Chapter 6-5

Harlem Valley Overview

Moving Dutchess 2 defines the Harlem Valley area as the northeast block of communities located along the Connecticut State border and Route 22 corridor. The area encompasses the Towns of Amenia, Dover, and North East, and the Village of Millerton.

The four Harlem Valley communities share similar demographic, land use, and transportation characteristics. These include slow population growth during the past 20 years, low population densities, average median household incomes, a low share of out-of-county commuters, and high rates of auto usage. These similarities make it more likely that the communities will face similar land use and transportation challenges during the next 25 years, and accordingly, make it more likely that they will benefit from similar land use and transportation strategies to improve travel conditions and quality of life.

The Harlem Valley is mostly rural, with small, concentrated pockets of development in villages and hamlets such as the Village of Millerton, the Dover Plains, and Wingdale hamlets in Dover, and the Wassaic hamlet in Amenia.

Demographics

The Harlem Valley communities had a 2010 population of 16,166. This was a 3.5 percent increase over 2000, an approximate growth rate of 0.4 percent annually from 2000-2010. The Harlem Valley's rate of growth was about half that of Dutchess County's overall 6.2 percent increase in population. The Town of Amenia had the highest rate of growth in the area, while the Town of North East's population remained stable (see Table 6-5-1).

Table 6-5-1. Total Population-Harlem Valley (2000-2010)

	2000	2010	Percent Change
Town of Amenia	4,048	4,436	9.6
Town of Dover	8,565	8,699	1.6
Town of North East	2,077	2,073	-0.2
Village of Millerton	925	958	3.6

Source: U.S. Census Bureau, 2010 Census

In 2010 the Harlem Valley had a population density of 110 people per square mile, which was well below the county's overall density of 374 people per square mile. The area had the lowest population density in the County. At 1,549 people per square mile, the Village of Millerton had the highest population density in the Harlem Valley, while the towns of Amenia and North East had the lowest, at 102 and 70 people per square mile respectively. Population density information is shown on the Harlem Valley Population Density Map.

The Harlem Valley contained 7,770 housing units in 2010, a 13.3 percent increase from 2000 (see Table 6-5-2). The area averaged a gain of 91 housing units per year from 2000-2010. All four municipalities experienced double-digit rates of growth in housing units over the decade, with the Town of

North East leading with a 19 percent increase. The area had 6,655 occupied housing units (households) in 2010, with an average household size of 2.4.

Table 6-5-2. Total Housing Units-Harlem Valley (2000-2010)

	2000	2010	Percent Change
Town of Amenia	1,814	2,045	12.7
Town of Dover	3,266	3,637	11.4
Town of North East	1,366	1,627	19.1
Village of Millerton	412	461	11.9

Source: U.S. Census Bureau, 2000 & 2010 Census

Age

Young people and older people have different transportation needs than others: they are less likely to drive, and therefore more likely to walk (both young and old), bicycle (young people), or use transit for transportation. Compared to the county as a whole, the Harlem Valley communities support average percentages of young people (aged 16 and under), albeit the Town of Dover has a slightly higher average than the county. Inversely, the Towns of Amenia and North East have slightly higher percentages of older people (aged 65 and over) compared to the rest of the county (see Table 6-5-3).

Table 6-5-3. Percent Young and Elderly-Harlem Valley (2010)

	% 16 and Under	% 65 and Over	Total % Under 16 and Over 65
Town of Amenia	18	18	36
Town of Dover	21	11	32
Town of North East	17	16	33
Village of Millerton	19	13	32
Dutchess County	**19**	**14**	**33**

Source: U.S. Census Bureau, 2010 Census

Income

Lower-income households are also more likely to walk, bicycle and use transit for everyday needs. Based on data from the U.S. Census Bureau's 2009-2013 American Community Survey, the Towns of Amenia (at $49,107-$63,337) and Dover (at $64,114-$69,660) had median household incomes below the county average of $71,192-$73,858.

Vehicle Ownership

Households without a vehicle are much more likely to seek alternative transportation. Based on data from the U.S. Census Bureau's 2009-2013 5-year American Community Survey, none of the municipalities in the Harlem Valley had zero vehicle household rates above the county average of 7.9-8.9 percent.

Centers & Destinations

Centers

The Lower Taconic hosts a variety of activity centers and destinations. These are mainly located near major transportation facilities, such as Routes 44 and 22. Depending on the nature of the land use and amount of development, these centers and destinations affect travel and the

transportation system to varying degrees.

Activity centers are those areas that support a concentrated mix of residential and commercial development, most typically a village or hamlet. They are human in scale and supported by adequate pedestrian infrastructure. Such centers provide travelers with the ability to make more non-motorized trips than auto-dependent land uses. The County's Centers & Greenspaces Guide identifies existing centers with high levels of residential or commercial activity. In the Harlem Valley, these include the following centers:

1. Amenia hamlet in Amenia
2. Wassaic hamlet in Amenia
3. Wingdale hamlet in Dover
4. Dover Plains hamlet in Dover
5. Millerton village center

Destinations

Major destinations include transportation hubs, large commercial sites, and schools. These sites generate significant traffic volumes and can contribute to peak hour traffic congestion. The Harlem Valley includes the following major destinations:

1. Retail centers along Route 22.
2. Ten Mile Metro-North train station in Amenia.
3. Wassaic Metro-North train station in Amenia.
4. Webutuck High School and Elementary School in Amenia.
5. Dover Plains Metro-North train station in Dover.
6. Harlem Valley-Wingdale Metro-North train station in Dover.
7. Westchester Modular Homes (located near Reagans Mill Rd.) in Dover.
8. Dover High School and Wingdale Elementary School in Dover (Wingdale hamlet).
9. Dover Middle School and Elementary School.
10. Harlem Valley Rail Trail.

The Harlem Valley Overview Map shows key centers and destinations in the area.

Major Projects

The Transportation Council's 2013 Major Projects Report, which tracks large projects in the county, identified almost 1,800 new residential units in the planning stages or under construction in the area's four communities. In addition, over 460,000 square feet of non-residential space was being planned for the area. Some of the larger projects in the area include the following:

1. Silo Ridge in Amenia: 245 residential units, recreational space, and 4,000 sq. ft. retail on 691 acres on Route 22.
2. Cricket Valley Energy Power Generation Facility in Dover: 158,069 sq. ft. on 153 acres on Route 22.
3. Knolls at Dover in Dover: 1,376 residential units and 238,500 sq. ft. retail on 921 acres on Route 22.
4. Millerton Supermarket in North East: 35,812 sq. ft. retail on 12 acres on Route 44.

