

Chapter 5.4: Upper Taconic

For this Plan, the Upper Taconic is defined as the north-central communities along the Taconic State Parkway: the Towns of Milan, Pine Plains, Stanford, Washington, Pleasant Valley, and Clinton, 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 9 percent of the county's total population. It is the most rural of the five planning areas, with low population density and low rates of growth (see Map 46, Upper Taconic Overview).

Three key factors that influence walking and bicycling— land use (residential density and destinations), demographics, and non-motorized facilities (including transit)— are discussed below. Local walking and bicycling patterns, including crash data, is presented, and issues are identified. Finally, a set of priority projects to improve conditions for walking and bicycling is described.

A. Walking and Bicycling Factors

1. Land Use

Residential Patterns

The Village of Millbrook is the 12th most densely populated municipality in the county with about 750 persons per square mile (double the county average

of 370). However, the Upper Taconic towns have some of the lowest densities in the county: Washington, Milan, Stanford and Pine Plains all have between 60 and 80 residents per square mile, and the Town of Clinton has about 110 residents per square mile. The Town of Pleasant Valley is also below the county average with about 290 residents per square mile. These spread-out population patterns tend to make walking and bicycling for transportation less practical and attractive.

Centers & Destinations

Upper Taconic centers, as designated by the Dutchess County Department of Planning and Development, are shown on Map 47, Upper Taconic Centers. Key destinations for walking and bicycling include:

- Village of Millbrook
- Pleasant Valley Town Center
- Pine Plains Town Center
- Salt Point hamlet in Pleasant Valley
- Schools including Millbrook High

School, Stissing Mountain Middle and High Schools, and elementary schools in Pleasant Valley, Millbrook and Pine Plains.

2. Demographics

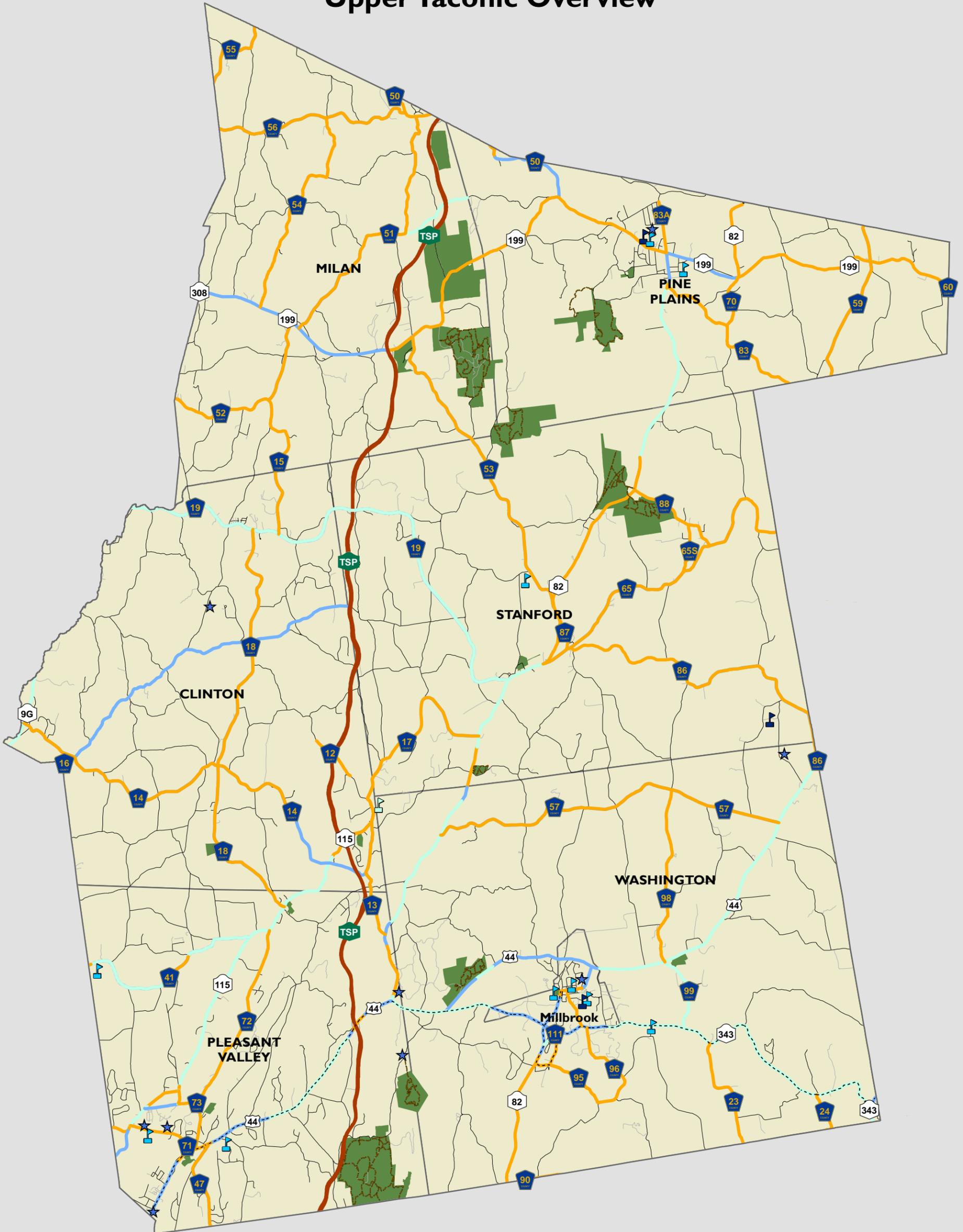
Age

Young people and older people are less likely to drive, and therefore more likely to walk (both young and old) or bicycle (young people) for transportation. The Upper Taconic communities have similar percentages of



The Pine Plains Town Center is a walkable destination.

