Chapter 6-4

Upper Taconic Overview

Moving Dutchess 2 defines the Upper Taconic area as the north-central communities located along the Taconic State Parkway and Route 82 corridors, encompassing the Towns of Clinton, Milan, Pine Plains, Pleasant Valley, Stanford, and Washington, and the Village of Millbrook. The Upper Taconic represents about 247 square miles and 27,400 people: over 30 percent of the county's land area, but only nine percent of the county's total population.

The seven Upper Taconic communities share demographic, land use, and transportation characteristics that are similar in nature. They are the most rural of the five planning areas and have had the lowest rates of population change over the past two decades. The Upper Taconic communities share characteristics such as low population densities, above-average median household incomes, an above average number of estate and farm parcels, and long travel distances to regional shopping centers. These shared characteristics make it likely that the area will face similar transportation and land use challenges in the future.

Demographics

The Upper Taconic communities had a 2010 population of 23,079. This was a 4.2 percent increase over 2000, an approximate growth rate of 0.4 percent annually from 2000-2010. The Upper Taconic's population growth was lower than Dutchess County's overall 6.2 percent increase. The Towns of Stanford and Clinton had the highest rates of growth in the area, while the Towns of Pine Plains and Washington lost population. Table 6-4-1 shows population change from 2000-2010 for the Upper Taconic communities.

Table 6-4-1. Total Population-Upper Taconic (2000-2010)

	2000	2010	Percent Change
Town of Clinton	4,010	4,312	7.5
Town of Milan	2,356	2,370	0.6
Town of Pine Plains	2,569	2,473	-3.7
Town of Pleasant Valley	9,066	9,672	6.7
Town of Stanford	3,544	3,823	7.9
Town of Washington	3,313	3,289	-0.7
Village of Millbrook	1,429	1,452	1.6

Source: U.S. Census Bureau, 2010 Census

In 2010 the Upper Taconic had a population density of approximately 110 persons per square mile, which was markedly less than the county's overall density of 374 persons per square mile. The Town of Milan, with a density of 66 persons per square mile, had the lowest in the county. The Village of Millbrook was the most densely populated community in the Upper Taconic, with 752 people per square mile. Population density information is shown on the Upper Taconic Population Density Map.

The Upper Taconic contained 11,782 housing units in 2010, a 12.1 percent increase from 2000. The area averaged a gain of 127 housing units each year from 2000-2010. The area had 11,481 households (occupied housing units) in 2010, with an average household size of two persons per household, which

was lower than the 2.2 reported in 2000. Table 6-4-2 shows housing unit totals for the Upper Taconic communities.

Table 6-4-2. Total Housing Units-Upper Taconic (2000-2010)

	2000	2010	Percent Change
Town of Clinton	1,734	1,915	10.4
Town of Milan	1,090	1,279	17.3
Town of Pine Plains	1,161	1,284	10.6
Town of Pleasant Valley	3,614	4,049	12.0
Town of Stanford	1,712	1,913	11.7
Town of Washington	2,192	2,459	12.2
Village of Millbrook	744	798	7.3

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.

The Upper Taconic communities have similar percentages of young people (aged 16 and under) to the county as a whole, but the Village of Millbrook has substantially a higher percentage of older people (aged 65 and over). The Village of Millbrook and the Towns of Clinton, Milan, Pine Plains, and Washington also have higher than average percentages of these young and older groups combined.

Table 6-4-3. Percent Young and Elderly-Upper Taconic (2010)

	% 16 and Under	% 65 and Over	Total % Under 16 and Over 65
Town of Clinton	19	15	34
Town of Milan	19	15	34
Town of Pine Plains	18	17	35
Town of Pleasant Valley	20	12	32
Town of Stanford	18	14	32
Town of Washington	18	19	37
Village of Millbrook	17	23	40
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 5-year American Community Survey, the Town of Pine Plains (at $59,613-$69,733) was the only Upper Taconic community that had a median household income 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 Upper Taconic had zero vehicle household rates above the county average of 7.9-8.9 percent.

Centers & Destinations

Land use in the Upper Taconic is mainly agricultural and residential with some industrial and commercial uses inter-dispersed among large areas of open space. Except for the Town of Pleasant Valley, many activity centers are located at historic crossroads. The Upper Taconic Overview Map shows key centers and destinations in the area.

Centers

The Dutchess County Centers and Greenspaces Guide has identified existing centers in the Upper Taconic area. These centers have a mix of residential and commercial uses that generally follow the county's historic pattern of development. Most existing centers are located along State roads, with the exception of four centers in the Town of Clinton, which are located along County highways.

The Upper Taconic area includes the following activity centers:

1. Pleasant Valley Town center.
2. Salt Point hamlet in Pleasant Valley.
3. Millbrook Village center
4. Pine Plains hamlet (town center)

Destinations

Major travel destinations in the Upper Taconic primarily include educational facilities and government centers. These sites are specific points along the road network that generate vehicle trips, and, therefore, higher traffic volumes. Many are located outside of existing centers. The Upper Taconic includes the following major destinations:

1. Stissing Mountain Sr./Jr. High School
2. Millbrook High School
3. Cary Institute of Ecosystem Studies in Millbrook
4. Dutchess County Farm and Home Center in Washington
5. Eastern Dutchess Government Center in Washington
   Commercial and Industrial Uses:
6. Commercial shopping plazas on Route 44
7. Dutchess Quarry & Supply on CR 72 (North Ave.) in Pleasant Valley

Major Projects

The Transportation Council's 2013 Major Projects Report, which tracks large projects in the county, identified over 1,000 new residential units in the planning stages or under construction in the area's seven communities. In addition, 48,000 square feet of non-residential space was also being planned for the area. Some of the larger projects in the area include the following:

1. Carvel Property Development in Pine Plains and part of Milan: 642 residential units and recreational space on 2,375 acres on Ferris Ln.
2. Stissing Farm Development in Pine Plains: 49 senior condo/townhouse units and 10,000 sq. ft. office/retail on 15 acres on Route 199.
3. Salt & Highway Equipment Storage in Pleasant Valley: 18,000 sq. ft. industrial on 8 acres on CR 73 (Sherow Rd.).

4. Taconic Homes in Pleasant Valley: 252 condo/townhouse units on 72 acres on Route 44.
5. Millbrook School Dormitory in Stanford: 44 dorm units on Millbrook School Rd.

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 Upper Taconic's transportation system is road based with limited access to public bus and train service. Some locations are served by pedestrian or bicycle facilities.

Roads

The Upper Taconic's road system includes major State highways such as the Taconic State Parkway and Route 44, smaller State highways including Routes 82, 115, and 199, and County routes including CR 14 (Hollow Rd.), CR 16 (South Quaker Ln), CR 19 (Bulls Head Rd.), CR 47 (Freedom Rd.), CR 71 (West Rd.), CR 72 (North Ave.), and CR 73 (Sherow Rd.).

According to the NYSDOT 2013 Highway Mileage Report, the Upper Taconic communities contained 579 miles of State, County, and local roads. Table 6-4-4 shows the distribution of centerline mileage in the Upper Taconic communities.

Table 6-4-4. Total Centerline Mileage-Upper Taconic

	Total Centerline Mileage
Town of Clinton	101
Town of Milan	89
Town of Pine Plains	63
Town of Pleasant Valley	104
Town of Stanford	103
Town of Washington	106
Village of Millbrook	13

NYSDOT measures pavement condition based on a scale of 1 to 10, with 1 being the worst and 10 the best. A rating of 5 or less is classified as poor. According to the NYSDOT 2014 Pavement Data Report, State-owned highways in the Upper Taconic had an average surface rating of 6.7.

The following State route segments in the Upper Taconic were identified as being in poor condition (score of 5 or less). Their combined length is approximately 6.4 miles:

1. Route 199 in Pine Plains: Mt. Ross Rd. to Cedar Knolls (0.75 miles) and Finkle Rd. to the North East Town line (1.0 mile).
2. Route 82 in Stanford: Carriage Way to Stissing Rd. (2.5 miles) and a 0.4 mile road segment north of Attlebury Hill Rd.
3. Route 44 in Washington: Deep Hollow Rd. to the North East Town line (1.7 miles).

In addition, DCDPW rates the condition of County-owned roads each year. According to 2014 data, no County roads in

the Upper Taconic were in poor condition. The Upper Taconic Transportation System Conditions Map shows pavement conditions in the Upper Taconic.