If fully developed, the Knolls at Dover would be the largest residential development project in Dutchess County history. Located at the former Harlem Valley Psychiatric Center, this Transit Oriented Development (TOD) project is centered on the Harlem Valley/Wingdale Metro-North train station, with 68 percent of all residential units expected to be within walking distance of the train station. The entire project includes a mix of single family residences, apartments, and townhomes. Construction is expected to be phased in over the next decade.

Although listed in the Major Projects Report, these projects may not be constructed as described or at all, due to changes made by the developer and/or through the local permitting process.

Transportation System

The Harlem Valley population primarily relies on the private vehicle for most of their transportation needs, making the area's transportation system based on the highway network. However, one of the area's major road corridors is served by limited bus service, and intercity rail is available in the area. Village and hamlet locations are served by sidewalk systems.

Roads

The Harlem Valley's road system consists of two major highways: Routes 22 and 44; smaller State highways including Route 199 and 343; and County roads including CR 6 (Old State Route 22), CR 21 (Pleasant Ridge Rd), CR 62 (South Maple Ave.), and CR 81 (Old Route 22).

According to the NYSDOT 2013 Highway Mileage Report, the Harlem Valley communities contained 271 miles of State, County, and local roads. Table 6-5-3 shows the distribution of centerline mileage across the Harlem Valley communities.

Table 6-5-4. Centerline Mileage-Harlem Valley

	Total Centerline Mileage
Town of Amenia	83
Town of Dover	101
Town of North East	80
Village of Millerton	7

NYSDOT rates pavement condition on a scale of 1 to 10, with 1 being the worst and 10 the best. A rating of 5 or lower is classified as poor. According to 2014 NYSDOT pavement condition data, State owned highways in the Harlem Valley had an average surface rating of 6.8. The following State highway segments in the Harlem Valley were identified as being in poor condition (score of 5 or lower):

1. Route 22 in Amenia: Route 44/343 to Broadway (0.4 miles).
2. Route 44 in Amenia: CR 86 (Bangall Amenia Rd.) to Turkey Hollow Rd. (0.6 miles).
3. Route 343 in Amenia: Washington Town Line to Cart Rd. 0.4 miles).
4. Route 55 in Dover: Old Route 22 to Connecticut State Line (2.3 miles).

In addition, DCDPW rates the condition of County-owned roads each year. According to 2014 data, no County roads in the Harlem Valley were in poor condition. The Harlem Valley Transportation System Conditions Map shows pavement conditions in the area.

The Transportation Council collects traffic count data for County and local roads and receives count data from NYSDOT for State highways. Based on a review of count data from 2010-2014, the following roads had the highest amounts of Average Annual Daily Traffic (AADT) in the Harlem Valley:

1. Route 22 in Dover: 6,900
2. Route 55 in Dover: 6,200
3. Route 22 in Amenia: 5,700
4. Route 44 in Amenia: 5,600
5. Route 44 in Millerton: 5,500
6. Route 22/44 in North East: 4,900
7. CR 6 (Old State Route 22) in Dover: 4,300

Congestion Management Process (CMP)

The Transportation Council completed a CMP Step 2 report in 2006, which identified locations with severe, heavy, and moderate peak hour congestion. The Harlem Valley did not contain any facilities with measureable congestion. The 2011 Travel Time Survey elaborated on the Step 2 report data by collecting travel time data on key routes during morning, mid-day, evening, and weekend periods. Based on the data collected, the following Harlem Valley roads experienced congestion (defined as having a ratio of peak-period travel time to non-peak travel time greater than 1.3):

1. Route 22 approaching Route 343 in Dover:
   - Northbound: AM, PM, and Saturday
   - Southbound: AM, PM, and Saturday
2. Route 22 approaching CR 21 (Pleasant Ridge Rd.) in Dover:
   - Southbound: PM

The Dutchess County Transportation System Performance Maps show travel time data by roadway segment.

Bridges

The Harlem Valley transportation system includes 50 road bridges, defined as a bridge structure with a span of 20 feet or longer. The NYSDOT condition rating scale ranges from 1 to 7, with 7 being in new condition and a rating of 5 or greater considered as good condition. In 2014 the bridges collectively had an average NYSDOT condition rating of 5.4.

NYSDOT defines a deficient bridge as one with a State condition rating of less than 5. A deficient condition rating indicates deterioration to a level that requires corrective maintenance or rehabilitation to restore the bridge to a fully functional, non-deficient condition; it does not imply that the bridge is unsafe. The Harlem Valley had 14 bridges that were classified as deficient under the NYSDOT rating system. Table 6-5-5 shows the number of bridges by municipality and their average State rating.

Table 6-5-5. Average Bridge Ratings-Harlem Valley

	Number of Bridges	Average NYSDOT Rating
Town of Amenia	15	5.4
Town of Dover	19	4.7
Town of North East	13	5.3
Village of Millerton	3	5.2

The federal bridge rating system, which differs from the State system, rates bridges on a scale of 1 to 9. The federal ratings are used to identify bridges that do not meet contemporary Federal Highway Administration (FHWA) standards. Those bridges are classified as either “structurally deficient” or “functionally obsolete.”

According to the FHWA, bridges are considered “structurally deficient” if significant load carrying elements are found to be in poor condition due to deterioration/damage, the bridge has inadequate load capacity, or repeated bridge flooding causes traffic delays. A "structurally deficient" rating does not imply that the bridge is unsafe or likely to collapse. A "structurally deficient" bridge, when left open to traffic, typically requires significant maintenance and repair to remain in service and eventual rehabilitation or replacement to address deficiencies. In order to remain in service, structurally deficient bridges are often posted with weight limits.

“Functionally obsolete” refers to a bridge’s inability to meet current standards for managing the volume of traffic it carries, not its structural integrity. A bridge may be “functionally obsolete” if it has narrow lanes, no shoulders, or low clearances. The Harlem Valley has three bridges classified as structurally deficient and ten classified as functionally obsolete (see Table 6-5-6 below).

Table 6-5-6. Structurally Deficient & Functionally Obsolete Bridges-Harlem Valley

	Structurally Deficient	Functionally Obsolete
Town of Amenia	0	6
Town of Dover	3	4
Town of North East	0	0
Village of Millerton	0	0

The Harlem Valley Transportation System Conditions Map identifies bridges rated as structurally deficient and functionally obsolete based on federal standards, as well as those classified as deficient by NYSDOT.