Upper Taconic Overview



School

- K-12
- Elementary/Middle
- Middle/High
- Major Employer

- Bus Route
- Recreational Trail
- Park

Paved Shoulder Width*

- ≥ 4ft
- 2 - 4 ft
- < 2 ft
- Biking/Walking Prohibited

Road Type

- Local
- County
- State
- U.S.
- State Parkway

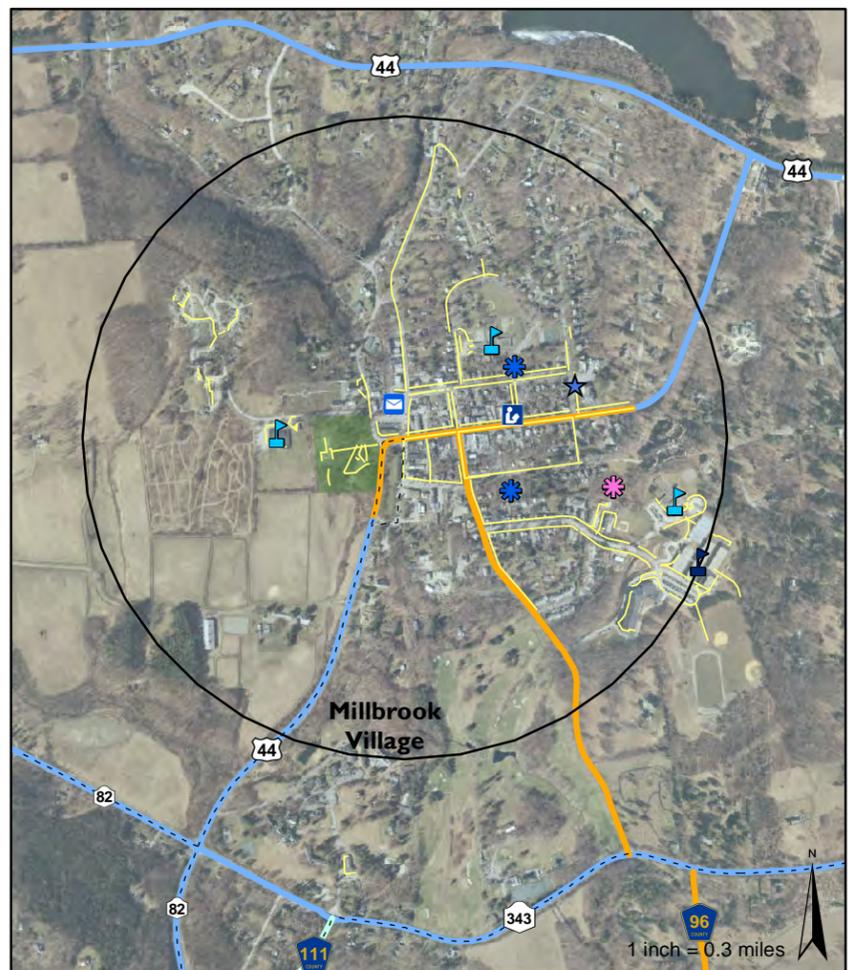
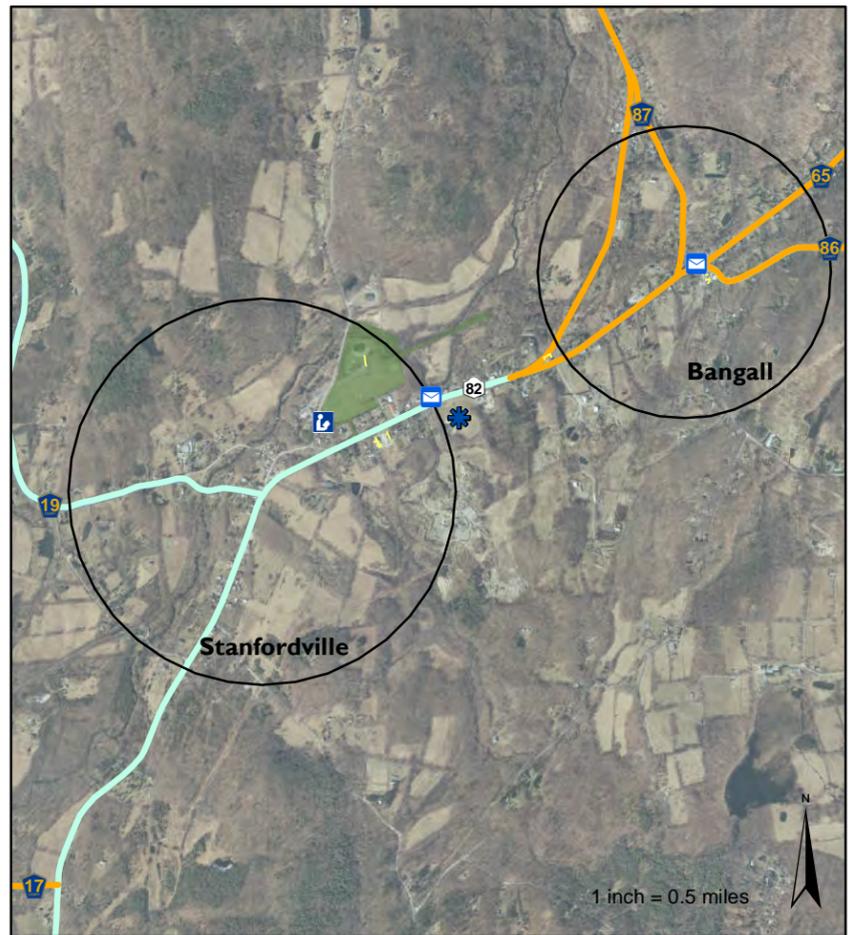
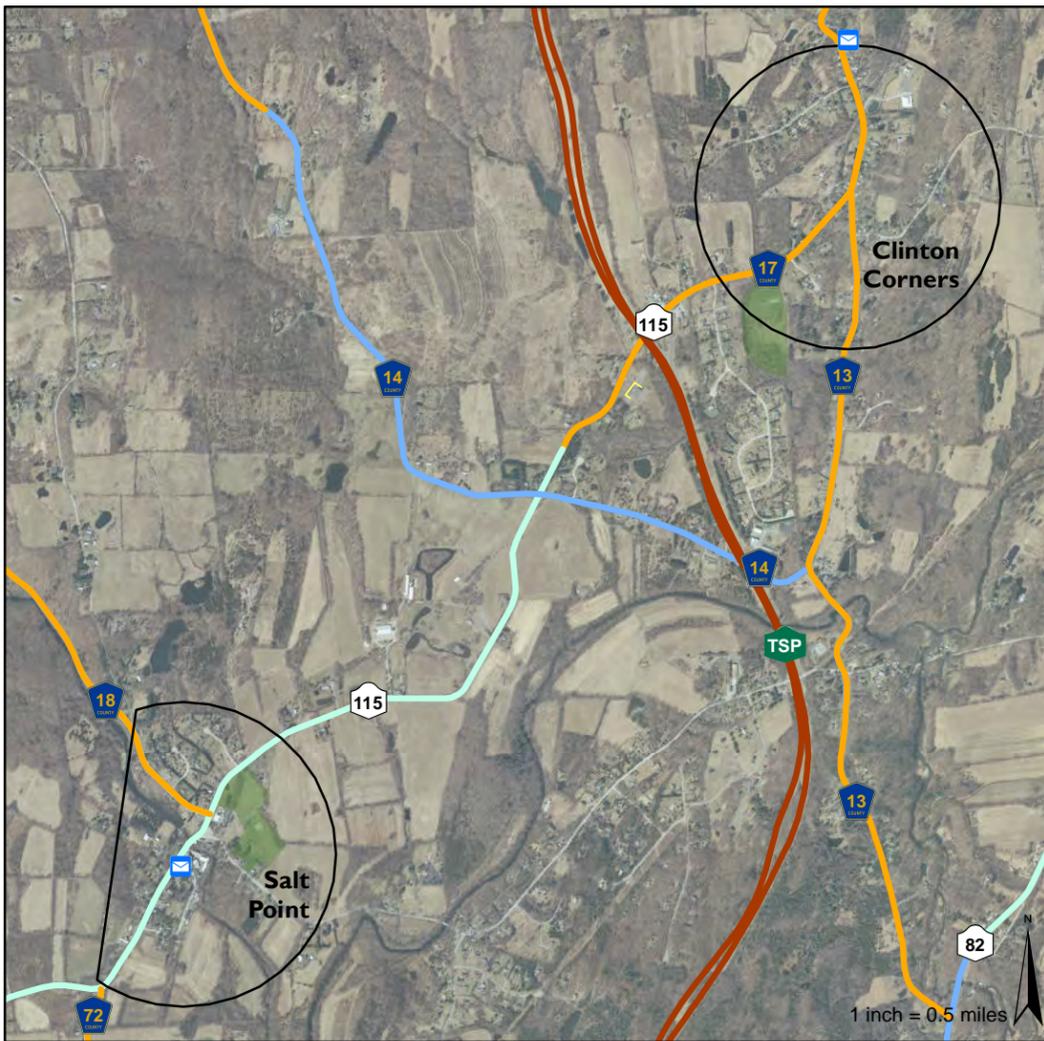
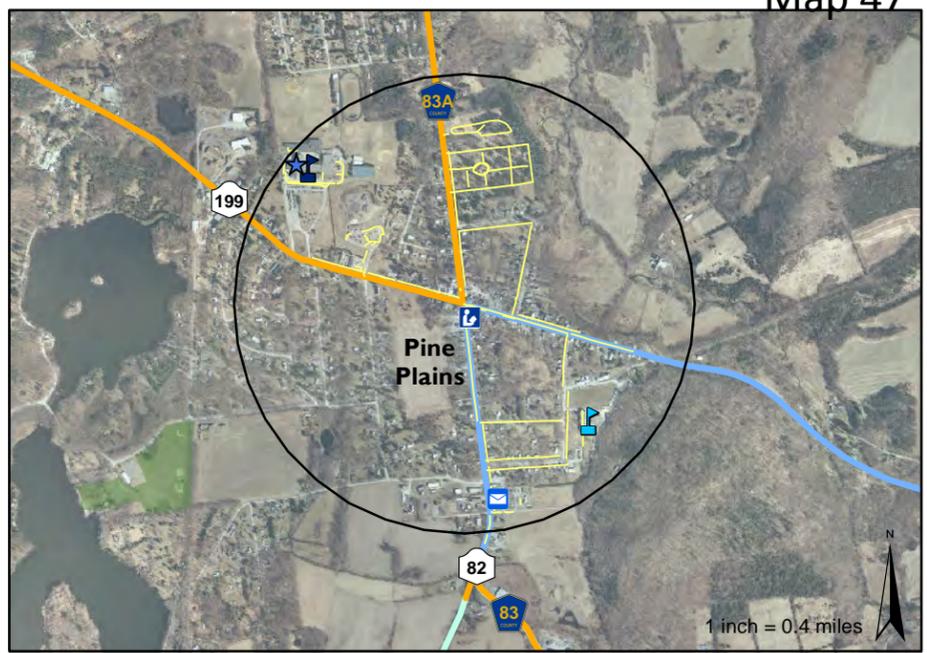
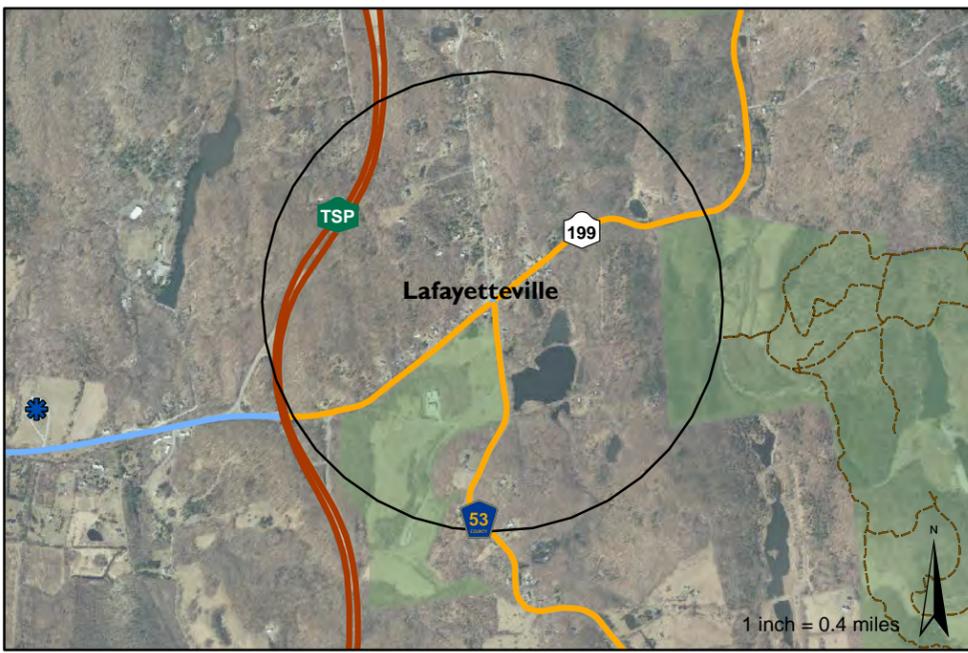
* Paved width based on available data.
May not reflect usable width.

