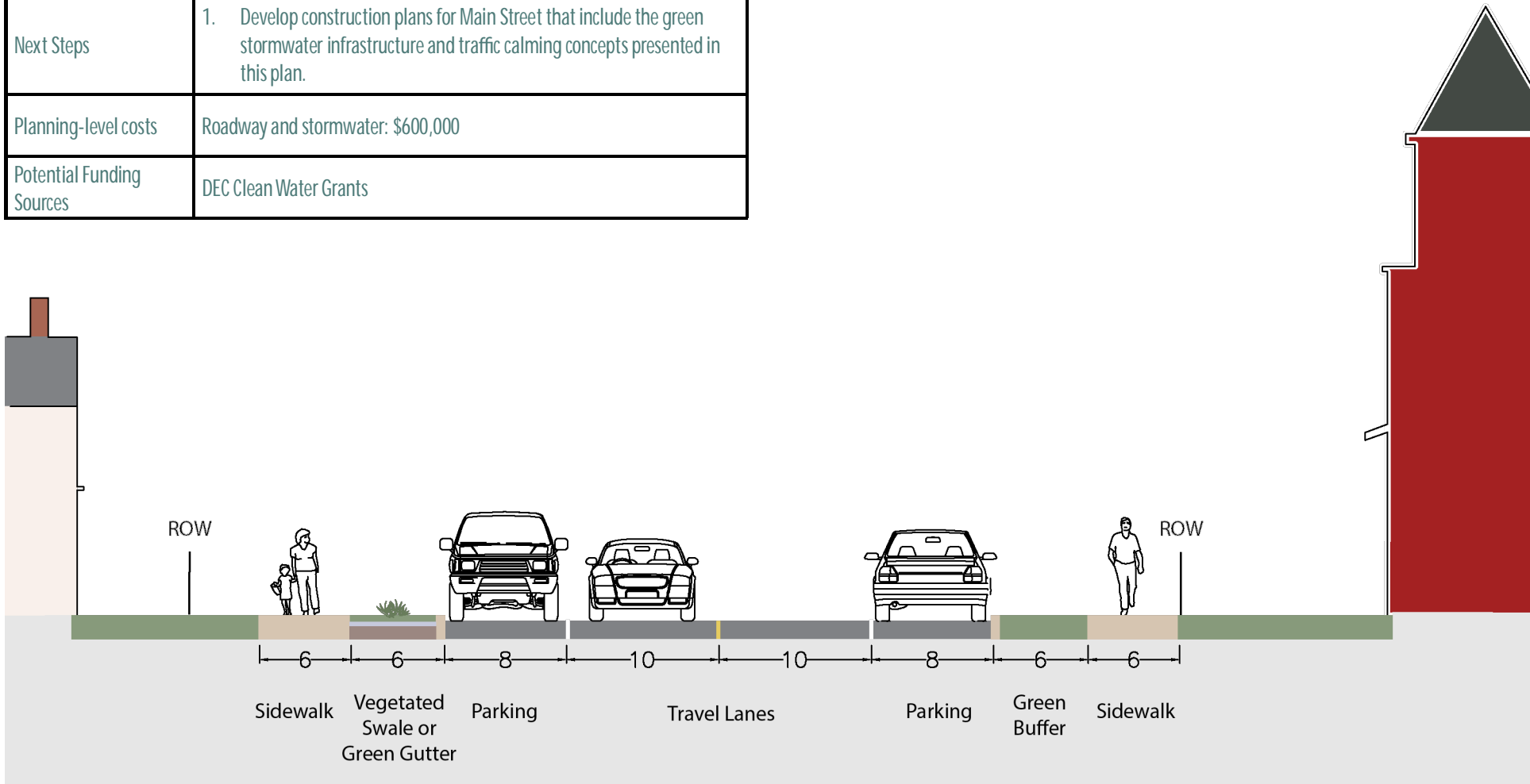
## SHORT TERM PROJECT

Recommendation	Hire an officer to control traffic during the morning and afternoon peaks: 7:30 to 8:30 AM and 2:45 to 3:45 PM (Peak hours are based on a traffic count from April 25, 2019. Hours may vary based on other local insights.)
Objectives	 Enhance Assets
Responsible party	Town of Hyde Park
Next Steps	1. Contract with the sheriff's office.
Planning-level costs	\$2760 per month
Notes	Cost estimate is based on \$69 per hour estimate (for car and deputy) for two hours per day 5 days per week.