Transit

Dutchess County Public Transit (DCPT) operates one fixed route in the Harlem Valley: Route D between Poughkeepsie, Amenia (Wassaic), and Dover. The route runs Monday-Saturday from 5:45 a.m. to 10:56 p.m., with two bus runs between Poughkeepsie and Amenia per day. Route D primarily serves the Route 44 corridor and a portion of Routes 22 and 343.

Metro North Railroad operates four train stations in the Harlem Valley: two each in Amenia and Dover. The stations serve the Harlem Line, which provides commuter rail service to Grand Central Station in New York City. As of 2015, the four

stations each supported four through trains to Grand Central Station and another nine trains that required transfers at the Southeast station in Putnam County. Metro-North maintains parking facilities at each train station in the Harlem Valley:

1. Wassaic (Amenia): 342 parking spaces.
2. Tenmile River (Amenia): 68 parking spaces.
3. Dover Plains (Dover): 275 parking spaces.
4. Harlem Valley-Wingdale (Dover): 145 parking spaces.

Pedestrian & Bicycle Transportation

Sidewalk Systems

The Harlem Valley has approximately 17 miles of sidewalks. The majority are in the Town of Amenia (see Table 6-5-7). When considered on a per-resident basis, the Village of Millerton has the most sidewalks per resident and ranks first in the county. Minor sidewalk systems are also located in some of the larger residential and commercial properties.

Table 6-5-7. Sidewalk Mileage & Population (2010)-Harlem Valley

	Sidewalks (miles)	Sidewalk Feet per Population	County-wide Rank
Town of Amenia	8.0	9.5	13
Town of Dover	4.2	2.5	18
Town of North East	0.7	1.8	24
Village of Millerton	3.9	21.6	1

Trail Systems

The Harlem Valley has approximately 33 miles of unpaved trails. Major recreational trails in the area include:

1. Sharparoon Trails in Dover: 13.1 miles.
2. Wassaic State Multiple Use Area trails in Amenia: 6.6 miles.
3. Appalachian Trail in Dover: 4.5 mile segment.

Shared-Use Paths

The Harlem Valley Rail Trail extends from Main Street in Millerton, south through Amenia to the Wassaic Metro-North station, a distance of 10.7 miles. The trail is planned to continue north to Chatham in Columbia County. An extension south into the hamlet of Wassaic is also planned.

The NYS Office of Parks, Recreation, and Historic Preservation completed a Statewide Trails Plan in 2010. The Trails Plan recommends the completion of the Harlem Valley Rail Trail from Amenia to Pawling, connecting south to the Putnam County rail trail and from Millerton to Columbia County to the north.

Bicycling Facilities

The only on-street bicycle facilities in the Harlem Valley are shared-lane use markings (sharrows) in the Town of Amenia on Mechanic Street between the Harlem Valley Rail Trail and East Main Street.

NYSDOT has several proposed State Bicycle Routes (SBR) which connect to the area:

1. An extension of SBR 22 south on Route 22 between Columbia County through Dutchess and Putnam counties.
2. An extension of SBR 199 along Route 199, between Route 308 on the western border of Milan and the proposed SBR 22 in the Town of Northeast.
3. Proposed SBR 44, along Route 44 between SBR 9 in the City of Poughkeepsie and the proposed SBR 22 in the Town of Amenia.

Bicycle parking is provided at some of the area's key destinations, including the Harlem Valley Rail Trail trailheads in Millerton and Amenia, the Wassaic Metro-North station, and the Dover Plains library. A searchable online bicycle parking map includes more information for each location.

Accessibility

In 2010 NYSDOT conducted an ADA inventory of the State transportation system. The inventory identified intersections and sidewalk segments that require improvements to fully achieve ADA accessibility standards. The following Harlem Valley locations require modifications to meet ADA standards:

Route 44 in the Village of Millerton
1. Intersection at John St.
2. Intersection at Central Ave.
3. Intersection at North/South Maple Ave.
4. Sidewalk from Dutchess Ave. to Park Ave. (0.10 miles).
5. Sidewalk from Central Ave. to North/South Maple Ave. (0.06 miles).

Route 343 in the Town of Amenia
1. Intersection at Mechanic St.

For additional data on walking and bicycling patterns, see *Walk Bike Dutchess*, Chapter 5.5 (Harlem Valley).

Transportation Safety

The Transportation Council analyzed vehicle crash data from the NYS Governor's Traffic Safety Committee (GTSC), focusing on total crashes and crash rates based on road mileage. In 2013, the most recent data available, the GTSC reported that 80 crashes with fatalities or injuries occurred in the Harlem Valley. For the three year period of 2011-2013, the Harlem Valley averaged 90 fatal and injury crashes per year. Table 6-5-8 shows the total number of reported crashes with fatalities or injuries by municipality for 2011-2013.

Table 6-5-8. Fatal & Injury Crashes-Harlem Valley (2011-2013)

	Fatal & Injury Crashes			3-Year Average
	2011	2012	2013	
Town of Amenia	38	37	20	32
Town of Dover	40	41	43	41
Town of North East	11	16	13	13
Village of Millerton	4	3	4	4

Measured in terms of road mileage, the Harlem Valley communities had an average fatal/injury vehicle crash rate of

0.35 crashes per road mile in 2013; the same rate reported in 2009 for *Moving Dutchess*. The 2013 Harlem Valley crash rate remained well below the overall county rate of 0.9 crashes per mile. The Towns of Dover and North East had the lowest crash rates in the county. Table 6-5-9 shows crash rates per mile by municipality from 2011-2013.

Table 6-5-9. Crash Rate per Mile-Harlem Valley (2011-2013)

	Crash Rate Per Mile			3-Year Average
	2011	2012	2013	
Town of Amenia	0.5	0.4	0.2	0.4
Town of Dover	0.4	0.4	0.4	0.4
Town of North East	0.1	0.2	0.2	0.2
Village of Millerton	0.6	0.4	0.6	0.5

NYSDOT, in conjunction with NYSDMV and the Office of Cyber Security & Critical Infrastructure Coordination (CSCIC), maintains an online database of motor vehicle crashes called the Accident Location Information System (ALIS). The Transportation Council conducted an analysis of 2010-2014 ALIS crash data to identify general crash trends in the Harlem Valley. Based on this 2010-2014 data, the Transportation Council identified high-crash intersections and roadway segments in the Harlem Valley. The following Harlem Valley locations experienced some of the highest number of crashes/crash rates over the five-year period (see also the Harlem Valley Crash Analysis Map):

Intersections (Total Crashes)

1. Route 22 at CR 21 (Pleasant Ridge Rd.) in the Town of Dover (21 crashes).
2. Route 22 at Route 44/343 in the Town of Amenia (14 crashes).
3. Route 44 (Main St.) at Route 22/44 (Elm St.) in the Village of Millerton (12 crashes).
4. Route 22 at Cascade Rd. in the Town of Amenia (10 crashes).