This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change.

Map created May 2014

1 inch = 1.7 miles





UpperTaconic Centers - Milan/Pine Plains/Clinton/Stanford Pleasant Valley/Millbrook

- School
- Elementary
- Middle/High
- Grocery Store
- Municipal Hall
- Library
- Community/Senior Center
- Post Office
- Major Employer

- Sidewalk
- Bus Route
- Recreational Trail
- Park

- Paved Shoulder Width*
- >= 4ft
 - 2 - 4ft
 - < 2ft
 - Biking/Walking Prohibited

- Road Type
- County
 - State
 - U.S.
 - State Parkway

- Center
- Existing
 - Emerging

* Paved width based on available data. May not reflect usable width.

This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change.

Walk Bike Dutchess

young people (under 16) to the county as a whole, but the Village of Millbrook has substantially higher percentages of older people (over 74). The Village of Millbrook and the Towns of Clinton, Washington, and Pine Plains also have higher than average percentages of these young and older groups combined.

2010 Population by Age Group					
Municipality	Total Population	% Under 16	% 16 - 74	% Over 74	% Under 16 + Over 74
T/Clinton	4,312	19	74	7	26
T/Milan	2,370	19	75	6	25
T/Pine Plains	2,473	18	74	8	26
T/Pleasant Valley	9,672	20	75	5	25
T/Stanford	3,823	18	78	5	22
T/Washington	3,289	18	74	8	26
V/Millbrook	1,452	17	69	13	31
Dutchess County	297,488	19	74	6	25

Sources: U.S. Census Bureau, 2010 U.S. Census. Table QT-P1: Age Groups & Sex; Table QT-P2: Single Years of Age & Sex. Town populations exclude populations of Villages.

Income

Lower-income households are also more likely to walk and bicycle for transportation. Household incomes in the Upper Taconic tend to be higher than the county average, with the exception of the Village of Millbrook, which has a higher percentages of low-income households (defined here as under \$25,000 per year) than the County average.

Household Income					
Municipality	Total Households	% less than \$25,000	% \$25,000 - 50,000	% Over \$50,000	Median Household Income
T/Clinton	1,606	9%	14%	76%	\$91,968
T/Milan	930	11%	20%	70%	\$71,167
T/Pine Plains	913	12%	21%	67%	\$65,539
T/Pleasant Valley	3,634	14%	20%	67%	\$75,650
T/Stanford	1,537	13%	18%	69%	\$68,168
T/Washington	1,939	16%	18%	60%	\$67,673
V/Millbrook	715	20%	26%	54%	\$59,844
Dutchess County	107,151	16%	19%	65%	\$71,125

Source: U.S. Census Bureau, 2007-2011 American Community Survey 5-Year Estimates, Tables B1101_1, B19013, & B19001 (Households, Median Household Income, and various income brackets).
Data for the Towns includes data for their respective Village(s).

Vehicle Ownership

Households without a vehicle, or with one vehicle, are much more likely to seek alternative transportation. The percentage of zero- and one-vehicle households each municipality is shown below. Millbrook and Washington have slightly higher percentages of zero-vehicle households and significantly higher percentages of one-vehicle households than the county average. This may be related to the higher proportion of older adults in these municipalities.

Walk Bike Dutchess

Zero- and One-Vehicle households			
Municipality	Total Households	% Zero-Vehicle	% One-Vehicle
T/Clinton	1,606	UNR	23 (+/- 6%)
T/Milan	930	UNR	30 (+/- 9%)
T/Pine Plains	913	UNR	22 (+/- 6%)
T/Pleasant Valley	3,634	UNR	29 (+/- 6%)
T/Stanford	1,537	UNR	33 (+/- 8%)
T/Washington	1,939	12 (+/- 5%)	43 (+/- 8%)
V/Millbrook	715	10 (+/- 5%)	57 (+/- 6%)
Dutchess County	107,151	8 (+/- 1%)	31 (+/- 1%)

Source: U.S. Census Bureau, 2007-2011 American Community Survey 5-Year Estimates, Table B08201: Household Size By Vehicles Available. Italics indicate that estimate should be used with caution because sampling error is between 12 and 40 percent of the estimate. UNR denotes unreliable data. Data for the Towns includes data for their respective Village(s).

Disabilities

Persons with physical disabilities often have difficulty driving and are more likely to need alternatives. Those with ambulatory difficulties may use wheelchairs, walkers, or other mobility devices and benefit from accessible pedestrian environments. Unfortunately, disability data is not available for any of the Upper Taconic municipalities.

3. Walking & Bicycling Facilities

An inventory of walking and bicycling facilities was made based on current maps and data available. Sidewalks, recreational trails, and shared use paths are shown on the Centers map.

Walking Facilities

The Upper Taconic has approximately 18 miles of sidewalks, mainly in the Town of Pleasant Valley, Village of Millbrook, and Town of Pine Plains. 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 below.