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 Upper Taconic:

1. Route 44 in Pleasant Valley: 15,300
2. Route 44 in Washington: 10,100
3. Taconic State Parkway in Pleasant Valley: 9,700
4. Taconic State Parkway in Clinton: 9,100
5. Taconic State parkway in Milan: 9,000
6. CR 71 (West Rd.) in Pleasant Valley: 8,200
7. Route 9G in Clinton: 7,600
8. Route 82 in Washington: 6,000
9. Route 199 in Milan: 6,000
10. Route 82 in Pleasant Valley: 5,900
11. CR 72 (North Ave.) in Pleasant Valley: 5,400
12. Franklin Ave. (Route 44) in Millbrook: 4,900

Congestion Management Process (CMP)

The Transportation Council completed a CMP Step 2 report in 2006, which identified roadway locations with severe, heavy, and moderate peak hour congestion. Severe congestion was defined as locations where volume exceeds capacity in the weekday peak hour (4:00-5:00 p.m.), based on the Council's Travel Demand Model. The Upper Taconic area does not contain any roads with a vehicle-to-capacity ratio of 0.8 or higher, and therefore no road segments were identified as having measurable congestion during peak periods.

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 routes in the Upper Taconic experienced congestion:

1. Route 44 between CR 71 (West Rd.) and CR 47 (Freedom Rd.):
   - Eastbound: AM, Mid-Day, PM, and Saturday
2. Route 44 between CR 71 (West Rd.) and CR 72 (North Ave.):
   - Westbound: AM, Mid-Day, PM, and Saturday

The survey also showed that during the mid-day peak, westbound traffic from the Taconic State Parkway to CR 46 (Freedom Rd.) was approaching congestion. The Dutchess County Transportation System Performance Maps show travel time data by roadway segment.

Bridges

The Upper Taconic transportation system includes 73 road bridges, defined as a bridge structure with a span longer than 20 feet. NYSDOT rates bridge condition on a scale of 1 to 7, with 7 being "new" and a rating of 5 or greater considered "good." In 2014 the Upper Taconic bridges collectively had an average NYSDOT condition rating of 5.0.

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 Upper Taconic has 39 bridges that are classified as deficient under the NYSDOT rating system. Table 6-4-5 lists the number of bridges by municipality and their average State rating.

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

Table 6-4-5. Average Bridge Ratings-Upper Taconic

	Number of Bridges	Average NYSDOT Rating
Town of Clinton	18	5.2
Town of Milan	12	5.3
Town of Pine Plains	7	4.7
Town of Pleasant Valley	11	5.0
Town of Stanford	14	4.8
Town of Washington	9	5.0
Village of Millbrook	2	4.9

According to the FHWA, bridges are considered "structurally deficient" if significant load carrying elements are found to be in poor or worse condition due to deterioration and/or damage, the bridge has inadequate load capacity, or repeated bridge flooding causes traffic delays. A "structurally deficient" bridge does not imply that it 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 Upper Taconic has 19 bridges classified as structurally deficient and eight classified as functionally obsolete by FHWA. The number of each by municipality is listed in Table 6-4-6 below.

Table 6-4-6 Structurally Deficient & Functionally Obsolete Bridges-Upper Taconic

	Structurally Deficient	Functionally Obsolete
Town of Clinton	4	3
Town of Milan	4	1
Town of Pine Plains	5	0
Town of Pleasant Valley	3	3
Town of Stanford	2	1
Town of Washington	1	0
Village of Millbrook	0	0

The Upper Taconic 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

The Dutchess County Public Transit system operates one fixed route in the Upper Taconic: Route D provides service on Routes 44 and 343 between Poughkeepsie, Pleasant Valley, Millbrook, Amenia, and Dover. Route D operates Monday to Saturday, from 5:45 a.m. to 10:56 p.m., with nine daily round trips between Poughkeepsie and Pleasant Valley, and eight daily round trips between Poughkeepsie and Millbrook. The Upper Taconic does not have train service. Residents wishing to travel by train must use stations in Amenia, Poughkeepsie, or Rhinecliff (Rhinebeck).

Pedestrian and Bicycle Transportation

Sidewalk Systems

The Upper Taconic has approximately 18 miles of sidewalks, primarily in the Village of Millbrook and the hamlets of Pine Plains and Pleasant Valley. Minor sidewalk systems are also present in Washington Hollow hamlet in Pleasant Valley and the Millbrook School in the Town of Stanford. When considered on a per-resident basis, the Village of Millbrook has the most sidewalks per resident, and ranks fourth in the county. Sidewalk mileage by municipality and per resident is shown in Table 6-4-7 below.

Table 6-4-7. Sidewalk Mileage & Population (2010)-Upper Taconic

	Sidewalks (miles)	Sidewalk Feet per Resident	County-wide Rank
Town of Clinton	0.0	0.1	30
Town of Milan	0.0	0.1	29
Town of Pine Plains	4.8	10.2	12
Town of Pleasant Valley	5.5	3.0	16
Town of Stanford	1.0	1.4	25
Town of Washington	0.6	0.9	27
Village of Millbrook	5.5	20.1	4

Trail Systems

The Upper Taconic has approximately 39 miles of trails. Major recreational trails in the area include:

1. Cary Institute of Ecosystem Studies & Campus Trails in Washington: 8.0 miles.
2. Taconic Hereford Multiple Use Area in Pleasant Valley: 6.8 miles.
3. Stissing Multiple Use Area Trails (through the Towns of Pine Plains and Stanford): 6.0 miles.
4. Buttercup Sanctuary Trails in Stanford: 5.0 miles
5. Stissing Mountain Trails (through the Towns of Pine Plains and Stanford): 4.2 miles.
6. Thompson Pond Preserve Trails in Pine Plains: 3.4 miles.
7. Innisfree Trails (through the Towns of Pleasant Valley and Washington): 2.6 miles.
8. Lafayetteville Trails in Milan: 1.5 miles
9. Whitlock Preserve Trails in Stanford: 1.0 mile

Bicycling Facilities

There are currently no on-street bicycle facilities in the Upper Taconic. However, two of NYSDOT's signed State Bicycle Routes (SBR) connect to the area: SBR 199 connects to SBR 308 at the intersection of Route 199 and Route 308 on the western border of Milan. Both SBR 199 and 308 connect to SBR 9 (in Red Hook and Rhinebeck, respectively). In addition, NYSDOT has several proposed State Bicycle Routes in the area:

1. An extension of SBR 199 along Route 199, between Route 308 on the western border of Milan and a proposed SBR 22 in the Town of Northeast.
2. Proposed SBR 82, along Route 82 between the proposed SBR 199 in Pine Plains and a proposed SBR 52 in Fishkill.
3. Proposed SBR 44, along Route 44 between SBR 9 in the City of Poughkeepsie and a proposed SBR 22 in the Town of Amenia.

Bicycle parking is provided at locations including the Seymour Smith Elementary and Stissing Mountain Middle and High schools in Pine Plains and the Millbrook Free Library and Marona's Market in the Village of Millbrook.

Accessibility

In 2010 NYSDOT conducted an Americans with Disabilities Act inventory of State roads. The inventory identified intersections and sidewalk segments that require improvements to fully achieve ADA accessibility standards:

<u>Route 44 (Franklin Ave.) in Millbrook</u>
1. Sidewalk from Millbrook Carroll Dr to East Farm Dr.
2. Sidewalk from Millbrook East Farm Dr to Harts Village Rd.

<u>Route 44 in Pleasant Valley</u>
1. Sidewalk segments from west of Niagara Rd. to Niagara Rd.
2. Sidewalk from Church St. to unnamed street.
3. Sidewalk from Traver Rd. to unnamed street.
4. Intersection of Route 44 & Quaker Hill Rd.
5. Intersection of Route 44 & Traver Rd.
6. Intersection of Route 44 & Traver Rd.

<u>Route 82 in Pine Plains</u>
1. Sidewalk from Myrtle Ave. to Smith St.
2. Intersection of NYS Route 82 & Church St.

<u>Route 199 in Pine Plains</u>
1. Sidewalk from Pioneer Dr to North Main St.
2. Intersection of Route 199 & North Main St.

For additional data on walking and bicycling patterns, see *Walk Bike Dutchess*, Chapter 5.4 (Upper Taconic).

Park-and-Ride Facilities

The Upper Taconic contains one State-operated park-and-ride facility near the intersection of the Taconic State Parkway and CR19 (Bulls Head Rd.) on Willow Brook Rd. (Town of Stanford). This facility has a capacity for 25 vehicles.

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 184 crashes with fatalities or injuries occurred in the Upper Taconic; this was slightly lower than the 214 fatal and injury crashes reported in 2009 for *Moving Dutchess*. Table 6-4-8 shows the total number of reported crashes with fatalities or injuries by municipality for 2011-2013.