Roadway Segments (Total Crashes)

1. CR 21 (Pleasant Ridge Rd.) between the Union Vale town line and Harry Hill Rd. in the Town of Dover (49 crashes).
2. Route 22 between CR 21 (Pleasant Ridge Rd.) and Rural Ave. in the Town of Dover (23 crashes).
3. Route 22 between Dover Village Plaza and Nellie Hill Rd. in the Town of Dover (22 crashes).
4. Route 22 between CR 105 (Sinpatch Rd.) and Wilcox Dr. in the Town of Amenia (21 crashes).
5. Route 22 between CR 81 (Old Route 22) and Nelson Hill Rd. in the Town of Amenia (24 crashes).
6. Route 22 between Furnace Bank Rd. and Dunn Rd. in the Town of Amenia (25 crashes).
7. Route 22 between Adams Dr. and CR 1 (Sharon Station Rd.) in the Town of Amenia (24 crashes).
8. Route 44 between CR 83 (Smithfield Valley Rd.) and W. Lake Amenia Rd. in the Town of Dover (20 crashes; one fatality in 2010).

Roadway Segments (Crashes per Mile)

1. Route 22 between Brady Ln. and Cart Rd. in the Town of Dover (13 crashes; 136 crashes per mile).
2. Route 44 (Main St.) between Route 22 (Elm St.) and Railroad Plz. in the Village of Millerton (six crashes; 117 crashes per mile).
3. Route 44 (Main St.) between Center St. and John St. in the Village of Millerton (five crashes; 97 crashes per mile).
4. Route 44 (Main St.) between Dutchess Ave. and Park Ave. in the Village of Millerton (five crashes; 78 crashes per mile).

Pedestrian & Bicycle Safety

The Transportation Council also analyzed the 2009-2013 crash data to determine pedestrian and bicycle crash rates per 1,000 people for each municipality. Based on this analysis, the Village of Millerton was the only Harlem Valley community to have a pedestrian crash rate (0.55) above the county average of 0.29 crashes per 1,000 people. None of the four municipalities had bicycle crash rates above the county average of 0.15. However, *Walk Bike Dutchess* did identify one high-crash corridor for bicyclists in the Town of Amenia: Route 22 between Lake Amenia Rd./Dunn Rd. and Cascade Rd. (1.2 miles; three crashes; 2.5 crashes/mile).

Local Comprehensive Plans

The Transportation Council reviewed each community's comprehensive plan to identify land use and transportation recommendations that would be relevant for *Moving Dutchess 2*. For many communities, the recommendations involve land use policies and projects that promote non-motorized travel, maintain community character, improve safety, and reduce congestion.

Town of Amenia

The Town of Amenia adopted its comprehensive plan in 2007. The plan recommends a series of projects and programs to improve the local transportation system.

1. Explore future improvements to Routes 22, 44, and 343 in the hamlet of Amenia, so that they become pedestrian-friendly main streets as they pass through the NYS Route 22 corridor and the hamlet center.
2. Connect the Harlem Valley Rail Trail in the Amenia hamlet with neighborhoods and other amenities.
3. Recognize and improve the Wassaic hamlet with historically appropriate signage, lighting, sidewalks, and landscaping.
4. Request Metro-North trains slow down and/or have a "flag-stop" in Wassaic hamlet.
5. Continue the rail trail to connect to the sports field and town park in Wassaic.
6. Encourage transit-oriented development at the Ten Mile River Metro-North train station.
7. Connect the rail station to local shuttle or bus systems.
8. Consider implementing certain recommendations of the Route 22 Corridor Management Plan.

9. All road design and reconstruction projects should be conducted with special attention to making them safe and attractive to pedestrians and bicyclists.
10. Provide sidewalks in the Amenia and Wassaic hamlets.
11. Improve truck access to Wassaic hamlet. The existing "jug handle" at the north end of Old Route 22 in Wassaic Hamlet should be retained.
12. Install traffic calming and sidewalks in the area of the hamlet center extending from Fudgy's north to Freshtown plaza and Maplebrook School.
13. Make the Wassaic hamlet more pedestrian-oriented. Safety improvements are needed along Route 22 between Maplebrook School and Sharon Station Rd.
14. Development of the Harlem Valley Rail Trail from Wassaic station to the North East town line.
15. Possible extension of the Rail Trail into the Wassaic hamlet.
16. Possible Rail Trail extension to Silo Ridge via a Route 22 underpass.
17. Create a second mixed-use hamlet center in and around the Freshtown shopping plaza, on the east side of Route 22; additional streets south of the existing shopping plaza would need to be added, and at least one additional access point on Route 22.

Town of Dover

The Town of Dover adopted its comprehensive plan in 1993. The plan identified the following transportation related issues and recommendations:

1. Promote a town-wide trail network, including a loop trail linking Nellie Hill with the center of Dover Plains, a continuous trail along the Ten Mile River, and a trail from Boyce Park to the Appalachian Trail.
2. Provide shoulders along Route 22.
3. Promote employee-sponsored and privately arranged ride sharing and increased use of commuter bus service with direct connections to the train station.
4. Evaluate the need for Dial-A-Ride service for seniors.
5. A new road connecting Route 22 with the Metro-North property north of the Dover Plains train station should be built.
6. Investigate the potential to realign the intersection of Route 22 and Cricket Hill Rd.
7. Work with NYSDOT to reduce speeds along Route 22 through the hamlet center business district to 30 miles per hour.
8. Repair and extend the sidewalk system along primary connecting streets and integrate bicycle/walkways with a town-wide trail system.

Town of North East & Village of Millerton

The Town of North East and the Village of Millerton adopted a consolidated comprehensive plan in 1994. The plan's vision supports the Village as the center of the community and encourages the development of regional public transportation, adequate off-street parking, and pedestrian walkways and bikeways.