Sidewalks by Municipality			
Municipality	Sidewalks (miles)*	Sidewalk Feet per Resident	County-wide Rank
T/Clinton	0.0	0.1	30
T/Milan	0.0	0.1	29
T/Pine Plains	4.8	10.2	12
T/Pleasant Valley	5.5	3.0	16
T/Stanford	1.0	1.4	25
T/Washington	0.6	0.9	27
V/Millbrook	5.5	20.1	4
Dutchess County	434.1	7.7	n/a

*Sources: Dutchess County GIS, and U.S. Census Bureau, 2010 U.S. Census. * Includes private sidewalks (such as in residential developments, at colleges and offices).*

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 (Towns of Pine Plains and Stanford): 6.0 miles

Walk Bike Dutchess

4. Buttercup Sanctuary Trails in Stanford: 5.0 miles
5. Stissing Mountain Trails (Towns of Pine Plains and Stanford): 4.2 miles
6. Thompson Pond Preserve Trails in Pine Plains: 3.4 miles
7. Innisfree Trails (Towns of Pleasant Valley and Washington): 2.6 miles

Shared-Use Paths

No shared-use paths were identified in the Upper Taconic.

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:

- 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.
- Proposed SBR 82, along Route 82 between the proposed SBR 199 in Pine Plains and a proposed SBR 52 in Fishkill.



Sidewalks connect destinations along Main Street in the Pleasant Valley Town Center.

- 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. A list of bicycle parking locations is included in Appendix G.

Transit Service

Most bus trips, and many train trips, involve a walking (or in some cases, bicycling) trip on one or both ends—to get to the stop or station, and to get from the stop or station to a final destination.

There is limited transit service in the Upper Taconic. LOOP's Route D provides service on Routes 44 and 343 between Poughkeepsie, Pleasant Valley, Millbrook, and Dover. It had annual ridership of approximately 29,800 in 2012.

B. Walking & Bicycling Data

Based on the Upper Taconic's low population density, limited transit service, and limited sidewalks, we can expect low rates of walking and bicycling in this area. While Census data at the municipal level is limited, estimates of walking to work are available for three Upper Taconic municipalities. According to these estimates, approximately 5 percent of Town of Clinton

Walk Bike Dutchess

residents, 7 percent of Town of Stanford residents, and 13 percent of Village of Millbrook residents walk to work. This compares to 4 percent of working residents county-wide.

Count Data

Counts of people walking and bicycling were conducted in the Town of Pleasant Valley and the Village Millbrook in July and September 2013. On Main Street east of North Avenue in Pleasant Valley, 35 pedestrians and 7 bicyclists were counted in July and 12 pedestrians and 2 bicyclists were counted in September. On Franklin Avenue east of Church Street in Millbrook, 79 pedestrians and 3 bicyclists were counted in July and 95 pedestrians and 1 bicyclist were counted in September. The count volumes are detailed in Appendix J and illustrated in Maps 8-9 (in Chapter 4).

Walk-Bike Dutchess Survey Data

The Walk-Bike Dutchess survey resulted in 105 responses from the Upper Taconic. According to the survey, half of respondents walk at least three to four days per week, while about 45 percent bike at least one to two days per week. Most respondents said they walk and or bicycle for exercise, followed by to enjoy their community and be outside.

Favorite locations for walking include rail trails, parks, and the Walkway Over the Hudson, while for bicycling, respondents overwhelmingly prefer the rail trails. When asked, “If equally good facilities existed, how would you prefer to travel?” more than 80 percent said they would prefer to walk or bike to parks/recreation, 65 percent said they would prefer to walk or bike to the gym/exercise, and over half said they would prefer to walk or bike for local errands. However, over 75 percent of residents reported

that they are dissatisfied with how their community is designed for bicycling, and over 60 percent are dissatisfied with how their community is designed for walking.

Top issues residents encounter while walking and bicycling are a lack of sidewalks and bike paths, and inadequate road shoulders. According to respondents, particularly problematic places for walking and bicycling include Route 44 and Route 82. When asked “What are the most important improvements to be made?” the most common

response was to increase the width of road shoulders, followed by add more rail trails/shared use paths, and add bicycle lanes and/or shared lane markings. Respondents said that future projects should prioritize completing missing sections to create longer continuous walkways and bikeways, followed by improving safety



Millbrook ranks fourth in the county in terms of sidewalks per resident.

Walk Bike Dutchess

by focusing on existing and potential crash locations, and maintaining existing walking and bicycling facilities. Charts showing the survey results for the Upper Taconic are included in Appendix F.

Crash Patterns

Five years of crash data, from 2007 to 2011, were analyzed to determine trends in pedestrian and bicycle crashes. First, pedestrian and bicycle crash rates per 1,000 population were calculated for each municipality. The Upper Taconic rates are shown below. The Village of Millbrook exceeds the county-wide average pedestrian crash rate, and the Town of Pleasant Valley is just below the county-wide average bicycle crash rate. However, these rates are based on a small number of crashes. Maps 11 and 12 (in Chapter 4) show all municipalities' crash rates.

Crash Rates per Population				
Municipality	Pedestrian Crashes		Bicycle Crashes	
	Count	Annual Rate (per 1,000 pop.)*	Count	Annual Rate (per 1,000 pop.)*
T/Pleasant Valley	6	0.12	6	0.12
T/Clinton	0	0.00	1	0.05
T/Stanford	1	0.05	0	0.00
T/Washington	2	0.12	0	0.00
T/Pine Plains	1	0.08	1	0.08
T/Milan	0	0.00	0	0.00
V/Millbrook	2	0.28	0	0.00
Dutchess County	377	0.25	194	0.13

*Village populations have been subtracted from those of Towns to avoid double counting.
Source: Accident Location Information System (ALIS), NYSDOT.

Second, using the same data, high-crash corridors were identified. These are road segments with concentrations of bicycle and/or pedestrian crashes and a high crash rate per mile. There were no high-crash corridors for pedestrians, but there was one high-crash corridor in the Upper Taconic for bicyclists:

- Bicycle: Pleasant Valley, Route 44 between Timothy Heights and Pine Hill Road/Lake Shore Drive: 2.2 miles; 4 crashes; 1.8 crashes/mile.

High-crash corridors in the Upper Taconic are shown in Map 15 (in Chapter 4). All pedestrian and bicycle crashes in the Upper Taconic are shown in Map 48.