# Main Street

Recommendation	Rebuild Main Street with green stormwater infrastructure, reduced widths for travel and parking lanes, and speed tables.
Objectives	 Dig Once  Prioritize Pedestrians  Build Green Streets
Responsible party	Town of Hyde Park
Next Steps	1. Develop construction plans for Main Street that include the green stormwater infrastructure and traffic calming concepts presented in this plan.
Planning-level costs	Roadway and stormwater: \$600,000
Potential Funding Sources	DEC Clean Water Grants






Conceptual cross section on Main Street



*Conceptual traffic calming plan on Main Street and Church Street*




## West Main Street

Recommendation	Rebuild West Main Street with green stormwater infrastructure and new concrete sidewalks.
Objectives	 Dig Once  Prioritize Pedestrians  Build Green Streets
Responsible party	Town of Hyde Park
Next Steps	1. Develop construction plans for West Main Street that include upgrading sidewalks and the green stormwater infrastructure concepts presented in this plan.
Planning-level costs	Roadway and stormwater: \$300,000 (does not include sidewalks - see page108)
Potential Funding Sources	DEC Clean Water Grants



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## Johnson Street Extension

Recommendation	Widen Johnson Street Extension to include four foot shoulders along the entire street.
Objectives	 Dig Once  Prioritize Pedestrians  Build Green Streets
Responsible party	Town of Hyde Park
Next Steps	1. Develop construction plans for Johnson Street extension that include four foot shoulders.
Planning-level costs	Roadway and Stormwater: \$275,000
Potential Funding Sources	DEC Clean Water Grants
Notes	Consider an all-way stop at Johnson Street Extension/ Main Street to reduce travel speeds coming into the Village.



# Village Sidewalk Guide



Prioritize Pedestrians



Build Green Streets



Support the Local Economy



Dig Once



Enhance Assets

This “Village Sidewalk Guide” builds upon the Town’s inventory of sidewalks and planned sidewalk projects in the Village. Currently, taxpayers in Hyde Park are appropriating \$25,000 per year into the Hyde Park Sidewalk Reserve Fund, which can be used for a local match for design and construction grants.

Sidewalk projects are divided into two categories—upgrades to existing sidewalks and new construction—to prioritize which sections to move forward with first. The prioritization is based on the following criteria:

- **ADA Compliance.** The degree to which this segment meets ADA standards, including minimum widths, presence of “vertical surface discontinuities” i.e. lips or ruts, etc. Note: not relevant for new construction.
- **Traffic Exposure.** The amount of conflict a person walking may have with vehicles, considering traffic volumes, speeds, and the amount of separation between the road and current pedestrian path.
- **Location.** The value that the sidewalk segment brings to the Village, i.e. if it connects important destinations, if it is located in a more dense area and would serve more people, etc.
- **Current Condition.** The surface condition of the sidewalk based on the Town’s

ratings from 2017, which were field verified in the summer of 2019. Note: not relevant for new construction.

With prioritization based on these quantitative criteria, engineering judgment was also used to finalize the master list of sidewalk project priorities (page 78), based on cost, constructibility, and feasibility.

## Materials

Based on the 2016 Connectivity Scoping Study, the preferred material for sidewalks in the Village is concrete, as it has nearly twice the expected “useful life estimate” when compared to asphalt. Granite is the preferred material for curbing, since it has a long useful life estimate. In addition, the curbing in the Village is currently granite. Granite has an aesthetic quality that can add to the streetscape of the Village; plus using the material pays homage to Vermont’s history in the granite industry.

Table 1. Inventory of existing and planned sidewalks in Hyde Park, from the Town of Hyde Park (2017)

Road Name, Section	Side	Type	Length (ft)	Condition	Installed	Cost for New	Notes
Church Street, Main to Post Office	East	Paved	550	Poor	unknown	\$ 220,000	Narrow, non-ADA, painted walkway on east side
Church Street, Main St to Post Office	West	Paved	300	Fair	unknown	\$ 120,000	Narrow, non-ADA
Church Street, Post Office to Rt 15	East	Concrete	900	N/A	planning only	\$ 360,000	Benefits from roundabout Bike/Ped reconstruction
Main Street, West Main to Depot	North	Concrete	1,500	Mixed	1991-1998 & 2003	\$ 600,000	Some paved sections, crosswalks poor condition
Main Street, West Main to Depot	South	Concrete	1,500	Fair	1987	\$ 600,000	Needs repair in sections, spalling due to salt
Main Street, Courthouse Ramp	South	Concrete	45	Good	2016	\$ 18,000	May need modification for crosswalk
Eden Street, start at Main St	West	Paved	900	Fair	unknown	\$ 360,000	Narrow, non-ADA
West Main Street, start at Main St	North	Paved	450	Poor	unknown	\$ 180,000	Needs replacement; undefined at parish hall
West Main Street, start at Main St	South	Paved	250	Poor	unknown	\$ 100,000	Needs replacement; merges with paved road
West Main Street, from end of paved road	North	Gravel	1,100	N/A	planning only	\$ 440,000	New path / wide shoulder to access LVRT
East Main Street, start at Main St	South	Concrete	125	Good	2015	\$ 50,000	Access to school parking lot; steep
East Main Street, Start at Eden St	North	Paved	3,200	N/A	planning only	\$ 1,280,000	Connect village to Gateway Commercial District
Depot Street, Start at Main St	West	Concrete	800	Good	2015	\$ 320,000	No ramp at Depot St Extension
Prospect Street, Start at Main St	North	Unknown	650	Poor	unknown	\$ 260,000	Buried by lawns, 10-feet from road shoulder
Commonwealth Ave, Start at Main St	North	Unknown	450	Poor	unknown	\$ 180,000	Buried by lawns, 10-feet from road shoulder
Johnson Street Ext, Start at Main St	East	Concrete	1,200	N/A	planning only	\$ 480,000	Possible new connection to Route 15
Route 15, Johnson St Ext to LUHS	North	Paved	2,300	N/A	planning only	\$ 920,000	Connect village to LUHS - 8' Shared Use Path