The comprehensive plan includes the following recommendations to improve the transportation system:

1. Provide wider shoulders on Route 22, in order to better accommodate both farm and non-farm traffic.
2. Plan for the needs of a growing elderly population in recreational facilities, emergency services, housing choices, public transit opportunities, and site plan designs.
3. Ensure the needs of the population should are reflected in development patterns and open space corridors that allow pedestrian access to shopping centers, the village center, local services, and recreation sites. A system of walkways serving a concentration of higher-density housing near the village could help accomplish this.
4. Encourage pedestrian walkways in both the town and village and in new residential development.
5. Support the development of the Rail Trail as an important economic and recreational resource and look for ways to link public lands with the Harlem Valley Rail Trail. Provide additional off-street parking near the Harlem Valley Rail Trail.
6. Provide service roads for major developments on the Route 22 corridor.
7. Establish the means by which Route 44 Corridor Planning Area property owners can carry out community projects of mutual benefit and cost sharing is recommended. Projects may include the central water supply system, street tree program, sidewalks, street lighting and utility relocation.
8. Reduce the speed limit through the hamlet.
9. Make the walkway/driveway between Main St. and Century Blvd part of a pedestrian network.
10. Future off-street parking areas could include areas near the Harlem Valley Rail Trail, south of Main St., and the area between South Center St. and Park Ave.
11. Add a bus station in the Planned Residential Business District.
12. Install sidewalks along Century Blvd to facilitate pedestrian movement and encourage people to park there and walk to Main St.

Previous Transportation Council Studies

The Transportation Council has completed one planning study specific to the Harlem Valley: the Route 22 Corridor Management Plan (CMP) in 2002. The Transportation Council also completed a Dutchess County Transit Development Plan in 2009, which included general recommendations for the Harlem Valley. A summary of each is included below. Complete documents are available on the Transportation Council's website.

Route 22 Corridor Management Plan (2002)

The Transportation Council, in conjunction with the Harlem Valley Partnership, completed the Route 22 Corridor Management Plan in 2002. The CMP sought to assist communities and NYSDOT with decisions about future development, road access, and transportation improvements. The CMP addressed the entire 40 mile length of Route 22 in Dutchess County, from the Putnam County line north to the Columbia County line, covering six communities: Towns of Amenia, Dover, and North East, the Village of Millerton, and the Town and Village of Pawling.

The CMP included an inventory of existing conditions related to the transportation system, land use and zoning issues, and traffic operations, and also a build-out analysis of projected development and an assessment of potential impacts on travel. The CMP also offered a variety of transportation and land use recommendations for each community, to include the following:

1. Designate greenbelts and use the transfer of development rights to preserve open space.
2. Create a cluster by-law/overlay district in the towns to preserve open space.
3. Create a limited access overlay in the Village of Millerton to limit the number of driveways.
4. Incorporate access management tools into site plan reviews and subdivision regulations.
5. Improve safety at the following Route 22 intersections:
   - Dover High School
   - Food Town entrance in the Town of Dover
   - Haight Rd. in the Town of North East
   - Route 199 in Town of North East
   - Route 44/22 in the Village of Millerton
6. Add pedestrian/bicycle connections at the following locations:
   - Dover Plains to Tally Ho Mobile Home Park in the Town of Dover.
   - Amenia hamlet north to Maplebrook School in the Town of Amenia.
   - CR 4 (Poplar Hill Rd.) to Tenmile River Metro-North train station via CR 5 (Sinpatch Rd.) in Amenia.
   - Route 343 to the Harlem Valley Rail Trail along Mechanic Street in the Town of Amenia.
7. Consider road capacity improvements on Routes 44 and 343 in Amenia and CR 21 (Pleasant Ridge Rd.) and Mill St. in Dover.

Dutchess County Transit Development Plan (2009)

The 2009 Dutchess County Transit Development Plan (TDP) included a long term recommendation to create a new fixed bus route to serve the entire Route 22 corridor, from the Town of North East and Village of Millerton, through Amenia and Dover, to the Town and Village of Pawling. The new route would travel between the Pawling Railroad Station and the Village of Millerton along Route 22. The TDP also recommended service to the Metro-North Harlem Line Stations at Harlem Valley-Wingdale, Dover Plains, Tenmile River, and Wassaic.

Natural & Historic Resources

The Transportation Council reviewed natural and historic resource information from the State and County to identify potential constraints relevant to transportation planning in the Harlem Valley area. This process started with an inventory of 100-year and 500-year floodplains, NYSDEC wetlands, federal, State, and locally designated parklands, agricultural lands, critical environmental areas, and designated historic districts. These resources are shown on the Harlem Valley Natural & Historic Resources Map.

Waterbodies & Watersheds

The Harlem Valley contains a number of large waterbodies that are 25 acres in size and larger:

1. North East: Indian Lake (194 acres) and Rudd Pond (76 acres).
2. Amenia: Round Pond (49 acres) and Swift Pond (61 acres).
3. Dover: Crane Pond (38 acres), Ellis Pond (61 acres), and Lake Weil (34 acres).

Streams in the Harlem Valley include:

1. Town of North East: Noster Kill, Sawmill Brook, Shekomeko Creek, Wassaic Creek, and Webatuck Creek.
2. Town of Amenia: Turkey Hollow Brook, Indian Lake Creek, Mill Brook, Tenmile River, Wassaic Creek, Webatuck Creek, and the Housatonic River.
3. Town of Dover: Burton Brook, Deuel Hollow Brook, Mill River, Stone Church Brook, Stony Brook, Swamp River, Tenmile River, and the Housatonic River.
4. Village of Millerton: Kelsey Brook and Webatuck Creek.

Though parts of many watersheds lie in the Harlem Valley, the Webatuck Creek watershed is the largest, covering most of Amenia, North East, and some of Dover. The Ten Mile River watershed covers the rest of Dover. Smaller watersheds are located along the border with Connecticut.

Floodplains

Floodplains make up a small percentage of some Harlem Valley communities, as shown in Table 6-5-10. The Village of Millerton has the highest percentage of land area within 100-year and 500-year floodplains in this region.

Table 6-5-10. Floodplains-Harlem Valley

	Total Floodplain Acreage	Percent of Land Area
Town of Amenia	1,306	5
Town of Dover	2,307	6
Town of North East	1,204	4
Village of Millerton	26	7

A number of transportation facilities in the Harlem Valley are subject to periodic flooding due to their location within designated 100-year and 500-year floodplains, NYSDEC wetlands, and adjacent waterbodies. These include:

1. CR 81 (Old Route 22) between Broadway St. and Railroad Ave. in Amenia.
2. Sinpatch Rd. near the Tenmile River train station in Amenia.
3. Route 22 between Duncan Hill Rd. and CR 26 (Dover Furnace Rd.) in Dover.
4. Route 55 east from Route 22 to Berkshire Rd. in Dover.
5. CR 6 (Old State Route 22) between Sherman Hill Rd. and Jordyn Ln. in Dover.
6. Lime Kiln Rd. from CR 6 (Old State Route 22) to Berkshire Rd. in Dover.
7. Maple Ln. in and around Benson Hill Rd. in Dover Plains (Dover).
8. Park Dr. south of Maple Ln. in Dover Plains (Dover).
9. Route 44 in North East, east of the Village of Millerton.