Table 6-4-8. Fatal & Injury Crashes-Upper Taconic (2011-2013)

	Fatal & Injury Crashes			3-Year Average
	2011	2012	2013	
Town of Clinton	30	30	27	29
Town of Milan	14	14	19	16
Town of Pine Plains	15	8	17	13
Town of Pleasant Valley	53	77	60	63
Town of Stanford	24	20	19	21
Town of Washington	26	25	34	28
Village of Millbrook	12	4	8	8

Measured in terms of road mileage, the Upper Taconic communities had an average fatal/injury vehicle crash rate of 0.4 crashes per road mile in 2013, which was lower than the 0.6 rate reported in 2009 for *Moving Dutchess*. The Upper Taconic's 2013 crash rate remained well below the overall county rate of 0.8 crashes per mile. Within the Upper Taconic, the Village of Millbrook had the highest number of fatal/injury vehicle crashes per road mile, with a three-year average of 0.8. Table 6-4-9 shows crash rates per mile from 2011-2012 for the Upper Taconic communities. High-crash locations are shown on the Upper Taconic Crash Analysis Map.

Table 6-4-9. Crash Rate per Mile-Upper Taconic (2011-2013)

	Crash Rate Per Mile			3-Year Average
	2011	2012	2013	
Town of Clinton	0.3	0.3	0.3	0.3
Town of Milan	0.2	0.2	0.2	0.2
Town of Pine Plains	0.2	0.1	0.3	0.2
Town of Pleasant Valley	0.5	0.8	0.6	0.6
Town of Stanford	0.2	0.2	0.2	0.2
Town of Washington	0.2	0.2	0.3	0.2
Village of Millbrook	1.2	0.4	0.8	0.8

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 Upper Taconic. Based on this 2010-2014 data, the Transportation Council identified high-crash intersections and roadway segments in the Upper Taconic. The following Upper Taconic locations experienced some of the highest number of crashes/crash rates over the five-year period (see also the Upper Taconic Crash Analysis Map):

Intersections (Total Crashes)

1. Route 44 (Main St.) and CR 72 (North Ave.) in the Town of Pleasant Valley (50 crashes).

2. Route 44 (Main St.) and CR 71 (West Rd.) in the Town of Pleasant Valley (36 crashes).
3. Route 44 and CR 47 (South Ave.) in the Town of Pleasant Valley (25 crashes).
4. Route 115 (Salt Pt Turnpike) and CR 71 (West Rd.) in the Town of Pleasant Valley (15 crashes).
5. Route 44 and Route 82 in the Town of Pleasant Valley (14 crashes).
6. Route 343 and Franklin Ave. in the Town of Washington/Village of Millbrook (14 crashes).

Roadway Segments (Total Crashes and/or Crashes per Mile)

1. Taconic State Parkway (northbound and southbound) between Route 44 and the Clinton town line in the Town of Pleasant Valley (91 crashes).
2. Taconic State Parkway (northbound and southbound) between Route 199 and North Rd. in the Town of Milan (40 crashes).
3. Taconic State Parkway (northbound and southbound) between CR 19 (Bulls Head Rd.) and Nine Partners Rd. in the Town of Stanford (56 crashes).
4. Taconic State Parkway (northbound and southbound) between CR 12 (Schultzville Rd.) and Pumpkin Ln. in the Town of Clinton (45 crashes).
5. Taconic State Parkway (northbound and southbound) between Route 115 (Salt Point Turnpike) and CR 12 (Schultzville Rd.) and in the Town of Clinton (56 crashes).
6. Route 44 between the Taconic State Parkway and Route 82 in the Town of Pleasant Valley (26 crashes).
7. Route 44 between Mill Ln. and Pleasant View Rd. in the Town of Pleasant Valley (25 crashes; 76 crashes per mile).
8. Route 44 (Main St.) between CR 72 (North Ave.) and Quaker Hill Rd. in the Town of Pleasant Valley (29 crashes; 162 crashes per mile).
9. Route 44 (Main St.) between CR 71 (West Rd.) and CR 72 (North Ave.) in the Town of Pleasant Valley (12 crashes; 114 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, none of the Upper Taconic communities had pedestrian or bicycle crash rates above the county average of 0.29 pedestrian crashes per 1,000 people and 0.15 bicycle crashes per 1,000 people. However, *Walk Bike Dutchess* identified one high-crash corridor for bicyclists in Pleasant Valley: Route 44 between Timothy Heights and Pine Hill Rd./Lake Shore Dr. (2.2 miles; four crashes; 1.8 crashes/mile).

Local Comprehensive Plans

The Transportation Council reviewed the content and recommendations identified in each municipal master plan to identify county-level issues and challenges relevant to *Moving Dutchess 2*.

Town of Clinton

The Town of Clinton's Master Plan, adopted in 1991, includes a goal to provide a safe and efficient transportation system while preserving the town's scenic and historic roadside

features. The Plan includes the following transportation-related recommendations:

1. Narrow the width of Town intersections to promote lower speeds and careful turning movements (Town Highway Department).
2. Facilitate a new bypass route south of the Frost Mills-Pleasant Plains area, as well as improvements at several major intersections.
3. Investigate standards that would permit Town roads to be built to reduced specifications, but with legal safeguards for quality construction.
4. Encourage ride sharing and increased use of commuter bus service with direct connections to the train stations.
5. Evaluate the need for Dial-A-Ride service.

The Town of Clinton also cited several locations for intersection improvements:

1. Realign and widen the bridge at Clinton Hollow.
2. Jamieson Hill Rd. should be extended west to intersect with Salt Point Turnpike. Clinton Corners Rd. could then be dead-ended north of Jamieson Hill Rd. to eliminate through traffic to the hazardous Y-intersection in the center of Clinton Corners.
3. Hollow Rd. should be narrowed at its intersection with Salt Point Turnpike to promote careful turning movements and put the stop sign within visible range at night.
4. Fiddlers Bridge Rd. at the intersection with Hollow Rd. in the heart of Pleasant Plains needs to be narrowed to a T-configuration to encourage slower speeds and full stops.
5. Improve sight distances at the intersection of Lake Dr with CR 19.
6. Consider widening Route 9G to add center turning lanes and a traffic signal which may be necessary at Hollow Rd. or at a future bypass to the south.

Town of Milan

The Town of Milan adopted its Comprehensive Plan in 2007. Transportation related recommendations include the following items:

1. Encourage NYSDOT to close the median crossings on the Taconic State Parkway at Ferris Ln and Wilbur Flats Rd., while maintaining emergency vehicle access.
2. Establish a linear park from the Roeliff-Jansen trail through the Lafayette Multiple Use Area for biking and walking and eventually connect to Lafayetteville, Wilcox Park, and Stissing Mountain recreation areas, as well as other trails.
3. Encourage the County to establish bike paths on County roads throughout town and link bike paths on County roads to trails.

Village of Millbrook

The Village adopted a Village Master Plan in 1985. Transportation related recommendations include the following items:

1. Consider a 3-way stop near the gatehouse at the intersection of Route 44 and Franklin Ave.

2. Develop bicycle paths – particularly between the Bennett complex and the Village center.
3. Encourage a wide, paved shoulder for biking between the Village center and nearby Town of Washington Park on Route 44.
4. Make downtown circulation and parking improvements as proposed in Chapter X:
   - Study the feasibility of making Front St. one-way and the addition of a connector street from Merritt Ave. to North Ave., resulting in a new intersection. This connector street might allow Front St. to be used as a one way street (northbound) to alleviate potential traffic hazards at the intersection of Front St. and Franklin Ave.
   - Study the need for a yield or stop sign at the intersection of North Ave. and Franklin Ave. and add lane markings to direct drivers to proper turning positions and proper stop/yield position.
   - Add sidewalks, curbing, trees, and green areas along Front St., especially opposite the firehouse.
   - Consider new sidewalks and curbing on Washington Ave., both sides of Merritt Ave., and on Church St. between Franklin Ave. and Reservoir Dr.
   - Study existing parking arrangements and make provisions for better cooperation between landowners.

Town of Pine Plains

The Town of Pine Plains adopted its Comprehensive Plan in 2004. Transportation related recommendations include the following items:

1. Hamlet of Pine Plains:
   - New development should provide sidewalks.
   - Work with NYSDOT to implement traffic calming techniques on Main St.
   - Create a parking plan that addresses current and future parking needs.
2. Develop a recreation plan that considers the needs of all age groups and evaluate the inclusion of bike paths, hiking trails, enhanced public access to preserved open lands, and on-going maintenance of Stissing Mountain trails.
3. Consider reassessing and revising local highway specifications so that new potentially public roads have road widths and posted speed limits that are consistent with rural road standards.
4. Work with the Hudson River Valley Greenway, New York State Department of Transportation, and the County Highway Department to develop alternative transportation opportunities such as shared roadways and bike paths.
5. Develop a town road improvement plan that is incorporated in a five-year capital improvement plan.
6. Support the further development of public transportation in the Town.