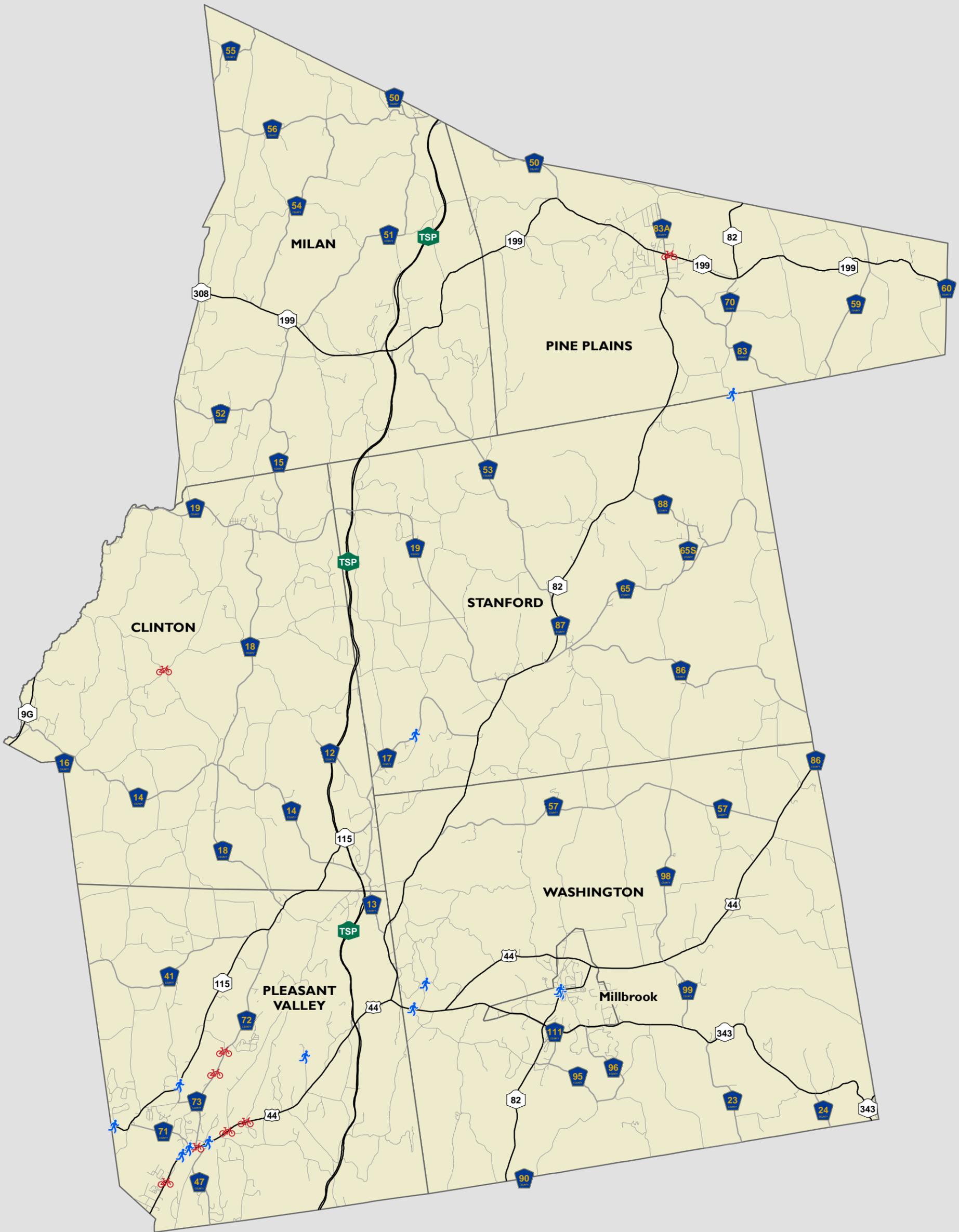
C. Key Needs/Issues

The Bicycle-Pedestrian Advisory Committee identified the following needs in the Upper Taconic:

- Extend the Harlem Valley Rail Trail.
- Provide sidewalks along Route 22 to connect to shopping areas.
- Improve safety for people crossing Route 22 by foot and bike.
- Increase paved shoulders to four feet or more where possible.
- Educate bicycle riders about the rules of the road.
- Educate drivers about sharing the road, including how to pass bicyclists safely.
- Enforce laws to increase safety.

In terms of safety, key corridors/hot spots include Route 44 in the Pleasant Valley hamlet for walking and bicycling.

Upper Taconic Pedestrian and Bicyclist Crashes (2007-2011)



 Pedestrian Crash

 Bicycle Crash

This map is intended for planning purposes only.
The PDCTC shall not be held liable for any misuse
or misrepresentation of this information.
Map contents and data are subject to change.

Map created May 2014

Source:
New York State Accident Location Information System (ALIS).

1 inch = 1.7 miles 

Walk Bike Dutchess

D. Upper Taconic Project Recommendations

Based on the needs and issues identified above, previous plans, and input from the Bicycle-Pedestrian Advisory Committee, municipal officials, members of the public, and staff from NYSDOT-Region 8, Dutchess County Public Works, and Dutchess County Planning, the following project ideas are recommended to improve walking and bicycling in the Upper Taconic. They are organized by timeframe (short, medium, and long-term) and then by project lead (municipalities, County, and State). They are also shown in Maps 49-55 and listed in Appendix I. As noted previously, the facility owner(s) will ultimately decide whether or not to implement a project. The Plan cannot and is not intended to require specific action by any municipality or agency.

Short-Term Recommendations (within 5 years)

UT-1. Pleasant Valley Town Center Sidewalks and Shoulders [T/Pleasant Valley, Dutchess County, NYSDOT; Short-Term]

Issue: [Pleasant Valley's Comprehensive Plan](#) calls for improvements to pedestrian and bicycle circulation systems to enable residents to safely and comfortably walk to destinations in the central hamlet areas. In the Pleasant Valley hamlet/Town Center (centered on Main Street (Route 44) and North Avenue (CR 72)), the Plan recommends improved sidewalks with buffers and street trees, curb extensions and additional crosswalks at intersections, sidewalks on South Road as significant development occurs, and shoulder improvements to encourage bicycling. Improvements:

- Extend sidewalks on Main Street to fill gaps through the Town Center (about 0.1 miles). Where possible, include a landscaped buffer and street trees.
- Improve intersection crossings and signage in the Town Center. In particular, improve the visibility of crosswalk warning signs on Main Street near the Post Office and at West Road (CR 71) by trimming trees and using high-visibility colors.
- Consider constructing curb extensions at key intersections including Main Street/North Avenue (CR 72) to reduce crossing distance and make people crossing more visible.



Installing curb extensions at the Main Street/North Avenue intersection in Pleasant Valley would reduce crossing distance and increase the visibility of people crossing (source: Google maps).

- Provide high-visibility crosswalks in the A&P parking lot, including on Station Road, and trim bushes at the North Avenue exit to improve visibility.
- Improve drainage at the crosswalk near the Post Office (on Main Street between North Avenue and Quaker Hill Road).

Walk Bike Dutchess

- Provide a crosswalk across North Avenue at Martin Road or Ravine Road to connect the housing on the west side of North Avenue to the sidewalk on the east side.
- Consider a sidewalk on South Avenue (CR 47) between Main Street and the ball fields at Cady Recreation Park as development occurs (about 0.4 miles).
- Widen shoulders to four feet on North Avenue (CR 72) to Ravine Road; on Sherow Road; on Salt Point Turnpike; and on Route 44 to Traver Road.

UT-2. Salt Point Turnpike (Route 115/CR 17) Sidewalks and Shoulders [T/Clinton, Dutchess County, NYSDOT; Short/Medium-Term]

Issue: Salt Point Turnpike (CR 17) provides access to the Friends Park, Clinton Historical Society, Stewart's Shop, a school, and local businesses. However it is narrow and curving and there are no sidewalks or shoulders sufficient for walking, limiting pedestrian access along the road.

Improvements:

- In the short-term, construct a sidewalk or path along the south side of Salt Point Turnpike between the Stewart's shop and Park View Drive in the Clinton Corners hamlet (about 0.3 miles).
- In the medium-term, evaluate the feasibility of constructing a sidewalk or path along Salt Point Turnpike from Park View Drive to the post office in the Clinton Corners hamlet (about 0.7 miles).
- If the Clinton Corners hamlet becomes more pedestrian-oriented, consider pursuing a speed limit reduction on Salt Point Turnpike.

- Widen shoulders along Salt Point Turnpike in the Towns of Clinton, Pleasant Valley, and Stanford (Route 115 west of the Taconic; CR 17 east of the Taconic) to a four foot minimum.

UT-3. Milan – Route 199 Shoulder Improvements

[NYSDOT; Short-Term]

Issue: Residents bicycle and walk on Route 199 to access the Town of Milan Recreation Park (off of South Road/Cold Spring Road) and Town Hall (at Wilcox Circle). However, the shoulder pavement is in poor condition and shoulder widths are minimal.

Improvement:

- Repave Route 199 to provide four foot minimum shoulders and improve pavement condition.

UT-4. Route 44 Shoulder Improvements [NYSDOT; Short-Term]

Issue: Route 44 serves as a key east-west connection used for bicycling. However, shoulders are narrow in places.

Improvements:

- Maintain consistent wide shoulders (four feet minimum; six feet where feasible) on Route 44 through Pleasant Valley and Washington.
- Install appropriate signage to increase safe sharing of the road.

Medium-Term Recommendations (5 to 10 years)

UT-5. Pine Plains Town Center Sidewalks

[T/Pine Plains, NYSDOT; Medium-Term]

Issue: The Town of Pine Plains is currently working with the PDCTC on an assessment of sidewalk locations and conditions. The

Walk Bike Dutchess

assessment will identify key gaps in the sidewalk network, areas where sidewalks are in poor condition, and improvements needed to make the Town Center more accessible by walking.

Improvement:

- Improve sidewalks, crosswalks, and other walking facilities in the Pine Plains Town Center, based on the sidewalk assessment under development. This could include extending or improving sidewalks on Route 199, Route 82, and other streets; improving crossings at key intersections; improving pedestrian safety and access to destinations such as the Elementary School and High School; and incorporating amenities such as pedestrian-scale lighting.



Improving and extending sidewalks in Pine Plains will increase access to local destinations.