10. CR 61 (Indian Lake Rd.) east of Mill Rd. in North East.
11. CR 62 (Rudd Pond Rd.) between Route 22 and Kaye Rd. in North East.

Agriculture & Open Space

The Dutchess County Planning Department's Centers and Greenspaces Guide identifies suburban development and areas susceptible to suburban development, classified as parcels under five acres that are outside of centers. In the Harlem Valley, these areas are primarily concentrated along Route 22 and the east-central portion of Dover. The guide also identifies protected and agricultural lands, which include most of Amenia and North East, and a large part of Dover.

The Harlem Valley contains 34,076 acres of land that received agricultural value assessments in 2014. These assessments identify properties that have active farms, nurseries, stables, or other agricultural operations. The agricultural assessed lands represent 37 percent of the area's total land. The Town of North East stands out as having over half of its area assessed for agricultural use. Table 6-5-11 shows the total acreage of agricultural assessed lands by municipality and its share of each municipality's land area.

Table 6-5-11. Agricultural Assessed Land-Harlem Valley

	Total Agricultural Assessed Acreage	Percent of Land Area
Town of Amenia	10,514	38
Town of Dover	8,707	24
Town of North East	14,854	54
Village of Millerton	0	0

The Harlem Valley also contains 54,630 acres of land certified by the NYS Department of Agriculture & Markets as Agricultural Districts. These districts are locally designated parcels that currently serve or could serve agricultural purposes. These districts represent 60 percent of the area's total land and include most of the agriculturally assessed lands. Table 6-5-12 shows total agricultural district acreage by municipality and its share of each municipality's land area.

Table 6-5-12. Agricultural Districts-Harlem Valley

	Total Agricultural District Acreage	Percent of Land Area
Town of Amenia	20,942	75
Town of Dover	14,983	42
Town of North East	22,264	81
Village of Millerton	88	23

The Harlem Valley includes two farms and one open space that are protected under the Dutchess County Partnership for Manageable Growth program:

1. Pleasant View Farm (257 acres) in North East.
2. Sunset Ridge Farm (180 acres) in North East.
3. Stone Church (59 acres) in Dover.

The Harlem Valley also hosts 3,677 acres of federal, State, and local parklands. Key parks include:

1. Wassaic State Multiple Use Area (513 acres) in Amenia.

2. Nellie Hill Preserve (144 acres) in Dover.
3. Thomas J. Boyce Park (208 acres) in Dover.
4. Harlem Valley Rail Trail (139 acres) in North East.
5. Taconic State Park (2,423 acres) in North East.

Critical Environmental Areas

The Harlem Valley includes four locally designated Critical Environmental Areas (CEAs), which are recognized by NYSDEC as having significant impacts on the natural environment.

1. The Sarney Site on Benson Hill Rd. in Amenia (inactive landfill and toxic pollutants present).
2. The Deuel Hollow CEA on Denuel Hollow Rd. in Dover (protection of the area in and around the Appalachian Trail).
3. The Mica Products Landfill CEA on Route 22 in Dover (inactive landfill; toxic pollutants present).
4. The Town of North East Landfill (inactive landfill; toxic pollutants present).

The Draft New York State Open Space Conservation Plan of 2014 identifies the following Regional Priority Conservation Projects in the Harlem Valley:

1. Taconic Ridge/Harlem Valley.
2. The Great Swamp – Among the three largest wetlands in New York State, located in the Towns of Dover and Pawling, and the Village of Pawling.
3. Hudson Tributaries – Sites which protect habitat and provide access to stream banks of tributaries, including the Sawmill Creek and the Stony Brook Creek.
4. Dutchess County's important agricultural areas – the Panhandle Prime Soils in the Town of North East; Dutchess Dairy Heartland in the Towns of North East and Amenia; Smithfield Valley in the Towns of Stanford, Washington, and Amenia; and the Oblong Valley Prime Soils in the Towns of Amenia and Dover.
5. Appalachian National Scenic Trail – A continuous 2,100-mile trail spanning from Maine to Georgia, including parts in New York State in the Towns of Pawling and Dover.
6. Harlem Valley Rail Trail – This project, spanning through Dutchess and Columbia counties, centers on the Harlem Valley in the Towns of Amenia and North East.

Historic Resources

The Harlem Valley contains a number of historic sites including the Winegar House on CR 2 (Leedsville Rd.) in Amenia, the Tabor-Wing House near Cemetery Rd. in Dover, and the Ezra Clark House on Mill Rd. in North East.

Transportation Needs

Based on a review of local comprehensive plans, previous Transportation Council studies, and transportation system data, the Transportation Council identified a series of transportation needs in the Harlem Valley. These needs were reviewed at a Harlem Valley public workshop and revised

based on feedback from the workshop and a public survey. The revised list of needs includes the following items:

Bridge Maintenance

Bridges rated as structurally deficient or functionally obsolete under FHWA standards and also deficient under NYSDOT standards should be repaired or closed if necessary, with replacement priority given to the following bridges:

1. CR 6 (Old State Route 22) over the Swamp River (BIN 3343070) in the Town of Dover.
2. Ridge Rd. over the Mill River (BIN 3342970) in the Town of Dover.

If funding becomes available, the following low-volume, structurally deficient bridge could be repaired:

1. Nellie Hill Rd. over Wells Brook (BIN 2342910) in the Town of Dover (2013 AADT of 203).

Highway Maintenance

<u>Multiple Municipalities</u>

1. Inventory pavement conditions on local streets and repave based on condition ratings.

Reconstruct the following road segments rated as poor under State and County pavement standards (as of 2014):

1. Route 22 in Amenia from Route 343 to Broadway (0.4 miles).
2. Route 44 in Amenia from Washington town line to Turkey Hollow Rd. (0.6 miles).
3. Route 343 in Dover from Washington town line to Route 22 (0.4 miles).
4. CR 3 (Bog Hollow Rd.) from CR 4 (Sinpatch Rd.) to the Connecticut state line in the Town of Amenia.