Town of Pleasant Valley

The Town of Pleasant Valley adopted its Comprehensive Plan in 2009. Transportation related recommendations center on including the Comprehensive Plan's hamlet design as part of the review for all development and re-development proposals in the Pleasant Valley, Washington Hollow, and Salt Point

hamlets:

1. *Pleasant Valley Hamlet*
   - Improve sidewalks, including a buffer strip and additional street trees.
   - Install sidewalks on West Rd. to the elementary school, on North Ave. to the apartments, and on South Rd. as development occurs.
   - Add high-visibility crosswalks on Main St. (Route 44) at North Ave. and other key crossing locations.
   - Add center medians to channelize left-turn movements and extend curbs at intersections.
   - Construct a rear lot access road connecting Quaker Hill and North Ave.; connect to new shared parking lots.
   - Investigate a future Wappinger Creek walkway connection between Town parks.
   - Continue to evaluate a potential Maggiacomo Ln. connection to South Ave. via a new bridge over the Wappinger Creek.
   - Improve roadway shoulders for bicycling.

2. *Washington Hollow Hamlet*
   - Add Infill development at the Route 44/82 intersection.
   - Add sidewalks, street trees, and on-street parking along Route 44 with curb extensions and crosswalks.
   - Add a central green area for pedestrian safety and to channelize Route 82 traffic.

3. *Salt Point Hamlet*
   - Add sidewalks along Salt Point Turnpike.
   - Narrow the intersection of Salt Point Turnpike and Hibernia Rd. to reduce speeds.
   - Consider a trail along the Little Wappinger Creek.

The Pleasant Valley plan includes a recommendation to work with NYSDOT to provide medians in the town center. Another long-term transportation recommendation points to the need to periodically review public transportation needs in the Town and encourage alternatives to individual vehicles.

Town of Stanford

The Town of Stanford is currently in the process of drafting a new Comprehensive Plan. The current plan is from 1980, and was brought up to date with an Update Supplement (no date given). The plan includes two transportation related recommendations:

1. Designate the Stanford-Bangall area on Route 82 as the Town center; Route 82 should not run through its middle and should be pedestrian-friendly.
2. Consider opportunities for public transportation in concert with regional public transportation providers.

Town of Washington

The Town of Washington is in the process of updating its comprehensive plan. The current Master Plan was adopted in 1987. Specific transportation related recommendations include:

1. Improve hazardous intersections on State or County highways by a) posting warning signs, b) having speed limits lowered, c) clearing sight lines, or d) having those intersections reconstructed by joint effort.
2. Develop a long-term program for maintenance and improvement of Town roads and associated drainage facilities.
3. Establish road capacity limits relative to width, surface, grade, alignment, and bridge limits.
4. Develop a transportation plan so that the road systems of new developments may be efficiently incorporated into the larger road network.

The sub-committee report from the Town's Master Plan Committee (available on the Town website) recommended a 10-year schedule of maintenance and improvement for town roads.

Previous Transportation Council Studies

The Transportation Council has performed a number of local planning studies in the Upper Taconic, including the Pleasant Valley Hamlet Traffic Analysis (2007), Dutchess County Transit Development Plan (2009), CR 71 (West Road) Sidewalk Feasibility Study (2010), and Pine Plains Pedestrian Plan (2015). A summary of each is included below. Complete documents are available on the Transportation Council's website.

Pleasant Valley Hamlet Traffic Analysis (2007)

The Traffic Analysis included various traffic engineering evaluations for the Pleasant Valley hamlet and provided an analysis of two transportation alternatives:

1. Access management improvements including driveway modifications and shared parking to improve traffic flow.
2. The extension of Maggiacomo Ln. from Route 44 to CR 47 (Freedom Rd.) across the Wappinger Creek (this option was previously analyzed by NYSDOT in 1996 as part of their US Route 44 Corridor Study).

The Traffic Analysis included an analysis of origins and destinations, existing conditions, conflict points, alternative conditions, traffic simulation modeling, and a travel speed and delay study in order to quantify the benefits of both alternatives. The following intersections were analyzed:

1. Route 44/CR 71 (West Rd.)
2. Route 44/CR 72 (North Ave.)/Maggiacomo Ln.
3. Route 44/CR 47 (South Ave.)
4. Route 44/Quaker Hill Rd.
5. CR 72 (North Ave.)/Quaker Hill Rd.
6. CR 72 (North Ave.)/ Milestone Plaza

The Traffic Analysis concluded that both plans would reduce delays experienced by those traveling on Route 44. Existing conditions showed, however, that the intersections were operating at a good level of service with acceptable delays. Lower-cost access management improvements were recommended to improve safety and optimize the existing

network. The Traffic Analysis also concluded that the Maggiacomo Ln. extension project was not necessary, but could benefit the Town in the future if traffic volumes increased.

Dutchess County Transit Development Plan (2009)

The 2009 Dutchess County Transit Development Plan included a long term recommendation to create a new fixed bus route that would serve the Route 199 corridor between the Village of Tivoli and Millerton, across Northern Dutchess.

CR 71 (West Rd.) Sidewalk Feasibility Study (2010)

The CR 71 (West Rd.) Sidewalk Feasibility Study (2010) analyzed the feasibility of constructing sidewalks along West Rd. in the Town of Pleasant Valley. The report separated the corridor into three segments and identified constraints such as right-of-way, slopes, wetlands, sight distance, and existing utilities. For each segment, three options were evaluated: a shared-use path, sidewalks, or shoulder improvements. Crosswalks, signage, speed reduction strategies, unit cost estimates, and potential funding sources were also discussed.

The Feasibility Study concluded that sidewalks were most appropriate for the segment from Main St. (Route 44) to Brookside Rd., with a wide outside travel lane or widened shoulders for bicycling; a sidewalk and widened shoulders or a shared-use path should be considered for the segment from Brookside Rd. to Robert Ln.; and improvements on the segment from Robert Ln. to Route 115 (Salt Point Turnpike) should be coordinated with the others to provide a continuous network.

Pine Plains Pedestrian Plan (2015)

Completed in 2015, the Pine Plains Pedestrian Plan created a sidewalk improvement strategy to help the Town in setting priorities for future sidewalk infrastructure investments, and to better enable it to seek funding to promote walking and biking in Pine Plains. The Transportation Council and Dutchess County Planning Department developed the strategy through a study of existing conditions, feedback from the Town's Walks Initiative Task Force, and comments from a survey and public workshop. The sidewalk improvement strategy included four main objectives:

1. Repair sidewalks and crosswalks in poor or unusable condition within the Pine Plains town center.
2. Improve pedestrian access to public facilities such as Stissing Middle/High School, Seymour Smith Intermediate Learning Center, and Community Center.
3. Improve pedestrian/bicycle safety and access to Stissing Lake Park.
4. Promote economic development through better access to local businesses, including improvements to the Route 82/199 (Main/Church St.) intersection to create a signature focal point for the town center.

The Pedestrian Plan recommended a "build when ready" strategy that would provide the Town with flexibility in carrying out individual recommendations. Under this approach, each recommendation can be implemented as local

conditions and funding opportunities permit. This approach will allow the Town to capitalize on various funding programs, changes in property ownership, or redevelopment opportunities that would be conducive to implementing one or more recommendations.

The Pedestrian Plan organized recommendations into three priority levels (Phase 1, 2, and 3), with each phase addressing the Plan's four objectives. In general, the phases relate to the complexity and cost of each recommendation, with the most viable proposals listed as Phase 1 work items, whereas the more ambitious and costly items are listed as Phase 2 and 3 recommendations. The recommendations include the following highlights:

Phase One

1. Rehabilitate the Academy/Smith St. intersection, including the eastern section of sidewalk on Smith St., in front of the Seymour Smith Intermediate Learning Center, to include drainage improvements, new crosswalks or a pedestrian box, and high-visibility pedestrian crossing/warning signs.
2. Repair sections of the east-side sidewalk on Academy St. from Route 199 (Church St.) south to Factory Ln., and the south-side sidewalk on Route 199 (Church St.), just east of the Route 82 (Main St.) intersection, to Academy St.
3. Construct a new sidewalk on the east-side of CR 83A (North Main St.) from Evergreen Cemetery to Jackson Rd. .
4. Install new crosswalks on streets that intersect with existing sidewalks, to include all side streets that intersect with sections of Route 82 (South Main St.) and 199 (Church St.), and CR 83A (N. Main St.) that have existing sidewalks.
5. Install a new mid-block crosswalk across Route 199 (Church Street) at Peck's Market.
6. Add center and shoulder lane markings on Fairview Ave. from Route 199 (Church St.) to Stissing Ave. This should include an evaluation of the feasibility of marking nine foot vehicle travel lanes and increasing shoulder widths to 4-5 feet.
7. Add center and shoulder lane markings on Stissing Ave. from Poplar Ave. to Lake Shore Dr.
8. Install advance pedestrian and bicycle warning signs on Stissing Ave. for both east and west bound directions.
9. Work with the Dutchess County Planning Department to develop one or more conceptual design alternatives for the area in and around the Route 82/199 intersection

Phase Two

1. Construct a new sidewalk on the north-side of Route 199 (Church St.) from the High School entrance to the Birch Dr. intersection.
2. Construct a new sidewalk on the west-side of CR 83A (N. Main St.) between Pioneer Dr. and Route 199 (Church St.).
3. Add a crosswalk across Route 199 (Church St.) at the Birch Dr. intersection and across the Middle/High School entrance, connecting the new sidewalk with the existing north-side sidewalk on Route 199 (Church St.).
4. Add a crosswalk across CR 83A (N. Main St.) at the Pioneer Dr. intersection, connecting the two sidewalks on both sides of CR 83A.
5. Construct a new sidewalk into the main entrance of the Middle/High School, which would connect to the existing sidewalk on the north-side of Route 199 (Church St.).