UT-6. Pine Plains Trails & Bikeways

[T/Pine Plains; Medium-Term]

Issue: The [Town of Pine Plains' Comprehensive Plan](#) calls for a bikeway plan to designate streets and trails that offer safe and convenient bicycle access between residential areas, the Town center, and recreational areas. The Town's Trails/Bikeway Committee is developing a trails and bikeway plan to improve conditions for bicycling in the Town.

Improvement:

- Improve trails and develop a network of bicycle facilities in Pine Plains, based on the Town's Trails and Bikeway Concept Plan (under development). This may include on-road facilities as well as rail trails.

UT-7. West Road (CR 71) Sidewalk or Shared-Use Path

[T/Pleasant Valley, Dutchess County; Medium-Term]

Issue: [Pleasant Valley's Comprehensive Plan](#) recommends extending a sidewalk on at least one side of West Road past the school. As detailed in the [CR 71 \(West Road\) Sidewalk Feasibility Study](#), West Road (CR 71) connects the Pleasant Valley Town Center to multi-family and single-family homes, the West Road Intermediate School and playing fields, the planned Redl Park, and offices. However, there are no sidewalks, minimal shoulders, and vehicle speeds are high. Constraints along the corridor include right-of-way, slopes, wetlands, sight distance, and existing utilities.

Improvements:

- Extend the sidewalk along the northeast side of West Road to Brookside Road (about 0.5 miles).
- Evaluate the feasibility of adding a high visibility crosswalk across the western leg of the West Road/Route 44

intersection, and provide pedestrian signals for all crossings at the intersection.

- Install a crosswalk at Charles Street to connect the offices on the south side of West Road to the sidewalk.
- Provide a sidewalk or shared-use path on the north side of West Road from Brookside Road to Robert Lane (about 0.6 miles).
- Extend the sidewalk along the east side of the school driveway and mark a crosswalk across West Road to connect to the sidewalk/path.
- Add a sidewalk/path from West Road into Redl Park when it is developed.
- Mark high-visibility crosswalks to connect the Country Commons apartments to the park site, and to connect the housing on the north side of West Road to the school.

Install signage, striping and lighting to highlight the crosswalks.

- Coordinate improvements between Robert Lane and Salt Point Turnpike with the facility between Brookside Road and Robert Lane to provide a continuous network.
- Widen shoulders to at least four feet to accommodate bicycling (if a shared-use path is not provided), where feasible.
- Pursue a reduced speed limit for the corridor, based on guidance from DPW and NYSDOT.



A sidewalk along West Road would connect the West Road School, apartments, and offices to the Town Center.

UT-8. *Washington Hollow Sidewalks and Crosswalks*

[T/Pleasant Valley, NYSDOT; Medium-Term]

Issue: [Pleasant Valley's Comprehensive Plan](#) includes an illustrative sketch plan for the Washington Hollow hamlet (at Route 44/Route 82) and recommends improved sidewalks and crosswalks, curb extensions, traffic calming, and street trees.

Improvement:

- Create a walkable hamlet center with sidewalks (about 0.5 mile), curb extensions and high-visibility crosswalks, street trees, on-street parking, and a central green space, consistent with the Illustrative Sketch Plan in the Town's Comprehensive Plan.

UT-9. *Stanford Walkable Town Center* *[T/Stanford, Dutchess County, NYSDOT; Medium-Term]*

Issue: The Stanford Town Center (Stanfordville and Bangall hamlets) includes a library, post office, Town Hall, and recreation park within about a mile.

However, there are no sidewalks in the area. [Moving Dutchess](#) recommends installing sidewalks as the Town Center develops.

Improvements:

- Evaluate walking and bicycling patterns and needs in the Stanfordville and Bangall hamlets, including segments of Route 82, Bulls Head Road (CR 19), Hunns Lake Road (CR 65), and Bangall Amenia Road (CR 86).
- Install sidewalks on Route 82 in the Town Center as it develops (about 0.9 miles).

Walk Bike Dutchess

- Consider traffic calming on portions of Route 82 and Hunns Lake Road (CR 65).
- Consider signage, lighting, and other safety improvements.

UT-10. Millbrook Sidewalk Improvements

[V/Millbrook; Medium-Term]

Issue: The Village of Millbrook has a good sidewalk network, but there are some gaps and some sidewalk segments that should be improved. The Village has been implementing a sidewalk improvement plan which includes shaving sidewalks to remove trip hazards and replacing segments where needed.

Improvement:

- Inventory the Village sidewalk network to identify sidewalk gaps and segments needing improvement. Continue to install new sidewalks and curbing and replace or improve segments as needed.

UT-11. Millbrook Bicycle Network [V/Millbrook; Medium-Term]

Issue: There are no dedicated bicycle paths or on-street bicycle facilities in Millbrook. The Village's Comprehensive Plan and [Moving Dutchess](#) recommend developing bicycle paths, particularly between the Bennett complex (north of Route 343 near Franklin Avenue) and the Village center.

Improvements:

- Develop a bicycle path or on-street bicycle connection between the Bennett site and the Millbrook Village center (about 0.7 miles), in coordination with development of the Bennett site.
- Evaluate other Village streets for potential bicycle boulevards, sharrows, or bicycle lanes, as appropriate, to create a bicycle network.

Long-Term Recommendations (10+ years)

UT-12. Salt Point Hamlet Sidewalks

[T/Pleasant Valley, NYSDOT; Long-Term]

Issue: [Pleasant Valley's Comprehensive Plan](#) includes an illustrative sketch plan for the Salt Point hamlet (at Salt Point Turnpike and Hibernia Road) and recommends sidewalks and street trees along a portion of Salt Point Turnpike and Hibernia Road in the hamlet to improve safety for people walking.

Improvements:

- Provide sidewalks along Salt Point Turnpike (Route 115) in the Salt Point hamlet where feasible (about 0.3 miles between Cottage Street (south) and Clinton Hollow Road (CR 18)), consistent with the Illustrative Sketch Plan in the Town's Comprehensive Plan.
- Consider re-aligning the Salt Point Turnpike/Hibernia Road intersection to improve safety and visibility.

UT-13. Stanford – Pine Plains Rail Trail

[Towns, Dutchess County; Long-Term]

Issue: There are unused railroad lines between Stanford and Pine Plains which could be acquired and converted to a shared-use trail, as recommended in [Moving Dutchess](#). This would be a major project that would require substantial funding.

Improvement:

- Explore the feasibility of constructing a rail trail between Stanford and Pine Plains using railroad right of ways (about 9 miles).



- Recommendation (Sites)**
- Short-Term
- Medium-Term
- Long-Term
- Recommendation (Linear)**
- Short-Term
- Medium-Term
- Parks**
-
- Local Roads**
-
- Major Roads**
-

Walk Bike Dutchess 2014 Project Recommendations by Municipality: CLINTON



www.dutchessny.gov/WalkBikeDutchess

This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change. Map created June 2014.