In addition to the above repairs, additional street drains are needed to reduce flooding along Route 44 (Main St.) in the Village of Millerton and along the Route 44 business corridor in the Town of North East.

Traffic Operations

1. Require new commercial developments to have interconnected parking lots, internal service roads, and shared access along State highways (e.g. Route 22 from Four Brothers Pizza (Route 44/343 & Route 22) north to Cascade Rd. in Amenia).
2. Evaluate the addition of left-turn pockets and a left-turn phase at the Route 22/44/343 intersection in the Town of Amenia.
3. Add a northbound left turn and southbound right turn lane on Route 22 at Haight Rd. in North East, to assist school buses going to Webutuck High School on Haight Rd.
4. Provide a northbound right turn and southbound left turn pocket on Route 22 (Elm Ave.) at the Route 44 (Main St.) intersection in Millerton.
5. Explore ways to improve truck access into the Wassaic hamlet (Amenia).

Safety

1. Conduct Safety Assessments of the following locations on Route 22: Dover High School (just south of Woodside Dr.), Webutuck High School (Haight Rd.) in North East, and Route 44 (Main St.) in Millerton.
2. Improve sight distance on Route 343 near CR 2 (Leedsville Rd.) in Amenia, due to limited line of sight when turning from CR 2 onto Route 343.
3. Install a warning device on Route 44 in Amenia near DeLavergne Hill, alerting drivers to sharp curves and limited sight distance.

Transit

1. Explore the potential for a RailLink bus route to serve the Harlem Valley train stations, modeled after the Dutchess County Public Transit's RailLink routes that serve the Metro-North Hudson Line stations.
2. Explore the potential for a fixed bus route serving the Route 22 corridor in the Harlem Valley, from North East/Millerton to Pawling.
3. Continue and expand Dutchess County Public Transit's Flex Service bus operations in the Harlem Valley.
4. Explore the possibility of a new fixed bus route on Route 199 between the Villages of Tivoli and Millerton, with possible connecting service to the Kingston area in Ulster County.
5. Add signs, bus stop shelters, route maps, timetables, and lighting to bus stops.
6. Provide better information about the bus routes and schedules, including making maps and schedules easier to use.
7. Evaluate adding Sunday service, later evening service, express service, and holiday service.

Sidewalks/Pedestrian Facilities (including ADA projects)

1. Explore pedestrian-friendly improvements to Routes 22, 44, and 343, to include traffic calming measures, curb extensions, signage, and other improvements in the Amenia hamlet, especially on Route 22 from Broadway north to the Freshtown Plaza, and Moore Dr. (Maplebrook School) in Amenia. These should include new sidewalks on Route 22 from the Amenia Town Hall north to the Freshtown shopping plaza. Also consider a future sidewalk extension on Route 22 to Maplebrook School.
2. Add pedestrian/bicycle connections at the following locations:
   - Dover Plains to Tally Ho Mobile Home Park in Amenia.
   - CR 4 (Poplar Hill Rd.) to Tenmile River Metro-North train station via CR 5 (Sinpatch Rd.) in Amenia.
3. In Dover Plains, extend the sidewalk on one side of Route 22 to the south and add a crosswalk across Route 22 between the CVS and the Post Office. Coordinate sidewalk and crossing improvements with any future development on the east side of Route 22 south of the post office.

Multi-use Trails & Bicycle Facilities

1. Create a rail trail on the former Hucklebush Rail Line between Rhinecliff and the Harlem Valley Rail Trail in Millerton passing through Rhinebeck, Red Hook, Milan, Columbia County, Pine Plains, and North East.
2. Provide wider shoulders on Route 22 and Old Route 22 where possible, and install appropriate signage along Route 22 and Old Route 22 to encourage safe sharing of the road (Dover, North East, and Millerton).
3. Complete the Harlem Valley Rail Trail (Stage IV) from Millerton to Columbia County.
4. As plans for development of Silo Ridge in Amenia are finalized, develop a connection between the property and the Harlem Valley Rail Trail across Route 22.
5. Explore potential trail connections between the Harlem Valley Rail Trail and Rudd Pond State Park (through Rudd Pond property) and the Taconic Ridge Trail (through the Henry Young Farm property).
6. Extend the Harlem Valley Rail Trail from the railroad station south to the Wassaic hamlet.
7. As plans for re-use of the Taconic DDSO facility are developed, integrate walking and bicycling connections between the DDSO and the Tenmile River train station, such as on Hillside Dr. and CR 105 (Sinpatch Rd.).
8. Create a trail network in Dover, including a loop trail linking Nellie Hill with the center of Dover Plains, a continuous trail along the Ten Mile River, and a trail between Boyce Park and the Appalachian Trail.
9. Provide signage to direct visitors to parking lots for the Harlem Valley Rail Trail in Millerton.
10. Reduce speeds and improve shoulders to accommodate bicycles along CR 62 (Rudd Pond Rd.) between the Taconic State Park entrance and the Village of Millerton (North East).

Travel Demand Management

1. Encourage transit-oriented development at the Ten Mile River and Harlem Valley-Wingdale Metro-North train stations (Amenia and Dover, respectively).
2. Explore the need to build a Park-and-Ride facility on or near Route 22, possibly at the Wassaic Metro-North train station in Amenia.
3. Promote employee-sponsored and privately arranged ride sharing services in the Harlem Valley.

Planning Studies

1. Conduct sidewalk inventories and develop sidewalk improvement strategies for the Village of Millerton and hamlets of Wassaic in Amenia, Dover Plains in Dover, and Wingdale in Dover.
2. Analyze speed patterns on County and local roads, using speed data from the PDCTC's traffic count program. Identify corridors with high percentages of 'high-end' speeders (e.g., 10 mph or more over the posted speed limit) and develop engineering, enforcement, and educational approaches to reduce speeding.

Survey Summary

Of the more than 900 respondents to the *Moving Dutchess 2* survey, 13 were residents of Harlem Valley communities. This section summarizes their responses to the survey.
In terms of making Dutchess County a great place to live, Harlem Valley residents prioritize preserving natural areas, habitats, and farmland, improving public transportation, and protecting our air and water quality.

Major issues identified by residents include the condition of roads; the lack of sidewalks and crosswalks; the condition of sidewalks and crosswalks; the lack of bicycle lanes and road shoulders; the condition of bicycle lanes and road shoulders; the frequency and schedule of buses; the condition of bus stops and shelters; and lack of information about bus service. Of a list of potential problems, the condition of roads was noted most frequently as a current problem, followed by the lack of safe and accessible sidewalks, and the lack of transportation options for elderly and disabled individuals.