6. Add center and shoulder lane markings on Lake Rd., from Route 82 (S. Main St.) to Poplar Ave., to include an evaluation of the feasibility of reducing vehicle travel lanes to nine feet and increasing shoulder widths to 4-5 feet.
7. Add center and shoulder lane markings on Poplar Ave. from Route 199 (Church St.) to Lake Rd., and on Stissing Ave. from Fairview Ave. to Poplar Ave.
8. Install advance pedestrian and bicycle warning signs on Lake Rd. and Poplar Ave. in both directions.

Phase Three

1. Construct a new sidewalk on the south-side of Route 199 (Church St.) from Fairview Ave. to Route 82 (S. Main St.).
2. Construct a new sidewalk on the west-side of Route 82 (S. Main St.) from Route 199 (Church St.) to Railroad Ave., across from the Post Office.
3. Construct a new sidewalk on one-side of Fairview Ave. from Route 199 (Church St.) to Stissing Ave. and a new sidewalk on one-side of Stissing Ave. from Fairview Ave. to Lake Shore Dr. and the entrance to Stissing Lake Park. These improvements should include appropriate crosswalks at all intersections, coupled with pedestrian warning signs.
4. Construct a new sidewalk on the west-side of CR 83A (N. Main St.) between Pioneer Dr. and Jackson Rd. This would provide an additional connection between the densely populated residential areas just north of the Middle/High School into the town center.
5. Construct a new sidewalk, using the existing service road alignment, from the Middle/High School to Jackson Rd.
6. Construct a new sidewalk, along the locally known "Kilmer Rd." alignment, from the Middle/High School east to Pioneer Dr.
7. Add a crosswalks across CR83A (North Main St.) at the Jackson Rd. intersection, Route 82 (S. Main St.) at the Smith St. intersection, Route 82 (S. Main St.) at the Lake Rd. intersection, and Route 199 (Church St.) at the Fairview Ave. intersection.
8. Explore the possibility of constructing a multi-use walking and bicycling trail through the two vacant parcels currently owned by St. Anthony's Church, south of Route 199 (Church St.) and west of Route 82 (S. Main St.).

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 Upper Taconic 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 Upper Taconic Natural & Historic Resources Map.

Waterbodies & Watersheds

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

1. Town of Clinton: Long Pond (66 acres) and Silver Lake (115 acres). Town of Milan: Round Pond (40 acres) and Spring Lake (26 acres).
2. Town of Pine Plains: Lake Carvel (38 acres), Halcyon Lake (26 acres), Stissing Lake (78 acres), Thompson Pond (68 acres), and Twin Island Lake (62 acres).
3. Town of Pleasant Valley: Tyrell Lake (45 acres).
4. Town of Stanford: Hunns Lake (68 acres) and Upton Lake (43 acres).
5. Town of Washington: Bontecou Lake (115 acres) and Shaw Pond (26 acres).
6. Village of Millbrook: Dieterich Pond (32 acres).

Major streams identified in the Upper Taconic include:

1. Town of Clinton: Wappinger Creek, Little Wappinger Creek, and Crum Elbow Creek.
2. Town of Milan: Saw Kill, Roeliff Jansen Kill, Landsman Kill, Cold Spring Creek, and Little Wappinger Creek.
3. Town of Pine Plains: Wappinger Creek, Shekomeko Creek, Punch Brook, Roeliff Jansen Kill, and Bean River.
4. Town of Pleasant Valley: Wappinger Creek, Little Wappinger Creek, Great Spring Creek, East Branch of the Wappinger Creek, and Drake Brook.
5. Town of Stanford: Willow Brook, Wappinger Creek, Shekomeko Creek, Hunns Lake Creek, Cold Spring Creek, Grist Mill Creek, and Turkey Hollow Brook.
6. Town of Washington: Wappinger Creek, Stone Church Brook, Sprout Creek, Mill Brook, East Branch of the Wappinger Creek, and Turkey Hollow Brook.
7. Village of Millbrook: East Branch of the Wappinger Creek.

The largest watershed in the Upper Taconic is the Wappinger Creek watershed. This watershed is centrally located among all Upper Taconic communities, with smaller portions of adjacent watersheds located along its outside edges. Additional watersheds include the Roeliff Jansen Kill watershed in the towns of Milan and Pine Plains; the Turkey Hollow Brook watershed in Stanford and Washington; the East Branch Wappinger Creek watershed in the towns of Washington and Pleasant Valley; and the Little Wappinger Creek watershed in the towns of Pleasant Valley, Clinton and Milan.

Floodplains

Floodplains make up a small percentage of some Upper Taconic communities, as shown in Table 6-4-10. The Town of Pleasant Valley and the Village of Millbrook have the highest percentage of land area within 100-year and 500-year floodplains of all municipalities in the area.

Table 6-4-10. Floodplains-Upper Taconic

	Total Floodplain Acreage	Percent of Land Area
Town of Clinton	1,144	5
Town of Milan	296	1
Town of Pine Plains	888	4
Town of Pleasant Valley	1,289	6
Town of Stanford	1,071	3
Town of Washington	314	1
Village of Millbrook	77	6

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

1. CR 13 (Clinton Corners Rd.) between CR 14 (Hollow Rd.) and Hibernia Rd. and just north of Route 82 in Clinton.
2. CR 19 (Bulls Head Rd.) in Clinton.
3. TSP south of CR 14 (Hollow Rd.) in Clinton.
4. Portions of CR 15 (Milan Hollow Rd.) between the Town line south and Route 199 in Milan.
5. CR 50 (Jackson Corners Rd.) north of its intersection with CR 56 (Turkey Hill Rd.) in Milan.
6. CR 51 (Academy Hill Rd.) south of its intersection with CR 50 (Jackson Corners Rd.) in Milan.
7. Route 199 at its intersection with Highway Blvd. in Pine Plains.
8. Route 199 approximately 2,100 feet east of the Route 199/ Sunny Meadows Ln. intersection in Pine Plains.
9. Route 44 in Pleasant Valley from the Town line south to CR 71 (West Rd.).
10. CR 71 (West Rd.) west of the Brookside Road intersection in Pleasant Valley.
11. CR 72 (North Ave.) at the CR 73 (Sherow Rd.) intersection in Pleasant Valley.
12. CR 72 (North Ave.) just north of Slate Quarry Rd. in Pleasant Valley.
13. CR 17 (Salt Point Turnpike) east of its intersection with Route 82 in Stanford.

Agriculture & Open Space

The Dutchess County Planning Department's Centers and Greenspaces Guide identifies suburban development and areas susceptible to suburban development, defined as parcels under five acres that are outside of centers. Most parcels under five acres in the Upper Taconic are located along State and County roads. The Town of Pleasant Valley has the largest portion of these areas of the Upper Taconic communities. In contrast, the Towns of Washington, Stanford, and Pine Plains contain large areas of protected lands, agricultural space, and undeveloped land, particularly along their eastern borders.

The Upper Taconic contains 52,208 acres of land that received agricultural use assessments in 2014, representing over 33 percent of the area's total acreage. These assessments identify properties that have active farms, nurseries, stables, or other agricultural operations. The Towns of Pine Plains and Washington have the highest amount of agricultural assessed acreage as a percent of their total land area of the communities in the Upper Taconic. Table 6-4-11 shows the total acreage of agricultural assessed lands by municipality and its share of each municipality's land area.

The Upper Taconic also contains 76,583 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, representing 48 percent of the region's total land area. They include many parcels with agricultural assessments. The towns of Washington, Stanford, and Pine Plains have the highest amount of agricultural district acreage as a percent of

their total land area of the communities in the Upper Taconic. Table 6-4-12 shows agricultural district acreage by municipality and its share of each municipality's land area.