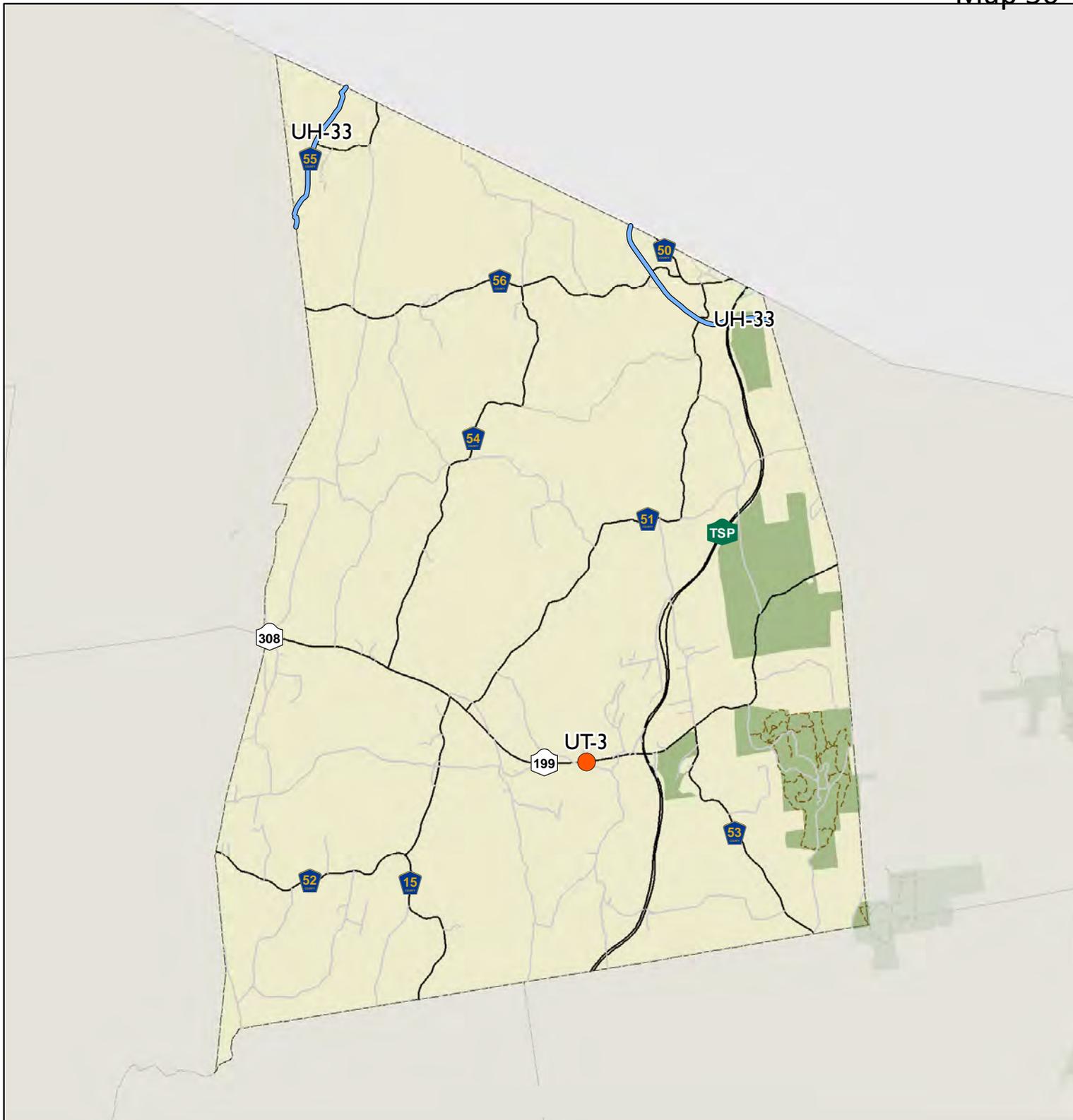
Walk Bike Dutchess Project Recommendations: Town of Clinton*

Planning Area	Project Code	Location	Project Name	Timeframe ¹	Lead	Other Partners
Upper Taconic	UT-2	T/Clinton; T/Pleasant Valley; T/Stanford	Salt Point Turnpike (Route 115/CR 17) Sidewalks and Shoulders	Short/Medium	Town of Clinton, Dutchess County, NYSDOT	Towns of Pleasant Valley & Stanford
Upper Hudson	UH-27	T/Hyde Park; T/Clinton; T/Rhinebeck; T/Red Hook; V/Tivoli	Route 9G Shoulder Improvements	Medium	NYSDOT	

*For project descriptions, see [Walk Bike Dutchess, Chapter 5.4](#)

¹Short = within 5 years; Medium = 5-10 years; Long = 10+ years

Project sponsors must fully define project scope and develop project cost estimates.



- | | | |
|--------------------------------|--------------|--------------------|
| Recommendation (Sites) | Parks | Local Roads |
| ● Short-Term | | — Major Roads |
| ● Medium-Term | | — Trails |
| ● Long-Term | | --- |
| Recommendation (Linear) | | |
| — Long-Term | | |

Walk Bike Dutchess 2014 Project Recommendations by Municipality: MILAN



www.dutchessny.gov/WalkBikeDutchess

This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change. Map created June 2014.

Walk Bike Dutchess Project Recommendations: Town of Milan*

Planning Area	Project Code	Location	Project Name	Timeframe ¹	Lead	Other Partners
Upper Taconic	UT-3	T/Milan	Milan - Route 199 Shoulder Improvements	Short	NYSDOT	
Upper Hudson	UH-33	T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook; T/Milan; T/Pine Plains; T/North East; V/Millerton	Hucklebush Rail Trail	Long	Towns, Dutchess County	Rail owner

*For project descriptions, see [Walk Bike Dutchess, Chapter 5.4](#)

¹Short = within 5 years; Medium = 5-10 years; Long = 10+ years

Project sponsors must fully define project scope and develop project cost estimates.



- | | | |
|--------------------------------|---------------------|--------------------|
| Recommendation (Sites) | Schools | Local Roads |
| ● Short-Term | 🏫 Elementary/Middle | — Major Roads |
| ● Medium-Term | 🏫 Middle/High | — Trails |
| ● Long-Term | Parks | — |
| Recommendation (Linear) | ■ | |
| — Long-Term | | |

**Walk Bike Dutchess 2014
Project Recommendations by Municipality:
PINE PLAINS**



www.dutchessny.gov/WalkBikeDutchess

This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change. Map created June 2014.

Walk Bike Dutchess Project Recommendations: Town of Pine Plains*

Planning Area	Project Code	Location	Project Name	Timeframe ¹	Lead	Other Partners
Upper Taconic	UT-5	T/Pine Plains	Pine Plains Town Center Sidewalks	Medium	T/Pine Plains, NYSDOT	
Upper Taconic	UT-6	T/Pine Plains	Pine Plains Trails & Bikeways	Medium	T/Pine Plains	
Upper Taconic	UT-13	T/Stanford; T/Pine Plains	Stanford - Pine Plains Rail Trail	Long	Towns, Dutchess County	
Upper Hudson	UH-33	T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook; T/Milan; T/Pine Plains; T/North East; V/Millerton	Hucklebush Rail Trail	Long	Towns, Dutchess County	Rail owner

*For project descriptions, see [Walk Bike Dutchess, Chapter 5.4](#)

¹Short = within 5 years; Medium = 5-10 years; Long = 10+ years

Project sponsors must fully define project scope and develop project cost estimates.



- | | | |
|--------------------------------|---------------------|--------------------|
| Recommendation (Sites) | Schools | Local Roads |
| ● Short-Term | 🚩 Elementary/Middle | — Major Roads |
| ● Medium-Term | Parks | --- Trails |
| ● Long-Term | ■ | |
| Recommendation (Linear) | | |
| — Short-Term | | |

**Walk Bike Dutchess 2014
Project Recommendations by Municipality:
PLEASANT VALLEY**



www.dutchessny.gov/WalkBikeDutchess

This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change. Map created June 2014.

Walk Bike Dutchess Project Recommendations: Town of Pleasant Valley*

Planning Area	Project Code	Location	Project Name	Timeframe ¹	Lead	Other Partners
Upper Taconic	UT-1	T/Pleasant Valley	Pleasant Valley Town Center Sidewalks and Shoulders	Short	T/Pleasant Valley, Dutchess County, NYSDOT	
Upper Taconic	UT-7	T/Pleasant Valley	West Road (CR 71) Sidewalk or Shared-Use Path	Medium	T/Pleasant Valley, Dutchess County	West Road School
Upper Taconic	UT-8	T/Pleasant Valley	Washington Hollow Sidewalks and Crosswalks	Medium	T/Pleasant Valley, NYSDOT	
Upper Taconic	UT-12	T/Pleasant Valley	Salt Point Hamlet Sidewalks	Long	T/Pleasant Valley, NYSDOT	
Upper Taconic	UT-4	T/Pleasant Valley; T/Washington; V/Millbrook	Route 44 Shoulder Improvements	Short	NYSDOT	
Upper Taconic	UT-2	T/Clinton; T/Pleasant Valley; T/Stanford	Salt Point Turnpike (Route 115/CR 17) Sidewalks and Shoulders	Short/Medium	Town of Clinton, Dutchess County, NYSDOT	Towns of Pleasant Valley & Stanford

*For project descriptions, see [Walk Bike Dutchess, Chapter 5.4](#)

¹Short = within 5 years; Medium = 5-10 years; Long = 10+ years

Project sponsors must fully define project scope and develop project cost estimates.