When asked how well the transportation system meets your needs, both 'fair' (33%) and good (33%) were the most common responses. When asked about the ease of getting places you usually have to go, the most common response was 'fair' (55%) followed by 'good' (27%).

Over 63% of respondents sometimes or often walk for transportation; 42% sometimes or often bicycle for transportation; 17% sometimes or often use the bus for transportation; and 100% sometimes or often use the train for transportation.

Major barriers for walking include distance to destinations (67%) and lack of sidewalks (50%); for bicycling, distance to destination (58%) and inadequate shoulders, bike lanes, or paths (33%); for bus transit, lack of bus service where you need to go (42%) and bus service is not readily available in the area (50%); and for train transit, the high cost (36%) and the lack of train service where you need to go (36%).

Type of travel: the survey asked residents to recall their trips over the past week and categorize them based on their destination and mode (drive alone, carpool, walk, bike, bus or other). Based on this information, we estimate that about 66% of trips are drive-alone; 11% are walk; 10% are carpool; 6% are bus; 5% are bike; and 3% are other. Most drive-alone trips are for work or school, followed by shopping; most walk trips are for socializing or recreation, followed by work/school; most carpool trips are for socializing/recreation, followed by shopping; most bike trips are for work/school, followed by socializing/recreation; and most bus trips are for work/school, followed by shopping.

To reduce congestion, residents expressed support for widening existing roads, creating communities that are less reliant on driving, and improving public transportation. 58% of residents said they would use buses more often if the stops and schedules were convenient.

Land use: 50% of respondents thought that most development should be within cities, town centers and villages using vacant or underutilized land and 42% of respondents thought that most development should be on open land at the edges of town centers and villages. There was also a strong support (67%) for closely-spaced housing and buildings with sidewalks, even if that meant smaller homes and yards and less parking. Almost 70% of respondents said that infrastructure and services should be expanded primarily in and around existing town and village centers.

Residents' top three investment priorities for the next 5-10 years are maintaining roads, improving major roads and streets, and improving sidewalks. When asked what they would support with tax dollars, residents said improved bus service on fixed routes (55%), followed by curb to curb shuttle service for seniors and disabled persons (46%) and improved commuter train service (46%).

Demographics: Most respondents live in the Town of North East (54%). Others live in Amenia (15%), Dover (15%), or Village of Millerton (15%). About 67% were aged 55-84, with 25% aged 25-34, and 8% aged 45 to 54. 67% of respondents were female, and 33% were male.

About 60% of households use 2 cars on a daily basis, while almost 34% use 1 car. Most residents who commute to work live within 5 miles of their job. About 17% of residents have a member of their household (age 16 and older) that doesn't drive.

The top three issues cited in comments were financial concerns, infrastructure issues, and affordable transportation for seniors. Financial concerns included spending government resources more wisely and increasing fiscal transparency.

Comments related to infrastructure issues focused on the need for more sidewalks, wider shoulders, bicycle lanes, and better road maintenance. Other comments focused on the need for safe, convenient public transportation services for seniors. Individuals also commented on the need for affordable housing in our area.

Transportation Priorities

Based on discussions of the above needs at the public workshops, feedback from the survey, and a review of feasibility, the following top priorities were identified:

Bridge Maintenance

Repair bridges rated as structurally deficient or functionally obsolete under FHWA standards or deficient under NYSDOT standards, with replacement priority given to the following bridges:

1. CR 6 (Old State Route 22) over the Swamp River (BIN 3343070) in the Town of Dover.
2. Ridge Rd. over the Mill River (BIN 3342970) in the Town of Dover.

Highway Maintenance

Multiple Municipalities

1. Inventory pavement conditions on local streets and repave based on condition ratings.

Reconstruct or repave road segments with poor surface scores based on NYSDOT and Dutchess County standards, with reconstruction priority given to the following road segments:

1. Route 22 in Amenia from Route 343 to Broadway (0.4 miles).
2. Route 44 in Amenia from Washington town line to Turkey Hollow Rd. (0.6 miles).
3. Route 343 in Dover from Washington town line to Route 22 (0.4 miles).
4. CR 3 (Bog Hollow Rd.) from CR 4 (Sinpatch Rd.) to the Connecticut state line in the Town of Amenia.

Traffic Operations

1. Evaluate the addition of left-turn pockets and a left-turn phase at the Route 22/44/343 intersection in the Town of Amenia.

Transit

1. Explore the potential to operate a fixed bus route serving the Route 22 corridor in the Harlem Valley, from the North East/Millerton area to the Pawling area.
2. Explore the possibility of a new fixed bus route on Route 199 between the Villages of Tivoli and Millerton, with possible connecting service to the Kingston area in Ulster County.
3. Add signs, bus stop shelters, route maps, timetables, and lighting to bus stops.
4. Provide better information about the bus routes and schedules, including making maps and schedules easier to use.
5. Evaluate adding Sunday service, later evening service, express service, and holiday service.

Sidewalks/Pedestrian Facilities

1. Explore pedestrian-friendly improvements to Routes 22, 44, and 343, to include traffic calming measures, curb extensions, signage, and other improvements in the Amenia hamlet, especially on Route 22 from Broadway north to the Freshtown Plaza, and Moore Dr. (Maplebrook School) in Amenia. These should include new sidewalks on Route 22 from the Amenia Town Hall north to the Freshtown shopping plaza. Also consider a future sidewalk extension on Route 22 to Maplebrook School.

Multi-use Trails/Bicycle Facilities

1. Extend the Harlem Valley Rail Trail from the railroad station south to the Wassaic hamlet.
2. Complete the Harlem Valley Rail Trail (Stage IV) from Millerton to Columbia County.
3. Create a rail trail on the former Hucklebush Rail Line between Rhinecliff and the Harlem Valley Rail Trail in

Millerton passing through Rhinebeck, Red Hook, Milan, Columbia County, Pine Plains, and North East.

Planning Studies

1. Conduct sidewalk inventories and develop sidewalk improvement strategies for the Village of Millerton and hamlets of Wassaic in Amenia, Dover Plains in Dover, and Wingdale in Dover.
2. Analyze speed patterns on County and local roads, using speed data from the PDCTC's traffic count program. Identify corridors with high percentages of 'high-end' speeders (e.g., 10 mph or more over the posted speed limit) and develop engineering, enforcement, and educational approaches to reduce speeding.