Table 6-4-11. Agricultural Assessed Land-Upper Taconic

	Total Agricultural Assessed Acreage	Percent of Land Area
Town of Clinton	5,663	23
Town of Milan	3,089	13
Town of Pine Plains	10,225	51
Town of Pleasant Valley	3,694	17
Town of Stanford	11,801	37
Town of Washington	17,376	48
Village of Millbrook	400	32

Table 6-4-12. Agricultural Districts-Upper Taconic

	Total Agricultural District Acreage	Percent of Land Area
Town of Clinton	8,516	34
Town of Milan	5,529	24
Town of Pine Plains	12,303	62
Town of Pleasant Valley	5,923	28
Town of Stanford	20,401	64
Town of Washington	23,533	65
Village of Millbrook	376	30

The Upper Taconic includes three farms that have been protected through the Dutchess County Partnership for Manageable Growth.

1. Bos Haven Farm (177 acres) in both Washington and Union Vale.
2. Pulver Farm (159 acres) in Pine Plains.
3. A portion of Pleasant View Farm (34 acres) in Pine Plains (the balance of the farm is in the Town of North East).

The Upper Taconic hosts 4,340 acres of major federal, State, and parkland. Key parks include:

1. Taconic Hereford State Multiple Use Area (905 acres) in Pleasant Valley and LaGrange (partial).
2. Lafayetteville State Multiple Use Area (706 acres) in Milan.
3. Wilcox Memorial County Park (614 acres) in Milan.
4. Roeliff Jansen Kill State Multiple Use Area (119 acres) in Milan.
5. Innisfree Gardens Private Park (191 acres) in Pleasant Valley and Washington (partial).

Critical Environmental Areas

The Upper Taconic includes 14 Critical Environmental Areas (CEA's) that have been locally-designated. The State Department of Environmental Conservation maintains a list of these areas. To be designated as a CEA, and area must have exceptional or unique character with respect to human health; natural setting; agricultural, social, cultural, historic, archaeological, recreational, or educational values; or inherent ecological, geological or hydrological sensitivity to change or may be adversely affected by change. CEAs include:

1. Town of Clinton hamlets (for exceptional or unique character): Clinton Corners, Clinton Hollow, Frost Mills, Hibernia, Old Bulls Head, Pleasant Plains, and Schultzville.
2. Stissing Mountain (for exceptional or unique character) in Town of Pine Plains.
3. Town of Stanford:
   - Buttercup Farm Sanctuary: preserve farmland, wetland and mountain habitat.
   - Ryder Pond and Cagny Marsh: protect waterfowl.
   - Bontecou Lake: migratory and nesting birds.
   - Millbrook Meadow and Associated Wetlands: wetland protection.
   - Snake Hill: rare plants and animal communities.
   - Upper Wappinger: protect water quality and biological uniqueness.

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

1. Hudson Tributaries: Sites which protect habitat and provide access to stream banks of tributaries, including the Little Wappinger Creek, Saw Kill Creek, Roeliff Jansen Kill, and Landsman Kill.
2. Dutchess County's important agricultural areas: the Sprout Creek Area in the Towns of Washington; Smithfield Valley in the towns of Stanford, Washington, and Amenia; and the Salt Point Prime Soils in the Towns of Stanford, Clinton, and Pleasant Valley.
3. Scenic Viewsheds: Sites which provide scenic vistas, including Stissing House/Thompson Pond in Pine Plains.

Historic Resources

The Upper Taconic contains a number of historic sites.

1. Clinton Corners Friends Church and Creek Meeting House and Cemetery on Salt Point Turnpike in Clinton.
2. House of Benjamin C. Trousey on the junction of Salt Point Turnpike and Schultzville Rd in Clinton.
3. Windswept Farm on Sunset Trail in Clinton.
4. Nine Partners Meeting House and Cemetery on Route 343 in Millbrook.
5. Graham-Brush Log House on Church St in Pine Plains.
6. Melius-Bentley House on Mount Ross Rd in Pine Plains.
7. Newcomb-Brown Estate on Route 44 in Pleasant Valley.
8. House of Dr. Cornelius Nase Campbell on Rt 82 in Stanford.
9. Lynfeld Milton Ham House on South Rd in Washington.

Transportation Needs

Based on a review of local comprehensive plans, previous Transportation studies, and transportation system data, the Transportation identified a series of transportation needs in the Upper Taconic. These needs were reviewed and revised at an Upper Taconic stakeholder meeting. The revised list of needs includes the following items:

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 NYSDOT standards:

1. Route 44 from Deep Hollow Rd. to Turkey Hollow Rd. (Amenia) in Washington (2.2 miles).
2. Route 82 from Church Rd. to ¼ mile south of the Stanford town line in Washington (2.7 miles).
3. Route 199 from Stissing Mountain Rd. to Harrison Ln. in Pine Plains (0.4 miles).
4. Route 199 from 0.4 miles west of Prospect Hill Rd. to 0.1 miles west of Finkle Rd. in Pine Plains (1.3 miles).
5. Route 199 from Ressequie Rd. to the North East town line in Pine Plains (0.4 miles).

Bridge Maintenance

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

1. Route 115 (Salt Point Turnpike) over Little Wappinger Creek (BIN 3343530) in Pleasant Valley.
2. CR 17 (Salt Point Turnpike) over Willow Brook (BIN 3343870) in Stanford.
3. CR 19 (Bulls Head Rd.) over Wappinger Creek (BIN 3343850) in Stanford.
4. CR 72 (North Ave.) over Swallow Stream (BIN 3343580) in Pleasant Valley.
5. CR 83 over Shekomeko Creek (BIN 1032390) in Pine Plains.
6. CR 83A (North Main St.) over Shekomeko Creek (BIN 3343500) in Pine Plains.
7. CR 83A (North Main St.) over Shekomeko Creek (BIN 3365150) in Pine Plains.
8. Carpenter Hill Rd. over Shekomeko Creek (BIN 3343520) in Pine Plains.
9. Maple Ln. over Locust Creek (BIN 3342790) in Clinton.
10. Mill Ln. over unnamed creek near Drake Rd. (BIN 3343590) in Pleasant Valley.
11. Schultzville Rd. over Wappinger Creek Tributary (BIN 3365130) in Clinton.

If funding becomes available, the following low-volume, structurally deficient bridges should be repaired:

1. CR 14 (Hollow Rd.) over Wappinger Creek Tributary (BIN 3365130) in Clinton (rated as structurally deficient, with 2013 AADT of 116).
2. CR 51 (Academy Hill Rd.) over Roeliff Jansen Kill (BIN 3343330) in Milan (rated as rated structurally deficient, with a 2014 AADT of 141).
3. Salisbury Turnpike over Little Wappinger Creek (BIN 3343350) in Milan (rated as rated structurally deficient, with a 2012 AADT of 138).

Although rated as structurally deficient, the following bridges should be considered for closure if funding is not available to repair them:

1. Nardone Rd. over Wappinger Creek East Branch (BIN 3344040) in Washington (rated as structurally deficient, with 2012 AADT of 18).

2. Willowvale Rd. over Shekomeko Creek (BIN 3343510) in Pine Plains (rated as rated structurally deficient, with a 2014 AADT of 80).

Traffic Operations (by municipality)

Multiple Municipalities

1. Limit the number of access points on state and county roads and require new commercial developments to share driveways and to internally link circulation or service roads between adjacent parcels.

Town of Clinton

1. Narrow CR 14 (Hollow Rd.) at its intersection with Route 115 (Salt Point Turnpike) to promote careful turning movements.
2. Realign Clinton Corners Rd. as it intersects with CR 17 (Salt Point Turnpike) to improve safety in Clinton Corners.

Town of Pleasant Valley

1. Consider redesigning Route 44 into a boulevard within the Pleasant Valley Town Center from CR 71 (West Rd.) and CR 72 (North Ave.) Add center medians on Route 44 to channelize left-turn movements and extend curbs at major intersections.
2. Investigate the need for a traffic signal at the Route 44/82 intersection in Washington Hollow (Pleasant Valley).
3. Investigate the need for a traffic signal or other improvements at CR 71 (West Rd.) and Route 115 (Salt Point Turnpike).

Safety

1. Improve sight distances at the intersection of Lake Dr. and CR 19 (Slate Quarry Rd.) in Clinton.
2. Realign Clinton Corners Rd. as it intersects with CR 17 (Salt Point Turnpike) in Clinton Corners to improve sight distance.
3. Conduct a Safety Assessment of the Route 44/CR 71 (West Rd.) and Route 44/CR 72 (North Ave.) intersections in Pleasant Valley.
4. Encourage traffic calming measures on CR 71 (West Rd.) in Pleasant Valley to reduce vehicle speeds, to include narrowing travel lanes, adding signage, and possibly lowering the speed limit.
5. Consider re-aligning the Route 115 (Salt Point Turnpike)/Hibernia Rd. intersection in the Salt Point hamlet (Pleasant Valley) to improve safety and visibility.
6. Narrow lane widths on Route 82 in the Stanfordville hamlet (Stanford) to allow sidewalks and increase safety.
7. Limit on-street/shoulder parking near the intersection of CR 65 (Hunns Lake Rd.) and CR 86 (Bangall-Amenia Rd.) in the Bangall hamlet (Stanford).