- | | | |
|--------------------------------|---------------------|--------------------|
| Recommendation (Sites) | Schools | Local Roads |
| ● Short-Term | 🏫 Elementary/Middle | — Major Roads |
| ● Medium-Term | 🏫 Middle/High | — Trails |
| ● Long-Term | Parks | — |
| Recommendation (Linear) | ■ | |
| — Short-Term | | |
| — Long-Term | | |

Walk Bike Dutchess 2014 Project Recommendations by Municipality: STANFORD



www.dutchessny.gov/WalkBikeDutchess

This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change. Map created June 2014.

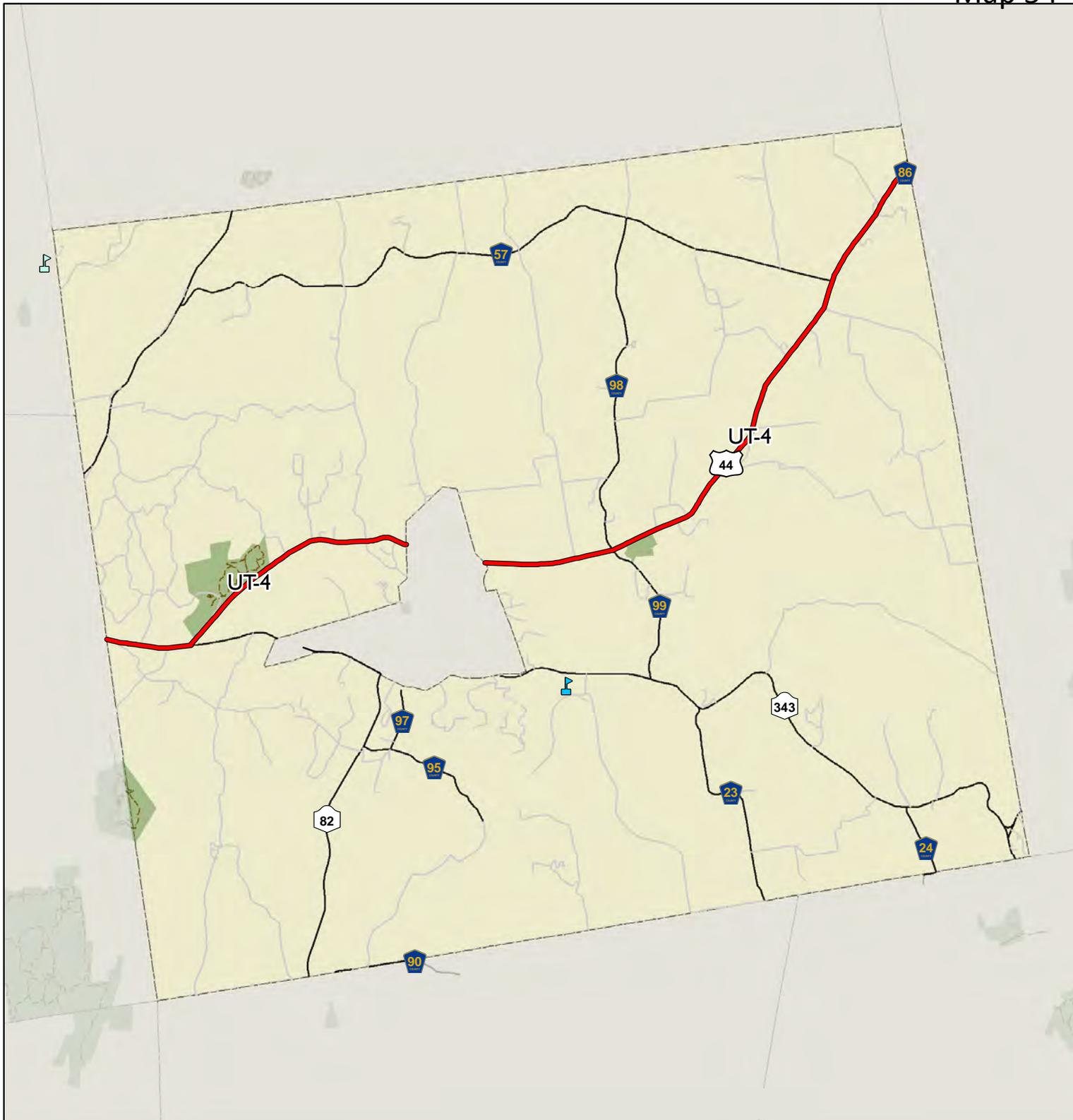
Walk Bike Dutchess Project Recommendations: Town of Stanford*

Planning Area	Project Code	Location	Project Name	Timeframe¹	Lead	Other Partners
Upper Taconic	UT-9	T/Stanford	Stanford Walkable Town Center	Medium	T/Stanford, Dutchess County, NYSDOT	
Upper Taconic	UT-2	T/Clinton; T/Pleasant Valley; T/Stanford	Salt Point Turnpike (Route 115/CR 17) Sidewalks and Shoulders	Short/Medium	Town of Clinton, Dutchess County, NYSDOT	Towns of Pleasant Valley & Stanford
Upper Taconic	UT-13	T/Stanford; T/Pine Plains	Stanford - Pine Plains Rail Trail	Long	Towns, Dutchess County	

*For project descriptions, see [Walk Bike Dutchess, Chapter 5.4](#)

¹Short = within 5 years; Medium = 5-10 years; Long = 10+ years

Project sponsors must fully define project scope and develop project cost estimates.



Recommendation (Sites)

- Short-Term
- Medium-Term
- Long-Term

Recommendation (Linear)

- Short-Term

Schools

- ▤ Elementary/Middle

Parks

-

Local Roads

- Major Roads

Trails

- - -

**Walk Bike Dutchess 2014
Project Recommendations by Municipality:
WASHINGTON**



www.dutchessny.gov/WalkBikeDutchess

This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change. Map created June 2014.

Walk Bike Dutchess Project Recommendations: Town of Washington*

Planning Area	Project Code	Location	Project Name	Timeframe ¹	Lead	Other Partners
Upper Taconic	UT-4	T/Pleasant Valley; T/Washington; V/Millbrook	Route 44 Shoulder Improvements	Short	NYS DOT	

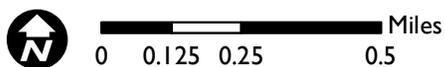
*For project description, see [Walk Bike Dutchess, Chapter 5.4](#)

¹Short = within 5 years; Medium = 5-10 years; Long = 10+ years

Project sponsors must fully define project scope and develop project cost estimates.



VILLAGE OF MILLBROOK MULTI-LOCATION PROJECTS ● UT-10 ● UT-11



- | | | |
|--------------------------------|---------------------|--------------------|
| Recommendation (Sites) | Schools | Local Roads |
| ● Short-Term | 🏫 Elementary/Middle | — |
| ● Medium-Term | 🏫 Middle/High | Major Roads |
| ● Long-Term | Parks | — |
| Recommendation (Linear) | ■ | |
| — Short-Term | | |

Walk Bike Dutchess 2014 Project Recommendations by Municipality: VILLAGE OF MILLBROOK



www.dutchessny.gov/WalkBikeDutchess

This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change. Map created June 2014.

Walk Bike Dutchess Project Recommendations: Village of Millbrook*

Planning Area	Project Code	Location	Project Name	Timeframe¹	Lead	Other Partners
Upper Taconic	UT-10	V/Millbrook	Millbrook Sidewalk Improvements	Medium	V/Millbrook	
Upper Taconic	UT-11	V/Millbrook	Millbrook Bicycle Network	Medium	V/Millbrook	
Upper Taconic	UT-4	T/Pleasant Valley; T/Washington; V/Millbrook	Route 44 Shoulder Improvements	Short	NYSDOT	

*For project descriptions, see [Walk Bike Dutchess, Chapter 5.4](#)

¹Short = within 5 years; Medium = 5-10 years; Long = 10+ years

Project sponsors must fully define project scope and develop project cost estimates.