# SIDEWALK PRIORITIES

This master list is a road map to direct the Town's investments in sidewalks throughout the Village. The following pages describe each project in further detail.

## 1. Maintenance Plan

Develop a maintenance plan and set aside funds for maintenance of existing and new sidewalks so they are functional and don't fall into disrepair.

## 2. East Main Street

Test the one-way traffic configuration of the road with bike lanes in both directions.

## 3. West Main Street

Reconstruct the sidewalks on both sides of the street.

## 4. Main Street

Reconstruct the existing asphalt sidewalks with concrete.

## 5. Eden Street

Reconstruct existing asphalt sidewalk with concrete and increase width to meet ADA standards.

## 6. Commonwealth Ave

Construct a new sidewalk concrete sidewalk.

## 7. Prospect Street

Construct a new concrete sidewalk.

# 1. Maintenance Plan

Developing a maintenance plan will keep new and existing pedestrian facilities functional for public use and in accordance with ADA standards. Based on the FHWA maintenance classification scheme, the maintenance plan should include provisions for:

- Routine Maintenance: day-to-day activities including mowing, plowing, sweeping
- Corrective Maintenance: reactive activities in response to deficiencies
- Preventive Maintenance: treatments that extend the life of a facility

More detailed information on maintaining pedestrian infrastructure can be found here: [https://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/fhwasa13037/chap5.cfm](https://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasa13037/chap5.cfm)

Recommendation	Develop and implement a maintenance plan for sidewalks in Hyde Park.
Responsible party	Town of Hyde Park, Village of Hyde Park
Timeframe	1 year
Notes	There is a liability risk when sidewalks are not maintained year-round for safe pedestrian use.



## 2. East Main Street

Recommendation	<p>Test the one-way configuration with bike lanes on both sides.</p> <p>Conduct bicycle and pedestrian counts and monitor pedestrian use of the bike lanes.</p> <p>If there are safety concerns with people walking in the bike lanes (due to conflicts with bicycles or being too close to the vehicle travel lanes), reconsider constructing the sidewalk as proposed in the 2015 Hyde Park Connectivity Scoping Study.</p>
Responsible party	Town of Hyde Park
Timeframe	1 year
Planning-level costs	\$10,000 (for test of one-way configuration with paint and signs)



## 3. West Main Street

Recommendation	Reconstruct the asphalt sidewalks with 5 foot concrete sidewalks and extend them to the end of the paved portion of West Main Street
Responsible party	Town of Hyde Park
Timeframe	2 years
Planning-level costs	\$290,000 (for 700 feet of sidewalk)
Notes	Coordinate with pavement maintenance





## 4. Main Street

Recommendation	Reconstruct the asphalt sidewalks with 5 foot concrete sidewalks
Responsible party	Town of Hyde Park
Timeframe	3 years
Planning-level costs	\$280,000 (for 675 feet of sidewalk)



## 5. Eden Street

Recommendation	Reconstruct the asphalt sidewalks with 5 foot concrete sidewalks
Responsible party	Town of Hyde Park
Timeframe	4 years
Planning-level costs	\$375,000 (for 900 feet of sidewalk)



## 6. Commonwealth Ave

Recommendation	Construct a new sidewalk along Prospect Street. Use the alignment and footprint of the old (buried) sidewalk, where possible.
Responsible party	Town of Hyde Park
Timeframe	5-6 years
Planning-level costs	\$190,000 (for 450 feet of sidewalk)



## 7. Prospect Street

Recommendation	Construct a new sidewalk along Prospect Street. Use the alignment and footprint of the old (buried) sidewalk, where possible.
Responsible party	Town of Hyde Park
Timeframe	5-6 years
Planning-level costs	\$270,000 (for 650 feet of sidewalk)