Transit

1. 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.
2. Install bus pull-offs on Route 44 in the Pleasant Valley Town Center.

Sidewalks/Pedestrian Facilities (including ADA projects) (by municipality)

Multiple Municipalities

1. Repair State-owned, non-ADA compliant sidewalks and ramps on Route 44 in Pleasant Valley, and Routes 82 and 199 in Pine Plains.

Town of Clinton

1. Construct a sidewalk or path along the south side of Route 115 (Salt Point Turnpike) between the Stewart's shop and Park View Dr. in the Clinton Corners hamlet. Evaluate the feasibility of constructing a sidewalk or path along Salt Point Turnpike from Park View Dr. to the post office.

Town of Pleasant Valley

1. Extend sidewalks on Main St. in Pleasant Valley to fill gaps, to include a landscaped buffer and street trees where possible. Improve intersection crossings and signage in the town center. In particular, construct curb extensions at key intersections including Route 44 (Main St.)/CR 72 (North Ave.), and improve the visibility of crosswalk warning signs on Main St. near the Post Office and at CR 71 (West Rd.).
2. Provide a sidewalk or path on CR 71 (West Rd.) in Pleasant Valley and incorporate crosswalks to connect destinations.
3. Provide a crosswalk across North Ave. at Martin Rd. or Ravine Rd. in Pleasant Valley to connect housing on the west side of North Ave. to the sidewalk on the east side.
4. Consider a sidewalk on CR 47 (South Ave.) in Pleasant Valley between Main St. and the ball fields at Cady Recreation Park as development occurs.
5. Create a walkable hamlet in Washington Hollow with sidewalks, curb extensions and high-visibility crosswalks, street trees, on-street parking, and a central green space.
6. Provide sidewalks along Route 115 (Salt Point Turnpike) in the Salt Point hamlet where feasible, and consider re-aligning the Salt Point Turnpike/Hibernia Rd. intersection to improve safety and visibility.

Town of Pine Plains

1. Rehabilitate the Academy/Smith St. intersection near Seymour Smith Intermediate Learning Center, to include drainage improvements, new crosswalks, and high-visibility pedestrian crossing/warning signs.
2. Construct a new sidewalk on the west-side CR 83A (N. Main St.) from Route 199 to Jackson Rd., and the east-side of CR 83A from Evergreen Cemetery to Jackson Rd.
3. Install new crosswalks on streets that intersect with existing sidewalks, to include all side streets that intersect with sections of Route 82 (S. Main St.) and 199 (Church St.), and CR 83A (N. Main St.) that have existing sidewalks.
4. Install a new mid-block crosswalk across Route 199 (Church Street) at Peck's Market.
5. Install advance pedestrian warning signs on Route 82 (S. Main St.) and 199 (Church St.), CR 83A, Lake Rd., Poplar Ave., and Stissing Ave. in conjunction with new crosswalks.
6. Add center and shoulder lane markings on Fairview Ave., Lake Rd., Poplar Ave., and Stissing Ave. This should include an evaluation of the feasibility of marking nine foot vehicle travel lanes and increasing shoulder widths to 4-5 feet.
7. Construct a new sidewalk on the north-side of Route 199 (Church St.) from the High School entrance to the Birch Dr.

intersection, and a new sidewalk on the south-side of Route 199 from Fairview Ave. to Route 82 (S. Main St.).

8. Construct a new sidewalk on the west-side of Route 82 (S. Main St.) from Route 199 (Church St.) to Railroad Ave., across from the Post Office.
9. Construct a new sidewalk, using the existing service road alignment, from the Middle/High School to Jackson Rd.
10. Add crosswalks across Route 82 (S. Main St.) at the Smith St. intersection and Lake Rd. intersection, and also Route 199 (Church St.) at the Birch Dr. and Fairview Ave. intersections.
11. Add crosswalks across CR 83A (N. Main St.) at the Pioneer Dr. and Jackson Rd. intersections, in conjunction with new sidewalks.
12. Construct a new sidewalk into the main entrance of the Middle/High School, which would connect to the existing sidewalk on the north-side of Route 199 (Church St.).
13. Construct a new sidewalk, along the locally known "Kilmer Rd." alignment, from the Middle/High School east to Pioneer Dr.
14. Construct a new sidewalk on one-side of Fairview Ave. from Route 199 (Church St.) to Stissing Ave. and a new sidewalk on one-side of Stissing Ave. from Fairview Ave. to Lake Shore Dr. and the entrance to Stissing Lake Park. These improvements should include appropriate crosswalks at all intersections, coupled with pedestrian warning signs.

<u>Town of Stanford</u>

1. Install sidewalks on Route 82 in the Stanford town center in conjunction with future private development, to include appropriate traffic calming, signage, and lighting.

Multi-Use Trails & Bicycle Facilities

1. Evaluate, designate, and sign Routes 44 and 82 as bicycle routes (NYSDOT).
2. Improve shoulder conditions on State highways – four foot minimum paved width where possible – especially on the Salt Point Turnpike in the towns of Clinton, Pleasant Valley, and Stanford, and Route 44 through Pleasant Valley and Washington; also install signage to increase safe sharing of the road.
3. Widen shoulders to four feet on CR 72 (North Ave.) and Sherow Rd. in Pleasant Valley.
4. Establish a linear park in Milan from the Roeliff-Jansen through the State Lafayette Multiple Use Areas for biking and walking opportunities, and eventually connect to Lafayetteville, Wilcox Park, and Stissing Mountain recreation areas, as well as other trails.
5. Develop a bicycle path or on-street bicycle connection between the Bennett site and the Millbrook Village center, and evaluate other Village streets for potential bicycle boulevards, sharrows, or bicycle lanes to create a bicycle network.
6. Investigate a future Wappinger Creek walkway connection between various Pleasant Valley town parks.
7. Explore the possibility of constructing a multi-use walking and bicycling trail in Pine Plains, south of Route 199 (Church St.) and west of Route 82 (S. Main St.), through vacant property currently owned by St. Anthony's Church.

8. Explore the feasibility of constructing a rail trail between Stanford and Pine Plains using railroad right of ways.

Travel Demand Management

1. Promote privately arranged ride sharing opportunities in the Upper Taconic area.
2. Assess the need for additional park-and-ride lots.

Planning Studies

1. Promote and assist local pedestrian, trail, and bikeway plans in interested communities. Help coordinate local pedestrian, trail and bikeway planning efforts with other regional efforts.
2. Conduct a sidewalk inventory and develop a sidewalk improvement strategy for the Pleasant Valley Town Center and Center.
3. Conduct a safety study of the North Ave. and Franklin Ave. intersection in Millbrook.
4. 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. Include a speed analysis of Route 199 between Battenfeld Rd. and Rock City Rd. in Milan.
5. Conduct parking studies of the Pine Plains Town Center and Village of Millbrook to improve capacity.

Survey Summary

Of the more than 900 respondents to the *Moving Dutchess 2* survey, 67 were residents of Upper Taconic communities. This section summarizes their responses to the survey.

In terms of making Dutchess County a great place to live, Upper Taconic residents prioritized the protection of air and water quality, and preservation of natural areas, habitats, and farmland as the most important issues.

Major driving issues identified by residents included the fair condition of roads and bridges; the lack of sidewalks and crosswalks; the poor condition of existing sidewalks, and the lack of bicycle lanes and road shoulders. However, most respondents rated the transportation system as good or fair, and generally safe.

When asked how well the transportation system meets your needs, the most common response was 'fair' (44 percent), followed by 'good' (36 percent). When asked about the ease of getting places you usually have to go, the most common response was 'good' (54 percent) followed by 'fair' (29 percent).

Over 97 percent of respondents sometimes or often walk for transportation; 94 percent sometimes or often bicycle dfor transportation; 15 percent sometimes or often used the bus for transportation; and 91% sometimes or often use the train for transportation.

Major barriers for walking included the distance to destinations (77 percent) and lack of sidewalks (52 percent); for bicycling, inadequate shoulders, bike lanes and paths (54 percent) and distance to destination (49 percent); for bus transit, lack of bus service in the area (46 percent); and for train transit, the high cost (34 percent). The survey also indicated that 23 percent of Upper Taconic households had members who depended on transit or rides from others.

With regard to travel modes, 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 responses from residents in the Upper Taconic, about 87 percent of trips were driven-alone; seven percent were by carpools; four percent were made by walking; two percent by biking, and one percent by bus. Most drive-alone trips were for work or school, followed by appointments, shopping, and socializing/recreation; most walk trips are for socializing or recreation, followed by work/school; most carpool trips were for socializing or recreation, shopping, and church; and most bike trips were for socializing or recreation.

Almost half of respondents from the Upper Taconic indicated that they had not travelled outside Dutchess County in the preceding month. Of those that had, the majority travelled to Ulster County, followed by New York City.

To reduce congestion, 40 percent of residents expressed support for creating communities that were less reliant on driving and 29 percent recommended improving public transportation. 91 percent of residents also felt that the condition of roads was a current or emerging problem in the Upper Taconic, while 84 percent felt that the lack of sidewalks was a current or emerging problem.

Land use: 77 percent of respondents thought that most development should be within cities, town centers and villages using vacant or underutilized land. There was similarly strong support (82 percent) for closely-spaced housing and buildings with sidewalks, even if that meant smaller homes and yards and less parking. 72 percent 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 were maintaining roads, improving roads, and improving sidewalks. When asked what they would support with tax dollars, residents said walking and bicycling improvements (53 percent), followed by curb-to-curb bus service for seniors and disabled persons (47 percent). 89 percent of respondents opposed or strongly opposed any property tax increase to fund transportation.

About 76 percent of Upper Taconic households used two or more cars on a daily basis, while almost 23 percent used one car. Only two percent of households did not use a car regularly. Most residents (64 percent) who commuted to work lived within 5-20 miles of their job.

Demographics: Most respondents lived in the Town of Pleasant Valley (42 percent). Others lived the Town of Clinton (18 percent), Stanford (13 percent), and Washington (ten percent). 61 percent were aged 45-64, with 17 percent aged

25-44, six under 24, and 15 percent aged 65 and over. 56 percent of respondents were female, and 44 percent male.

A number of respondents provided direct comments about transportation conditions and issues. Many of these comments related to the need to identify other funding mechanism besides taxes to maintain the system. Some noted the benefits of roundabouts at congested intersections, the need for better shoulders for bicycling, new sidewalks to promote walking, and more regular bus service.

Transportation Priorities

Based on an analysis of available data, feedback from the Upper Taconic public workshop, and responses from the public survey, the Transportation Council identified the following transportation priorities:

Highway Maintenance

Multiple Municipalities

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

Reconstruct the following road segments rated as poor under NYSDOT standards:

1. Route 44 from Deep Hollow Rd. to Turkey Hollow Rd. (Amenia) in Washington (2.2 miles).
2. Route 82 from Church Rd. to ¼ mile south of the Stanford town line in Washington (2.7 miles).
3. Route 199 from Stissing Mountain Rd. to Harrison Ln. in Pine Plains (0.4 miles).
4. Route 199 from 0.4 miles west of Prospect Hill Rd. to 0.1 miles west of Finkle Rd. in Pine Plains (1.3 miles).
5. Route 199 from Ressequie Rd. to the North East town line in Pine Plains (0.4 miles).

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Bridge Maintenance

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

1. Route 115 (Salt Point Turnpike) over Little Wappinger Creek (BIN 3343530) in Pleasant Valley.
2. CR 17 (Salt Point Turnpike) over Willow Brook (BIN 3343870) in Stanford.
3. CR 19 (Bulls Head Rd.) over Wappinger Creek (BIN 3343850) in Stanford.
4. CR 72 (North Ave.) over Swallow Stream (BIN 3343580) in Pleasant Valley.
5. CR 83 over Shekomeko Creek (BIN 1032390) in Pine Plains.
6. CR 83A (North Main St.) over Shekomeko Creek (BIN 3343500) in Pine Plains.
7. CR 83A (North Main St.) over Shekomeko Creek (BIN 3365150) in Pine Plains.
8. Carpenter Hill Rd. over Shekomeko Creek (BIN 3343520) in Pine Plains.

9. Maple Ln. over Locust Creek (BIN 3342790) in Clinton.
10. Mill Ln. over unnamed creek near Drake Rd. (BIN 3343590) in Pleasant Valley.
11. Schultzville Rd. over Wappinger Creek Tributary (BIN 3365130) in Clinton.

Safety

1. In conjunction with redesigning Route 44 (Main St.) into a boulevard within the Pleasant Valley town center, evaluate possible safety improvements at the CR 47 (South Ave.), CR 71 (West Rd.), and CR 72 (North Ave.) intersections to include improved signage, lane markings, and traffic calming measures. This could also include adding center medians to channelize left-turn movements and extending curbs at major intersections.
2. Encourage traffic calming measures on CR 71 (West Rd.) in Pleasant Valley to reduce vehicle speeds, to include narrowing travel lanes, adding signage, and possibly lowering the speed limit.
3. Realign the Route 115 (Salt Point Turnpike)/Hibernia Rd. intersection in the Salt Point hamlet (Pleasant Valley) to improve safety and visibility.
4. Realign Clinton Corners Rd. as it intersects with CR 17 (Salt Point Turnpike) in Clinton Corners to improve sight distance.
5. Improve sight distances at the intersection of CR 19 (Slate Quarry Rd.) and Lake Dr. in Clinton.

Traffic Operations

1. Limit the number of access points on state and county roads and require new commercial developments to share driveways and to internally link circulation or service roads between adjacent parcels.
2. Investigate the need for a traffic signal or turning lanes at the Route 115 (Salt Point Turnpike) and CR 71 (West Rd.) intersection in Pleasant Valley.
3. Investigate the need for a traffic signal at the Route 44/82 intersection in Washington Hollow (Pleasant Valley).

Sidewalks/Pedestrian Facilities

1. Repair State-owned, non-ADA compliant sidewalks and ramps on Route 44 in Pleasant Valley, and Routes 82 and 199 in Pine Plains.
2. Construct a sidewalk or path along the south side of Route 115 (Salt Point Turnpike) between the Stewart's shop and Park View Dr. in the Clinton Corners hamlet. Evaluate the feasibility of constructing a sidewalk or path along Salt Point Turnpike from Park View Dr. to the post office.
3. Extend sidewalks on Route 44 (Main St.) in Pleasant Valley to fill gaps, to include a landscaped buffer and street trees where possible. Improve intersection crossings and signage in the town center. In particular, construct curb extensions at key intersections including Route 44 (Main St.) at CR 72 (North Ave.), and improve the visibility of crosswalk warning signs on Route 44 (Main St.) near the Post Office and at CR 71 (West Rd.).
4. Provide a sidewalk or path on CR 71 (West Rd.) in Pleasant Valley and incorporate crosswalks to connect destinations.

5. Provide a crosswalk across CR 72 (North Ave.) at Martin Rd. or Ravine Rd. in Pleasant Valley to connect housing on the west side of CR 72 (North Ave.) to the sidewalk on the east side.
6. Install new crosswalks and appropriate warning signs on streets that intersect with existing sidewalks, to include all side streets that intersect with sections of Route 82 (S. Main St.) and 199 (Church St.), and CR 83A (N. Main St.) that have existing sidewalks. Also install a new mid-block crosswalk across Route 199 (Church Street) at Peck's Market.
7. Construct a new sidewalk on the west-side CR 83A (N. Main St.) from Route 199 to Jackson Rd., and the east-side of CR 83A from Evergreen Cemetery to Jackson Rd.
8. Construct a new sidewalk on the north-side of Route 199 (Church St.) from the High School entrance to the Birch Dr. intersection, and a new sidewalk on the south-side of Route 199 from Fairview Ave. to Route 82 (S. Main St.).
9. Construct a new sidewalk on the west-side of Route 82 (S. Main St.) from Route 199 (Church St.) to Railroad Ave., across from the Post Office.

Transit

1. 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.

Multi-Use Trails and Bicycle Facilities

1. Evaluate, designate, and sign Routes 44 and 82 as bicycle routes (NYSDOT).
2. Improve shoulder conditions on State highways – four foot minimum paved width where possible – especially on Route 115 (Salt Point Turnpike) in the towns of Clinton, Pleasant Valley, and Stanford, and Route 44 through Pleasant Valley and Washington; also install signage to increase safe sharing of the road.
3. Widen shoulders to four feet on CR 72 (North Ave.) and Sherow Rd. in Pleasant Valley.

Planning Studies

1. Promote and assist local pedestrian, trail, and bikeway plans in interested communities. Help coordinate local pedestrian, trail and bikeway planning efforts with other regional efforts.
2. Conduct a sidewalk inventory and develop a sidewalk improvement strategy for the Pleasant Valley Town Center and Village of Millbrook.
3. 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.